



## **Bristol Airport Expansion to 12 million passengers per annum Planning Appeal**

**Proof of Evidence of Scott Witchalls**

On behalf of **Bristol Airport Limited**



Project Ref: 332110139/5501 | Rev: - | Date: June 2021

## Document Control Sheet

**Project Name:** Development of Bristol Airport to accommodate 12mppa

**Project Ref:** 332110139

**Report Title:** Proof of Evidence of Scott Witchalls

**Doc Ref:** 332110139/5501/001

**Date:** 14.06.2021

**Prepared by:** Scott Witchalls

**Description:** Proof of Evidence of Scott Witchalls for Appeal Against North Somerset Council's Refusal of Planning Application (LPA ref. no. 18/P/5118/OUT) by Bristol Airport Limited for the Expansion of Bristol Airport to accommodate 12 Million Passengers Per Annum



## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Qualifications and Experience.....	1
1.2	Scope of Evidence.....	2
<b>2</b>	<b>Reasons for Refusal &amp; Inspector's Issues.....</b>	<b>4</b>
2.1	Reasons for Refusal.....	4
2.2	Inspector's Issues.....	4
<b>3</b>	<b>Legislative and Policy Context .....</b>	<b>5</b>
3.1	NPPF 2019 .....	5
3.2	West of England Joint Local Transport Plan (JLTP) 4 .....	6
3.3	North Somerset Core Strategy (North Somerset Council, January 2017) .....	7
3.4	Bristol Clean Air Plan.....	9
3.5	Chew Valley Transport Strategy (2017) .....	9
<b>4</b>	<b>Airport Surface Access Overview and Expansion Proposals .....</b>	<b>11</b>
4.1	Site Location.....	11
4.2	Existing Surface Access Options .....	13
4.3	Consented 10mppa Airport Surface Access Strategy (ASAS).....	19
4.4	Development Proposals .....	20
4.5	Proposed 12mppa ASAS .....	20
<b>5</b>	<b>Transport Assessment Overview and Key Findings .....</b>	<b>25</b>
5.1	Transport Assessment Approach.....	25
5.2	Other Planning Submission Documents .....	27
5.3	Ongoing Dialogue and Regulation 25 Submissions.....	27
5.4	NSC Committee Report.....	32
5.5	Post-Refusal Information.....	34
5.6	Summary of Transport Assessment Addendum Findings.....	37
<b>6</b>	<b>Public Transport Mode Share Targets and Rationale.....</b>	<b>53</b>
6.1	Background .....	53
6.2	CAA Data and Stretch Target Approach .....	53
6.3	Ability to increase PT mode share.....	55
6.4	Comparison with other airports .....	56
6.5	Public Transport Improvement Effects on Mode Share .....	57
<b>7</b>	<b>Parking Demand Study .....</b>	<b>69</b>
7.1	Overview and Key Findings.....	69
7.2	Validation of PDS forecasts against TAA approach.....	72
7.3	Rationale for increased on-site provision .....	73
7.4	Green Belt exception test .....	74
<b>8</b>	<b>Development Phasing and Monitoring.....</b>	<b>75</b>
8.1	Planned Phased Implementation .....	75
8.2	Effects of ASAS on Parking.....	76

8.3	Monitor and Manage Approach .....	77
<b>9</b>	<b>Rule 6 Statements and 3<sup>rd</sup> Party Objections .....</b>	<b>80</b>
9.1	Introduction .....	80
9.2	Responses to Issues raised by Rule 6 parties and other third-party objectors.....	81
9.3	Policy .....	83
9.4	Sustainable Transport .....	84
9.5	Highway Network.....	91
9.6	Highway Safety.....	99
9.7	Parking Provision.....	100
9.8	Other Specific Comments .....	106
<b>10</b>	<b>Conclusions .....</b>	<b>109</b>
10.1	Inspectors Issues and Reasons for Refusal.....	109
10.2	Sustainable Transport: the effects of the proposed development upon sustainable transport objectives; .....	109
10.3	Highway Network: the effects of the proposed development upon the highway network and upon highway safety.....	109
10.4	Parking provision: the effects of the proposed development upon parking provision.....	110

## Figures

Figure 4.1: Bristol Airport Site Location Context .....	11
Figure 4.2: Bristol Airport Reference Plan.....	12
Figure 4.3: Local Bus Services.....	13
Figure 4.4: National Cycle Routes.....	16
Figure 4.5: 2017 On-site parking provision .....	17
Figure 4.6 – ASAS Modal Hierarchy .....	21
Figure 5.1: J22 M5 Motorway (Figure 10.6 T ASD) .....	48
Figure 5.2 :J22 M5 Motorway (Figure 4.4 TAA) .....	48
Figure 6.1: Effects of public transport improvements on mode share (Scenario 1) .....	65

## Tables

Table 4.1: Bristol Airport Bus Services .....	14
Table 4.2: Bristol Airport Coach Services.....	14
Table 4.3: National Rail Stations .....	15
Table 4.4: 2017 On-Site Parking Provision .....	17
Table 5.1: Faster Growth and Slower Growth Ranges and TEMPro Factors .....	36
Table 5.2: Vehicular Increases by Junction – Core Scenario .....	38
Table 5.3: A38 / Bristol Airport Roundabout Improvement Scheme - Capacity Results Summary .....	41
Table 5.4: A38 / Downside Road Existing Layout - Capacity Results Summary .....	42
Table 5.5: A38 / West Lane Existing Layout - Capacity Results Summary .....	43
Table 5.6: A38 / West Lane & Downside Road Improvement Scheme - Capacity Results Summary ..	44
Table 6.1: Summary of Public Transport Passengers (CAA Data vs Targets) .....	54
Table 6.2: CAA Mode Share.....	55
Table 6.3: Comparison of 2019 CAA Survey Mode Share Data (Main Mode).....	56
Table 6.4: Potential service improvements .....	58
Table 6.5: Post code analysis .....	59

Table 6.6: Overall impacts.....	63
Table 6.7: Effects of PT Improvements on Mode Share .....	64
Table 6.8: Effects of Bus Improvements on Staff Travel .....	67
Table 6.9: Effects of ASAS on Staff Travel .....	68
Table 9.1: Summary of Responses to R6 and 3 <sup>rd</sup> Party objectors .....	81
Table 9.2: Parking Costs Summary (Indicative) .....	90
Table 9.3: Coach Fares .....	91
Table 9.4: ESA % Change in Traffic.....	95
Table 9.5: Summary of ESA Significance of effects on pedestrians and cyclists .....	97
Table 9.6: PCAA Table 2 and Response .....	98
Table 9.7: Barrow Street ATC Results .....	106
Table B.1: Annual parking demand: TAA vs PDS Update .....	B-i
Table B.2: TAA Group Size (+3.4mppa uplift) .....	B-ii
Table B.3: PDS Group Size.....	B-ii
Table B.4: Peak two-way parking trips (TAA Methodology) .....	B-iii

## Appendices

Appendix A	Matters Relevant to CPO
Appendix B	Validation of PDS against TAA (Full Analysis)
Appendix C	Junction flow diagrams
Appendix D	A38/ Downside Road Rev.11 Swept Path Drawings
Appendix E	A38/ Downside Rev. 11 Road Scheme Detailed Drawings
Appendix F	A38/ Bristol Roundabout Revised J9 Outputs
Appendix G	Personal Injury Collision Data Review

This page is intentionally blank

# 1 Introduction

## 1.1 Qualifications and Experience

- 1.1.1 My name is Scott Witchalls. I hold a Master of Science degree in Transportation Planning and Engineering from the University of Southampton. I am a Chartered Member of the Institute of Logistics and Transport, a Member of the Institution of Highways and Transportation, and a Member of the Transport Planning Society. I have over thirty-five years' experience in the field of transportation planning and engineering.
- 1.1.2 I have appeared as an expert witness at numerous Public Inquiries including CPO Inquiries, at the High Court, Court of Arbitration, Examinations in Public and in front of Parliamentary Committees.
- 1.1.3 I am a Director at Stantec UK. Stantec is a global multi-disciplinary development and infrastructure consultancy that advises public and private sector clients with respect to planning, design and construction of infrastructure and land development projects including airports. Stantec provides consultancy services in all areas of transportation planning and engineering.
- 1.1.4 I have worked on a variety of major transport infrastructure and land development projects, many of which have required the forecasting, assessment of impacts and design of transport and traffic management solutions. These include the major development projects at Wichelstowe, Swindon (4500 homes, 1Msq.ft employment), Ebbsfleet and Kent Thameside (international station, 30,000 homes and 50,00 jobs), Krakow hub regeneration (4.5Msq.ft station interchange, retail and commercial development), design of the Reading station train/bus interchange areas catering for over 15 million passengers per annum and the complex M4 Junction 11 upgrade scheme. I have also undertaken detailed assessments of the operation of airport roads and interchanges at Luton and Heathrow airports, having provided expert evidence in the case of *Arriva the Shires vs LLAOL* and *Purple Parking Limited and Meteor Parking Limited v Heathrow Airport Limited*.
- 1.1.5 I am familiar with the operation of Bristol Airport and its surface access provision, having been responsible for the preparation of the Transport Assessment Report that accompanied the application for expansion to 12 mppa. I have experience of airport and forecourt capacity and operations.
- 1.1.6 I was involved in early dialogue and throughout the planning process with North Somerset Council (NSC) and Highways England (HE) officers.

- 1.1.7 In undertaking my analysis for the purposes of preparing the transport assessment, transport assessment addendum and this expert report, I have been assisted by specialist technical teams at Stantec under my supervision.

## **1.2 Scope of Evidence**

- 1.2.1 My evidence explores the transport related matters identified as main issues from the Case Management Conference as well as other matters raised by NSC in their reasons for refusal and those of third party objectors. These include surface access, sustainable transport objectives, highway impact, highway safety, parking demand and links to green belt planning and climate issues (eg noise/air quality).
- 1.2.2 My evidence also covers transport matters relevant to the CPO Inquiry including any relevant output from transport assessment.
- 1.2.3 My evidence is structured as follows:
- **Section 2** states the reasons for refusal relevant to transport
  - **Section 3** contains a review of relevant transport policies
  - **Section 4** provides an overview of current surface access and parking for Bristol Airport as well as the proposed improvements
  - **Section 5** provides an overview of the transport assessment process undertaken as part of the planning application including the related environmental assessment matters as well as an outline of the extensive dialogue with transport authorities and Regulation 25 submissions
  - **Section 6** considers public transport access to the airport, measures introduced by BAL to improve accessibility and future mode share targets and rationale
  - **Section 7** considers the parking demand forecasts for the airport and the related implications for green belt
  - **Section 8** considers development phasing and the relationship with the monitoring proposals outlined in the draft S106 Heads of Terms (HoTs), specifically with respect to mode share and parking provision
  - **Section 9** responds to the NSC transport reasons for refusal and to objections from Rule 6 Parties and other objectors. It summarises these into main themes of the objections/concerns raised, and provides a point by point response to each of these.

- **Section 10** sets out my conclusions

1.2.4 Additionally, the following information has been appended to the evidence:

- **Appendix A** sets out the matters relevant to the CPO Inquiry for the proposed A38 highway mitigation scheme;
- **Appendix B** provides a full validation analysis of the Parking Demand Study (PDS) against the Transport Assessment Addendum (TAA);
- **Appendix C** provides diagrams showing flows used in the TAA to undertake junction capacity assessments;
- **Appendix D** the results of the A38/ Downside Road scheme (rev. 11) swept path drawings;
- **Appendix E** provides detailed drawings of the proposed A38/ Downside Road scheme (rev 11); and
- **Appendix F** provides the revised junction outputs for the A38/ Bristol roundabout (J1)
- **Appendix G** provides a summary of the updated Personal Injury Collision data review received from NSC and Bristol City Council (BCC).

## 2 Reasons for Refusal & Inspector's Issues

### 2.1 Reasons for Refusal

2.1.1 NSC cited 5 Reasons for the Refusal of the application, the following of which are relevant to transport and parking matters:

- RfR 1 – ‘...The further expansion beyond 10mppa now proposed would generate additional noise, traffic and off airport car parking resulting in adverse environmental impacts on communities surrounding Bristol Airport and which would have an adverse impact on an inadequate surface access infrastructure.’
- RfR 4 – ‘The proposed extension to the Silver Zone car park and the year round use of the seasonal car park constitute inappropriate development in the Green Belt which is by definition harmful to the Green Belt. There are no very special circumstances which outweigh the harm to the Green Belt caused by reason of inappropriateness and any other harm including the encroachment of development on the countryside and loss of openness...’
- RfR 5 – ‘The proposed public transport provision is inadequate and will not sufficiently reduce the reliance on the car to access the airport resulting in an unsustainable development contrary to the National Planning Policy Framework and policies CS1 and CS10 of the North Somerset Core Strategy 2017.’

### 2.2 Inspector's Issues

2.2.1 Following refusal of the planning application and BAL's decision to appeal, a Case Management Conference (CMC) took place on 8<sup>th</sup> March 2021, where the Panel of Inspectors was appointed to conduct the Bristol Airport Inquiry, and the main issues of the appeal were identified, of which those relating to transport are *“the effects of the proposed development upon:*

- *sustainable transport objectives;*
- *the highway network;*
- *highway safety; and*
- *parking provision.”*

2.2.2 **Section 9** of this evidence summarises the main themes from the reasons for refusal in the context of the main issues identified in the CMC with an explanation as to why I do not believe the refusal can be justified on these grounds.



## 3 Legislative and Policy Context

### 3.1 NPPF 2019

- 3.1.1 Paragraph 103 of the NPPF indicates that ‘significant development’ should be sited in locations that are, or can be made sustainable, by limiting the need to travel and by offering a genuine choice of transport modes. It says opportunities to increase sustainable transport will however vary between urban and rural areas, and this should be considered in decision making.
- 3.1.2 Para 104e states that planning policies should: *“provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.”*
- 3.1.3 Paragraph 104f requires planning policies to: *“recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure...and the Government’s General Aviation Strategy.*
- 3.1.4 Paragraphs 108 and 110 of the NPPF promote opportunities to increase walking, cycling and public transport services, and mitigate adverse impacts on the highway network. Paragraph 108 states that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. safe and suitable access to the site can be achieved for all users; and*
- c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

- 3.1.5 Paragraph 110 states that :

*‘...applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;...’*

- 3.1.6 Paragraph 111 requires development proposals that generate significant additional traffic to include a transport assessment and a sustainable travel plan to reduce vehicle trips.

- 3.1.7 Paragraph 109 makes clear development should only be refused on highway grounds if its projected impacts are severe and these cannot be mitigated. Importantly, the evidence set out in the TA and TAA and summarised in Section 5 of this evidence has demonstrated that there are no areas where the impact is considered severe.
- 3.1.8 The NPPF is a material consideration of significant weight and this evidence will demonstrate that the development satisfies the requirements identified above.

### 3.2 West of England Joint Local Transport Plan (JLTP) 4

- 3.2.1 JLTP 4 was adopted in March 2020 and is led by the West of England Combined Authority (WECA), working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils – it looks at transport up to 2036. It sets out a strategy for improving connectivity for the West of England, noting that for trips beyond the West of England the focus is primarily on :

- *Strategic road and rail networks, including the role of coaches*
- *Supporting the role of the port and airport, for both passengers and freight’ (p34)*

And under Policy B1 to :

*‘Enhance competitiveness of major gateways and improve connectivity to international markets’*

By means of a main intervention to :

*‘Work with Bristol Airport to maximise the airport’s transport connectivity as a local, subregional and regional transport interchange’ (p37-38)*

And

*‘In particular, we will work to increase public transport in the short term, with improvements to bus and coach services serving the airport, and in the long term through a high-frequency mass transit corridor.’*

- 3.2.2 The mass transit corridor is referenced as a *‘Transformational Major Scheme’* (p.171, T1), and categorised as high cost, long term (Table 11.1, p.130). The scheme has not yet been worked up or any means of funding identified.
- 3.2.3 The plan also sets out a series of other proposals in development as potential early investment schemes under development (the Bristol South West Economic Link (BSWEL), Ref E1, p173), for a new multimodal corridor between the M5 and the A38, Bristol Airport, South Bristol and Bristol City Centre to improve connectivity and overall network resilience.

- 3.2.4 The above includes, (in Package 2), A38 online improvements between A368 to Bristol Airport, along with Downside Road junction improvements. BAL is proposing to deliver the Downside Road junction improvements as part of the development.
- 3.2.5 Bristol Airport Limited (BAL) is supportive of improving surface connectivity by public transport. As recognised in JLTP4, BAL has worked with the transport authorities and already invested significantly in improved surface access provision, and will introduce further measures as part of the development. BAL proposes to fund improvements in public transport services, with a target to achieve a further 2.5% increase in public transport use from passengers between 10mppa and 12mppa, as well as measures to promote more sustainable travel by employees.
- 3.2.6 BAL supports the longer-term provision for mass transit routes and highway improvements, including the A38 works described in para. 3.2.4 promoted through JLTP4. BAL's financial support for public transport services and promotion of sustainable travel will help to further embed public transport use for trips along the corridor and help WECA build the case to support mass transit.

### 3.3 North Somerset Core Strategy (North Somerset Council, January 2017)

#### CS1 'Addressing climate change and carbon reduction'

- 3.3.1 North Somerset Council is committed to reducing carbon emissions and tackling climate change. To support this, Policy CS1 sets out principles to guide development, particularly with regard to transport, policy stating that *'opportunities for walking, cycling and use of public transport should be maximised through new development and in existing areas emphasising the aim to provide opportunities that encourage and facilitate modal shift towards more sustainable transport modes'*.

BAL is committed to the introduction of measures aimed at reducing the proportion of car trips to Bristol Airport, evidenced by its ongoing investment into public transport services and a hierarchy aimed at discouraging drop-off and taxi trips in favour of self-parking and public transport use.

#### CS10 Transport and Movement

- 3.3.2 Policy CS10 addresses transportation and movement related policies for the region, stating *"integrated transport networks allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities. The transport schemes should be capable of the following:*
- *Enhance the facilities for pedestrians, including those with reduced mobility, and other users such as cyclists;*
  - *Deliver better local bus, rail and rapid transit services in partnership with operators;*
  - *Develop innovative and adaptable approaches to public transport in the rural areas of the district;*
  - *Improve road and personal safety and environmental conditions;*

- *Reduce the adverse environmental impacts of transport and contribute towards carbon reduction;*
- *Mitigate against increased traffic congestion; and*
- *Support the movement of freight by rail.” (Not relevant to Bristol Airport since it is not a freight hub)*

3.3.3 **Sections 5 and 6** of my evidence will demonstrate that the proposals fully accord with the relevant policy requirements by delivering improvements in all of the areas stated.

### **CS11 Parking**

3.3.4 Policy CS11 states that:

*“Adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Overall parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.*

*New developments must seek to maximise off street provision, assess where on-street provision may be appropriate, demonstrate that buses, service and emergency vehicles are not restricted, and ensure that the road network is safe for all users.*

*Detailed parking policy guidance for all forms of development will be provided as part of the Sites and Policies Development Plan Document”*

3.3.5 Section 7 of this evidence will demonstrate that the development complies with CS11 by proposing to cater for parking demand in a controlled and managed way whilst seeking to minimise car trips and promote greater use of public transport in parallel. The proposals require additional parking provision adding up to a total of c.22,300 car spaces, which reflects a balanced approach that I consider is appropriate under this policy. Furthermore, building on-site car parking will help to improve wider residential amenity.

### **CS23 ‘Bristol Airport’**

3.3.6 Policy CS23 states that: *“proposals for the development of Bristol Airport will be required to demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface access infrastructure.”*

3.3.7 This evidence will draw upon the findings of the transport and environmental impact assessments to demonstrate that the development has limited impact or satisfactorily mitigates any significant adverse environmental impacts relating to surface access.

### 3.4 Bristol Clean Air Plan

3.4.1 As part of the Bristol Clean Air Plan, proposals to introduce a CAZ in Bristol were approved by the City Council's cabinet in February 2021. The chosen business case submitted to the Government for approval and expected to be introduced later in 2021 is Small Clean Air Zone D (central Bristol and part of the A4/A3029 to the west) based on:

- No vehicles are banned from entering the CAZ but older and more polluting vehicles will have to pay a daily charge
- Charges would not apply to Euro 4, 5 and 6 petrol vehicles, and Euro 6 diesel vehicles.

#### Implications

3.4.2 At the time of the planning application and Reg. 25 submissions, the details of the CAZ were still unknown. However, now that the proposals have been published and approved, a review of potential impacts identified in the Full Business Case (Draft) prepared by Jacobs has been carried out.

3.4.3 It is expected that the CAZ proposals would lead to some redistribution of through-trips, if implemented as proposed. However, the modelling exercises show only small changes in daily traffic on the local roads with bigger reductions (c200-500) on the M5 and A38 corridors (south of Bristol), although these are low as a proportion of daily flow. It should be noted that the published traffic flow analysis states that it is for a hybrid CAZ option, not the small CAZ D, now proposed. It is noted that any trips with an origin or destination within the CAZ would not be affected i.e. they would not divert.

3.4.4 In the modelling report available, there is a breakdown of expected compliance for the proposed CAZ D.

3.4.5 It shows that over 80% of vehicles would be cleaner than zone charge levels (Table 3-2), so no charge would be payable (i.e. no re-routing of traffic). Of the remaining 15%, only around 8-20% may re-route (Table 3-6). Therefore, it is expected that the overall wider impacts in terms of traffic flows on the approach roads towards Bristol Airport would be negligible, and would exist with and without development.

### 3.5 Chew Valley Transport Strategy (2017)

3.5.1 This strategy identifies transport issues and identifies key actions to address these:

3.5.2 **CV3** *"Continue to review impact of airport traffic in the event of Bristol International Airport seeking to increase its capacity; representations should be made to both BIA and North Somerset Council*

*regarding the impact of additional traffic on communities within the Chew Valley. The South Bristol link should take traffic out of the Chew Valley.”*

- 3.5.3 **CV5** *“Work with bus operators to develop routes that better link into the high frequency bus services on the A37 and A38 (perhaps direct to Bristol Airport).”*
- 3.5.4 The original TA for the development referenced the Chew Valley Study (Para 9.3.16) and BAL clearly took the strategy into consideration in developing its proposals (set out in the Draft S106) for monitoring and potential public transport investments.
- 3.5.5 Whilst not explicitly shown, the TAA also effectively assessed the traffic impacts through Chew Valley since these trips are all assumed to emerge at the West Lane Junction. At this point, the highest peak hour flow increase (PM) is 62, or around 1 vehicle per minute 2 way. This is less than a 10% increase in the 2030 forecast (with 10mppa) flow (9.5%) and will also disperse the further east you go towards Chew Valley. AM and IP flow increases are 19 (3.8%) and 44 (8.9%) trips, so will have a lower impact.
- 3.5.6 The airport has been in dialogue with Bath & North East Somerset (B&NES) with regard to the improvement of bus links and as suggested by action CV5 of the study is inherent in the draft S106 proposals. B&NES were satisfied with the methodology and raised no objections to this, as confirmed in their letter from June 2019 (see para 5.3.19).



## 4 Airport Surface Access Overview and Expansion Proposals

### 4.1 Site Location

4.1.1 Bristol Airport is located approximately 11km south west of the main conurbation of Bristol. It is in a generally rural location whilst also having close links to the cities of Bristol and Bath and larger towns such as Weston-super-Mare, as well as smaller towns and villages across North Somerset and Bath and North East Somerset. The primary access to the airport is by road, namely the A38 which runs north to Bristol and south west to Weston-super-Mare.

4.1.2 **Figure 4.1** below shows the location of the airport within the context of the strategic highway network, whilst **Figure 4.2** overleaf shows the location of the airport within the local area.

Figure 4.1: Bristol Airport Site Location Context

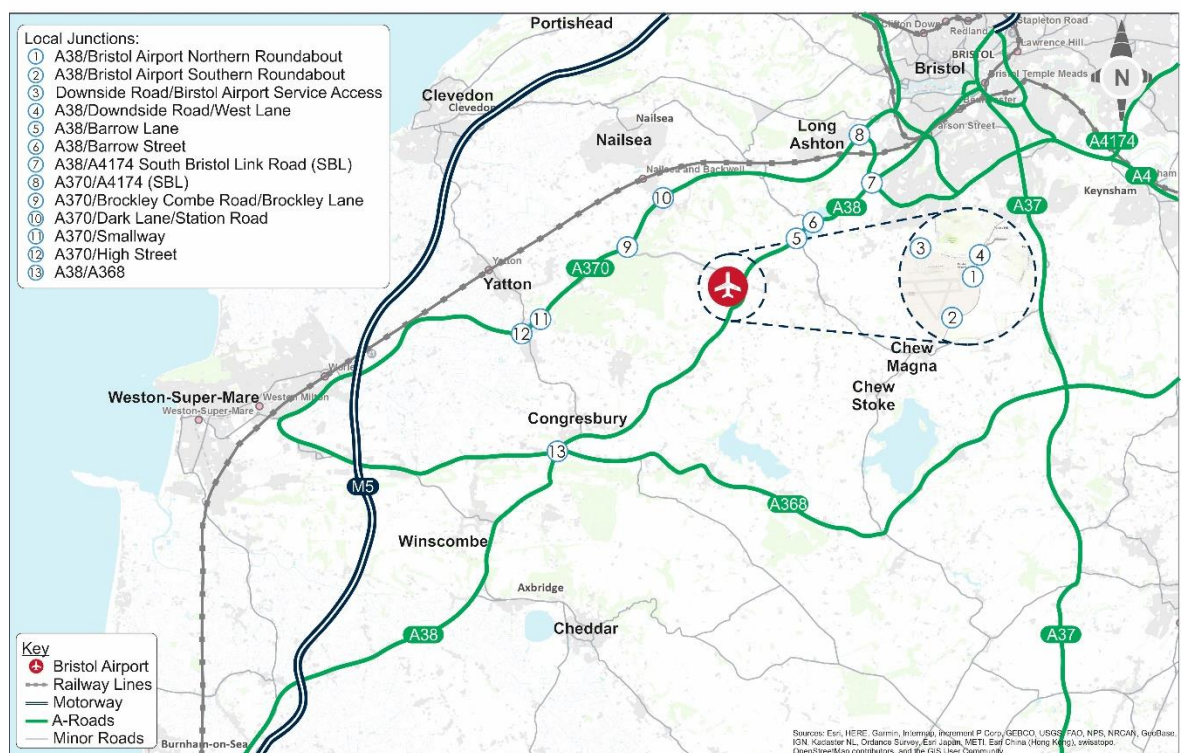
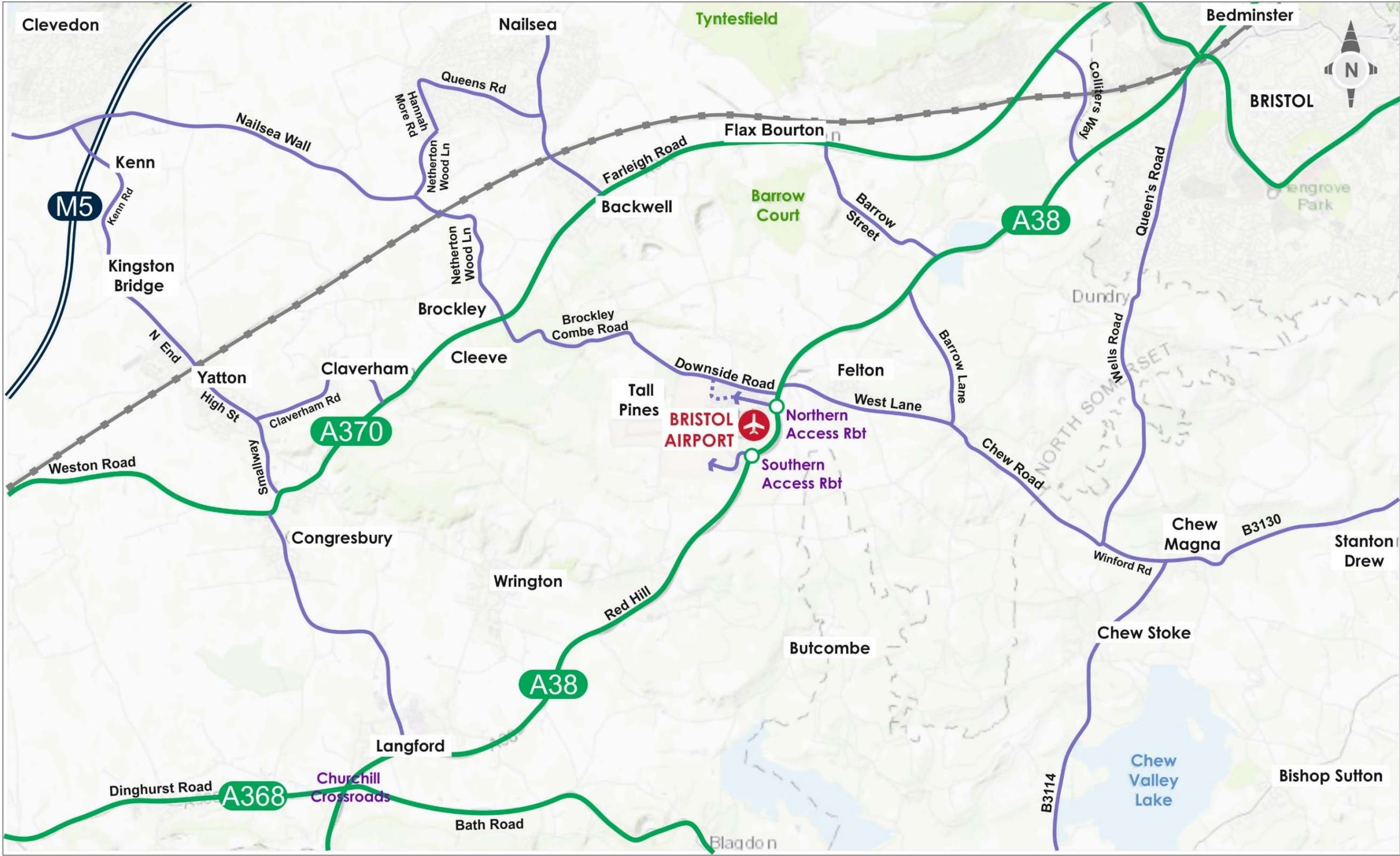


Figure 4.2: Bristol Airport Reference Plan





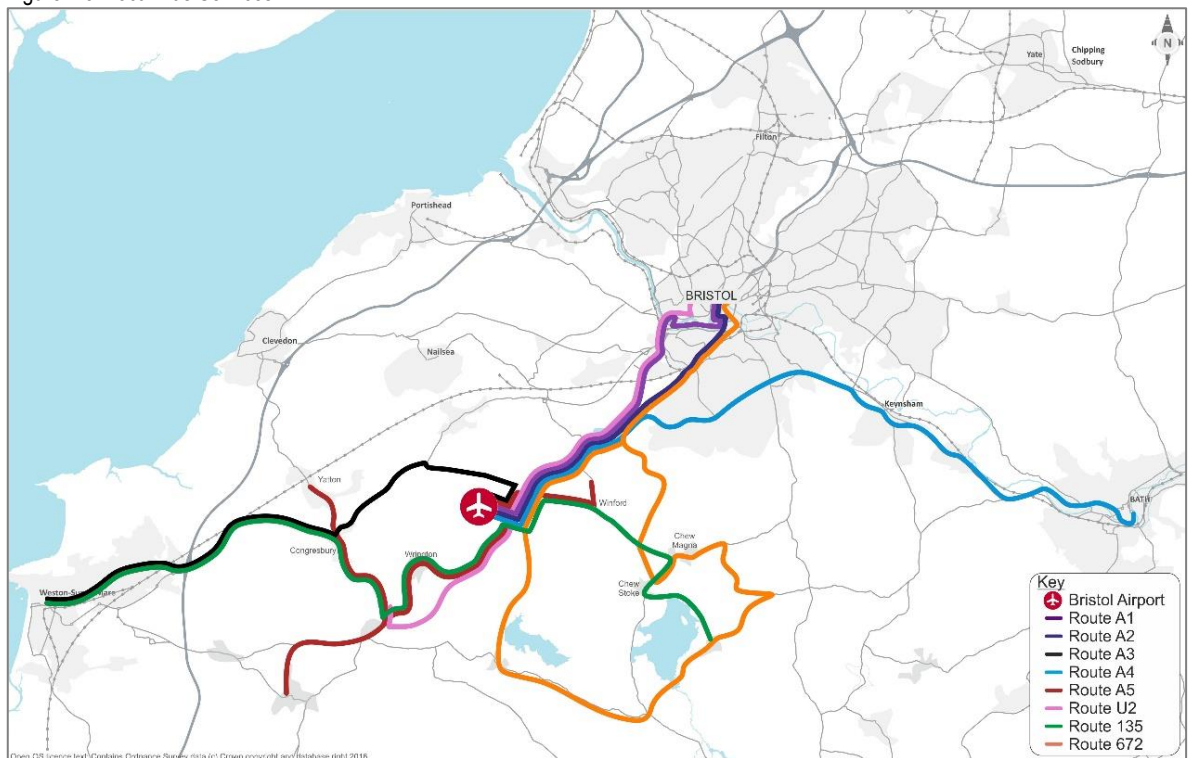
## 4.2 Existing Surface Access Options

- 4.2.1 The below sets out the surface access options prior to the COVID-19 pandemic. Some of the public transport operations have reduced to reflect the travel restrictions that were put in place, but these are expected to return once travel restrictions are removed in due course, although precise routing and services are likely to be optimised to deliver the highest patronage possible.

### Bus Services

- 4.2.2 Bristol Airport is well served by an extensive range of frequent and direct bus routes to Bristol, Bath and Weston-Super-Mare as well as other local towns and villages, as seen in **Figure 4.3**.

Figure 4.3: Local Bus Services



- 4.2.3 The Airport also acts as an important hub for several local bus routes in North Somerset, where local buses from surrounding villages connect with frequent services to Bristol and Weston-super-Mare. These are set out within **Table 4.1**.

Table 4.1: Bristol Airport Bus Services

Service	Route	Frequency	
		Mon-Sat (daytime)	Evening & Sunday
A1	Bristol Airport – Bristol	10 mins	15-20 mins, 60 mins night
A2	Bristol Airport – Bedminster – Bristol	30 mins	30 mins
A3	Weston-super-Mare – Worle – Congresbury – Bristol Airport	60 mins	60 mins
A4	Bath – Salford – Keynsham – Brislington – Hengrove – Bristol Airport	30 mins	30 mins
A5	Winford – Felton – Bristol Airport – Wrington then either Congresbury – Yatton or Churchill – Winscombe	10 journeys Mon-Fri	No service
U2	Clifton – Lulsgate – Upper Langford	60 mins Mon-Fri (term time only)	No service
54	Clevedon – Yatton – Claverham – Cleeve – Bristol Airport	90 mins	No service
135	Chew Stoke – Chew Magna – Winford – Lulsgate – Wrington – Congresbury – Weston-super-Mare	1 journey Fri	No service
672	Blagdon – Wrington – Lulsgate – Bedminster – Bristol	1-2 journeys	No service

## Coach Services

- 4.2.4 In common with the bus services, Bristol Airport has a good level of sub-regional coach services which complement the local bus network to provide longer distance travel. **Table 4.2** sets out the coach services serving Bristol Airport prior to the COVID-19 pandemic.

Table 4.2: Bristol Airport Coach Services

Service	Route	Frequency	
		Mon-Sat (daytime)	Evening & Sunday
216	Cardiff – Newport – Bristol Airport	120 mins	120 mins
404	London – Heathrow Airport – Chippenham – Bath – Bristol Airport – Exeter – Newton Abbot – Torbay – Totnes – Plymouth – Truro – Falmouth – Penzance	No service	1 journey night
Falcon	Bristol – Bristol Airport – Bridgwater – Taunton – Cullompton – Exeter – Plymouth	60 mins	120 mins eve, 60 mins Sun

## National Rail Services

- 4.2.5 Although there is no railway station at Bristol Airport, there are several stations that are relatively close by, and accessible by bus interchange services. The National Rail stations that provide access to Bristol Airport via bus services are set out in **Table 4.3**.

Table 4.3: National Rail Stations

Station	Distance (km)	Bus Route	Journey Time (off peak)	Bus Frequency (off peak)
Nailsea & Backwell	4.5	None	n/a	n/a
Yatton	8.0	A5	43 mins	Hourly
Parson Street	8.9	A2	14 mins	Half hourly
Bedminster	10.0	A2	21 mins	Half hourly
Bristol Temple Meads	11.4	A1	29 mins	Every 10 minutes
Worle	14.2	A3	28 mins	Hourly
Weston Milton	16.6	A3	35 mins	Hourly
Weston-super-Mare	18.8	A3	44 mins	Hourly
Bath Spa	24.6	A4	70 mins	Half Hourly

## Walking and Cycling

- 4.2.6 Bristol Airport is located approximately 11km from Bristol City Centre and 18km from Weston super-Mare, which are the two closest main urban areas to the airport. It is recognised that walking and cycling trips are unlikely to be made to/from the airport by passengers. However, employees are more likely to commute to the airport by walking and cycling trips, primarily those living in nearby villages. There are 13 villages/other settlements within a 5km radius from Bristol Airport where walking or cycling could be possible means of travel to work at the airport.

### Walking

- 4.2.7 The relatively rural location of the site means that walking trips to and from the airport are predominantly likely to occur from the nearby hamlets of Downside, Lulsgate Bottom, Potters Hill and the village of Felton, and from local hotels.

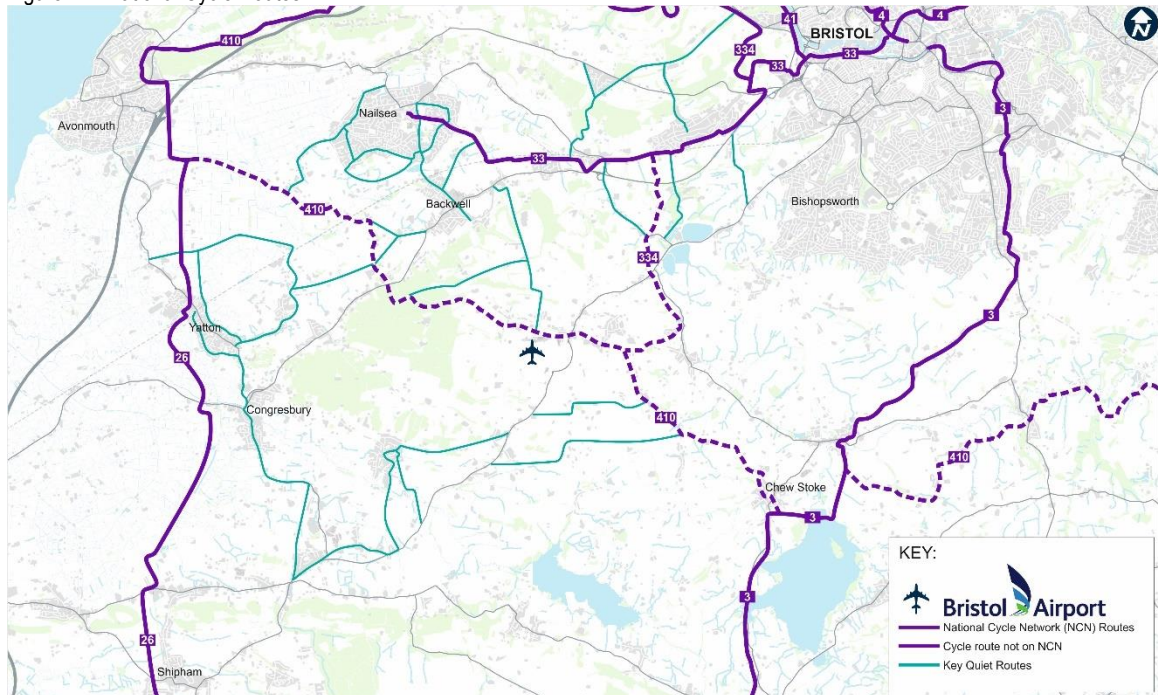
### Cycling

- 4.2.8 Opportunities for cycling to and from the airport are relatively limited due to the local topography (although this may become less of a barrier with increasing sales of e-bikes), the busy nature of the A38, and the distance of the airport from major conurbations.
- 4.2.9 The most likely source of bicycle trips to and from the airport is trips from the hamlets of Downside, Lulsgate Bottom and Potters Hill and nearby villages such as Felton, Winford, Wrington and Backwell although there is very limited cycle infrastructure and the long hill through Brockley

Combe makes this unattractive for less confident cyclists. However, some airport staff from further afield, including Nailsea, Portishead, Blagdon and Bristol, are also known to cycle to work on an occasional or regular basis.

- 4.2.10 The airport currently provides cycle parking racks and a secure cycle store at the Administration building. Shower facilities are also provided for employees.
- 4.2.11 The Silver Zone Staff Transport Hub provides a 16-space cycle parking area. Cycle parking is also available at the terminal and shower facilities at Aviation House.
- 4.2.12 **Figure 4.4** illustrates the National Cycle Network Map routes and quiet road routes around Bristol Airport.

Figure 4.4: National Cycle Routes



## Taxi Services

- 4.2.13 The Airport taxi service is operated under a concession arrangement with Arrow Cars. This allows Arrow Cars sole rights to provision of private hire services taking bookings at the Airport, but does not exclude other operators who can set down or pick up pre-booked passengers from elsewhere; this is directed towards the drop-off and short stay car parks on site.
- 4.2.14 The concession is operated to ensure a strict set of service standards laid down by the Airport are met, the objective of which is to ensure that private hire vehicles are readily available to passengers 24 hours a day. The agreement covers a range of issues including availability of taxis,

quality of vehicles, maximum waiting time, driver standards and, where possible, avoidance of the B3130 through Barrow Gurney.

- 4.2.15 The Bristol Airport Surface Access Strategy does not promote an increase in modal share by taxi passengers. It does, however, seek to promote increased efficiency in the airport licensed vehicle operation by combining outward and inward journeys and use of licensed vehicle sharing. In the future, development of schemes such as Mobility as a Service (MaaS) could change the way people access the Airport by small vehicles, including taxis and taxi-bus style services.

### Private Car - On-Airport Car Parking Provision

- 4.2.16 A plan showing the location of existing on-site parking provision has been extracted from Wood's Parking Strategy prepared in December 2018 as part of the 12mppa planning application as below:

Figure 4.5: 2017 On-site parking provision



Table 4.4: 2017 On-Site Parking Provision

Figure 4.1 Ref	Car Park	Capacity (summer peak 2017)
<b>A</b>	Silver Zone	11,770
<b>B</b>	Long Stay	3,508
<b>C</b>	Premier/ Short Stay	522
<b>D</b>	Meet & Greet	900
<b>Total</b>		<b>16,700</b>

- 4.2.17 By 2019, peak summer capacity had increased to c.17,700 spaces due to the completion of multi-storey car park 1 (MSCP1).



4.2.18 Car park charges vary by type, location and convenience.

### **Off-Site Car Parking**

4.2.19 Bristol Airport Limited does not provide any off-site parking provision. However, there are several unofficial off-site parking locations (many of which are not authorised i.e. have no planning permission), which provide alternative, typically lower cost, parking options to those provided by Bristol Airport (see Parking Demand report for further details). It is understood that the majority of these car parks operate in greenfield sites in the local area to the airport.

4.2.20 Following the two Master Plan consultations in 2017 and 2018, it was also indicated by local residents that vehicles, primarily taxis and passenger pick-up vehicles are parking on-street in the villages either throughout the period of their trip from Bristol Airport or prior to picking up passengers. It is worth noting this situation is not unique to Bristol Airport as this has been highlighted and reported at other UK airports.

### **Drop-Off and Pick Up Facilities**

4.2.21 Bristol Airport has the following drop off and pick up facilities available:

- Express Drop Off
- Short Stay and Pick Up

4.2.22 The Express Passenger drop off facility is located adjacent to the terminal building. It is a barrier controlled area and provides 50 layby spaces. The area is designed to enable a passenger drop off, with parking available for up to 10 minutes, which currently costs £4. Special Assistance passenger drop off is also available in this area, and allows drivers up to 30 minutes of free parking.

4.2.23 The Short Stay and Pick Up facility is located opposite the terminal building. The area is designed to provide a waiting area for flight arrivals and is priced based on duration of stay, starting from £3.50 for 20 minutes. Special Assistance passenger drop off is also available in this area and allows drivers up to 30 minutes of free parking. A free shuttle bus is available to take passengers from the facility to the terminal door.

4.2.24 There is also a 60-minute free parking waiting zone adjacent to the Silver Zone area, a short bus ride from the terminal.

### **4.3 Consented 10mppa Airport Surface Access Strategy (ASAS)**

#### **Public Transport**

- 4.3.1 As part of the 10 mppa planning permission, an ambitious passenger public transport mode share target of 15% was agreed (based on PT mode share being measured using bus ticket data provided by operators). To meet this target, the following key public transport enhancements were agreed at the time of consent (based on PT mode share being measured using available bus ticket data):
- 8 buses an hour to Bristol City Centre;
  - 2 buses an hour to Weston-super-Mare;
  - Develop proposals for services to Bath and Devon;
  - Develop proposals for services to South Wales; and
  - Set up a public transport fund to support local services.
- 4.3.2 Despite not having yet reached 10 mppa, BAL has made significant progress towards these key public transport enhancements. To-date, the following measures have been delivered:
- 8 buses an hour to Bristol City Centre;
  - 1 bus an hour to Weston-super-Mare;
  - 2 buses an hour to Bath;
  - 1 bus an hour to Plymouth;
  - 1 coach every 2 hours to Cardiff; and
  - Public transport fund set up and financially supports the A5 (Yatton and Winscombe) local bus service.
- 4.3.3 Furthermore, the 'Bristol Flyer' buses have recently been upgraded to double decker models with leather seats, additional luggage space, free wi-fi and USB sockets.
- 4.3.4 The 10 mppa consent also includes a dedicated public transport interchange, which will be situated on top of the new multi-storey car park. This interchange will be connected to the terminal building by a covered walkway.

### **Consented 10mppa Parking**

- 4.3.5 As part of the 10 mppa consent BAL has permission to provide up to c.18,700 parking spaces at the Bristol Airport site. Some 17,700 are currently available.
- 4.3.6 BAL completed construction of a new Administration building on the southern side of the Bristol Airport site in late 2019. Prior to the new administration building opening, employees and visitors parked in the Silver Zone employee transport hub. Employees used the frequent shuttle bus to travel between the employee transport hub and the old administration building and terminal building on the northern side of the airport

## **4.4 Development Proposals**

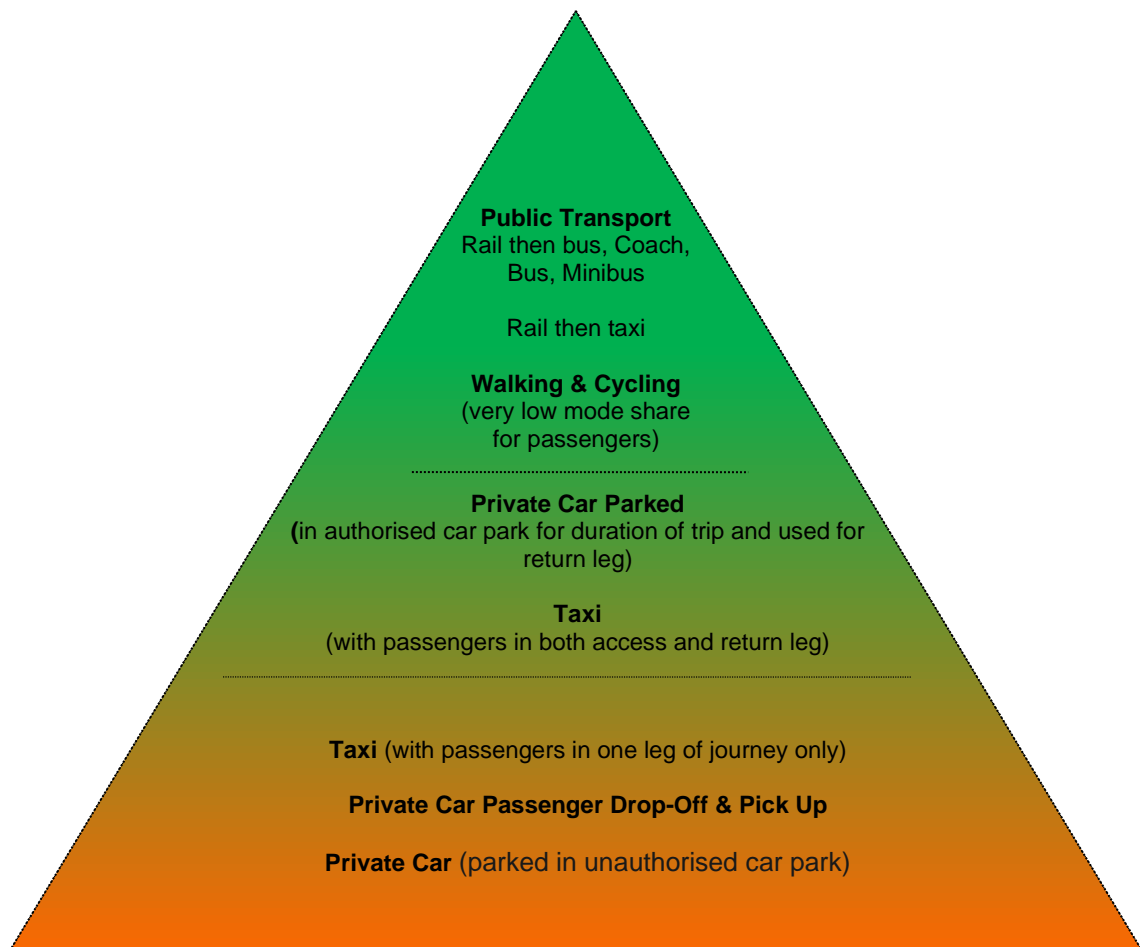
- 4.4.1 The development proposals incorporate a number of 'airside' operational changes to accommodate 12mppa as well as surface access improvements. In terms of surface access, the following are proposed:
- Enhancement to the internal road system including gyratory road with internal surface car parking and layout changes
  - Improvements to the A38 and its junction with Downside Road
  - Development of a new Surface Access Strategy incorporating a comprehensive package of proposals aimed at reducing car trips to the airport (See 4.5 below)
  - Erection of a new multi-storey car park (MSCP3) to the north-west of the terminal building providing 2150 spaces
  - The year-round use of the existing Silver Zone car park extension (known as 'Cogloop Phase 1')
  - Extension to the Silver Zone car park to provide approximately 2,700 spaces (known as 'Cogloop Phase 2')
  - Overall 'year-round' parking provision would total c.22,300 spaces by 2030.

## **4.5 Proposed 12mppa ASAS**

- 4.5.1 It is proposed that a new ASAS for the 12mppa proposals will be prepared within 6 months of the grant of planning permission (Appendix 3 of the Committee Report). The primary aim of the ASAS is to reduce the number car trips to the airport. A pyramid hierarchy of trips from encouraged/preferred (public transport) to least encouraged (private car drop-off) is summarised below in **Figure 4.6**.



Figure 4.6 – ASAS Modal Hierarchy



- 4.5.2 As can be seen, the ASAS hierarchy aims to reduce the number of 2-way taxi and private car drop-off trips to the airport in favour of 1-way 'self-park' or better still public transport trips.
- 4.5.3 A key objective of the ASAS is therefore to increase public transport use from the 10mppa baseline by 2.5% by the time 12 mppa is reached. The draft S106 Heads of Terms commits BAL monitor against a 0.5% increase in PT use year on year as a KPI to achieve this 2.5% betterment in PT mode share.
- 4.5.4 The currently proposed measures presented below allow for some flexibility as to what is implemented to achieve the most effective outcome, based on the monitoring process, and aim to ensure progress toward the target:
- **Key Performance Indicator (KPI):** an average increase of 0.5% improvement in PT per annum working towards a 2.5% increase (based on evidence that demonstrates the likely effects of public transport improvements on public transport share), see [Section 6.4](#). Measures in the event that KPIs are not being met would be considered by BAL and agreed with NSC.

- **Steering Group:** formed by representatives from BAL and NSC to oversee and ensure the delivery of S106 measures.
- **Continuation of the 10mppa Public Transport Fund and new 12mppa Public Transport Improvement Fund:** to provide a transition from the current S106 Agreement into a new fund. The new fund would be used to bring forward improvements to public transport services and infrastructure at the airport (BAL's proposal is for a fund of £625,000).
- **Continuation of the 10mppa Strategic Public Transport Services:** commitment to ensure the continuation of the strategic bus and coach service connections that have been brought forward as part of the 10mppa S106 Agreement.
- **Public Transport Publicity and Promotions:** a commitment to develop an annual marketing programme in conjunction with the ASAS to raise awareness of, and promote, sustainable modes.
- **Metrobus Service Integration and Network Improvements:** preparation of a feasibility study to review the integration of the A1 Bristol Flyer with the Metrobus network. Funding of £500,000 is proposed to be provided for service enhancements and integration and infrastructure improvements on the Metrobus network to deliver the service integration proposals, subject to the outcomes of the feasibility study.
- **Weston Flyer Improvements:** commitment to an enhanced 24/7 operation of the A3, integration into Worle Station, and a marketing and promotion plan.
- **New Public Transport Services:** New Flyer Shuttle service connecting Clevedon to Bristol Airport, and Nailsea to Bristol Airport. These services would operate 24/7, use low emission vehicles and would likely be demand-responsive.
- **Coach Services – Service and Infrastructure Improvements:** enhanced timetables and/ or greater network coverage for express routes to South Wales and Somerset and Devon. A budget of £200,000 is proposed to be made available to cover both potential services and infrastructure
- **Multimodal Pricing Review:** to ensure sustainable travel options are supported and enabled financially through cost-comparison analysis.
- **Public Transport Interchange (PTI):** a PTI will be delivered adjacent to the terminal on the site of the current express drop of car park, or in the same location as detailed under the 10mppa proposals.

- **Staff Travel:** a new staff travel target of 30% by sustainable modes is proposed. Monitoring of progress would be by means of a new Travel Plan.
- **Ultra-Low Emission Strategy:** a commitment to develop an Ultra-Low Emission Strategy to consider how ultra-low emission vehicles can be introduced and accommodated as part of the ASAS.
- **Parking:** agreement to a phased implementation, with phase 1 comprising the removal of seasonal restrictions on the existing Silver Zone Car Park and car park extension, phase 2 the construction of MSCP2, and phase 3 the construction of MSCP 3 (subject to interim public transport target being met).
- **Local Parking Controls:** ongoing commitment to deliver the Parking Summit Action Plan, with BAL providing funding, resourcing and coordinating discussions with local parish councils and stakeholders. BAL also proposes to contribute £225,000 to fund a new, dedicated NSC airport parking and enforcement officer over 5 years
- **Review of Drop-Off Zone (DOZ) Charges:** a review of DOZ charges to discourage drop-off.
- **Innovation:** a commitment to support the West of England Combined Authority (WECA) proposals for a Mobility as a Service (MaaS) platform. A direct contribution of £25,000 towards the project, with an ongoing commitment to work collaboratively with WECA and other stakeholders to bring forward a MaaS platform that can be implemented across the region, including at Bristol Airport.
- **Monitoring:** a programme of traffic surveys would be undertaken at least every two years to monitor traffic levels at the airport and at key locations in the surrounding network.
- **CAA Data:** monitoring of mode share in line with CAA's methodology, meaning that the PT mode share would be re-based in consultation with NSC.
- **Passenger surveys:** comprising annual CAA passenger surveys, staff travel surveys, parking monitoring data for BAL car parks and identification of off-site parking, Automatic Traffic Counts and mode share monitoring data.
- **Highway Improvement Fund:** this would provide a fund for future local highway improvements, if deemed necessary.
- **A38/ Downside Road/ West Lane Improvement Scheme:** BAL would meet all the costs associated with the delivery of the highway improvement scheme at the A38 junctions with Downside Road and West Lane.

- **Feasibility Study for the A370/ South Bristol Link:** a fixed sum contribution would be made by BAL towards a feasibility study for future strategic improvements at this junction. A fixed sum contribution of £50,000 to NSC is proposed to be made by BAL towards a feasibility study for future strategic improvements at the A370 junction with the SBL
- **Electric Vehicle (EV)** charging provision and targets for contracted taxi fleet to be 100% hybrid or electric by 12mppa.

## 5 Transport Assessment Overview and Key Findings

### 5.1 Transport Assessment Approach

#### Scoping Stage

- 5.1.1 As part of early scoping discussions, meetings with NSC officers were held on 18<sup>th</sup> June, 27<sup>th</sup> July and 1<sup>st</sup> August 2018, following which a Transport Assessment (TA) Scoping Report was submitted on 15<sup>th</sup> August 2018 to key stakeholders including NSC, Bristol City Council (BCC), Bath and North East Somerset (B&NES), Highways England (HE) and Somerset County Council (SCC) as part of a formal pre-application process.
- 5.1.2 Further to this a meeting with NSC was held on 25<sup>th</sup> September 2018 and formal comments on the TA Scoping Report were received. A Technical Note 'TN005 'NSC Scoping Response' was prepared by Stantec and submitted in October 2018. The study area, parameters and assessment approach were agreed as well as agreement to base the TA forecasts on a core test related to a forecast passenger public transport mode share of 15%, which would be applied to the increase in passengers from 8.2 mppa (2017) to 10 mppa and 12 mppa. It was also accepted that post-submission, sensitivity testing regarding the forecast passenger modal share could be undertaken and submitted for consideration as part of any officer recommendations on the application.
- 5.1.3 Further to the above, a Technical Note (TN006 'Transport Impact') was prepared by Stantec in October 2018 as progress on the TA was being made, which provided a high-level summary of the trip generation and distribution exercise, describing the resultant impacts and setting out the package of transport measures envisaged to mitigate the impacts identified. The aim of this was to inform early discussion on the content of a Section 106 package to accompany the 12mpaa planning permission.
- 5.1.4 Prior to submission of the TA, further meetings were held with NSC officers on 5<sup>th</sup> and 13<sup>th</sup> November 2018.

#### Planning Submission Stage

- 5.1.5 The approach agreed with North Somerset Council (NSC) and Highways England (HE) as part of the scoping stage was employed in the preparation of the TA submitted as part of the planning application (LPA. ref. no. 18/P/5118/OUT) in December 2018. This is set out in Section 5 of the [original TA](#), and summarised below:

- **Baseline Transport Conditions:** uses 2017 as the baseline year for passenger throughput at Bristol Airport, and relies on the following data sources:

- 24-h Classified turning counts carried out in July 2018
  - Collision data for the most recent 5-year period for areas within NSC and BCC
  - 2017 Employee Travel Survey
  - 2015 CAA Survey data and 2017 CAA published data
  - Bristol Airport 2017 ticket and commercial data, and other published data.
- **Forecast Travel Demand:** due to the airport's planning permission for growth up to 10mppa, the assessment focuses on the transport implications of the growth of Bristol Airport between the 10 and 12mppa, as follows:
    - Passengers: passenger trips were calculated using a peak-week flight schedule in August, which provides the number of seats available by hour.

Passengers were distributed using the most recent CAA survey data from 2015, which provides surface origin and destination information. The daily profile was adjusted using 'dwell-time' information i.e. the amount of time passenger spend inside the Bristol Airport terminal before or after a flight.

Mode share information by origin and destination was applied to the passenger numbers to determine the number of journeys across the study area by each mode, by hour. The mode share by origin and destination was adjusted to match the overall passenger PT target of 15%.

- Employees: employee trips were calculated using a peak estimation of Full Time Equivalents (FTEs) for August. Shift pattern information from Bristol Airport business partners was used to quantify the proportion of FTEs that travel to Bristol Airport on any given day. The start and finish times were used to create a daily profile of employee trips.

The 2017 Employee Travel Survey provides information on employee origin and destination, and method of travel to work, which has been applied to the FTE daily profile.

- Logistics: information on fuel, car rental and operations deliveries was quantified by BAL and business partners, which were used to generate vehicle trip profiles for an average day.

- **Assessment Year and Scenarios:** the 2026 Reference Case (10 mppa); and 2026 Test Case (12 mppa) were agreed as assessment scenarios. Growth rates were applied to the recorded traffic volumes using the industry-standard tool, TEMPro.

To provide a robust assessment, the recorded airport-related traffic and background traffic was scaled up to represent estimated traffic volumes in 2026 using TEMPro growth factors. The trip generation associated with 12 mppa was considered in addition to the forecast background traffic, which ensures that forecasting methodology is robust albeit including an element of 'double counting' particularly at junctions closer to the airport

## 5.2 Other Planning Submission Documents

5.2.1 In addition to the TA, additional transport documents were submitted as part of the planning application, these are:

- **Environmental Statement (ES) Transport Chapter:** the methodology applied to the ES Transport Chapter was drawn from the Guidelines for the Environmental Assessment and is detailed in Section 6.3 of the document.
- **Parking Demand Study (PDS):** the methodology to estimate future parking demand associated with the expansion proposals is set out in Section 3 of the PDS prepared by Teneo.
- **Parking Strategy:** the proposed Parking Strategy developed by Wood PLC is based upon the findings of the Parking Demand Study and is set out in Section 6 of the document.
- **Workplace Travel Plan:** this document was prepared as an update of the previous Bristol Airport Travel Plans submitted over the travel plan period since 2006. It sets out objectives, targets and measures with regard to sustainable travel identified as part of the Airport Surface Access Strategy (ASAS) to be agreed through the S106 negotiations.

## 5.3 Ongoing Dialogue and Regulation 25 Submissions

### Technical Notes to NSC

#### NSC

##### January 2019

5.3.1 Further to the submission of the TA in December 2018, sensitivity testing relating to the PT mode share percentage was considered due to the potential for either a higher or lower percentage to be realised in the future. A 'Post-Submission Sensitivity Testing Method Statement' was prepared and agreed with NSC, and results of the sensitivity tests were presented in Technical Note TN009 'Mode Share Sensitivity Test Results', issued in January 2019.

5.3.2 A meeting with NSC officers was held on 29<sup>th</sup> January 2019.

5.3.3 In addition to the above, NSC requested a review of current passenger mode shares for airports in the UK for comparison purposes. TN010 'Mode Share Comparisons' was prepared by Stantec as a high-level comparison between regional airports in the UK that have similar characteristics to Bristol Airport, setting out differences in mode share and possible influencing factors these differences could be attributed to.

5.3.4 Furthermore, a request for details about the effects of the proposals on the public transport network was issued by Jacobs (on behalf of NSC) in their 'Bristol Airport Transport Assessment Technical Note Issue 1', dated 10<sup>th</sup> January 2019. An assessment of the seat capacity and demand assessment for the busiest hour of the day was presented in TN013 'Public Transport Capacity Assessment'.

#### February 2019

5.3.5 TN015 'Assessment Methodology and Survey Validation' was prepared by Stantec in February 2019 to address formal comments raised by NSC following planning submission. This note sets out step-by-step the highway impact assessment methodology, and validates the baseline traffic flows extracted using traffic surveys, by comparing data provided by NSC.

5.3.6 A traffic reassignment was agreed with HE and NSC during post-application discussions, to reflect the potential impact of traffic on more local roads, since the studies carried out as part of the TA mainly assigned trips to the strategic signposted routes. TN018 'Reassignment Methodology' sets out the proposed methodology. This methodology was adopted for all junction capacity assessments and is also reflected in the TA Supplementary Document (TASD) submitted in 2019 (see para. 5.3.22 below)

#### March 2019

5.3.7 Following discussions with NSC and HE, both authorities requested further detail on the passenger trip generation methodology. TN020 'Trip Generation Methodology' was prepared by Stantec in March 2019 to provide information further than that supplied within the TA and clarity on the calculations and processes involved, with regard to:

- Person trip generation
- Catchment and mode share analysis
- Person trip generation by mode
- Vehicle trip generation by mode
- Trip generation results



### May 2019

5.3.8 Further to Jacobs' Audit Note prepared in response to Stantec's TN013 prepared in January 2019, Stantec prepared TN025 to address queries with regard to the methodology employed in the public transport capacity assessment contained in TN013. The note provided the following clarifications:

- Predicted public transport trips by hour were provided
- The busiest hour for public transport use is expected to be between 06:00 and 07:00, based on the TA. This is due to the forecasts showing the highest predicted public transport passengers in any one direction.
- Only inbound trips were provided in TN013 due to these being representative of the maximum capacity on the public transport network.

### July 2019

5.3.9 Meetings with Jacobs (NSC's transport consultants) on 11<sup>th</sup> June and 5<sup>th</sup> July 2019 were held to discuss comments with regard to the junction modelling carried out in the TA. TN027 B 'Response to Jacobs Modelling Comments' was prepared by Stantec in response to these, covering the following junctions:

- Northern and Southern Airport roundabouts (existing and proposed layouts)
- Downside Road Emergency Access
- A38/ West Lane Priority Junction (Existing Layout)
- A38/ Barrow Lane Priority Junction
- Downside Road/ A38 Signalised Junction

### Bristol City Council

5.3.10 On 29<sup>th</sup> July 2018, a meeting with BCC was held to discuss the scope of the TA and any particular requirements of the council. The proposed methodology was presented to BCC and areas of concerns were raised by BCC i.e. localised Air Quality and congestion, on-street parking issues.

BCC accepted that the airport peak generation differs from traditional network peak periods, and agreed that TEMPro should be used with caution when determining growth.

## **South Gloucestershire**

### **January 2019**

- 5.3.11 Following planning submission in December 2018, South Gloucestershire Council (SCG) issued comments in relation to the TA passenger numbers and forecast numbers in the area of South Gloucestershire, which were addressed by Stantec in their TN012 'Response to Data Request from South Gloucestershire'.

## **Bath & North East Somerset (B&NES)**

### **January 2019**

- 5.3.12 A letter dated 31<sup>st</sup> January 2019 was received from B&NES, with a holding objection raising concerns with regard to the passenger and public transport monthly profiles set out in the TA, and the methodology employed to assess highway impact. Responses to these were collated in TN015 'Transport Assessment Response to Bath & North East Somerset Council'.
- 5.3.13 The letter also provided a general comment with regard to the proposed parking increase pro-rata being higher than the increase in passengers. As shown in Section 9 of this evidence, this is not in fact the case.

### **February 2019**

- 5.3.14 TN015 outlined above was shared with B&NES alongside additional flight schedule information, submitted ahead of a meeting on the 19<sup>th</sup> February 2019.
- 5.3.15 A meeting with B&NES was held on 22<sup>nd</sup> February 2019 with regard to:
- BAL and Stantec agreed additional analysis that could be undertaken to address concerns raised by B&NES.
  - B&NES reiterated that they were undertaking further traffic analysis to assess what airport traffic was travelling through the B&NES network, particularly Chew Valley.
- 5.3.16 Immediately after the meeting, Stantec provided further information to B&NES:
- TN005 'NSC Scoping Response' (with CAA validation information)
  - TN009 'Mode share sensitivity test results'
  - TN010 'Mode share comparison'

### March 2019

- 5.3.17 TN022 'Response to Bath & North East Somerset Council' was prepared by Stantec in response to a comment raised by B&NES with regard to the use of an 'average weekday' assessment as part of the TA. The note provides justification for the use of an 'average weekday' flight schedule for predicting passenger growth.

### April 2019

- 5.3.18 Stantec provided further technical information to B&NES, contained in TN024 'Response to Bath & North East Somerset Council – Environmental Impact Assessment', relating to their comments on the EIA, covering queries relating to the use of 'average' weekday figures. The additional information confirms that Friday/Sunday traffic would not result in changes to the conclusions on traffic impact.

### June 2019

- 5.3.19 A second letter of objection from B&NES (dated 18 June) was sent to BAL, which confirmed their objection but noted that
- the additional technical work undertaken by BAL/Stantec is reasonable and does not challenge the conclusions, and notes that traffic monitoring should be enshrined in the S106.
  - The letter acknowledges that traffic analysis is complete and identifies that there is not a significant concern from airport traffic through B&NES – however B&NES remain concerned that there could be in future if the mitigation proposals do not prove to be sufficient

## Highways England

### February/ March 2019

- 5.3.20 An additional review of the predicted flows at Junction 22 of the M5 in relation to the increase in traffic associated with the expansion of Bristol Airport was requested by HE during a meeting on 25<sup>th</sup> February and 20<sup>th</sup> March 2019. TN023 was prepared in relation to this, providing an estimation of when a 30-vehicle increase during morning or evening peak hours would be reached (acceptable threshold identified by HE before mitigation would be requested), based on incremental passenger throughput at the airport. This confirmed that the 30-vehicle increase would be reached by c.11mppa.
- 5.3.21 During the meeting the disaggregation of trips to North Somerset was also requested, which was addressed in TN018 'Reassignment Method Statement', as mentioned previously, and incorporated in the TA Supplementary Document prepared in May 2019 (see below).

## **TA Supplementary Document (TASD)**

5.3.22 A TASD was prepared in May 2019 by Stantec, with the aim to capture all changes agreed through discussions with NSC, South Gloucestershire, B&NES and Highways England outlined above. It was prepared with the aim to address concerns raised throughout this comprehensive consultation and engagement. The agreed changes applied in the preparation of the TASD are:

- Updated flight schedules for the 10 and 12mppa.
- Revised assignment methodology, agreed with NSC and HE, to reflect the potential impact of traffic routing via more local roads as opposed to the strategic signposted routes:
  - An additional link to represent the route between Clevedon Road and the A370 to access the airport through Nailsea; and
  - The disaggregation of the zone representing North Somerset.

## **TASD Further Technical Submissions**

5.3.23 Following submission of the TASD, two Technical Notes were prepared by Stantec in October 2019 to address concerns raised by NSC with regard to the junction modelling of the A38/A368 Churchill signalised junction:

- TN029 'Churchill Junction Model Validation Report' was prepared to set out the calibration and validation for the capacity assessments at the junction. Based on the evidence presented in the report, it was concluded that the model was validated and fit for purpose to test the development impact.
- TN030 'Churchill Junction Future Assessments' provides the results of the junction capacity assessment at the A38/ A368 Churchill signalised junction. The note concluded that the junction would operate efficiently in future years, and that the predict impact would not be considered 'severe' unless there was a clear safety issue.

5.3.24 Further to this, a meeting was held on 15<sup>th</sup> October 2019 between Stantec and NSC, where the outputs of the Churchill Crossroads assessment undertaken and presented in TN030. It was agreed with NSC during this meeting that no mitigation was required.

## **5.4 NSC Committee Report**

5.4.1 The Committee Report (dated 10<sup>th</sup> February 2020) associated with the application recommended that, subject to referral to the Secretary of State and the completion of a S106 Legal Agreement, the application be approved subject to planning conditions. In terms of the key surface access and

transport matters raised, the following conclusions were drawn by NSC officers following the extensive dialogue and review of the submitted materials and information:

**5.4.2 Issue 8 ‘Surface Access Strategy’** of the Committee Report concludes:

*“Subject to planning obligations (set out in Appendix 3) and planning conditions (set out in Appendix 4) and to secure the enhanced public transport improvements, workplace travel plan and ULEV [Ultra Low Emission Vehicle] strategy, there are no objections from officers to the ASAS, which accords with policy CS10 of the CS, the JLTP and paragraphs 103, 108, 109, 110 and 111 of the NPPF.”*

**5.4.3 Issue 9 ‘Vehicle Trip Number and Impacts’** of the report concludes:

*“Overall, it is therefore concluded that the proposed development would not have an unacceptable effect in terms of vehicle trip numbers and impacts, subject to the mitigation outlined above. This accords with policy CS10 of the CS and DM24 of the DMP.”*

**5.4.4 Issue 10 ‘Highway Works’** of the report concludes:

*“In summary, the proposed highways works are considered to be proportionate to the added traffic impacts arising from the proposed development. This is acceptable under policy CS10 of the CS and DM24 of the DMP.”*

**5.4.5 Issue 11 ‘Vehicle Parking’** of the report concludes:

**5.4.6** *“In summary, it is therefore considered that the proposed level of on-site car parking at the airport is the minimum required to meet the needs arising from the proposed increase in passenger numbers after the level of public transport use has increased. The further controls and mitigations set out above [throughout Issue 11] are necessary to ensure the impact of the proposals are appropriately mitigated. The recommended planning obligations (Appendix 3) and planning conditions include public transport and parking requirements, should the application be granted. Subject to these, the impact of the additional parking requirement is considered acceptable.”*

**5.4.7 Issue 12 ‘Green Belt’** concludes:

*“It is accepted that additional passenger car parking is essential to meet the requirements of the proposed expansion in passenger numbers. BAL’s contended need for circa 3,900 additional spaces is considered further in ‘Issue 11: Parking’. The initial additional car parking need, however, is less at 3,200 spaces, but there is the potential that with further evidence, a case for the other 700 spaces might also exist. Most of the additional demand is for surface parking which cannot be delivered in the GBI. The sequential approach rightly prioritised sites outside the Green Belt and*

*officers are satisfied that there are presently no other reasonably available and suitable sites outside the Green Belt that would meet this need. The combination of additional parking provision and the absence of sites outside the Green Belt are considered to amount to very special circumstances and these clearly outweigh the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal.”*

## **5.5 Post-Refusal Information**

- 5.5.1 The planning application submitted to NSC in December 2018 was refused on 19<sup>th</sup> March 2020, and on 10<sup>th</sup> September 2020 BAL made an appeal to the Planning Inspectorate, pursuant to Section 78 of the Town and Country Planning Act 1990.
- 5.5.2 Since refusal of the planning application, the aviation sector was particularly affected by the COVID-19 pandemic, resulting in passenger throughput being temporarily suppressed. Revised flight and passenger forecasts have been prepared by York Aviation on behalf of BAL, and these have been used as the basis for re-assessing the potential surface access impacts of these revised growth projections.

### **TA Addendum (TAA)**

- 5.5.3 In line with forecast slower growth associated with the effects of the COVID-19 pandemic, passenger and traffic forecasts that informed the 12mppa planning application and provided the basis for the TA were updated in order to consider the effect of the pandemic and address the uncertainties associated with the rate at which demand will return. The key changes in the methodology employed in the preparation of the TAA were:

#### **Baseline Travel Demand**

- 5.5.4 The assessment uses 2018 as the baseline for passenger throughput at the airport site but incorporates data from the 2019 CAA survey.
- Air passengers: the same methodology employed in the original TA to estimate the baseline travel demand of passengers at Bristol Airport was applied to the 2018 passenger levels, in line with the TASD, but updated to reflect the actual passenger numbers recorded for 2018 of 8.6mppa (not available at the time of preparing the TA)
  - Employees: the methodology employed in the original TA to estimate the catchment of employees of Bristol Airport remains unchanged.
  - Operations and Logistics: the same operational and logistical movements used in the original TA were used to establish the baseline in this document.

### Forecast Travel Demand

5.5.5 The forecast travel demand associated with the uplift from 8.6mppa to 10mppa and from 8.6mppa to 12mppa

- Air passengers: the uplift passenger trips has been calculated using a busy day timetable provided by York Aviation, which provides the daily profile including number of passengers per flight. The daily profile of additional passengers was distributed by surface access destination using demand forecast data provided by York Aviation.

The mode split analysis is based on the following:

- Existing trips (8.6mppa) continue to use their current mode (i.e. that used at the time of the 2018 traffic count surveys of car trips);
- 15% public transport share for the 1.4mppa uplift to 10mppa (as per the Section 106 Agreement target mode share for the 10mppa consented development);
- 17.5% public transport share for the 3.4mppa uplift to 12mppa (as per the draft S106 Agreement target for the 12 mppa application agreed with NSC officers);
- Remaining 'Non PT' trip percentages based on CAA data distribution (adjusted to reflect agreed mode share targets).

### Assessment Year and Scenarios

5.5.6 The assessment year and scenarios were updated to reflect the year when the 12mppa are predicted to be reached, this being 2030:

- Core Scenario considers the following cases:
  - 2030 Baseline (8.6mppa), growthed using TEMPro rates.
  - 2030 Reference Case (10mppa)
  - 2030 Test Case (12mppa)

### Faster/ Slower Growth Cases

5.5.7 A qualitative assessment of the potential for a Faster Growth Case (where 12mppa is reached in 2027) and Slower Growth Case (where 12mppa is reached in 2034) was carried out to reflect different outcomes of the pandemic in terms of passenger forecasts. As TEMPro data is not yet available to account for COVID-19 effects (Department for Transport currently notes this is not expected until Autumn 2021), an adjustment to the factor used for the CS was applied based on

potential variance in background economic and population growth i.e. dwelling and employment projections up to 2030, as follows:

Table 5.1: Faster Growth and Slower Growth Ranges and TEMPro Factors

Level		AM (07:00 – 10:00)	IP (10:00 – 16:00)	PM (16:00 – 19:00)
<b>Faster Growth Case</b>	Comparison with CS	99.3%	98.7%	99.4%
	TEMPro Growth Factor	1.175	1.199	1.176
<b>Slower Growth Case</b>	Comparison with CS	101.0%	101.7%	101.1%
	TEMPro Growth Factor	1.195	1.235	1.196

5.5.8 As the Faster Growth Case is projected to reach 12mppa by 2027 (i.e. an earlier year in comparison with the CS), this actually means that background traffic levels will be lower than in the CS (98.7-99.4% of the CS). To the contrary, as the Slower Growth Case is projected to reach 12mppa by 2034 (i.e. a later year), this actually means that background traffic levels will be higher than the CS (101.0% - 101.7% of the CS).

5.5.9 The ranges shown above were employed in the TAA to provide a qualitative assessment of the future operational efficiency of junctions within the local area. Had the qualitative assessment indicated that there could be a materially different result as a result of the Faster/ Slower Growth Cases, a more detailed quantitative assessment would have been carried out, but this was not deemed necessary due to the results obtained from the CS assessment.

5.5.10 In comparison with the original TA and TASD, the conclusions of the TAA remained unchanged (as set out in **Section 5.6** below).

### ES Addendum (ESA) Transport Chapter

5.5.11 In addition to the TAA, the ES Transport Chapter prepared as part of the planning application was updated to reflect the changes in the passenger growth forecasts and the TAA.

5.5.12 The conclusions of the ESA Transport Chapter remained unchanged i.e. no further mitigation required over and above the embedded mitigation measures of the original ES. However, further commitments were made by BAL since the original ES to reduce car trips and encourage the use of more sustainable modes of transport i.e. Draft Workplace Travel Plan and the implementation of ASAS measures as a planning obligation.



### Noise and Air Quality Forecasts

- 5.5.13 The forecasting approach used in the TA and TAA was also used to calculate the 18-hour and 24-hour traffic flows required for the road traffic related noise and air quality assessments.
- 5.5.14 Baseline daily flows were taken from automatic traffic counts that were factored up to the 2030 assessment year, and airport growth was added on. Since the TAA adopted a series of assumptions reflecting a worst case in terms of highways impact for the growth in air passengers, it follows that the flows used in the noise and air quality assessments will also reflect a worst case in terms of outputs and impact.

### Parking Demand Study Update

- 5.5.15 Further to the Parking Demand Study prepared by Teneo as part of the planning application to account for the updated forecasts reflecting the likely effects of the COVID-19 pandemic on the aviation sector, a parking demand study update was prepared and submitted in November 2020. The key outputs from the updated PDS were revised for 10mppa being reached in 2024 and 12mppa in 2030, as follows:
- 10mppa (2024): 19,100 spaces required, compared to 18,700 reported in the 2018 PDS; and
  - 12mppa (2030): 22,200 spaces required, compared to 21,900 in the 2018 PDS.
- 5.5.16 It is important to note that the PDS provides a lower-end forecast in terms of parking demand compared with equivalent figures that could be derived from the TAA, since it assumes a larger average car group size based on seasonal variation, and higher public transport mode share (validated to on 2019/2015 CAA and car park survey data), whilst the TAA provides a worst-case in terms of highways impact i.e. smaller average group size (leading to more car trips), and lower PT mode share for the uplift in passengers, based on 15% of PT users for the uplift to 10mppa and 17.5% for the uplift to 12mppa. This is explained in further detail in [Section 7](#) of this evidence.

## 5.6 Summary of Transport Assessment Addendum Findings

- 5.6.1 The forecast travel demand was determined using passenger forecast data received from York Aviation, previously agreed (with NSC) mode share targets of 15% public transport share for the 10mppa consented case (applied to the 1.4mppa uplift from 2018 base) and 17.5% for the 12mppa case (applied to the 3.4mppa uplift from 2018 base), and data from the 2019 and 2015 CAA passenger surveys to establish proportionate car mode splits (park, drop-off and taxi).
- 5.6.2 A Core Scenario was assessed on the basis of 12mppa being reached in 2030, since this is the year at which passenger numbers are forecast to reach 12 mppa. The 2018 baseline traffic was factored up to 2030 using TEMPro data to reflect this (the central growth forecast).

5.6.3 Since the above growth factors have been applied to all traffic, there is an element of existing airport traffic in each of the counts that has been factored up, effectively 'double counting' some of the passenger growth and providing a robust assessment of highway network operation. This effect is much more significant for junctions closer to the airport where a larger proportion of traffic is airport related.

5.6.4 In addition, the following 'upper limit' forecast assumptions have been made, thereby presenting a robust 'worst case' analysis

- TEMPro traffic growth forecasts have not been reduced to account for the impact of COVID-19 whereby reduced growth would be expected
- Busy day (August) passenger flows have been applied to July traffic flows when background general traffic flows on the network are higher (pre-school holidays)
- Annual average passenger car occupancy (group size) has been applied to August passenger forecasts when larger group sizes are typical (as described in 3.4.15 of TAA)

### Forecast Traffic Assignment

5.6.5 Predicted impacts on traffic flows in the network study area were used to establish whether the flow increases could have potentially significant adverse effects.

5.6.6 **Table 5.2** summarises the vehicular increases for each junction under the Core Scenario during the AM (08:00-09:00), PM (17:00-18:00) and airport afternoon peak (13:00-14:00) periods, based on existing peak traffic flows. The flows provided are for total vehicles through the junction for each scenario.

Table 5.2: Vehicular Increases by Junction – Core Scenario

Junction Ref No	Junction Name	Time Period	2030 Reference Case	Forecast Development Traffic	2030 Test Case	% Increase
1	A38 / Bristol Airport Northern Roundabout	AM	2,465	124	2,589	5.0%
		Airport Peak	2,980	339	3,319	11.4%
		PM	3,525	464	3,988	13.2%
2	A38 / Bristol Airport Southern Roundabout	AM	1,956	21	1,977	1.1%
		Airport Peak	1,746	74	1,820	4.2%

Junction Ref No	Junction Name	Time Period	2030 Reference Case	Forecast Development Traffic	2030 Test Case	% Increase
		PM	2,130	90	2,219	4.2%
3	Downside Road / Bristol Airport Service Access	AM	811	12	823	1.5%
		Airport Peak	552	16	568	2.9%
		PM	708	38	746	5.4%
4a	A38 / Downside Road	AM	2,928	104	3,032	3.6%
		Airport Peak	2,936	265	3,201	9.0%
		PM	3,711	374	4,085	10.1%
4b	A38 / West Lane	AM	2,599	90	2,689	3.5%
		Airport Peak	2,646	246	2,892	9.3%
		PM	3,260	329	3,589	10.1%
5	A38 / Barrow Lane	AM	2,597	71	2,669	2.7%
		Airport Peak	2,381	203	2,583	8.5%
		PM	3,050	268	3,318	8.8%
6	A38 / Barrow Street	AM	2,808	71	2,880	2.5%
		Airport Peak	2,473	203	2,676	8.2%
		PM	3,177	268	3,445	8.4%
7	A38 / A4174 South Bristol Link Road (SBL)	AM	3,883	70	3,953	1.8%
		Airport Peak	3,179	201	3,380	6.3%
		PM	4,146	264	4,410	6.4%
8	A370 / A4174 SBL	AM	3,556	40	3,597	1.1%
		Airport Peak	3,042	144	3,186	4.7%
		PM	3,980	175	4,155	4.4%
9	A370 / Brockley Combe Road / Brockley Lane	AM	1,827	12	1,839	0.7%
		Airport Peak	1,466	16	1,482	1.1%
		PM	2,032	38	2,070	1.9%
10	A370 / Dark Lane / Station Road	AM	1,002	2	1,005	0.2%
		Airport Peak	912	3	915	0.3%
		PM	1,287	7	1,294	0.5%
11	A370 / Smallway	AM	2,325	10	2,335	0.4%
		Airport Peak	2,020	13	2,033	0.6%

Junction Ref No	Junction Name	Time Period	2030 Reference Case	Forecast Development Traffic	2030 Test Case	% Increase
		PM	2,605	31	2,636	1.2%
12	A370 / High Street	AM	2,523	9	2,532	0.4%
		Airport Peak	2,135	12	2,147	0.6%
		PM	2,758	28	2,786	1.0%
13	A38 / A368	AM	2,386	19	2,405	0.8%
		Airport Peak	1,920	72	1,992	3.8%
		PM	2,499	85	2,584	3.4%

## Residual Local Highways Impacts

- 5.6.7 To determine which of the junctions in the study area required more detailed consideration, the potential effects of the Proposed Development at each of the junctions was considered.
- 5.6.8 The predicted impact at Junctions 1 to 7 were considered potentially material due to the percentage increase in traffic flows predicted (over 5%) and therefore detailed junction modelling was undertaken. Following the submission of the original TA, NSC requested detailed junction capacity assessments at the A38/ A368 Churchill Crossroads (J13), and this was also undertaken.
- 5.6.9 A qualitative assessment was also carried out to account for the potential variance in growth in the years leading up to the 12mppa being reached. The scenarios considered are a Faster Growth Scenario, with an Assessment Year of 2027, and a Slower Growth Scenario, with an Assessment Year of 2034.
- 5.6.10 The following scenarios have been assessed in the TAA as part of the Core Scenario:
- 2030 Baseline (8.6 mppa);
  - 2030 Reference Case (10 mppa); and
  - 2030 Test Case (12 mppa).
- 5.6.11 **Chapter 5** of the TAA set out the highway capacity analysis that was undertaken on the key junctions within the previously agreed study area for each scenario presented above.

5.6.12 The analysis indicated the A38 Southern (J2) roundabout with Bristol Airport, Downside Road junction with Bristol Airport (J3), A38 junction with Barrow Street (J6) and the A38 junction with the A4174 (J7) would operate within capacity at both the 2030 Reference Case and 2030 Test Case without the need for improvement, and that the Proposed Development has a minimal impact on these junctions.

5.6.13 My assessment of the analysis for junctions 1, 4, 5 and 13 that are approaching or over capacity in some scenarios is set out below:

### **A38/ Bristol Airport Roundabout (J1)**

5.6.14 The results of the TAA concluded that the improved A38 Northern (J1) roundabout would operate at capacity in the 2030 Test Case in the PM peak hour and within capacity in other peak periods. The development proposals include the widening of the main airport access arm to 2 lanes, and widening of the A38 (N) exit from the northern roundabout to 2 lanes. This exit widening is not reflected in the junction assessments and represents a significant improvement in capacity that will ease traffic movements on the A38 and ensure traffic can enter the airport without restriction or risk of blocking the main A38.

5.6.15 The test presented in the TAA reflects worst case conditions, since the effect of double counting growth is most significant at this junction. The test undertaken also assumes that a large proportion of airport traffic continues to use J1 for car park and other access. In reality, by the time 12mppa is reached the proposed additional passenger car parking will be needed in Silver Zone (accessed via J2), along with all of the staff parking, thereby reducing the flows through J1.

5.6.16 A revised assessment on the basis of the more likely proportion of northern/southern traffic split has been undertaken, based on the following assumption:

- Average north / south split in base 78%/22%
- Assumed revised north / south split 66%/34%

5.6.17 The results of the updated junction capacity assessment at the proposed improved A38 northern roundabout with Bristol Airport are summarised in **Table 5.3** below for the 2030 Test Case. Detailed model runs have been included in **Appendix F**.

Table 5.3: A38 / Bristol Airport Roundabout Improvement Scheme - Capacity Results Summary

Time Period	Arm	2030 Test Case	
		RFC	Queue
AM	A38 (N)	0.55	1.3
	Cul-de-sac	0.02	0.0

	A38 (S)	0.72	2.6
	Bristol Airport	0.28	0.4
IP	A38 (N)	0.62	1.7
	Cul-de-sac	0.04	0.0
	A38 (S)	0.66	2.0
	Bristol Airport	0.59	1.5
PM	A38 (N)	0.79	3.8
	Cul-de-sac	0.09	0.1
	A38 (S)	0.89	7.5
	Bristol Airport	0.66	2.0

RFC – Ratio of Flow to Capacity

5.6.18 The revised junction assessment demonstrates that the junction will operate well within capacity for The AM and PM peak periods, and within, but approaching capacity in the PM peak period.

#### Faster and Slower Growth Scenarios

5.6.19 Given the results obtained from the junction assessment for the Core Scenario, which shows that the A38/ Bristol Airport roundabout operates within capacity in the 2030 Test Case, it is forecast that the existing junction would operate within capacity in the 2027 Faster Growth Scenario.

5.6.20 It is considered that the junction would operate just within its maximum capacity in the PM peak in the 2034 Slower Growth Scenario, as a result of the additional background traffic occurring between 2030 and 2034. However, the effect of double counting of airport traffic growth described in 5.6.3 is most significant close to the airport and I therefore consider that the junction will operate satisfactorily under all growth scenarios.

#### A38/Downside Road and A38/West Lane Junction (J4a and 4b)

5.6.21 The existing A38 junction with Downside Road and A38 / West Lane junction (J4a and 4b) are predicted to operate over capacity in the 2030 Baseline, 2030 Reference Case and 2030 Test Case without improvement. The junction testing results are summarised below in Tables 5.4 and 5.5 showing negative practical reserve capacity at the existing Downside Road traffic signals and ratio of flow to capacity well above 1 at the existing West Lane priority junction.

Table 5.4: A38 / Downside Road Existing Layout - Capacity Results Summary

	Arm	2030 Baseline			2030 Reference Case			2030 Test Case		
		DOS	Queue	PRC	DOS	Queue	PRC	DOS	Queue	PRC
AM	A38 (S)	93.4%	48.4	-6.5	94.8%	52.5	-8.8	98.2%	64.9	-12.1
	Downside Road	94.0%	18.3		97.9%	20.9		99.3%	22.3	
	A38 (N)	95.9%	48.9		96.9%	52.4		100.9%	68.7	
IP	A38 (S)	80.1%	24.9	-0.6	89.0%	35.5	-10.9	96.5%	53.8	-20.7
	Downside Road	90.0%	12.7		99.5%	17.9		108.6%	27.5	
	A38 (N)	90.6%	34.0		99.8%	59.4		108.0%	110.1	
PM	A38 (S)	101.6%	126.8	-27.8	109.1%	198.8	-41.6	118.0%	294.1	-57.4
	Downside Road	114.9%	43.3		127.3%	63.1		140.3%	85.7	
	A38 (N)	115.0%	221.9		127.4%	335.1		141.6%	465.4	

DOS – Degree of Saturation, PRC – Practical Reserve Capacity

Table 5.5: A38 / West Lane Existing Layout - Capacity Results Summary

Time Period	Arm	2030 Baseline		2030 Reference Case		2030 Test Case	
		RFC	Queue	RFC	Queue	RFC	Queue
AM	West Lane (Left Turn)	0.96	7.4	0.96	20.2	1.82	64.9
	West Lane (Right Turn)	0.81	1.7	0.81	2.4	1.64	4.5
	A38 (S)	0.48	0.9	0.48	1.0	0.53	1.2
IP	West Lane (Left Turn)	0.65	1.8	2.34	72.1	Inf	141.3
	West Lane (Right Turn)	0.48	0.8	2.21	7.1	Inf	12.1
	A38 (S)	0.44	0.8	0.54	1.2	0.64	1.8
PM	West Lane (Left Turn)	Inf	175.5	Inf	342.3	Inf	462.8
	West Lane (Right Turn)	Inf	5.9	Inf	10.0	Inf	12.2
	A38 (S)	0.8	4.0	0.98	15.4	1.23	137.8

RFC – Ratio of Flow to Capacity

5.6.22 In order to mitigate the impact of the development, an improvement scheme has been developed to ensure that the junctions operate within capacity in the 2030 Core Scenario. The improvement scheme involves widening of the A38 and Downside Road and the addition of traffic signals to the

West Lane junction. The improved junction also introduces controlled crossing points for pedestrians and cyclists and the provision of a new section of pedestrian/cycle link along the west side of the A38. The capacity testing results for the improved layout are summarised in Table 5.6 below.

Table 5.6: A38 / West Lane & Downside Road Improvement Scheme - Capacity Results Summary

Time Period	Junction	Arm	2030 Test Case		
			DOS	Queue	PRC %
AM	A38 / Downside Road	A38 (S) - Left & Ahead	62.6%	7.2	43.8
		A38 (S) - Ahead	42.6%	6.6	
		Downside Road - Left	59.9%	6.2	
		Downside Road – Right	59.9%		
		A38 (N) – Ahead	57.9%	3.8	
		A38 (N) – Ahead & Left	60.4%	4.2	
	A38 / West Lane	A38 (N) – Ahead	63.8%	7.9	41.1
		A38 (N) – Left	63.8%		
		West Lane – Left	53.3%	5.5	
		A38 (S) – Ahead	41.1%	2.2	
		A38 (S) – Ahead & Right	53.9%	11.0	
IP	A38 / Downside Road	A38 (S) - Left & Ahead	59.5%	7.9	51.3
		A38 (S) - Ahead	43.6%	7.2	
		Downside Road - Left	46.0%	4.0	
		Downside Road – Right	40.8%		
		A38 (N) – Ahead	57.3%	3.6	
		A38 (N) – Ahead & Left	58.9%	3.8	
	A38 / West Lane	A38 (N) – Ahead	75.9%	11.2	18.6
		A38 (N) – Left	75.9%		
		West Lane – Left	51.0%	5.9	
		A38 (S) – Ahead	42.9%	3.2	
		A38 (S) – Ahead & Right	60.3%	11.9	
PM	A38 / Downside Road	A38 (S) - Left & Ahead	66.8%	6.0	2.1
		A38 (S) - Ahead	49.3%	5.3	
		Downside Road - Left	78.8%	4.1	
		Downside Road – Right	62.9%		
		A38 (N) – Ahead	82.4%	4.6	
		A38 (N) – Ahead & Left	88.2%	5.2	
	A38 / West Lane	A38 (N) – Ahead	89.7%	14.0	0.4
		A38 (N) – Left	89.7%		
		West Lane – Left	86.7%	8.5	
		A38 (S) – Ahead	48.6%	0.9	



Time Period	Junction	Arm	2030 Test Case		
			DOS	Queue	PRC %
		A38 (S) – Ahead & Right	64.1%	9.0	

DOS – Degree of Saturation, PRC – Practical Reserve Capacity

- 5.6.23 The improved signalised A38 junction with West Lane and Downside Road is predicted to operate within capacity in the 2030 Test Case scenario. The PRC is predicted to be well above 15% during the AM and IP periods, and between 0.4% and 2.1% in the PM peak period.
- 5.6.24 The improvement scheme requires the acquisition of 3<sup>rd</sup> Party land and this is the subject of the conjoined CPO Inquiry. The rationale for the improvement, options considered, and proposed scheme details are set out in Annex A of this evidence.
- 5.6.25 Although the junction testing applied in the TA and TAA is based on robust, worst case forecasts, the need for an improvement at this junction is clear since it is a key part of the strategic network accessing the airport and is expected to operate well over capacity irrespective of whether the development goes ahead, as evidenced in Tables 5.6 and 5.7.

#### **Faster and Slower Growth Scenarios (Improved Layout)**

- 5.6.26 Given the results of the junction assessment for the improved layout in the Core Scenario, which indicate that the A38/ West Lane & Downside Road would have spare capacity well above 10% during the AM and IP in the 2030 Test Case and close to capacity in the PM peak, it is anticipated that the junction would operate within capacity in the Faster Growth Scenarios.
- 5.6.27 It is anticipated that the A38/ West Lane & Downside Road would reach its practical capacity in the Slower Scenario in the PM peak as a result of the additional background traffic occurring between 2030 and 2034. However, the effect of double counting of airport traffic growth described in 5.6.3 is most significant close to the airport. I therefore consider that the junction will operate satisfactorily under all growth scenarios, a significant improvement over the Reference Case, more than mitigating the impact of the development traffic.

#### **A38/Barrow Lane junction (J5)**

- 5.6.28 The A38/Barrow Lane junction modelling shows large queues in all tests on the Barrow Lane side road, but the A38 through route operating well within capacity. It was noted in site observations that traffic is able to emerge from the junction due to gaps in traffic partly caused by the 'platooning' effect of traffic from the Barrow Street signalised junction located north of the junction. In reality therefore, more gaps in traffic arise than the PICADY model predicts.
- 5.6.29 There is no increase in traffic exiting/entering the minor arm (Barrow Lane) in either the Reference Case or Test Case scenarios, since airport traffic does not use this route.

- 5.6.30 I do not believe that improvements are necessary at this junction, and in reality any capacity improvements to the side road would likely lead to negative outcomes by promoting rat running on Barrow Lane and increasing delays to A38 strategic traffic. Some traffic using this route is more likely to reassign to an alternative route if such long queues actually arose, potentially the improved West Lane junction. NSC agreed with my conclusion as set out in the Committee Report in which they state :

*‘This junction operates slightly above capacity in the 2018 baseline PM peak period. With additional of growth up to the 10 mppa baseline the junction is expected to operate over its capacity in all three modelled periods, with some queueing likely. In 2026 at 12 mppa further queueing is expected, although platooning of traffic on the A38 would result in additional gaps for Barrow Lane traffic to make use of. On balance, no mitigation of this junction is necessary.*

#### **Faster and Slower Growth Scenarios**

- 5.6.31 Given the results of the junction assessment for the Core Scenario, which indicate that the junction is already operating over capacity, it is expected that the A38/ Barrow Lane would operate over capacity in the Faster Growth and Lower Growth Scenarios, largely due to the increase in background traffic and committed development.

#### **A38/A368 Churchill Crossroads (J13)**

- 5.6.32 The A38/A368 Churchill Crossroads (J13) signalled junction operation is expected to be only marginally affected in the 2030 Test Case based on the relatively insignificant predicted increase in queues and delays. This view was supported by NSC officers as set out in the Committee Report which states:

*‘ This junction is currently operating at its operational capacity, but the modelling results project that the extra impacts arising from this proposal is insignificant.’*

- 5.6.33 The results show that the Churchill Crossroads junction operates at or just over capacity in the AM and PM peak hour periods for all the scenarios tested. Given that the 2030 Test Case impact in terms of the increase in queues and delays is relatively insignificant, the performance of the junction is considered to be operationally effective for future years.
- 5.6.34 The predicted impact associated with the Proposed Development at the Churchill Crossroads signalised junction would not be considered ‘severe’, unless there is a clear safety issue that would be exacerbated (based on NPPF 2019). This is not the case, as set out in **Section 7.7** of the TA (Personal Injury Collision Review), therefore, in my view, no mitigation is required at the Churchill Crossroads as a result of the Proposed Development.

### Faster and Slower Growth Scenarios

- 5.6.35 Given the results from the junction assessment for the Core Scenario, which indicate that the junction would operate at or just over capacity in the AM and PM peak periods, it is expected that the junction would operate near or at capacity in the Faster Growth Scenario, and at or over capacity in the Slower Growth Scenario. However, it is expected that the impact in terms of increase in queues and delays would be insignificant, and therefore the junction would likely operate effectively in future years.

### Highways England (HE) Junctions 18-22 of the M5 Motorway

- 5.6.36 During the planning application process, HE requested additional information to understand how the incremental passenger growth at Bristol Airport relates to the traffic passing through Junctions 18 - 22 of the M5, which was provided in the original TA and updated in the TAA. HE's comments on the results of the TAA were received in a letter dated 31 December 2020, which concluded for Junctions 18 -21:

*"Highways England has reviewed the Transport Assessment Addendum (Appendix 5A Environmental Statement Addendum Volume 1) prepared by Stantec, dated 18 November 2020 (TAA) submitted in support of the appeal reference 20/P/2896/APPCON. The TAA provides revised development traffic impacts associated with the uplift from 10mppa to 12mppa for M5 junctions 18-22 inclusive under different growth scenarios. Highways England remains satisfied that for M5 junctions 18-21 inclusive the increase in traffic demand associated with the development is not significant and is unlikely to adversely impact existing performance and/or operation."*

- 5.6.37 With regard to Junction 22, the draft Planning Conditions set out in the NSC Officer's Report to Committee (Condition 23) include a requirement that the passenger throughput at Bristol airport shall not exceed 11mppa until an agreed improvement scheme has been implemented and opened to traffic at Junction 22.
- 5.6.38 The results of the analysis in the TAA at J22 showed a reduction in the combined peak period flows was identified between the T ASD (which reported 221 - Figure 10.6 of the T ASD) and TAA (which report 173 – Figure 4.4 TAA), as can be seen in Figures 5.1 and 5.2 respectively below:

Figure 5.1: J22 M5 Motorway (Figure 10.6 TASD)

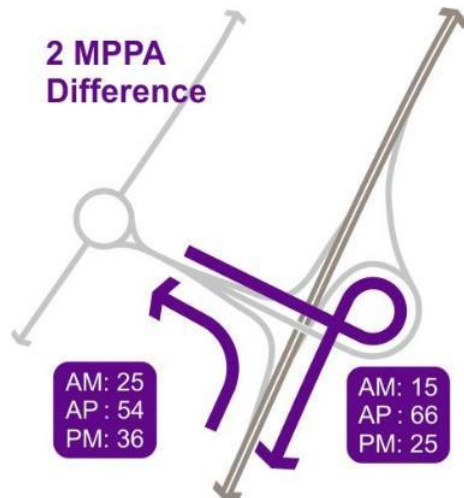
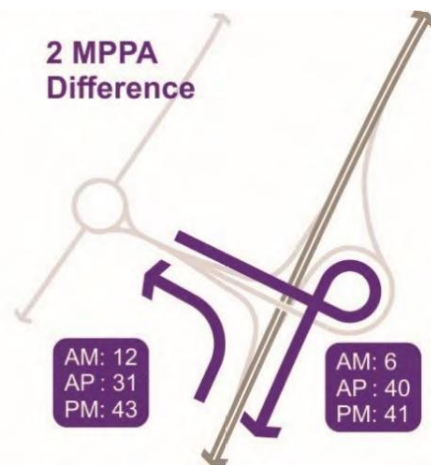


Figure 5.2 :J22 M5 Motorway (Figure 4.4 TAA)



5.6.39 HE's conclusion on the results of the results of the TAA with regard to Junction 22 was:

*"The TAA identifies at paragraphs 4.3.11 to 4.3.13 and figure 4.4, the revised development traffic impact at M5 junction 22 for the 2030 Core Scenario. This analysis demonstrates that whilst overall combined peak period flows (morning peak hour, 'airport' peak hour, evening peak hour) are predicted to reduce, development traffic impact during the evening peak hour is forecast to increase from 61 (Transport Assessment Supplementary Document 2019) to 84 vehicles.*

*The TAA confirms that on the basis of the revised impact assessment, draft condition 23 remains appropriate. Highways England is satisfied that for the reasons set out within our formal planning response to application reference 18/P/5118/OUT dated 4 April 2019, draft condition 23 (as set out above) remains appropriate and necessary.*

*Within our April 2019 formal response, we noted that Highways England was in the early stages of progressing a study to refine the identified improvement scheme for M5 junction 22, and would seek to work in collaboration with the relevant local authorities and stakeholders to identify potential funding and delivery mechanisms. Since we submitted our formal response, we have been supporting North Somerset Council and Sedgemoor District Council as they develop their bid to the Major Road Network investment programme for the A38 Bristol Airport Access Improvements, which includes an improvement scheme at M5 junction 22."*

## Summary of Junction Capacity Test Results

5.6.40 A summary of the results obtained from the 2030 Test Case for the Core Scenario, as well as the qualitative assessments for the Faster and Slower Growth Scenarios is set out in **Table 5.7** below and compared with the results obtained in the original TA for the 2026 Test Case (or subsequent TASD/Technical notes as appropriate). An improvement scheme is proposed at the A38/ Bristol Airport roundabout (J1) and A38/ Downside Road/ West Lane junction (J4) as reflected in the table.

Table 5.7: 2030 Test Case Junction Assessment Summary and Comparison against TAA

Junction		TA	TAA		
			Faster Growth*	Core Scenario	Slower Growth*
A38/ Bristol Airport Roundabout (J1)	Existing Layout	Within capacity	Expected within capacity**	Within capacity**	Expected within capacity**
	Improvement Scheme	Within capacity	Expected within capacity**	Within capacity**	Expected within capacity**
A38/ Bristol Airport Silver Zone (J2)	Existing Layout	Within capacity	Expected within capacity	Within capacity	Expected within capacity
Downside Road/ Bristol Airport (J3)	Existing Layout	Within capacity	Expected within capacity	Within capacity	Expected within capacity

Junction		TA	TAA		
			Faster Growth*	Core Scenario	Slower Growth*
A38/ West Lane & Downside Road (J4 TAA)	Existing Layout	Over maximum capacity	Expected over maximum capacity	Over maximum capacity	Expected over maximum capacity
	Improvement Scheme	Within capacity	Expected within capacity	Within capacity	Expected within capacity
A38/ Barrow Lane (J5)	Existing Layout	Over maximum capacity***	Expected over maximum capacity	Over maximum capacity***	Expected over maximum capacity
A38/ Barrow Street (J6)	Existing Layout	Within capacity	Expected within capacity	Within capacity	Expected within capacity
SBL/ A38 (J7 TAA)	Existing Layout	Within capacity	Expected within capacity	Within capacity	Expected within capacity
A38/ A368 Churchill Crossroads (J13 TAA)	Existing Layout	- At or just over capacity in the AM and PM peaks – insignificant increase in queues and delays	Expected at or just over capacity in the AM and PM peaks – insignificant increase in queues and delays	At or just over capacity in the AM and PM peaks – insignificant increase in queues and delays	Expected at or just over capacity in the AM and PM peaks – insignificant increase in queues and delays

Junction		TA	TAA		
			Faster Growth*	Core Scenario	Slower Growth*
J22 M5	Existing Layout	Unlikely to adversely impact existing performance and/or operation up to 11mppa	Unlikely to adversely impact existing performance and/or operation up to 11mppa	Unlikely to adversely impact existing performance and/or operation up to 11mppa	Unlikely to adversely impact existing performance and/or operation up to 11mppa

\*: based on qualitative assessment of increase/decrease in flows, as per paras. 5.5.7 – 5.5.10, which indicated that no material changes would result from the Faster/ Slower Growth Case, and that as such, no further detailed quantitative assessment would be required.

\*\*: updated to reflect junction assessment results for revised split on northern/southern access roundabouts, as per paras. 5.6.14-5.6.20.

\*\*\*: junction operating over capacity in all future Assessment Years on Barrow Lane (2026/2030), due to background traffic, but no mitigation necessary.

5.6.41 Overall, the TAA demonstrated that the Proposed Development would not have a significant adverse impact on the operation of the wider local or strategic highway network even allowing for the worst-case traffic flow forecast approach taken, namely:

- Background traffic growth has been applied to all existing traffic including current airport traffic (as described in 5.6.3)
- TEMPro traffic growth forecasts have not been reduced to account for the impact of COVID-19 whereby reduced growth would be expected
- Busy day (August) passenger flows have been applied to July traffic flows when background general traffic flows are higher (pre-school holidays)
- Annual average passenger car occupancy (group size) has been applied to August passenger forecasts when larger group sizes are typical (as described in 3.4.15 of TAA)

5.6.42 A quantitative assessment of junction operation for the key junctions close to the airport has demonstrated that the junctions will in most cases operate within capacity in the 2030 Core Scenario, or where this is not the case, impacts will not be severe.

5.6.43 The junction improvements proposed at the A38/West Lane and Downside Road junction will provide a significant reduction in queues and delays compared with the currently permitted development where no further improvements are proposed.

5.6.44 A qualitative assessment of the Faster and Slower Growth scenarios suggests that the conclusions of the impact assessments would be similar to those of the Core Scenario and does not suggest the need for full quantitative assessment of these scenarios, since differences in flows are very small.



- 5.6.45 The TAA demonstrated that there are no materially significant differences in the impacts of the revised passenger growth forecasts and Assessment Year of 2030 compared with those of the original TA and T ASD with an Assessment Year of 2026.
- 5.6.46 In my opinion, the NSC conclusions regarding highways impact in the Committee Report would therefore be similar for the revised passenger forecast assessments.
- 5.6.47 The results from the CAA 2019 dataset indicate that, overall, over 21% of passenger surface access trips were made by public transport. The CAA passenger survey data is a widely used means of understanding the proportion of surface access trips made by each means of transport and is a useful metric for comparison with other airports. The CAA methodology for data collection will form the basis of the proposed annual monitoring for all modes of surface access that will be used to test the effectiveness of the proposed measures to reduce car trips to the airport. Had a relative increase of 2.5% in PT use been applied to the CAA figure in the TAA assessments for the 12mppa tests, a lower proportion of passengers travelling by vehicle than that tested would result, and the impacts set out would be reduced.
- 5.6.48 It can therefore be concluded that the actual highways impacts of the development are likely to be lower than those presented in the TA and TAA.

## **6 Public Transport Mode Share Targets and Rationale**

### **6.1 Background**

#### **Preapplication and planning submission stages**

- 6.1.1 Public transport mode share targets were developed through discussions held between BAL and NSC officers and were based on historic bus ticket data showing c.12.5% PT use in 2017.
- 6.1.2 Following submission of the TA, NSC requested that sensitivity tests to account for potential differences in the future mode share achieved should be undertaken:
- Sensitivity Test 1: based on passenger and employee public transport mode share at 12.5% and 10%, respectively, for both the 10mppa and 12mppa.
  - Sensitivity Test 2: based on passenger and employee public transport mode share at 17.5% and 25% for both 10mppa and 12mppa.
- 6.1.3 The results of the above tests were collated in TN009 'Sensitivity Test Results' to show an indication of the impacts of each on overall passenger numbers.

#### **Post-submission stage (TASD)**

- 6.1.4 Further engagement with NSC officers led to agreement to test a 15% target of public transport passengers for both the 10mppa and 12mppa proposals as the core test for the application. This target mode share used for highways impact testing was only applied to the uplift in passengers. This is because the actual baseline PT mode share was not known (bus ticket data suggested a lower figure than 15%, but CAA data a higher figure) but the actual figure was effectively reflected in the traffic surveys undertaken in 2018 (ie the actual number of car trips realised).

#### **Post-Refusal stage (TAA)**

- 6.1.5 The TAA is based on a target passenger mode share of 17.5% by public transport applied to the uplift in passenger numbers for the 12mppa proposals reflecting the additional improvements BAL intends to introduce should consent be granted for the purposes of highways impact testing.

### **6.2 CAA Data and Stretch Target Approach**

- 6.2.1 Whilst CAA data is typically used as the benchmark for understanding mode share at all UK airports, these surveys are only undertaken every 4 years at Bristol Airport. For this reason, the data was not available for considering a reasonable target to apply at the time of the application. The 2019 CAA survey data is now available, and shows that overall, some 21.8% of trips (main

mode) were made by PT to Bristol Airport. This suggests that the method of using bus ticket data as the basis for recording PT mode share actually under-represents the success of the measures introduced by BAL to increase PT use.

6.2.2 Although, it is not possible to fully understand why the bus ticket data suggests a lower PT mode share than CAA data, there are several potential reasons for this difference such as:

- Rail users transferring to bus may have used an inclusive fare ticket
- Group tickets may only be classed as a single transaction
- Not all rail passengers transferred to buses
- Private shuttle buses / mini-buses are not included in the data

6.2.3 However, for the purpose of providing a robust worst-case assessment in terms of highway impact, the previously agreed target was applied to the uplift in passengers. **Table 6.1** below shows that, had CAA data PT proportions been used in the TAA, this would have led to an additional 95,200 (uplift to 10mppa) and 231,200 (uplift to 12mppa) public transport passengers than those assessed using the 15% and 17.5% targets in the TAA respectively:

Table 6.1: Summary of Public Transport Passengers (CAA Data vs Targets)

	CAA PT Mode Share	Target PT Mode Share	Disparity
Uplift to 10 mppa (+1.4mppa)	21.8% 305,200 passengers	15% 210,000 passengers	95,200 passengers
Uplift to 12mppa (+3.4mppa)	24.3% 826,200 passengers	17.5% 595,000 passengers	231,200 passengers

6.2.4 The higher public transport share associated with the CAA data would ultimately result in a lower proportion and number of passengers travelling by vehicle than that assessed for highways impact purposes using the 15% and 17.5% targets. In light of this, it can be concluded that applying the 17.5% target mode share rather than the CAA data mode share provides a robust 'worst-case' scenario in terms of highways impact, as reported in Section 5 of this evidence.

6.2.5 It is important to note that a different approach was taken in forecasting car parking demand compared with highways impact assessments. For the parking forecasts, a relative increase in PT use of 2.5% was assumed against the baseline 2019 dataset for parking demand, rather than an assumed absolute PT share of 17.5%. The parking forecasts therefore effectively represent a c. 24.3% PT share i.e. actual PT share at time of parking surveys of 21.8% (based on CAA published data as shown in **Table 6.3**) + 2.5%.

6.2.6 BAL has agreed with NSC officers that future monitoring of mode share should be consistent with the CAA's methodology meaning that the PT mode share target ultimately presented in the new ASAS will be re-baselined in consultation with NSC. The stretch target of a 2.5% increase in PT

use would therefore apply to the CAA method of measurement should this be adopted and agreed with NSC.

### 6.3 Ability to increase PT mode share

6.3.1 Historically, Bristol Airport was much more car dependent than it is today. As shown in **Table 6.2 below**, due to the significant investment by BAL working alongside the transport authorities and public transport operators over the past 16 years or so the PT mode share to Bristol Airport has increased from 8% in 2003 to 22.3% in 2019 (CAA data), with a commensurate reduction in car mode share from 92% to 77.7%. Since 2012, the PT mode share has increased from 18.1% to 22.3%, showing a levelling off in growth which is a reflection of the challenge of achieving further marginal increases in PT mode share.

Table 6.2: CAA Mode Share

Mode	CAA Last Mode Share							
	1985 <sup>1</sup>	1994/5 <sup>1</sup>	2000 <sup>2</sup>	2003 <sup>3</sup>	2008 <sup>4</sup>	2012 <sup>5</sup>	2015 <sup>6</sup>	2019 <sup>7</sup>
Car	84%	84%	78.4%	79%	84.0%	81.6%	77.2%	77.7%
Taxi	11%	14%	16.5%	13%				
Bus	4%	3%	4.7%	8%	15.80%	18.10%	22.8%	22.3%
Rail								
Tube	0%	0%	0.0%	0%			0.0%	0.00%
Other	0%	0%	0.2%	0%	0.00%	0.30%	0.0%	0.00%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

6.3.2 Based on the historic change in mode share at the airport, a PT improvement target of 2.5% (with proposals to initially monitor against 0.5% annual increases) over the current baseline is

<sup>1</sup> Table 26 1994/1995 CAA Survey Report

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/CAA%20Passenger%20survey%20report%201994%20-%20south-west%20England%20and%20Wales.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/CAA%20Passenger%20survey%20report%201994%20-%20south-west%20England%20and%20Wales.pdf)

<sup>2</sup> Table 9 of 2000 CAA Survey Report

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/CAA%20Passenger%20survey%20report%202000.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/CAA%20Passenger%20survey%20report%202000.pdf)

<sup>3</sup> Page 12 2003 CAA Survey Report

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/CAA%20Passenger%20survey%20report%202003.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/CAA%20Passenger%20survey%20report%202003.pdf)

<sup>4</sup> Table 7.2 2008 CAA Survey Report

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/CAA%20Passenger%20survey%20report%202008.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/CAA%20Passenger%20survey%20report%202008.pdf)

<sup>5</sup> Table 7.2 2012 CAA Survey Report

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/CAA%20Passenger%20survey%20report%202012.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/CAA%20Passenger%20survey%20report%202012.pdf)

<sup>6</sup> Table 6a 2015 CAA Survey Report

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/CAA%20Passenger%20survey%20report%202015.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/CAA%20Passenger%20survey%20report%202015.pdf)

<sup>7</sup> Table 6c 2018 CAA Survey Report

considered an ambitious but achievable target. This is reinforced by the comparison with other regional airports set out in **Section 6.4** below. An analysis of the effects of potential public transport improvements on mode share demonstrating how the target could be achieved is presented in Section 6.5.

## 6.4 Comparison with other airports

6.4.1 A comparison of mode share between regional airports with similar characteristics to Bristol Airport was carried out in 2019 using 2015 CAA survey data and presented in TN010 as part of the Regulations 25 submission documents (see para. 5.3.3). An updated comparison, using the 2019 CAA survey has been carried out and is presented in **Table 6.3** below. It should be noted that:

- Airports considered in the analysis presented in TN010 have been included, with the exception of airports where no CAA survey was carried out in 2019 i.e. Liverpool John Lennon and Newcastle International.
- Data shown in the table below refers to main mode of travel rather than last mode of travel. As such, some differences can be observed between Bristol Airport mode share shown in **Table 6.2** above (22.3% public transport mode share as last mode) and **Table 6.3** below (21.8% public transport mode share as main mode).

Table 6.3: Comparison of 2019 CAA Survey Mode Share Data (Main Mode)

Mode	Airport Main Mode Share					
	Bristol	Cardiff	Birmingham	Manchester	Luton	Stansted
Car	68.3%	72.2%	50.3%	50.9%	39.8%	37.5%
Taxi/ Minicab/ Uber	9.8%	16.4%	28.2%	28.1%	16.4%	9.8%
Bus/ Coach	18.8%	8.2%	2.3%	2.7%	22.3%	19.1%
Rail	3.0%	3.1%	18.4%	17.1%	21.2%	33.2%
Tube/ Metro/ Subway/ Tram	0.0%	0.0%	0.0%	0.9%	0.1%	0.2%
Other	0.1%	0.0%	0.9%	0.2%	0.3%	0.2%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

6.4.2 Of the airports that have been compared, Stansted has the greatest public transport mode share (52.3%). Stansted benefits from a London focussed catchment and railway station which allows passengers direct access to the terminal, as well as a bus station adjacent to the terminal which is served by several London based and regional coach and bus routes.

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Passenger\\_survey/2019/T06\\_2019.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Passenger_survey/2019/T06_2019.pdf)

- 6.4.3 Similar characteristics apply to Luton, which has a public transport share of 45.6% and a large London catchment, and although it does not have the benefit of a railway station at the terminal, there is a direct 10-minute shuttle bus between Luton station and the terminal.
- 6.4.4 Importantly, outside of the airports that serve London, Bristol is the regional airport with the most effective public transport mode share (21.8%), over Birmingham (20.7%), Manchester (20.7%) and Cardiff (11.3%). This is in spite of the fact that Manchester has a railway and Metrolink tram station, and Birmingham has a station with a free 'Air-Rail Link' system that takes two minutes to get to the airport terminal.
- 6.4.5 In 2017, Liverpool and Newcastle (2017 CAA data) had a PT mode share of 19.1% and 14.5% respectively, both lower than Bristol Airport.

## **6.5 Public Transport Improvement Effects on Mode Share**

- 6.5.1 This section sets out the analysis of the effects of public transport improvements that are currently proposed to be delivered as part of the 12 mppa application to demonstrate that the 2.5% increase in public transport share could be achieved.
- 6.5.2 Whilst a fairly detailed description of the likely public transport enhancements to be delivered was set out in the Transport Assessment Sections 9.1-9.3 and 9.10, as well as an update in Sections 6.1-6.4 of the Transport Assessment Addendum, repeated in Section 5 of this evidence, these did not specifically identify the likely number of passengers that may use each of the services. This is because the measures were based on experience and the historic knowledge of successfully implemented services combined with the passenger catchment areas/numbers (summarised in Section 9.1 and 9.2 of the Transport Assessment). There is also some flexibility over the actual services to be introduced through the proposed monitoring and Air Transport Forum (ATF) process.
- 6.5.3 An assessment of the probable services to be introduced and their catchment/patronage is therefore set out below.

### **Effects of ASAS proposed measures on Passenger Mode Share**

- 6.5.4 The ASAS will continue to be the framework that sets out the measures BAL intends to implement working with the ATF and other delivery partners, in order to achieve more sustainable surface access targets and objectives for the airport, the key objective of which is to achieve a 2.5% further shift to PT use as part of the 12mppa application.
- 6.5.5 The measures likely to form part of the updated ASAS are set out in the Transport Assessment Addendum (Section 6) and Section 5 of this evidence. These include a range of measures such as

bus service improvements, public transport improvement fund, publicity, interchange improvements, integration of services, parking management and pricing controls.

### Effects of Bus Improvements

6.5.6 **Table 6.4** below shows the improvements BAL could introduce to services as part of the 12mppa S106 Agreement. As outlined in para. 6.5.2, these have been formulated with a degree of flexibility in order to achieve the most effective outcome. Measures are based on knowledge of potential demand for routes, previous discussions with NSC, work of the air transport forum and PT operators. The table shows where improvements to the 10mppa commitments may be focussed.

Table 6.4: Potential service improvements

Type	Route	Name	10mppa	12mppa	Areas
New services	1	Clevedon Shuttle	N/A	New shuttle connecting Clevedon to Bristol Airport via Yatton and Cleeve and calling at Yatton rail station - 24/7 operation, LEV, Demand Responsive	Cleeve
					Yatton
					Clevedon
	2	Nailsea Shuttle	N/A	New shuttle connecting Nailsea to Bristol Airport via Backwell and calling at Nailsea & Backwell rail station - 24/7 operation, LEV, Demand Responsive	Blackwell
					Nailsea
Enhanced services	A3	Weston Flyer	2 buses per hour (1 bus per hour achieved)	24/7 services	Cleeve
				Integration into Worle Station, including waiting and bus stop enhancements	Congresbury
				Promotion of the services, including integrated rail/bus ticketing	Worle
					Milton
					Weston-Super-Mare
	216	National Express 216 to Cardiff, Newport and South Wales	1 coach every 2 hours achieved	Enhanced timetables and/ or greater network coverage – Assumed hourly service for service 216 and half-hourly service for Falcon service.	Newport
					Cardiff
	Falcon	1 bus per hour achieved	Bristol		
			Bridgwater		
			Taunton		
			Cullompton		
			Exeter		
Plymouth					
Continuation of services	Bath	2 buses per hour	Continuation		Bath
	Bristol	8 buses per hour	Enhanced A2 frequency to 3 buses per hour	Bristol	



6.5.7 The effects of improvements shown above have been assessed in the following section, with the exception of improvements shown in grey, where no increase in PT mode share is assumed.

6.5.8 The following approach has been taken in order to estimate the likely effects of the proposed bus improvements:

- The distribution of passengers from areas served by enhanced and proposed bus services has been determined using CAA postcode data: the number of responses from each postcode area or district (considering group size) has been compared against the number of responses from its respective district or county where a postcode was provided, as follows:

Table 6.5: Post code analysis

District County	Area	Post Code
<b>North Somerset</b>	Cleeve/ Yatton	BS49
	Clevedon	BS21
	Backwell/ Nailsea	BS48
	Congresbury	BS49
	Worle/ Milton	BS22
	Weston-super-Mare	BS23
<b>Gloucestershire County</b>	Greater Bristol (Metrobus corridor) Gloucestershire	BS16/ BS34
<b>City of Bristol</b>	Greater Bristol (Metrobus corridor) City of Bristol	BS4/ BS5/ BS7/ BS14
	Central Bristol	BS1/ BS2
	Ashton Vale/ Windmill Hall	BS3
	Bedminster Down/ Hartcliffe	BS13
	Long Ashton	BS41 9/ BS48 3
<b>Sedgemoor District</b>	Bridgwater	TA6
<b>Taunton Deane District</b>	Taunton	TA1
<b>Devon County</b>	Cullompton	EX15
	Exeter	EX1/ EX2/ EX4
<b>Cornwall County</b>	Plymouth	PL1/ PL3/ PL4/ PL7/ PL21
	Torquay	TQ10/ TQ13

- Based on 2019 CAA passenger catchment area analysis, there were approximately 3.2million passengers travelling from/to the local area plus specific regional hubs where the majority of bus service improvements are proposed as part of the 12mppa application (Column 2 of Table 6.6 below). Based on the 12mppa passenger growth and distribution obtained from York Aviation's forecasts, it is expected that this will increase to 4.2mppa (Column 3). There may be additional mode shift from areas outside of these catchments, but these have not been factored in to present a conservative assessment.

- Based on further analysis of the CAA mode share data by trip origin, the bus mode share (as last mode to the airport) of passengers within this public transport catchment area is 32%. By 2019, the majority of the 10mppa commitments to improve public transport had been implemented, so the effect of these is inherent in the data.

6.5.9 The effects of the potential improvements (over and above those that are already part of the 10mppa measures) are summarised below and set out in more detail in **Table 6.6**.

#### Scenario 1 - Improved Services

- **Improved frequency of services to** areas served by the A2 (Central Bristol and surrounding area, Bedminster), Cleve, Yatton, Cardiff, Newport, Bridgwater, Taunton, Cullompton, Exeter, Plymouth: an industry typical lower band elasticity of 0.4 has been applied for predicting increases in passenger demand (Ref TRL 593, Table 7.5, short run). The formula used to estimate the increased passenger demand is as follows:

**Forecast Demand = Prior Demand \* (Service 2/Service 1)^elasticity**

Service 2: new frequency (eg services per hour)

Service 1: previous frequency (eg services per hour)

Elasticity: 0.4 (Ref TRL 593, Table 7.5, short run)

The above leads to a forecast increase in patronage of 32% for a doubling of frequency and 18% for increase from 2 services to 3 services per hour (A2 services).

**Note 1:** the mode share of Weston-super-Mare has been capped at 60% to provide a robust assessment.

**Note 2:** it has been assumed that the equivalent bus mode share of passengers travelling from Taunton could be achieved from Bridgwater. Bridgwater is served by the Falcon, which runs between Plymouth and Bristol via Exeter, Cullompton, Taunton, Bridgwater and Bristol. Taunton has the lowest baseline bus mode share of the areas served by this route, this is considered to provide a robust assessment.

- **New services** (Clevedon, Nailsea and Backwell) – it has been assumed that the existing PT mode share achieved by similar services to Cleve and Yatton can be met when new services are introduced (ie 15%).

#### Scenario 2 – Metrobus service integration and additional services

- **Metrobus service integration:** as part of the 12mppa ASSAS, BAL would commit to review the integration of the A1 Bristol Flyer service with the Metrobus network. As such, it is

expected that these improvements would result in an increase in bus patronage from areas served by Metrobus services within Greater Bristol. The following assumptions have been made:

- **Areas within Greater Bristol, to the north:** it has been assumed that an increase in bus patronage of 10% can be achieved from S1.
- **Bedminster, Long Ashton and Barrow Gurney:** it has been assumed that a minimum bus patronage of 15% can be achieved. Considering that these areas are served by the A2 service and are connected to Bristol City Centre by Metrobus services 1 and 2, this is considered a reasonable assessment.
- **24/7 services, integration with railway and potential Demand Responsive Transport (DRT) (Congresbury, Worle, Milton, Weston-super-Mare):** given the potential flexibility over the operation and implementation of DRT services, the following assumption has been applied to each of the potential areas served by the A3 Weston Flyer:
  - At present, the service operates hourly between 03:05 and 23:05, with 21 daily services and in the region of 104k annual passengers (estimated based on the analysis of 2015/2019 CAA data). Once the 10mppa commitment to provide 42 daily services, it is expected that this service will have in the region of 135k passengers.
  - An elasticity of 0.4 has been applied based on formal guidance (Ref TRL 593, Table 7.5, short run) to estimate the likely demand associated with the half-hourly services (42 daily services), to establish the baseline (once the 10mppa commitment is achieved) and to establish the likely increase as a result of the introduction of 24/7 services (48 daily services). The uplift has however been capped to a maximum 60% PT value to reflect a reasonable maximum and assumption that at least 40% will use less sustainable travel options even with the PT enhancements.
  - In light of the above, it can be deduced that, as a result of the introduction of 24/7 services (providing a total of 48 daily services), there would be a total of 137k annual passengers on the A3 Weston Flyer service, resulting in approximately 3,000 additional passengers from the 10mppa commitment, but due to the 60% cap of we have effectively assumed no additional passengers would use this service.

6.5.10 A table summarising the effects on each area under both scenarios considered is presented in **Table 6.6** overleaf details the effects of the above PT enhancements, whilst a map illustrating the likely effects is shown in **Figure 6.1**.

6.5.11 Based on the above, it is estimated that the improvements would result in c.237k additional bus users (+1.9%) under Scenario 1 for the catchment areas selected, and c. 370k additional bus users (+3.1% increase), under Scenario 2.

### Effects of Rail Improvements

6.5.12 In addition to the passengers making use of the proposed bus improvements, it is expected that a greater shift towards public transport will be achieved as a result of the following rail interchange-based enhancements:

- **Weston Flyer:**
  - Integration into Worle Station, including waiting and bus stop enhancements; and
  - Promotion of the services, including integrated rail/bus ticketing.
- **Public Transport Improvement Fund:**
  - Improvements to the Bristol Temple Meads interchange;
  - Worle Station Improvements (study);
  - Bus to rail information/ticketing integration; and
  - Bath Spa interchange improvements.

6.5.13 Although the above effects on public transport use have not been specifically quantified, it is likely that these measures will increase rail use as the 'main mode' for passengers travelling from beyond the local area since passengers would benefit from these integrated services, improvements to facilities and marketing, meaning that 'rail then bus' would be a more attractive option.

6.5.14 This would particularly be the case for rail services to Bristol Temple Meads, where improvements and potential integration with Metrobus services could make this option much more attractive to longer distance trips, especially where access to a station is possible at their trip origin.

6.5.15 Based on 2019 CAA data (see **Table 6.3** above), rail accounts for 3.0% of passenger trips to/from the airport as a 'main mode' in 2019, or c.267,000 passengers. Of these, 96.9% are recorded to change to bus between the railway station and the airport, 2.1% by taxi and 1.0% by car drop off.

6.5.16 For 12mppa, the proportion of rail passengers as per 2019 CAA published data would equate to 360,000 passengers. We should expect to achieve at least a 10% increase in this number through the planned investments described equating to an additional 36,000 passengers by rail.

### Overall Impacts (Passengers)

6.5.17 Combining the above measures and their potential impact on mode share leads to the following totals for the 12mppa development.

Table 6.6: Overall impacts

	<b>Bus Frequency Improvements</b>	<b>Metrobus Service Integration</b>	<b>DRT introduction</b>	<b>Rail Improvements</b>	<b>Total</b>
<b>Additional Passengers</b>	236,800	72,300	2,883	36,000	347,983
<b>% of total Passengers</b>	1.97%	0.60%	0.02%	0.30%	2.90%

6.5.18 These figures give confidence that the proposed target to achieve a 2.5% increase in PT mode share is a realistic stretch target that could be achievable, and that the suggested measures to achieve this as set out in both the TA and updated in the TAA are a good basis for proposals to be included in an updated ASAS.

Table 6.7: Effects of PT Improvements on Mode Share

Area	Distribution		Forecast mode share with 12mppa (10mppa ASAS in place)							Scenario 1 (12mppa ASAS - Bus frequency improvements)							Scenario 2 (12mppa ASAS – additional DRT)						
	8.9mppa	12mppa	Mode Share*			No passengers				Mode Share*			No passengers				Mode Share*			No passengers			
			Car	Taxi	Bus	Car	Taxi	Bus	Total	Car	Taxi	Bus	Car	Taxi	Bus	Total	Car	Taxi	PT	Car	Taxi	Bus	Total
Cleeve/ Yatton	13,019	17,069	78%	11%	11%	13,276	1,897	1,897	17,069	75%	11%	15%	12,745	1,821	2,502	17,069	75%	11%	15%	12,745	1,821	2,502	17,069
Clevedon	69,436	91,033	69%	29%	2%	62,585	26,551	1,897	91,033	60%	25%	15%	54,546	23,141	13,346	91,033	60%	25%	15%	54,546	23,141	13,346	91,033
Backwell/ Nailsea	125,853	164,997	46%	53%	1%	75,861	87,240	1,897	164,997	40%	46%	15%	65,491	75,315	24,191	164,997	40%	46%	15%	65,491	75,315	24,191	164,997
Congresbury	13,019	17,069	75%	11%	15%	12,745	1,821	2,502	17,069	75%	11%	15%	12,745	1,821	2,502	17,069	74%	11%	15%	12,625	1,804	2,640	17,069
Worle/ Milton	104,154	136,549	50%	13%	37%	68,202	18,298	50,049	136,549	50%	13%	37%	68,202	18,298	50,049	136,549	48%	13%	39%	66,037	17,717	52,795	136,549
Weston-super-Mare	104,154	136,549	34%	6%	60%	45,996	8,624	81,930	136,549	34%	6%	60%	45,996	8,624	81,930	136,549	34%	6%	60%	45,996	8,624	81,930	136,549
Newport	205,417	267,582	76%	7%	15%	202,635	18,185	39,618	267,582	72%	6%	20%	191,383	17,175	52,276	267,582	72%	6%	20%	191,383	17,175	52,276	267,582
Cardiff	452,605	589,575	55%	4%	29%	326,432	25,220	168,450	589,575	48%	4%	38%	284,713	21,997	222,271	589,575	48%	4%	38%	284,713	21,997	222,271	589,575
Greater Bristol (North)	926,605	1,228,622	41%	26%	29%	506,202	320,510	356,122	1,228,622	40%	25%	31%	488,934	309,576	385,886	1,228,622	40%	26%	35%	487,810	316,337	424,475	1,228,622
Central Bristol	270,763	359,015	11%	27%	62%	40,419	97,481	221,115	359,015	10%	24%	67%	35,002	84,417	239,596	359,015	10%	24%	67%	35,002	84,417	239,596	359,015
Ashton Vale/ Windmill Hall	208,003	270,559	26%	23%	51%	69,972	62,975	137,612	270,559	21%	19%	60%	57,219	51,497	161,842	270,559	21%	19%	60%	57,219	51,497	161,842	270,559
Bedminster Down/ Hartcliffe	57,380	74,316	69%	25%	6%	51,092	18,579	4,645	74,316	68%	25%	7%	50,492	18,361	5,463	74,316	63%	23%	15%	46,508	16,912	10,896	74,316
Long Ashton/ Barrow Gurney	59,310	77,757	59%	39%	2%	45,516	30,344	1,897	77,757	59%	39%	3%	45,516	30,344	2,230	77,757	51%	34%	15%	39,814	26,543	11,400	77,757
Bridgwater	125,515	158,946	80%	14%	2%	127,156	22,252	3,179	158,946	79%	14%	3%	126,327	22,107	4,195	158,946	70%	15%	15%	111,813	23,829	23,303	158,946
Taunton	108,577	142,524	49%	12%	39%	70,336	16,659	55,529	142,524	39%	9%	51%	55,992	13,261	73,271	142,524	39%	9%	51%	55,992	13,261	73,271	142,524
Cullompton	38,742	50,176	48%	7%	44%	24,159	3,717	22,300	50,176	36%	6%	59%	17,984	2,767	29,426	50,176	36%	6%	59%	17,984	2,767	29,426	50,176
Exeter	238,189	308,489	60%	2%	28%	183,907	5,932	86,021	308,489	52%	2%	37%	161,186	5,200	113,505	308,489	52%	2%	37%	161,186	5,200	113,505	308,489
Plymouth	58,823	76,514	60%	4%	35%	45,544	2,733	26,416	76,514	49%	3%	46%	37,871	2,272	34,856	76,514	49%	3%	46%	37,871	2,272	34,856	76,514
Torquay	13,408	17,366	84%	6%	10%	14,565	1,120	1,681	17,366	81%	6%	13%	14,066	1,082	2,217	17,366	81%	6%	13%	14,066	1,082	2,217	17,366
<b>Total</b>	<b>3,192,974</b>	<b>4,184,704</b>	<b>47%</b>	<b>18%</b>	<b>30%</b>	<b>1,986,599</b>	<b>770,138</b>	<b>1,264,754</b>	<b>4,184,704</b>	<b>45%</b>	<b>13%</b>	<b>65%</b>	<b>1,826,412</b>	<b>709,077</b>	<b>1,501,554</b>	<b>4,184,704</b>	<b>45%</b>	<b>13%</b>	<b>70%</b>	<b>1,798,802</b>	<b>711,711</b>	<b>1,576,737</b>	<b>4,184,704</b>

\*Last mode share has been applied with the exception of areas where rail represented a proportion of trips i.e. Newport, Cardiff, Greater Bristol, Bridgwater, Exeter and Plymouth. In these areas, first mode was applied in order to avoid double counting as part of the effects of rail on mode share.


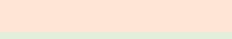
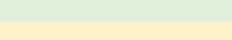

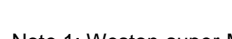
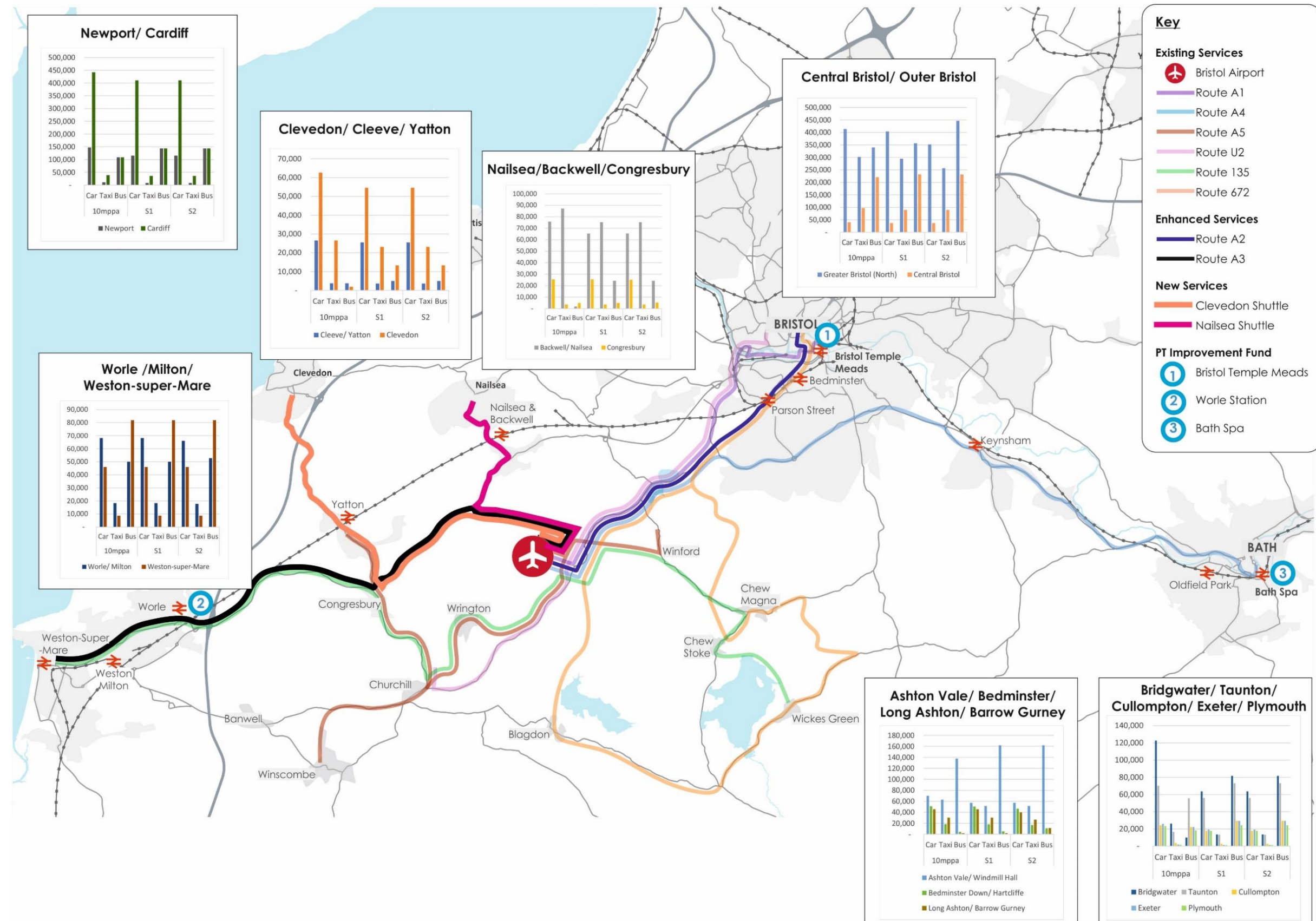
Assumptions	
	New service, assumption that the improved MS of Cleeve/ Yatton can be achieved
	Improved frequency, elasticity of 40% above current MS
	24/7 services, integration with railway
	Improved frequency from 9 to 11 services per hour (A1 + A2 + Falcon services)
	Improved frequency from 2 to 3 services per hour (A2 services)
Note 1: Weston-super-Mare capped at 60%	
Note 2: Assumption that a minimum 15% bus share can be achieved in S2	



Figure 6.1: Effects of public transport improvements on mode share





### Effects of ASAS on Staff Mode Share

- 6.5.19 Similarly, as part of the ASAS and Workplace Travel Plan for the airport, BAL is committed to implementing measures to achieve a 30% share of staff travel by non-single occupant vehicle (SOV) modes (eg car share, public transport, motorcycle, walking, cycling and work from home). It should be noted that the original Workplace Travel Plan set a target of 25% non-SOV modes. This has been increased by BAL to reflect more ambitious targets.
- 6.5.20 At present, SOV by employees represent approximately 84% of travel, with the remaining being spread across other modes as shown in **Table 6.9**.
- 6.5.21 Based on the responses from the 2017 employee survey, approximately 80% of staff live within areas connected by existing or potential future bus services to be implemented as part of the proposed public transport improvements. The share of employees currently travelling by bus and staff minibus from these areas is estimated at 16.6%. It is expected that this could increase as follows:
- New and enhanced services to/from Cleve, Yatton, Clevedon, and Backwell and Nailsea: it has been assumed that the mode share target of Worle/ Milton could also be achieved from these areas.
  - Greater Bristol: assumed that bus share can increase from 12% to 25%.
  - Central Bristol: assumed that bus share can increase from 35% to 45%.
  - Improved frequencies:
    - 24/7 DRT services (enhancement from 42 to 48 services) to/from Congresbury, Worle, Milton and Weston-super-Mare
    - Enhancement from 2 to 3 services along the Metrobus corridor. The mode share of Ashton Vale has been capped at the existing bus share of 45%, and it has been assumed that Long Ashton can achieve the same mode share.
    - Enhancement from 1 to 2 service per hour to/ from Bridgwater, Taunton, Cullompton, Exeter and Plymouth.

The formula used to estimate the increased staff demand is as follows:

**Forecast Demand = Prior Demand \* (Service 2/Service 1)<sup>elasticity</sup>**

Service 2: new frequency (eg services per hour)

Service 1: previous frequency (eg services per hour)

Elasticity: 0.4 (Ref TRL 593, Table 7.5, short run)

6.5.22 It is estimated that the above improvements would result in an increase of bus/minibus use by staff from 16.7% to 24.5%, in the areas served by bus. Overall, the increase in bus travel is expected to shift from 10% to 13.8% This is shown below:

Table 6.8: Effects of Bus Improvements on Staff Travel

Area	Existing Bus Share 12mppa		Target Mode Share 12mppa	
	Bus	Staff Minibus	Bus	Staff Minibus
Cleeve/ Yatton	3	0	10	0
Clevedon	0	0	4	0
Backwell/ Nailsea	0	0	12	0
Congresbury	3	0	10	0
Worle/ Milton	16	0	16	0
Weston-super-Mare	19	0	20	0
Cardiff	0	16	0	16
Greater Bristol (North)	38	0	77	0
Central Bristol	22	0	28	0
Ashton Vale/ Windmill Hall	66	0	66	0
Bedminster Down/ Hartcliffe	25	0	29	0
Long Ashton/ Barrow Gurney	0	0	9	0
Bridgwater	0	0	1	0
Taunton	0	0	1	0
Cullompton	0	0	0	0
Exeter	0	0	1	0
Plymouth	0	0	1	0
Torquay	0	0	0	0
<b>Total (Bus-covered area)</b>	191	16	287	16
	15.4%	1.3%	23.1%	1.3%
<b>All Employees</b>	238	16	334	16
	9.4%	0.6%	13.2%	0.6%

6.5.23 Additionally, measures to be implemented as part of the ASAS and Workplace Travel Plan are expected to result in a shift in car sharing from 3% overall/5% in the local area to up to 12% overall/15% local area. Similarly, an increased proportion of homeworking is anticipated as a result of the imposed changes due to the COVID-19 pandemic enabling more people to work from home effectively on a flexible basis.

6.5.24 The overall projected effects of the ASAS and Workplace Travel Plan on staff travel are summarised in **Table 6.9** demonstrating that the 30% non SOV target is achievable.

Table 6.9: Effects of ASAS on Staff Travel

MS	Area	SOV	Car share (driver)	Car share (passenger)	Bus	Staff minibus	MC	Cycle	Walk	Other	Total
Existing Mode Share applied to 12mppa	Bus catchment Area	935	31	19	191	16	22	3	13	6	1,235
		76%	3%	2%	15%	1%	2%	0%	1%	1%	100%
	All Staff	2,110	59	25	238	16	44	9	13	9	2,523
		84%	2%	1%	9%	1%	2%	0%	0%	0%	100%
Target Mode Share 12mppa	Bus catchment Area	694	114	68	287	16	30	4	15	6	1,235
		56%	9%	6%	23%	1%	2%	0%	1%	1%	100.0%
	All Staff	1,766	217	91	334	16	61	12	15	13	2,524
		70%	9%	4%	13%	1%	2%	0%	1%	1%	100.0%

## 7 Parking Demand Study

### 7.1 Overview and Key Findings

#### Planning Submission Stage – Parking Demand Study and Addendum

- 7.1.1 The Teneo Parking Demand Study (PDS) submitted as part of the planning application in 2018 was prepared with the aim to identify the level of car parking required up to 12mppa and potential options to meet increased demand, from the existing 16,700 car parking spaces available in 2018 and 10mppa consented capacity of up to 18,700 spaces. The assessment considered an unchanged public transport mode share (assumed to be 12.5% based on bus ticket data) benchmarked against actual parking demand data, as well as a sensitivity test to account for the 15% target (2.5% increase against assumed base). The projected overall passenger parking demand (at all on-site and off-site car parks on the basis of 15% PT share) ranges from 14,100 vehicles at the quietest time of the year (November 2026) up to 30,800 vehicles in the summer peak (August 2026), shown in Figure 8b the PDS Addendum submitted in 2019.
- 7.1.2 The conclusions of the PDS were that the existing capacity would be insufficient to meet forecast demand and that approximately 4,600 additional spaces from the current planned capacity in 2026 i.e. permitted 10mppa capacity allowing for some flexibility for contractor and staff car parking as well as loss of spaces as a result of the detailed design (total of c. 22,600 spaces) would be required to meet the 12mppa on-site parking demand in 2026, on the basis of a static public transport mode share (assumed to be 12.5% based on bus ticket data), whilst approximately 3,900 additional spaces (a total of c. 21,900) would be required on the basis of the uplift of 2.5% in public transport mode share being met. (assumed to be 15% based on a baseline of 12.5%). It identifies two possible locations the meet the additional demand:
- Extension to the Silver Zone (Silver Zone Extension Phase Two) – lower-priced option due to distance to the terminal, which requires a short bus ride
  - Construction of third multi-storey car park (MSCP3) within land currently occupied by long-stay car parking – higher end of car park pricing due to proximity to the terminal and additional security

#### Committee Report

- 7.1.3 Issue 11 'Vehicle Parking' of the Committee Report notes that '*Officers, assisted by independent consultants, consider that the methodology used by BAL to establish the increased parking demand is robust,*' and concludes that "*the proposed level of on-site car*

*parking at the airport is the minimum required to meet the needs arising from the proposed increase in passenger numbers after the level of public transport use has increased”*

- 7.1.4 Issue 12 ‘Green Belt’ of the Committee Report acknowledges that most of the additional car parking demand required as part of the 12mppa cannot be delivered in the Green Belt Inset (GBI) and concludes that officers are satisfied that there are presently no other reasonably available and suitable sites outside the Green Belt that would meet this need. It also concludes that the combination of additional parking provision and the absence of sites outside the Green Belt are considered to amount to very special circumstances that clearly outweigh the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal.

### **Post-Committee Supplementary Information – Parking Demand Study Update**

- 7.1.5 An update of the PDS submitted as part of the planning application in 2018 was prepared by Teneo in 2020 to reflect the effects of the COVID-19 pandemic on the aviation and passenger throughput at Bristol Airport, and subsequently, on parking demand at the airport. As with the original PDS, the updated report identifies the level of parking required up to 12mppa and options to meet the increased demand, from the 17,700 spaces available in 2019.
- 7.1.6 As the overarching methodology for forecasting on-site parking demand at Bristol Airport was considered acceptable by NSC officers at the time of the planning application, this remained unchanged in the updated document. The key differences of the PDS Update are:
- Forecast passenger demand prepared by York Aviation used for the study reflects the likely effects of the COVID-19 pandemic
  - 2019 CAA Passenger Survey
  - Two additional years of car park barrier data for validation to a 2019 base (entries and exits)
- 7.1.7 Changes from the conclusions of the original PDS were driven by the following:
- A change in the proportion of foreign passengers
  - A change in ‘home geography’ of UK passengers with a knock-on impact on ‘likelihood to park’
  - A change in ‘likelihood to park’ forecasts obtained from 2019 CAA passenger surveys
  - A change in group size obtained from CAA passenger surveys, impacting the conversions of passengers to cars
  - A change in occupancy/ demand ratio as a result of more up-to-date available car park use data, impacting the conversion of cars to spaces

- 7.1.8 In conclusion, the PDS update identifies that 1,400 additional spaces from the existing 17,700 peak summer month spaces in 2019 (a total of c. 19,100 spaces) would be required at 10mppa by 2024, compared to 18,700 in Figure 3 of the 2018 PDS, and that 4,500 additional spaces (total of c. 22,200 spaces) would be required at 12mppa by 2030, compared to 21,900 in Figure 20 the 2018 PDS. The PDS update forecasts are based on an assumed 2.5% uplift in PT use for 12mppa. It should also be noted that the above figures do not include any operational reserve which is required to ensure that access to spaces can be effectively managed.
- 7.1.9 The same conclusions were drawn in terms of possible sites for additional parking provision based on space availability and in order to provide a mixed offer to passengers i.e. Existing Silver Zone extension to year round use, addition to Silver Zone of 2700 spaces, delivery of MSCP2 (as consented), plus construction of MSCP3. All of the above will be required to meet the forecast demand for spaces based on the 2.5% increase in PT use by passengers.
- 7.1.10 The reason for the need to provide a mixture of low cost through to premium product parking is explored in the 2018 PDS (para 7.6-7.27). This draws upon demographic data and research to establish the type of parking most likely to be in demand, and importantly concludes that lower cost parking (as would be provided in Silver Zone) will be more effective in reducing demand for low-cost unauthorised parking.
- 7.1.11 The 2018 PDS demonstrates that the following factors drive the demand for lower cost parking:
- Household Income – passenger catchment for Bristol is in the lower quartile of household income
  - Travel Time/Distance to airport – longer overall travel times/distances add to cost of trip and make additional time using shuttle buses from lower cost car parks less of a deterrent
  - Proportion of leisure travel at Bristol airport (typically over 80%) – leisure passengers tend to have longer trips than business and leisure proportion is relatively higher during the peak summer months of parking demand at Bristol. Overall, leisure passengers are more price sensitive
  - Bristol airport caters for a large number of low cost/package operators – passengers using these services are more price sensitive
- 7.1.12 Data gathered from a 2017 Pragma survey verifies that those using off airport car parks tend to do so because they are lower cost than the BAL options (para 7.26 of PDS).
- 7.1.13 The BAL surface car parks are able to be priced at lower cost because of their lower construction, maintenance, physical efficiency (due to block parking), and overall operating

cost per space compared with the more premium MSCP products. However, the overall growth in passenger numbers and demand for spaces means that there will still be a demand for the higher cost MSCP parking options due to their attractiveness and convenience for those passengers who are less price sensitive.

## **7.2 Validation of PDS forecasts against TAA approach**

- 7.2.1 A validation exercise has been prepared to compare the approach taken to forecasting in the Teneo Parking Demand Study to that used in the TA and TAA.
- 7.2.2 The latter was based on an approach agreed with NSC and HE for a robust assessment of highways impact. It is important to note that in order to undertake a reasonable worst case highways impact assessment, the TA and TAA made certain assumptions that had the effect of increasing the numbers of cars travelling to the airport. By contrast, the Teneo PDS did not make those assumptions. Thus, in comparing parking demand from the two approaches it should be expected that the 'worst case' approach used in the highways impact assessment will lead to a higher forecast demand for parking than that forecast by Teneo.
- 7.2.3 Objectors have challenged the PDS forecasts on the basis that they are not consistent with the TAA methodology. This section summarises the reasons for this and demonstrates that the TAA forecasts would in fact lead to a higher forecast of parking demand thereby validating and giving confidence in the approach used in the PDS endorsed by NSC officers and advisors in demonstrating the need for additional parking at the airport.
- 7.2.4 An analysis of results presented in the Transport Assessment Addendum (TAA) has therefore been carried out to establish the potential parking demand that would arise from those forecasts, as well as check point references to demonstrate where an equivalent calculation was used in the PDS. The full analysis has been included in **Appendix B**.
- 7.2.5 The results of the validation exercise show that the TAA methodology leads to a forecast additional demand (associated with the +3.4mppa uplift from 8.6mppa to 12mppa) of 8,821 spaces including off-site demand compared with a PDS equivalent figure of 7,350 spaces. The higher demand estimated using the TAA methodology is the result of applying a worst-case in terms of highway impact, and means that the PDS methodology is robust, is the more appropriate approach to assessing parking demand and has not overestimated the number of parking spaces required.
- 7.2.6 I therefore concur with the Teneo forecast 'on airport' demand for parking at 12mppa of c.22,200 spaces on the basis of a 2.5% increase in PT use, which I believe is the minimum likely to be needed to help prevent additional unauthorised parking.



## 7.3 Rationale for increased on-site provision

7.3.1 The basis for proposing increased on-site parking provision is three-fold:

- **Reducing off-site parking impacts:**

Unless further official planned car parking is delivered as an early phase of development, growing demand for surface parking from passengers will likely be met by unauthorised car parking in the Green Belt.

As noted at page 104 of the Committee Report, the scale of unauthorised and unofficial off-airport car parking remains a significant planning issue. Typically, the closure of one unauthorised site results in another car park being set up nearby.

- **Reducing demand for taxi and drop-off trips**

Short-term parking and waiting also occurs at the roadside, in lay-bys and other locations near to the airport. During pre-application consultation, local parish council, stakeholders and the public raised concerns at a “Parking Summit” organised jointly by the Council and airport about the impacts of taxis and other vehicles waiting offsite in readiness to pick-up arriving passengers.

Additional measures to improve on-site site car parking, and discourage drop-off/ pick-up trips at the airport are proposed to be delivered as part of the 12mppa ASAS:

- Local parking controls: as part of the 12mppa consent, Bristol Airport would commit to deliver the Parking Summit Action Plan, by providing funding, resources and coordinating discussions with local parish councils, NSC and other stakeholders, to lead on the implementation and delivery of Traffic Regulation Orders (TRO) measures.
- Drop-Off Zone Charges: At present, short-stay parking at Bristol Airport enables passenger to be dropped-off or picked-up near to the passenger terminal, subject to Drop-Off Charges of £4 for 10 minutes and exponential increases after that. It should be noted that BAL has already increased this from the initial £1 charge since this policy was implemented.

As part of the 12mppa ASAS, Bristol Airport would commit to review DOZ charges in order to reflect the new Transport Mode Hierarchy within the emerging ASAS (which identifies drop-off trips as having the highest impact on the transport network) and actively discourage drop-off and move as many people as possible higher up the hierarchy.

### **Improving parking provision and management (as part of the ASAS):**

- 7.3.2 BAL would commit to the implementation of additional car parking as necessary in parallel with the delivery of public transport improvements, as well as the review of parking charges, to minimise the impacts of off-site parking on local communities. This was previously agreed with NSC officers together with the early delivery of Cogloop 2 (extension of Silver Zone car park), as stated in Issue 11 'vehicle parking' of the CR:

*"The recommended planning obligations (Appendix 3) and planning conditions include public transport and parking requirements, should the application be granted. Subject to these, the impact of the additional parking requirement is considered acceptable."*

Appendix 3 refers to the delivery of Cogloop 2 as part of Phase 1.

- 7.3.3 A phased implementation of car parking as part of the 12mppa ASAS is proposed, to ensure that car parking is provided in line with an overall strategy. A "Monitor and Manage" approach is proposed by BAL to ensure the level of car parking at the airport is commensurate with residual demand having firstly targeted increases in PT use. This approach is set out in **Section 8** of this evidence.

## **7.4 Green Belt exception test**

- 7.4.1 A sequential approach to parking implementation was identified as part of the Parking Strategy developed by Wood PLC and submitted as part of the planning application in 2018, as follows:

1. Sites within the GBI
2. Strategic park and ride locations remote from the airport including land outside the Green Belt
3. Sites within the airport site but outside the GBI
4. Sites in Green Belt locations contiguous to the airport site

- 7.4.2 This proof, along with reference to the Teneo reports has verified the forecasts, quantitative inputs and need for additional low cost parking relevant to the green belt exception test. This separate planning matter is dealt with in detail in the evidence of Mr. Alex Melling on behalf of BAL.

## 8 Development Phasing and Monitoring

### 8.1 Planned Phased Implementation

8.1.1 A key consideration in the proposals is the delivery of the appropriate infrastructure at the right time to ensure that:

- The measures outlined in the proposed ASAS effectively complement each other in terms of the trip hierarchy and objective to achieve a 2.5% increase in PT
- The measures can be viably delivered and sustained in the long term

8.1.2 Therefore, the proposed level and type of on-site parking, public transport measures, off site highways improvements and pricing strategies are key elements of this.

8.1.3 As set out in section 7 of this evidence, the original (2018) PDS identified locations for the additional parking demand required as part of the 12mppa proposals. The same conclusions were drawn in the PDS Update prepared in 2020.

8.1.4 The proposed phasing is:

- **Phase 1:**
  - The early delivery of public transport improvements (i.e. new services, existing service enhancements, bus-rail integration, promotion and marketing and Travel Plan implementation) as summarised in **Section 6** of this evidence. The proposed public transport improvements would start to be delivered within 6 months of planning consent.
  - A review of multimodal pricing within 6 months of planning consent, to ensure sustainable travel options are supported and enabled financially through cost comparison analysis with, for example taxi travel and long stay parking.
  - Construction of MSCP2 as already consented
  - The delivery of a high-quality Public Transport Interchange. This will provide a significant enhancement to the airport's bus and coach interchange capacity and public transport passenger experience.
  - Construction of the A38 improvement scheme
  - Removal of the seasonal restrictions on the existing Silver Zone Car Park (Cogloop 1)

- **Phase 2**
  - Development of the proposed further Silver Zone Car Park extension (Cogloop 2 – 2,700 spaces) subject to evidence of demand and need for lower cost parking in the context of the ASAS monitoring.
  - Construction of MSCP 3 (2,150 spaces), subject to evidence of demand and need for premium parking in the context of the ASAS monitoring.

## 8.2 Effects of ASAS on Parking

8.2.1 The phased approach to car parking implementation, proposed public transport improvements and pricing review mechanisms are expected to act as an effective management of parking where appropriate, due to the following:

- Capacity limits: a maximum total of c. 22,300 spaces would be provided at the airport under the 12mppa proposals. However forecast demand in 2030 is expected to be as high as 30,200 car passengers in the month of August including off-site demand, as shown in Figure 15 of the PDS Update. The limited provision of on-site car parking will help promote the use of PT services to the airport but will also need to be monitored to ensure this does not lead to increased 'one-way' taxi and drop-off trips or further unauthorised car parks.
- Increase in public transport patronage: it is anticipated that the proposed public transport improvements to be delivered as part of the 12mppa ASAS would result in improved attractiveness of travel to the airport by public transport, as a result of the improved frequencies, new coverage, and integration of bus services within the wider bus and rail network. As demonstrated in **Section 6.4** of this evidence, it is estimated that the proposed public transport improvements could result in between c. 237k and c. 312k additional bus users, as well as 36,000 additional rail users.
- Multimodal pricing: BAL's commitment to carry out a multimodal pricing review as part of the 12mppa ASAS, is aimed at further incentivising public transport use and therefore reduce the proportion of drop off and taxi trips, as well as the need for parking at the airport.
- DOZ Charges: as part of the above, a review of Drop-Off Zone Charges is a mechanism to further discourage drop-off trips and drive a shift towards other (more sustainable) modes including public transport and long stay parking. As mentioned previously, BAL has already begun to implement this policy.

- Off-site parking considerations: it will be essential to work with NSC and for NSC (or relevant planning authority) to take appropriate action to ensure that any further increase in unauthorised off-site parking is controlled and measures are taken to close down any sites without lawful consent. If additional off-site parking is given lawful consent by NSC (or other relevant planning authority), for the purpose of providing long stay passenger parking for Bristol airport, this will need to be taken into account by the ASAS and be bound by the requirements for operation, monitoring and multi-modal pricing reviews.

### 8.3 Monitor and Manage Approach

- 8.3.1 BAL proposes to put control mechanisms in place to demonstrate that any additional car parking is provided as a managed response to overall passenger requirements, and to align with targets to increase public transport use as set out in the Draft S106 HoTs.
- 8.3.2 More regular and controlled monitoring of passenger numbers, PT use, car park use (short and long stay), taxi and drop-off trips is proposed to be built up to develop a comprehensive database of demand for each and to establish which ASAS measures are most effective in reducing car trips and impact overall.
- 8.3.3 It is proposed to implement a strategy to monitor parking demand and parking capacity (inc. off-site) on an annual basis and report findings to NSC. This will mean that parking infrastructure (at Cogoop 2 and MSCP3) will only be provided if demand is established and no practicable alternative exists.
- 8.3.4 To this end BAL proposes to :
- Provide a 'Parking Demand and Capacity Report' within 12 months of commencement of development and annually thereafter to include:
    - a) a review of parking demand in the previous 12 months both overall and by product type (including drop-off), including identifying the peak periods of demand, the length of stay and when demand is at or exceeds 95% of existing capacity for more than 4 weeks;
    - b) a review of parking capacity on-site, including a projection for the following 12 months;
    - c) a review of passenger throughput in the previous 12 months and average percentage/projected growth
  - Review infrastructure options to accommodate forecast demand over the following 12 months or ways to manage demand;

- Identify and agree preferred option with NSC.
- Engage with NSC enforcement team to provide a review of parking capacity off-site, including an aerial survey in the month of September;
- Work with planning officers to identify any other proposals for airport car parking through monitoring of planning applications to North Somerset Council, Bristol City Council and Bath and North East Somerset Council;
- Monitor the use of the Staff Car Park as part of the workplace travel plan;

### Data Sources

8.3.5 The following data sources could potentially be used and analysed as part of the 'Monitor and Manage' approach:

- Car park barrier data will be collected using Automatic Number Plate Recognition (ANPR) technology at all airport car parks. For the purpose of monitoring, the following information would be collated and analysed:
  - Car park entries and exits, by hour, over full 24-hour periods in each month – to inform any changes in demand and use through the year.
  - Length of stay (based on above) – to inform any updates to the impact of longer/shorter length trips on occupancy to demand ratio estimated in the PDS and PDS update.
  - Regular peak car park utilisation surveys (% occupancy) in each car park
- Bus ticket data for passengers and staff boarding/alighting at the airport for all routes serving Bristol Airport (subject to agreement with operators)
- BAL and CAA data on passenger throughput / mode share (if available)
- Car park and PT pricing (including off-site car parking options)
- Traffic counts at airport access junctions and other locations agreed with NSC/B&NES
- Full annual CAA survey: as part of the monitoring programme set out in the Draft S106 12mppa ASAS, BAL would commit to the conduction of annual CAA surveys, upon agreement of the questions included in this with NSC. It has previously been agreed with NSC officers that CAA data provides the most reliable data collection approach with

regard to understanding the distribution and mode share of passengers at Bristol (and other) and for comparison with other UK airports. compared with average parking charge

### **Methodology**

8.3.6 It is proposed that the methodology to establish the peak parking capacity and type required at the airport i.e. additional number of spaces required from the consented 18,700 on-site spaces, and triggers for implementation will be as follows:

- Validated peak car arrivals (per month) and accumulation will be used as the basis to understand parking demand at each airport car park relative to passenger numbers.
- Undertake a comparison with CAA data to validate demand, including the proportion of passengers parking off-site.
- Validation: passenger forecasts and group size data from CAA will be converted to car trips and compared against car park barrier data for validation.
- Length of stay data, updated on a quarterly basis, will be used to estimate the occupancy to demand (o/d) ratio and calculate peak spaces required

8.3.7 Drop-off parking will be monitored in the same way as long-stay car parking. This will inform any changes to DOZ charges, their effects and other measures required to discourage drop-off/ pick-up trips.

### **Link to Public Transport Targets**

8.3.8 There is a need to link car parking provision with the PT mode share targets and success of the other measures BAL intends to implement as part of the ASAS. However, it should also be remembered that the overall aim to reduce car trips means that long stay parked cars are preferable in the ASAS hierarchy to drop-off and taxi trips.

8.3.9 Notwithstanding this, BAL is proposing that if annual public transport KPIs are not met for three consecutive years, an action plan to include the principle of a reasonable reduction in consented parking spaces or other modifications will be put in place (as set out in the draft S106 HoTs).



## 9 Rule 6 Statements and 3<sup>rd</sup> Party Objections

### 9.1 Introduction

9.1.1 This section of the evidence summarises issues raised by Rule 6 (R6) and other 3<sup>rd</sup> Party objectors, along with our responses to these. R6 Parties that have raised matters relevant to this evidence are:

- North Somerset Council (NSC)
- Parish Councils Airport Association (PCAA)
- Sutherland Property & Legal Services Ltd (SPLS)
- XR Elders (XRE)
- Bristol Airport Action Network (BAAN) – SoC does not relate to specific surface access matters
- British Airline Pilots Association (BALPA)

Additional objections with specific transport and parking comments have been raised by:

- Bath & North East Somerset (B&NES) Council
- Barrow Gurney Parish Council (BGPC)
- Brockley Parish Council (BPC)
- Backwell Parish Council (BaPC)
- CPRE (Avon and Bristol)
- A number of local residents/groups (anonymised)

9.1.2 Issues have been assigned to the transport and parking related themes identified following the Case Management Conference (CMC) set out in the Summary Note issued by the Planning Inspectorate on 8<sup>th</sup> March 2021, which are:

- 1) **Policy:** Acceptability of the scheme with regard to adopted and emerging local and national policy;
- 2) **Sustainable Transport:** the effects of the proposed development upon sustainable transport objectives;
- 3) **Highway network:** the effects of the proposed development upon the highway network;
- 4) **Highway safety:** the effects of the proposed development upon highway safety; and
- 5) **Parking provision:** the effects of the proposed development upon parking provision.

## 9.2 Responses to Issues raised by Rule 6 parties and other third-party objectors

9.2.1 **Table 9.1** provides a summary of issues raised by the R6 and 3<sup>rd</sup> party objectors for each CMC theme and other specific issues. Responses to each of these matters are dealt with in turn in Section 9.3 onwards.

Table 9.1: Summary of Responses to R6 and 3<sup>rd</sup> Party objectors

No	Theme	Issue	Raised by	Doc. Ref.
<b>1</b>	<b>Policy</b>	Development contrary to local (CS1, CS10, CS23) and national policy	PCAA	para 4.1.1 PCAA LoO
			NSC	para. 138 NSC SoC
			PCAA	para. 30 PCAA SoC
<b>2</b>	<b>Sustainable Transport</b>	Public transport targets not ambitious enough	PCAA	para. 4.1.1.3 PCAA LoO
			NSC BaPC	para. 136 b) NSC SoC
		Staff travel targets unachievable	PCAA	para. 4.3.1 PCAA LoO BALPA SoC para 2.3
		Need for rail link	BGPC BPC	pg. 2 BGPC LoO Para 1 BPC LoO
		Need for sustainable access strategy		
		Consideration of latest CAA mode share data	NSC	para. 134 b) NSC SoC
		No analysis of how PT targets will be met		para. 136 c) NSC SoC
		Inadequate ASAS that doesn't take into account T1 of JLTP4	PCAA	para. 27 PCAA SoC
		Unsustainable modal split/location	PCAA	para. 29, 31 & 32 PCAA SoC
		Inadequate public transport provision.	XRE	Para 2.5 XRE SoC
			BaPC	Pg. 2 BaPC LoO
		Transport Strategy and Multimodal Pricing	XRE	Para 2.6 XRE SoC
	<b>Highway network</b>	COVID-19	PCAA	para. 4.1.1.4 PCAA LoO
				para. 4.5.1 PCAA LoO
				para. 4.5.2 PCAA LoO
		Traffic impacts on inadequate road network	PCAA	para. 4.1.1.1, 4.3.2, 4.3.3 & 4.5.3 PCAA LoO

No	Theme	Issue	Raised by	Doc. Ref.
			NSC BaPC BPC CPRE	para. 26 PCAA SoC para. 135 b) NSC SoC pgs. 2/3 BaPC LoO para.1. BPC para. 3 CPRE LoO
		Impact on cyclists/ Active Travel Strategy	PCAA	Paras. 4.4.2 & 4.4.3 PCAA LoO
		Impact on Chew Valley	B&NES	pg. 2 B&NES LoO
		Funding of surface access improvements	PCAA	para. 28 PCAA SoC
		Concerns over junction capacity analysis	PCAA	para. 4.3.4 PCAA LoO
4	Highway Safety	Impacts on cycle safety	PCAA	para. 4.4.1 PCAA LoO
5	Parking provision	Uncontrolled growth in parking	B&NEs	pg.3 B&NES LoO
			NSC	para. 136 a) NSC SoC
		PDS Methodology	NSC	para.134 d) NSC SoC
		Inconsistencies between TAA and PDS	NSC	para. 134 e), g) NSC SoC
		Lower car occupancy forecast	NSC	para. 134 f) NSC SoC
		Consideration of latest CAA mode share data	NSC	para. 134 h) NSC SoC
		No change to airport parking occupancy to demand ratio	NSC	para. 134 i) NSC SoC
		Autonomous vehicles will reduce space needed for parking	XRE	Para 2.11 XRE SoC
		Relocation of Staff Parking / Release of additional 400 spaces in GBI/ Reduction travel distances	BALPA	Para 2.1.9 BALPA SoC
		M5 P&R	SPLS	paras. 99, 101 - 105 SPLS SoC
		Unsuitability of Silver Zone Extension	SPLS	paras. 99 - 105 SPLS SoC
6	Other Specific Comments	HGV traffic on Barrow Street	BGPC	pgs. 2/3 BGPC LoO
		Agreement of S106 HoTs	B&NEs	pg. 1 B&NES LoO
		NSC's Request for Additional Information	NSC	para. 134 a), 135 c) & d) NSC SoC
		CPO objection	NSC	para. 139 NSC SoC

No	Theme	Issue	Raised by	Doc. Ref.
		Bristol Clean Air Zone	PCAA	para. 5c) PCAA SoC

### 9.3 Policy

#### Development contrary to local (CS1, CS10, CS23) and national policy

##### R6 Statements/ 3<sup>rd</sup> Party Objections

9.3.1 Para 4.1.1 of PCAA LoO states:

*“The increase in vehicle usage is contrary to local and national policies to reduce car travel”.*

9.3.2 Para 138 NSC SoC states:

*“It follows that the Proposed Development does not accord with policies CS1, CS10 and CS23 of the CS. Further, the Proposed Development conflicts with the policies in Chapter 9 of the NPPF”.*

9.3.3 Para. 30 of PCAA SoC states:

*“The minor infrastructure improvements identified in the Application would be incompatible with Policy CS23, which mandates that “Proposals for the development of Bristol Airport will be required to demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface access infrastructure” and Policy CS10, which provides that “through the development management process, planning applications will need to address how they can deliver a choice of transport modes which could provide a realistic alternative to the car”.*

##### Response

9.3.4 The development is in accordance with NPPF (as the national policy framework) set out in paras 3.1.1-3.1.6 of this evidence. The development proposes to offer a genuine choice of transport modes increasing and promoting opportunities for sustainable transport options (Section 6) and mitigates any highways impact (Section 5).

9.3.5 The development accords with policy Policy CS1 as set out in para 3.3.1 by the introduction of measures aimed at reducing the number of car trips to Bristol Airport, evidenced by its ongoing investment into public transport services and a hierarchy aimed at discouraging drop-off and taxi trips in favour of self-parking and public transport use.

9.3.6 The development accords with policy Policy CS10 as set out in para 3.3.2 and 3.3.3, by:

- enhancing facilities for pedestrians and cyclists at the proposed A38 junction improvements
- delivering better local bus and rail interface services in partnership with operators as set out in Section 6
- developing innovative and adaptable approaches to public transport in the rural areas of the district (Section 6 demand responsive services)
- improving road and personal safety through the A38 junction improvements
- reducing the adverse environmental impacts of transport and contribute towards carbon reduction by proposed significant improvements in public transport services and incentives (Section 6)
- Mitigating against increased traffic congestion through capacity improvements to the A38 and airport access junction

9.3.7 The development accords with policy Policy CS23 as set out in para 3.3.6 and 3.3.3, by fully assessing and mitigating, where necessary, the environmental impacts of the proposals as set out in detail in the ES and ES addendum described in para 5.5.12.

## 9.4 Sustainable Transport

### Public transport targets not ambitious enough

#### R6 Statements/ 3<sup>rd</sup> Party Objections

9.4.1 Para. 4.1.1.3 of PCAA LoO states:

*“The targets for use of public transport are not ambitious in comparison with other airports (just 17.5%) but will nevertheless be highly challenging because of the lack of infrastructure serving Bristol Airport”.*

9.4.2 Para. 136 b) of NSC SoC states:

*“Having regard to the latest CAA existing sustainable mode share data for BA, the proposed mode share targets are not appropriate and would not promote adequate improvements to public transport provision” .*

### Response

The proposed target to increase PT use by 2.5% over the base position is an ambitious target, as demonstrated in detail in **Section 6**. Comparison with other similar regional airports in the

UK show that, outside the airports that serve London, Bristol has the highest PT mode share of over 21% (**Section 6.4**).

A significant package of surface access measures was agreed with NSC officers to increase PT mode share, which is included as part of the draft S106 HoTs, summarised in **Section 6.5** of this evidence.

### **Staff travel targets unachievable**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.4.3 Para. 4.3.1 of PCAA LoO states:

*“To overcome the problem of congestion on roads to the airport, the public transport mode share target has increased from a target of 15% at 10 mppa to 17.5% at 12 mppa, whilst the staff travel target has increased from 25% to 30% by sustainable modes. This compares with only 7% of airport-based staff actually travelling to/from the airport by public transport in 2019. Both these targets are very challenging owing to the lack of infrastructure identified above. The consequences for local communities are extremely high if the targets are not met resulting in even more congestion on the road network”.*

9.4.4 Para 2.3 of BALPA SoC states:

*“BALPA will explain why, unlike the modest increase in the target for passenger bus use, the target for reducing staff single occupancy vehicle mode share by employees at the airport is likely to be more challenging. BALPA will refer to the existing shortage of staff car parking at peak times in the Silver Zone. It will consider the increase in the workforce expected from 2018 (8.6 million passengers) relative to the workforce with the airport expanded to accommodate 12m passengers and the lack of additional staff car parking, despite the substantial growth in employment. BALPA will demonstrate that even if the travel mode targets for staff are met, an increased need for staff car parking is likely to occur, for which no allowance is currently made. If ultimately there is a need to expand the staff car parking area, and this takes out further areas of block parked Silver Zone passenger parking, this will further reduce the availability of low-cost parking for passengers, leading to further pressure for the expansion of parking in the Green Belt”.*

### **Response**

An ambitious but realistic staff mode share target has been set by BAL to reflect the sustainable surface access strategy, (set out in **Section 6.5** of this evidence, with detail in 6.5.19 for staff) and staff travel plan measures proposed.

## Need for rail link

### R6 Statements/ 3<sup>rd</sup> Party Objections

Page 2 of BGPC's LoO states:

*"Public transport from Bristol to the airport is exclusively by bus along the A38, which is largely single carriageway road. There is little scope to increase the intensity of the service as a result. If the airport is to expand beyond 10mppa a rail link from Bristol is required in order to increase the proportion of people travelling by sustainable public transport to an acceptable level."*

### Response

- 9.4.5 This evidence has demonstrated that there is scope to increase the proportion of people travelling by public transport (Section 6.5)
- 9.4.6 A rail link is not a practical or cost effective solution for the 12mppa application - see Paragraph 110 of the NPPF (para. 3.1.5 of this evidence), noting that developments should 'so far as possible' facilitate access to high quality public transport services. BAL is propping to meet this requirement.
- 9.4.7 In addition, PT mode share at Bristol Airport is similar to or better than other regional airports with rail links, as demonstrated in **Section 6.4** of this evidence.

## Need for sustainable access strategy

### R6 Statements/ 3<sup>rd</sup> Party Objections

- 9.4.8 Page 2 of BGPC's LoO states:

*"What is needed is an alternative strategy:*

- that is significantly more reliant upon access to the airport from Bristol and other centres by public transport (modal share currently 12.5-15%);"*
- that promotes a Park and Ride facility on the M5 to cater for traffic from the SW and Midlands, with a sustainable electric or biofuel shuttle bus link to the airport. This should be on land in the vicinity of J21 that lies outside the green belt."*

### Response

- 9.4.9 The proposed ASAS contains a package of sustainable access measures to reduce reliance on car trips and increase public transport use, as demonstrated in the Draft S106 HoTs summarised in **Section 4.5** of this evidence.



## Consideration of latest CAA mode share data

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.4.10 Para 134 b) of NSC's SoC states:

*"The trip generation does not consider the most recent mode share survey data from the CAA. This results in inaccuracy in the understanding of sustainable mode share targets."*

### Response

9.4.11 The latest CAA data, from 2019, has been used in the PDS, as outlined in para. 7.1.6.

9.4.12 The use of CAA mode share as target in the TA and TAA would lead to reduced highways impact, as demonstrated in **Table 6.1** of this evidence.

## No analysis of how PT targets will be met

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.4.13 Para. 136 c) of NSC's SoC states:

*"Despite the reliance on buses to provide an additional 2.5% mode share for passengers, BAL provides no analysis or evidence to demonstrate geographically where the unmet demand is. There is also no analysis of existing patronage, available capacity or service shortfalls provided in order to determine where future investment and provision is required."*

### Response

9.4.14 Detailed analysis shows that the proposed public transport improvements would lead to an increase of approximately 348k public transport passengers, meeting the 2.5% target, as shown in **Sections 6.5** and **6.6** of this evidence.

## Inadequate ASAS that doesn't take into account T1 of JLTP4

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.4.15 Para. 27 of PCAA's SoC states:

*"There is no realistic prospect that these problems will be resolved. BAL has not prepared a surface access strategy that addresses the need for a strategic access infrastructure. Nor has it considered any of the mass transit solutions listed in table T1 of Appendix 3 to JLTP4. The reason is the local topography as well as the location of reservoirs to the north and south of the A38 at Barrow Gurney. These factors militate fundamentally against a cost-effective construction of a dual carriageway or rail link from Bristol to the airport."*

### Response

9.4.16 A new ASAS is proposed, which includes a comprehensive package of measures and monitoring, as outlined in the Draft S106 HoTs summarised in **Section 4.5** of this evidence. BAL is supportive of JLTP4 (as set out in Section 3.2.5 and 3.2.6) but notes that the mass transit proposals in JLTP4 are long term, high cost solutions without any identified means of funding. For this reason, BAL does not propose or rely on mass transit to support the ASAS to 12mppa.

### **Unsustainable model split/ location**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.4.17 Paragraph 29 of PCAA's SoC states:

*"With 82.5 % of its passengers travelling to the airport by private car and a mere 17.5 % by public transport, Bristol Airport has the additional problem of the worst modal split of any major airport in the UK. That problem will not be resolved while BAL derives one third of its revenue from on-site car parking."*

9.4.18 Paragraph 31 of PCAA's SoC states:

*"It is clear that to make the surface access aspect of the Appeal sustainable the modal split of the public transport has to rise significantly. Users of the Bristol Airport have to rely less on travel by car. However this is unlikely to happen because:"*

9.4.19 Paragraph 32 of PCAA's SoC states:

*"BAL will never therefore be sustainable in terms of traffic and transport and significant weight should be given to this matter that weighs against the Appeal."*

### **Response**

9.4.20 Public transport share of Bristol Airport is 21.8% based on 2019 CAA Survey data, above other comparable UK regional airports outside London, as demonstrated in **Table 6.3** of this evidence (higher than Cardiff, Birmingham International, Manchester, Liverpool and Newcastle). Significant further investment in more sustainable transport for airport access is proposed.

### **Inadequate Public Transport Provision**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.4.21 Para. 2.5 of XRE's SoC states:

*"Travel to and from Bristol Airport is overwhelmingly by private car and the airport has one of the lowest modal share of public transport journeys to airports in the UK (NSC officer's report;*

*table page 85 and Wood EIS for BAL; Parking Strategy 2018: para 4.2.2). Providing yet more parking that perpetuates this situation, and with no proposals for a robust public transport infrastructure and pricing mechanism that would significantly improve the situation is not acceptable and contrary to the NPPF (para 103) and the NSCS policies CS1 and CS10. Policy CS10 requires transport schemes to deliver better public transport schemes, reduce adverse environmental impacts and contribute towards carbon reduction.”*

9.4.22 Pg. 2 of BaPC's LoO states:

*“With no rail or mass public transport links, or easy motorway access, and in order to fund the growth required from an investment perspective, the airport's growing number of car parks will need to be used and used often. BA's proposals set unambitious targets for the use of public transport and are vague in respect of the new public transport interchange and community access.”*

### Response

9.4.23 Public transport share of Bristol Airport is 21.8% based on 2019 CAA Survey data, above other comparable UK regional airports outside London, as demonstrated in **Table 6.3** of this evidence.

9.4.24 The proposed ASAS contains a comprehensive package of sustainable access measures to reduce reliance on car trips and increase public transport use, including the provision of new and enhanced bus routes and improvements to rail interchanges and bus/rail integration. The proposed ASAS is included in the Draft S106 HoTs summarised in **Section 4.5** of this evidence.

9.4.25 An ambitious target to achieve +2.5% passenger public transport share (from baseline surveys using CAA data), has been set, as demonstrated in **Sections 6.3** and **6.4** of this evidence.

9.4.26 A new public transport interchange will be delivered in phase 1 of the development.

### Transport Strategy and Multimodal Pricing

#### R6 Statements/ 3<sup>rd</sup> Party Objections

9.4.27 Para. 2.5 of XRE's SoC states:

*“Additional parking provision is proposed to be ‘low cost’ parking because this is what customers want (Parking Demand Survey 2018 para 7.12 page 32). The proposed development continues to promote travel by car to the airport on a ‘predict and provide’ basis therefore. No detailed viability assessment has been requested by the Local Planning*

*Authority to test the reasonableness of the current parking strategy and pricing, and options that could influence the modal split of journeys to the airport. Bus services to the airport are relatively expensive, which mitigates against their greater use. There are also clear indications that the proposed increase in parking is designed to generate a surplus of places that will draw custom from the current unauthorised providers (Parking Demand Survey 2018 paras 6.3 and 7.6). The proposed transport strategy has not been robustly examined with financial viability options to significantly alter modal choice considered and made transparent. In the absence of proper consideration of strategies and financial tools to increase public transport and reduce reliance on private cars, reason for refusal 5 has properly applied local and national planning policy promoting sustainable travel.”*

### Response

- 9.4.28 BAL’s commitment to carry out a multimodal pricing review as part of the 12mppa ASAS, is aimed at further incentivising public transport use and therefore reduce the proportion of drop off and taxi trips, as well as need for parking at the airport.
- 9.4.29 Based on 2019 CAA published data, the trip length of 41% passengers at Bristol Airport is between 2 and 6 days, while 43% of passengers travel make trips of between 6 days and two weeks. A summary of parking costs for a duration of stay of 3 days and one week at Bristol Airport car parks is shown below:

Table 9.2: Parking Costs Summary (Indicative)

Duration	Bristol Airport Car Parks*					
	Short Stay	Silver Zone	Long Stay	MSCP	Meet & Greet	Premier
3 days	£50.99	-	£37.99	£42.99	£53.99	-
Per week	£71.99	£48.99	£60.99	£60.99	£75.99	£84.99
Additional (per day)	£15.00	£10.00	£15.00	£15.00	£15.00	£15.00

\*based on the lowest range of prices currently offered at Bristol Airport

- 9.4.30 As can be seen above, the cost of parking at Bristol Airport ranges between c. £38 to £54, for a duration of stay of 3 days, and between £49 and £85 for a duration of one week. In contrast, the cost of a single trip by bus (A1 Flyer) is between £8 for a single ticket and £13 for a return ticket, while the cost of a return ticket by coach ranges between £7.20 (off-peak, from Cardiff or Newport) to £30.68 (peak, from Heathrow), as shown below:

Table 9.3: Coach Fares

Coach Service	Origin/ Destination	Off-Peak Fare (Return)	Peak Fare (Return)
Falcon	Plymouth	£15.40	£22.25
	Bridgwater	£8.31	£8.31
404	Exeter	£8.31	£11.00
	Heathrow	£17.96	£30.68
216	Cardiff or Newport	£7.20	£9.13

9.4.31 In light of the above, it is clear that higher car parking charges than PT costs for the average passenger group size at Bristol Airport are an incentive to travel to the airport by the large areas served by bus or coach.

9.4.32 The PDS demonstrates a need for low cost and premium parking, both of which are proposed, as set out in Section 7. The proposed total provision of c.22,300 spaces is well below the predicted total demand for airport parking, so is effectively constrained.

## 9.5 Highway Network

### COVID-19

#### R6 Statements/ 3<sup>rd</sup> Party Objections

9.5.1 Para. 4.1.1.4 PCAA's LoO states:

*"Projections for future traffic volumes fail to take proper account of the impact of Covid and have inconsistencies."*

9.5.2 Para. 4.5.1 PCAA's LoO states:

*"Section 5.4.14: this point recognises that the DfT has yet to take account of COVID on travel. But the Airport nevertheless makes an assumption that Covid 'is likely to result in lower traffic growth actually being realised by 2030 than the values assessed in this ESA. The flows used for future assessments are therefore likely to be an over-estimate reflecting a worst case approach.' This assumption is unlikely to be correct - traffic levels are already back to pre COVID levels and in fact have increased further. The assumption for these assessments should have been that Covid has increased car usage with a decline in public transport usage. Note that it could take many years for the public transport to be again used at pre COVID levels."*

9.5.3 Para. 4.5.2 PCAA's LoO states:

*“ES Addendum Technical Appendix 5A. Section 7.1.6: An incorrect assumption has been used that reduces the TEMPro traffic model as a result of COVID. The correct assumption will increase the TEMPro traffic model in light of COVID given the increase in single occupancy car use, decrease in car sharing and public transport. A further information request under reg 25 of the Regulations should be made so information is provided to correct this error and address the other inconsistencies identified in this section.”*

## Response

- 9.5.4 The forecast methodology used in the TAA relies upon revised aviation forecasts, which were updated to reflect the likely effects of the COVID-19 pandemic. Updated flight forecasts were provided by YA, which are included in CD 2.21.
- 9.5.5 A further qualitative assessment was carried out to account for two sensitivity tests to examine the effects of traffic growing to 12mppa either faster (Faster Growth Scenario) or slower (Slower Growth Scenario) than in the Core Scenario. Faster Growth and Slower Growth ranges were estimated to reflect potential different outcomes of the pandemic in terms of passenger forecasts, which were included in the TAA and **Table 5.1** of this evidence for reference.
- 9.5.6 The ranges shown above were employed in the TAA to provide a qualitative assessment of the future operational efficiency of junctions within the local area, which concluded that there would be no material differences in the results of the junction capacity assessments from the CS. Had the qualitative assessment indicated that there could be a materially different result as a result of the Faster/ Slower Growth Cases, a more detailed quantitative assessment would have been carried out.
- 9.5.7 The Department for Transport is yet to update TEMPro to account for COVID impacts. Whilst there has been a reduction in PT use throughout the pandemic, I expect the long term impacts on PT use (such as those considered in these assessments) to be minimal, and other factors (such as the cost of motoring and low uptake of cars in the younger male population) point towards reducing car use in the long term.

## Traffic Impacts

### R6 Statements/ 3<sup>rd</sup> Party Objections

- 9.5.8 para. 4.1.1.1 of PCAA's LoO states:

*“A failure to recognise the inescapable fact that the location of Bristol airport is not suitable for growth beyond 10mppa because of the lack of infrastructure which leads to high volumes of vehicle movements on small roads.”*

9.5.9 para. 4.3.2 of PCAA's LoO states:

*“Table 8.22 of the original transport assessment shows that in the peak month of August there is predicted to be a total 5575 daily vehicle movements from airport traffic and Table 3.20 from the updated technical addendum shows total daily vehicle increase from an additional 2 mppa in peak month of August as 5,924 daily vehicle movements. This is a substantial daily increase at peak times of 6.3%. At the same time the addendum states in Table 5.3 there is a rise of between 4 -5% in traffic compared to the original ES due to additional growth in background traffic. The combined impact is more than local roads can handle safely and without undue congestion.”*

9.5.10 Para. 4.3.3 of PCAA's LoO states:

*“The key point is that modest improvements in the use of public transport do not get close to enabling the roads to accommodate large increases in car traffic owing to airport expansion.”*

9.5.11 Para. 4.5.3 of PCAA's LoO states:

*“Section 7.1.13: The airport's expansion will cause junctions to operate at over-capacity and mean new works are required causing yet more delays to local residents.”*

9.5.12 Para. 26 of PCAA's SoC states:

*“Located on a plateau surrounded on three sides by steep ridges and combes, and without a direct rail or dual carriageway link, Bristol Airport is the least accessible major airport in the UK. It is approached from the north and the south on the A38, a major commuting route to and from Bristol; and from the west and the east, on steep, narrow and winding B roads and country lanes intended and suitable only for access to local hamlets and villages. This road network can hardly cope with existing volumes of airport and commuting traffic. The projected increase in peak daily vehicle movements of 6.3%, together with additional growth of 4 to 5% in background traffic, would lead to a significant increase in congestion and make the minor roads and road junctions even more dangerous.”*

9.5.13 Para. 135 b) of NSC's SoC states:

*“Further, on the information presently available, both the A38/Bristol Airport Northern Roundabout and the A38/Barrow Lane junctions have an unacceptable impact on highway*



*safety and the road network. The same concerns may arise in respect of the junctions listed above when the deficiencies in the transport assessment are made good."*

9.5.14 Pgs. 2/3 of BaPC's LoO states:

*"The current road network is grossly insufficient and requires costly road improvements to deal with a projected average of 9,500 extra cars on the roads, every day (maybe 13,000 at peak levels)."*

9.5.15 Pg. 1 of BPC's LoO states:

*"The effect on the local road network of even the Core Case (10 mppa in around 2024, increasing to 12 mppa in 2030) will be severe. At present there is no adequate public transport to the airport from areas of population, nor rail or bus stations and it seems airport policy is to encourage car usage by increasing on site parking. Increased car traffic will lead to increased air pollution (greenhouse gasses and other noxious gasses that affect human and biodiversity health), reduced transport efficiency (road saturation) and safety (narrow roads)."*

9.5.16 Para. 3 of CPRE's LoO states:

*"The revised traffic forecasts do not reflect the reality of the road systems that are already at or beyond tipping point. The Joint Local Transport Plan 4 is currently inadequate to tackle this problem. It remains a plan that is an unfunded wish list with no clear delivery plan. We argue that much of what it contains is a pipedream."*

### **Response**

9.5.17 Detailed traffic forecast and junction testing was undertaken to support the application on the basis of an approach agreed with NSC and Highways England as set out in Section 5 of this proof. Where necessary, mitigation measures have been proposed and agreed.

9.5.18 The NSC Committee Report provided a summary of the results and mitigation at each junction assessed as part of the original TA:

9.5.19 NSC officers agreed that no further assessment was required at the following junctions due to the impact of additional airport traffic being low:

- J9 A370 / Brockley Combe Road/ Brockley Lane
- J10 A370 / Dark Lane / Station Road
- J11 A370 / Smallway, Congresbury

- J12 A370 / High Street, Congresbury

9.5.20 The conclusions of the Committee Report were that the proposed development would not have an unacceptable effect in terms of vehicle trip numbers and impacts, subject to the agreed mitigation.

9.5.21 The same conclusions in terms of highways impact were drawn in the Core Scenario of the TAA, as summarised in **Table 5.7** of this evidence and para 5.6.40-5.6.48.

## Impact on Cyclists/ Active Travel Strategy

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.5.22 Paras. 4.4.2 & 4.4.3 of PCAA LoO state the following:

*4.4.2. "Section 5.6.4 also states that there is a change in the flow of daily vehicles including HGV greater than 10% at the A38 (North of West Lane). Given the popularity of cycling and the lack of cycle lanes on the roads around the airport, any increase in HGV movements will have a significant impact on cyclists."*

*4.4.3 "North Somerset Council in December 2020 published an Active Travel Strategy Consultation to increase walking and cycling trips by at least 300% by 2030, to deliver safe and active travel and to reduce emissions."*

*The proposed increase in traffic of all vehicle types along the A38, A370 and rural lanes to the Airport will undermine the goals set out within the Active Travel Strategy. The rural lanes are heavily used by walkers, cyclists and horse riders. Parishes are requesting that these lanes are formally designated as 'quiet lanes'.*

### Response

9.5.23 The predicted increase in traffic along local links to the airport (including the A38, A370 and rural lanes) was set out in the ESA submitted post-refusal in December 2020, a summary of the results is shown below:

Table 9.4: ESA % Change in Traffic

No	Link Name	% Change in All Traffic 18hr AAWT	% Change in HGV 18hr AAWT
1	A368 Dinghurst Road	0.0%	0.0%
2	A38 New Road	5.4%	0.2%
3	A368 Bath Road	0.0%	0.0%

4	A38 (North of Dinghurst Road)	4.7%	0.3%
5	Brockley Lane	3.8%	0.1%
6	A370 Main Road (North)	0.0%	0.0%
7	A370 Main Road (South)	1.7%	0.1%
8	A370 (North of Colliters Way)	4.9%	0.2%
9	A4174 Colliters Way (North)	7.0%	0.3%
10	A38 Bridgwater Road (North)	6.8%	0.3%
11	A4174 Colliters Way (South)	0.0%	0.0%
12	A38 (North of West Lane)	10.2%	0.4%
13	Barrow Street	0.7%	0.0%
14	West Lane	9.6%	0.1%
15	Downside Road	6.3%	0.2%
16	A38 (South of Silver Zone)	4.9%	0.2%
17	Barrow Lane	0.0%	0.0%
18	Hyatt's Wood Road	3.6%	0.1%

9.5.24 The only link with a change in 18hr AAWT flows for total vehicles or HGV greater than 10% is Link 12 'A38 (North of West Lane)'. Any links which experience changes in traffic flows of less than 10% should be scoped out of the assessment as such variance is likely to already occur on a daily basis. Nevertheless, due to the nature of the project it was considered appropriate to undertake an assessment where there are changes of >5% in all vehicle or HGV 18hr AAWT.

9.5.25 The links assessed in the ESA show that the significance of the effects of the proposed development on severance, pedestrian and cycle delay and fear and intimidation along all assessed links is not significant (either negligible or minor adverse). Whilst no concerns were identified with regard to the geometric design/ road layout of the local highway network, the proposed improvements at the A38/ Downside Road/ West Lane junction are expected to have a minor beneficial effect.

9.5.26 An up-to date analysis of road collision data for the most recent 5-year period up to June 2020 has been carried out and included in **Appendix G**, which shows that there are specific areas of high incidence of pedestrian or cycle injuries.

9.5.27 A summary of the significance of effects on cyclists (severance, delay fear and intimidation, and accidents and road safety) has been included below:

Table 9.5: Summary of ESA Significance of effects on pedestrians and cyclists

No	Link Name	Significance			
		Severance	Pedestrian and cycle delay	Fear and intimidation	Accidents and Road Safety
2	A38 New Road	Negligible	Minor adverse	Negligible	No concerns
9	A4174 Colliters Way (North)	Negligible	Negligible	Negligible	
10	A38 Bridgwater Road (North)	Negligible	Negligible	Negligible	
12	A38 (North of West Lane)	Negligible	Negligible	Minor adverse	
14	West Lane	Negligible	Negligible	Negligible	
15	Downside Road	Negligible	Minor adverse	Negligible	

## Impact on Chew Valley

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.5.28 Pg. 2 of B&NES LoO states:

*“The proposal needs to demonstrate how it will address and link to the draft Chew Valley Transport Strategy.”*

### Response

9.5.29 The proposals are mindful of the Chew Valley Transport Strategy. As demonstrated in para. 3.5.5 of this evidence, the highest peak hour flow increase anticipated is 62 vehs in the PM peak, or around 1veh per minute (2-way).

## Funding of surface access improvements

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.5.30 Para. 28 of PCAA’s SoC states:

*“The Aviation Policy Framework of March 2013 provides: “The provision and funding of surface access infrastructure and services to airports is primarily the responsibility of the airport operator but where there are significant non-airport user benefits from changes and enhancements to the infrastructure and services government would consider making a funding contribution to reflect these.” BAL is not in a position to fund the necessary surface access*

*infrastructure to the airport. Consequently, the issue of Government funding does not arise. Even if Government funding were to be considered, the project would be subject to a full TAG A5.2 appraisal.”*

## Response

- 9.5.31 BAL commits to funding the proposed junction improvements and comprehensive package of measures identified as part of the new ASAS (which will consider all current policy), set out in the Draft S106 HoTs and summarised in **Section 4.5** of this evidence.

## Concerns over junction capacity analysis

### R6 Statements/ 3<sup>rd</sup> Party Objections

- 9.5.32 Para. 4.3.4 of PCAA LoO states the following:

*“BAL data for the only four access roads to the airport (A38 N; A38 S; West Lane and Downside Road) when extrapolated for a whole year indicate an annual increase in traffic of 281,528 compared with a ‘no development’ scenario. This overstates the figures because the data is understood to relate to the peak month of August and other months will be lower, but no alternative data is provided.”*

*“Applying BAL’s assumptions to the 2mppa extra passengers (e.g. public transport usage; drop & go; taxi usage; use of car parking) yields a very different figure for increased traffic 1,678,421.(See **Table 9.6** below)”*

## Response

- 9.5.33 The increase in AAWT traffic at the four access roads (5,414 vehicles- Table 5.5 ES Addendum) is, when extrapolated for a whole year, 1,407,640 and not 281,528, as stated here. (5,414 x 5 days/week x 52 weeks = 1,407,640)

Table 9.6: PCAA Table 2 and Response

PCAA Table 2			Response/ Comments
1	Passenger increase from 10-12mppa	2,000,000	-
2	PT share	17.50%	-
3	Taxi share	9.90%	-
4	Drop off share	26.20%	-
5	Car parked share	46.10%	-
6	PT trips	350,000	-
7	Taxi trips	297,00	-

PCAA Table 2			Response/ Comments
8	Drop off trips	1,048,000	-
9	Car parked trips	1,844,000	2,000,000* 46.10% = 922,000 (car parked trips should not be doubled as the passenger total is 2 way)
10	Total increase in annual passenger car trips	3,189,000	2,168,000 (revised based on the above)
11	Average car occupancy	1.9	-
12	Total increase in a year	1,678,421	1,141,053 (revised based on the above)
13	Total increase AAWT	32,277	4,389 (revised based on the above)

9.5.34 PCAA Table 2 shows 1,844,000 car trips for parking, however there seems to be an error as  $2,000,000 \times 46.10\% = 922,000$ . Therefore the correct total increase in annual passenger car trips is 2,168,000 and not 3,189,000, as stated by PCAA. Based on their assumption of average car occupancy at 1.9 (which they extracted from 2019/holiday trip data in gov.co.uk statistics), this results in an increase of 1,141,053 vehicles in a year, an AAWT increase of 4,388.66 vehicles - this is lower than the AAWT increase provided in the ES Addendum for the four access roads (5,414 vehicles), due mainly to the lower (more onerous) car occupancy figure BAL has used for the purpose of the TAA (assumed as 1.65 – see [Table B.2](#))

## 9.6 Highway Safety

### Impacts on Cycle Safety

#### R6 Statements/ 3<sup>rd</sup> Party Objections

9.6.1 The following comment was raised with regard to cycle safety in para. 4.4.1 of PCAA's LoO:

*“Section 5.1.2, bullet point 2 confirms that there is to be an increase in HGV and cars on roads of over 10% surrounding the airport. There are a high number of cyclists who cycle round the Airport using, for example, the Sustrans route on Brockley Combe. Cycling has increased substantially during 2020 and the PCAA expect the number of cyclists to grow further. Although the 106 Agreement proposes some cycling lanes close to the Airport, the PCAA do not consider the cycling lanes as sufficient to classify the risks on the roads as ‘negligible’ but rather ‘significant’. Note that Brockley Combe is a steep and winding ‘B’ road and highly unsuitable as a route to access the Airport.”*

#### Response

9.6.2 The analysis of the collision records presented in the original TA concluded that there are no specific concerns regarding the geometric design / road layout of the local highway network. There are no re-occurring patterns of the frequency of severity of collisions recorded and the data does not highlight any specific concerns to clustering of collisions or locations within the NSC or BCC study area.

9.6.3 An updated analysis of PIC data has been undertaken upon NSC's request and included in **Appendix G.**

## **9.7 Parking Provision**

### **Uncontrolled Growth in Parking**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.7.1 pg.3 of B&NES LoO states:

*"The Parking Strategy for the Airport needs to be reviewed and measures secured to ensure that uncontrolled growth in parking numbers is not an unintended consequence of any planning permission."*

9.7.2 para. 136 a) of NSC's SoC states:

*"The result of the discrepancies in the assessment methodology set out above is that proposed parking provision increases at a rate higher than the growth in passenger numbers. This disproportionate growth in parking will undermine the measures proposed to encourage a shift to more sustainable modes of transport."*

#### **Response**

9.7.3 The NSC Committee Report concluded that *"the proposed level of on-site car parking at the airport is the minimum required to meet the needs arising from the proposed increase in passenger numbers after the level of public transport use has increased."*

9.7.4 The PDS Update identifies a total provision of c.22,300 spaces for 12mppa, which is not a disproportionate increase. It is a lower provision per passenger than currently provided ( $22,300/12 = 1,858$  spaces per million passengers, as opposed to the existing  $17,700/8.9 = 1,989$  spaces per million passengers).

### **PDS Methodology**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.7.5 para.134 d) of NSC's SoC states:



*“Since parking demand calculations have not been provided it cannot be determined if the parking demand and parking provision has been calculated correctly.”*

#### **Response**

- 9.7.6 The methodology of the PDS update is similar to that employed in the 2018 PDS which was agreed with NSC officers and their advisors. Detail to demonstrate how the car parking spaces required were calculated has been provided in **Appendix B**.

### **Inconsistencies between TAA and PDS**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

- 9.7.7 para. 134 e) & g) of NSC’s SoC state:

*“e) The methodology in the update to the Parking Demand Study is not consistent with the Transport Assessment (“TA”) which results in increased parking demand relative to the passenger numbers and vehicle trips.”*

*“g) In the Updated Parking Demand Study BAL appears to assume that the demographic for the increase in passenger numbers will be less likely to use public transport due to increased age, wealth and car ownership, therefore increasing the car mode share. This however again is at odds with the assumptions in the Addendum Transport Assessment (“Addendum TA”).”*

#### **Response**

- 9.7.8 A validation exercise has been presented in this evidence (see **Section 7.3**) to demonstrate that the TAA provides worst-case in terms of highway impact and therefore would result in higher parking requirement, whereas PDS provides a more conservative case in terms of parking demand based on a 2.5% uplift in passenger public transport use.

### **Lower car occupancy forecast**

#### **R6 Statements/ 3<sup>rd</sup> Party Objections**

- 9.7.9 para. 134 f) of NSC’s SoC states:

*“BAL has assumed a lower car occupancy forecast and therefore a higher rate of parking per passenger. This is not however borne out in the trip generation in the TA.”*

#### **Response**

- 9.7.10 The group size used in peak month of August to forecast car parking demand in the PDS is higher than the group size used in the TAA leading to a lower rate of parking. This has been demonstrated in **Tables B.2 and B.3 of Appendix B**.

## **Consideration of latest CAA mode share data**

### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.7.11 para. 134 h) of NSC's SoC states:

*"The Parking Demand Study does not consider the latest CAA sustainable transport mode share data, therefore over-forecasting the parking demand and undermining the sustainable mode share targets in the Airport Surface Access Strategy."*

### **Response**

9.7.12 PDS considers 2019 CAA survey and applies a 2.5% increase to public transport share, as stated in para. 7.1.8 of this evidence and para. 1.2 of the PDS Update.

## **No change to airport parking occupancy to demand ratio**

### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.7.13 para. 134 i) of NSC's SoC states:

*"BAL's future space requirement calculations are based upon the assumption that the existing airport parking occupancy to demand ratio is maintained but no evidence is provided to justify this ratio."*

### **Response**

9.7.14 The O/D ratio has been updated to reflect additional data from 2018 and 2019. Similar ratios are shown in each month in the PDS and PDS update. It is unlikely that the O/D ratio will significantly change in the future.

## **Autonomous vehicles will reduce space needed for parking**

9.7.15 Para. 5.1 of the original PDS submitted with the application stated:

*"We have also considered the impact of autonomous vehicles on parking demand. However, our research and analysis indicate that there would be no impact until 2030. Therefore, any consideration of how vehicle autonomy would disrupt parking demand at the airport is not required at this stage."*

9.7.16 In any event, the Silver Zone car park is already block parked (ie nose to tail stacked parking by BAL staff with limited space between vehicles), and autonomous vehicles would not be able to self-park more efficiently than this.

### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.7.17 Para 2.11 of XRE's SoC states:

*"In fact the impact of autonomous capability may well be felt before 2030, and, as our revised estimates of likely passenger numbers discusses in Section 5 below, it may well be 2035 before the currently permitted car parking provision is not adequate with existing vehicle technology. The major car manufacturers are commissioning studies into the future of mobility and in particular the effect of autonomous vehicles. Autonomous capability is already being incorporated in new models and with Level 5 (full autonomy) capability for most new vehicles expected in 2023. Although the enabling legislation to allow Level 5 vehicles on public roads may take longer, autonomous parking is already being planned as it allows a 50% increase in parked cars for the same floor area (Mark Potter – Parking and Property Conference, London 2017). Self-parking technology and future autonomous capability of cars will reduce the demand for car parking space at the airport, and it is very likely with the postponement of the projected increase in passenger traffic even the Applicant acknowledges, there will never be a requirement for this extra parking provision in the Green Belt."*

#### **Response**

- 9.7.18 As noted in 9.7.16, Silver Zone is already block parked in large areas to reduce space requirements. For other car parks to operate in this way, every vehicle would need to be fully autonomous for potential benefits to be realised. This is only likely to occur well beyond 2035.
- 9.7.19 It is also proposed to monitor parking demand and car park use to ensure that spaces are not provided unnecessarily.

#### **Relocation of Staff Parking / Release of additional 400 spaces in GBI/ Reduction travel distances**

##### **R6 Statements/ 3<sup>rd</sup> Party Objections**

9.7.20 Para 2.1.9 of BALPA's SoC states:

*"Moreover, it will be explained that, unlike the passenger parking in the Silver Zone which is block parked, staff parking needs to be in conventional parking rows with aisles in between so that cars can enter and leave without difficulty. So whilst there may now be 1,000 parking spaces for staff in the Silver Zone, it will be demonstrated that the spaces they occupy could be more intensely parked providing 40% more low cost block parking for passengers than can be provided for staff. In short, moving the staff car parking to the north side could free-up circa. 1,400 spaces without the need for any further car parking in the Green Belt, and no additional harm to its openness (whilst it is recognised that there may be a rationale for staff who work in the admin building parking in the Silver Zone, the same does not hold true for those, such as the pilots, who are working the operational area."*

## Response

- 9.7.21 The overall parking demand forecasts show that additional passenger parking is needed across Silver Zone and through the provision of MSCP 2 and MSCP 3. The relocation of staff parking to the north would result in the loss of 1000 passenger parking spaces there, so the net gain would only be 400 at best.

## M5 P&R - Planning Application by Sutherland Property and Legal Services for P&R facility on A370

### R6 Statements/ 3<sup>rd</sup> Party Objections

- 9.7.22 paras. 99, 101, 103 – 105 of SPLS SoC states:

*“99) The applicant can provide a viable airport car parking provision for up to 3,000 cars close to J21 of the M5 to meet an identified need and shortfall in assessed parking provision.”*

*“101) The proposed site is available now and work can begin as soon as a planning application is approved. The application was submitted in June 2020 and additional information submitted since then, including an EIA application for screening (September 2020) is with the LPA for determination under reference 20/P/1438/FUL and 20/P/2082/EA2. “*

*“103) The site provides a comparable travel time for airport passengers coming from the south west (which is identified as the major growth route). It will also be similar in cost to the Silver Zone car parking, giving airport users a low-cost car parking option (which the airport has stated is in high demand).”*

*“104) Airport car parking near to J21 will remove vehicles soon after they exit the M5, keeping them off the single lane A roads and rural routes of North Somerset.”*

*“105) The thousands of cars removed from the road will be replaced by between 3 and 5 ‘green’ busses per hour, improving traffic and congestion and air quality.”*

## Response

- 9.7.23 BAL is aware that NSC’s Highways & Transport officers have, on the basis of the information submitted with the application to-date, objected to the scheme. They raise several areas of concern (in addition to the demand point noted above), including in respect of:

- the suitability of the proposed junction design from a highways safety perspective;
- a need for further assessment of junction capacity;
- provision for staff travel including walking and cycling;
- provision for electric vehicle charging;
- impacts on existing public transport services;

- the absence of detailed proposals to appoint a suitable bus operator; and
- the impact of additional buses on the road network.

9.7.24 Both Congresbury Parish Council and Paxton Parish Council have also stated that the scheme would have unacceptable adverse impacts on the A370.

9.7.25 Critically, BAL notes that officers have raised serious concerns regarding the potential impact of the Proposed Development on BAL's Airport Surface Access Strategy (ASAS) and achievement of the associated public transport mode share target. Officers have stated that, at present, *"no information has been submitted to demonstrate no adverse impact on the Airport Surface Access Strategy delivery of a 15% public transport modal share by 10mppa"* and that, without a significant Section 106 financial contribution to support the ASAS, *"there is a risk of over-supply of parking serving the Airport, which in turn may lead to parking price competition, and a detriment of local and strategic public transport support."*

9.7.26 Extant and emerging national aviation policy set out in the Aviation Policy Framework and the Aviation Strategy requires that airport operators develop and implement sustainable surface access strategies. Through its ASAS, BAL has contributed towards significant public transport enhancements that have, in-turn, supported an increase in public transport patronage and are committed to delivering an increased 2.5% PT mode share target.

9.7.27 The applicant or its agent has not sought to discuss the potential implications of an off-site P&R facility on the proposed ASAS, and until this is understood, the proposals would be contrary to the managed and controlled approach to delivery to promoting more sustainable surface access to the airport.

9.7.28 The site is located in an area that could provide direct competition to the regional bus and coach service improvements planned by BAL and may undermine their effectiveness in contributing towards the increased PT mode share target.

## Unsuitability of Silver Zone Extension

### R6 Statements/ 3<sup>rd</sup> Party Objections

9.7.29 para. 100 of SPLS SoC states:

*"The Silver Zone extension that was proposed by BAL failed its own Sequential Test. It also fails the test of very special circumstances, so any further attempt to build in this location would fail planning policy."*

### Response

9.7.30 There are no other reasonably available and suitable sites outside the Green Belt that would meet this need, as concluded in Issue 12 of the Committee Report (see para. 7.1.4 of this evidence). This matter is further dealt with in Alex Melling's evidence on behalf of BAL.

## 9.8 Other Specific Comments

### HGV Traffic on Barrow Street

#### R6 Statements/ 3<sup>rd</sup> Party Objections

9.8.1 The following comment was raised by BGPC in pages 2/3 of their LoO:

*"In the past we have been critical of the data provided by the Airport's transport consultants in support of its expansion proposals. Several examples of their simplistic and erroneous assumptions are given in our response to the Additional Information to 18/P/5118/OUT submitted in November 2019. Further evidence of their inaccurate forecasting skills is exemplified on page 31 of the Transport chapter of the Addendum ES Main Report where they forecast that the proportion of HGV traffic on Barrow Street in 2030 will be 3.2% (roughly comparable with other roads in the study area). They fail to take account of the fact that there is a ban on HGV's in place on Barrow Street and a 7.5ton weight limit. Once again we find we can have no confidence in the data produced."*

#### Response

9.8.2 Automatic Traffic Counts (ATCs) were undertaken by a third-party survey in July 2018 along Barrow Street, between Hobbs Lane and School Lane. The classification of vehicles recorded at this link between Tuesday 10<sup>th</sup> July and Thursday 12<sup>th</sup> July 2018 have been provided below:

Table 9.7: Barrow Street ATC Results

Vehicle type	Time Period			
	07-19	06-22	06-00	00-00
Cycle	32	38	38	40
MotorCycle	29	36	37	37
Car	2,224	2,514	2,604	2,757
LGV	1,553	1,783	1,846	1,970
2 Axled Rigid	113	118	118	125
3 Axled Rigid	5	5	5	5
4 Axled Rigid	1	2	2	2
3 Axled Artic	25	27	27	28
4 Axled Artic	0	0	0	0
5+ Axled Artic	2	2	2	2
Bus	1	1	1	1
Total HGV	147	154	155	162
<b>Total</b>	<b>3,984</b>	<b>4,526</b>	<b>4,680</b>	<b>4,967</b>

- 9.8.3 As shown above, the recorded traffic levels show that there are existing HGV trips on Barrow Street. Barrow Street has a 7.5t weight limit 'except for access', so this may be why there is some existing use by HGVs.
- 9.8.4 The traffic forecasts used in the TAA and ESA do not add any new HGV trips to Barrow Street, but merely reflect the fact that there are already some HGVs using the road. This is therefore consistent with the values presented in Table 6.3 of the ESA.

## NSC's Request for Additional Information

### R6 Statements/ 3<sup>rd</sup> Party Objections

The following information was requested from NSC:

- **Traffic flow turning movements:** para. 134 a) of NSC's SoC states that *"since traffic flow turning movements have not been provided it cannot be determined if the base traffic flows and trip generation has been applied correctly and incorporated into the junction capacity models correctly."*
- **A38/ Downside Road Modelling results and Swept Path Assessments:** para. 135 c) of NSC's SoC states that *"the Addendum TA refers to the proposed A38 mitigation drawing in Appendix D of the TA, Drawing Number C1124-SK-A38-010 Rev 9.0. This mitigation drawing shows a dedicated left turn slip lane from the Appeal Site which is not assessed within the Addendum TA. Swept path analysis has only been undertaken for the traffic movements into and out of Downside Drive. This swept path analysis demonstrates that a left turning articulated lorry turning from Downside Road would overrun the footway in the vicinity of the pedestrian crossing. Vertical alignment has not been considered in the proposed mitigation. To achieve the carriage widening proposed, additional land take or retaining walls would be required. Retaining walls are likely to restrict access to existing properties. Drawing Number C1124-SK-A38-010 Rev 11.0 (which was provided with the further environmental information but which is not referred to in the Addendum TA) shows some widening of the existing airport exit. No swept path analysis or road safety audit has been provided for this layout."*
- **A38/ Downside Road Detailed Drawings:** para. 135 d) of NSC's SoC states that *"the Council considers that neither drawing is provided in sufficient detail to check dimensions accurately, but it appears that there is inadequate provision for pedestrians and cyclists, splitter islands are not sufficient and highway improvements do not comply with relevant standards and guidance. Further, it has not been demonstrated that vehicle movements to and from the access opposite Downside Drive can be achieved safely."*



### Response

- 9.8.5 Additional information has been provided to NSC separately in response to these requests.

### CPO Objection

#### R6 Statements/ 3<sup>rd</sup> Party Objections

- 9.8.6 Para. 139 of NSC's SoC states:

*"Finally, the submissions above are without prejudice to the Council's objection to the Bristol Airport Limited (land at A38 and Downside Road) Compulsory Purchase Order 2020. That Order is being promoted by BAL and the Council's objection remains outstanding. Neither BAL's Statement of Case in this appeal nor the further material which it has brought forward in this appeal alter the Council's position in respect of the Order."*

### Response

- 9.8.7 Concern regards long term ownership and delivery of A38 improvements raised by NSC are noted but BAL has confirmed it intends to transfer the highways scheme land to NSC.

### Bristol Clean Air Zone

#### R6 Statements/ 3<sup>rd</sup> Party Objections

- 9.8.8 para. 5c) of PCAA's SoC states:

*"Further modelling work needs to be done on traffic numbers as the new Bristol Clean Zone will force cars on to the rural roads rather than through Bristol."*

### Response

- 9.8.9 It is expected that the overall impact of the proposals on Bristol CAZ would be negligible, as demonstrated in **Section 3.4** of this evidence.

## 10 Conclusions

### 10.1 Inspectors Issues and Reasons for Refusal

### 10.2 Sustainable Transport: the effects of the proposed development upon sustainable transport objectives;

10.2.1 NSC RfR 5 suggests that the proposed PT provision is inadequate and will not reduce reliance on the car contrary to NPPF and CS1 and CS10 of the NSC Core Strategy. RfR 1 suggests surface access infrastructure is inadequate.

10.2.2 BAL is proposing to deliver a comprehensive package of sustainable transport measures as part of a new Airport Surface Access Strategy in order to achieve an additional shift of 2.5% in PT use. This is an ambitious target and Bristol airport already has a much higher PT mode share (over 21%) than similar regional airports including those that have the benefit of a railway station.

10.2.3 I have demonstrated how the 2.5% target can be met, and that in parallel BAL is committing to a mechanism to monitor and manage the successful achievement of this target.

10.2.4 In my opinion, the proposals comply with the NPPF requirements and policies CS1 and CS10 of the North Somerset Core Strategy 2017.

### 10.3 Highway Network: the effects of the proposed development upon the highway network and upon highway safety

10.3.1 NSC RfR 1 suggests that further expansion beyond 10mppa would generate additional noise, traffic and off airport car parking resulting in adverse environmental impacts on communities surrounding Bristol Airport and which would have an adverse impact on an inadequate surface access infrastructure

10.3.2 A robust and comprehensive transport and highways impact assessment has been undertaken for the proposals. My analysis demonstrates that whilst the proposals will lead to traffic increases across the study area, these are not of a magnitude that cannot be accommodated on the existing highway network, other than at the A38/West Lane/Downside Road junction where significant capacity improvements are proposed, also providing improvements for pedestrians and cyclists. This was agreed with officers as part of pre-application discussions and following planning submission.

10.3.3 The A38 improvements require widening into 3<sup>rd</sup> party land and are the subject of the cojoined CPO inquiry (**Appendix A**). The improvements will be delivered by BAL and transferred to NSC as highway for adoption.

- 10.3.4 Improvements are also proposed at Junction 22 of the M5 to mitigate impact beyond 11mppa. Highways England is working up design proposals and potential means of securing funding for these works.
- 10.3.5 Sensitivity analysis allowing for uncertainties about the rate of passenger growth has been undertaken and does not lead to materially different conclusions.
- 10.3.6 The robust approach to traffic forecasting has been carried forwards into separate noise and air quality assessments.
- 10.3.7 It is clear from the results of above that the proposals will not have an adverse impact on surface access infrastructure and that improvements are proposed where mitigation is required in full accordance with NPPF and local policy.
- 10.3.8 There are no significant adverse environmental impacts on communities in terms of pedestrian delay and amenity, driver delay, severance, fear and intimidation or accidents and safety.

#### **10.4 Parking provision: the effects of the proposed development upon parking provision**

- 10.4.1 NSC RfR 1 suggests that the development would generate additional off airport car parking resulting in adverse environmental impacts on communities. RfR4 suggests that there are no very special circumstances which outweigh the harm to the Green Belt from proposed car park expansion in Silver Zone.
- 10.4.2 I have reviewed the Teneo Consulting parking demand study used to predict the forecast demand for parking at Bristol airport associated with the 12mppa application and have shown that it is a conservative basis for forecasting. There is clear demand for additional parking on both the north side of the terminal through the additional multi-storey car park and in Silver Zone.
- 10.4.3 In the context of a balanced surface access strategy, which supports the transport hierarchy proposed by and agreed with NSC officers, additional affordable and premium on-site parking plays a role in managing travel to the airport, particularly in reducing drop-off and taxi trips, and reducing off-airport unauthorised parking. a new MSCP north of the terminal.
- 10.4.4 Overall I believe that this evidence has demonstrated that surface access and transport reasons for refusal cannot be sustained, and that the inspectors issues of sustainable transport, highways impact and parking provision have been fully addressed.

## **Appendix A      Matters Relevant to CPO**

CPO Evidence to follow

## Appendix B Validation of PDS against TAA (Full Analysis)

### B.1 Annual Parking Demand

B.1.1 **Table B.1** below provides a comparison of the annual Park & Fly Demand forecasts (total people including both driver and passengers) and car parking demand extracted from the PDS and the equivalent figures from the TAA.

Table B.1: Annual parking demand: TAA vs PDS Update

	TAA Methodology					
	Baseline (2019/2015 CAA mode share) @ 8.6mppa		Uplift to 12mppa		12mppa Total	
	No	Ref	No	Ref	No	Ref
Park & Fly Demand (inc. driver and passengers)	1,874,340	2019/ 2015 CAA	783,000	Table 3.6 TAA	2,657,340	Baseline + uplift
Annual. Cars parked	1,121,325		473,615	2019/ 2015 CAA + YA Forecasts	<b>1,594,940</b>	
	PDS Update					
	Baseline (2019/2015 CAA mode share & CP exit counts) @ 8.9mppa		Uplift to 12mppa		12mppa Total	
	No	Ref	No	Ref	No	Ref
Park & Fly Demand (inc. driver and passenger)	1,730,000	Figure 10 PDS	550,000	Calculated using Figure 10 PDS	2,280,000	Figure 10 PDS
Annual. Cars parked	940,000	Figure 12 PDS	290,000	Calculated using Figure 12 PDS	<b>1,230,000</b>	Figure 12 PDS

B.1.2 As can be seen above, the TAA methodology would lead to an additional forecast annual car parking demand of 364,940. The differences in the baseline position between both assessments are due to the following:

- TAA: baseline is based on the analysis of 2019/ 2015 mode share and CAA distribution data applied to the 8.6mppa but using 'worst case' highways impact approach (i.e. lower annual average group size applied to park and fly passengers – see section 5.5.6 and 3.4.15 of TAA)
- PDS: baseline is based on the number of car park exits at the airport and CAA group size excluding foreign passengers derived on monthly basis (i.e. larger group size in summer peaks).

## Group Size Considerations

B.1.3 The differences in the uplift to 12mppa data are due to the following:

- TAA: uplift has 17.5% PT mode share applied and lower annual average group size, due to the methodology to estimate group size employed in the TAA, which assumed a group size of 1 for responses in the CAA survey dataset where no group size information was provided. CAA passenger data suggests that a higher passenger group size is typical during the month of August based on analysis of the available data. This would mean that August will have lower car trips in proportion to overall passenger numbers. However, the average split for the year was used in the TAA assessment for robustness.

As shown in Table 3.6 of the TAA, the car mode share (including car driver and car passenger) for the 3.4mppa uplift from 8.6mppa to 12mppa, was estimated at 46.1%. The split of car driver/ passenger and resulting group size average used in the TAA is shown below.

Table B.2: TAA Group Size (+3.4mppa uplift)

	Car Driver	Car Passenger	Total Car*
%	27.9%	18.2%	46.1%
No passengers	947,000	619,000	1,566,000
<b>Average Group size</b>	<b>1.65</b>		

\* as per Table 3.6 of the TAA.

- PDS: uplift is effectively based on CAA PT mode share (actual at time of car park surveys, c.22%) with additional 2.5% PT increase applied, and CAA surveyed monthly group size. The methodology to estimate group size employed in the PDS was as follows:
  - Group size was estimated by month;
  - Where no group size information was provided, responses were excluded; and
  - Where no information about the residency of the passenger was provided, responses were excluded.

Table B.3: PDS Group Size

Area	Jan	Feb	Ma	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
North Devon & Cornwall	1.50	1.80	1.67	1.94	1.90	1.83	2.05	2.10	1.84	1.84	1.69	1.66
South Devon & Cornwall	1.34	1.81	1.91	1.94	2.09	1.91	2.13	2.16	1.84	1.84	1.49	1.56
South Eastern Corridor	1.30	1.73	1.80	2.09	1.76	1.71	2.33	2.06	1.84	1.84	1.61	1.95
Eastern Corridor	1.42	2.05	1.68	1.86	1.81	1.78	1.93	1.98	1.77	1.84	1.63	1.72

Area	Jan	Feb	Ma	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
South Wales & Cardiff	1.72	1.77	1.61	2.12	1.96	1.96	2.01	2.07	1.77	1.84	1.79	1.72
Bristol & Surrounding Area	1.40	1.65	1.56	1.83	1.85	1.79	2.10	2.20	1.77	1.84	1.52	1.63
Rest of Wales	1.59	1.90	2.11	2.06	2.07	1.89	2.27	1.93	1.77	1.84	1.97	1.81
North and East Birmingham	1.52	1.90	1.70	2.03	1.96	1.74	2.11	2.19	1.77	1.84	1.64	1.78
<b>Weighted average</b>	<b>1.48</b>	<b>1.76</b>	<b>1.67</b>	<b>1.95</b>	<b>1.92</b>	<b>1.85</b>	<b>2.07</b>	<b>2.12</b>	<b>1.80</b>	<b>1.84</b>	<b>1.64</b>	<b>1.67</b>
Pax Arriving by Car (exc. Drop- Off) ('000s)	95	97	131	132	167	186	197	204	169	160	96	99
Number of cars parked ('000s)	64	55	78	67	87	100	95	96	94	87	58	59
Average group size	<b>1.84</b>											

B.1.4 As demonstrated above, the car group size employed in the PDS Update (1.84) was higher than the car group size used in the TAA (1.65).

## B.2 Daily Parking Demand

B.2.1 The PDS uses monthly forecast parking demand trips to calculate a peak parking space requirement.

B.2.2 The calculation of car parking spaces required is based on application of a group size factor (for each month) and occupancy/demand ratio for each month. This leads to an estimated peak parking demand of 23,100 spaces in August 2019 (for 8.9mppa – Fig 5 of PDS) including off-site demand.

B.2.3 To calculate an equivalent figure based on the TAA car trip forecasts, we have used the car trip analysis presented in Table 3.20 of the TAA. This shows a predicted daily vehicle increase of 5,191 vehicles (including cars parked, car drop off and taxi) as result of the 2mppa increase from 10mppa to 12mppa.

B.2.4 A breakdown by mode within the car trip category used in the TAA has been provided in Table B.4 below, which shows that 1,932 of the additional two-way car trips would be car parking trips (from the 2mppa increase).

B.2.5 This means that (based on the TAA methodology) 966 additional cars (i.e. 1,932/2) would arrive to park on a peak August day (per 2mppa)

Table B.4: Peak two-way parking trips (TAA Methodology)

Change	Vehicles (Two-way trips)			
	Car Parked	Car Drop Off	Taxi	All Vehicles
Uplift to 10mppa (additional 1.4mppa)	1,196	2,182	956	4,335



Change	Vehicles (Two-way trips)			
	Car Parked	Car Drop Off	Taxi	All Vehicles
Uplift to 12mppa (additional 3.4mppa)	3,128	4,615	1,783	9,526
Difference 2mppa	1,932	2,433	826	5,191

- B.2.6 In order to translate this into a parking space requirement, it is necessary to derive a factor equating daily parking arrivals to peak parking accumulation.
- B.2.7 For the 8.9mppa number of passengers used as the base in the PDS, the TAA methodology would lead to an approximate factored daily car parking trip 2-way total of 8,188 cars (8.9mppa/3.4mppa \* 3,128 cars). The equivalent one-way flow would therefore be 4094 cars arriving to park.
- B.2.8 To convert this to a parking demand factor, we divide the peak 2019 demand from the PDS (Fig 5) by the arrival flow i.e.  $23,100/4,094 = 5.64$
- B.2.9 The estimated increase in parking demand derived from the TAA methodology can be calculated as increase in arrival flow \* parking demand factor. This equates to  $3128/2 * 5.64 =$  **8,821 space increase in parking demand from 2018 (8.6mppa) to 2030 (12mppa).**
- B.2.10 The PDS forecasts an increase in demand between 8.9mppa and 12mppa in August of 30,200 (Fig 15) – 23,100 (Fig 5) = 7,100 spaces. Factoring this up on a pro-rate basis to equate to the 3.4mppa increase in passengers allowed for in the TAA, since it uses a 2018 base of 8.6mppa, would lead to a figure of **c. 7,350 spaces**
- B.2.11 The TAA methodology therefore leads to a forecast additional demand of 8,821 spaces including off-site demand compared with the PDS equivalent figure of 7,350 spaces. The higher demand estimated using the TAA methodology is the result of applying a worst-case in terms of highway impact, and means that the PDS methodology is robust and has not overestimated the number of parking spaces required.

## **Appendix C      Junction flow diagrams**

# AM Peak Flows

**2030\_Ref\_Flo:** 2030 Baseline Flows (2018 Baseline Flows growthed using TEMPro to 2030)

**10MPPA:** 2030 Reference Case (2030 Baseline + Consented Airport Development)

**12MPPA:** 2030 Test Case (2030 Baseline + Proposed Airport Development)

## List of Junctions:

A38 / Bristol Airport Northern Roundabout (J1)

A38 / Bristol Airport Southern Roundabout (J2)

Downside Road / Bristol Airport Service Access (J3)

A38 / Downside Road (J4a)

A38/ West Lane (J4b)

A38 / Barrow Lane (J5)

A38 / Barrow Street (J6)

A38 / A4174 South Bristol Link Road (SBL) (J7)

A370 / A4174 SBL (J8)

A370 / Brockley Combe Road / Brockley Lane (J9)

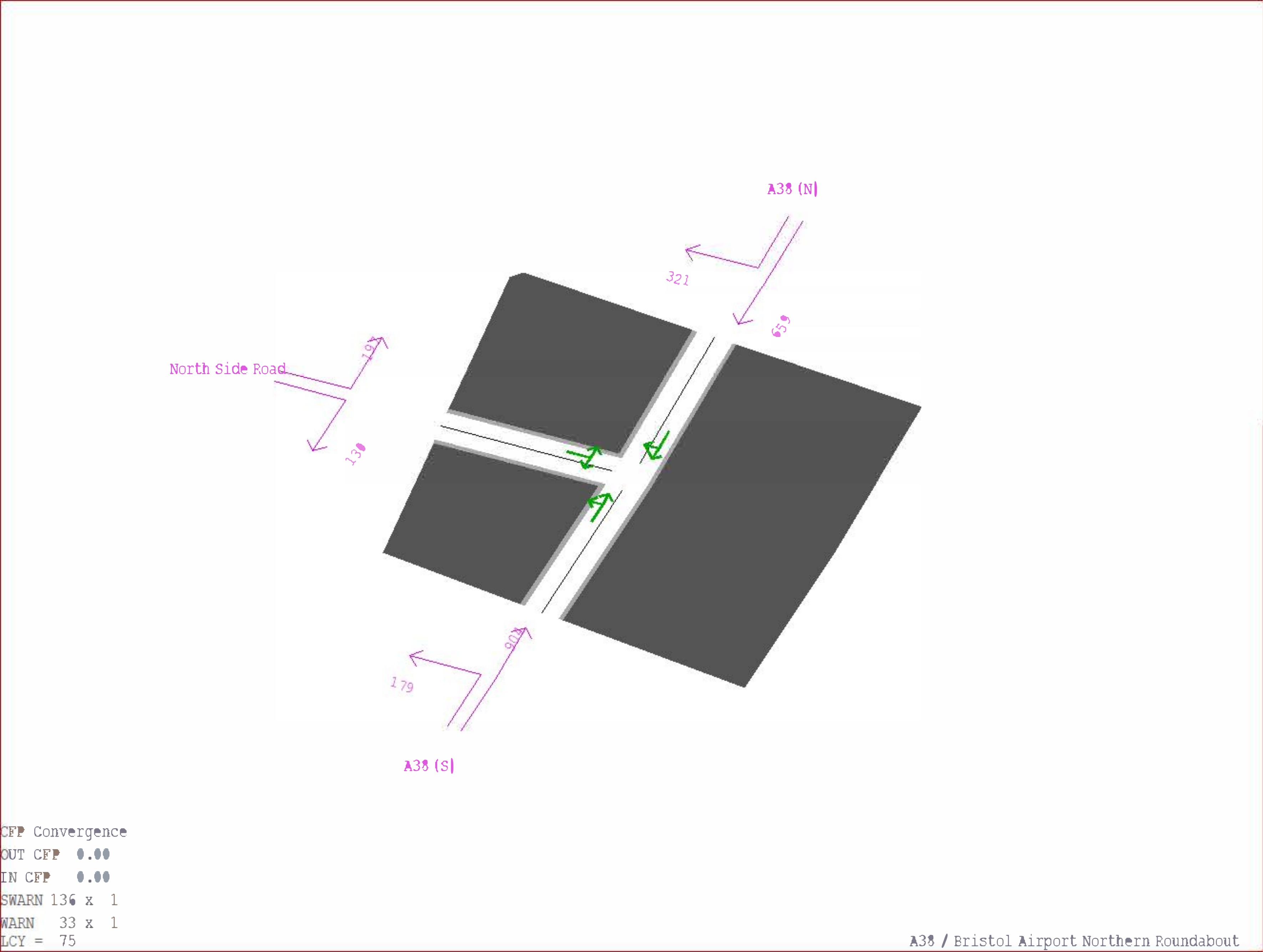
A370 / Dark Lane / Station Road (J10)

A370 / Smallway (J11)

A370 / High Street (J12)

A38 / A368 (J13)

A38 / Bristol Airport Northern Roundabout (J1)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

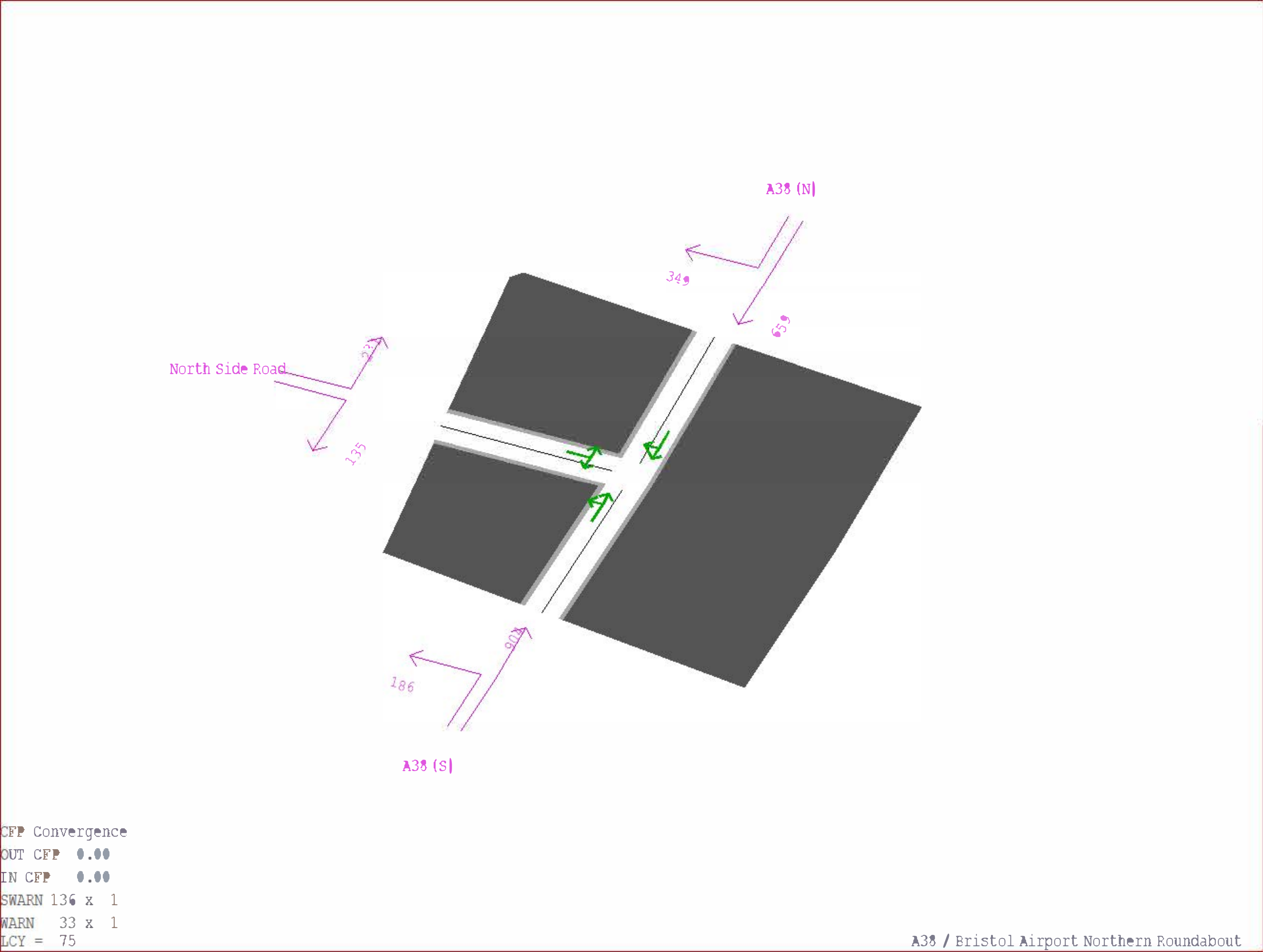
Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

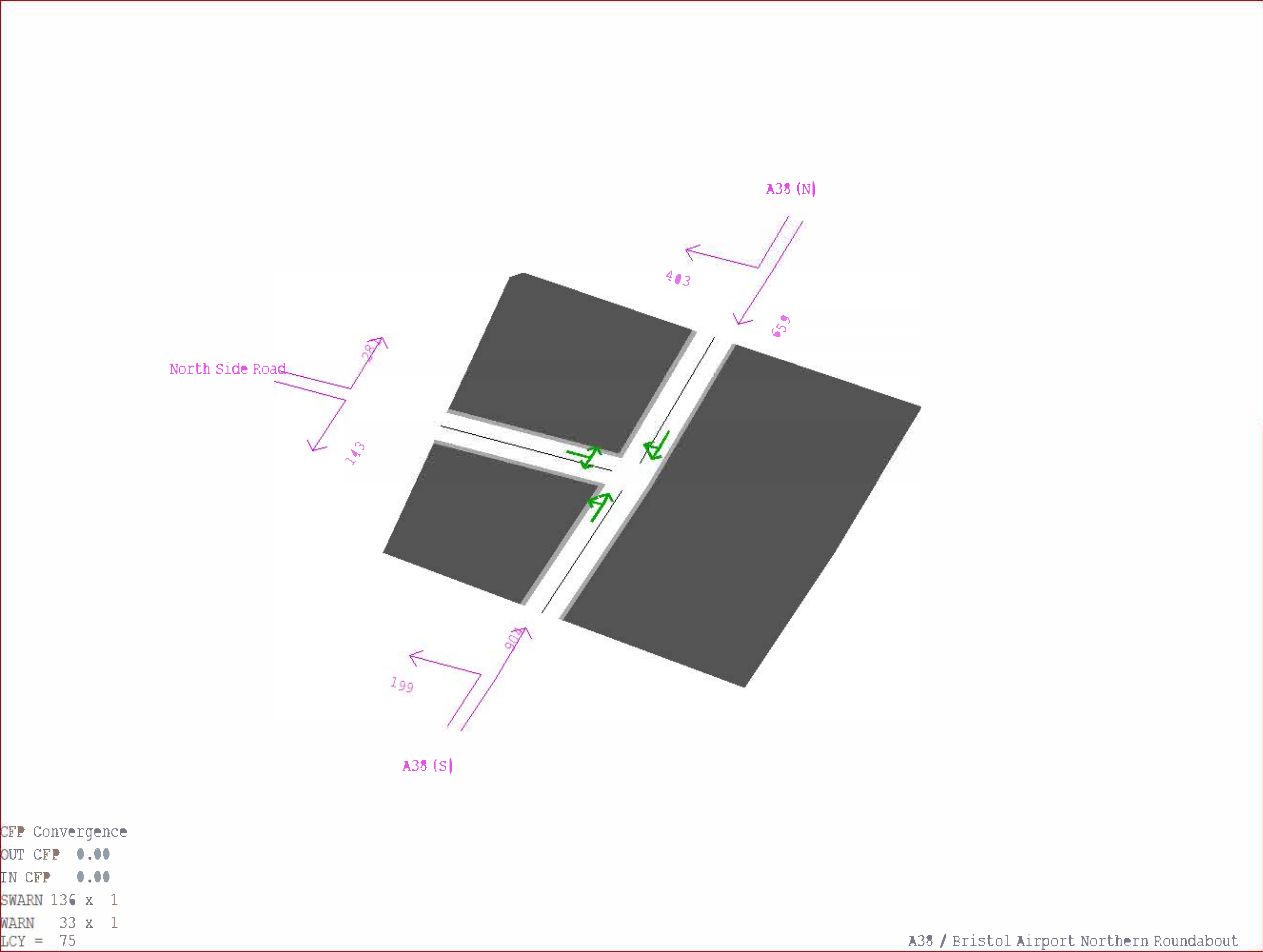
Banner

>

Q - Return

+ Menu bar!

See 11.12.2

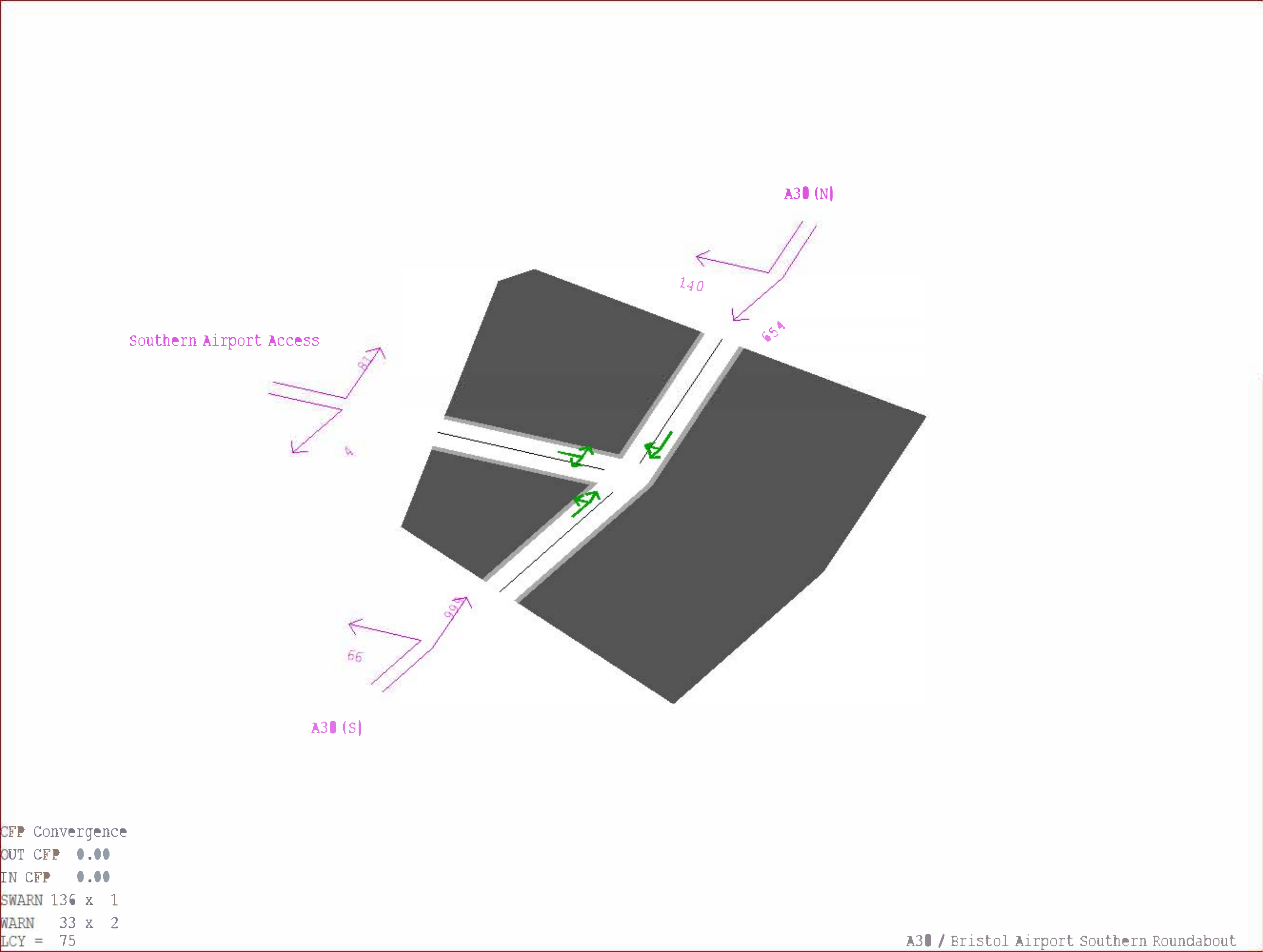


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based	
Data display	
Choices:	
Current data	
12MPPA	
New choice:	
Cancel (none	X
nOde data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	

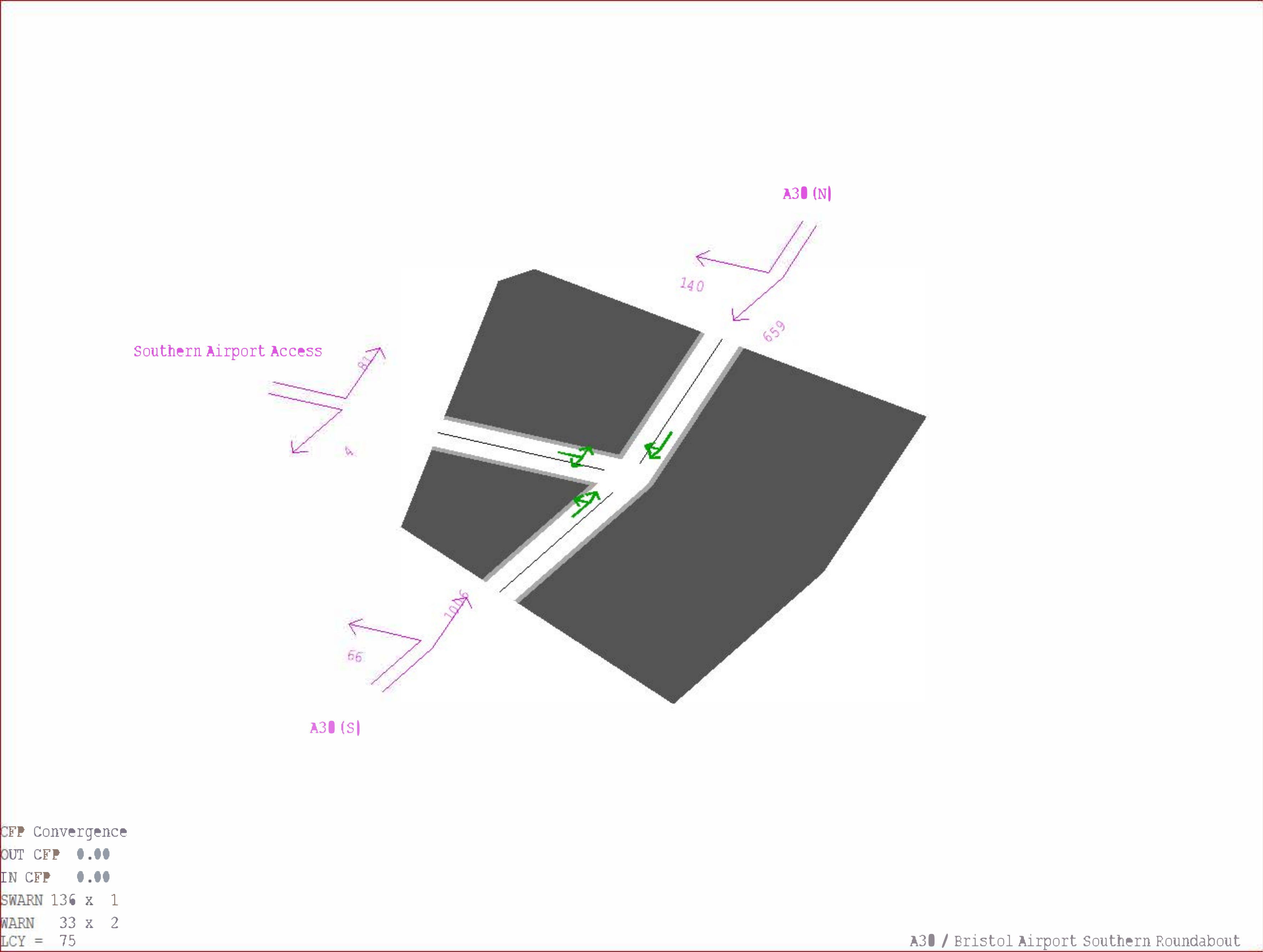


A38 / Bristol Airport Southern Roundabout (J2)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 2  
LCY = 75

Node-based	
Data display	
Choices:	
Current data	
2030_Ref_Flo	
New choice:	
Cancel (none	X
nOde data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 2  
LCY = 75

A30 / Bristol Airport Southern Roundabout

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

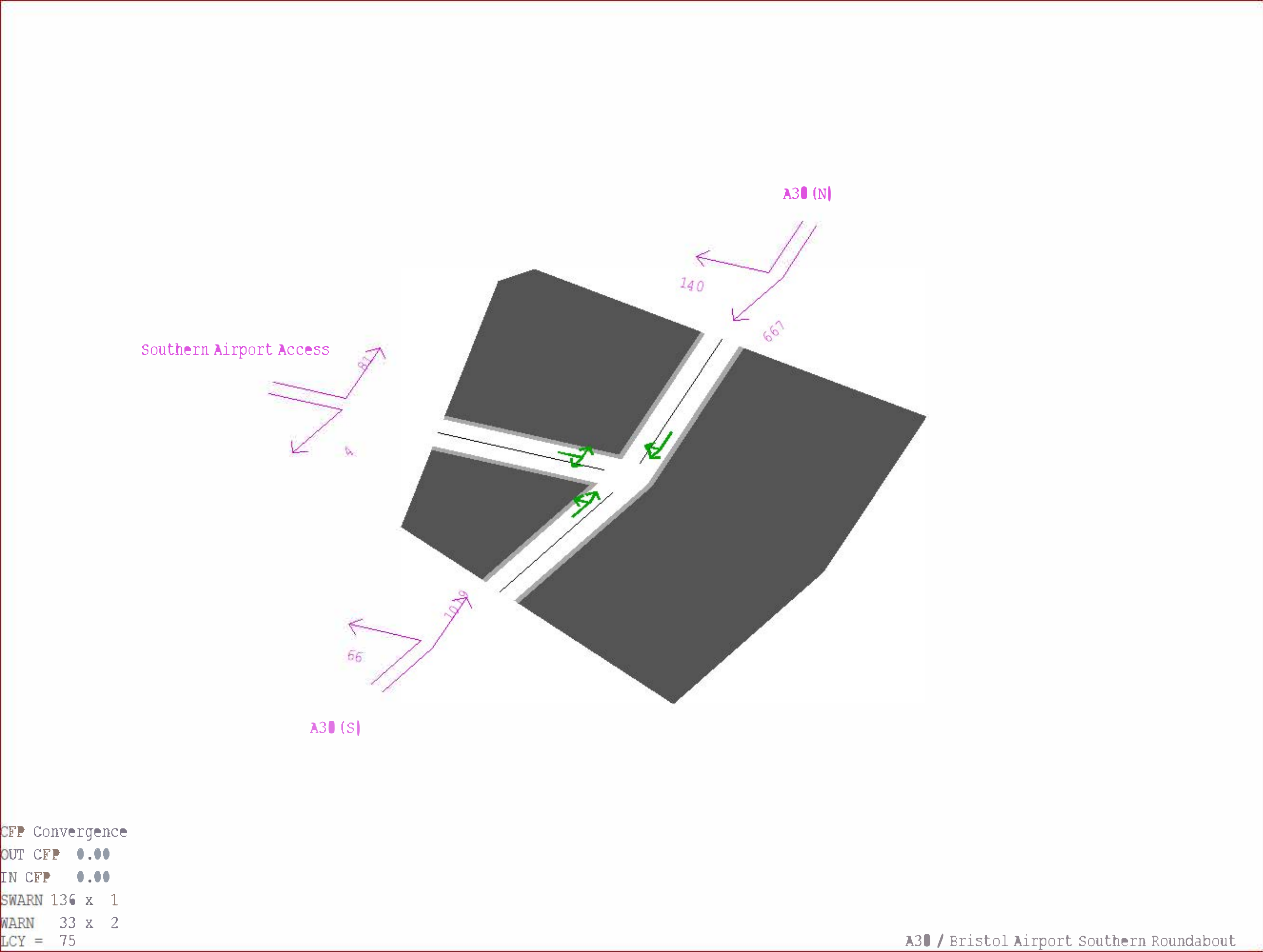
Banner

Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

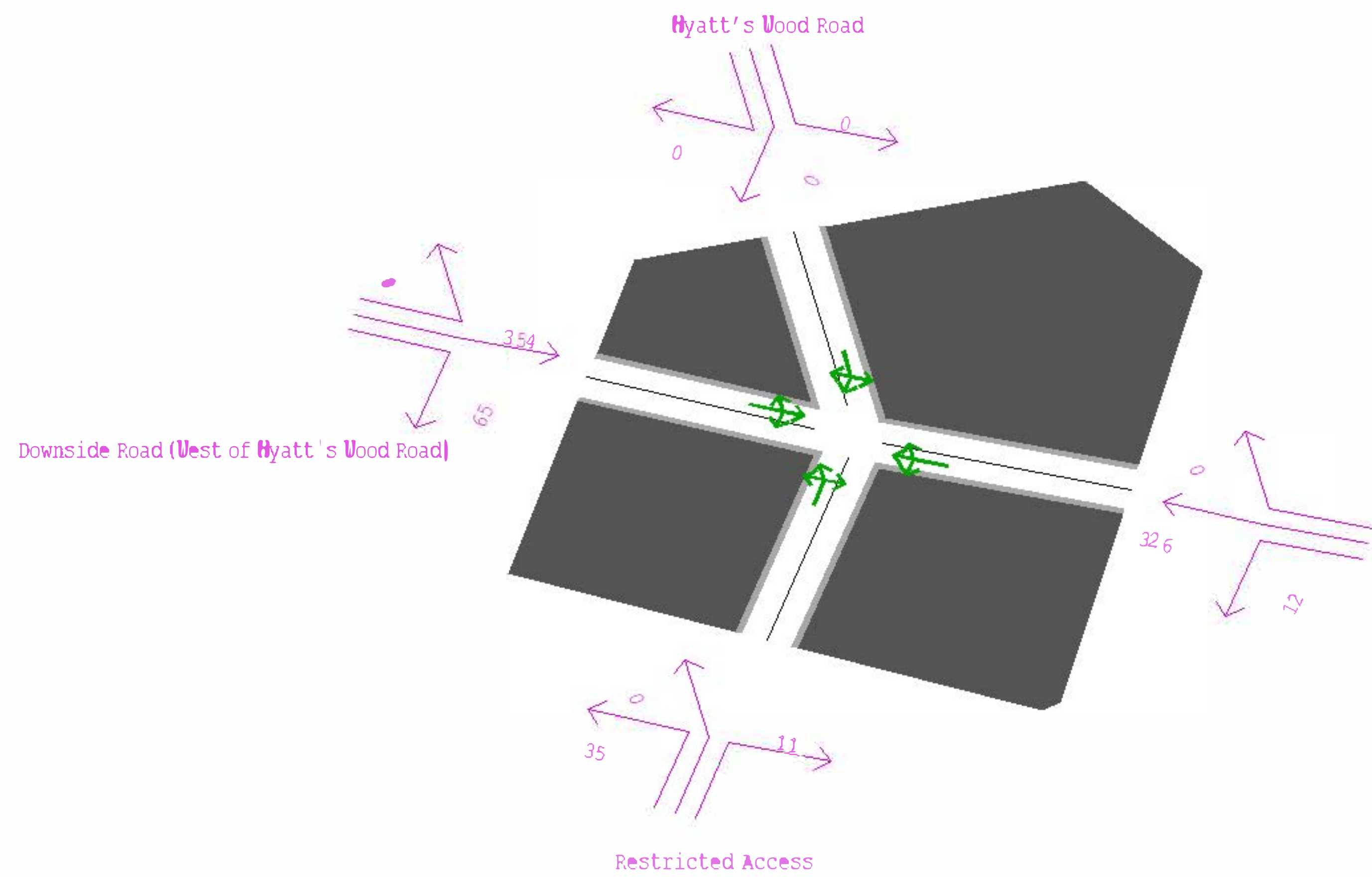
Banner

Q - Return

+ Menu bar!

See 11.12.2

Downside Road / Bristol Airport Service Access (J3)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

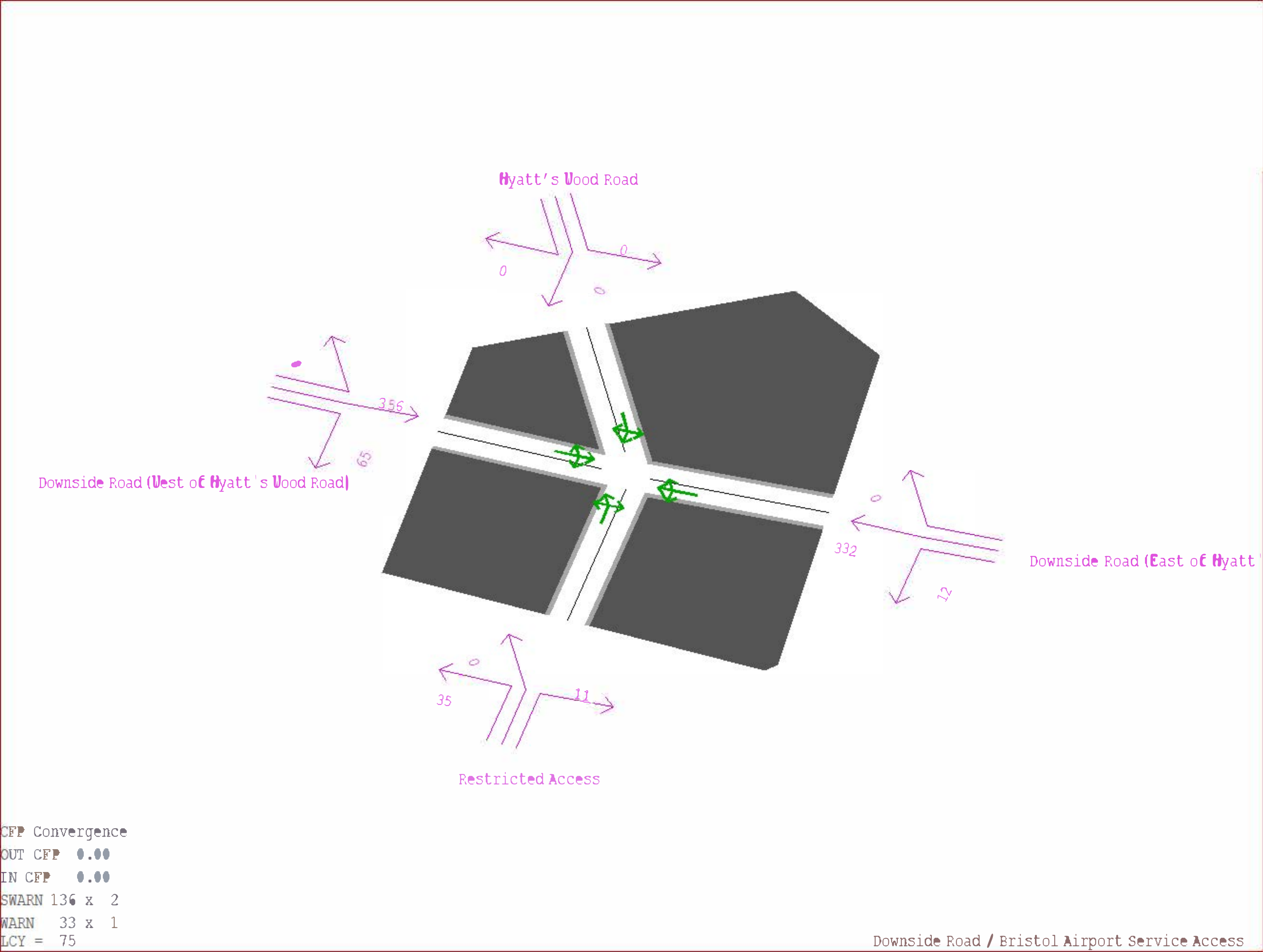
Q - Return

+ Menu bar!

See 11.12.2

- X
- >
- >
- S
- S
- >





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

>

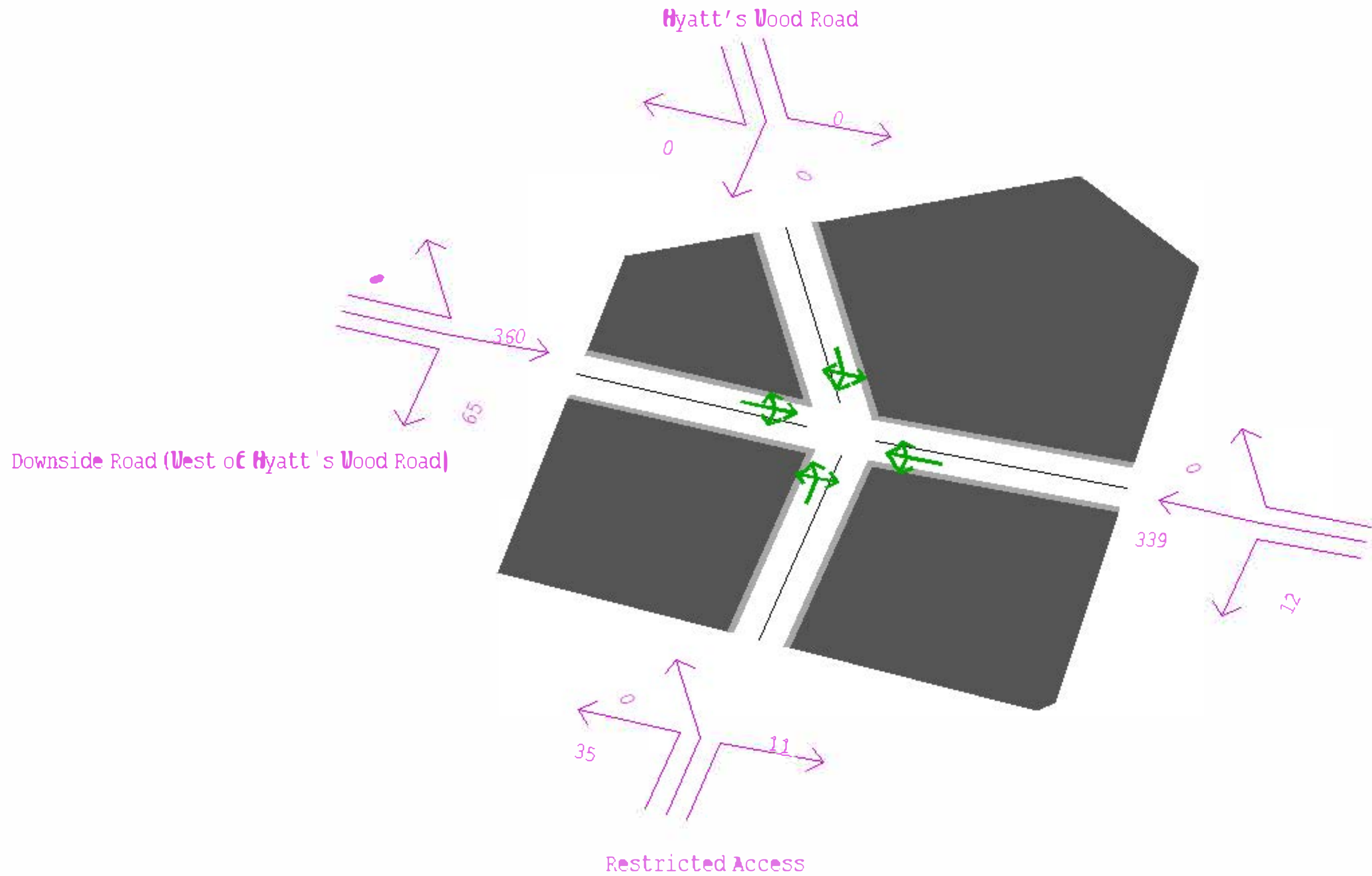
>

S

S

>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2



>

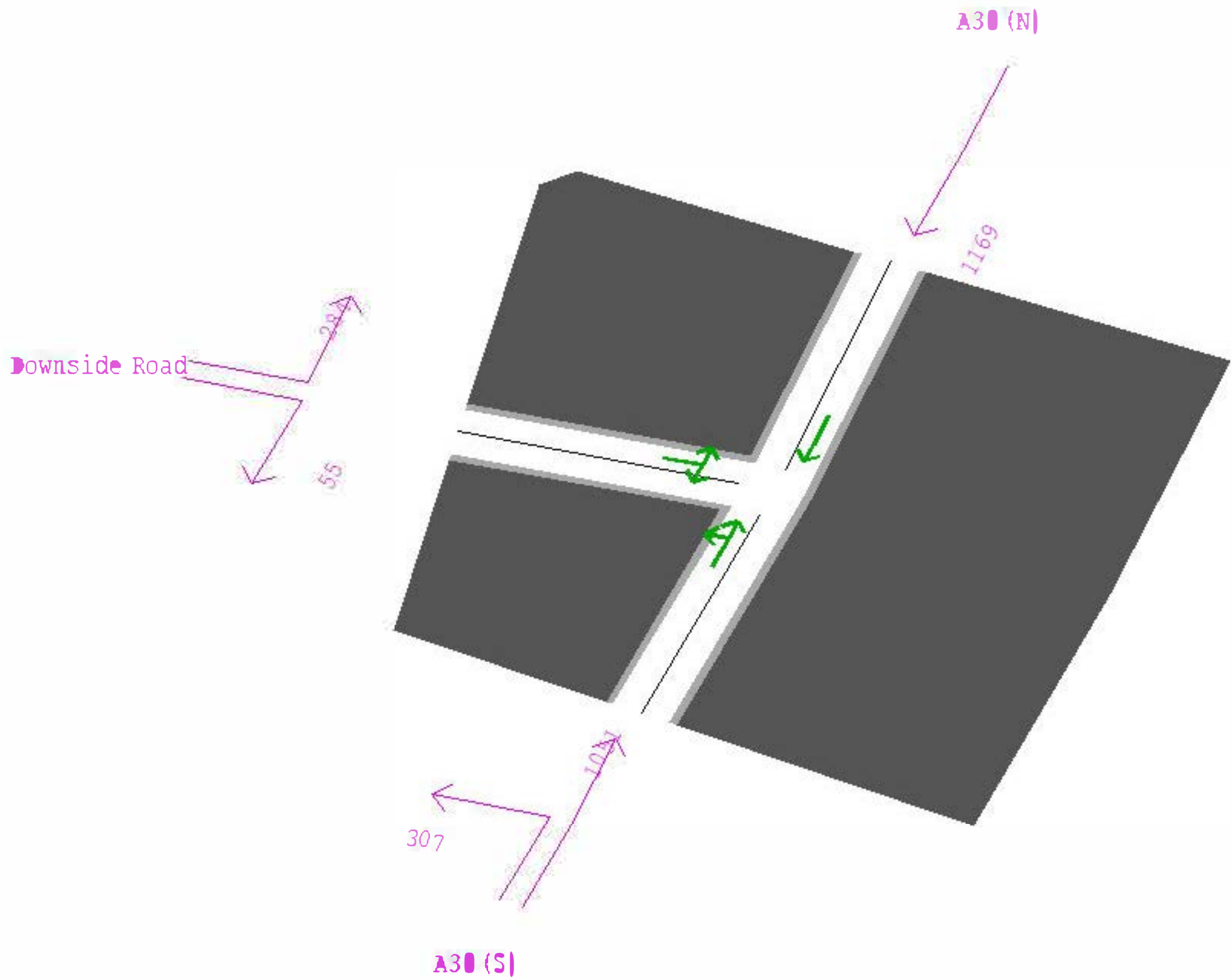
>

S

S

>

A38 / Downside Road (J4a)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / Downside Road

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

X

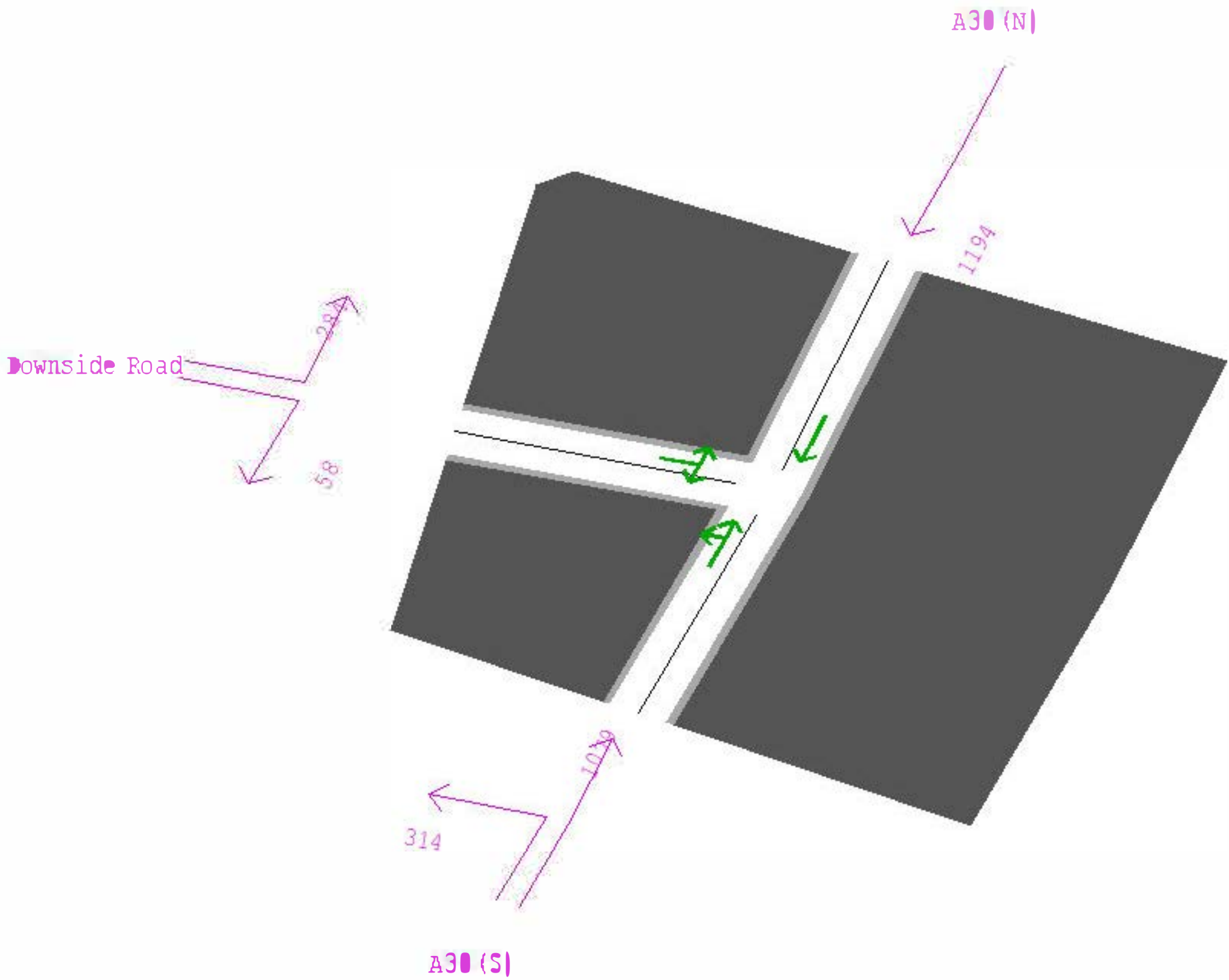
>

>

S

S

>

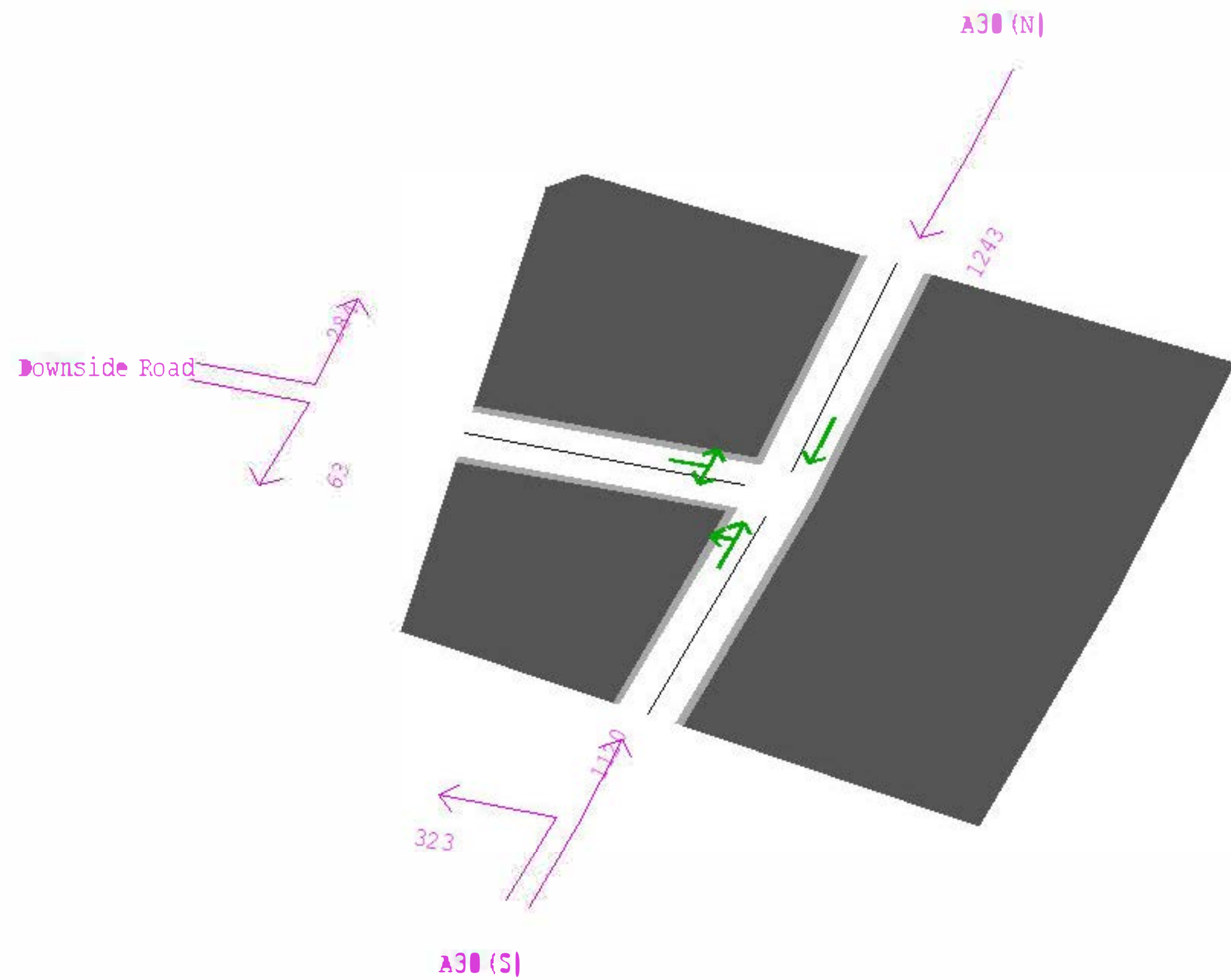


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / Downside Road

Node-based  
Data display  
Choices:  
  
Current data  
  
10MPPA  
  
New choice:  
  
Cancel (none  
Node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!

- X
- >
- >
- S
- S
- >



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / Downside Road

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!



>

>

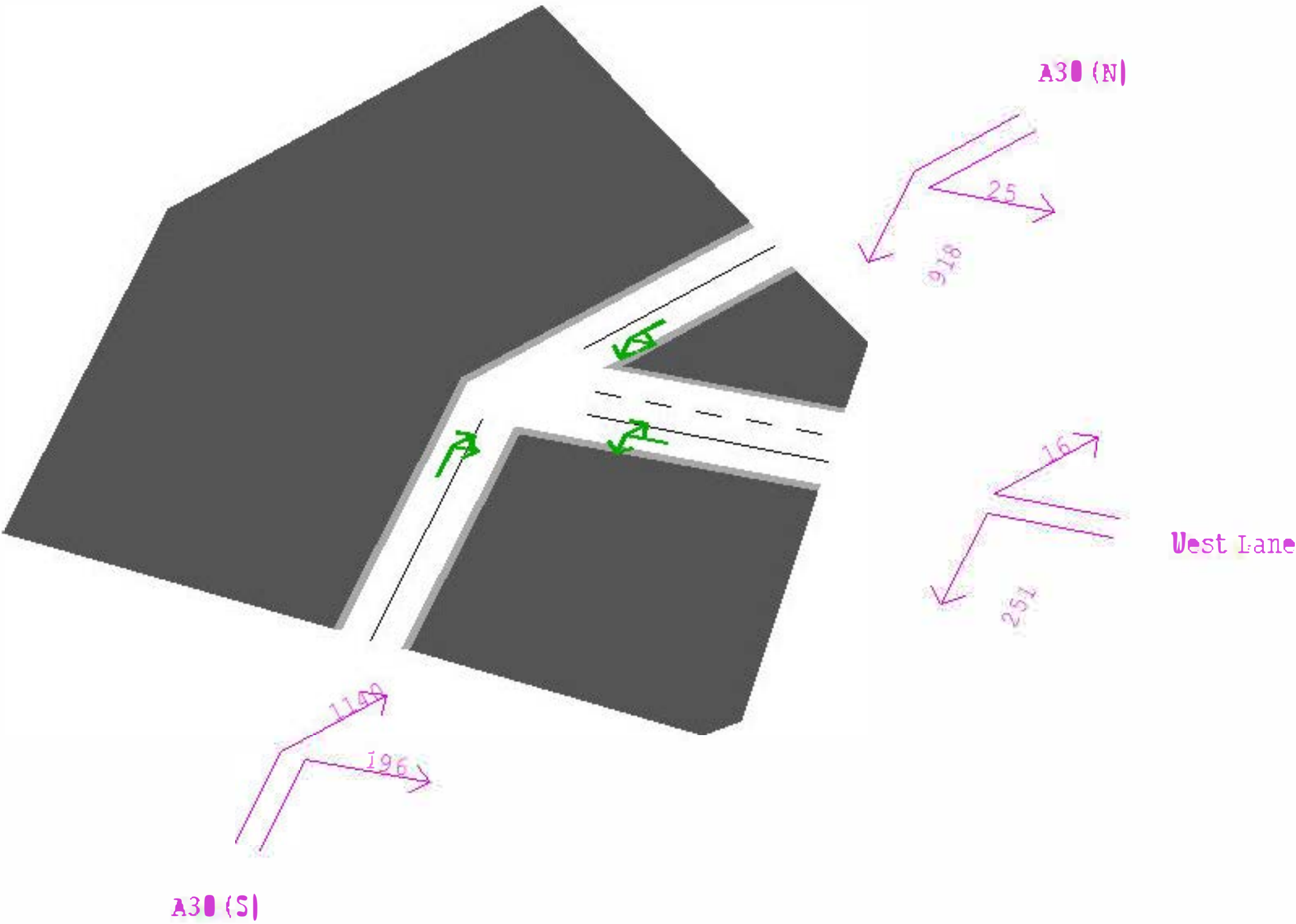
S

S

>

A38/ West Lane (J4b)





Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!



>

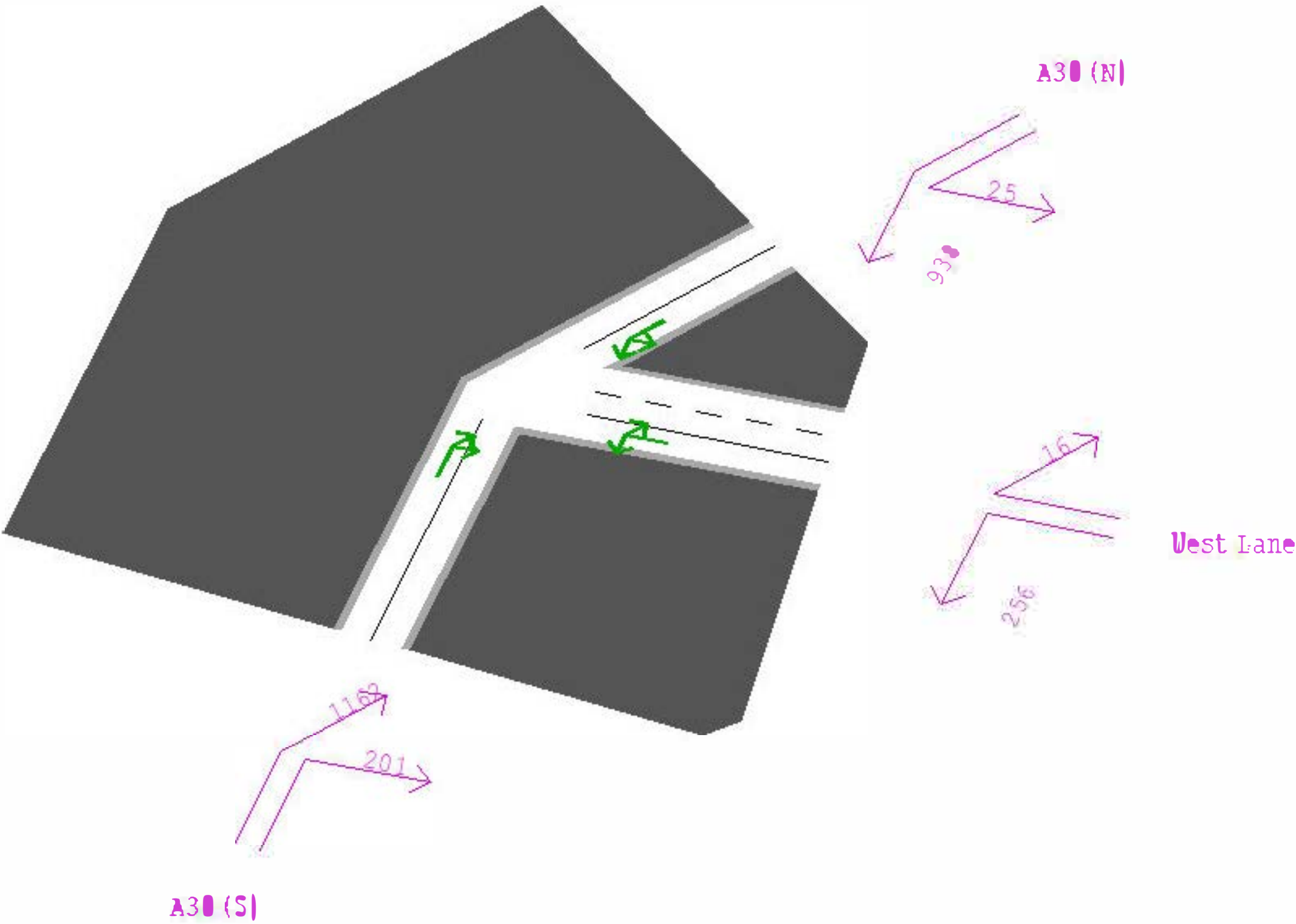
>

S

S

>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / West Lane

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!



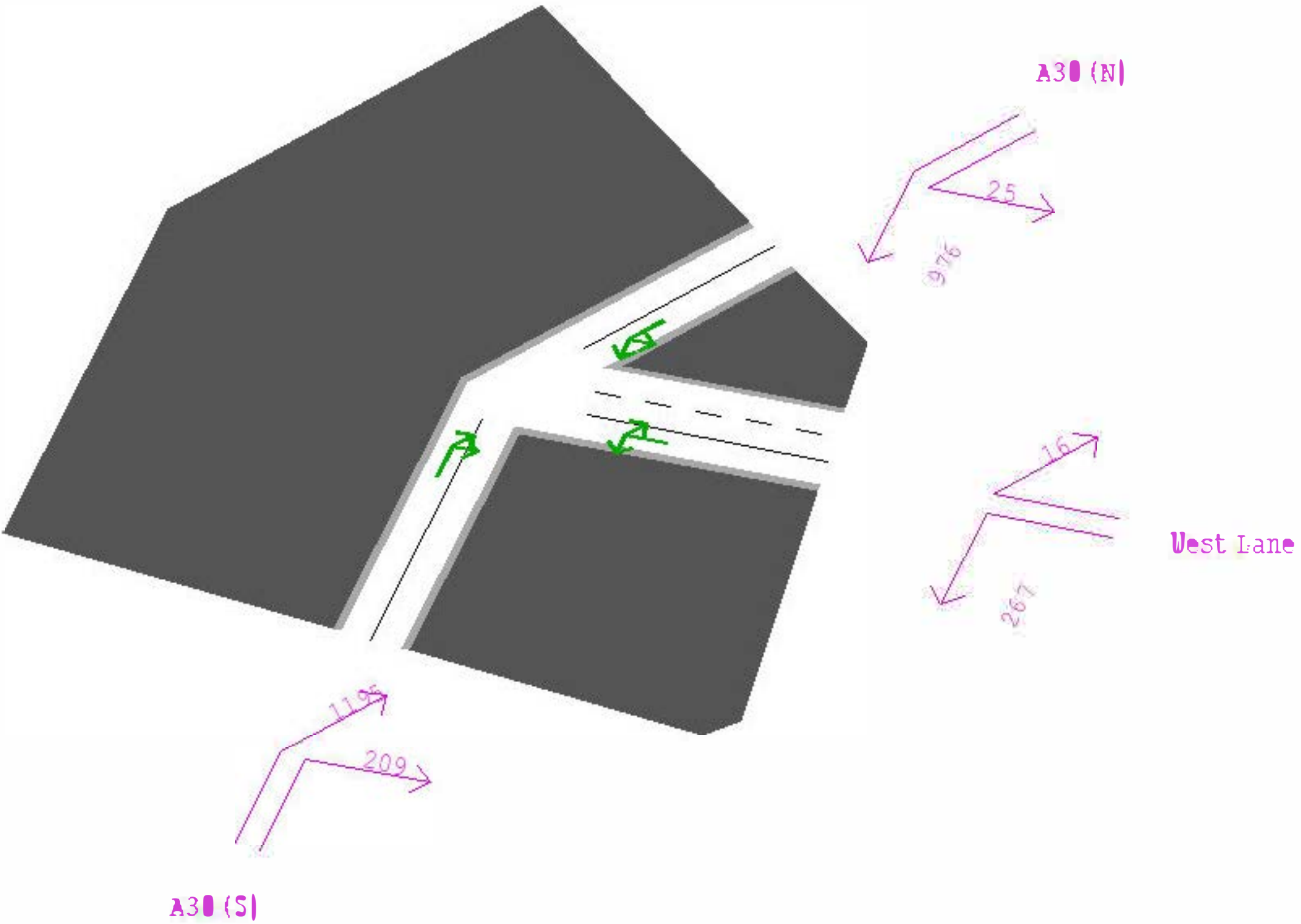
>

>

S

S

>



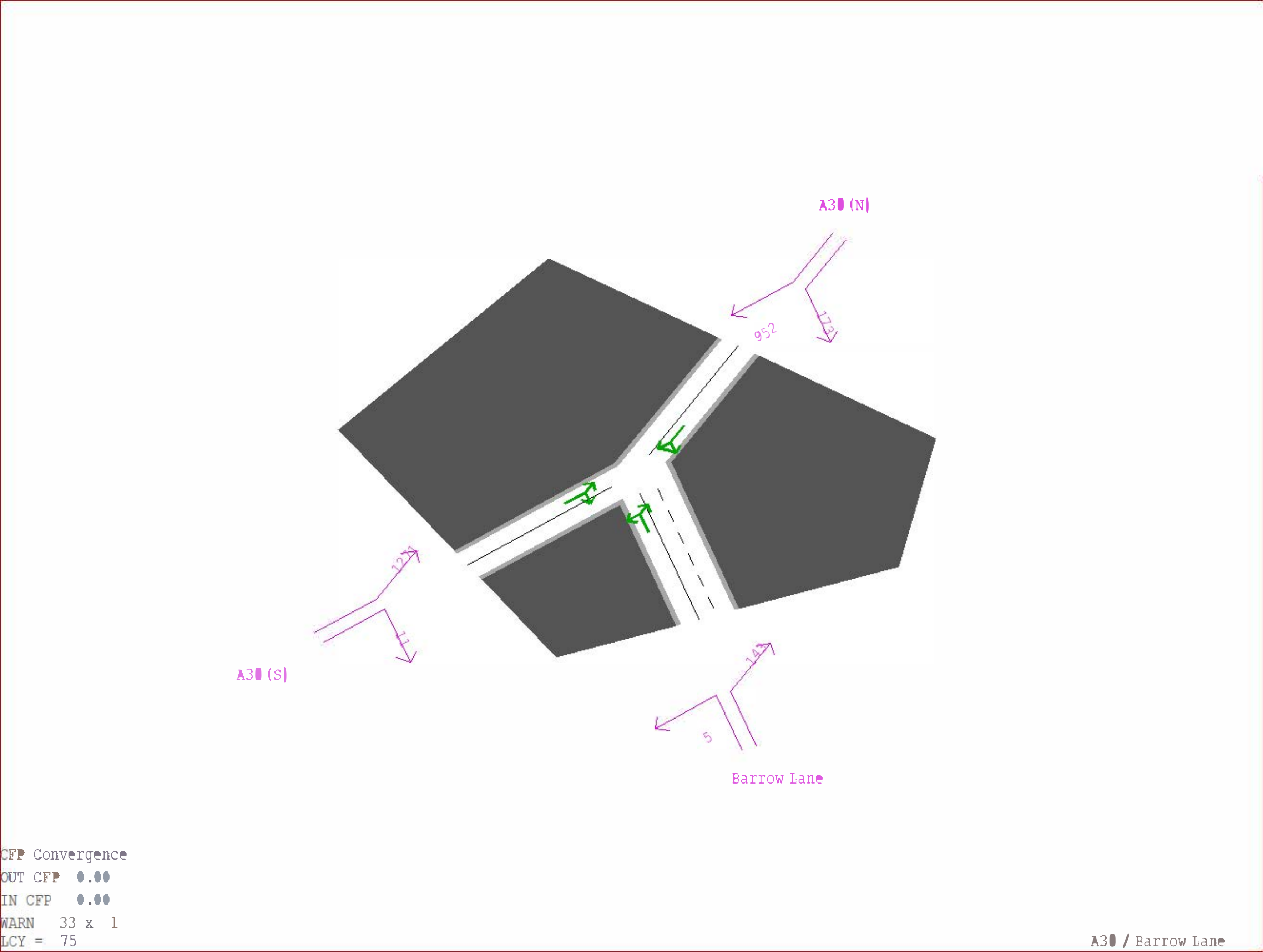
CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / West Lane

Node-based  
Data display  
Choices:  
  
Current data  
  
12MPPA  
  
New choice:  
  
Cancel (none  
Node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!

- X
- >
- >
- S
- S
- >

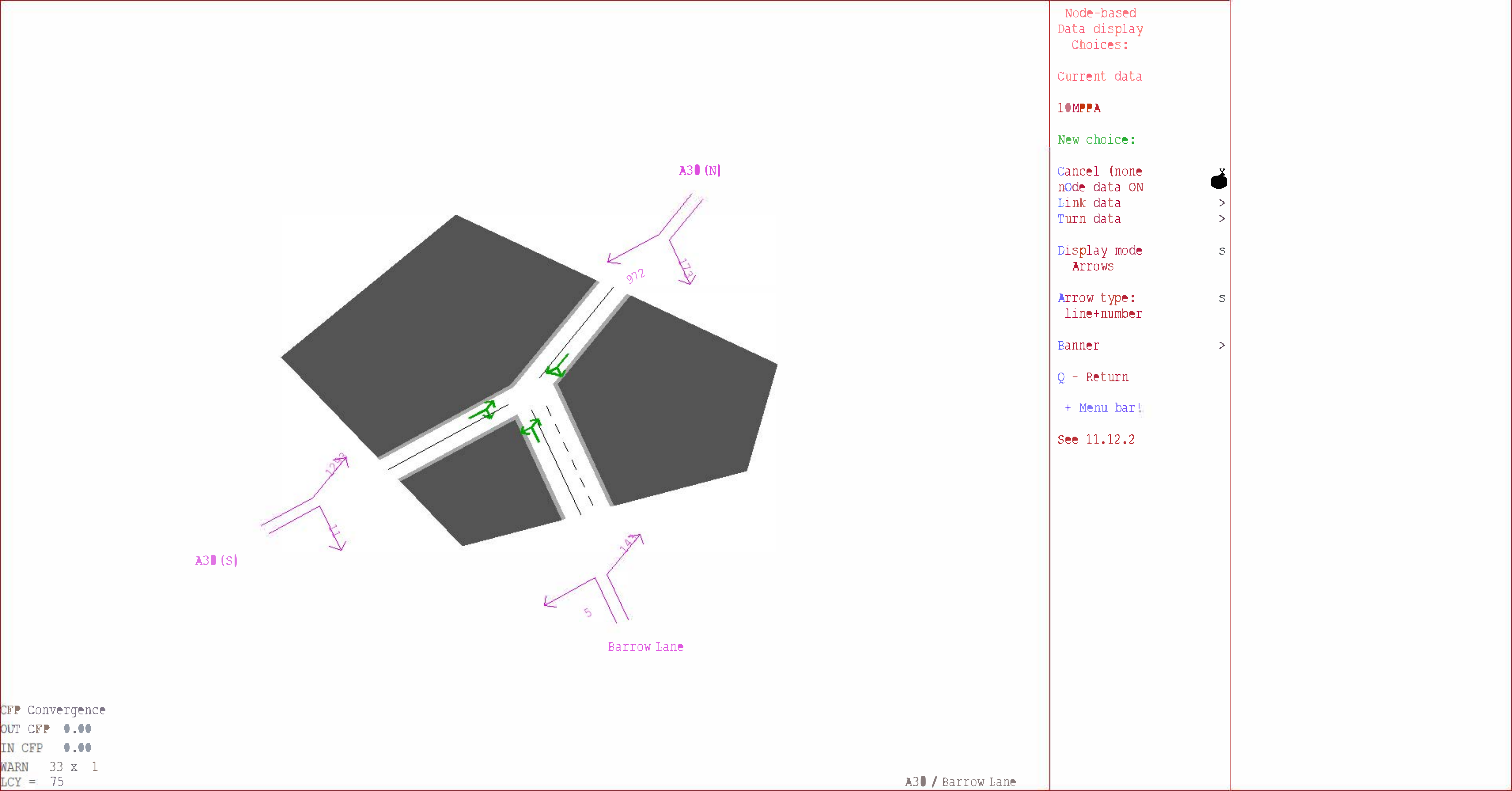
A38 / Barrow Lane (J5)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:  
  
Current data  
  
2030\_Ref\_Flo  
  
New choice:  
  
Cancel (none  
Node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
  
S  
  
S  
  
>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

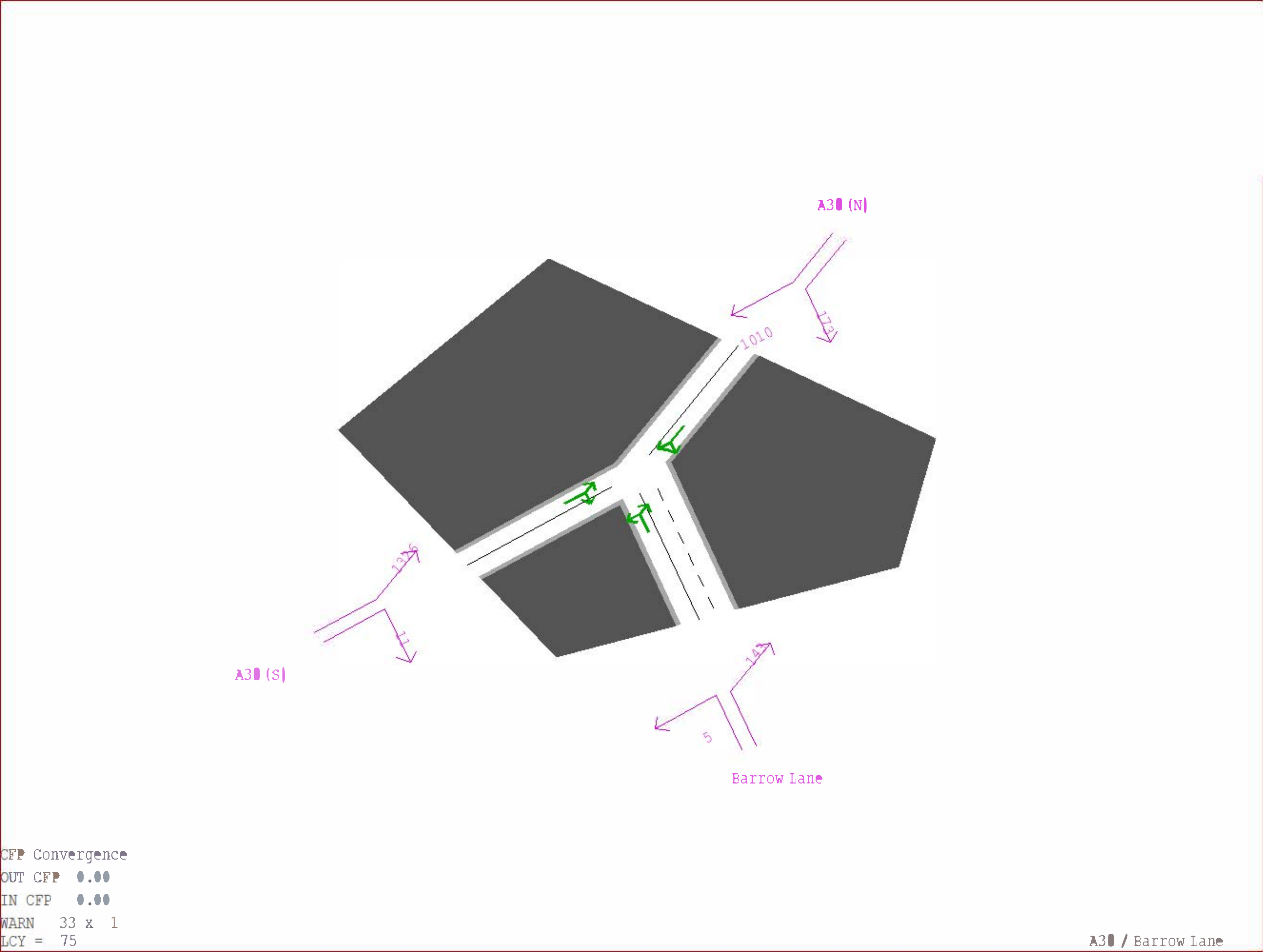
Banner

Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

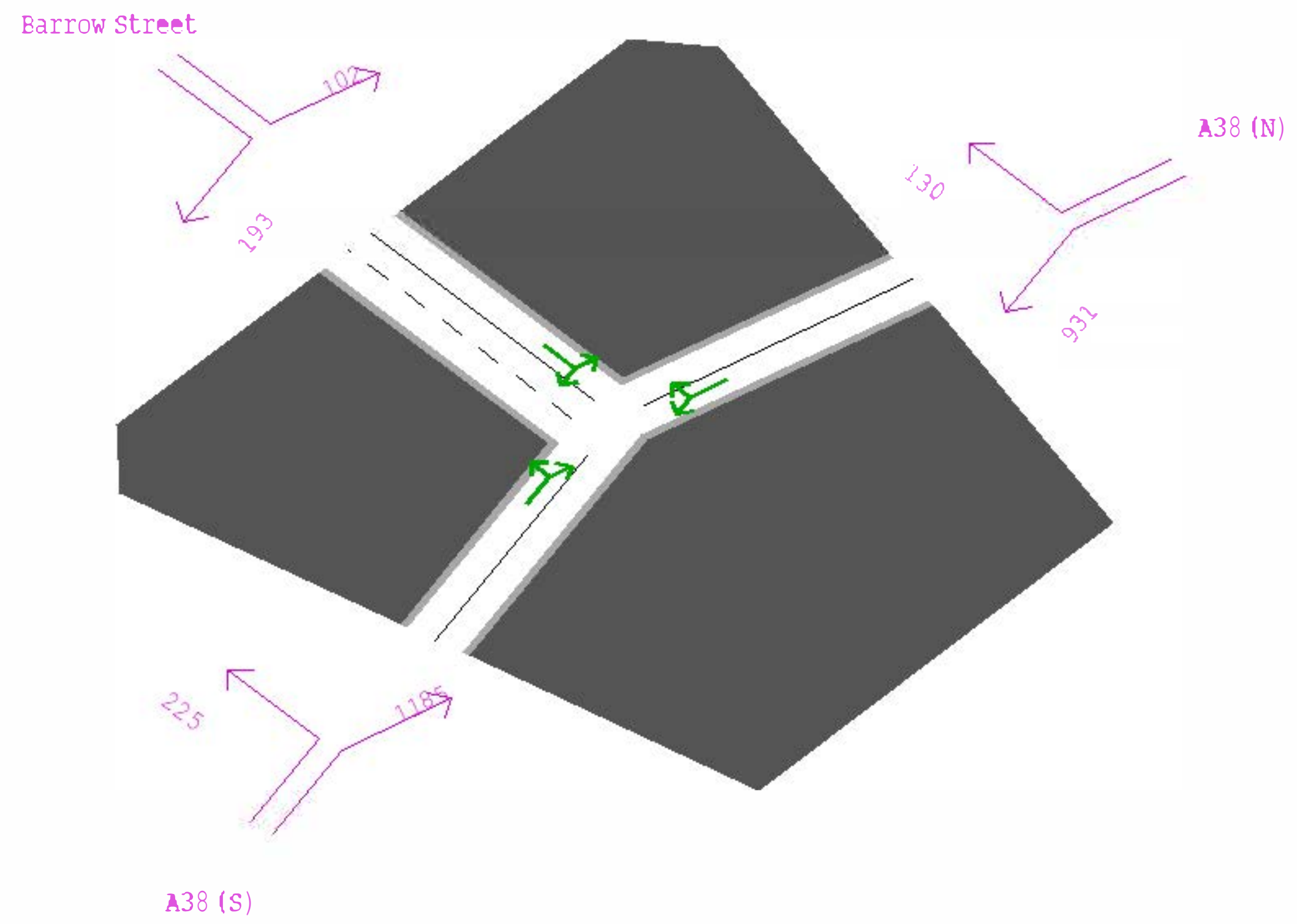
+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>

A38 / Barrow Street (J6)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

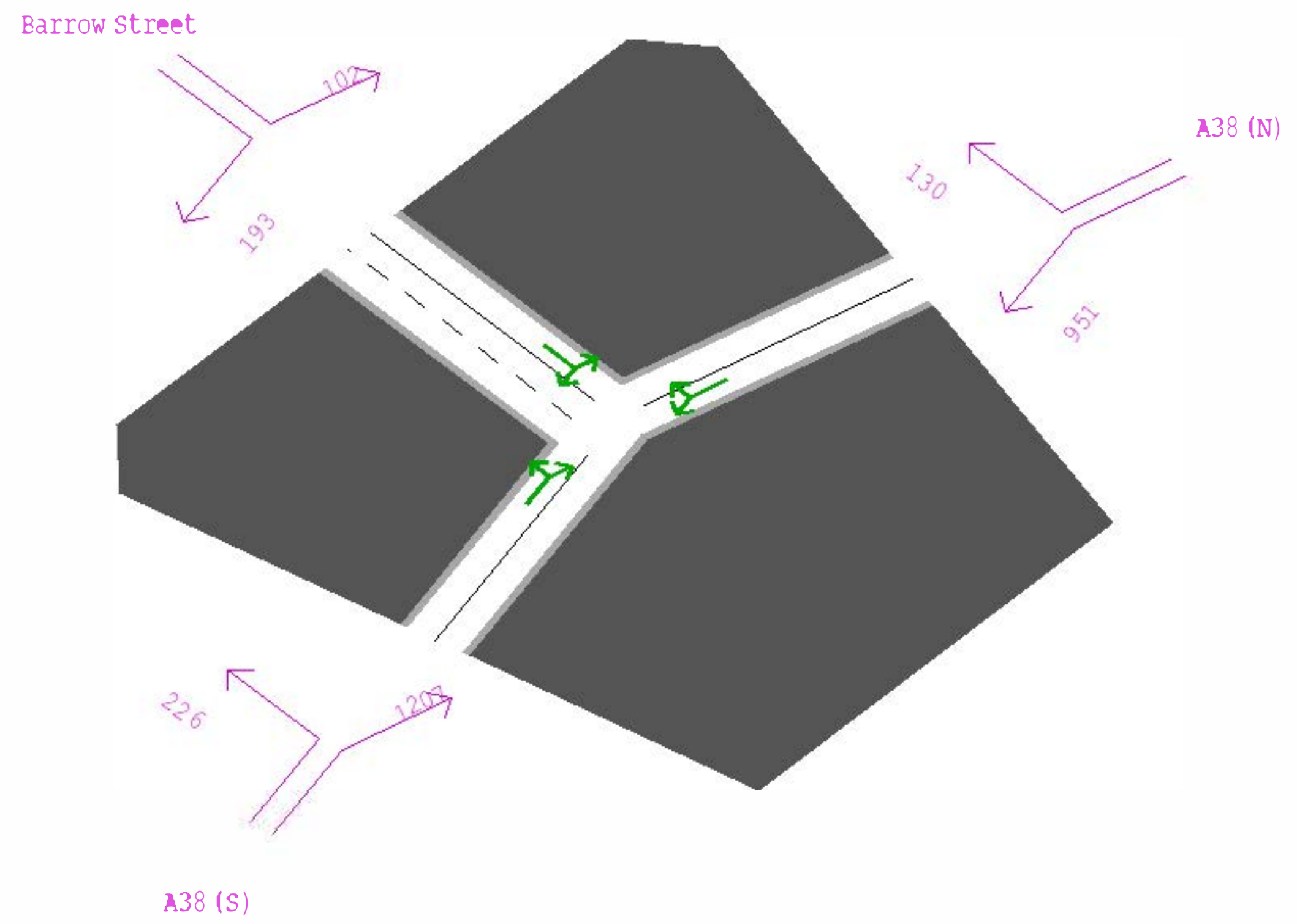
Banner

Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

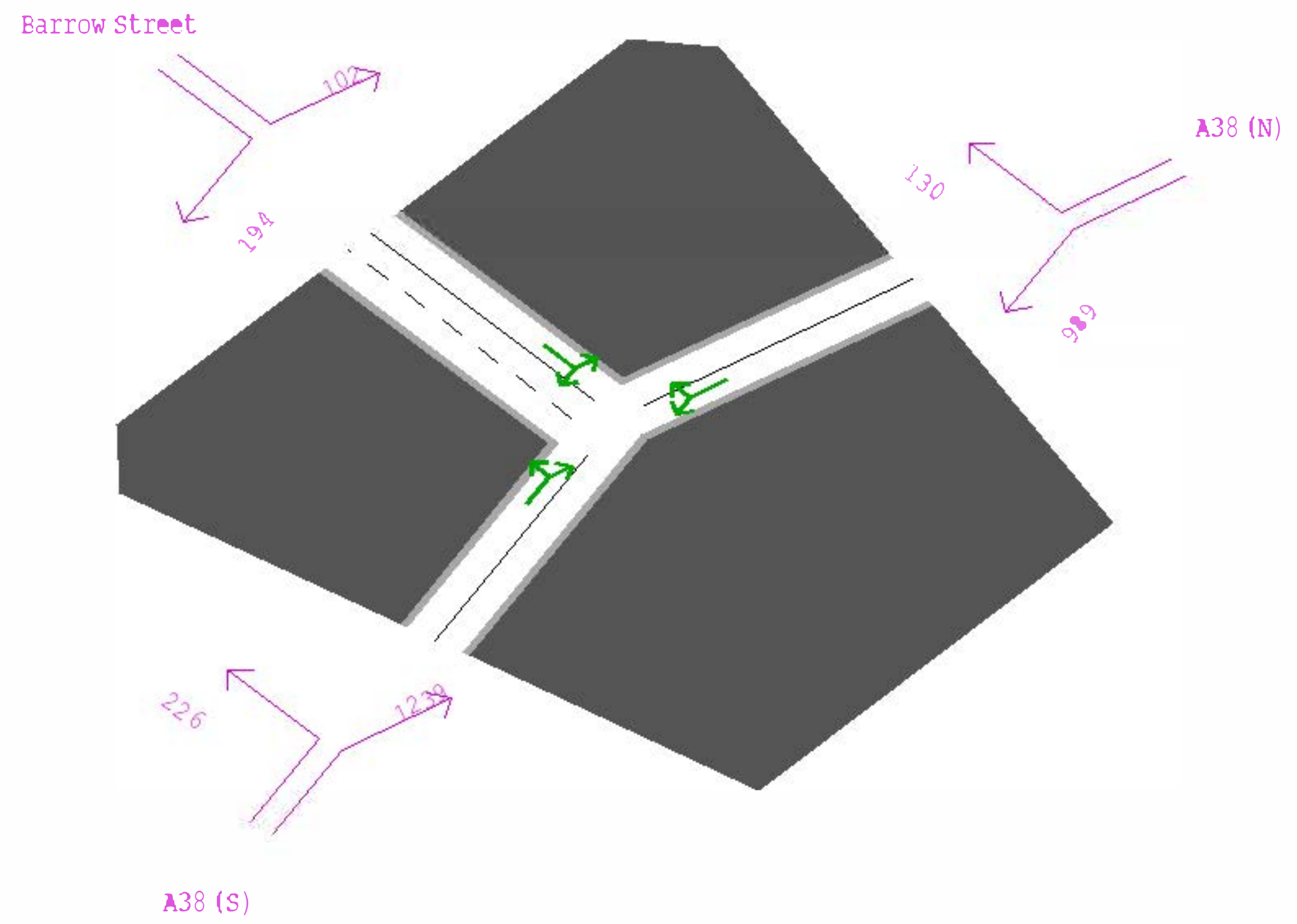
>

>

S

S

>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

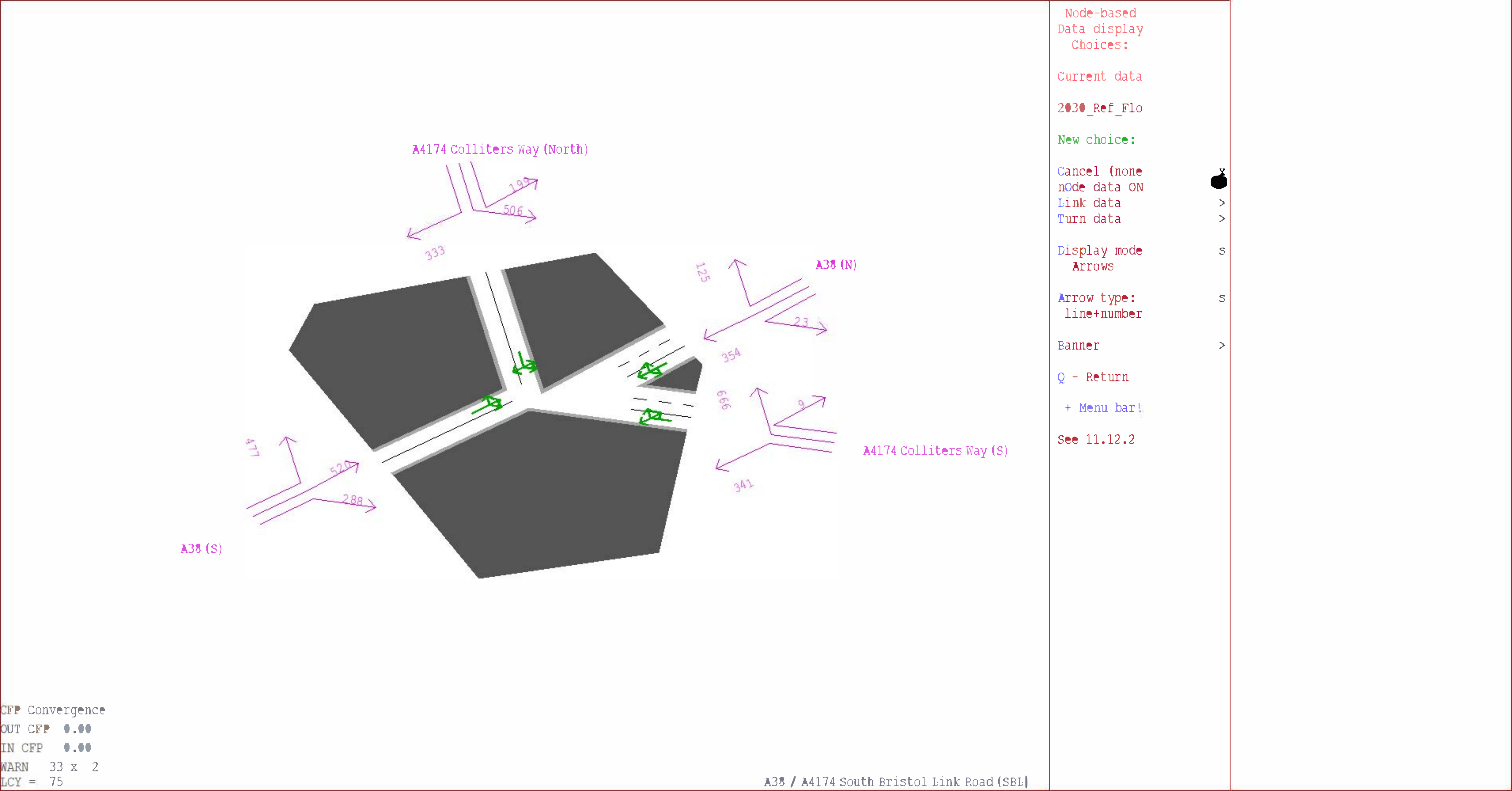
Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>

A38 / A4174 South Bristol Link Road (SBL) (J7)



Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

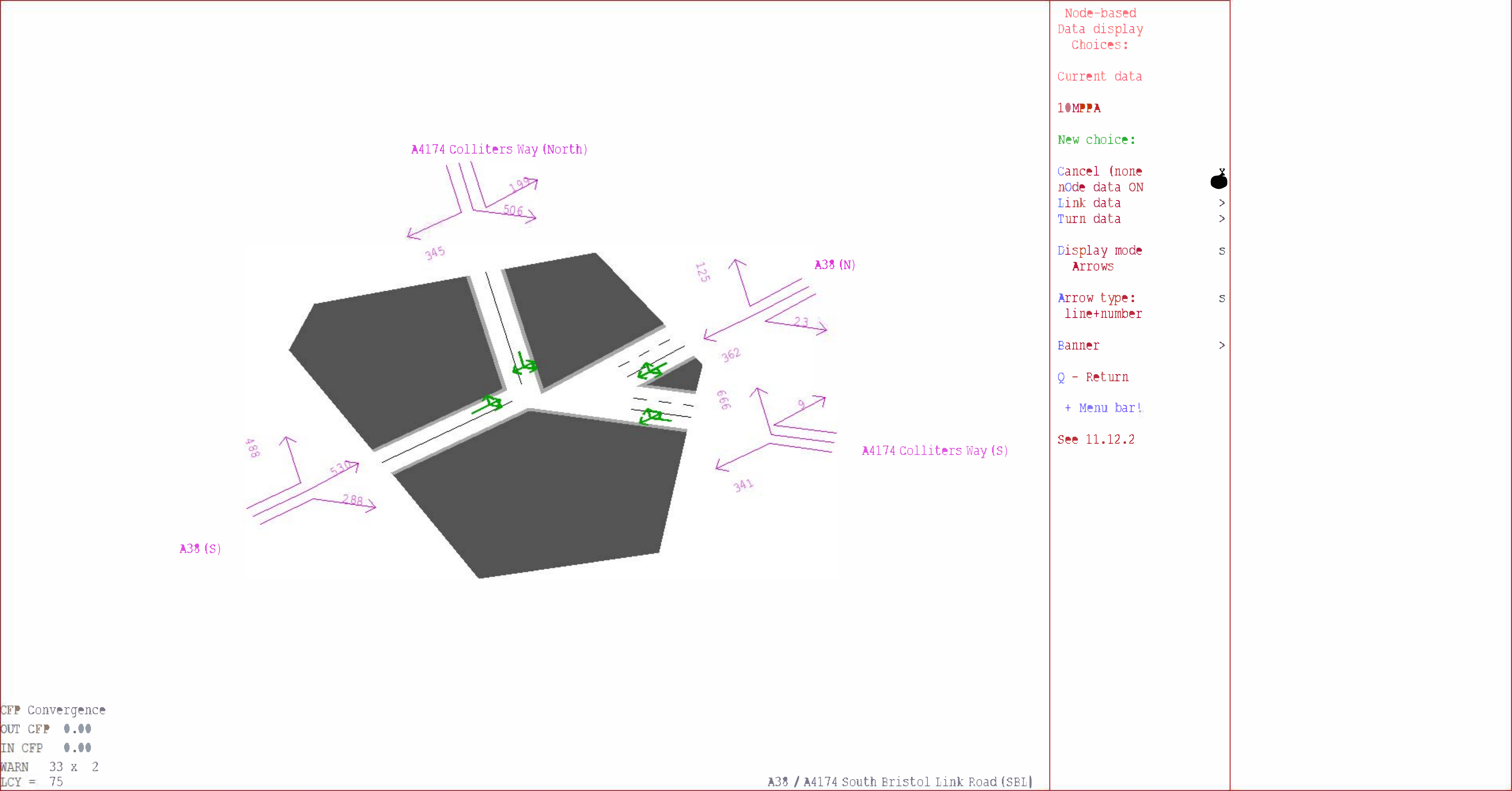
>

S

S

>





Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2

CFP Convergence

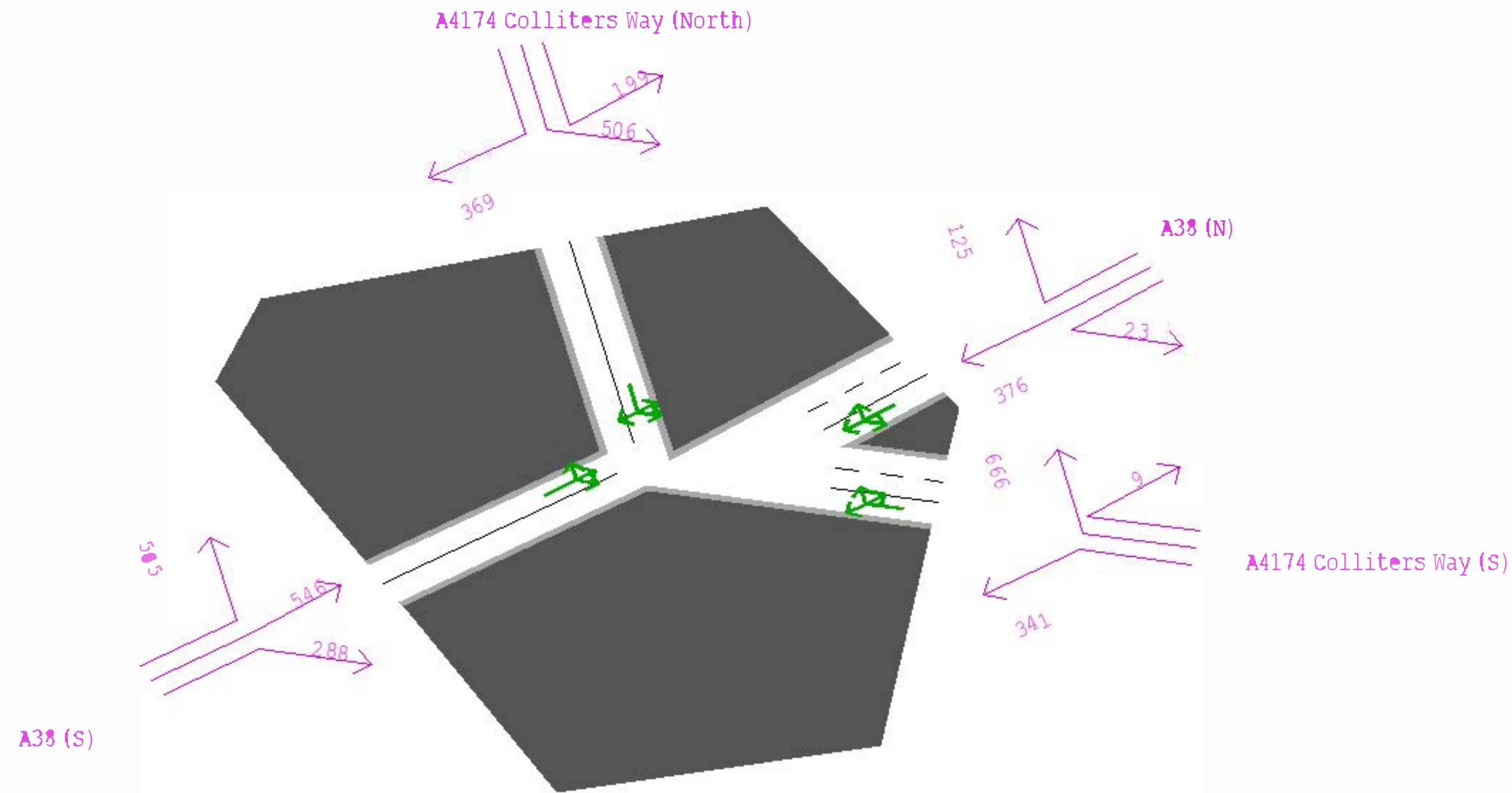
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 2

LCY = 75

A38 / A4174 South Bristol Link Road (SBL)



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

Banner

>

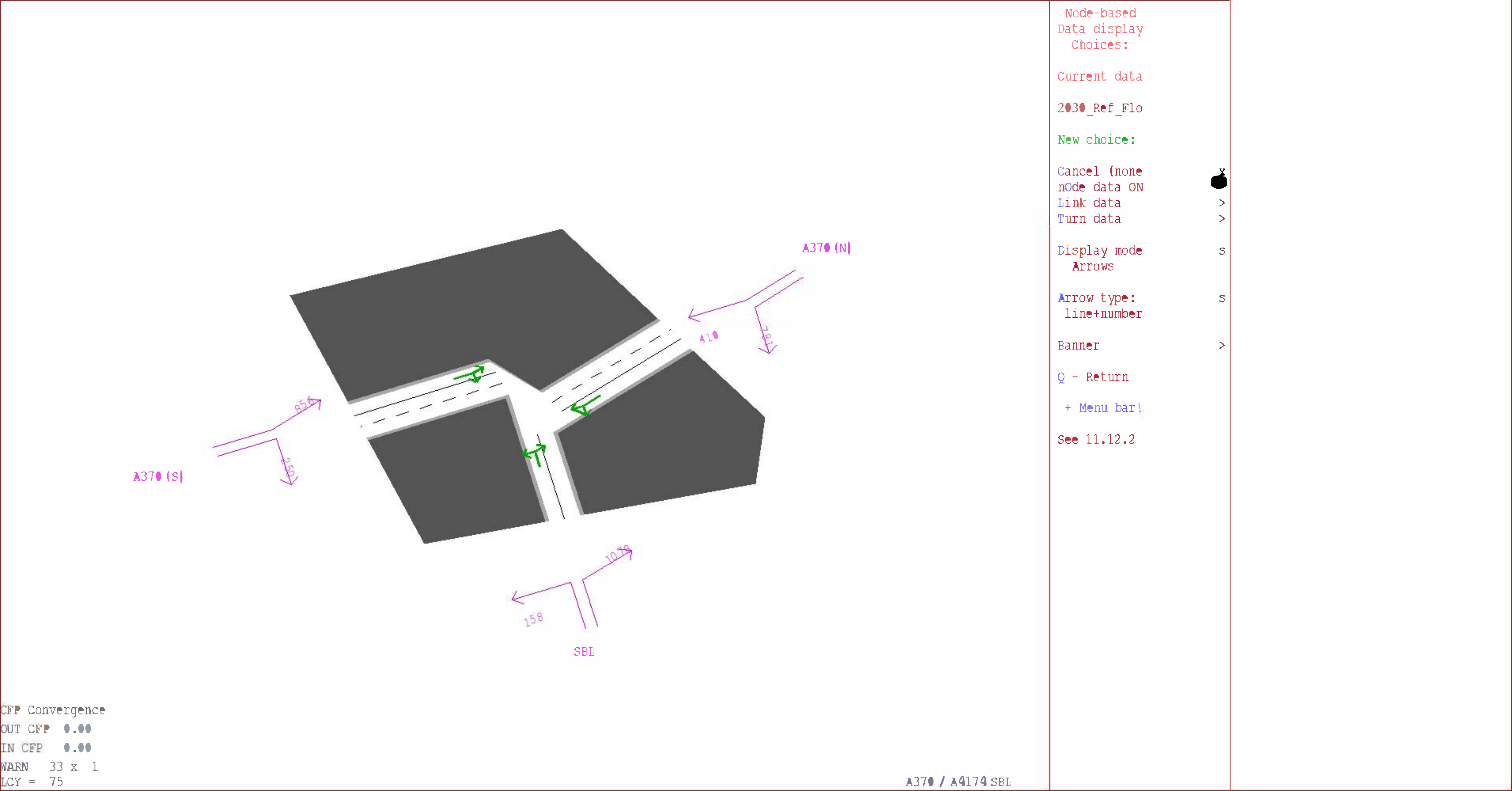
Q - Return

+ Menu bar!

See 11.12.2



A370 / A4174 SBL (J8)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

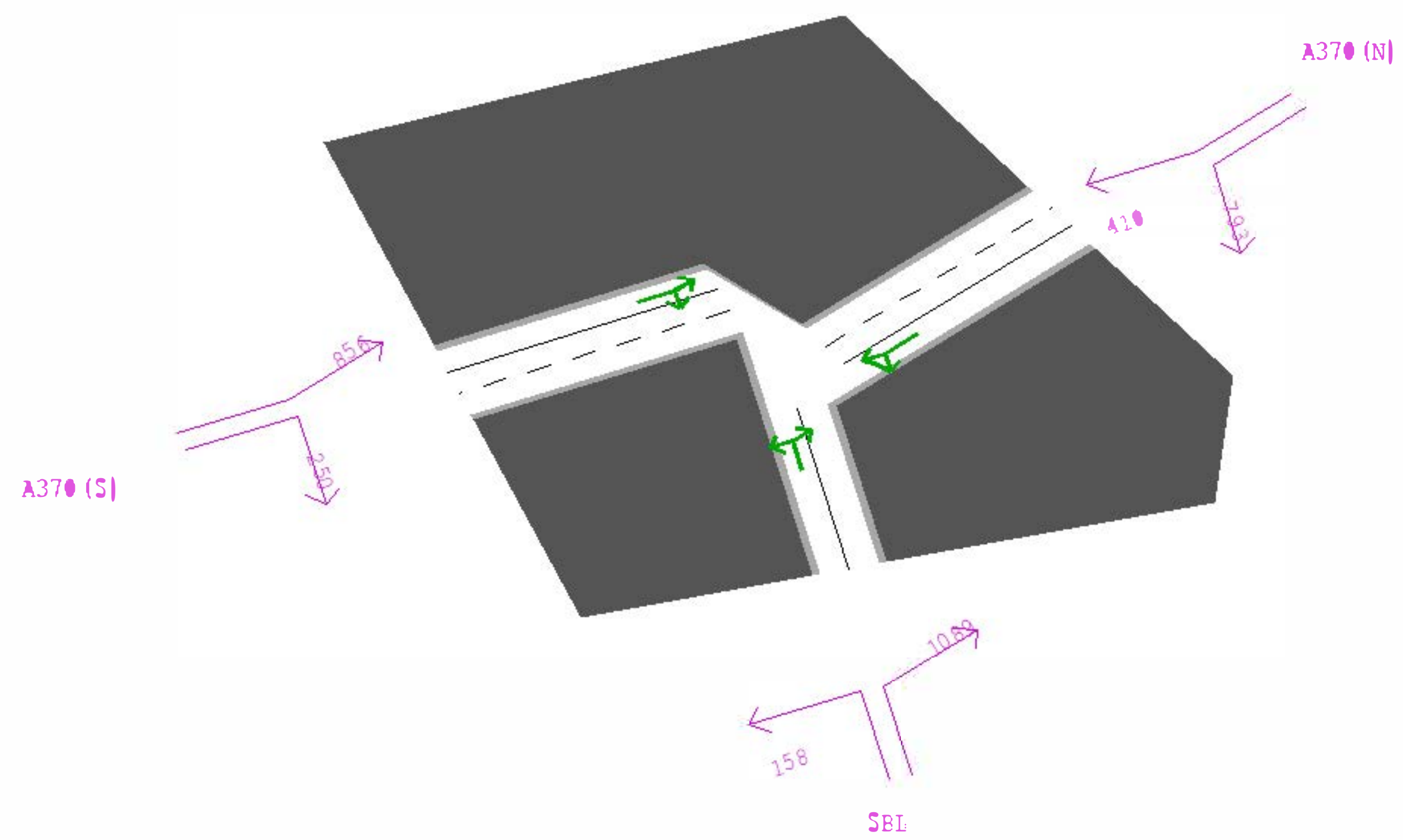
Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

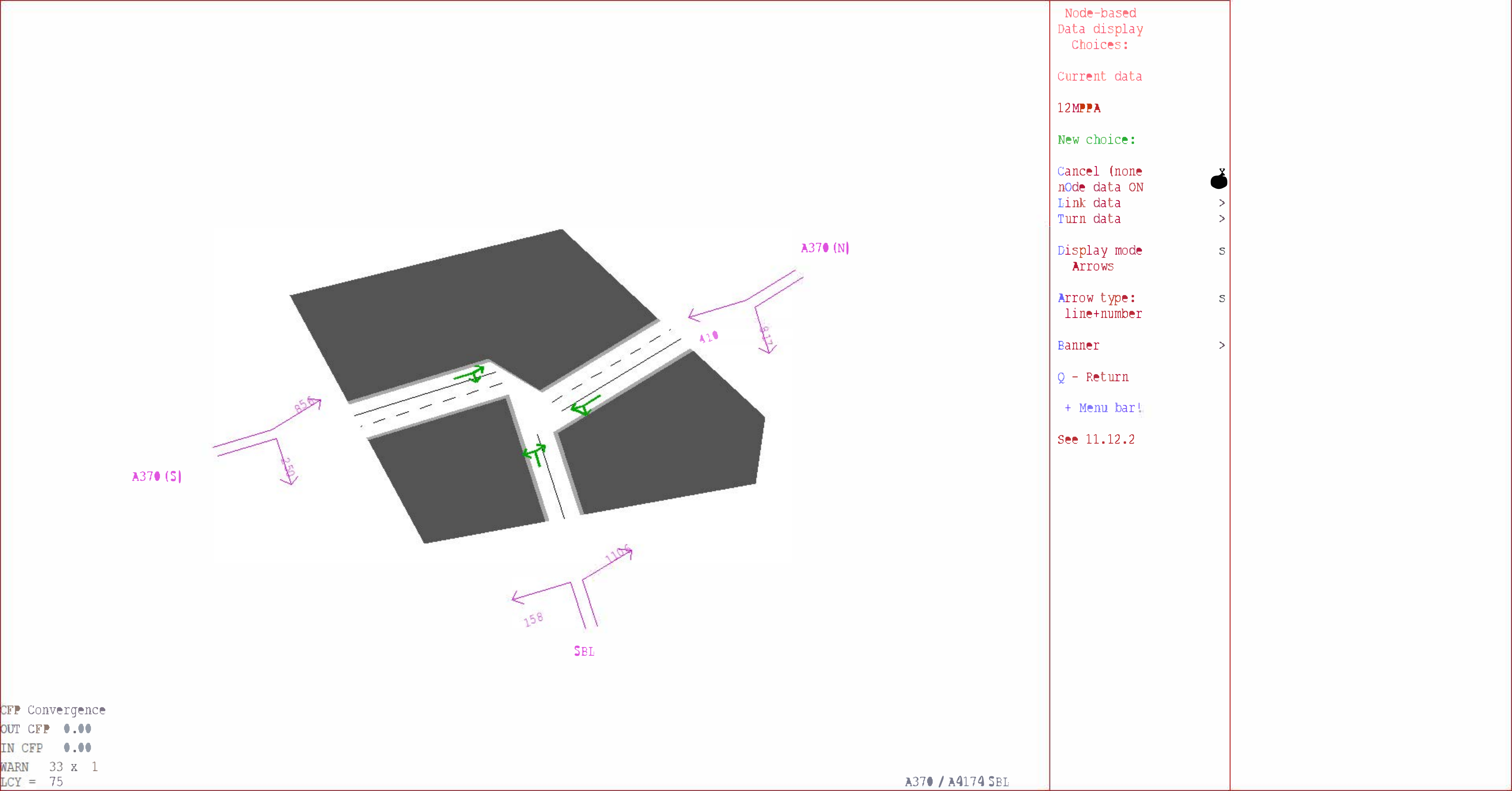
Banner

>

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

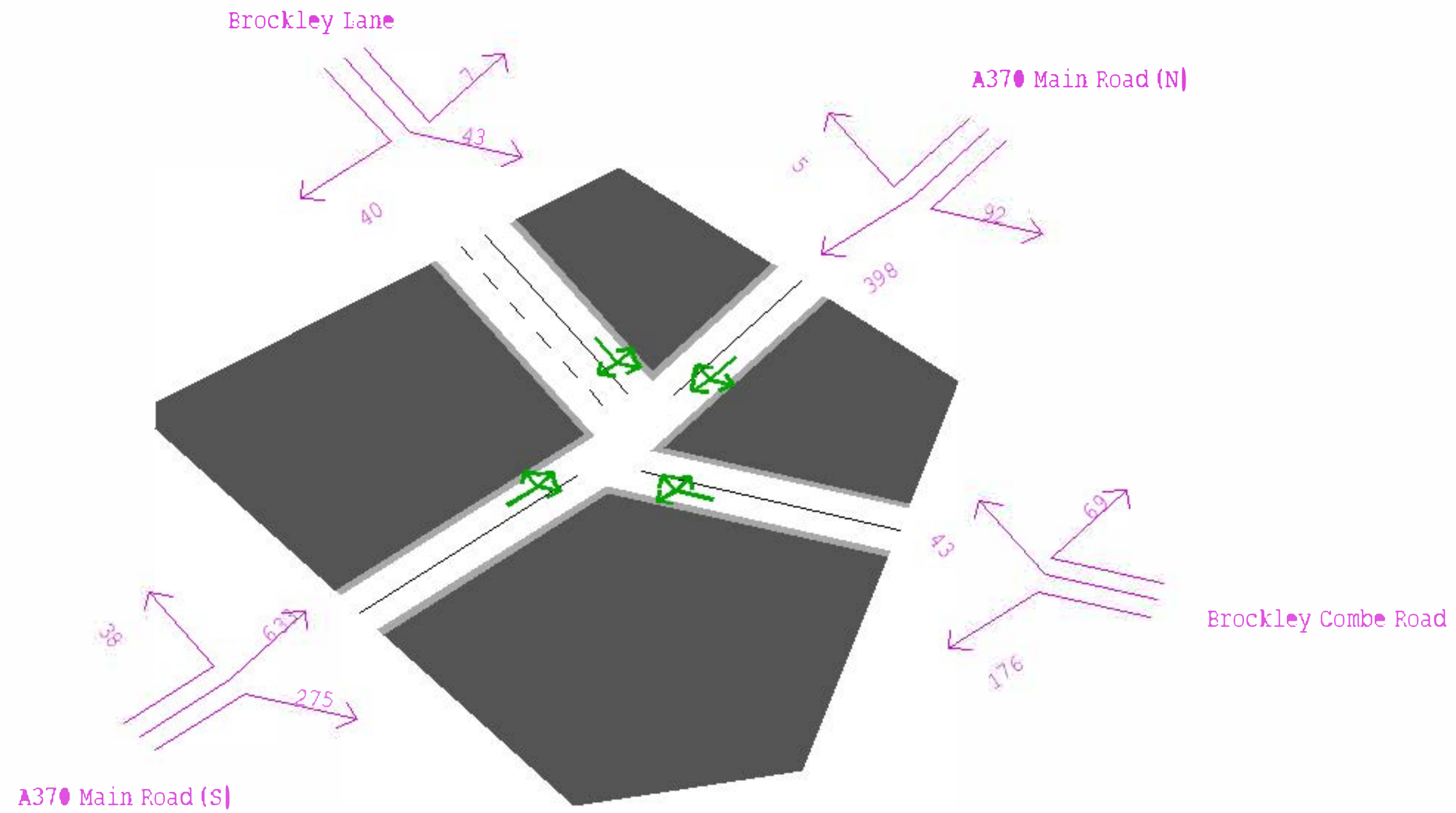
Banner

Q - Return

+ Menu bar!

See 11.12.2

A370 / Brockley Combe Road / Brockley Lane (J9)



Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence

OUT CFP 0.00

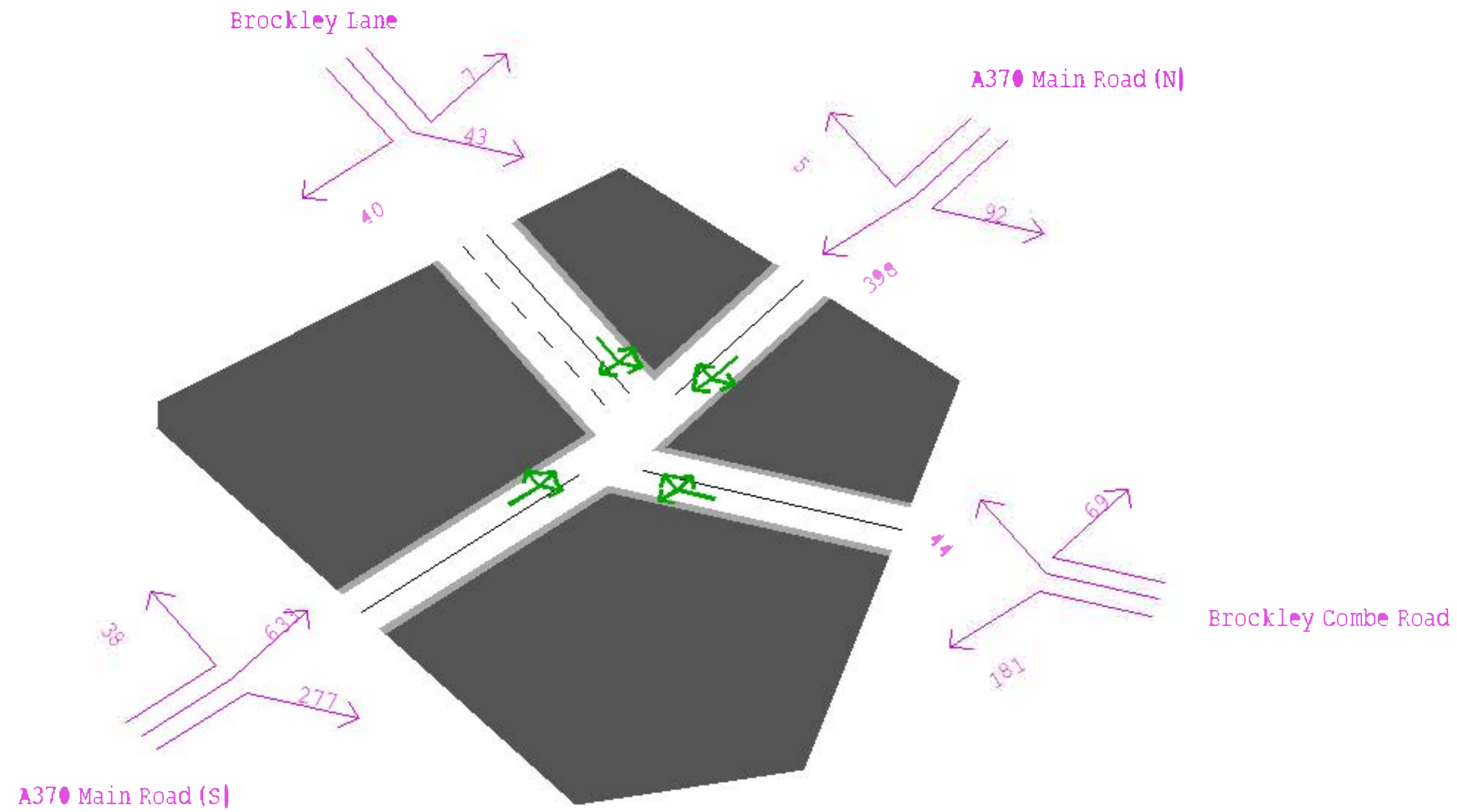
IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane





Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>

CFP Convergence

OUT CFP 0.00

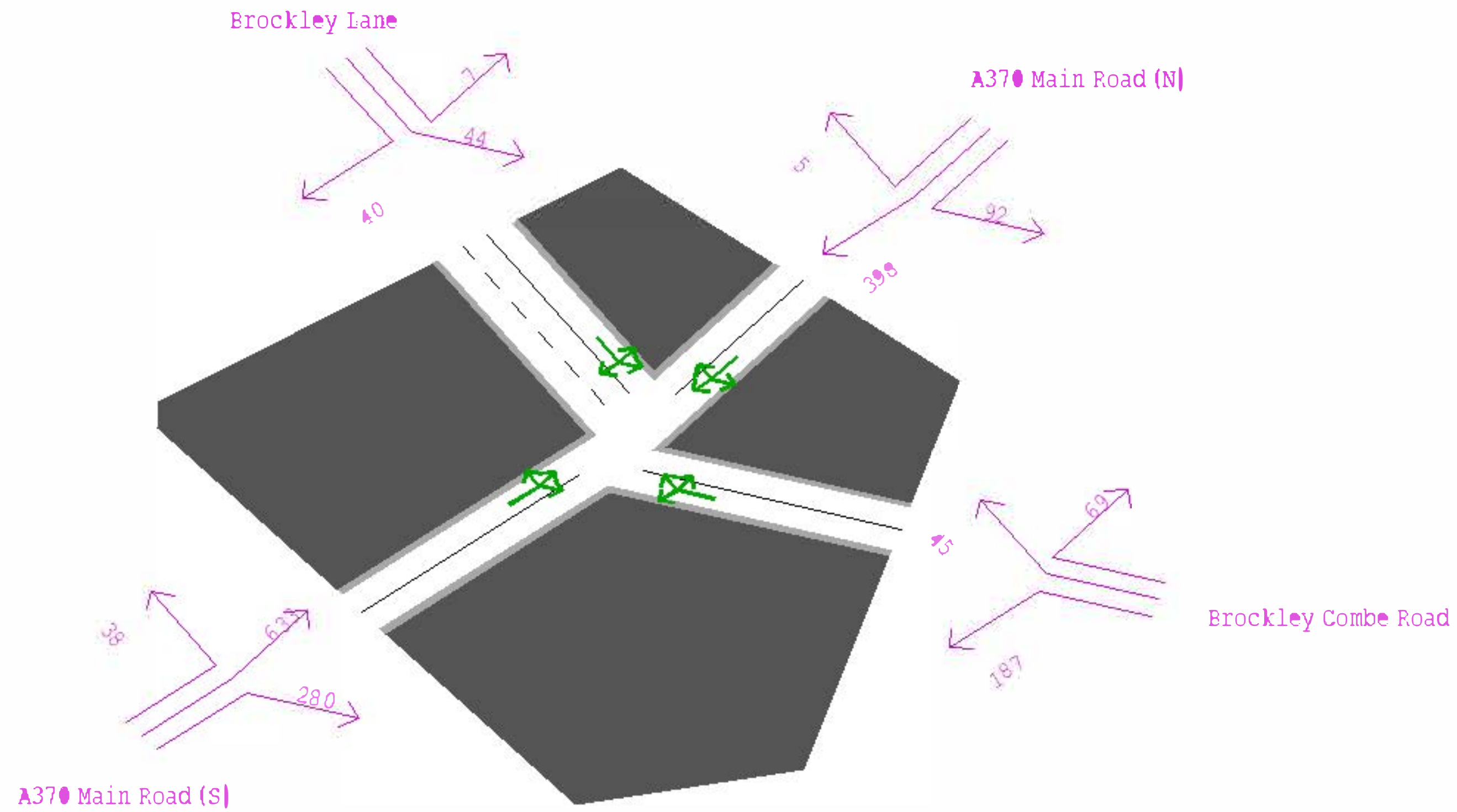
IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane





Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

OUT CFP 0.00

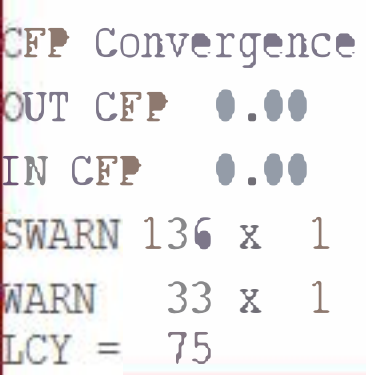
IN CFP 0.00

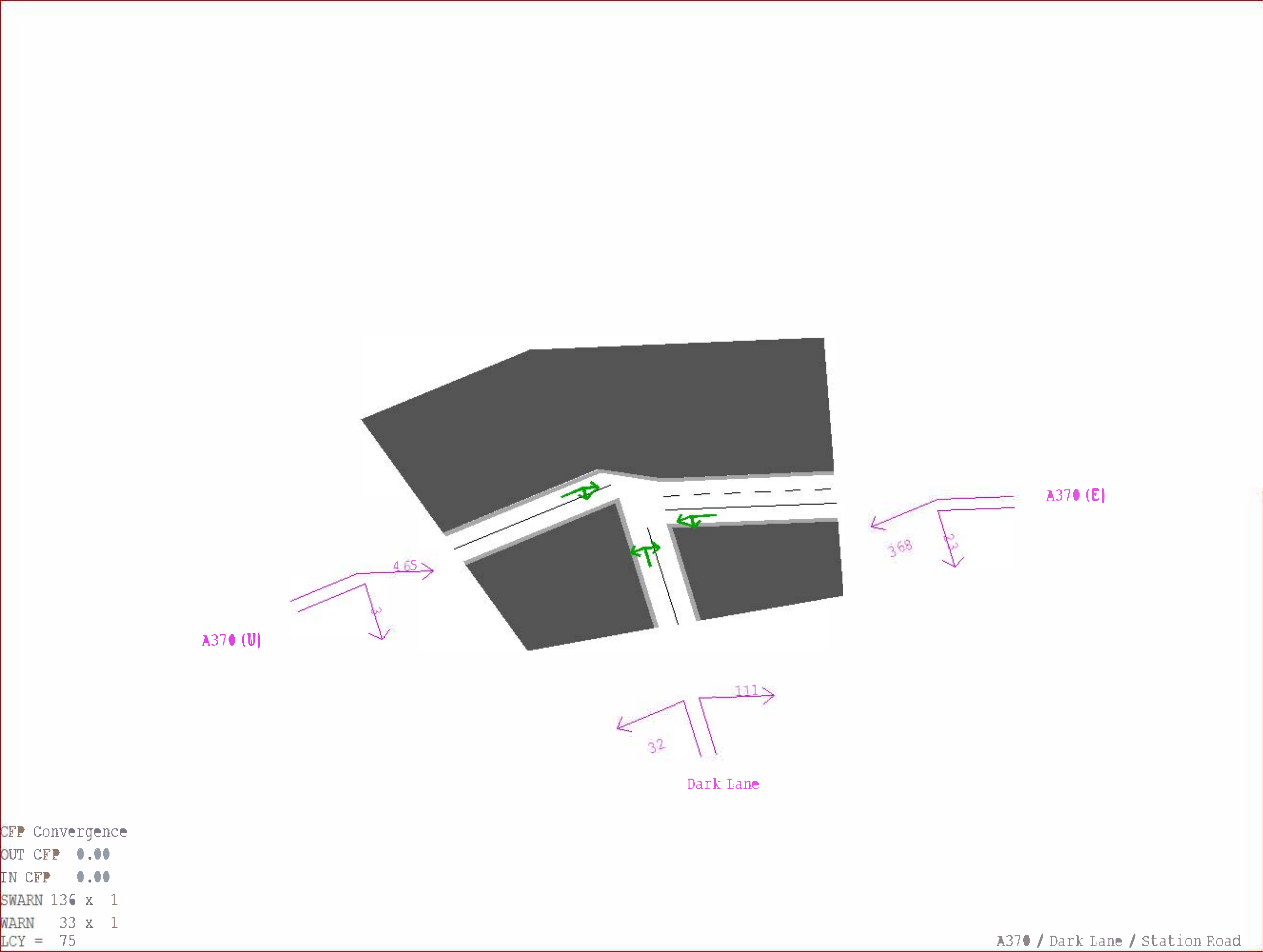
WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane

A370 / Dark Lane / Station Road (J10)





Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

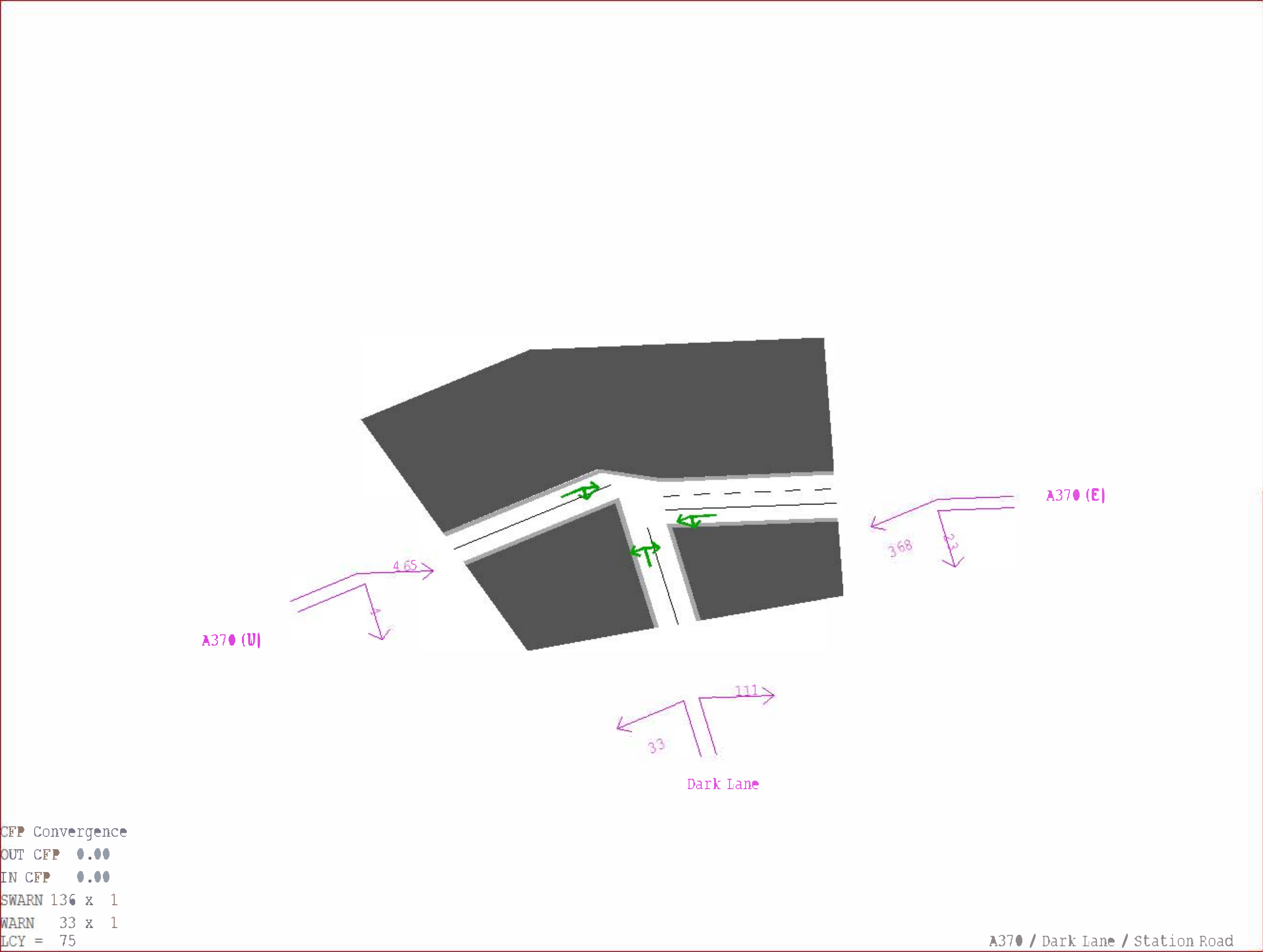
Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

A370 / Dark Lane / Station Road

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

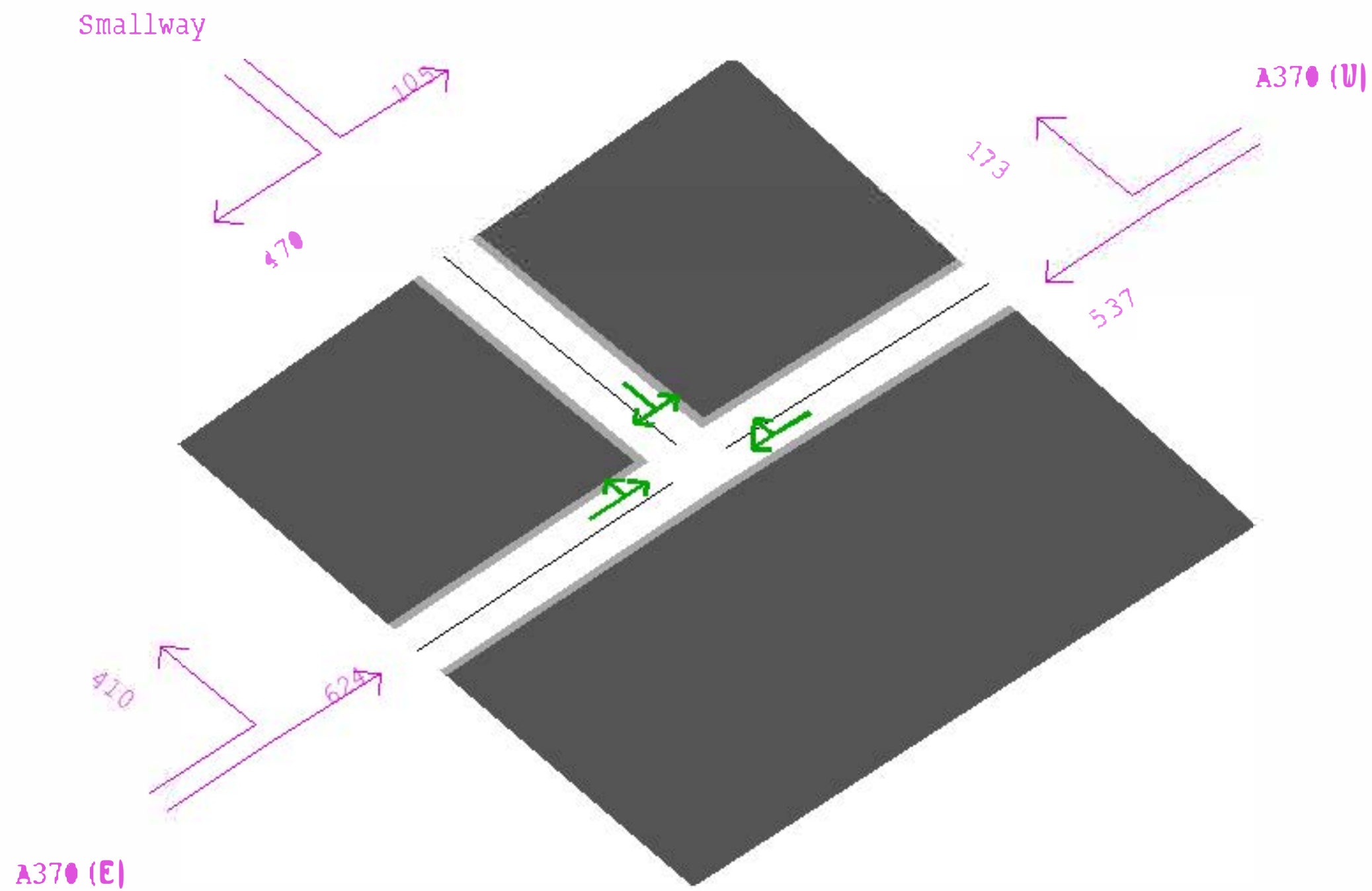
Q - Return

+ Menu bar!

See 11.12.2

X  
<  
>  
>  
S  
S  
>

A370 / Smallway (J11)

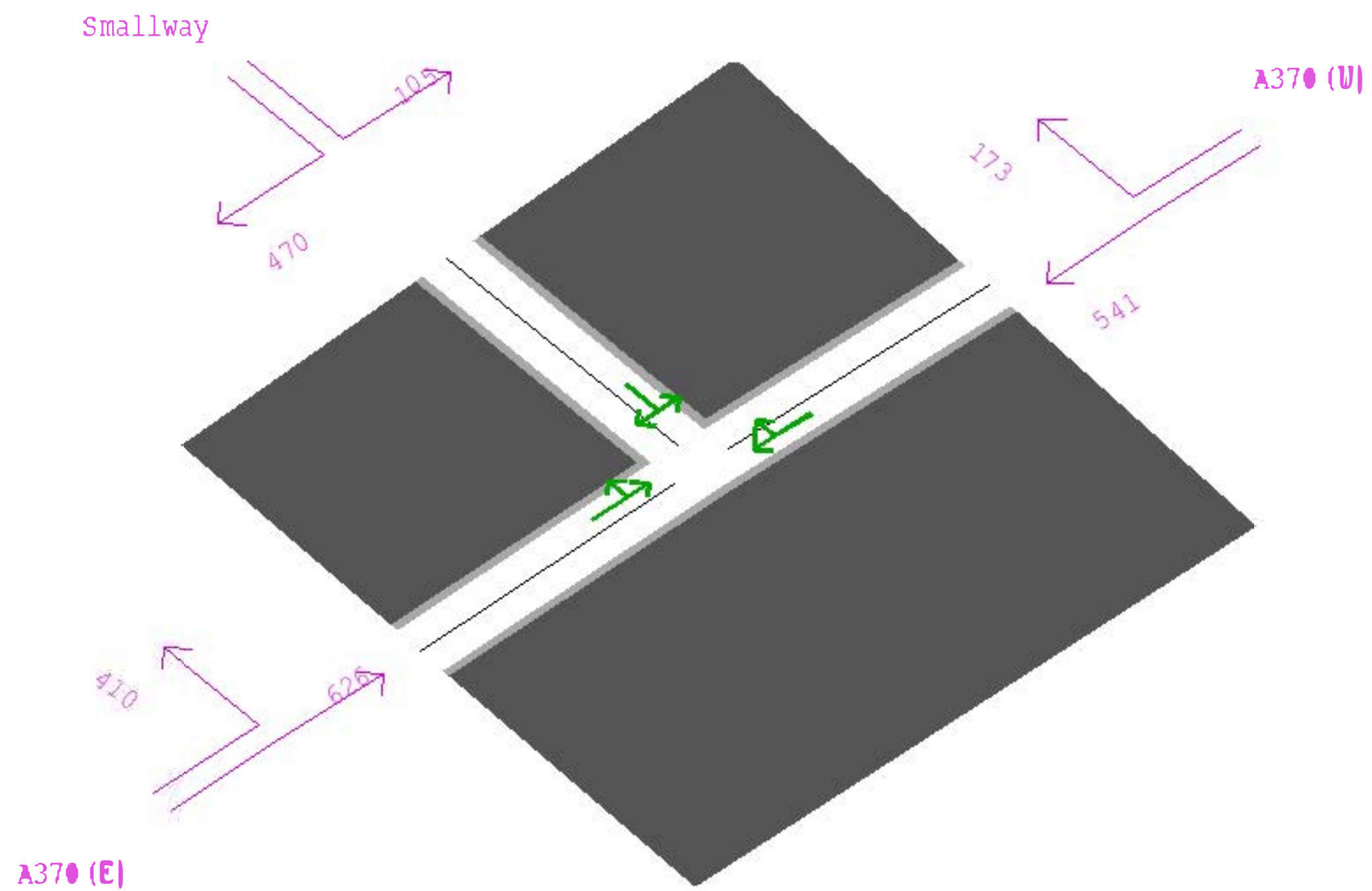


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:  
  
Current data  
  
2030\_Ref\_Flo  
  
New choice:  
  
Cancel (none  
Node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
S  
S  
>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

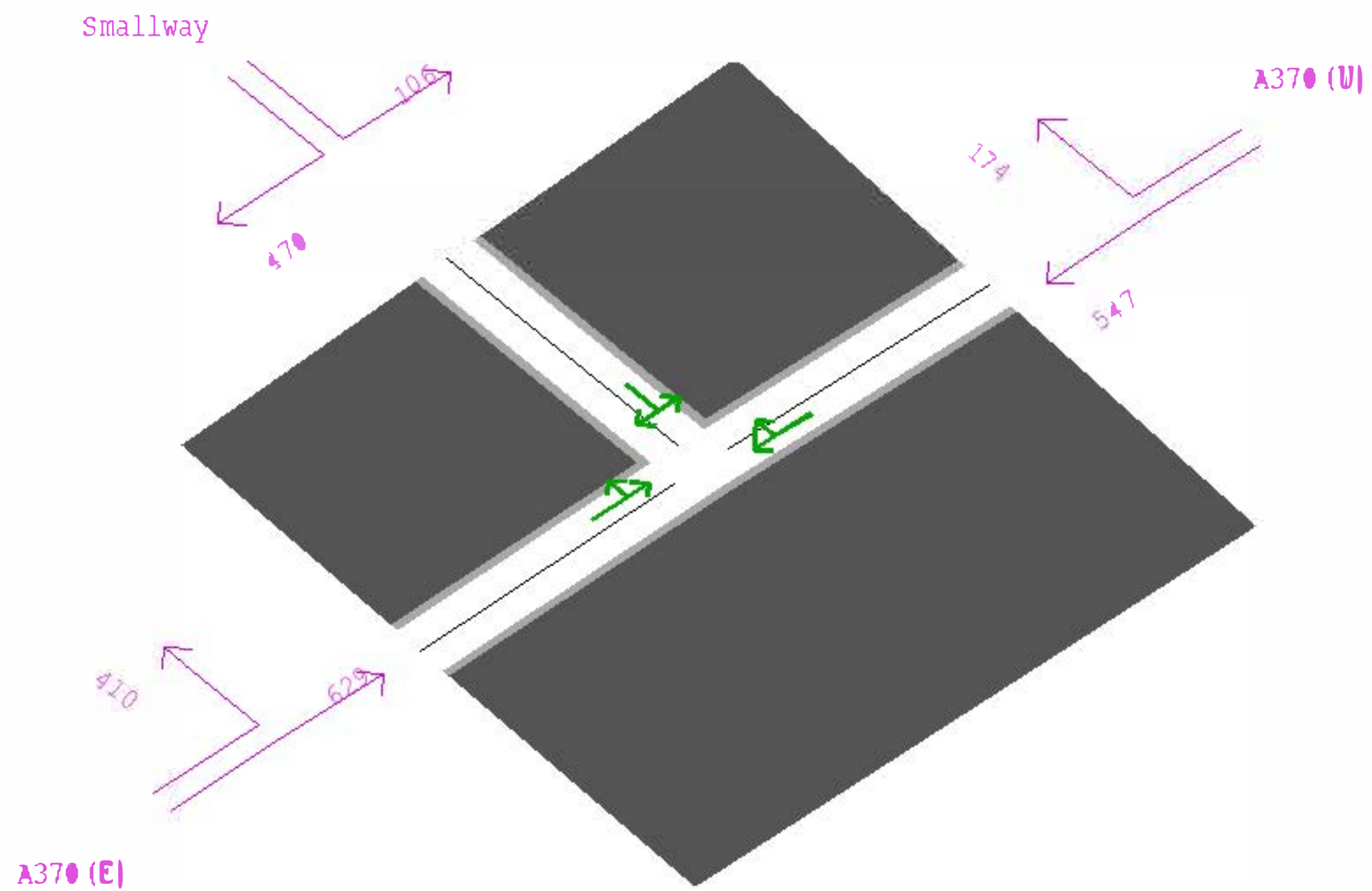
>

>

S

S

>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

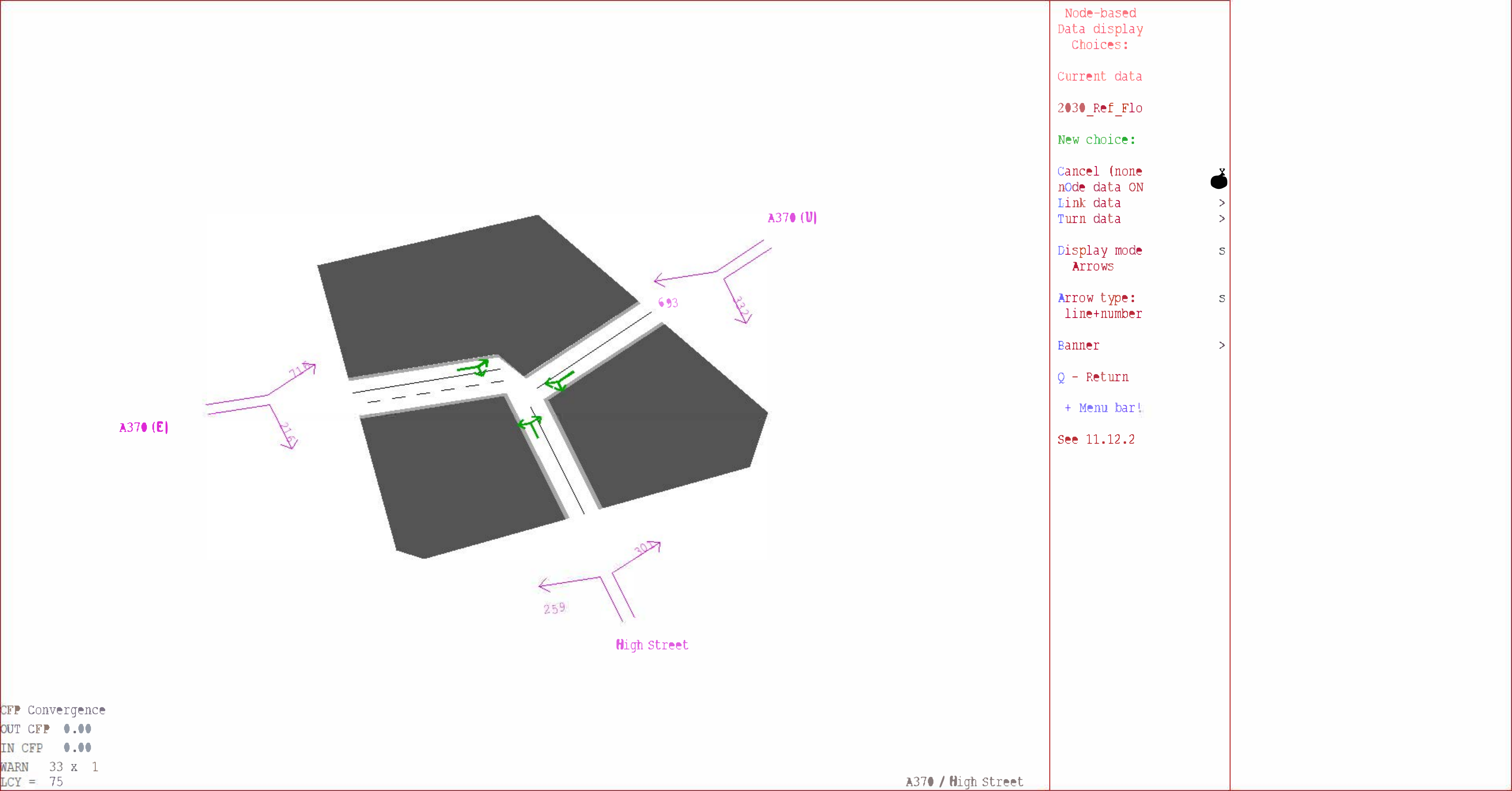
>

S

S

>

A370 / High Street (J12)

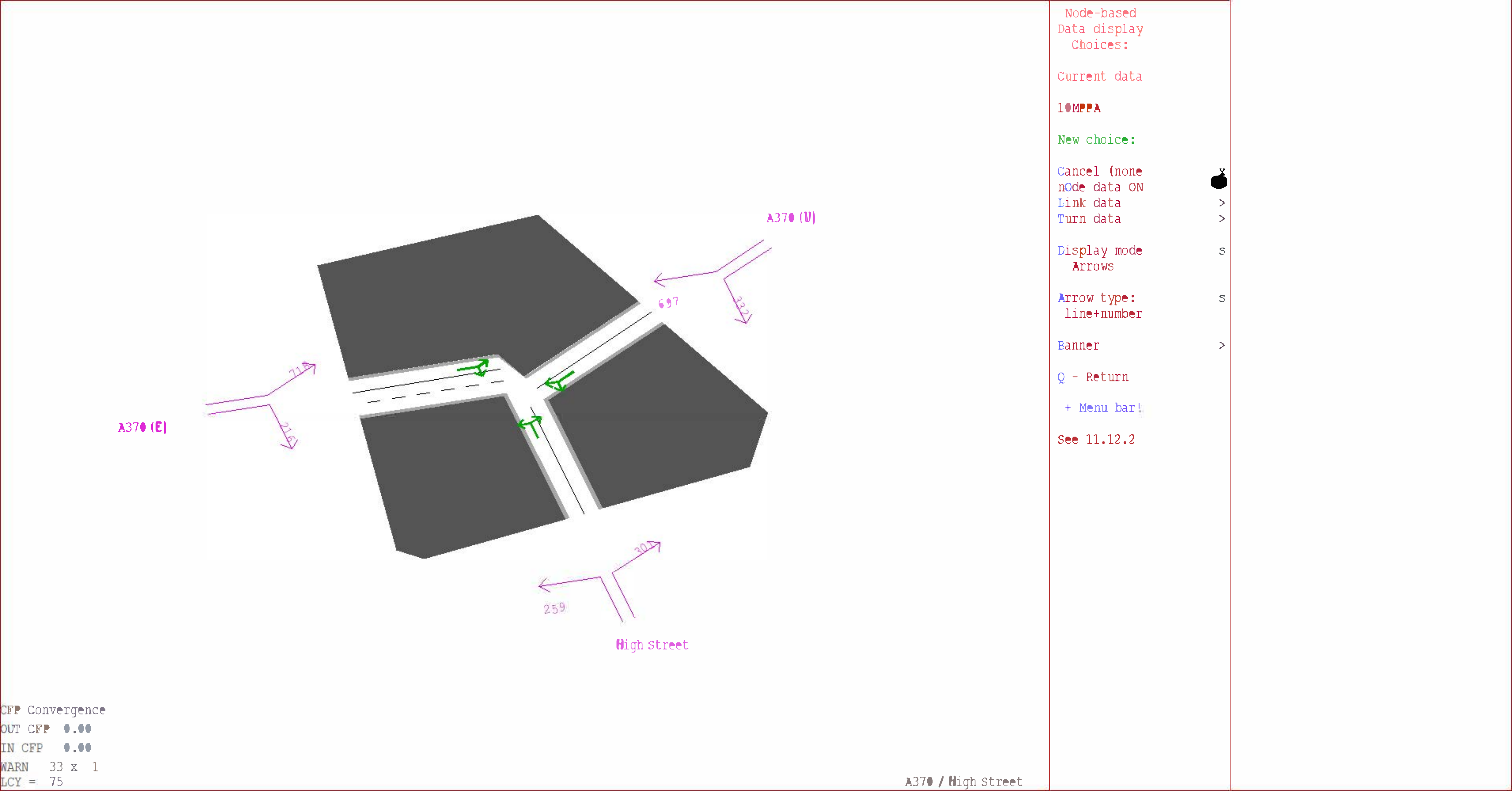


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A370 / High Street

Node-based  
Data display  
Choices:  
  
Current data  
  
2030\_Ref\_Flo  
  
New choice:  
  
Cancel (none  
nOde data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
S  
S  
>



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

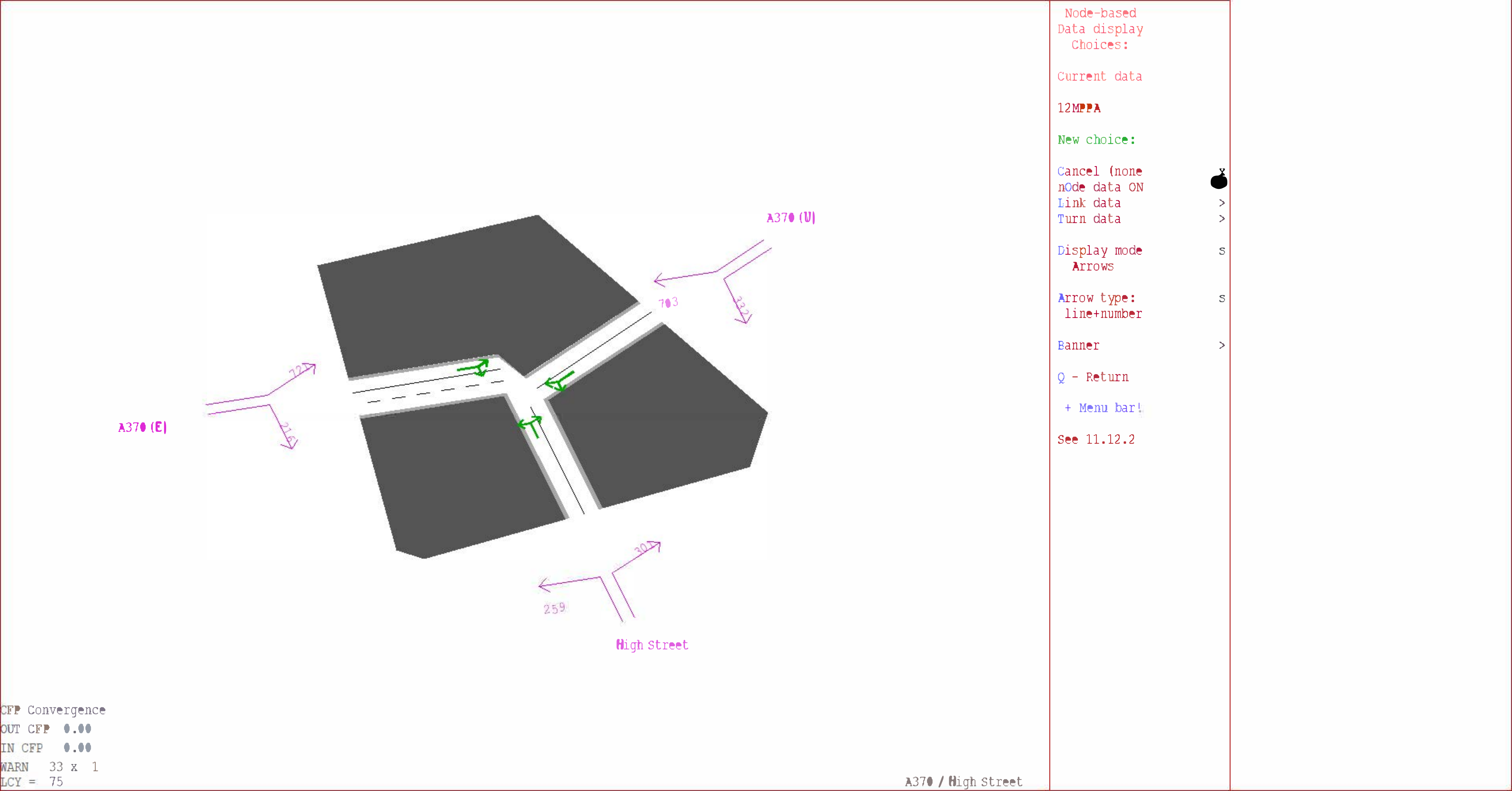
S

S

>

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A370 / High Street



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

S

S

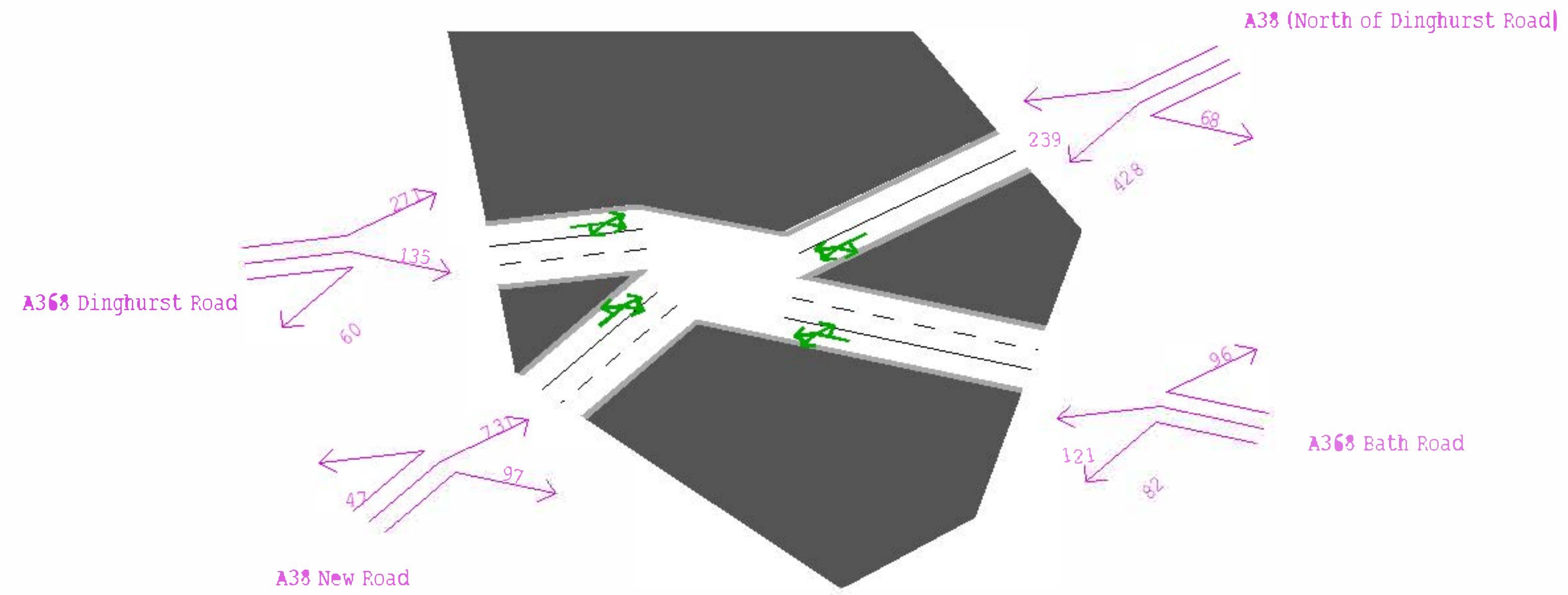
>

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A370 / High Street

A38 / A368 (J13)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

X  
●  
>  
>  
  
S  
  
S  
  
>

Display mode  
Arrows

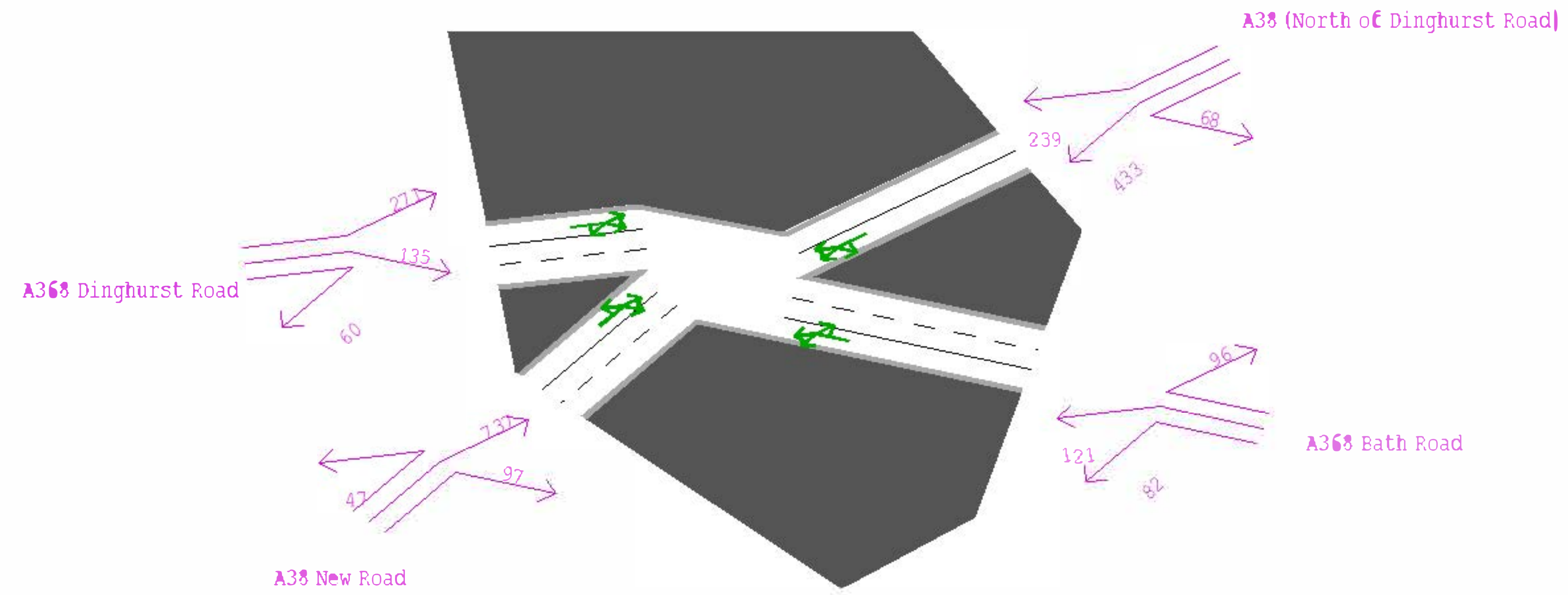
Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

S

S

>

Display mode

Arrows

Arrow type:

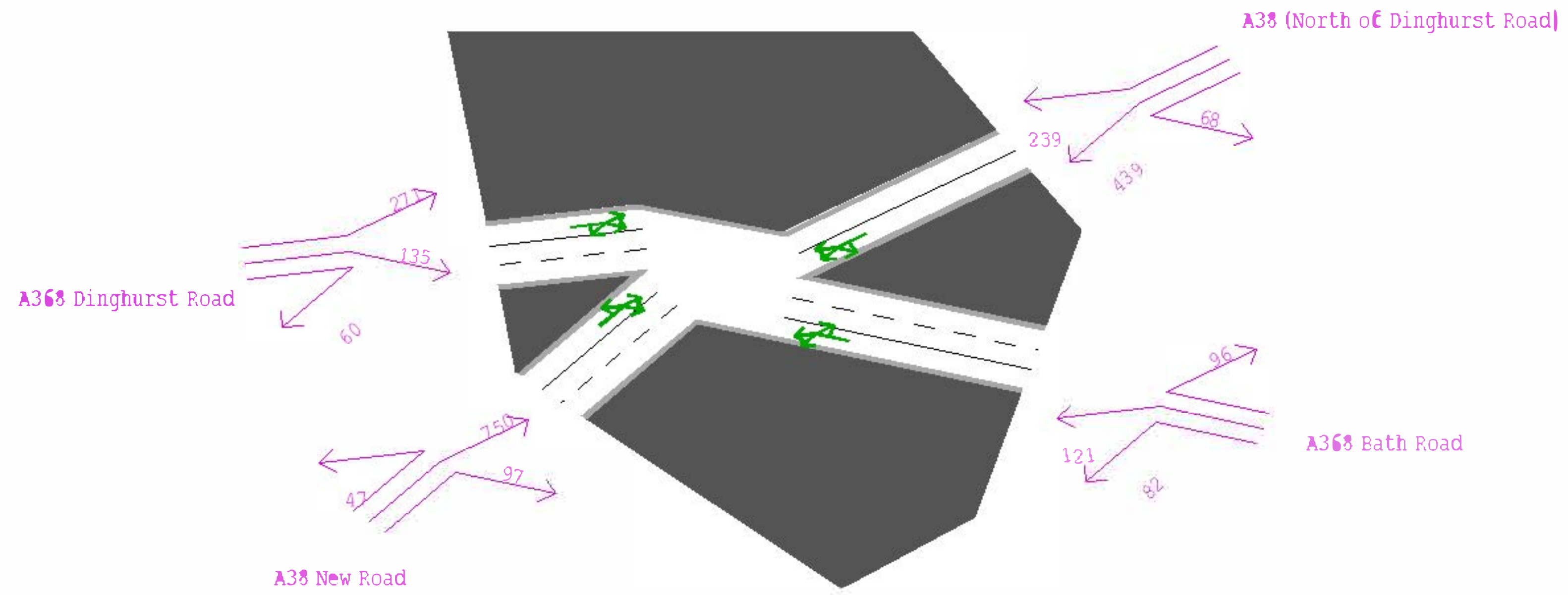
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

S

S

>

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

# IP Peak Flows

**2030\_Ref\_Flo:** 2030 Baseline Flows (2018 Baseline Flows growthed using TEMPro to 2030)

**10MPPA:** 2030 Reference Case (2030 Baseline + Consented Airport Development)

**12MPPA:** 2030 Test Case (2030 Baseline + Proposed Airport Development)

## List of Junctions:

A38 / Bristol Airport Northern Roundabout (J1)

A38 / Bristol Airport Southern Roundabout (J2)

Downside Road / Bristol Airport Service Access (J3)

A38 / Downside Road (J4a)

A38/ West Lane (J4b)

A38 / Barrow Lane (J5)

A38 / Barrow Street (J6)

A38 / A4174 South Bristol Link Road (SBL) (J7)

A370 / A4174 SBL (J8)

A370 / Brockley Combe Road / Brockley Lane (J9)

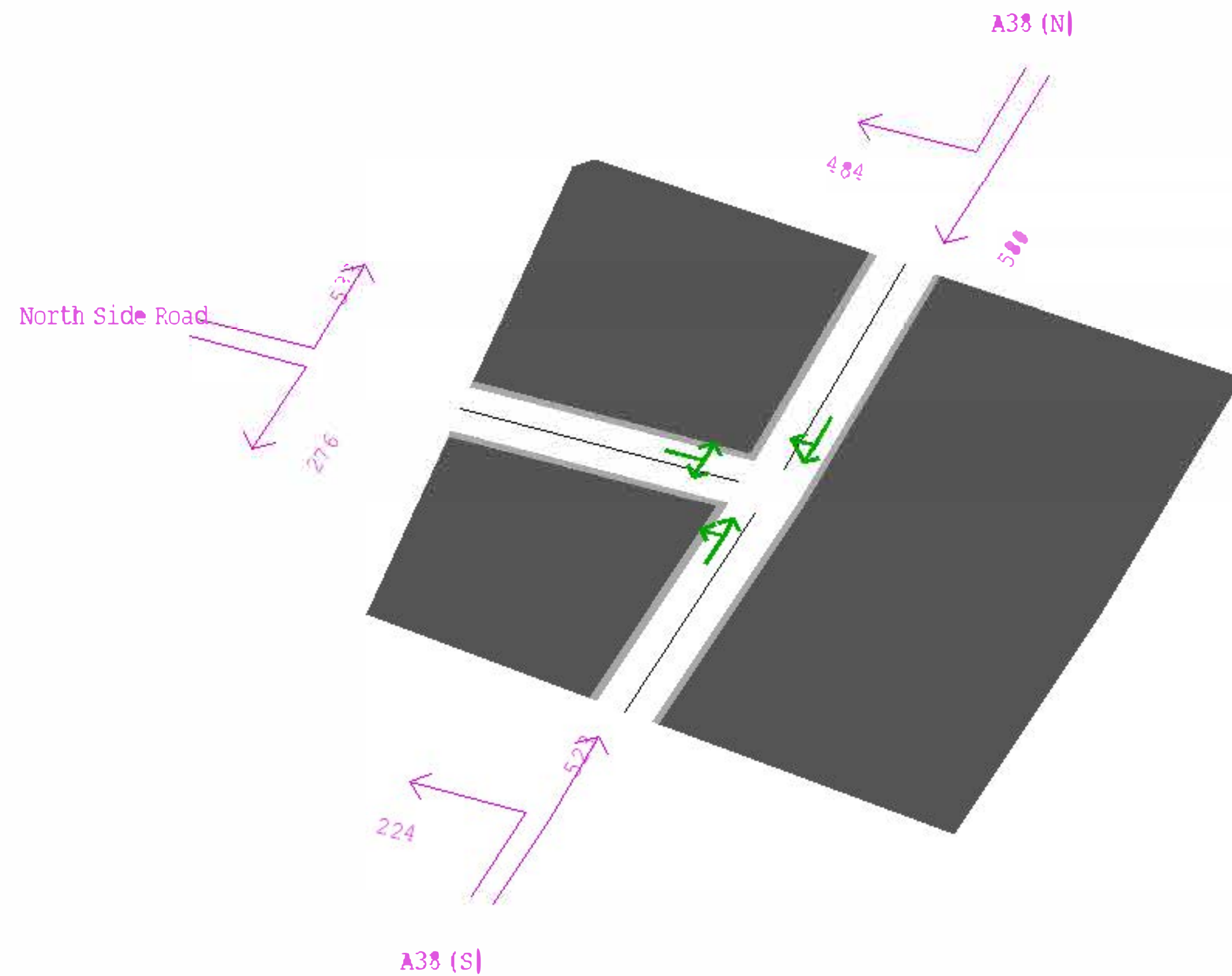
A370 / Dark Lane / Station Road (J10)

A370 / Smallway (J11)

A370 / High Street (J12)

A38 / A368 (J13)

A38 / Bristol Airport Northern Roundabout (J1)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

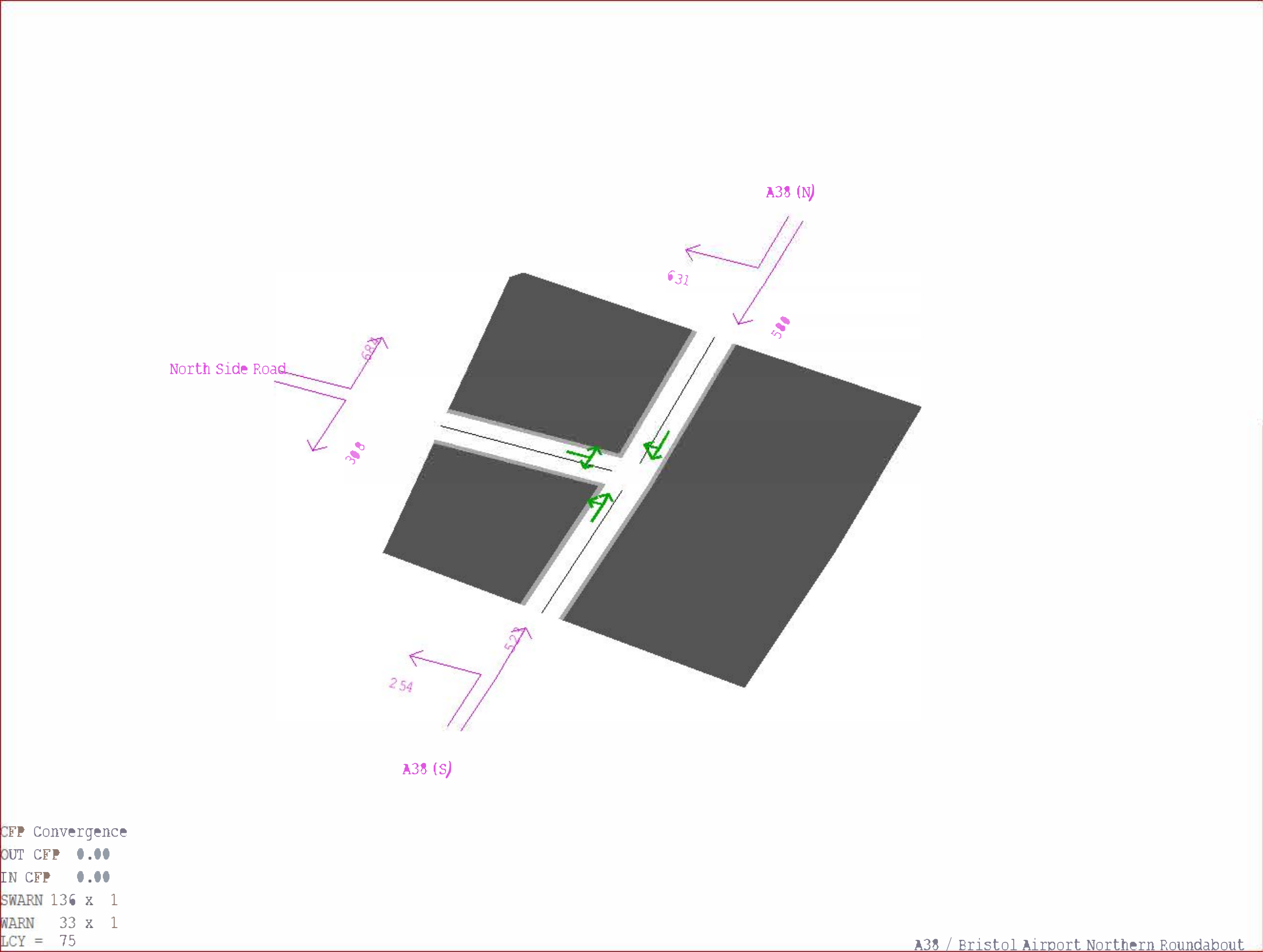
Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

Banner

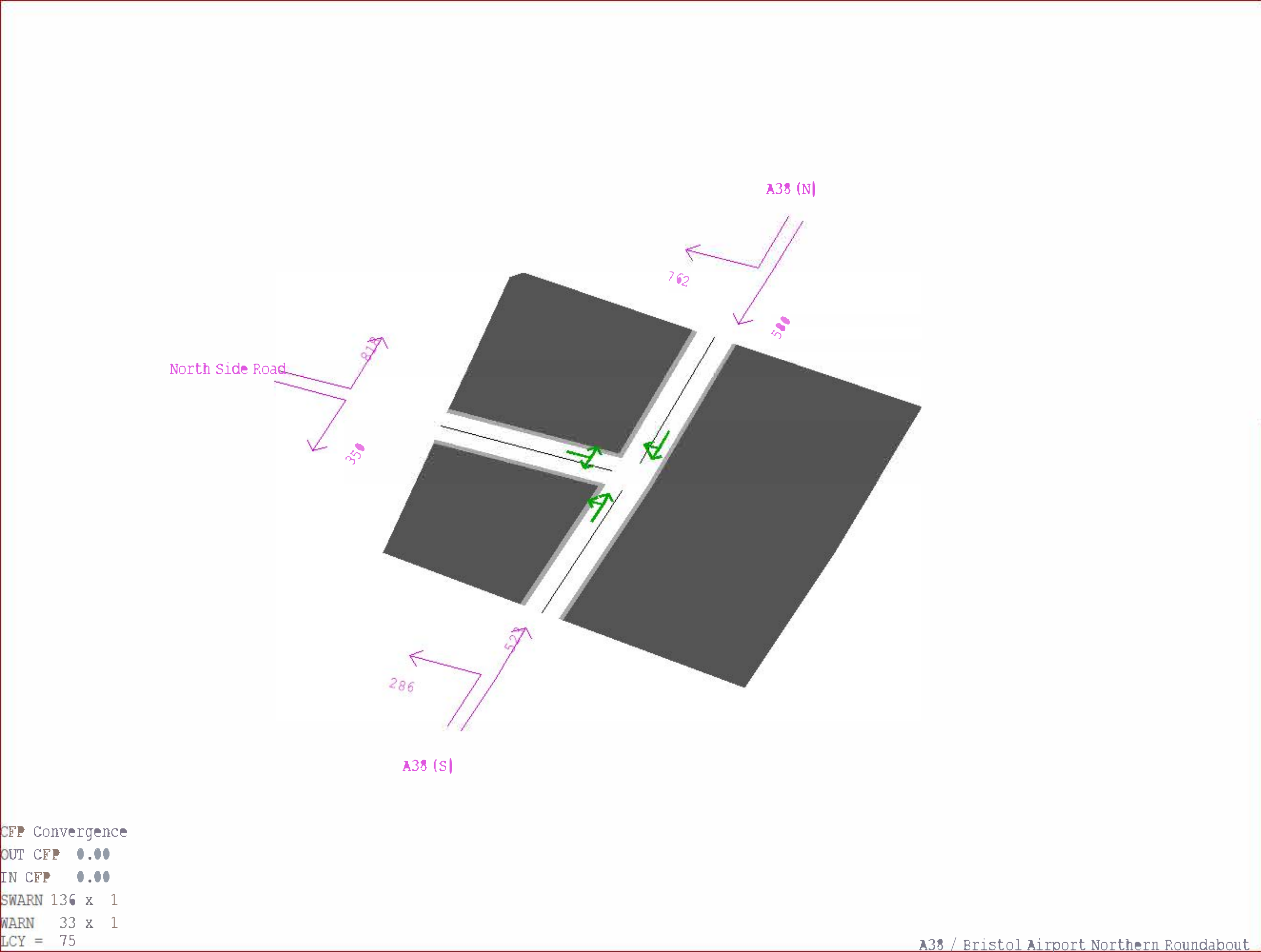
>

Q - Return

+ Menu bar!

See 11.12.2





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

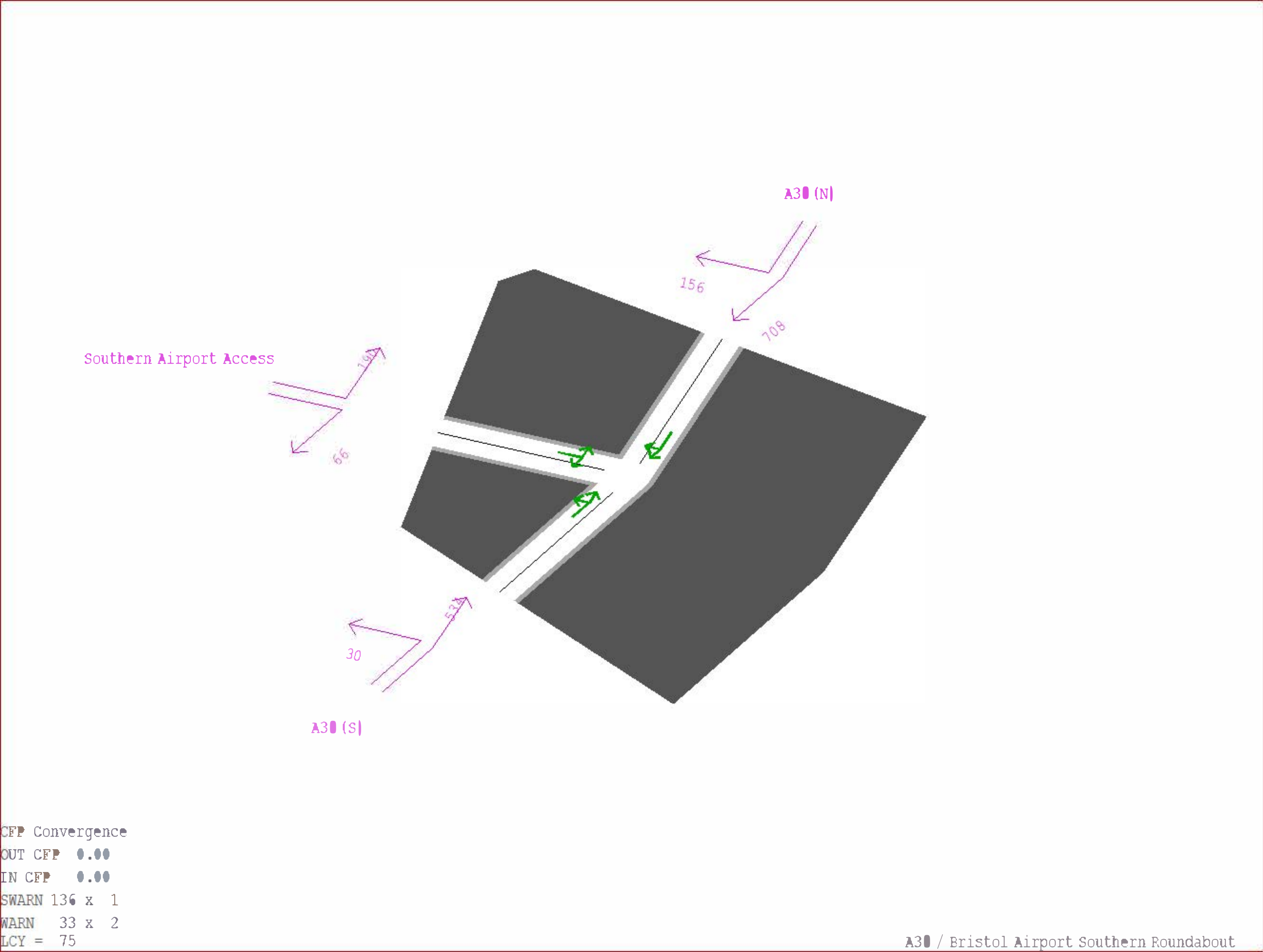
Q - Return

+ Menu bar!

See 11.12.2

- X
- >
- >
- S
- S
- >

A38 / Bristol Airport Southern Roundabout (J2)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 2  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

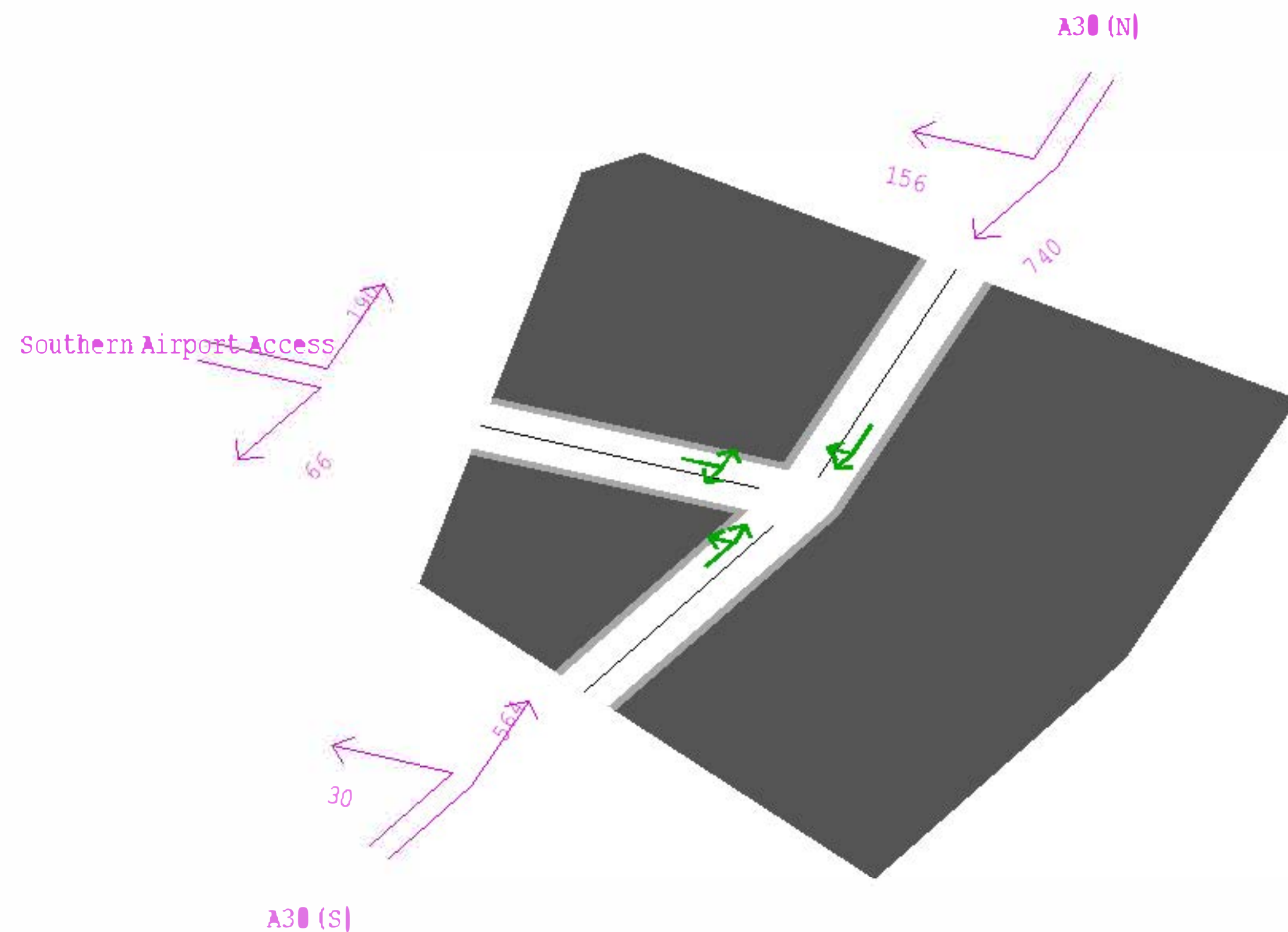
X  
●  
>  
>  
  
S  
  
S  
  
>  
  
  
Q - Return  
  
+ Menu bar!

Display mode  
Arrows

Arrow type:  
line+number

Banner

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 2  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

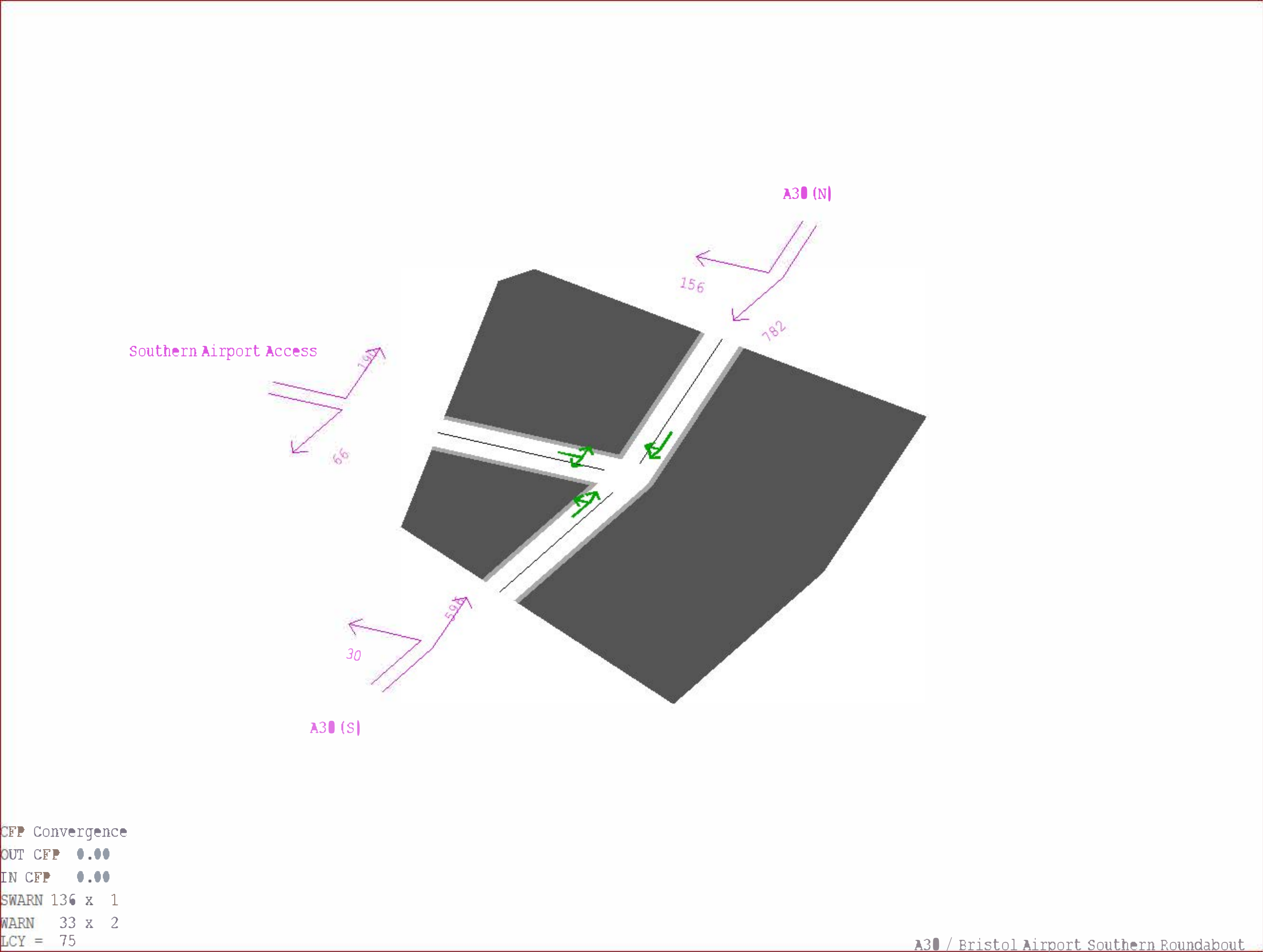
Banner

Q - Return

+ Menu bar!

See 11.12.2





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 2  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

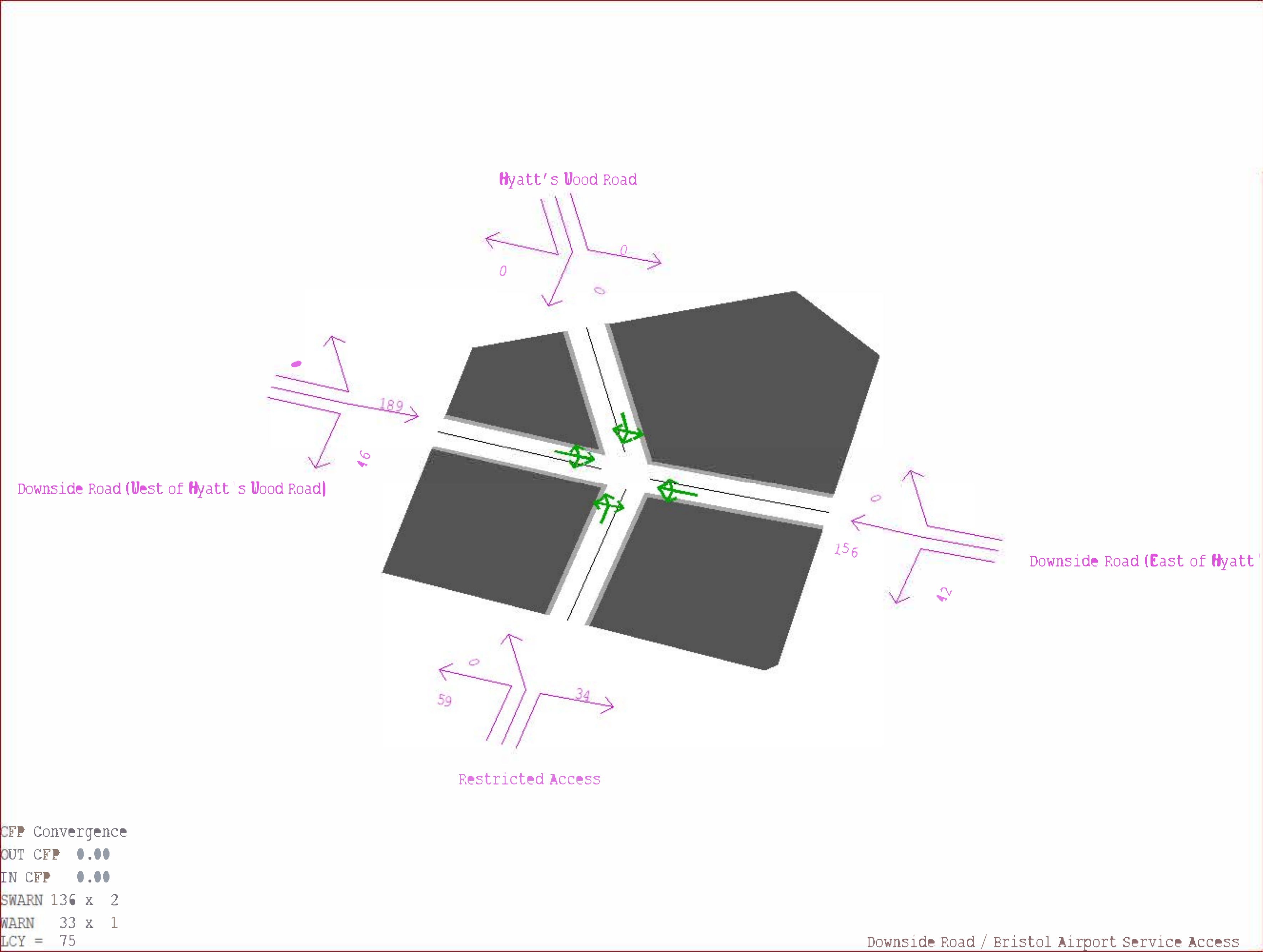
Q - Return

+ Menu bar!

See 11.12.2

Downside Road / Bristol Airport Service Access (J3)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

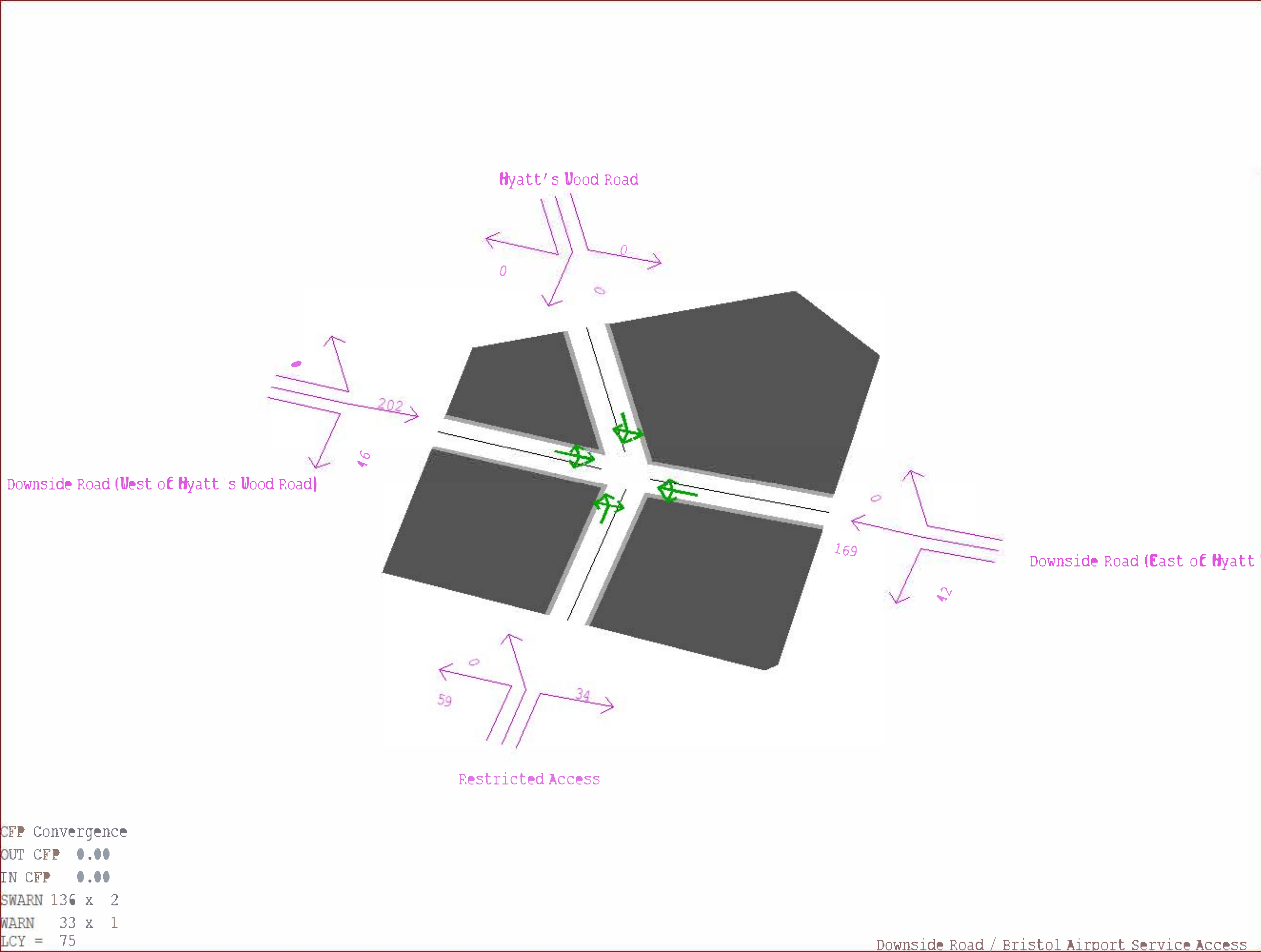
Banner

Q - Return  
+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Downside Road / Bristol Airport Service Access

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

Banner

>

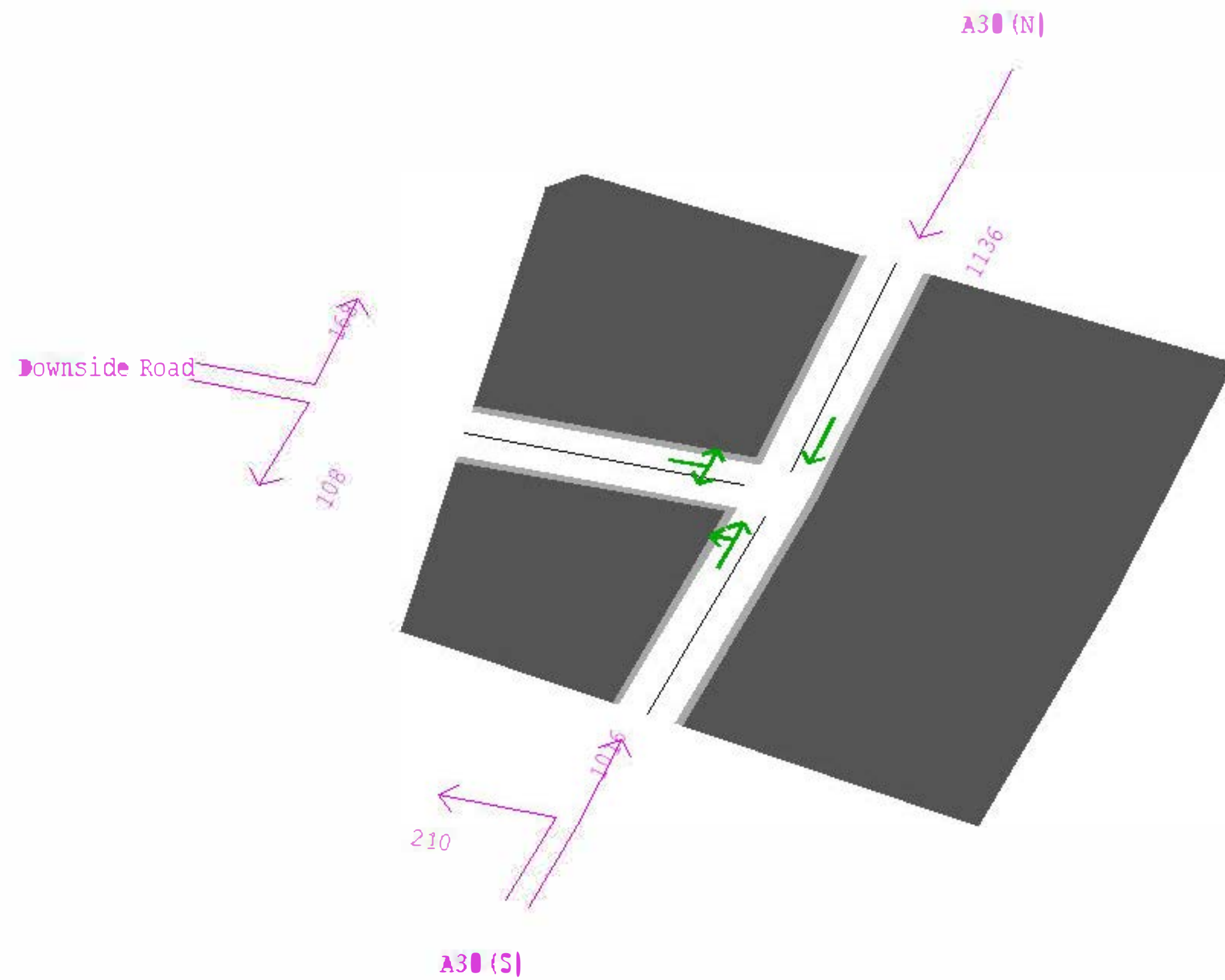
Q - Return

+ Menu bar!

See 11.12.2



A38 / Downside Road (J4a)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

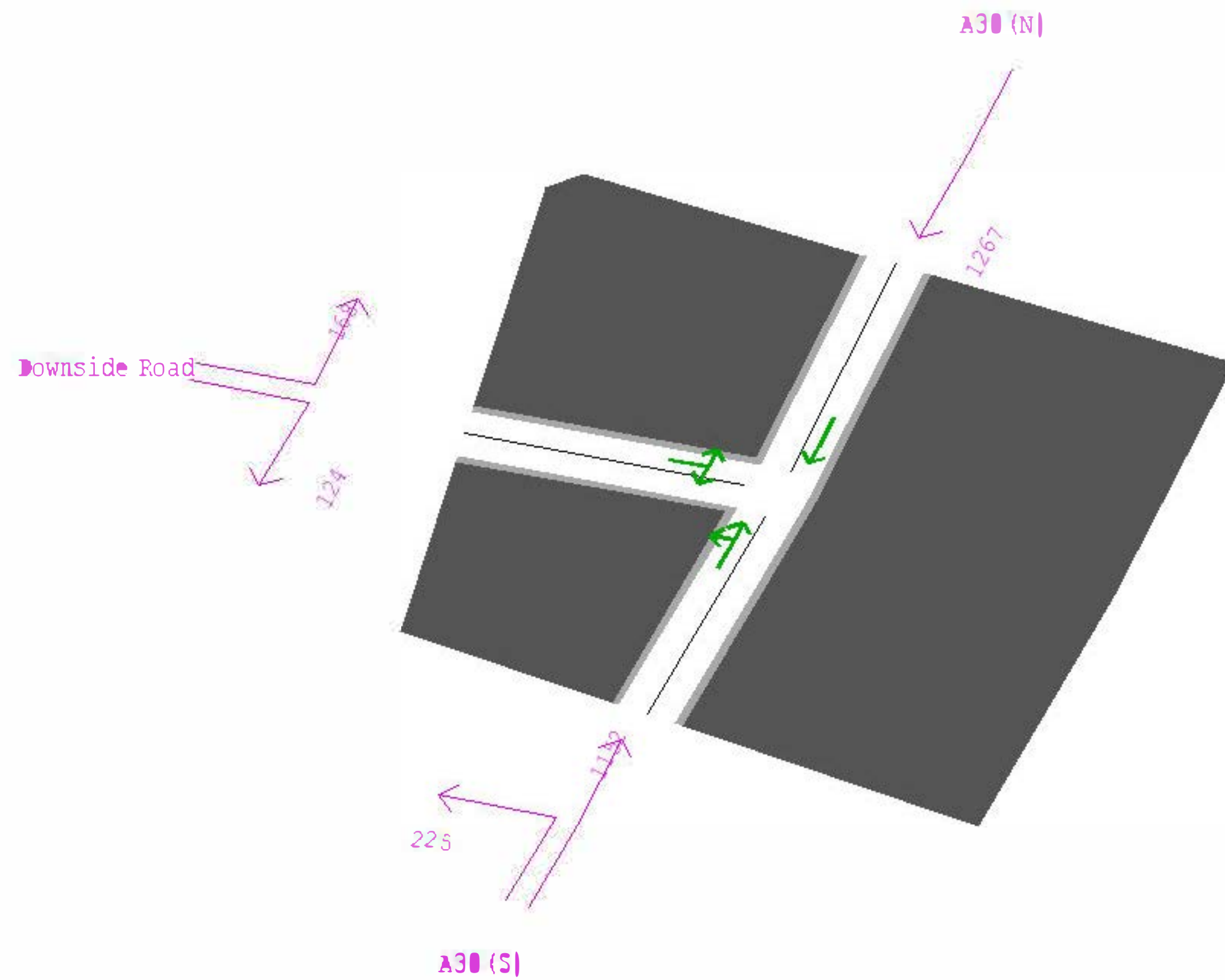
S

Banner

>

Q - Return

+ Menu bar!



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

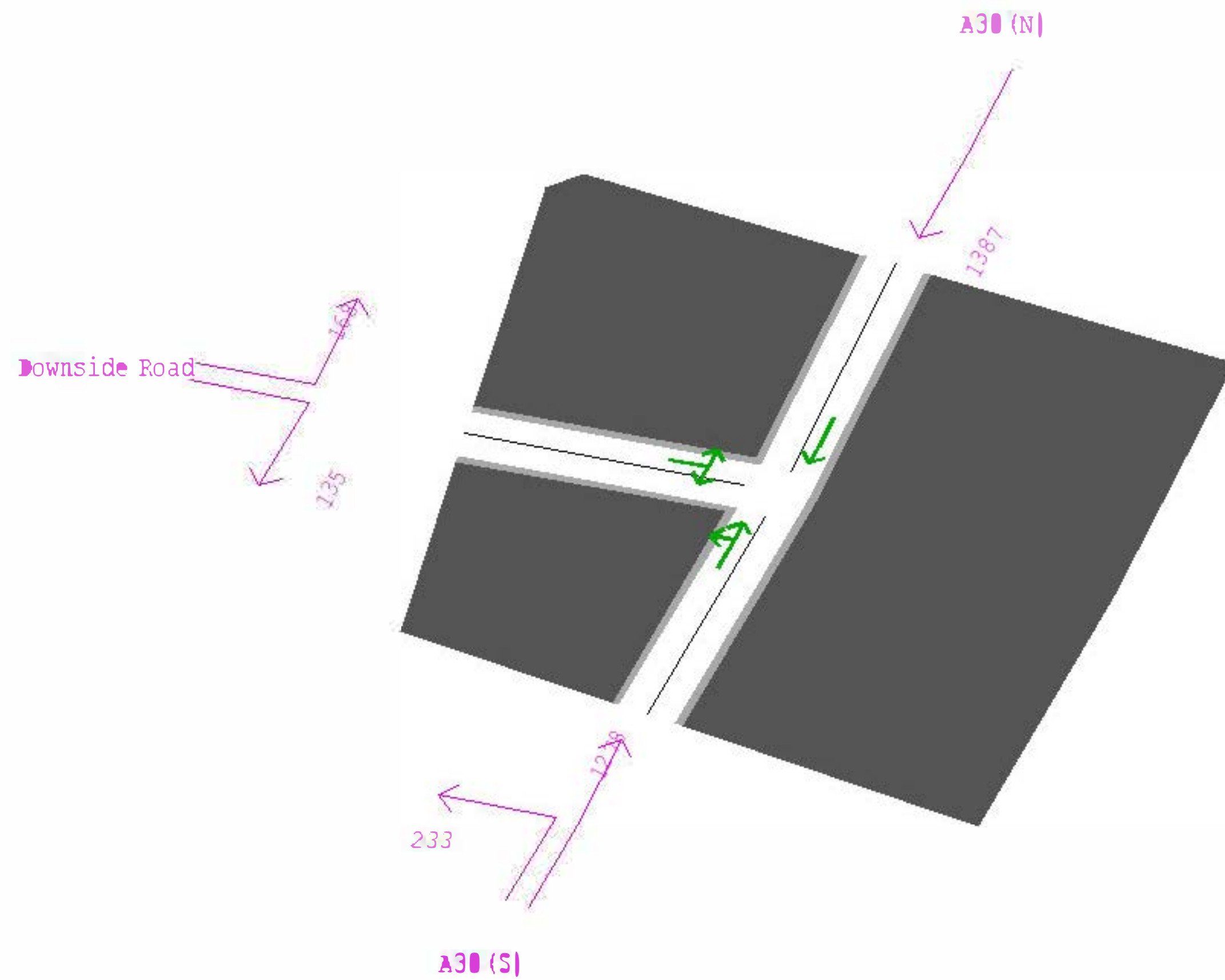
Banner

>

Q - Return

+ Menu bar!





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / Downside Road

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

X  
●  
>  
>  
  
S  
  
S  
  
>

Display mode  
Arrows

S

Arrow type:  
line+number

S

Banner

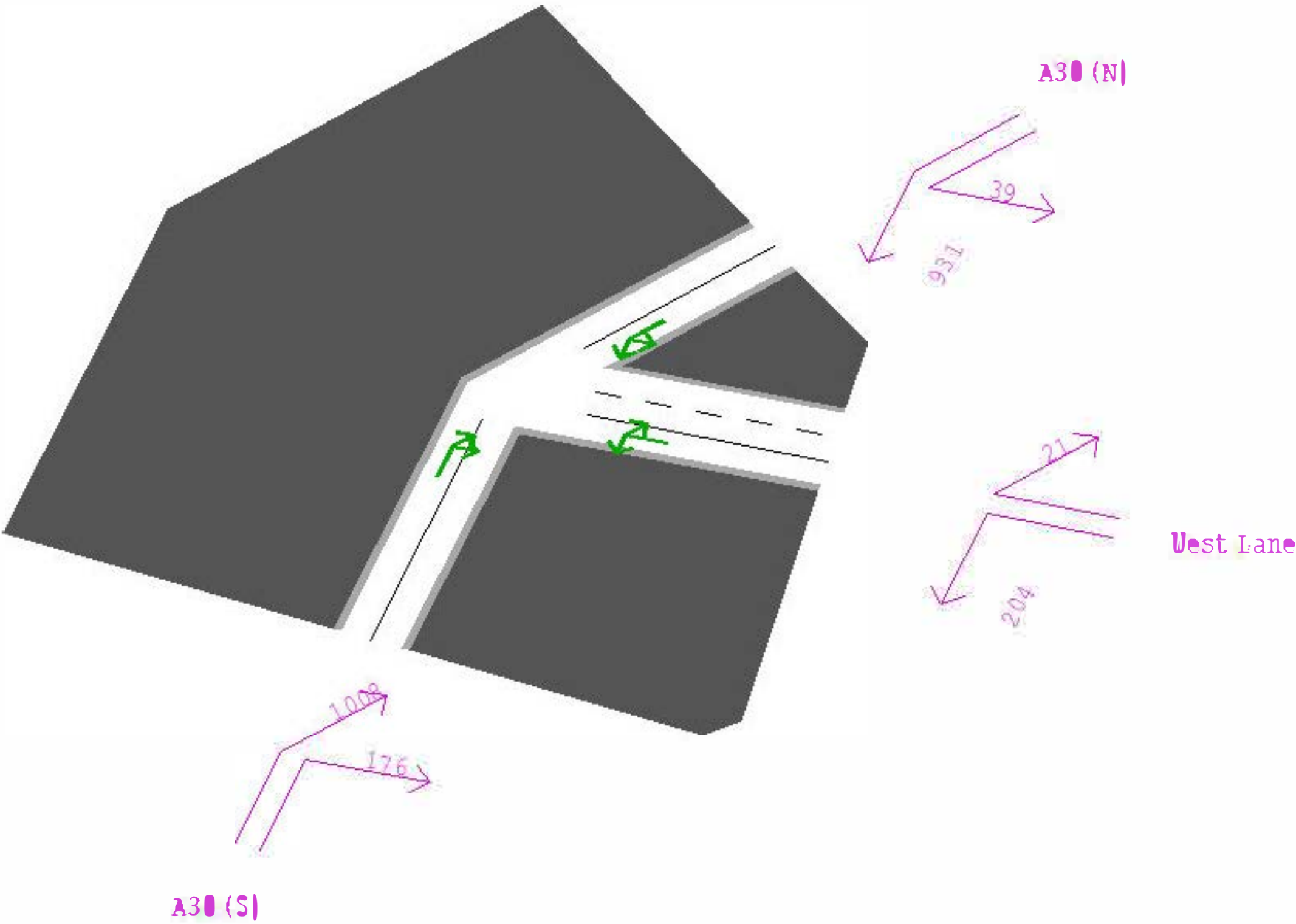
>

Q - Return

+ Menu bar!

A38/ West Lane (J4b)





Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

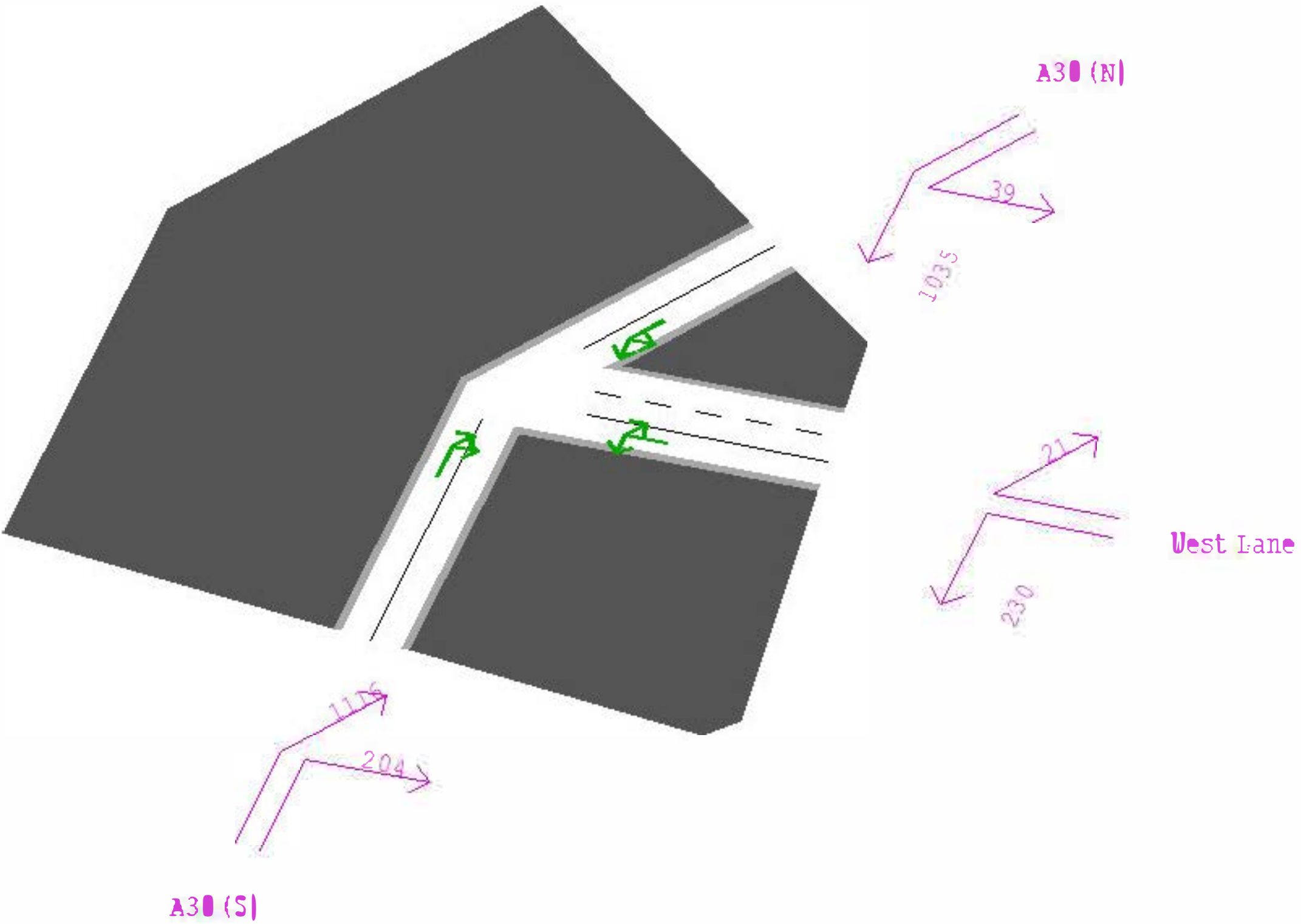
Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

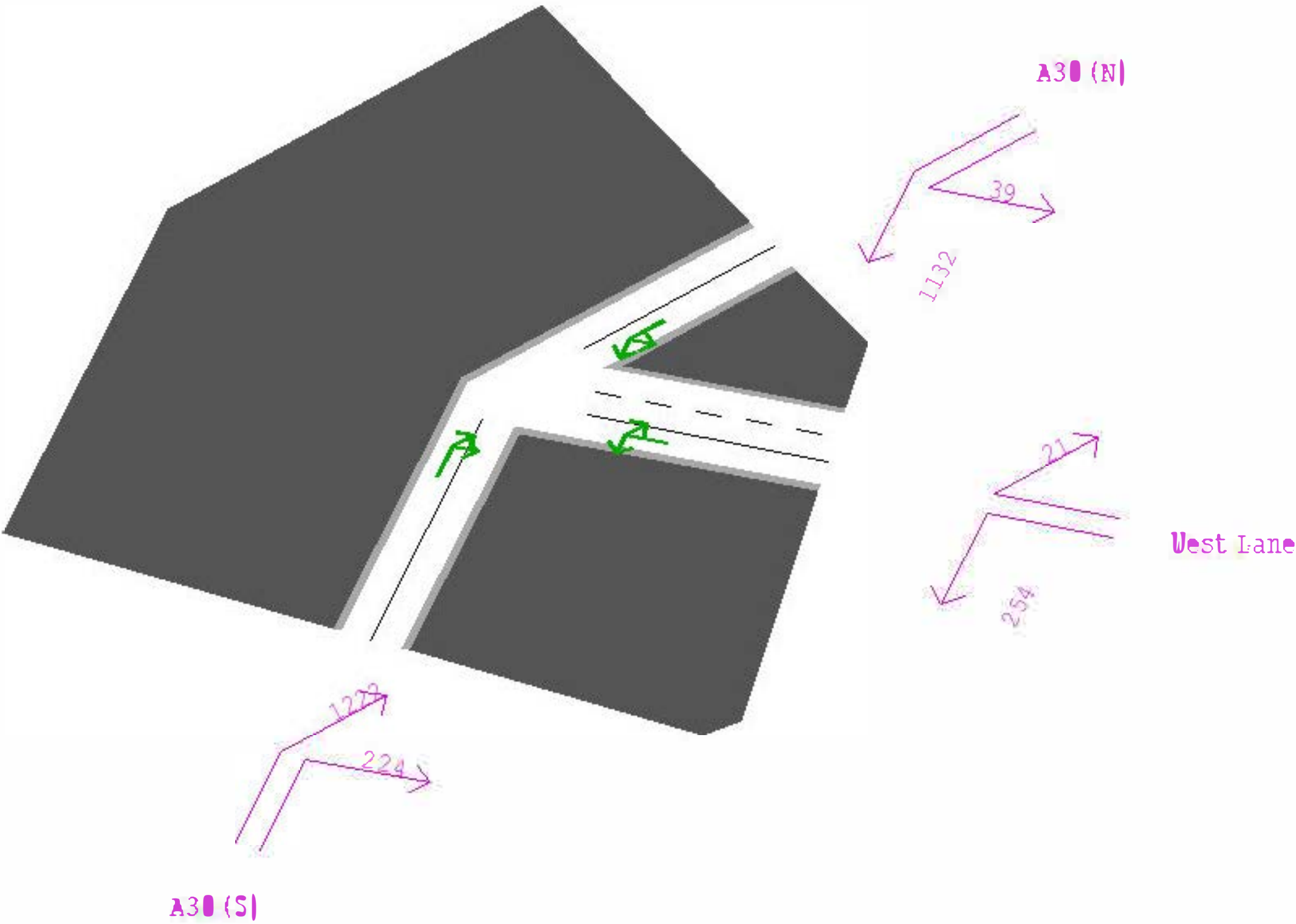


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / West Lane

Node-based  
Data display  
Choices:  
  
Current data  
  
10MPPA  
  
New choice:  
  
Cancel (none  
Node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!

- X
- >
- >
- S
- S
- >



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!



>

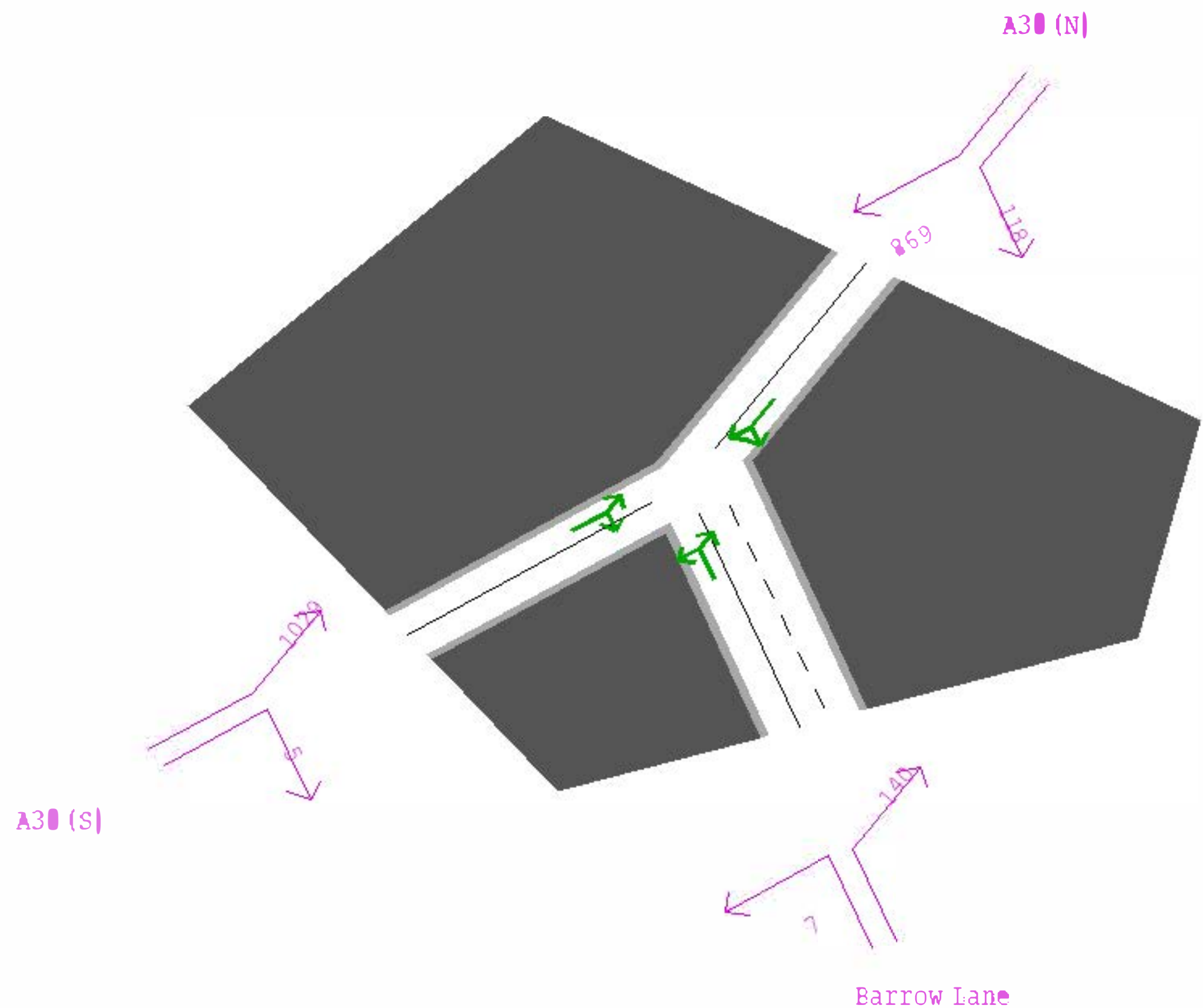
>

S

S

>

A38 / Barrow Lane (J5)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

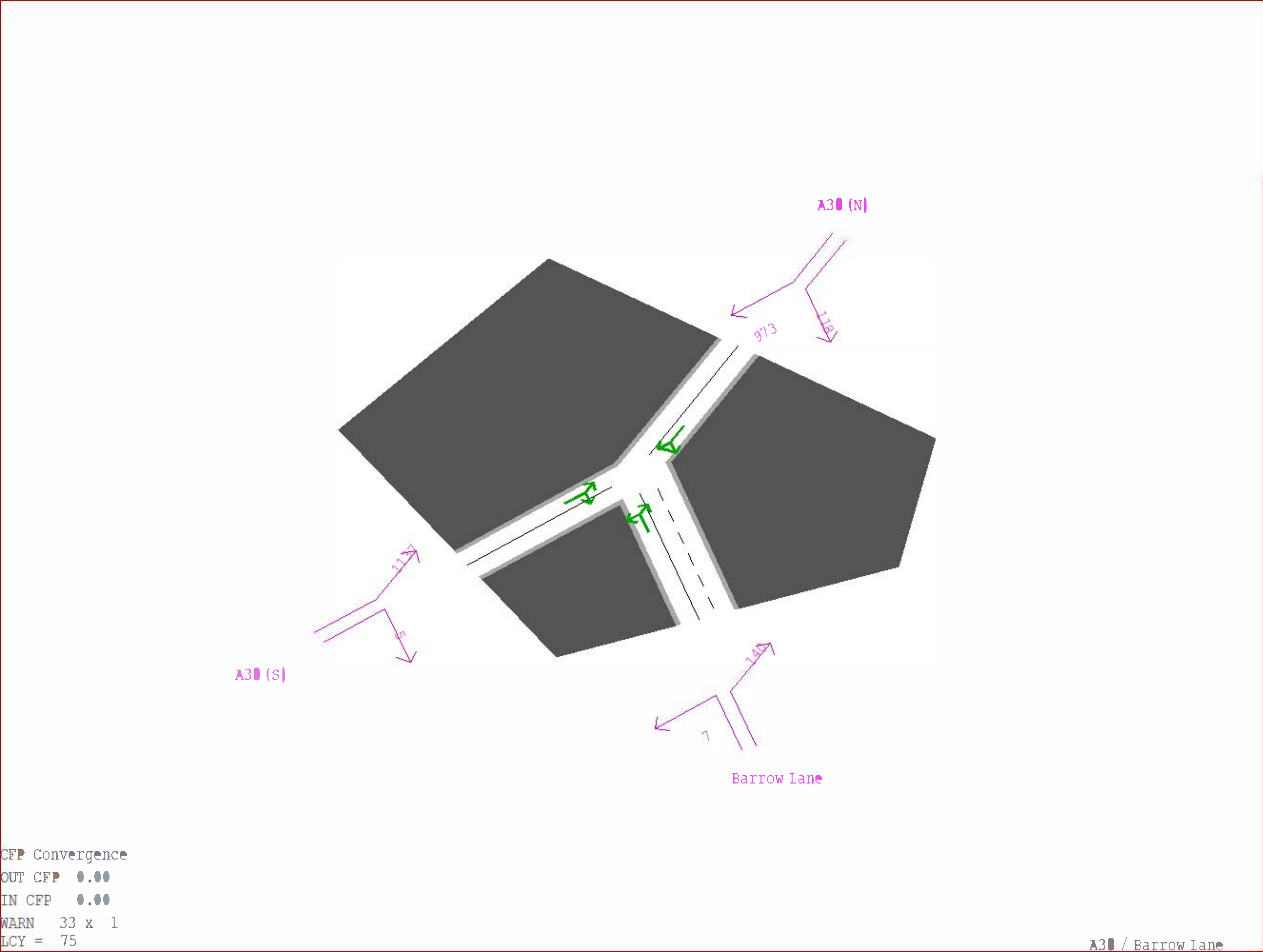
>

>

S

S

>

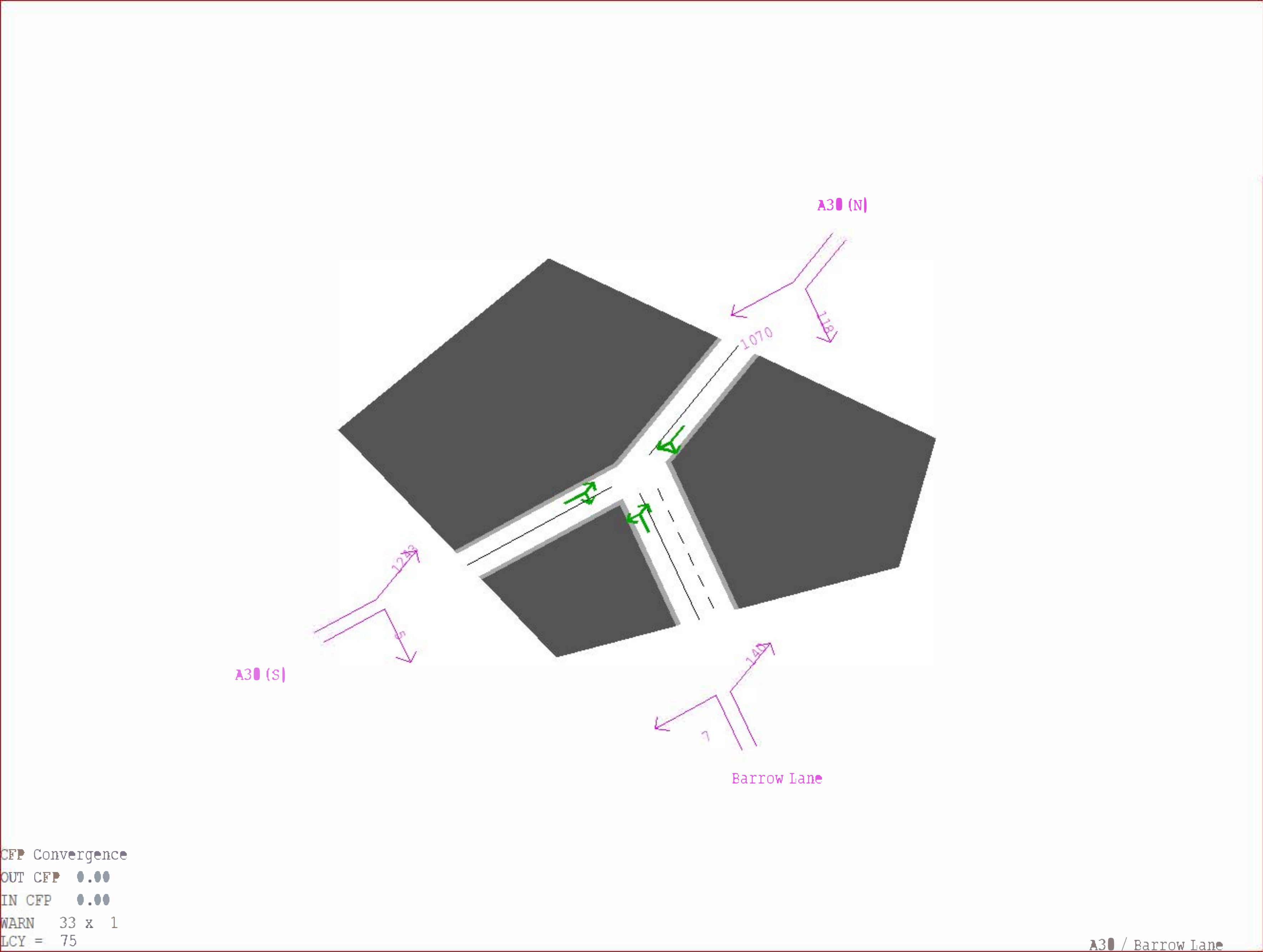


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:  
  
Current data  
  
10MPPA  
  
New choice:  
  
Cancel (none  
nOde data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
  
S  
  
S  
  
>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Lane

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

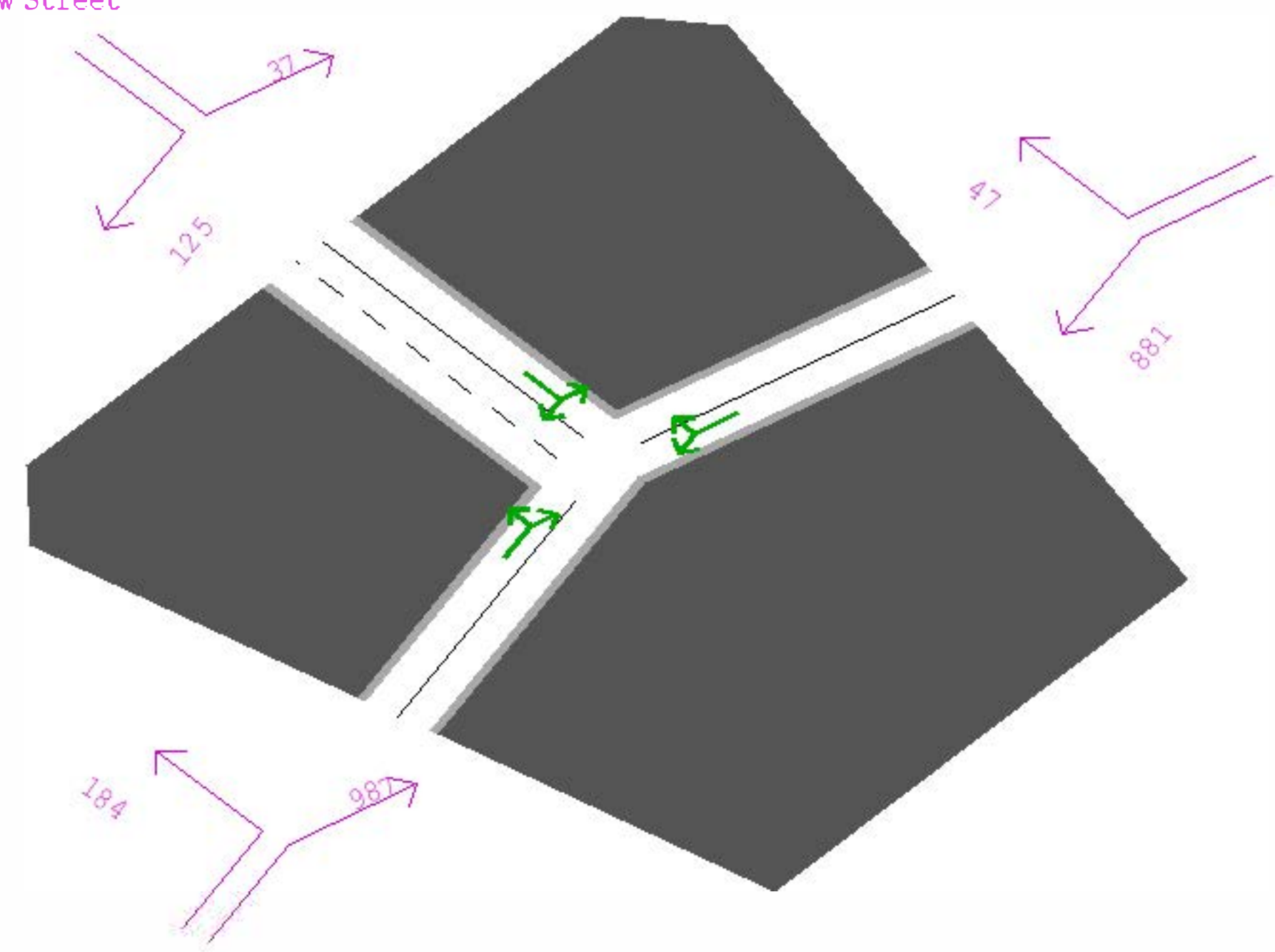
See 11.12.2

X  
>  
>  
S  
S  
>



A38 / Barrow Street (J6)

Barrow Street



A30 (S)

A30 (N)

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nDe data ON

Link data

Turn data

X

>

>

S

S

>

Display mode

Arrows

Arrow type:

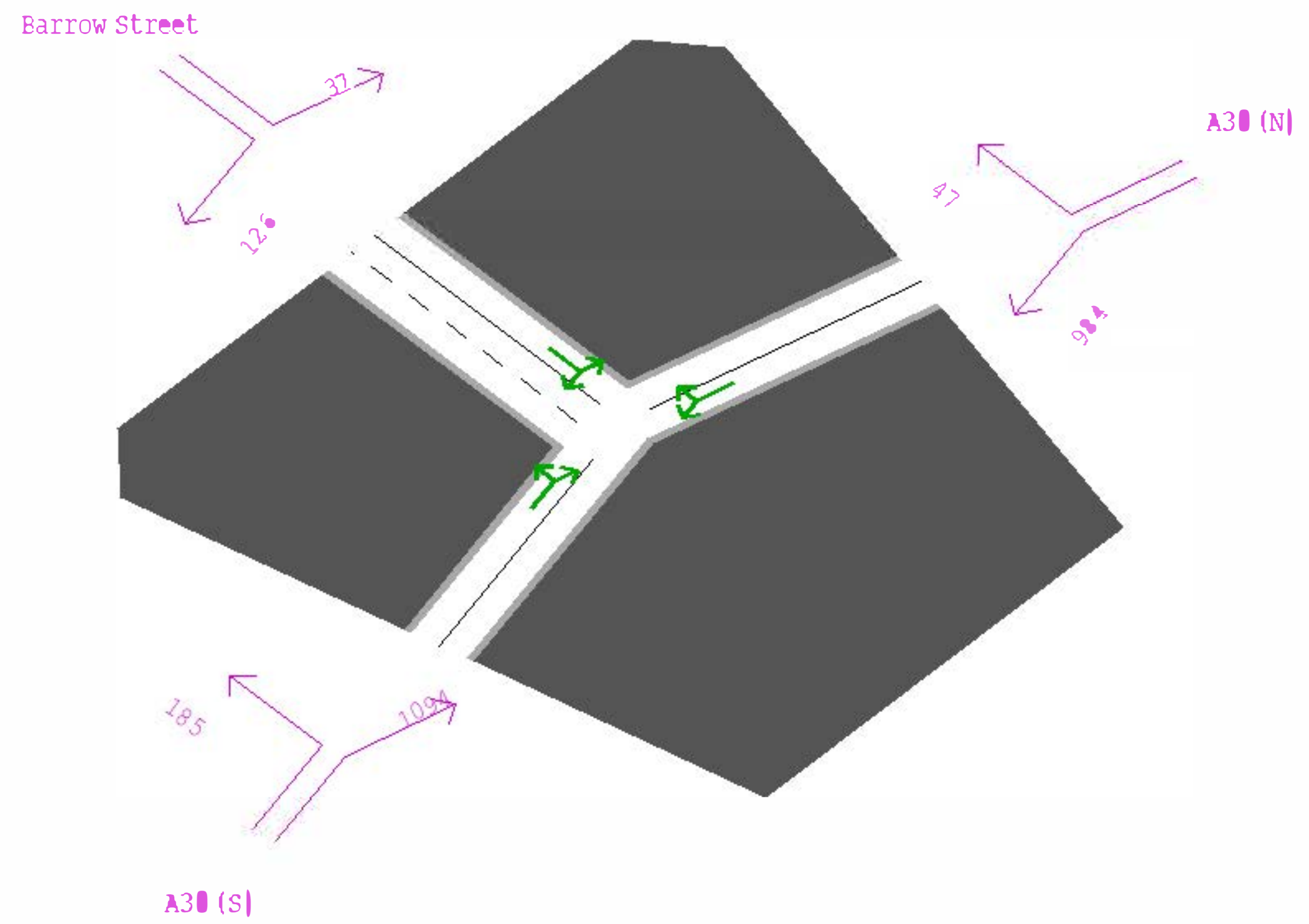
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

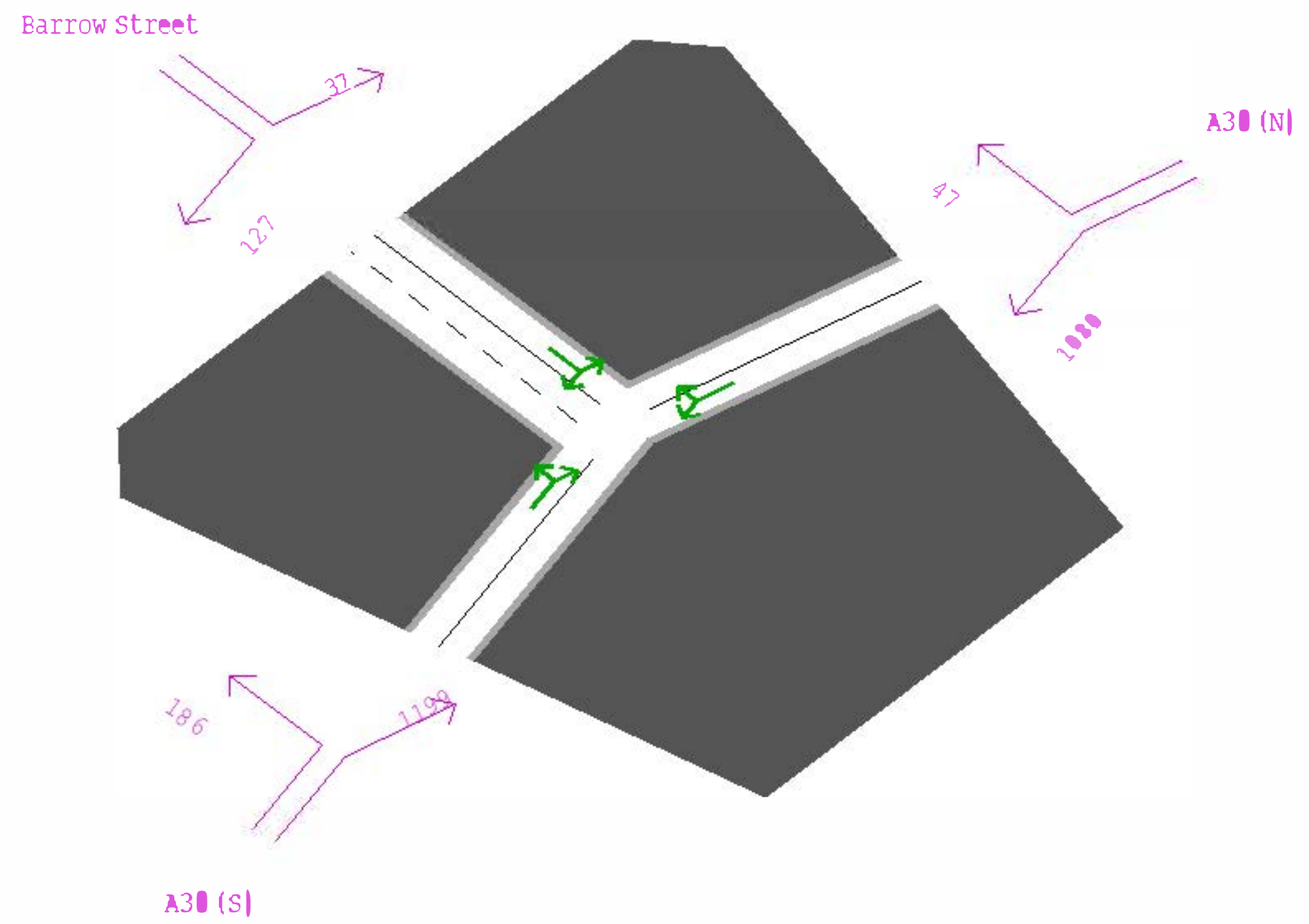
Banner

>

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

>

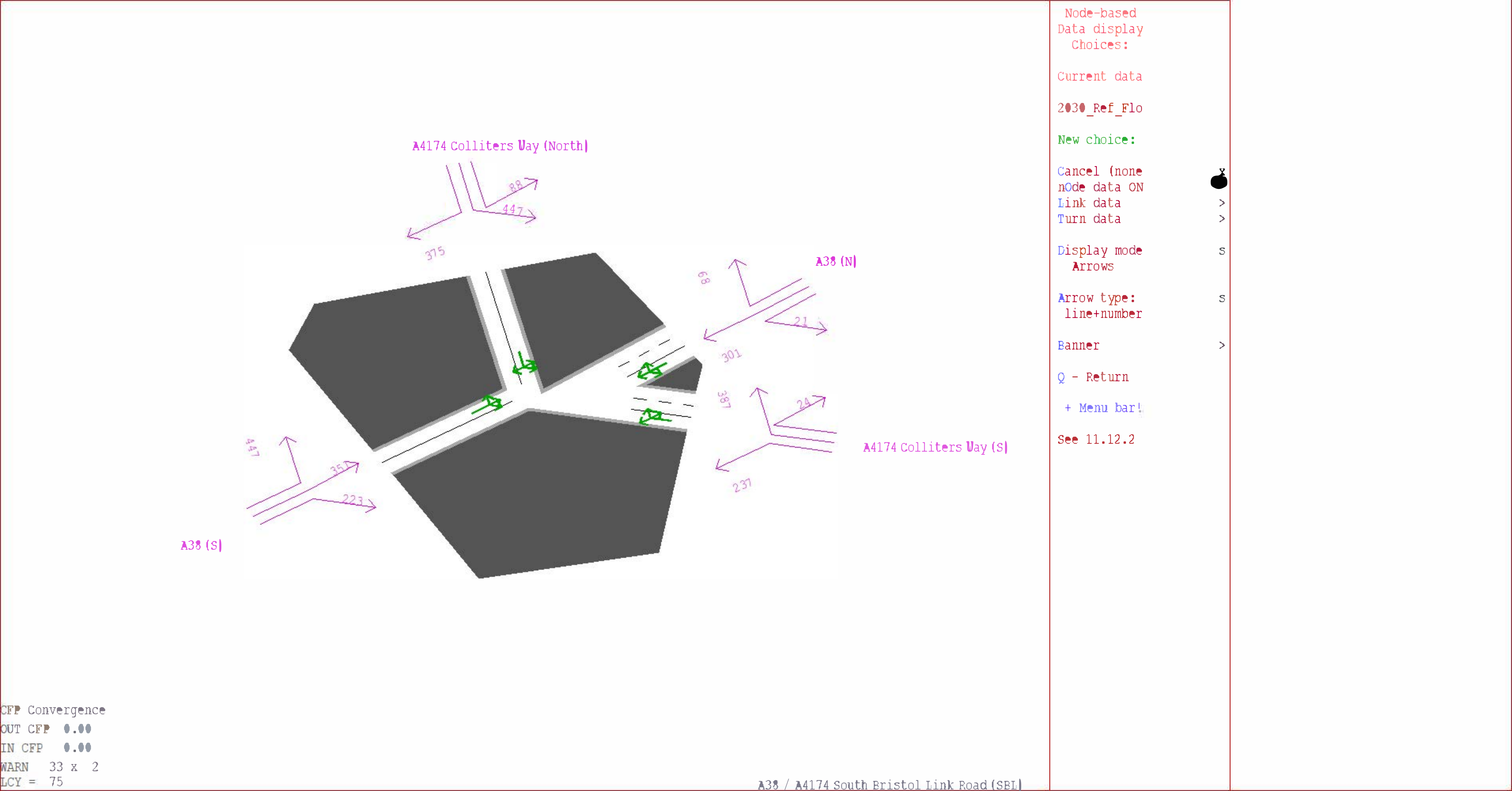
>

S

S

>

A38 / A4174 South Bristol Link Road (SBL) (J7)

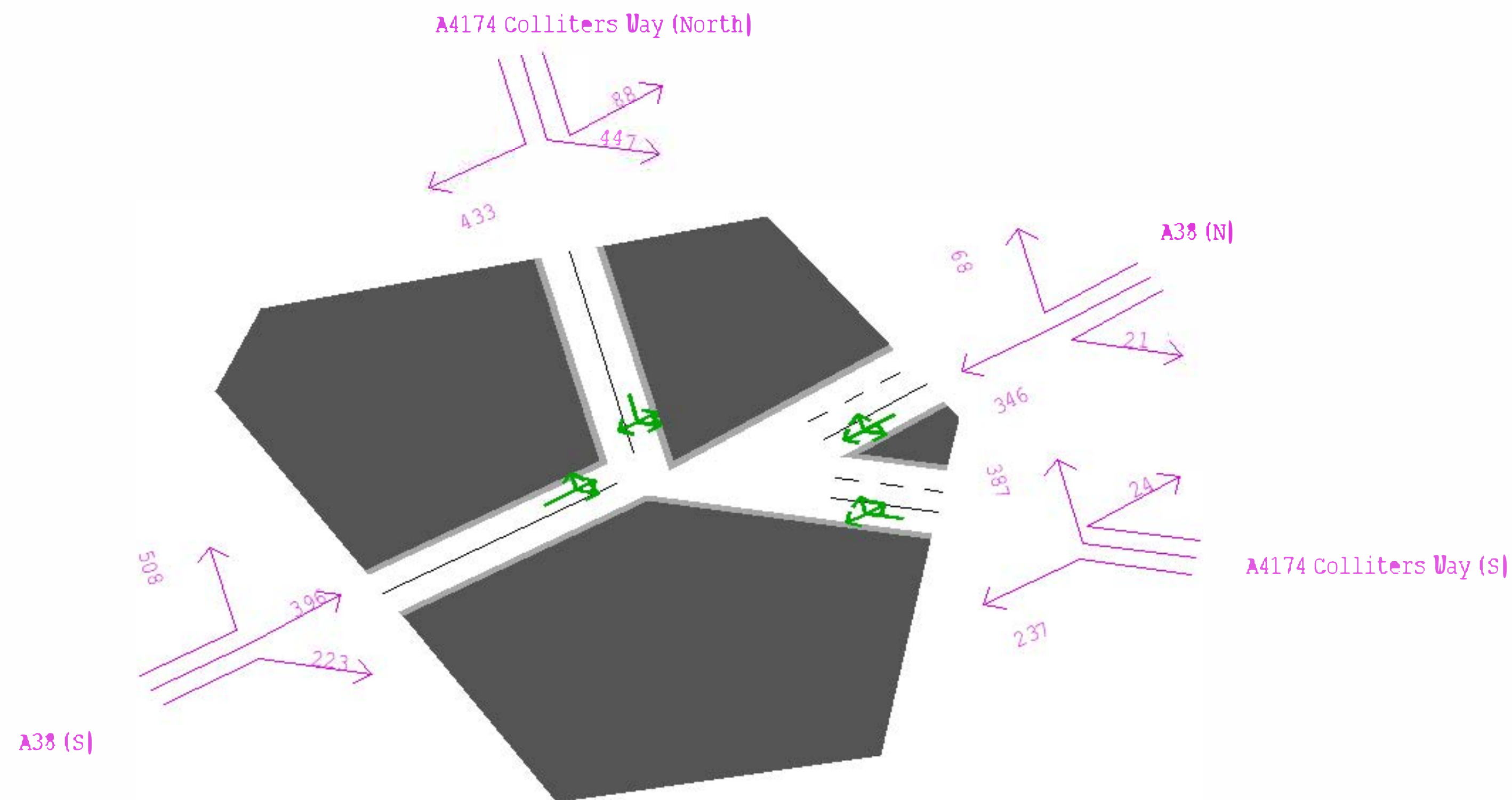


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 2  
LCY = 75

Node-based  
Data display  
Choices:  
  
Current data  
  
2030\_Ref\_Flo  
  
New choice:  
  
Cancel (none  
Node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
S  
S  
>





Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

Banner

>

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

OUT CFP 0.00

IN CFP 0.00

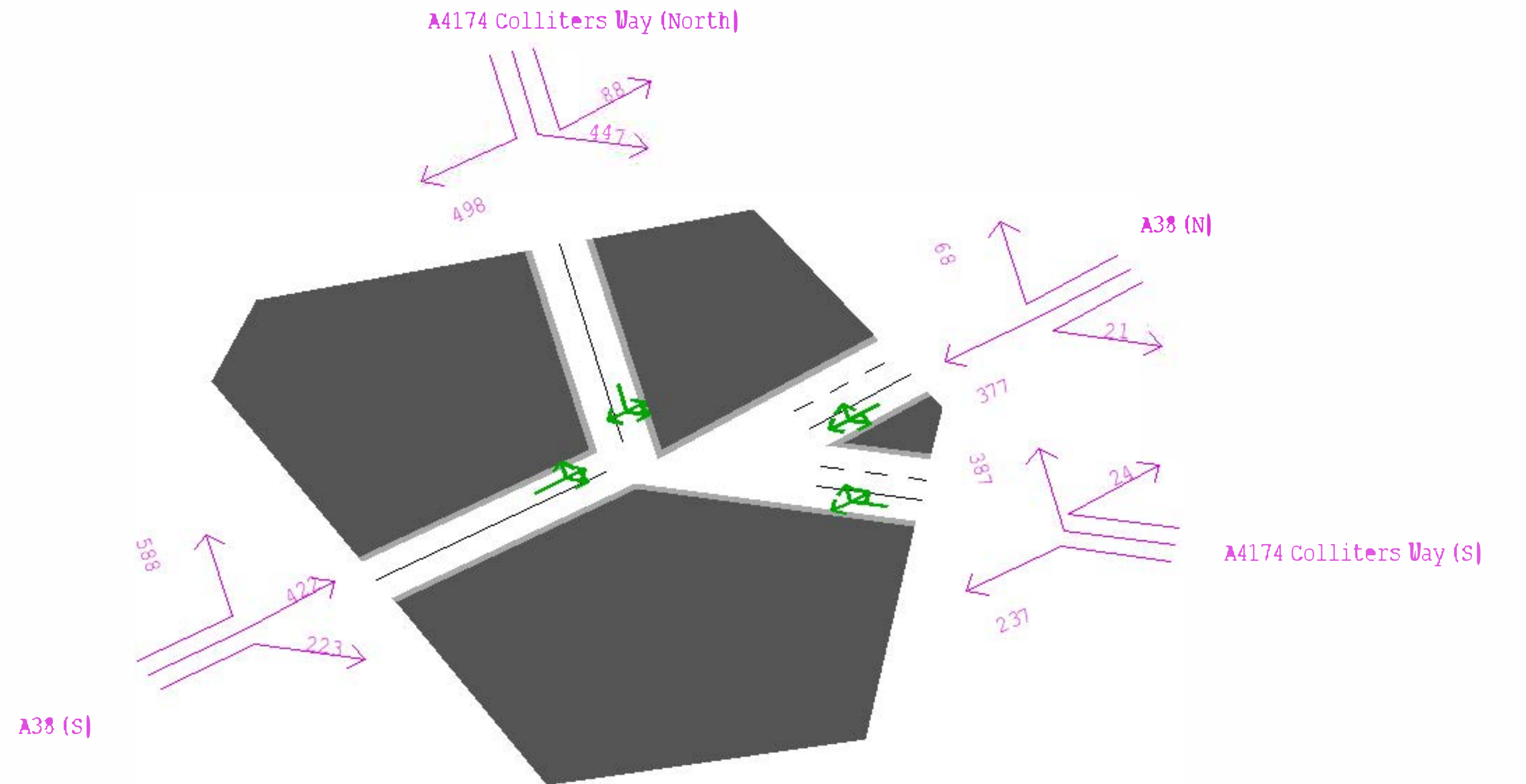
WARN 33 x 2

LCY = 75

A38 / A4174 South Bristol Link Road (SBL)



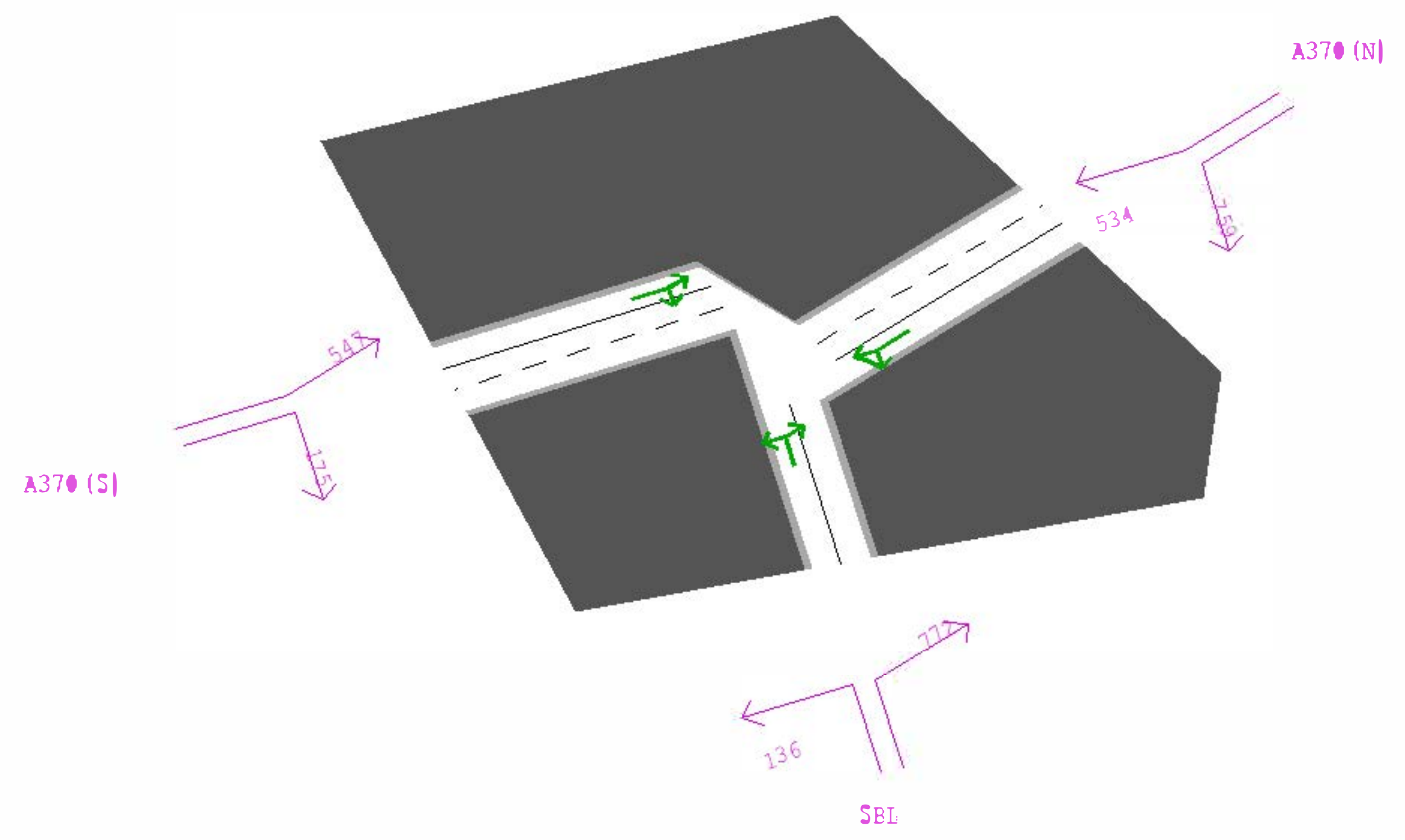
CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 2  
LCY = 75



Node-based	
Data display	
Choices:	
Current data	
12MPPA	
New choice:	
Cancel (none	X
nOde data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	

A370 / A4174 SBL (J8)

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75



Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

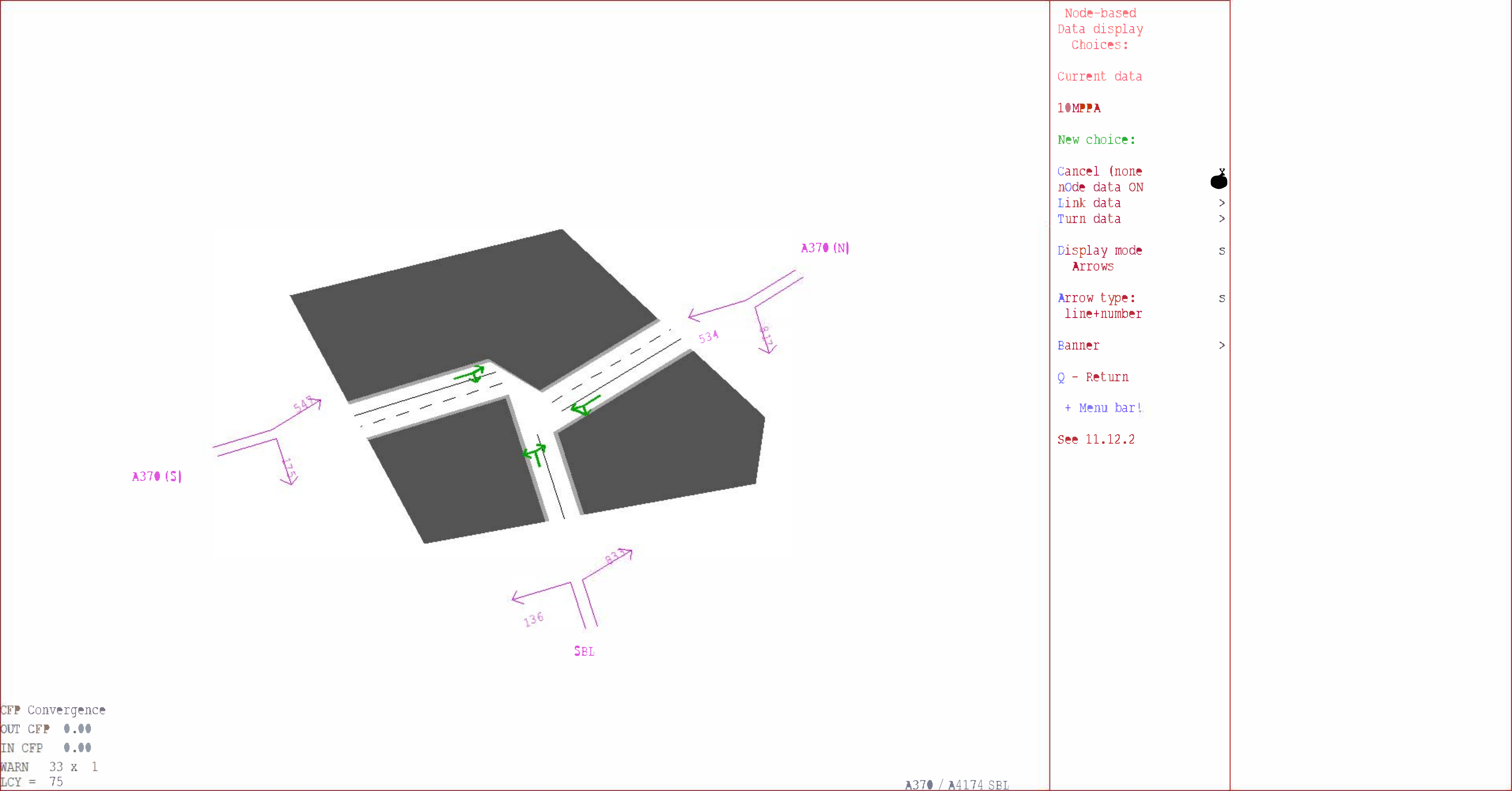
Banner

>

Q - Return

+ Menu bar!

See 11.12.2



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

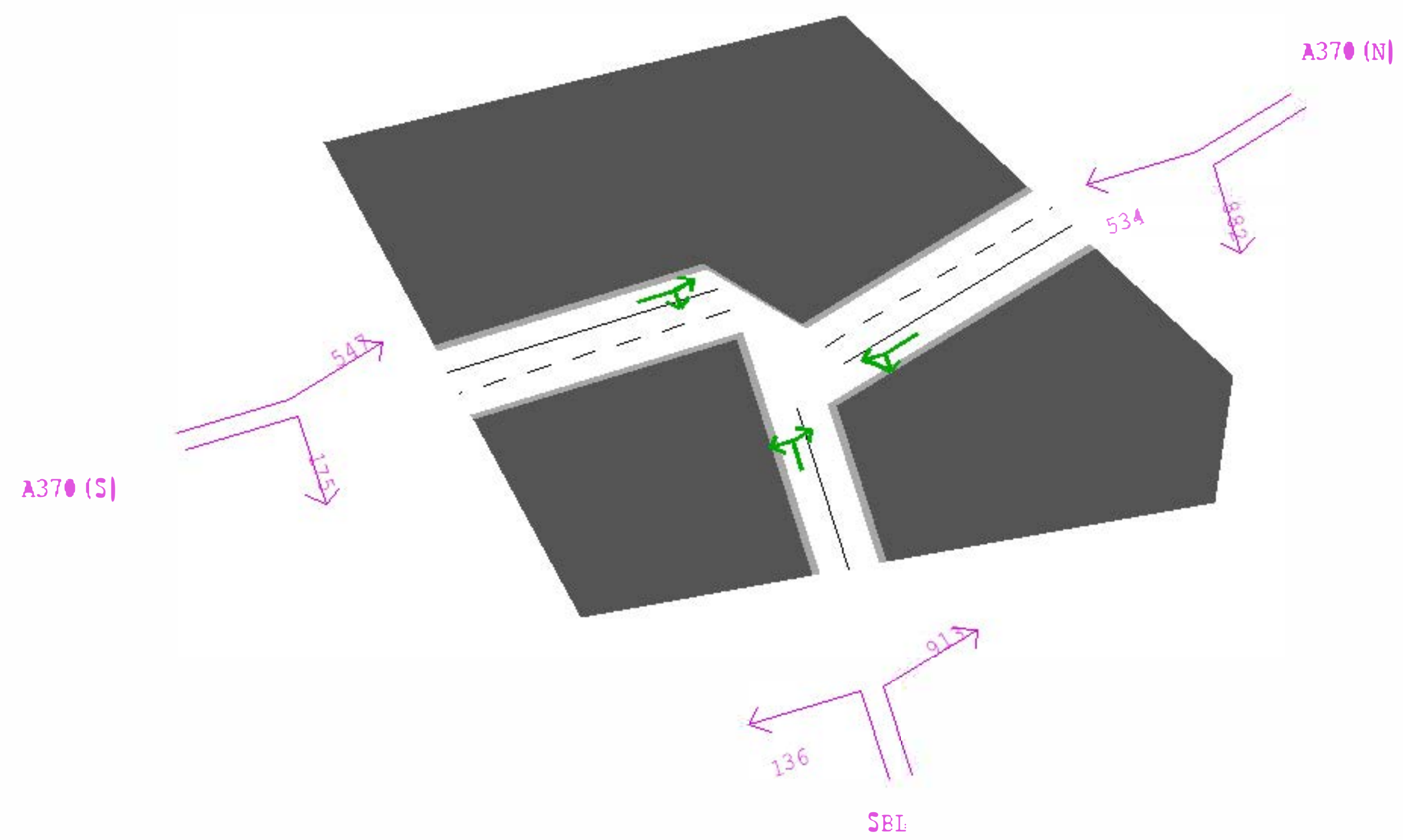
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 1

LCY = 75

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

X  
>  
>

Display mode  
Arrows

S

Arrow type:  
line+number

S

Banner

>

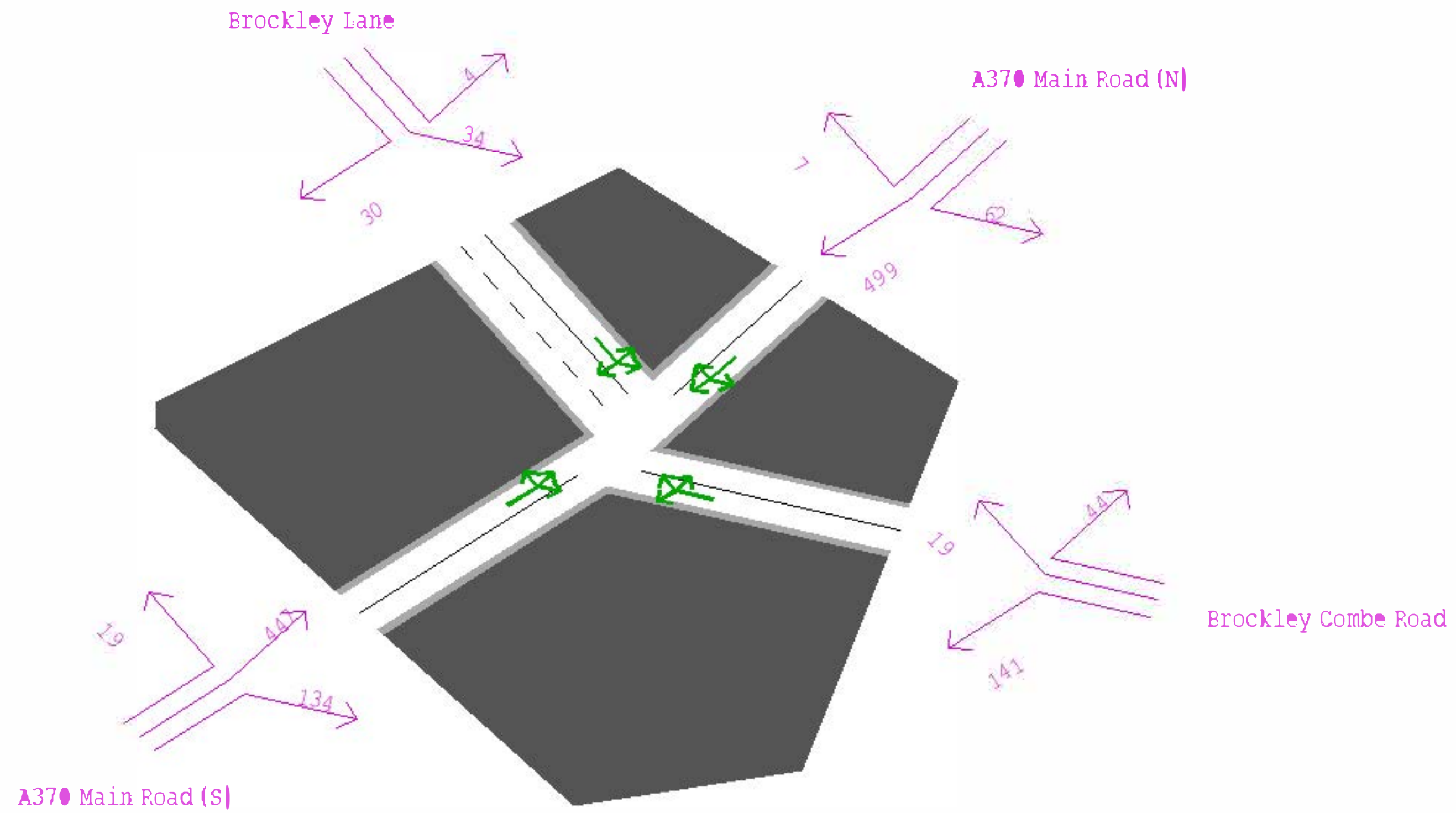
Q - Return

+ Menu bar!

See 11.12.2

A370 / Brockley Combe Road / Brockley Lane (J9)





Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

>

>

S

S

>

CFP Convergence

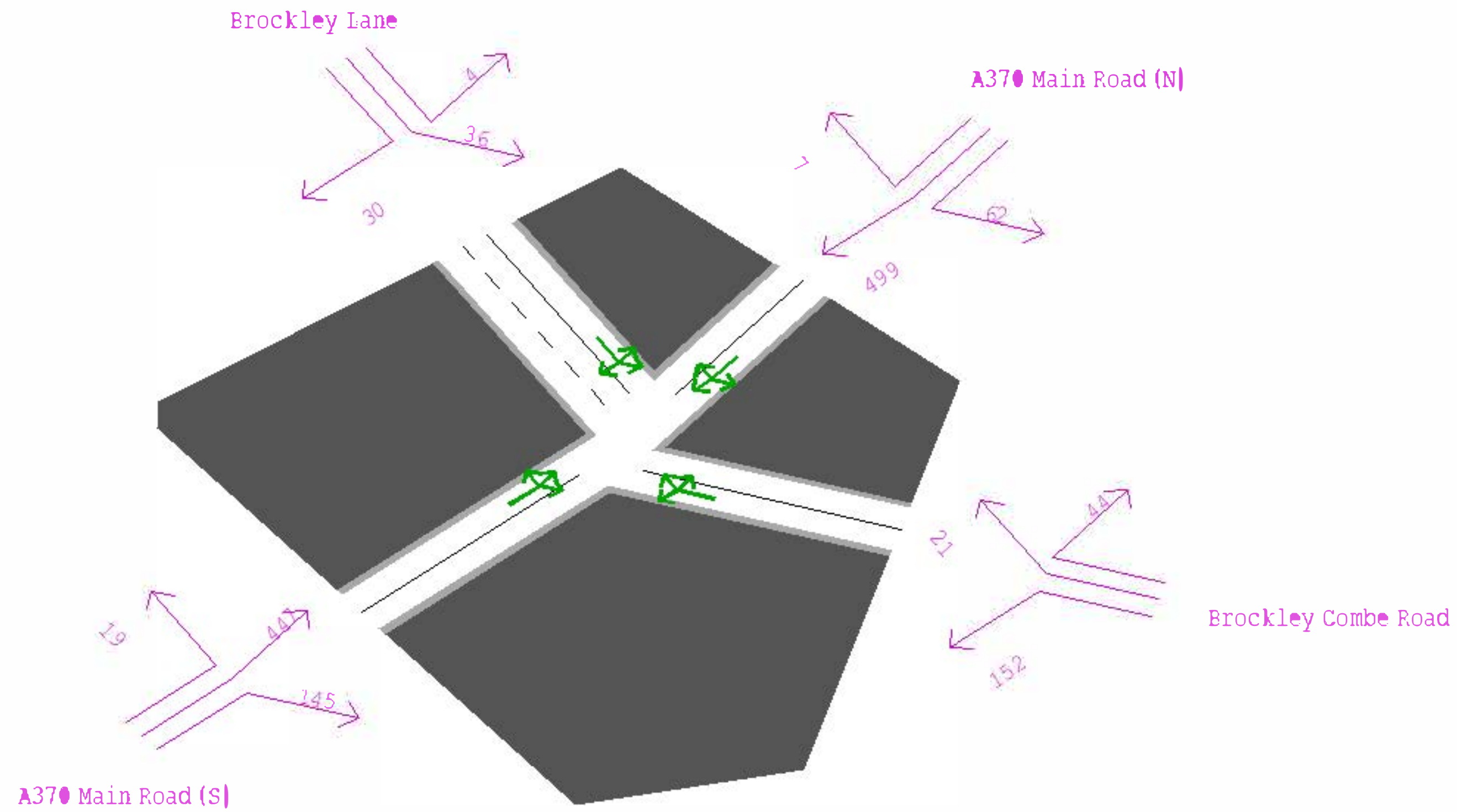
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 3

LCY = 75





Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence

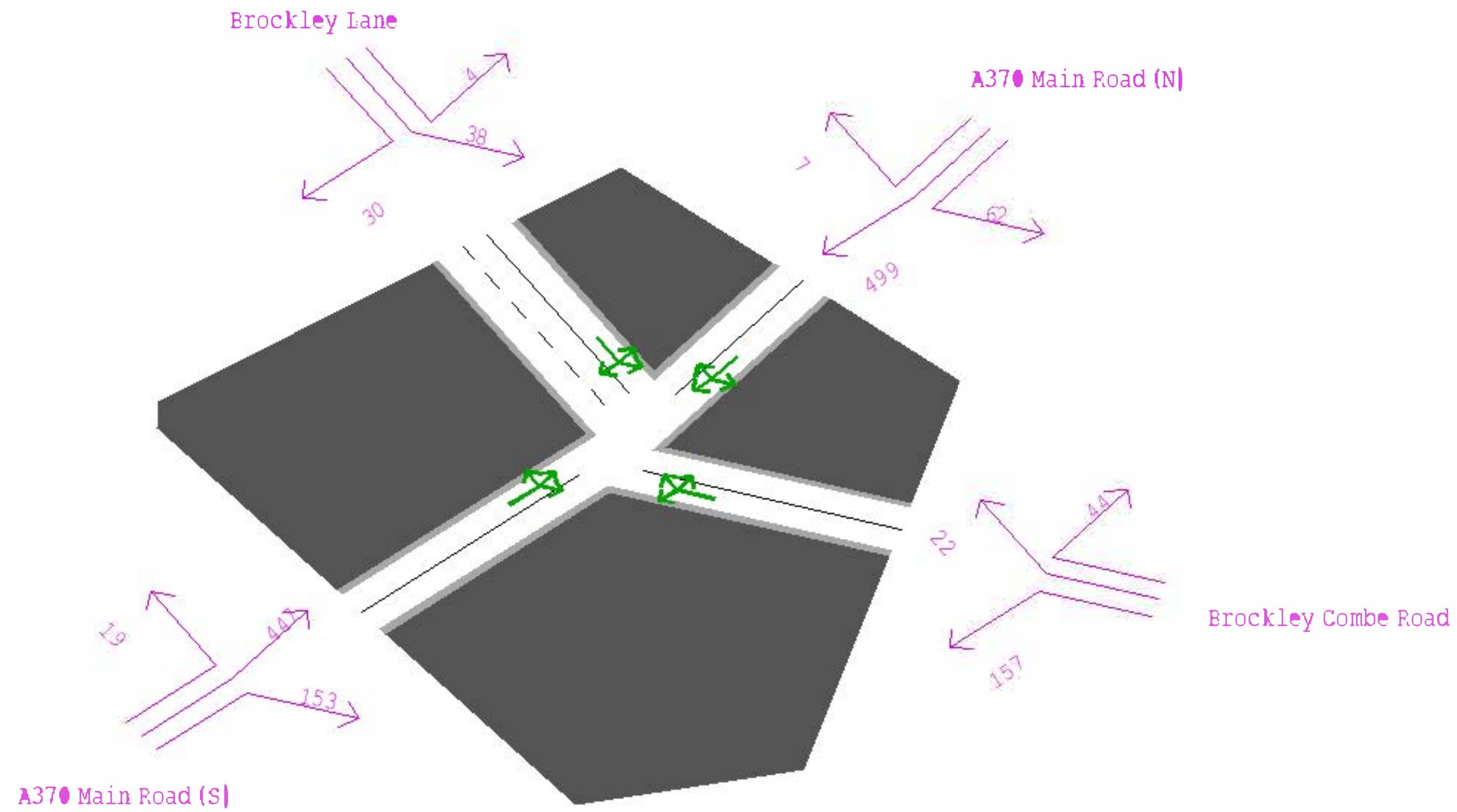
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

OUT CFP 0.00

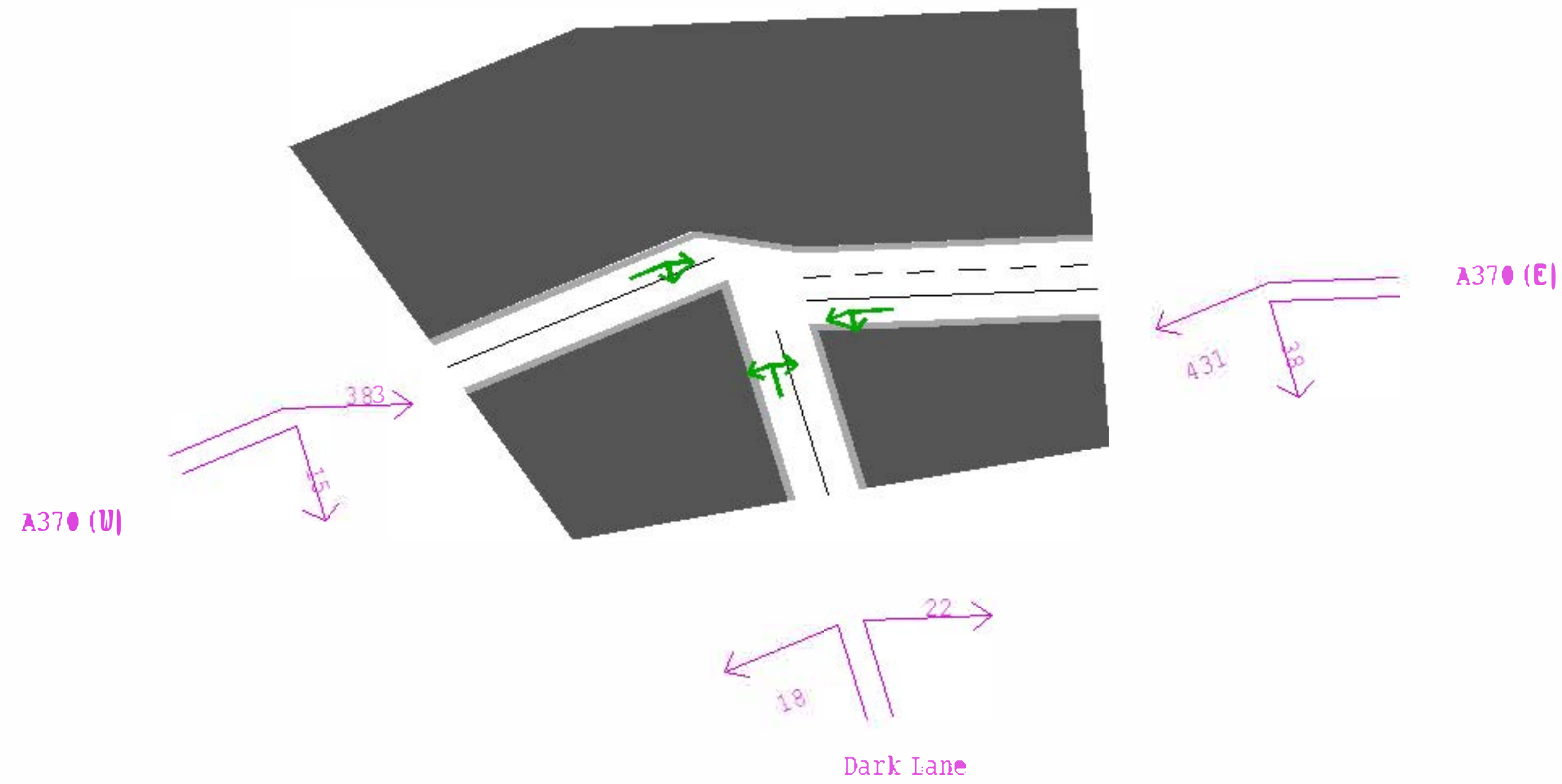
IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane

A370 / Dark Lane / Station Road (J10)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

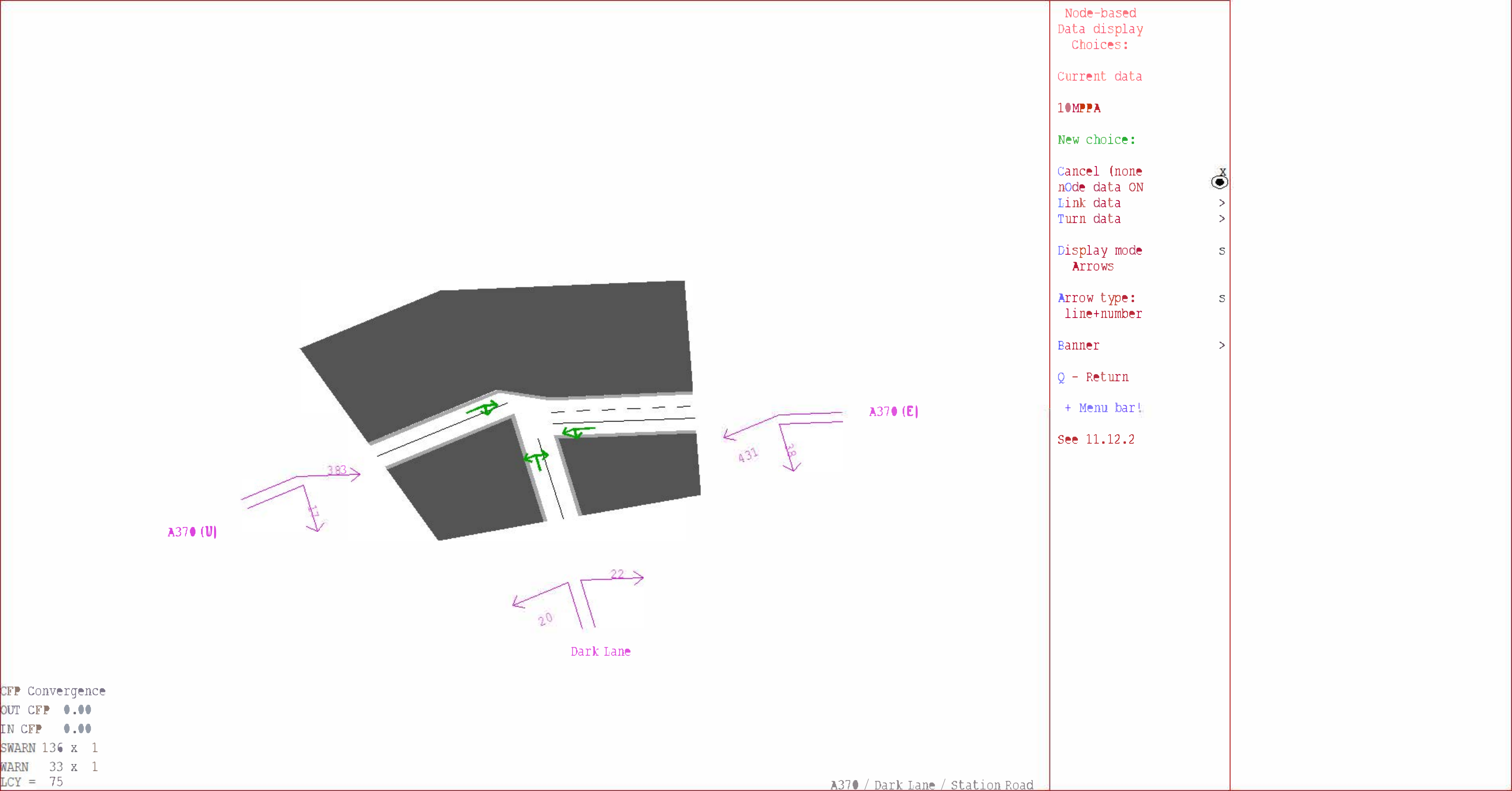
Banner

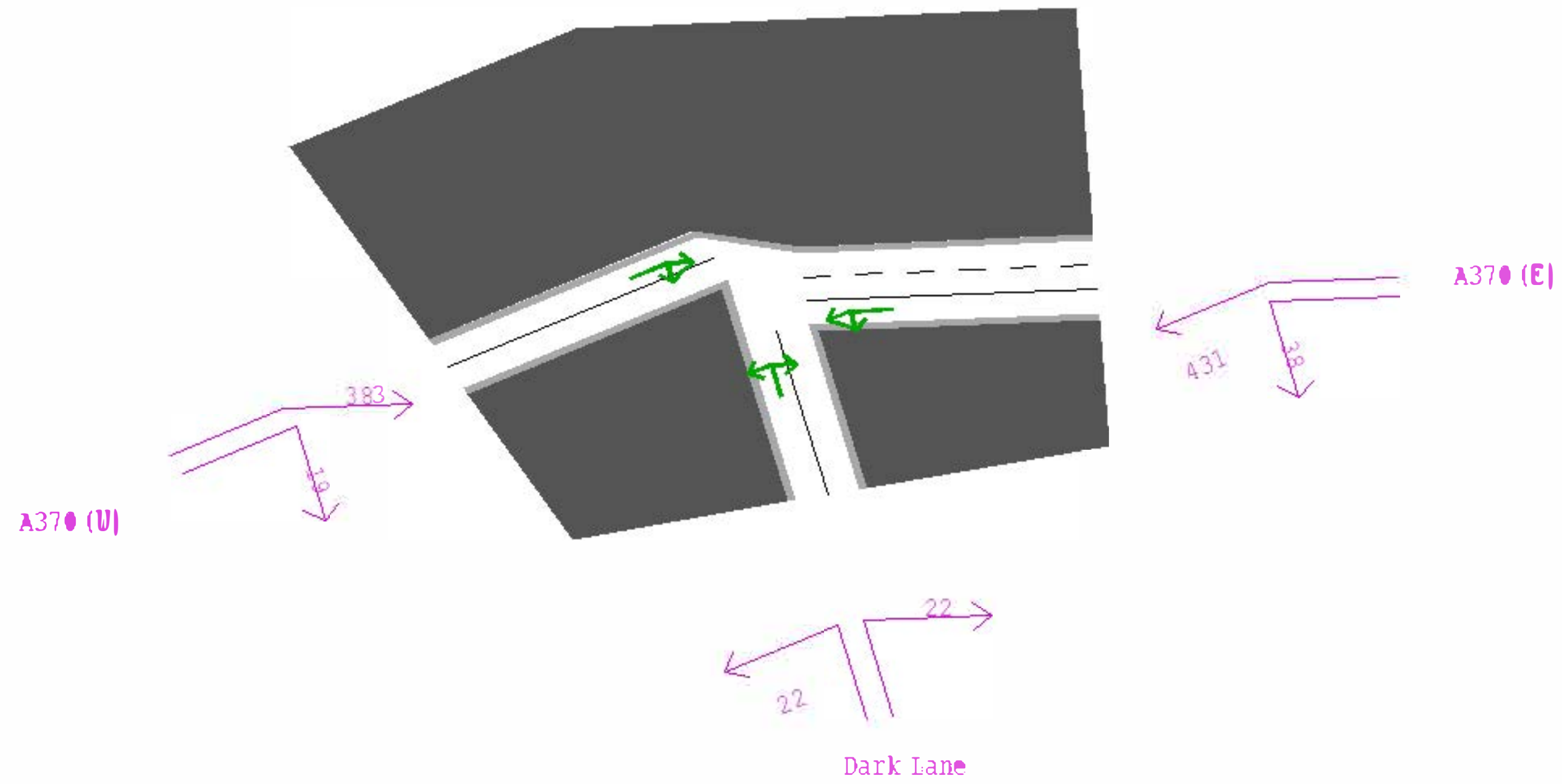
>

Q - Return

+ Menu bar!

See 11.12.2





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

X

>

>

S

S

>

Display mode  
Arrows

S

Arrow type:  
line+number

S

Banner

>

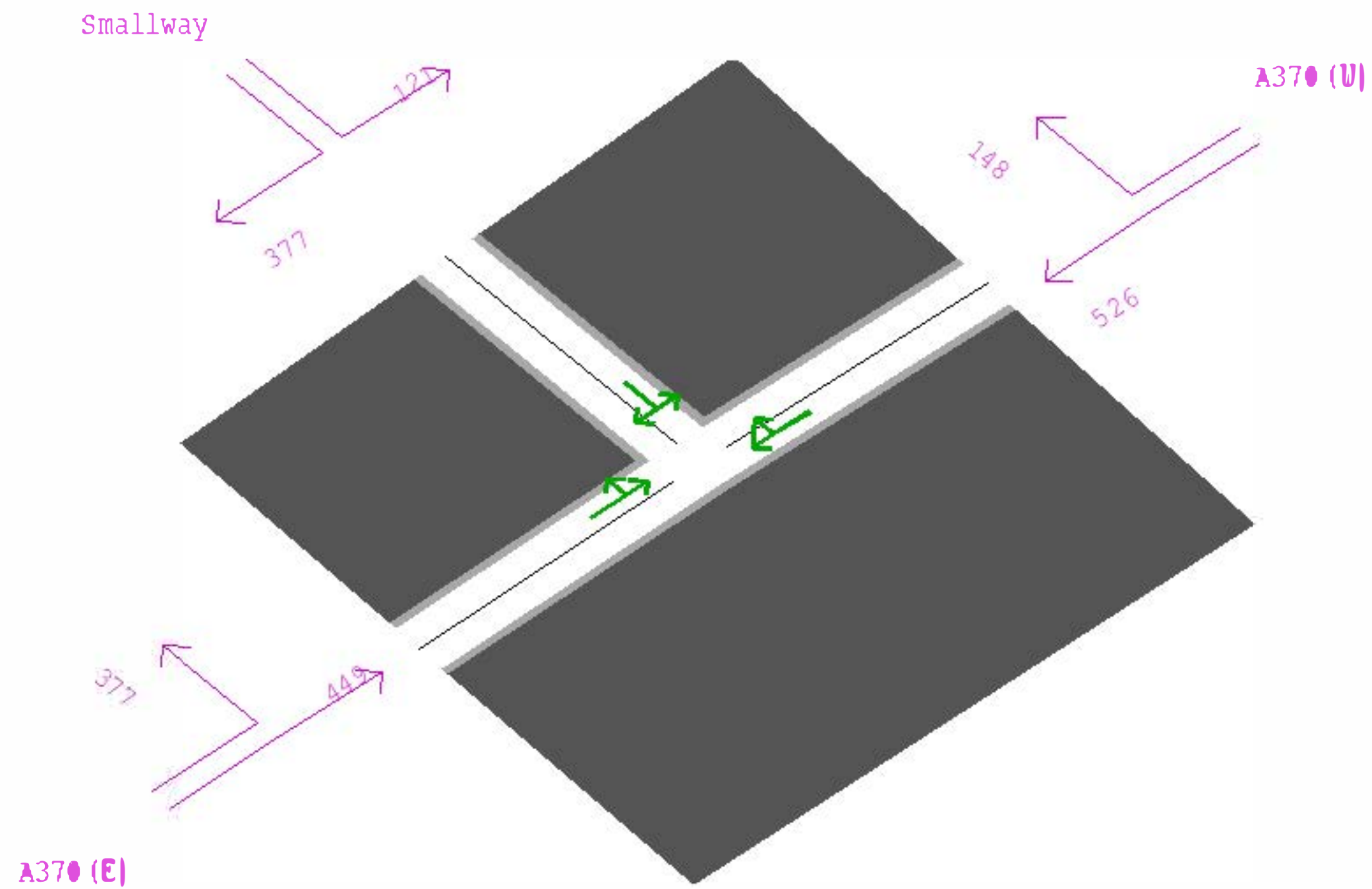
Q - Return

+ Menu bar!

See 11.12.2

A370 / Smallway (J11)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



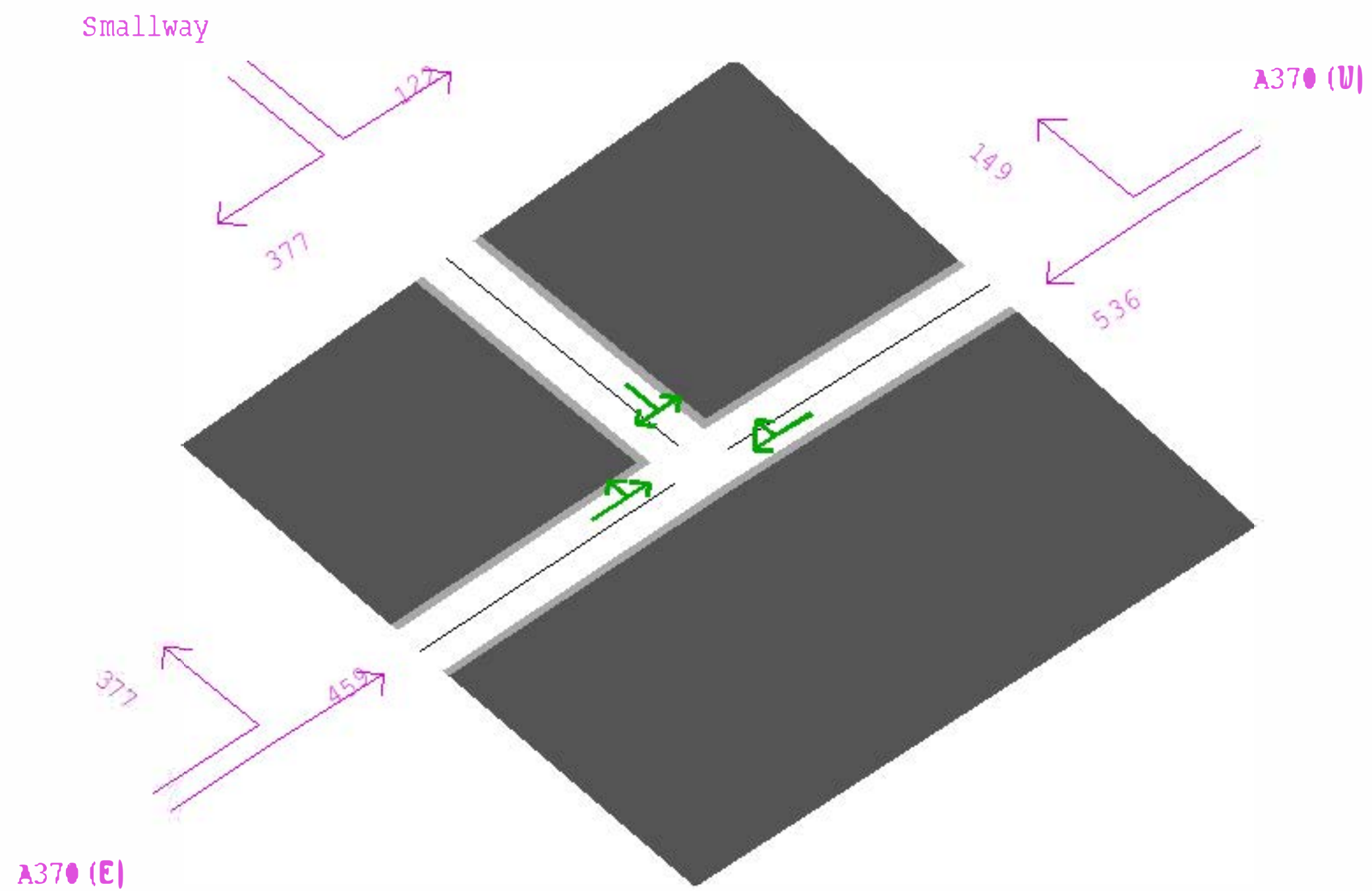
>

>

S

S

>



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

S

S

>

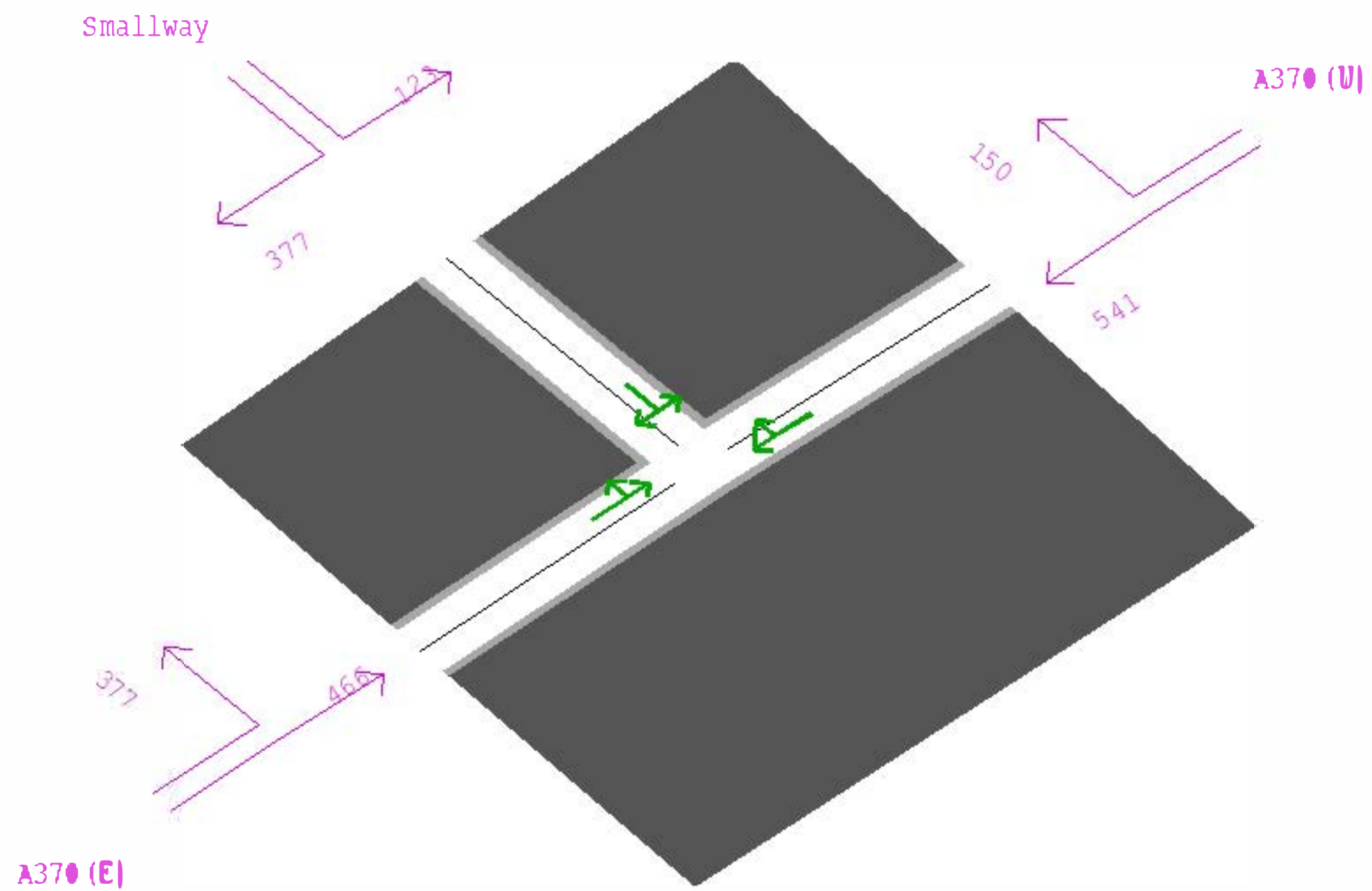
CFP Convergence

OUT CFP 0.00

IN CFP 0.00

WARN 33 x 1

LCY = 75



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

S

S

>

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

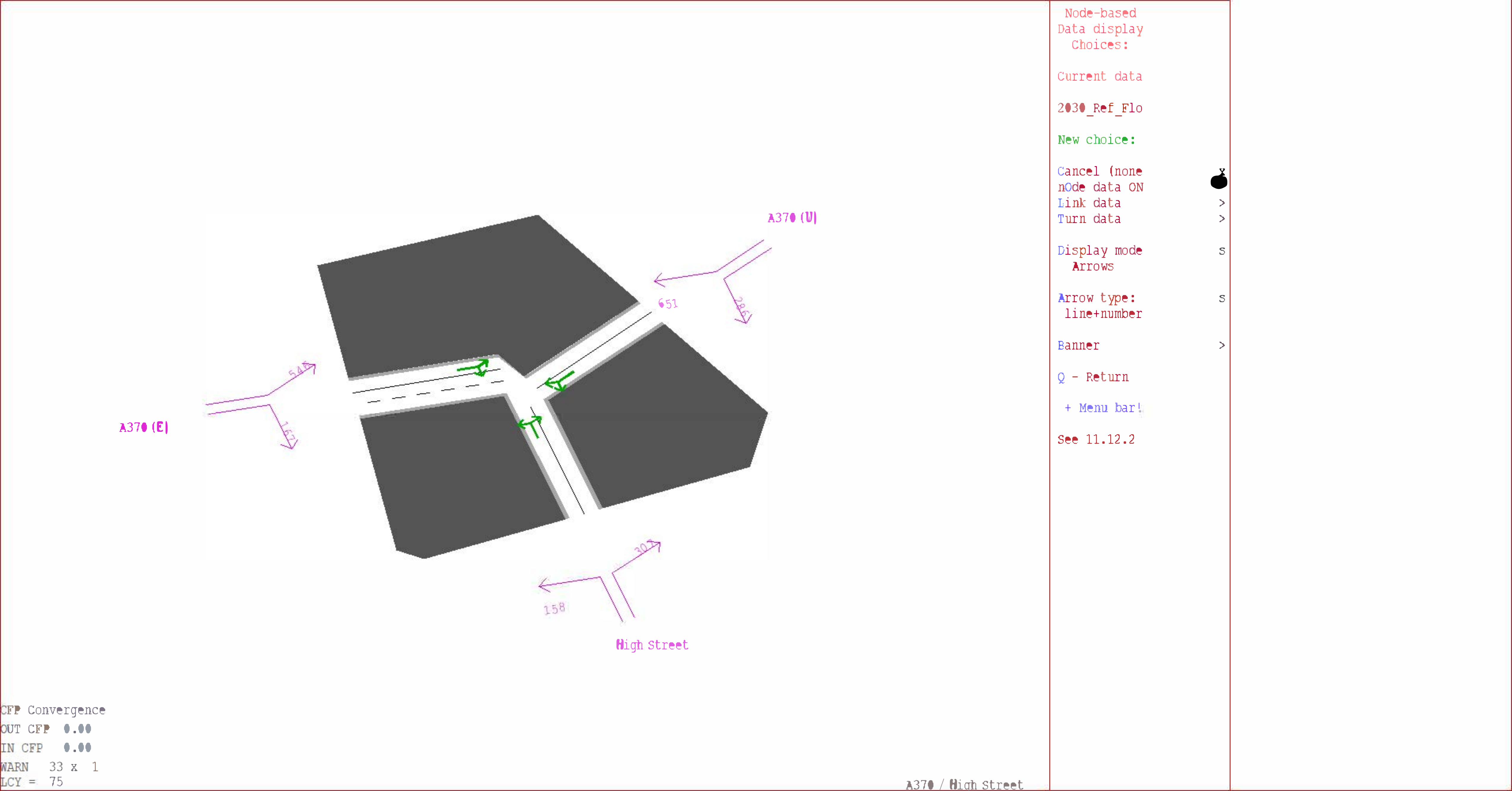
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 1

LCY = 75

A370 / High Street (J12)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

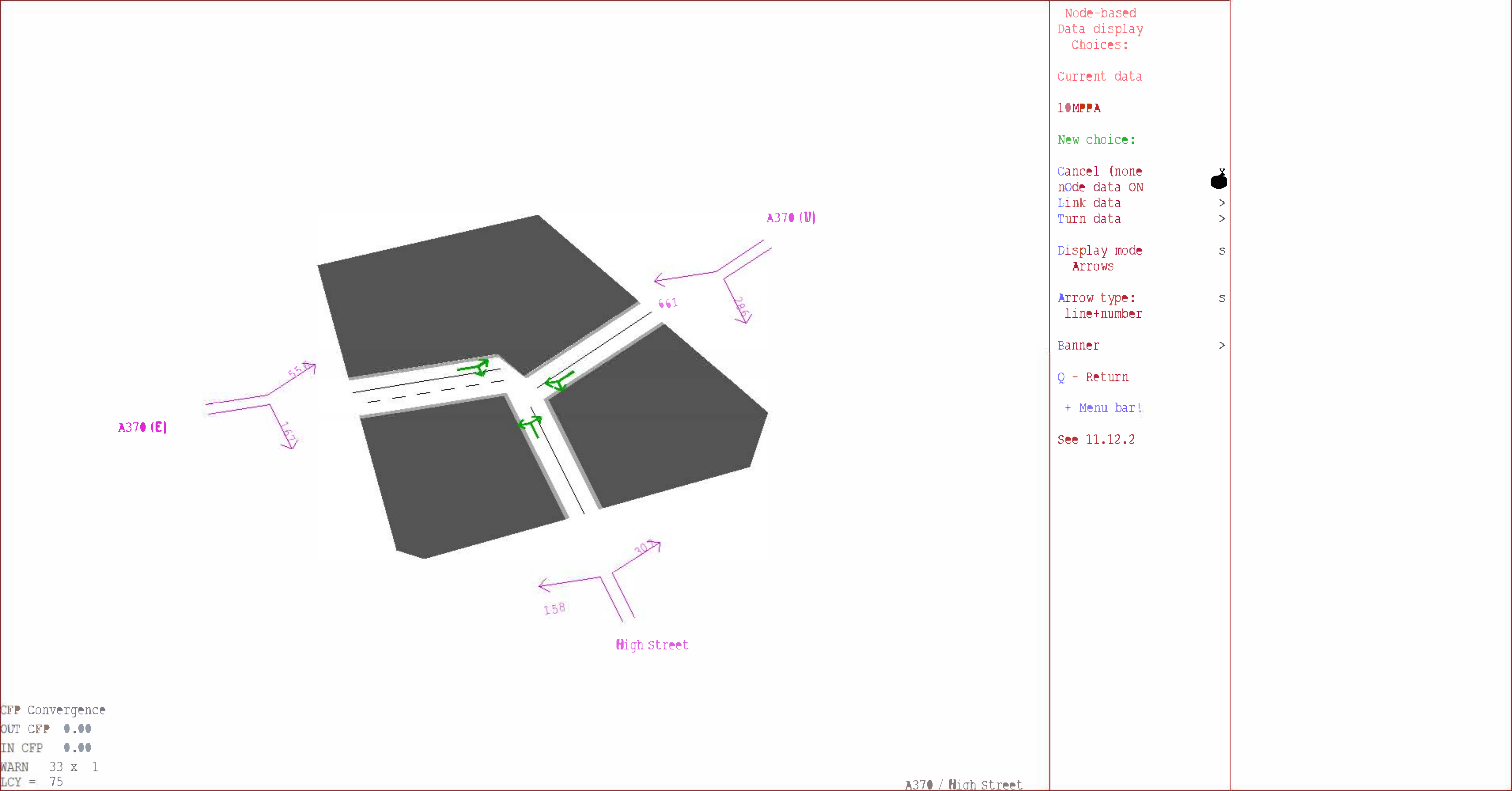
Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

S

S

>

CFP Convergence

OUT CFP 0.00

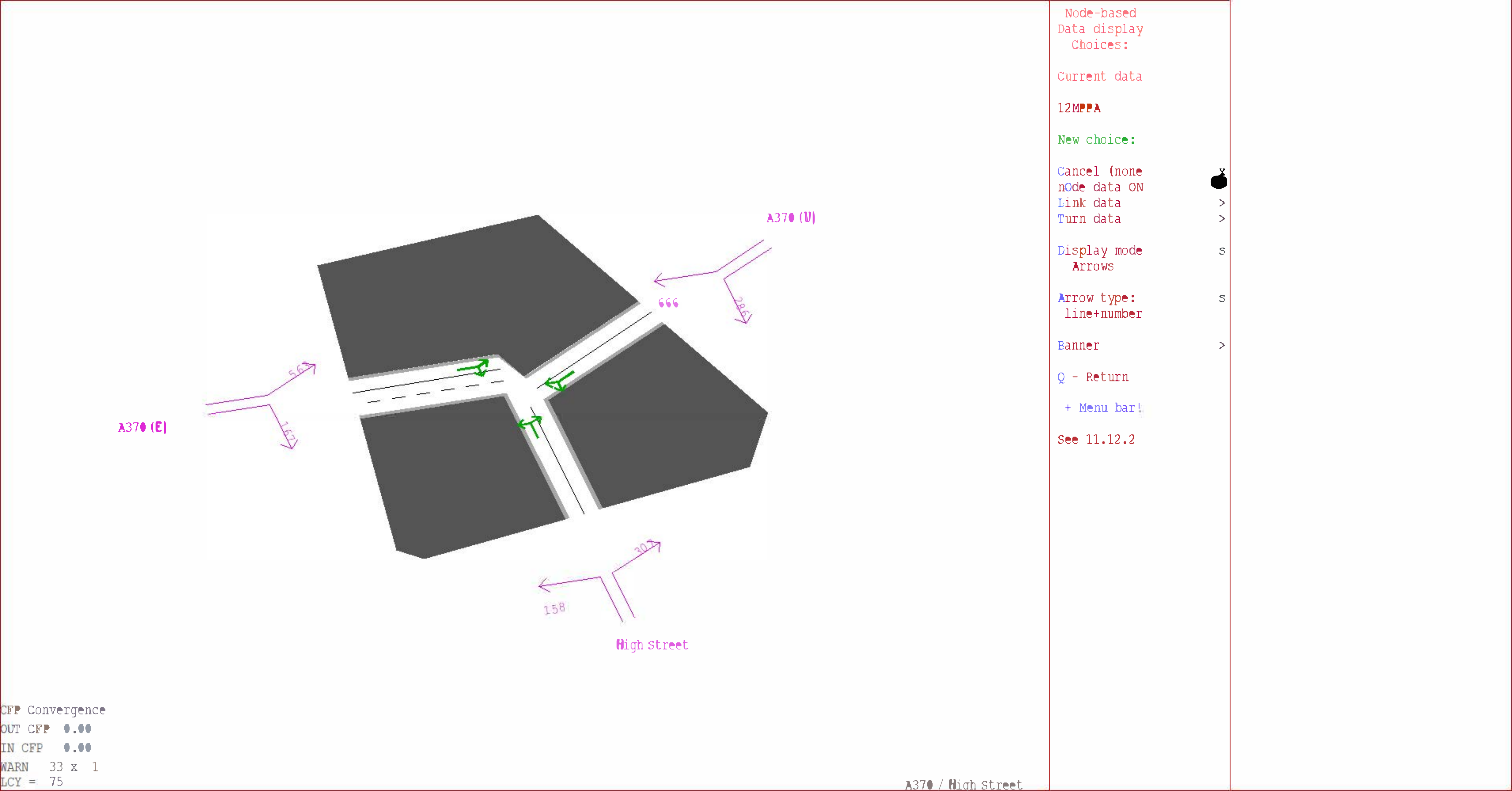
IN CFP 0.00

WARN 33 x 1

LCY = 75

A370 / High Street





Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

S

S

>

CFP Convergence

OUT CFP 0.00

IN CFP 0.00

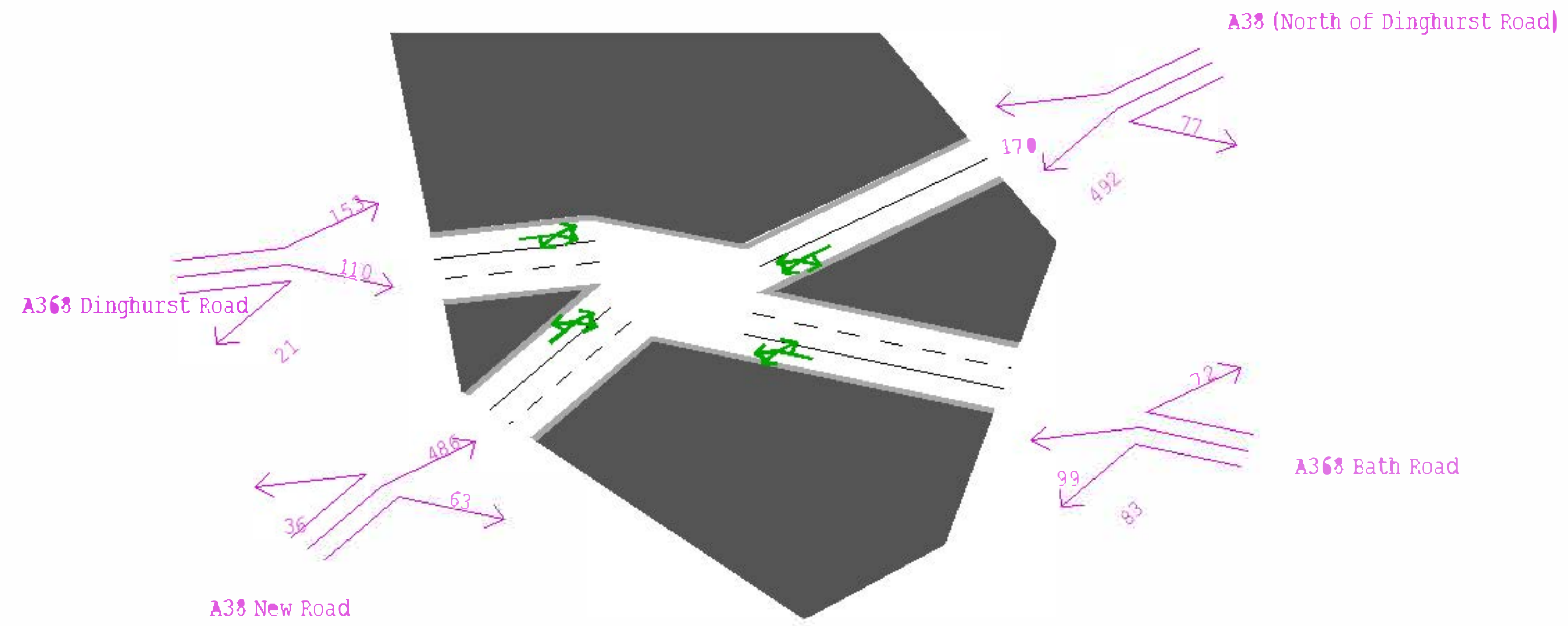
WARN 33 x 1

LCY = 75

A370 / High Street



A38 / A368 (J13)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

X  
●  
>  
>  
  
S  
  
S  
  
>

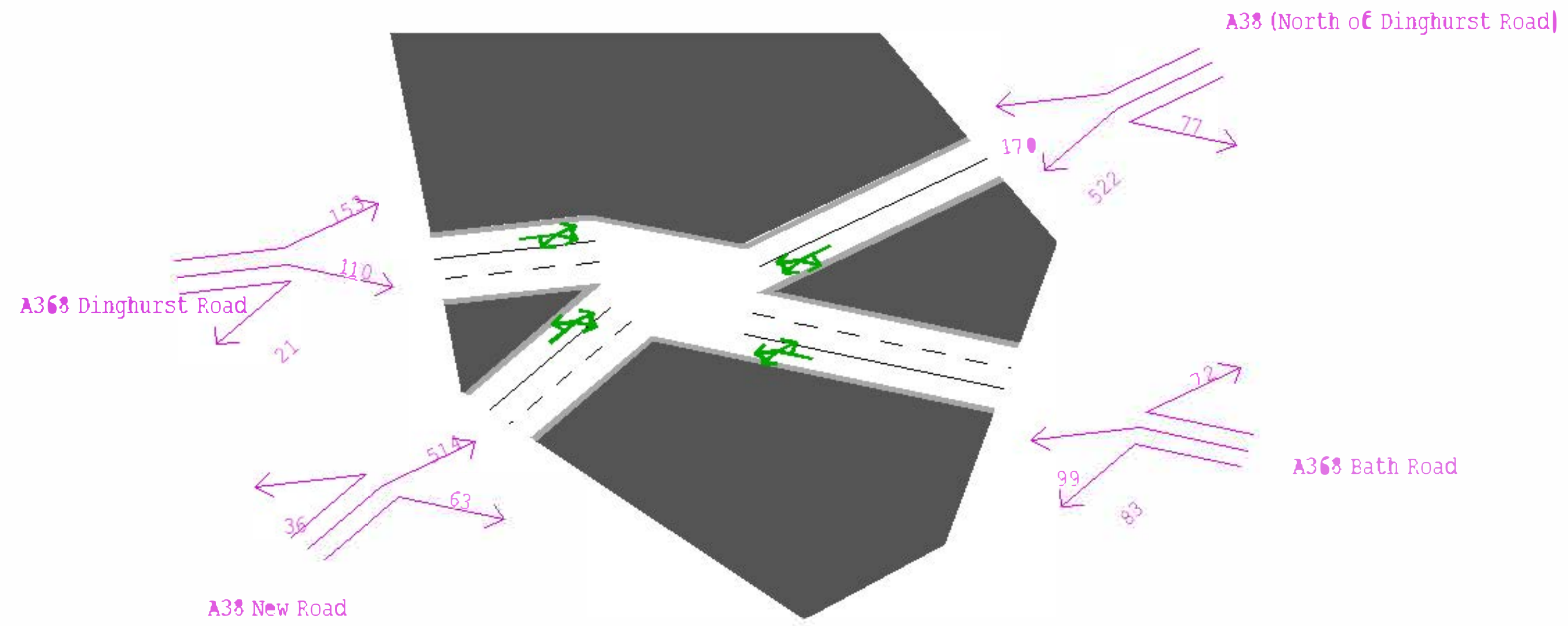
Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
  
+ Menu bar!

See 11.12.2



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

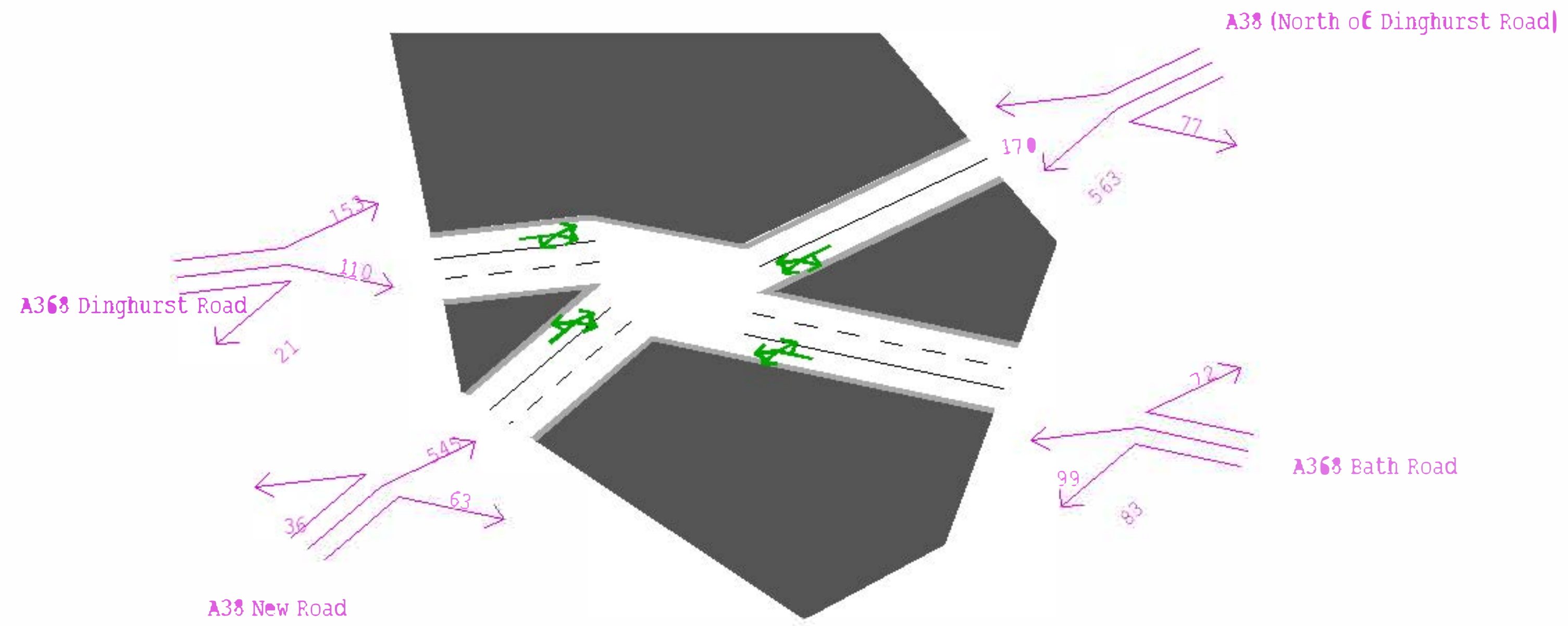
Banner

>

Q - Return

+ Menu bar!

See 11.12.2



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

S

S

>

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

# PM Peak Flows

**2030\_Ref\_Flo:** 2030 Baseline Flows (2018 Baseline Flows growthed using TEMPro to 2030)

**10MPPA:** 2030 Reference Case (2030 Baseline + Consented Airport Development)

**12MPPA:** 2030 Test Case (2030 Baseline + Proposed Airport Development)

## List of Junctions:

A38 / Bristol Airport Northern Roundabout (J1)

A38 / Bristol Airport Southern Roundabout (J2)

Downside Road / Bristol Airport Service Access (J3)

A38 / Downside Road (J4a)

A38/ West Lane (J4b)

A38 / Barrow Lane (J5)

A38 / Barrow Street (J6)

A38 / A4174 South Bristol Link Road (SBL) (J7)

A370 / A4174 SBL (J8)

A370 / Brockley Combe Road / Brockley Lane (J9)

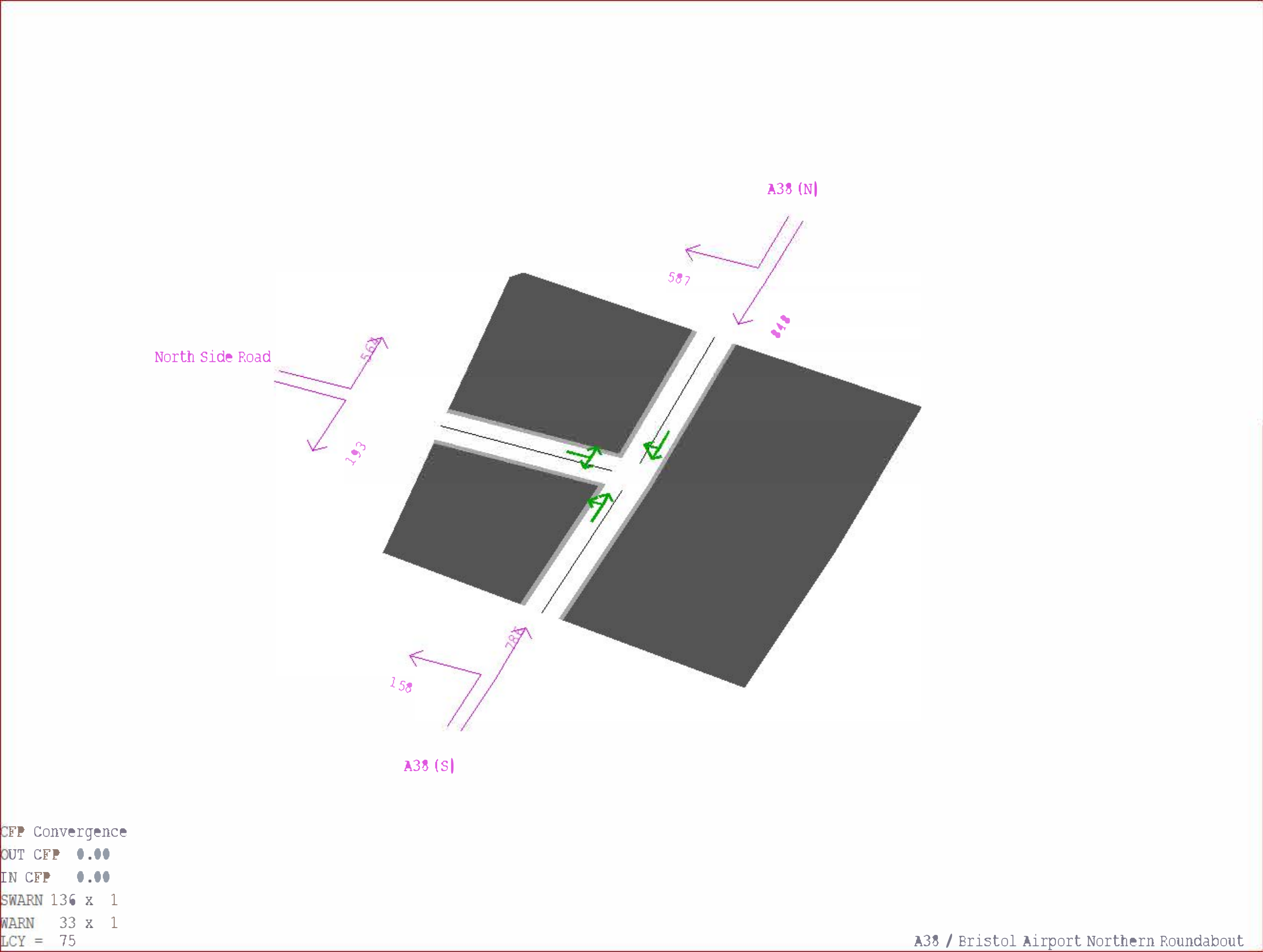
A370 / Dark Lane / Station Road (J10)

A370 / Smallway (J11)

A370 / High Street (J12)

A38 / A368 (J13)

A38 / Bristol Airport Northern Roundabout (J1)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

>

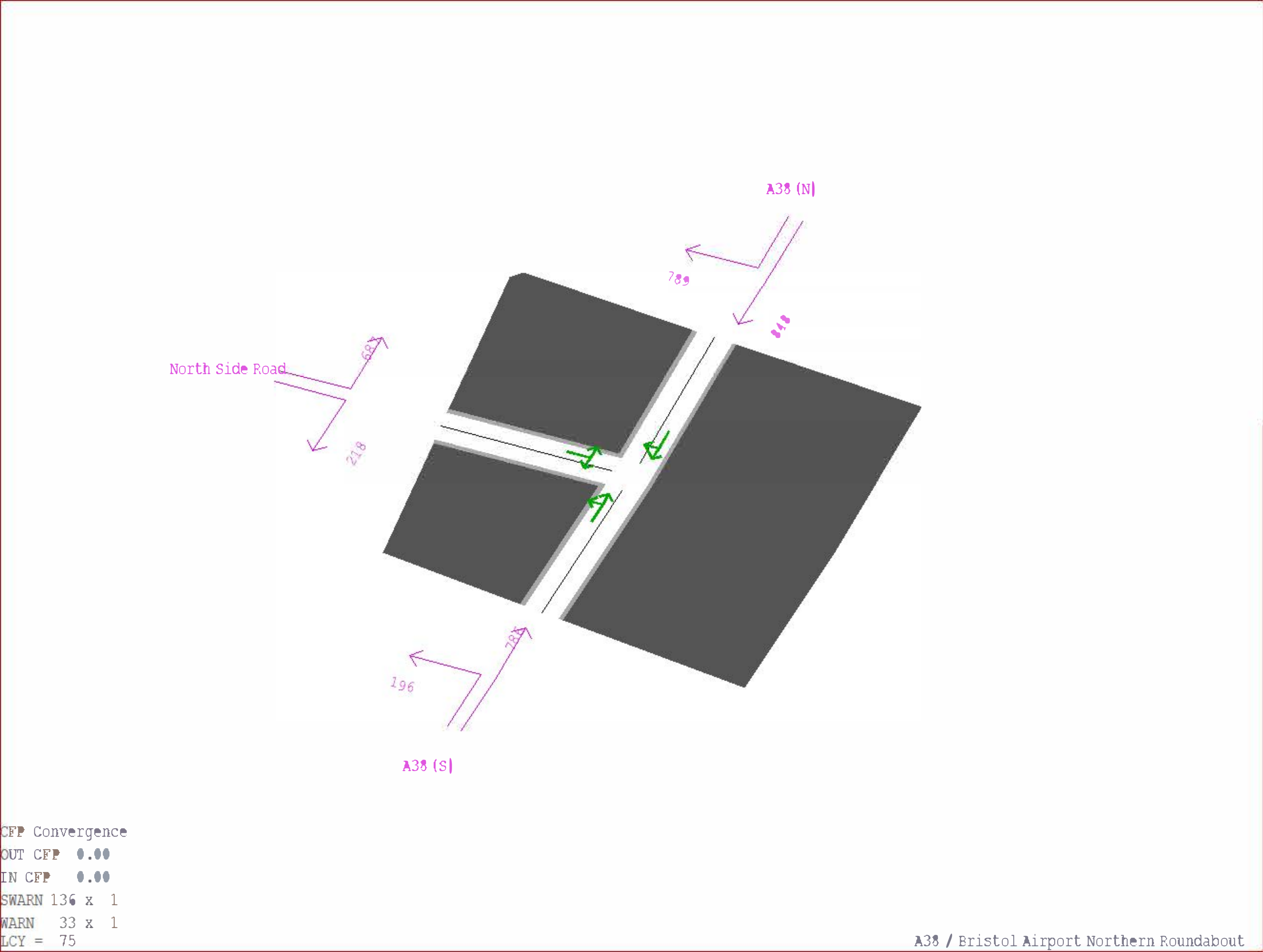
>

S

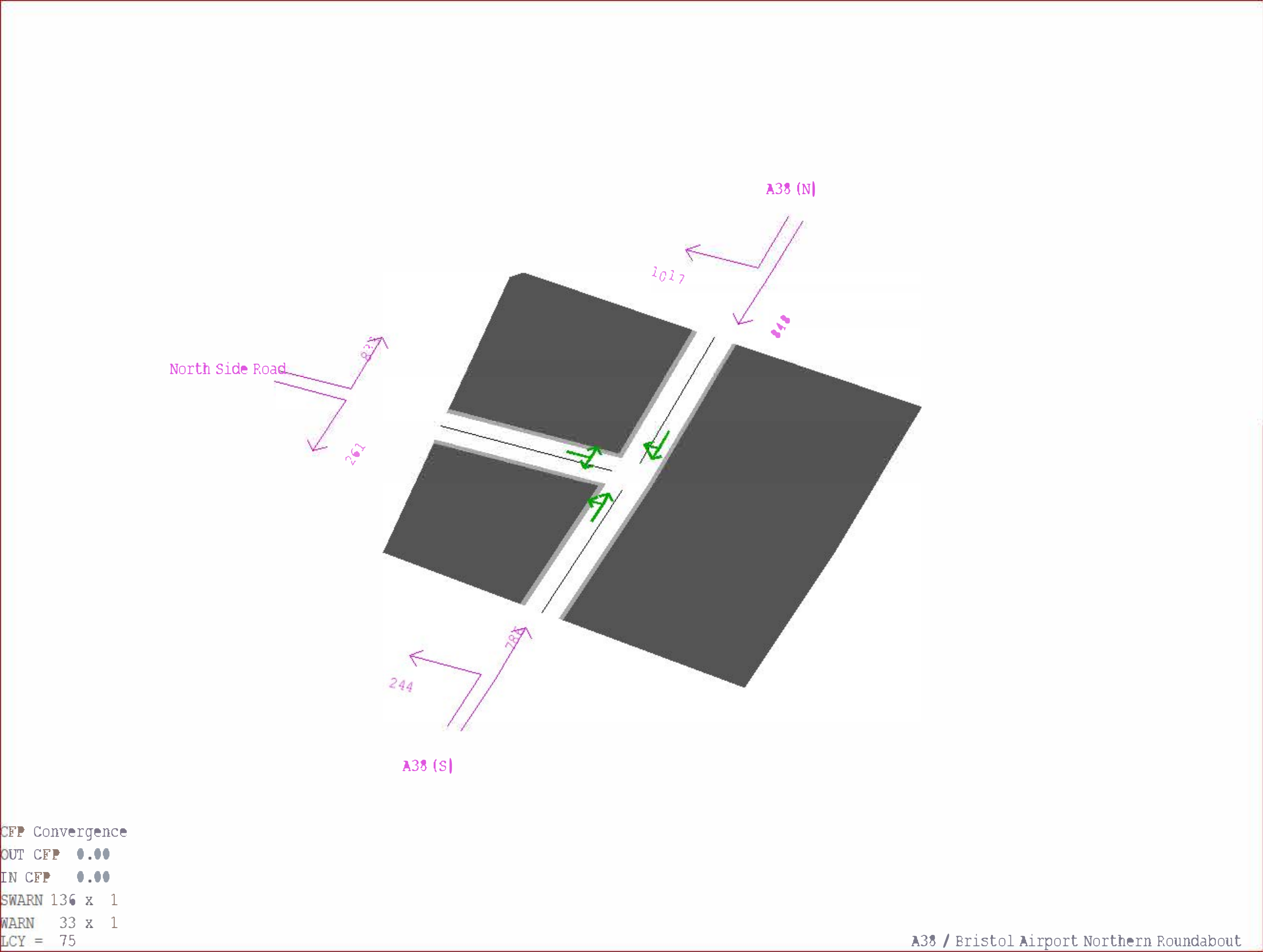
S

>





Node-based Data display Choices:	
Current data	
10MPPA	
New choice:	
Cancel (none	X
nOde data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

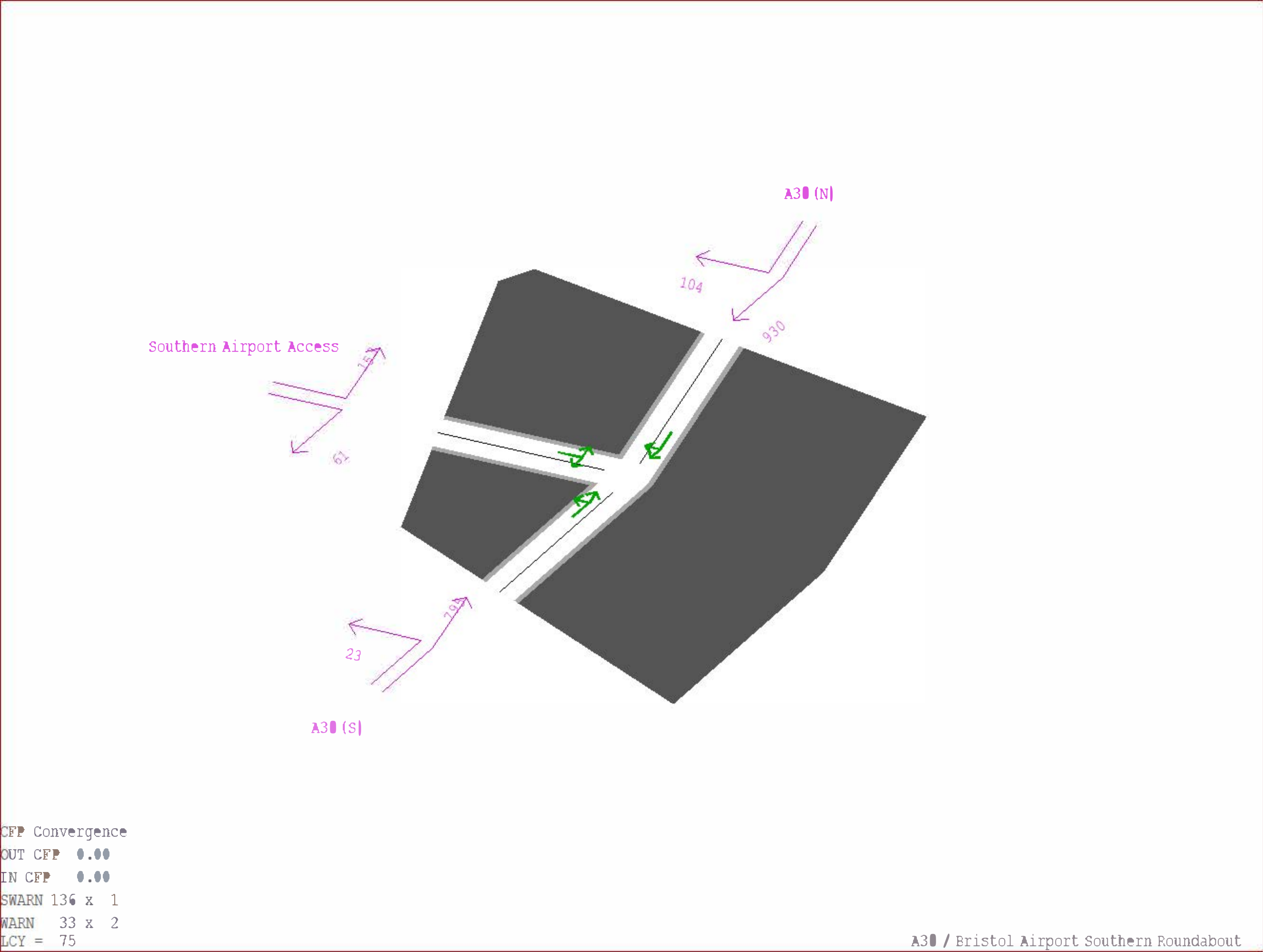
Banner

Q - Return  
+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>

A38 / Bristol Airport Southern Roundabout (J2)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 2  
LCY = 75

A30 / Bristol Airport Southern Roundabout

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

X

>

>

S

S

>

Display mode  
Arrows

S

Arrow type:  
line+number

S

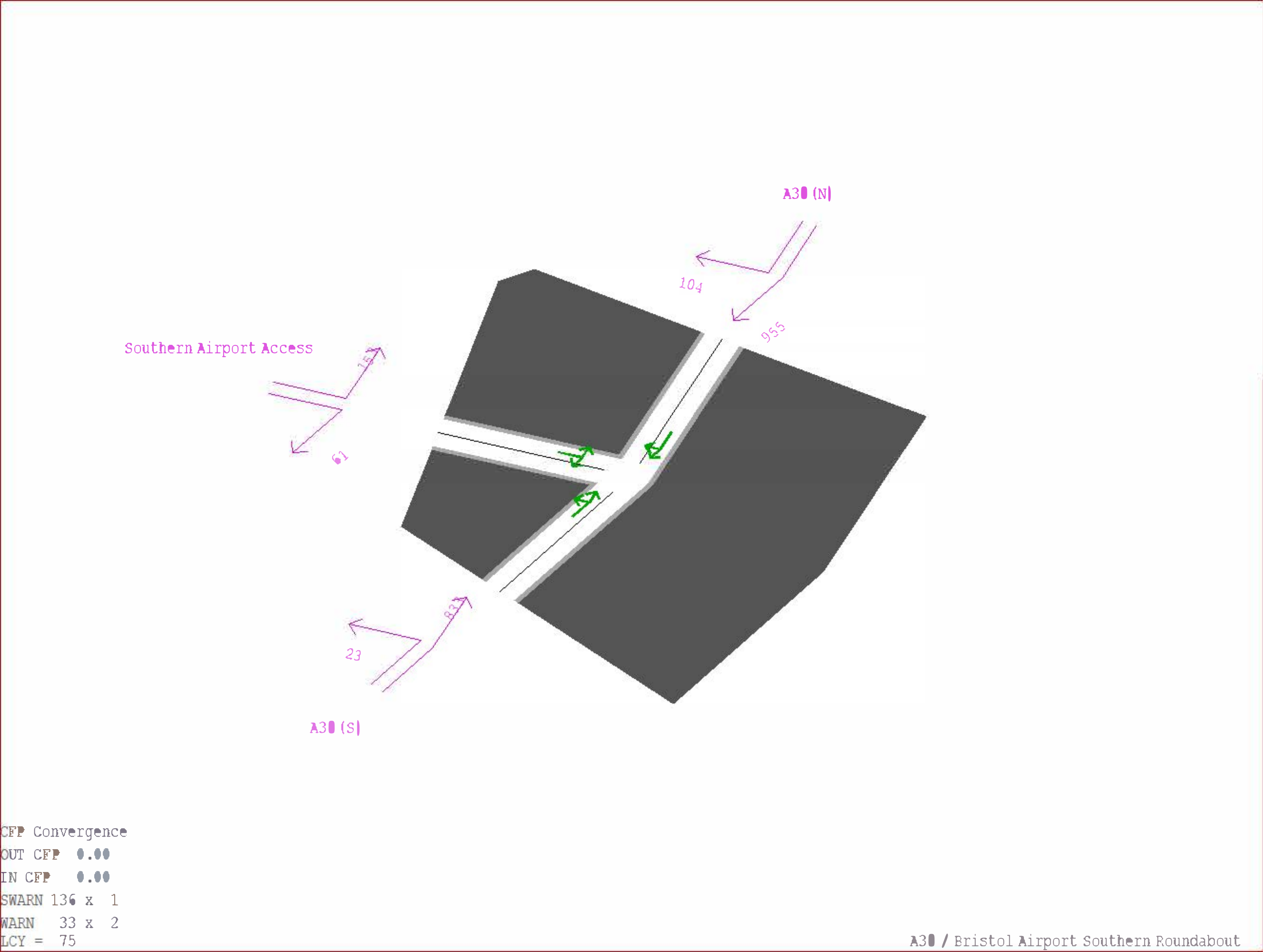
Banner

>

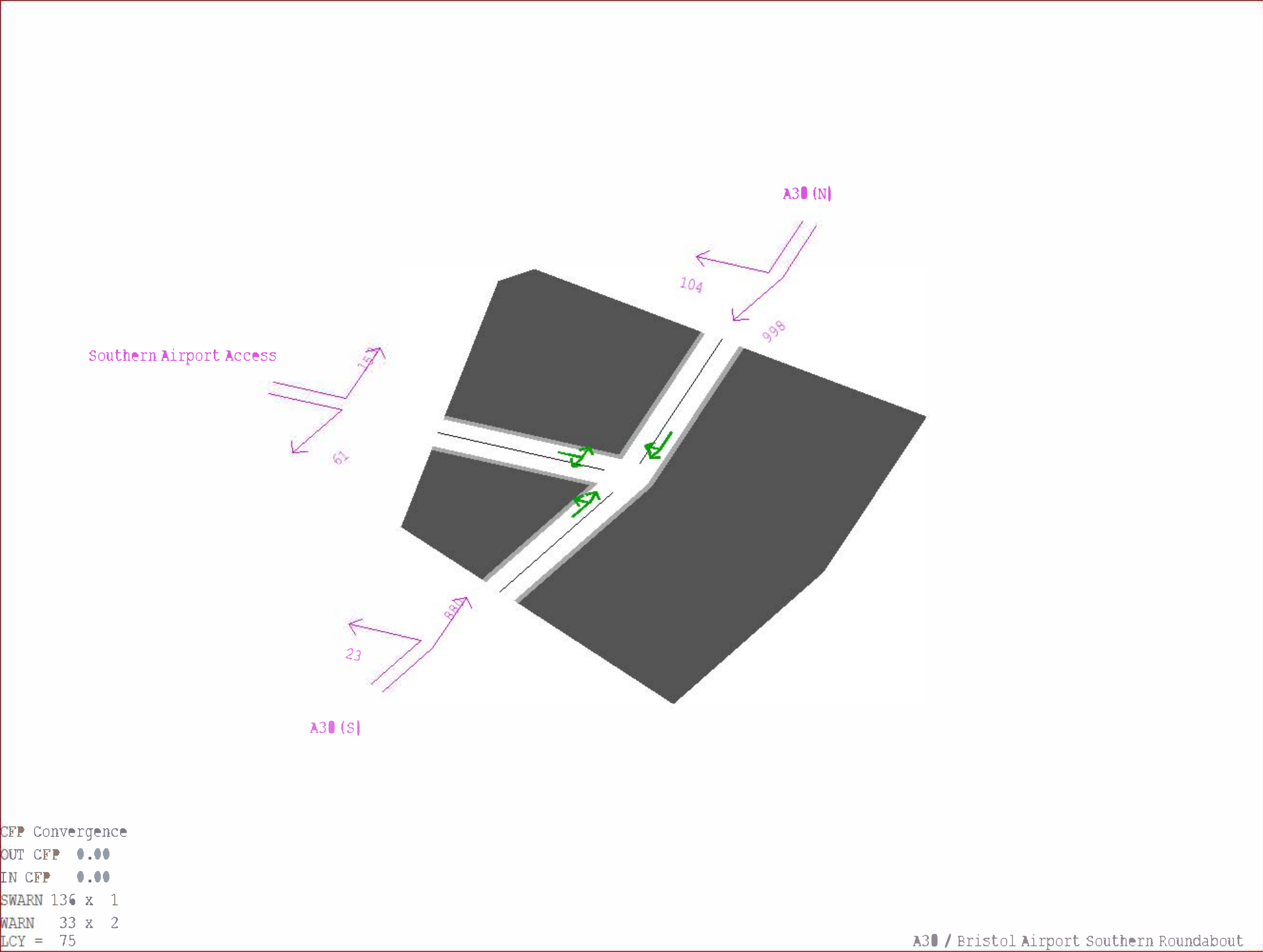
Q - Return

+ Menu bar!

See 11.12.2



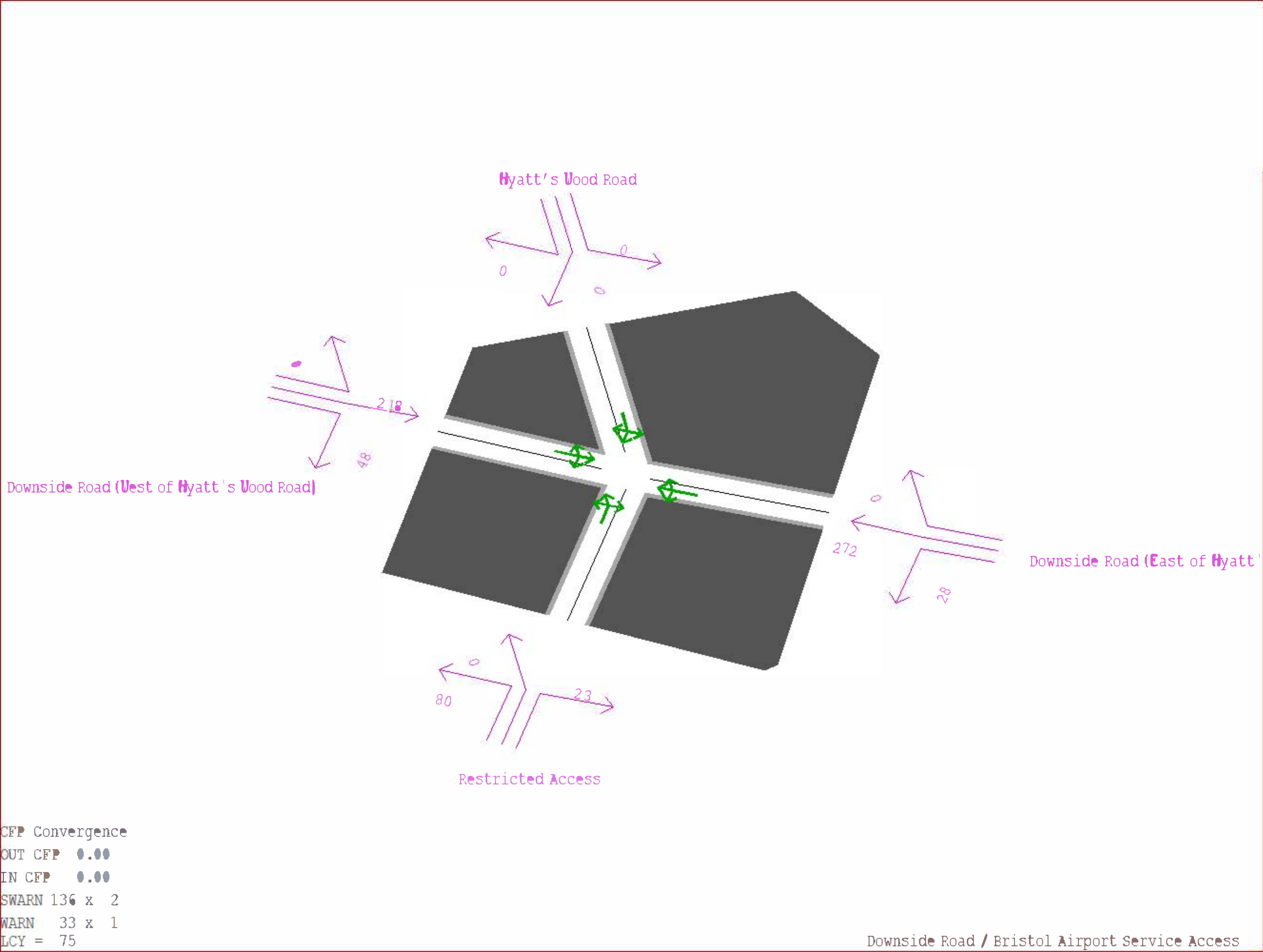
Node-based	
Data display	
Choices:	
Current data	
10MPPA	
New choice:	
Cancel (none	X
nOde data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	



Node-based	
Data display	
Choices:	
Current data	
12MPPA	
New choice:	
Cancel (none	X
nDe data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	

Downside Road / Bristol Airport Service Access (J3)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Downside Road / Bristol Airport Service Access

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2



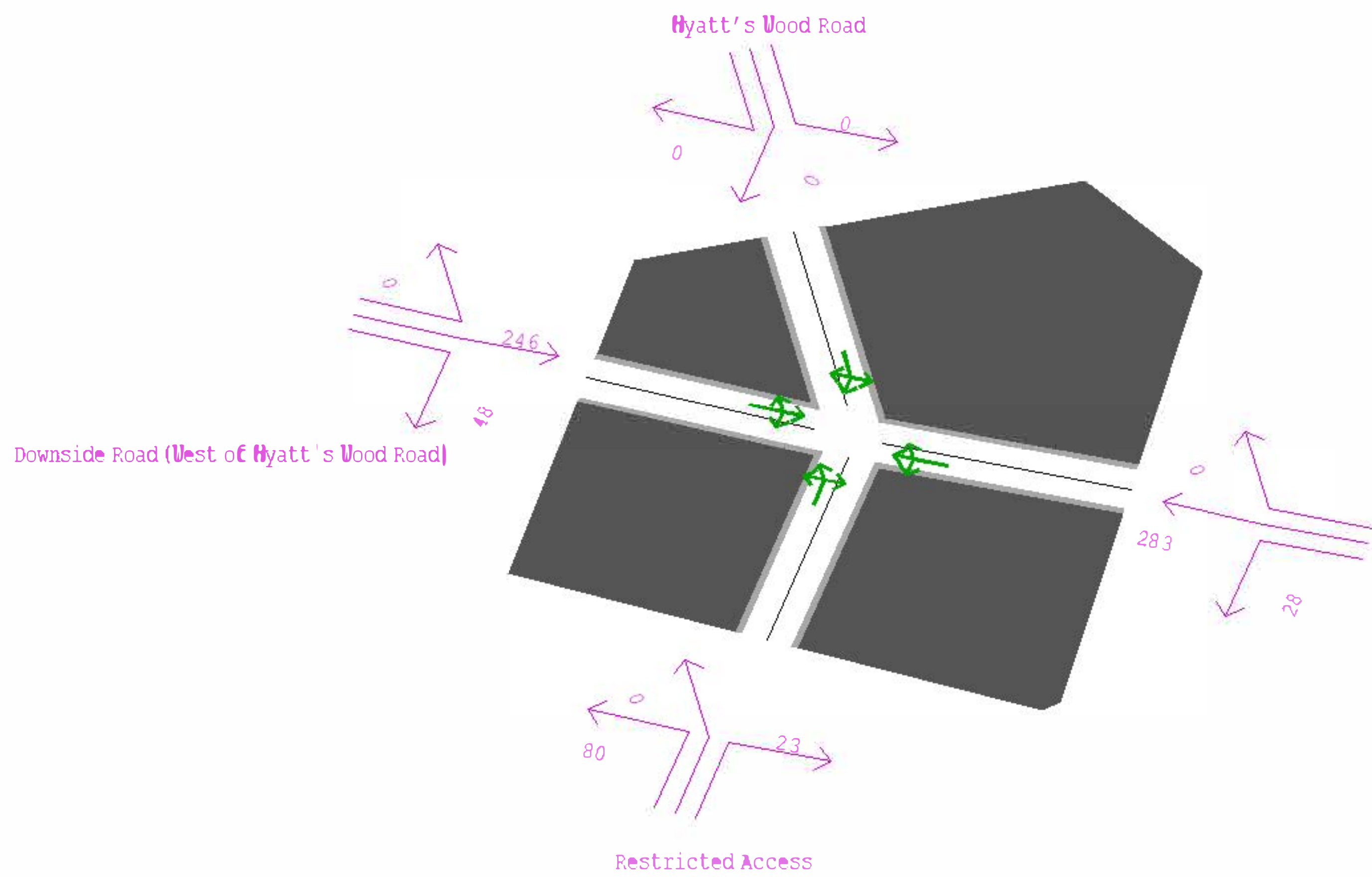
>

>

S

S

>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

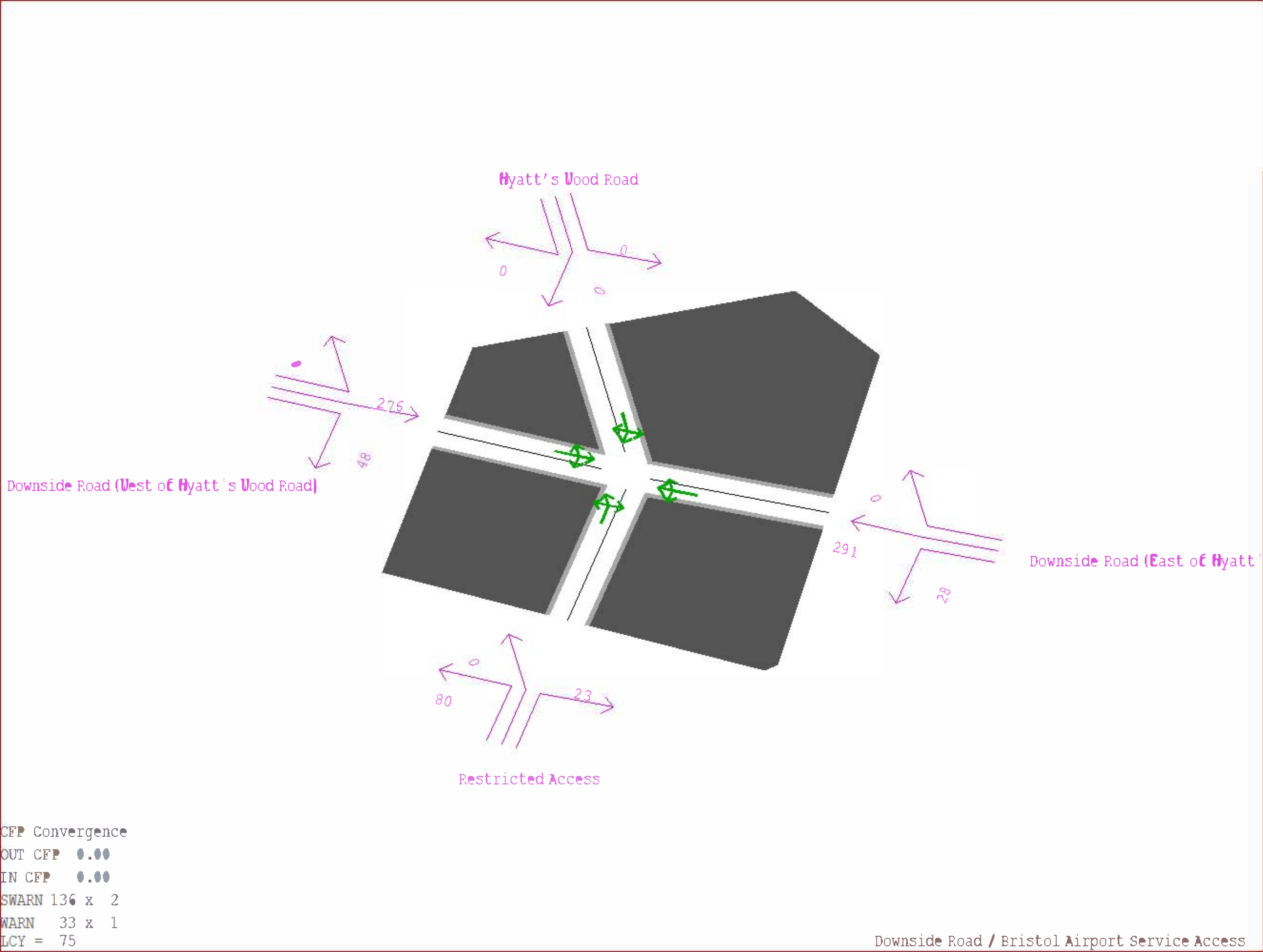
>

>

S

S

>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 2  
WARN 33 x 1  
LCY = 75

Downside Road / Bristol Airport Service Access

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2



>

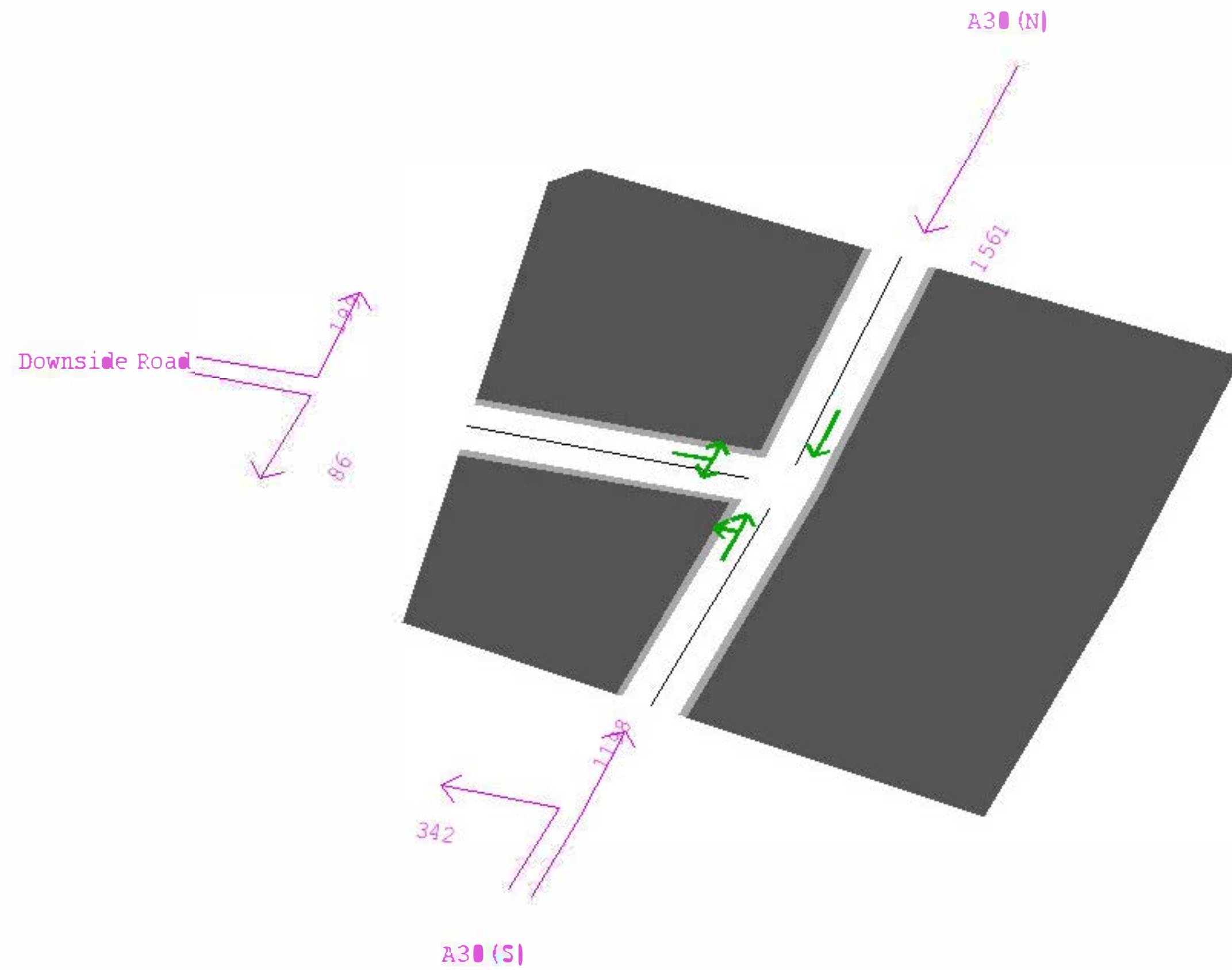
>

S

S

>

A38 / Downside Road (J4a)



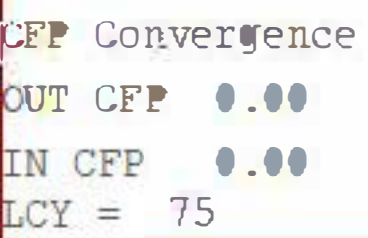
CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

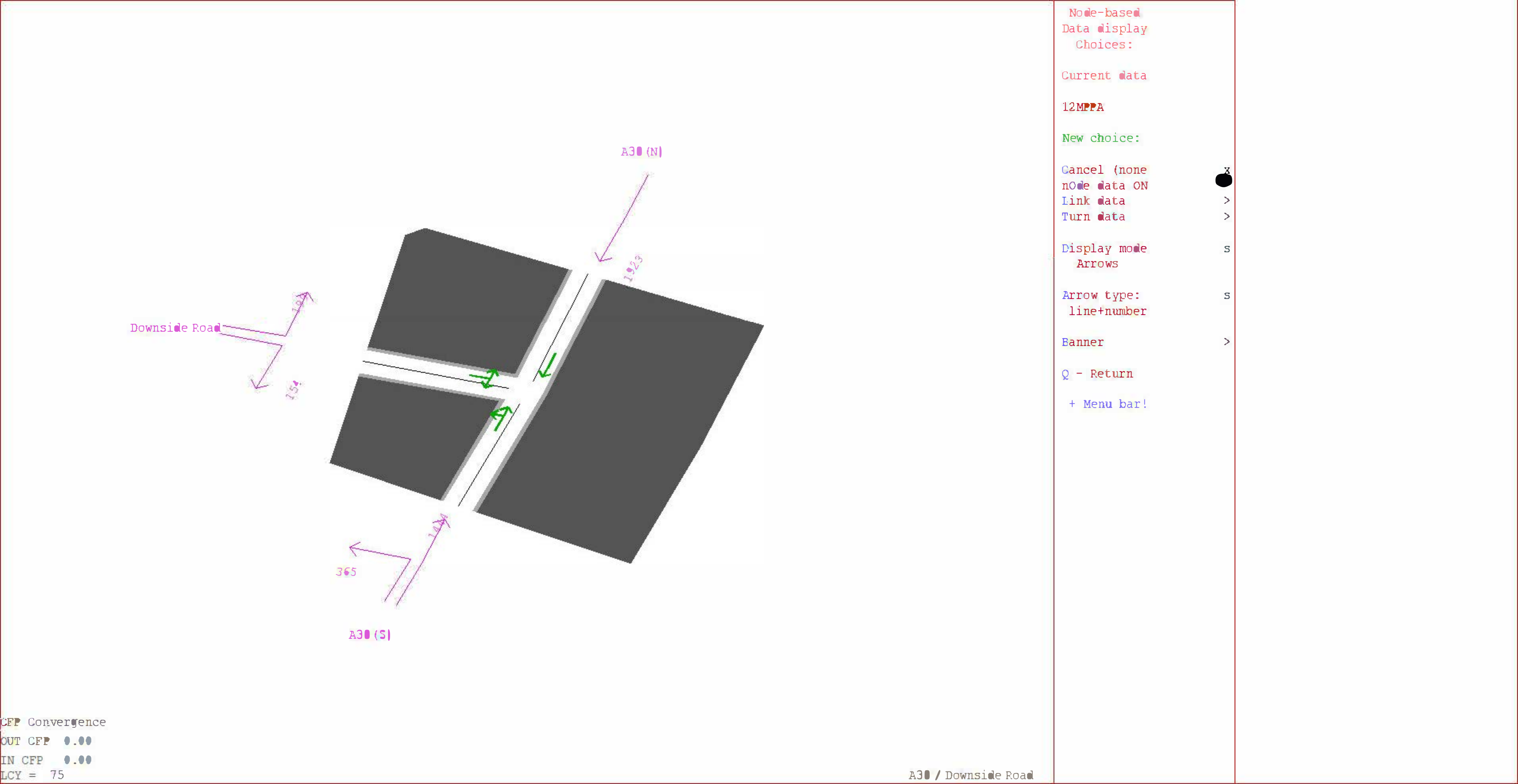
A30 / Downside Road

Node-based  
Data display  
Choices:  
  
Current data  
  
2030 Ref Flo  
  
New choice:  
  
Cancel (none  
node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!

- X
- ☒
- >
- >
- S
- S
- >







Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

X

>

>

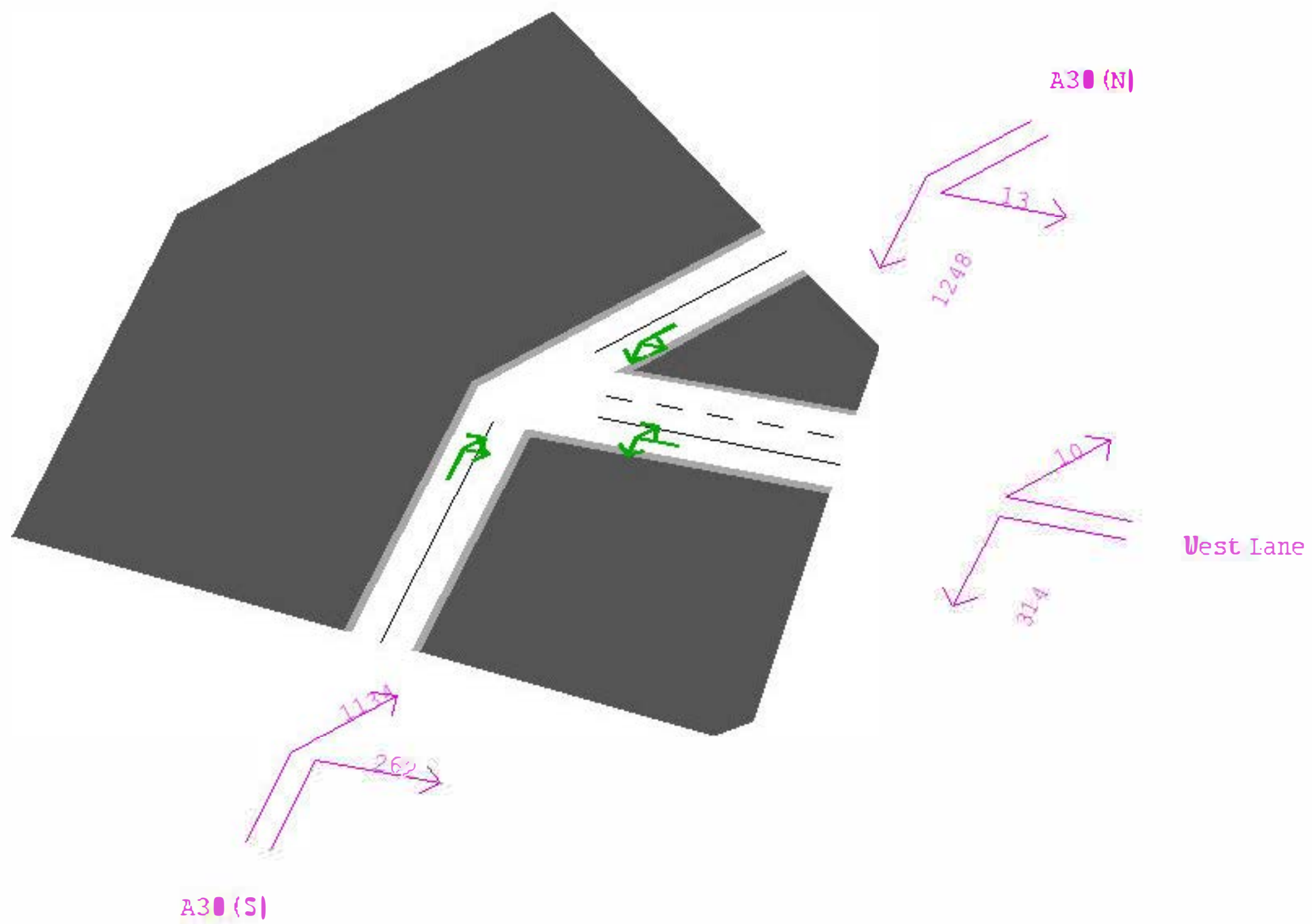
S

S

>



A38/ West Lane (J4b)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / West Lane

Node-based  
Data display  
Choices:

Current data

2030 Ref Flo

New choice:

Cancel (none  
node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!



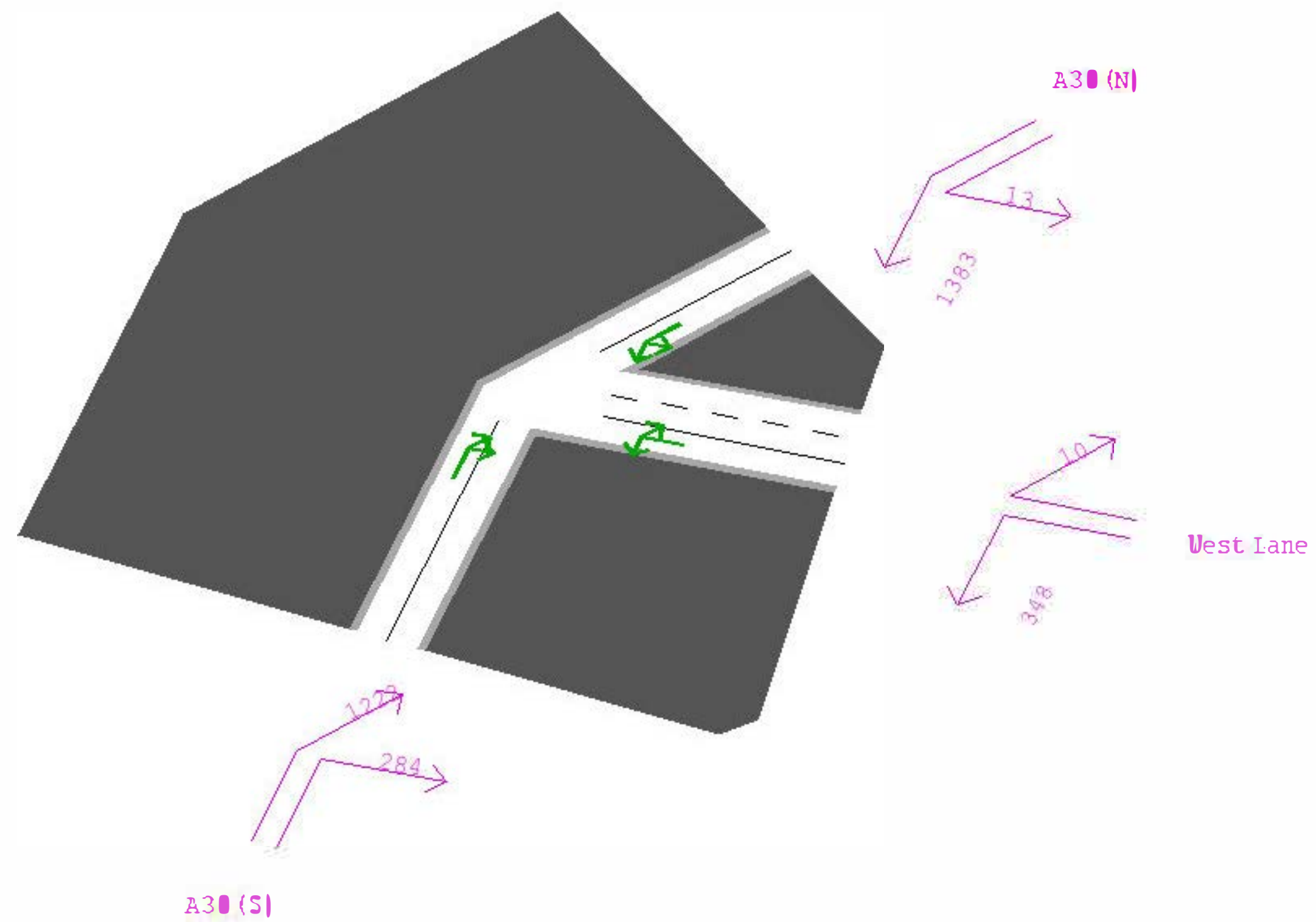
>

>

S

S

>



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!



>

>

S

S

>

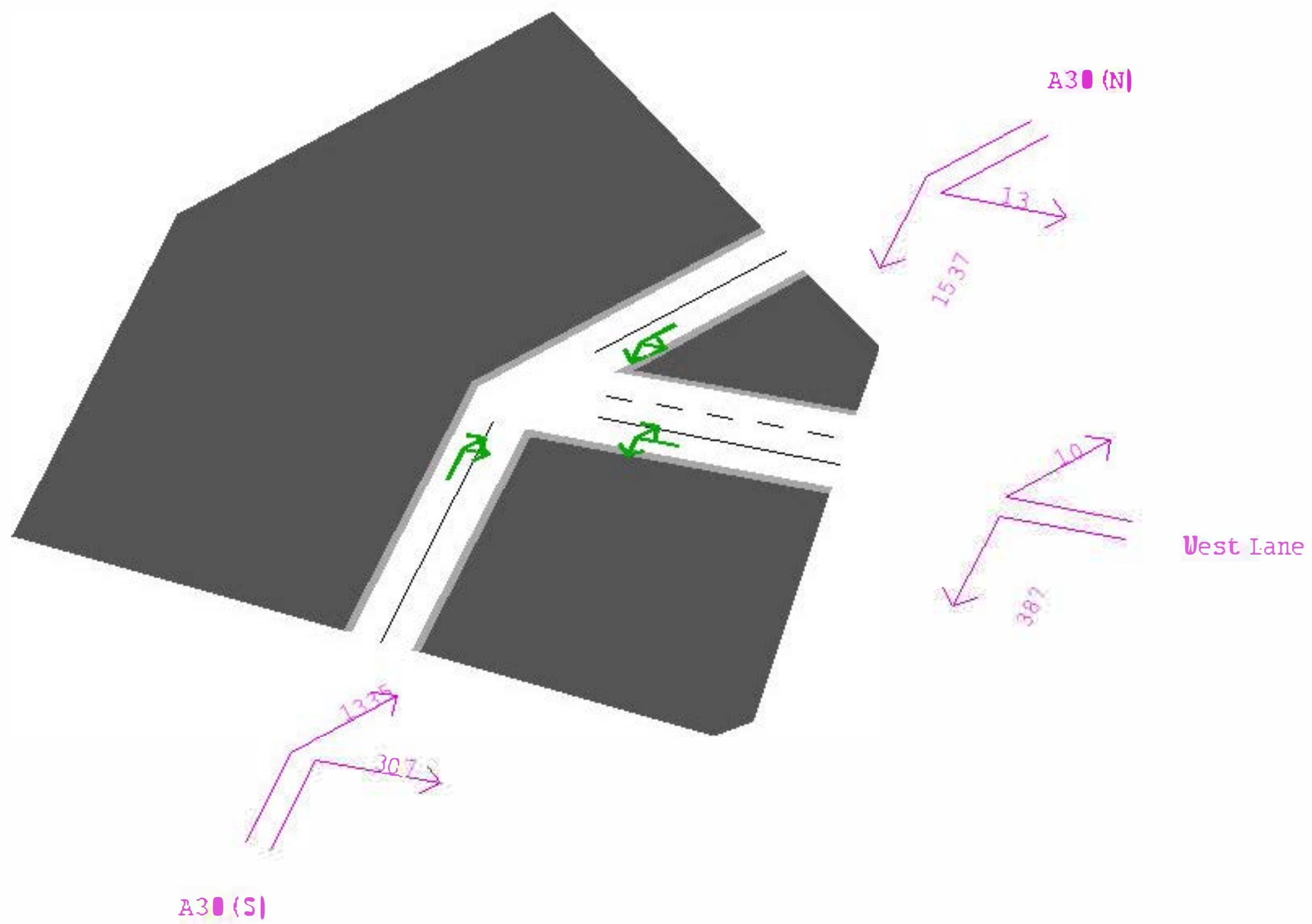
CFP Convergence

OUT CFP 0.00

IN CFP 0.00

LCY = 75

A30 / West Lane



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
LCY = 75

A30 / West Lane

Node-based  
Data display  
Choices:  
  
Current data  
  
12MPPA  
  
New choice:  
  
Cancel (none  
node data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!

X

>

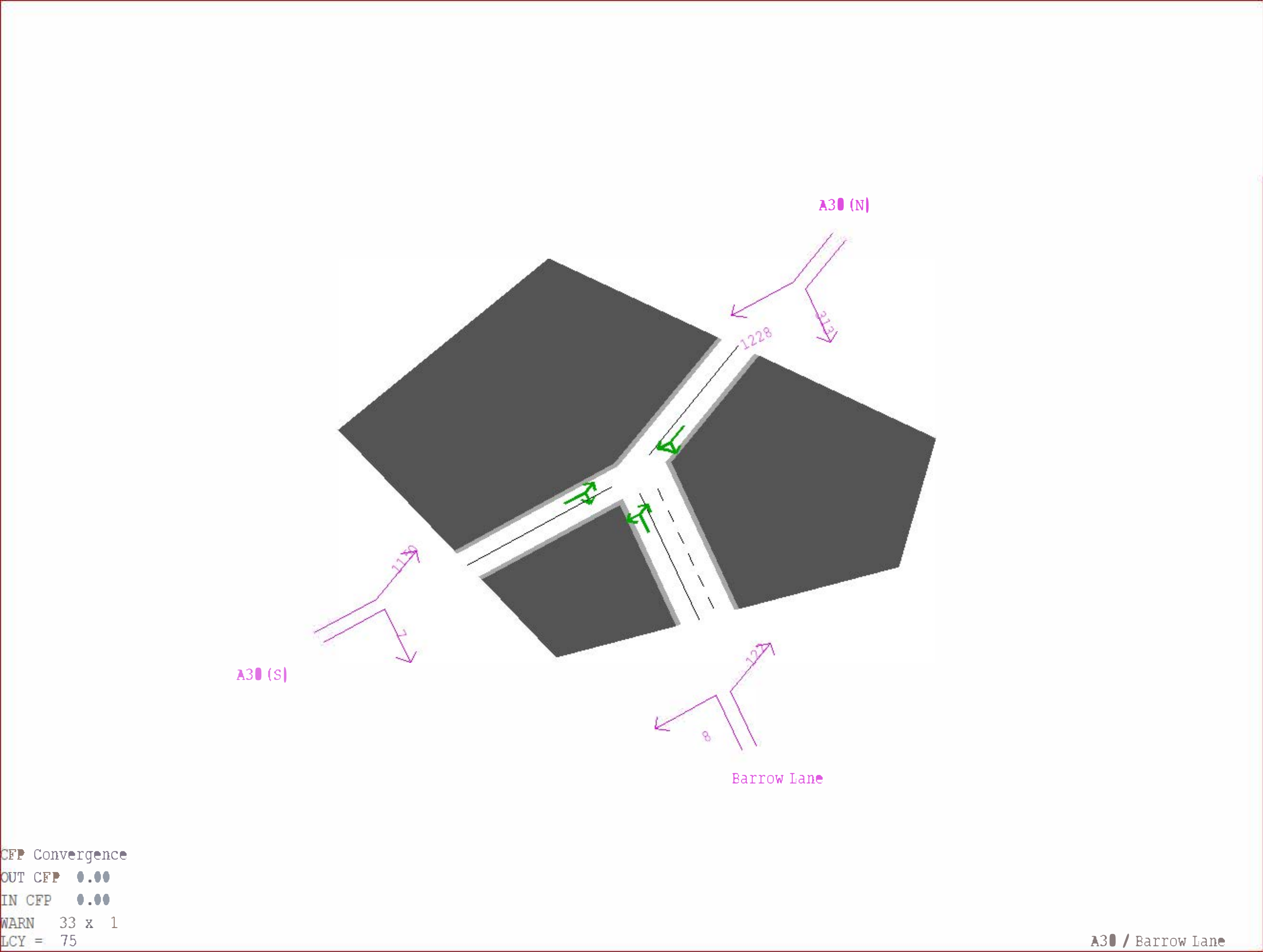
>

S

S

>

A38 / Barrow Lane (J5)



Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

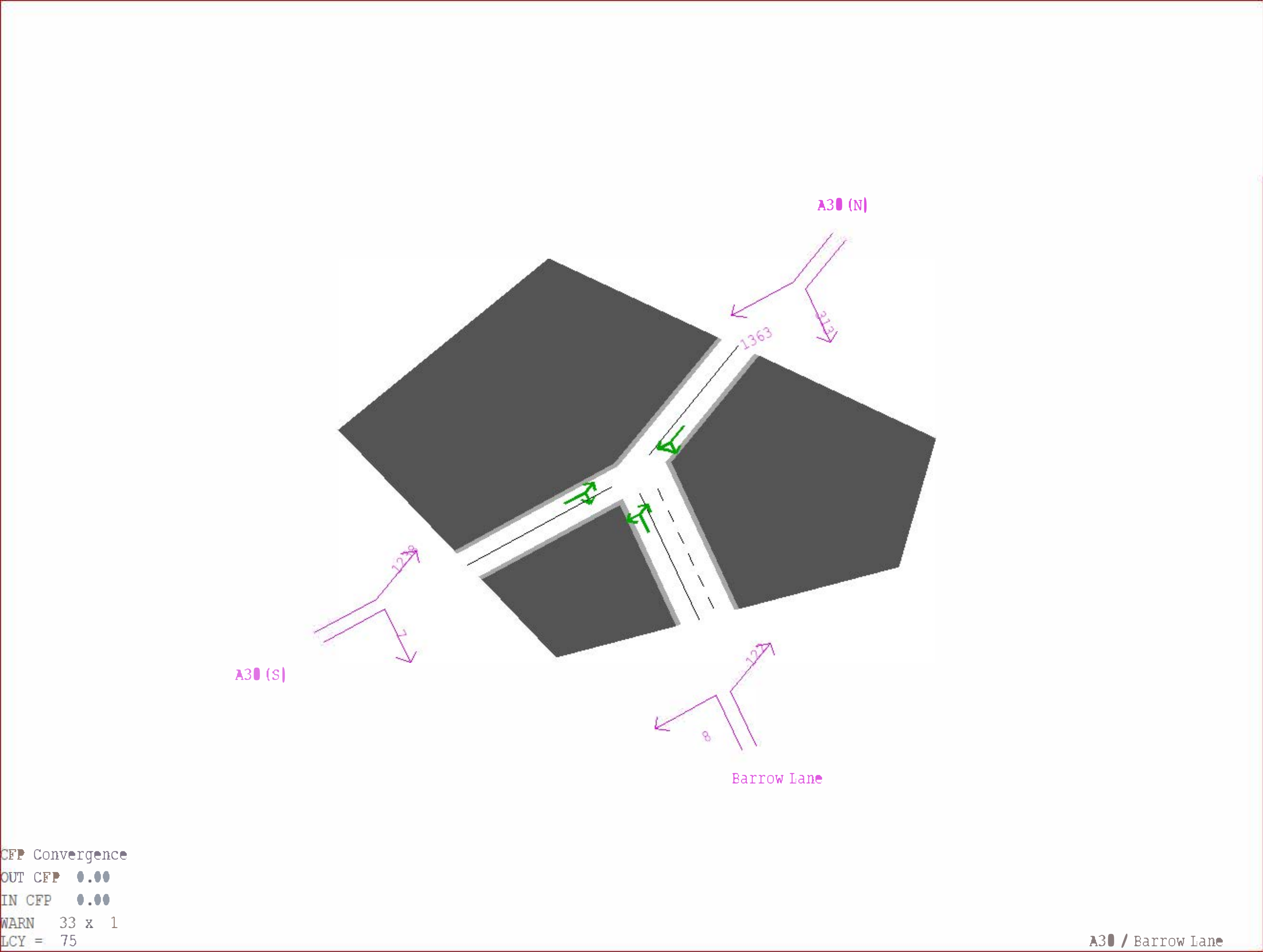
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

Banner

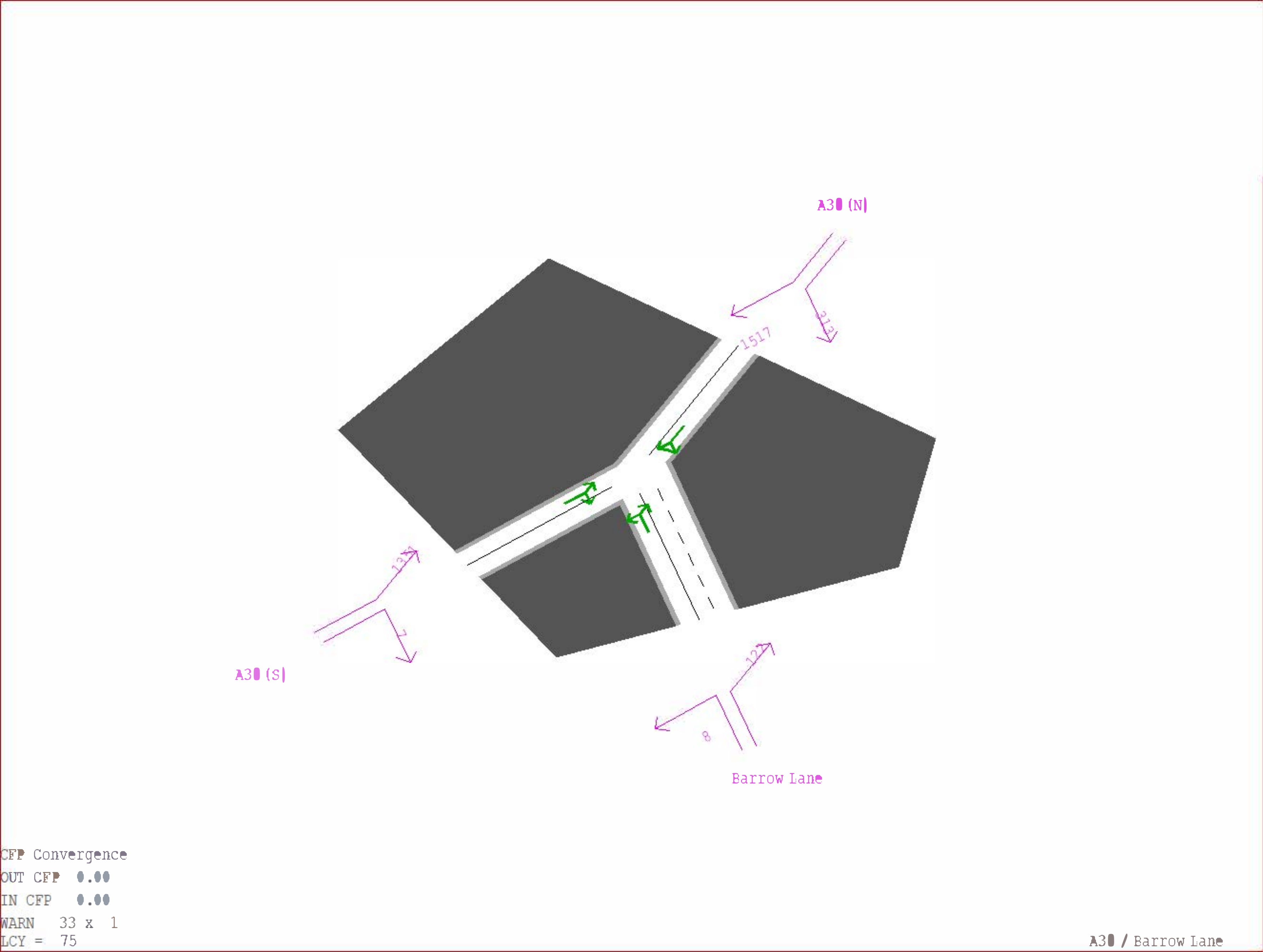
>

Q - Return

+ Menu bar!

See 11.12.2



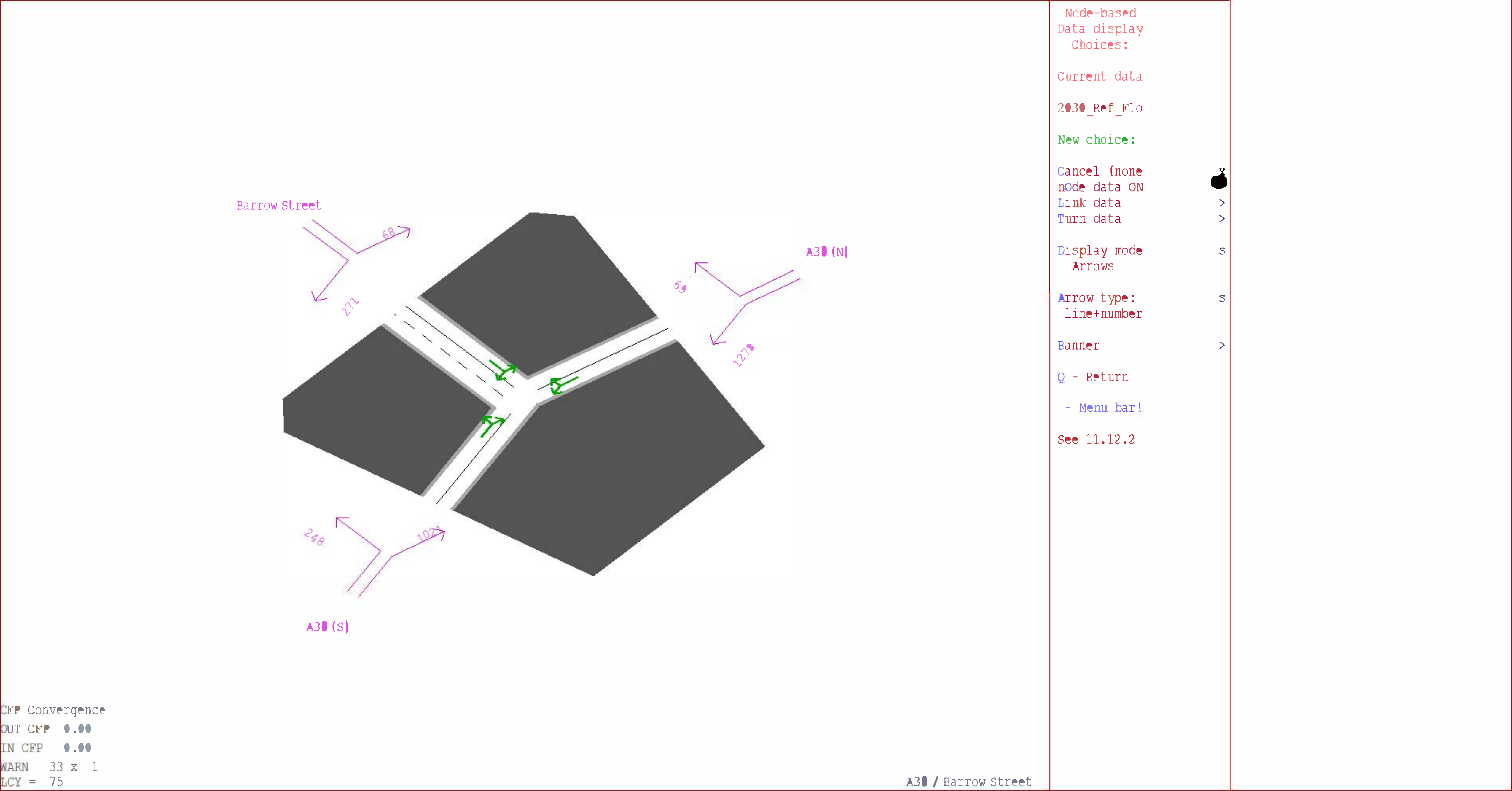


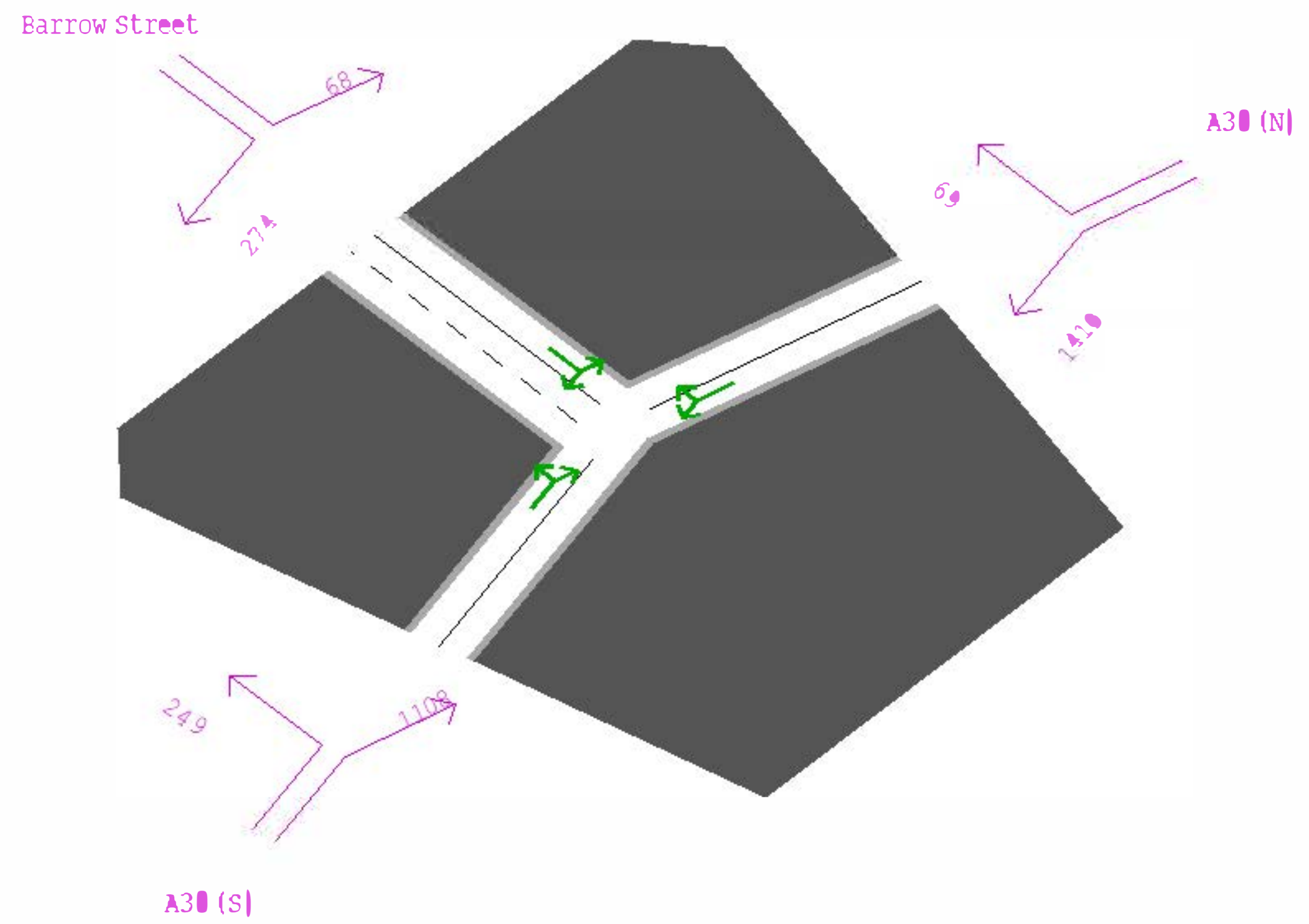
CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Lane

Node-based	
Data display	
Choices:	
Current data	
12MPPA	
New choice:	
Cancel (none	X
nOde data ON	
Link data	>
Turn data	>
Display mode	S
Arrows	
Arrow type:	S
line+number	
Banner	>
Q - Return	
+ Menu bar!	
See 11.12.2	

A38 / Barrow Street (J6)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A30 / Barrow Street

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

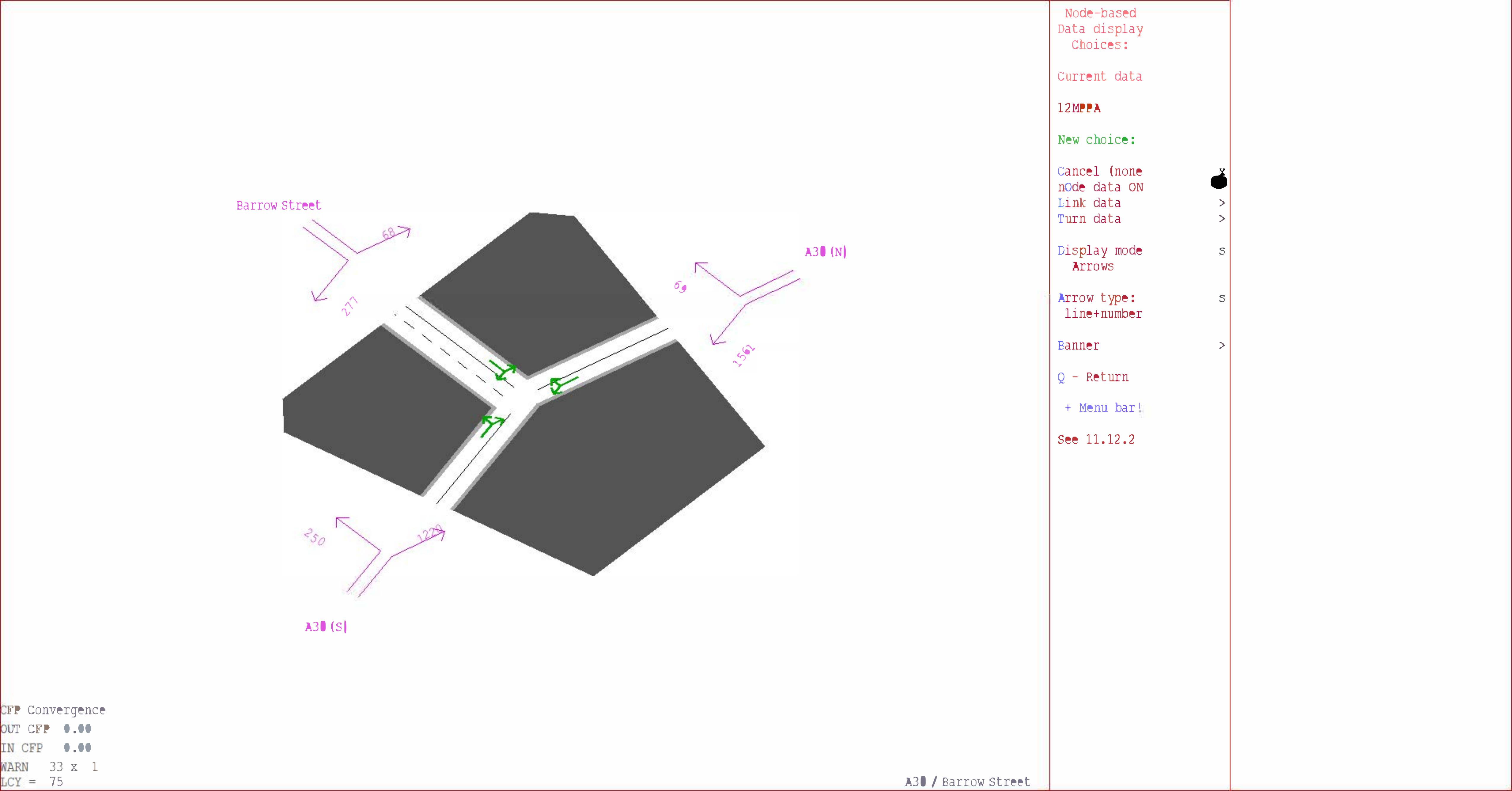
Banner

Q - Return

+ Menu bar!

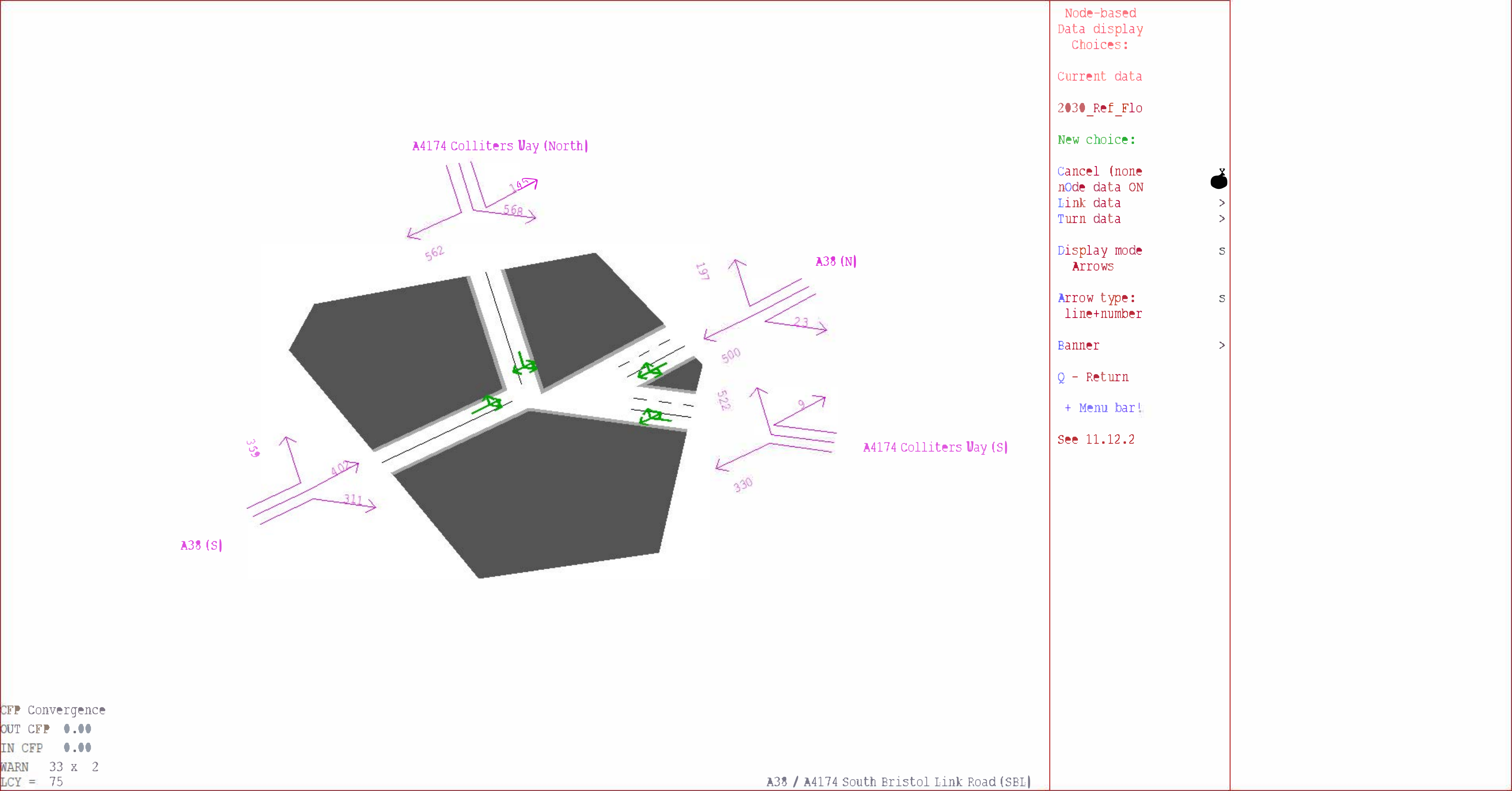
See 11.12.2

X  
>  
>  
S  
S  
>



A38 / A4174 South Bristol Link Road (SBL) (J7)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 2  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

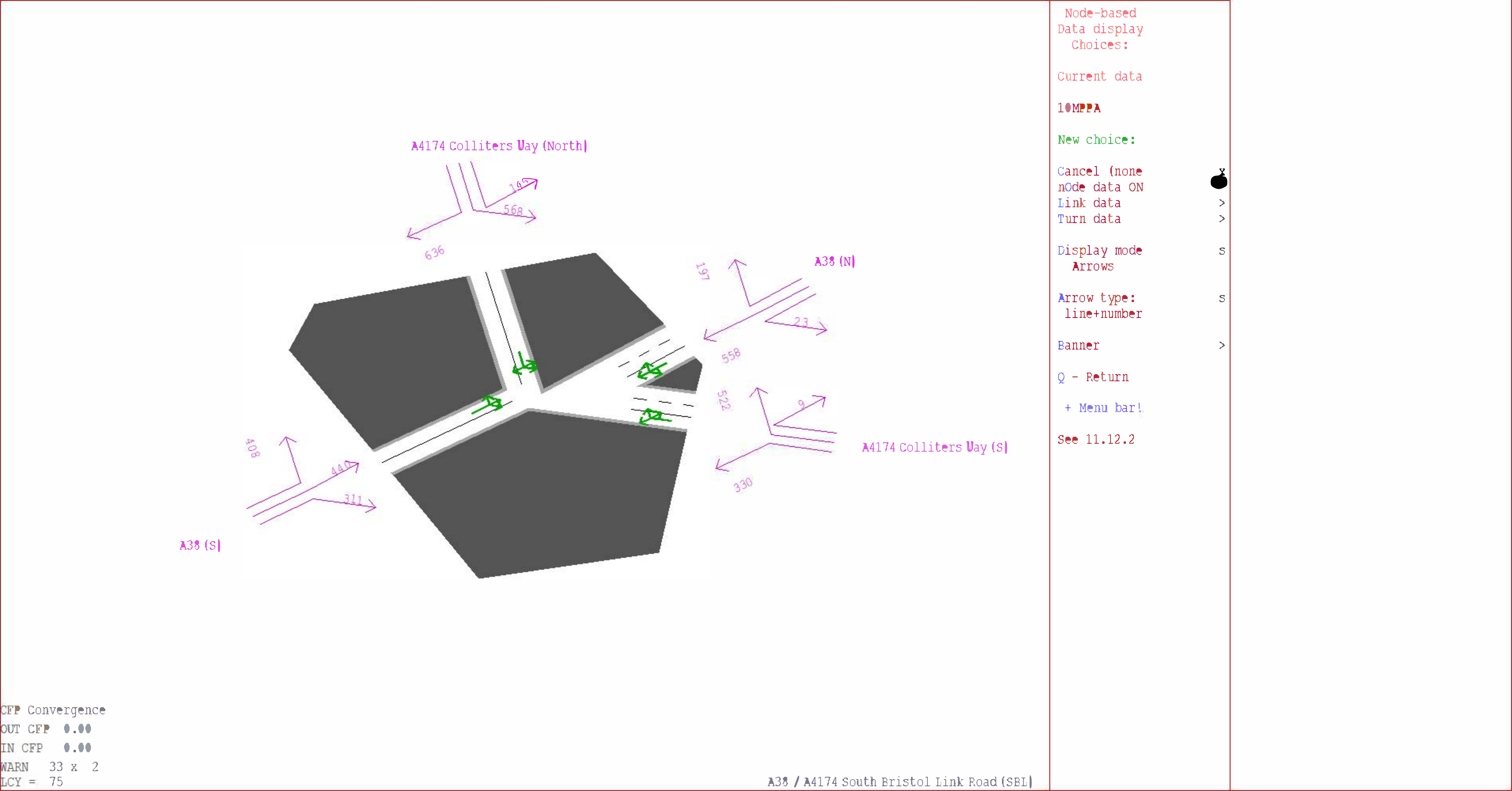
Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>



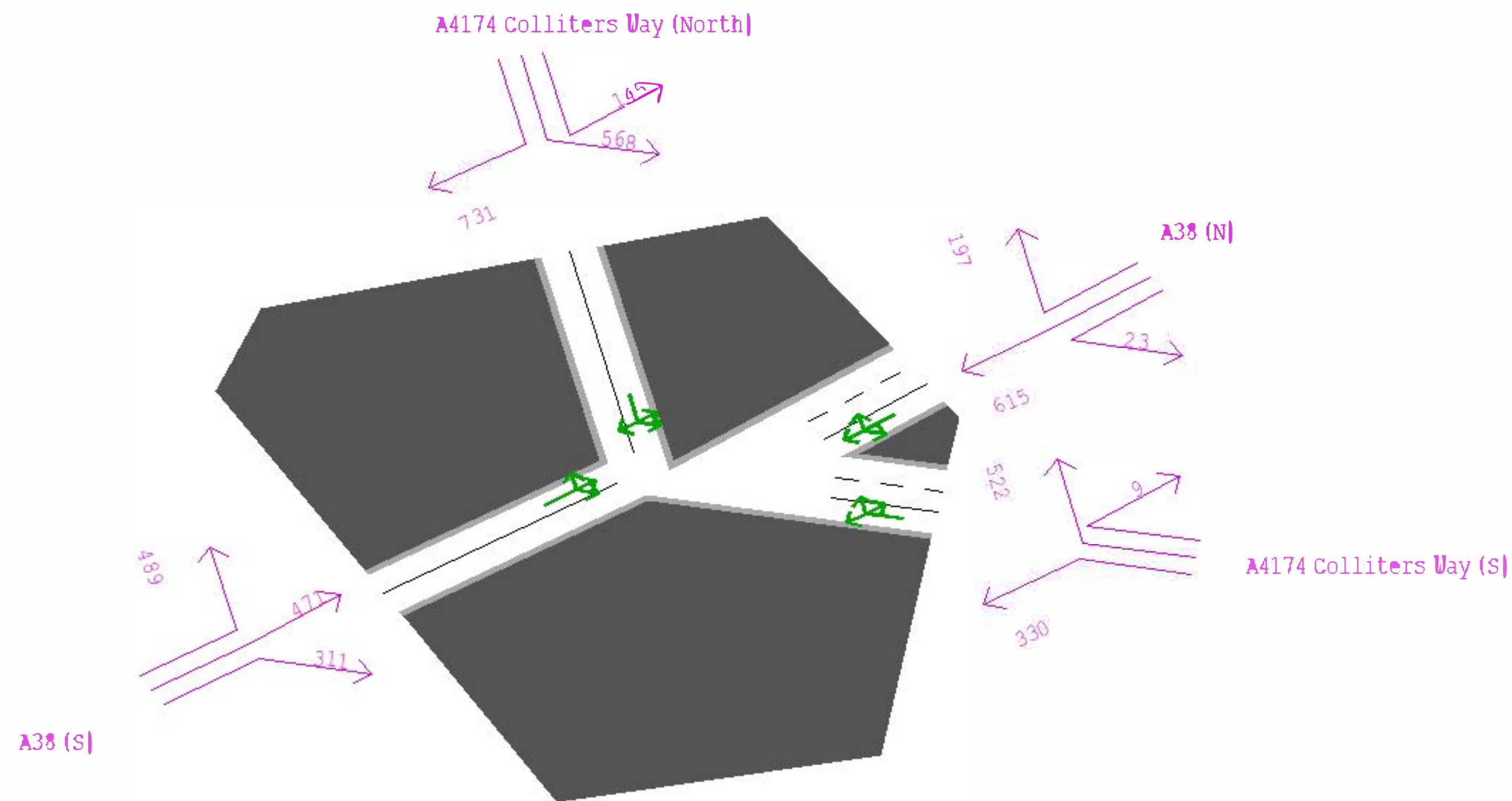


CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 2  
LCY = 75

A38 / A4174 South Bristol Link Road (SBL)

Node-based  
Data display  
Choices:  
  
Current data  
  
10MPPA  
  
New choice:  
  
Cancel (none  
nOde data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
S  
S  
>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 2  
LCY = 75

A38 / A4174 South Bristol Link Road (SBL)

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

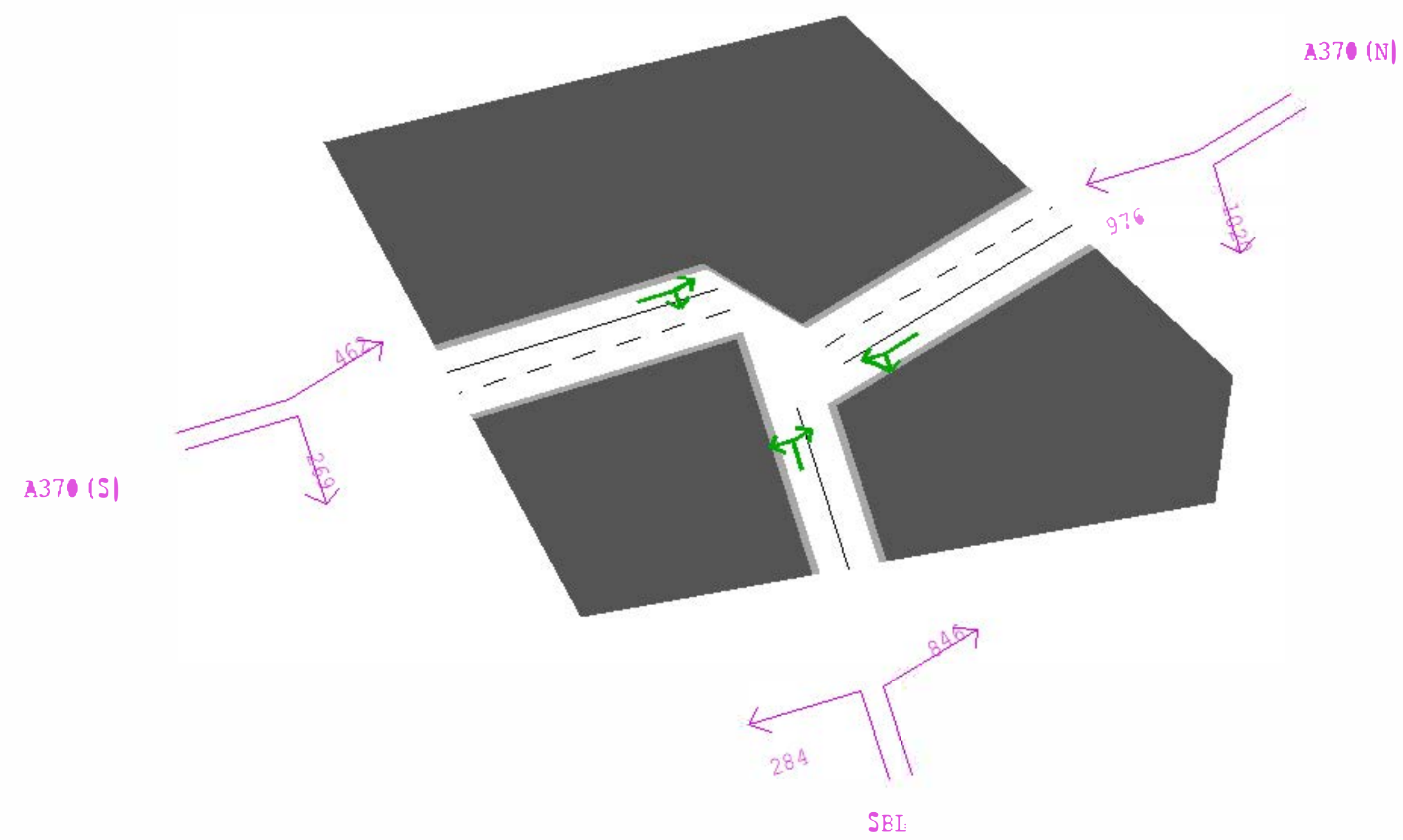
Q - Return

+ Menu bar!

See 11.12.2

X  
>  
>  
S  
S  
>

A370 / A4174 SBL (J8)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

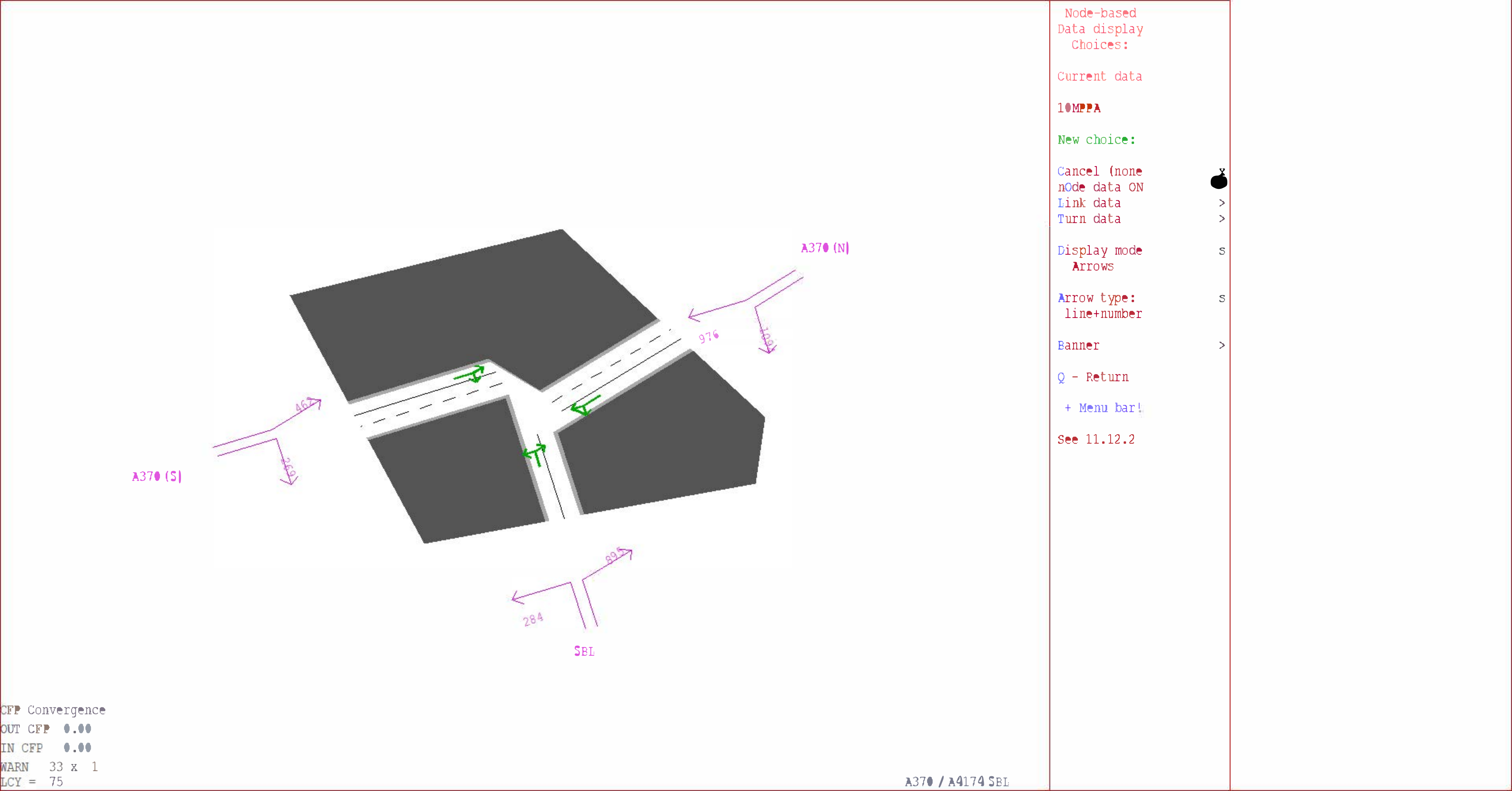
Banner

Q - Return

+ Menu bar!

See 11.12.2

- X
- >
- >
- S
- S
- >



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

S

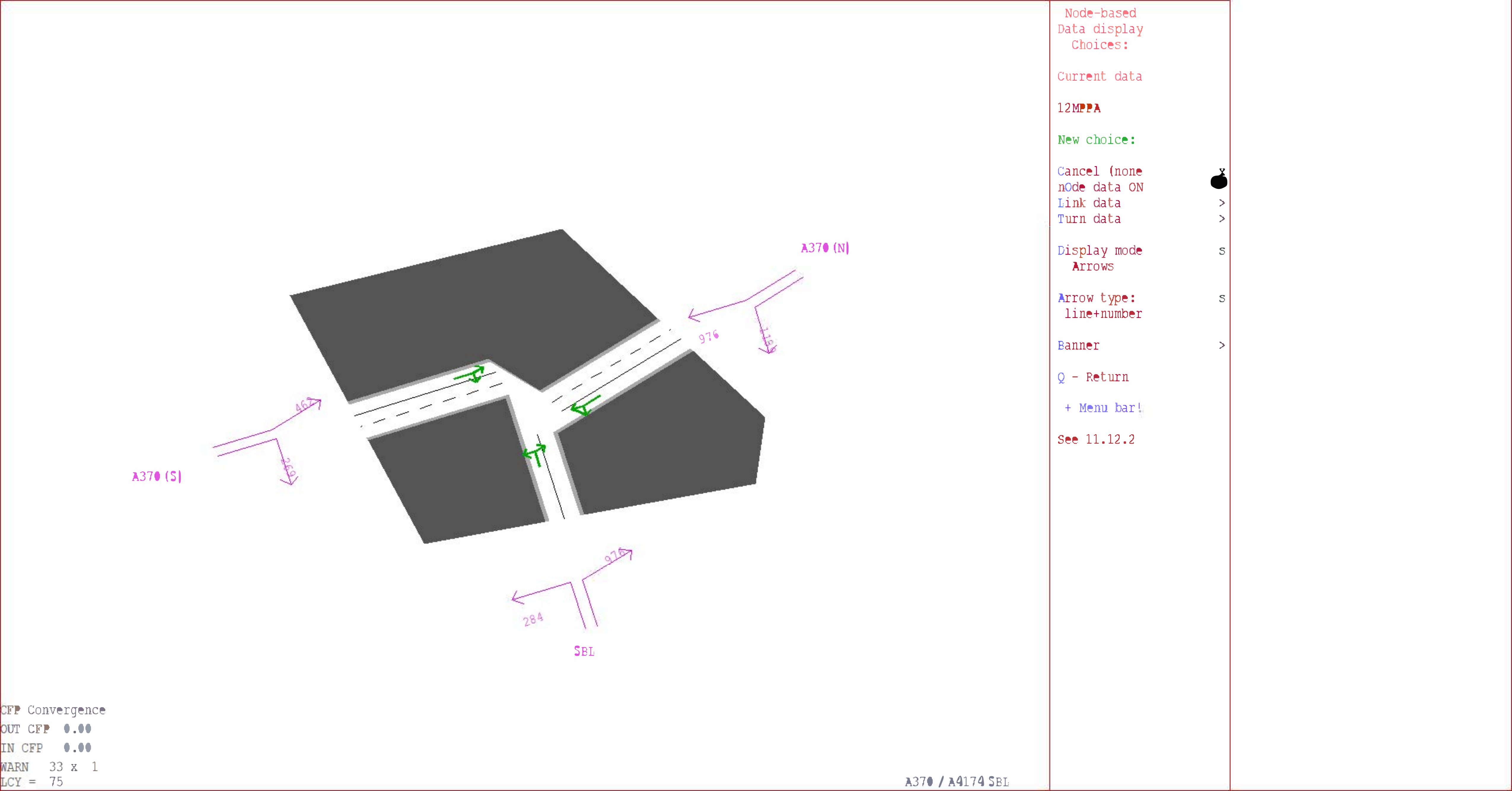
S

>

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A370 / A4174 SBL





Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

>

S

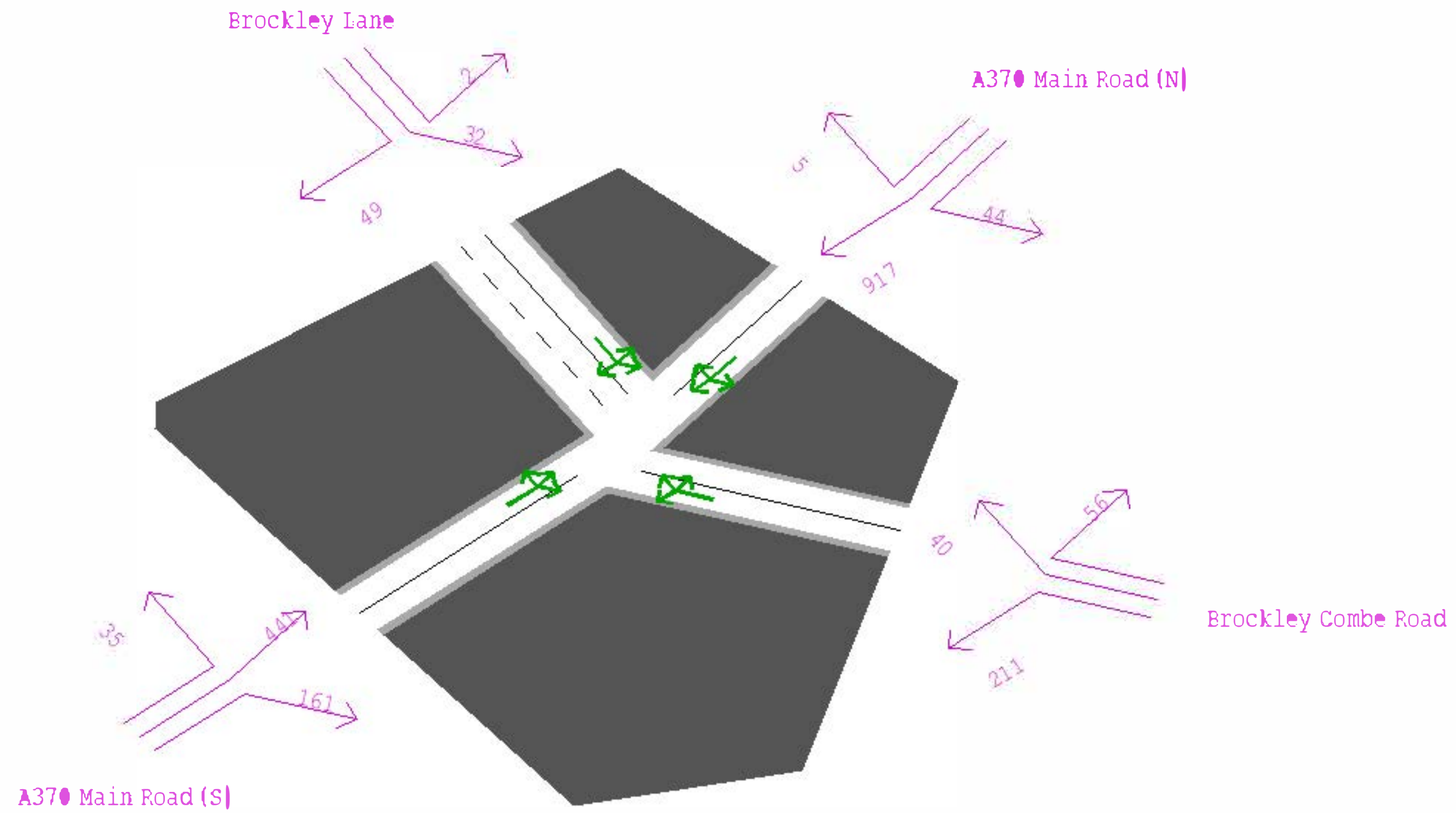
S

>

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A370 / Brockley Combe Road / Brockley Lane (J9)





Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



CFP Convergence

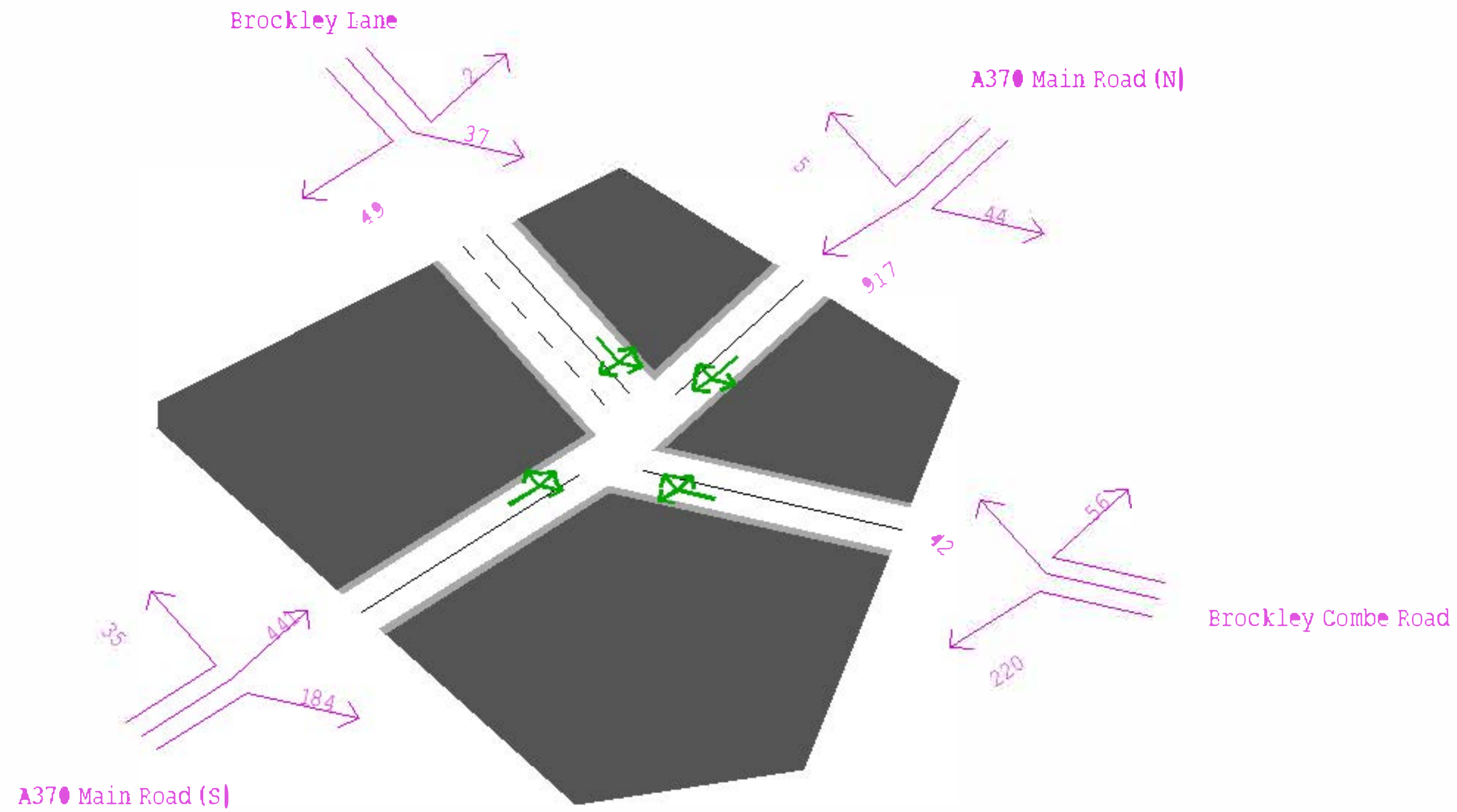
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

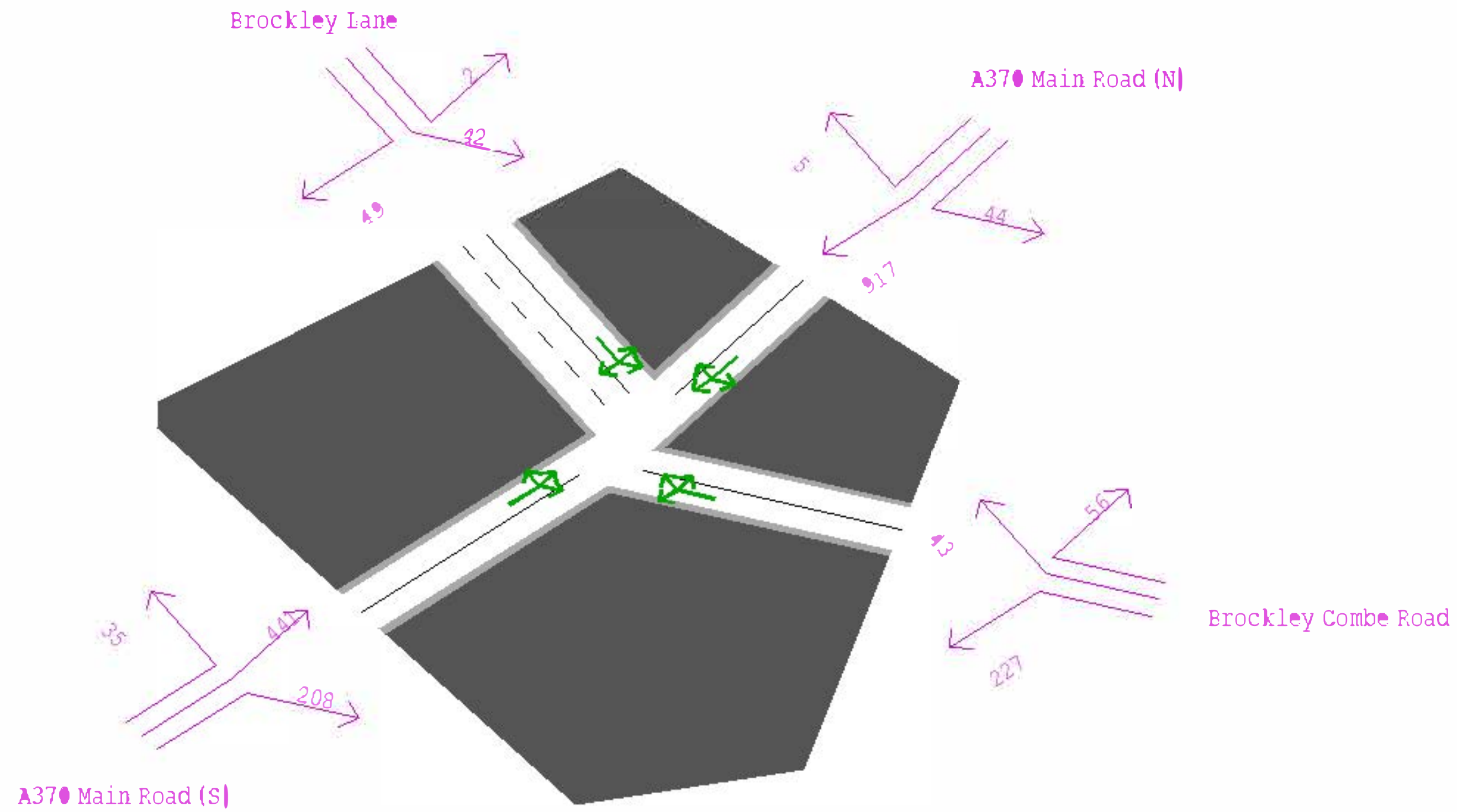
OUT CFP 0.00

IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

CFP Convergence

OUT CFP 0.00

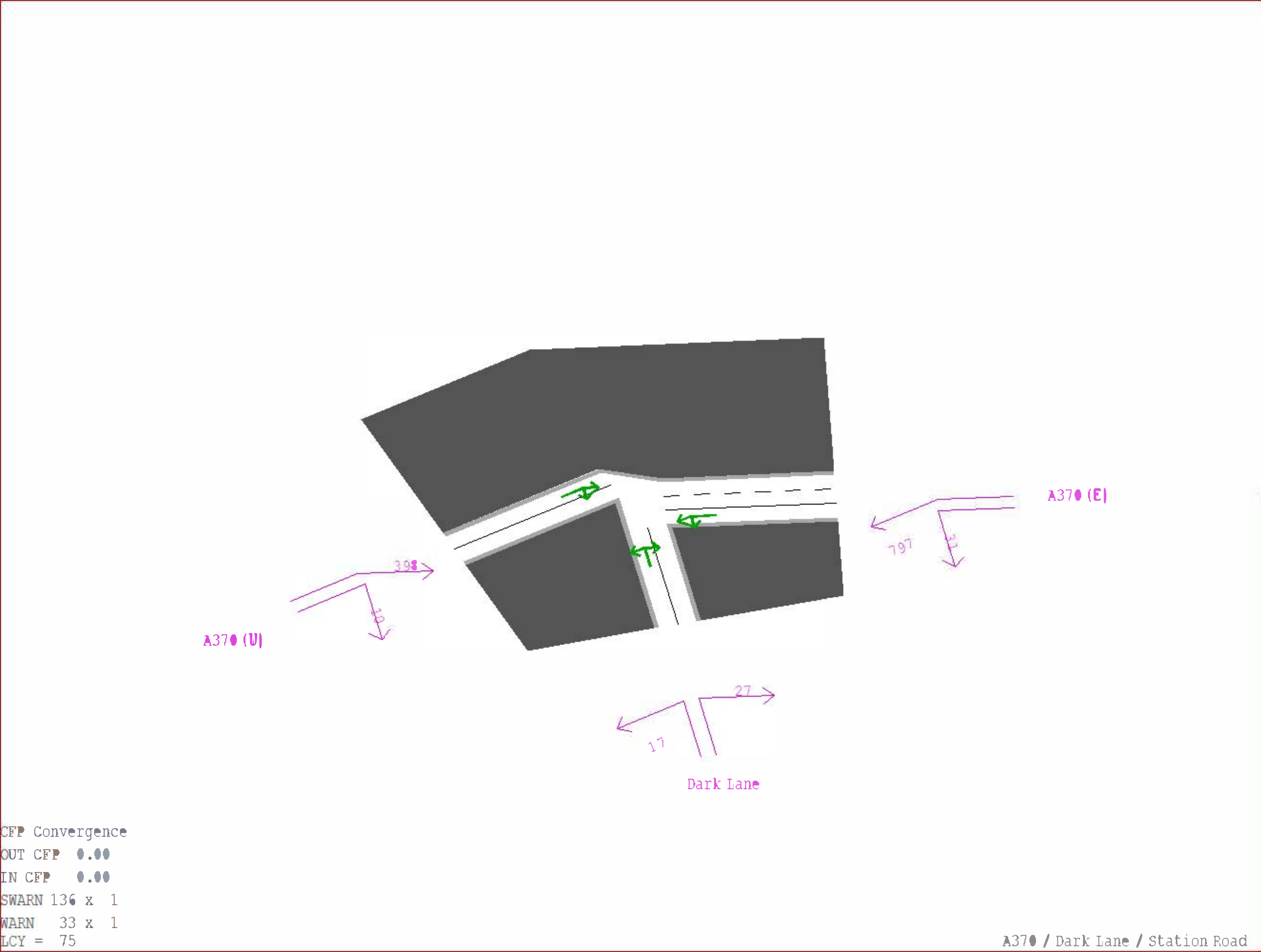
IN CFP 0.00

WARN 33 x 3

LCY = 75

A370 / Brockley Combe Road / Brockley Lane

A370 / Dark Lane / Station Road (J10)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2

X

<

>

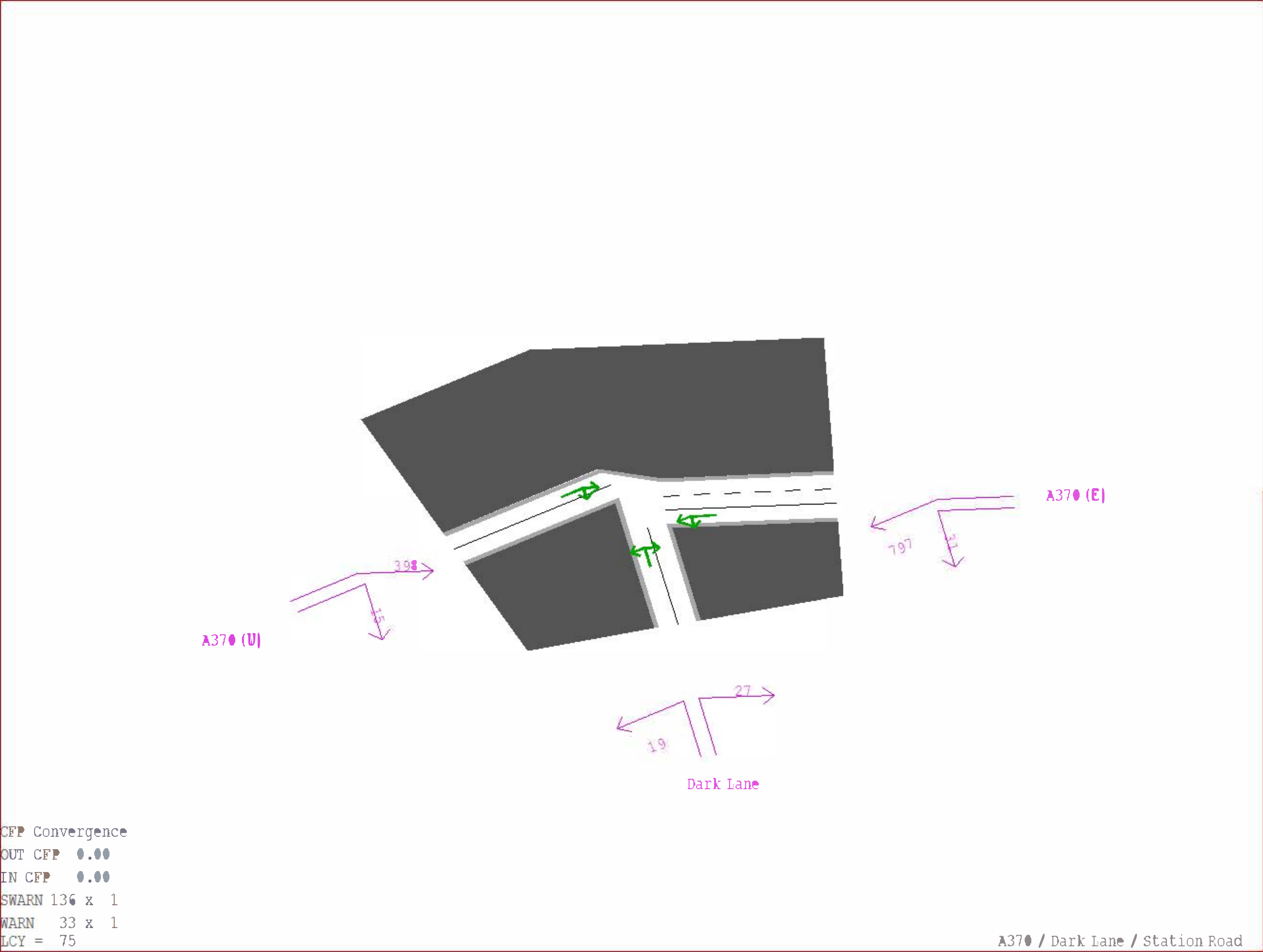
>

S

S

>





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
SWARN 136 x 1  
WARN 33 x 1  
LCY = 75

A370 / Dark Lane / Station Road

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

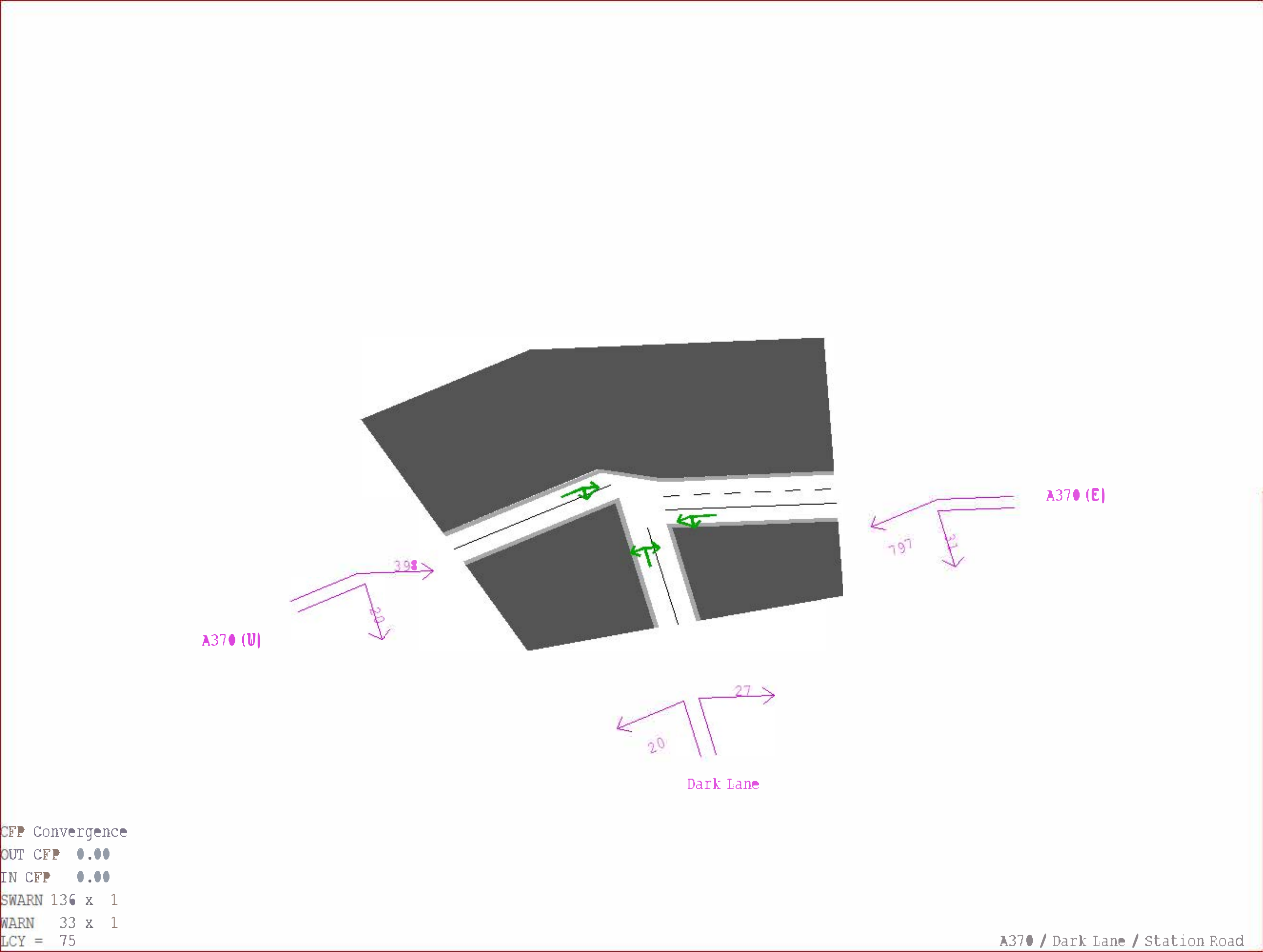
Banner

Q - Return

+ Menu bar!

See 11.12.2

X  
●  
>  
>  
S  
S  
>



Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

X

>

>

Display mode

Arrows

S

Arrow type:

line+number

S

Banner

>

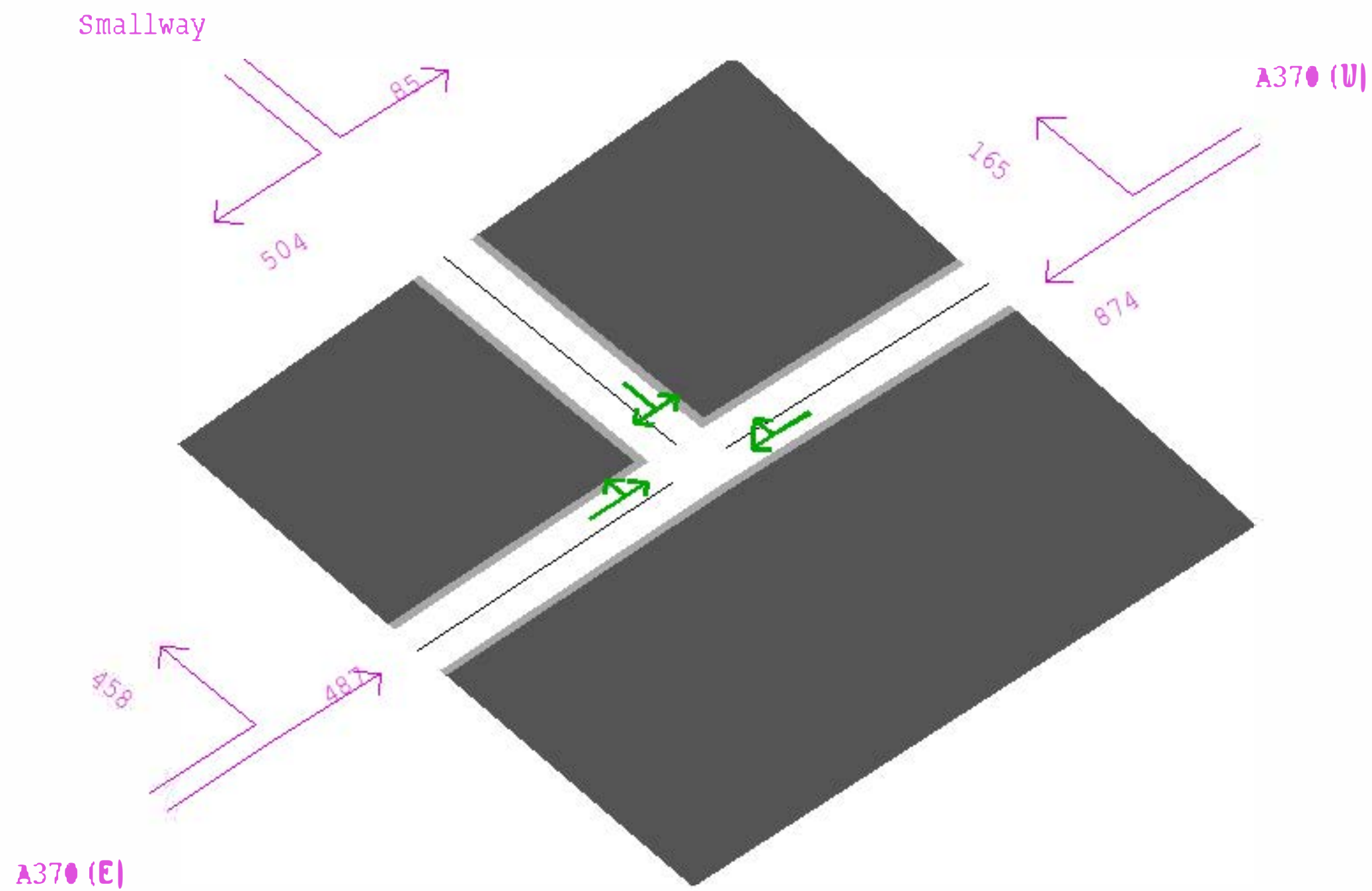
Q - Return

+ Menu bar!

See 11.12.2



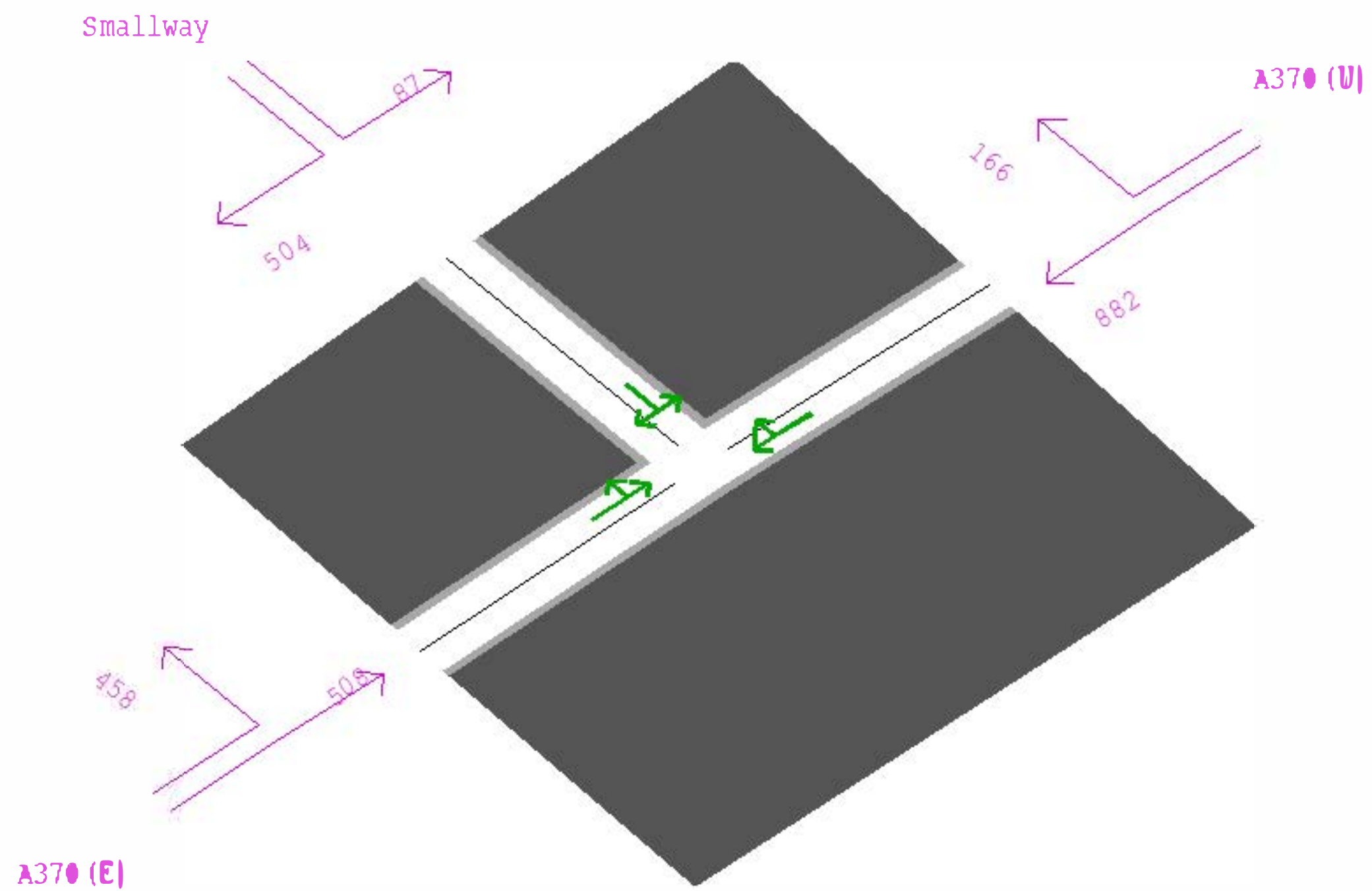
A370 / Smallway (J11)



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:  
  
Current data  
  
2030\_Ref\_Flo  
  
New choice:  
  
Cancel (none  
nOde data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
●  
>  
>  
S  
S  
>



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none

nOde data ON

Link data

Turn data

Display mode

Arrows

Arrow type:

line+number

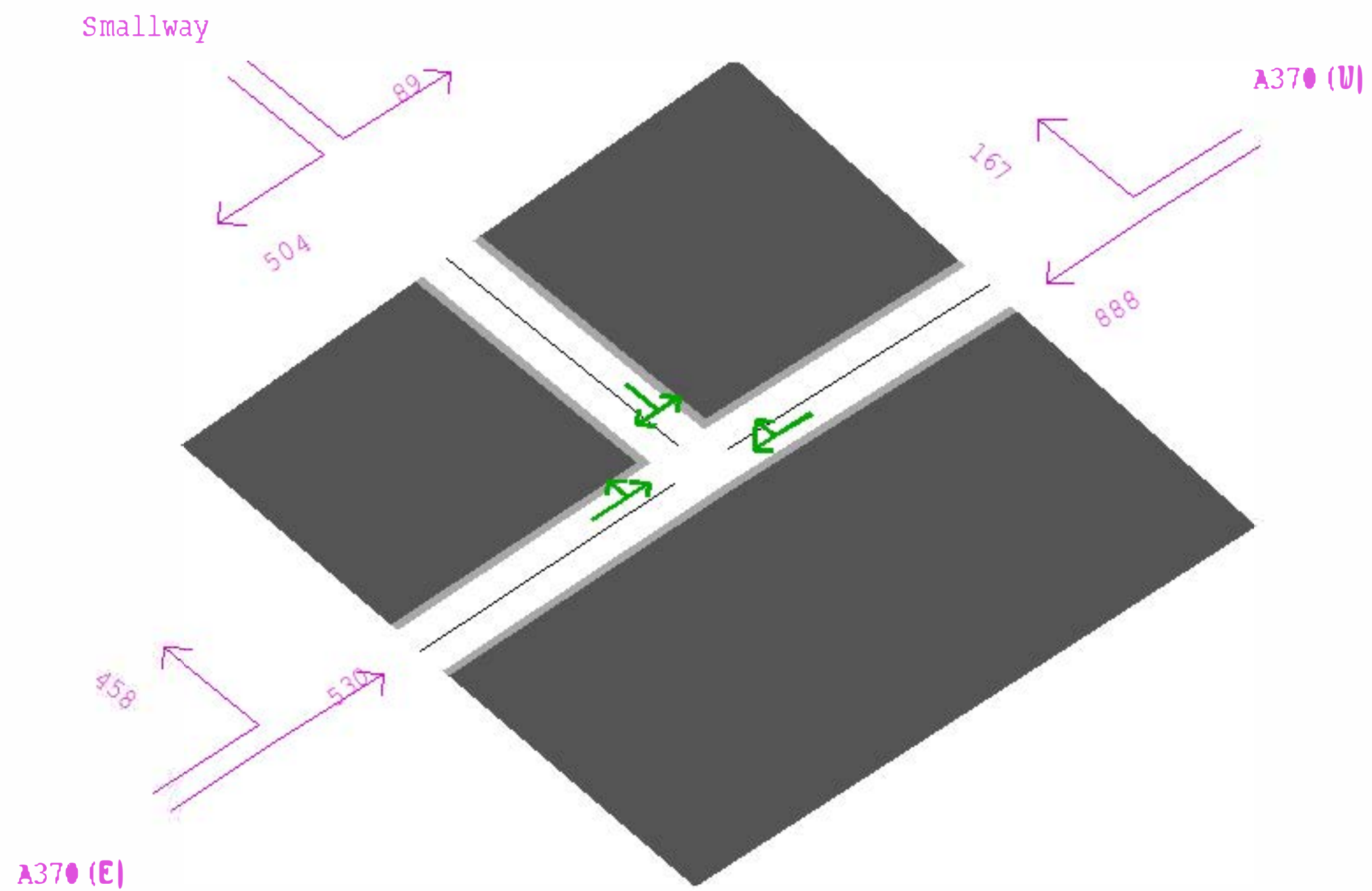
Banner

Q - Return

+ Menu bar!

See 11.12.2

- X
- ☒
- >
- >
- S
- S
- >



CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

12MPPA

New choice:

Cancel (none  
Node data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



>

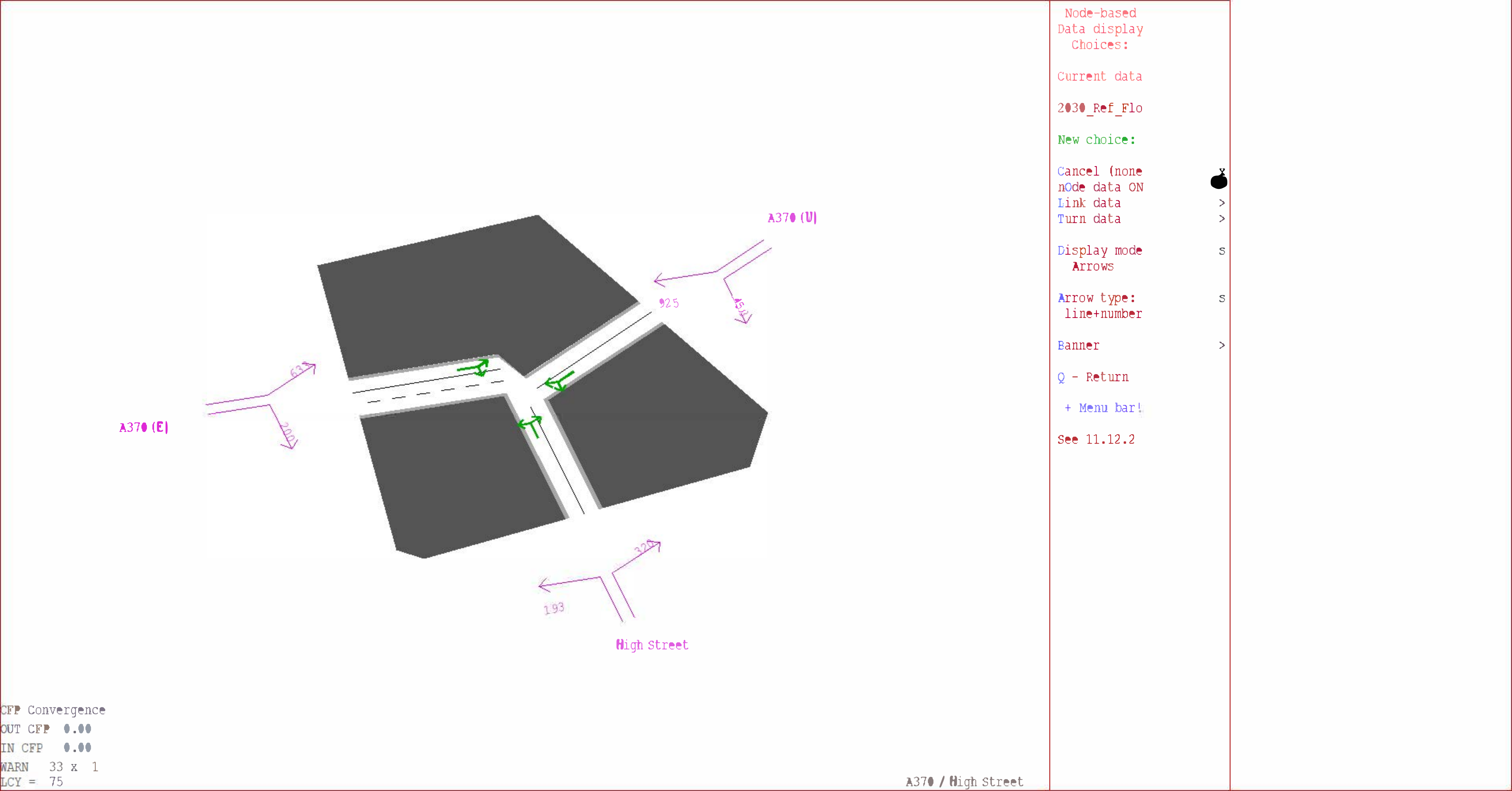
>

S

S

>

A370 / High Street (J12)



Node-based  
Data display  
Choices:

Current data

2030\_Ref\_Flo

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return

+ Menu bar!

See 11.12.2



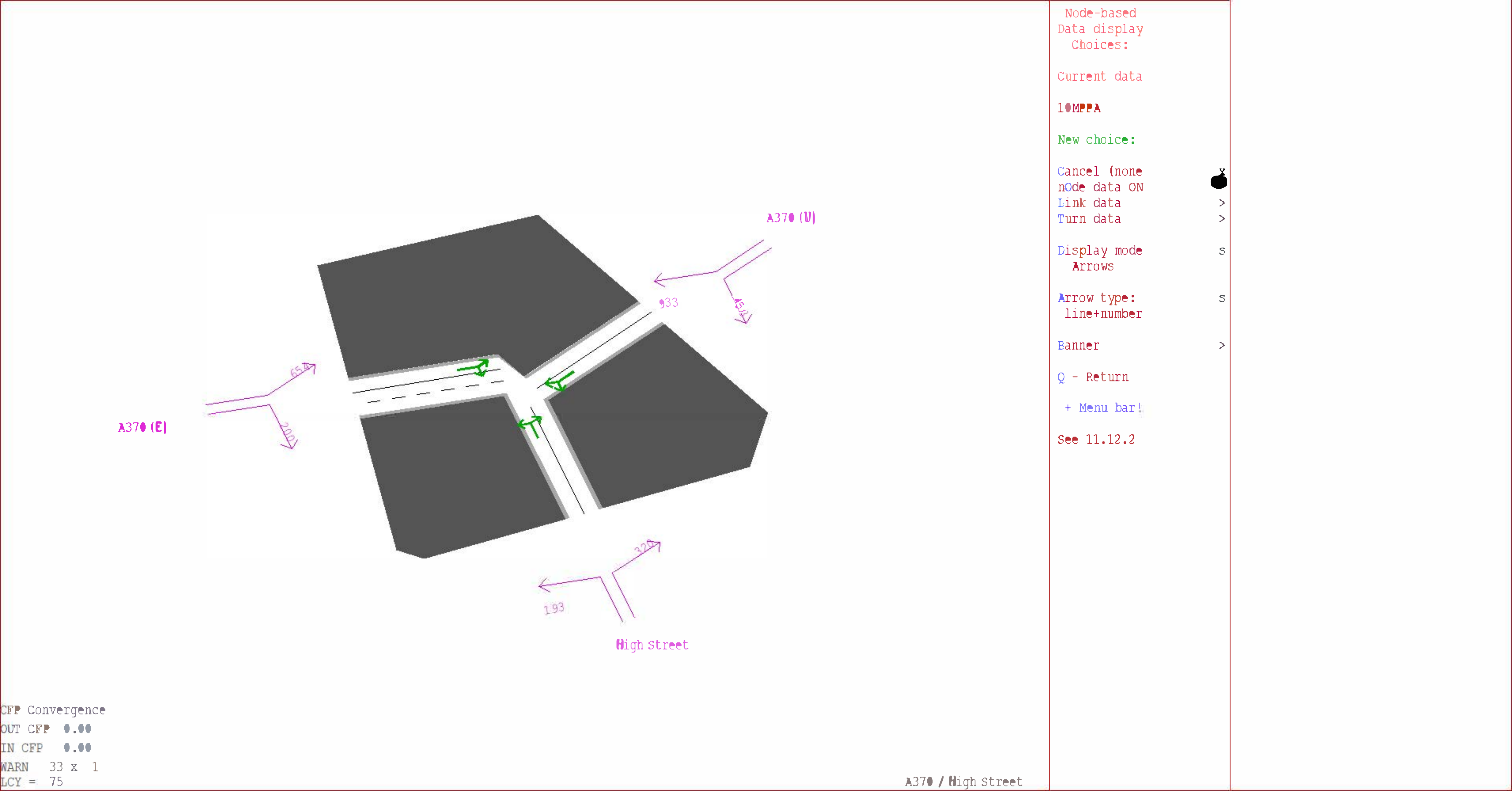
>

>

S

S

>



Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

Display mode  
Arrows

Arrow type:  
line+number

Banner

Q - Return  
+ Menu bar!

See 11.12.2



>

>

S

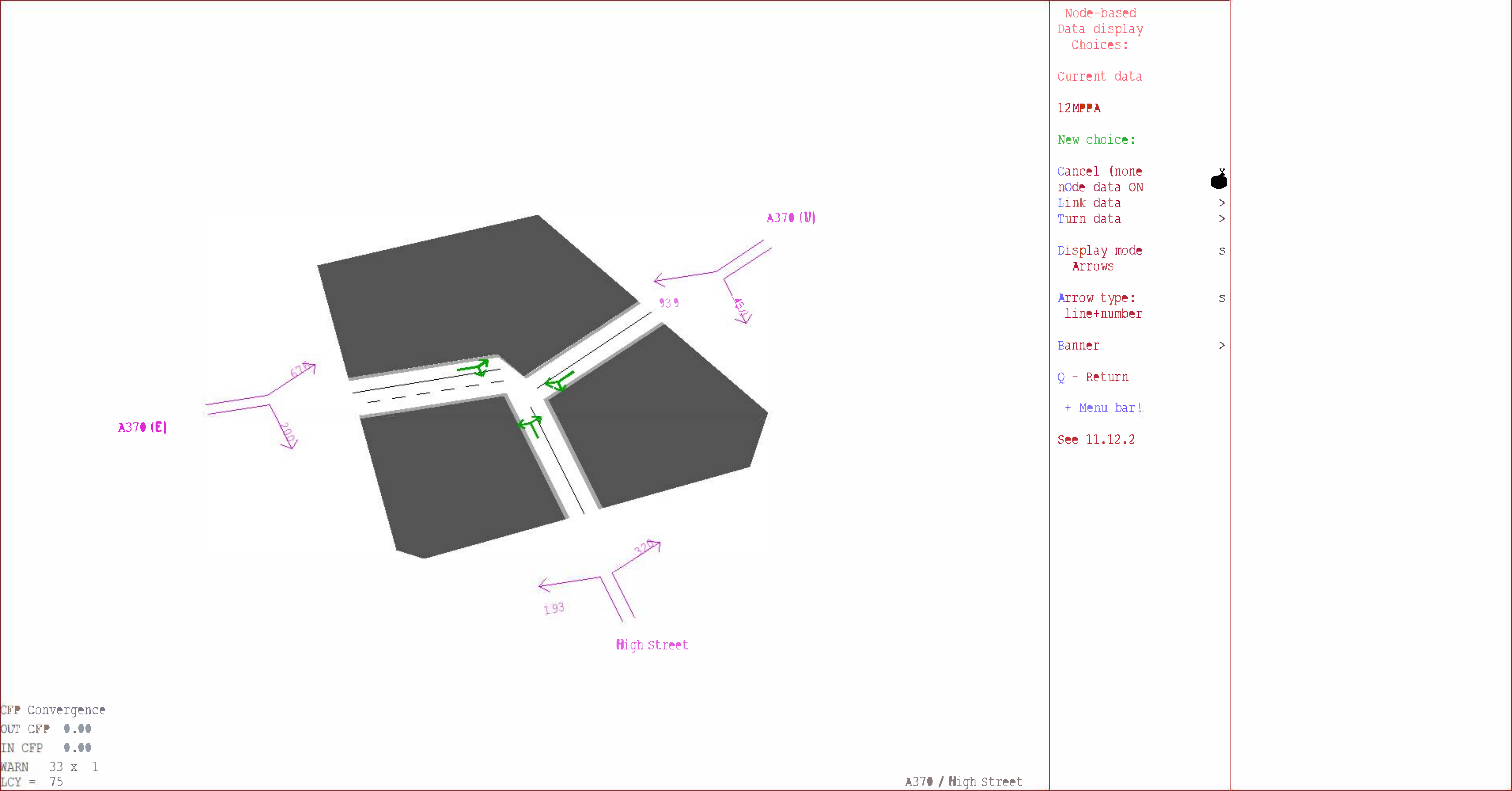
S

>

CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

A370 / High Street



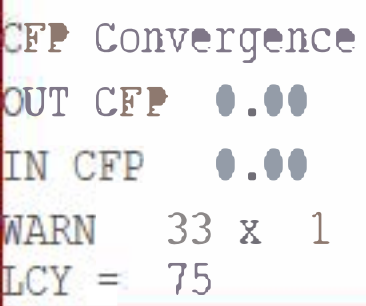


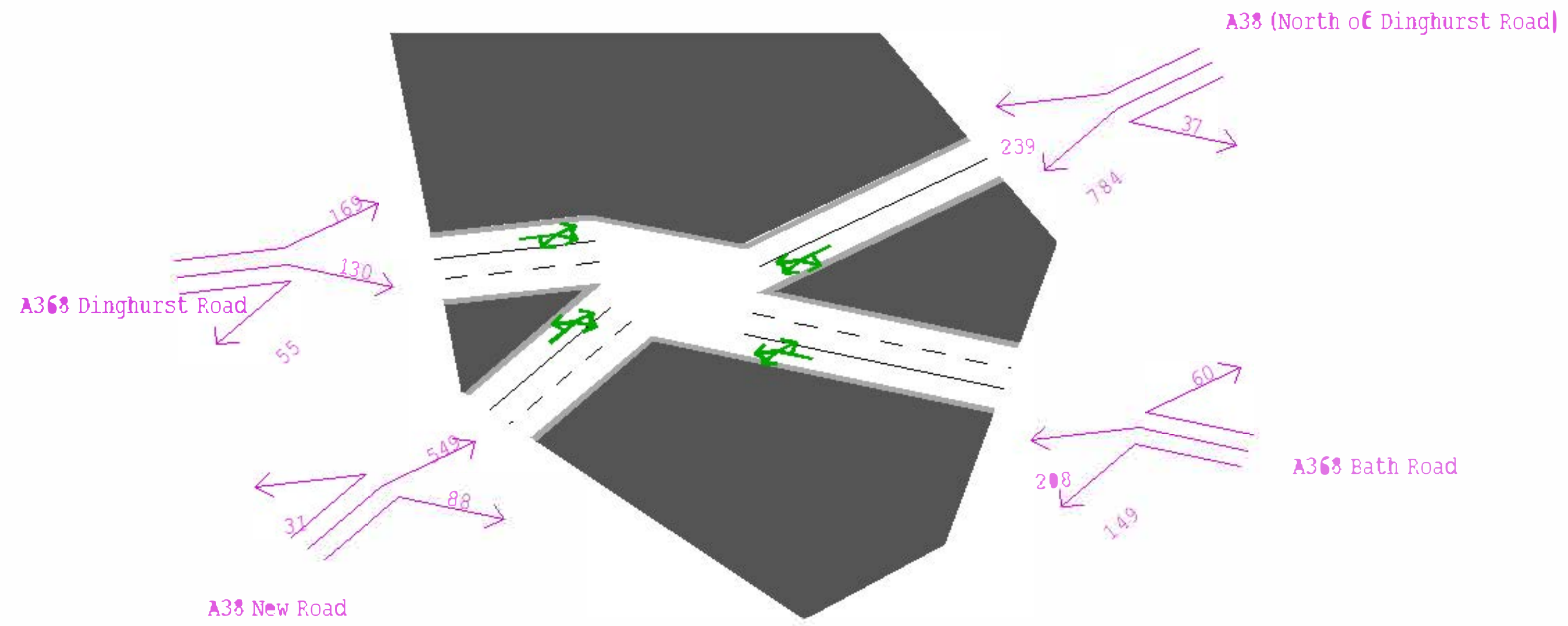
CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:  
  
Current data  
  
12MPPA  
  
New choice:  
  
Cancel (none  
nOde data ON  
Link data  
Turn data  
  
Display mode  
Arrows  
  
Arrow type:  
line+number  
  
Banner  
  
Q - Return  
  
+ Menu bar!  
  
See 11.12.2

X  
>  
>  
S  
S  
>

A38 / A368 (J13)





CFP Convergence  
OUT CFP 0.00  
IN CFP 0.00  
WARN 33 x 1  
LCY = 75

Node-based  
Data display  
Choices:

Current data

10MPPA

New choice:

Cancel (none  
nOde data ON  
Link data  
Turn data

X  
>  
>  
S  
S  
>

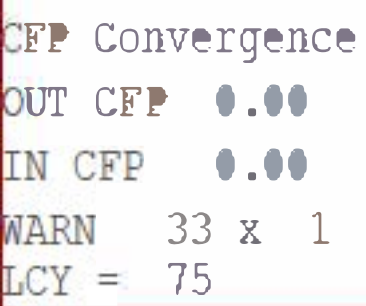
Display mode  
Arrows

Arrow type:  
line+number

Banner

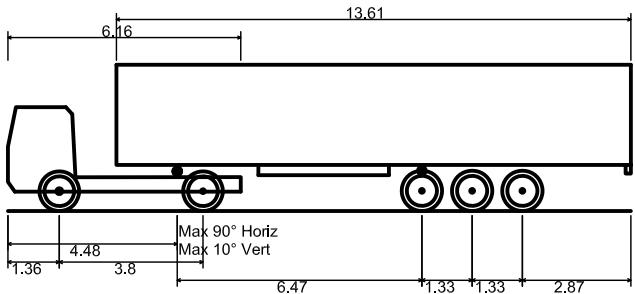
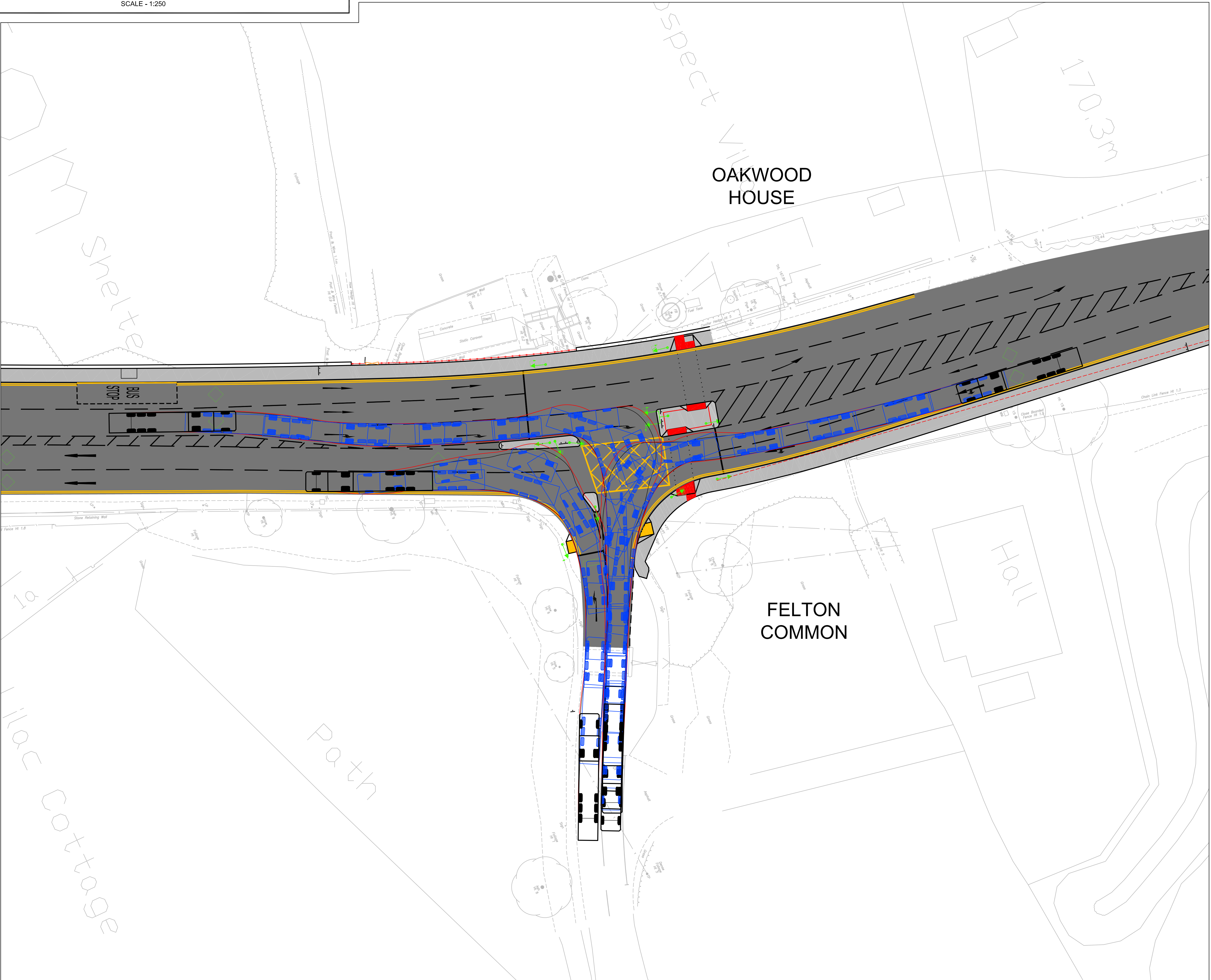
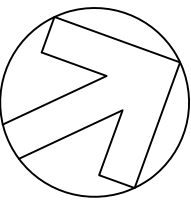
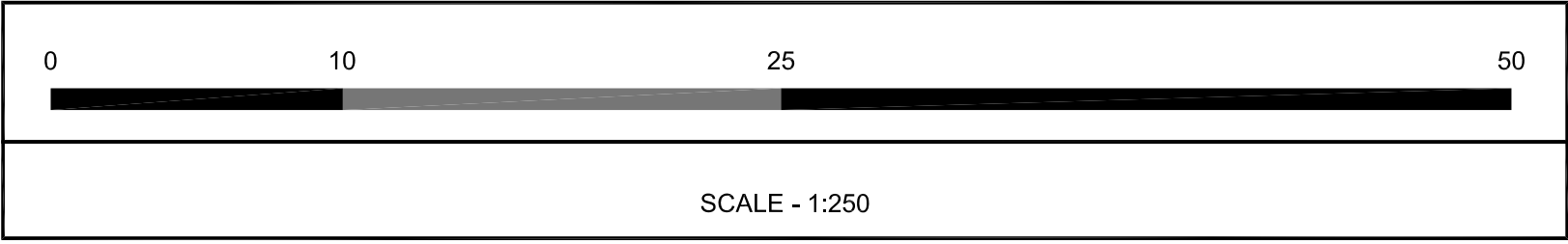
Q - Return  
+ Menu bar!

See 11.12.2



## **Appendix D     A38/ Downside Road Rev.11 Swept Path Drawings**





FTA Design Articulated Vehicle (1998)  
Overall Length 16.48m  
Overall Width 2.55m  
Overall Body Height 3.87m  
Min Body Ground Clearance 0.515m  
Max Track Width 2.47m  
Lock to lock time 3.00s  
Kerb to Kerb Turning Radius 6.550m

FTA DESIGN ARTICULATED VEHICLE (1998)

1.0	FIRST ISSUE	DR	04/05/2021	CC
Rev	Description	Drawn	DATE	Auth



Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
t: 01256 362963  
w: c-tas.co.uk

Client

# Bristol Airport

Project

Bristol Airport 12MPPA Masterplan

Title

A38 Junction Improvements - West Lane Junction  
Vehicle Track Analysis - Sheet 1 of 2

Original Scale	Drawn By	Date	Checked By		Auth	
1:250	DR	04/05/2021	CC		CC	

Drawing Number

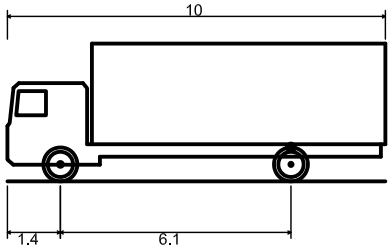
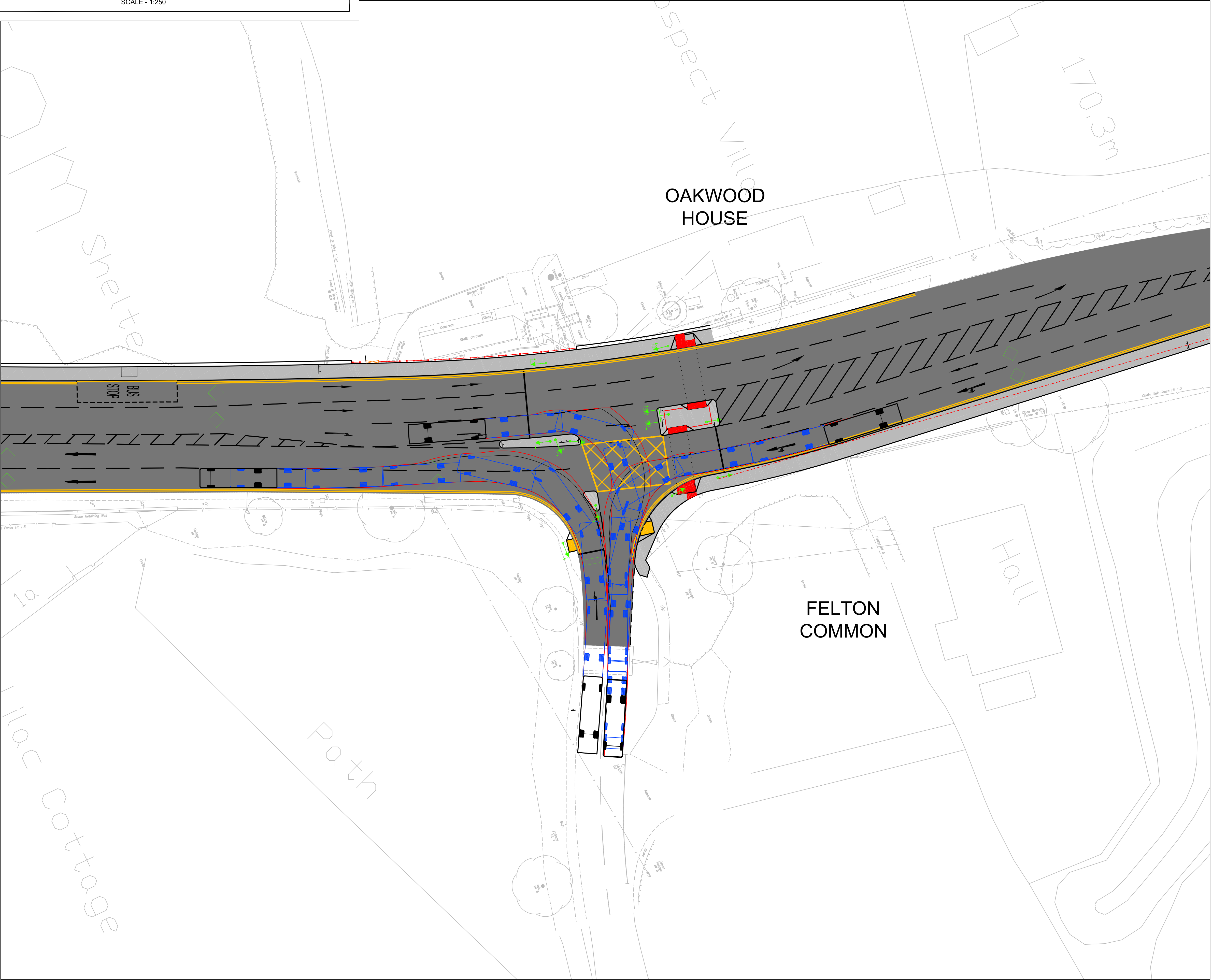
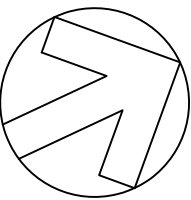
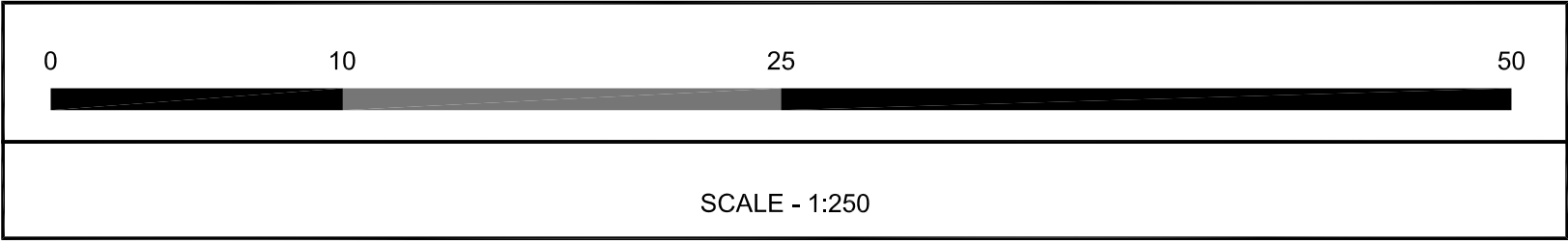
C1124-SK-A38-045

REF.

Rev

1.0





FTA Design HG Rigid Vehicle (1998)  
Overall Length 10.000m  
Overall Width 2.500m  
Overall Body Height 3.645m  
Min Body Ground Clearance 0.440m  
Track Width 2.470m  
Lock to lock time 3.00s  
Kerb to Kerb Turning Radius 11.000m

FTA DESIGN HG RIGID VEHICLE (1998)

1.0	FIRST ISSUE	DR	04/05/2021	CC
Rev	Description	Drawn	DATE	Auth

Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
t: 01256 362963  
w: c-tas.co.uk

Client

# Bristol Airport

Project

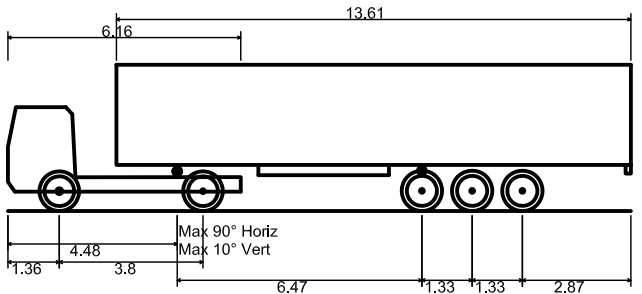
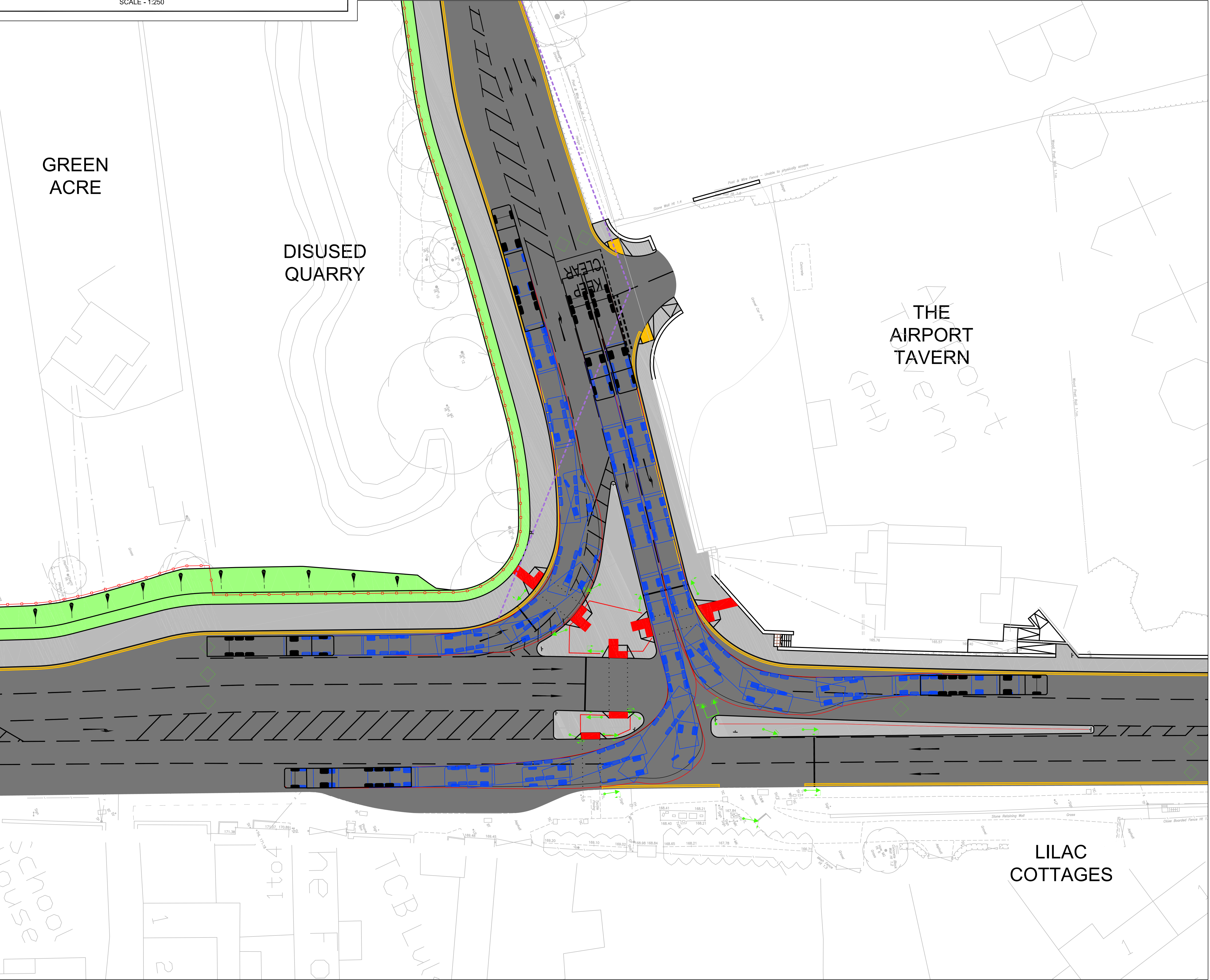
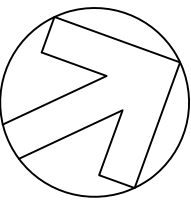
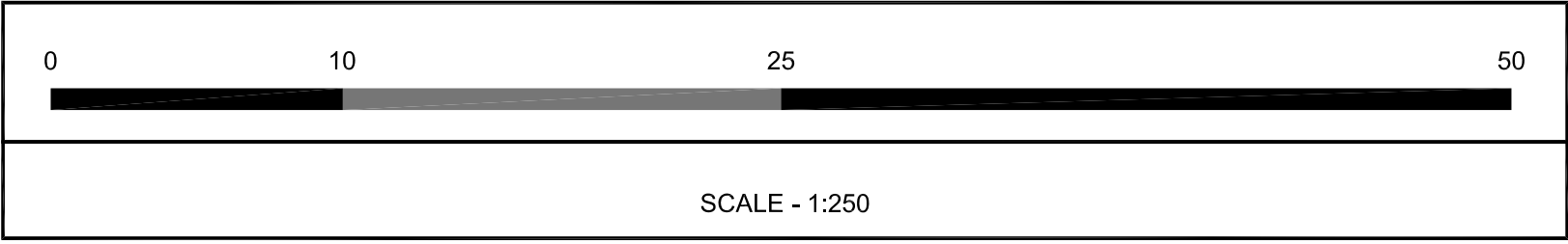
Bristol Airport 12MPPA Masterplan

Title

A38 Junction Improvements - West Lane Junction  
Vehicle Track Analysis - Sheet 2 of 2

Original Scale 1:250	Drawn By DR	Date 04/05/2021	Checked By CC	Auth CC	
Drawing Number C1124-SK-A38-046					Rev 1.0





FTA Design Articulated Vehicle (1998)  
Overall Length 16.48m  
Overall Width 2.55m  
Overall Body Height 3.87m  
Min Body Ground Clearance 0.515m  
Max Track Width 2.47m  
Lock to lock time 3.00s  
Kerb to Kerb Turning Radius 6.550m

FTA DESIGN ARTICULATED VEHICLE (1998)

1.0	FIRST ISSUE	JP	04/05/2021	DR
Rev	Description	Drawn	DATE	Auth

Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
t: 01256 362963  
w: c-tas.co.uk

Client

# Bristol Airport

Project

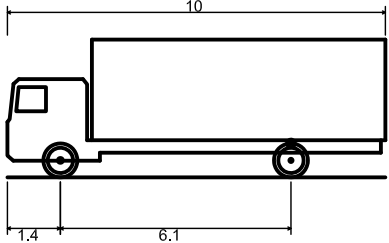
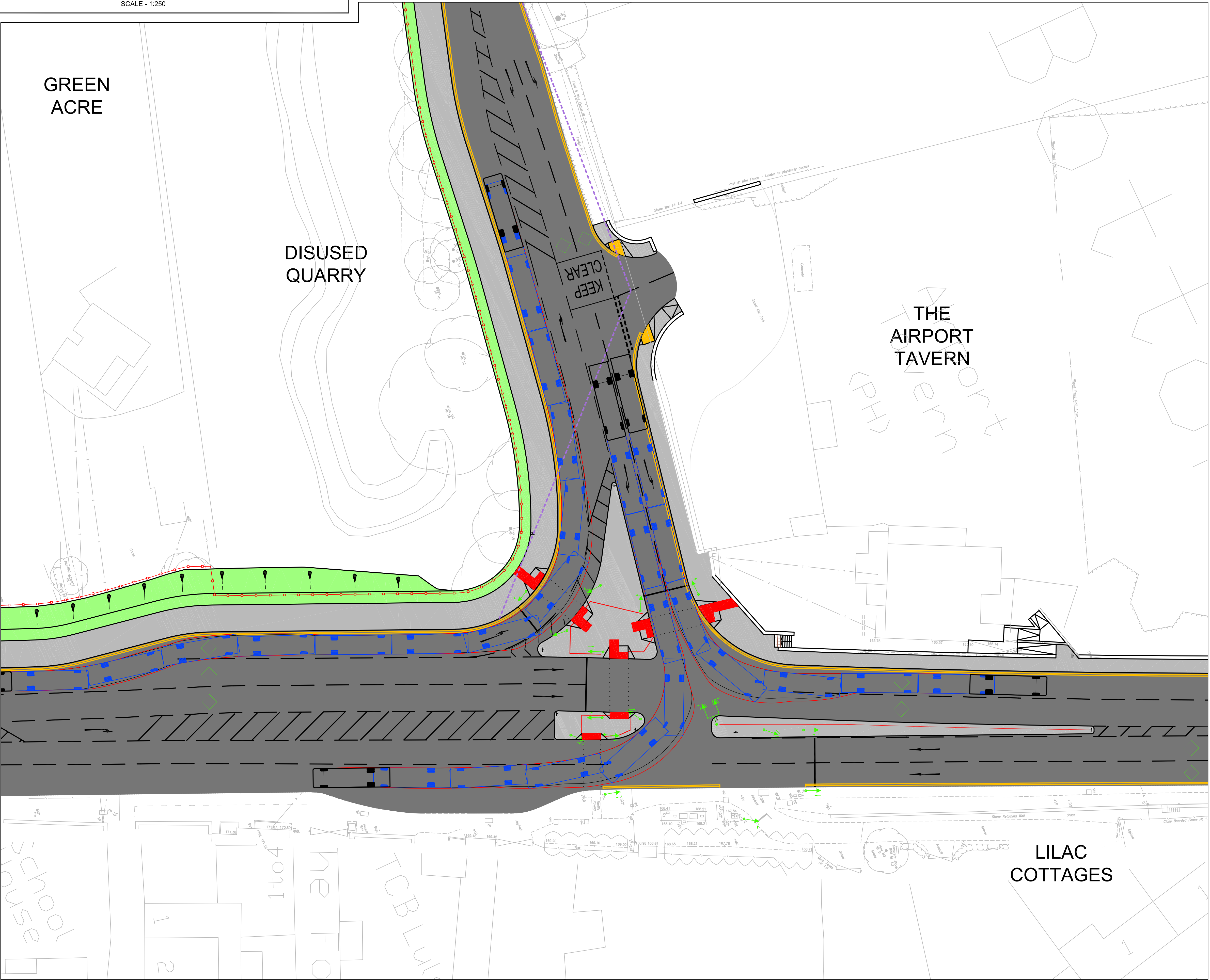
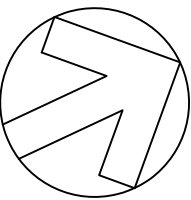
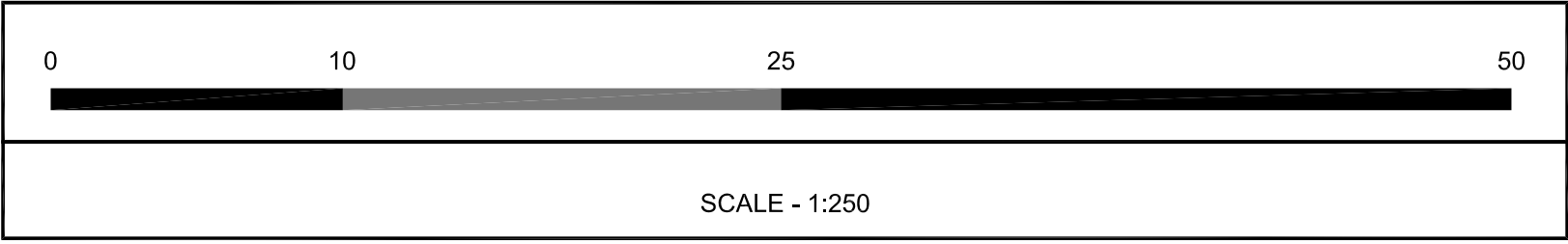
Bristol Airport 12MPPA Masterplan

Title

A38 Junction Improvements - Downside Rd Junction  
Vehicle Track Analysis - Sheet 1 of 2

Original Scale 1:250	Drawn By DR	Date 04/05/2021	Checked By CC	Auth CC	
Drawing Number C1124-SK-A38-047					Rev 1.0





FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

FTA DESIGN HG RIGID VEHICLE (1998)

1.0	FIRST ISSUE	JP	04/05/2021	DR
Rev	Description	Drawn	DATE	Auth



Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
t: 01256 362963  
w: c-tas.co.uk

Client

**Bristol Airport**

Project

Bristol Airport 12MPPA Masterplan

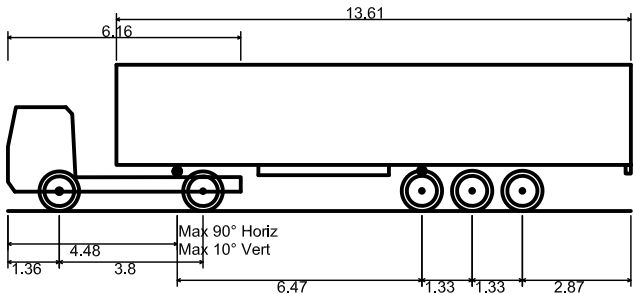
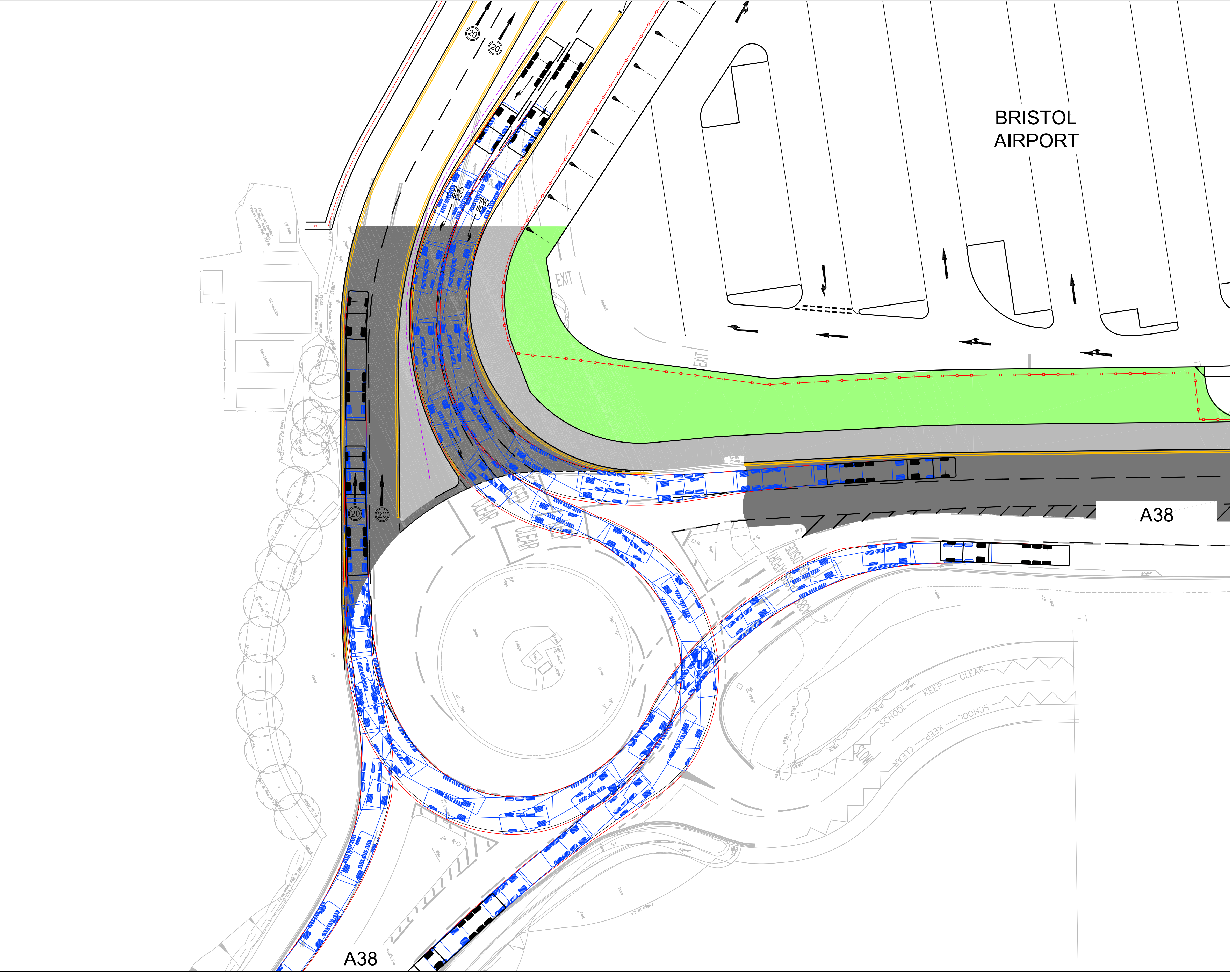
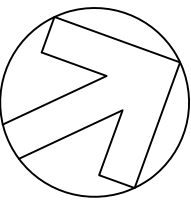
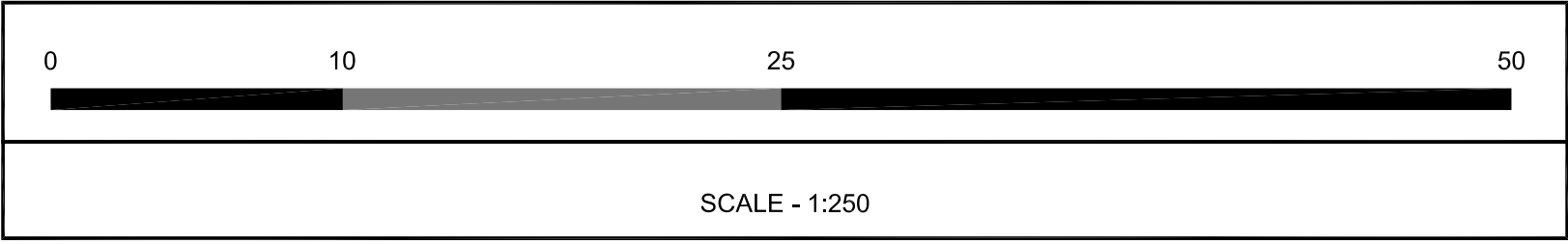
Title

A38 Junction Improvements - Downside Rd Junction  
Vehicle Track Analysis - Sheet 2 of 2

Original Scale	Drawn By	Date	Checked By	Auth	
1:250	DR	04/05/2021	CC	CC	

Drawing Number	REF.	Rev
C1124-SK-A38-048		2.0





FTA Design Articulated Vehicle (1998)	16.48m
Overall Length	2.55m
Overall Width	3.87m
Overall Body Height	0.515m
Min Body Ground Clearance	2.47m
Max Track Width	3.00s
Lock to lock time	6.550m
Kerb to Kerb Turning Radius	

1.0	FIRST ISSUE	DR	04/05/2021	CC
Rev	Description	Drawn	DATE	Auth

Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
t: 01256 362963  
w: c-tas.co.uk

Client

# Bristol Airport

Project

Bristol Airport 12MPPA Masterplan

Title

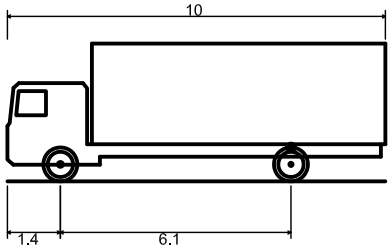
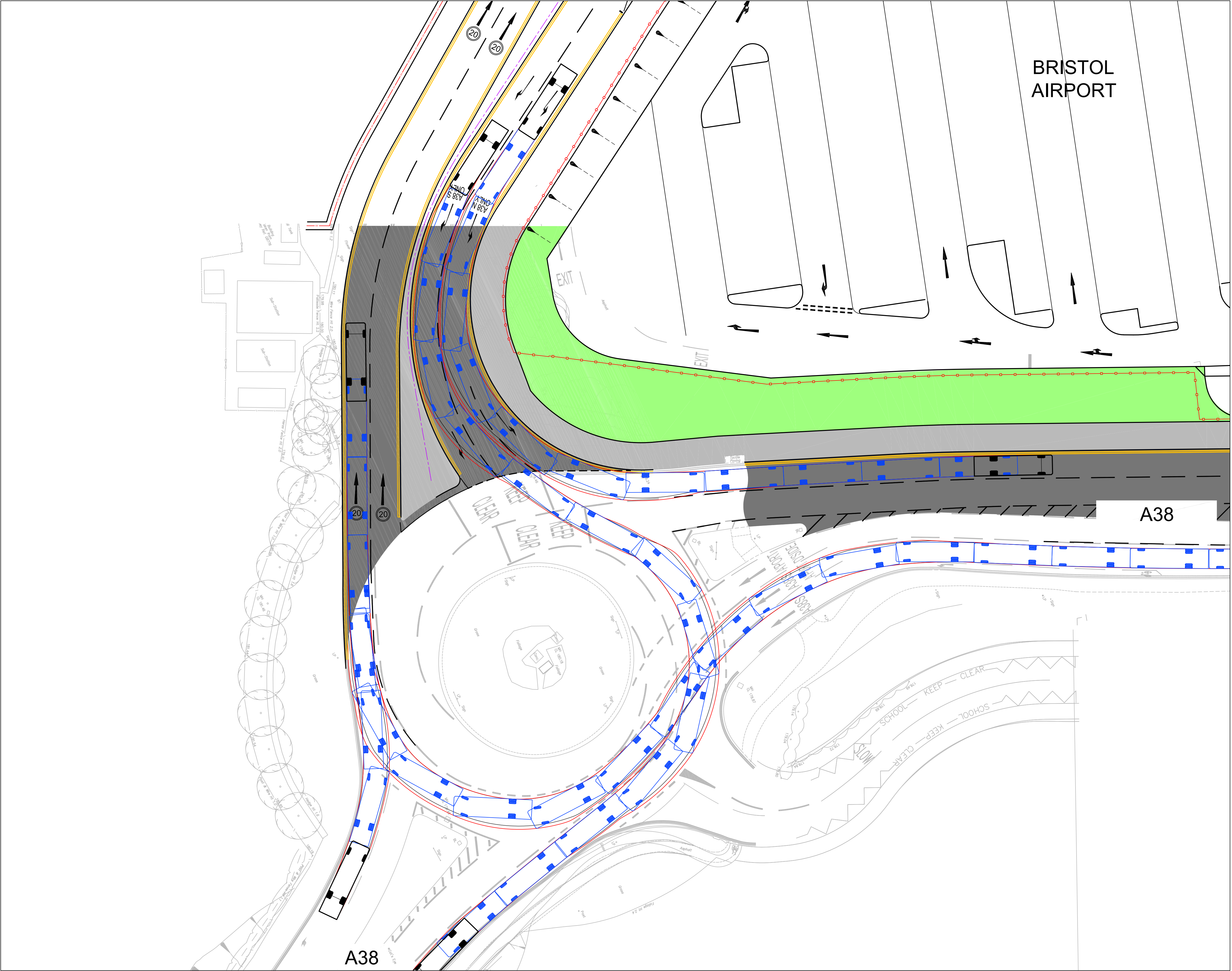
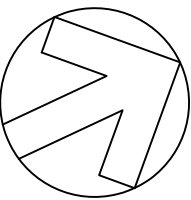
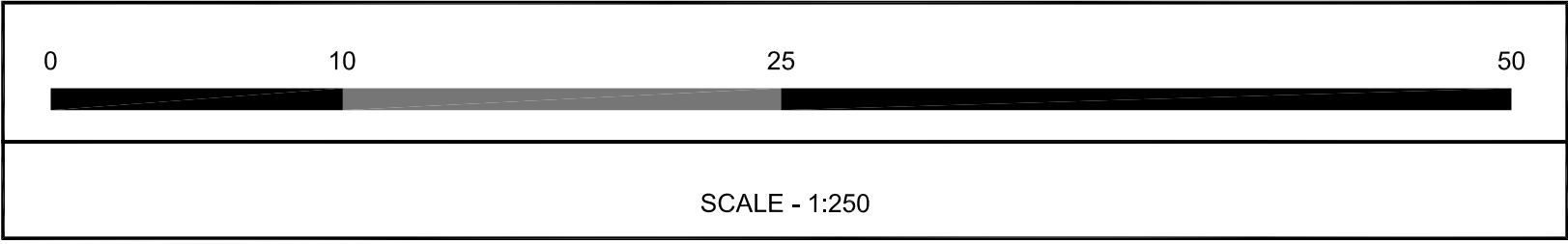
A38 Junction Improvements - Airport Roundabout  
Vehicle Track Analysis - Sheet 1 of 2

Original Scale	Drawn By	Date	Checked By	Auth	
1:250	DR	04/05/2021	CC	CC	

Drawing Number	REF.	Rev
C1124-SK-A38-049		1.0

FTA DESIGN ARTICULATED VEHICLE (1998)





FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

FTA DESIGN HG RIGID VEHICLE (1998)

1.0	FIRST ISSUE	DR	04/05/2021	CC
Rev	Description	Drawn	DATE	Auth



Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
t: 01256 362963  
w: c-tas.co.uk

Client

# Bristol Airport

Project

Bristol Airport 12MPPA Masterplan

Title

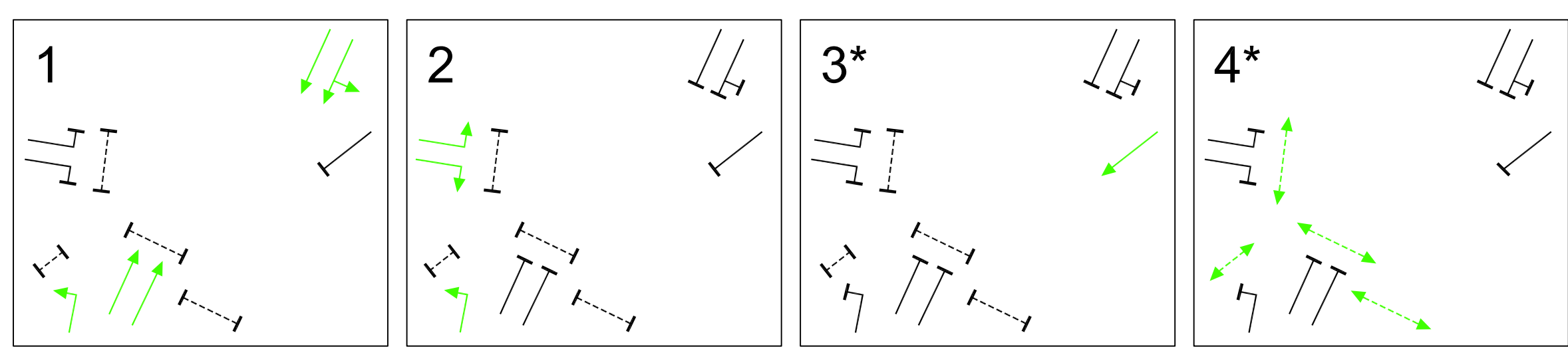
A38 Junction Improvements - Airport Roundabout  
Vehicle Track Analysis - Sheet 2 of 2

Original Scale 1:250	Drawn By DR	Date 04/05/2021	Checked By CC	Auth CC	Rev 1.0
-------------------------	----------------	--------------------	------------------	------------	------------

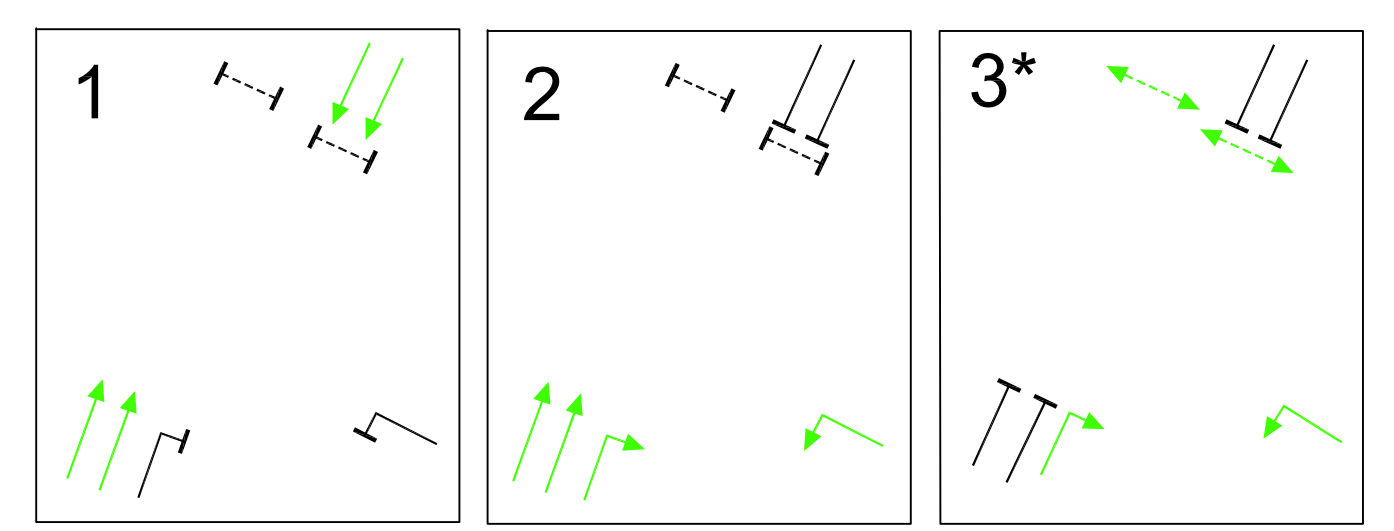
## **Appendix E      A38/ Downside Rev. 11 Road Scheme Detailed Drawings**



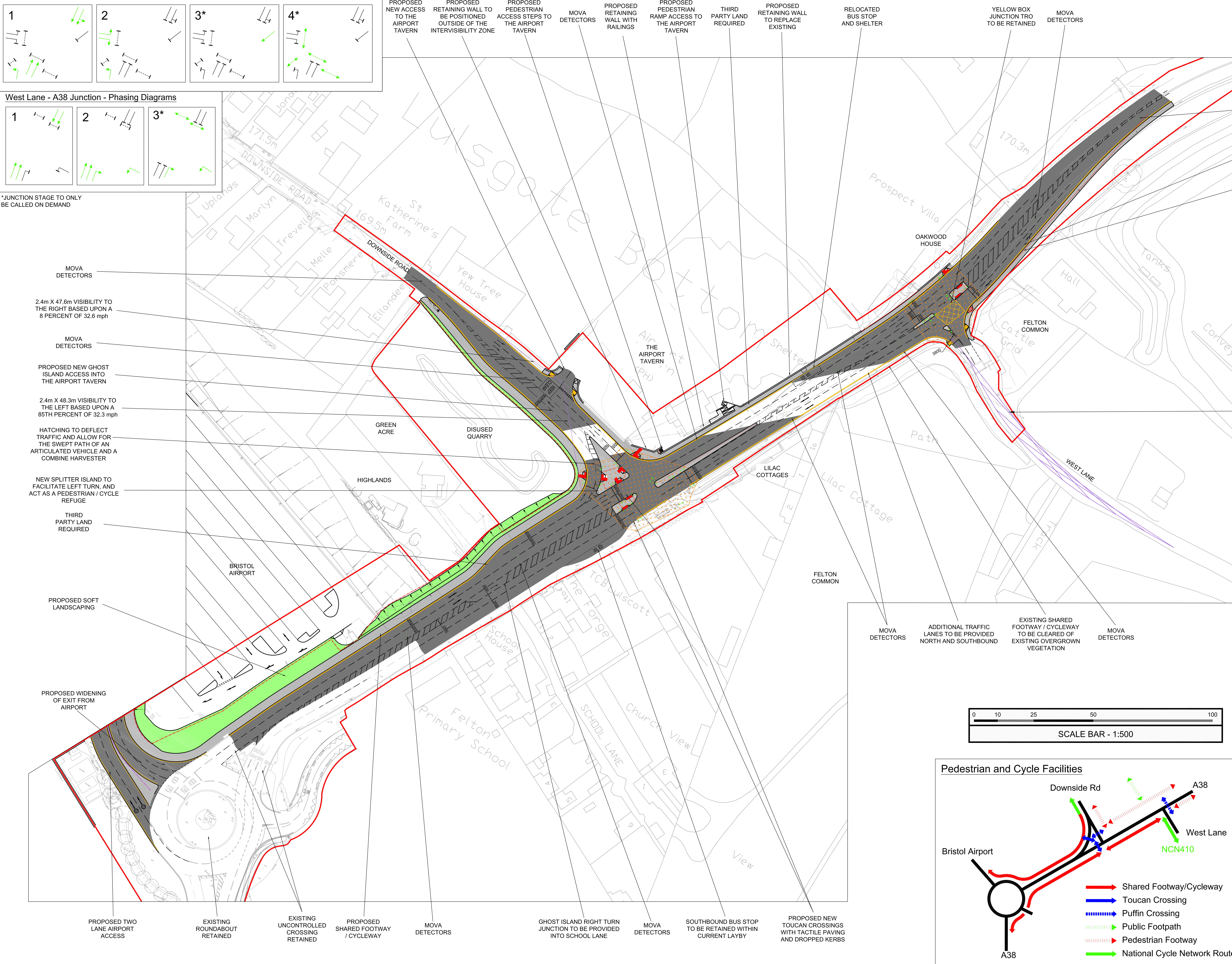
Downside Road - A38 Junction - Phasing Diagrams



West Lane - A38 Junction - Phasing Diagrams



\*JUNCTION STAGE TO ONLY BE CALLED ON DEMAND

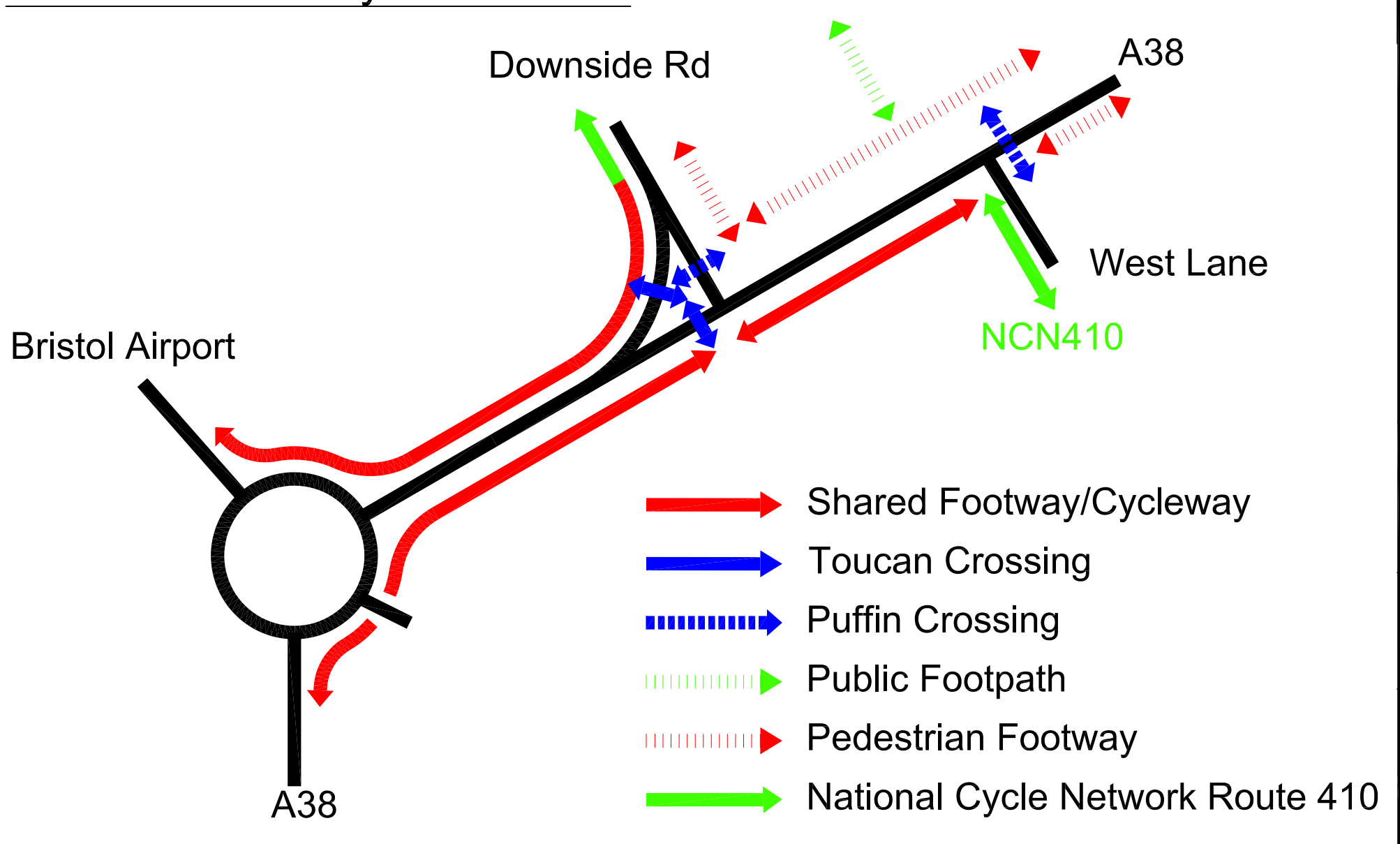


LEGEND

- RED LINE BOUNDARY
- HIGHWAY BOUNDARY
- INTERVISIBILITY ZONE
- VISIBILITY SPLAYS BASED ON SSD SET OUT WITH MFS
- VISIBILITY SPLAYS BASED ON SSD SET OUT WITH DMRB

11.0	AIRPORT EXIT ONTO ROUNDABOUT AND WEST LANE STOP LINE AND SIGNALS AMENDED. TACTILE PAVING AND WORKS AROUND THE AIRPORT TAVERN UPDATED. A38 SOUTHBOUND LANE WIDTHS ALTERED	DR	18/04/19	CC
10.0	AMENDMENTS FOLLOWING ANALYSIS	JP	20/11/18	CC
9.0	AMENDMENTS FOLLOWING RSA	JP	25/10/18	CC
8.0	AMENDMENTS TO PROPOSED LAYOUT	GS	16/10/18	CC
7.0	ADDED RED LINE BOUNDARY	GS	15/10/18	CC
6.0	AMENDMENTS TO PROPOSED LAYOUT	GS	12/10/18	CC
5.0	OAKWOOD HOUSE CARAVAN ADDED	DR	18/09/18	CC
4.0	LAND OWNERSHIP ADDED	AW	03/09/18	CC
3.0	REMOVED HIGHWAY BOUNDARIES	MW	23/08/18	CC
2.0	FUTURE HOTEL ACCESS AMENDED	MW	13/04/18	CC
1.0	FIRST ISSUE	MW	13/04/18	CC
Rev	Description	Drawn	DATE	Auth

Pedestrian and Cycle Facilities



**c-bas**

Unit 2, First Floor, Woodlands Business Village  
Coronation Road  
Basingstoke  
RG21 4JX  
T: 01256 362963  
W: c-bas.co.uk

Client  
**Bristol Airport**

Project  
Bristol Airport 12MPPA Masterplan

Title  
A38 Junction Improvements  
Option 10

Original Scale	Drawn By	Date	Checked By	Auth
1:500@A0	TO	24/10/18	DR	CC

Drawing Number  
C1124-SK-A38-010

Rev  
11.0



## **Appendix F      A38/ Bristol Roundabout Revised J9 Outputs**

<b>Junctions 10</b>	
<b>ARCADY 10 - Roundabout Module</b>	
Version: 10.0.0.1499	
© Copyright TRL Software Limited, 2021	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777   software@trl.co.uk   trlsoftware.com	
<b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>	

**Filename:** Import of J1\_J2\_North&South Airport Access Rbt - Existing\_v2.j10

**Path:** \\Cbh-vfil-001\cbh\Projects\48889 - Bristol Airport Appeal\Transport\Working Documents\Junction Modelling\Junction Models\\_ARCADY

**Report generation date:** 27/04/2021 09:29:26

- 
- »2030 Baseline, AM
  - »2030 Baseline, IP
  - »2030 Baseline, PM
  - »2030 10 MPPA, AM
  - »2030 10 MPPA, IP
  - »2030 10 MPPA, PM
  - »2030 12 MPPA, AM
  - »2030 12 MPPA, IP
  - »2030 12 MPPA, PM

## Summary of junction performance

	AM				IP				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2030 Baseline												
Junction 1 - Arm A	1.2	3.23	0.53	A	1.4	3.69	0.57	A	2.7	5.46	0.73	A
Junction 1 - Arm B	0.0	5.35	0.02	A	0.0	6.38	0.03	A	0.1	10.01	0.06	B
Junction 1 - Arm C	2.0	6.09	0.66	A	0.9	4.17	0.46	A	1.9	6.44	0.64	A
Junction 1 - Arm D	0.3	3.39	0.24	A	0.9	3.70	0.46	A	1.0	4.43	0.50	A
Junction 2 - Arm A	0.7	2.88	0.40	A	0.8	3.20	0.44	A	1.2	3.67	0.53	A
Junction 2 - Arm B	1.1	3.47	0.52	A	0.4	2.36	0.28	A	0.7	2.72	0.40	A
Junction 2 - Arm C	0.2	5.91	0.11	A	0.3	4.35	0.24	A	0.3	5.02	0.23	A
2030 10 MPPA												
Junction 1 - Arm A	1.2	3.26	0.54	A	1.5	3.92	0.60	A	3.1	6.15	0.76	A
Junction 1 - Arm B	0.0	5.41	0.02	A	0.0	6.81	0.03	A	0.1	11.47	0.07	B
Junction 1 - Arm C	2.2	6.53	0.68	A	1.4	5.20	0.56	A	3.0	9.41	0.75	A
Junction 1 - Arm D	0.4	3.49	0.25	A	1.1	4.25	0.52	A	1.3	5.20	0.55	A
Junction 2 - Arm A	0.7	2.90	0.40	A	0.9	3.31	0.45	A	1.2	3.82	0.54	A
Junction 2 - Arm B	1.2	3.56	0.53	A	0.5	2.54	0.31	A	0.8	3.09	0.44	A
Junction 2 - Arm C	0.2	6.20	0.14	A	0.6	5.31	0.36	A	0.6	6.14	0.36	A
2030 12 MPPA												
Junction 1 - Arm A	1.3	3.31	0.55	A	1.7	4.17	0.62	A	3.8	7.23	0.79	A
Junction 1 - Arm B	0.0	5.51	0.02	A	0.0	7.29	0.04	A	0.1	13.87	0.09	B
Junction 1 - Arm C	2.6	7.34	0.71	A	2.0	6.72	0.65	A	7.1	20.09	0.88	C
Junction 1 - Arm D	0.4	3.64	0.27	A	1.4	4.92	0.57	A	1.7	6.58	0.63	A
Junction 2 - Arm A	0.7	2.92	0.40	A	0.9	3.45	0.46	A	1.3	4.03	0.55	A
Junction 2 - Arm B	1.2	3.73	0.55	A	0.6	2.71	0.35	A	1.1	3.59	0.50	A
Junction 2 - Arm C	0.3	6.67	0.20	A	1.0	6.70	0.49	A	1.2	8.50	0.52	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

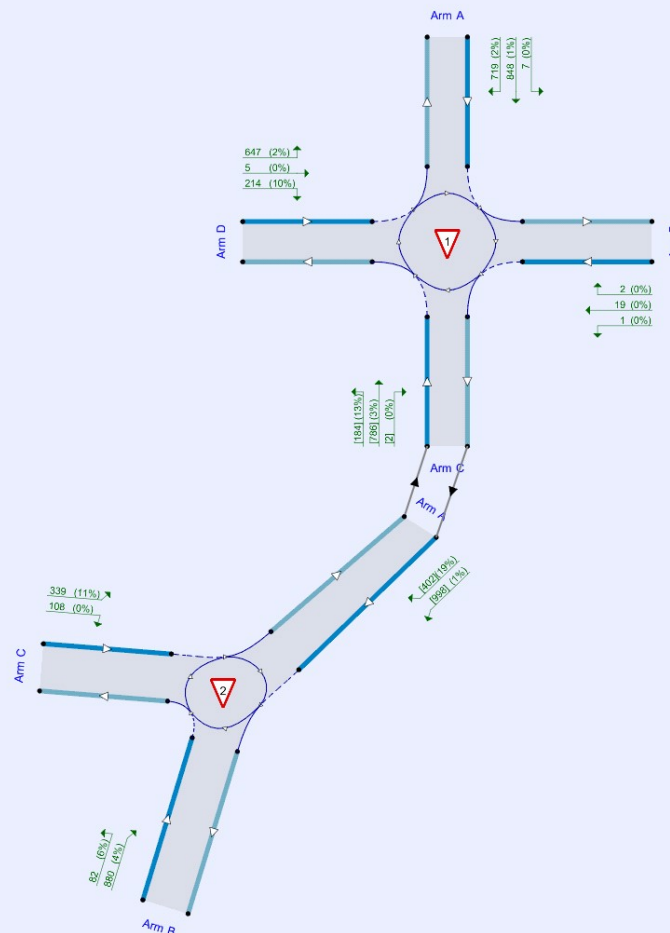
## File summary

### File Description

Title	North & South Airport Access Roundabouts
Location	Bristol
Site number	1/2
Date	20/10/2020
Version	
Status	For Information
Identifier	
Client	
Jobnumber	48889
Enumerator	Stantec\proose
Description	

## Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Baseline	IP	ONE HOUR	12:45	14:15	15	✓
D3	2018 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D4	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030 Baseline	IP	ONE HOUR	12:45	14:15	15	✓
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 10 MPPA	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 10 MPPA	IP	ONE HOUR	12:45	14:15	15	✓
D9	2030 10 MPPA	PM	ONE HOUR	16:45	18:15	15	✓
D10	2030 12 MPPA	AM	ONE HOUR	07:45	09:15	15	✓
D11	2030 12 MPPA	IP	ONE HOUR	12:45	14:15	15	✓
D12	2030 12 MPPA	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D4,D5,D6,D7,D8,D9,D10,D11,D12	100.000	100.000

# 2030 Baseline, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.43	A
2	untitled	Standard Roundabout		A, B, C	3.34	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.97	A

## Arms

### Arms

Junction	Arm	Name	Description	No give-way line
1	A	A38 North		
	B	Easirent Car Hire Access		
	C	A38 South		
	D	Bristol Airport Access		
2	A	A38 North		
	B	A38 South		
	C	Bristol Airport Access		

### Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	A	7.00	9.90	13.0	35.0	48.0	37.0		
	B	3.90	5.60	13.3	16.6	48.0	24.0		
	C	4.08	7.70	92.6	30.0	48.0	28.0		
	D	7.40	9.50	11.3	20.0	48.0	47.0		
2	A	4.30	7.10	87.9	40.1	40.0	19.0		
	B	5.00	7.90	36.3	50.0	40.0	18.0		
	C	4.50	5.30	4.0	23.0	40.0	24.0		

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	A	0.793	2625
	B	0.594	1564
	C	0.732	2263
	D	0.750	2485
2	A	0.761	2203
	B	0.798	2372
	C	0.621	1552

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1214	100.000
	B		ONE HOUR	✓	14	100.000
	C	✓				
	D		ONE HOUR	✓	334	100.000
2	A	✓				
	B		ONE HOUR	✓	1066	100.000
	C		ONE HOUR	✓	85	100.000

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

		To			
		A	B	C	D
From	A	229	5	659	321
	B	2	0	5	7
	C	904	1	0	179
	D	197	6	130	1



### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	654	140
	B	999	1	66
	C	81	4	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To				
		A	B	C	D
From	A	2	0	5	6
	B	0	0	0	0
	C	4	0	0	13
	D	10	0	14	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
From		A	B	C
	A	0	5	12
	B	4	0	0
	C	27	33	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.53	3.23	1.2	A	1114	1671
	B	0.02	5.35	0.0	A	13	19
	C	0.66	6.09	2.0	A	991	1486
	D	0.24	3.39	0.3	A	306	460
2	A	0.40	2.88	0.7	A	728	1092
	B	0.52	3.47	1.1	A	978	1467
	C	0.11	5.91	0.2	A	78	117

### Main Results for each time segment

#### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	914	228	104	2543	0.359	912	995	0.0	0.6	2.307	A
	B	11	3	1006	966	0.011	10	9	0.0	0.0	3.765	A
	C	811	203	421	1955	0.415	808	596	0.0	0.7	3.299	A
	D	251	63	848	1849	0.136	251	380	0.0	0.2	2.505	A
2	A	596	149	4	2200	0.271	595	811	0.0	0.4	2.379	A
	B	803	201	105	2288	0.351	800	494	0.0	0.6	2.507	A
	C	64	16	751	1086	0.059	64	154	0.0	0.1	4.478	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1091	273	124	2527	0.432	1091	1192	0.6	0.8	2.622	A
	B	13	3	1204	849	0.015	13	11	0.0	0.0	4.303	A
	C	970	243	503	1895	0.512	969	713	0.7	1.1	4.092	A
	D	300	75	1016	1723	0.174	300	455	0.2	0.2	2.815	A
2	A	713	178	4	2199	0.324	713	970	0.4	0.5	2.571	A
	B	958	240	126	2272	0.422	958	592	0.6	0.8	2.840	A
	C	76	19	898	995	0.077	76	185	0.1	0.1	4.987	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1337	334	152	2505	0.534	1335	1458	0.8	1.2	3.217	A
	B	15	4	1474	689	0.022	15	13	0.0	0.0	5.345	A
	C	1188	297	616	1812	0.655	1184	873	1.1	2.0	6.008	A
	D	368	92	1243	1553	0.237	367	557	0.2	0.3	3.379	A
2	A	873	218	5	2199	0.397	872	1188	0.5	0.7	2.880	A
	B	1174	293	154	2249	0.522	1172	724	0.8	1.1	3.463	A
	C	94	23	1100	870	0.108	93	226	0.1	0.2	5.898	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1337	334	152	2504	0.534	1337	1463	1.2	1.2	3.225	A
	B	15	4	1475	688	0.022	15	13	0.0	0.0	5.354	A
	C	1189	297	617	1811	0.656	1189	874	2.0	2.0	6.092	A
	D	368	92	1247	1550	0.237	368	559	0.3	0.3	3.388	A
2	A	874	219	6	2199	0.398	874	1189	0.7	0.7	2.885	A
	B	1174	293	154	2249	0.522	1174	726	1.1	1.1	3.471	A
	C	94	23	1101	869	0.108	94	227	0.2	0.2	5.907	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1091	273	124	2526	0.432	1093	1199	1.2	0.8	2.630	A
	B	13	3	1206	847	0.015	13	11	0.0	0.0	4.311	A
	C	972	243	504	1894	0.514	976	715	2.0	1.1	4.150	A
	D	300	75	1023	1718	0.175	301	457	0.3	0.2	2.827	A
2	A	715	179	5	2199	0.325	716	972	0.7	0.5	2.576	A
	B	958	240	126	2271	0.422	960	594	1.1	0.8	2.849	A
	C	76	19	900	994	0.077	77	186	0.2	0.1	4.998	A

### 09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	914	228	104	2542	0.359	915	1003	0.8	0.6	2.315	A
	B	11	3	1010	964	0.011	11	9	0.0	0.0	3.773	A
	C	814	203	422	1954	0.417	815	598	1.1	0.8	3.338	A
	D	251	63	855	1844	0.136	252	383	0.2	0.2	2.518	A
2	A	598	150	4	2200	0.272	599	814	0.5	0.4	2.387	A
	B	803	201	106	2288	0.351	803	497	0.8	0.6	2.518	A
	C	64	16	754	1085	0.059	64	155	0.1	0.1	4.491	A

# 2030 Baseline, IP

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.83	A
2	untitled	Standard Roundabout		A, B, C	3.09	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.56	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Baseline	IP	ONE HOUR	12:45	14:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1234	100.000
	B		ONE HOUR	✓	17	100.000
	C	✓				
	D		ONE HOUR	✓	814	100.000
2	A	✓				
	B		ONE HOUR	✓	564	100.000
	C		ONE HOUR	✓	256	100.000

## Origin-Destination Data

### Demand (PCU/hr)

Junction 1		To				
	From		A	B	C	D
		A	158	12	580	484
		B	5	0	0	12
		C	523	5	0	224
		D	533	3	276	2

### Demand (PCU/hr)

Junction 2		To			
	From		A	B	C
		A	2	708	156
		B	534	0	30
		C	190	66	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
Junction 1	From		A	B	C	D
		A	0	0	5	5
		B	0	0	0	0
		C	5	0	0	15
		D	4	0	11	0

### Heavy Vehicle Percentages

Junction 2

	To			
From		A	B	C
	A	0	5	19
	B	6	0	0
	C	13	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.57	3.69	1.4	A	1132	1699
	B	0.03	6.38	0.0	A	16	23
	C	0.46	4.17	0.9	A	666	999
	D	0.46	3.70	0.9	A	747	1120
2	A	0.44	3.20	0.8	A	785	1178
	B	0.28	2.36	0.4	A	518	776
	C	0.24	4.35	0.3	A	235	352

## Main Results for each time segment

### 12:45 - 13:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	929	232	215	2455	0.378	926	900	0.0	0.6	2.452	A
	B	13	3	1126	895	0.014	13	15	0.0	0.0	4.079	A
	C	545	136	496	1899	0.287	543	643	0.0	0.4	2.856	A
	D	613	153	504	2107	0.291	611	536	0.0	0.4	2.554	A
2	A	643	161	49	2165	0.297	641	545	0.0	0.5	2.529	A
	B	425	106	117	2279	0.186	424	573	0.0	0.2	2.049	A
	C	193	48	403	1303	0.148	192	138	0.0	0.2	3.542	A

### 13:00 - 13:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1109	277	257	2421	0.458	1108	1078	0.6	0.9	2.858	A
	B	15	4	1347	764	0.020	15	18	0.0	0.0	4.809	A
	C	652	163	594	1828	0.357	652	769	0.4	0.6	3.295	A
	D	732	183	604	2032	0.360	731	641	0.4	0.6	2.938	A
2	A	769	192	59	2158	0.356	768	652	0.5	0.6	2.777	A
	B	507	127	140	2260	0.224	507	687	0.2	0.3	2.169	A
	C	230	58	482	1254	0.184	230	165	0.2	0.2	3.844	A

### 13:15 - 13:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1359	340	314	2376	0.572	1357	1320	0.9	1.4	3.676	A
	B	19	5	1649	585	0.032	19	22	0.0	0.0	6.361	A
	C	799	200	727	1731	0.461	797	941	0.6	0.9	4.149	A
	D	896	224	739	1931	0.464	895	785	0.6	0.9	3.687	A
2	A	941	235	73	2148	0.438	940	799	0.6	0.8	3.194	A
	B	621	155	172	2235	0.278	621	841	0.3	0.4	2.356	A
	C	282	70	590	1186	0.238	281	202	0.2	0.3	4.347	A

### 13:30 - 13:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1359	340	315	2375	0.572	1359	1322	1.4	1.4	3.691	A
	B	19	5	1651	583	0.032	19	22	0.0	0.0	6.377	A
	C	799	200	728	1730	0.462	799	942	0.9	0.9	4.167	A
	D	896	224	741	1930	0.464	896	786	0.9	0.9	3.700	A
2	A	942	236	73	2147	0.439	942	799	0.8	0.8	3.203	A
	B	621	155	172	2235	0.278	621	843	0.4	0.4	2.356	A
	C	282	70	590	1186	0.238	282	203	0.3	0.3	4.352	A

### 13:45 - 14:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1109	277	257	2421	0.458	1111	1082	1.4	0.9	2.873	A
	B	15	4	1351	762	0.020	15	18	0.0	0.0	4.825	A
	C	653	163	595	1827	0.358	655	771	0.9	0.6	3.311	A
	D	732	183	606	2030	0.360	733	643	0.9	0.6	2.952	A
2	A	771	193	59	2158	0.357	772	653	0.8	0.6	2.787	A
	B	507	127	141	2260	0.224	507	690	0.4	0.3	2.172	A
	C	230	58	482	1253	0.184	231	166	0.3	0.2	3.850	A

**14:00 - 14:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	929	232	215	2454	0.379	930	905	0.9	0.6	2.464	A
	B	13	3	1130	893	0.014	13	15	0.0	0.0	4.091	A
	C	547	137	498	1898	0.288	548	645	0.6	0.4	2.875	A
	D	613	153	507	2105	0.291	613	538	0.6	0.4	2.565	A
2	A	645	161	50	2165	0.298	646	547	0.6	0.5	2.544	A
	B	425	106	118	2278	0.186	425	578	0.3	0.2	2.052	A
	C	193	48	404	1302	0.148	193	139	0.2	0.2	3.552	A

# 2030 Baseline, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.53	A
2	untitled	Standard Roundabout		A, B, C	3.44	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.73	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1618	100.000
	B		ONE HOUR	✓	22	100.000
	C	✓				
	D		ONE HOUR	✓	763	100.000
2	A	✓				
	B		ONE HOUR	✓	818	100.000
	C		ONE HOUR	✓	214	100.000



## Origin-Destination Data

### Demand (PCU/hr)

Junction 1		To				
	From		A	B	C	D
		A	176	7	848	587
		B	2	0	1	19
		C	786	2	0	158
		D	564	5	193	1

### Demand (PCU/hr)

Junction 2

	To			
From		A	B	C
	A	2	930	104
	B	795	0	23
	C	153	61	0

## Vehicle Mix

### Heavy Vehicle Percentages

Junction 1		To				
	From		A	B	C	D
		A	1	0	1	2
		B	0	0	0	0
		C	3	0	0	13
		D	2	0	10	0

### Heavy Vehicle Percentages

Junction 2		To			
	From		A	B	C
		A	0	1	19
		B	4	0	6
		C	11	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.73	5.46	2.7	A	1485	2227
	B	0.06	10.01	0.1	B	20	30
	C	0.64	6.44	1.9	A	871	1307
	D	0.50	4.43	1.0	A	700	1050
2	A	0.53	3.67	1.2	A	956	1434
	B	0.40	2.72	0.7	A	751	1126
	C	0.23	5.02	0.3	A	196	295

## Main Results for each time segment

### 16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1218	305	151	2505	0.486	1214	1147	0.0	1.0	2.818	A
	B	17	4	1355	759	0.022	16	11	0.0	0.0	4.845	A
	C	713	178	589	1832	0.389	711	782	0.0	0.7	3.347	A
	D	574	144	726	1941	0.296	573	574	0.0	0.4	2.730	A
2	A	782	196	46	2168	0.361	780	713	0.0	0.6	2.655	A
	B	616	154	80	2308	0.267	614	746	0.0	0.4	2.209	A
	C	161	40	599	1181	0.136	160	96	0.0	0.2	3.795	A

### 17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1455	364	181	2482	0.586	1453	1374	1.0	1.4	3.540	A
	B	20	5	1621	601	0.033	20	13	0.0	0.0	6.188	A
	C	853	213	705	1747	0.489	852	936	0.7	1.0	4.200	A
	D	686	171	870	1833	0.374	685	687	0.4	0.6	3.257	A
2	A	936	234	55	2161	0.433	935	853	0.6	0.8	3.009	A
	B	735	184	96	2296	0.320	735	894	0.4	0.5	2.400	A
	C	192	48	716	1108	0.174	192	115	0.2	0.2	4.229	A

### 17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1781	445	221	2450	0.727	1777	1681	1.4	2.6	5.380	A
	B	24	6	1982	387	0.063	24	15	0.0	0.1	9.923	A
	C	1045	261	862	1632	0.640	1042	1144	1.0	1.8	6.339	A
	D	840	210	1063	1688	0.498	838	840	0.6	1.0	4.397	A
2	A	1144	286	67	2152	0.532	1143	1045	0.8	1.2	3.655	A
	B	901	225	117	2279	0.395	900	1093	0.5	0.7	2.715	A
	C	236	59	877	1008	0.234	235	140	0.2	0.3	5.010	A

### 17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1781	445	221	2449	0.727	1781	1686	2.6	2.7	5.460	A
	B	24	6	1987	384	0.063	24	15	0.1	0.1	10.013	B
	C	1046	261	864	1630	0.642	1046	1147	1.8	1.9	6.437	A
	D	840	210	1067	1685	0.499	840	843	1.0	1.0	4.428	A
2	A	1147	287	67	2152	0.533	1147	1046	1.2	1.2	3.674	A
	B	901	225	117	2278	0.395	901	1097	0.7	0.7	2.718	A
	C	236	59	878	1008	0.234	236	140	0.3	0.3	5.017	A

### 17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1455	364	181	2481	0.586	1459	1382	2.7	1.4	3.587	A
	B	20	5	1628	597	0.033	20	13	0.1	0.0	6.240	A
	C	855	214	708	1744	0.490	858	940	1.9	1.0	4.264	A
	D	686	171	876	1828	0.375	688	691	1.0	0.6	3.284	A
2	A	940	235	55	2161	0.435	941	855	1.2	0.8	3.029	A
	B	735	184	96	2295	0.320	736	900	0.7	0.5	2.405	A
	C	192	48	717	1107	0.174	193	115	0.3	0.2	4.238	A

**18:00 - 18:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1218	305	152	2505	0.486	1220	1155	1.4	1.0	2.843	A
	B	17	4	1361	756	0.022	17	11	0.0	0.0	4.871	A
	C	716	179	592	1829	0.391	717	786	1.0	0.7	3.389	A
	D	574	144	732	1936	0.297	575	578	0.6	0.4	2.750	A
2	A	786	196	46	2168	0.362	787	716	0.8	0.6	2.674	A
	B	616	154	80	2308	0.267	616	752	0.5	0.4	2.216	A
	C	161	40	600	1180	0.137	161	96	0.2	0.2	3.807	A

# 2030 10 MPPA, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.65	A
2	untitled	Standard Roundabout		A, B, C	3.44	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 10 MPPA	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1223	100.000
	B		ONE HOUR	✓	14	100.000
	C	✓				
	D		ONE HOUR	✓	347	100.000
2	A	✓				
	B		ONE HOUR	✓	1078	100.000
	C		ONE HOUR	✓	113	100.000

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

		To			
		A	B	C	D
From	A	229	5	659	330
	B	2	0	5	7
	C	904	1	0	181
	D	208	6	132	1

### Demand (PCU/hr)

#### Junction 2

		To		
		A	B	C
From	A	0	659	159
	B	1006	1	71
	C	105	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

		To			
		A	B	C	D
From	A	2	0	5	6
	B	0	0	0	0
	C	4	0	0	13
	D	10	0	14	0

### Heavy Vehicle Percentages

#### Junction 2

		To		
		A	B	C
From	A	0	5	12
	B	4	0	0
	C	27	33	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.54	3.26	1.2	A	1122	1683
	B	0.02	5.41	0.0	A	13	19
	C	0.68	6.53	2.2	A	1019	1529
	D	0.25	3.49	0.4	A	318	478
2	A	0.40	2.90	0.7	A	730	1095
	B	0.53	3.56	1.2	A	989	1484
	C	0.14	6.20	0.2	A	104	156

## Main Results for each time segment

### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	921	230	105	2542	0.362	918	1021	0.0	0.6	2.318	A
	B	11	3	1014	961	0.011	10	9	0.0	0.0	3.784	A
	C	834	208	427	1950	0.428	831	598	0.0	0.8	3.380	A
	D	261	65	866	1836	0.142	261	392	0.0	0.2	2.541	A
2	A	598	149	7	2198	0.272	596	834	0.0	0.4	2.387	A
	B	812	203	116	2280	0.356	809	487	0.0	0.6	2.537	A
	C	85	21	756	1083	0.079	85	169	0.0	0.1	4.591	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1099	275	126	2525	0.435	1099	1224	0.6	0.8	2.640	A
	B	13	3	1214	843	0.015	13	11	0.0	0.0	4.333	A
	C	998	249	511	1889	0.528	996	715	0.8	1.2	4.246	A
	D	312	78	1038	1707	0.183	312	470	0.2	0.2	2.871	A
2	A	715	179	8	2197	0.326	715	998	0.4	0.5	2.582	A
	B	969	242	139	2261	0.429	968	584	0.6	0.8	2.886	A
	C	102	25	905	991	0.103	101	203	0.1	0.1	5.156	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1347	337	154	2503	0.538	1345	1496	0.8	1.2	3.250	A
	B	15	4	1486	682	0.023	15	13	0.0	0.0	5.403	A
	C	1222	305	626	1805	0.677	1218	875	1.2	2.2	6.418	A
	D	382	96	1269	1533	0.249	382	575	0.2	0.4	3.475	A
2	A	875	219	10	2195	0.399	875	1222	0.5	0.7	2.896	A
	B	1187	297	170	2236	0.531	1185	714	0.8	1.2	3.548	A
	C	124	31	1107	865	0.144	124	248	0.1	0.2	6.188	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1347	337	154	2503	0.538	1347	1501	1.2	1.2	3.258	A
	B	15	4	1487	681	0.023	15	13	0.0	0.0	5.411	A
	C	1223	306	626	1804	0.678	1223	876	2.2	2.2	6.527	A
	D	382	96	1274	1530	0.250	382	576	0.4	0.4	3.489	A
2	A	876	219	10	2195	0.399	876	1223	0.7	0.7	2.900	A
	B	1187	297	170	2236	0.531	1187	716	1.2	1.2	3.557	A
	C	124	31	1109	864	0.144	124	249	0.2	0.2	6.198	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1099	275	126	2525	0.435	1101	1231	1.2	0.8	2.650	A
	B	13	3	1216	842	0.015	13	11	0.0	0.0	4.344	A
	C	1000	250	512	1888	0.530	1004	717	2.2	1.2	4.315	A
	D	312	78	1045	1701	0.183	312	472	0.4	0.3	2.886	A
2	A	717	179	8	2197	0.326	717	1000	0.7	0.5	2.589	A
	B	969	242	139	2261	0.429	971	586	1.2	0.8	2.897	A
	C	102	25	907	990	0.103	102	203	0.2	0.1	5.167	A

**09:00 - 09:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	921	230	106	2541	0.362	922	1029	0.8	0.6	2.327	A
	B	11	3	1018	959	0.011	11	9	0.0	0.0	3.793	A
	C	837	209	429	1949	0.430	839	600	1.2	0.8	3.425	A
	D	261	65	873	1830	0.143	261	395	0.3	0.2	2.553	A
2	A	600	150	7	2198	0.273	600	837	0.5	0.4	2.395	A
	B	812	203	117	2279	0.356	812	490	0.8	0.6	2.547	A
	C	85	21	759	1081	0.079	85	170	0.1	0.1	4.604	A



# 2030 10 MPPA, IP

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.40	A
2	untitled	Standard Roundabout		A, B, C	3.47	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 10 MPPA	IP	ONE HOUR	12:45	14:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1279	100.000
	B		ONE HOUR	✓	17	100.000
	C	✓				
	D		ONE HOUR	✓	870	100.000
2	A	✓				
	B		ONE HOUR	✓	615	100.000
	C		ONE HOUR	✓	383	100.000

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

		To			
		A	B	C	D
From	A	158	12	580	529
	B	5	0	0	12
	C	523	5	0	233
	D	579	3	286	2

### Demand (PCU/hr)

#### Junction 2

		To		
		A	B	C
From	A	2	740	258
	B	564	0	51
	C	295	88	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

		To			
		A	B	C	D
From	A	0	0	5	5
	B	0	0	0	0
	C	5	0	0	15
	D	4	0	11	0

### Heavy Vehicle Percentages

#### Junction 2

		To		
		A	B	C
From	A	0	5	19
	B	6	0	0
	C	13	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.60	3.92	1.5	A	1174	1760
	B	0.03	6.81	0.0	A	16	23
	C	0.56	5.20	1.4	A	789	1184
	D	0.52	4.25	1.1	A	798	1197
2	A	0.45	3.31	0.9	A	794	1192
	B	0.31	2.54	0.5	A	564	847
	C	0.36	5.31	0.6	A	351	527

## Main Results for each time segment

### 12:45 - 13:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	963	241	223	2448	0.393	960	999	0.0	0.7	2.519	A
	B	13	3	1167	871	0.015	13	15	0.0	0.0	4.196	A
	C	646	162	530	1875	0.345	644	650	0.0	0.6	3.148	A
	D	655	164	569	2058	0.318	653	605	0.0	0.5	2.716	A
2	A	650	163	66	2153	0.302	648	646	0.0	0.5	2.587	A
	B	463	116	169	2238	0.207	462	546	0.0	0.3	2.137	A
	C	288	72	425	1289	0.224	287	206	0.0	0.3	3.939	A

### 13:00 - 13:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1150	287	266	2414	0.476	1149	1197	0.7	0.9	2.966	A
	B	15	4	1397	735	0.021	15	19	0.0	0.0	5.004	A
	C	773	193	634	1799	0.430	772	778	0.6	0.8	3.778	A
	D	782	196	682	1973	0.396	781	724	0.5	0.7	3.205	A
2	A	778	194	79	2143	0.363	777	773	0.5	0.6	2.853	A
	B	553	138	202	2211	0.250	553	654	0.3	0.4	2.289	A
	C	344	86	508	1237	0.278	344	246	0.3	0.4	4.421	A

### 13:15 - 13:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1408	352	326	2366	0.595	1406	1465	0.9	1.5	3.900	A
	B	19	5	1709	549	0.034	19	23	0.0	0.0	6.790	A
	C	947	237	776	1695	0.559	944	952	0.8	1.3	5.159	A
	D	958	239	834	1859	0.515	956	886	0.7	1.1	4.225	A
2	A	952	238	97	2129	0.447	951	947	0.6	0.9	3.305	A
	B	677	169	247	2175	0.311	677	800	0.4	0.5	2.534	A
	C	422	105	622	1166	0.362	421	301	0.4	0.6	5.295	A

### 13:30 - 13:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1408	352	327	2366	0.595	1408	1468	1.5	1.5	3.921	A
	B	19	5	1712	547	0.034	19	23	0.0	0.0	6.811	A
	C	948	237	777	1694	0.559	948	953	1.3	1.4	5.201	A
	D	958	239	837	1857	0.516	958	888	1.1	1.1	4.249	A
2	A	953	238	97	2129	0.448	953	948	0.9	0.9	3.315	A
	B	677	169	248	2174	0.311	677	802	0.5	0.5	2.535	A
	C	422	105	623	1166	0.362	422	302	0.6	0.6	5.307	A

### 13:45 - 14:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1150	287	267	2413	0.477	1152	1202	1.5	1.0	2.983	A
	B	15	4	1401	732	0.021	15	19	0.0	0.0	5.022	A
	C	775	194	636	1797	0.431	777	780	1.4	0.8	3.814	A
	D	782	196	686	1971	0.397	784	727	1.1	0.7	3.224	A
2	A	780	195	79	2142	0.364	781	775	0.9	0.6	2.867	A
	B	553	138	203	2210	0.250	553	657	0.5	0.4	2.294	A
	C	344	86	509	1236	0.278	345	247	0.6	0.4	4.434	A

## 14:00 - 14:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	963	241	224	2448	0.393	964	1006	1.0	0.7	2.532	A
	B	13	3	1172	868	0.015	13	16	0.0	0.0	4.210	A
	C	649	162	532	1873	0.346	650	653	0.8	0.6	3.176	A
	D	655	164	574	2055	0.319	656	608	0.7	0.5	2.735	A
2	A	653	163	66	2152	0.303	653	649	0.6	0.5	2.603	A
	B	463	116	170	2237	0.207	463	550	0.4	0.3	2.143	A
	C	288	72	426	1288	0.224	289	207	0.4	0.3	3.956	A

# 2030 10 MPPA, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.95	A
2	untitled	Standard Roundabout		A, B, C	3.86	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.76	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 10 MPPA	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1680	100.000
	B		ONE HOUR	✓	22	100.000
	C	✓				
	D		ONE HOUR	✓	809	100.000
2	A	✓				
	B		ONE HOUR	✓	882	100.000
	C		ONE HOUR	✓	317	100.000

## Origin-Destination Data

Demand (PCU/hr)

		To				
Junction 1	From		A	B	C	D
		A	176	7	848	649
		B	2	0	1	19
		C	786	2	0	170
		D	602	5	201	1

Demand (PCU/hr)

Junction 2

	To			
From		A	B	C
	A	2	955	244
	B	833	0	49
	C	238	79	0

## Vehicle Mix

Heavy Vehicle Percentages

		To				
Junction 1	From		A	B	C	D
		A	1	0	1	2
		B	0	0	0	0
		C	3	0	0	13
		D	2	0	10	0

Heavy Vehicle Percentages

Junction 2		To			
	From		A	B	C
		A	0	1	19
		B	4	0	6
		C	11	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.76	6.15	3.1	A	1542	2312
	B	0.07	11.47	0.1	B	20	30
	C	0.75	9.41	3.0	A	984	1476
	D	0.55	5.20	1.3	A	742	1114
2	A	0.54	3.82	1.2	A	963	1445
	B	0.44	3.09	0.8	A	809	1214
	C	0.36	6.14	0.6	A	291	436

## Main Results for each time segment

### 16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1265	316	157	2500	0.506	1261	1243	0.0	1.0	2.934	A
	B	17	4	1407	728	0.023	16	11	0.0	0.0	5.057	A
	C	805	201	636	1798	0.448	802	788	0.0	0.8	3.770	A
	D	609	152	793	1890	0.322	607	644	0.0	0.5	2.910	A
2	A	788	197	59	2158	0.365	786	805	0.0	0.6	2.729	A
	B	664	166	161	2244	0.296	662	684	0.0	0.4	2.368	A
	C	239	60	627	1163	0.205	238	196	0.0	0.3	4.195	A

### 17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1510	378	188	2476	0.610	1508	1489	1.0	1.6	3.763	A
	B	20	5	1683	564	0.035	20	13	0.0	0.0	6.610	A
	C	964	241	760	1706	0.565	962	943	0.8	1.3	5.045	A
	D	727	182	951	1772	0.410	726	771	0.5	0.7	3.572	A
2	A	943	236	71	2149	0.439	942	964	0.6	0.8	3.106	A
	B	793	198	193	2218	0.357	792	820	0.4	0.6	2.627	A
	C	285	71	750	1087	0.262	285	235	0.3	0.4	4.845	A

### 17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1850	462	230	2443	0.757	1844	1819	1.6	3.1	6.032	A
	B	24	6	2058	342	0.071	24	16	0.0	0.1	11.325	B
	C	1180	295	929	1583	0.745	1173	1152	1.3	2.9	9.059	A
	D	891	223	1160	1615	0.552	889	942	0.7	1.3	5.133	A
2	A	1152	288	87	2137	0.539	1151	1180	0.8	1.2	3.798	A
	B	971	243	236	2184	0.445	970	1002	0.6	0.8	3.084	A
	C	349	87	918	983	0.355	348	288	0.4	0.6	6.123	A

### 17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1850	462	230	2442	0.757	1850	1828	3.1	3.1	6.154	A
	B	24	6	2064	338	0.072	24	16	0.1	0.1	11.473	B
	C	1181	295	932	1580	0.747	1181	1156	2.9	3.0	9.410	A
	D	891	223	1167	1609	0.553	891	946	1.3	1.3	5.201	A
2	A	1156	289	87	2137	0.541	1156	1181	1.2	1.2	3.824	A
	B	971	243	237	2183	0.445	971	1006	0.8	0.8	3.091	A
	C	349	87	919	982	0.355	349	289	0.6	0.6	6.144	A

### 17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1510	378	189	2475	0.610	1516	1501	3.1	1.6	3.828	A
	B	20	5	1692	559	0.035	20	13	0.1	0.0	6.682	A
	C	966	241	765	1703	0.567	972	948	3.0	1.4	5.202	A
	D	727	182	961	1765	0.412	729	776	1.3	0.7	3.618	A
2	A	948	237	71	2149	0.441	949	966	1.2	0.8	3.130	A
	B	793	198	194	2217	0.358	794	826	0.8	0.6	2.635	A
	C	285	71	751	1086	0.262	286	237	0.6	0.4	4.864	A



**18:00 - 18:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1265	316	158	2500	0.506	1267	1253	1.6	1.0	2.965	A
	B	17	4	1414	724	0.023	17	11	0.0	0.0	5.088	A
	C	808	202	639	1795	0.450	811	792	1.4	0.9	3.832	A
	D	609	152	801	1884	0.323	610	648	0.7	0.5	2.935	A
2	A	792	198	60	2157	0.367	793	808	0.8	0.6	2.752	A
	B	664	166	162	2243	0.296	665	690	0.6	0.4	2.375	A
	C	239	60	629	1162	0.205	239	198	0.4	0.3	4.215	A

# 2030 12 MPPA, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.05	A
2	untitled	Standard Roundabout		A, B, C	3.63	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.45	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 12 MPPA	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1239	100.000
	B		ONE HOUR	✓	14	100.000
	C	✓				
	D		ONE HOUR	✓	364	100.000
2	A	✓				
	B		ONE HOUR	✓	1100	100.000
	C		ONE HOUR	✓	152	100.000

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

		To			
		A	B	C	D
From	A	229	5	659	346
	B	2	0	5	7
	C	904	1	0	185
	D	223	6	134	1

### Demand (PCU/hr)

#### Junction 2

		To		
		A	B	C
From	A	0	667	197
	B	1019	1	80
	C	139	13	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

		To			
		A	B	C	D
From	A	2	0	5	6
	B	0	0	0	0
	C	4	0	0	13
	D	10	0	14	0

### Heavy Vehicle Percentages

#### Junction 2

		To		
		A	B	C
From	A	0	5	12
	B	4	0	0
	C	27	33	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.55	3.31	1.3	A	1137	1705
	B	0.02	5.51	0.0	A	13	19
	C	0.71	7.34	2.6	A	1062	1593
	D	0.27	3.64	0.4	A	334	501
2	A	0.40	2.92	0.7	A	732	1098
	B	0.55	3.73	1.2	A	1009	1514
	C	0.20	6.67	0.3	A	139	209

## Main Results for each time segment

### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	933	233	107	2540	0.367	930	1059	0.0	0.6	2.338	A
	B	11	3	1028	953	0.011	10	9	0.0	0.0	3.816	A
	C	869	217	439	1941	0.448	866	599	0.0	0.8	3.529	A
	D	274	69	892	1816	0.151	273	413	0.0	0.2	2.594	A
2	A	599	150	10	2195	0.273	598	869	0.0	0.4	2.399	A
	B	828	207	136	2263	0.366	826	472	0.0	0.6	2.592	A
	C	114	29	766	1077	0.106	114	196	0.0	0.2	4.761	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1114	278	128	2524	0.441	1113	1269	0.6	0.8	2.670	A
	B	13	3	1230	834	0.015	13	11	0.0	0.0	4.384	A
	C	1040	260	525	1878	0.554	1038	717	0.8	1.3	4.510	A
	D	327	82	1070	1683	0.194	327	494	0.2	0.3	2.953	A
2	A	717	179	13	2193	0.327	716	1040	0.4	0.5	2.596	A
	B	989	247	163	2242	0.441	988	566	0.6	0.8	2.976	A
	C	137	34	916	984	0.139	136	235	0.2	0.2	5.415	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1364	341	156	2501	0.545	1362	1551	0.8	1.2	3.306	A
	B	15	4	1505	670	0.023	15	13	0.0	0.0	5.500	A
	C	1273	318	643	1792	0.710	1268	878	1.3	2.5	7.178	A
	D	401	100	1307	1505	0.266	400	605	0.3	0.4	3.623	A
2	A	878	219	15	2191	0.401	877	1273	0.5	0.7	2.916	A
	B	1211	303	200	2213	0.547	1209	692	0.8	1.2	3.715	A
	C	167	42	1121	856	0.195	167	288	0.2	0.3	6.652	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1364	341	156	2501	0.545	1364	1557	1.2	1.3	3.314	A
	B	15	4	1507	669	0.023	15	13	0.0	0.0	5.509	A
	C	1275	319	644	1791	0.712	1275	879	2.5	2.6	7.340	A
	D	401	100	1313	1500	0.267	401	606	0.4	0.4	3.640	A
2	A	879	220	15	2191	0.401	879	1275	0.7	0.7	2.921	A
	B	1211	303	200	2212	0.547	1211	694	1.2	1.2	3.727	A
	C	167	42	1123	855	0.196	167	288	0.3	0.3	6.669	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1114	278	128	2523	0.441	1116	1278	1.3	0.8	2.679	A
	B	13	3	1233	832	0.015	13	11	0.0	0.0	4.395	A
	C	1043	261	527	1877	0.556	1048	718	2.6	1.3	4.604	A
	D	327	82	1078	1676	0.195	328	497	0.4	0.3	2.969	A
2	A	718	180	13	2193	0.328	719	1043	0.7	0.5	2.602	A
	B	989	247	164	2241	0.441	991	568	1.2	0.8	2.988	A
	C	137	34	919	982	0.139	137	236	0.3	0.2	5.434	A

**09:00 - 09:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	933	233	107	2540	0.367	934	1068	0.8	0.6	2.348	A
	B	11	3	1032	951	0.011	11	9	0.0	0.0	3.828	A
	C	873	218	441	1940	0.450	875	601	1.3	0.9	3.570	A
	D	274	69	900	1810	0.151	274	415	0.3	0.2	2.607	A
2	A	601	150	11	2195	0.274	602	873	0.5	0.4	2.409	A
	B	828	207	137	2263	0.366	829	475	0.8	0.6	2.607	A
	C	114	29	769	1075	0.106	115	198	0.2	0.2	4.778	A

# 2030 12 MPPA, IP

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.17	A
2	untitled	Standard Roundabout		A, B, C	4.01	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 12 MPPA	IP	ONE HOUR	12:45	14:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1319	100.000
	B		ONE HOUR	✓	17	100.000
	C	✓				
	D		ONE HOUR	✓	924	100.000
2	A	✓				
	B		ONE HOUR	✓	669	100.000
	C		ONE HOUR	✓	504	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
Junction 1	From		A	B	C	D
		A	158	12	580	569
		B	5	0	0	12
		C	523	5	0	243
		D	620	3	299	2

### Demand (PCU/hr)

Junction 2		To			
	From		A	B	C
		A	2	782	349
		B	596	0	73
		C	387	117	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
Junction 1	From		A	B	C	D
		A	0	0	5	5
		B	0	0	0	0
		C	5	0	0	15
		D	4	0	11	0

### Heavy Vehicle Percentages

Junction 2		To			
	From		A	B	C
		A	0	5	19
		B	6	0	0
		C	13	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.62	4.17	1.7	A	1210	1816
	B	0.04	7.29	0.0	A	16	23
	C	0.65	6.72	2.0	A	903	1355
	D	0.57	4.92	1.4	A	848	1272
2	A	0.46	3.45	0.9	A	806	1209
	B	0.35	2.71	0.6	A	614	921
	C	0.49	6.70	1.0	A	462	694



## Main Results for each time segment

### 12:45 - 13:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	993	248	233	2440	0.407	990	1087	0.0	0.7	2.586	A
	B	13	3	1207	847	0.015	13	16	0.0	0.0	4.314	A
	C	739	185	560	1853	0.399	736	660	0.0	0.7	3.469	A
	D	696	174	626	2015	0.345	693	670	0.0	0.6	2.885	A
2	A	660	165	88	2136	0.309	658	739	0.0	0.5	2.649	A
	B	504	126	204	2209	0.228	502	542	0.0	0.3	2.220	A
	C	379	95	449	1274	0.298	378	257	0.0	0.5	4.397	A

### 13:00 - 13:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1186	296	279	2404	0.493	1185	1302	0.7	1.0	3.077	A
	B	15	4	1444	706	0.022	15	19	0.0	0.0	5.209	A
	C	884	221	670	1772	0.499	883	789	0.7	1.1	4.360	A
	D	831	208	751	1922	0.432	830	802	0.6	0.8	3.495	A
2	A	789	197	105	2123	0.372	789	884	0.5	0.6	2.938	A
	B	601	150	244	2177	0.276	601	649	0.3	0.4	2.405	A
	C	453	113	537	1219	0.372	452	309	0.5	0.6	5.145	A

### 13:15 - 13:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1452	363	341	2354	0.617	1450	1592	1.0	1.7	4.140	A
	B	19	5	1767	514	0.036	19	23	0.0	0.0	7.261	A
	C	1082	271	820	1663	0.651	1079	966	1.1	2.0	6.611	A
	D	1017	254	918	1797	0.566	1015	981	0.8	1.4	4.876	A
2	A	966	241	128	2105	0.459	965	1082	0.6	0.9	3.436	A
	B	737	184	299	2134	0.345	736	794	0.4	0.6	2.711	A
	C	555	139	657	1144	0.485	553	378	0.6	1.0	6.663	A

### 13:30 - 13:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1452	363	342	2354	0.617	1452	1597	1.7	1.7	4.165	A
	B	19	5	1770	513	0.037	19	24	0.0	0.0	7.289	A
	C	1084	271	821	1662	0.652	1084	968	2.0	2.0	6.722	A
	D	1017	254	922	1794	0.567	1017	983	1.4	1.4	4.921	A
2	A	968	242	129	2105	0.460	968	1084	0.9	0.9	3.448	A
	B	737	184	300	2133	0.345	737	797	0.6	0.6	2.714	A
	C	555	139	658	1144	0.485	555	378	1.0	1.0	6.701	A

### 13:45 - 14:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1186	296	280	2403	0.493	1188	1310	1.7	1.0	3.100	A
	B	15	4	1449	703	0.022	15	19	0.0	0.0	5.231	A
	C	887	222	672	1771	0.501	890	792	2.0	1.1	4.432	A
	D	831	208	757	1918	0.433	833	806	1.4	0.8	3.531	A
2	A	792	198	106	2122	0.373	793	887	0.9	0.7	2.954	A
	B	601	150	246	2176	0.276	602	653	0.6	0.4	2.409	A
	C	453	113	538	1219	0.372	455	310	1.0	0.7	5.177	A

## 14:00 - 14:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	993	248	234	2439	0.407	994	1095	1.0	0.7	2.602	A
	B	13	3	1212	844	0.015	13	16	0.0	0.0	4.330	A
	C	742	186	562	1851	0.401	744	663	1.1	0.7	3.514	A
	D	696	174	632	2011	0.346	697	674	0.8	0.6	2.908	A
2	A	663	166	88	2136	0.310	663	742	0.7	0.5	2.664	A
	B	504	126	205	2208	0.228	504	546	0.4	0.3	2.224	A
	C	379	95	450	1273	0.298	380	259	0.7	0.5	4.428	A

# 2030 12 MPPA, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	11.19	B
2	untitled	Standard Roundabout		A, B, C	4.67	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.64	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 12 MPPA	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1750	100.000
	B		ONE HOUR	✓	22	100.000
	C	✓				
	D		ONE HOUR	✓	867	100.000
2	A	✓				
	B		ONE HOUR	✓	962	100.000
	C		ONE HOUR	✓	447	100.000

## Origin-Destination Data

Demand (PCU/hr)

		To				
Junction 1	From		A	B	C	D
		A	176	7	848	719
		B	2	0	1	19
		C	786	2	0	184
		D	647	5	214	1

Demand (PCU/hr)

Junction 2

	To			
From		A	B	C
	A	2	998	402
	B	880	0	82
	C	339	108	0

## Vehicle Mix

Heavy Vehicle Percentages

Junction 1		To				
	From		A	B	C	D
		A	1	0	1	2
		B	0	0	0	0
		C	3	0	0	13
D	2	0	10	0		

Heavy Vehicle Percentages

Junction 2		To			
	From		A	B	C
		A	0	1	19
		B	4	0	6
		C	11	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.79	7.23	3.8	A	1606	2409
	B	0.09	13.87	0.1	B	20	30
	C	0.88	20.09	7.1	C	1119	1679
	D	0.63	6.58	1.7	A	796	1193
2	A	0.55	4.03	1.3	A	975	1462
	B	0.50	3.59	1.1	A	883	1324
	C	0.52	8.50	1.2	A	410	615

## Main Results for each time segment

### 16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1317	329	167	2492	0.529	1313	1356	0.0	1.1	3.084	A
	B	17	4	1469	691	0.024	16	11	0.0	0.0	5.333	A
	C	916	229	688	1759	0.520	911	798	0.0	1.1	4.424	A
	D	653	163	872	1831	0.357	650	727	0.0	0.6	3.162	A
2	A	798	199	81	2141	0.372	795	916	0.0	0.6	2.819	A
	B	724	181	229	2189	0.331	722	647	0.0	0.5	2.553	A
	C	337	84	662	1142	0.295	335	290	0.0	0.4	4.813	A

### 17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1573	393	200	2466	0.638	1571	1624	1.1	1.8	4.064	A
	B	20	5	1757	520	0.038	20	13	0.0	0.0	7.192	A
	C	1096	274	823	1660	0.660	1092	954	1.1	2.0	6.598	A
	D	779	195	1045	1701	0.458	778	870	0.6	0.9	4.047	A
2	A	954	239	97	2129	0.448	953	1096	0.6	0.9	3.227	A
	B	865	216	275	2153	0.402	864	775	0.5	0.7	2.908	A
	C	402	100	792	1061	0.379	401	347	0.4	0.7	5.891	A

### 17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1927	482	244	2431	0.793	1919	1975	1.8	3.7	7.018	A
	B	24	6	2147	289	0.084	24	16	0.0	0.1	13.590	B
	C	1341	335	1005	1527	0.878	1323	1166	2.0	6.5	17.153	C
	D	955	239	1268	1534	0.622	951	1061	0.9	1.7	6.380	A
2	A	1166	291	118	2113	0.552	1164	1341	0.9	1.3	3.999	A
	B	1059	265	335	2104	0.503	1058	947	0.7	1.0	3.578	A
	C	492	123	969	951	0.518	490	424	0.7	1.1	8.415	A

### 17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1927	482	245	2431	0.793	1927	1993	3.7	3.8	7.230	A
	B	24	6	2155	284	0.085	24	16	0.1	0.1	13.868	B
	C	1344	336	1009	1524	0.882	1341	1170	6.5	7.1	20.086	C
	D	955	239	1283	1522	0.627	954	1067	1.7	1.7	6.579	A
2	A	1170	293	119	2112	0.554	1170	1344	1.3	1.3	4.034	A
	B	1059	265	337	2103	0.504	1059	952	1.0	1.1	3.591	A
	C	492	123	971	950	0.518	492	426	1.1	1.2	8.496	A

### 17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1573	393	201	2466	0.638	1581	1651	3.8	1.8	4.165	A
	B	20	5	1769	513	0.039	20	13	0.1	0.0	7.298	A
	C	1100	275	829	1656	0.664	1120	960	7.1	2.1	7.280	A
	D	779	195	1069	1683	0.463	783	880	1.7	0.9	4.165	A
2	A	960	240	98	2128	0.451	962	1100	1.3	0.9	3.264	A
	B	865	216	277	2151	0.402	866	782	1.1	0.7	2.921	A
	C	402	100	794	1060	0.379	404	350	1.2	0.7	5.952	A

**18:00 - 18:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1317	329	168	2492	0.529	1320	1370	1.8	1.1	3.124	A
	B	17	4	1477	687	0.024	17	11	0.0	0.0	5.374	A
	C	920	230	692	1756	0.524	924	802	2.1	1.2	4.550	A
	D	653	163	883	1822	0.358	654	732	0.9	0.6	3.202	A
2	A	802	200	82	2141	0.375	803	920	0.9	0.6	2.844	A
	B	724	181	231	2187	0.331	725	653	0.7	0.5	2.566	A
	C	337	84	664	1140	0.295	337	292	0.7	0.5	4.853	A

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.0.0.1499 © Copyright TRL Software Limited, 2021											
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Import of J1\_J2\_North&South Airport Access Rbt - Proposed\_v1.1.j10

Path: \\Cbh-vfil-001\cbh\Projects\48889 - Bristol Airport Appeal\Transport\Working Documents\Junction Modelling\Junction Models\\_ARCADY

Report generation date: 27/04/2021 09:56:23

»2030 12 MPPA, AM

»2030 12 MPPA, IP

»2030 12 MPPA, PM

### Summary of junction performance

	AM				IP				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2030 12 MPPA												
Junction 1 - Arm A	1.3	3.31	0.55	A	1.7	4.17	0.62	A	3.8	7.23	0.79	A
Junction 1 - Arm B	0.0	5.51	0.02	A	0.0	7.29	0.04	A	0.1	13.87	0.09	B
Junction 1 - Arm C	2.6	7.52	0.72	A	2.0	6.86	0.66	A	7.5	21.16	0.89	C
Junction 1 - Arm D	0.4	3.89	0.28	A	1.5	5.49	0.59	A	2.0	7.52	0.66	A
Junction 2 - Arm A	0.7	2.92	0.40	A	0.9	3.45	0.46	A	1.3	4.03	0.55	A
Junction 2 - Arm B	1.2	3.73	0.55	A	0.6	2.71	0.35	A	1.1	3.59	0.50	A
Junction 2 - Arm C	0.3	6.67	0.20	A	1.0	6.70	0.49	A	1.2	8.50	0.52	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

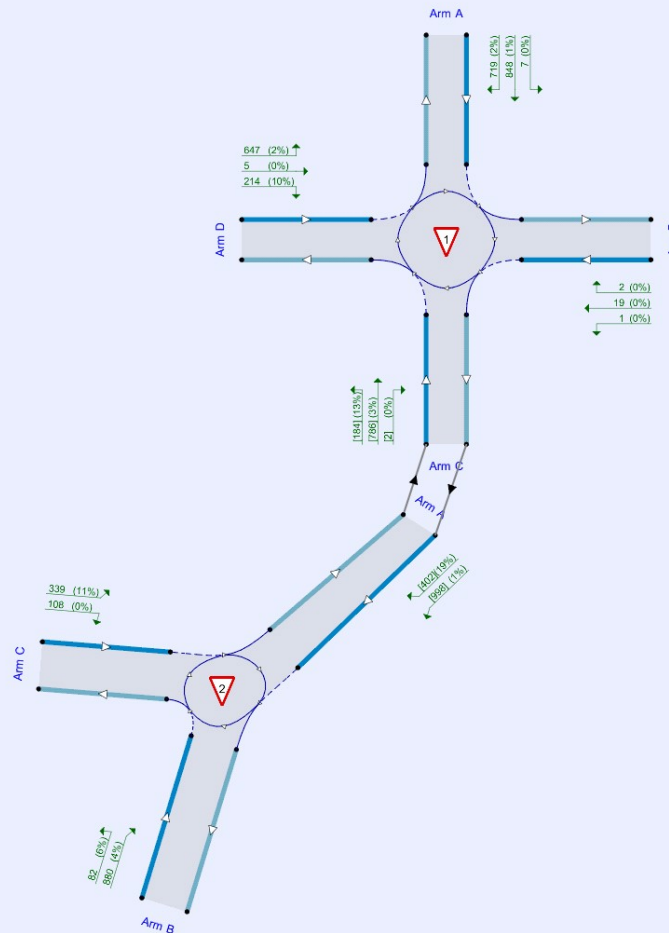
#### File Description

Title	North & South Airport Access Roundabouts
Location	Bristol
Site number	1/2
Date	20/10/2020
Version	
Status	For Information
Identifier	
Client	
Jobnumber	48889
Enumerator	Stantec\proose
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin





Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 12 MPPA	AM	ONE HOUR	07:45	09:15	15	✓
D11	2030 12 MPPA	IP	ONE HOUR	12:45	14:15	15	✓
D12	2030 12 MPPA	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2030 12 MPPA, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.15	A
2	untitled	Standard Roundabout		A, B, C	3.63	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.51	A

## Arms

### Arms

Junction	Arm	Name	Description	No give-way line
1	A	A38 North		
	B	Easirent Car Hire Access		
	C	A38 South		
	D	Bristol Airport Access		
2	A	A38 North		
	B	A38 South		
	C	Bristol Airport Access		

### Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	A	7.00	9.90	13.0	35.0	48.0	37.0		
	B	3.90	5.60	13.3	16.6	48.0	24.0		
	C	4.08	7.70	92.6	30.0	48.0	30.0		
	D	7.36	9.50	8.3	21.8	48.0	54.0		
2	A	4.30	7.10	87.9	40.1	40.0	19.0		
	B	5.00	7.90	36.3	50.0	40.0	18.0		
	C	4.50	5.30	4.0	23.0	40.0	24.0		

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	A	0.793	2625
	B	0.594	1564
	C	0.727	2247
	D	0.724	2380
2	A	0.761	2203
	B	0.798	2372
	C	0.621	1552

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 12 MPPA	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1239	100.000
	B		ONE HOUR	✓	14	100.000
	C	✓				
	D		ONE HOUR	✓	364	100.000
2	A	✓				
	B		ONE HOUR	✓	1100	100.000
	C		ONE HOUR	✓	152	100.000

## Origin-Destination Data

### Demand (PCU/hr)

Junction 1	From	To			
			A	B	C
		A	229	5	659
		B	2	0	5
		C	904	1	0
		D	223	6	134

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	667	197
	B	1019	1	80
	C	139	13	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To				
		A	B	C	D
From	A	2	0	5	6
	B	0	0	0	0
	C	4	0	0	13
	D	10	0	14	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
From		A	B	C
	A	0	5	12
	B	4	0	0
	C	27	33	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.55	3.31	1.3	A	1137	1705
	B	0.02	5.51	0.0	A	13	19
	C	0.72	7.52	2.6	A	1062	1593
	D	0.28	3.89	0.4	A	334	501
2	A	0.40	2.92	0.7	A	732	1098
	B	0.55	3.73	1.2	A	1009	1514
	C	0.20	6.67	0.3	A	139	209

### Main Results for each time segment

#### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	933	233	107	2540	0.367	930	1059	0.0	0.6	2.338	A
	B	11	3	1028	953	0.011	10	9	0.0	0.0	3.816	A
	C	869	217	439	1928	0.451	866	599	0.0	0.9	3.560	A
	D	274	69	892	1734	0.158	273	413	0.0	0.2	2.739	A
2	A	599	150	10	2195	0.273	598	869	0.0	0.4	2.399	A
	B	828	207	136	2263	0.366	826	472	0.0	0.6	2.592	A
	C	114	29	766	1077	0.106	114	196	0.0	0.2	4.761	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1114	278	128	2524	0.441	1113	1269	0.6	0.8	2.670	A
	B	13	3	1230	834	0.015	13	11	0.0	0.0	4.384	A
	C	1040	260	525	1865	0.558	1038	717	0.9	1.3	4.578	A
	D	327	82	1069	1606	0.204	327	494	0.2	0.3	3.131	A
2	A	717	179	13	2193	0.327	716	1040	0.4	0.5	2.596	A
	B	989	247	163	2242	0.441	988	566	0.6	0.8	2.976	A
	C	137	34	916	984	0.139	136	235	0.2	0.2	5.415	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1364	341	156	2501	0.545	1362	1551	0.8	1.2	3.306	A
	B	15	4	1505	670	0.023	15	13	0.0	0.0	5.500	A
	C	1273	318	643	1780	0.715	1268	877	1.3	2.6	7.342	A
	D	401	100	1307	1434	0.280	400	604	0.3	0.4	3.872	A
2	A	877	219	15	2191	0.400	877	1273	0.5	0.7	2.916	A
	B	1211	303	200	2213	0.547	1209	692	0.8	1.2	3.714	A
	C	167	42	1121	856	0.195	167	288	0.2	0.3	6.652	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1364	341	156	2501	0.545	1364	1557	1.2	1.3	3.314	A
	B	15	4	1507	669	0.023	15	13	0.0	0.0	5.509	A
	C	1275	319	644	1779	0.717	1275	879	2.6	2.6	7.516	A
	D	401	100	1313	1430	0.280	401	606	0.4	0.4	3.891	A
2	A	879	220	15	2191	0.401	879	1275	0.7	0.7	2.921	A
	B	1211	303	200	2212	0.547	1211	694	1.2	1.2	3.727	A
	C	167	42	1123	855	0.196	167	288	0.3	0.3	6.669	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1114	278	128	2523	0.441	1116	1278	1.3	0.8	2.681	A
	B	13	3	1233	832	0.015	13	11	0.0	0.0	4.393	A
	C	1043	261	527	1864	0.559	1048	719	2.6	1.4	4.678	A
	D	327	82	1078	1599	0.205	328	497	0.4	0.3	3.149	A
2	A	719	180	13	2193	0.328	719	1043	0.7	0.5	2.604	A
	B	989	247	164	2241	0.441	991	568	1.2	0.8	2.990	A
	C	137	34	919	982	0.139	137	236	0.3	0.2	5.434	A

### 09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	933	233	107	2540	0.367	934	1068	0.8	0.6	2.348	A
	B	11	3	1032	951	0.011	11	9	0.0	0.0	3.828	A
	C	873	218	441	1927	0.453	875	601	1.4	0.9	3.615	A
	D	274	69	900	1728	0.159	274	415	0.3	0.2	2.756	A
2	A	601	150	11	2195	0.274	602	873	0.5	0.4	2.409	A
	B	828	207	137	2263	0.366	829	475	0.8	0.6	2.605	A
	C	114	29	769	1075	0.106	115	198	0.2	0.2	4.780	A

# 2030 12 MPPA, IP

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.38	A
2	untitled	Standard Roundabout		A, B, C	4.01	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 12 MPPA	IP	ONE HOUR	12:45	14:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1319	100.000
	B		ONE HOUR	✓	17	100.000
	C	✓				
	D		ONE HOUR	✓	924	100.000
2	A	✓				
	B		ONE HOUR	✓	669	100.000
	C		ONE HOUR	✓	504	100.000



## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

		To			
		A	B	C	D
From	A	158	12	580	569
	B	5	0	0	12
	C	523	5	0	243
	D	620	3	299	2

### Demand (PCU/hr)

#### Junction 2

		To		
		A	B	C
From	A	2	782	349
	B	596	0	73
	C	387	117	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

		To			
		A	B	C	D
From	A	0	0	5	5
	B	0	0	0	0
	C	5	0	0	15
	D	4	0	11	0

### Heavy Vehicle Percentages

#### Junction 2

		To		
		A	B	C
From	A	0	5	19
	B	6	0	0
	C	13	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.62	4.17	1.7	A	1210	1816
	B	0.04	7.29	0.0	A	16	23
	C	0.66	6.86	2.0	A	903	1355
	D	0.59	5.49	1.5	A	848	1272
2	A	0.46	3.45	0.9	A	806	1209
	B	0.35	2.71	0.6	A	614	921
	C	0.49	6.70	1.0	A	462	694

## Main Results for each time segment

### 12:45 - 13:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	993	248	233	2440	0.407	990	1087	0.0	0.7	2.586	A
	B	13	3	1207	847	0.015	13	16	0.0	0.0	4.314	A
	C	739	185	560	1840	0.401	736	660	0.0	0.7	3.509	A
	D	696	174	626	1927	0.361	693	670	0.0	0.6	3.093	A
2	A	660	165	88	2136	0.309	658	739	0.0	0.5	2.649	A
	B	504	126	204	2209	0.228	502	542	0.0	0.3	2.220	A
	C	379	95	449	1274	0.298	378	257	0.0	0.5	4.397	A

### 13:00 - 13:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1186	296	279	2404	0.493	1185	1302	0.7	1.0	3.077	A
	B	15	4	1444	706	0.022	15	19	0.0	0.0	5.208	A
	C	884	221	670	1760	0.502	883	789	0.7	1.1	4.420	A
	D	831	208	751	1837	0.452	830	802	0.6	0.9	3.792	A
2	A	789	197	105	2123	0.372	789	884	0.5	0.6	2.938	A
	B	601	150	244	2177	0.276	601	649	0.3	0.4	2.405	A
	C	453	113	537	1219	0.372	452	309	0.5	0.6	5.145	A

### 13:15 - 13:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1452	363	341	2355	0.617	1450	1592	1.0	1.7	4.139	A
	B	19	5	1767	515	0.036	19	23	0.0	0.0	7.260	A
	C	1082	271	820	1651	0.655	1079	966	1.1	2.0	6.737	A
	D	1017	254	918	1716	0.593	1015	981	0.9	1.5	5.430	A
2	A	966	241	128	2105	0.459	965	1082	0.6	0.9	3.436	A
	B	737	184	299	2134	0.345	736	794	0.4	0.6	2.710	A
	C	555	139	657	1144	0.485	553	377	0.6	1.0	6.663	A

### 13:30 - 13:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1452	363	342	2354	0.617	1452	1597	1.7	1.7	4.165	A
	B	19	5	1770	513	0.037	19	24	0.0	0.0	7.289	A
	C	1084	271	821	1650	0.657	1084	968	2.0	2.0	6.855	A
	D	1017	254	922	1713	0.594	1017	983	1.5	1.5	5.493	A
2	A	968	242	129	2105	0.460	968	1084	0.9	0.9	3.448	A
	B	737	184	300	2133	0.345	737	797	0.6	0.6	2.714	A
	C	555	139	658	1144	0.485	555	378	1.0	1.0	6.701	A

### 13:45 - 14:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1186	296	280	2403	0.493	1188	1310	1.7	1.0	3.100	A
	B	15	4	1449	703	0.022	15	19	0.0	0.0	5.232	A
	C	887	222	672	1759	0.504	890	792	2.0	1.1	4.493	A
	D	831	208	757	1832	0.453	833	806	1.5	0.9	3.833	A
2	A	792	198	106	2122	0.373	793	887	0.9	0.7	2.952	A
	B	601	150	246	2176	0.276	602	653	0.6	0.4	2.409	A
	C	453	113	538	1219	0.372	455	310	1.0	0.7	5.179	A

**14:00 - 14:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	993	248	234	2439	0.407	994	1095	1.0	0.7	2.602	A
	B	13	3	1212	844	0.015	13	16	0.0	0.0	4.330	A
	C	742	186	562	1839	0.404	744	663	1.1	0.7	3.552	A
	D	696	174	632	1923	0.362	697	674	0.9	0.6	3.121	A
2	A	663	166	88	2136	0.310	663	742	0.7	0.5	2.666	A
	B	504	126	205	2208	0.228	504	546	0.4	0.3	2.226	A
	C	379	95	450	1273	0.298	380	259	0.7	0.5	4.428	A

# 2030 12 MPPA, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 1 - Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Junction 2 - Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	Junction 2	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	11.74	B
2	untitled	Standard Roundabout		A, B, C	4.67	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.98	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 12 MPPA	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1750	100.000
	B		ONE HOUR	✓	22	100.000
	C	✓				
	D		ONE HOUR	✓	867	100.000
2	A	✓				
	B		ONE HOUR	✓	962	100.000
	C		ONE HOUR	✓	447	100.000

## Origin-Destination Data

### Demand (PCU/hr)

Junction 1		To				
	From		A	B	C	D
		A	176	7	848	719
		B	2	0	1	19
		C	786	2	0	184
		D	647	5	214	1

### Demand (PCU/hr)

Junction 2

	To			
From		A	B	C
	A	2	998	402
	B	880	0	82
	C	339	108	0

## Vehicle Mix

### Heavy Vehicle Percentages

Junction 1		To				
	From		A	B	C	D
		A	1	0	1	2
		B	0	0	0	0
		C	3	0	0	13
		D	2	0	10	0

### Heavy Vehicle Percentages

Junction 2		To			
	From		A	B	C
		A	0	1	19
		B	4	0	6
		C	11	0	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.79	7.23	3.8	A	1606	2409
	B	0.09	13.87	0.1	B	20	30
	C	0.89	21.16	7.5	C	1119	1679
	D	0.66	7.52	2.0	A	796	1193
2	A	0.55	4.03	1.3	A	975	1462
	B	0.50	3.59	1.1	A	883	1324
	C	0.52	8.50	1.2	A	410	615

## Main Results for each time segment

### 16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1317	329	167	2493	0.529	1313	1356	0.0	1.1	3.084	A
	B	17	4	1469	692	0.024	16	11	0.0	0.0	5.333	A
	C	916	229	688	1747	0.524	911	797	0.0	1.1	4.485	A
	D	653	163	872	1749	0.373	650	727	0.0	0.6	3.397	A
2	A	797	199	81	2141	0.372	795	916	0.0	0.6	2.819	A
	B	724	181	229	2189	0.331	722	647	0.0	0.5	2.553	A
	C	337	84	662	1142	0.295	335	290	0.0	0.4	4.813	A

### 17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1573	393	200	2467	0.638	1571	1624	1.1	1.8	4.064	A
	B	20	5	1757	520	0.038	20	13	0.0	0.0	7.192	A
	C	1096	274	823	1649	0.665	1092	954	1.1	2.0	6.730	A
	D	779	195	1045	1623	0.480	778	870	0.6	1.0	4.416	A
2	A	954	239	97	2129	0.448	953	1096	0.6	0.9	3.227	A
	B	865	216	275	2153	0.402	864	775	0.5	0.7	2.908	A
	C	402	100	792	1061	0.379	401	347	0.4	0.7	5.891	A

### 17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1927	482	244	2431	0.792	1919	1974	1.8	3.7	7.016	A
	B	24	6	2147	289	0.084	24	16	0.0	0.1	13.586	B
	C	1341	335	1005	1517	0.884	1322	1166	2.0	6.8	17.859	C
	D	955	239	1267	1463	0.653	951	1060	1.0	1.9	7.249	A
2	A	1166	291	118	2113	0.552	1164	1341	0.9	1.3	3.999	A
	B	1059	265	335	2105	0.503	1058	947	0.7	1.0	3.578	A
	C	492	123	969	951	0.518	490	424	0.7	1.1	8.415	A

### 17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1927	482	245	2431	0.793	1927	1993	3.7	3.8	7.230	A
	B	24	6	2155	284	0.085	24	16	0.1	0.1	13.867	B
	C	1344	336	1009	1514	0.888	1341	1170	6.8	7.5	21.158	C
	D	955	239	1283	1451	0.658	954	1067	1.9	2.0	7.522	A
2	A	1170	293	119	2112	0.554	1170	1344	1.3	1.3	4.034	A
	B	1059	265	337	2103	0.504	1059	952	1.0	1.1	3.591	A
	C	492	123	971	950	0.518	492	426	1.1	1.2	8.496	A

### 17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1573	393	201	2465	0.638	1581	1652	3.8	1.8	4.166	A
	B	20	5	1769	513	0.039	20	13	0.1	0.0	7.300	A
	C	1100	275	829	1645	0.669	1121	960	7.5	2.2	7.477	A
	D	779	195	1070	1606	0.485	783	880	2.0	1.0	4.568	A
2	A	960	240	98	2128	0.451	962	1100	1.3	0.9	3.262	A
	B	865	216	277	2151	0.402	866	782	1.1	0.7	2.921	A
	C	402	100	794	1060	0.379	404	350	1.2	0.7	5.950	A



**18:00 - 18:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1317	329	168	2492	0.529	1320	1370	1.8	1.1	3.124	A
	B	17	4	1477	687	0.024	17	11	0.0	0.0	5.374	A
	C	920	230	692	1745	0.527	924	802	2.2	1.2	4.617	A
	D	653	163	883	1740	0.375	654	732	1.0	0.6	3.447	A
2	A	802	200	82	2141	0.375	803	920	0.9	0.6	2.842	A
	B	724	181	231	2187	0.331	725	653	0.7	0.5	2.566	A
	C	337	84	664	1140	0.295	337	292	0.7	0.5	4.855	A

## **Appendix G      Personal Injury Collision Data Review**

## TECHNICAL NOTE

**Job Name:** Bristol Airport Appeal  
**Job No:** 48889  
**Note No:** TN33  
**Date:** 07/06/2021  
**Prepared By:** Charlie Eadle/ Thea Harland  
**Subject:** **Personal Injury Collision Review**

---

### 1. Introduction

- 1.1. This note has been prepared as an update to the personal injury collision (PIC) data review prepared as part of the original TA for the expansion of Bristol Airport to 12mppa.
- 1.2. A PIC data review was carried out as part of the original TA for two agreed study areas in North Somerset Council (NSC), for the period between 1<sup>st</sup> January 2014 to 30<sup>th</sup> June 2018, and Bristol City Council (BCC), for the period 1<sup>st</sup> October 2013 to 30<sup>th</sup> September 2019. No undue concerns with regard to highway safety were identified as part of that review.
- 1.3. Updated PIC data for the same study areas has been obtained and analysed for the most recent period of available data in order to identify whether there have been any changes to highway safety issues informed by recorded incident data since the original PIC review was carried out.
- 1.4. The collisions are classed into three categories: slight, serious, and fatal as defined below:
  - **Slight Injury:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight).
  - **Serious Injury:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries (whether a person is detained in hospital); fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category, therefore, covers a very broad range of injuries.
  - **Fatal Injury:** Injuries which cause death either immediately or any time up to 30 days after the collision.

### DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
48889/5502/TN05	-	07/06/21	CE/TH	MM	MM	SW

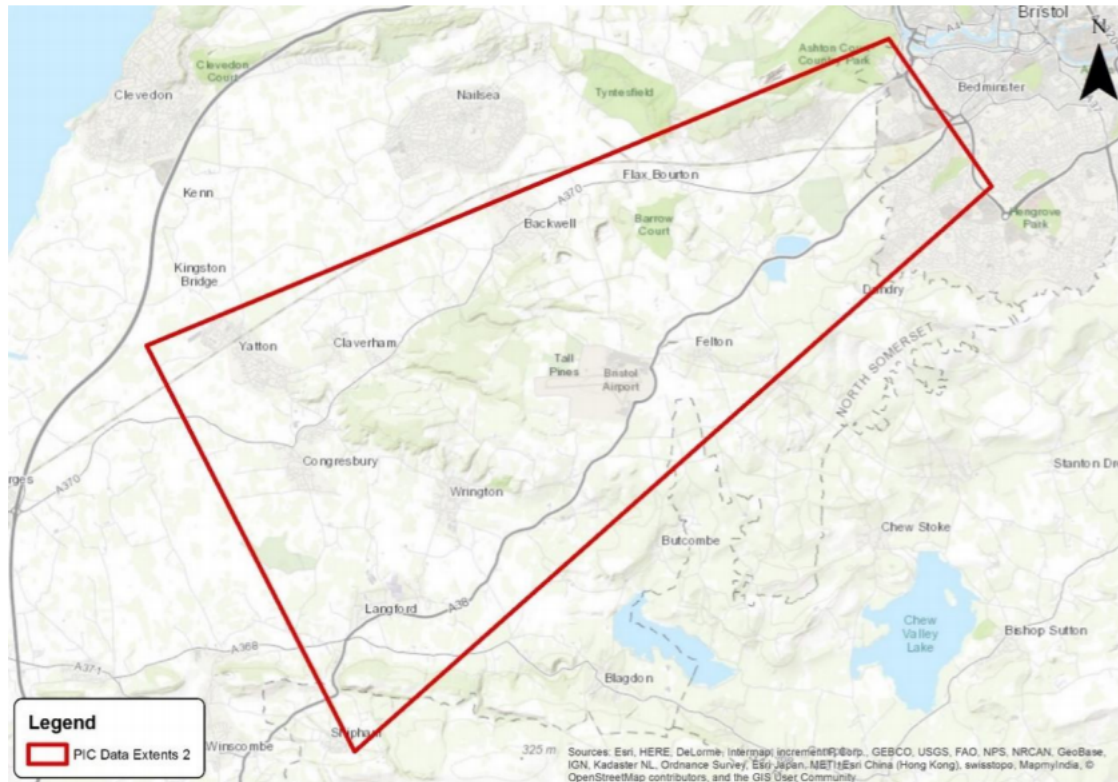
This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

## TECHNICAL NOTE

### 2. North Somerset Council – Study Area

- 2.1. The latest available 66-month of PIC data has been obtained for the agreed study area within NSC as shown in **Figure 1.0**. The PIC records cover a 66-month period from 01/01/2015 to the 30/06/2020.

Figure 2.1 NSC PIC Data Study Area



### Collision Summary

- 2.2. A summary of the annual rolling 66-month collision data (01/01/2015 to 30/06/2020) within the study area is provided within **Table 1.0**. The table is disaggregated to show the total collisions and the vulnerable road users (pedal cyclists and pedestrians) involved in the collisions. The five rolling years are as follows;

- Year 1 - 01/01/2015 – 31/12/2015
- Year 2 – 01/01/2016 – 31/12/2016
- Year 3 - 01/01/2017 – 31/12/2017
- Year 4 – 01/01/2018 – 31/12/2018
- Year 5 – 01/01/2019 – 31/12/2019
- Year 6 – 01/01/2020 – 30/06/2020

## TECHNICAL NOTE

Table 2.1: Summary of Collisions (01/01/2015 – 30/06/2020)

Collisions	Injury Severity	Year						Total
		1	2	3	4	5	6	
Total	Fatal	1	0	3	0	0	0	4
	Serious	9	10	19	10	8	1	57
	Slight	57	53	67	68	62	17	324
	Sub Total	67	63	89	78	70	18	385
Pedestrian	Fatal	0	0	2	0	0	0	2
	Serious	2	4	1	1	0	0	8
	Slight	2	8	4	5	4	4	27
	Sub Total	4	12	7	6	4	4	37
Cyclist	Fatal	0	0	0	0	0	0	0
	Serious	1	2	3	2	0	0	8
	Slight	7	5	10	11	7	0	40
	Sub Total	8	7	13	13	7	0	48

- 2.3. During the 66-month period between the 1<sup>st</sup> January 2015 to 30<sup>th</sup> June 2020, there were 385 collisions resulting in 4 (1%) fatal collisions, 57 (15%) serious collisions and 324 (84%) slight collisions. This compares with 321 collisions (5 fatal, 50 serious, 266 slight) in the 54-month period between 1<sup>st</sup> January 2014 and 30<sup>th</sup> June 2018, analysed as part of the original TA.
- 2.4. The 6 months data for 2020 suggests a significant reduction in overall accident rates, but with a higher proportion of pedestrian casualties. This overall reduction is likely to be almost entirely a result of the substantially reduced traffic flows during the first COVID-19 lockdown period, although the dataset is too small to draw definitive conclusions.
- 2.5. Over the entire period, 22% (85) of the recorded collisions involved a vulnerable road user (pedestrian or cyclists) resulting in 2 fatal collisions, 16 serious collisions and 67 slight collisions. For the individual years, the proportion of collisions involving either cyclists or pedestrians are as follows:
- 2015: 14% (12),
  - 2016: 22% (19),
  - 2017: 24% (20),
  - 2018: 22% (19),
  - 2019: 13% (11),
  - 2020: 5% (4).
- 2.6. No increase in the maximum number of cyclist or pedestrian annual collisions was observed in comparison with the previous PIC review.

## TECHNICAL NOTE

### Casualties Summary

- 2.7. A summary of the casualties across the 66-month period are provided in **Table 1.1**. The table is disaggregated to show casualties including vulnerable road users (pedestrians and cyclists).

Table 2.2: Summary of Casualties (01/01/2015 – 30/06/2020)

Collisions	Injury Severity	Year						Total
		1	2	3	4	5	6	
Total	Fatal	1	0	3	0	0	0	4
	Serious	9	10	23	10	8	1	61
	Slight	71	76	95	101	100	24	467
	Sub Total	81	86	121	111	108	25	532
Pedestrian	Fatal	0	0	2	0	0	0	2
	Serious	2	4	1	1	0	0	8
	Slight	2	8	4	5	5	4	28
	Sub Total	4	12	7	6	5	4	38
Cyclist	Fatal	0	0	0	0	0	0	0
	Serious	1	2	3	2	0	0	8
	Slight	7	5	9	12	7	0	40
	Sub Total	8	7	12	14	7	0	48

- 2.8. During the 66-month period between 1<sup>st</sup> January 2015 and 30<sup>th</sup> June 2020, there were 532 casualties resulting in 4 (1%) fatal injuries, 61 (11%) serious injuries and 467 (88%) slight injuries. This compares with 448 casualties (5 fatal, 53 serious, 390 slight) in the 54-month period analysed as part of the original TA.
- 2.9. Over the entire 66-month period, 16% (86) of casualties involved a pedestrian or cyclist, 7% (38) were pedestrians and 9% (48) cyclists. There were 2 fatalities involving a vulnerable road user and 16 serious casualties. This compares with 73 casualties (2 fatal, 14 serious, 57 slight) recorded over the 54-month period analysed in the original TA.
- 2.10. The Full PIC assessment for the agreed study area in North Somerset Council is provided within **Appendix A**.

### 3. Bristol City Council – Study Area

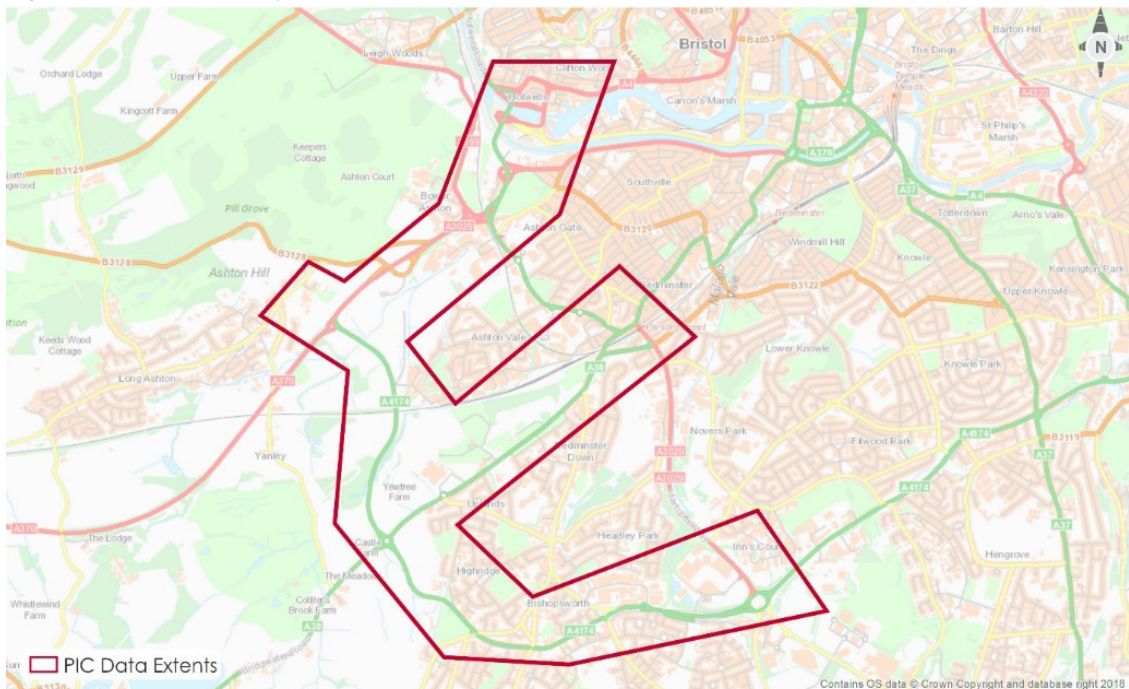
- 3.1. The latest available 60-months of PIC data has been obtained for the agreed study area within Bristol City Council (BCC) as shown in **Figure 1.2**. The PIC records are from 01/10/2015 to the 30/09/2020. Take note that the Year 5 consists of 9 months of data to June 2020 since there is no data in the set provided by BCC for 01/07/2020 and 30/09/2020.
- Year 1: 01/10/2015 – 30/09/2016;
  - Year 2: 01/10/2016 – 30/09/2017;
  - Year 3: 01/10/2017 – 30/09/2018;
  - Year 4: 01/10/2018 – 30/09/2019;



## TECHNICAL NOTE

- Year 5: 01/10/2019 – 30/09/2020.

Figure 3.1: BCC PIC data study area



### Collision Summary

- 3.2. A summary of annual rolling 60-month collision data (01/10/2015 to 30/09/2020) within the study area is provided within **Table 1.2**. This is broken down to show the total collisions and additionally the vulnerable road users (pedal cyclists and pedestrians) involved in the collisions.

Table 3.1: Summary of Collisions (01/10/2015 – 30/09/2020)

Collisions	Injury Severity	Year					Total
		1	2	3	4	5	
Total	Fatal	0	1	1	1	0	3
	Serious	6	4	3	2	2	17
	Slight	36	41	36	49	27	189
	Sub Total	42	46	40	52	29	209
Pedestrian	Fatal	0	1	1	1	0	3
	Serious	3	1	0	0	2	6
	Slight	6	6	4	4	3	23
	Sub Total	9	8	5	5	5	32
Cyclist	Fatal	0	0	0	0	0	0
	Serious	2	1	0	0	0	3
	Slight	7	7	11	11	10	46
	Sub Total	9	8	11	11	10	49

## TECHNICAL NOTE

- 3.3. During the 60-month period between the 1<sup>st</sup> October 2015 and the 30<sup>th</sup> September 2020, there were 209 collisions. This has resulted in 3 (1%) fatal collisions, 17 (8%) serious collisions and 189 (90%) slight collision. This compares with 235 collisions (3 fatal, 22 serious and 210 slight) recorded over the 60-month period analysed as part of the original TA.
- 3.4. Over the 60-month period, 81 (39%) of the recorded collisions involved a vulnerable road user (pedestrian or cyclists) which resulted in 3 collisions, 9 serious collisions and 69 slight collisions. For the individual years, the proportion of collisions involving either cyclists or pedestrians are displayed below:
- Year 1: 18 (22%);
  - Year 2: 16 (20%);
  - Year 3: 16 (20%);
  - Year 4: 16 (20%)
  - Year 5: 16 (20%);
  - Year 6: 15 (19%).
- 3.5. No increase in the maximum number of cyclist or pedestrian annual collisions was observed in comparison with the previous PIC review.

### Casualties Summary

- 3.6. A summary of the casualties across the 60-month period are provided in **Table 1.3**. The table is disaggregated to show casualties including vulnerable road users (pedestrians and cyclists).

Table 3.2: Summary of Casualties (01/10/2015 – 30/09/2020)

Collisions	Injury Severity	Year					Total
					4	5	
Total	Fatal	0	1	1	2	0	4
	Serious	6	4	3	2	2	17
	Slight	46	48	55	60	29	238
	Sub Total	52	53	59	64	31	259
Pedestrian	Fatal	0	1	1	2	0	4
	Serious	3	1	0	0	2	6
	Slight	6	6	4	4	3	23
	Sub Total	9	8	5	6	5	33
Cyclist	Fatal	0	0	0	0	0	0
	Serious	2	1	0	0	0	3
	Slight	7	7	11	11	10	46
	Sub Total	9	8	11	11	10	49

## TECHNICAL NOTE

- 3.7. During the 60-month period between the 1<sup>st</sup> October 2015 to the 30<sup>th</sup> September 2020, there were 259 casualties, which resulted in 4 (2%) fatal injuries, 17 (7%) serious injuries and 238 (92%) slight injuries. This compares with 299 casualties (3 fatal, 22 serious, 274 slight) over the 60-month period analysed as part of the original TA.
- 3.8. Over the entire 60-month period, 32% (82) of casualties involved a pedestrian or cyclist, 40% (33) were pedestrians and 60% (49) were cyclists. There were 4 fatalities involving a vulnerable road user, 9 serious casualties and 69 slight casualties. This compares with 81 casualties (2 fatal, 10 serious, 69 slight) involving a pedestrian or cyclist over the 60-month period analysed as part of the TA.
- 3.9. The full PIC data for the agreed study area in Bristol City is provided within **Appendix A**.

**Appendix A – PIC data provided by NSC and BCC**





**Corporate Services**  
Corporate Information Team  
Castletown  
Tickenham Road  
Clevedon  
North Somerset  
BS21 6FW  
  
Tel: 01934 63 4942  
Fax: 01934 63 4884

# Large Area of North Somerset

## Accident Data Request - Stantec

#  
Scale 1:30000  
Date  
27 May 2021



## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

151500447 04/01/2015 Sunday Time 2117 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Darkness: street lights present and lit

Special Conditions None

Road Type Single carriageway

V1 WAS TRAVELLING FROM BRISTOL TOWARDS WSM AND V2 WAS TRAVELLING FROM WSM TOWARDS BRISTOL ON A370, CONGRESBURY. ON APPROACHING THE TRAFFIC LIGHTS AT SMALLWAY JUNCTION, LIGHTS TURNED GREEN. V1 TURNED OFF A370 TOWARDS YATTON NOT REALISING THAT LIGHTS

Occurred on A370 BRISTOL ROAD AT JUNCTION WITH SMALLWAY, CONGRESBURY, BRISTOL

Vehicle Reference 1 Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver 22 Breath test Negative

Vehicle direction N to W

Driver Postcode BS247GH

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 53 Breath test Negative

Vehicle direction S to N

Driver Postcode BS148NE

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 51 Female Passenger Severity: Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151500542      12/01/2015      Monday      Time 1825      Vehicles 3      Casualties 3      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS GONE INTO THE BACK OF V2, WHO WAS SLOWING FOR V3, PUSHING V2 INTO V3 WHO WAS WAITING TO TURN RIGHT.**  
 Occurred on      A370 MAIN ROAD, AT JUNCTION WITH MILLER ROAD, CLEEVE, BRISTOL

Vehicle Reference	1	Car		Slowing or Stopping
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver	24      Breath test      Negative
Vehicle direction	NE to SW			Driver Postcode      BS234NX
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			
Casualty Reference:	1	Age: 24	Female	Driver/rider      Severity: Slight

Vehicle Reference	2	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	62      Breath test      Negative
Vehicle direction	NE to SW			Driver Postcode      BS227TW
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			
Casualty Reference:	2	Age: 62	Female	Driver/rider      Severity: Slight

Casualty Reference:	3	Age: 12	Male	Passenger      Severity: Slight
---------------------	---	---------	------	---------------------------------

Vehicle Reference	3	Car		Waiting to turn right
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	39      Breath test      Negative
Vehicle direction	NE to N			Driver Postcode      BS494LT
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151501129      25/01/2015      Sunday      Time 1925      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS TRAVELLING DOWN BELMONT HILL WHEN THE DRIVER LOST CONTROL ON A LEFT HAND BEND AND SKIDDED HEAD ON INTO V1 WHICH WAS TRAVELLING UP THE HILL. V2 THEN CAUGHT ON FIRE.**  
 Occurred on      B3129 BELMONT HILL, FLAX BOURTON 600M N OF B3130 BRISTOL ROAD, FLAX BOURTON

Vehicle Reference	1	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30      Breath test      Not requested
Vehicle direction	S to N	Driver Postcode	SA18PP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 30      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead left hand bend
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver	22      Breath test      Not requested
Vehicle direction	N to S	Driver Postcode	BS481HR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 22      Male	Driver/rider      Severity: Slight

151502712      13/02/2015      Friday      Time 1455      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS STATIONARY AT GIVE WAY TO ONCOMING TRAFFIC SECTION OF ROAD. V2 FAILED TO STOP AND WENT INTO BACK OF V1. - UNKNOWN AGE OF V1**  
 Occurred on      B3130 BARROW STREET, BARROW GURNEY, BRISTOL

Vehicle Reference	1	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	SA181PD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age:	Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	50      Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	BS207AW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151501881      18/02/2015      Wednesday      Time 0655      Vehicles 3      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V2 DRIVING A370 TOWARDS BRISTOL SLOWED & WAVED A QUARRY LORRY OUT FROM STANCOMBE LANE ON HIS RIGHT. V3 SLOWED BEHIND V2, V1 A M/C CAME UP BEHIND V2 & V3 AND TRIED TO OVERTAKE. V1 BRAKED HARD & LOST CONTROL WHEN TRYING TO PULL BACK INFRONT OF V2 & V3

Occurred on A370 AT JUNCTION WITH STANCOMBE LANE, FLAX BOURTON

Vehicle Reference	1	Motorcycle over 50cc and up to 125cc	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 24	Breath test Not provided (medical)
Vehicle direction	W to E	Driver Postcode	BS247HA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 24	Male	Driver/rider	Severity: Serious
---------------------	---	---------	------	--------------	-------------------

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 35	Breath test Not requested
Vehicle direction	W to E	Driver Postcode	BS247JD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 49	Breath test Not requested
Vehicle direction	W to E	Driver Postcode	BS495BH
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151501837 22/02/2015 Sunday Time 1410 Vehicles 2 Casualties 1 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 PULLED UP TO RED TRAFFIC LIGHTS AND PUT INTO NEUTRAL GEAR HANDBRAKE ON. TWO VEHICLES WERE STATIONARY IN FRONT OF V1. WHEN THE DRIVER OF V1 ATTEMPTED TO PUT THE VEHICLE INTO FIRST GEAR THERE WAS AN IMPACT AT THE REAR OF HER VEHICLE WHICH SHUNTED HE

Occurred on B3133, YATTON, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	22 Breath test Driver not contacted
Vehicle direction	N to S	Driver Postcode	BS251TH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test Driver not contacted
Vehicle direction	N to S	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151502473      24/02/2015      Tuesday      Time 0740      Vehicles 2      Casualties 3      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 TRAVELLING ALONG DOWNSIDE ROAD TO TURN RIGHT INTO REAR ACCESS OF BRISTOL AIRPORT. V2 TRAVELLING ALONG DOWNSIDE ROAD TOWARDS BROCKLEY COMBE. V1 FAILED TO SEE V2 DUE TO LOW LYING SUN AND DROVE INFRONT OF V2 CAUSING COLLISION.

Occurred on      DOWNSIDE ROAD AT JUNCTION WITH NORTHSIDE ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	71      Breath test      Not requested
Vehicle direction	NW to S	Driver Postcode	BS249JP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	71	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	3	Age:	69	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	44      Breath test      Negative
Vehicle direction	SE to NW	Driver Postcode	BS41BT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	44	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151502129      02/03/2015      Monday      Time 1140      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 DRIVING ALONG A38 TOWARDS BRISTOL. AS APPROACHED OAKWOOD PARKING TO NEARSIDE V1 HAD TO STOP AS TWO VEHICLES IN FRONTHAD STOPPED WHILST A CAR WAS TURNING LEFT INTO AIRPORT PARKING. WHILST V1 WAS STATIC, V2 APPROACHED V1 FROM BEHIND, D2 WAS DISTRACT

Occurred on A38 POTTERS HILL OUTSIDE/BY OAKWOOD PARKING, LULSGATE, FELTON

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	51      Breath test      Negative
Vehicle direction	S to N	Driver Postcode	GL33DE
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Casualty Reference: 1      Age: 51      Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	73      Breath test      Negative
Vehicle direction	S to N	Driver Postcode	BS405NQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151502523      30/03/2015      Monday      Time 1916      Vehicles 2      Casualties 1      Serious

Fine with high winds      Road surface Wet/Damp      Darkness: street lights present and lit

Special Conditions None      Road Type Single carriageway

V1 TRAVELLING ON A38 TOWARDS BRISTOL AIRPORT AT APPROX 50MPH. OVERTOOK SLOW MOVING LORRY ON HATCH MARKINGS. V2 TRAVELLING IN OPPOSITE DIRECTION TOWARDS BRISTOL. WITNESS STATES THAT V2 HAD CROSSED DOUBLE WHITE LINES ONTO HATCH MARKINGS WHERE COLLISION

Occurred on A38 BRIDGWATER ROAD, OUTSIDE NO.121, BARROW GURNEY, BRISTOL

Vehicle Reference	1	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	27      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS148AR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	62      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS162PA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 62      Male      Driver/rider      Severity: Serious



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151502888      16/04/2015      Thursday      Time 1905      Vehicles 2      Casualties 4      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**V1 WAS TURNING RIGHT FROM BISHOPS ROAD ONTO THE A370 MAIN ROAD. V2 WAS TRAVELLING NORTHEAST ON THE A370. V1 HAS PULLED OUT OF THE JUNCTION INTO THE PATH OF V2, CAUSING A COLLISION.**

Occurred on      A370 MAIN ROAD AT JUNCTION WITH BISHOPS ROAD, CLEEVE, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	44      Breath test      Not requested
Vehicle direction	NW to SW	Driver Postcode	BS405NA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	44	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	3	Age:	37	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

Casualty Reference:	4	Age:	8	Female	Passenger	Severity:	Slight
---------------------	---	------	---	--------	-----------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	47      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	BS226LL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	47	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151503002      24/04/2015      Friday      Time 1628      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway

**V2 CLIPPED THE BACK OF V1, DID NOT STOP AND DROVE OFF.**

Occurred on      A370 STATION ROAD, CONGRESBURY,

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 34	Breath test Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	BS246SQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 34      Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151503414      25/04/2015      Saturday      Time 0926      Vehicles 1      Casualties 1      Fatal  
 Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**V1 WAS TRAVELLING ALONG THE A38, HAS LOST CONTROL, COLLIDED WITH THE KERB AND EJECTED THE RIDER WHO COLLIDED WITH A LAMP POST.**

Occurred on      A38 BRIGWATER ROAD, OUTSIDE NO.157, AT JUNCTION WITH WEST LANE, LULSGATE, FELTO

Vehicle Reference	1	Motorcycle over 50cc and up to 125cc	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 33	Breath test Not provided (medical)
Vehicle direction	N to S	Driver Postcode	BS45BT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 33      Male      Driver/rider      Severity: Fatal

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151503948 27/04/2015 Monday Time 1525 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Dual carriageway

METAL OBJECT IN THE ROAD-LANE 2. V2 BRAKED IN LANE 2 AND V1 HIT THE REAR END OF V2 CAUSING DAMAGE.

Occurred on A370 LONG ASHTON BYPASS, LONG ASHTON, BRISTOL

Vehicle Reference 1 Car

Changing lane to right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 57 Breath test Not requested

Vehicle direction NE to SW

Driver Postcode BS138RB

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car

Slowing or Stopping

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Back

Age of Driver 31 Breath test Not requested

Vehicle direction NE to SW

Driver Postcode BS352HP

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 2 Age: 31 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151503546      07/05/2015      Thursday      Time 1658      Vehicles 3      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS WAITING TO TURN RIGHT INTO STATION ROAD. V2 DRIVING TOWARDS BRISTOL ON A370. LIGHTS CHANGED TO AMBER & V2 CONTINUED THROUGH. V3 IN FRONT OF V1 TURNED RIGHT, V1 FOLLOWED V3 AND COLLIDED INTO V2

Occurred on      A370 FARLEIGH ROAD AT JUNCTION WITH STATION ROAD, BACKWELL

Vehicle Reference	1	Motorcycle over 125cc and up to 500cc	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	20      Breath test      Not provided (medical)
Vehicle direction	NE to NW	Driver Postcode	BS482QZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	20	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	24      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	BS494RE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	Breath test      Not requested
Vehicle direction	NE to NW	Driver Postcode	BS34BY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151503402 11/05/2015 Monday Time 1115 Vehicles 2 Casualties 2 Slight  
Fine with high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 SLOWED TO TURN LEFT INTO A DRIVEWAY, V1 TURNED SLIGHTLY OUTWARDS TO MAKE TURN. V2 COLLIDED WITH REAR OF V1.  
Occurred on A370 RHODYATE HILL, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	35 Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BA22DL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 35	Male Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	22 Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BS482QH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 22	Female Driver/rider Severity: Slight

---

151503406 14/05/2015 Thursday Time 0710 Vehicles 2 Casualties 1 Slight  
Other Road surface Wet/Damp Daylight  
Special Conditions None Road Type Single carriageway  
V1 WAS COMING OUT OF THE JUNCTION OF EMBER COURT DRIVE ONTO STATION ROAD WHEN HE WAS STRUCK BY V2 WHICH WAS COMING DOWN STATION ROAD. V1 RIDER WAS THROWN ONTO THE BONNET OF V2 AND HIT THE WINDSCREEN.  
Occurred on EMBER COURT DR AT JUNCTION WITH EMBER COURT DRIVE, BACKWELL, BACKWELL, BRIS

Vehicle Reference	1	Pedal cycle	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	15 Breath test Not requested
Vehicle direction	SW to NW	Driver Postcode	BS483LR
FRV	Not foreign registered vehicle	Journey	Pupil riding to/from school
Left hand drive	No		
Casualty Reference:	1	Age: 15	Male Driver/rider Severity: Slight

Cycle helmet Not known

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30 Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	BS419HA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151503519 14/05/2015 Thursday Time 2105 Vehicles 1 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 WAS TRAVELLING ALONG MAIN ROAD, TOWARDS BACKWELL. V1 HAS MOUNTED KERB NEAR TAKEAWAY (39) &  
TRAVELLED ONTO OPPOSITE SIDE. STRUCK ELECTRIC POST & FRONT GARDEN WALL IN FRONT OF NUMBER 40. V1  
FLIPPED ONTO ROOF AS A RESULT.  
Occurred on A370 MAIN ROAD, CLEEVE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	27 Breath test Positive
Vehicle direction	SW to NE	Driver Postcode	BS483PF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

---

151504203 26/05/2015 Tuesday Time 1551 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
C1 WAS PUSHING BIKE ACROSS THE ROAD. V1 APPROACHED THE JUNCTION. V1 DIDNT SEE C1 & HIT C1 AT JUNCTION  
Occurred on MYRTLE GARDENS AT JUNCTION WITH HIGH STREET, YATTON, BRISTOL

Vehicle Reference	1	Van or Goods <= 3.5 tonnes mgw	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	43 Breath test Negative
Vehicle direction	NW to NE	Driver Postcode	BS226UT
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Casualty Reference: 1 Age: 8 Male Pedestrian Severity: Slight  
Pedestrian Direction: SE

---



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151504549      27/05/2015      Wednesday      Time 2030      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING OUT OF CLAVERHAM TOWARDS CLEEVE. V2 WAS TRAVELLING IN THE OTHER DIRECTION & APPARENTLY CAME AROUND THE CORNER ON THE WRONG SIDE OF THE ROAD & COLLIDED WITH V1**  
 Occurred on      BISHOPS ROAD OUTSIDE/BY BISHOPS FARM, CLAVERHAM, BRISTOL

Vehicle Reference      1      Car      Going ahead left hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      42      Breath test      Negative  
 Vehicle direction      N to S      Driver Postcode      BS139BN  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Car      Going ahead right hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      34      Breath test      Negative  
 Vehicle direction      S to N      Driver Postcode      BS494DQ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      34      Male      Driver/rider      Severity:      Slight

151504368      28/05/2015      Thursday      Time 0707      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**VEH 1 TRAVELLING DOWN A370 INTO CONGRESBURY WHEN VEH 2 PULLED OUT OF KENT ROAD AND TURNED RIGHT, DUE TO TIME OF DAY THE SUN WAS IN THE DRIVERS EYES AND HE DID NOT SEE VEH 1 AND THEY COLLIDED**  
 Occurred on      A370 JUNCTION WITH KENT ROAD, CONGRESBURY, NORTH SOMERSET

Vehicle Reference      1      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      49      Breath test      Not applicable  
 Vehicle direction      N to S      Driver Postcode      BS229TS  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      49      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference      2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      42      Breath test      Not requested  
 Vehicle direction      E to N      Driver Postcode      BS495BJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151503892      28/05/2015      Thursday      Time 0025      Vehicles 1      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 V1 TRAVELLING ON BRINSEA ROAD HEADING TO CONGRESBURY FROM LANGFORD. V1 HAS LOST CONTROL ON A  
 SLIGHT RIGHT BEND IN THE ROAD, COLLIDING WITH THE GARAGE OF THE 'STACKS' BEFORE VEERING ACROSS TO  
 THE OTHER SIDE OF THE ROAD. V1 FINISHED OUT SIDE 'BELMONT'  
 Occurred on      BRINSEA ROAD, CONGRESBURY

Vehicle Reference	1	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	34      Breath test      Not requested
Vehicle direction	S to N	Driver Postcode	BS482DD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      34      Male      Driver/rider      Severity:      Slight

151504514      03/06/2015      Wednesday      Time 1815      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 OVERTOOK 3 V'S IN FRONT TURNING LT ON A38 ONTO BARROW LANE. V1 TURNED RT OUT OF BARROW LANE ONTO  
 THE A38 AND COLLIDED WITH V2 - V2 POSTCODE UNKNOWN  
 Occurred on      A38 JUNCTION WITH B3130 BARROW LANE, BARROW GURNEY, NORTH SOMERSET

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	26      Breath test      Negative
Vehicle direction	SE to NE	Driver Postcode	BS408AG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	51      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	0
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      51      Male      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151504687      10/06/2015      Wednesday      Time 1630      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 PULLING OUT FROM LONGWOOD LANE TO PROVIDENCE LANE. AS V1 GOES ACROSS, V1 IS STRUCK BY V2 HEADING FROM CLEVEDON TO BRISTOL**  
 Occurred on B3128 CLEVEDON ROAD JUNCTION WITH LONGWOOD LANE, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 83	Breath test Negative
Vehicle direction	NW to SW	Driver Postcode	BS419DX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 83      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 31	Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS313BE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 31      Male	Driver/rider      Severity: Slight

---

151504358      16/06/2015      Tuesday      Time 2030      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**D1 WAS WITH A P1 IN P1 CAR. P1 TRIED TO TAKE CONTROL OF THE CAR, D1 HIT THE P1 WALL AT P1 ADDRESS.**  
 Occurred on MILLIER ROAD, CLEEVE

Vehicle Reference	1	Car	Going ahead
Footway (pavement)			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 41	Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	BS405LW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 41      Female	Driver/rider      Severity: Slight

---

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151504786      17/06/2015      Wednesday      Time 1240      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING NORTH ON A38 TOWARDS BRISTOL TRAVELLING IN THE RIGHT HAND LANE WITH ROAD MARKINGS INDICATING STRAIGHT ON. V2 WAS PULLING OUT OF DOWNSIDE ROAD TURNING RIGHT ONTO A38 TO TRAVEL SOUTH. V1 COLLIDED WITH V2 OFFSIDE AS V2 TURNED  
 Occurred on A38 BRIDGWATER ROAD AT JUNCTION WITH DOWNSIDE ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	41      Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS56BD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 41      Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	45      Breath test Not requested
Vehicle direction	W to SW	Driver Postcode	BS216FG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151505060      21/06/2015      Sunday      Time 1535      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 PSU V1 TRAVELLED BETWEEN BRISTOL AIRPORT MAIN TERMINAL AND THE SILVER ZONE CAR PARK. JOINED MAIN A38 AT NEWLY MARKED ROUNDABOUT. WHILST GOING ROUND A PASSENGER IN WHEELCHAIR TOPPLED BACKWARDS INTO DOOR. A SUITCASE TOPPLED AND ALSO WENT INTO DOOR. SUI  
 Occurred on A38 FELTON LN OUTSIDE/BY BRISTOL AIRPORT, FELTON, BRISTOL

Vehicle Reference	1	Bus or coach	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	51      Breath test Negative
Vehicle direction	W to SE	Driver Postcode	BS397QB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 70      Male      Passenger      Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151505239 02/07/2015 Thursday Time 1950 Vehicles 1 Casualties 1 Slight

Fine without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 TRAVELLING ALONG A38 TOWARDS BRISTOL AIRPORT FROM CHURCHILL JUST COMING OUT OF LANGFORD THERE IS A TIGHT BEND V1 HAS LOST CONTROL SPUN AROUND LEAVING THE ROAD AND FLIPPED OVER A HEDGE INTO A FIELD.

Occurred on A38, OUTSIDE/BY GARAGE, LANGFORD, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	46 Breath test Not requested
Vehicle direction	SW to E	Driver Postcode	BS227QF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight

151505406 06/07/2015 Monday Time 1645 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions Signing defective or obscured Road Type Single carriageway

V1 EMERGING FROM DOWNSIDE ROAD ONTO A38, TO TURN RIGHT. V2 WAS HEADING TOWARDS BRISTOL, FAILED TO SEE V1 CROSSING THE CARRIAGEWAY. V2 WENT INTO SIDE OF V2.

Occurred on A38 BRIDGWATER ROAD AT JUNCTION WITH DOWNSIDE ROAD, WINFORD

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	58 Breath test Negative
Vehicle direction	W to SW	Driver Postcode	EX152SJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	50 Breath test Negative
Vehicle direction	SW to NE	Driver Postcode	BS247GN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 21 Male Passenger Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151505435      09/07/2015      Thursday      Time 1820      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELING ALONG B3128 ON CLARKEN COOMBE ROAD. V1 CYCLED UP HILL JUST BEFORE THE TURNING FOR PROVIDENCE LANE. V2 KNOCKED HIM OFF HIS BICYCLE AS IT OVERTOOK V1.

Occurred on B3128 CLARKEN COOMBE AT JUNCTION WITH PROVIDENCE LANE, LONG ASHTON

Vehicle Reference 1      Pedal cycle

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 30      Breath test Not applicable

Vehicle direction E to W

Driver Postcode BS169BE

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1      Age: 30      Male      Driver/rider      Severity: Slight

Cycle helmet Not known

Vehicle Reference 2      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver      Breath test Driver not contacted

Vehicle direction E to W

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151505712      15/07/2015      Wednesday      Time 1609      Vehicles 3      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

A LORRY WAS REVERSING OUT OF DUNDY LANE INTO BRIDGWATER ROAD. V3 SLOWED DOWN TO ALLOW THE LORRY OUT. V2 ALSO SLOWED DOWN. V1 WAS DISTRACTED IN VEHICLE. V1 THEN WENT INTO BACK OF V2 & V2 HIT BACK OF V3.

Occurred on      BRIDGWATER ROAD, DUNDY

Vehicle Reference      1      Car

Not in restricted lane

First point of impact      Front

Vehicle direction      NE to SW

FRV      Not foreign registered vehicle

Left hand drive      No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver      34      Breath test      Not requested

Driver Postcode      TA82HD

Journey      Unknown

Vehicle Reference      2      Car

Not in restricted lane

First point of impact      Back

Vehicle direction      NE to SW

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      27      Breath test      Not requested

Driver Postcode      TA67QE

Journey      Unknown

Casualty Reference:      1      Age: 27      Female      Driver/rider      Severity: Slight

Vehicle Reference      3      Car

Not in restricted lane

First point of impact      Back

Vehicle direction      NE to SW

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      66      Breath test      Driver not contacted

Driver Postcode      NP265UG

Journey      Unknown

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151505737      21/07/2015      Tuesday      Time 1336      Vehicles 3      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

A BLACK BMW STOPPED SUDDENLY TO TURN INTO OLD WESTON ROAD INDICATING AT THE LAST MINUTE. V1 CAME TO A SUDDEN STOP BEHIND, AS DID V2. V3 FAILED TO BRAKE IN TIME AND DROVE INTO THE BACK OF V2 CAUSING A 3 VEH SHUNT. ACCIDENT LOCATION NEAR THE ESSO GARAG

Occurred on      A370 STATION RD AT JUNCTION WITH OLD WESTON ROAD, CONGRESBURY, BRISTOL

Vehicle Reference      1      Car

Not in restricted lane

First point of impact      Back

Vehicle direction      W to E

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      45      Breath test      Not requested

Driver Postcode      DT27ET

Journey      Unknown

Vehicle Reference      2      Car

Not in restricted lane

First point of impact      Back

Vehicle direction      W to E

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      38      Breath test      Negative

Driver Postcode      BS249RF

Journey      Unknown

Casualty Reference:      1      Age:      38      Female      Driver/rider      Severity:      Slight

Vehicle Reference      3      Car

Not in restricted lane

First point of impact      Front

Vehicle direction      W to E

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      38      Breath test      Not requested

Driver Postcode      BS374FG

Journey      Unknown

Casualty Reference:      2      Age:      38      Female      Driver/rider      Severity:      Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151505909 21/07/2015 Tuesday Time 1027 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING ON THE A38 FROM THE DIRECTION OF BRISTOL AIRPORT TOWARDS THE DIRECTION OF BRISTOL. V2 WAS TRAVELLING ALONG THE A38 IN THE OPPOSITE DIRECTION. V1 HAS BEGUN TO TURN RIGHT INTO WEST LANE AND HAS TURNED INTO THE PATH OF V2. V2 HAS STRUC

Occurred on A38 AT JUNCTION WITH WEST LANE, FELTON, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	37 Breath test Negative
Vehicle direction	S to E	Driver Postcode	3300
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight

Vehicle Reference	2	Goods >= 7.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	46 Breath test Negative
Vehicle direction	N to S	Driver Postcode	CF390EG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test Negative
Vehicle direction	E to W	Driver Postcode	BS34TW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151506123 01/08/2015 Saturday Time 1145 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V3 HAS CAUSED V1 TO LOOSE CONTROL & FALL OFF. V1 HAS THEN SLID ACROSS THE CARRIAGWAY INTO V2 WHICH WAS NEGOTIATING THE ROUNDABOUT. V3 DID NOT STOP AT THE SCENE. V2 DID NOT HAVE ANY INVOLVEMENT IN INCIDENT BETWEEN V1 & V2

Occurred on A38 BRISTOL AIRPORT AT JUNCTION WITH SILVER ZONE ROUNDABOUT BRISTOL AIRPORT, B

Vehicle Reference	1	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	56 Breath test Not provided (medical)
Vehicle direction	E to W	Driver Postcode	BS255RP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	56	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	53 Breath test Not requested
Vehicle direction	SW to E	Driver Postcode	SN252AX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	Breath test Driver not contacted
Vehicle direction	SW to E	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151506455      06/08/2015      Thursday      Time 1218      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS ATTEMPTED TO TURN RIGHT INTO GARDEN CENTRE. V2 WAS TRAVELING IN OPPOSITE DIRECTION. V1 HAS TURNED INTO V2.**  
 Occurred on      A370 CONGRESBURY NEAR CADBURY GARDEN CENTRE, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	74      Breath test      Not requested
Vehicle direction	S to E	Driver Postcode	BS494PQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	74	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	52      Breath test      Not requested
Vehicle direction	N to S	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151506781      09/08/2015      Sunday      Time 2145      Vehicles 1      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS BEEN DRIVING ALONG A370. C1 HAS BEEN WALKING ON THE GRASS VERGE NEXT TO THE ROAD. C1 HAS THEN STEPPED INTO THE ROAD WITH NO WARNING AND HIT V1 WING MIRROR.**  
 Occurred on      A390 MAIN ROAD, BROCKLEY, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	35      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS494BF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	34	Female	Pedestrian	Severity:	Serious
	9						

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151506409      12/08/2015      Wednesday      Time 0820      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS WAITING TO TURN INTO A JUNCTION, HE PULLED ACROSS IN THE PATH OF V2 CAUSING V2 TO IMPACT ON THE FRONT OFFSIDE OF V1.**  
 Occurred on      A38 LYE CROSS, REDHILL, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	45      Breath test      Not requested
Vehicle direction	SW to E	Driver Postcode	BA44EB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	29      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	BS255NB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	29	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

151506557      18/08/2015      Tuesday      Time 1735      Vehicles 1      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**C1 WAS CROSSING THE ROAD WHEN AN UNKNOWN VEHICLE HIT C1 & FTS**  
 Occurred on      B3133 SMALLWAY OUTSIDE/BY A370 JCT B3133, BRISTOL RD M OF , CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	S to NE	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	84	Female	Pedestrian	Severity:	Serious
	9						



Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151506608 21/08/2015 Friday Time 1425 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING ALONG A38 BRIDGWATER ROAD, WHEN THE DRIVER COULD SEE OTHER VEH STOPPING OUSIDE OF THE PETROL STATION. V1 STOPPED. V3 WAS DIRECTLY BEHIND V1 HAS FAILED TO STOP & LOST CONTROL. V3 HIT V2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.

Occurred on BRIDGWATER ROAD, LULSGATE

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 21 Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode BS130TB
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 49 Breath test Not requested
Vehicle direction	NE to SW		Driver Postcode BS251SU
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 49	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

Vehicle Reference	3	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 49 Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode BS130PH
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151506892      05/09/2015      Saturday      Time 1130      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 & V2 WERE SOUTHBOUND ON A38 FROM BRISTOL TOWARDS BRISTOL AIRPORT. ON REACHING RAB AT THE  
 ENTRANCE TO THE AIRPORT, V1 WAS IN THE WRONG LANE, INDICATED TO TURN RIGHT INTO AN AIRPORT LANE. V1  
 NOTICED V2 BEHIND ON OFFSIDE. V2 HAD GONE INTO BACK OFFSID  
 Occurred on A38 BRIDGWATER ROAD AT JUNCTION WITH NORTH SIDE ROAD, FELTON, BRISTOL

Vehicle Reference 1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 32      Breath test Negative  
 Vehicle direction NE to W      Driver Postcode GL22FL  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Nearside      Age of Driver 25      Breath test Negative  
 Vehicle direction NE to S      Driver Postcode BS229SL  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 25      Male      Driver/rider      Severity: Slight

151506170      08/09/2015      Tuesday      Time 2356      Vehicles 1      Casualties 1      Slight  
 Fog or mist      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 HEAVILY INTOXICATED C1 WAS STANDING IN FRONT ON THE TAXI REFUSING TO MOVE. V1 ATTEMPTED TO CONTACT  
 POLICE BUT TOLD IT MUST BE 999 CALL. C1 HAS THEN MOVED AROUND TO THE DRIVERS SIDE IN ATTEMPTED TO GET  
 INTO V1. V1 HAS PULLED FORWARD & CAUSED INJURY TO  
 Occurred on ASHTON ROAD, LONG ASHTON, BRISTOL

Vehicle Reference 1      Car      Moving off  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 39      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS162EY  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 23      Male      Pedestrian      Severity: Slight  
 9

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151507653      09/09/2015      Wednesday      Time 1557      Vehicles 2      Casualties 3      Slight  
Unknown      Road surface      Dry      Daylight

Special Conditions      None      Road Type      Single carriageway

**V1 HAS LOST CONTROL AFTER HITTING THE KERB & HAS COLLIDED WITH V2 TRAVELLING IN THE OPPOSITE DIRECTION.**

Occurred on      A370 FARLEIGH ROAD, OUTSIDE / BY NUMBER 51, BACKWELL

Vehicle Reference      1      Bus or coach      Going ahead  
Not in restricted lane      No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      44      Breath test      Driver not contacted  
Vehicle direction      SW to NE      Driver Postcode      BS231DW  
FRV      Not foreign registered vehicle      Journey      Unknown  
Left hand drive      No

Casualty Reference:      1      Age:      44      Male      Driver/rider      Severity:      Slight

Casualty Reference:      3      Age:      27      Male      Passenger      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
Not in restricted lane      No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      28      Breath test      Driver not contacted  
Vehicle direction      NE to SW      Driver Postcode      BS42RA  
FRV      Not foreign registered vehicle      Journey      Unknown  
Left hand drive      No

Casualty Reference:      2      Age:      28      Female      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151506990      10/09/2015      Thursday      Time 0815      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 TRAVELLING UP BELMONT HILL TOWARDS PILL. V2 FOUND GROUPS OF CYCLISTS TRAVELLING DOWN BELMONT HILL FOR ORGANISED CHARITY EVENT. V2 ENTERING RIGHT HAND BEND PULLING OVER TO NEARSIDE VERGE. V2 WAS MET BY V1 CYCLIST FAILING TO MAKE SAME BEND. V1 CRASH  
 Occurred on BELMONT HILL, FLAX BOURTON, BRISTOL

Vehicle Reference 1      Pedal cycle      Going ahead left hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 23      Breath test Not applicable  
 Vehicle direction SE to SW      Driver Postcode 0  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 23      Male      Driver/rider      Severity: Serious

Cycle helmet Not known

Vehicle Reference 2      Car      Going ahead right hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 45      Breath test Not requested  
 Vehicle direction SW to SE      Driver Postcode BS207PL  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

151507039      11/09/2015      Friday      Time 1840      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 TRAVELLING SOUTH ON THE A38 INDICATED TO TURN RIGHT INTO THE DISUSED PETROL STATION. V2 WAS OVERTAKING A SLOW MOVING LINE OF TRAFFIC SAW THE CAR INDICATE, TRIED TO BRAKE TO SLOW DOWN BUT COLLIDED WITH V1.  
 Occurred on A38 BRIDGWATER ROAD, DUNDY, BRISTOL

Vehicle Reference 1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 23      Breath test Negative  
 Vehicle direction NE to NW      Driver Postcode SA625LZ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Motorcycle over 50cc and up to 125cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 21      Breath test Not requested  
 Vehicle direction NE to SW      Driver Postcode BS41AJ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 21      Male      Driver/rider      Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151506844 11/09/2015 Friday Time 2135 Vehicles 1 Casualties 2 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
NO ONE HAS WITNESSED THE COLLISION. UNKNOWN HOW IT HAS OCCURRED. WOULD APPEAR VEH HAS COME FROM  
THE NAILSEA SIDE OF CLEVEDON ROAD, APPROACHED THE RAB, JUNCTION WITH OLD WESTON ROAD. VAN HAS  
VEERED OFF ON TO OLD WESTON ROAD AND HAS BECOME EMBEDDED OVE  
Occurred on OLD WESTON ROAD AT JUNCTION WITH B3130 CLEVEDON ROAD, FLAX BOURTON, BRISTOL

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 20 Breath test Driver not contacted  
Vehicle direction W to SE Driver Postcode BS233PE  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight

151506569 18/09/2015 Friday Time 0830 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Dual carriageway  
V1 WAS STOPPED IN TRAFFIC WHEN V2 FAILED TO STOP & HIT V1 FROM BEHIND.  
Occurred on A370 LONG ASHTON BYPASS M OF , LONG ASHTON, BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 55 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode BS481UH  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 18 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode BS482QL  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151507725      24/09/2015      Thursday      Time 1750      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING ALONG THE A38. V2 HAS STOPPED AT THE JUNCTION. V2 PULLED OUT IN FRONT OF V1 CAUSING IT TO COLLIDE WITH V2.**  
 Occurred on      A38, AT JUNCTION WITH HAVYATT ROAD, LANGFORD, BRISTOL

Vehicle Reference	1	Motorcycle over 50cc and up to 125cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 42	Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS41PF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 42	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	2	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 46	Breath test Not requested
Vehicle direction	NW to NE	Driver Postcode	BA51HR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151506977      24/09/2015      Thursday      Time 0815      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Dual carriageway  
**V2 HAS BEEN STATIONARY IN HEAVY TRAFFIC ON A370, LONG ASTON. V1 HAS COLLIDED INTO THE REAR OF V2, TAKING LAST MINUTE EVASIVE MEASURE BY TURNING SLIGHTLY TO THE NEAR SIDE.**  
 Occurred on      A370, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 50	Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS35QR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 50	Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS484SF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 50	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Casualty Reference:	2	Age: 32	Male	Passenger	Severity: Slight
---------------------	---	---------	------	-----------	------------------



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151507392      24/09/2015      Thursday      Time 1200      Vehicles 2      Casualties 1      Slight  
Unknown      Road surface Dry      Daylight  
Special Conditions None      Road Type Single carriageway  
TRAVELLING TOWARDS BRISTOL A38 REDHILL 2 LANES OF TRAFFIC. V1 ON INSIDE LANE SLOWED DOWN & PUT  
INDICATOR ON TO TURN RIGHT. WENT TO GO INTO LANE 2. DIDN'T SEE V2 IN OUTSIDE LANE AND HIT V2.  
Occurred on A38 RED HILL AT JUNCTION WITH PUMP LANE, REDHILL

Vehicle Reference	1	Car	Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 52      Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode TR139LL
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Vehicle Reference	2	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside		Age of Driver 36      Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode BS405HE
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 1      Female      Passenger      Severity: Slight

151506984      02/10/2015      Friday      Time 1938      Vehicles 2      Casualties 1      Slight  
Fine without high winds      Road surface Dry      Daylight  
Special Conditions None      Road Type Single carriageway  
V001 WAS TRAVELLING ALONG BRISTOL ROAD WHEN OVERTOOK V002 (CYCLIST). BOTH HEADING IN THE DIRECTION  
OF DUNBALL STRAIGHT. V001 WENT ONTO THE OPPOSITE SIDE OF THE ROAD TO OVERTAKE V002 PUT ARM OUT TO  
TURN RIGHT AND IN DOING SO COLLIDED WITH V001.  
Occurred on A38 BRISTOL ROAD, BRIDGWATER

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside		Age of Driver 57      Breath test Negative
Vehicle direction	S to N		Driver Postcode DT63DS
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Vehicle Reference	2	Pedal cycle	Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver 25      Breath test Not applicable
Vehicle direction	S to N		Driver Postcode TA64FL
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 25      Female      Driver/rider      Severity: Slight

Cycle helmet      Not known

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151507771 03/10/2015 Saturday Time 1730 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 RIDING ALONG TOWARDS JUNCTION, COMPANION RIDING BEHIND. IT WAS DARK BUT V1 HAD A HEAD TORCH ON.  
AS V1 APPROACHED THE JUNCTION V2 WAS WAITING TO PULL OUT. V1 SAW V2 AND WAS WATCHING HIM. AS V1  
APPROACHED, V2 PULLED OUT. AS V2 DID SO, V2 COLLIDED WI  
Occurred on KAREN DRIVE AT JUNCTION WITH HILLDALE ROAD, BACKWELL, BRISTOL

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 38 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode BS483LJ  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Cycle helmet Not known

Vehicle Reference 2 Van or Goods <= 3.5 tonnes mgw Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 24 Breath test Driver not contacted  
Vehicle direction SE to NE Driver Postcode BS494NW  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

151507855 05/10/2015 Monday Time 1934 Vehicles 2 Casualties 2 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 AT JUNCTION BARROW LANE PULLED OUT TO TURN RIGHT ONTO A38. V2 ON A38 & HIT V1  
Occurred on A38 BARROW LANE, WINFORD

Vehicle Reference 1 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 53 Breath test Negative  
Vehicle direction SE to NE Driver Postcode BS481UB  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 21 Breath test Negative  
Vehicle direction NE to SW Driver Postcode BS149LG  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 26 Male Passenger Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151507770      06/10/2015      Tuesday      Time 0912      Vehicles 3      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V2 TRAVELLING TOWARDS BRISTOL IN TRAFFIC; TRAFFIC STOPPED AND V2 BRAKED HEAVILY, LOSING CONTROL AND FALLING TO THE GROUND. THE M/C SKID ON THE ROAD AND HIT V3 WHILE THE RIDER LANDED IN THE PATH OF ONCOMING V1. V1 TRIED TO AVOID HIM BUT HIS REAR OFFSIDE W

Occurred on      A370 WEST TOWN ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	45      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS405ND
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Slowing or Stopping
Not in restricted lane		Skidded	
First point of impact	Did not impact	Age of Driver	19      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS482JD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	19	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

Vehicle Reference	3	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	29      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS483DN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151508008      20/10/2015      Tuesday      Time 0928      Vehicles 2      Casualties 3      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING TOWARDS WSM ON THE A370. D1 WANTED TO TURN RIGHT AT THE LIGHTS. D1'S LIGHTS WERE GREEN SO SHE TURNED RIGHT THINKING THE ONCOMING TRAFFIC WOULD HAVE A RED LIGHT. V2 TRAVELLING FROM WSM TOWARDS NAILSEA, HIS LIGHTS WERE GREEN, HE CONTI

Occurred on      A370 BRISTOL ROAD, CONGRESBURY

Vehicle Reference      1      Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      75      Breath test      Negative

Vehicle direction      N      to      W

Driver Postcode      BS495HA

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Offside

Age of Driver      73      Breath test      Not requested

Vehicle direction      S      to      N

Driver Postcode      BS226BG

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      73      Male      Driver/rider      Severity:      Slight

Casualty Reference:      2      Age:      76      Male      Passenger      Severity:      Slight

Casualty Reference:      3      Age:      70      Female      Passenger      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151507973      23/10/2015      Friday      Time 0737      Vehicles 2      Casualties 1      Serious

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 WAS WAITING TO TURN RIGHT INTO STATION ROAD. THE LIGHTS WERE GREEN FOR BOTH DIRECTIONS OF TRAFFIC SO V1 PULLED FORWARD. A HGV WAS COMING FROM THE OPPOSITE DIRECTION BUT STOPPED TO ALLOW V1 TO TURN. V2 PASSED THROUGH THE LIGHTS ON THE INSIDE OF THE

Occurred on      A370 MAIN ROAD JUNCTION WITH DARK LANE, CONGRESBURY, BRISTOL

Vehicle Reference      1      Car

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      45      Breath test      Not requested

Vehicle direction      NE to NW      Driver Postcode      BS130AF

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Car

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      22      Breath test      Not requested

Vehicle direction      NW to NE      Driver Postcode      BS58AJ

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      22      Male      Driver/rider      Severity:      Serious

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151508375      24/10/2015      Saturday      Time 1707      Vehicles 1      Casualties 5      Slight

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 HAS BEEN TEMPORARILY BLINDED BY A LOW SETTING SUN WHILST ATTEMPTING TO PULL DOWN HIS SUN VISOR.  
V1 HAS BEEN MOMENTARILY DISTRACTED & FAILED TO NOTICE THAT THE ROAD NARROWED AT THAT POINT. V1  
HAS THEN STRUCK A WALL ON NEARSIDE

Occurred on      BARROW STREET AT JUNCTION WITH WILD COUNTRY LANE

Vehicle Reference      1      Car      Going ahead  
Not in restricted lane      No skidding, jack-knifing or overturning  
First point of impact      Nearside      Age of Driver      Breath test      Negative  
Vehicle direction      NE to SW      Driver Postcode      LS176LS  
FRV      Not foreign registered vehicle      Journey      Unknown  
Left hand drive      No

Casualty Reference:      1      Age:      Male      Driver/rider      Severity:      Slight

Casualty Reference:      2      Age: 44      Female      Passenger      Severity:      Slight

Casualty Reference:      3      Age: 15      Male      Passenger      Severity:      Slight

Casualty Reference:      4      Age: 12      Female      Passenger      Severity:      Slight

Casualty Reference:      5      Age: 17      Female      Passenger      Severity:      Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151508206      31/10/2015      Saturday      Time 1235      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS COMING OFF THE A370 ON THE SLIP ROAD AND WAS TURNING RIGHT ONTO THE B3130 TOWARDS BARROW GURNEY. DRIVERS VISIBILITY WAS LIMITED BY BRIGHT SUNSHINE. HE STARTED TO PULL OUT OF THE JUNCTION AND DID NOT SEE THE CYCLIST V2 WHICH COLLIDED WITH THE F**  
 Occurred on B3130 CLEVEDON ROAD JUNCTION WITH A370 MAIN ROAD, FLAX BOURTON, BRISTOL

Vehicle Reference 1      Van or Goods <= 3.5 tonnes mgw      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 29      Breath test Negative  
 Vehicle direction W to S      Driver Postcode BA35BQ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 33      Breath test Not applicable  
 Vehicle direction S to N      Driver Postcode BS92AU  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 33      Male      Driver/rider      Severity: Slight

Cycle helmet Not known

151508456      17/11/2015      Tuesday      Time 1620      Vehicles 2      Casualties 1      Serious  
 Fine with high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TURNING RIGHT ONTO BRIDGEWATER ROAD, THE DRIVER OF V1 THOUGHT THE DRIVER OF V2 WAS INDICATING HOWEVER THE DRIVER DIDN'T TURN LEFT & V2 HIT V1**  
 Occurred on A38 BRIDGEWATER ROAD AT JUNCTION WITH BARROW LANE, WINFORD, BRISTOL

Vehicle Reference 1      Car      Going ahead right hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 38      Breath test Negative  
 Vehicle direction SE to NE      Driver Postcode BS94DE  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 35      Breath test Not provided (medical)  
 Vehicle direction NE to SW      Driver Postcode BS262RF  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 35      Male      Driver/rider      Severity: Serious

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151509000      17/11/2015      Tuesday      Time 1747      Vehicles 5      Casualties 1      Slight  
 Fine with high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V5 HAS GONE INTO THE BACK OF V4 CASUING A 5 CAR SHUNT IN SLOW MOVING TRAFFIC.**  
 Occurred on      A370 FARLEIGH ROAD AT JUNCTION WITH FARFIELD WAY, BACKWELL, BRISTOL

Vehicle Reference	1	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	Breath test Negative
Vehicle direction	NE to SW		Driver Postcode	BS483AP
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Vehicle Reference	2	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	60      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode	BS57PX
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Vehicle Reference	3	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	54      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode	EX85QN
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Vehicle Reference	4	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	42      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode	BS233QH
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Casualty Reference:	2	Age:	42	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	5	Car		Going ahead
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver	30      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode	BS296AZ
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151508665      18/11/2015      Wednesday      Time 2000      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Unknown  
**V1 WAS SLOWING TO TURN RIGHT WHEN HIT FROM BEHIND BY V2**  
 Occurred on      A370, HEWISH, WESTON-SUPER-MARE

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 46	Breath test Driver not contacted
Vehicle direction	W to E	Driver Postcode	BS246RQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 46	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test Driver not contacted
Vehicle direction	W to E	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151508914      20/11/2015      Friday      Time 1229      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS BEEN DRIVING FROM A38 TO A370, TRAVELLING AROUND 40MPH. HAS APPROACHED THE BEND WHICH IS ON A DIP & TIGHTENS MORE THAN IT INITIALLY APPEARS. V1 HAS BEEN CAUGHT OUT BY THE CORNER BY NOT BRAKING ENOUGH & SLID INTO THE BANK CAUSING IT TO FLIP ONT**  
 Occurred on      BROCKLEY COMBE ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			Overturned
First point of impact	Front	Age of Driver 29	Breath test Negative
Vehicle direction	SE to NW	Driver Postcode	BS247EL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 29	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151508626      22/11/2015      Sunday      Time 1933      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS CROSSING THE ROAD WHEN V2 HIT HIS BACK WHEEL CAUSING HIM TO FALL OFF THE BIKE. V2 STOPPED BUT THEN DROVE STRAIGHT OFF.**  
 Occurred on      YANLEY LANE, LONG ASHTON, BRISTOL

Vehicle Reference	1	Pedal cycle	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	24      Breath test      Not applicable
Vehicle direction	E to W	Driver Postcode	BS130DG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      24      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	S to N	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151508951      28/11/2015      Saturday      Time 1430      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING ALONG A370 IN THE DIRECTION OF BRISTOL. AS APPROACHES RODNEY ROAD JUNCTION ON THE NEAR SIDE, V2 EXITED JUNCTION & HIT NEAR SIDE OF V1.**  
 Occurred on      A370 WEST TOWN ROAD AT JUNCTION WITH RODNEY ROAD, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	36      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS206NQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	18      Breath test      Negative
Vehicle direction	NW to NE	Driver Postcode	BS483NQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      18      Female      Driver/rider      Severity:      Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151508965 05/12/2015 Saturday Time 0747 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 WAS TRAVELLING SOUTHBOUND TOWARDS WESTON-SUPER-MARE WHEN IT CROSSED A LANE OF TRAFFIC AND  
HIT A WALL OUTSIDE BACKWELL LEISURE CENTRE. NO ATTEMPT TO BREAK WAS MADE.  
Occurred on A370 FARLEIGH ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	66 Breath test Negative
Vehicle direction	NE to SW	Driver Postcode	BS309UE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	66	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

---

151509127 05/12/2015 Saturday Time 0108 Vehicles 1 Casualties 1 Serious  
Fine without high winds Road surface Dry Darkness: street lights present but unlit  
Special Conditions None Road Type Dual carriageway  
V1 WAS TRAVELLING OUTBOUND ON THE A370 LONG ASHTON BYPASS. V1 HAS NEGOTIATED A CHICANE WITHIN  
WITHIN ROADWORKS & LOST CONTROL LEAVING THE ROAD TO THE NEAR SIDE & LANDING ABOUT 30 FEET DOWN AN  
EMBANKMENT. C1 SUFFERED SERIOUS INJURIES  
Occurred on A370 AT START OF TWO LANE SECTION OUTBOUND

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	23 Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BS231BU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	23	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

---

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151600188      10/12/2015      Thursday      Time 0939      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS SLOWED DOWN AND STOPPED TO LET A LORRY OUT OF THE STANCOMBE LANE TURNING. V2 WHO WAS TRAVELLING BEHIND V1 DID NOT SEE THIS AND HAS STRUCK V1 WITH SOME FORCE TO THE REAR.**  
 Occurred on      A370 FARLEIGH ROAD AT JUNCTION WITH STANCOMBE LANE, FLAX BOURTON, BRISTOL

Vehicle Reference	1	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	65      Breath test      Not requested
Vehicle direction	E to W	Driver Postcode	BS228SL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	65	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	42      Breath test      Not requested
Vehicle direction	E to W	Driver Postcode	BS41QR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

151600616      14/12/2015      Monday      Time 0025      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS COMING DOWN HILL, IN DIRECTION OF CONGRESBURY. V1 DRIVER CLAIMS A SECOND VEHICLE (V2) WAS TRAVELLING TOWARDS HIM, IN THE OPPOSITE DIRECTION, & THAT THE VEHICLE DIDN'T STOP FOLLOWING THE COLLISION. DRIVER HAS HIT THE BANK WHICH HAS CAUSED THE V**  
 Occurred on      KING ROAD, CHURCHILL, WINSCOMBE

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			Overturned
First point of impact	Front	Age of Driver	19      Breath test      Negative
Vehicle direction	N to S	Driver Postcode	BS495JR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	19	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	S to N	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

151600552 24/12/2015 Thursday Time 0845 Vehicles 2 Casualties 2 Slight  
Raining with high winds Road surface Wet/Damp Darkness: no street lighting  
Special Conditions None Road Type Single carriageway

BOTH VEHS WERE HELD AT TRAFFIC LIGHTS ON THE A370 JCT OF BROCKLEY COMBE ROAD. V1 HEADING TOWARDS W-S-M, V2 HEADING TOWARDS BRISTOL. ON GREEN BOTH VEHS HAVE MOVED FORWARD. V2 HAS TURNED RIGHT INTO THE PATH OF V1.

Occurred on A370 BROCKLEY ROAD AT JUNCTION WITH BROCKLEY COMBE ROAD, BACKWELL, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 33 Breath test Not requested  
Vehicle direction NE to SW Driver Postcode BS483NY  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 29 Breath test Not requested  
Vehicle direction SW to S Driver Postcode EX27PE  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 29 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

151600636      27/12/2015      Sunday      Time 1323      Vehicles 3      Casualties 2      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 REAR ENDED V3 & REBOUNDED INTO V2 TURNING RIGHT. V2 SQUEEZED ON INSIDE OF V3. V1 CONTINUED.  
 REACTED BUT COLLIDED INTO V3 DUE TO SKIDDING**  
 Occurred on      A38 BRIDGEWATER ROAD AT JUNCTION WITH DUNDRY LANE, DUNDRY

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 21      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode BS149YE
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver 72      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode BS149RH
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 72	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	3	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 59      Breath test Negative
Vehicle direction	NE to S		Driver Postcode BS200JS
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	2	Age: 19	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161600854      11/01/2016      Monday      Time 1430      Vehicles 2      Casualties 3      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 & V2 WERE HEADING ALONG BRISTOL ROAD, BRISTOL BOUND. V2 WAS STATIC AND INDICATING TO TURN RIGHT  
 AT THE BRISTOL RD/RHODYALE HILL JUNCTION ONTO WRINGTON RD. V1 HAS DRIVEN INTO THE REAR OF V2 WHILST  
 IT WAS STATIONARY AT THE JUNCTION. BOTH V'S TURNED  
 Occurred on A370 BRISTOL ROAD AT JUNCTION WITH WRINGTON ROAD, CONGRESBURY, BRISTOL

Vehicle Reference 1      Van or Goods <= 3.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 55      Breath test Driver not contacted  
 Vehicle direction SW to NE      Driver Postcode BS149HU  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 45      Breath test Not requested  
 Vehicle direction SW to SE      Driver Postcode BS227YL  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 45      Female      Driver/rider      Severity: Slight

Casualty Reference: 2      Age: 23      Female      Passenger      Severity: Slight

Casualty Reference: 3      Age: 19      Female      Passenger      Severity: Slight

161601154      16/01/2016      Saturday      Time 1035      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 MR WHITTACHER WAS IN THE COMPANY WITH C1. THE PEDESTRIANS DECIDED TO CROSS OVER THE HIGH STREET  
 TOWARDS THE YATTON LIBRARY. V1 WAS DRIVING ALONG THE HIGH STREET. C1 ENTERED THE MAIN ROAD & RAN  
 ACROSS V1. V1 WENT ONTO C1. C1 ROLLED ONTO BONNET & LANDE  
 Occurred on B3133 OUTSIDE THE CO OP, HIGH STREET AT JUNCTION WITH CHESCOMBE ROAD, YATTON

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 50      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS217DS  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 3      Male      Pedestrian      Severity: Slight  
 Pedestrian Direction: N

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161601139      19/01/2016      Tuesday      Time 2219      Vehicles 3      Casualties 2      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 V1 (CAR) TRAVELLING NORTHBOUND A38 FROM BRISTOL AIRPORT TOWARDS THE CITY STOPPED IN QUEUEING  
 TRAFFIC DUE TO ROAD WORKS. V2 (CAR) STOPPED BEHIND V1. V3 (CAR) ALSO TRAVELLING IN THE SAME DIRECTION  
 FAILED TO BRAKE IN TIME HITTING THE REAR OF V2 WHICH, IN TU  
 Occurred on A38 AT JUNCTION WITH HOBBS LANE

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	40      Breath test      Not requested
Vehicle direction	SE to NW	Driver Postcode	BS93SA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	58      Breath test      Not requested
Vehicle direction	SE to NW	Driver Postcode	BS328EH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	17	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	32      Breath test      Not requested
Vehicle direction	SE to NW	Driver Postcode	BS92HB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	32	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161601512      10/02/2016      Wednesday      Time 1730      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 V2 HAS BEEN DRIVING ON THE A370 INTO FLAX BOURTON, OVERTAKING IN THE MIDDLE OF THE ROAD ON THE HASH  
 MARKINGS. V1 HAS INDICATED RIGHT TO CROSS INTO JUBLIEE PUB  
 Occurred on MAIN ROAD AT JUNCTION WITH A370, FLAX BOURTON, NORTH SOMERSET

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	51      Breath test Negative
Vehicle direction	SE to N	Driver Postcode	BS483PU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	38      Breath test Negative
Vehicle direction	SE to NW	Driver Postcode	BS494NT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 38      Male      Driver/rider      Severity: Slight

161601562      12/02/2016      Friday      Time 2148      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
 V1 DRIVING ALONG DOWNSIDE ROAD TOWARDS BRISTOL AIRPORT & A38. DRIVER V1 IS ROMANIAN & HAS BEEN IN  
 UK FOR ONE WEEK. HE WAS DRIVING ON THE WRONG SIDE OF THE ROAD. V2 WAS TRAVELLING TOWARDS A370 ,  
 ROUNDED THE CORNER & BOTH CARS COLLIDED. V2 WAS ON THE C  
 Occurred on DOWNSIDE ROAD, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	28      Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS56SQ
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	55      Breath test Negative
Vehicle direction	E to W	Driver Postcode	BS217EA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 49      Female      Passenger      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161602096      01/03/2016      Tuesday      Time 0825      Vehicles 3      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway

**3 VEHICLE SHUNT CAUSED BY V3 INTO V1 & V2**

Occurred on      A38 BRIDGEWATER ROAD AT JUNCTION WITH B3130 BARROW LANE, BARROW GURNEY, BRIS

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	31      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS273FH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	40      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS262JN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	40	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	48      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS251DH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161601998      04/03/2016      Friday      Time 1210      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING ALONG HIGH STREET TOWARDS PARK AVENUE. V1 STARTED TO BRAKE FOR ZEBRA CROSSING.**  
**V2 FAILED TO STOP IN TIME & COLLIDED WITH V1**  
 Occurred on HIGH STREET AT JUNCTION WITH PARK AVENUE, YATTON

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	53      Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	TA28QA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 53      Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	33      Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	BS494HW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

161602595      04/03/2016      Friday      Time 1421      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS COLLIDED WITH V2 WHILST TRAVELLING ON A370 CONGRESBURY TOWARDS BRISTOL. V2 BELIEVED TO BE**  
**TRAVELLING ON A370 CONGRESBURY & WAS TURNING RIGHT FROM BRISTOL ROAD ONTO B3133 SMALLWAY. BOTH**  
**VEH'S SUSTAINED EXTENSIVE DAMAGE - NO AGE FOR C1**  
 Occurred on A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	66      Breath test Negative
Vehicle direction	S to N	Driver Postcode	BS154RX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age:      Female      Passenger      Severity: Serious

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	25      Breath test Negative
Vehicle direction	N to W	Driver Postcode	BS494EX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161601990      07/03/2016      Monday      Time 1230      Vehicles 3      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1, HEADING FROM WSM TOWARDS BRISTOL, WAS IN FILTER LANE TO TURN RIGHT INTO BROCKLEY COMBE ROAD.  
V1 PULLED ACROSS IN FRONT OF V2, HEADING FROM BRISTOL TOWARDS WSM, FAILING TO APPRECIATE GREEN  
LIGHT ALSO HAD A FILTER (NOT ILLUMINATED). V'S COLLIDED &

Occurred on      A370 MAIN ROAD AT JUNCTION WITH BROCKLEY COMBE ROAD, BACKWELL, NORTH SOMERS

Vehicle Reference      1      Car

Not in restricted lane

First point of impact      Front

Vehicle direction      SW to S

FRV Not foreign registered vehicle

Left hand drive No

Turning right

No skidding, jack-knifing or overturning

Age of Driver      50      Breath test      Not requested

Driver Postcode      Unknown

Journey      Unknown

Vehicle Reference      2      Car

Not in restricted lane

First point of impact      Front

Vehicle direction      NE to SW

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver      53      Breath test      Not requested

Driver Postcode      PL227EA

Journey      Unknown

Vehicle Reference      3      Car

Not in restricted lane

First point of impact      Offside

Vehicle direction      SW to NE

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver      67      Breath test      Not requested

Driver Postcode      BS226XG

Journey      Unknown

Casualty Reference:      1      Age: 67      Female      Driver/rider      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161603632      14/03/2016      Monday      Time 1218      Vehicles 2      Casualties 4      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V2 WAS DRIVING ALONG THE A38, HEADING TOWARDS BRISTOL. ON APPROACHING THE JUNCTION WITH WINFORD, V1 WAS AHEAD OF THE V2. V1 SUDDENLY SWERVED LEFT INTO THE BUS STOP THEN IMMEDIATELY TURNED RIGHT INTO THE CARRIAGEWAY INTO THE PATH OF V2. V2 SWERVED TO

Occurred on      A38 BRIDGWATER ROAD, FELTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	30      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	TA13XJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	2	Age:	28	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

Vehicle Reference	2	Bus or coach	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	28      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS130JT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	3	Age:	34	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Casualty Reference:	4	Age:	20	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161602548 23/03/2016 Wednesday Time 0931 Vehicles 2 Casualties 1 Serious  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V2 HAS DRIFTED ON THE BEND ACROSS INTO THE PATH OF V1. DRIVER OF V1 HAD TURNED LEFT FROM ROWBERROW LANE ONTO THE A38. V2 WAS TRAVELLING ALONG THE A38 FROM STAR HAVING OVERSHOT THE BEND MOVING INTO THE PATH OF V1.  
Occurred on 100M SOUTH OF JUNCTION WITH ROWBERROW LANE, A39 NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	42 Breath test Not requested
Vehicle direction	NW to SW	Driver Postcode	BS251AT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Vehicle Reference	2	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	76 Breath test Not requested
Vehicle direction	SW to NW	Driver Postcode	TA81DG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 76	Male Driver/rider Severity: Serious

161602446 31/03/2016 Thursday Time 2210 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: no street lighting  
Special Conditions None Road Type Single carriageway  
V1 TRAVELLING UP HILL. V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION AT SPEED, INTO THE ONCOMING TRAFFIC. V1 HAD TO SWERVE & CONSEQUENTLY HIT THE CURB ON HIS N/S. THERE WAS NO IMPACT WITH V2 HOWEVER DRIVER ONE SUSTAINED AN INJURY  
Occurred on B3129 BELMONT HILL, WRAXALL, BRISTOL

Vehicle Reference	1	Motorcycle over 125cc and up to 500cc	Going ahead right hand bend
Not in restricted lane			Skidded
First point of impact	Nearside	Age of Driver	57 Breath test Driver not contacted
Vehicle direction	W to E	Driver Postcode	BS352HZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 57	Female Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	Breath test Driver not contacted
Vehicle direction	E to W	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161603298      29/04/2016      Friday      Time 0650      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 HEADING TOWARDS BRISTOL DOWN CLARKEN COOMBE, WENT FOR AN OVERTAKE OF V1 & THE MOTORBIKE  
 WENT FROM UNDERNEATH C1. POSSIBLY HIT A CATS EYE.  
 Occurred on ON THE B3128 CLARKEN COOMBE, LONG ASHTON, BRISTOL, NORTH SOMERSET.

Vehicle Reference 1      Van or Goods <= 3.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Did not impact      Age of Driver 48      Breath test Negative  
 Vehicle direction NW to E      Driver Postcode BS41SD  
 FRV Not foreign registered vehicle      Journey Journey as part of work  
 Left hand drive No

Vehicle Reference 2      Motorcycle over 500cc      Overtaking moving vehicle on its offside  
 Not in restricted lane      Skidded  
 First point of impact Did not impact      Age of Driver 50      Breath test Negative  
 Vehicle direction NW to E      Driver Postcode BS215DB  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 50      Male      Driver/rider      Severity: Serious

161604131      30/04/2016      Saturday      Time 1705      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 HAS GONE TO OVERTAKE A WHITE VAN, IN DOING THIS V1 WENT HEAD ON WITH V2, BOTH TOOK EVASIVE ACTION  
 & V1 STRUCK V2 CAUSING BOTH TO FALL OFF. V1 CLAIMS VAN ACCELERATED WHEN HE TRIED TO OVERTAKE, THIS IS  
 DISPUTED BY V2 & WITNESS.  
 Occurred on CLAVERHAM ROAD, CLAVERHAM

Vehicle Reference 1      Motorcycle over 500cc      Overtaking on nearside  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 42      Breath test Not requested  
 Vehicle direction SW to NE      Driver Postcode BS494ER  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 42      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 48      Breath test Not requested  
 Vehicle direction NE to SW      Driver Postcode BS217RR  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 2      Age: 48      Female      Driver/rider      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161603936      05/05/2016      Thursday      Time 1648      Vehicles 3      Casualties 5      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V3 HAD STOPPED JUST AROUND A LEFT HAND BEND ON STOCK LANE OUTSIDE LILAC COTTAGE HEADING FROM CONGRESBURY TOWARDS LANGFORD TO ALLOW A HGV TO PASS TOWARDS IT ON A NARROW SECTION OF ROAD. V2 STOPPED BEHIND V3, V1 CAME AROUND THE CORNER BUT DRIVER DID NOT RE

Occurred on STOCK LANE OUTSIDE/BY LILAC COTTAGE, LANGFORD, BRISTOL

Vehicle Reference 1 Car      Going ahead left hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 63      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS405HD  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 63      Female      Driver/rider      Severity: Slight

Vehicle Reference 2 Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 46      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS251QE  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 2      Age: 46      Female      Driver/rider      Severity: Slight

Casualty Reference: 3      Age: 22      Female      Passenger      Severity: Slight

Vehicle Reference 3 Van or Goods <= 3.5 tonnes mgw      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 24      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS206DH  
 FRV Not foreign registered vehicle      Journey Journey as part of work  
 Left hand drive No

Casualty Reference: 4      Age: 24      Male      Passenger      Severity: Slight

Casualty Reference: 5      Age: 28      Male      Passenger      Severity: Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161603778      12/05/2016      Thursday      Time 1925      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 VAN TRAVELLING UP SINGLE TRACK ROAD FOLLOWED BY V1, V2 SQUEEZED THROUGH GAP & COLLIDED WITH V1  
 THAT WAS TURNING RIGHT INTO HER DRIVEWAY. V1 HAD NO VIEW OF V2 & V2 HAD NO VIEW OF V1.  
 Occurred on COOKS BRIDLE PATH, BACKWELL, BRISTOL, NORTH SOMERSET

Vehicle Reference	1	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 41	Breath test Negative
Vehicle direction	SW to W	Driver Postcode	BS483DJ
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 28	Breath test Not applicable
Vehicle direction	NE to SW	Driver Postcode	BS482AJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 28      Male      Driver/rider      Severity: Slight

Cycle helmet      Not known

161604126      21/05/2016      Saturday      Time 0850      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING A38 OUT OF BRISTOL STOPPED IN THE ROAD TO TURN RIGHT INTO DRIVEWAY. A NUMBER OF  
 CARS STOPPED & THE FRONT CAR INDICATED TO ALLOW V1 TURN INTO THE DRIVEWAY AS THEY WERE STOPPED. AS  
 V1 TURNED IN V2 TRAVELLED DOWN THE INSIDE OF THE STOP  
 Occurred on A38 BRIDGWATER ROAD, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 50	Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BS33PH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 22	Breath test Not provided (medical)
Vehicle direction	SW to NE	Driver Postcode	BS251NB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 22      Male      Driver/rider      Severity: Serious

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161604592      31/05/2016      Tuesday      Time 0850      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING SOUTHBOUND ALONG A38. V1 BRAKED TO TURN RIGHT INTO HAVYAT ROAD. V2 WAS TRAVELLING BEHIND V1 & FAILED TO STOP IN TIME FOR SLOWING V1. V2 STRUCK V1 FROM THE REAR.

Occurred on A38 REDHILL JUNCTION WITH HAVYAT ROAD, LANGFORD, BRISTOL

Vehicle Reference 1      Motorcycle over 50cc and up to 125cc      Slowing or Stopping  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 24      Breath test Negative  
 Vehicle direction NE to SW      Driver Postcode BS110NL  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 24      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 32      Breath test Negative  
 Vehicle direction NE to SW      Driver Postcode BS42NR  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

161604332      07/06/2016      Tuesday      Time 1655      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 TRAVEL OUTBOUND TO BRISTOL IN TRAFFIC V2 TRAVEL OPP DIRECTION TOWARDS BACKWELL LIGHTS. V2 HAS COLLIDED WITH V1, CAUSING V1 TO TURN 90 DEGREES & DAMAGE CAUSED V2 HAS COME TO A REST ON OPPOSITE SIDE OF RD FROM WHEN IT STARTED.

Occurred on A370 FARLEIGH RD, BACKWELL, BRISTOL

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 63      Breath test Not requested  
 Vehicle direction SW to NE      Driver Postcode BS248RY  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 63      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 36      Breath test Not requested  
 Vehicle direction NE to SW      Driver Postcode BS215DF  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161706708      07/06/2016      Tuesday      Time 1355      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 & V1 ARE TRAVELLING LANGFORD ROAD TOWARDS THE A38. V1 HAS PASSED V2 AT SPEED & TOO CLOSE. V2 HAS  
 WAVED HIS HAND. V1 HAS STOPPED IN THE MIDDLE OF THE ROAD & REVERSED BACKWARDS & AN EXCHANG WAS  
 MADE IN FRENCH. V2 HAS GONE INTO THE DRIVEWAY OFFPARK HO  
 Occurred on      LANGFORD ROAD OUTSIDE PARK HOUSE, LANGFORD

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      Breath test      Driver not contacted  
 Vehicle direction      E to W      Driver Postcode      Unknown  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Pedal cycle      Parked  
 Footway (pavement)      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      37      Breath test      Not requested  
 Vehicle direction      Park to      Parked      Driver Postcode      BS407TF  
 FRV      Not foreign registered vehicle      Journey      Journey as part of work  
 Left hand drive      No

Casualty Reference:      1      Age:      37      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

161604557      12/06/2016      Sunday      Time 1005      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 C1 WAS WALKING DOG ALONG UPPER TOWN LANE. WHEN AN UNKNOWN V1 TOWING A TRAILER DROVE PAST. EDGE  
 OF THE TRAILER HAS STRUCK C1'S EBLow.  
 Occurred on      UPPER TOWN LANE, FELTON, BRISTOL

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      50      Breath test      Driver not contacted  
 Vehicle direction      S to N      Driver Postcode      Unknown  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      55      Male      Pedestrian      Severity:      Slight  
 9

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161605338      24/06/2016      Friday      Time 1708      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS DRIVING ALONG IWOOD ROAD IN A NORTHERLY DIRECTION. ON APPROACH TO THE JUNCTION WITH WRINGTON ROAD, V2 WAS TURNING FROM WRINGTON ROAD FROM THE WEST ONTO IWOOD ROAD. V1 & V2 COLLIDED IN A HEAD ON COLLISION TO THE OFFSIDE CORNERS OF BOTH VEHS.

Occurred on IWOOD LANE 10 METRES SOUTH OF WRINGTON ROAD, WRINGTON, BRISTOL

Vehicle Reference 1 Car

Slowing or Stopping

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 49 Breath test Negative

Vehicle direction S to N

Driver Postcode BS255NG

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 66 Breath test Negative

Vehicle direction SW to S

Driver Postcode BS273NA

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight

161604886      02/07/2016      Saturday      Time 1745      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 OVERTOOK CYCLIST AT SPEED & COLLIDED WITH V2 WHICH WAS COMING IN THE OPPOSITE DIRECTION.

Occurred on BARROW LANE, WINFORD, BRISTOL

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 30 Breath test Driver not contacted

Vehicle direction S to N

Driver Postcode Unknown

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 36 Breath test Not requested

Vehicle direction N to S

Driver Postcode BA44RF

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161605635 22/07/2016 Friday Time 0930 Vehicles 3 Casualties 3 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELING WEST TOWARDS W-S-M, CROSSED ONTO THE EASTBOUND SIDE OF THE CARRIAGWAY & COLLIDED WITH 2 VEHS (V2/V3) CAUSING SERIOUS DAMAGE TO V1 & V3, DRIVER SUSPECTED TO HAVE HAD A SEIZURE OR MEDICAL CONDITION CAUSING HIM TO CROSS THE WRONG SIDE O

Occurred on A370 WESTON ROAD NEAR HEWISH, WESTON-SUPER-MARE

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 53 Breath test Not requested

Vehicle direction E to W

Driver Postcode BS229UU

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 63 Breath test Negative

Vehicle direction W to E

Driver Postcode BS247JX

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 3 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 33 Breath test Negative

Vehicle direction W to E

Driver Postcode BS284JF

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 2 Age: 33 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 48 Male Passenger Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161605975      27/07/2016      Wednesday      Time 1640      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 & V2 WERE TRAVELLING SOUTHBOUND ON THE A38 BRIDGWATER ROAD, NEAR TO THE JUNCTION OF BARROW LANE. THE TRAFFIC CONDITIONS CAUSED V1 TO TRAVEL AT ABOUT 30 MILES PER HOUR. V1 WAS OVERTAKING V2. AS V1 WENT PAST V2, C1 FELL OFF V2. V1 STATES THAT THERE  
 Occurred on A38 BRIDGWATER ROAD JUNCTION WITH B3130 BARROW LANE, BARROW GURNEY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	27      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS56SW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	57      Breath test      Not applicable
Vehicle direction	NE to SW	Driver Postcode	BS407TH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 57      Female      Driver/rider      Severity: Slight

Cycle helmet      Not known

161608271      01/08/2016      Monday      Time 1705      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 HAD PULLED OVER ON THE A370 FACING IN BOUND, THE DRIVER NEEDED TO TURN AROUND & CONDUCTED A U-TURN. AS HE TURNED, V2 WAS JOINING THE A370 HEADING OUTBOUND, MERGING FROM THE SLIP ROAD ONTO THE A370 & V2 COLLIDED WITH V1 AS V1 U-TURNED  
 Occurred on A370 AT JUNCTION WITH ASHTON ROAD, BRISTOL

Vehicle Reference	1	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	36      Breath test      Negative
Vehicle direction	SW to E	Driver Postcode	BS107EJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	51      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS495BN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 51      Male      Driver/rider      Severity: Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161606474      04/08/2016      Thursday      Time 1130      Vehicles 3      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 STATIONARY AT TEMPORARY TRAFFIC LIGHTS ON A370. V3 CAME DOWN HILL FROM WESTON, FAILED TO STOP IN TIME FOR STATIONARY / SLOW MOVING TRAFFIC & COLLIDED WITH REAR OF V2 WHICH, IN TURN, WAS PUSHED INTO REAR OF V1.

Occurred on      A370 MAIN ROAD, CLEEVE, NORTH SOMERSET.

Vehicle Reference	1	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	46      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	TA93GF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age: 46      Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Van or Goods <= 3.5 tonnes mgw	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	83      Breath test      Not provided (medical)
Vehicle direction	SW to NE	Driver Postcode	BS495BX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      2      Age: 83      Female      Driver/rider      Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	79      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	BS481AG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161607030 06/08/2016 Saturday Time 0804 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Unknown

V2 WAS CYCLING DOWN THE HILL ON THE A370 ON RHODYATE HILL TOWARDS CONGRESBURY LIGHTS THE DRIVER OF V1 WAS AT THE JUNCTION OF RHODYATE HILL & WRINGTON ROAD IN THE RIGHT HAND ROAD POSITION LOOKING TO PULL UP THE HILL AWAY FROM THE CONGESBURY LIGHTS. V1

Occurred on A370 RHODEYATE HILL AT JUNCTION WITH WRINGTON ROAD, CONGRESBURY

Vehicle Reference 1 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 82 Breath test Not requested  
Vehicle direction SE to NE Driver Postcode BS405LW  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 48 Breath test Not applicable  
Vehicle direction NE to SW Driver Postcode BS311PB  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight

Cycle helmet Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161606586      10/08/2016      Wednesday      Time 0945      Vehicles 3      Casualties 3      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V3 TRAVELLING ALONG THE A370 LONG ASHTON BY PASS INBOUND TOWARDS BRISTOL, BEING FOLLOWED BY V2 AND V1. THE TRAFFIC HAS COME TO A STOP. V1 HAS THEN STRUCK V2 FROM BEHIND, CAUSING V2 TO CLIP THE BACK OF V3. V2 HAS COME TO REST ON THE OPPOSITE SIDE OF T

Occurred on      A370 LONG ASHTON BY PASS, LONG ASHTON, BRISTOL

Vehicle Reference      1      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      71      Breath test      Not requested

Vehicle direction      SW to NE

Driver Postcode      BS494PZ

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age: 71      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car

Waiting to go ahead but held up

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Back

Age of Driver      24      Breath test      Not requested

Vehicle direction      SW to NE

Driver Postcode      BS247FT

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      2      Age: 25      Male      Passenger      Severity:      Slight

Casualty Reference:      3      Age: 1      Male      Passenger      Severity:      Slight

Vehicle Reference      3      Car

Waiting to go ahead but held up

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Did not impact

Age of Driver      45      Breath test      Not requested

Vehicle direction      SW to NE

Driver Postcode      BS494AH

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161606850      10/08/2016      Wednesday      Time 1415      Vehicles 1      Casualties 1      Slight  
 Unknown      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

C1 WAS IN A WHEELCHAIR CROSSING THE LANE NEAR SMALLWAY, V1 WAVED C1 ACROSS. C1 WAS 1/2 WAY ACROSS THE LANE, V1 HIT THE INFORMANTS WHEELCHAIR FROM THE RIGHT SIDE WITH THE FRONT OF V1, TRAPPING C1 ARM  
 Occurred on SMALLWAYS AT JUNCTION. - LOCATION UNKNOWN

Vehicle Reference 1      Car      Turning right  
 Cycleway      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 28      Breath test Not requested  
 Vehicle direction N to W      Driver Postcode  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 47      Female      Pedestrian      Severity: Slight  
 Pedestrian Direction: E

161607882      12/08/2016      Friday      Time 0828      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS PULLING OUT OF DRIVE WAY ONTO MAIN BUSY ROAD. LOOKED RIGHT TO TURN LEFT, TOWARDS BRISTOL. BUS PASSED NOT SEEING V2. V1 PULLED OUT INFRONT OF V2 CAUSING IMPACT. V2 RIDER KNOCKED OFF.  
 Occurred on A370, OUTSIDE NO.92, AT JUNCTION WITH WEST TOWN ROAD, BACKWELL

Vehicle Reference 1      Car      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 22      Breath test Not requested  
 Vehicle direction NW to NE      Driver Postcode BS483BE  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Motorcycle over 125cc and up to 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 55      Breath test Not requested  
 Vehicle direction SW to NE      Driver Postcode UNKNOWN  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 55      Male      Driver/rider      Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161607887 19/08/2016 Friday Time 0840 Vehicles 2 Casualties 1 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 WAS HEADING FROM FLAX BOURTON TOWARDS WRAXALL. V2 WAS HEADING IN OPPOSITE DIRECTION. V1 HAS SUDDENLY SWERVED ACROSS ONCOMING TRAFFIC. V2 HAS TRIED TO SWERVE AROUND V1. V1 HAS CLIPPED V2 BEFORE HITTING A TELEGRAPH POLE THEN CAUSED NEARSIDE DAMAGE TO V2

Occurred on B3130 CLEVEDON ROAD, FLAX BOURTON

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 21 Breath test Driver not contacted

Vehicle direction SE to NW

Driver Postcode BS32LX

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver 60 Breath test Not requested

Vehicle direction NW to SE

Driver Postcode BS328AG

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161607036      21/08/2016      Sunday      Time 1847      Vehicles 2      Casualties 3      Slight  
 Other      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
 V2 TRAVELLING A38 TOWARDS BRISTOL AIRPORT. V1 PULLED OUT SUDDENLY FROM FOX & GOOSE TOWARDS  
 BISHOPSWORTH, CAUSING V2 TO DRIVE INTO O/S OF V1  
 Occurred on      BRIDGWATER ROAD,OUTSIDE FOX AND GOOSE PUBLIC HOUSE, BARROW GURNEY

Vehicle Reference      1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      29      Breath test      Not requested  
 Vehicle direction      SE to NE      Driver Postcode      RG48BS  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      59      Breath test      Not requested  
 Vehicle direction      NE to SW      Driver Postcode      GL510GL  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      59      Male      Driver/rider      Severity:      Slight

Casualty Reference:      2      Age:      59      Female      Passenger      Severity:      Slight

Casualty Reference:      3      Age:      27      Male      Passenger      Severity:      Slight

---

161608011      22/08/2016      Monday      Time 2230      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface      Dry      Darkness: no street lighting  
 Special Conditions      None      Road Type      Single carriageway  
 V1 WAS BEING DRIVEN FROM THE DIRECTION OF CONGRESBURY TO LANGFORD WHEN THEY HAVE SWERVED ON  
 FAIRLY NEW LAID GRIT & SKIDDED OFF THE ROAD. V1 HAS SPUN & COLLIDED WITH A ROAD SIGN. ONLY SLIGHT  
 INJURY CAUSED TO DRIVER - NO ONE ELSE INVOLVED.  
 Occurred on      STOCK LANE, LANGFORD, NORTH SOMERSET

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      22      Breath test      Not requested  
 Vehicle direction      NW to SE      Driver Postcode      BA32EZ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      22      Male      Driver/rider      Severity:      Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161606455      26/08/2016      Friday      Time 1335      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**BOTH VEHS WERE TRAVELLING FROM THE A38 ALONG FELTON LANE. V1 INDICATED TO TURN RIGHT INTO OLD HILL & STOPPED. V2 WAS DISTRACTED, LOOKED UP & SAW THAT V1 HAD STOPPED. INSUFFICIENT TIME TO REACT & THEREFORE HIT REAR OF V1**

Occurred on      FELTON LANE AT JUNCTION WITH OLD HILL, FELTON

Vehicle Reference      1      Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Back

Age of Driver      22      Breath test      Negative

Vehicle direction      NW to S

Driver Postcode      BS217UA

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Motorcycle over 500cc

Waiting to go ahead but held up

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      24      Breath test      Negative

Vehicle direction      NW to SE

Driver Postcode      BS494PP

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      24      Male      Driver/rider      Severity:      Slight

161606772      26/08/2016      Friday      Time 1533      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**V1 TRAVELLING ALONG A38 WHEN V2 TRAVELLING IN THE OPPOSITE DIRECTION CROSSES ONTO THE OPPOSITE CARRIAGEWAY & COLLIDED HEAD ON WITH V1.**

Occurred on      A38 HAVYATT GREEN JUNCTION WITH THE BEECHES, LANGFORD, BRISTOL

Vehicle Reference      1      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      54      Breath test      Negative

Vehicle direction      SW to NE

Driver Postcode      BS395TL

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      54      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      46      Breath test      Positive

Vehicle direction      NE to SW

Driver Postcode      BS418JQ

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161607873      04/09/2016      Sunday      Time 0107      Vehicles 1      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS COLLIDED WITH A WALL & BLOCKED THE ROAD. NO OTHER VEHICLES INVOLVED.**  
 Occurred on      **BARROW STREET, BARROW GURNEY, BRISTOL**

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	32      Breath test      Not provided (medical)
Vehicle direction	NE to SW	Driver Postcode	PL158LU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	32	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

161608019      08/09/2016      Thursday      Time 0617      Vehicles 1      Casualties 1      Serious  
 Unknown      Road surface Dry      Darkness: street lights present but unlit  
 Special Conditions None      Road Type Single carriageway  
**C1 WAS CROSSING THE ROAD A38 NEAR THE OLD JET GARAGE. V1 CAME DOWN THE HILL & HIT C1 AS C1 CROSSED. C1 LANDED BACK ON THE PAVEMENT- UNKNOWN AGE FOR C1**  
 Occurred on      **A38 BRIDGWATER ROAD, BRISTOL**

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	Breath test      Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:		Male	Pedestrian	Severity:	Serious
Pedestrian Direction: N							

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161608854 28/09/2016 Wednesday Time 1635 Vehicles 2 Casualties 2 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 WAS ON MAIN CARRIAGEWAY TRAVELLING TOWARDS BRISTOL. V2 PULLED ACROSS CARRIAGEWAY & DIRECTLY INTO THE LINE OF ONCOMING TRAFFIC. V1 HAD NO TIME TO STOP OR ATTEMPT TO AVOID V2.

Occurred on A38 BRIDGWATER ROAD, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	24 Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS409UH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	24	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Casualty Reference:	2	Age:	23	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Vehicle Reference	2	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	45 Breath test Not requested
Vehicle direction	W to NE	Driver Postcode	BS233BN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161607421      02/10/2016      Sunday      Time 0120      Vehicles 1      Casualties 5      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 OCCUPIED BY 5 YOUNG MALES WITH THE DRIVER BEING PROVISIONAL LICENCE HOLDER ONLY. V1 HAS  
 APPRAOCHED SLIP ROAD OF A370 FROM B3128 TOO FAST & ATTEMPTED RIGHT TURN AT JCT TOWARDS PARK & RIDE  
 BT WAS TRAVELLING TOO FAST & FAILED TO MAKE TURNING V1 HAS T**  
 Occurred on      B3128 ASHTON ROAD AT JUNCTION WITH PARK AND RIDE, BRISTOL

Vehicle Reference      1      Car      Going ahead right hand bend  
 Not in restricted lane      Overturned  
 First point of impact      Front      Age of Driver      17      Breath test      Negative  
 Vehicle direction      NW to E      Driver Postcode      BS138HY  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age: 17      Male      Driver/rider      Severity: Slight

Casualty Reference:      2      Age: 15      Male      Passenger      Severity: Slight

Casualty Reference:      3      Age: 15      Male      Passenger      Severity: Slight

Casualty Reference:      4      Age: 15      Male      Passenger      Severity: Slight

Casualty Reference:      5      Age: 15      Male      Passenger      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161608186      02/10/2016      Sunday      Time 1440      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 TRAVELLING A370 FRO WSM TO BRISTOL, POSSIBLY AT SPEED BUT CANNOT BE PROVED. V2 TURNING RIGHT FROM BRISTOL TO YATTON. V2 HAS MOVED THROUGH A GREEN LIGHT BUT HAD NOT GIVEN WAY TO V1, WHO ALSO HAS A GREEN LIGHT. BOTH CARS COLLIDED.

Occurred on      A370 BRISTOL JUNCTION WITH B3133 SMALLWAY, CONGRESBURY, BRISTOL

Vehicle Reference      1      Car

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver 40      Breath test Not requested

Vehicle direction      S to NE      Driver Postcode BS161XB

FRV Not foreign registered vehicle      Journey Unknown

Left hand drive No

Vehicle Reference      2      Car

Turning right

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver 47      Breath test Not requested

Vehicle direction      NE to W      Driver Postcode BS494DB

FRV Not foreign registered vehicle      Journey Unknown

Left hand drive No

Casualty Reference:      1      Age: 47      Female      Driver/rider      Severity: Slight

Casualty Reference:      2      Age: 14      Female      Passenger      Severity: Slight

161608320      10/10/2016      Monday      Time 1624      Vehicles 1      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 TRAVELLING ON A370 FROM WESTON TOWARDS CONGRESBURY. V1 HAS SEEN C1 STOOD ON A NEARSIDE PAVEMENT AS IF WANTING TO CROSS. AS V1 HAS GOT CLOSER, C1 HAS JUMPED OUT IN FRONT OF V1 & BEEN HIT CAUSING SEVERE INJURIES

Occurred on      A370 OUTSIDE/BY MOORLAND PARK CARAVAN SITE, HEWISH

Vehicle Reference      1      Goods >= 7.5 tonnes mgw

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver 56      Breath test Negative

Vehicle direction      W to E      Driver Postcode TA64BY

FRV Not foreign registered vehicle      Journey Journey as part of work

Left hand drive No

Casualty Reference:      1      Age: 36      Male      Pedestrian      Severity: Serious

Pedestrian Direction: W

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161607362      10/10/2016      Monday      Time 1400      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 HAD STOPPED AT GIVE WAY ROAD MARKINGS AS THEY WAITING TO CROSS HE EDGED FORWARD TO GET A VIEW  
 TO THE LEFT BUT DIDN'T SEE THE APPROACHING V2 TO HIS RIGHT ON THE MAIN ROAD. V2 WENT INTO SIDE OF V1 -  
 NO FULL POST CODE FOR C1  
 Occurred on LONGWOOD LANE JUNCTION WITH CLARKEN COOMBE, BRISTOL

Vehicle Reference	1	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	30      Breath test Negative
Vehicle direction	NW to SE	Driver Postcode	BS140SG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	48      Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS200BG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	37	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

161607879      13/10/2016      Thursday      Time 1739      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING DOWN BISHOPS ROAD TOWARDS YATTON WHEN V2 STARTED PULLING OUT OF HIS DRIVE WAY  
 FACING FORWARDS. V1 DIDN'T HAVE TIME TO STOP & COLLIDED WITH THE PASSENGER SIDE OF V2. V1 SWERVED, HIT  
 A KERB & OVERTURNED  
 Occurred on BISHOPS ROAD, CLEEVE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			Overtaken
First point of impact	Front	Age of Driver	37      Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	BS494LR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	37	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	85      Breath test Not requested
Vehicle direction	NE to NW	Driver Postcode	BS494NG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161608503 21/10/2016 Friday Time 1910 Vehicles 1 Casualties 1 Serious  
Fine without high winds Road surface Dry Darkness: no street lighting  
Special Conditions None Road Type Single carriageway  
C1 STEPPED OUT INTO CARRIAGEWAY WHILST V1 WAS TURNING INTO STONEWELL DRIVE FROM STONEWELL LANE.  
C1 STATED HE HAD A DRINK. JUNCTION UNLIT & CONDITIONS WERE DRY BUT DARK.  
Occurred on STONEWALL DRIVE JUNCTION WITH STONEWALL LANE, CONGRESBURY

Vehicle Reference 1 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 49 Breath test Negative  
Vehicle direction SW to NW Driver Postcode BS494BF  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 64 Male Pedestrian Severity: Serious  
Pedestrian Direction: NE

161607810 25/10/2016 Tuesday Time 1740 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V01 TRAVELLING TOWARDS FLAX BOURTON SLOWED TO ALLOW A VEHICLE TO COME THROUGH FROM THE  
OPPOSITE DIRECTION (PARKED VEHICLES ON BOTH SIDES OF THE ROAD). CYCLIST RAN INTO REAR NEARSIDE OF VAN  
& FELL OFF CAUSING INJURIES. - LOCATION UNKNOWN  
Occurred on WESTON ROAD, LONG ASHTON

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 63 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode BS482B  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Vehicle Reference 2 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 30 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode 0  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight  
Cycle helmet Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161608739      01/11/2016      Tuesday      Time 0738      Vehicles 2      Casualties 1      Slight

Fog or mist      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 WAS TRAVELLING ALONG PROVIDENCE LANE TOWARDS THE JUNCTION WITH THE B3128. V2 WAS TRAVELLING ALONG THE B3128 TOWARDS FAILAND. A LORRY WAS IN FRONT OF V2 & PASSED V1 WAITING TO PULL OUT. V1 HAS SLOWLY PULLED OUT LOOKING RIGHT & DIDNT SEE V2. V2 ALSO

Occurred on      B3128 AT JUNCTION WITH PROVIDENCE LANE, LONG ASHTON

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	24      Breath test      Not requested
Vehicle direction	SE to E	Driver Postcode	BS419JE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	36      Breath test      Not requested
Vehicle direction	E to W	Driver Postcode	BS58AS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	36	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

161608075      02/11/2016      Wednesday      Time 1620      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface      Dry      Daylight

Special Conditions      None      Road Type      Single carriageway

C1 ON RECYCLING LORRY STEPPED OF RECYCLING LORRY & WALKED TOWARDS THE FRONT OF THE RECYCLING VEHICLE WHEN V1, APPROACHING FROM THE REAR AT APPROXIMATELY 35-40MPH, DROVE OVER C1 FOOT.

Occurred on      B3130 BARROW STREET, BARROW GURNEY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	61      Breath test      Not requested
Vehicle direction	SE to NW	Driver Postcode	BS208QY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	18	Male	Pedestrian	Severity:	Slight
	9						

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161608501      11/11/2016      Friday      Time 1433      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS PULLING OUT FROM BROCKLEY HALL INTENDING TO TURN RIGHT. V2 WAS TRAVELLING DOWN FORM  
 BROCKLEY LANE APPROACHING BROCKLEY HALL DRIVEWAY ON HIS LEFT. V1 STARTED TO PULL AWAY FROM  
 JUNCTION & V2 HAS SEEN V1 START TO PULL OUT BUT DIDNT HAVE TIME TO B  
 Occurred on      BROCKLEY LANE, BROCKLEY, BACKWELL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	84      Breath test      Driver not contacted
Vehicle direction	SW to SE	Driver Postcode	BS483AZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	58      Breath test      Not applicable
Vehicle direction	SE to NW	Driver Postcode	BS94RZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      58      Male      Driver/rider      Severity:      Serious

Cycle helmet      Not known

161608917      11/11/2016      Friday      Time 1550      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING TOWARDS TOWARDS JUNCTION WITH BRISTOL ROAD & HIGH STREET. V1 WAS IN THE LEFT  
 LANE IN SLOW MOVING TRAFFIC, WHEN C1 HAS RUN IN FRONT OF V1 IN AN ATTEMPT TO CROSS THE ROAD. V1  
 COULD NOT STOP IN TIME & COLLIDED WITH C1.  
 Occurred on      A370 BRISTOL ROAD, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	27      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	BS229LY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      31      Male      Pedestrian      Severity:      Slight  
 Pedestrian Direction: SW

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161608941      18/11/2016      Friday      Time 0931      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Dual carriageway  
 V1 HAS BEEN WAITING TO EXIT THE B3128 , TO JOIN THE A370. V2 HAS BEGUN TO PULL OUT WHEN A BUS  
 TRAVELLINJG ALONG THE A370 TOWARDS THEM HAS PULLED INTO THE BUS LANE JUST PRIOR TO REACHING THE  
 JUNCTION WHERE V2 WAS PULLING OUT OF. AS A RESULT V2 HAS TO  
 Occurred on B3128 ASHTON ROAD AT JUNCTION WITH A370, ASHTON

Vehicle Reference	1	Car	Waiting to turn left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	32      Breath test      Not requested
Vehicle direction	W to NE	Driver Postcode	BS231BG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	36	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

Vehicle Reference	2	Car	Waiting to turn left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	72      Breath test      Not requested
Vehicle direction	W to NE	Driver Postcode	BS419LY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

161608939      18/11/2016      Friday      Time 1550      Vehicles 1      Casualties 1      Serious  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 TRAVELLING ALONG STATION ROAD FROM THE DIRECTION OF THE RAILWAY BRIDGE. C1 ON THE OPPOSITE SIDE  
 OF THE ROAD HAS CROSSED OVER THE FIRST HALF OF THE ROAD BETWEEN TWO CARS, WHICH WERE WAITING IN  
 STATIONARY TRAFFIC. C1 COULDN'T SEE V1 AS C1 CROSSED & V  
 Occurred on STATION ROAD AT JUNCTION WITH AMBERLANDS CLOSE, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	59      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	BS483JQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	11	Female	Pedestrian	Severity:	Serious
Pedestrian Direction:	NE				School pupil to or from school		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161608940 18/11/2016 Friday Time 0845 Vehicles 1 Casualties 1 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 WAS STATIONARY WAITING TO TURN RIGHT INTO MEADOW CLOSE. ANOTHER MOTORIST HAS FLASHED V1 WHO HAS PROCEEDED TO TURN INTO MEADOW CLOSE. C1 WAS CROSSING MEADOW CLOSE & V1 COULDNT SEE C1 DUE TO OTHER VEHS. V1 HAS PULLED INTO THE JUNCTION & COLLIDED WIT

Occurred on MEADOW CLOSE AT JUNCTION WITH STATION ROAD, BACKWELL

Vehicle Reference 1 Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 52 Breath test Not requested

Vehicle direction SE to NE

Driver Postcode BS494HT

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 77 Male Pedestrian Severity: Slight

Pedestrian Direction: NW

161608616 20/11/2016 Sunday Time 2100 Vehicles 2 Casualties 1 Slight

Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

Special Conditions None Road Type Single carriageway

V1 DRIVING ON BRIDGEWATER ROAD, BY AIRPORT TAVERN. VAN CAME OUT INTO THE ROAD ON THE LEFT HAND SIDE AND HIT PASSANGER SIDE DOOR

Occurred on BRIDGEWATER ROAD BRISTOL

Vehicle Reference 1 Car

Turning left

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver 41 Breath test Driver not contacted

Vehicle direction SE to NW

Driver Postcode BS45HW

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 25 Male Passenger Severity: Slight

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 25 Breath test Driver not contacted

Vehicle direction SE to NW

Driver Postcode BS40UR

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

161608937 25/11/2016 Friday Time 1920 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
C1 CROSSING THE ROAD WHEN V1 HAS PULLED OUT OF WEMBERHAM CRESCENT ONTO HORSECASTLE CLOSE &  
COLLIDED WITH C1, CAUSING THEM TO FALL TO THE FALL & HIS LEFT LEG TO BE RUN OVER.  
Occurred on WEMBERHAM CRESCENT AT JUNCTION WITH HORSECASTLE CLOSE, BRISTOL

Vehicle Reference 1 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction SE to SW Driver Postcode Unknown  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 44 Male Pedestrian Severity: Slight  
9

161609161 28/11/2016 Monday Time 1420 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 WAS TRAVELLING DOWN PROVIDENCE LANE TOWARDS LONG ASHTON ROAD. AT THE JUNCTION WITH RAYENS  
CROSS ROAD V2 HAS EXITED THE ROAD WITHOUT SEEING V1, HITTING IT TO THE OFFSIDE AS IT PASSED IN FRONT OF  
V2, CAUSING V1 TO GO TO THE LEFT, CLIP A RAISED GRASS  
Occurred on PROVIDENCE LANE AT JUNCTION WITH RAYENS CROSS ROAD, LONG ASHTON

Vehicle Reference 1 Car Going ahead  
Not in restricted lane Overturned  
First point of impact Offside Age of Driver 25 Breath test Not requested  
Vehicle direction N to S Driver Postcode BS419HU  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 43 Breath test Not requested  
Vehicle direction W to S Driver Postcode BS234HX  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161609100      02/12/2016      Friday      Time 1855      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TURNING ONTO PUDDING PIE LANE WHEN HE COLLIDED WITH C1 DRESSED ALL IN BLACK.**  
 Occurred on      PUDDING PIE LANE, LANGFORD

Vehicle Reference	1	Taxi	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 64	Breath test Driver not contacted
Vehicle direction	S to W	Driver Postcode	BS405JB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	50	Female	Pedestrian	Severity:	Slight
Pedestrian Direction: N							

161609711      10/12/2016      Saturday      Time 0055      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: street lights present but unlit  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TURNING FROM SMALLWAY INTO FROST HILL & FAILED TO SEE THE V2 TRAVELLING IN THE OPPOSITE DIRECTION. V2 WAS UNLIT & HAD NO HI VIZ MARKINGS.**  
 Occurred on      B3133 SMALLWAY AT JUNCTION WITH FROST HILL, YATTON

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 48	Breath test Negative
Vehicle direction	SE to NE	Driver Postcode	DE451EQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 29	Breath test Not applicable
Vehicle direction	NW to SE	Driver Postcode	BS495BH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	29	Male	Driver/rider	Severity:	Slight
Cycle helmet Not known							

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161609803      18/12/2016      Sunday      Time 0350      Vehicles 1      Casualties 1      Serious  
 Fine without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 DID NOT NEGOTIATE A LEFT HAND BEND. CROSSED ROAD & COLLIDED WITH A SOLID WALL**  
 Occurred on      A370 MAIN ROAD, FLAX BOURTON

Vehicle Reference	1	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	25      Breath test      Positive
Vehicle direction	SW to NW	Driver Postcode	TA246HA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	25	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

161700024      23/12/2016      Friday      Time 2044      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS ON THE APPROACHING THE ROUNDABOUT & BELIEVED A VEH WAS COMING ALL THE WAY AROUND THE ROUNDABOUT. V1 COLLIDED WITH THE REAR OF V2 AS THE DRIVER BELIEVED V2 WAS GOING TO MOVE OFF. (ON JUNCTION TO NEW ROUNDABOUT FOR SOUTH LINK ROAD)**  
 Occurred on      A370 LONG ASHTON BYPASS, LONG ASHTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	18      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS408XX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	57      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS200AY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	57	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	2	Age:	60	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

161700558      30/12/2016      Friday      Time 1550      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 WAS TRAVELLING ALONG THE A38 HEADING TOWARDS BRISTOL AIRPORT. TRAFFIC WAS HEAVY WITH QUES TRAFFIC IN EACH DIRECTION. V1 APPROACHED THE JUNCTION OF DIAL LANE V2 WAS EDGING OUT OF DIAL LANE. AS V2 PULLED OUT V1 WENT INTO THE OFFSIDE OF V2.

Occurred on      A38 BRIDGEWATER AT JUNCTION WITH DIAL LANE

Vehicle Reference      1      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      42      Breath test      Negative

Vehicle direction      NE to SW

Driver Postcode      BS353LN

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Offside

Age of Driver      18      Breath test      Negative

Vehicle direction      S to NE

Driver Postcode      BS409YA

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      18      Female      Driver/rider      Severity:      Slight

171700274      02/01/2017      Monday      Time 1200      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 WAS DRIVING DOWN STATION ROAD. V1 THEN TURNED INTO EMBERCOURT DRIVE, V1 WAS BLINDED BY SUN & HAS THEN HIT V2, WHO WAS IN THE MIDDLE OF EMBERCOURT DRIVE WAITING TO COME OUT ONTO STATION ROAD.

Occurred on      STATION ROAD AT JUNCTION WITH EMBERCOURT DRIVE, BACKWELL, BRISTOL

Vehicle Reference      1      Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      79      Breath test      Negative

Vehicle direction      NW to SW

Driver Postcode      BS483NW

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Pedal cycle

Slowing or Stopping

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      43      Breath test      Not applicable

Vehicle direction      SW to NE

Driver Postcode      BS151FE

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      43      Female      Driver/rider      Severity:      Slight

Cycle helmet      Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171700179      09/01/2017      Monday      Time 1550      Vehicles 2      Casualties 1      Slight  
Other      Road surface      Wet/Damp      Daylight  
Special Conditions      None      Road Type      Single carriageway  
V2 CAME FROM BEHIND V1 & DIDNT GIVE SUFFICIENT ROOM. V2 HIT V1'S ELBOW CAUSING CYCLIST TO FALL OFF BIKE CAUSING INJURY & DAMAGE TO BIKE. V1 CARRIED ON WITHOUT STOPPING.  
Occurred on      A370 WEST TOWN ROAD AT JUNCTION WITH CHELVEY ROAD, BACKWELL

Vehicle Reference      1      Pedal cycle      Going ahead  
Not in restricted lane      No skidding, jack-knifing or overturning  
First point of impact      Offside      Age of Driver      17      Breath test      Driver not contacted  
Vehicle direction      NE to SW      Driver Postcode      BS481JD  
FRV      Not foreign registered vehicle      Journey      Unknown  
Left hand drive      No  
  
Casualty Reference:      1      Age:      17      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference      2      Van or Goods <= 3.5 tonnes mgw      Overtaking moving vehicle on its offside  
Not in restricted lane      No skidding, jack-knifing or overturning  
First point of impact      Nearside      Age of Driver           Breath test      Driver not contacted  
Vehicle direction      NE to SW      Driver Postcode      Unknown  
FRV      Not foreign registered vehicle      Journey      Unknown  
Left hand drive      No

171700370      10/01/2017      Tuesday      Time 1117      Vehicles 1      Casualties 1      Slight  
Fine without high winds      Road surface      Dry      Daylight  
Special Conditions      None      Road Type      Single carriageway  
C1 WAS WALKING ALONG FARLEIGH ROAD TOWARDS THE JUNCTION WITH DARK LANE, BACKWELL. AT THE SET OF TRAFFICS LIGHTS C1 WAS WALKING BEHIND TWO ELDERLY FEMALES. ALL WERE ON FOOT PATH. V1 WAS TRAVELLING ALONG THE SAME DIRECTION ON THE ROAD. C1 HAS THEN STEP  
Occurred on      FARLEIGH ROAD OUTSIDE/BY FARLEIGH RD AT JUNCTION WITH DARK LANE, BACKWELL, BR

Vehicle Reference      1      Car      Going ahead  
Not in restricted lane      No skidding, jack-knifing or overturning  
First point of impact      Did not impact      Age of Driver      43      Breath test      Not requested  
Vehicle direction      NE to SW      Driver Postcode      BS45AS  
FRV      Not foreign registered vehicle      Journey      Unknown  
Left hand drive      No  
  
Casualty Reference:      1      Age:      37      Female      Pedestrian      Severity:      Slight  
Pedestrian Direction: SW

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171700349      10/01/2017      Tuesday      Time 1810      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface      Wet/Damp      Darkness: no street lighting  
 Special Conditions      None      Road Type      Single carriageway  
**V1 HAS COLLIDED WITH THE WALL ON NEARSIDE CAUSING PUNCTURE, SPIN ACROSS ROAD INTO ONCOMING V2 - LOCATION UNCLEAR**  
 Occurred on      **BARROW STREET OUTSIDE/BY BARROW RD, BRISTOL**

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	78      Breath test      Negative
Vehicle direction	SE to NW	Driver Postcode	BS409YL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	78	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	54      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	BS91BQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

171703244      18/01/2017      Wednesday      Time 1845      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface      Wet/Damp      Darkness: street lights present and lit  
 Special Conditions      None      Road Type      Single carriageway  
**V1 IS TRAVELLING ON HIGH STREET TOWARDS CONGRESBURY. V2 IS TRAVELLING ON HIGH STREET TOWARDS YATTON. V1 HAS TURNED RIGHT INTO CHURCH ROAD & UPON DOING SO HAS HIT V2**  
 Occurred on      **B3133 HIGH STREET AT JUNCTION WITH CHURCH ROAD, YATTON**

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	76      Breath test      Negative
Vehicle direction	NW to SW	Driver Postcode	BS207PL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	19      Breath test      Negative
Vehicle direction	SE to NW	Driver Postcode	BS494PZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	19	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171701645      20/01/2017      Friday      Time 1214      Vehicles 3      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING ALONG A38 WHEN THE VEH CAME TO A STOP WAITING TO TURN RIGHT ONTO DIAL LANE. V3 HAS THEN STRUCK THE REAR OF V1 CAUSING IT TO SHUNT FORWARDS INTO THE PATH OF V2. ALL VEH CAME TO REST IN THE MAIN CARRIAGEWAY

Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH DIAL LANE, BARROW GURNEY

Vehicle Reference      1      Car

Waiting to turn right

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Back      Age of Driver      54      Breath test      Not requested

Vehicle direction      SW to SE      Driver Postcode      BS70TU

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      54      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      77      Breath test      Not requested

Vehicle direction      NE to SW      Driver Postcode      BS139HU

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Vehicle Reference      3      Car

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      57      Breath test      Not requested

Vehicle direction      SW to NE      Driver Postcode      LE38BH

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171700593      24/01/2017      Tuesday      Time 1700      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS WAITING AT THE JUNCTION WHEN V2 HIT THE REAR OF V1 & DROVE OFF**  
 Occurred on      LONGWOOD LANE AT JUNCTION WITH B3128 CLEVEDON ROAD, FAILAND, BRISTOL

Vehicle Reference	1	Pedal cycle	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	43      Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	BS419DJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age:	43      Female      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	73      Breath test      Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	BS419LJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

171701929      12/02/2017      Sunday      Time 1340      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS BEEN INDICATING RIGHT & STARTED TO TURN. V2 HAS BEEN OVERTAKING & HIT THE OFFSIDE FRONT WHEEL & BUCKET OF V1 - UNKNOWN REG V1 BUT IS A CAR (FORD)**  
 Occurred on      WESTON ROAD, LONG ASHTON

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	45      Breath test      Negative
Vehicle direction	E to N	Driver Postcode	BS419BS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Vehicle Reference	2	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	47      Breath test      Negative
Vehicle direction	E to W	Driver Postcode	SN105FQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age:	42      Female      Passenger      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171701117      13/02/2017      Monday      Time 1645      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING OUTBOUND ON CYCLE LANE. V2 WAS EXITING CAR PARK ACROSS CYCLE LANE & HAD STOPPED. V1 CYCLIST WENT INTO THE SIDE OF V2.**  
 Occurred on ASHTON ROAD, LONG ASHTON, BRISTOL

Vehicle Reference 1      Pedal cycle      Going ahead  
 Cycle lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 42      Breath test Driver not contacted  
 Vehicle direction NE to SW      Driver Postcode BS419LJ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 42      Male      Driver/rider      Severity: Slight

Cycle helmet Not known

Vehicle Reference 2      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Nearside      Age of Driver 30      Breath test Driver not contacted  
 Vehicle direction N to NE      Driver Postcode  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

171701581      14/02/2017      Tuesday      Time 1020      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING ALONG THE A370 TOWARDS CONGRESBURY. V2 WAS DIRECTLY IN FORNT OF V1. V2 CAME TO A STOP IN THE CARRIAGEWAY ALLOWING THE VEH DIRECTLY IN FRONT OF IT TO TURN RIGHT. V1 CONTINUED FORWARD AT SPEED, NOT SEEING THAT V2 HAD STOPPED. V1 COLLI**  
 Occurred on A370 OUTSIDE/BY CONGRESBURY MOTORS, CONGRESBURY

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 46      Breath test Not provided (medical)  
 Vehicle direction NW to SE      Driver Postcode BS41TT  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 46      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 35      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS228SR  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 2      Age: 34      Female      Passenger      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171701248      18/02/2017      Saturday      Time 0500      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface      Wet/Damp      Darkness: no street lighting  
 Special Conditions      None      Road Type      Single carriageway  
**V1 HIT PATCH OF MUD BY KERB & SLIPPED CAUSING VEH TO DRIVE INTO SMALL TREES ON NEARSIDE**  
 Occurred on      B3128 CLEVEDON ROAD OUTSIDE/BY LONG ASHTON GOLF CLUB, FAILAND

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      Skidded  
 First point of impact      Front      Age of Driver      21      Breath test      Driver not contacted  
 Vehicle direction      E      to      W      Driver Postcode      BS217XG  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      19      Female      Passenger      Severity:      Slight

171703267      23/02/2017      Thursday      Time 2223      Vehicles 2      Casualties 2      Slight  
 Raining without high winds      Road surface      Wet/Damp      Darkness: street lights present and lit  
 Special Conditions      None      Road Type      Single carriageway  
**V2 WAS TRAVELLING UP THE HILL OF THE A38 BARROW TANKS, BARROW GURNEY. V1 HAS BEEN WAITING TO PULL OUT OF THE FOX AND GOOSE PH TO TURN LEFT ONTO A38. V1 HAS THEN PULLED OUT INTO THE PATH OF V2**  
 Occurred on      A38 BARROW GURNEY TANKS ,BARROW GURNEY, BRISTOL

Vehicle Reference      1      Car      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      18      Breath test      Negative  
 Vehicle direction      E      to      SW      Driver Postcode      BS139EX  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      18      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      44      Breath test      Negative  
 Vehicle direction      NE      to      SW      Driver Postcode      BS407AD  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      2      Age:      44      Male      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171701517      28/02/2017      Tuesday      Time 0845      Vehicles 1      Casualties 1      Slight

Raining without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS ON STATION ROAD TRAVELLING FROM YATTON STATION TO BACKWELL SCHOOL, IT HAS GONE PASSED AN OVER HANGING TREE & THE BRANCHES HAVE SHATTERED & SMASHED THE WINDOWS ON THE SECOND FLOOR, INJURING C1

Occurred on      STATION ROAD FROM YATTON TO BACKWELL

Vehicle Reference	1	Bus or coach	Going ahead
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Offside	Age of Driver	50      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	UNKNOWN
FRV	Not foreign registered vehicle	Journey	Taking pupil to/from school
Left hand drive	No		

Casualty Reference:	2	Age:	12	Female	Passenger	Severity:	Slight
				School pupil to or from school			

171701907      28/02/2017      Tuesday      Time 0644      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Wet/Damp      Darkness: street lighting unknown

Special Conditions None      Road Type Dual carriageway

V1 WAS TRAVELLING OUT OF BRISTOL TOWARDS NAILSEA & HAS OVERTAKEN A VEH IN LANE 2. V1 PULLED BACK INTO LANE 1, V1 HAS SEEN V2. DUE TO BEING CLOSE, V1 HAS PULLED BACK INTO LANE 2 BUT LOST CONTROL. THIS CAUSED V1 TO SWING INTO & BOUNCE OFF LAMP COLUMN &

Occurred on      A370 LONG ASHTON BYPASS, BRISTOL.

Vehicle Reference	1	Car	Overtaking moving vehicle on its offside
Not in restricted lane		Skidded	
First point of impact	Front	Age of Driver	25      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS130PD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	25	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Going ahead
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Back	Age of Driver	51      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS79SJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	51	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171701992 05/03/2017 Sunday Time 1215 Vehicles 2 Casualties 1 Slight

Raining with high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 WAS LEFT BRISTOL AIRPORT & TURNED RIGHT ON TO DOWNSIDE ROAD, HEADING IN THE DIRECTION OF FELTON.  
V2 WAS TRAVELLING DOWN HYATTS WOOD ROAD, TOWARDS THE JUNCTION WITH DOWNSIDE ROAD. DUE TO THE  
JUNCTION LAYOUT, V2 SLOWLY EMERGED FROM THE JUNCTION BUT,

Occurred on ON DOWNSIDE ROAD AT JUNCTION WITH HYATTS WOOD ROAD, BRISTOL, NORTH SOMERSE

Vehicle Reference	1	Motorcycle over 500cc	Going ahead
Not in restricted lane		Skidded	
First point of impact	Front	Age of Driver	30
Vehicle direction	SW to NE	Breath test	Negative
FRV	Not foreign registered vehicle	Driver Postcode	BS405TH
Left hand drive	No	Journey	Unknown

Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Minibus	Turning right
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Nearside	Age of Driver	30
Vehicle direction	N to S	Breath test	Negative
FRV	Not foreign registered vehicle	Driver Postcode	BS151DE
Left hand drive	No	Journey	Journey as part of work

171702140 09/03/2017 Thursday Time 0913 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS DRIVING TOWARDS JUNCTION OF B3133 TOWARDS CONGRESBURY & WAS WAITING TO TURN RIGHT. V2 WAS  
DRIVING ON A38 TOWARDS BRISTOL WHO WAS SLOWING DOWN DUE TO NATURE OF THE ROAD. V1 STARTED TO  
CREEP INTO OPPOSITE LANE & AS V1 CREEPED, V2 COLLIDED WITH V

Occurred on A38 BYPASS AT JUNCTION WITH B3133, LANGFORD, BRISTOL.

Vehicle Reference	1	Goods >= 7.5 tonnes mgw	Going ahead
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver	50
Vehicle direction	NE to N	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	BS352JQ
Left hand drive	No	Journey	Journey as part of work

Vehicle Reference	2	Car	Going ahead
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver	39
Vehicle direction	SW to NE	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	BS251TG
Left hand drive	No	Journey	Unknown

Casualty Reference:	1	Age:	39	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703864      18/03/2017      Saturday      Time 1850      Vehicles 4      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING ON A38 AWAY FROM BRISTOL AIRPORT. VK2 WAS TRAVELLING A38 TOWARDS BRISTOL. V1 HAS  
 TURNED RIGHT TOWARDS AIRPORT TRAVERN INTO THE PATH OF V2. V2 HAS HIT THE SIDE OF B1, CAUSING IT TO  
 ROLL ONTO ITS SIDE. V2 HAS GONE INTO PARKED V3 & V1**  
 Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH UAIRPORT TAVERN, LULSGATE

Vehicle Reference	1	Car	Turning right
Not in restricted lane			Overtaken
First point of impact	Nearside	Age of Driver	44
Vehicle direction	NE to NW	Breath test	Driver not contacted
FRV	Not foreign registered vehicle	Driver Postcode	BS409YN
Left hand drive	No	Journey	Unknown

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	26
Vehicle direction	SW to NE	Breath test	Driver not contacted
FRV	Not foreign registered vehicle	Driver Postcode	BS138NA
Left hand drive	No	Journey	Unknown

Casualty Reference:	1	Age:	21	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Vehicle Reference	3	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30
Vehicle direction	Park to Parked	Breath test	Driver not contacted
FRV	Not foreign registered vehicle	Driver Postcode	CF478HP
Left hand drive	No	Journey	Unknown

Vehicle Reference	4	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30
Vehicle direction	Park to Parked	Breath test	Driver not contacted
FRV	Not foreign registered vehicle	Driver Postcode	NE263DJ
Left hand drive	No	Journey	Unknown



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171702358      22/03/2017      Wednesday      Time 1939      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING UP BROCKLEY COOMBE HEADING IN THE DIRECTION OF THE AIR PORT. V2 HEADING DOWN BROCKLEY COOMBE IN THE DIRECTION OF THE A370. V2 HAS LOST CONTROL ON A BEND & GONE ONTO THE WRONG SIDE OF THE ROAD INTO THE PATH OF V1 HITTING IT HEAD ON.**  
 Occurred on      BROCKLEY COOMBE, BACKWELL, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead left hand bend			
Not in restricted lane			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	49	Breath test	Not requested
Vehicle direction	W to SE			Driver Postcode	BS494BN	
FRV	Not foreign registered vehicle			Journey	Unknown	
Left hand drive	No					
Casualty Reference:	1	Age: 47	Female	Passenger	Severity:	Slight
Casualty Reference:	2	Age: 49	Male	Driver/rider	Severity:	Slight

Vehicle Reference	2	Car	Going ahead right hand bend			
Not in restricted lane			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	39	Breath test	Positive
Vehicle direction	SE to W			Driver Postcode	BS228BD	
FRV	Not foreign registered vehicle			Journey	Unknown	
Left hand drive	No					

---

171702510      24/03/2017      Friday      Time 1826      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**PEDESTRIAN HAS FAILED TO LOOK PROPERLY BEFORE WALKING OUT INTO TRAFFIC & IN FRONT OF V1.**  
 Occurred on      LADYMEAD LANE AT JUNCTION WITH A38 BRISTOL ROAD, CHURCHILL.

Vehicle Reference	1	Car	Going ahead			
Not in restricted lane			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	65	Breath test	Not requested
Vehicle direction	SW to NE			Driver Postcode	BS249QA	
FRV	Not foreign registered vehicle			Journey	Unknown	
Left hand drive	No					
Casualty Reference:	1	Age: 35	Female	Pedestrian	Severity:	Slight
Pedestrian Direction: NW						

---

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171702100 25/03/2017 Saturday Time 1615 Vehicles 2 Casualties 2 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 WAS RIDING IN THE WSM DIRECTION WHEN V02 SWERVED INTO HIM KNOCKING C1 OFF V1  
Occurred on A370 MAIN ROAD OUTSIDE/BY HOLY TRINITY CHURCH, CLEEVE, NORTH SOMERSET

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 30 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode BS483PG  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight

Cycle helmet Not known

Vehicle Reference 2 Motorcycle over 125cc and up to 500cc Overtaking moving vehicle on its offside  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 23 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode BS308AY  
FRV Not foreign registered vehicle Journey Journey as part of work  
Left hand drive No

Casualty Reference: 2 Age: 23 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703011      30/03/2017      Thursday      Time 2355      Vehicles 2      Casualties 2      Serious  
 Fine without high winds      Road surface Dry      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
 V1 IS TRAVELLING TOWARDS WESTON SUPER MARE. V2 IS TRAVELLING TOWARDS BRISTOL. V1 HAS DRIFTED ACROSS  
 THE ROAD & COLLIDED WITH V2 . V2 HAS COME TO REST DOWN THE ROAD HAVING SPUN & HIT THE WALL OF THE  
 PUB.  
 Occurred on      A370 RHODYATE HILL, CONGRESBURY

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	21      Breath test      Not provided (medical)
Vehicle direction	NE to SW	Driver Postcode	BS233AY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 21	Female      Driver/rider      Severity: Serious

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	26      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS483LT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 26	Male      Driver/rider      Severity: Slight

171702622      09/04/2017      Sunday      Time 1345      Vehicles 1      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 TRAVELLING IN THE DIRECTION OF BRISTOL, V1 STATES THAT C1 WALKED OUT INFORT OF V1, CAUSING V1 TO HIT  
 C1  
 Occurred on      A370, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	31      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS29JQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 76	Male      Pedestrian      Severity: Serious
Pedestrian Direction: N			

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171702628      09/04/2017      Sunday      Time 1645      Vehicles 2      Casualties 5      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING TOWARDS BRISTOL, AS V1 NEGOTIATED GRADUAL RIGHT HAND BEND, V1 STRUCK NEARSIDE KERB CAUSING V1 TO LOSE CONTROL & COLLIDE WITH V2 TRAVELLING IN OPPOSITE DIRECTION - NO POSTCODE FOR C2**  
 Occurred on      A38, LANGFORD, NORTH SOMERSET

Vehicle Reference      1      Car      Going ahead right hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      34      Breath test      Negative  
 Vehicle direction      SW to NE      Driver Postcode      BS313AN  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      34      Female      Driver/rider      Severity:      Slight

Casualty Reference:      2      Age:      34      Female      Passenger      Severity:      Slight

Casualty Reference:      3      Age:      65      Male      Passenger      Severity:      Slight

Vehicle Reference      2      Car      Going ahead left hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      41      Breath test      Negative  
 Vehicle direction      NE to SW      Driver Postcode      PL288LN  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      4      Age:      41      Male      Driver/rider      Severity:      Slight

Casualty Reference:      5      Age:      46      Male      Passenger      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171702770      10/04/2017      Monday      Time 1023      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 APPROACHED THE B3128 FROM PROVIDENCE LANE. V2 APPROACHED THE JUNCTION WITH PROVIDENCE LANE FROM BRISTOL DIRECTION TOWARDS CLEVEDON. V1 APPEARS NOT TO HAVE GIVEN WAY & CROSSED THE JUNCTION. V2 MAKES EVADING ACTION BUT HIT V1 ON THE REAR OFFSIDE WHE

Occurred on B3128 CLARKEN COOMBE AT JUNCTION WITH PROVIDENCE LANE, LONG ASHTON

Vehicle Reference	1	Car	Waiting to turn left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	45      Breath test      Negative
Vehicle direction	SE to W	Driver Postcode	SA79QJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	45	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	61      Breath test      Negative
Vehicle direction	E to W	Driver Postcode	TQ124RS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	61	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

171702767      15/04/2017      Saturday      Time 0310      Vehicles 1      Casualties 1      Serious

Fine without high winds      Road surface Dry      Darkness: no street lighting

Special Conditions None      Road Type Single carriageway

V1 TRAVELLING BACK TO BRISTOL FROM FAILAND DIRECTION. IT FAILED TO NEGOTIATE A LEFT HAND BEND & CROSSED OVER TO THE OFFSIDE INTO SOME UNDERGROWTH. V1 COLLIDED HEAD ON WITH A TREE

Occurred on CLARKENCOOMBE, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	28      Breath test      Positive
Vehicle direction	NW to SE	Driver Postcode	BS29UX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	28	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703400      22/04/2017      Saturday      Time 1203      Vehicles 2      Casualties 4      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS SLOWING TO A STOP BEHIND A VEH TURNING RIGHT WHEN V2 DROVE STRAIGHT INTO THE REAR OF V1.**  
 Occurred on      A370 WESTON ROAD, CONGRSBURY

Vehicle Reference      1      Car      Slowing or Stopping  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      59      Breath test      Negative  
 Vehicle direction      E to W      Driver Postcode      BS255RJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      59      Female      Driver/rider      Severity:      Slight

Casualty Reference:      3      Age:      26      Female      Passenger      Severity:      Slight

Casualty Reference:      4      Age:      30      Female      Passenger      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      29      Breath test      Negative  
 Vehicle direction      E to W      Driver Postcode      BS495DL  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age:      29      Female      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703856      26/04/2017      Wednesday      Time 0846      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING SOUTH ON BRISTOL ROAD IN MEDIUM TRAFFIC & WAS APPROACHING THE JUNCTION WITH SMALLWAY WITH A GREEN LIGHT. V2 HAD BEEN TRAVELLING NORTH ON BRISTOL ROAD & WAS WAITING TO TURN RIGHT ONTO SMALLWAY TOWARDS KENT ROAD. WHEN V2 GOT A GREEN L

Occurred on      A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGRESBURY

Vehicle Reference      1      Car

Going ahead

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      17      Breath test      Not requested

Vehicle direction      NE to SW      Driver Postcode      BS494HE

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Car

Turning right

Not in restricted lane      No skidding, jack-knifing or overturning

First point of impact      Nearside      Age of Driver      20      Breath test      Not requested

Vehicle direction      SW to E      Driver Postcode      BS251JW

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      20      Female      Driver/rider      Severity:      Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703678      07/05/2017      Sunday      Time 0820      Vehicles 2      Casualties 6      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING TOWARDS BRISTOL ON THE A370. V2 WAS TRAVELLING UP SLIP ROAD FROM B3130 PERFORMED & ILLEGAL RIGHT TURN ACROSS CHEVRON MARKINGS ENTERING THE SINGLE LANE IN ATTEMPT TO PERFORM A U TURN. AS A RESULT OF V2'S MANOEUVRE, V1 COLLIDED WITH R

Occurred on A370 MAIN ROAD AT JUNCTION WITH B3130, FLAX BOURTON, BRISTOL

Vehicle Reference	1	Minibus	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 41      Breath test Not requested
Vehicle direction	W to E		Driver Postcode BS247LJ
FRV	Not foreign registered vehicle		Journey Journey as part of work
Left hand drive	No		

Casualty Reference:	1	Age: 41	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

Casualty Reference:	2	Age: 30	Male	Passenger	Severity: Slight
---------------------	---	---------	------	-----------	------------------

Casualty Reference:	3	Age: 30	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

Casualty Reference:	4	Age: 30	Male	Passenger	Severity: Slight
---------------------	---	---------	------	-----------	------------------

Casualty Reference:	5	Age: 30	Male	Passenger	Severity: Slight
---------------------	---	---------	------	-----------	------------------

Casualty Reference:	6	Age: 30	Male	Passenger	Severity: Slight
---------------------	---	---------	------	-----------	------------------

Vehicle Reference	2	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 27      Breath test Not requested
Vehicle direction	SE to E		Driver Postcode TQ110BN
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703877      08/05/2017      Monday      Time 1734      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING FROM ASTHON COURT, TOWARDS NAILSEA. V2 WAS PARKED AT THE SIDE OF THE ROAD FACING TOWARDS TRAFFIC. V1 HAS THEN HIT V2 & FLIPPED ONTO IT'S ROOF CUASING MINOR INJURIES TO DRIVER.

Occurred on      LONG ASHTON ROAD, LONG ASHTON

Vehicle Reference      1      Car

Going ahead

Not in restricted lane

Overturned

First point of impact      Front

Age of Driver      40      Breath test      Negative

Vehicle direction      NE to SW

Driver Postcode      BS419LS

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age: 40      Female      Driver/rider      Severity: Slight

Vehicle Reference      2      Car

Parked

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      30      Breath test      Not requested

Vehicle direction      Park to Parked

Driver Postcode      BS419DL

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171703870 12/05/2017 Friday Time 1359 Vehicles 3 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

AN UNKNOWN VEH WAS POSITIONED IN THE CARRIAGEWAY WAITING TO TURN RIGHT INTO THE JUBILEE PH. V1 WAS WAITING BEHIND THIS VEH, WHEN IT WAS HIT IN THE REAR BY V2. V2 WAS THEN HIT IN THE REAR BY V3, CAUSING V2 TO HIT V1 ONCE MORE.

Occurred on A370 FARLEIGH ROAD, OUTSIDE THE JUBILEE PUBLIC HOUSE, BACKWELL

Vehicle Reference	1	Car	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	55 Breath test Driver not contacted
Vehicle direction	SE to N	Driver Postcode	BS483PL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	52 Breath test Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	0
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 2 Age: 52 Male Driver/rider Severity: Slight

Vehicle Reference	3	Bus or coach	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	45 Breath test Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	BS41AB
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171704072 12/05/2017 Friday Time 0600 Vehicles 2 Casualties 3 Serious  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 WAS TRAVELLING DOWNHILL TOWARDS THE JUNCTION WITH THE A370. V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. THE ROAD CONSISTS OF A SERIES OF BENDS. AS V1 APPROACHED A LEFT HAND BEND IT TRAVELLED ACROSS THE MIDDLE OF THE CARRIAGEWAY INTO THE PATH OF T  
Occurred on BROCKLEY COOMBE ROAD, BROCKLEY COMBE

Vehicle Reference 1 Car Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 18 Breath test Negative  
Vehicle direction SE to NW Driver Postcode BS396JN  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead right hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 69 Breath test Negative  
Vehicle direction NW to SE Driver Postcode BS232HA  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 2 Age: 69 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 42 Female Passenger Severity: Serious

171703190 14/05/2017 Sunday Time 0300 Vehicles 1 Casualties 1 Fatal  
Raining without high winds Road surface Wet/Damp Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway  
V1 WAS BEING RIDDEN IN THE DIRECTION OF DUNDRY FROM BRISTOL. V1 HAD CROSSED THE ROAD TO THE OFFSIDE, WERE V1 HAS COLLIDED WITH LARGE STONES OUTSIDE PROPERTY BOUNDARY. C1 COLLIDED WITH STONES & SUSTAINED FATAL INJURIES  
Occurred on HIGHRIDGE ROAD, DUNDRY, BRISTOL

Vehicle Reference 1 Motorcycle over 125cc and up to 500cc Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 27 Breath test Not provided (medical)  
Vehicle direction NE to SW Driver Postcode BS139LQ  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Fatal

Cycle helmet Not a cyclist

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171704585 15/05/2017 Monday Time 0815 Vehicles 2 Casualties 2 Serious

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING DOWN FELTON LANE TOWARDS WINFORD. V2 PULLED OUT OF LONG CROSS ONTO FELTON LANE WHEN HE NOTICED V1 ON THE GRASS VERGE. V2 PULLED OVER TO THE NEAR SIDE & V1 CAME OFF THE GRASS VERGE & ACCELERATED TOWARDS V2. V1 COLLIDED WITH V2 HEAD ON

Occurred on FELTON LANE AT JUNCTION WITH LONG CROSS, WINFORD, NORTH SOMERSET

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 51 Breath test Not requested

Vehicle direction W to E

Driver Postcode BS409UH

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car

Waiting to go ahead but held up

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 52 Breath test Not requested

Vehicle direction E to W

Driver Postcode BS200LP

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 2 Age: 52 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171704917      18/05/2017      Thursday      Time 0735      Vehicles 4      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V4 WAS RESPONDING TO AN EMERGENCY CALL. WHILST EN ROUTE V4 TRAVELLED ALONG THE SOUTH BRISTOL ROAD WITH BLUE LIGHTS & SIRENS IN USE, PASSING SLOW MOVING TRAFFIC AS IT APPROACHED THE A38. V1 SLOWED DOWN & STOPPED TO LET V4 PASS. IN DOING THIS, V2 WENT

Occurred on SOUTH BRISTOL LINK ROAD, A4147, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	60      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	TA52JB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	BS405LJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	54      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	PL13HR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	54	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	4	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

171704731 18/05/2017 Thursday Time 1910 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING TOWARDS CHURCHILL BEHIND V2. V2 BRAKED DUE TO A QUEUE OF TRAFFIC &amp; HAS BEEN HIT IN THE REAR BY V1 CAUSING DAMAGE.

Occurred on A368 BATH ROAD, LANGFORD, BRISTOL

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 18 Breath test Not requested  
 Vehicle direction E to W Driver Postcode BA25PR  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Vehicle Reference 2 Motorcycle over 50cc and up to 125cc Waiting to go ahead but held up  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Back Age of Driver 19 Breath test Not requested  
 Vehicle direction E to W Driver Postcode E96PE  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171704742      18/05/2017      Thursday      Time 0725      Vehicles 3      Casualties 3      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Dual carriageway

V1 & V2 WAS STATIONARY IN TRAFFIC TRAVELLING INBOUND TOWARDS BRISTOL. V3 HAS FAILED TO SEE THAT THE TRAFFIC STATIONARY & HAS COLLIDED WITH THE WITH V2, WHICH SHUNTED FORWARD INTO V1

Occurred on LONG ASHTON BYPASS, A370, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 37	Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS483LE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 37	Female	Driver/rider	Severity:	Slight
---------------------	---	---------	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 22	Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS481ND
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age: 22	Male	Driver/rider	Severity:	Slight
---------------------	---	---------	------	--------------	-----------	--------

Casualty Reference:	3	Age: 53	Female	Passenger	Severity:	Slight
---------------------	---	---------	--------	-----------	-----------	--------

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 49	Breath test Negative
Vehicle direction	SW to NE	Driver Postcode	BA18AW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705139      28/05/2017      Sunday      Time 1315      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS DRIVING AWAY FROM BRISTOL ON THE A370. AT THE JCT OF THE B3128 SLIP ROAD, V1 HAS MOVED ACROSS TO TAKE THE SLIP. V1 HAS THEN CHANGED DIRECTION & MOVED BACK ACROSS ONTO THE A370 HITTING V2.**  
 Occurred on A370 ASHTON ROAD AT JUNCTION WITH B3128 SLIP ROAD, BRISTOL

Vehicle Reference 1      Car      Changing lane to left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 84      Breath test Not requested  
 Vehicle direction NE to SW      Driver Postcode BS137PQ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Nearside      Age of Driver 20      Breath test Not requested  
 Vehicle direction NE to SW      Driver Postcode BS232PL  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 20      Female      Driver/rider      Severity: Slight

171705335      07/06/2017      Wednesday      Time 1752      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING THROUGH BARROW GURNEY TOWARDS NAILSEA. FOR UNKNOWN REASON V1 HAS LOST CONTROL & GONE DOWN. C1 & VEH SLID ALONG ROAD WHEN V2 CAME FROM OPPOSITE DIRECTION & COLLIDED**  
 Occurred on B3130 BARROW STREET BY SCHOOL LANE, BARROW GURNEY

Vehicle Reference 1      Motorcycle over 50cc and up to 125cc      Going ahead  
 Not in restricted lane      Skidded  
 First point of impact Front      Age of Driver 35      Breath test Negative  
 Vehicle direction SE to NW      Driver Postcode TA93AF  
 FRV Not foreign registered vehicle      Journey Journey as part of work  
 Left hand drive No

Casualty Reference: 1      Age: 35      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 30      Breath test Not requested  
 Vehicle direction NW to SE      Driver Postcode BS408BD  
 FRV Not foreign registered vehicle      Journey Journey as part of work  
 Left hand drive No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171703882 09/06/2017 Friday Time 1005 Vehicles 1 Casualties 1 Fatal  
Unknown Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 TRAVELLING A370 WESTON ROAD CONGRESBURY TOWARDS HEWISH. APPROACHES PUFFIN CROSSING. V1 COLLIDES WITH C1 ON THE CROSSING CAUSING FATAL INJURIES  
Occurred on A370, STATION ROAD, CONGRESBURY

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 53 Breath test Negative  
Vehicle direction E to W Driver Postcode BS149NU  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 63 Male Pedestrian Severity: Fatal  
Pedestrian Direction: S

171704431 13/06/2017 Tuesday Time 1717 Vehicles 3 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 WAS TRAVELLING TOWARDS BRISTOL ON THE A38 & HAD TO WAIT BEHIND V2, WHO WAS WAITING TO TURN RIGHT ONTO DUNDY LANE. V3 WAS ALSO TRAVELLING TOWARDS BRISTOL & FAILED TO BREAK COLLIDING WITH V1.  
Occurred on A38 AT JUNCTION WITH DUNDY LANE

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 43 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode BS93UU  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Waiting to turn right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Did not impact Age of Driver 54 Breath test Not requested  
Vehicle direction SW to S Driver Postcode BS41JS  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 3 Car Going ahead  
Not in restricted lane Skidded  
First point of impact Front Age of Driver 26 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode BS163AA  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 20 Female Passenger Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171703916      14/06/2017      Wednesday      Time 1730      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS OVERTAKEN BY V2 WHICH IMMEDIATELY TURNED LEFT & V1 COULD NOT STOP & COLLIDED WITH V2.**  
 Occurred on      LONG ASHTON RD AT JUNCTION WITH GLEBE ROAD, LONG ASHTON, BRISTOL

Vehicle Reference      1      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      30      Breath test      Not requested  
 Vehicle direction      NE to SW      Driver Postcode      BS484LZ  
 FRV      Not foreign registered vehicle      Journey      Commuting to/from work  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      30      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference      2      Car      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      62      Breath test      Driver not contacted  
 Vehicle direction      NE to SE      Driver Postcode      BA33QX  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

171703984      18/06/2017      Sunday      Time 1305      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS IN MOVING TRAFFIC ON BRIDGWATER ROAD AFTER MOVING AWAY FROM JUNCTION FOR BARROW GURNEY**  
**HEADING IN TO BRISTOL. V2 WAS IN THE OUTSIDE FILTER LANE BEHIND V1. V2 THEN SPED UP & WAS TRAVELLING**  
**ALONGSIDE V1 WHILST BEING ON THE WRONG SIDE OF THE ROAD**  
 Occurred on      BRIDGWATER RD, NEAR JUNCTION WITH DUNDY, BRISTOL

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      63      Breath test      Driver not contacted  
 Vehicle direction      SW to NE      Driver Postcode      BS405NZ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      63      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Overtaking moving vehicle on its offside  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      35      Breath test      Driver not contacted  
 Vehicle direction      SW to NE      Driver Postcode  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705923      21/06/2017      Wednesday      Time 2000      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway

**BOTH VEHS WERE TRAVELLING IN OPPOSITE DIRECTIONS ON A SINGLE TRACK ROAD. BOTH NEGOTIATED A BEND & MET HEAD ON PART WAY ROUND.**

Occurred on      YANLEY LANE, LONG ASHTON

Vehicle Reference	1	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	49      Breath test      Positive
Vehicle direction	N to S	Driver Postcode	L209AF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 49      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	51      Breath test      Negative
Vehicle direction	S to N	Driver Postcode	BS419LH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 51      Male	Driver/rider      Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171705448 03/07/2017 Monday Time 1613 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

VEH STOPPED ON A370 INDICATING TO TURN RIGHT ONTO CLEEVE HILL ROAD. V1 STOPPED BEHIND TURNING VEH. V2 STOPPED BEHIND V1. V3 FAILED TO STOP HITTING THE REAR OF V2. THE FORCE CAUSED V2 TO MOVE FORWARDS & HIT V1

Occurred on A370 JUNCTION WITH CLEEVE HILL ROAD

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 69 Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode BS137EG
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 25 Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode BS226HR
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 25	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 28 Breath test Not requested
Vehicle direction	SW to NE		Driver Postcode BS148TG
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171705287 04/07/2017 Tuesday Time 1546 Vehicles 2 Casualties 3 Serious

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING ON BACKWELL HILL ROAD TOWARDS BRISTOL AIRPORT. V2 WAS TRAVELLING DOWN LONG LANE. V2 APPROACHED JUNCTION WITH WITH BACKWELL HILL ROAD AT FULL SPEED. V2 HAS HIT V1 ON IT'S FRONT BONNET AS THE V1 HAS PASSED THE JUNCTION. V2 HAS ROLLEDO

Occurred on BACKWELL HILL ROAD JUNCTION WITH LONG LANE, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane		Overturned	
First point of impact	Front	Age of Driver	54
Vehicle direction	NW to SE	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	NP151AJ
Left hand drive	No	Journey	Unknown

Casualty Reference:	1	Age:	54	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

Casualty Reference:	3	Age:	56	Female	Passenger	Severity:	Serious
---------------------	---	------	----	--------	-----------	-----------	---------

Vehicle Reference	2	Van or Goods <= 3.5 tonnes mgw	Going ahead
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver	34
Vehicle direction	W to E	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	BS158JN
Left hand drive	No	Journey	Unknown

Casualty Reference:	2	Age:	34	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171704449      05/07/2017      Wednesday      Time 1620      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS WAITING AT THE JUNCTION OF STONEWELL LANE, WAITING TO TURN RIGHT ONTO BRINSEA ROAD. THERE WAS TRAFFIC ALL THE WAY ALONG BRINSEA ROAD & THERE WAS A GAP & V1 ENTERED BRINISEA ROAD. V2 HAD OVERTOOK THE WAITING TRAFFIC & COLLIDED WITH V1.

Occurred on      STONEWELL LANE, CONGRESBURY OF B3133 BRINSEA ROAD, CONGRESBURY, CONGRESBUR

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	25      Breath test      Driver not contacted
Vehicle direction	SW to S	Driver Postcode	BS249XH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 25      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	S to SW	Driver Postcode	BS405GF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

171705242      05/07/2017      Wednesday      Time 1730      Vehicles 2      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS IN FRONT OF V2. V1 HAS PASSED THROUGH TRAFFIC LIGHTS AT THE JCT BUT APPROX 20 METERS FROM THE LIGHTS THE TRAFFIC HAS COME TO A SHOP DUE TO TRAFFIC VOLUME. V2 HAS ALSO PASSED THROUGH THE LIGHTS BUT FAILED TO STOP WHEN MET WITH THE STATIONARY TR

Occurred on      A4174 COLLITERS WAY, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	47      Breath test      Negative
Vehicle direction	S to N	Driver Postcode	BS137RY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 125cc and up to 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	20      Breath test      Not requested
Vehicle direction	S to N	Driver Postcode	BS139QP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 20      Male	Driver/rider      Severity: Serious
---------------------	---	-------------------	-------------------------------------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705883      13/07/2017      Thursday      Time 0840      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS DRIVING OVER A NARROW RAILWAYS BRIDGE. V2 WAS COMING THE OTHER WAY. V1 HAS SWERVED TO AVOID V2, BUT V1 COLLIDED WITH V2. V1 HAS THEN SPUN & HIT THE RAILWAY BRIDGE**  
 Occurred on      CLAVERTHAM DROVE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	23      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	BA84HW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	23	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	58      Breath test      Negative
Vehicle direction	SE to NW	Driver Postcode	BS158BF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

171706012      15/07/2017      Saturday      Time 1822      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 DROVE THROUGH AUTOMATIC TRAFFIC SIGNAL & WAS HIT BY V2.**  
 Occurred on      A370 AT JUNCTION WITH BROCKLEY LANE, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	74      Breath test      Negative
Vehicle direction	E to W	Driver Postcode	BS419FE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	54      Breath test      Negative
Vehicle direction	N to S	Driver Postcode	BS394DR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	54	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705568      18/07/2017      Tuesday      Time 1653      Vehicles 2      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 HAS STOPPED IN THE ROAD, WAITING TO TURN RIGHT, WITH TRAFFIC WAITING BEHIND.V1 HAS USED INDICATORS BEFORE ATTEMPTING THE MANEUVER. HOWEVER V1 HAS DECIDED THAT HE WILL TURN LEFT INSTEAD. WHILE THIS IS HAPPENING, V2 WAS CUTTING THROUGH TRAFFIC ON N

Occurred on WESTON ROAD AT JUNCTION WITH BIRDWELL ROAD, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	47      Breath test      Not requested
Vehicle direction	E to S	Driver Postcode	BS419EG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 125cc and up to 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	35      Breath test      Not requested
Vehicle direction	E to W	Driver Postcode	BS419AX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	35	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171706116      18/07/2017      Tuesday      Time 1800      Vehicles 3      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V3 WAS HEADING TOWARDS BRISTOL & STOPPED TO TURN RIGHT INTO THE DRIVEWAY. V3 TURNED IN FRONT OF V2, V2 BRAKED TO SLOW TO ALLOW V3 TO PASS IN FRONT OF IT. V1 ALSO BRAKED HARD BUT LOST CONTROL & RIDER FELL OFF

Occurred on      A38 REDHILL AT JUNCTION WITH CHURCH LANE, REDHILL

Vehicle Reference	1	Motorcycle over 50cc and up to 125cc	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 21	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	BS233BX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 21	Male	Driver/rider	Severity: Serious
---------------------	---	---------	------	--------------	-------------------

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 23	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	BS273BN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 59	Breath test Not requested
Vehicle direction	S to E	Driver Postcode	BS405TF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171704832      21/07/2017      Friday      Time 2015      Vehicles 3      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS BEEN DRIVING ALONG THE A38, WHEN V1 PULLED OVER TO ALLOW V2 & V3 TO PASS. V2 HAS THEN MADE AN EMERGENCY STOP & V3 THEN COLLIDED WITH V2.**  
 Occurred on      A38 BRIDGWATER ROAD, BARROW GURNEY

Vehicle Reference	1	Car	Slowing or Stopping
On lay-by or hard shoulder			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	Breath test Driver not contacted
Vehicle direction	SW to NE	Driver Postcode	BS247DL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	Breath test Driver not contacted
Vehicle direction	SW to NE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	32 Breath test Driver not contacted
Vehicle direction	SW to NE	Driver Postcode	BA32TX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:    1      Age:    32      Female      Driver/rider      Severity:    Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171706191      22/07/2017      Saturday      Time 2000      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HEADED TO WINFORD INCORRECTLY, V1 USED ELWELL LANE TO TURN BACK TOWARDS A38. V2 HAS COME AROUND THE CORNER, AS V1 PULLED OUT. V1 COLLIDED WITH V2.**  
 Occurred on B3130 BARROW LANE AT JUNCTION WITH ELWELL LANE, WINFORD

Vehicle Reference	1	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	30      Breath test Negative
Vehicle direction	NE to SW	Driver Postcode	EX82EP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	52      Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	BS408DG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	52	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

171706171      24/07/2017      Monday      Time 0805      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS TRAVELLING ON THE A370 TOWARDS BRISTOL & HAD STOPPED TO TURN RIGHT. V1 TRAVELLING IN THE SAME DIRECTION APPEARS TO HAVE TRIED TO OVERTAKE V2 & COLLIDED WITH FRONT OFFSIDE OF V2. C1 HAS FALLEN OFF & V1 COLLIDED WITH TELLGRAPH POLE**  
 Occurred on A370 WESTON ROAD OUTSIDE/BY PARSONS SCRAP METAL, HEWISH

Vehicle Reference	1	Motorcycle over 500cc	Overtaking stationary vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	28      Breath test Not provided (medical)
Vehicle direction	NW to SE	Driver Postcode	BS248ED
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	28	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

Vehicle Reference	2	Car	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	43      Breath test Negative
Vehicle direction	NW to S	Driver Postcode	BS247BJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171708518      10/08/2017      Thursday      Time 0740      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TURNING RIGHT OUT OF BARROW LANE ONTO A38. V2 TRAVELLING ALONG A38 BEHIND LORRY. LORRY TURNED INTO BARROW LANE. V1 PULLED OUT OF BARROW LANE ACROSS V2 LINE OF TRAFFIC**  
 Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH B3130 BARROW LANE, BARROW GURNEY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	40      Breath test      Not requested
Vehicle direction	NW to SW	Driver Postcode	BA160GS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver	58      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	BS130BN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	58	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

171706605      12/08/2017      Saturday      Time 0350      Vehicles 2      Casualties 2      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 & V2 WERE DRIVING ALONG THE CARRIAGEWAY & ARE BELIEVED TO HAVE BEEN RACING. V1 APPEARED TO ATTEMPT A HAND BRAKE TURN WHICH CAUSED BOTH VEHS TO HIT EACH OTHER. THE OCCUPANTS OF V1 FLED FROM THE SCENE - UNKNOWN PC FOR C2**  
 Occurred on      A4174 COLLITERS WAY, LONG ASHTON

Vehicle Reference	1	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	18      Breath test      Negative
Vehicle direction	SE to NW	Driver Postcode	BS148BT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	18	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Casualty Reference:	2	Age:	16	Female	Passenger	Severity:	Slight
---------------------	---	------	----	--------	-----------	-----------	--------



## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

171706623 12/08/2017 Saturday Time 1155 Vehicles 2 Casualties 1 Serious

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V2 IS TRAVELLING DOWN BELMONT HILL. V1 IS TRAVELLING UP THE HILL. V2 HAS LOST CONTROL &amp; CROSSED THE CENTRAL LINE COLLIDING WITH THE FRONT OF V1.

Occurred on BELMONT HILL, BRISTOL

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 51 Breath test Negative

Vehicle direction SW to NE

Driver Postcode BS419AG

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Pedal cycle

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 61 Breath test Negative

Vehicle direction NE to SW

Driver Postcode BS483ST

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Serious

Cycle helmet Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705781      14/08/2017      Monday      Time 1032      Vehicles 2      Casualties 3      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 ATTEMPTED AN OVERTAKING MANOUVRE ON A VEH. ANOTHER VEHICLE ALSO ATTEMPTED THE SAME MANOUVRE. BOTH WENT OVER HATCHED MARKINGS DUE TO RUNNING OUT OF ROAD. OTHER VEH MANAGED TO RE-ENTER THE CARRIAGEWAY SUCCESSFULLY. V1 DID NOT MANAGE THIS & HAD TO TA

Occurred on BRIDGWATER ROAD, BARROW GURNEY, BRISTOL

Vehicle Reference	1	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	20      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS106RQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	20	Female	Driver/rider	Severity:	Serious
---------------------	---	------	----	--------	--------------	-----------	---------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	31      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS251DG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	31	Female	Driver/rider	Severity:	Serious
---------------------	---	------	----	--------	--------------	-----------	---------

Casualty Reference:	3	Age:	53	Female	Passenger	Severity:	Serious
---------------------	---	------	----	--------	-----------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705479      14/08/2017      Monday      Time 1355      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING DOWN CLEVEDON RD B3128 IN DIRECTION OF BRISTOL. V2 WAS TRAVELLING IN OPPOSITE DIRECTION & TURNED RIGHT TO GO INTO LONGWOOD LANE IN FRONT OF V1 CAUSING A COLLISION.  
 Occurred on B3128, CLEVEDON ROAD AT JUNCTION WITH LONGWOOD LANE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 49      Breath test Driver not contacted
Vehicle direction	W to E		Driver Postcode BS84EN
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 49	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 57      Breath test Driver not contacted
Vehicle direction	E to NW		Driver Postcode BS20AS
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

171705468      16/08/2017      Wednesday      Time 1800      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS DRIVING DOWN BACKWELL HILL ROAD TOWARDS JUNCTION OF FARLEIGH ROAD. THERE WAS STATIONARY TRAFFIC ON FARLEIGH ROAD. V1 WANTED TO TURN RIGHT ONTO FARLEIGH ROAD. V2 WAS TRAVELLING ON FARLEIGH ROAD & WAS OVERTAKING VEHs ON THE OFFSIDE. V1 PULLED IN  
 Occurred on FARLEIGH ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 24      Breath test Driver not contacted
Vehicle direction	SW to NE		Driver Postcode BS482SJ
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Overtaking stationary vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 40      Breath test Driver not contacted
Vehicle direction	NE to SW		Driver Postcode BS215LB
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 40	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Cycle helmet	Not known
--------------	-----------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171706207      17/08/2017      Thursday      Time 1800      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
 V1 WAS TRAVELLING ON A370 TOWARDS BRISTOL FROM W-S-M. V2 WAS TRAVELLING THE SAME DIRECTION, BUT IN FRONT OF V1. V2 HAS STOPPED AS AN UNKNOWN VEH IS TURNING RIGHT INTO A PRIVATE DRIVEWAY. V1 HAS BRAKED LATE & SLID INTO V2 CAUSING IT TO GO INTO DITCH.  
 Occurred on      A370 BRISTOL ROAD, CONGRESBURY, NORTH SOMERSET

Vehicle Reference      1      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      22      Breath test      Not requested  
 Vehicle direction      SW to NE      Driver Postcode      BS246SQ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      18      Breath test      Not requested  
 Vehicle direction      SW to NE      Driver Postcode      BS296DJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      18      Female      Driver/rider      Severity:      Slight

171706746      18/08/2017      Friday      Time 1245      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
 V1 WAS TRAVELLING DOWN MEETING HOUSE LANE WHEN ON A SLIGHT BEND, V1 MET V2, TRAVELLING FROM THE OPPOSITE DIRECTION. V1 HAS SWERVED LEFT TRYING TO AVOID V2 BUT V2 & V1 COLLIDED  
 Occurred on      MEETING HOUSE LANE, CLAVERHAM

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      18      Breath test      Not requested  
 Vehicle direction      N to S      Driver Postcode      BS494NW  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      18      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      42      Breath test      Not requested  
 Vehicle direction      S to N      Driver Postcode      BS229SJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171707588 19/08/2017 Saturday Time 1215 Vehicles 2 Casualties 2 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V2 TURNED INTO HEALTH CENTRE PULLING ACROSS THE ROAD AND COLLIDED WITH V1.  
Occurred on PUDDING PIE LANE, OUTSIDE/BY MEDICAL CENTRE, LANGFORD

Vehicle Reference 1 Car Overtaking moving vehicle on its offside  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 20 Breath test Negative  
Vehicle direction E to W Driver Postcode BS255QA  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 21 Female Passenger Severity: Slight

Vehicle Reference 2 Pedal cycle Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 54 Breath test Not applicable  
Vehicle direction E to N Driver Postcode BS482UF  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Cycle helmet Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171706636      21/08/2017      Monday      Time 0905      Vehicles 2      Casualties 2      Serious  
 Raining without high winds      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 WAS TURNING RIGHT FROM CLEVEDON ROAD ONTO BELMONT HILL, ACROSS THE PATH OF V2. V2 WAS TRAVELLING ALONG CLEVEDON ROAD & UNABLE TO STOP & COLLIDED WITH CROSSING V1**  
 Occurred on      B3130 CLEVEDON ROAD AT JUNCTION WITH B3129 BELMONT HILL, NAILSEA

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	35      Breath test      Not requested
Vehicle direction	SE to NE	Driver Postcode	NP206GZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	35	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	62      Breath test      Not applicable
Vehicle direction	NW to SE	Driver Postcode	BS94EG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	62	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

Cycle helmet      Not known

171707177      23/08/2017      Wednesday      Time 0720      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface      Dry      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 VEERED ACROSS THE ROAD ONTO THE OPPOSITE CARRIAGEWAY, INTO THE PATH OF V2**  
 Occurred on      A370 MAIN ROAD 350M OF STATION ROAD, FLAX BOURTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	39      Breath test      Not requested
Vehicle direction	W to E	Driver Postcode	BS56BQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	44      Breath test      Not requested
Vehicle direction	E to W	Driver Postcode	BA35RS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	44	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171705756      27/08/2017      Sunday      Time 1730      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS PARKED UP & V2 SKIDDED PAST V1 MADE CONTACT WITH V1 - PED INJURED, ASSUMED V1, AS A RESULT OF V2, WENT INTO C1**  
 Occurred on      STOWEY RD, YATTON

Vehicle Reference	1	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	64      Breath test      Driver not contacted
Vehicle direction	Park to      Parked	Driver Postcode	BS494QU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	40	Male	Pedestrian	Severity:	Slight
	9						

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	50      Breath test      Driver not contacted
Vehicle direction	N to S	Driver Postcode	BS494QU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

171705747      29/08/2017      Tuesday      Time 1525      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAD STOPPED TO ALLOW SAINSBURYS HOME DELIVERY TO PASS ON NARROW ROAD. V2 DROVE INTO V1 FROM BEHIND**  
 Occurred on      OUTSIDE/BY LANGFORD COURT LODGE, LANGFORD, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	44      Breath test      Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	BS483BT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	44	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	35      Breath test      Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	PO215EY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171707592      30/08/2017      Wednesday      Time 1015      Vehicles 2      Casualties 2      Slight

Raining without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

**A VEHICLE STOPS TO TURN RIGHT INTO THE SHELL PETROL STATION. VEHICLES BEHIND HAVE TO BRAKE SHARPLY. SEVERAL VEHICLES STOPPED UNTIL V1 FAILED TO AND STRUCK THE REAR OF V2.**

Occurred on      A38, EASTBOUND, BRIDGWATER ROAD OUTSIDE/BY SHELL GARAGE, DUNDRY

Vehicle Reference      1      Car

Not in restricted lane

First point of impact      Front

Vehicle direction      SW to NE

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      38      Breath test      Not requested

Driver Postcode      BS138DT

Journey      Unknown

Vehicle Reference      2      Car

Not in restricted lane

First point of impact      Back

Vehicle direction      SW to NE

FRV      Not foreign registered vehicle

Left hand drive      No

Slowing or Stopping

No skidding, jack-knifing or overturning

Age of Driver      36      Breath test      Not requested

Driver Postcode      BS405SP

Journey      Unknown

Casualty Reference:      1      Age:      5      Female      Passenger      Severity:      Slight

Casualty Reference:      2      Age:      3      Male      Passenger      Severity:      Slight

171708050      16/09/2017      Saturday      Time 1147      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface      Dry      Daylight

Special Conditions      None      Road Type      Single carriageway

**V1 WAS EXITING THE DRIVEWAY ONTO A368 BATH ROAD. V1 MISTAKENLY PRESSED THE ACCELERATOR RATHER THAN BRAKE COLLIDING WITH THE WALL.**

Occurred on      A368 BATH ROAD, LANGFORD

Vehicle Reference      1      Car

Not in restricted lane

First point of impact      Front

Vehicle direction      N to E

FRV      Not foreign registered vehicle

Left hand drive      No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver      79      Breath test      Not requested

Driver Postcode      BS405DL

Journey      Unknown

Casualty Reference:      1      Age:      79      Female      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171706318      18/09/2017      Monday      Time 1600      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING TOWARDS CONGRESBURY WHEN V2 ON THE PAVEMENT CAME OFF PAVEMENT & FELL INTO THE NEAR SIDE OF V1.**  
 Occurred on      B3133 HIGH STREET OUTSIDE/BY R HILLS CARPET SHOP, YATTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	69      Breath test      Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	BS494BY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	6      Breath test      Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	0
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      6      Female      Driver/rider      Severity:      Slight

Cycle helmet      Not known

171708194      22/09/2017      Friday      Time 1730      Vehicles 2      Casualties 1      Serious  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING TOWARDS WINFORD HAS STRUCK C1'S BICYCLE WHEEL WHO WAS EMERGING FROM A NEAR SIDE JUNCTION.**  
 Occurred on      FELTON LANE JUNCTION WITH RAGLAN LANE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	W to E	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	12      Breath test      Not applicable
Vehicle direction	NE to W	Driver Postcode	BS408DF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      12      Male      Driver/rider      Severity:      Serious

Cycle helmet      Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171708666      06/10/2017      Friday      Time 1014      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 HAS SLOWED TO TURN ONTO WRINGTON ROAD AND V1 HAS COLLIDED WITH V2.**  
 Occurred on      A370 BRISTOL ROAD JUNCTION WITH WRINGTON ROAD, CONGRESBURY, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	29      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	BS246SQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	44      Breath test      Not requested
Vehicle direction	SW to SE	Driver Postcode	BS495AR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	44	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

171800030      09/10/2017      Monday      Time 0703      Vehicles 2      Casualties 1      Serious  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING ALONG THE A370 TOWARDS BRISTOL. V2 WAS TRAVELLING ALONG THE A370 TOWARDS WESTON SUPER MARE. THROUGH THE BENDS IN CLEEVE, V2 HAS CROSSED INTO THE PATH OF V1 COLLIDING HEAD ON.**  
 Occurred on      A370 MAIN ROAD OUTSIDE/BY HOLY TRINITY CHURCH NEAR JUNCTION WITH MEETINGHOUSE

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	34      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS234HW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	21      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS226HU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	21	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171707381      10/10/2017      Tuesday      Time 0550      Vehicles 3      Casualties 1      Slight  
Unknown      Road surface Dry      Darkness: street lighting unknown  
Special Conditions None      Road Type Single carriageway  
**V1 OVERTOOK A LORRY & COLLIDED WITH V2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION. - UNKNOWN LOCATION**  
Occurred on      A4174, LONG ASHTON

Vehicle Reference	1	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 45      Breath test Not requested
Vehicle direction	NW to SE		Driver Postcode CF243LB
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 29      Breath test Not requested
Vehicle direction	SE to NW		Driver Postcode BS107HH
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 29	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	3	Goods >= 7.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact		Age of Driver      Breath test Driver not contacted
Vehicle direction	NW to SE		Driver Postcode Unknown
FRV	Not foreign registered vehicle		Journey Journey as part of work
Left hand drive	No		

171800045      10/10/2017      Tuesday      Time 0336      Vehicles 1      Casualties 1      Slight  
Raining without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
Special Conditions None      Road Type Roundabout  
**C1 WALKING IN ROAD & NEAR THE KERB. V1 HIT COLLIDED WITH C1, CAUSING C1 TO FALL TO THE FLOOR. V1 DROVE AWAY FROM LOCATION.**  
Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH A4174 COLLITERS WAY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside		Age of Driver      Breath test Driver not contacted
Vehicle direction	NE to SW		Driver Postcode Unknown
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 43	Male	Pedestrian	Severity: Slight
Pedestrian Direction: SE					

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171708021 25/10/2017 Wednesday Time 2120 Vehicles 3 Casualties 2 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 HAS BEEN TRAVELLING SOUTH ON A370, V3 TRAVELLING NORTH ON A370, & V2 PARKED STATIONARY AT RED  
LIGHT ON SMALLWAY JUNCTION. V3 HAD A GREEN LIGHT TO CONTINUE ON A370 OVER JUNCTION WITH SMALLWAY.  
V1 DIDNT WAIT FOR FILTER LIGHT, PRESUMING HIS GREEN LIG  
Occurred on A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	59
Vehicle direction	N to W	Breath test	Negative
FRV	Not foreign registered vehicle	Driver Postcode	BS405HN
Left hand drive	No	Journey	Unknown
Casualty Reference:	1	Age:	59
		Male	
		Driver/rider	
		Severity:	Slight

Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	35
Vehicle direction	W to E	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	BS246SQ
Left hand drive	No	Journey	Unknown
Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	18
Vehicle direction	S to N	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	BS482BN
Left hand drive	No	Journey	Unknown
Casualty Reference:	2	Age:	18
		Male	
		Driver/rider	
		Severity:	Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171800292      25/10/2017      Wednesday      Time 1704      Vehicles 2      Casualties 1      Slight  
 Unknown      Road surface Dry      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V2 TURNED RIGHT INTO WRINGTON ROAD, INTO THE PATH OF V1.**  
 Occurred on      A370 BRISTOL ROAD JUNCTION WITH WRINGTON ROAD, CONGRESBURY

Vehicle Reference      1      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      62      Breath test      Negative  
 Vehicle direction      NE to SW      Driver Postcode      BS232DG  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      62      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Van or Goods <= 3.5 tonnes mgw      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      60      Breath test      Negative  
 Vehicle direction      SW to SE      Driver Postcode      BS407TA  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

171707336      01/11/2017      Wednesday      Time 1347      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS DRIVING OUTSIDE OF BRISTOL AIRPORT & V1 STOPPED TO LET A CAR OUT. V2 WENT INTO THE BACK OF V1 AS V2 DIDNT SEE V1 STOP**  
 Occurred on      A38, BY BRISTOL AIRPORT

Vehicle Reference      1      Car      Slowing or Stopping  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      28      Breath test      Driver not contacted  
 Vehicle direction      N to S      Driver Postcode      BS110QF  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      28      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      35      Breath test      Driver not contacted  
 Vehicle direction      N to S      Driver Postcode      BS58HR  
 FRV      Not foreign registered vehicle      Journey      Journey as part of work  
 Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171707816      03/11/2017      Friday      Time 1220      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway

**V1 WAS OVERTAKING V2 & COLLIDED WITH THE NEARSIDE KERB.**

Occurred on      COLLITERS WAY, BRISTOL

Vehicle Reference      1      Motorcycle over 125cc and up to 500cc      Overtaking moving vehicle on its offside  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Did not impact      Age of Driver      26      Breath test      Negative  
 Vehicle direction      S      to      N      Driver Postcode      BS148SZ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      26      Male      Driver/rider      Severity:      Serious

Vehicle Reference      2      Motorcycle over 125cc and up to 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Did not impact      Age of Driver      31      Breath test      Driver not contacted  
 Vehicle direction      S      to      N      Driver Postcode      BS148SZ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

171708152      08/11/2017      Wednesday      Time 1945      Vehicles 2      Casualties 2      Serious  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS TURNED RIGHT INTO THE ESSO GARAGE, INTO THE PATH OF V2. - NO AGE FOR C2**  
 Occurred on      A38 BRISTOL ROAD OUTSIDE/BY ESSO GARAGE AT JUNCTION WITH B3133 LANGFORD ROAD,

Vehicle Reference      1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      21      Breath test      Negative  
 Vehicle direction      E      to      N      Driver Postcode      BS495HP  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      21      Female      Driver/rider      Severity:      Serious

Seatbelt      Unknown

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      78      Breath test      Negative  
 Vehicle direction      W      to      E      Driver Postcode      BS153JU  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age:      Female      Passenger      Severity:      Serious

Seatbelt      Unknown



## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171800368 14/11/2017 Tuesday Time 2145 Vehicles 2 Casualties 1 Slight  
 Unknown Road surface Dry Darkness: street lights present and lit  
 Special Conditions None Road Type Single carriageway  
 V1 WAS OVERTAKING V2. V2 PULLED OUT AND KNOCKED V1 RIDER OFF BIKE  
 Occurred on HIGH STREET, YATTON

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 18 Breath test Driver not contacted  
 Vehicle direction SE to NW Driver Postcode BS494DP  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Moving off  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Back Age of Driver 22 Breath test Driver not contacted  
 Vehicle direction SE to NW Driver Postcode BS494SB  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171803855      21/11/2017      Tuesday      Time 0800      Vehicles 3      Casualties 1      Slight

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Dual carriageway

ALL VEHICLES WERE TRAVELLING INBOUND ON A370 WHEN V2 BRAKED SHARPLY DUE TO CONGESTION. V1 DIDN'T  
 BREAK IN TIME & CRASHED INTO THE REAR OF V3, WHICH WAS PUSHED INTO V2.

Occurred on      A370 ASHTON ROAD 100M OF BLACKWOORS LANE, ASHTON

Vehicle Reference      1      Car  
 Not in restricted lane  
 First point of impact      Front  
 Vehicle direction      W to E  
 FRV      Not foreign registered vehicle  
 Left hand drive      No

Going ahead  
 No skidding, jack-knifing or overturning  
 Age of Driver      31      Breath test      Not requested  
 Driver Postcode      BS483OB  
 Journey      Unknown

Vehicle Reference      2      Car  
 Not in restricted lane  
 First point of impact      Back  
 Vehicle direction      W to E  
 FRV      Not foreign registered vehicle  
 Left hand drive      No

Waiting to go ahead but held up  
 No skidding, jack-knifing or overturning  
 Age of Driver      30      Breath test      Not requested  
 Driver Postcode      BS408AU  
 Journey      Unknown

Vehicle Reference      3      Car  
 Not in restricted lane  
 First point of impact      Back  
 Vehicle direction      W to E  
 FRV      Not foreign registered vehicle  
 Left hand drive      No

Waiting to go ahead but held up  
 No skidding, jack-knifing or overturning  
 Age of Driver      25      Breath test      Not requested  
 Driver Postcode      BA51SG  
 Journey      Unknown

Casualty Reference:      1      Age:      25      Female      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171800637      23/11/2017      Thursday      Time 0750      Vehicles 3      Casualties 3      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 & V2 HAVE BECOME STATIONARY WAITING FOR UNKNOWN VEHICLE TO TURN RIGHT INTO LAYBY. V3 HAS COLLIDED WITH V2 CAUSING. WHICH HIT V1**  
 Occurred on      A370 OUTSIDE/BY SCRAPYARD, HEWISH

Vehicle Reference	1	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	26      Breath test      Not requested
Vehicle direction	SE to NW			Driver Postcode      BS66NE
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			

Casualty Reference:	2	Age:	38	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Casualty Reference:	3	Age:	28	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Vehicle Reference	2	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	43      Breath test      Not requested
Vehicle direction	SE to NW			Driver Postcode      BS494JP
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			

Casualty Reference:	1	Age:	43	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	3	Van or Goods <= 3.5 tonnes mgw		Going ahead
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver	53      Breath test      Not requested
Vehicle direction	SE to NW			Driver Postcode      BS216TG
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171708539      04/12/2017      Monday      Time 1740      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface      Wet/Damp      Darkness: no street lighting  
 Special Conditions      None      Road Type      Single carriageway  
**V1 MISSED HIS TURNING FOR RED HILL HOTEL & PULLED INTO A LAYBY. V1 HAS ATTEMPTED A U TURN. V1 FAILED TO COMPLETE THE U TURN ENTIRELY & HAD TO REVERSE. V2 WAS TRAVELLING UP THE HILL & HAD NO TIME TO STOP WHEN HE SAW V1. V2 COLLIDED INTO V1**  
 Occurred on      A38 RED HILL, NORTH SOMERSET

Vehicle Reference	1	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	43      Breath test      Negative
Vehicle direction	NE to W	Driver Postcode	BH119TB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 43	Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Bus or coach	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	43      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	PL47DP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

171708338      11/12/2017      Monday      Time 1750      Vehicles 2      Casualties 1      Slight  
 Other      Road surface      Wet/Damp      Darkness: street lights present and lit  
 Special Conditions      None      Road Type      Single carriageway  
**STOP START TRAFFIC, V1 WAS ABOUT TO PULL OFF WHEN V2 HIT FROM BEHIND.**  
 Occurred on      A370 BY THE STAR PUB, CONGRESBURY

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	28      Breath test      Driver not contacted
Vehicle direction	NE to SW	Driver Postcode	BS494TA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 28	Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	42      Breath test      Driver not contacted
Vehicle direction	NE to SW	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171708612 14/12/2017 Thursday Time 1710 Vehicles 1 Casualties 1 Fatal  
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
P1 CROSSED FROM LEFT TO RIGHT. SHE CROSSED THE CENTRAL WHITE LINE THEN STEPPED BACKWARDS & WAS  
STRUCK BY V1 ON THE OFFSIDE.  
Occurred on HIGH STREET,YATTON

Vehicle Reference 1 Car Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 30 Breath test Negative  
Vehicle direction NW to SE Driver Postcode BS163UN  
FRV Not foreign registered vehicle Journey Journey as part of work  
Left hand drive No

Casualty Reference: 1 Age: 78 Female Pedestrian Severity: Fatal  
Pedestrian Direction: SW

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

171800628      28/12/2017      Thursday      Time 1844      Vehicles 3      Casualties 4      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 VEERED ONTO THE OPPOSING CARRIAGEWAY INTO THE PATH OF V2. V1 SPUN INTO THE PATH OF V3**  
 Occurred on      A38 BRISTOL ROAD 40M EAST OF B3133 STOCK LANE, CHURCHILL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	50      Breath test Negative
Vehicle direction	E to W	Driver Postcode	BS247FN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 50	Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	59      Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS140AR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 59	Male      Driver/rider      Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	52      Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS405DP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	3	Age: 52	Male      Driver/rider      Severity: Slight

Casualty Reference:	4	Age: 20	Male      Passenger      Severity: Slight
---------------------	---	---------	---



Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

171801223 28/12/2017 Thursday Time 1657 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Wet/Damp Darkness: no street lighting  
Special Conditions None Road Type Single carriageway  
V1 MOUNTED THE VERGE, CARRIED ON DRIVING & HIT A TREE ON THE LEFT SIDE OF THE ROAD CAUSING V1 TO FLIP ON ITS ROOF  
Occurred on BROCKLEY COMBE ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			Overtaken
First point of impact	Front	Age of Driver	66
Vehicle direction	N to S	Breath test	Negative
FRV	Not foreign registered vehicle	Driver Postcode	BS227BU
Left hand drive	No	Journey	Unknown

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight

---

181801254 05/01/2018 Friday Time 1126 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 HAS INDICATED TO OVERTAKE STATIONARY V2. V1 HAS MISJUDGED THIS MANOUVRE AND HIT V2. V1 HAS SPUNB 90 DEGREES BY THE IMPACT.  
Occurred on BRISTOL ROAD, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Overtaking stationary vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	72
Vehicle direction	E to W	Breath test	Negative
FRV	Not foreign registered vehicle	Driver Postcode	BS228AJ
Left hand drive	No	Journey	Unknown

Casualty Reference: 1 Age: 87 Female Passenger Severity: Slight

Vehicle Reference	2	Goods >= 7.5 tonnes mgw	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	54
Vehicle direction	Park to Parked	Breath test	Not requested
FRV	Not foreign registered vehicle	Driver Postcode	NP234LT
Left hand drive	No	Journey	Unknown

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181800347      15/01/2018      Monday      Time 1750      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS CYCLING ALONG CLEEVEDON ROAD WHEN V2 WAS OVERTAKING A VEHICLE & NEARLY COLLIDED WITH V1.  
 V1 SWERVED & THE REAR WHEEL WAS CLIPPED BY V2.**  
 Occurred on CLEEVEDON ROAD, BRISTOL

Vehicle Reference	1	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	47      Breath test      Driver not contacted
Vehicle direction	W to E	Driver Postcode	BS273XJ
FRV	Not foreign registered vehicle	Journey	Commuting to/from work
Left hand drive	No		

Casualty Reference:	1	Age:	47	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Cycle helmet      Not known

Vehicle Reference	2	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	
Vehicle direction	E to W	Breath test	Driver not contacted
FRV	Not foreign registered vehicle	Driver Postcode	Unknown
Left hand drive	No	Journey	Unknown

181801401      18/01/2018      Thursday      Time 0714      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS IN THE RIGH HAND LANE WITH V2 DIRECTLY AHEAD. V2 SWERVED INTO LEFT HAND LANE THEN BACK INTO  
 THE RIGHT TURINING IN A U TURN MOTION, CAUSING V1 & V2 TO COLLIDE.**  
 Occurred on A4174 COLLITERS WAY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	21      Breath test      Not requested
Vehicle direction	N to S	Driver Postcode	GL51NJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	56      Breath test      Not requested
Vehicle direction	N to S	Driver Postcode	BS138BL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	56	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181801649      04/02/2018      Sunday      Time 1445      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS CROSSED WHITE LINE DIVIDING CARRIAGEWAYS FRONT OFFSIDE OF V1 COLLIDED WITH REAR OFFSIDE OF V2. THIS HAS CAUSED V2 TO SPIN AND COLLIDE WITH THE KERB CAUSING IT TO FLIP ONTO ITS SIDE. NO OTHER VEHICLE INVOLVED.**  
 Occurred on      A370 LONG ASHTON BY-PASS, LONG ASHTON, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	81      Breath test      Negative
Vehicle direction	W to E	Driver Postcode	BS31DP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	42      Breath test      Negative
Vehicle direction	E to W	Driver Postcode	BS130LR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	42	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

181801717      08/02/2018      Thursday      Time 2006      Vehicles 1      Casualties 1      Serious  
 Fine without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING DOWN PROVIDENCE LANE & FAILED TO STOP AND SLOW FOR THE JUNCTION CROSSING STRAIGHT OVER & COLLIDING WITH THE WALL OPPOSITE.**  
 Occurred on      PROVIDENCE LANE JUNCTION WITH WESTON ROAD, LONG ASHTON, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	72      Breath test      Negative
Vehicle direction	N to S	Driver Postcode	BS41 9EW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	72	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181802213      02/03/2018      Friday      Time 1206      Vehicles 2      Casualties 2      Slight  
 Snowing with high winds      Road surface      Snow      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 & V2 WERE TRAVELLING IN OPPOSITE DIRECTIONS & HAVE COLLIDED ON THE CORNER.**  
 Occurred on      **BROCKLEY COOMBE ROAD (OUTSIDE FOUNTAIN FORESTRY LTD), BACKWELL, BRISTOL**

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      24      Breath test      Negative  
 Vehicle direction      E to W      Driver Postcode      BS43HJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      24      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      58      Breath test      Negative  
 Vehicle direction      W to E      Driver Postcode      BS482JB  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      2      Age:      58      Male      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181802588      05/03/2018      Monday      Time 1120      Vehicles 4      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V4 WAS BEHIND V3 WHICH WAS BEHIND V1, & V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. V1 & V2 COLLIDED.  
 V3 SEEING THIS STOPPED. V4 DIDN'T NOTICE V3 STOPPED AND WENT INTO THE BACK OF V3.  
 Occurred on STATION ROAD, BACKWELL

Vehicle Reference	1	Van or Goods <= 3.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 56	Breath test Not requested
Vehicle direction	NW to SE	Driver Postcode	BS232LF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 56	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	2	Bus or coach	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 28	Breath test Not requested
Vehicle direction	SE to NW	Driver Postcode	BS148DJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 29	Breath test Not requested
Vehicle direction	NW to SE	Driver Postcode	BS161WE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	4	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 75	Breath test Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	BS483EN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181802750      16/03/2018      Friday      Time 0716      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V2 WAS INFROUT OF V1 TRAVELLING TOWARDS BRISTOL. V2 FOLLOWING A SAT NAV HAD GONE IN THE WRONG DIRECTION & CAME SLOWLY TO A STOP. V1 WENT TO OVERTAKE V2 AS IT PERFORMED A TURN COLLIDING WITH V1.

Occurred on      A370 MAIN ROAD, FLAX BOURTON, NORTH SOMERSET

Vehicle Reference	1	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	45      Breath test      Not requested
Vehicle direction	W to E	Driver Postcode	BS494QQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	45	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	55      Breath test      Not requested
Vehicle direction	W to E	Driver Postcode	BS355SJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	55	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181802204 20/03/2018 Tuesday Time 1820 Vehicles 3 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 HAS VEERED INTO OPPOSING LANE COLLIDING WITH V2. V1 HAS CONTINUED IN OPPOSING LANE COLLIDING WITH V3.  
Occurred on B3133 NORTH END ROAD, YATTON, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	53 Breath test Negative
Vehicle direction	SE to NE	Driver Postcode	BS216LX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 53	Male Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	52 Breath test Negative
Vehicle direction	NW to SE	Driver Postcode	BA99AJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	38 Breath test Negative
Vehicle direction	NW to SE	Driver Postcode	BS494DJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181803114      21/03/2018      Wednesday      Time 1530      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 & V1 WERE TRAVELLING IN OPPOSITE DIRECTIONS. V1 VEERED ACROSS THE CARRIAGEWAY INTO THE PATH OF  
 V2. THE DRIVER OF V1 HAD SUFFERED A MEDICAL EPISODE WHICH HAD CAUSED LOSS OF CONSCIOUSNESS.  
 Occurred on A38 BRIDGWATER ROAD, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	41      Breath test      Not provided (medical)
Vehicle direction	NE to SW	Driver Postcode	TF42SN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	41	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	61      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS140UQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

181803621      03/04/2018      Tuesday      Time 1047      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 TRAFFIC ON HIGH STREET WAS STATIONARY & V2 (MOTORBIKE) WAS PASSING IT ON THE OFFSIDE. AS V1 WENT TO  
 TURN RIGHT FROM BROAD STREET TO HIGHSTREET V2 HAD TO SWERVE TO AVOID V1 BUT A COLLISION OCCURRED.  
 Occurred on HIGH STREET AT JUNCTION WITH BROAD STREET, CONGRESBURY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	41      Breath test      Negative
Vehicle direction	SW to SE	Driver Postcode	BS296HD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 125cc and up to 500cc	Overtaking stationary vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	65      Breath test      Not provided (medical)
Vehicle direction	SE to N	Driver Postcode	BS251LL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	65	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181803687      07/04/2018      Saturday      Time 2018      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
 V1 & V2 WERE TRAVELLING SOUTH WEST ALONG THE A38 REDHILL. V1 INDICATED TO TURN LEFT INTO NEW ROAD &  
 AS THE DIVER BEGAN TO TURN V2 HIT V1 FROM BEHIND.  
 Occurred on A38 AT JUNCTION WITH NEW ROAD, REDHILL

Vehicle Reference	1	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	55      Breath test Negative
Vehicle direction	NE to E	Driver Postcode	BS40 7UT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	55	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	23      Breath test Negative
Vehicle direction	NE to SW	Driver Postcode	BS207SN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

181803787      12/04/2018      Thursday      Time 1545      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING ALONG CLARKEN COOMBE UP HILL. HE CAME TO A LEFT HAND BEND WHICH TIGHTENED, V1  
 WAS UNABLE TO KEEP TO HIS SIDE OF THE CARRIAGEWAY AND CROSSED THE CENTRAL WHITE LINE. HE STRUCK  
 ONCOMING V2.  
 Occurred on B3128 CLARKEN COOMBE 200M OF LONG ASHTON

Vehicle Reference	1	Motorcycle over 125cc and up to 500cc	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	23      Breath test Negative
Vehicle direction	E to W	Driver Postcode	B2481HE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	23	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	58      Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS35JU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804959      17/04/2018      Tuesday      Time 1711      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V2 WAS WAITING TO TURN RIGHT OF CHARLTON NURSERY ONTO MAIN ROAD. V3 WAS WAITING TO TURN RIGHT INTO NURSERY AND FLASHED V2 TO GO. V2 PULLED OUT INTO THE PATH OF V1

Occurred on MAIN ROAD AT JUNCTION WITH CHARLTON NURSERY, FLAX BOURTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 20      Breath test Negative
Vehicle direction	W to E		Driver Postcode BS483AT
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 29      Breath test Negative
Vehicle direction	N to W		Driver Postcode BS482NH
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	29	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Casualty Reference:	2	Age:	3	Female	Passenger	Severity:	Slight
---------------------	---	------	---	--------	-----------	-----------	--------

181803930      21/04/2018      Saturday      Time 0455      Vehicles 2      Casualties 1      Slight  
 Fine with high winds      Road surface Dry      Darkness: no street lighting

Special Conditions None      Road Type Single carriageway

V1 HAS BEEN TRAVELLING ALONG DOWNSIDE ROAD. V002 HAS PULLED OUT OF JUNCTION OF COOMBE DALE. V00S HAVE COLLIDED AT JUNCTION

Occurred on DOWNSIDE ROAD JUNCTION WITH COOMBE DALE, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver 62      Breath test Negative
Vehicle direction	E to W		Driver Postcode BS32TJ
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver 59      Breath test Negative
Vehicle direction	N to W		Driver Postcode BS139JG
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	59	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181803944 23/04/2018 Monday Time 0822 Vehicles 3 Casualties 2 Slight

Fine without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 HAS BEEN WAITING AT JUNCTION ON STOCK LANE TO PULL ONTO A38. V1 HAS PULLED OUT ONTO THE A38 & COLLIDED WITH V2, TRAVELLING TOWARDS BRISTOL. V1 ENDED UP SPINNING & COLLIDING WITH V3, HEADING TOWARDS CHURCHILL.

Occurred on B3173 STOCK LANE AT JUNCTION WITH A38 LANGFORD BYPASS, LANGFORD

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	44 Breath test Not provided (medical)
Vehicle direction	N to W	Driver Postcode	BS405EX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	50 Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS273PW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 2 Age: 50 Female Driver/rider Severity: Slight

Vehicle Reference	3	Van or Goods <= 3.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	54 Breath test Not requested
Vehicle direction	E to W	Driver Postcode	EX55NT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804415      09/05/2018      Wednesday      Time 1700      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**TRAFFIC HAS STOPPED & V2 HAS NOT BEEN ABLE TO STOP IN TIME & HAS GONE INTO THE BACK OF V1**  
 Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH B3130, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	23      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	BS91LX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	26      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	BS405LA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	26	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

181804457      13/05/2018      Sunday      Time 1802      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Roundabout  
**V1 WAS STOPPED AT THE TRAFFIC LIGHT. V2 CAME AROUND THE RAB & WAS CHANGING BETWEEN LANE. V2 CHECKED OVER THEIR SHOULDER WHILST MOVING & DIDN'T SEE LIGHTS & COLLIDED INTO BACK OF V1**  
 Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH COLLITERS WAY, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	75      Breath test      Not requested
Vehicle direction	SW to SE	Driver Postcode	BS262NN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	75	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Changing lane to left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	35      Breath test      Not requested
Vehicle direction	SW to SE	Driver Postcode	CF56XP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804466      15/05/2018      Tuesday      Time 1558      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**V1 WAS HEADING ALONG STATION ROAD WHEN, V1 HAD A MEDICAL EPISODE. V1 LOST CONTROL & COLLIDED WITH A BRIDGE & TELEGRAPH POLE**

Occurred on      STATION ROAD, FLAX BOURTON

Vehicle Reference      1      Van or Goods <= 3.5 tonnes mgw      Going ahead left hand bend  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      30      Breath test      Not requested  
 Vehicle direction      NE to SW      Driver Postcode      BS233HH  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      30      Male      Driver/rider      Severity:      Slight

181803669      17/05/2018      Thursday      Time 1850      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**WHILST NEGOTIATING NARROW ROAD WITH LARGE ONCOMING VEHICLE. V1 HAS WHILST NEGOTIATING NARROW ROAD WITH LARGE ONCOMING VEHICLE. V1 HAS CLIPPED THE REAR OF V2 (PEDAL CYCLE) CAUSING THE RIDER TO FALL OFF INTO A HEDGE.**

Occurred on      DOWNSIDE ROAD, NORTH SOMERSET

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      77      Breath test      Not requested  
 Vehicle direction      NW to SE      Driver Postcode      BS311LL  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      41      Breath test      Not applicable  
 Vehicle direction      NW to SE      Driver Postcode      BS405QU  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      41      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

181804649 21/05/2018 Monday Time 1240 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 STATIONARY WAITING TO TURN RIGHT, V2 WAITING BEHIND V1, V3 FAILED TO STOP IN TIME HITTING V2 IN THE REAR, PUSHING V2 INTO V1.

Occurred on A368 BATH ROAD AT JUNCTION WITH SAYS LANE, LANGFORD

Vehicle Reference 1 Car

Not in restricted lane

First point of impact Back

Vehicle direction SE to NW

FRV Not foreign registered vehicle

Left hand drive No

Waiting to turn right

No skidding, jack-knifing or overturning

Age of Driver 54 Breath test Negative

Driver Postcode BS92BD

Journey Unknown

Vehicle Reference 2 Car

Not in restricted lane

First point of impact Back

Vehicle direction SE to NW

FRV Not foreign registered vehicle

Left hand drive No

Waiting to turn right

No skidding, jack-knifing or overturning

Age of Driver 22 Breath test Negative

Driver Postcode BS407RN

Journey Unknown

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car

Not in restricted lane

First point of impact Front

Vehicle direction SE to NW

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver 21 Breath test Negative

Driver Postcode BA111G2

Journey Unknown



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804259      23/05/2018      Wednesday      Time 1543      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 (BICYCLE) WAS TRAVELLING ALONG THE HIGH STREET WHEN V1 ATTEMPTED TO TURN RIGHT INTO MINOR ROAD,  
 COLLIDING WITH V2, BICYCLE.  
 Occurred on LONG ASHTON ROAD (OUTSIDE NO 73) JUNCTION WITH CHESTNUT ROAD, LONG ASHTON, BR

Vehicle Reference 1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 39      Breath test Negative  
 Vehicle direction E to N      Driver Postcode BS419HR  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 37      Breath test Not applicable  
 Vehicle direction W to NE      Driver Postcode BS81SZ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 37      Male      Driver/rider      Severity: Serious

Cycle helmet Not known

181804759      25/05/2018      Friday      Time 0805      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 HAS STOPED INDICATING TO TURN RIGHT INTO THE LEISURE CENTRE. V1 WAS HEADING TOWARDS BRISTOL.  
 UNKNOWN VEHICLE HAS STOPPED & FLASHED V2 TO GO. V1 HAS OVERTAKEN THE UNKNOWN VEHICLE ON THE  
 OUTSIDE AND COLLIDED WITH V2 AS IT TURNED.  
 Occurred on FARLEIGH ROAD AT JUNCTION WITH LEISURE CENTRE JUNCTION, BACKWELL

Vehicle Reference 1      Motorcycle over 125cc and up to 500cc      Overtaking stationary vehicle on its offside  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 29      Breath test Not requested  
 Vehicle direction SW to E      Driver Postcode BS484AE  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 29      Female      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 58      Breath test Not requested  
 Vehicle direction E to N      Driver Postcode BS32BN  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804807      27/05/2018      Sunday      Time 1201      Vehicles 2      Casualties 3      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 HAS BEEN TRAVELLING ALONG LONG LANE. V2 HAS BEEN TRAVELLING IN THE OPPOSITE DIRECTION ON SINGLE  
 TRACK LANE. V2 HAS COLLIDED WITH V1.  
 Occurred on LONG LANE, REDHILL, BRISTOL

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 30      Breath test Negative  
 Vehicle direction SW to NE      Driver Postcode BS233UW  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 30      Female      Passenger      Severity: Slight

Casualty Reference: 2      Age: 13      Female      Passenger      Severity: Slight

Casualty Reference: 3      Age: 6      Male      Passenger      Severity: Slight

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 22      Breath test Negative  
 Vehicle direction NE to SW      Driver Postcode BS494LW  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804858      30/05/2018      Wednesday      Time 1219      Vehicles 2      Casualties 3      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING FROM BRISTOL TOWARDS HOME ADDRESS. V2 WAS ON SLIP ROAD HEADING TOWARDS MAIN ROAD. V1 CONTINUED THROUGH LIGHTS, AS V1 CONTINUED, V2 TURNED OUT OF SLIP & THEY COLLIDED  
 Occurred on A370 ASHTON ROAD, BRISTOL

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 63      Breath test Not requested  
 Vehicle direction SE to NW      Driver Postcode BS419HX  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 63      Female      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 68      Breath test Not requested  
 Vehicle direction SW to SE      Driver Postcode BS481QG  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 2      Age: 68      Female      Driver/rider      Severity: Slight

Casualty Reference: 3      Age: 74      Male      Passenger      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804012      10/06/2018      Sunday      Time 0848      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Roundabout

**V1 (CYCLIST) TRAVELLING TOWARDS CONGRESBURY FROM YATTON HIGH STREET WAS HIT ON MINI-ROUNDBOUT JUNCTION BY V2 COMING FROM CLAVERHAM ROAD**

Occurred on      B3133 AT JUNCTION WITH CLAVERHAM ROAD, YATTON

Vehicle Reference	1	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	43      Breath test      Driver not contacted
Vehicle direction	NW to SE	Driver Postcode	BS482TN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	43	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Cycle helmet      Not known

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	17      Breath test      Driver not contacted
Vehicle direction	NE to NW	Driver Postcode	BS494EN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

181805162      14/06/2018      Thursday      Time 1800      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway

**TRAFFIC BUILT UP IN BOTH DIRECTIONS. TRAFFIC HEADING TOWARDS CONGRESBURY LEFT A GAP FOR VEHICLES TO TURN INTO TESCO. V2 TURNED INTO THE JUNCTION AND V1 HAS COME DOWN THE BUS LANE AND THEY HAVE COLLIDED.**

Occurred on      A370 BRISTOL ROAD OUTSIDE/BY TESCO EXPRESS, CONGRESBURY

Vehicle Reference	1	Motorcycle over 500cc	Going ahead
Bus lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30      Breath test      Driver not contacted
Vehicle direction	E to SW	Driver Postcode	GL128LP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Turning right
Bus lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	23      Breath test      Negative
Vehicle direction	SW to S	Driver Postcode	BR26EF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	23	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804974      22/06/2018      Friday      Time 1530      Vehicles 1      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 IS TRAVELLING IN THE DIRECTION OF YATTON. C1 IS CROSSING THE ZEBRA CROSSING & IS IN THE ROAD. V1  
 FAILED TO STOP & HIT C1.  
 Occurred on B3133 BRINSEA ROAD (OUTSIDE WAVERLEY COURT), CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	80      Breath test Negative
Vehicle direction	S to N	Driver Postcode	BS216LE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	10	Male	Pedestrian	Severity:	Serious
	9						

181805742      22/06/2018      Friday      Time 0100      Vehicles 2      Casualties 3      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 V1 WAS TRAVELLING ALONG A370 TOWARDS BRISTOL BEHIND A LORRY. AT JUNCTION WITH B3133, V1 HAS TURNED  
 RIGHT, FAILING TO GIVE WAY TO TRAFFIC PROACHING & INTO THE PATH OF V2. CAUSING V2 TO COLLIDE WITH V1.  
 Occurred on A370 STATION ROAD AT JUNCTION WITH B3133 HIGH STREET, CONGRESBURY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	27      Breath test Negative
Vehicle direction	SW to SE	Driver Postcode	UNKNOWN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	49      Breath test Negative
Vehicle direction	NW to SW	Driver Postcode	BS247FW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	48	Female	Passenger	Severity:	Slight

Casualty Reference:	2	Age:	25	Female	Passenger	Severity:	Slight

Casualty Reference:	3	Age:	30	Male	Passenger	Severity:	Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181806924      27/06/2018      Wednesday      Time 1730      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 FILTERING THROUGH SLOW MOVING RUSH HOUR TRAFFIC, CLIPPED V1. V1 RIDER FELL OFF**  
 Occurred on      A370 FARLEIGH ROAD ,BACKWELL, BRISTOL

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      41      Breath test      Not requested  
 Vehicle direction      SW to NE      Driver Postcode      BS419FE  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Motorcycle over 50cc and up to 125cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      47      Breath test      Not requested  
 Vehicle direction      SW to NE      Driver Postcode      BS247FR  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age: 47      Male      Driver/rider      Severity:      Slight

181806847      27/06/2018      Wednesday      Time 1254      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS HIT SIDE OF V2 WHILST PASSING. BOTH HAVE STOPPED & THE PARTIES IN V2 HAVE BEEN TAKEN TO HOSPITAL.**  
 Occurred on      B3133 STOCK LANE, CONGRESBURY, NORTH SOMERSET

Vehicle Reference      1      Goods >= 7.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      44      Breath test      Negative  
 Vehicle direction      W to E      Driver Postcode      NG73HT  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age: 12      Female      Passenger      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      36      Breath test      Not provided (medical)  
 Vehicle direction      E to W      Driver Postcode      BS405JA  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age: 36      Female      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181807313      01/07/2018      Sunday      Time 1124      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**FOUR CYCLISTS RIDING THROUGH YATTON TOWARDS CONGRESBURY. V1 OVERTOOK THE CYCLISTS & THEN BROKE. THE FRONT CYCLIST (V2) HAS THEN GONE INTO THE BACK OF V1.**  
 Occurred on B3133 NORTH END (OUTSIDE YATTON RUGBY FOOTBALL CLUB), YATTON, NORTH SOMERSE

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	61      Breath test Negative
Vehicle direction	NW to SE	Driver Postcode	GL503BQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	25      Breath test Not applicable
Vehicle direction	NW to SE	Driver Postcode	BS311NS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	25	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Cycle helmet      Not known

181804791      06/07/2018      Friday      Time 1730      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 AND V2 WERE TRAVELLING IN THE SAME DIRECTION ALONG THE A370 HEADING IN THE DIRECTION OF BRISTOL. V1 SLOWED DOWN AND STOPPED, INDICATING TO TURN RIGHT INTO CLEEVE HILL ROAD. V2 HAS GONE INTO THE BACK OF V1.**  
 Occurred on A370 RHODYATE HILL JUNCTION WITH CLEEVE HILL ROAD, CLEEVE, NORTH SOMERSET

Vehicle Reference	1	Car	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	25      Breath test Driver not contacted
Vehicle direction	SW to S	Driver Postcode	BS494LJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	25	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	52      Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	BS216DA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

181805078 07/07/2018 Saturday Time 1140 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING ALONG CHURCH LANE TOWARDS DARK LANE WHEN IT COLLIDED WITH PARKED V2, THIS PUSHED V2 INTO V3.

Occurred on CHURCH LANE (OUTSIDE NO 101), BACKWELL, BRISTOL

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

Overturned

First point of impact Front

Age of Driver 48 Breath test Positive

Vehicle direction W to E

Driver Postcode BS35LY

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car

Parked

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Back

Age of Driver Breath test Driver not contacted

Vehicle direction Park to Parked

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 3 Car

Parked

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Back

Age of Driver Breath test Driver not contacted

Vehicle direction Park to Parked

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181805172      13/07/2018      Friday      Time 2030      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 (MOTORBIKE) WAS COMING AROUND THE ROUNDABOUT TOWARDS BACKWELL BEHIND A CAR. V2 CAME ONTO THE ROUNDABOUT FROM THE A4174 & HIT V1.**  
 Occurred on      A370 BY PASS ROUNDABOUT JUNCTION WITH A4174, LONG ASHTON, NORTH SOMERSET

Vehicle Reference      1      Motorcycle over 50cc and up to 125cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      28      Breath test      Driver not contacted  
 Vehicle direction      NE to SW      Driver Postcode      BS231SX  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      28      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      26      Breath test      Negative  
 Vehicle direction      SE to SW      Driver Postcode      BS28QT  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

181807908      15/07/2018      Sunday      Time 0845      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 STOPPED AT JUNCTION OF HAVYATT ROAD WAITING TO TURN RIGHT ONTO A38. V2 TRAVELLING ALONG A38 TOWARDS BRISTOL. V1 PULLS OUT AS V2 APPROACHES & A COLLISION OCCURS.**  
 Occurred on      HAVYATT ROAD, WRINGTON, NORTH SOMERSET

Vehicle Reference      1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      78      Breath test      Not requested  
 Vehicle direction      NW to SW      Driver Postcode      BS483HB  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      40      Breath test      Not requested  
 Vehicle direction      SW to NE      Driver Postcode      BS41PT  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      40      Female      Driver/rider      Severity:      Slight

Casualty Reference:      2      Age:      56      Female      Passenger      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181804980      17/07/2018      Tuesday      Time 2015      Vehicles 2      Casualties 1      Slight  
 Unknown      Road surface      Dry      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 (CYCLIST) WAS CYCLING ALONG SAMLLWAY WHEN V2 HIT FROM BEHIND WHEN OVERTAKING**  
 Occurred on      SMALLWAY, YATTON

Vehicle Reference      1      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      67      Breath test      Not requested  
 Vehicle direction      S      to      N      Driver Postcode      BS494LD  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
 Casualty Reference:      1      Age:      67      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference      2      Car      Overtaking on nearside  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      55      Breath test      Not requested  
 Vehicle direction      S      to      N      Driver Postcode  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

181808127      17/07/2018      Tuesday      Time 1446      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface      Dry      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 HAS PULLED ACROSS V2 & V2 COLLIDED WITH REAR OFFSIDE OF V1. V2 HAS THEN COLLIDED WITH BARRIER ON NEARSIDE BEFORE COMING TO REST.**  
 Occurred on      A370 JUNCTION WITH B3130, FLAX BOURTON, BRISTOL

Vehicle Reference      1      Motorcycle over 50cc and up to 125cc      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      49      Breath test      Not requested  
 Vehicle direction      E      to      N      Driver Postcode      BS139DJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
 Casualty Reference:      1      Age:      49      Male      Driver/rider      Severity:      Serious

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      34      Breath test      Not requested  
 Vehicle direction      S      to      N      Driver Postcode      BS158AL  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181805071      21/07/2018      Saturday      Time 1135      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Dual carriageway  
**V1 STOPPED AT THE JUNCTION. V1 ADVANCED BUT STOPPED. V2 WENT INTO THE BACK OF V1. V2 THEN DROVE OFF.**  
 Occurred on U BRUNEL WAY OUTSIDE/BY BRUNEL WAY AND A370 AT JUNCTION WITH A370, BRISTOL

Vehicle Reference 1      Car      Waiting to turn left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 52      Breath test Driver not contacted  
 Vehicle direction W to NE      Driver Postcode BS42HA  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 52      Female      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver      Breath test Driver not contacted  
 Vehicle direction W to NE      Driver Postcode Unknown  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

181805081      22/07/2018      Sunday      Time 1345      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 DID A U TURN NOT SEEING V1. V1 COLLIDED WITH THE SIDE OF V2 & FLIPPED OVER THE BONNET LANDING IN FRONT OF V2.**  
 Occurred on U WESTON ROAD OUTSIDE/BY BATCH COTTAGE M OF , FLAX BOURTON

Vehicle Reference 1      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Nearside      Age of Driver 29      Breath test Not requested  
 Vehicle direction W to E      Driver Postcode BS34AP  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 29      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      U turn  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 40      Breath test Not requested  
 Vehicle direction W to SW      Driver Postcode  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

181808477 24/07/2018 Tuesday Time 1420 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V2 SLOWED BECAUSE VEHICLE IN FRONT HAD SWERVED TO AVOID A PLASTIC BAG. V1 THEN COLLIDED IN THE REAR OF V2 CAUSING DAMAGE TO BOTH VEHICLES. AIRBAGS DEPLOYED IN V1 ONLY.

Occurred on A370 CONGRESBURY, NORTH SOMERSET

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 25 Breath test Negative

Vehicle direction NW to E

Driver Postcode BS246SQ

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 27 Female Passenger Severity: Slight

Vehicle Reference 2 Car

Waiting to go ahead but held up

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Back

Age of Driver 55 Breath test Negative

Vehicle direction NW to E

Driver Postcode TQ27TN

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 2 Age: 18 Male Passenger Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181808493      25/07/2018      Wednesday      Time 1937      Vehicles 1      Casualties 4      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING DOWN BROCKLEY COOMBE ROAD TOWARDS THE A370. ON THE LAST BEND V1 HAS APPROACHED AT A HIGH SPEED. LOST CONTROL & HIT THE NEARSIDE BANK CAUSING IT TO FLIP ONTO ITS ROOF**  
 Occurred on      **BROCKLEY COOMBE ROAD, BACKWELL, NORTH SOMERSET**

Vehicle Reference	1	Car	Going ahead right hand bend			
Not in restricted lane			Overturned			
First point of impact	Front		Age of Driver	20	Breath test	Not requested
Vehicle direction	NE to W				Driver Postcode	BS228AW
FRV	Not foreign registered vehicle				Journey	Unknown
Left hand drive	No					

Casualty Reference:	1	Age:	20	Male	Driver/rider	Severity:	Slight
Casualty Reference:	2	Age:	18	Male	Passenger	Severity:	Slight
Casualty Reference:	3	Age:	20	Male	Passenger	Severity:	Slight
Casualty Reference:	4	Age:	18	Male	Passenger	Severity:	Slight

181805421      30/07/2018      Monday      Time 2115      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 PULLED ACROSS FROM THE OPPOSITE SIDE OF THE ROAD INTO THE PUB CAR PARK. V2 WAS APPROACHING THE PUB IN THE OPPOSITE DIRECTION AND COLLIDED WITH THE FRONT OF V1.**  
 Occurred on      **WRINGTON ROAD (OUTSIDE WHITE HART INN), CONGRESBURY, BRISTOL**

Vehicle Reference	1	Car	Turning left			
Not in restricted lane			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	54	Breath test	Negative
Vehicle direction	NW to SE				Driver Postcode	BS405QT
FRV	Not foreign registered vehicle				Journey	Unknown
Left hand drive	No					

Vehicle Reference	2	Motorcycle 50cc and under	Going ahead			
Not in restricted lane			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	55	Breath test	Negative
Vehicle direction	SE to NW				Driver Postcode	BS405QD
FRV	Not foreign registered vehicle				Journey	Unknown
Left hand drive	No					

Casualty Reference:	1	Age:	55	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181900649      11/08/2018      Saturday      Time 1830      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS ON THE A370 SLIP ROAD TRAVELLING TOWARDS BRISTOL. AT THE A370 V1 MADE A U-TURN TO TRAVEL BACK TOWARDS BACKWELL. AS V1 WAS CROSSING FROM SLIP ROAD V2 TRAVELLING TOWARDS BRISTOL COLLIDED WITH V1. (NO POSTCODE FOR V2)

Occurred on      A370 LONG ASTON BYPASS, FLAX BOURTON, BRISTOL

Vehicle Reference      1      Car

U turn

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Offside

Age of Driver      24      Breath test      Negative

Vehicle direction      NE to W

Driver Postcode      CF717SS

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      30      Breath test      Negative

Vehicle direction      W to E

Driver Postcode      0

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      30      Male      Driver/rider      Severity:      Slight

181805934      11/08/2018      Saturday      Time 2305      Vehicles 2      Casualties 1      Slight

Raining without high winds      Road surface Wet/Damp      Darkness: street lights present and lit

Special Conditions None      Road Type Single carriageway

V1 IS TRAVELLING ALONG A370 BRISTOL ROAD TOWARDS W-S-M. V2 IS TRAVELLING ON HIGH STREET TOWARDS THE JUNCTION OF BRISTOL ROAD. V1 HAS ENTERED THE JUNCTION FIRST & V2 HAS COLLIDED WITH V1

Occurred on      A370 BRISTOL ROAD (OUTSIDE SHIP & CASTLE) JUNCTION WITH B3133 HIGH STREET, CONGRE

Vehicle Reference      1      Car

Going ahead left hand bend

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Nearside

Age of Driver      39      Breath test      Negative

Vehicle direction      SW to NE

Driver Postcode      TA78JN

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Vehicle Reference      2      Car

Going ahead right hand bend

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      79      Breath test      Not provided (medical)

Vehicle direction      SE to NE

Driver Postcode      BS216XR

FRV      Not foreign registered vehicle

Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age:      79      Female      Driver/rider      Severity:      Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181806319      11/08/2018      Saturday      Time 0840      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS STATIONARY ON DOWNSIDE ROAD WAITING TO TURN RIGHT. V2 WAS TRAVELLING ON THE A38 FROM THE AIRPORT. V1 HAS PULLED OUT FROM JUNCTION & COLLIDED WITH V2.**  
 Occurred on      DOWNSIDE ROAD JUNCTION WITH A38 BRIDGWATER ROAD, LULSGATE, NORTH SOMERSET

Vehicle Reference      1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      50      Breath test      Negative  
 Vehicle direction      W to SW      Driver Postcode      BS494DT  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Pedal cycle      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      53      Breath test      Not applicable  
 Vehicle direction      SW to NE      Driver Postcode      BS251TG  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      53      Male      Driver/rider      Severity:      Serious

Cycle helmet      Not known

181805998      14/08/2018      Tuesday      Time 0210      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS DRIVING & APPLIED HIS BRAKES BUT THEY DIDNT WORK. V1 DROVE INTO A TREE**  
 Occurred on      DUNDY LANE, DUNDY, BRISTOL

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      21      Breath test      Negative  
 Vehicle direction      NW to SE      Driver Postcode      BS161FD  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      21      Male      Driver/rider      Severity:      Slight

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

181900733 16/08/2018 Thursday Time 1800 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 &amp; V2 (CYCLIST) WERE APPROACHING A 4 WAY JUNCTION FROM OPPOSITE DIRECTIONS &amp; COLLIDED IN THE MIDDLE. V1 SAID THEY WERE BLINDED BY THE SUN &amp; DID NOT SEE V2.

Occurred on A38 BRISTOL ROAD AT JUNCTION WITH A368 BATH ROAD &amp; DINGHURST ROAD, CHURCHILL

Vehicle Reference 1 Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 22 Breath test Not requested

Vehicle direction E to NE

Driver Postcode BS043SY

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Pedal cycle

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 61 Breath test Not requested

Vehicle direction W to S

Driver Postcode BS495AP

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181805877      27/08/2018      Monday      Time 1245      Vehicles 3      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**V1 HAS PULLED OUT FROM THE JUNCTION AT A GAP IN THE TRAFFIC. V2 & V3 WERE ALSO PULLING OUT. V1 COLLIDED INTO V2 & V3**

Occurred on      CLARKEN COOMBE, LONG ASHTON

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	17      Breath test      Driver not contacted
Vehicle direction	S to E	Driver Postcode	BS93RX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	30      Breath test      Not applicable
Vehicle direction	S to E	Driver Postcode	BS32EF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Cycle helmet      Not known

Vehicle Reference	3	Pedal cycle	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	30      Breath test      Not applicable
Vehicle direction	S to E	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	30	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Cycle helmet      Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901087      05/09/2018      Wednesday      Time 1518      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 AND V2 WERE TRAVELLING IN OPPOSITE DIRECTIONS, WHERE THE LANE BECOMES NARROWER BY LANGFORD VETS. BOTH V1 AND V2 HAVE COLLIDED.

Occurred on B3133 STOCK LANE OUTSIDE OF LANGFORD VETS, LANGFORD, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	34      Breath test      Not requested
Vehicle direction	N to S	Driver Postcode	BS405HB
FRV	Not foreign registered vehicle	Journey	Taking pupil to/from school
Left hand drive	No		

Casualty Reference: 1      Age: 34      Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	33      Breath test      Not requested
Vehicle direction	S to N	Driver Postcode	BS483HT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 2      Age: 33      Male      Driver/rider      Severity: Slight

181806082      06/09/2018      Thursday      Time 0850      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

C1 WAS WALKING ALONG PAVEMENT WHEN THE WING MIRROR OF V1 GOING PAST STRUCK C1

Occurred on WESTFIELD DRIVE, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	65      Breath test      Not requested
Vehicle direction	W to E	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 41      Female      Pedestrian      Severity: Slight  
 Pedestrian Direction: NW

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901133      08/09/2018      Saturday      Time 0745      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 WAS TRAVELLING TOWARDS BRISTOL. WHEN GOING AROUND A BEND V1 HAS D LOST CONTROL & SPUN INTO THE GARDEN WALL OF NO.90 & THEN SPUNBACKWARDS CRASHING INTO A TELEGRAPH POLE.

Occurred on      A370 WEST TOWN ROAD OUTSIDE/BY NO.90 AT JUNCTION, BACKWELL

Vehicle Reference	1	Car		Going ahead
Not in restricted lane			Skidded	
First point of impact	Front		Age of Driver	45      Breath test      Not requested
Vehicle direction	NE to SW		Driver Postcode	BS273TQ
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Casualty Reference:      1      Age:      45      Male      Driver/rider      Severity:      Slight

181901147      09/09/2018      Sunday      Time 1330      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface      Dry      Daylight

Special Conditions      None      Road Type      Single carriageway

V1 & V2 WERE TRAVELLING TOWARDS BRISTOL AIRPORT IN SLOW MOVING TRAFFIC. BOTH VEHICLES MOVED INTO THE RIGHT HAND FILTER LANE FOR THE AIRPORT & V1 HAS HIT THE BACK OF V2.

Occurred on      A38 BRIDGEWATER ROAD M OF , LULSGATE

Vehicle Reference	1	Car		Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning	
First point of impact	Front		Age of Driver	63      Breath test      Not requested
Vehicle direction	NE to SW		Driver Postcode	BS40BT
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Vehicle Reference	2	Motorcycle over 500cc		Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning	
First point of impact	Back		Age of Driver	21      Breath test      Not requested
Vehicle direction	NE to SW		Driver Postcode	BS484RX
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Casualty Reference:      1      Age:      21      Male      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181806206      11/09/2018      Tuesday      Time 1330      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

THE BUS PULLED IN NEAR THE GEORGE PUB. THE PEDESTRIAN HAS GOT OFF THE BUS AND RAN ACROSS THE ROAD INTO THE PATH OF VEH 1.

Occurred on FARLIEGH ROAD, BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 68	Breath test Driver not contacted
Vehicle direction	SW to NE	Driver Postcode	BS215EA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 30      Male      Pedestrian      Severity: Slight  
 Pedestrian Direction: E

181901357      21/09/2018      Friday      Time 1130      Vehicles 2      Casualties 1      Slight

Fine with high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 & V2 WERE TRAVELLING IN OPOSITE DIRECTIONS ON THE A370. AT THE TRAFFIC LIGHTS V1 INTENDED TO DRIVE STRAIGHT ON & V2 WAS IN THE RIGHT TURN FILTER LANE, WHERE A GREEN LIGHT WAS ON BUT THE FILTER LIGHT UNLIT. V2 TURNED & HIT V1.

Occurred on A370 SMALLWAY TRAFFIC LIGHTS

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 33	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	BS228TN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 77	Breath test Not provided (medical)
Vehicle direction	N to W	Driver Postcode	BS092RN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 77      Female      Driver/rider      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901282      21/09/2018      Friday      Time 1043      Vehicles 2      Casualties 1      Slight  
 Raining with high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1'S VIEW WAS BLOCKED BY A BUS WHILE PULLING OUT OF A LAYBY. V2 WAS TRAVELLING TOWARD BRISTOL &  
 TRIED TO AVOID V1 AS IT PULLED OUT BUT WAS UNABLE TO.  
 Occurred on A38 BRIDGWATER ROAD BY LAYBY, BRISTOL

Vehicle Reference	1	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 27	Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BS50SD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 27	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 61	Breath test Not requested
Vehicle direction	SW to NE	Driver Postcode	EX82PG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

181901312      23/09/2018      Sunday      Time 1130      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions ATS out      Road Type Single carriageway  
 V1 WAS WAITING TO TURN RIGH FROM THE A370 TO THE B3133, THE TRAFFIC LIGHTS TUNRED GREEN BUT THE  
 FLITER LIGHT WAS NOT ILLUMINATED. V1 HIT V2 WHICH WAS TRAVELLING IN OPPOSITE DIRECTION ON THE A370 &  
 HAD A GREEN LIGHT.(NO POSTCODE V1/C1)  
 Occurred on A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGRESBURY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 22	Breath test Not requested
Vehicle direction	NW to SW	Driver Postcode	0
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 22	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 53	Breath test Not requested
Vehicle direction	NE to NW	Driver Postcode	BS247EQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age: 56	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901212      24/09/2018      Monday      Time 0910      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 HAS EMERGED ONTO FELTON LANE FROM LONG CROSS. V2 (MOTORBIKE) HAS BEEN TRAVELLING TOWARDS THE JUNCTION. V1 STOPPED BUT WAS ALREAD HALF ACROSS THE JUNCTION. V2 WAS UNABLE TO STOP AND HIT V1.  
 Occurred on FELTON LANE FELTON M OF U LONG CROSS FELTON , FELTON

Vehicle Reference 1      Car      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 28      Breath test Not requested  
 Vehicle direction N to E      Driver Postcode  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 20      Breath test Not requested  
 Vehicle direction W to E      Driver Postcode BS484YF  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 20      Male      Driver/rider      Severity: Slight

181901363      29/09/2018      Saturday      Time 1635      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V1 TRAVELLING TOWARDS BRISTOL. V2 TUNRED RIGHT OUT OF THE AIRPORT TAVERN CARPARK, HITTING V1 ON ITS NEARSIDE.  
 Occurred on A38 BRIDGWATER ROAD OUTSIDE OF AIRPORT TAVERN, LULSGATE, FELTON

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Nearside      Age of Driver 51      Breath test Not requested  
 Vehicle direction SW to NE      Driver Postcode BS130DU  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 50      Female      Passenger      Severity: Slight

Vehicle Reference 2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 54      Breath test Not requested  
 Vehicle direction W to SW      Driver Postcode 1723  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901389      03/10/2018      Wednesday      Time 1447      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

FEMALE HAS STOOD IN FRONT OF V1, CAUSING THE DRIVER TO STOP. AS SHE HAS MOVED TO ONE SIDE, DRIVER OF V1 HAS MOVED FORWARD SLOWLY. THERE HAS BEEN CONTACT BETWEEN THE V1 AND C1, AND C1 HAS FALLEN OVER. V1 HAS STOPPED. C1 HAS BEEN SEEN BY A NURSE AND DOCTOR

Occurred on      LANGFORD ROAD OUTSIDE OF NO 1, LANGFORD, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 72      Breath test Negative
Vehicle direction	E to W		Driver Postcode BS217UD
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 30	Female	Pedestrian	Severity: Slight
Pedestrian Direction:	0				

181901501      08/10/2018      Monday      Time 2051      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Dry      Darkness: street lights present but unlit

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING SOUTH ON THE A370 TURNING RIGHT ONTO SMALLWAY & HAD A GREEN LIGHT BUT THE FILTER LIGHT WAS UNLIT. V2 TRAVELLING NORTH ON THE A370 PROCEEDED THROUGH THEIR GREEN LIGHT AND COLLIDED WITH V1.

Occurred on      A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGRESBURY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			Skidded
First point of impact	Nearside		Age of Driver 17      Breath test Negative
Vehicle direction	N to W		Driver Postcode BS207LF
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 17	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Casualty Reference:	2	Age: 16	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 41      Breath test Negative
Vehicle direction	S to N		Driver Postcode BS41HG
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181808612      14/10/2018      Sunday      Time 1430      Vehicles 2      Casualties 2      Slight

Raining without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

V2 WAS ON THE A368 WAITING AT THE CROSSROADS. V2 PULLED FORWARD TO THE MIDDLE OF THE CROSSROADS & WAITED TO TURN RIGHT ONTO THE A38. AS V2 TIRED TO TURN RIGHT, V1 HAS COME FROM THE OPPOSITE DIRECTION STRAIGHT ACROSS. V2 TURNED & THEY COLLIDED

Occurred on      A368 JUNCTION WITH A38, CHURCHILL, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 53      Breath test Negative
Vehicle direction	E to NW		Driver Postcode BS494HN
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 20	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

Casualty Reference:	2	Age: 17	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 36      Breath test Negative
Vehicle direction	NW to S		Driver Postcode BS255PD
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901599      21/10/2018      Sunday      Time 1230      Vehicles 2      Casualties 2      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS WAITING TO TURN INTO LAYBY OPPOSITE. V2 HAS TRIED TO OVERTAKE SEVERAL SLOW MOVING VEHICLES AND HAS HIT THE THE REAR OF V1. (EXACT LOCATION UNKNOWN)**  
 Occurred on      A38 BRIDGEWATER ROAD, BARROW GURNEY

Vehicle Reference	1	Car	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 31	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	TA13PE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 31      Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Motorcycle over 125cc and up to 500cc	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 40	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	BS130DF
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 2      Age: 40      Male      Driver/rider      Severity: Serious

181901630      21/10/2018      Sunday      Time 0350      Vehicles 1      Casualties 1      Slight  
 Fog or mist      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS DRIVING TOWARDS BRISTOL. THE WEATHER WAS DENSE AND PATCHY FOG. V1 STRUCK A NEARSIDE CURB, & LOST CONTROL HITTING A FARM GATE.**  
 Occurred on      A38 REDHILL OF, REDHILL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 26	Breath test Negative
Vehicle direction	SW to NE	Driver Postcode	BS50BA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 26      Male      Driver/rider      Severity: Slight

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

## Selection:

## Notes:

Selected using Pre-defined Query :

181807253 26/10/2018 Friday Time 0750 Vehicles 2 Casualties 1 Slight  
 Other Road surface Wet/Damp Darkness: street lighting unknown  
 Special Conditions None Road Type Single carriageway

V1 WAS WAITING IN TRAFFIC, INDICATING TO TURN ONTO CHERRY GROVE. V2 (MOTORCYCLE) WAS OVERTAKING V1 ON THE OFFSIDE, CAUSING A COLLISION WHEN V1 TURNED RIGHT.

Occurred on THE HIGH STREET AT JUNCTION WITH CHERRY GROVE, YATTON, BRISTOL

Vehicle Reference 1 Car Turning right  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Offside Age of Driver 47 Breath test Driver not contacted  
 Vehicle direction S to E Driver Postcode BA53FL  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

Vehicle Reference 2 Motorcycle over 125cc and up to 500cc Going ahead  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Nearside Age of Driver 19 Breath test Driver not contacted  
 Vehicle direction S to N Driver Postcode BS229RY  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181901842 29/10/2018 Monday Time 1751 Vehicles 3 Casualties 2 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway

V3 WAS TRAVELLING OUT OF BRISTOL TOWARDS NORTH SOMERSET & MERGED ON TO ASHTON ROAD, THE SLIP ROAD FOR THE LONG ASHTON PARK AND RIDE. V3 COLLIDED WITH THE REAR OF V2 CASUING V2 TO HIT THE BACK OF V1.

Occurred on A370 SOUTH SLIP ROAD, BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction E to SW  
FRV Not foreign registered vehicle  
Left hand drive No

Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 43 Breath test Not requested  
Driver Postcode BS247EQ  
Journey Unknown

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction E to SW  
FRV Not foreign registered vehicle  
Left hand drive No

Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 25 Breath test Not requested  
Driver Postcode BS233WH  
Journey Unknown

Vehicle Reference 3 Car  
Not in restricted lane  
First point of impact Front  
Vehicle direction E to SW  
FRV Not foreign registered vehicle  
Left hand drive No

Changing lane to left  
No skidding, jack-knifing or overturning  
Age of Driver 34 Breath test Not requested  
Driver Postcode BS93QT  
Journey Unknown

Casualty Reference: 2 Age: 34 Female Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181807651      07/11/2018      Wednesday      Time 0835      Vehicles 2      Casualties 2      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 TRAVELING INBOUND TOWARDS BRISTOL JOINED THE A370 FROM THE B3130 CLEVEDON ROAD. V2 CAME UPON  
 HEAVY TRAFFIC & TRIED TO MAKE A U TURN ACROSS DOUBLE WHITE LINES. V2 WAS HIT BY V1 TRAVLING  
 OUTBOUND.**  
 Occurred on      A370 LONG ASHTON BY PASS 75 METRES EAST OF B3130 CLEVEDON, FLAX BOURTON, NORTH

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 74      Breath test Not requested
Vehicle direction	E to W		Driver Postcode BS41NQ
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 74      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 37      Breath test Negative
Vehicle direction	W to E		Driver Postcode BS407RA
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 37      Female	Driver/rider      Severity: Slight

181902151      14/11/2018      Wednesday      Time 1855      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS REVERSING INTO THE DRIVE OF GREYSTONE. V2 WAS TRAVELLING FAST AND FAILED TO SEE V1. V2  
 COLLIDED WITH THE SIDE OF V1, MAKING NO ATTEMPT TO BRAKE OR AVOID THE COLLISION.**  
 Occurred on      A370 WEST TOWN ROAD OUTSIDE OF GREYSTONE , BROCKLEY, BACKWELL

Vehicle Reference	1	Van or Goods <= 3.5 tonnes mgw	Reversing
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver 28      Breath test Negative
Vehicle direction	SW to SE		Driver Postcode BS248ES
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 79      Breath test Not provided (medical)
Vehicle direction	NE to SW		Driver Postcode BS227YF
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 79      Female	Driver/rider      Severity: Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181807962      17/11/2018      Saturday      Time 1854      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present but unlit  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS TRAVELLING ALONG B3130 TOWARDS WESTON ROAD. V1 & OTHER VEH APPROACHED THE RAB FROM WESTON ROAD. OTHER VEH ENTERED THE RAB & V1 FOLLOWED. V1 DIDNT SEE V2 & COLLIDED**  
 Occurred on OLD WESTON ROAD, FLAX BOURTON, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30      Breath test      Driver not contacted
Vehicle direction	NE to NW	Driver Postcode	SN140AN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	53      Breath test      Not applicable
Vehicle direction	NW to SE	Driver Postcode	S663XS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	53	Male	Driver/rider	Severity:	Slight
					Cycle helmet		Not known

181900833      19/11/2018      Monday      Time 0854      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING TOWARDS YATTON & AS THE ROAD GOES GRADUALLY LEFT V1 HAS CONTINUED STRAIGHT COLLIDING HEAD ON WITH V2 CAUSING SIGNIFICANT DAMAGE TO BOTH VEHICLES AND SERIOUS INJURY TO THE DRIVER OF V2.**  
 Occurred on B3133 SMALLWAY, CONGRESBURY, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	53      Breath test      Negative
Vehicle direction	S to NW	Driver Postcode	BS494ED
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	75      Breath test      Negative
Vehicle direction	NW to S	Driver Postcode	BS494BU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	75	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181902227 20/11/2018 Tuesday Time 1656 Vehicles 2 Casualties 2 Slight  
Raining without high winds Road surface Wet/Damp Darkness: no street lighting  
Special Conditions None Road Type Single carriageway  
V2 (CYCLIST) WAS TRAVELLING ALONG BRINSEA ROAD & SLIPPED ON WET MUD, LEADING V2 TO FALL TO THE GROUND. V1 SWERVED INTO A DITCH TO AVOID V2.  
Occurred on B3133 BRINSEA ROAD BY A370 BRISTOL RD JCT WITH B3133, CONGRESBURY

Vehicle Reference 1 Car  
Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 42 Breath test Not requested  
Vehicle direction SE to NE Driver Postcode BS495EZ  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight

Vehicle Reference 2 Pedal cycle  
Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Did not impact Age of Driver 51 Breath test Not requested  
Vehicle direction SE to NE Driver Postcode BS405EQ  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 51 Male Driver/rider Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181901019 01/12/2018 Saturday Time 1723 Vehicles 2 Casualties 3 Serious  
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 Special Conditions None Road Type Single carriageway  
 V2 WAS ON CHAPLE HILL TRAVELING TOWARDS BACKWELL HILL. WHEN CROSSING THE A370 V2 COLLIDED WITH V1  
 AND MOUNTED THE PAVEMENT HITTING A STONE STEP.  
 Occurred on A370 FARLEIGH ROAD (OUTSIDE NO 136) JUNCTION WITH CHAPEL HILL, BACKWELL, BRISTO

Vehicle Reference 1 Motorcycle over 500cc Going ahead  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 27 Breath test Negative  
 Vehicle direction W to E Driver Postcode BS494NW  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 19 Breath test Not requested  
 Vehicle direction S to N Driver Postcode SA126DL  
 FRV Not foreign registered vehicle Journey Unknown  
 Left hand drive No

Casualty Reference: 2 Age: 19 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 19 Female Passenger Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181808472 03/12/2018 Monday Time 1843 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 TURNED RIGHT OUT OF WOOD HILL ONTO THE A370, (NO RIGHT TURN). V2 TRAVELLING ON A370 BRISTOL ROAD  
TOWARDS RHODYATE HILL COLLIDED WITH V1.  
Occurred on A370 BRISTOL ROAD JUNCTION WITH WOOD HILL, CONGRESBURY, NORTH SOMERSET

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	68 Breath test Not requested
Vehicle direction	NW to W	Driver Postcode	BS405QG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 68	Female Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30 Breath test Negative
Vehicle direction	NE to W	Driver Postcode	BS495DG
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181902455      08/12/2018      Saturday      Time 1726      Vehicles 2      Casualties 5      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 V1 TRAVELING ON THE A38 FROM BRISTOL AIRPORT. V2 PULLED OUT OF NEW ROAD ONTO THE A38 TURNING LEFT &  
 COLLIDED WITH V1. (V1 POSSIBLY HAD A LEFT INDICATOR ON, BUT UNCONFIRMED)  
 Occurred on A38 JUNCTION WITH NEW ROAD, REDHILL, NORTH SOMERSET

Vehicle Reference 1      Car  
 Not in restricted lane      Going ahead  
 No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 66      Breath test Negative  
 Vehicle direction NE to SW      Driver Postcode PL339HA  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 66      Male      Driver/rider      Severity: Slight

Casualty Reference: 3      Age: 55      Female      Passenger      Severity: Slight

Casualty Reference: 4      Age: 32      Male      Passenger      Severity: Slight

Casualty Reference: 5      Age: 29      Female      Passenger      Severity: Slight

Vehicle Reference 2      Car  
 Not in restricted lane      Turning left  
 No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 18      Breath test Not requested  
 Vehicle direction E to SW      Driver Postcode BS405SQ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 2      Age: 18      Female      Driver/rider      Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

181808675 11/12/2018 Tuesday Time 1245 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 (CYCLIST) WAS ON THE PAVEMENT. V2 WAS WAITING TO PULL OUT OF THE SHELL PETROL STATION. V1 THOUGHT V2 HAD SEEN THEM & WENT TO RIDE IN FRONT BUT V2 PULLED OUT HITTING V1. (REPORTED ONLINE NO VRM FOR V2.)

Occurred on BRIDGWATER ROAD.

Vehicle Reference 1 Pedal cycle

Footway (pavement) Going ahead No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 56 Breath test Driver not contacted

Vehicle direction E to W Driver Postcode BS418JH

FRV Not foreign registered vehicle Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight

Cycle helmet Not known

Vehicle Reference 2 Car

Not in restricted lane Moving off No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 50 Breath test Driver not contacted

Vehicle direction S to E Driver Postcode BS106AF

FRV Not foreign registered vehicle Journey Unknown

Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181901367      16/12/2018      Sunday      Time 1356      Vehicles 3      Casualties 1      Slight  
 Raining without high winds      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V1 UPON APPROACHING A RIGHT-HAND BEND LEFT THE ROAD & MONTED A GRASS VERGE. V1 REJOINED THE ROAD AND COLLIED WITH PARKED V2 AND V3.**  
 Occurred on      CLEEVE HILL ROAD, CLEEVE, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver      24      Breath test      Negative
Vehicle direction	E to NW		Driver Postcode      BS495BT
FRV	Not foreign registered vehicle		Journey      Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 24      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver      Breath test      Driver not contacted
Vehicle direction	Park to Parked		Driver Postcode
FRV	Not foreign registered vehicle		Journey      Unknown
Left hand drive	No		
Vehicle Reference	3	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver      Breath test      Driver not contacted
Vehicle direction	Park to Parked		Driver Postcode
FRV	Not foreign registered vehicle		Journey      Unknown
Left hand drive	No		

---

181902588      18/12/2018      Tuesday      Time 1535      Vehicles 1      Casualties 1      Slight  
 Raining with high winds      Road surface      Wet/Damp      Darkness: street lights present and lit  
 Special Conditions      None      Road Type      Single carriageway  
**C1 WAS CROSSING THE ROAD DRESSED IN DARK CLOTHING IN HEAVY RAIN & REPORTED TO HAVE BEEN DISTRACTED BY A WITNESS. V1 HAS NOT STOPPED IN TIME & C1 HAS HIT THE OFFSIDE WING MIRROR AND FALLEN TO THE FLOOR.**  
 Occurred on      MILLIER ROAD BY NO.9 AT JUNCTION WITH WOODVIEW DRIVE, CLEEVE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver      29      Breath test      Negative
Vehicle direction	E to W		Driver Postcode      BS106GH
FRV	Not foreign registered vehicle		Journey      Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 18      Female	Pedestrian      Severity: Slight
9			



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

181808497      18/12/2018      Tuesday      Time 1615      Vehicles 1      Casualties 1      Slight  
 Raining with high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 HIT C1 WITH LEFT WINGMIRROR WHILE C1 WAS WALKING ON THE PATH TO COLLECT CHILDREN FROM THEIR AFTER SCHOOL CLUB. V1 DROVE OFF.**  
 Occurred on      HIGH STREET, YATTON OUTSIDE THE LIBRARY

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	30      Breath test Not requested
Vehicle direction	NW to SE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	27	Male	Pedestrian	Severity:	Slight
Pedestrian Direction:	S						

191902812      15/01/2019      Tuesday      Time 2216      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 AND V2 (MOTORBIKE) WERE TRAVELLING IN OPPOSITE DIRECTIONS AND V2 COLLIDED WITH V1.**  
 Occurred on      KING ROAD, CHURCHILL, WINSCOMBE

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	33      Breath test Negative
Vehicle direction	S to N	Driver Postcode	BS251JE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Going ahead
Not in restricted lane		Skidded	
First point of impact	Front	Age of Driver	37      Breath test Negative
Vehicle direction	N to S	Driver Postcode	BS215DB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	37	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191902883      16/01/2019      Wednesday      Time 0645      Vehicles 3      Casualties 3      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions      ATS out      Road Type      Single carriageway  
 V1 & V2 WERE STATIONARY AT THE RED TRAFFIC LIGHTS ON COLLITERS WAY. V3 WAS DRIVING ALONG COLLITERS  
 WAY TOWARDS THE A370 ROUNDABOUT & FAILED TO STOP SO WENT INTO THE BACK OF V2 WHICH THEN WENT INTO  
 V1.  
 Occurred on      A4174 COLLITERS WAY BY RS WAY AT JUNCTION WITH BROOK GATE, DUNDRY

Vehicle Reference      1      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      48      Breath test      Not requested  
 Vehicle direction      S      to      N      Driver Postcode      BS251JP  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      48      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      50      Breath test      Not requested  
 Vehicle direction      S      to      N      Driver Postcode      BS409UH  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age:      50      Female      Driver/rider      Severity:      Slight

Vehicle Reference      3      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      30      Breath test      Not requested  
 Vehicle direction      S      to      N      Driver Postcode      BS137RY  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      3      Age:      30      Female      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191900430      22/01/2019      Tuesday      Time 2215      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 STOPPED AT JUNCTION TO GIVE WAY; V2 HIT REAR OF V1.**  
 Occurred on      A370 STATION ROAD AT JUNCTION WITH B3133 HIGH STREET, CONGRESBURY

Vehicle Reference      1      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      56      Breath test      Driver not contacted  
 Vehicle direction      W to NE      Driver Postcode      BS42LA  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      56      Male      Driver/rider      Severity:      Slight

Vehicle Reference      2      Van or Goods <= 3.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver           Breath test      Driver not contacted  
 Vehicle direction      W to NE      Driver Postcode      UNKNOWN  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

191901853      22/01/2019      Tuesday      Time 1627      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELING ON CLAVERHAM RD, WHEN IT HIT PARKED V2 WHICH WAS SHUNTED APPROXIMATLEY 20M.**  
 Occurred on      CLABERHAM ROAD,YATTON

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      52      Breath test      Not requested  
 Vehicle direction      W to E      Driver Postcode      BS494JJ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      52      Female      Driver/rider      Severity:      Slight

Casualty Reference:      2      Age:      35      Female      Passenger      Severity:      Slight

Vehicle Reference      2      Car      Parked  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      64      Breath test      Not requested  
 Vehicle direction      Park to Parked      Driver Postcode      BS78US  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191900499      25/01/2019      Friday      Time 1000      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 (CYCLIST) WAS GOING UP HILL. V2 PULLED OUT FROM KEEDWELL HILL IN FRONT OF V1 & V1 BOUNCED OFF BONNET SUFFERING INJURY.**  
 Occurred on PROVIDENCE LANE AT JUNCTION WITH KEEDWELL HILL

Vehicle Reference	1	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	38      Breath test      Driver not contacted
Vehicle direction	S to N	Driver Postcode	BS81AT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 38      Male      Driver/rider      Severity: Slight

Cycle helmet      Not known

Vehicle Reference	2	Car	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	70      Breath test      Driver not contacted
Vehicle direction	W to N	Driver Postcode	BS419EY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

191901888      29/01/2019      Tuesday      Time 1640      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 & V2 WERE TRAVELLING IN OPPOSITE DIRECTIONS. V2 SWEVERED INTO THE OPPOSITE LANE AND COLLIED WITH V1. V1 SPUN AND IT'S OFFSIDE WHEEL CAME. V2 SAID THEY BLACKED OUT & DO NOT REMEMBER WHAT HAPPENED.**  
 Occurred on A370 FARLEIGH ROAD BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	18      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS311NT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 18      Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	69      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS483JQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191900920      03/02/2019      Sunday      Time 1232      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Single carriageway  
**V2 WAS MAKING A U TURN AT THE A38 & BORROW STREET JN. V1 THOUGHT THAT V2 WAS TURNING LEFT DOWN BARROW STREET SO TRIED TO PASS V2 ON THE RIGHT COLLIDING WITH V2 AS IT TURNED RIGHT.**  
 Occurred on      A38, BARROW GURNEY, NORTH SOMERSET

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	34      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	CF105HZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	34	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Motorcycle over 500cc	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	49      Breath test      Not requested
Vehicle direction	SW to SW	Driver Postcode	BS44EH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

191903126      08/02/2019      Friday      Time 1045      Vehicles 2      Casualties 2      Slight  
 Raining without high winds      Road surface      Wet/Damp      Daylight  
 Special Conditions      None      Road Type      Unknown  
**V1 TRAVELLING A370 TOWARDS WESTON SUPER MARE HAS STOPPED AT JUNCTION TO TURN RIGHT DOWN CHAPEL HILL. V1 HAS TURNED RIGHT WITHOUT WAITING FOR A SPACE. V2 (TRAVELLING A370 TOWARDS BRISTOL) HAS COLLIDED WITH V1.**  
 Occurred on      A370 FARLEIGH ROAD & CHAPEL HILL, BACKWELL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	51      Breath test      Not provided (medical)
Vehicle direction	E to N	Driver Postcode	BS154PU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	51	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Casualty Reference:	2	Age:	16	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	53      Breath test      Negative
Vehicle direction	W to E	Driver Postcode	BS057QR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191901930      10/02/2019      Sunday      Time 1810      Vehicles 3      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 BEING PURSUED BY POLICE TRIED TO PASS V3 ON THE NEAR SIDE THEN HIT THE REAR OF V2 . V1 THEN STOPPED &  
 DRIVER DEOCCUPIED. (NO POSTCODE FOR V1)**  
 Occurred on      PROVINCENCE LANE OUTSIDE OF 32, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	20      Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 17      Male	Passenger      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	72      Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	BS419BA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 42      Female	Passenger      Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	45      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	BS419DE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191903363      18/02/2019      Monday      Time 1750      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Wet/Damp      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TURNING RIGHT FROM FELTON STREET ONTO WEST LANE. V2 WAS TRAVELLING ON WEST LANE APPROACHING FELTON STREET OFFSIDE TO V1. V1 PULLED OUT ONTO WEST LANE & MOVED OFF SLOWLY WITH V2 UNABLE TO AVOID COLLIDING INTO V1.**  
 Occurred on      WEST LANE AT JUNCTION WITH FELTON STREET, FELTON, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	77      Breath test      Negative
Vehicle direction	SW to E	Driver Postcode	BS409YL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	21      Breath test      Negative
Vehicle direction	W to E	Driver Postcode	BS494LT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	21	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	2	Age:	20	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

191903390      20/02/2019      Wednesday      Time 1225      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 (LORRY) WAS DRIVING FROM YATTON TOWARDS CLEVEDON. V2 (CYCLIST) WAS RIDING ON THE PAVEMENT IN THE OPPOSITE DIRECTION. V1'S WING MIRROR WAS OVERHANGING THE PAVEMENT, AND STRUCK V2.**  
 Occurred on      B3133 HIGH STREET, YATTON AT JUNCTION WITH CHERRY GROVE, YATTON

Vehicle Reference	1	Goods >= 7.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	35      Breath test      Negative
Vehicle direction	NW to SE	Driver Postcode	SN31DA
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	42      Breath test      Not applicable
Vehicle direction	SE to NW	Driver Postcode	BS494RA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	42	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Cycle helmet	Not known
--------------	-----------



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191901691      10/03/2019      Sunday      Time 1615      Vehicles 3      Casualties 1      Slight

Fine with high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

**V1 WAS STATIONARY IN TRAFFIC ON THE A38, WHEN V2 HIT INTO THE BACK OF V1 PUSHING V1 INTO V3.**

Occurred on      A38 BRIDGWATER ROAD, BRISTOL

Vehicle Reference	1	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	27      Breath test      Driver not contacted
Vehicle direction	SW to NE			Driver Postcode      GL155JG
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			
Casualty Reference:	1	Age: 27	Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver	43      Breath test      Driver not contacted
Vehicle direction	SW to NE			Driver Postcode      BS408AD
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			

Vehicle Reference	3	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	40      Breath test      Driver not contacted
Vehicle direction	SW to NE			Driver Postcode
FRV	Not foreign registered vehicle			Journey      Unknown
Left hand drive	No			

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191902061      13/03/2019      Wednesday      Time 1235      Vehicles 2      Casualties 1      Slight  
 Fine with high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 AT STAG & HOUNDS, V1 STOPPED TO TURN RIGHT INTO THE CAR PARK. V3 WAS TRAVELLING IN THE OPPOSITE  
 DIRECTION TO V1. ALL OF A SUDDEN V2 OVERTOOK V3 & HIT V1.  
 Occurred on A38 BRISTOL ROAD OUTSIDE OF STAG AND HOUNDS, CHURCHILL, WINSCOMBE

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver 23      Breath test Negative  
 Vehicle direction E to N      Driver Postcode BS251BH  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Motorcycle over 50cc and up to 125cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver 21      Breath test Negative  
 Vehicle direction W to E      Driver Postcode BS407AU  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 21      Male      Driver/rider      Severity: Slight

191902097      23/03/2019      Saturday      Time 1941      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
 V1 HAS TRAVELLING DOWN WESTON RD, WHEN IT HAS COLLIDED WITH V2 WHICH WAS PARKED. (UNSURE OF  
 LOCATION)  
 Occurred on U WESTON ROAD, LONG ASHTON, BRISTOL

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver 49      Breath test Positive  
 Vehicle direction E to W      Driver Postcode BS419AU  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Car      Parked  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Offside      Age of Driver      Breath test Driver not contacted  
 Vehicle direction Park to Parked      Driver Postcode  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 83      Male      Passenger      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191903255      29/03/2019      Friday      Time 1700      Vehicles 4      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V3 WAS TRAVELLING TOWARDS BRISTOL. V1 IS TURNING RIGHT INTO THE GARAGE. V3 HAS HIT V1 AT THE REAR.  
 THIS HAS HIT V2 AND V4. V2 WAS TRAVELLING OUT OF BRISTOL & V4 WAS PARKED.  
 Occurred on A38 BRIDGWATER ROAD (BY BRIDGWATER RD SERVICE STATION), DUNDY, BRISTOL

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 27	Breath test Negative
Vehicle direction	SW to S	Driver Postcode	TA64NN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 27	Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 36	Breath test Negative
Vehicle direction	NE to SW	Driver Postcode	BS110RW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 26	Breath test Negative
Vehicle direction	SW to NE	Driver Postcode	CF448EU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 26	Male      Driver/rider      Severity: Slight

Vehicle Reference	4	Goods >= 7.5 tonnes mgw	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 50	Breath test Negative
Vehicle direction	Park to Parked	Driver Postcode	TA14NB
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191904742      03/04/2019      Wednesday      Time 1709      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING SOUTH ON A38 NEAR TO HOLIDAY INN WITHIN THE 50MPH SPEED LIMIT. AS V1 EXITED A BLIND BEND IT HAD TO BREAK HEAVILY TO AVOID A STOPPED VEHICLE. V1 SLID INTO THE OPPOSITE CARRIAGEWAY INTO THE PATH OF V2. (MOTORBIKE)**  
 Occurred on      A38 BRIDGWATER ROAD (OUTSIDE HOLIDAY INN BRISTOL AIRPORT) JUNCTION WITH NATES

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	34      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	BS44NX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	32      Breath test      Not requested
Vehicle direction	SW to NE	Driver Postcode	TA64QN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	32	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

191904842      05/04/2019      Friday      Time 0730      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS FOLLOWING BEHIND V2 (MOTORBIKE) TRAVELLING TOWARDS BRISTOL. V2 HAS BRAKED DUE TO AN UNKNOWN VEHICLE BRAKING IN FRONT OF HIM. V1 HAS HIT HIS BRAKES, BUT HAS COLLIDED WITH BACK OF V2 CAUSING THE RIDER TO FALL.**  
 Occurred on      A370 WESTON ROAD JUNCTION WITH OLD WESTON ROAD, CONGRESBURY, NORTH SOMERSE

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	37      Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	BS234UP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 50cc and up to 125cc	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	18      Breath test      Not requested
Vehicle direction	NW to SE	Driver Postcode	BS229RY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	18	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905039      08/04/2019      Monday      Time 1654      Vehicles 2      Casualties 3      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING NORTH ON A38 BRISTOL ROAD IN FLOWING TRAFFIC. V2 WAS ON LADYMEAD LANE, WAITING TO PULL OUT ONTO A38 TO TRAVEL SOUTH. V2 WAS WAVED OUT BY AN UNKNOWN VEHICLE TRAVELLING SOUTH, ON PULLING OUT V2 HIT V1.

Occurred on      A38 BRISTOL ROAD JUNCTION WITH LADYMEAD LANE, CHURCHILL, NORTH SOMERSET

Vehicle Reference      1      Car

Not in restricted lane      Going ahead      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      61      Breath test      Not requested

Vehicle direction      SW to NE      Driver Postcode      BA128JX

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Casualty Reference:      1      Age: 61      Female      Driver/rider      Severity:      Slight

Casualty Reference:      3      Age: 23      Male      Passenger      Severity:      Slight

Vehicle Reference      2      Car

Not in restricted lane      Turning right      No skidding, jack-knifing or overturning

First point of impact      Front      Age of Driver      39      Breath test      Negative

Vehicle direction      N to SW      Driver Postcode      BS255QG

FRV      Not foreign registered vehicle      Journey      Unknown

Left hand drive      No

Casualty Reference:      2      Age: 39      Male      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191903021      20/04/2019      Saturday      Time 1721      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 LOST CONTROL FOR REASONS UNKNOWN & HAS MOUNTED THE PAVEMENT, STRIKING C1 & C2. V1 HAS PANICKED AND FAILED TO APPLY THE BRAKE COLLIDED WITH PARKED V2, 25 - 30M AFTER FIRST MOUNTING THE PAVEMENT.**  
 Occurred on      LONG ASHTON ROAD (OUTSIDE NO 172), LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	55      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	BS419EJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	52	Male	Pedestrian	Severity:	Slight
	9						

Casualty Reference:	2	Age:	43	Female	Pedestrian	Severity:	Slight
	9						

Vehicle Reference	2	Car	Parked
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	Breath test      Driver not contacted
Vehicle direction	Park to Parked	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

191905514      24/04/2019      Wednesday      Time 0515      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V1 (MOTORBIKE) WAS TRAVELLING ALONG THE HIGH STREET. AS V1 WAS TRAVELLING FROM HIGH STREET APPROACHING GRASSMORE ROAD. V2 PULLED OUT OF GRASSMORE ROAD HITTING V1 (HIT & RUN)**  
 Occurred on      B3133 HIGH STREET AT JUNCTION WITH GRASSMERE ROAD, YATTON

Vehicle Reference	1	Motorcycle over 125cc and up to 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	23      Breath test      Negative
Vehicle direction	S to N	Driver Postcode	BS231LN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	23	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Breath test      Driver not contacted
Vehicle direction	W to S	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

191905568 26/04/2019 Friday Time 0800 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 (MOTORBIKE) CAME TOWARDS 2 PARKED VEHICLES, ONE NEARSIDE, ONE STAGGERED BACK ON THE OFFSIDE. V1 TRIED TO NEGOTIATE THE PARKED VEHICLE ON THE NEARSIDE & AVOID ONCOMING VEHICLE. V1 STRUCK THE REAR OF PARKED V2, LOST CONTROL & FELL OF.

Occurred on LONG ASHTON ROAD OUTSIDE NO.172 AT JUNCTION WITH CHURCH LANE, BRISTOL

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 18 Breath test Not provided (medical)  
Vehicle direction SW to NE Driver Postcode BS419LD  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver Breath test Driver not contacted  
Vehicle direction Park to Parked Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191903394      28/04/2019      Sunday      Time 1055      Vehicles 2      Casualties 4      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TURNING RIGHT INTO THE DARLINGTON ARMS CAR PARK WHEN V2 DROVE INTO THE REAR NEAR SIDE OF V1.**  
**V1 SPAN 180 DEGREES & CAME TO REST IN THE CAR PARK.**  
 Occurred on      A38 RED HILL (OUTSIDE DARLINGTON ARMS) 30 METRES NORTH OF THE POUND, REDHILL, B

Vehicle Reference      1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      69      Breath test      Negative  
 Vehicle direction      E to N      Driver Postcode      BS166BS  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      69      Female      Driver/rider      Severity:      Slight

Casualty Reference:      3      Age:      71      Male      Passenger      Severity:      Slight

Casualty Reference:      4      Age:      68      Female      Passenger      Severity:      Slight

Vehicle Reference      2      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      25      Breath test      Not provided (medical)  
 Vehicle direction      E to W      Driver Postcode      BA160GL  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age:      25      Male      Driver/rider      Severity:      Serious



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191903096      02/05/2019      Thursday      Time 1134      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS WAITING AT THE JUNCTION OF LANGFORD LANE TO TURN ONTO A38. V2 IS TRAVELLING ON A38 IN DIRECTION OF M5. V1 PULLS OUT AND HAS COLLIDED WITH V2.

Occurred on A38, LANGFORD, NORTH SOMERSET

Vehicle Reference 1 Car

Not in restricted lane

First point of impact Front

Vehicle direction S to NE

FRV Not foreign registered vehicle

Left hand drive No

Turning right

No skidding, jack-knifing or overturning

Age of Driver 62 Breath test Negative

Driver Postcode SN56AN

Journey Unknown

Vehicle Reference 2 Car

Not in restricted lane

First point of impact Front

Vehicle direction NE to SW

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver 58 Breath test Negative

Driver Postcode TQ14JN

Journey Unknown

Casualty Reference: 1 Age: 54 Female Passenger Severity: Slight

191903127      08/05/2019      Wednesday      Time 0935      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING ALONG A370, WHEN V2 ATTEMPTING TO PASS V1, ON BOTH THE LEFT AND RIGHT HAND SIDE, HIT INTO O/S OF V1.

Occurred on ALONG A370 APPROACHING SLIP ROAD OFF TO B3128, BRISTOL BS41.

Vehicle Reference 1 Car

Not in restricted lane

First point of impact Front

Vehicle direction SW to NE

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver 44 Breath test Driver not contacted

Driver Postcode BS228QX

Journey Unknown

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car

Not in restricted lane

First point of impact Offside

Vehicle direction SW to NE

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver 35 Breath test Driver not contacted

Driver Postcode Unknown

Journey Unknown

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191903235      13/05/2019      Monday      Time 2040      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: no street lighting  
 Special Conditions None      Road Type Single carriageway  
**V2 APPROACHED V1 AT SPEED, TAILGATING V1 WHICH RESULTED IN V2 COLLIDING WITH THE REAR OF V1**  
 Occurred on BEACON WORKS, MAIN ROAD, WESTON SUPER MARE, BS24 6RE

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Back      Age of Driver 20      Breath test Not requested  
 Vehicle direction W to E      Driver Postcode BS247FS  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 20      Female      Driver/rider      Severity: Slight

Vehicle Reference 2      Van or Goods <= 3.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver      Breath test Driver not contacted  
 Vehicle direction W to E      Driver Postcode Unknown  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

191905712      14/05/2019      Tuesday      Time 1326      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 (MOTORBIKE) WAS IN THE BUS LANE, AS PERMITTED. V2 WAS IN THE LANE NEXT TO THE BUS LANE TRAVELLING IN THE SAME DIRECTION. V2 INDICATED TO GO INTO TESCO EXPRESS CAR PARK & WHEN TURNING V2 HIT V1.**  
 Occurred on A370 BRISTOL ROAD AT JUNCTION WITH TESCO EXPRESS, CONGRESBURY

Vehicle Reference 1      Motorcycle over 125cc and up to 500cc      Going ahead  
 Bus lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 21      Breath test Not requested  
 Vehicle direction E to W      Driver Postcode BS139EE  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 21      Male      Driver/rider      Severity: Slight

Vehicle Reference 2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Nearside      Age of Driver 46      Breath test Not requested  
 Vehicle direction E to S      Driver Postcode TR165QN  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905752      16/05/2019      Thursday      Time 1700      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 & V2 WERE TRAVELLING IN OPPOSITE DIRECTIONS. V1 WAS DISTRACTED BY A WASP THAT HAD FLOWN INTO THE VEHICLE. IN TRYING TO GET THE WASP OUT V1 HAS VEERED INTO ONCOMING TRAFFIC COLLIDING WITH V2.

Occurred on B3130 BARROW STREET 150M SOUTH OF BARROW COURT LANE

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 18      Breath test Not requested

Vehicle direction S to N

Driver Postcode BS328DA

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1      Age: 18      Male      Driver/rider      Severity: Slight

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 35      Breath test Not requested

Vehicle direction N to S

Driver Postcode BS483AD

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

191903305      17/05/2019      Friday      Time 0732      Vehicles 2      Casualties 1      Slight

Raining without high winds      Road surface Wet/Damp      Daylight

Special Conditions None      Road Type Single carriageway

V1 (CYCLIST) WAS COMMUTING TO WORK FROM NAILSEA TO BRISTOL. V2 CUT THE CORNER AND COLLIDED HEAD ON WITH V2. DRIVER OF V1 WENT UNDERNEATH V2.

Occurred on 76 ROSEMOUNT RD, BRISTOL BS48 1UP

Vehicle Reference 1 Pedal cycle

Going ahead left hand bend

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 44      Breath test Not requested

Vehicle direction N to E

Driver Postcode BS482QX

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1      Age: 44      Male      Driver/rider      Severity: Slight

Cycle helmet Not known

Vehicle Reference 2 Car

Going ahead right hand bend

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 20      Breath test Not requested

Vehicle direction E to N

Driver Postcode BS345BU

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905801      18/05/2019      Saturday      Time 1329      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS REVERSED STRIKING C1 WHO WAS STANDING BEHIND THE VEHICLE. C1 HAS FALLEN OVER AND SUSTAINED A HEAD INJURY.**  
 Occurred on      CHURCH LANE AT JUNCTION WITH LONG ASHTON ROAD

Vehicle Reference	1	Car	Reversing
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 36	Breath test Negative
Vehicle direction	NW to SE	Driver Postcode	UNKNOWN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	82	Female	Pedestrian	Severity:	Slight
Pedestrian Direction:	0						

191905786      23/05/2019      Thursday      Time 1430      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS HEADING TOWARDS YATTON ON B3133 & ATTEMPTED AN OVERTAKE WHILE APPROACHING WOOD HILL JUNCTION. V2 HAS FAILED TO RETURN TO THEIR LANE & HAS COLLIDED WITH V1.**  
 Occurred on      B3133 SMALLWAY AT JUNCTION WITH WOOD HILL, CONGRESBURY

Vehicle Reference	1	Car	Going ahead right hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 35	Breath test Not provided (medical)
Vehicle direction	N to S	Driver Postcode	BS494EU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	35	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead left hand bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 79	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	BS251QN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	2	Age:	79	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

191903528 28/05/2019 Tuesday Time 1253 Vehicles 1 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 (MOTORCYCLE) OVERTOOK A VEHICLE BUT MISJUDGED THE POSITION OF A CENTRAL RESERVATION BOLLARD WHICH WAS POSSIBLY UNLIT & COVERED IN DIRT. V1 STRUCK THE BOLLARD, THEN A SIGNPOST & WAS THROWN 30M DOWN THE ROAD.  
Occurred on A38 BRIDGWATER ROAD OPPOSITE LAKESIDE SPAS

Vehicle Reference	1	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	24 Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BS495HL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

191904269 29/05/2019 Wednesday Time 0802 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 WAS TRAVELLING TOWARDS LONG ASHTON AND PULLED OVER INTO THE BUS LANE AFTER EXITING THE LIME KILN RAB. V2 TRAVELLING IN THE SAME DIRECTION HAS COLLIDED WITH THE REAR OF V1.  
Occurred on A4174 COLLITERS WAY, BRISTOL

Vehicle Reference	1	Car	Changing lane to left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	25 Breath test Negative
Vehicle direction	E to NW	Driver Postcode	BS328AZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	38 Breath test Not applicable
Vehicle direction	E to NW	Driver Postcode	BS137HL
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Cycle helmet Not known

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905505      30/05/2019      Thursday      Time 1545      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 (MOTORBIKE) WAS TRAVELLING ALONG THE LONG ASHTON BY PASS OUTBOUND & WAS HIT FROM BEHIND BY V2. (HIT & RUN)**  
 Occurred on      A370 LONG ASHTON BY PASS, BRISTOL

Vehicle Reference	1	Motorcycle 50cc and under	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 66	Breath test Not requested
Vehicle direction	NE to SW	Driver Postcode	BS247FJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 66	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 30	Breath test Driver not contacted
Vehicle direction	NE to SW	Driver Postcode	Unknown
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

191905899      31/05/2019      Friday      Time 0845      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 SWERVED TO AVOID BIRD & CRASHED INTO TELEGRAPH POLE CAUSING IT TO SPLIT. NO OTHER VEHICLES INVOLVED. ROAD CLOSURE DUE TO POLE BEING UNSAFE.**  
 Occurred on      A370 MAIN ROAD 200M EAST OF MEETINGHOUSE LANE

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 29	Breath test Negative
Vehicle direction	NE to SW	Driver Postcode	BS227TE
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 29	Female	Driver/rider	Severity: Slight
---------------------	---	---------	--------	--------------	------------------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905878      04/06/2019      Tuesday      Time 0958      Vehicles 2      Casualties 2      Slight

Raining without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

**V1 WAS INDICATING TO TURN RIGHT ONTO THE A38 FROM BARROW LANE. A VEHICLE TURNING LEFT FROM THE A38 ONTO BARROW LANE SLOWED TO ALLOW V1 OUT. V2 (BUS) OVERTOOK THE SLOWING VEHICLE COLLIDING WITH V1.**

Occurred on      A38 BRIDGWATER ROAD AT JUNCTION WITH B3130 BARROW LANE, BARROW GURNEY

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	34      Breath test      Not requested
Vehicle direction	SE to NE	Driver Postcode	BA46AN
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      34      Female      Driver/rider      Severity:      Slight

Vehicle Reference	2	Bus or coach	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	55      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	BS149JY
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Casualty Reference:      2      Age:      55      Male      Driver/rider      Severity:      Slight

191903953      06/06/2019      Thursday      Time 1627      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface      Dry      Daylight

Special Conditions      None      Road Type      Single carriageway

**V2 WAS TRAVELLING WEST ON THE A370. V1 HAS LEFT THE B3130 & JOINED THE SLIP ROAD FOR THE A370 WEST. V1 HAS WANTED TO TRAVEL EAST & ATTEMPTED TO CROSS BOTH CARRIAGEWAYS AND CONTRAVENE DOUBLE SOLID WHITE LINES. V1 HAS HIT V2.**

Occurred on      A370 LONG ASHTON BYPASS AT JUNCTION WITH B3130 BARROW STREET, LONG ASHTON, BR

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	67      Breath test      Negative
Vehicle direction	S to E	Driver Postcode	SA399DX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	61      Breath test      Negative
Vehicle direction	E to W	Driver Postcode	BS153FQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age:      61      Male      Driver/rider      Severity:      Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

191904284 12/06/2019 Wednesday Time 1400 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS ON LONG ASHTON RD INTENDING TO TURN RIGHT ON TO CLARKEN COOMBE. V2 IS ON CLARKEN COOMBE TRAVELLING TOWARDS FAILAND. V1 HAS PULLED OUT AS V2 HAS APPROACHED THE JUNCTION AND THE TWO VEHICLES HAVE COLLIDED.

Occurred on B3128 CLARKEN COOMBE AT JUNCTION WITH LONG ASHTON ROAD, LONG ASHTON, BRISTO

Vehicle Reference 1 Car

Waiting to turn left

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 74 Breath test Negative

Vehicle direction SW to NE

Driver Postcode BS419JF

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver 39 Breath test Negative

Vehicle direction SE to NW

Driver Postcode BS45DP

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 65 Male Passenger Severity: Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191904484      15/06/2019      Saturday      Time 1213      Vehicles 4      Casualties 3      Slight

Fine without high winds      Road surface      Wet/Damp      Daylight

Special Conditions      None      Road Type      Single carriageway

**POLICE ATTEMPT TO STOP V1 VIA USE OF A MARKED POLICE VEHICLE & V1 SPEEDS OFF. V1 SCRAPES OFFSIDE OF V4 & THEN ATTEMPTS TO PASS OFFSIDE OF V2 WHICH WAS TURNING RIGHT. V1 COLLIDES WITH OFFSIDE OF V2 LOSSES CONTROL & CONTINUES INTO PUB WALL.**

Occurred on      B3133 HIGH STREET JUNCTION WITH CHESTNUT CLOSE, CONGRESBURY, NORTH SOMERSET

Vehicle Reference	1	Car		Overtaking moving vehicle on its offside
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Nearside		Age of Driver	32      Breath test      Not provided (medical)
Vehicle direction	NW to SE		Driver Postcode	BS138QH
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Casualty Reference:	1	Age:	32	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	2	Age:	1	Male	Passenger	Severity:	Slight
---------------------	---	------	---	------	-----------	-----------	--------

Casualty Reference:	3	Age:	4	Male	Passenger	Severity:	Slight
---------------------	---	------	---	------	-----------	-----------	--------

Vehicle Reference	2	Car		Turning right
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver	56      Breath test      Negative
Vehicle direction	NW to SE		Driver Postcode	BS233BX
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Vehicle Reference	3	Car		Going ahead
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Did not impact		Age of Driver	45      Breath test      Negative
Vehicle direction	NW to SE		Driver Postcode	POLICE
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Vehicle Reference	4	Car		Going ahead
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver	30      Breath test      Driver not contacted
Vehicle direction	NW to SE		Driver Postcode	BS494NG
FRV	Not foreign registered vehicle		Journey	Unknown
Left hand drive	No			

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

191904134 20/06/2019 Thursday Time 2318 Vehicles 2 Casualties 3 Serious  
Fine without high winds Road surface Dry Darkness: no street lighting  
Special Conditions None Road Type Single carriageway  
V1 WAS DRIVING ON COLLITERS WAY, IN THE DIRECTION OF BRISTOL AIRPORT. WHILST DRIVING AT SPEED V1 HAS  
MOVED OVER TO THE LANE WITH ONCOMING TRAFFIC TO OVERTAKE ANOTHER VEH WITHOUT TIME TO MOVE BACK.  
V2 WAS TRAVELLING IN THE ONCOMING LANE. V1 COLLIDED W  
Occurred on A4174 COLLITERS WAY 270 METRES EAST OF A370 GURNEY ROUNDABOUT, BRISTOL

Vehicle Reference 1 Car  
Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 62 Breath test Negative  
Vehicle direction N to SW Driver Postcode GL44XZ  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Serious

Casualty Reference: 3 Age: 35 Female Passenger Severity: Serious

Vehicle Reference 2 Car  
Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 41 Breath test Negative  
Vehicle direction SW to N Driver Postcode CF470JA  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191904135      21/06/2019      Friday      Time 2335      Vehicles 3      Casualties 3      Serious  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS STOPPED AT TRAFFIC LIGHTS WAITING TO TURN RIGHT OFF A370. V3 WAS ALONGSIDE V2 WHEN V1 DROVE INTO THE REAR OF V2 AND THEN TRIED TO GO BETWEEN VEHICLES 2 & 3.**  
 Occurred on      A370 BRISTOL ROAD JUNCTION WITH B3133, CONGRESBURY, NORTH SOMERSET

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver 20      Breath test Positive  
 Vehicle direction      W to SE      Driver Postcode BS93RJ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference:      1      Age: 20      Male      Driver/rider      Severity: Serious

Casualty Reference:      3      Age: 25      Male      Passenger      Severity: Slight

Vehicle Reference      2      Car      Waiting to turn right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver 50      Breath test Not requested  
 Vehicle direction      W to SE      Driver Postcode BS217JQ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference:      2      Age: 50      Female      Driver/rider      Severity: Slight

Vehicle Reference      3      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver 47      Breath test Not requested  
 Vehicle direction      W to NE      Driver Postcode BS228PF  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

191905231 23/06/2019 Sunday Time 0505 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions Road works present Road Type Single carriageway  
C1 WAS PART OF A ROAD WORKS GANG WHO HAD CLOSED THE ROAD FROM THE JUNCTION DOWN TO A38. V1 WANTED TO TURN RIGHT IN THE DIRECTION OF THE ROAD CLOSURE & WAS REFUSED. V1 TRIED TO DRIVE THROUGH AT HIT C1.  
Occurred on DOWNSIDE ROAD AT JUNCTION WITH UNNAMED - REAR EXIT ROAD FROM AIRPORT, BACKW

Vehicle Reference 1 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 68 Breath test Driver not contacted  
Vehicle direction S to E Driver Postcode Unknown  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 33 Male Pedestrian Severity: Slight  
Pedestrian Direction: 0

191904087 23/06/2019 Sunday Time 0505 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway  
C1 WAS CLOSING THE ROAD AS PART OF WORK DUTIES FOR MAINTENANCE COMPANY WHEN V1 HIT THEM CAUSING BRUISING TO ANKLE.  
Occurred on DOWNSIDE ROAD (OUTSIDE NO 4), BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction SE to W Driver Postcode Unknown  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 33 Male Pedestrian Severity: Slight  
Pedestrian Direction: 0

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191904315      26/06/2019      Wednesday      Time 2040      Vehicles 3      Casualties 4      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V2 EXITED THE PETROL STATION AT SPEED WITHOUT INDICATING & HIT V3 WHICH WAS TRAVELLING FROM THE  
 AIRPORT. V2 THEN WENT ACROSS THE CARRIAGEWAY & HIT V1 WHICH WAS TRAVELLING TOWARDS THE AIRPORT.  
 (NO POSTCODE C4)  
 Occurred on      A38 BRIDGWATER ROAD BY GULF PETROL STATION, BARROW GURNEY

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	18      Breath test      Negative
Vehicle direction	NE to SW	Driver Postcode	BS159WU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	3	Age: 18	Male      Passenger      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	20      Breath test      Not provided (medical)
Vehicle direction	W to E	Driver Postcode	BS148AW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 20	Male      Driver/rider      Severity: Slight

Casualty Reference:	4	Age: 20	Male      Passenger      Severity: Slight
---------------------	---	---------	---

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	58      Breath test      Negative
Vehicle direction	SW to NE	Driver Postcode	GL530BH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 58	Male      Driver/rider      Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

191904958 29/06/2019 Saturday Time 1430 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

THERE WERE TWO PARKED VEHICLES ON V2'S SIDE OF THE ROAD. V1 WAS APPROCHING FROM THE OPPOSITE DIRECTON. V2 WOULD HAVE SEEN V1 HOWEVER DID NOT STOP & BOTH VEHICLES COLLIDED.

Occurred on STOWEY ROAD, YATTON, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 31
Vehicle direction	S to N		Breath test Negative
FRV	Not foreign registered vehicle		Driver Postcode BS227TF
Left hand drive	No		Journey Unknown

Casualty Reference:	1	Age: 25	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

Casualty Reference:	2	Age: 8	Male	Passenger	Severity: Slight
---------------------	---	--------	------	-----------	------------------

Vehicle Reference	2	Car	Overtaking on nearside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 43
Vehicle direction	N to S		Breath test Negative
FRV	Not foreign registered vehicle		Driver Postcode BS494LR
Left hand drive	No		Journey Unknown

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905401      04/07/2019      Thursday      Time 0447      Vehicles 3      Casualties 3      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lighting unknown  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS OVERTAKING TRAFFIC & DRIVING ON THE WRONG SIDE OF THE ROAD. V1 HIT V2 HEAD ON CAUSING V1 TO SPIN & HIT V3.**  
 Occurred on      A4174 COLLITERS WAY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	39      Breath test      Negative
Vehicle direction	NW to S	Driver Postcode	KT168DT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 39      Male	Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	79      Breath test      Driver not contacted
Vehicle direction	S to NW	Driver Postcode	BS328HJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	2	Age: 79      Male	Driver/rider      Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	39      Breath test      Negative
Vehicle direction	NW to S	Driver Postcode	BS16TA
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	3	Age: 39      Male	Driver/rider      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191904204      05/07/2019      Friday      Time 1615      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING ON HIGH STREET TOWARDS CONGRESBURY, V2 WAS RIDING A PEDAL CYCLE ON THE PAVEMENT & LOST CONTROL FALLING INTO THE ROAD HITTING V1.**  
 Occurred on B3133 HIGH STREET OUTSIDE CO OP, YATTON

Vehicle Reference 1      Goods >= 7.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver 62      Breath test      Driver not contacted  
 Vehicle direction      NW to SE      Driver Postcode      BS377JT  
 FRV Not foreign registered vehicle      Journey      Journey as part of work  
 Left hand drive No

Vehicle Reference 2      Pedal cycle      Going ahead  
 Footway (pavement)      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver 10      Breath test      Driver not contacted  
 Vehicle direction      SE to NW      Driver Postcode      BS494DT  
 FRV Not foreign registered vehicle      Journey      Other  
 Left hand drive No

Casualty Reference: 1      Age: 10      Male      Driver/rider      Severity: Slight

Cycle helmet      Not known

191906390      26/07/2019      Friday      Time 0705      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 SLOWED DOWN FOR 30MPH ZONE. V1 BEHIND DIDN'T REALISE AND WENT INTO BACK OF V2.**  
 Occurred on A370 WESTON ROAD NEAR CONGRESBURY BY STATION RD, CONGRESBURY, BRISTOL

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver 26      Breath test      Negative  
 Vehicle direction      W to E      Driver Postcode      BS248ET  
 FRV Not foreign registered vehicle      Journey      Unknown  
 Left hand drive No

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver 31      Breath test      Negative  
 Vehicle direction      W to E      Driver Postcode      BS234LQ  
 FRV Not foreign registered vehicle      Journey      Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 31      Female      Driver/rider      Severity: Slight

Casualty Reference: 2      Age: 32      Male      Passenger      Severity: Slight



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905034      28/07/2019      Sunday      Time 1718      Vehicles 2      Casualties 1      Serious  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 (MOTORBIKE) TURNED RIGHT AT THE RAB TAKING THE THIRD EXIT TOWARDS CHURCHILL. AS V1 HAS LEFT THE RAB V2 HAS COLLIDED WITH THE REAR OFFSIDE OF V1 CAUSING THE RIDER TO FALL OFF.**  
 Occurred on      A38 BRIDGWATER ROAD, BRISTOL

Vehicle Reference      1      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      34      Breath test      Not requested  
 Vehicle direction      W to S      Driver Postcode      TA15EY  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      34      Male      Driver/rider      Severity:      Serious

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      58      Breath test      Negative  
 Vehicle direction      NW to S      Driver Postcode      BS32NZ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

191907392      02/08/2019      Friday      Time 0029      Vehicles 2      Casualties 2      Serious  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 TURNED LEFT FROM THE A38 ONTO A4174. V2 WAS TRAVELLING ON THE A4174 IN THE OPPOSITE DIRECTION. V1 CROSSED ONTO THE WRONG SIDE OF THE CARRIAGEWAY & COLLIDED WITH V2.**  
 Occurred on      A4174 COLLITERS WAY, BRISTOL

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      44      Breath test      Negative  
 Vehicle direction      SE to NW      Driver Postcode      BS348JU  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age:      32      Male      Passenger      Severity:      Serious

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      24      Breath test      Negative  
 Vehicle direction      NW to SE      Driver Postcode      BS273AH  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      24      Female      Passenger      Severity:      Serious

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905279      03/09/2019      Tuesday      Time 1730      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway

**V1 WAS COLLIDED INTO BY V2 AFTER V2 PULLED OUT**

Occurred on      HOBBS LANE, BARROW GURNEY

Vehicle Reference	1	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 51	Breath test Driver not contacted
Vehicle direction	NE to SW	Driver Postcode	TA64JP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 51	Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 20	Breath test Driver not contacted
Vehicle direction	NW to SW	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

191905410      11/09/2019      Wednesday      Time 2000      Vehicles 1      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: street lighting unknown  
 Special Conditions None      Road Type Unknown  
**V1 HAS HIT A TELEPHONE POLE WHILST AVOIDING A FOX**  
 Occurred on      DUNDRY LANE, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver 17	Breath test Driver not contacted
Vehicle direction	N to S	Driver Postcode	BS137AR
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 17	Male      Driver/rider      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191905671      18/09/2019      Wednesday      Time 1815      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type One way street  
**V1 WAS CYCLING AWAY FROM BRISTOL ON CYCLE PATH. V2 MOVED OUT OF CHURCH LODGE CAR PARK EXIT ONTO ASHTON ROAD HITTING V1.**  
 Occurred on      B3128 ASHTON ROAD JUNCTION WITH CHURCH LODGE CAR PARK EXIT, LONG ASHTON

Vehicle Reference      1      Pedal cycle      Going ahead  
 Cycleway      No skidding, jack-knifing or overturning  
 First point of impact      Nearside      Age of Driver      43      Breath test      Driver not contacted  
 Vehicle direction      E to W      Driver Postcode      BS483GY  
 FRV      Not foreign registered vehicle      Journey      Commuting to/from work  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      43      Male      Driver/rider      Severity:      Slight

Cycle helmet      Not known

Vehicle Reference      2      Car      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      37      Breath test      Driver not contacted  
 Vehicle direction      N to E      Driver Postcode  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

191906206      24/09/2019      Tuesday      Time 0800      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS LEAVING STATION ROAD & PULLED OUT OF THE JUNCTION ONTO A370 MAIN ROAD, WHILST PULLING OUT OF THE JUNCTION V1 HAS BEEN STRUCK BY V2 (MOTORBIKE).**  
 Occurred on      A370 MAIN ROAD JUNCTION WITH B3129 STATION ROAD, FLAX BOURTON, BRISTOL

Vehicle Reference      1      Car      Turning left  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      42      Breath test      Negative  
 Vehicle direction      N to E      Driver Postcode      BS207LN  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Vehicle Reference      2      Motorcycle over 500cc      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      40      Breath test      Driver not contacted  
 Vehicle direction      E to W      Driver Postcode      BS229BW  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No  
  
 Casualty Reference:      1      Age:      40      Male      Driver/rider      Severity:      Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

192000898      28/09/2019      Saturday      Time 1920      Vehicles 2      Casualties 1      Slight  
 Raining with high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 APPROACHED TRAFFIC LIGHT FROM DIR OF BRISTOL AND V2 FROM DIR OF LANGFORD. BOTH V1 AND V2 CLAIM LIGHTS WERE GREEN AND PROCEEDED. OFFSIDE FRONT WING OF V2 HIT FRONT OF V1. INDEP WITNESS STATES V1 WENT TROUGH RED LIGHT WHEN THE LEFT TURN FILTER ARROW**  
 Occurred on      A370 BRISTOL ROAD AT JUNCTION WITH B3133, HIGH STREET, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 49      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode BS228BL
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 79      Breath test Negative
Vehicle direction	SE to NW		Driver Postcode BS494LT
FRV	Not foreign registered vehicle		Journey Journey as part of work
Left hand drive	No		

Casualty Reference:	1	Age:	79	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

192000880      29/09/2019      Sunday      Time 0310      Vehicles 1      Casualties 1      Serious  
 Raining with high winds      Road surface Wet/Damp      Darkness: street lights present but unlit  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING SB ALONG B3133 WHEN D1 HAD A MEDICAL EPISODE CROSSING THE CARRIAGEWAY AND COLLIDING WITH THE GATE POST TO 161 HIGH STREET.**  
 Occurred on      B3133 HIGH STREET, BY NO. 161, YATTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 68      Breath test Negative
Vehicle direction	NW to SE		Driver Postcode BS494HR
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	68	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

192000922      06/10/2019      Sunday      Time 1612      Vehicles 2      Casualties 4      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS HEADING SOUTH ON BRINSEA WAY AND V2 WAS HEADING NORTH ON BRINSEA WAY. V2 DID NOT TURN THE SHALLOW LEFT HAND BEND AND DRIFTED ACROSS INTO A COLLISION WITH V1.

Occurred on B3133 BRINSEA WAY 25M NORTH OF VENUS STREET, CONGRESBURY, BRISTOL

Vehicle Reference 1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 43      Breath test Negative  
 Vehicle direction N to S      Driver Postcode SN28AU  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 43      Male      Driver/rider      Severity: Slight

Casualty Reference: 2      Age: 42      Female      Passenger      Severity: Slight

Casualty Reference: 3      Age: 35      Female      Passenger      Severity: Slight

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Offside      Age of Driver 87      Breath test Negative  
 Vehicle direction S to N      Driver Postcode BS495BT  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 4      Age: 87      Female      Driver/rider      Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

192001347      14/10/2019      Monday      Time 1150      Vehicles 3      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
 V3 FACING EB WAS WAITING FOR V1 TO EXIT MOORLAND PARK TO HEAD EB ON A370. V2 HEADING WB COLLIDED  
 WITH V1 THEN SWERVED COLLIDING WITH V3 THEN SPAN OUT INTO TREE IN THE VERGE  
 Occurred on A370 HEWISH OUTSIDE MOORLAND PK AT JUNCTION WITH MOORLAND PARK, HEWISH, WEST

Vehicle Reference 1      Car      Waiting to turn right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 18      Breath test Negative  
 Vehicle direction S to E      Driver Postcode BS246SQ  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Vehicle Reference 2      Car      Going ahead  
 Not in restricted lane      Skidded  
 First point of impact Front      Age of Driver 82      Breath test Negative  
 Vehicle direction E to W      Driver Postcode BS311LS  
 FRV Not foreign registered vehicle      Journey Unknown  
 Left hand drive No

Casualty Reference: 1      Age: 82      Male      Driver/rider      Severity: Slight

Casualty Reference: 2      Age: 82      Female      Passenger      Severity: Slight

Vehicle Reference 3      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact Front      Age of Driver 33      Breath test Negative  
 Vehicle direction W to E      Driver Postcode TA82SU  
 FRV Not foreign registered vehicle      Journey Journey as part of work  
 Left hand drive No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191906424      16/10/2019      Wednesday      Time 0551      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Slip road  
**OTHER DRIVER RAN A RED LIGHT AT THE JUNCTION CRASHING INTO MY CAR WHICH HAS NOW BEEN WRITTEN OFF.**  
 Occurred on      ON THE A370 SLIP ROAD TURNING RIGHT ONTO THE B3128

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 37	Breath test Driver not contacted
Vehicle direction	SW to SE	Driver Postcode	BS149LW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 37	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 30	Breath test Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	BS50SU
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

191907525      23/10/2019      Wednesday      Time 1450      Vehicles 2      Casualties 2      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 AND V2 WERE BOTH TRAVELLING ALONG A38 IN THE DIRECTION OF THE AIRPORT. V1 PULLED LEFT INTO A LAYBY & ATTEMPTED TO PERFORM A U TURN. V2 WAS UNABLE TO BREAK IN TIME & COLLIDED WITH V1.**  
 Occurred on      A38 REDHILL, WRINGTON, NORTH SOMERSET

Vehicle Reference	1	Car	U turn
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 44	Breath test Negative
Vehicle direction	SW to SW	Driver Postcode	OX171RY
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 34	Breath test Negative
Vehicle direction	SW to NE	Driver Postcode	BS240NJ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age: 34	Male	Driver/rider	Severity: Slight
---------------------	---	---------	------	--------------	------------------

Casualty Reference:	2	Age: 23	Female	Passenger	Severity: Slight
---------------------	---	---------	--------	-----------	------------------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191906566      23/10/2019      Wednesday      Time 1515      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAITING AT THE JUNCTION WITH A370 WHEN V2 BEHIND FAILED TO STOP AND HIT THE BACK OF V1.**  
 Occurred on B3128 ASHTON ROAD JUNCTION WITH A370 ASHTON ROAD, LONG ASHTON, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 42	Breath test Driver not contacted
Vehicle direction	W to E	Driver Postcode	BS44HH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 42      Female      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 25	Breath test Driver not contacted
Vehicle direction	W to E	Driver Postcode	BS494QX
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

192001074      24/10/2019      Thursday      Time 1500      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 WAS TRAVELLING NB, V2 WAS TRAVELLING SB TO WB. BOTH HAD GREEN LIGHT, V2 TURNED ACROSS PATH OF V1 CAUSING THEM TO COLLIDE.**  
 Occurred on A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGRESBURY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 44	Breath test Not requested
Vehicle direction	S to N	Driver Postcode	BS408DD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 44      Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 22	Breath test Not requested
Vehicle direction	N to W	Driver Postcode	BS12BQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191906790      28/10/2019      Monday      Time 1038      Vehicles 1      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 COLLIDED WITH A WALL THEN A LARGE ROCK & FLIPPED ONTO ITS SIDE. NO OTHER VEHICLES INVOLVED.**  
 Occurred on      KING ROAD JUNCTION WITH CHURCH LANE, CHURCHILL, WINSCOMBE, NORTH SOMERSET

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      20      Breath test      Not requested  
 Vehicle direction      SW to N      Driver Postcode      BS251AT  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      20      Male      Driver/rider      Severity:      Slight

192001437      28/10/2019      Monday      Time 1205      Vehicles 3      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TURNED RIGHT ONTO WOOD HILL. V2 BRAKED TO AVOID V1, V3 DID NOT BRAKE IN TIME AND COLLIDED WITH REAR OF V2.**  
 Occurred on      B3133 SMALL WAY WOOD SIDE AT JUNCTION WITH U WOOD HILL, CONGRESBURY, BRISTOL

Vehicle Reference      1      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Did not impact      Age of Driver      70      Breath test      Not requested  
 Vehicle direction      S to SE      Driver Postcode      BS494SE  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      37      Breath test      Negative  
 Vehicle direction      N to S      Driver Postcode      BS70SS  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      37      Male      Driver/rider      Severity:      Slight

Vehicle Reference      3      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      54      Breath test      Negative  
 Vehicle direction      N to S      Driver Postcode      BS494NG  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

192001146 02/11/2019 Saturday Time 0620 Vehicles 1 Casualties 2 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 TRAVELLING DOWN BELMONT HILL, B3129, TOWARDS CLEVEDON ROAD. DRIVER OF V1 CLAIMS AN ANIMAL RAN OUT OF A HEDGEROW ACROSS THE CARRIAGEWAY. DRIVER HAS TAKEN EVASIVE ACTION AND LOST CONTROL, CAUSING V1 TO END UP LEAVING CARRIAGEWAY INTO ADJACENT FIELD.

Occurred on B3129 BELMONT HILL, FLAX BOURTON, BRISTOL

Vehicle Reference	1	Car		Going ahead
Not in restricted lane			Overturned	
First point of impact	Front		Age of Driver	22
Vehicle direction	SE to NW		Breath test	Negative
FRV	Not foreign registered vehicle		Driver Postcode	HR27EX
Left hand drive	No		Journey	Unknown

Casualty Reference:	1	Age:	22	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Casualty Reference:	2	Age:	21	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

192001314 03/11/2019 Sunday Time 1210 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS WAITING TO TURN RIGHT INTO CARPARK. V2 HEADING EB COLLIDED WITH THE REAR OF V1.

Occurred on A370 BRISTOL ROAD AT JUNCTION WITH U TESCO EXPRESS , CONGRESBURY, BRISTOL

Vehicle Reference	1	Car		Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning	
First point of impact	Back		Age of Driver	25
Vehicle direction	W to E		Breath test	Negative
FRV	Not foreign registered vehicle		Driver Postcode	BS312RB
Left hand drive	No		Journey	Unknown

Casualty Reference:	1	Age:	25	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car		Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning	
First point of impact	Front		Age of Driver	91
Vehicle direction	W to E		Breath test	Negative
FRV	Not foreign registered vehicle		Driver Postcode	BS42DT
Left hand drive	No		Journey	Unknown

Casualty Reference:	2	Age:	91	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191907100      07/11/2019      Thursday      Time 1413      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 DID NOT SEE STATIONARY V2 THAT WAS INDICATING RIGHT TO TURN INTO GARAGE FORECOURT. V1 BRAKED LATE AND SHUNTED V2 FORWARD IN THE ROAD.**  
 Occurred on      A370, CONGRESBURY, NORTH SOMERSET

Vehicle Reference      1      Goods >= 7.5 tonnes mgw      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      49      Breath test      Negative  
 Vehicle direction      E      to      W      Driver Postcode      BS107BD  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Vehicle Reference      2      Car      Waiting to turn right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      46      Breath test      Negative  
 Vehicle direction      E      to      W      Driver Postcode      BS495DZ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      46      Female      Driver/rider      Severity:      Slight

191906921      13/11/2019      Wednesday      Time 1645      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type One way street  
**V1 WAS TRAVELLING WB ALONG CYCLE LANE. V2 PULLED OUT OF CARPARK HEADING EB & COLLIDED WITH V1. V2 FTS, NOT FURTHER DETAILS TO V2 PROVIDED.**  
 Occurred on      ASHTON ROAD (OUTSIDE THE ASHTON PUBLIC HOUSE), LONG ASHTON, BRISTOL

Vehicle Reference      1      Pedal cycle      Going ahead  
 Cycle lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      40      Breath test      Not requested  
 Vehicle direction      NE      to      SW      Driver Postcode      BS419BQ  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      40      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver           Breath test      Driver not contacted  
 Vehicle direction      N      to      E      Driver Postcode      Unknown  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

191907559      27/11/2019      Wednesday      Time 1856      Vehicles 2      Casualties 1      Serious  
 Raining without high winds      Road surface      Wet/Damp      Darkness: street lights present and lit  
 Special Conditions      None      Road Type      Single carriageway  
**V1 TURNED RIGHT AT THE JUNCTION OF BRISTOL ROAD & SMALLWAY. AS IT DID V2 STRUCK THE NEARSIDE  
 DAMAGING THE MIRROR AS WELL AS REMOVING THE REAR BUMPER.**  
 Occurred on      A370 BRISTOL ROAD JUNCTION WITH SMALL WAY, CONGRESBURY, NORTH SOMERSET

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	74      Breath test      Negative
Vehicle direction	S to E	Driver Postcode	BS217RZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	51      Breath test      Negative
Vehicle direction	S to N	Driver Postcode	BS82EZ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	51	Male	Driver/rider	Severity:	Serious
---------------------	---	------	----	------	--------------	-----------	---------

192001394      14/12/2019      Saturday      Time 2336      Vehicles 2      Casualties 1      Slight  
 Raining without high winds      Road surface      Wet/Damp      Darkness: street lighting unknown  
 Special Conditions      None      Road Type      Single carriageway  
**V1 AND V2 WERE TRAVELLING SB ALONG RED HILL. V1 BRAKED LATE TO TURN INTO NATES LN CAUSING V2 TO  
 COLLIDE WITH THE REAR OF V1.**  
 Occurred on      A38 REDHILL HOLIDAY INN BRISTOL AIRPORT AT JUNCTION WITH U NATES LANE , REDHILL,

Vehicle Reference	1	Taxi	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	66      Breath test      Not requested
Vehicle direction	NE to NW	Driver Postcode	BS79SS
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	66	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	41      Breath test      Not requested
Vehicle direction	NE to SW	Driver Postcode	TA26FD
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

192000056      15/12/2019      Sunday      Time 1611      Vehicles 2      Casualties 2      Serious  
 Fine without high winds      Road surface Wet/Damp      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V1 TRAVELLING NORTH ON A38 TOWARDS AIRPORT. V1 HAS HIT THE OFFSIDE OF V2. UNSURE AT THIS STAGE BUT V2 HAS EITHER PULLED ACROSS THE PATH OF V1 OR V1 HAS NOT SEE V2 TURNING RIGHT.**  
 Occurred on      A38 RED HILL (OUTSIDE THE COTTAGE) JUNCTION WITH CHURCH LANE, REDHILL, BRISTOL

Vehicle Reference      1      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      19      Breath test      Negative  
 Vehicle direction      S to NE      Driver Postcode      BA214DG  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      2      Age: 30      Male      Passenger      Severity: Slight

Vehicle Reference      2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      53      Breath test      Not requested  
 Vehicle direction      NE to SW      Driver Postcode      BS405TE  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age: 53      Male      Driver/rider      Severity: Serious

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

202001610 04/01/2020 Saturday Time 0809 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 STATIONARY AT JN WAITING TO PULL OUT OF RHODYATE LANE AND ONTO A370. V1 SAW 2 CARS IN THE DISTANCE BUT THOUGHT HAD TIME TO PULL OUT. V2 TRAVELLING TOWARDS V1 AND OVERTOOK A SLOWER MOVING VEHICLE. V1 PULLED OUT ONTO A370. V2 COLLIDED WITH THE REAR

Occurred on A370 RHODYATE HILL AT JUNCTION WITH RHODYATE LANE, CONGRESBURY, BRISTOL

Vehicle Reference 1 Car

Waiting to turn right

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 50 Breath test Negative

Vehicle direction W to E

Driver Postcode BS494NT

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 2 Age: 50 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car

Going ahead

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 28 Breath test Negative

Vehicle direction SW to NE

Driver Postcode BS405LA

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202001840      15/01/2020      Wednesday      Time 1440      Vehicles 4      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway

ALL V'S WERE TRAVELLING NB. V1 BRAKED AS TRACTOR TURNED INTO FIELD. V2, V3 & V4 ALL FAILED TO BRAKE IN TIME CAUSING PILEUP OF ALL 4 V'S.

Occurred on      A38 (OUTSIDE CORNERPOOL COTTAGE) JUNCTION WITH NEW ROAD, REDHILL, BRISTOL

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 54      Breath test Not requested
Vehicle direction	S to N		Driver Postcode SN14EX
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 27      Breath test Not requested
Vehicle direction	S to N		Driver Postcode NP194AG
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 65      Breath test Not requested
Vehicle direction	S to N		Driver Postcode BS29XP
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	28	Male	Passenger	Severity:	Slight
---------------------	---	------	----	------	-----------	-----------	--------

Vehicle Reference	4	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 24      Breath test Not requested
Vehicle direction	S to N		Driver Postcode BS138PX
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202002027      21/01/2020      Tuesday      Time 0820      Vehicles 3      Casualties 1      Slight  
 Fine without high winds      Road surface Frost/Ice      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V3 WAS HEADING SB ALONG A38. V3 BRAKED SHARPLY TO TURN HATCHING IN CARR TO TURN INTO CAR PARK. V2 SLOWED TO AVOID V3, V1 FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF V2.**  
 Occurred on      A38 BRIDGWATER AT JUNCTION WITH U REDHILL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 40      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode BS31LW
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver 53      Breath test Negative
Vehicle direction	NE to SW		Driver Postcode BS66BU
FRV	Not foreign registered vehicle		Journey Taking pupil to/from school
Left hand drive	No		

Casualty Reference: 1      Age: 13      Female      Passenger      Severity: Slight  
 School pupil to or from school

Vehicle Reference	3	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact		Age of Driver 74      Breath test Driver not contacted
Vehicle direction	NE to NW		Driver Postcode BS484LX
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

202000373      27/01/2020      Monday      Time 1815      Vehicles 1      Casualties 1      Slight  
 Raining without high winds      Road surface Wet/Damp      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**C1 HAS STARTED TO CROSS THE CROSSING. V1 HAS NOT SEEN C1 UNTIL TOO LATE AND WIND MIRROR HAS COLLIDED WITH C1. V1 HAS FTS, DETAILS UNKNOWN**  
 Occurred on      OUTSIDE PRECINCT, BRINSEA ROAD, CONGRESBURY

Vehicle Reference	1	Van or Goods <= 3.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver      Breath test Driver not contacted
Vehicle direction	S to N		Driver Postcode Unknown
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 45      Female      Pedestrian      Severity: Slight  
 9



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202002091      03/02/2020      Monday      Time 1005      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Darkness: street lights present and lit  
 Special Conditions None      Road Type Single carriageway  
**V1 HAS PULLED AWAY FROM JUNCTION AND HAS UNDERTAKEN A WHITE FORD(WITNESS 1), V1 ACCELERATED AT SPEED AND COLLIDED WITH V2 AS IT TURNED INTO AIRPORT TAVERN**  
 Occurred on      A38 50M S OF U DOWNSIDE ROAD, LULSGATE BOTTOM

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	64      Breath test      Not provided (medical)
Vehicle direction	S to N	Driver Postcode	BS67HT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	64	Male	Driver/rider	Severity:	Slight
---------------------	---	------	----	------	--------------	-----------	--------

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	76      Breath test      Negative
Vehicle direction	N to W	Driver Postcode	BS138QH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

202002107      05/02/2020      Wednesday      Time 1439      Vehicles 2      Casualties 1      Slight  
 Fine without high winds      Road surface Dry      Daylight  
 Special Conditions None      Road Type Single carriageway  
**V2 WAS STATIONARY AT THE JUNCTION OF BARBERRY ROAD WAITING TO TURN ONTO YATTON HIGH STREET. V1 WAS DRIVING ALONG YATTON HIGH STREET WHEN V2 SUDDENLY PULLED OUT OF THE JUNCTION AND INTO THE SIDE OF V1 CAUSING DAMAGE TO THE NEAR SIDE OF THE VEHICLE.**  
 Occurred on      BARBERRY FARM ROAD AT JUNCTION WITH HIGH STREET, YATTON.

Vehicle Reference	1	Car	Changing lane to left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	32      Breath test      Not requested
Vehicle direction	NW to SW	Driver Postcode	BS494NW
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:	1	Age:	32	Female	Driver/rider	Severity:	Slight
---------------------	---	------	----	--------	--------------	-----------	--------

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	88      Breath test      Not requested
Vehicle direction	NE to NW	Driver Postcode	BS494NQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202001136      08/02/2020      Saturday      Time 1443      Vehicles 2      Casualties 1      Serious

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 IS APPROACHING TEMPORARY TRAFFIC LIGHTS AND A VEHICLE IN THE QUEUE FLASHED AND GESTURED FOR V2 TO PULL OF HER DRIVEWAY. V1 OVERTOOK TRAFFIC IN THE QUEUE TO FILTER TO THE FRONT AND COLLIDED WITH V2 AS SHE CAME OFF HER DRIVEWAY. V1 LANDED IN THE ROAD AN

Occurred on      A370 WEST TOWN ROAD (OUTSIDE NO 33)JUNCTION WITH RODNEY ROAD, BACKWELL, BRIST

Vehicle Reference      1      Motorcycle 50cc and under      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      57      Breath test      Negative  
 Vehicle direction      NE to SW      Driver Postcode      BS247SB  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      57      Male      Driver/rider      Severity:      Serious

Vehicle Reference      2      Car      Turning right  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver      18      Breath test      Negative  
 Vehicle direction      S to NE      Driver Postcode      BS483HG  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

202000631      10/02/2020      Monday      Time 0916      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 STOPPED IN TRAFFIC. V2 FAILED TO STOP AND HIT REAR OF V1.

Occurred on      MAIN ROAD CLEEVE

Vehicle Reference      1      Car      Waiting to go ahead but held up  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Back      Age of Driver      42      Breath test      Driver not contacted  
 Vehicle direction      N to S      Driver Postcode      BS494EB  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Casualty Reference:      1      Age:      42      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Going ahead  
 Not in restricted lane      No skidding, jack-knifing or overturning  
 First point of impact      Front      Age of Driver           Breath test      Driver not contacted  
 Vehicle direction      N to S      Driver Postcode      Unknown  
 FRV      Not foreign registered vehicle      Journey      Unknown  
 Left hand drive      No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

202000904 15/02/2020 Saturday Time 2028 Vehicles 2 Casualties 2 Slight  
Snowing with high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 WAS FOLLOWING V2 ALONG A38 TOWARDS THE AIRPORT. V2 INDICATED TO TURNING INTO DRIVEWAY AND  
STARTED TO SLOW DOWN. V1 FAILED TO SLOW DOWN AND COLLIDED WITH V2 DRIVING THEM BOTH INTO THE  
WALL.  
Occurred on A38 BRIDGWATER ROAD (OUTSIDE RESERVOIR HOUSE), BARROW GURNEY, BRISTOL

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 17 Breath test Not requested  
Vehicle direction NE to SW Driver Postcode BS409XG  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 43 Breath test Not requested  
Vehicle direction NE to SW Driver Postcode BS207JF  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
Casualty Reference: 2 Age: 43 Male Driver/rider Severity: Slight

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

202001710 22/02/2020 Saturday Time 1406 Vehicles 2 Casualties 2 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 HAS CROSSED THE CENTRE HAZARD MARKING LINES AND COLLIDED WITH V2.  
Occurred on A370 WEST TOWN ROAD (OUTSIDE NO 42), BACKWELL, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 69 Breath test Negative  
Vehicle direction NE to SW Driver Postcode BS31DY  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 44 Breath test Negative  
Vehicle direction SW to NE Driver Postcode BS483JW  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 44 Female Driver/rider Severity: Slight

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202001820      29/02/2020      Saturday      Time 1515      Vehicles 2      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 (BUS) WAS TRAVELLING ALONG AIRPORT ROAD WHEN V2 EMERGED FROM A CAR PARK. V2 FAILED TO STOP AT A GIVE WAY LINE CAUSED V1 TO BRAKE AND STOP ABRUPTLY. BUS PASSENGERS C1 BROKEN RIB C2 NOSE BLEAD.

Occurred on SOUTH SIDE BRISTOL AIRPORT OUTSIDE/BY BRISTOL AIRPORT PLC, BRISTOL INTERNATIONAL

Vehicle Reference 1      Minibus

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Did not impact

Age of Driver 45      Breath test Not requested

Vehicle direction SE to NW

Driver Postcode BS239DU

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1      Age: 58      Male      Passenger      Severity: Slight

Casualty Reference: 2      Age: 7      Male      Passenger      Severity: Slight

Vehicle Reference 2      Car

Turning left

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Did not impact

Age of Driver 20      Breath test Driver not contacted

Vehicle direction SW to NW

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

202001930 10/03/2020 Tuesday Time 2045 Vehicles 2 Casualties 3 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 BEING PURSUED BY POLICE ALONG A38. V1 APPROACHED LHB WITH EXCESS SPEED AND LOST CONTROL. V1 HAS CLIPPED W1 AND THEN COLLIDED WITH LAMPOST TO THE OFFSIDE FRONT. V1 HAS THEN TURNED, REAR OF V1 FACING ONCOMING TRAFFIC AND THEN BEEN STRUCK BY V2.  
Occurred on A38 AT JUNCTION WITH HAVYATT ROAD, WRINGTON, BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane Skidded Going ahead  
First point of impact Front Age of Driver 20 Breath test Negative  
Vehicle direction S to N Driver Postcode BS130BU  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 15 Male Passenger Severity: Slight

Vehicle Reference 2 Car  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 34 Breath test Negative  
Vehicle direction S to N Driver Postcode BS240AU  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight

202001501 10/03/2020 Tuesday Time 1430 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
VEH 1 HAS COLLIDED WITH PEDESTRIAN.  
Occurred on DAVID LLOYD LEISURE CENTRE

Vehicle Reference 1 Car  
Not in restricted lane Moving off  
First point of impact Front No skidding, jack-knifing or overturning  
Vehicle direction W to E Age of Driver 49 Breath test Driver not contacted  
FRV Not foreign registered vehicle Driver Postcode BS105ES  
Left hand drive No Journey Unknown

Casualty Reference: 1 Age: 13 Female Pedestrian Severity: Slight  
9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

202004528 11/03/2020 Wednesday Time 2145 Vehicles 1 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 WAS DRIVING ALONG SCHOOL ROAD, WRINGTON, NORTH SOMERSET, ABOUT TO PASS WRINGTON C OF E PRIMARY SCHOOL ON THE NEARSIDE, WHEN IT HAS COLLIDED WITH THE WALL ON THE N/S. CRASHING INTO A GAS MAIN CAUSING IT TO BURST.  
Occurred on SCHOOL ROAD NEAR JUNCTION WITH BELLS WALK

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	55 Breath test Positive
Vehicle direction	W to E	Driver Postcode	BS405PH
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight

202004603 12/03/2020 Thursday Time 1940 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 TRAVELLING ALONG A370 TOWARDS BRISTOL AT THE SLIP ROAD TO HEAD TOWARDS LONG ASHTON, V1 TOOK THE EXIT SLIP AND AS IT DID, C1, A PADESTRIAN CROSSED IN FRONT OF V1. V1 SWERVED TO THE LEFT TO TRY AND AVOID C1 AND MADE CONTACT C1 WITH FRONT OFF/S WING  
Occurred on A370 MAIN ROAD, FLAX BOURTON, HEADING ONTO SLIP ROAD TOWARDS LONG ASHTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	73 Breath test Negative
Vehicle direction	W to E	Driver Postcode	BS483QT
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 45 Male Pedestrian Severity: Slight  
Pedestrian Direction: NW

**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202002307      14/05/2020      Thursday      Time 1406      Vehicles 2      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Dual carriageway

V1 WAS STATIONARY WAITING FOR ANOTHER VEHICLE TO TURN LEFT INTO PARSONS SCRAP. THE DRIVER OF V2 BECAME DISTRACTED BY HIS SAT NAV AND FAILED TO NOTICE THE STATIONARY TRAFFIC AHEAD. HE BRAKE AND TOOK EVASIVE ACTION TOO LATE AND COLLIDED WITH THE BACK OF V1

Occurred on      A370 OUTSIDE/BY A370 WEST HEWISH, HEWISH, WESTON-SUPER-MARE

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	55      Breath test      Not requested
Vehicle direction	SE to NW	Driver Postcode	BS246SQ
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age: 47      Female      Passenger      Severity:      Slight

Vehicle Reference	2	Van or Goods <= 3.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	21      Breath test      Not requested
Vehicle direction	SE to NW	Driver Postcode	TA52QL
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

202002318      01/06/2020      Monday      Time 1755      Vehicles 1      Casualties 1      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 CLIPPED THE HAND OF THE PEDESTRIAN WHO WAS WALKING AT LOCATION, WING MIRROR OF V1 WAS BENT BACK FROM FORCE BUT MOTORIST FAILED TO STOP

Occurred on      A370 WEST TOWN ROAD OUTSIDE/BY NO.53 , BACKWELL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	90      Breath test      Driver not contacted
Vehicle direction	N to S	Driver Postcode	BS483LP
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference:      1      Age: 38      Female      Pedestrian      Severity:      Slight  
 Pedestrian Direction: S



**Accidents between dates**      **01/01/2015 and 30/06/2020**      (66) months

**Selection:**      **Notes:**

Selected using Pre-defined Query :

202002537      11/06/2020      Thursday      Time 1250      Vehicles 3      Casualties 2      Slight

Fine without high winds      Road surface Dry      Daylight

Special Conditions None      Road Type Single carriageway

V1 WAS TRAVELLING ON A370 TOWARDS WSM. V3 STATIONARY AT KEEP CLEAR SIGN IN TRAFFIC. V2 HAS COME OUT OF POST OFFICE CAR PARK AND FAILED TO LOOK LEFT. V2 HIT THE REAR OF V1. V2 SPUN AND COLLIDED WITH V3.

Occurred on WEST TOWN ROAD, BACKWELL, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 21      Breath test Not provided (medical)
Vehicle direction	S to N		Driver Postcode BS484JB
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference: 1      Age: 21      Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 33      Breath test Not requested
Vehicle direction	S to N		Driver Postcode BS483HH
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 52      Breath test Not requested
Vehicle direction	E to W		Driver Postcode BS35RN
FRV	Not foreign registered vehicle		Journey Unknown
Left hand drive	No		

Casualty Reference: 2      Age: 52      Male      Driver/rider      Severity: Slight

Selected using Pre-defined Query :

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	2	32	241	275
2-wheeled motor vehicles	2	19	43	64
Pedal cycles	0	7	40	47
Horses & other	0	0	0	0
Total	4	58	323	385

	Fatal	Serious	Slight	Total
Vehicle driver	0	22	246	268
Passenger	0	8	126	134
Motorcycle rider	2	19	43	64
Cyclist	0	7	41	48
Pedestrian	2	8	28	38
Other	0	0	0	0
Total	4	64	484	552

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
151500447	04/01/2015	1	Slight	0	0	0	0	0	Dark	Right	Dry	2117	A370 BRISTOL ROAD AT JUNCTION WITH SMALLWAY, CONGRESBUR
151500542	12/01/2015	3	Slight	0	0	0	1	1	Dark	Right	Wet/Damp	1825	A370 MAIN ROAD, AT JUNCTION WITH MILLER ROAD, CLEEVE, BRIS
151501129	25/01/2015	2	Slight	0	0	0	0	0	Dark	No turn	Dry	1925	B3129 BELMONT HILL, FLAX BOURTON 600M N OF B3130 BRISTOL R
151502712	13/02/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1455	B3130 BARROW STREET, BARROW GURNEY, BRISTOL
151501881	18/02/2015	1	Serious	1	0	0	0	0	Light	No turn	Dry	0655	A370 AT JUNCTION WITH STANCOMBE LANE, FLAX BOURTON
151501837	22/02/2015	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1410	B3133, YATTON, BRISTOL
151502473	24/02/2015	3	Slight	0	0	0	0	2	Light	Right	Dry	0740	DOWNSIDE ROAD AT JUNCTION WITH NORTHSIDE ROAD, BACKWEL
151502129	02/03/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1140	A38 POTTERS HILL OUTSIDE/BY OAKWOOD PARKING, LULSGATE, F
151502523	30/03/2015	1	Serious	0	0	0	0	1	Dark	No turn	Wet/Damp	1916	A38 BRIDGWATER ROAD, OUTSIDE NO.121, BARROW GURNEY, BRIS
151502888	16/04/2015	4	Slight	0	0	0	1	0	Light	Right	Dry	1905	A370 MAIN ROAD AT JUNCTION WITH BISHOPS ROAD, CLEEVE, BRIS
151503002	24/04/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1628	A370 STATION ROAD, CONGRESBURY,
151503414	25/04/2015	1	Fatal	1	0	0	0	0	Light	No turn	Dry	0926	A38 BRIGWATER ROAD, OUTSIDE NO.157, AT JUNCTION WITH WEST
151503948	27/04/2015	2	Slight	0	0	0	0	0	Light	No turn	Dry	1525	A370 LONG ASHTON BYPASS, LONG ASHTON, BRISTOL
151503546	07/05/2015	1	Slight	1	0	0	0	0	Light	Right	Dry	1658	A370 FARLEIGH ROAD AT JUNCTION WITH STATION ROAD, BACKWE
151503402	11/05/2015	2	Slight	0	0	0	0	0	Light	Left	Dry	1115	A370 RHODYATE HILL, CONGRESBURY, BRISTOL
151503406	14/05/2015	1	Slight	0	1	0	1	0	Light	Left	Wet/Damp	0710	EMBERCOURT DR AT JUNCTION WITH EMBERCOURT DRIVE, BACK
151503519	14/05/2015	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2105	A370 MAIN ROAD, CLEEVE, BRISTOL
151504203	26/05/2015	1	Slight	0	0	1	1	0	Light	Left	Dry	1551	MYRTLE GARDENS AT JUNCTION WITH HIGH STREET, YATTON, BR
151504549	27/05/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	2030	BISHOPS ROAD OUTSIDE/BY BISHOPS FARM, CLAVERHAM, BRISTOL
151504368	28/05/2015	1	Slight	0	1	0	0	0	Light	Right	Dry	0707	A370 JUNCTION WITH KENT ROAD, CONGRESBURY, NORTH SOMERS
151503892	28/05/2015	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0025	BRINSEA ROAD, CONGRESBURY
151504514	03/06/2015	1	Slight	1	0	0	0	0	Light	Right	Dry	1815	A38 JUNCTION WITH B3130 BARROW LANE, BARROW GURNEY, NOR
151504687	10/06/2015	2	Slight	1	0	0	0	1	Light	No turn	Dry	1630	B3128 CLEVEDON ROAD JUNCTION WITH LONGWOOD LANE, LONG A
151504358	16/06/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	2030	MILLIER ROAD, CLEEVE
151504786	17/06/2015	1	Slight	0	0	0	0	0	Light	Right	Dry	1240	A38 BRIDGWATER ROAD AT JUNCTION WITH DOWNSIDE ROAD, BAC
151505060	21/06/2015	1	Slight	0	0	0	0	1	Light	Right	Dry	1535	A38 FELTON LN OUTSIDE/BY BRISTOL AIRPORT, FELTON, BRISTOL
151505239	02/07/2015	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1950	A38, OUTSIDE/BY GARAGE, LANGFORD, BRISTOL
151505406	06/07/2015	1	Slight	0	0	0	0	0	Light	Right	Dry	1645	A38 BRIDGWATER ROAD AT JUNCTION WITH DOWNSIDE ROAD, WIN
151505435	09/07/2015	1	Slight	0	1	0	0	0	Light	No turn	Dry	1820	B3128 CLARKEN COOMBE AT JUNCTION WITH PROVIDENCE LANE, L
151505712	15/07/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1609	BRIDGWATER ROAD, DUNDRY
151505737	21/07/2015	2	Slight	0	0	0	0	0	Light	No turn	Dry	1336	A370 STATION RD AT JUNCTION WITH OLD WESTON ROAD, CONGRE
151505909	21/07/2015	1	Slight	0	0	0	0	0	Light	Right	Dry	1027	A38 AT JUNCTION WITH WEST LANE, FELTON, BRISTOL
151506123	01/08/2015	1	Slight	1	0	0	0	0	Light	No turn	Dry	1145	A38 BRISTOL AIRPORT AT JUNCTION WITH SILVER ZONE ROUNDAB
151506455	06/08/2015	1	Slight	0	0	0	0	1	Light	Right	Dry	1218	A370 CONGRESBURY NEAR CADBURY GARDEN CENTRE, CONGRESB

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
151506781	09/08/2015	1	Serious	0	0	1	0	0	Dark	No turn	Dry	2145	A390 MAIN ROAD, BROCKLEY, BACKWELL
151506409	12/08/2015	1	Serious	0	0	0	0	0	Light	Right	Dry	0820	A38 LYE CROSS, REDHILL, BRISTOL
151506557	18/08/2015	1	Serious	0	0	1	0	1	Light	No turn	Dry	1735	B3133 SMALLWAY OUTSIDE/BY A370 JCT B3133, BRISTOL RD M OF , C
151506608	21/08/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1425	BRIDGWATER ROAD, LULSGATE
151506892	05/09/2015	1	Slight	1	0	0	0	0	Light	Right	Dry	1130	A38 BRIDGWATER ROAD AT JUNCTION WITH NORTH SIDE ROAD, FE
151506170	08/09/2015	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2356	ASHTON ROAD, LONG ASHTON, BRISTOL
151507653	09/09/2015	3	Slight	0	0	0	0	0	Light	No turn	Dry	1557	A370 FARLEIGH ROAD, OUTSIDE / BY NUMBER 51, BACKWELL
151506990	10/09/2015	1	Serious	0	1	0	0	0	Light	No turn	Dry	0815	BELMONT HILL, FLAX BOURTON, BRISTOL
151507039	11/09/2015	1	Slight	1	0	0	0	0	Light	Right	Dry	1840	A38 BRIDGWATER ROAD, DUNDY, BRISTOL
151506844	11/09/2015	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2135	OLD WESTON ROAD AT JUNCTION WITH B3130 CLEVEDON ROAD, F
151506569	18/09/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	0830	A370 LONG ASHTON BYPASS M OF , LONG ASHTON, BRISTOL
151507725	24/09/2015	1	Slight	1	0	0	0	0	Light	Left	Dry	1750	A38, AT JUNCTION WITH HAVYATT ROAD, LANGFORD, BRISTOL
151506977	24/09/2015	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0815	A370, LONG ASHTON, BRISTOL
151507392	24/09/2015	1	Slight	0	0	0	1	0	Light	No turn	Dry	1200	A38 RED HILL AT JUNCTION WITH PUMP LANE, REDHILL
151506984	02/10/2015	1	Slight	0	1	0	0	0	Light	No turn	Dry	1938	A38 BRISTOL ROAD, BRIDGWATER
151507771	03/10/2015	1	Slight	0	1	0	0	0	Light	Right	Dry	1730	KAREN DRIVE AT JUNCTION WITH HILLDALE ROAD, BACKWELL, B
151507855	05/10/2015	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1934	A38 BARROW LANE, WINFORD
151507770	06/10/2015	1	Serious	1	0	0	0	0	Light	No turn	Dry	0912	A370 WEST TOWN ROAD, BACKWELL, BRISTOL
151508008	20/10/2015	3	Slight	0	0	0	0	3	Light	Right	Dry	0928	A370 BRISTOL ROAD, CONGRESBURY
151507973	23/10/2015	1	Serious	0	0	0	0	0	Light	No turn	Wet/Damp	0737	A370 MAIN ROAD JUNCTION WITH DARK LANE, CONGRESBURY, BR
151508375	24/10/2015	5	Slight	0	0	0	2	0	Light	No turn	Wet/Damp	1707	BARROW STREET AT JUNCTION WITH WILD COUNTRY LANE
151508206	31/10/2015	1	Slight	0	1	0	0	0	Light	Right	Dry	1235	B3130 CLEVEDON ROAD JUNCTION WITH A370 MAIN ROAD, FLAX B
151508456	17/11/2015	1	Serious	0	0	0	0	0	Light	No turn	Wet/Damp	1620	A38 BRIDGEWATER ROAD AT JUNCTION WITH BARROW LANE, WINI
151509000	17/11/2015	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1747	A370 FARLEIGH ROAD AT JUNCTION WITH FARFIELD WAY, BACKWI
151508665	18/11/2015	1	Slight	0	0	0	0	0	Dark	Right	Dry	2000	A370, HEWISH, WESTON-SUPER-MARE
151508914	20/11/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1229	BROCKLEY COMBE ROAD, BACKWELL, BRISTOL
151508626	22/11/2015	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1933	YANLEY LANE, LONG ASHTON, BRISTOL
151508951	28/11/2015	1	Slight	0	0	0	0	0	Light	Left	Wet/Damp	1430	A370 WEST TOWN ROAD AT JUNCTION WITH RODNEY ROAD, BACKV
151508965	05/12/2015	1	Slight	0	0	0	0	1	Dark	No turn	Dry	0747	A370 FARLEIGH ROAD, BACKWELL, BRISTOL
151509127	05/12/2015	1	Serious	0	0	0	0	0	Dark	No turn	Dry	0108	A370 AT START OF TWO LANE SECTION OUTBOUND
151600188	10/12/2015	1	Slight	0	0	0	0	1	Light	No turn	Dry	0939	A370 FARLEIGH ROAD AT JUNCTION WITH STANCOMBE LANE, FLA
151600616	14/12/2015	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0025	KING ROAD, CHURCHILL, WINSCOMBE
151600552	24/12/2015	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0845	A370 BROCKLEY ROAD AT JUNCTION WITH BROCKLEY COMBE ROA
151600636	27/12/2015	2	Slight	0	0	0	0	1	Light	Right	Wet/Damp	1323	A38 BRIDGEWATER ROAD AT JUNCTION WITH DUNDY LANE, DUNI

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
161600854	11/01/2016	3	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1430	A370 BRISTOL ROAD AT JUNCTION WITH WRINGTON ROAD, CONGR
161601154	16/01/2016	1	Slight	0	0	1	1	0	Light	No turn	Wet/Damp	1035	B3133 OUTSIDE THE CO OP, HIGH STREET AT JUNCTION WITH CHESC
161601139	19/01/2016	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2219	A38 AT JUNCTION WITH HOBBS LANE
161601512	10/02/2016	1	Slight	1	0	0	0	0	Dark	Right	Dry	1730	MAIN ROAD AT JUNCTION WITH A370, FLAX BOURTON, NORTH SOM
161601562	12/02/2016	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2148	DOWNSIDE ROAD, BACKWELL
161602096	01/03/2016	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0825	A38 BRIDGEWATER ROAD AT JUNCTION WITH B3130 BARROW LANE
161601998	04/03/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1210	HIGH STREET AT JUNCTION WITH PARK AVENUE, YATTON
161602595	04/03/2016	1	Serious	0	0	0	0	0	Light	Right	Dry	1421	A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGR
161601990	07/03/2016	1	Slight	0	0	0	0	1	Light	Right	Dry	1230	A370 MAIN ROAD AT JUNCTION WITH BROCKLEY COMBE ROAD, BA
161603632	14/03/2016	4	Slight	0	0	0	0	0	Light	No turn	Dry	1218	A38 BRIDGWATER ROAD, FELTON
161602548	23/03/2016	1	Serious	0	0	0	0	1	Light	No turn	Dry	0931	100M SOUTH OF JUNCTION WITH ROWBERROW LANE, A39 NORTH S
161602446	31/03/2016	1	Slight	1	0	0	0	0	Dark	No turn	Dry	2210	B3129 BELMONT HILL, WRAXALL, BRISTOL
161603298	29/04/2016	1	Serious	1	0	0	0	0	Light	No turn	Wet/Damp	0650	ON THE B3128 CLARKEN COOMBE, LONG ASHTON, BRISTOL, NORTH
161604131	30/04/2016	2	Slight	2	0	0	0	0	Light	No turn	Dry	1705	CLAVERHAM ROAD, CLAVERHAM
161603936	05/05/2016	5	Slight	0	0	0	0	1	Light	No turn	Dry	1648	STOCK LANE OUTSIDE/BY LILAC COTTAGE, LANGFORD, BRISTOL
161603778	12/05/2016	1	Slight	0	1	0	0	0	Light	Left	Dry	1925	COOKS BRIDLE PATH, BACKWELL, BRISTOL, NORTH SOMERSET
161604126	21/05/2016	1	Serious	1	0	0	0	0	Light	Right	Wet/Damp	0850	A38 BRIDGWATER ROAD, BRISTOL
161604592	31/05/2016	1	Slight	1	0	0	0	0	Light	No turn	Dry	0850	A38 REDHILL JUNCTION WITH HAVYAT ROAD, LANGFORD, BRISTO
161604332	07/06/2016	1	Slight	0	0	0	0	1	Light	No turn	Dry	1655	A370 FARLEIGH RD, BACKWELL, BRISTOL
161706708	07/06/2016	1	Slight	0	1	0	0	0	Light	No turn	Dry	1355	LANGFORD ROAD OUTSIDE PARK HOUSE, LANGFORD
161604557	12/06/2016	1	Slight	0	0	1	0	0	Light	No turn	Dry	1005	UPPER TOWN LANE, FELTON, BRISTOL
161605338	24/06/2016	1	Slight	0	0	0	0	1	Light	Right	Dry	1708	IWOOD LANE 10 METRES SOUTH OF WRINGTON ROAD, WRINGTON, 1
161604886	02/07/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1745	BARROW LANE, WINFORD, BRISTOL
161605635	22/07/2016	3	Slight	0	0	0	0	0	Light	No turn	Dry	0930	A370 WESTON ROAD NEAR HEWISH, WESTON-SUPER-MARE
161605975	27/07/2016	1	Slight	0	1	0	0	0	Light	No turn	Dry	1640	A38 BRIDGWATER ROAD JUNCTION WITH B3130 BARROW LANE, BA
161608271	01/08/2016	1	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1705	A370 AT JUNCTION WITH ASHTON ROAD, BRISTOL
161606474	04/08/2016	2	Slight	0	0	0	0	1	Light	No turn	Dry	1130	A370 MAIN ROAD, CLEEVE, NORTH SOMERSET.
161607030	06/08/2016	1	Slight	0	1	0	0	0	Light	Right	Dry	0804	A370 RHODEYATE HILL AT JUNCTION WITH WRINGTON ROAD, CONG
161606586	10/08/2016	3	Slight	0	0	0	1	1	Light	No turn	Dry	0945	A370 LONG ASHTON BY PASS, LONG ASHTON, BRISTOL
161606850	10/08/2016	1	Slight	0	0	1	0	0	Light	Right	Dry	1415	SMALLWAYS AT JUNCTION. - LOCATION UNKNOWN
161607882	12/08/2016	1	Slight	1	0	0	0	0	Light	Left	Dry	0828	A370, OUTSIDE NO.92, AT JUNCTION WITH WEST TOWN ROAD, BACK
161607887	19/08/2016	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0840	B3130 CLEVEDON ROAD, FLAX BOURTON
161607036	21/08/2016	3	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1847	BRIDGWATER ROAD,OUTSIDE FOX AND GOOSE PUBLIC HOUSE, BAR
161608011	22/08/2016	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2230	STOCK LANE, LANGFORD, NORTH SOMERSET

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
161606455	26/08/2016	1	Slight	1	0	0	0	0	Light	Right	Dry	1335	FELTON LANE AT JUNCTION WITH OLD HILL, FELTON
161606772	26/08/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1533	A38 HAVYATT GREEN JUNCTION WITH THE BEECHES, LANGFORD, B
161607873	04/09/2016	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0107	BARROW STREET, BARROW GURNEY, BRISTOL
161608019	08/09/2016	1	Serious	0	0	1	0	0	Dark	No turn	Dry	0617	A38 BRIDGWATER ROAD, BRISTOL
161608854	28/09/2016	2	Slight	0	0	0	0	0	Light	Left	Wet/Damp	1635	A38 BRIDGWATER ROAD, BRISTOL
161607421	02/10/2016	5	Slight	0	0	0	4	0	Dark	No turn	Wet/Damp	0120	B3128 ASHTON ROAD AT JUNCTION WITH PARK AND RIDE, BRISTOL
161608186	02/10/2016	2	Slight	0	0	0	1	0	Light	Right	Dry	1440	A370 BRISTOL JUNCTION WITH B3133 SMALLWAY, CONGRESBURY, I
161608320	10/10/2016	1	Serious	0	0	1	0	0	Light	No turn	Dry	1624	A370 OUTSIDE/BY MOORLAND PARK CARAVAN SITE, HEWISH
161607362	10/10/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1400	LONGWOOD LANE JUNCTION WITH CLARKEN COOMBE, BRISTOL
161607879	13/10/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1739	BISHOPS ROAD, CLEEVE, BRISTOL
161608503	21/10/2016	1	Serious	0	0	1	0	1	Dark	Left	Dry	1910	STONEWALL DRIVE JUNCTION WITH STONEWALL LANE, CONGRES
161607810	25/10/2016	1	Slight	0	1	0	0	0	Dark	No turn	Wet/Damp	1740	WESTON ROAD, LONG ASHTON
161608739	01/11/2016	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	0738	B3128 AT JUNCTION WITH PROVIDENCE LANE, LONG ASHTON
161608075	02/11/2016	1	Slight	0	0	1	0	0	Light	No turn	Dry	1620	B3130 BARROW STREET, BARROW GURNEY, BRISTOL
161608501	11/11/2016	1	Serious	0	1	0	0	0	Light	Right	Dry	1433	BROCKLEY LANE, BROCKLEY, BACKWELL
161608917	11/11/2016	1	Slight	0	0	1	0	0	Light	No turn	Dry	1550	A370 BRISTOL ROAD, CONGRESBURY, BRISTOL
161608941	18/11/2016	1	Slight	0	0	0	0	0	Light	Left	Wet/Damp	0931	B3128 ASHTON ROAD AT JUNCTION WITH A370, ASHTON
161608939	18/11/2016	1	Serious	0	0	1	1	0	Light	No turn	Wet/Damp	1550	STATION ROAD AT JUNCTION WITH AMBERLANDS CLOSE, BACKWE
161608940	18/11/2016	1	Slight	0	0	1	0	1	Light	Right	Wet/Damp	0845	MEADOW CLOSE AT JUNCTION WITH STATION ROAD, BACKWELL
161608616	20/11/2016	1	Slight	0	0	0	0	0	Dark	Left	Wet/Damp	2100	BRIDGEWATER ROAD BRISTOL
161608937	25/11/2016	1	Slight	0	0	1	0	0	Dark	Left	Dry	1920	WEMBERHAM CRESCENT AT JUNCTION WITH HORSECASTLE CLO
161609161	28/11/2016	1	Slight	0	0	0	0	0	Light	Right	Dry	1420	PROVIDENCE LANE AT JUNCTION WITH RAYENS CROSS ROAD, LON
161609100	02/12/2016	1	Slight	0	0	1	0	0	Dark	Left	Dry	1855	PUDDING PIE LANE, LANGFORD
161609711	10/12/2016	1	Slight	0	1	0	0	0	Dark	Right	Wet/Damp	0055	B3133 SMALLWAY AT JUNCTION WITH FROST HILL, YATTON
161609803	18/12/2016	1	Serious	0	0	0	0	0	Dark	Left	Wet/Damp	0350	A370 MAIN ROAD, FLAX BOURTON
161700024	23/12/2016	2	Slight	0	0	0	0	1	Dark	No turn	Wet/Damp	2044	A370 LONG ASHTON BYPASS, LONG ASHTON
161700558	30/12/2016	1	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1550	A38 BRIDGEWATER AT JUNCTION WITH DIAL LANE
171700274	02/01/2017	1	Slight	0	1	0	0	0	Light	Right	Wet/Damp	1200	STATION ROAD AT JUNCTION WITH EMBER COURT DRIVE, BACKWE
171700179	09/01/2017	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	1550	A370 WEST TOWN ROAD AT JUNCTION WITH CHELVEY ROAD, BACK
171700370	10/01/2017	1	Slight	0	0	1	0	0	Light	No turn	Dry	1117	FARLEIGH ROAD OUTSIDE/BY FARLEIGH RD AT JUNCTION WITH DA
171700349	10/01/2017	1	Slight	0	0	0	0	1	Dark	No turn	Wet/Damp	1810	BARROW STREET OUTSIDE/BY BARROW RD, BRISTOL
171703244	18/01/2017	1	Slight	1	0	0	0	0	Dark	Right	Wet/Damp	1845	B3133 HIGH STREET AT JUNCTION WITH CHURCH ROAD, YATTON
171701645	20/01/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	1214	A38 BRIDGWATER ROAD AT JUNCTION WITH DIAL LANE, BARROW C
171700593	24/01/2017	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1700	LONGWOOD LANE AT JUNCTION WITH B3128 CLEVEDON ROAD, FA

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
171701929	12/02/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	1340	WESTON ROAD, LONG ASHTON
171701117	13/02/2017	1	Slight	0	1	0	0	0	Light	No turn	Dry	1645	ASHTON ROAD, LONG ASHTON, BRISTOL
171701581	14/02/2017	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1020	A370 OUTSIDE/BY CONGRESBURY MOTORS, CONGRESBURY
171701248	18/02/2017	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0500	B3128 CLEVEDON ROAD OUTSIDE/BY LONG ASHTON GOLF CLUB, F
171703267	23/02/2017	2	Slight	0	0	0	0	0	Dark	Left	Wet/Damp	2223	A38 BARROW GURNEY TANKS ,BARROW GURNEY, BRISTOL
171701517	28/02/2017	1	Slight	0	0	0	1	0	Light	No turn	Dry	0845	STATION ROAD FROM YATTON TO BACKWELL
171701907	28/02/2017	2	Slight	1	0	0	0	0	Dark	No turn	Wet/Damp	0644	A370 LONG ASHTON BYPASS, BRISTOL.
171701992	05/03/2017	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1215	ON DOWNSIDE ROAD AT JUNCTION WITH HYATTS WOOD ROAD, BR
171702140	09/03/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	0913	A38 BYPASS AT JUNCTION WITH B3133, LANGFORD, BRISTOL.
171703864	18/03/2017	1	Slight	0	0	0	0	0	Dark	Right	Dry	1850	A38 BRIDGWATER ROAD AT JUNCTION WITH UAIRPORT TAVERN, L
171702358	22/03/2017	2	Slight	0	0	0	0	0	Dark	No turn	Dry	1939	BROCKLEY COOMBE, BACKWELL, NORTH SOMERSET
171702510	24/03/2017	1	Slight	0	0	1	0	0	Light	No turn	Dry	1826	LADYMEAD LANE AT JUNCTION WITH A38 BRISTOL ROAD, CHURC
171702100	25/03/2017	2	Slight	1	1	0	0	0	Light	No turn	Dry	1615	A370 MAIN ROAD OUTSIDE/BY HOLY TRINITY CHURCH, CLEEVE, NO
171703011	30/03/2017	2	Serious	0	0	0	0	0	Dark	No turn	Dry	2355	A370 RHODYATE HILL, CONGRESBURY
171702622	09/04/2017	1	Serious	0	0	1	0	1	Light	No turn	Dry	1345	A370, LONG ASHTON, BRISTOL
171702628	09/04/2017	5	Slight	0	0	0	0	1	Light	No turn	Dry	1645	A38, LANGFORD, NORTH SOMERSET
171702770	10/04/2017	2	Slight	0	0	0	0	1	Light	Left	Dry	1023	B3128 CLARKEN COOMBE AT JUNCTION WITH PROVIDENCE LANE, L
171702767	15/04/2017	1	Serious	0	0	0	0	0	Dark	No turn	Dry	0310	CLARKENCOOMBE, LONG ASHTON, BRISTOL
171703400	22/04/2017	4	Slight	0	0	0	0	0	Light	No turn	Dry	1203	A370 WESTON ROAD, CONGRSBURY
171703856	26/04/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	0846	A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGR
171703678	07/05/2017	6	Slight	0	0	0	0	0	Light	Right	Dry	0820	A370 MAIN ROAD AT JUNCTION WITH B3130, FLAX BOURTON, BRIST
171703877	08/05/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1734	LONG ASHTON ROAD, LONG ASHTON
171703870	12/05/2017	2	Slight	0	0	0	0	0	Light	Right	Dry	1359	A370 FARLEIGH ROAD, OUTSIDE THE JUBILEE PUBLIC HOUSE, BACK
171704072	12/05/2017	3	Serious	0	0	0	0	1	Dark	No turn	Dry	0600	BROCKLEY COOMBE ROAD, BROCKLEY COMBE
171703190	14/05/2017	1	Fatal	1	0	0	0	0	Dark	No turn	Wet/Damp	0300	HIGHRIDGE ROAD, DUNDY, BRISTOL
171704585	15/05/2017	2	Serious	0	0	0	0	0	Light	No turn	Wet/Damp	0815	FELTON LANE AT JUNCTION WITH LONG CROSS, WINFORD, NORTH S
171704917	18/05/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	0735	SOUTH BRISTOL LINK ROAD, A4147, BRISTOL
171704731	18/05/2017	1	Slight	2	0	0	0	0	Light	No turn	Dry	1910	A368 BATH ROAD, LANGFORD, BRISTOL
171704742	18/05/2017	3	Slight	0	0	0	0	0	Light	No turn	Dry	0725	LONG ASHTON BYPASS, A370, BRISTOL
171705139	28/05/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1315	A370 ASHTON ROAD AT JUNCTION WITH B3128 SLIP ROAD, BRISTOL
171705335	07/06/2017	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	1752	B3130 BARROW STREET BY SCHOOL LANE, BARROW GURNEY
171703882	09/06/2017	1	Fatal	0	0	1	0	1	Light	No turn	Dry	1005	A370, STATION ROAD, CONGRESBURY
171704431	13/06/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	1717	A38 AT JUNCTION WITH DUNDY LANE
171703916	14/06/2017	1	Slight	0	1	0	0	0	Light	Left	Dry	1730	LONG ASHTON RD AT JUNCTION WITH GLEBE ROAD, LONG ASHTON

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
171703984	18/06/2017	1	Slight	0	0	0	0	1	Light	No turn	Dry	1305	BRIDGWATER RD, NEAR JUNCTION WITH DUNDY, BRISTOL
171705923	21/06/2017	2	Slight	0	0	0	0	0	Light	No turn	Dry	2000	YANLEY LANE, LONG ASHTON
171705448	03/07/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1613	A370 JUNCTION WITH CLEEVE HILL ROAD
171705287	04/07/2017	3	Serious	0	0	0	0	0	Light	No turn	Dry	1546	BACKWELL HILL ROAD JUNCTION WITH LONG LANE, BACKWELL, B
171704449	05/07/2017	1	Slight	0	0	0	0	0	Light	Both	Dry	1620	STONEWELL LANE, CONGRESBURY OF B3133 BRINSEA ROAD, CONG
171705242	05/07/2017	1	Serious	1	0	0	0	0	Light	No turn	Dry	1730	A4174 COLLITERS WAY, BRISTOL
171705883	13/07/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	0840	CLAVERHAM DROVE, BRISTOL
171706012	15/07/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1822	A370 AT JUNCTION WITH BROCKLEY LANE, BACKWELL
171705568	18/07/2017	1	Serious	1	0	0	0	0	Light	Left	Dry	1653	WESTON ROAD AT JUNCTION WITH BIRDWELL ROAD, LONG ASHT
171706116	18/07/2017	1	Serious	1	0	0	0	0	Light	Right	Dry	1800	A38 REDHILL AT JUNCTION WITH CHURCH LANE, REDHILL
171704832	21/07/2017	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2015	A38 BRIDGWATER ROAD, BARROW GURNEY
171706191	22/07/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	2000	B3130 BARROW LANE AT JUNCTION WITH ELWELL LANE, WINFORD
171706171	24/07/2017	1	Serious	1	0	0	0	0	Light	Right	Dry	0805	A370 WESTON ROAD OUTSIDE/BY PARSONS SCRAP METAL, HEWISH
171708518	10/08/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	0740	A38 BRIDGWATER ROAD AT JUNCTION WITH B3130 BARROW LANE,
171706605	12/08/2017	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0350	A4174 COLLITERS WAY, LONG ASHTON
171706623	12/08/2017	1	Serious	0	1	0	0	1	Light	No turn	Dry	1155	BELMONT HILL, BRISTOL
171705781	14/08/2017	3	Serious	0	0	0	0	0	Light	No turn	Dry	1032	BRIDGWATER ROAD, BARROW GURNEY, BRISTOL
171705479	14/08/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	1355	B3128, CLEVEDON ROAD AT JUNCTION WITH LONGWOOD LANE, BR
171705468	16/08/2017	1	Slight	0	1	0	0	0	Light	Right	Dry	1800	FARLEIGH ROAD, BACKWELL, BRISTOL
171706207	17/08/2017	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1800	A370 BRISTOL ROAD, CONGRESBURY, NORTH SOMERSET
171706746	18/08/2017	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1245	MEETING HOUSE LANE, CLAVERHAM
171707588	19/08/2017	2	Slight	0	1	0	0	0	Light	Right	Dry	1215	PUDDING PIE LANE, OUTSIDE/BY MEDICAL CENTRE, LANGFORD
171706636	21/08/2017	2	Serious	0	1	0	0	1	Light	Right	Wet/Damp	0905	B3130 CLEVEDON ROAD AT JUNCTION WITH B3129 BELMONT HILL, 1
171707177	23/08/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	0720	A370 MAIN ROAD 350M OF STATION ROAD, FLAX BOURTON
171705756	27/08/2017	1	Slight	0	0	1	0	0	Light	No turn	Dry	1730	STOWEY RD, YATTON
171705747	29/08/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1525	OUTSIDE/BY LANGFORD COURT LODGE, LANGFORD, BRISTOL
171707592	30/08/2017	2	Slight	0	0	0	2	0	Light	No turn	Wet/Damp	1015	A38, EASTBOUND, BRIDGWATER ROAD OUTSIDE/BY SHELL GARAGE
171708050	16/09/2017	1	Slight	0	0	0	0	1	Light	No turn	Dry	1147	A368 BATH ROAD, LANGFORD
171706318	18/09/2017	1	Slight	0	1	0	1	0	Light	No turn	Dry	1600	B3133 HIGH STREET OUTSIDE/BY R HILLS CARPET SHOP, YATTON
171708194	22/09/2017	1	Serious	0	1	0	1	0	Light	No turn	Wet/Damp	1730	FELTON LANE JUNCTION WITH RAGLAN LANE, BRISTOL
171708666	06/10/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1014	A370 BRISTOL ROAD JUNCTION WITH WRINGTON ROAD, CONGRESB
171800030	09/10/2017	1	Serious	1	0	0	0	0	Light	No turn	Wet/Damp	0703	A370 MAIN ROAD OUTSIDE/BY HOLY TRINITY CHURCH NEAR JUNCT
171707381	10/10/2017	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0550	A4174, LONG ASHTON
171800045	10/10/2017	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	0336	A38 BRIDGWATER ROAD AT JUNCTION WITH A4174 COLLITERS WAY



Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
171708021	25/10/2017	2	Slight	0	0	0	0	0	Dark	Right	Dry	2120	A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY
171800292	25/10/2017	1	Slight	1	0	0	0	1	Dark	Right	Dry	1704	A370 BRISTOL ROAD JUNCTION WITH WRINGTON ROAD, CONGRESB
171707336	01/11/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1347	A38, BY BRISTOL AIRPORT
171707816	03/11/2017	1	Serious	2	0	0	0	0	Light	No turn	Dry	1220	COLLITERS WAY, BRISTOL
171708152	08/11/2017	2	Serious	0	0	0	0	0	Dark	Right	Dry	1945	A38 BRISTOL ROAD OUTSIDE/BY ESSO GARAGE AT JUNCTION WITH
171800368	14/11/2017	1	Slight	1	0	0	0	0	Dark	No turn	Dry	2145	HIGH STREET, YATTON
171803855	21/11/2017	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0800	A370 ASHTON ROAD 100M OF BLACKWOORS LANE, ASHTON
171800637	23/11/2017	3	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0750	A370 OUTSIDE/BY SCRAPYARD, HEWISH
171800814	30/11/2017	1	Serious	0	0	0	0	1	Light	No turn	Dry	1239	CLAVERHAM ROAD (OUTSIDE NO 39), YATTON
171800856	03/12/2017	1	Serious	1	0	0	0	0	Dark	No turn	Wet/Damp	1844	A370 RHODYATE HILL, CLEEVE, NORTH SOMERSET
171708539	04/12/2017	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1740	A38 RED HILL, NORTH SOMERSET
171708338	11/12/2017	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1750	A370 BY THE STAR PUB, CONGRESBURY
171708612	14/12/2017	1	Fatal	0	0	1	0	1	Dark	No turn	Wet/Damp	1710	HIGH STREET, YATTON
171800628	28/12/2017	4	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1844	A38 BRISTOL ROAD 40M EAST OF B3133 STOCK LANE, CHURCHILL
171801223	28/12/2017	1	Slight	0	0	0	0	1	Dark	No turn	Wet/Damp	1657	BROCKLEY COMBE ROAD, BACKWELL, BRISTOL
181801254	05/01/2018	1	Slight	0	0	0	0	1	Light	No turn	Dry	1126	BRISTOL ROAD, CONGRESBURY, BRISTOL
181800347	15/01/2018	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1750	CLEVEDON ROAD, BRISTOL
181801401	18/01/2018	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0714	A4174 COLLITERS WAY, BRISTOL
181801649	04/02/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1445	A370 LONG ASHTON BY-PASS, LONG ASHTON, NORTH SOMERSET
181801717	08/02/2018	1	Serious	0	0	0	0	1	Dark	No turn	Wet/Damp	2006	PROVIDENCE LANE JUNCTION WITH WESTON ROAD, LONG ASHTON
181802213	02/03/2018	2	Slight	0	0	0	0	0	Light	No turn	Snow	1206	BROCKLEY COOMBE ROAD (OUTSIDE FOUNTAIN FORESTRY LTD), B
181802588	05/03/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1120	STATION ROAD, BACKWELL
181802750	16/03/2018	2	Slight	0	0	0	0	0	Light	Right	Dry	0716	A370 MAIN ROAD, FLAX BOURTON, NORTH SOMERSET
181802204	20/03/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1820	B3133 NORTH END ROAD, YATTON, NORTH SOMERSET
181803114	21/03/2018	1	Serious	0	0	0	0	0	Light	No turn	Dry	1530	A38 BRIDGWATER ROAD, BRISTOL
181803621	03/04/2018	1	Serious	1	0	0	0	1	Light	Right	Dry	1047	HIGH STREET AT JUNCTION WITH BROAD STREET, CONGRESBURY
181803687	07/04/2018	1	Slight	0	0	0	0	0	Dark	Left	Dry	2018	A38 AT JUNCTION WITH NEW ROAD, REDHILL
181803787	12/04/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	1545	B3128 CLARKEN COOMBE 200M OF LONG ASHTON
181804959	17/04/2018	2	Slight	0	0	0	1	0	Light	Right	Dry	1711	MAIN ROAD AT JUNCTION WITH CHARLTON NURSERY, FLAX BOUR'
181803930	21/04/2018	1	Slight	0	0	0	0	0	Dark	Right	Dry	0455	DOWNSIDE ROAD JUNCTION WITH COOMBE DALE, BACKWELL
181803944	23/04/2018	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	0822	B3173 STOCK LANE AT JUNCTION WITH A38 LANGFORD BYPASS, LA
181804415	09/05/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1700	A38 BRIDGWATER ROAD AT JUNCTION WITH B3130, BRISTOL
181804457	13/05/2018	1	Slight	0	0	0	0	1	Light	No turn	Dry	1802	A38 BRIDGWATER ROAD AT JUNCTION WITH COLLITERS WAY, BRIS
181804466	15/05/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1558	STATION ROAD, FLAX BOURTON

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
181803669	17/05/2018	1	Slight	0	1	0	0	0	Light	No turn	Dry	1850	DOWNSIDE ROAD, NORTH SOMERSET
181804649	21/05/2018	1	Slight	0	0	0	0	0	Light	Right	Dry	1240	A368 BATH ROAD AT JUNCTION WITH SAYS LANE, LANGFORD
181804259	23/05/2018	1	Serious	0	1	0	0	0	Light	Right	Dry	1543	LONG ASHTON ROAD (OUTSIDE NO 73) JUNCTION WITH CHESTNUT I
181804759	25/05/2018	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	0805	FARLEIGH ROAD AT JUNCTION WITH LEISURE CENTRE JUNCTION, B
181804807	27/05/2018	3	Slight	0	0	0	2	0	Light	No turn	Dry	1201	LONG LANE, REDHILL, BRISTOL
181804858	30/05/2018	3	Slight	0	0	0	0	3	Light	Right	Wet/Damp	1219	A370 ASHTON ROAD, BRISTOL
181804012	10/06/2018	1	Slight	0	1	0	0	0	Light	No turn	Dry	0848	B3133 AT JUNCTION WITH CLAVERHAM ROAD, YATTON
181805162	14/06/2018	2	Slight	1	0	0	0	0	Light	Right	Dry	1800	A370 BRISTOL ROAD OUTSIDE/BY TESCO EXPRESS, CONGRESBURY
181804974	22/06/2018	1	Serious	0	0	1	1	0	Light	No turn	Dry	1530	B3133 BRINSEA ROAD (OUTSIDE WAVERLEY COURT), CONGRESBUR
181805742	22/06/2018	3	Slight	0	0	0	0	0	Dark	Right	Dry	0100	A370 STATION ROAD AT JUNCTION WITH B3133 HIGH STREET, CONG
181806924	27/06/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	1730	A370 FARLEIGH ROAD ,BACKWELL, BRISTOL
181806847	27/06/2018	2	Slight	0	0	0	1	0	Light	No turn	Dry	1254	B3133 STOCK LANE, CONGRESBURY, NORTH SOMERSET
181807313	01/07/2018	1	Slight	0	1	0	0	0	Light	No turn	Dry	1124	B3133 NORTH END (OUTSIDE YATTON RUGBY FOOTBALL CLUB), YA
181804791	06/07/2018	1	Slight	0	0	0	0	0	Light	Right	Dry	1730	A370 RHODYATE HILL JUNCTION WITH CLEEVE HILL ROAD, CLEEVE
181805078	07/07/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1140	CHURCH LANE (OUTSIDE NO 101), BACKWELL, BRISTOL
181805172	13/07/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	2030	A370 BY PASS ROUNDABOUT JUNCTION WITH A4174, LONG ASHTON
181807908	15/07/2018	2	Slight	0	0	0	0	0	Light	Right	Dry	0845	HAVYATT ROAD, WRINGTON, NORTH SOMERSET
181804980	17/07/2018	1	Slight	0	1	0	0	1	Light	No turn	Dry	2015	SMALLWAY, YATTON
181808127	17/07/2018	1	Serious	1	0	0	0	0	Light	Left	Dry	1446	A370 JUNCTION WITH B3130, FLAX BOURTON, BRISTOL
181805071	21/07/2018	1	Slight	0	0	0	0	0	Light	Left	Dry	1135	U BRUNEL WAY OUTSIDE/BY BRUNEL WAY AND A370 AT JUNCTION
181805081	22/07/2018	1	Slight	0	1	0	0	0	Light	Right	Dry	1345	U WESTON ROAD OUTSIDE/BY BATCH COTTAGE M OF , FLAX BOUR
181808477	24/07/2018	2	Slight	0	0	0	0	0	Light	No turn	Dry	1420	A370 CONGRESBURY, NORTH SOMERSET
181808493	25/07/2018	4	Slight	0	0	0	0	0	Light	No turn	Dry	1937	BROCKLEY COOMBE ROAD, BACKWELL, NORTH SOMERSET
181805421	30/07/2018	1	Slight	1	0	0	0	0	Dark	Left	Dry	2115	WRINGTON ROAD (OUTSIDE WHITE HART INN), CONGRESBURY, BR
181900649	11/08/2018	1	Slight	0	0	0	0	0	Light	Right	Dry	1830	A370 LONG ASTON BYPASS, FLAX BOURTON, BRISTOL
181805934	11/08/2018	1	Slight	0	0	0	0	1	Dark	No turn	Wet/Damp	2305	A370 BRISTOL ROAD (OUTSIDE SHIP & CASTLE) JUNCTION WITH B3
181806319	11/08/2018	1	Serious	0	1	0	0	0	Light	Right	Dry	0840	DOWNSIDE ROAD JUNCTION WITH A38 BRIDGWATER ROAD, LULS
181805998	14/08/2018	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0210	DUNDRY LANE, DUNDRY, BRISTOL
181900733	16/08/2018	1	Slight	0	1	0	0	1	Light	Right	Dry	1800	A38 BRISTOL ROAD AT JUNCTION WITH A368 BATH ROAD & DINGHI
181805877	27/08/2018	2	Slight	0	2	0	0	0	Light	Right	Dry	1245	CLARKEN COOMBE, LONG ASHTON
181901087	05/09/2018	2	Slight	0	0	0	0	0	Light	No turn	Dry	1518	B3133 STOCK LANE OUTSIDE OF LANGFORD VETS, LANGFORD, BRIS
181806082	06/09/2018	1	Slight	0	0	1	0	0	Light	No turn	Dry	0850	WESTFIELD DRIVE, BACKWELL
181901133	08/09/2018	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0745	A370 WEST TOWN ROAD OUTSIDE/BY NO.90 AT JUNCTION, BACKWE
181901147	09/09/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	1330	A38 BRIDGEWATER ROAD M OF , LULSGATE

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
181806206	11/09/2018	1	Slight	0	0	1	0	0	Light	No turn	Dry	1330	FARLIEGH ROAD, BACKWELL
181901357	21/09/2018	1	Slight	0	0	0	0	1	Light	Right	Dry	1130	A370 SMALLWAY TRAFFIC LIGHTS
181901282	21/09/2018	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1043	A38 BRIDGWATER ROAD BY LAYBY, BRISTOL
181901312	23/09/2018	2	Slight	0	0	0	0	0	Light	Right	Dry	1130	A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGR
181901212	24/09/2018	1	Slight	1	0	0	0	0	Light	Left	Dry	0910	FELTON LANE FELTON M OF U LONG CROSS FELTON , FELTON
181901363	29/09/2018	1	Slight	0	0	0	0	0	Light	Right	Dry	1635	A38 BRIDGWATER ROAD OUTSIDE OF AIRPORT TAVERN, LULSGATE
181901389	03/10/2018	1	Slight	0	0	1	0	0	Light	No turn	Dry	1447	LANGFORD ROAD OUTSIDE OF NO 1, LANGFORD, BRISTOL
181901501	08/10/2018	2	Slight	0	0	0	0	0	Dark	Right	Dry	2051	A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGR
181808612	14/10/2018	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1430	A368 JUNCTION WITH A38, CHURCHILL, NORTH SOMERSET
181901599	21/10/2018	2	Serious	1	0	0	0	0	Light	Right	Dry	1230	A38 BRIDGEWATER ROAD, BARROW GURNEY
181901630	21/10/2018	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0350	A38 REDHILL OF, REDHILL, BRISTOL
181807253	26/10/2018	1	Slight	1	0	0	0	0	Dark	Right	Wet/Damp	0750	THE HIGH STREET AT JUNCTION WITH CHERRY GROVE, YATTON, B
181901842	29/10/2018	2	Slight	0	0	0	0	0	Dark	No turn	Dry	1751	A370 SOUTH SLIP ROAD, BRISTOL
181807651	07/11/2018	2	Slight	0	0	0	0	1	Light	Right	Wet/Damp	0835	A370 LONG ASHTON BY PASS 75 METRES EAST OF B3130 CLEVEDON
181902151	14/11/2018	1	Slight	0	0	0	0	1	Dark	No turn	Dry	1855	A370 WEST TOWN ROAD OUTSIDE OF GREYSTONE , BROCKLEY, BAC
181807962	17/11/2018	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1854	OLD WESTON ROAD, FLAX BOURTON, NORTH SOMERSET
181900833	19/11/2018	1	Serious	0	0	0	0	1	Light	No turn	Dry	0854	B3133 SMALLWAY, CONGRESBURY, NORTH SOMERSET
181902227	20/11/2018	2	Slight	0	1	0	0	0	Dark	No turn	Wet/Damp	1656	B3133 BRINSEA ROAD BY A370 BRISTOL RD JCT WITH B3133, CONGR
181901019	01/12/2018	3	Serious	1	0	0	0	0	Dark	No turn	Wet/Damp	1723	A370 FARLEIGH ROAD (OUTSIDE NO 136) JUNCTION WITH CHAPEL H
181808472	03/12/2018	1	Slight	0	0	0	0	1	Dark	Right	Wet/Damp	1843	A370 BRISTOL ROAD JUNCTION WITH WOOD HILL, CONGRESBURY, I
181902455	08/12/2018	5	Slight	0	0	0	0	1	Dark	Left	Wet/Damp	1726	A38 JUNCTION WITH NEW ROAD, REDHILL, NORTH SOMERSET
181808675	11/12/2018	1	Slight	0	1	0	0	0	Light	No turn	Dry	1245	BRIDGWATER ROAD.
181901367	16/12/2018	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1356	CLEEVE HILL ROAD, CLEEVE, NORTH SOMERSET
181902588	18/12/2018	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	1535	MILLIER ROAD BY NO.9 AT JUNCTION WITH WOODVIEW DRIVE, CL
181808497	18/12/2018	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	1615	HIGH STREET, YATTON OUTSIDE THE LIBRARY
191902812	15/01/2019	1	Slight	1	0	0	0	0	Dark	No turn	Wet/Damp	2216	KING ROAD, CHURCHILL, WINSCOMBE
191902883	16/01/2019	3	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0645	A4174 COLLITERS WAY BY RS WAY AT JUNCTION WITH BROOK GAT
191900430	22/01/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2215	A370 STATION ROAD AT JUNCTION WITH B3133 HIGH STREET, CONG
191901853	22/01/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	1627	CLABERHAM ROAD, YATTON
191900499	25/01/2019	1	Slight	0	1	0	0	0	Light	Left	Dry	1000	PROVIDENCE LANE AT JUNCTION WITH KEEDWELL HILL
191901888	29/01/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1640	A370 FARLEIGH ROAD BACKWELL, BRISTOL
191900920	03/02/2019	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1232	A38, BARROW GURNEY, NORTH SOMERSET
191903126	08/02/2019	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1045	A370 FARLEIGH ROAD & CHAPEL HILL, BACKWELL
191901930	10/02/2019	2	Slight	0	0	0	0	0	Dark	No turn	Dry	1810	PROVICENCE LANE OUTSIDE OF 32, LONG ASHTON, BRISTOL

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
191903363	18/02/2019	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1750	WEST LANE AT JUNCTION WITH FELTON STREET, FELTON, BRISTOL
191903390	20/02/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	1225	B3133 HIGH STREET, YATTON AT JUNCTION WITH CHERRY GROVE, N
191901691	10/03/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1615	A38 BRIDGWATER ROAD, BRISTOL
191902061	13/03/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	1235	A38 BRISTOL ROAD OUTSIDE OF STAG AND HOUNDS, CHURCHILL, W
191902097	23/03/2019	1	Slight	0	0	0	0	1	Dark	No turn	Dry	1941	U WESTON ROAD, LONG ASHTON, BRISTOL
191903255	29/03/2019	2	Slight	0	0	0	0	0	Light	Right	Dry	1700	A38 BRIDGWATER ROAD (BY BRIDGWATER RD SERVICE STATION), I
191904742	03/04/2019	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	1709	A38 BRIDGWATER ROAD (OUTSIDE HOLIDAY INN BRISTOL AIRPORT
191904842	05/04/2019	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	0730	A370 WESTON ROAD JUNCTION WITH OLD WESTON ROAD, CONGRE
191905039	08/04/2019	3	Slight	0	0	0	0	1	Light	Right	Dry	1654	A38 BRISTOL ROAD JUNCTION WITH LADYMEAD LANE, CHURCHILL
191903021	20/04/2019	2	Slight	0	0	2	0	0	Light	No turn	Dry	1721	LONG ASHTON ROAD (OUTSIDE NO 172), LONG ASHTON, BRISTOL
191905514	24/04/2019	1	Slight	1	0	0	0	0	Dark	No turn	Dry	0515	B3133 HIGH STREET AT JUNCTION WITH GRASSMERE ROAD, YATTO
191905568	26/04/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	0800	LONG ASHTON ROAD OUTSIDE NO.172 AT JUNCTION WITH CHURCH
191903394	28/04/2019	4	Serious	1	0	0	0	3	Light	Right	Dry	1055	A38 RED HILL (OUTSIDE DARLINGTON ARMS) 30 METRES NORTH OF
191903096	02/05/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1134	A38, LANGFORD, NORTH SOMERSET
191903127	08/05/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0935	ALONG A370 APPROACHING SLIP ROAD OFF TO B3128, BRISTOL BS4
191903235	13/05/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2040	BEACON WORKS, MAIN ROAD, WESTON SUPER MARE, BS24 6RE
191905712	14/05/2019	1	Slight	1	0	0	0	0	Light	Right	Dry	1326	A370 BRISTOL ROAD AT JUNCTION WITH TESCO EXPRESS, CONGRES
191905752	16/05/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1700	B3130 BARROW STREET 150M SOUTH OF BARROW COURT LANE
191903305	17/05/2019	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	0732	76 ROSEMOUNT RD, BRISTOL BS48 1UP
191905801	18/05/2019	1	Slight	0	0	1	0	1	Light	No turn	Dry	1329	CHURCH LANE AT JUNCTION WITH LONG ASHTON ROAD
191905786	23/05/2019	2	Slight	0	0	0	0	1	Light	No turn	Dry	1430	B3133 SMALLWAY AT JUNCTION WITH WOOD HILL, CONGRESBURY
191903528	28/05/2019	1	Slight	1	0	0	0	0	Dark	No turn	Wet/Damp	1253	A38 BRIDGWATER ROAD OPPOSITE LAKESIDE SPAS
191904269	29/05/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	0802	A4174 COLLITERS WAY, BRISTOL
191905505	30/05/2019	1	Slight	1	0	0	0	1	Light	No turn	Dry	1545	A370 LONG ASHTON BY PASS, BRISTOL
191905899	31/05/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0845	A370 MAIN ROAD 200M EAST OF MEETINGHOUSE LANE
191905878	04/06/2019	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	0958	A38 BRIDGWATER ROAD AT JUNCTION WITH B3130 BARROW LANE,
191903953	06/06/2019	1	Slight	0	0	0	0	1	Light	Right	Dry	1627	A370 LONG ASHTON BYPASS AT JUNCTION WITH B3130 BARROW ST
191904284	12/06/2019	1	Slight	0	0	0	0	1	Light	Left	Dry	1400	B3128 CLARKEN COOMBE AT JUNCTION WITH LONG ASHTON ROAD
191904484	15/06/2019	3	Slight	0	0	0	2	0	Light	Right	Wet/Damp	1213	B3133 HIGH STREET JUNCTION WITH CHESTNUT CLOSE, CONGRESB
191904134	20/06/2019	3	Serious	0	0	0	0	1	Dark	No turn	Dry	2318	A4174 COLLITERS WAY 270 METRES EAST OF A370 GURNEY ROUNDA
191904135	21/06/2019	3	Serious	0	0	0	0	0	Dark	Right	Dry	2335	A370 BRISTOL ROAD JUNCTION WITH B3133, CONGRESBURY, NORT
191905231	23/06/2019	1	Slight	0	0	1	0	0	Dark	Right	Dry	0505	DOWNSIDE ROAD AT JUNCTION WITH UNNAMED - REAR EXIT ROA
191904087	23/06/2019	1	Slight	0	0	1	0	0	Dark	No turn	Dry	0505	DOWNSIDE ROAD (OUTSIDE NO 4), BRISTOL
191904315	26/06/2019	4	Slight	0	0	0	0	0	Light	No turn	Dry	2040	A38 BRIDGWATER ROAD BY GULF PETROL STATION, BARROW GURI

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
191904958	29/06/2019	2	Slight	0	0	0	1	0	Light	No turn	Dry	1430	STOWEY ROAD, YATTON, BRISTOL
191905401	04/07/2019	3	Slight	0	0	0	0	1	Dark	No turn	Dry	0447	A4174 COLLITERS WAY, BRISTOL
191904204	05/07/2019	1	Slight	0	1	0	1	0	Light	No turn	Dry	1615	B3133 HIGH STREET OUTSIDE CO OP, YATTON
191906390	26/07/2019	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0705	A370 WESTON ROAD NEAR CONGRESBURY BY STATION RD, CONGR
191905034	28/07/2019	1	Serious	1	0	0	0	0	Light	No turn	Dry	1718	A38 BRIDGWATER ROAD, BRISTOL
191907392	02/08/2019	2	Serious	0	0	0	0	0	Dark	No turn	Dry	0029	A4174 COLLITERS WAY, BRISTOL
191905279	03/09/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	1730	HOBBS LANE, BARROW GURNEY
191905410	11/09/2019	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2000	DUNDY LANE, BRISTOL
191905671	18/09/2019	1	Slight	0	1	0	0	0	Light	Left	Dry	1815	B3128 ASHTON ROAD JUNCTION WITH CHURCH LODGE CAR PARK E
191906206	24/09/2019	1	Slight	1	0	0	0	0	Light	Left	Wet/Damp	0800	A370 MAIN ROAD JUNCTION WITH B3129 STATION ROAD, FLAX BOU
192000898	28/09/2019	1	Slight	0	0	0	0	1	Dark	Right	Wet/Damp	1920	A370 BRISTOL ROAD AT JUNCTION WITH B3133, HIGH STREET, CONC
192000880	29/09/2019	1	Serious	0	0	0	0	1	Dark	No turn	Wet/Damp	0310	B3133 HIGH STREET, BY NO. 161, YATTON
192000922	06/10/2019	4	Slight	0	0	0	0	1	Light	No turn	Dry	1612	B3133 BRINSEA WAY 25M NORTH OF VENUS STREET, CONGRESBURY
192001347	14/10/2019	2	Slight	0	0	0	0	2	Light	Right	Dry	1150	A370 HEWISH OUTSIDE MOORLAND PK AT JUNCTION WITH MOORLA
191906424	16/10/2019	1	Slight	0	0	0	0	0	Dark	Right	Dry	0551	ON THE A370 SLIP ROAD TURNING RIGHT ONTO THE B3128
191907525	23/10/2019	2	Slight	0	0	0	0	0	Light	Right	Dry	1450	A38 REDHILL, WRINGTON, NORTH SOMERSET
191906566	23/10/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1515	B3128 ASHTON ROAD JUNCTION WITH A370 ASHTON ROAD, LONG A
192001074	24/10/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1500	A370 BRISTOL ROAD AT JUNCTION WITH B3133 SMALLWAY, CONGR
191906790	28/10/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1038	KING ROAD JUNCTION WITH CHURCH LANE, CHURCHILL, WINSCOM
192001437	28/10/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1205	B3133 SMALL WAY WOOD SIDE AT JUNCTION WITH U WOOD HILL, C
192001146	02/11/2019	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0620	B3129 BELMONT HILL, FLAX BOURTON, BRISTOL
192001314	03/11/2019	2	Slight	0	0	0	0	1	Light	Right	Dry	1210	A370 BRISTOL ROAD AT JUNCTION WITH U TESCO EXPRESS , CONGR
191907100	07/11/2019	1	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1413	A370, CONGRESBURY, NORTH SOMERSET
191906921	13/11/2019	1	Slight	0	1	0	0	0	Dark	Right	Dry	1645	ASHTON ROAD (OUTSIDE THE ASHTON PUBLIC HOUSE), LONG ASH
191907559	27/11/2019	1	Serious	1	0	0	0	0	Dark	Right	Wet/Damp	1856	A370 BRISTOL ROAD JUNCTION WITH SMALL WAY, CONGRESBURY,
192001394	14/12/2019	1	Slight	0	0	0	0	1	Dark	No turn	Wet/Damp	2336	A38 REDHILL HOLIDAY INN BRISTOL AIRPORT AT JUNCTION WITH U
192000056	15/12/2019	2	Serious	0	0	0	0	0	Light	Right	Wet/Damp	1611	A38 RED HILL (OUTSIDE THE COTTAGE) JUNCTION WITH CHURCH L
202001610	04/01/2020	2	Slight	0	0	0	0	0	Light	Right	Dry	0809	A370 RHODYATE HILL AT JUNCTION WITH RHODYATE LANE, CONGI
202001840	15/01/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1440	A38 (OUTSIDE CORNERPOOL COTTAGE) JUNCTION WITH NEW ROAD
202002027	21/01/2020	1	Slight	0	0	0	1	0	Light	Right	Frost/Ice	0820	A38 BRIDGWATER AT JUNCTION WITH U REDHILL, BRISTOL
202000373	27/01/2020	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	1815	OUTSIDE PRECINCT, BRINSEA ROAD, CONGRESBURY
202002091	03/02/2020	1	Slight	0	0	0	0	1	Dark	Right	Dry	1005	A38 50M S OF U DOWNSIDE ROAD, LULSGATE BOTTOM
202002107	05/02/2020	1	Slight	0	0	0	0	0	Light	Right	Dry	1439	BARBERRY FARM ROAD AT JUNCTION WITH HIGH STREET, YATTO
202001136	08/02/2020	1	Serious	1	0	0	0	0	Light	Right	Dry	1443	A370 WEST TOWN ROAD (OUTSIDE NO 33)JUNCTION WITH RODNEY I

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
202000631	10/02/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	0916	MAIN ROAD CLEEVE
202000904	15/02/2020	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2028	A38 BRIDGWATER ROAD (OUTSIDE RESERVOIR HOUSE), BARROW G
202001710	22/02/2020	2	Slight	0	0	0	0	1	Light	No turn	Dry	1406	A370 WEST TOWN ROAD (OUTSIDE NO 42), BACKWELL, BRISTOL
202001820	29/02/2020	2	Slight	0	0	0	1	0	Light	Left	Dry	1515	SOUTH SIDE BRISTOL AIRPORT OUTSIDE/BY BRISTOL AIRPORT PLC,
202001930	10/03/2020	3	Slight	0	0	0	1	0	Dark	No turn	Wet/Damp	2045	A38 AT JUNCTION WITH HAVYATT ROAD, WRINGTON, BRISTOL
202001501	10/03/2020	1	Slight	0	0	1	1	0	Light	No turn	Dry	1430	DAVID LLOYD LEISURE CENTRE
202004528	11/03/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2145	SCHOOL ROAD NEAR JUNCTION WITH BELLS WALK
202004603	12/03/2020	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	1940	A370 MAIN ROAD, FLAX BOURTON, HEADING ONTO SLIP ROAD TOW
202002307	14/05/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1406	A370 OUTSIDE/BY A370 WEST HEWISH, HEWISH, WESTON-SUPER-MA
202002318	01/06/2020	1	Slight	0	0	1	0	0	Light	No turn	Dry	1755	A370 WEST TOWN ROAD OUTSIDE/BY NO.53 , BACKWELL
202002537	11/06/2020	2	Slight	0	0	0	0	0	Light	No turn	Dry	1250	WEST TOWN ROAD, BACKWELL, BRISTOL
Column Totals		552		67	48	38	33	75					
No. of Accidents				64	47	37	26	67					

Total number of accidents listed: 385

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
151500447	Slight	04/01/2015	2117	343794 164085	0	0	1	405V001A	0	0	0	Dark	Fine without high winds	Dry	9 9
151500542	Slight	12/01/2015	1825	345665 165636	0	0	3		0	0	0	Dark	Fine without high winds	Wet/Damp	9 9 9
151501129	Slight	25/01/2015	1925	351602 170341	0	0	2	410V002A 307V002B 108V002A 104V002B	0	0	0	Dark	Fine without high winds	Dry	9 9
151502712	Slight	13/02/2015	1455	352857 168123	0	0	1	308V002A 406V002B	0	0	0	Light	Fine without high winds	Dry	9 9
151501881	Serious	18/02/2015	0655	350311 169335	0	1	0	403V001A 410V001A	0	0	0	Light	Fine without high winds	Dry	3 9 9
151501837	Slight	22/02/2015	1410	342695 166001	0	0	1		0	0	0	Light	Raining without high winds	Wet/Damp	9 9
151502473	Slight	24/02/2015	0740	350407 165847	0	0	3	706V001A 403V001A	0	0	0	Light	Fine without high winds	Dry	9 9
151502129	Slight	02/03/2015	1140	351415 165810	0	0	1	509V002A 405V002A	0	0	0	Light	Fine without high winds	Dry	9 9
151502523	Serious	30/03/2015	1916	353077 166878	0	1	0	303V002A 307V001B 406V002B 406V001B 604V001A	0	0	0	Dark	Fine with high winds	Wet/Damp	9 9
151502888	Slight	16/04/2015	1905	345431 165506	0	0	4	402V001A 405V001A 710V001B 306V002B	0	0	0	Light	Fine without high winds	Dry	9 9
151503002	Slight	24/04/2015	1628	343689 163854	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
151503414	Fatal	25/04/2015	0926	351405 165734	1	0	0	410V001A 605V001A	0	0	0	Light	Fine without high winds	Dry	3
151503948	Slight	27/04/2015	1525	355208 170398	0	0	2		0	0	0	Light	Fine without high winds	Dry	9 9
151503546	Slight	07/05/2015	1658	348690 168600	0	0	1	307V002B 301V002B	0	0	0	Light	Fine without high winds	Dry	4 9 9
151503402	Slight	11/05/2015	1115	344546 164769	0	0	2		0	0	0	Light	Fine with high winds	Dry	9 9
151503406	Slight	14/05/2015	0710	348563 168735	0	0	1		0	0	0	Light	Other	Wet/Damp	1 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Slt		L	M					D
151503519	Slight	14/05/2015	2105	345411 165497	0	0	1	501V001A 601V001A 306V001A 103V001B	0	0	0	Dark	Raining without high winds	Wet/Damp	9
151504203	Slight	26/05/2015	1551	342971 165680	0	0	1	405V001B 803C001B	5	3	4	Light	Fine without high winds	Dry	19
151504549	Slight	27/05/2015	2030	344873 165977	0	0	1	410V002B 306V002A	0	0	0	Light	Fine without high winds	Dry	9 9
151504368	Slight	28/05/2015	0707	343789 163957	0	0	1	706V002A	0	0	0	Light	Fine without high winds	Dry	1 9
151503892	Slight	28/05/2015	0025	343900 163551	0	0	1		0	0	0	Dark	Raining without high winds	Wet/Damp	9
151504514	Slight	03/06/2015	1815	353272 167089	0	0	1	405V001A	0	0	0	Light	Fine without high winds	Dry	9 3
151504687	Slight	10/06/2015	1630	353690 171171	0	0	2	405V001A 706V001A	0	0	0	Light	Fine without high winds	Dry	9 5
151504358	Slight	16/06/2015	2030	345607 165625	0	0	1		0	0	0	Light	Fine without high winds	Dry	9
151504786	Slight	17/06/2015	1240	351353 165635	0	0	1	406V002A	0	0	0	Light	Fine without high winds	Dry	9 9
151505060	Slight	21/06/2015	1535	351285 165423	0	0	1		0	0	0	Light	Fine without high winds	Dry	11
151505239	Slight	02/07/2015	1950	345625 160343	0	0	1	103V001A 306V001A 410V001A	0	0	0	Light	Fine without high winds	Wet/Damp	9
151505406	Slight	06/07/2015	1645	351351 165634	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
151505435	Slight	09/07/2015	1820	353701 171168	0	0	1	407V002A	0	0	0	Light	Fine without high winds	Dry	1 9
151505712	Slight	15/07/2015	1609	354701 167958	0	0	1	405V001A 406V001A	0	0	0	Light	Fine without high winds	Dry	9 9 9
151505737	Slight	21/07/2015	1336	342671 164008	0	0	2		0	0	0	Light	Fine without high winds	Dry	9 9 9
151505909	Slight	21/07/2015	1027	351417 165758	0	0	1	405V001A 406V001A	0	0	0	Light	Fine without high winds	Dry	9 21 9
151506123	Slight	01/08/2015	1145	350895 164690	0	0	1	403V003B 404V003B 406V001B 408V001B 408V003B 410V001A	0	0	0	Light	Fine without high winds	Dry	5 9 9
151506455	Slight	06/08/2015	1218	343706 164469	0	0	1	406V001A	0	0	0	Light	Fine without high winds	Dry	9 9



Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Slr		L	M					D
151506781	Serious	09/08/2015	2145	346961 166722	0	1	0	806C001A	6	9	9	Dark	Fine without high winds	Dry	9
151506409	Serious	12/08/2015	0820	348663 162089	0	1	0	406V001A 706V001B	0	0	0	Light	Fine without high winds	Dry	9 9
151506557	Serious	18/08/2015	1735	343793 164077	0	1	0	810C001A 803C001A 108V001A 703V001A 306V001A	8	9	9	Light	Fine without high winds	Dry	9
151506608	Slight	21/08/2015	1425	354968 168082	0	0	1	405V003A 408V003A 410V003A	0	0	0	Light	Fine without high winds	Dry	9 9 9
151506892	Slight	05/09/2015	1130	351273 165442	0	0	1	403V001A 108V001A	0	0	0	Light	Fine without high winds	Dry	9 5
151506170	Slight	08/09/2015	2356	355429 171182	0	0	1		9	9	9	Dark	Fog or mist	Dry	9
151507653	Slight	09/09/2015	1557	349099 168799	0	0	3		0	0	0	Light	Unknown	Dry	11 9
151506990	Serious	10/09/2015	0815	351492 170138	0	1	0	307V001A 410V001A 999V001A 602V001A	0	0	0	Light	Fine without high winds	Dry	1 9
151507039	Slight	11/09/2015	1840	354758 168005	0	0	1	403V001B 403V002B	0	0	0	Light	Fine without high winds	Dry	9 3
151506844	Slight	11/09/2015	2135	352078 169682	0	0	2	102V001B 410V001A 501V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	19
151506569	Slight	18/09/2015	0830	355500 170765	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
151507725	Slight	24/09/2015	1750	347809 161079	0	0	1	405V002A 401V002B 307V001B	0	0	0	Light	Fine without high winds	Dry	3 9
151506977	Slight	24/09/2015	0815	355305 170529	0	0	2	405V001B 602V001B	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
151507392	Slight	24/09/2015	1200	349546 162642	0	0	1	403V001A 404V001A 405V001A	0	0	0	Light	Unknown	Dry	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
151506984	Slight	02/10/2015	1938	353042 166853	0	0	1	405V002A	0	0	0	Light	Fine without high winds	Dry	9 1
151507771	Slight	03/10/2015	1730	348605 168251	0	0	1	402V002A 507V001B	0	0	0	Light	Fine without high winds	Dry	1 19
151507855	Slight	05/10/2015	1934	353271 167094	0	0	2	405V001A 403V001A 707V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
151507770	Serious	06/10/2015	0912	348596 168516	0	1	0	408V002A 406V002A 203V002A	0	0	0	Light	Fine without high winds	Dry	9 3 9
151508008	Slight	20/10/2015	0928	343800 164090	0	0	3		0	0	0	Light	Fine without high winds	Dry	9 9
151507973	Serious	23/10/2015	0737	343727 163857	0	1	0	405V001A 605V002B 701V001A	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
151508375	Slight	24/10/2015	1707	353166 167868	0	0	5	103V001B 108V001B 410V001B 706V001A	0	0	0	Light	Fine without high winds	Wet/Damp	9
151508206	Slight	31/10/2015	1235	352105 169322	0	0	1	302V001B 405V001B 706V001A	0	0	0	Light	Fine without high winds	Dry	19 1
151508456	Serious	17/11/2015	1620	353270 167088	0	1	0	405V001A 406V001A	0	0	0	Light	Fine with high winds	Wet/Damp	9 9
151509000	Slight	17/11/2015	1747	349362 168947	0	0	1	103V005B 307V005B 308V005B 410V005B	0	0	0	Dark	Fine with high winds	Dry	9 9 9 9 9
151508665	Slight	18/11/2015	2000	341439 164507	0	0	1	406V002B	0	0	0	Dark	Fine without high winds	Dry	9 9
151508914	Slight	20/11/2015	1229	348006 166385	0	0	1		0	0	0	Light	Fine without high winds	Dry	9
151508626	Slight	22/11/2015	1933	355007 170122	0	0	1	501V001A	0	0	0	Dark	Fine without high winds	Dry	1 9
151508951	Slight	28/11/2015	1430	348494 168455	0	0	1	401V002A 404V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
151508965	Slight	05/12/2015	0747	348847 168742	0	0	1	503V001B 505V001A	0	0	0	Dark	Fine without high winds	Dry	9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
151509127	Serious	05/12/2015	0108	355179 170353	0	1	0	107V001B 409V001B 410V001A 602V001A	0	0	0	Dark	Fine without high winds	Dry	9
151600188	Slight	10/12/2015	0939	350299 169334	0	0	1	308V002A 408V002A	0	0	0	Light	Fine without high winds	Dry	9 9
151600616	Slight	14/12/2015	0025	344173 160896	0	0	1	602V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
151600552	Slight	24/12/2015	0845	347248 166780	0	0	2	103V001A 103V002A 402V001B 707V001B 707V002B	0	0	0	Dark	Raining with high winds	Wet/Damp	9 9
151600636	Slight	27/12/2015	1323	354704 167961	0	0	2	307V001A 605V001A	0	0	0	Light	Raining without high winds	Wet/Damp	9 9 9
161600854	Slight	11/01/2016	1430	344407 164439	0	0	3	103V001A 108V001B	0	0	0	Light	Fine without high winds	Wet/Damp	19 9
161601154	Slight	16/01/2016	1035	343086 165604	0	0	1		5	3	1	Light	Fine without high winds	Wet/Damp	9
161601139	Slight	19/01/2016	2219	353269 167099	0	0	2	406V003A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9 9
161601512	Slight	10/02/2016	1730	351509 169354	0	0	1	405V002A 406V002A	0	0	0	Dark	Fine without high winds	Dry	9 3
161601562	Slight	12/02/2016	2148	350225 165921	0	0	1	305V001A 602V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
161602096	Slight	01/03/2016	0825	353281 167103	0	0	1	509V003A 405V003A 408V003A 103V003B 103V002B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9 9
161601998	Slight	04/03/2016	1210	342677 166040	0	0	1	405V002A 408V001B 509V002B 602V002B	0	0	0	Light	Fine without high winds	Dry	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
161602595	Serious	04/03/2016	1421	343795 164084	0	1	0	406V001A 405V001A 302V002B 602V002B 410V002B 406V002B	0	0	0	Light	Fine without high winds	Dry	9 9
161601990	Slight	07/03/2016	1230	347247 166783	0	0	1	406V001B 405V001B 606V001A 607V001B 999V001A	0	0	0	Light	Fine without high winds	Dry	9 9 9
161603632	Slight	14/03/2016	1218	351398 165726	0	0	4		0	0	0	Light	Fine without high winds	Dry	9 11
161602548	Serious	23/03/2016	0931	344608 158694	0	1	0	703V002A 108V002A 403V002A	0	0	0	Light	Fine without high winds	Dry	9 9
161602446	Slight	31/03/2016	2210	351610 170344	0	0	1		0	0	0	Dark	Fine without high winds	Dry	4 9
161603298	Serious	29/04/2016	0650	355105 171224	0	1	0	103V002A 307V002B	0	0	0	Light	Fine without high winds	Wet/Damp	19 5
161604131	Slight	30/04/2016	1705	344074 165521	0	0	2	602V001A 403V001A 405V001B 306V001B	0	0	0	Light	Fine without high winds	Dry	5 5
161603936	Slight	05/05/2016	1648	345375 161913	0	0	5	308V001A 410V001B 703V001B	0	0	0	Light	Fine without high winds	Dry	9 9 19
161603778	Slight	12/05/2016	1925	349796 165716	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 1
161604126	Serious	21/05/2016	0850	355001 168095	0	1	0		0	0	0	Light	Fine without high winds	Wet/Damp	9 5
161604592	Slight	31/05/2016	0850	347811 161070	0	0	1	308V002A 406V002A	0	0	0	Light	Fine without high winds	Dry	3 9
161604332	Slight	07/06/2016	1655	349370 168952	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
161706708	Slight	07/06/2016	1355	346152 160656	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 1
161604557	Slight	12/06/2016	1005	352605 165507	0	0	1		9	7	9	Light	Fine without high winds	Dry	9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
161605338	Slight	24/06/2016	1708	345530 163640	0	0	1	307V001A 403V002B 602V001B 703V001A	0	0	0	Light	Fine without high winds	Dry	9 9
161604886	Slight	02/07/2016	1745	353923 165684	0	0	1	601V001A 602V001A 108V001A 306V001A	0	0	0	Light	Fine without high winds	Dry	9 9
161605635	Slight	22/07/2016	0930	341647 164519	0	0	3	410V001A 505V001B 108V001A 108V002A 108V003A 503V001B	0	0	0	Light	Fine without high winds	Dry	9 9 9
161605975	Slight	27/07/2016	1640	353273 167092	0	0	1	407V001B 410V002A 603V002B	0	0	0	Light	Fine without high winds	Dry	9 1
161608271	Slight	01/08/2016	1705	356253 171335	0	0	1	403V001A 405V001A 406V001A 707V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
161606474	Slight	04/08/2016	1130	345382 165478	0	0	2	307V003A 406V003B	0	0	0	Light	Fine without high winds	Dry	9 19 9
161607030	Slight	06/08/2016	0804	344407 164435	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 1
161606586	Slight	10/08/2016	0945	355171 170353	0	0	3	308V001A 406V001A	0	0	0	Light	Fine without high winds	Dry	9 9 9
161606850	Slight	10/08/2016	1415	343689 164516	0	0	1		5	9	3	Light	Unknown	Dry	9
161607882	Slight	12/08/2016	0828	348022 168043	0	0	1	405V001A 605V001A	0	0	0	Light	Fine without high winds	Dry	9 4
161607887	Slight	19/08/2016	0840	351682 169757	0	0	1	103V001A 409V001B 410V001B 605V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types		
					Ftl	Ser	Sl		L	M					D	
161607036	Slight	21/08/2016	1847	353159 166936	0	0	3	405V001A 603V001A	0	0	0	Light	Other	Wet/Damp	9 9	
161608011	Slight	22/08/2016	2230	345292 162072	0	0	1	103V001A 601V001A	0	0	0	Dark	Fine without high winds	Dry	9	
161606455	Slight	26/08/2016	1335	352640 165368	0	0	1	406V002A 501V002A 602V002B	0	0	0	Light	Fine without high winds	Dry	9 5	
161606772	Slight	26/08/2016	1533	347077 160460	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9	
161607873	Slight	04/09/2016	0107	352716 168217	0	0	1		501V001A 502V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9
161608019	Serious	08/09/2016	0617	352957 166811	0	1	0	403V002A 405V002A 406V002A 603V002A 607V002A	5	1	1	Dark	Unknown	Dry	9	
161608854	Slight	28/09/2016	1635	353405 167296	0	0	2		0	0	0	Light	Raining without high winds	Wet/Damp	9 9	
161607421	Slight	02/10/2016	0120	356036 171064	0	0	5		602V001A 605V001A 307V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	9
161608186	Slight	02/10/2016	1440	343795 164085	0	0	2		306V001B 405V002B 406V002B 706V002A	0	0	0	Light	Fine without high winds	Dry	9 9
161608320	Serious	10/10/2016	1624	341709 164524	0	1	0		810C001A	5	1	7	Light	Fine without high winds	Dry	21
161607362	Slight	10/10/2016	1400	353690 171173	0	0	1	402V001A 405V001A 701V001A	0	0	0	Light	Fine without high winds	Dry	9 9	
161607879	Slight	13/10/2016	1739	345322 165722	0	0	1	405V001B 802C001A 806C001B	0	0	0	Light	Fine without high winds	Dry	9 9	
161608503	Serious	21/10/2016	1910	343853 163262	0	1	0		5	1	2	Dark	Fine without high winds	Dry	9	
161607810	Slight	25/10/2016	1740	353529 170085	0	0	1		0	0	0	Dark	Fine without high winds	Wet/Damp	19 1	

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
161608739	Slight	01/11/2016	0738	353690 171168	0	0	1	707V001A 707V002A	0	0	0	Light	Fog or mist	Wet/Damp	9 5
161608075	Slight	02/11/2016	1620	353071 167882	0	0	1		5	1	9	Light	Fine without high winds	Dry	9
161608501	Serious	11/11/2016	1433	347133 167033	0	1	0	405V001B 703V001B	0	0	0	Light	Fine without high winds	Dry	9 1
161608917	Slight	11/11/2016	1550	343751 163882	0	0	1	802C001A 803C001A	5	3	6	Light	Fine without high winds	Dry	9
161608941	Slight	18/11/2016	0931	356215 171321	0	0	1	103V001B 405V001A 406V001A	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
161608939	Serious	18/11/2016	1550	348205 169040	0	1	0	801C001A 802C001A 808C001A	5	4	2	Light	Raining without high winds	Wet/Damp	9
161608940	Slight	18/11/2016	0845	348496 168826	0	0	1	402V001A 405V001B 701V001A 801C001A 802C001B	5	3	8	Light	Raining without high winds	Wet/Damp	9
161608616	Slight	20/11/2016	2100	351359 165649	0	0	1		0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
161608937	Slight	25/11/2016	1920	342429 166226	0	0	1		5	3	9	Dark	Fine without high winds	Dry	9
161609161	Slight	28/11/2016	1420	354017 170362	0	0	1	302V002B 401V002B	0	0	0	Light	Fine without high winds	Dry	9 9
161609100	Slight	02/12/2016	1855	345635 160586	0	0	1		5	3	1	Dark	Fine without high winds	Dry	8
161609711	Slight	10/12/2016	0055	343657 164958	0	0	1	202V002A 405V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 1
161609803	Serious	18/12/2016	0350	351060 169381	0	1	0	501V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	9
161700024	Slight	23/12/2016	2044	355434 170653	0	0	2	605V001A 406V001B 405V001B 107V002A 107V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
161700558	Slight	30/12/2016	1550	352851 166747	0	0	1		0	0	0	Light	Fine without high winds	Wet/Damp	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
171700274	Slight	02/01/2017	1200	348565 168723	0	0	1	108V001A 706V001A	0	0	0	Light	Fine without high winds	Wet/Damp	9 1
171700179	Slight	09/01/2017	1550	347975 167994	0	0	1	802C001A 808C001A 410V001A 502V002A 405V001A 706V001A 404V003A 308V003A 405V003A 203V003B 406V003B	0	0	0	Light	Other	Wet/Damp	1 19
171700370	Slight	10/01/2017	1117	348713 168603	0	0	1		9	8	6	Light	Fine without high winds	Dry	9
171700349	Slight	10/01/2017	1810	352796 168166	0	0	1		0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
171703244	Slight	18/01/2017	1845	343218 165499	0	0	1		0	0	0	Dark	Fine without high winds	Wet/Damp	9 3
171701645	Slight	20/01/2017	1214	352848 166751	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9 9
171700593	Slight	24/01/2017	1700	353686 171178	0	0	1	0	0	0	Dark	Fine without high winds	Dry	1 9	
171701929	Slight	12/02/2017	1340	352622 169711	0	0	1	405V002A 406V002A	0	0	0	Light	Fine without high winds	Dry	9 9
171701117	Slight	13/02/2017	1645	355884 171285	0	0	1	405V001A 406V001A 409V001B	0	0	0	Light	Fine without high winds	Dry	1 9
171701581	Slight	14/02/2017	1020	342782 163975	0	0	2		0	0	0	Light	Fine without high winds	Wet/Damp	9 9
171701248	Slight	18/02/2017	0500	353380 171225	0	0	1		0	0	0	Dark	Fine without high winds	Wet/Damp	9
171703267	Slight	23/02/2017	2223	353157 166933	0	0	2	405V001A 605V001A 708V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
171701517	Slight	28/02/2017	0845	348536 168770	0	0	1	103V001A 307V001B 409V001B 410V001B	0	0	0	Light	Raining without high winds	Dry	11
171701907	Slight	28/02/2017	0644	355036 170176	0	0	2		0	0	0	Dark	Fine without high winds	Wet/Damp	9 3



Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
171701992	Slight	05/03/2017	1215	350652 165763	0	0	1	103V001A 103V002A 406V001A 406V002A 703V001B 703V002B	0	0	0	Light	Raining with high winds	Wet/Damp	5 10
171702140	Slight	09/03/2017	0913	345547 160327	0	0	1	403V001A 405V002A	0	0	0	Light	Fine without high winds	Dry	21 9
171703864	Slight	18/03/2017	1850	351359 165651	0	0	1		0	0	0	Dark	Fine without high winds	Dry	9 9 9 9
171702358	Slight	22/03/2017	1939	348273 166365	0	0	2	501V002A 410V002A	0	0	0	Dark	Fine without high winds	Dry	9 9
171702510	Slight	24/03/2017	1826	344869 159889	0	0	1	802C001A 808C001A	6	8	8	Light	Fine without high winds	Dry	9
171702100	Slight	25/03/2017	1615	346007 166024	0	0	2		0	0	0	Light	Fine without high winds	Dry	1 4
171703011	Serious	30/03/2017	2355	344666 164930	0	1	1	503V001B	0	0	0	Dark	Fine without high winds	Dry	9 9
171702622	Serious	09/04/2017	1345	355760 171020	0	1	0		5	1	1	Light	Fine without high winds	Dry	9
171702628	Slight	09/04/2017	1645	347298 160575	0	0	5	410V001A	0	0	0	Light	Fine without high winds	Dry	9 9
171702770	Slight	10/04/2017	1023	353687 171167	0	0	2	405V001A 406V001A 302V001A 703V001B 509V001B	0	0	0	Light	Fine without high winds	Dry	9 9
171702767	Serious	15/04/2017	0310	354180 171130	0	1	0	501V001A	0	0	0	Dark	Fine without high winds	Dry	9
171703400	Slight	22/04/2017	1203	342852 163962	0	0	4	308V002A 408V001B 602V002B	0	0	0	Light	Fine without high winds	Dry	9 9
171703856	Slight	26/04/2017	0846	343802 164089	0	0	1	302V002A 405V002B 406V002B	0	0	0	Light	Fine without high winds	Dry	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
171703678	Slight	07/05/2017	0820	351932 169343	0	0	6	303V002A 305V002A 403V002A 405V002A 702V002B 509V002B	0	0	0	Light	Fine without high winds	Dry	10 9
171703877	Slight	08/05/2017	1734	354414 170368	0	0	1	509V001B 405V001B 706V001B	0	0	0	Light	Fine without high winds	Dry	9 9
171703870	Slight	12/05/2017	1359	351508 169352	0	0	2	307V001A 103V001A 605V001A 602V001B	0	0	0	Light	Fine without high winds	Dry	9 9 11
171704072	Serious	12/05/2017	0600	348009 166382	0	1	2		0	0	0	Dark	Fine without high winds	Dry	9 9
171703190	Fatal	14/05/2017	0300	355796 167694	1	0	0		502V1B 501V1B 101V1B 410V1B 999V1B	0	0	0	Dark	Raining without high winds	Wet/Damp
171704585	Serious	15/05/2017	0815	352752 165340	0	1	1	505V001A 410V001A 103V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
171704917	Slight	18/05/2017	0735	355820 169110	0	0	1	903V004A	0	0	0	Light	Fine without high winds	Dry	9 9 9 9
171704731	Slight	18/05/2017	1910	346115 159507	0	0	1	405V001A	0	0	0	Light	Fine without high winds	Dry	3 3
171704742	Slight	18/05/2017	0725	355012 170159	0	0	3	308V003B 406V003B 706V003A	0	0	0	Light	Fine without high winds	Dry	9 9 9
171705139	Slight	28/05/2017	1315	356204 171299	0	0	1	403V001A 603V001A	0	0	0	Light	Fine without high winds	Dry	9 9
171705335	Slight	07/06/2017	1752	352922 168056	0	0	1	509V003B 510V003B	0	0	0	Light	Raining without high winds	Wet/Damp	3 9
171703882	Fatal	09/06/2017	1005	343179 163961	1	0	0		1	3	5	Light	Unknown	Dry	19
171704431	Slight	13/06/2017	1717	354689 167956	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9 9
171703916	Slight	14/06/2017	1730	355045 170828	0	0	1	510V003B	0	0	0	Light	Fine without high winds	Dry	1 9
171703984	Slight	18/06/2017	1305	353924 167722	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types		
					Ftl	Ser	SlT		L	M					D	
171705923	Slight	21/06/2017	2000	355340 169218	0	0	2	307V001A 501V001A	0	0	0	Light	Fine without high winds	Dry	9 9	
171705448	Slight	03/07/2017	1613	345691 165657	0	0	1	101V002A 104V002A 302V002A 307V002A 405V002A 409V002A	0	0	0	Light	Fine without high winds	Dry	9 9 9	
171705287	Serious	04/07/2017	1546	350332 167302	0	2	1		0	0	0	Light	Fine without high winds	Dry	9 19	
171704449	Slight	05/07/2017	1620	343927 163294	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9	
171705242	Serious	05/07/2017	1730	355930 170240	0	1	0		0	0	0	Light	Fine without high winds	Dry	9 4	
171705883	Slight	13/07/2017	0840	344714 167441	0	0	1		408V001A 409V001A	0	0	0	Light	Fine without high winds	Dry	9 9
171706012	Slight	15/07/2017	1822	347242 166780	0	0	1	301V001A 505V001B	0	0	0	Light	Fine without high winds	Dry	9 9	
171705568	Serious	18/07/2017	1653	353749 170199	0	1	0	405V001A 404V001B 403V001B	0	0	0	Light	Fine without high winds	Dry	9 4	
171706116	Serious	18/07/2017	1800	349850 163220	0	1	0	605V001B 405V001B 408V001A 410V001A	0	0	0	Light	Fine without high winds	Dry	3 9 9	
171704832	Slight	21/07/2017	2015	353383 167263	0	0	1	405V001B 307V002B 702V001A 703V001A 703V002A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9 9	
171706191	Slight	22/07/2017	2000	353806 166238	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9	
171706171	Serious	24/07/2017	0805	341848 164470	0	1	0		303V001A 307V001A 406V001A 602V001B	0	0	0	Light	Fine without high winds	Dry	5 9
171708518	Slight	10/08/2017	0740	353689 167657	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9	

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
171706605	Slight	12/08/2017	0350	355635 170599	0	0	2	901V001A 602V001A 602V002B	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
171706623	Serious	12/08/2017	1155	351474 170126	0	1	0	108V002B 410V002A 602V002B 703V002B	0	0	0	Light	Fine without high winds	Dry	9 1
171705781	Serious	14/08/2017	1032	353452 167356	0	3	0		0	0	0	Light	Fine without high winds	Dry	9 9
171705479	Slight	14/08/2017	1355	353681 171175	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
171705468	Slight	16/08/2017	1800	349741 169195	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 1
171706207	Slight	17/08/2017	1800	343742 163879	0	0	1	103V001A 307V001B 405V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
171706746	Slight	18/08/2017	1245	345261 166370	0	0	1	101V001A 101V002A 103V001A 108V002A 703V001A 707V002A	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
171707588	Slight	19/08/2017	1215	345169 160517	0	0	2	405V002B 407V001A	0	0	0	Light	Fine without high winds	Dry	9 1
171706636	Serious	21/08/2017	0905	351344 170001	0	1	1		0	0	0	Light	Raining without high winds	Wet/Damp	9 1
171707177	Slight	23/08/2017	0720	351430 169382	0	0	1	409V001B 410V001B 503V001A 605V001A	0	0	0	Light	Fine without high winds	Dry	9 9
171705756	Slight	27/08/2017	1730	342878 165967	0	0	1		6	9	9	Light	Fine without high winds	Dry	9 9
171705747	Slight	29/08/2017	1525	347142 160169	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
171707592	Slight	30/08/2017	1015	354947 168079	0	0	2	405V001A 406V001A 103V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Slt		L	M					D
171708050	Slight	16/09/2017	1147	346169 159502	0	0	1	401V001A 410V001A 704V001A	0	0	0	Light	Fine without high winds	Dry	9
171706318	Slight	18/09/2017	1600	343342 165417	0	0	1	407V001A 703V001B 306V001B 308V001A 405V001A 408V002B 410V002B 706V001A	0	0	0	Light	Fine without high winds	Dry	9 1
171708194	Serious	22/09/2017	1730	353050 165330	0	1	0		0	0	0	Light	Raining without high winds	Wet/Damp	9 1
171708666	Slight	06/10/2017	1014	344404 164437	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
171800030	Serious	09/10/2017	0703	345931 165912	0	1	0	805C001B 809C001B 407V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 3
171707381	Slight	10/10/2017	0550	355810 170470	0	0	1		0	0	0	Dark	Unknown	Dry	9 9 21
171800045	Slight	10/10/2017	0336	355942 168976	0	0	1		9	8	4	Dark	Raining without high winds	Wet/Damp	9
171708021	Slight	25/10/2017	2120	343795 164088	0	0	2	405V001B	0	0	0	Dark	Fine without high winds	Dry	9 9 9
171800292	Slight	25/10/2017	1704	344407 164438	0	0	1	602V001A 605V001A 403V001A 409V001A	0	0	0	Dark	Unknown	Dry	5 19
171707336	Slight	01/11/2017	1347	350934 164701	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
171707816	Serious	03/11/2017	1220	355897 170362	0	1	0		0	0	0	Light	Fine without high winds	Dry	4 4
171708152	Serious	08/11/2017	1945	345573 160334	0	2	0		405V001A 403V001B 508V001B 509V001B	0	0	0	Dark	Fine without high winds	Dry
171800368	Slight	14/11/2017	2145	342930 165717	0	0	1	406V001A 408V002A 101V001A	0	0	0	Dark	Unknown	Dry	3 9
171803855	Slight	21/11/2017	0800	356282 171353	0	0	1		0	0	0	Light	Fine without high winds	Wet/Damp	9 9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
171800637	Slight	23/11/2017	0750	342147 164288	0	0	3	103V003B 406V003B 703V003B 706V003B	0	0	0	Light	Fine without high winds	Wet/Damp	9 9 19
171800814	Serious	30/11/2017	1239	343855 165437	0	1	0	410V001B 505V001A	0	0	0	Light	Fine without high winds	Dry	9 9
171800856	Serious	03/12/2017	1844	345136 165278	0	1	0	306V001B 403V001B 405V001A 602V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	5
171708539	Slight	04/12/2017	1740	349703 162849	0	0	1	303V001A 403V001A 405V001A 406V001A 602V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 11
171708338	Slight	11/12/2017	1750	344671 164932	0	0	1		0	0	0	Dark	Other	Wet/Damp	9 9
171708612	Fatal	14/12/2017	1710	342874 165770	1	0	0	809C001B 808C001A	8	1	6	Dark	Fine without high winds	Wet/Damp	9
171800628	Slight	28/12/2017	1844	345594 160337	0	0	4	503V001B 509V001B 510V001B 504V001B 602V001B 607V001B	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9 9
171801223	Slight	28/12/2017	1657	347333 166521	0	0	1	410V001A 401V001A 505V001B	0	0	0	Dark	Fine without high winds	Wet/Damp	9
181801254	Slight	05/01/2018	1126	343961 164283	0	0	1	510V001A 706V001B 405V001B	0	0	0	Light	Fine without high winds	Dry	9 21
181800347	Slight	15/01/2018	1750	353504 171204	0	0	1		0	0	0	Dark	Fine without high winds	Dry	1 9
181801401	Slight	18/01/2018	0714	355944 169848	0	0	1	503V002A 409V002A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
181801649	Slight	04/02/2018	1445	352971 169126	0	0	1	201V001B 409V001B 410V001B 503V001B	0	0	0	Light	Fine without high winds	Dry	9 9
181801717	Serious	08/02/2018	2006	354053 170273	0	1	0	203V001B 306V001B 307V001B 401V001A 410V001A 501V001B	0	0	0	Dark	Fine without high winds	Wet/Damp	9
181802213	Slight	02/03/2018	1206	348329 166355	0	0	2	408V001A 410V001A 703V001A 707V001A	0	0	0	Light	Snowing with high winds	Snow	9 9
181802588	Slight	05/03/2018	1120	348325 168960	0	0	1	406V001B 406V002B 510V004A 408V004A	0	0	0	Light	Fine without high winds	Dry	19 11 9 9
181802750	Slight	16/03/2018	0716	350856 169331	0	0	2	403V002A 405V002A 406V002A 408V002A 409V002A 706V002B	0	0	0	Light	Fine without high winds	Dry	9 9
181802204	Slight	20/03/2018	1820	342371 166490	0	0	1	403V001A 406V001A 409V001A 410V001B	0	0	0	Light	Fine without high winds	Dry	9 9 9
181803114	Serious	21/03/2018	1530	353189 166981	0	1	0	505V001A	0	0	0	Light	Fine without high winds	Dry	9 9
181803621	Serious	03/04/2018	1047	343735 163824	0	1	0	405V001A 701V001A	0	0	0	Light	Fine without high winds	Dry	9 4
181803687	Slight	07/04/2018	2018	350607 163970	0	0	1	308V002A 406V002A 503V002A	0	0	0	Dark	Fine without high winds	Dry	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
181803787	Slight	12/04/2018	1545	354940 171400	0	0	1	403V001A 410V001A	0	0	0	Light	Fine without high winds	Dry	4 9
181804959	Slight	17/04/2018	1711	351357 169395	0	0	2	405V002A 406V002B 703V002B	0	0	0	Light	Fine without high winds	Dry	9 9
181803930	Slight	21/04/2018	0455	351065 165659	0	0	1	405V001A 401V002A	0	0	0	Dark	Fine with high winds	Dry	9 9
181803944	Slight	23/04/2018	0822	345556 160331	0	0	2	402V001A 405V001A 406V001A 602V001A 306V002B	0	0	0	Light	Fine without high winds	Wet/Damp	9 9 19
181804415	Slight	09/05/2018	1700	353215 167006	0	0	1	308V002B 408V002B 108V002B	0	0	0	Light	Fine without high winds	Dry	9 9
181804457	Slight	13/05/2018	1802	355915 169053	0	0	1	405V002A	0	0	0	Light	Fine without high winds	Dry	9 9
181804466	Slight	15/05/2018	1558	351051 169883	0	0	1		0	0	0	Light	Fine without high winds	Dry	19
181803669	Slight	17/05/2018	1850	350372 165865	0	0	1	108V001A 407V001A	0	0	0	Light	Fine without high winds	Dry	9 1
181804649	Slight	21/05/2018	1240	345676 159622	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9 9
181804259	Serious	23/05/2018	1543	354600 170469	0	1	0	405V001A 403V001A	0	0	0	Light	Fine without high winds	Dry	9 1
181804759	Slight	25/05/2018	0805	348876 168759	0	0	1	405V001B 405V002B 701V001B 701V002B	0	0	0	Light	Raining without high winds	Wet/Damp	4 9
181804807	Slight	27/05/2018	1201	349457 163107	0	0	3	406V002B 307V002B	0	0	0	Light	Fine without high winds	Dry	9 9
181804858	Slight	30/05/2018	1219	355883 171149	0	0	3	301V001B 301V002B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
181804012	Slight	10/06/2018	0848	343513 165309	0	0	1		0	0	0	Light	Fine without high winds	Dry	1 9
181805162	Slight	14/06/2018	1800	344027 164298	0	0	2		0	0	0	Light	Fine without high winds	Dry	5 9



Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
181804974	Serious	22/06/2018	1530	343925 163314	0	1	0	304V001A 405V001B 602V001B 802C001B	1	9	9	Light	Fine without high winds	Dry	9
181805742	Slight	22/06/2018	0100	343721 163851	0	0	3	401V001A 404V001A 405V001A	0	0	0	Dark	Fine without high winds	Dry	9 9
181806924	Slight	27/06/2018	1730	349035 168784	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 3
181806847	Slight	27/06/2018	1254	344538 162166	0	0	2	403V002A 409V002B 509V002B 510V002B 706V002B	0	0	0	Light	Fine without high winds	Dry	21 9
181807313	Slight	01/07/2018	1124	342364 166497	0	0	1	407V001A 408V001A	0	0	0	Light	Fine without high winds	Dry	9 1
181804791	Slight	06/07/2018	1730	345695 165653	0	0	1	405V002A 406V002A 508V002B 602V002B	0	0	0	Light	Fine without high winds	Dry	9 9
181805078	Slight	07/07/2018	1140	348651 168294	0	0	1	501V001A	0	0	0	Light	Fine without high winds	Dry	9 9 9
181805172	Slight	13/07/2018	2030	355486 170652	0	0	1		0	0	0	Light	Fine without high winds	Dry	3 9
181807908	Slight	15/07/2018	0845	347807 161074	0	0	2	307V001B 406V001B 703V001A	0	0	0	Light	Fine without high winds	Dry	9 9
181804980	Slight	17/07/2018	2015	343699 164640	0	0	1		0	0	0	Light	Unknown	Dry	1 9
181808127	Serious	17/07/2018	1446	352105 169327	0	1	0	405V001A 405V002A 406V001A 406V002A	0	0	0	Light	Fine without high winds	Dry	3 9
181805071	Slight	21/07/2018	1135	356206 171321	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
181805081	Slight	22/07/2018	1345	352193 169714	0	0	1		0	0	0	Light	Fine without high winds	Dry	1 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
181808477	Slight	24/07/2018	1420	342240 164200	0	0	2	109V002B 308V001A 408V002A 510V002B	0	0	0	Light	Fine without high winds	Dry	9 9
181808493	Slight	25/07/2018	1937	347390 166437	0	0	4	409V001A 410V001A 601V001A 602V001A	0	0	0	Light	Fine without high winds	Dry	9
181805421	Slight	30/07/2018	2115	345015 163601	0	0	1	405V001A	0	0	0	Dark	Fine without high winds	Dry	9 2
181900649	Slight	11/08/2018	1830	352267 169259	0	0	1	403V001A 405V001A 305V001A	0	0	0	Light	Fine without high winds	Dry	9 9
181805934	Slight	11/08/2018	2305	343723 163853	0	0	1	301V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
181806319	Serious	11/08/2018	0840	351351 165636	0	1	0	301V001A 405V001A	0	0	0	Light	Fine without high winds	Dry	9 1
181805998	Slight	14/08/2018	0210	355654 166998	0	0	1	409V001A 410V001A 602V001A 605V001A	0	0	0	Dark	Fine without high winds	Dry	9
181900733	Slight	16/08/2018	1800	344800 159800	0	0	1	706V001A 602V001B 405V001A	0	0	0	Light	Fine without high winds	Dry	9 1
181805877	Slight	27/08/2018	1245	355380 171190	0	0	2		0	0	0	Light	Fine without high winds	Dry	9 1 1
181901087	Slight	05/09/2018	1518	345640 160850	0	0	2	108V001A 108V002A 406V002A	0	0	0	Light	Fine without high winds	Dry	9 9
181806082	Slight	06/09/2018	0850	348179 168796	0	0	1		6	9	8	Light	Fine without high winds	Dry	9
181901133	Slight	08/09/2018	0745	348050 168048	0	0	1	203V001B 410V001A 703V001B 103V001B 108V001B	0	0	0	Light	Fine without high winds	Wet/Damp	9
181901147	Slight	09/09/2018	1330	351280 165471	0	0	1	405V001A 405V002A	0	0	0	Light	Fine without high winds	Dry	9 5

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
181806206	Slight	11/09/2018	1330	349688 169171	0	0	1		5	3	3	Light	Fine without high winds	Dry	9
181901357	Slight	21/09/2018	1130	343796 164089	0	0	1	406V002A	0	0	0	Light	Fine with high winds	Dry	9 9
181901282	Slight	21/09/2018	1043	355635 168811	0	0	1	405V001A 710V001A 701V001A	0	0	0	Light	Raining with high winds	Wet/Damp	9 9
181901312	Slight	23/09/2018	1130	343727 163844	0	0	2		0	0	0	Light	Fine without high winds	Dry	9 9
181901212	Slight	24/09/2018	0910	352767 165342	0	0	1	108V001A 108V002A 703V001A 703V002A	0	0	0	Light	Fine without high winds	Dry	9 5
181901363	Slight	29/09/2018	1635	351357 165649	0	0	1	405V002A	0	0	0	Light	Fine without high winds	Dry	9 9
181901389	Slight	03/10/2018	1447	346401 160680	0	0	1	805C001B 602V001B	9	9	0	Light	Fine without high winds	Dry	9
181901501	Slight	08/10/2018	2051	343793 164086	0	0	2	302V001B 403V001B 406V001B 605V001B	0	0	0	Dark	Fine without high winds	Dry	9 9
181808612	Slight	14/10/2018	1430	344804 159794	0	0	2	402V002B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
181901599	Serious	21/10/2018	1230	352999 166832	0	1	1	403V002A 405V002A	0	0	0	Light	Fine without high winds	Dry	9 4
181901630	Slight	21/10/2018	0350	348828 162173	0	0	1	707V001A 703V001B 108V001B	0	0	0	Dark	Fog or mist	Wet/Damp	9
181807253	Slight	26/10/2018	0750	342852 165789	0	0	1		0	0	0	Dark	Other	Wet/Damp	9 4
181901842	Slight	29/10/2018	1751	356190 171290	0	0	2		0	0	0	Dark	Fine without high winds	Dry	9 9 9
181807651	Slight	07/11/2018	0835	352356 169238	0	0	2	303V002A 305V002A 707V002B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
181902151	Slight	14/11/2018	1855	347709 167413	0	0	1	405V002A 403V001B 406V001B	0	0	0	Dark	Fine without high winds	Dry	19 9
181807962	Slight	17/11/2018	1854	352111 169679	0	0	1	706V002A	0	0	0	Dark	Fine without high winds	Dry	9 1

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	SlT		L	M					D
181900833	Serious	19/11/2018	0854	343660 164930	0	1	0	306V001B 503V001A 706V001B	0	0	0	Light	Fine without high winds	Dry	9 9
181902227	Slight	20/11/2018	1656	343724 163840	0	0	2		0	0	0	Dark	Raining without high winds	Wet/Damp	9 1
181901019	Serious	01/12/2018	1723	349741 169196	0	1	2	406V001A 705V001B	0	0	0	Dark	Raining without high winds	Wet/Damp	5 9
181808472	Slight	03/12/2018	1843	344414 164448	0	0	1	305V001A 405V001A 406V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
181902455	Slight	08/12/2018	1726	350606 163966	0	0	5	402V002B 404V001B 406V002B	0	0	0	Dark	Raining without high winds	Wet/Damp	9 9
181808675	Slight	11/12/2018	1245	354963 168077	0	0	1		0	0	0	Light	Fine without high winds	Dry	1 9
181901367	Slight	16/12/2018	1356	346069 165283	0	0	1	103V001B 307V001A 408V001B 410V001A 602V001A 707V001B	0	0	0	Light	Raining without high winds	Wet/Damp	9 9 9
181902588	Slight	18/12/2018	1535	345565 165599	0	0	1	707V001A 802C001A 808C001A 809C001A	5	9	9	Dark	Raining with high winds	Wet/Damp	9
181808497	Slight	18/12/2018	1615	343156 165562	0	0	1		6	8	5	Dark	Raining with high winds	Wet/Damp	9
191902812	Slight	15/01/2019	2216	344137 160742	0	0	1	103V002A 108V001A 108V002A 605V002B	0	0	0	Dark	Raining without high winds	Wet/Damp	9 3
191902883	Slight	16/01/2019	0645	355940 170190	0	0	3	408V003A 406V003A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9 9
191900430	Slight	22/01/2019	2215	343711 163851	0	0	1		0	0	0	Dark	Fine without high winds	Dry	9 19
191901853	Slight	22/01/2019	1627	344076 165522	0	0	2	501V001A 509V001A 405V001A	0	0	0	Light	Fine without high winds	Dry	9 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Slr		L	M					D
191900499	Slight	25/01/2019	1000	353979 170458	0	0	1		0	0	0	Light	Fine without high winds	Dry	1 9
191901888	Slight	29/01/2019	1640	349250 168979	0	0	1	503V002A	0	0	0	Dark	Fine without high winds	Dry	9 9
191900920	Slight	03/02/2019	1232	353683 167658	0	0	1	505V002A	0	0	0	Light	Fine without high winds	Wet/Damp	9 5
								301V002A							
								305V002A							
								405V002B							
191903126	Slight	08/02/2019	1045	349742 169196	0	0	2		0	0	0	Light	Raining without high winds	Wet/Damp	9 9
191901930	Slight	10/02/2019	1810	353870 170583	0	0	2	307V001B	0	0	0	Dark	Fine without high winds	Dry	9 9 9
191903363	Slight	18/02/2019	1750	352141 165516	0	0	2	999V001A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
								405V001A							
								108V001B							
								604V001B							
								703V001B							
								703V002B							
306V002B															
191903390	Slight	20/02/2019	1225	342840 165802	0	0	1	108V001A	0	0	0	Light	Fine without high winds	Dry	21 1
								406V001B							
								406V002B							
								999V002A							
191901691	Slight	10/03/2019	1615	354796 168024	0	0	1		0	0	0	Light	Fine with high winds	Dry	9 9 9
191902061	Slight	13/03/2019	1235	345273 160197	0	0	1	605V001A	0	0	0	Light	Fine with high winds	Dry	9 3
191902097	Slight	23/03/2019	1941	353694 170175	0	0	1	605V002A	0	0	0	Dark	Fine without high winds	Dry	9 9
								501V001A							
191903255	Slight	29/03/2019	1700	354962 168080	0	0	2		0	0	0	Light	Fine without high winds	Dry	9 9 9 21
191904742	Slight	03/04/2019	1709	348153 161872	0	0	1	703V001A	0	0	0	Light	Raining without high winds	Wet/Damp	9 5
191904842	Slight	05/04/2019	0730	342434 164096	0	0	1	707V001A	0	0	0	Light	Raining without high winds	Wet/Damp	9 3
								408V002A							
								707V001B							
191905039	Slight	08/04/2019	1654	344872 159888	0	0	3	707V002B	0	0	0	Light	Fine without high winds	Dry	9 9
								401V002B							
								405V002A							
								406V002B							

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
191903021	Slight	20/04/2019	1721	355249 171021	0	0	2	407V001B 410V001A 603V001A 706V001B	6	9	9	Light	Fine without high winds	Dry	9 9
191905514	Slight	24/04/2019	0515	342694 165995	0	0	1		0	0	0	Dark	Fine without high winds	Dry	4 9
191905568	Slight	26/04/2019	0800	355237 171012	0	0	1	701V001A	0	0	0	Light	Fine without high winds	Dry	3 9
191903394	Serious	28/04/2019	1055	349743 163000	0	1	3	306V002A 405V001B 405V002B 406V002B	0	0	0	Light	Fine without high winds	Dry	9 5
191903096	Slight	02/05/2019	1134	347105 160466	0	0	1	405V001A	0	0	0	Light	Fine without high winds	Dry	9 9
191903127	Slight	08/05/2019	0935	355710 170980	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
191903235	Slight	13/05/2019	2040	341472 164510	0	0	1		0	0	0	Dark	Fine without high winds	Dry	9 19
191905712	Slight	14/05/2019	1326	344007 164297	0	0	1	405V002A 406V001B	0	0	0	Light	Fine without high winds	Dry	4 9
191905752	Slight	16/05/2019	1700	352198 168889	0	0	1	509V001A	0	0	0	Light	Fine without high winds	Dry	9 9
191903305	Slight	17/05/2019	0732	351622 169558	0	0	1		0	0	0	Light	Raining without high winds	Wet/Damp	1 9
191905801	Slight	18/05/2019	1329	355244 171002	0	0	1	802C001A 405V001A	9	5	0	Light	Fine without high winds	Dry	9
191905786	Slight	23/05/2019	1430	343707 164810	0	0	2	410V002A 505V002B	0	0	0	Light	Fine without high winds	Dry	9 9
191903528	Slight	28/05/2019	1253	353440 167344	0	0	1	103V001B 104V001A 307V001B 403V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	5
191904269	Slight	29/05/2019	0802	355809 169099	0	0	1	405V002A	0	0	0	Light	Fine without high winds	Dry	9 1
191905505	Slight	30/05/2019	1545	355222 170416	0	0	1	306V002A 308V002A 405V002A 602V002A	0	0	0	Light	Fine without high winds	Dry	2 9
191905899	Slight	31/05/2019	0845	345953 165959	0	0	1	409V001A	0	0	0	Light	Fine without high winds	Dry	9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
191905878	Slight	04/06/2019	0958	353274 167090	0	0	2	103V001B 103V002B 403V002B	0	0	0	Light	Raining without high winds	Wet/Damp	9 11
191903953	Slight	06/06/2019	1627	351908 169347	0	0	1	403V001A	0	0	0	Light	Fine without high winds	Dry	9 9
191904284	Slight	12/06/2019	1400	355372 171184	0	0	1	405V001A	0	0	0	Light	Fine without high winds	Dry	9 9
191904484	Slight	15/06/2019	1213	343918 163616	0	0	3	306V001A 307V001A 410V001A 501V001A 601V001A	0	0	0	Light	Fine without high winds	Wet/Damp	9 9 9 9
191904134	Serious	20/06/2019	2318	355850 170430	0	2	1	306V001A 406V001A 606V001B	0	0	0	Dark	Fine without high winds	Dry	9 9
191904135	Serious	21/06/2019	2335	343702 163851	0	1	2	501V001A	0	0	0	Dark	Fine without high winds	Dry	9 9 9
191905231	Slight	23/06/2019	0505	350405 165845	0	0	1		8	5	0	Dark	Fine without high winds	Dry	9
191904087	Slight	23/06/2019	0505	350233 165923	0	0	1		9	9	0	Dark	Fine without high winds	Dry	9
191904315	Slight	26/06/2019	2040	352994 166831	0	0	4		0	0	0	Light	Fine without high winds	Dry	9 9 9
191904958	Slight	29/06/2019	1430	342906 165906	0	0	2	701V001A 701V002A 602V002B 406V001A 406V002A 307V001B	0	0	0	Light	Fine without high winds	Dry	9 9
191905401	Slight	04/07/2019	0447	355642 170595	0	0	3	405V001A 602V001A	0	0	0	Dark	Fine without high winds	Dry	9 9 9
191904204	Slight	05/07/2019	1615	343088 165602	0	0	1		0	0	0	Light	Fine without high winds	Dry	21 1
191906390	Slight	26/07/2019	0705	343182 163962	0	0	2	406V001A 405V001A	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
191905034	Serious	28/07/2019	1718	351288 165407	0	1	0		0	0	0	Light	Fine without high winds	Dry	5 9
191907392	Serious	02/08/2019	0029	355813 169098	0	2	0	405V001A 406V001A	0	0	0	Dark	Fine without high winds	Dry	9 9
191905279	Slight	03/09/2019	1730	353271 167095	0	0	1		0	0	0	Light	Fine without high winds	Dry	5 9
191905410	Slight	11/09/2019	2000	354903 167311	0	0	1		0	0	0	Dark	Raining without high winds	Wet/Damp	9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Slr		L	M					D
191905671	Slight	18/09/2019	1815	355882 171286	0	0	1		0	0	0	Light	Fine without high winds	Dry	1 9
191906206	Slight	24/09/2019	0800	351059 169374	0	0	1	405V001A	0	0	0	Light	Raining without high winds	Wet/Damp	9 5
192000898	Slight	28/09/2019	1920	343724 163840	0	0	1	301V001A 707V001A	0	0	0	Dark	Raining with high winds	Wet/Damp	9 9
192000880	Serious	29/09/2019	0310	342658 166085	0	1	0	505V001A	0	0	0	Dark	Raining with high winds	Wet/Damp	9
192000922	Slight	06/10/2019	1612	344050 162983	0	0	4	503V002A	0	0	0	Light	Fine without high winds	Dry	9 9
192001347	Slight	14/10/2019	1150	341543 164511	0	0	2	405V001B 406V001B 405V002B 406V002B	0	0	0	Light	Fine without high winds	Dry	9 9 9
191906424	Slight	16/10/2019	0551	355885 171145	0	0	1		0	0	0	Dark	Fine without high winds	Dry	9 9
191907525	Slight	23/10/2019	1450	349703 162845	0	0	2	302V001A 305V001A 403V001A 405V001B 406V002B 406V001A	0	0	0	Light	Fine without high winds	Dry	9 9
191906566	Slight	23/10/2019	1515	356223 171323	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
192001074	Slight	24/10/2019	1500	343796 164087	0	0	1	403V002A 405V002A 406V002A 302V002B 999V002A	0	0	0	Light	Fine without high winds	Dry	9 9
191906790	Slight	28/10/2019	1038	343870 160480	0	0	1	102V001B 403V001A 602V001B 703V001A	0	0	0	Light	Fine without high winds	Dry	9
192001437	Slight	28/10/2019	1205	343705 164830	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9 9
192001146	Slight	02/11/2019	0620	351431 170172	0	0	2	001A 410V001A	0	0	0	Light	Raining without high winds	Wet/Damp	9
192001314	Slight	03/11/2019	1210	344024 164301	0	0	2	406V002A	0	0	0	Light	Fine without high winds	Dry	9 9



Accidents between dates 01/01/2015 and 30/06/2020 (66) months  
Selection: Notes:  
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Sl		L	M					D
191907100	Slight	07/11/2019	1413	342783 163971	0	0	1	405V001A 406V001A 408V001A 701V001A 703V001A 602V001B	0	0	0	Light	Fine without high winds	Wet/Damp	21 9
191906921	Slight	13/11/2019	1645	355937 171308	0	0	1		0	0	0	Dark	Fine without high winds	Dry	1 9
191907559	Serious	27/11/2019	1856	343798 164085	0	1	0	403V001A 602V001B 707V001B	0	0	0	Dark	Raining without high winds	Wet/Damp	9 5
192001394	Slight	14/12/2019	2336	348137 161137	0	0	1		0	0	0	Dark	Raining without high winds	Wet/Damp	8 9
192000056	Serious	15/12/2019	1611	349885 163300	0	1	1		0	0	0	Light	Fine without high winds	Wet/Damp	9 9
202001610	Slight	04/01/2020	0809	345184 165315	0	0	2	305V002B 406V001B 402V001A	0	0	0	Light	Fine without high winds	Dry	9 9
202001840	Slight	15/01/2020	1440	350748 164206	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9 9 9
202002027	Slight	21/01/2020	0820	350193 163564	0	0	1	101V001A 101V002A 308V001B 308V002B	0	0	0	Light	Fine without high winds	Frost/Ice	9 9 9
202000373	Slight	27/01/2020	1815	343926 163315	0	0	1		1	1	9	Dark	Raining without high winds	Wet/Damp	19
202002091	Slight	03/02/2020	1005	351710 166248	0	0	1	305V001B 306V001B	0	0	0	Dark	Fine without high winds	Dry	9 9
202002107	Slight	05/02/2020	1439	342684 166034	0	0	1	405V002A 510V002A 602V002B	0	0	0	Light	Fine without high winds	Dry	9 9
202001136	Serious	08/02/2020	1443	348462 168434	0	1	0		0	0	0	Light	Fine without high winds	Dry	2 9
202000631	Slight	10/02/2020	0916	346391 166426	0	0	1		0	0	0	Light	Fine without high winds	Dry	9 9
202000904	Slight	15/02/2020	2028	353813 167689	0	0	2	103V001A 306V001B 406V001A 605V001B 707V001B	0	0	0	Dark	Snowing with high winds	Wet/Damp	19 9

Accidents between dates 01/01/2015 and 30/06/2020 (66) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types		
					Ftl	Ser	Sl		L	M					D	
202001710	Slight	22/02/2020	1406	348411 168406	0	0	2	405V001B 504V001A	0	0	0	Light	Fine without high winds	Dry	9 9	
202001820	Slight	29/02/2020	1515	350811 165428	0	0	2	103V001A 108V001A 306V001A 307V001A 410V001A 601V001A	0	0	0	Light	Fine without high winds	Dry	10 9	
202001930	Slight	10/03/2020	2045	347790 161043	0	0	3		0	0	0	Dark	Raining without high winds	Wet/Damp	9 9	
202001501	Slight	10/03/2020	1430	356150 171140	0	0	1		9	9	9	Light	Fine without high winds	Dry	9	
202004528	Slight	11/03/2020	2145	347166 162882	0	0	1		501V001A 305V001A 307V001A	0	0	0	Dark	Raining without high winds	Wet/Damp	9
202004603	Slight	12/03/2020	1940	351880 169370	0	0	1		802C001A 806C001A 809C001A	5	3	8	Dark	Fine without high winds	Wet/Damp	9
202002307	Slight	14/05/2020	1406	341869 164452	0	0	1		509V002A	0	0	0	Light	Fine without high winds	Dry	9 19
202002318	Slight	01/06/2020	1755	348315 168350	0	0	1	407V001B	6	9	5	Light	Fine without high winds	Dry	9	
202002537	Slight	11/06/2020	1250	348570 168501	0	0	2		0	0	0	Light	Fine without high winds	Dry	9 9 9	
Column Totals	Slight :	323			4	64	484					Light :	276			
	Serious :	58										Dark :	109			
	Fatal :	4												Dry :	269	
														Wet :	114	

Total number of accidents listed: 385

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

**Selected Polygon:2018-1002-4**

181807028 01/10/2018 Monday Time 1603 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Dual carriageway

V1 (CAS1 CAS2) TARV NE ON BRUNEL WAY APPROACHING J/WITH JESSOP UNDERPASS, V1 HAS SLOWED WITH FLOW OF TRAFFIC. V2 FOLLOWING BEHIND HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1. V1 HAS BEEN SHUNTED FORWARD

Occurred on A3029 BRUNEL WAY JUNCTION WITH A370 JESSOP UNDERPASS, BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction SW to NE  
FRV Not foreign registered vehicle  
Left hand drive No  
Waiting to go ahead but held up  
No skidding, jack-knifing or overturning  
Age of Driver 26 Breath test Not requested  
Driver Postcode  
Journey Unknown

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 18 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car  
Not in restricted lane  
First point of impact Front  
Vehicle direction SW to NE  
FRV Not foreign registered vehicle  
Left hand drive No  
Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 55 Breath test Not requested  
Driver Postcode  
Journey Unknown

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181903913 08/10/2018 Monday Time 1715 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

CAS1(PCYC) WAS TRAV W ALONG CLIFT HOUSE RD WHEN ONCOMING V2, MADE U-TURN AT TRAFFIC ISLAND AND  
COLLIDED INTO THE PATH OF CAS 1.

Occurred on A370 CLIFT HOUSE ROAD, BRISTOL

Vehicle Reference 1 Pedal cycle

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 49 Breath test Not applicable

Vehicle direction NE to W

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Seatbelt Not Applicable

Cycle helmet Not known

Vehicle Reference 2 Car

U turn

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 57 Breath test Negative

Vehicle direction E to E

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive Yes

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181901586 19/10/2018 Friday Time 1715 Vehicles 3 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Dual carriageway

V1 TRAV SW ON BEDMINISTER RD, V1 HAS BEEN CHANGING LANE TO THE LEFT. V1 HAS CHANGED LANE TO THE LEFT  
AND COME TO A SUDDEN STOP WITH FLOW OF TRAFFIC, THIS HAS RESULTED IN V2 (CAS1 CAS2) HITTING THE REAR  
OF V1. V3 FOLLOWING BEHIND HAS C/WITH THE REAR O

Occurred on A BEDMINISTER RD OUTSIDE/BY NO.204 M OF , BEDMINISTER

Vehicle Reference 1 Car

Not in restricted lane

First point of impact Back

Vehicle direction NE to SW

FRV Not foreign registered vehicle

Left hand drive No

Changing lane to left

No skidding, jack-knifing or overturning

Age of Driver 27 Breath test Not requested

Driver Postcode

Journey Unknown

Vehicle Reference 2 Car

Not in restricted lane

First point of impact Front

Vehicle direction NE to SW

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver 22 Breath test Not requested

Driver Postcode

Journey Unknown

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 24 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 3 Car

Not in restricted lane

First point of impact Front

Vehicle direction NE to SW

FRV Not foreign registered vehicle

Left hand drive No

Going ahead

No skidding, jack-knifing or overturning

Age of Driver 54 Breath test Not requested

Driver Postcode

Journey Unknown

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181901858 29/10/2018 Monday Time 1205 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V2 TARV NW ON KINGS GEORGE RD, V2 HAS COME TO A SUDDEN STOP BECAUSE OF TRAFFIC (EXACT REASON UNKNOWN). V1 (CAS1) FOLLOWING BEHIND HAS FAILED TO STOP AND C/WITH THE REAR OF V2.  
Occurred on U KINGS GEORGE RD OUTSIDE/BY NO.26 M OF , BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 22 Breath test Not requested  
Vehicle direction SE to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 12 Female Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 46 Breath test Not requested  
Vehicle direction SE to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

181807451 04/11/2018 Sunday Time 1315 Vehicles 2 Casualties 2 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions ATS out Road Type Roundabout  
V1 (CAS1 CAS2) TARV SE ON HARTCLIFFE WAY AT R/ABOUT JOINING HENGROVE WAY. V2 FOLLOWING BEHIND HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1.  
Occurred on HENGROVE WAY, BRISTOL

Vehicle Reference 1 Car Waiting to turn left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 46 Breath test Driver not contacted  
Vehicle direction NW to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 34 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 4 Female Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Slowing or Stopping  
Not in restricted lane Skidded  
First point of impact Front Age of Driver 39 Breath test Driver not contacted  
Vehicle direction NW to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181900723 05/11/2018 Monday Time 0823 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Wet/Damp Daylight  
Special Conditions None Road Type Single carriageway  
V2 (CAS1) (CYCLE) TRAV SW ON BRIDGWATER RD, V1 HAS OVERTAKEN FROM BEHIND WHICH HAS RESULTED IN A  
COLLISION. V1 HAS FAILED TO STOP AND EXCHANGE DETAILS  
Occurred on A38 BRIDGWATER ROAD (OUTSIDE NO 79), BRISTOL

Vehicle Reference 1 Car Overtaking moving vehicle on its offside  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 30 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 31 Breath test Not applicable  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

181808471 12/11/2018 Monday Time 1736 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 TRAV W ON WHITCHURCH LN AT J/WITH HARECLIVE RD. V2 (CAS1) (MCYCLE) TARV E ON WHITCHURCH LN AT  
J/WITH HARECLIVE RD. V2 HAS MADE A R/TURN INTO HARECLIVE RD AND C/WITH PASSING V1.  
Occurred on WHITCHURCH LANE (OUTSIDE LIDI) JUNCTION WITH HARECLIVE ROAD, BISHOPSWORTH, B

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 43 Breath test Negative  
Vehicle direction E to W Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Motorcycle 50cc and under Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 64 Breath test Negative  
Vehicle direction W to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 64 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181900915 21/11/2018 Wednesday Time 1904 Vehicles 4 Casualties 4 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
V4 (CAS2) TRAV NE ON BRUNEL WAY, V4 HAS COME TO A FULL STOP WITH THE FLOW OF TRAFFIC, V2 HAS COME TO A  
FULL STOP BEHIND V4. V3 FOLLOWING BEHIND HAS FAILED TO ADJUST SPEED AND CONDUCTED A SUDDEN STOP  
WITHOUT WARNING. V1 (CAS1 CAS3 CAS4) HAS C/WITH THE  
Occurred on A3029 BRUNEL WAY 3 METRES NORTH OF BRUNEL LOCK ROAD, BRISTOL

Vehicle Reference	1	Car		Going ahead
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver	25 Breath test Negative
Vehicle direction	SW to NE			Driver Postcode
FRV	Not foreign registered vehicle			Journey Unknown
Left hand drive	No			
Casualty Reference:	1	Age: 25	Male	Driver/rider Severity: Slight
Seatbelt	Unknown			Cycle helmet Not a cyclist
Casualty Reference:	3	Age: 19	Female	Passenger Severity: Slight
Seatbelt	Unknown			Cycle helmet Not a cyclist
Casualty Reference:	4	Age: 2	Female	Passenger Severity: Slight
Seatbelt	Unknown			Cycle helmet Not a cyclist
Vehicle Reference	2	Car		Slowing or Stopping
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	30 Breath test Negative
Vehicle direction	SW to NE			Driver Postcode
FRV	Not foreign registered vehicle			Journey Unknown
Left hand drive	No			
Vehicle Reference	3	Car		Slowing or Stopping
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	35 Breath test Not requested
Vehicle direction	SW to NE			Driver Postcode
FRV	Not foreign registered vehicle			Journey Unknown
Left hand drive	No			
Vehicle Reference	4	Car		Waiting to go ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	45 Breath test Negative
Vehicle direction	SW to NE			Driver Postcode
FRV	Not foreign registered vehicle			Journey Unknown
Left hand drive	No			
Casualty Reference:	2	Age: 45	Female	Driver/rider Severity: Slight
Seatbelt	Unknown			Cycle helmet Not a cyclist



Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181808148 04/12/2018 Tuesday Time 2110 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 TARV S ON MERCHANTS RD ON SWING ROAD. CAS1 HAS BEEN RUNNING ON FOOTWAY. V1 HAS MADE A R/TURN  
INTO A PRIVATE CAR PARK AND C/WITH CAS1. CAS1 HAS BEEN KNOCKED TO THE GROUND. DETAILS NOT  
EXCHANGED  
Occurred on U MERCHANTS ROAD AT JUNCTION WITH U, BRISTOL

Vehicle Reference	1	Car	Turning right
Footway (pavement)			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30 Breath test Driver not contacted
Vehicle direction	N to W	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 18	Male Pedestrian Severity: Slight
9			
Seatbelt	Not Applicable	Cycle helmet	Not a cyclist

181808389 12/12/2018 Wednesday Time 1850 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
V1 (CAS1) TARV SE ON HOTWELLS RD IN INSIDE LANE. V2 (PSV) TARV SE ON HOTWELLS RD IN OUTSIDE LANE. V2 HAS  
CHANGED LANES TO THE LEFT, V1 HAS MOUNTED THE KERB AND PAVEMENT TO AVOID COLLISION. REPLOTTED  
Occurred on HOTWELLS ROAD, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	54 Breath test Not requested
Vehicle direction	NW to SE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		
Casualty Reference:	1	Age: 54	Male Driver/rider Severity: Slight
Seatbelt	Unknown	Cycle helmet	Not a cyclist
Vehicle Reference	2	Bus or coach	Changing lane to left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	55 Breath test Not requested
Vehicle direction	NW to SE	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Left hand drive	No		

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181900074 13/12/2018 Thursday Time 1130 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) TARV SW ON ASHTON RD, V2 HAS PULLED OUT OF FOOTBALL GROUND CAR PARK AND C/WITH PASSING  
Occurred on ASHTON ROAD BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 41 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Journey as part of work  
Left hand drive No

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Did not impact Age of Driver 40 Breath test Driver not contacted  
Vehicle direction S to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

181902803 15/12/2018 Saturday Time 0840 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Daylight  
Special Conditions None Road Type Single carriageway  
V2 TRAV SE ON WYATT AVENUE WHERE V1 WAS TRAV NORTH BOUND ON HIGHRIDGE ROAD. V2 COLL/W V1 AT JNCT.  
D2 MADE OFF AND F.T.S. DUBIOUS ACC LOCATION (ACC MOVED FROM N356683, E168437)  
Occurred on HIGHRIDGE ROAD AT JUNCTION WITH WYATT AVENUE, BRISTOL

Vehicle Reference 1 Taxi Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 62 Breath test Negative  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 47 Breath test Negative  
Vehicle direction N to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181902584 16/12/2018 Sunday Time 1515 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 (CAS1) TARV E ON JESSOP UNDERPASS AT J/WITH BRUNEL WAY, V2 FOLLOWING BEHIND HAS FAILED TO STOP AND  
C/WITH THE REAR OF V1.

Occurred on JESSOP UNDERPASS JUNCTION WITH A3029 BRUNEL WAY, BRISTOL

Vehicle Reference 1 Car Waiting to turn left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 26 Breath test Driver not contacted  
Vehicle direction W to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Waiting to turn left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 35 Breath test Driver not contacted  
Vehicle direction W to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

181902597 18/12/2018 Tuesday Time 1820 Vehicles 3 Casualties 1 Slight  
Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
V1 TARV NE ON BRUNEL WAY IN HEAVY TRAFFIC, V1 HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR FO V2  
(CAS1). V2 HAS SHUNTED FORWARD AND C/WITH THE REAR OF V3.  
Occurred on A370 BRUNEL WAY BRISTOL M OF , BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 23 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 47 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 3 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 31 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

181902633 29/12/2018 Saturday Time 1730 Vehicles 1 Casualties 1 Serious  
Fine without high winds Road surface Wet/Damp Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway  
V1 (LIKELY STOVEC MCYC) TRAV THROUGH WILLMOTT PARK WHEN CAS 1 (PILLION PASSENGER) CAUGHT THEIR LEG  
ON METAL PARK BENCH. D1 MADE OFF  
Occurred on WILLMOTT PARK (GREENSPACE), HARTCLIFFE, BRISTOL

Vehicle Reference 1 Motorcycle - unknown cc Going ahead  
Cycleway No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 30 Breath test Driver not contacted  
Vehicle direction S to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 16 Male Passenger Severity: Serious

Seatbelt Unknown Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191902740 07/01/2019 Monday Time 0630 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present but unlit  
Special Conditions None Road Type Single carriageway  
V1 TRAV N ON HARECLIVE RD, V1 HAS MADE A R/TURN INTO WHITLAND RD AND C/WITH CROSSING CAS1.  
Occurred on JUNCTION OF WHITLAND ROAD OPPOSITE THE GATEHOUSE AT JUNCTION WITH HARECLIVE

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 29 Breath test Not requested  
Vehicle direction S to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Casualty Reference: 1 Age: 37 Female Pedestrian Severity: Slight  
Pedestrian Direction: N  
Seatbelt Not Applicable Cycle helmet Not a cyclist

191900540 28/01/2019 Monday Time 1645 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1, TRAV NORTH ON HIGHRIDGE GREEN, MADE R/TURN INTO SANDBURROWS RD AND COLLIDED WITH V2 (CAS1)  
(CYCLE), NORTHBOUND, WHO WAS CROSSING OVER THE MOUTH OF THE JUNCTION, FROM V1'S OFFSIDE.  
Occurred on HIGHRIDGE GREEN AT ITS J/WITH SANDBURROWS ROAD, BRISTOL

Vehicle Reference 1 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 46 Breath test Driver not contacted  
Vehicle direction S to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Vehicle Reference 2 Pedal cycle Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 42 Breath test Driver not contacted  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight  
Seatbelt Not Applicable Cycle helmet Not known

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191903070 02/02/2019 Saturday Time 1443 Vehicles 3 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V3 TARV E ON CLIFT HOUSE RD IN HEAVY TRAFFIC, V3 HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V2 (CAS1). V2 SHUNTED FORWARD AND C/WITH THE REAR OF V1.

Occurred on A370 CLIFT HOUSE ROAD OUTSIDE/BY NO.3 M OF , BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction W to E  
FRV Not foreign registered vehicle  
Left hand drive No

Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 53 Breath test Negative  
Driver Postcode  
Journey Unknown

Vehicle Reference 2 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction W to E  
FRV Not foreign registered vehicle  
Left hand drive No

Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 24 Breath test Negative  
Driver Postcode  
Journey Unknown

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight

Seatbelt Unknown

Cycle helmet Not a cyclist

Vehicle Reference 3 Car  
Not in restricted lane  
First point of impact Front  
Vehicle direction W to E  
FRV Not foreign registered vehicle  
Left hand drive No

Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 60 Breath test Negative  
Driver Postcode  
Journey Unknown

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191903087 02/02/2019 Saturday Time 1753 Vehicles 2 Casualties 1 Slight  
Other Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Unknown  
V1 WAS TRAV SE ON CLANAGE RD AT R-A-B WHEN IT COLLDED INTO THE REAR OF CAS 1(PCYC) TRAVELLING NW  
AHEAD. CAS 1 BECAME UNSEATED AND MAY HAVE BEEN UNDER THE INFLUENCE.  
Occurred on A38 CLANAGE ROAD, BRISTOL.

Vehicle Reference 1 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 54 Breath test Negative  
Vehicle direction N to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Pedal cycle Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 52 Breath test Not applicable  
Vehicle direction N to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191900862 07/02/2019 Thursday Time 0800 Vehicles 3 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V2 TRAV NE ON BRIDGWATER RD AND WTG IN QUEUING TRAFFIC WHEN V3, APPROACHING FROM BEHIND, COLL/W  
ITS REAR. V2 WAS PROPELLED FWDS INTO THE REAR OF WTG V1.

Occurred on A38 BRIDGWATER RD (APPROACH TO A.T.S. AT BISHOPSWORTH RD JCTN), BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 65 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 65 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 3 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No



Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191901044 13/02/2019 Wednesday Time 1830 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V2 TRAV SOUTH ON GRANGE ROAD WHEN IT COLLIDED WITH PARKED V1. DRIVER MADE OFF AND F.T.S. (POOR ACC.  
DESCRIPTION - NOT KNOWN ON WHICH SIDE OF C/WAY OCCURRED)  
Occurred on GRANGE ROAD, BISHOPSWORTH, BRISTOL

Vehicle Reference 1 Car Parked  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 28 Breath test Driver not contacted  
Vehicle direction Park to Parked Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 63 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191901206 20/02/2019 Wednesday Time 1545 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V2 (CYCLE) TRAV SE ON WINTERSTOKE RD AT J/WITH LUCKWELL RD. V1 TARV S ON LUCKWELL RD, V1 HAS MADE A  
LEFT TURN ONTO WINTERSTOKE RD AND C/WITH PASSING V2.  
Occurred on U LUCKWELL ROAD AT JUNCTION WITH A3029 WINTERSTOKE ROAD

Vehicle Reference 1 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 34 Breath test Negative  
Vehicle direction N to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 17 Breath test Not requested  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191901247 20/02/2019 Wednesday Time 0930 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Slip road

V1 TRAV NE ON BRUNEL LOCK ROAD SLIPWAY TWDS PLIMSOLL BRIDGE WHEN V2, FOLLOWING BEHIND, COLL./W  
WITH ITS REAR. D2 MADE OFF AND F.T.S.

Occurred on A3029 BRUNEL LOCK ROAD (SLIPWAY) AT ITS J/WITH A3029 BRUNEL WAY, BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 35 Breath test Driver not contacted  
Vehicle direction SE to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 60 Breath test Driver not contacted  
Vehicle direction SE to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191901481 02/03/2019 Saturday Time 1010 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAV S ON CORONATION RD AND ATTEMPTED TO OVERTAKE A VEHICLE INTO THE PATH OF ONCOMING V2  
(CAS1), DRIVING NORTHBOUND.

Occurred on CORONATION ROAD, BRISTOL

Vehicle Reference 1 Car Overtaking moving vehicle on its offside  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 57 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 30 Breath test Driver not contacted  
Vehicle direction W to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191903784 07/03/2019 Thursday Time 1315 Vehicles 4 Casualties 2 Slight  
Fine without high winds Road surface Wet/Damp Daylight  
Special Conditions None Road Type Dual carriageway  
V1 TARV SW HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V2, V2 HAS SHUNTED INTO THE REAR OF V3  
(CAS1 CAS2), V3 HAS SHUNTED INTO THE REAR OF V4.  
Occurred on A370 BRUNEL WAY AT JUNCTION WITH U CUMBERLAND BASIN , BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane  
First point of impact Front  
Vehicle direction NE to SW  
FRV Not foreign registered vehicle  
Left hand drive No  
Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 26 Breath test Not requested  
Driver Postcode  
Journey Unknown

Vehicle Reference 2 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction NE to SW  
FRV Not foreign registered vehicle  
Left hand drive No  
Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 58 Breath test Not requested  
Driver Postcode  
Journey Unknown

Vehicle Reference 3 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction NE to SW  
FRV Not foreign registered vehicle  
Left hand drive No  
Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 54 Breath test Not requested  
Driver Postcode  
Journey Unknown

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 52 Female Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 4 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction NE to SW  
FRV Not foreign registered vehicle  
Left hand drive No  
Going ahead  
No skidding, jack-knifing or overturning  
Age of Driver 58 Breath test Not requested  
Driver Postcode  
Journey Unknown

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191901919 20/03/2019 Wednesday Time 1750 Vehicles 2 Casualties 1 Slight  
Unknown Road surface Dry Daylight

Special Conditions None

Road Type Roundabout

V1(PCYC)/CAS1, SOUTHBOUND, TRAVERSING RDABT WHEN V2, TRAV S.W. ON BRIDGWATER RD, ENTRED RDABT INTO  
THE PATH OF AND COLL/W V1. (REPLOTTED FR E355926 N169023)

Occurred on A38 BRIDGWATER RD AT ITS J/WITH KINGS HEAD LANE (R-A-B), BRISTOL

Vehicle Reference 1 Pedal cycle

Going ahead right hand bend

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver 28 Breath test Not requested

Vehicle direction SW to S

Driver Postcode

FRV Not foreign registered vehicle

Journey Journey as part of work

Left hand drive No

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Seatbelt Not Applicable

Cycle helmet Not known

Vehicle Reference 2 Car

Changing lane to right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 20 Breath test Not requested

Vehicle direction NE to SW

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

191902241 22/03/2019 Friday Time 0714 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None

Road Type Dual carriageway

V1 (CAS1) (MCYCLE) AND V2 TRAV SW ON BEDMINSTER DOWN RD, V1 HAS BEEN TRAVELING IN LANE 2 OF 3. V1 HAS  
CHANGED LANES TO THE RIGHT AND C/WITH THE REAR OF V2. V2 HAS STOPPED BUT DETAILS NOT EXCHANGED

Occurred on BEDMINSTER DOWN ROAD (OUTSIDE NO 174), BRISTOL

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 26 Breath test Driver not contacted

Vehicle direction NE to SW

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Seatbelt Not Applicable

Cycle helmet Not a cyclist

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 35 Breath test Driver not contacted

Vehicle direction NE to SW

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191904400 27/03/2019 Wednesday Time 0700 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Roundabout  
V1 TARV SE ON CLANAGE RD AT R/ABOUT WITH BRUNAL WAY. V2 (CAS1) (CYCLE) TARV NE ON R/ABOUT. V1 HAS  
PULLED ONTO R/ABOUT AND C/WITH PASSING V2.  
Occurred on A369 CLANAGE ROAD ASHTON AT JUNCTION WITH U BLACKMOORS LANE ASHTON , BRISTO

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 31 Breath test Not requested  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Pedal cycle Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 54 Breath test Not requested  
Vehicle direction SW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

191904743 03/04/2019 Wednesday Time 0933 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) TRAV W ON JESSOP UNDERPASS, V1 HAS BECOME STSTIC WITH FLOW OF TRAFFIC, V2 FOLLOWING BEHIND  
HAS FAILED TO STOP AND C/WITH THE REAR OF V1,  
Occurred on A370 JESSOP UNDERPASS JUNCTION WITH A3029 BRUNEL WAY, ASHTON GATE, BRISTOL

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 29 Breath test Not provided (medical)  
Vehicle direction E to W Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Goods >= 7.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 60 Breath test Negative  
Vehicle direction E to W Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191902481 07/04/2019 Sunday Time 1248 Vehicles 1 Casualties 2 Fatal

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Dual carriageway

V1 TARV S ON MERCHANTS RD FOLLOWING L/HAND BEND. V1 HAS LEFT THE C/WAY AND STRUCK A SET OF TRAFFIC LIGHTS, THE TRAFFIC LIGHTS HAVE COLLAPSED AS A RESULT AND STRUCK TWO PEDESTRIANS (CAS1 CAS2) CAUSING SIGNIFICANT HEAD INJURIES. CF ADDED FOR VALIDATION

Occurred on ROWNHAM MEAD, BRISTOL

Vehicle Reference 1 Car  
Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 62 Breath test Not requested  
Vehicle direction E to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 74 Male Pedestrian Severity: Fatal  
Pedestrian Direction: 0  
Seatbelt Not Applicable Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 50 Male Pedestrian Severity: Serious  
Pedestrian Direction: 0  
Seatbelt Not Applicable Cycle helmet Not a cyclist

191902507 12/04/2019 Friday Time 0945 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Dual carriageway

V2 (PARKED AT KERB) ON BEDMINSTER DOWN RD. V1 (CAS1) (CYCLE) TRAV NE. DRIVER HAS OPENED DOOR OF V2 AND STRUCK PASSING V1. R1 HAS BECOME UNSEATED AND SUSTAINED INJURIE.

Occurred on U 91 - 95 BEDMINSTER DOWN ROAD, BS13 7AE M OF

Vehicle Reference 1 Pedal cycle Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 49 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Slight  
Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Parked  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 30 Breath test Driver not contacted  
Vehicle direction Park to Parked Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191905428 13/04/2019 Saturday Time 1507 Vehicles 4 Casualties 2 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Dual carriageway  
V1 TRAV N ON PLIMSOLL SWING BRIDGE HAS C/W V2, STATIONARY IN TRAFFIC AHEAD. V2 THEN SHUNTED INTO  
VEHICLES 3 AND 4. (ACC MOVED FROM E,356861 N,172401).  
Occurred on A3029 PLIMSOLL SWING BRIDGE, BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane Slowing or Stopping  
No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 36 Breath test Not requested  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car  
Not in restricted lane Slowing or Stopping  
No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 58 Breath test Not requested  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 58 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 3 Car  
Not in restricted lane Slowing or Stopping  
No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 43 Breath test Not requested  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 43 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 4 Car  
Not in restricted lane Slowing or Stopping  
No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 45 Breath test Not requested  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

## AccsMap - Accident Analysis System

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

## Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

## Notes:

ADE2020-0925

191903090 07/05/2019 Tuesday Time 1900 Vehicles 1 Casualties 1 Slight  
Unknown Road surface Dry Daylight

Special Conditions None Road Type Unknown

V1 WAS TRAV S ON AMBRA VALE WHEN IT C/W CAS1 (PEDESTRIAN) ATTEMPTING TO CROSS RD AT J WITH HOTWELL RD. V1 FTS AND MADE OFF.

Occurred on A4 HOTWELL ROAD, BRISTOL.

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 22 Male Pedestrian Severity: Slight  
9  
Seatbelt Not Applicable Cycle helmet Not a cyclist

191905796 18/05/2019 Saturday Time 1620 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V2(MCYC)/CAS1 TRAV S.W. ON ASHTON RD WHEN ONCOMING V1, PARKED ON NEARSIDE KERB, PULLED OUT ONTO C/WAY, N.BOUND, ACROSS THE PATH OF AND COLLIDED HEAD-ON WITH V2.

Occurred on ASHTON ROAD, BEDMINSTER, BRISTOL

Vehicle Reference 1 Car Changing lane to left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 35 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead right hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 16 Breath test Not requested  
Vehicle direction N to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight  
Seatbelt Unknown Cycle helmet Not a cyclist



Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191905792 24/05/2019 Friday Time 1543 Vehicles 2 Casualties 1 Serious  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAV E ON WHITLAND ROAD, .V001 ATTEMPTED TO MAKE R.H TURN AT JNCT/W VIGOR ROAD WHEN R2(MCYC) MANOEUVURED TO OVERTAKE V1. R2 COLLIDED WITH THE OFFSIDE CORNER OF V1. (ACC MOVED FROM E, 357971 N, 168424). (C.F ADDED FOR VALIDATION ONLY).

Occurred on WHITLAND ROAD AT JUNCTION WITH VIGOR ROAD, HARTCLIFFE, BRISTOL.

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	32 Breath test Not requested
Vehicle direction	W to S	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Vehicle Reference	2	Motorcycle over 125cc and up to 500cc	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	20 Breath test Not provided (medical)
Vehicle direction	W to E	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious

Seatbelt Not Applicable Cycle helmet Not a cyclist

191904276 01/06/2019 Saturday Time 0530 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Dual carriageway

V1 (CAS1) TARV NW ON BRUNEL WAY AT EXCESSIVE SPEED, V1 HAS FOLLOWED A SLIGHT BEND WHICH HAS SENT V1 OUT OF CONTROL. V1 HAS GONE THROUGH THE CENTRAL RESERVATION AND ENTERED THE OPPOSITE SIDE OF THE C/WAY BEFORE COMING TO A STOP. D1 HAS MADE OFF ON FOO

Occurred on A3029 BRUNEL WAY, BRISTOL

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver	28 Breath test Driver not contacted
Vehicle direction	SE to NW	Driver Postcode	
FRV	Not foreign registered vehicle	Journey	Unknown
Left hand drive	No		

Casualty Reference: 1 Age: 54 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191903857 14/06/2019 Friday Time 1415 Vehicles 2 Casualties 1 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Unknown

V2 WAS TRAV W ON HOTWELL RD WHEN IT EMERGED INTO LANE CAUSING CAS1 (PCYC) TO PERFORM EVASIVE ACTION. CAS1 BECAME UNSEATED. (DUBIOUS ACC DESCRIPTION). V2 FTS AND MADE OFF.

Occurred on HOTWELL ROAD, BRISTOL.

Vehicle Reference 1 Pedal cycle

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Did not impact

Age of Driver 38 Breath test Not requested

Vehicle direction N to S

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight

Seatbelt Not Applicable

Cycle helmet Not known

Vehicle Reference 2 Car

Changing lane to left

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Did not impact

Age of Driver Breath test Not requested

Vehicle direction W to S

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

191904009 18/06/2019 Tuesday Time 1120 Vehicles 2 Casualties 1 Slight

Raining without high winds Road surface Wet/Damp Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAVELLING IN LANE 2 OF 3 ON BEDMINSTER DOWN ROAD HAVING JOINED THE PARSON STREET GYRATORY ONE-WAY SYSTEM. IT HAD COME FROM HARTCLIFFE WAY AND WAS TRYING TO TURN RIGHT INTO DUNSTAN MEWS (FROM LANE 2 OF 3). V2 HAD COME FROM A38 WEST STREET AND WAS

Occurred on BEDMINSTER DOWN ROAD, BRISTOL AT JUNCTION WITH WILLADA CLOSE, BRISTOL

Vehicle Reference 1 Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 64 Breath test Not requested

Vehicle direction S to NE

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Vehicle Reference 2 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 39 Breath test Not requested

Vehicle direction NE to SW

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight

Seatbelt Unknown

Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191903930 20/06/2019 Thursday Time 0805 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 WAS TRAV NE ON BRIDGEWATER RD WHEN ONCOMING MV2 EMERGED ACROSS THE PATH OF AND COLLIDED  
WITH V1 ON THE OFFSIDE. MV2 FTS AND MADE OFF.

Occurred on A38 BRIDGEWATER ROAD, BRISTOL.

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Did not impact Age of Driver 37 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Van or Goods <= 3.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 50 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191906230 05/07/2019 Friday Time 1710 Vehicles 3 Casualties 2 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1, V2 AND V3 TRAV WESTBOUND ON HOTWELL RD WHEN V1 COLLIDED WITH REAR OF V2 CAUSING SHUNT INTO V3.  
Occurred on A4 HOTWELL ROAD, BRISTOL.

Vehicle Reference 1 Car  
Not in restricted lane  
First point of impact Front  
Vehicle direction E to W  
FRV Not foreign registered vehicle  
Left hand drive No

Slowing or Stopping  
No skidding, jack-knifing or overturning  
Age of Driver 56 Breath test Negative  
Driver Postcode  
Journey Unknown

Vehicle Reference 2 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction E to W  
FRV Not foreign registered vehicle  
Left hand drive No

Waiting to go ahead but held up  
No skidding, jack-knifing or overturning  
Age of Driver 18 Breath test Negative  
Driver Postcode  
Journey Unknown

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 18 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 3 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction E to W  
FRV Not foreign registered vehicle  
Left hand drive No

Waiting to go ahead but held up  
No skidding, jack-knifing or overturning  
Age of Driver 30 Breath test Driver not contacted  
Driver Postcode  
Journey Unknown

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191904539 11/07/2019 Thursday Time 1900 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 PARKED AT KERB ON GATCOMBE RD. V2 (CAS1), UNMARKED POLICE VEHICLE HAVE PARKED UP BEHIND SUSPECT V1, POLICE OFFICES HAS APPROACHED V1. V1 HAS REVERSED BACK AT SPEED AND MADE CONTACT WITH V2. V1 HAS MADE OFF FAILING TO STOP.  
Occurred on GATCOMBE ROAD JUNCTION WITH HARECLIVE ROAD, BRISTOL

Vehicle Reference 1 Car Reversing  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 30 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Parked  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 41 Breath test Not requested  
Vehicle direction Park to Parked Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

191904790 11/07/2019 Thursday Time 1500 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1(PCYC)/CAS1 TRAV SOUTH ON HARECLIVE RD AND TURNING LEFT INTO WHITLAND RD WHEN V2(LGV), FOLLOWING IMMEDIATELY BEHIND, COLL/W ITS REAR. D2 MADE OFF AND F.T.S.  
Occurred on HARECLIVE RD AT ITS J/WITH WHITLAND RD, BRISTOL

Vehicle Reference 1 Pedal cycle Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 59 Breath test Driver not contacted  
Vehicle direction NW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Van or Goods <= 3.5 tonnes mgw Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction NW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191904374 13/07/2019 Saturday Time 1500 Vehicles 2 Casualties 1 Slight  
Unknown Road surface Dry Daylight

Special Conditions None Road Type Unknown

V1 WAS REVERSING ONTO GRANGE ROAD WHEN IT WAS STRUCK BY PASSING V2, TRAV SOUTHBOUND.

Occurred on GRANGE ROAD, BISHOPSWORTH, BRISTOL.

Vehicle Reference 1 Car Reversing  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 45 Breath test Driver not contacted  
Vehicle direction N to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191904212 15/07/2019 Monday Time 1515 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

CAS1(CHILD PED) CROSSING OVER C/WAY WHEN PASSING V1'S WING MIRROR COLLIDED WITH BACK OF CAS1'S HEAD.  
D1 F.T.S. (NO OTHER DETS; DUBIOUS ACC LOCATION; V.POOR ACC DESCRIPTN)

Occurred on ASHTON PARK SCHOOL, ASHTON PARK (SIC), BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 30 Breath test Not requested  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 12 Male Pedestrian Severity: Slight

Pedestrian Direction: N School pupil to or from school

Seatbelt Not Applicable Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191906371 21/07/2019 Sunday Time 1812 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Dual carriageway  
V1 AND V2 TRAV NE ON BRUNEL WAY WHEN BOTH VEHICLES STOPPED AT GIVE WAY LINE. V1 THEN EMERGED TO  
JOIN JESSOP UNDERPASS AND COLLIDED WITH REAR OF V2. (ACC MOVED FROM E,356790 N,171718).  
Occurred on A370 AT JUNCTION WITH A3029 BRUNEL WAY, ASHTON GATE, BRISTOL.

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 38 Breath test Not requested  
Vehicle direction E to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 22 Breath test Not provided (medical)  
Vehicle direction E to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

191904865 09/08/2019 Friday Time 1715 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Daylight  
Special Conditions None Road Type One way street  
V1 (CAS1) TARV NE ON BEDMINSTER DOWN RD, V1 HAS COME TO A FULL STOP AT RED ATL. V2 FOLLOWING BEHIND  
HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1.  
Occurred on BEDMINSTER DOWN RD, BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 34 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Slowing or Stopping  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 35 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

192000624 25/08/2019 Sunday Time 1215 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Slip road

V1 TRAV N.E. ON PORTISHEAD WAY WHEN IT STOPPED AT J/WITH WINTERSTOKE UNDERPASS AND V2, FOLLOWING  
BEHIND, COLLIDED WITH ITS REAR.

Occurred on A369 PORTISHEAD WAY AT ITS J/WITH A369 WINTERSTOKE UNDERPASS, BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 63 Breath test Not requested  
Vehicle direction SW to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 75 Breath test Not requested  
Vehicle direction SW to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191905301 05/09/2019 Thursday Time 0818 Vehicles 2 Casualties 1 Slight  
Unknown Road surface Dry Daylight

Special Conditions None Road Type Unknown

MV2 TRAV S ON HARTCLIFFE WAY WHEN IT COLLIDED WITH OFFSIDE OF MV1. MV1 THEN MOUNTED KERB. MV2 F.T.S  
AND MADE OFF. (DUBIOUS ACC DESCRIPTION).

Occurred on HARTCLIFFE WAY, BRISTOL.

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 33 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Van or Goods <= 3.5 tonnes mgw Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No



Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191905310 05/09/2019 Thursday Time 1500 Vehicles 2 Casualties 3 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V2 REVERSED INTO PARKED V1. D2 THEN MADE OFF AND F.T.S. (NO OTHER DETS; REPLOTTED FROM E356485 N169944)  
Occurred on SOUTH LIBERTY LANE (NOS. 191-195), BRISTOL

Vehicle Reference 1 Car  
Not in restricted lane  
First point of impact Front  
Vehicle direction Park to Parked  
FRV Not foreign registered vehicle  
Left hand drive No  
Parked  
No skidding, jack-knifing or overturning  
Age of Driver 48 Breath test Not requested  
Driver Postcode  
Journey Unknown

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 35 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 3 Age: 35 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car  
Not in restricted lane  
First point of impact Back  
Vehicle direction N to S  
FRV Not foreign registered vehicle  
Left hand drive No  
Reversing  
No skidding, jack-knifing or overturning  
Age of Driver 20 Breath test Not requested  
Driver Postcode  
Journey Unknown

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191905600 20/09/2019 Friday Time 0630 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1(PCYC)/CAS1 TRAV NORTH ON AVON CRESCENT AND PASSING THROUGH SHORT ONE-WAY SECTION WHEN  
ONCOMING V2, TRAV SOUTH IN CONTRAVENTION OF NO ENTRY SIGN COLLIDED WITH V1. DRIVER F.T.S.

Occurred on A3029 BRUNEL LOCK ROAD AT ITS J/WITH AVON CRESCENT, BRISTOL

Vehicle Reference 1 Pedal cycle

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 25 Breath test Not requested

Vehicle direction S to N

Driver Postcode

FRV Not foreign registered vehicle

Journey Journey as part of work

Left hand drive No

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Seatbelt Not Applicable

Cycle helmet Not known

Vehicle Reference 2 Car

Turning right

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 35 Breath test Not requested

Vehicle direction W to S

Driver Postcode

FRV Not foreign registered vehicle

Journey Unknown

Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191905682 20/09/2019 Friday Time 1500 Vehicles 3 Casualties 1 Slight  
Unknown Road surface Dry Daylight

Special Conditions None Road Type Unknown

V2 TRAV NW ON SMEATON RD, V2 HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1 (CAS1). V1 HAS  
SHUNTER FORWARD INTO THE REAR OF V3.

Occurred on BRUNEL LOCK DEVELOPMENT, SMEATON RD, BRISTOL

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 43 Breath test Driver not contacted  
Vehicle direction SE to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 50 Breath test Driver not contacted  
Vehicle direction SE to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 3 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 50 Breath test Driver not contacted  
Vehicle direction SE to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

192000932 23/09/2019 Monday Time 1015 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Roundabout

V1 TRAVERSING HARTCLIFFE R-A-B WHEN IT BRAKED TO STOP AT A.T.S. AND V2, FOLLOWING BEHIND, COLL/W ITS REAR. (ACC MOVED FR E359166 N168934)

Occurred on A4174 HENGROVE WAY (HARTCLIFFE R-A-B), BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 80 Breath test Negative  
Vehicle direction W to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 33 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 38 Breath test Negative  
Vehicle direction W to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Journey as part of work  
Left hand drive No

191906050 03/10/2019 Thursday Time 2345 Vehicles 1 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lighting unknown

Special Conditions None Road Type Single carriageway

V1 (CAS1) TARV SW ON SOUTH LIBERTY LANE, V1 HAS SWERVED TO AVOID ANIMAL IN THE C/WAY AND STRUCK A WALL.

Occurred on SOUTH LIBERTY LANE, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane Skidded  
First point of impact Nearside Age of Driver 30 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191906414 09/10/2019 Wednesday Time 1620 Vehicles 3 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Daylight  
Special Conditions None Road Type Single carriageway  
V1, V2 AND V3 TRAV E ON WHITCHURCH RD WHEN V3 FAILED TO STOP BEHIND STATIONARY TRAFFIC, CAUSING  
SHUNT INTO V1 & V2.  
Occurred on WHITCHURCH ROAD, HARTCLIFFE, BRISTOL.

Vehicle Reference 1 Car Slowing or Stopping  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 27 Breath test Not requested  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Car Slowing or Stopping  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 78 Breath test Not requested  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 78 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 3 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 58 Breath test Not requested  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191906589 12/10/2019 Saturday Time 0230 Vehicles 1 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
V1 (CAS1) TARV SW ON BRUNEL WAY AT J/WITH WINTERSTOKE RD, V1 HAS GONE OUT OF CONTROL AND C/WITH  
SOME OFF C/WAY RAILINGS AND STREET FURNITURE.  
Occurred on A370 BRUNEL WAY JUNCTION WITH A3029 WINTERSTOKE ROAD, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 21 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

192001025 18/10/2019 Friday Time 1918 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
V1 (CAS1) (CYCLE) TRAV NE ON PAVEMENT, V2 TRAV NE ON BRUNEL WAY, V2 HAS PULLED ONTO THE GRASS VERGE.  
D2 HAS OPENED DOOR AND STRUCK PASSING V1.  
Occurred on A3029 BRUNEL WAY, ASHTON GATE, BRISTOL

Vehicle Reference 1 Pedal cycle Going ahead  
Cycle lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 52 Breath test Not applicable  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Parked  
Footway (pavement) No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 53 Breath test Not requested  
Vehicle direction Park to Parked Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191906459 19/10/2019 Saturday Time 1304 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) TARV S ON WINTERSTOKE RD, V1 HAS COME TO A FULL STOP WITH FLOW OF TRAFFIC. V2 FOLLOWING  
BEHIND HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1. V2 HAS MADE OFF FAILING TO EXCHANGE  
DETAILS  
Occurred on BOWER ASHTON TERRACE, BRISTOL

Vehicle Reference 1 Car Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 26 Breath test Driver not contacted  
Vehicle direction NE to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 25 Breath test Driver not contacted  
Vehicle direction NE to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191906820 07/11/2019 Thursday Time 1830 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions None Road Type Unknown  
V2 (CYCLE) (CAS1) TARV S ON HIGHRIDGE GREEN, V1 HAS APPROACHED FROM BEHIND AND C/WITH V2. POOR  
ANCIENT DESCRIPTION. V1 HAS FLED THE SCENE FAILING TO STOP  
Occurred on 107 HIGHRIDGE GREEN, BRISTOL BS13 8BP, UK

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 20 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Journey as part of work  
Left hand drive No

Vehicle Reference 2 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 28 Breath test Not requested  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Journey as part of work  
Left hand drive No

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

192001204 12/11/2019 Tuesday Time 0930 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 TRAV N ON ELMTREE DRIVE AND WTG AT JCTN TO TURN LEFT ONTO KING GEORGE'S ROAD WHEN CAS1(CHILD  
SCOOTER RIDER), EASTBOUND, RIDING DOWNHILL ON FOOTWAY, RODE OUT ONTO THE C/WAY AND COLL/W V1'S  
NEARSIDE.  
Occurred on ELMTREE DRIVE AT ITS J/WITH KING GEORGE'S ROAD, BRISTOL

Vehicle Reference 1 Car Waiting to turn left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 30 Breath test Not requested  
Vehicle direction S to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Slight

Pedestrian Direction: E

Seatbelt Not Applicable Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191907469 25/11/2019 Monday Time 0144 Vehicles 2 Casualties 2 Slight  
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Dual carriageway  
V1(UN-LICENSED DRIVER) ROUNDING LONG R.H. BEND OF CABOT WAY WHEN DRIVER LOST CONTROL AND COLL/W KERBSIDE SEVERAL TIMES. V1 WENT INTO A SPIN AND COLL/W CRASH BARRIER. V2(POLICE ON BLUE LIGHT) WAS IN PURSUIT.  
Occurred on A3029 CABOT WAY NR ITS J/WITH A3029 HUMPHRY DAVY WAY, BRISTOL

Vehicle Reference 1 Car Going ahead right hand bend  
Not in restricted lane Skidded  
First point of impact Front Age of Driver 15 Breath test Not requested  
Vehicle direction NW to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 15 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 16 Male Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead right hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 45 Breath test Not requested  
Vehicle direction NW to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

192000836 02/12/2019 Monday Time 1135 Vehicles 1 Casualties 1 Serious  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) TRAV NW ON KING'S HEAD LANE, V1 HAS FAILED TO STOP AT PEDESTRIAN CROSSING AND C/WITH CAS1. D1 HAS BEEN DISTRACTED BY GLARE FROM THE SUN.  
Occurred on KING'S HEAD LANE (OUTSIDE NO 172), BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 21 Breath test Not requested  
Vehicle direction SE to NW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 85 Male Pedestrian Severity: Serious  
9

Seatbelt Unknown Cycle helmet Not a cyclist



Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191907263 03/12/2019 Tuesday Time 1500 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions Oil or diesel Road Type Single carriageway  
R1(MCYC) TRAV AT SPEED E ON HOTWELL RD WHEN IT REACHED THE BEND APPROACHING CABOT WAY IT COLLIDED  
WITH THE CENTRAL RESERVATION BARRIER.  
Occurred on HOTWELL ROAD, AT JNCT WITH CABOT WAY, BRISTOL.

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead  
Not in restricted lane Skidded  
First point of impact Front Age of Driver 34 Breath test Driver not contacted  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight  
  
Seatbelt Not Applicable Cycle helmet Not a cyclist

191907295 05/12/2019 Thursday Time 0810 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Roundabout  
R1(PCYC) TRAV E ON HENGROVE WAY R-A-B WHEN V2 PULLED ACROSS THE PATH OF AND COLLIDED WITH R1.  
Occurred on HENGROVE WAY ROUNDABOUT, BRISTOL.

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 38 Breath test Driver not contacted  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight  
  
Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 30 Breath test Driver not contacted  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

191907520 12/12/2019 Thursday Time 2030 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) (CYCLE) TRAV E ON HOTWELL RD, V2 HAS PULLED OUT OF PARKING SPACE AND C/WITH V1. V2 MADE OFF AND F.T.S.  
Occurred on A4 HOTWELL ROAD, BRISTOL

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 38 Breath test Driver not contacted  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Changing lane to right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 49 Breath test Driver not contacted  
Vehicle direction W to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

192007523 17/12/2019 Tuesday Time 2100 Vehicles 2 Casualties 2 Slight  
Unknown Road surface Wet/Damp Darkness: street lighting unknown  
Special Conditions None Road Type Roundabout  
V1 (CAS1 CAS2) TARV NE ON HENGROVE WAY R/ABOUT IN LANE 2 OF 4. V2 TARV NE ON HENGROVE WAY R/ABOUT IN LANE 3 OF 4. V2 HAS CHANGED LANES TO THE LEFT AND C/WITH PASSING V1.  
Occurred on HENGROVE WAY OUTSIDE/BY HENGROVE WAY N OF HARTCLIFFE WAY, BRISTOL

Vehicle Reference 1 Car Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 20 Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Casualty Reference: 2 Age: 19 Female Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Moving off  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

192007562 18/12/2019 Wednesday Time 1800 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type One way street  
V1 (CAS1) TARV N ON BRUNEL WAY AT J/WITH JESSOP UNDERPASS IN HEAVY TRAFFIC, V2 TRAVELING BEHIND HAS  
FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1.  
Occurred on A370 JESSOP UNDERPASS SLIP RD AT ITS J/WITH A3029 BRUNEL WAY, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 72 Breath test Driver not contacted  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 30 Female Passenger Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

191907579 20/12/2019 Friday Time 0725 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
Special Conditions None Road Type Slip road  
V1 TARV SE ON CLANAGE RD AT J/WITH BRUNEL WAY, V1 HAS COME TO A FULL STOP. V2 FOLLOWING BEHIND HAS  
FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V1. D2 MADE OFF AND F.T.S.  
Occurred on A369 CLANAGE ROAD AT ITS J/WITH A370 BRUNEL WAY, BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 36 Breath test Driver not contacted  
Vehicle direction NW to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead left hand bend  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction NW to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202000057 06/01/2020 Monday Time 0635 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway  
CAS1(PCYC) WAS TRAV S ON CABOT WAY WHEN V2 MERGED INTO LANE, ACROSS THE PATH OF AND COLLIDED/W CAS1. CAS1 BECAME UNSEATED.  
Occurred on CABOT WAY, HOTWELLS, BRISTOL.

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Offside Age of Driver 38 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 45 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

202000121 09/01/2020 Thursday Time 1658 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) (CYCLE) TRAV SW ON BRIDGWATER RD AT J/WITH LANGFORD RD. V2 TARV NW ON LANGFORD RD, V2 HAS MADE A L/TURN ONTO BRIDGWATER RD AND C/WITH PASSING V1.  
Occurred on LANGFORD ROAD, BRISTOL BS13 7AP

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 38 Breath test Driver not contacted  
Vehicle direction NE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 45 Breath test Driver not contacted  
Vehicle direction SE to SW Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202001992 21/01/2020 Tuesday Time 0845 Vehicles 1 Casualties 1 Serious  
Fine without high winds Road surface Frost/Ice Daylight  
Special Conditions None Road Type Single carriageway  
CAS1(PCYC) WAS CROSSING ASHTON RD N BOUND AT ZEBRA CROSSING WHEN V1 TRAV NE ENTERED INTO PATH OF  
AND C/W CAS1 AT J/W DUCKMOOR RD.  
Occurred on ASHTON ROAD AT JUNCTION WITH DUCKMOOR ROAD, BRISTOL.

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 36 Breath test Negative  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Casualty Reference: 1 Age: 43 Female Pedestrian Severity: Serious  
Pedestrian Direction: N  
Seatbelt Not Applicable Cycle helmet Not known

202000393 28/01/2020 Tuesday Time 1745 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Special Conditions None Road Type Single carriageway  
V1 (CAS1) (CYCLE) TRAV SE ON WINFORD GROVE, V2 HAS APPROACHED FROM BEHIND AND C/WITH THE REAR OF V1.  
R1 HAS BECOME UNSEATED.  
Occurred on WINFORD GROVE, BRISTOL

Vehicle Reference 1 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 30 Breath test Driver not contacted  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No  
  
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight  
  
Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 45 Breath test Driver not contacted  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202000577 07/02/2020 Friday Time 1529 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type One way street

V1 (CAS1) TARV NE ON JESSOP UNDERPASS AT J/WITH BRUNEL WAY, V1 HAS COME TO A FULL STOP AT JUNCTION. V2 FOLLOWING BEHIND HAS FAILED TO ADJUST SPEED AND C/WITH THE REAR OF V2. V2 HAS FLED THE SCENE FAILING TO EXCHANGE DETAILS.

Occurred on JESSOP UNDERPASS AND A3029 BRUNEL WAY, BRISTOL

Vehicle Reference 1 Car Waiting to turn left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 24 Breath test Driver not contacted  
Vehicle direction SW to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

202003068 18/02/2020 Tuesday Time 0928 Vehicles 2 Casualties 1 Slight  
Raining without high winds Road surface Wet/Damp Daylight: no street lighting  
Special Conditions None Road Type Single carriageway

CYCLIST (C001) WAS DESCENDING A STEEP HILL WITH A WET SURFACE. V001 WAS DRIVING UP THE HILL, MOVED OVER TO ALLOW CYCLIST TO PASS SAFELY. CYCLIST THEN LOCKED UP HIS BACK WHEEL CAUSING HIM TO SWERVE ACROSS THE ROAD AND STRIKE THE FRONT OF STATIONARY V001

Occurred on CLIFTON VALE 70M S OF CLIFTON VALE CLOSE

Vehicle Reference 1 Car Slowing or Stopping  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 26 Breath test Negative  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown

Vehicle Reference 2 Pedal cycle Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 24 Breath test Not applicable  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202001928 20/03/2020 Friday Time 1530 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1 TRAV N ON QUEEN'S RD MADE R.H. TURN AT A.T.S. (IN CONTRAVENTION OF BANNED RIGHT TURN), ACROSS THE  
PATH OF AND COLL/W ONCOMING V2. (ACC MOVED FROM E , 356883 ; N , 167890)  
Occurred on A4174 ANTON BANTOCK WAY AT ITS J/WITH QUEEN'S ROAD, BISHOPWORTH, BRISTOL

Vehicle Reference 1 Car Turning right  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 34 Breath test Negative  
Vehicle direction S to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Motorcycle over 125cc and up to 500cc Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 45 Breath test Negative  
Vehicle direction N to S Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not a cyclist

202001925 14/04/2020 Tuesday Time 1540 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Roundabout  
CAS1(PED), S.W.BOUND, CROSSING OVER C/WAY OF RDABT AT SOUTHERN CROSSING POINT WHEN PASSING V1  
COLL/W CAS1. D1 MADE OFF AND F.T.S. (REPLOTTED)  
Occurred on A4174 HENGROVE WAY (R-A-B)/ HARTCLIFFE WAY, HENGROVE, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 33 Breath test Driver not contacted  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 32 Male Pedestrian Severity: Slight

Pedestrian Direction: SW

Seatbelt Not Applicable Cycle helmet Not a cyclist

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202003289 24/05/2020 Sunday Time 1255 Vehicles 1 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight:street lights present  
Special Conditions None Road Type Single carriageway  
C1 WAS CYCLING ALONG HOTWELL ROAD NEXT TO THE GRAIN BARGE HE WAS USING THE BUS LANE V2 PULLED  
INTO THE BUS LANE AHEAD OF HIM AND PULLED TO THE SIDE OF THE ROAD C1 CYCLED PAST THE CAR TO THE  
OFFSIDE V2 THEN PERFORMED A U TURN AND HIT C1 CAUSING C1 TO FALL  
Occurred on A4 HOTWELL ROAD, BRISTOL

Vehicle Reference 1 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 49 Breath test Not requested  
Vehicle direction S to N Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Age: 53 Male Pedestrian Severity: Slight  
9

202002378 11/06/2020 Thursday Time 1100 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Roundabout  
V1 TRAV N.E. ON PORTISHEAD WAY WHEN IT STOPPED TO GIVE WAY TO TRAFFIC AT R-A-B AND V2 COLL/W ITS REAR.  
D2 F.T.S. AND MADE OFF. (ACC MOVED FROM E , 346964 ; N , 170159)  
Occurred on A370 PORTISHEAD WAY AT J/WITH A369 CLANAGE R-A-B, BRISTOL

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 46 Breath test Not requested  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction SW to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No



Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202002388 13/06/2020 Saturday Time 1605 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight:street lights present  
Special Conditions None Road Type Single carriageway  
VEHICLE ONE WAITING AT JUNCTION. VEHICLE TWO HIT REAR OF VEHICLE ONE  
Occurred on U BOWER ASHTON TERRACE AT JUNCTION

Vehicle Reference 1 Car Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 31 Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Foreign registered vehicle - left hand drive Journey Unknown

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Driver not contacted  
Vehicle direction N to S Driver Postcode  
FRV Foreign registered vehicle - left hand drive Journey Unknown

202002396 14/06/2020 Sunday Time 1545 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type One way street  
V1(PCYC)/ CAS1 TRAV E ON HOTWELL RD WHEN IT MADE A L.H. TURN INTO GRANBY HILL, ACROSS THE PATH OF AND  
COLLIDED WITH V2. D2 MADE OFF AND F.T.S.  
Occurred on A4 HOTWELL ROAD OUTSIDE/BY 306-308, BRISTOL

Vehicle Reference 1 Pedal cycle Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Nearside Age of Driver 41 Breath test Not applicable  
Vehicle direction W to NE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

Vehicle Reference 2 Car Turning left  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 65 Breath test Driver not contacted  
Vehicle direction NE to E Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

202002429 20/06/2020 Saturday Time 1317 Vehicles 2 Casualties 1 Slight  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single carriageway  
V1(PCYC) TRAV W ON CORONATION RD WHEN DRIVER OF PARKED V2 OPENED THEIR CAR DOOR INTO PATH OF AND  
C/W V1. (ACC MOVED FROM E , 359247 ; N , 173001) DUBIOUS LOACTION  
Occurred on A370 CORONATION ROAD, BRISTOL

Vehicle Reference 1 Car Parked  
On lay-by or hard shoulder No skidding, jack-knifing or overturning  
First point of impact Did not impact Age of Driver 50 Breath test Driver not contacted  
Vehicle direction Park to Parked Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Vehicle Reference 2 Pedal cycle Going ahead  
Cycleway No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 30 Breath test Driver not contacted  
Vehicle direction E to W Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 2 Age: 30 Female Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet Not known

202002434 21/06/2020 Sunday Time 1105 Vehicles 2 Casualties 1 Slight  
Unknown Road surface Dry Daylight  
Special Conditions None Road Type Slip road  
V1 TRAV S.E. ON BRUNEL WAY WAITING AT JCTN APPROACH WHEN V2, FOLLOWING BEHIND, COLLIDED WITH ITS  
REAR.  
Occurred on A3029 JESSOP UNDERPASS AT JUNCTION WITH A370 BRUNEL WAY, BRISTOL, BS3

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Waiting to go ahead but held up  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver 18 Breath test Not requested  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead  
Not in restricted lane No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver Breath test Not requested  
Vehicle direction NW to SE Driver Postcode  
FRV Not foreign registered vehicle Journey Unknown  
Left hand drive No

**Accidents between dates**      **01/10/2018 and 30/06/2020**      (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

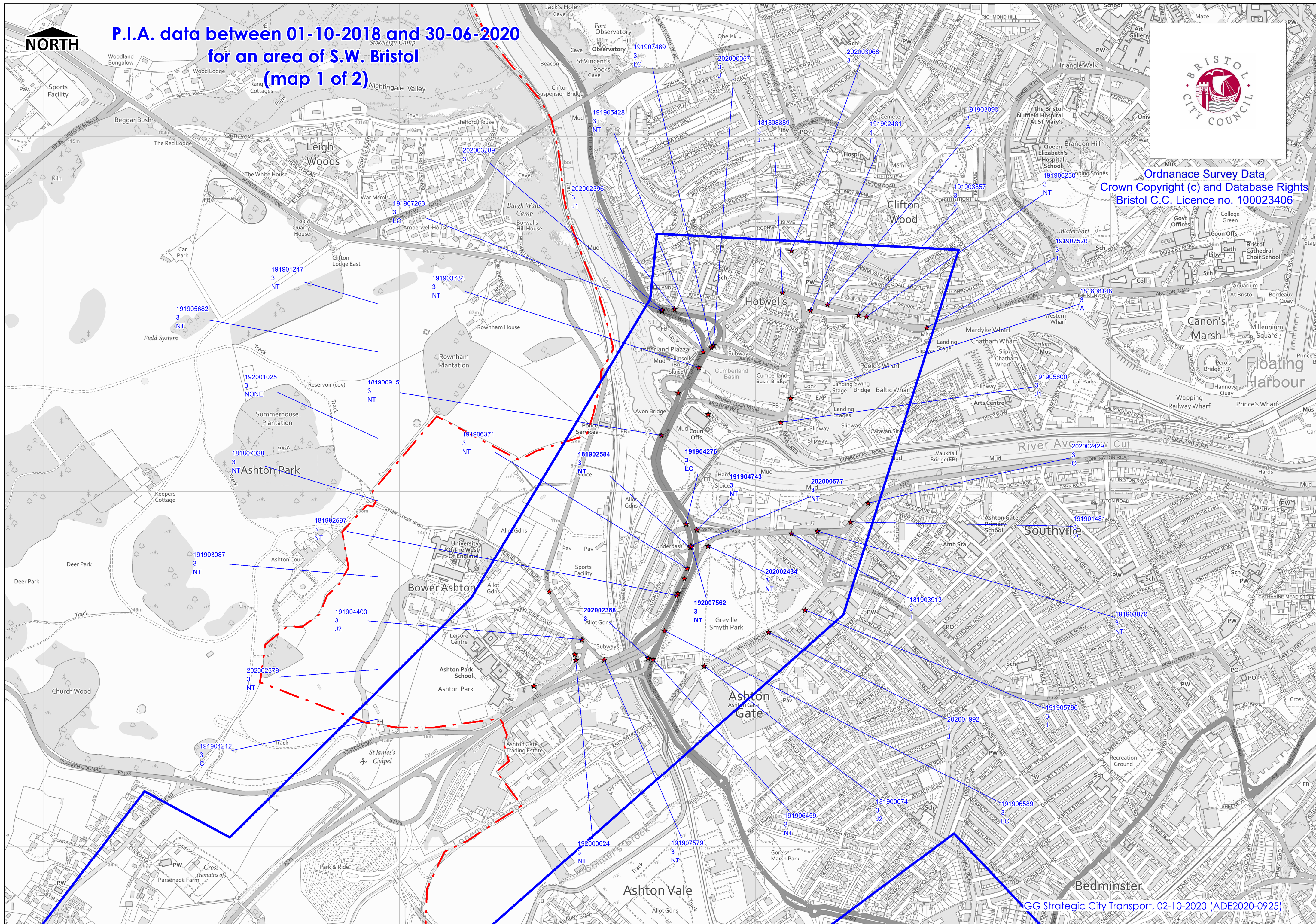
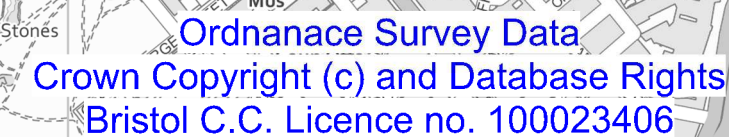
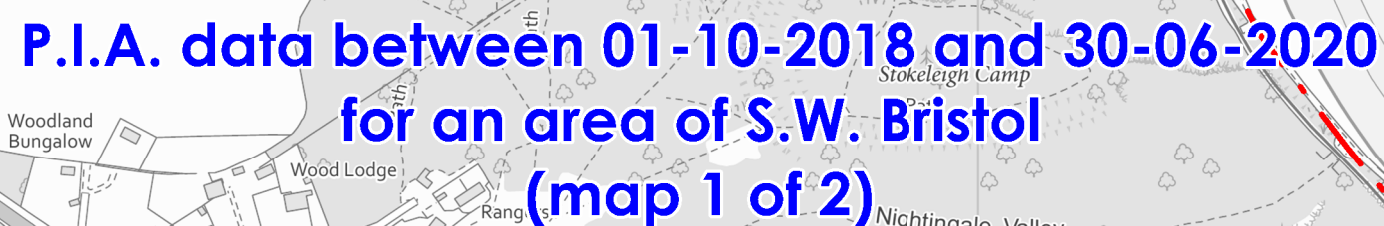
**Accidents involving:**

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	2	49	52
2-wheeled motor vehicles	0	2	6	8
Pedal cycles	0	0	21	21
Horses & other	0	0	0	0
Total	1	4	76	81

**Casualties:**

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	39	39
Passenger	0	1	16	17
Motorcycle rider	0	1	6	7
Cyclist	0	0	21	21
Pedestrian	1	3	7	11
Other	0	0	0	0
Total	1	5	89	95





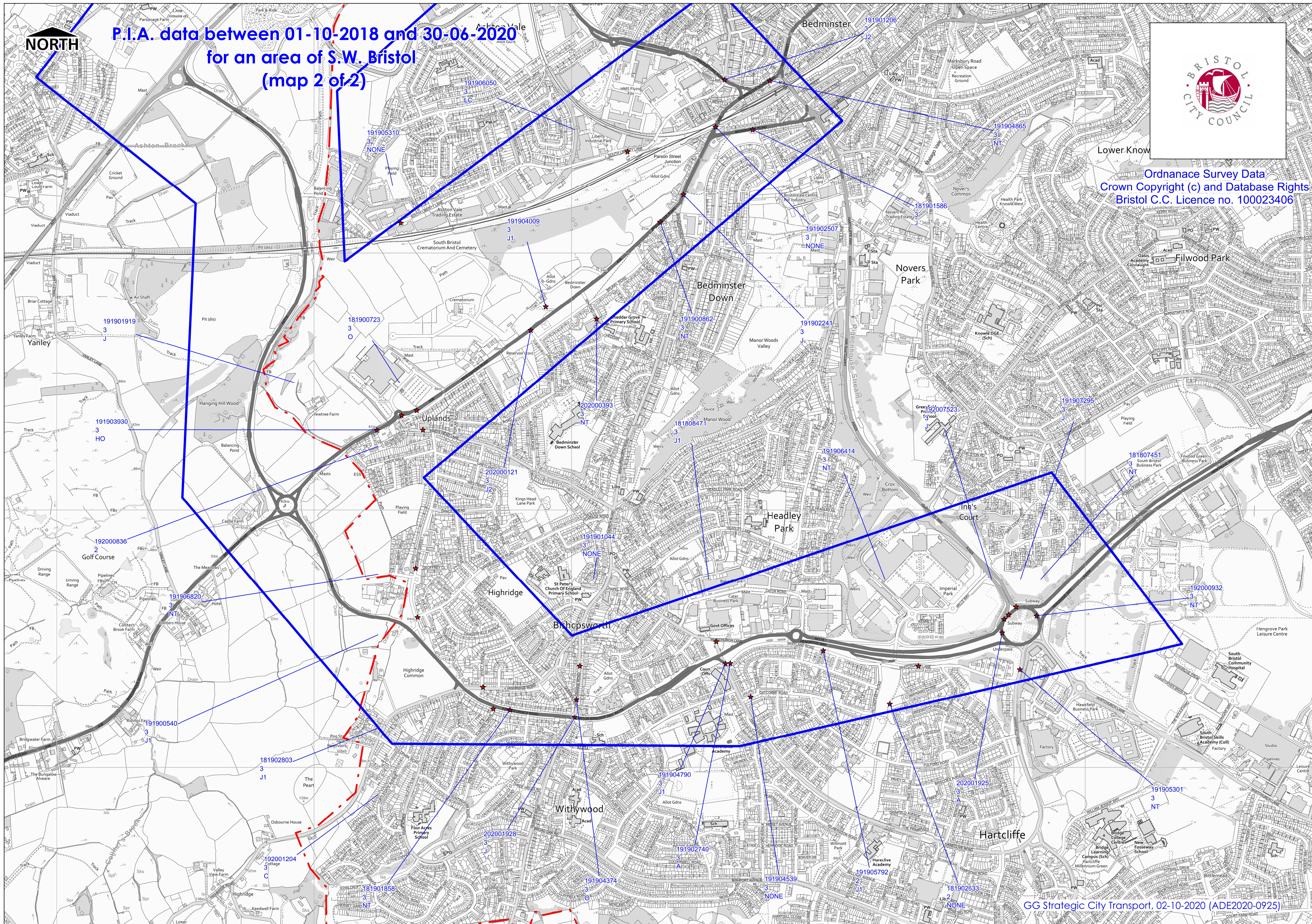




**P.I.A. data between 01-10-2018 and 30-06-2020  
for an area of S.W. Bristol  
(map 2 of 2)**



Ordnance Survey Data  
Crown Copyright (c) and Database Rights  
Bristol C.C. Licence no. 100023406





Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
<b>Selected Polygon:2018-1002-4</b>													
181807028	01/10/2018	2	Slight	0	0	0	0	0	Light	No turn	Dry	1603	A3029 BRUNEL WAY JUNCTION WITH A370 JESSOP UNDERPASS, BRI
181903913	08/10/2018	1	Slight	0	1	0	0	0	Light	Right	Dry	1715	A370 CLIFT HOUSE ROAD, BRISTOL
181901586	19/10/2018	2	Slight	0	0	0	0	0	Light	No turn	Dry	1715	A BEDMINSTER RD OUTSIDE/BY NO.204 M OF , BEDMINISTER
181901858	29/10/2018	1	Slight	0	0	0	1	0	Light	No turn	Dry	1205	U KINGS GEORGE RD OUTSIDE/BY NO.26 M OF , BRISTOL
181807451	04/11/2018	2	Slight	0	0	0	1	0	Light	Left	Dry	1315	HENGROVE WAY, BRISTOL
181900723	05/11/2018	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	0823	A38 BRIDGWATER ROAD (OUTSIDE NO 79), BRISTOL
181808471	12/11/2018	1	Slight	1	0	0	0	1	Dark	Right	Dry	1736	WHITCHURCH LANE (OUTSIDE LIDI) JUNCTION WITH HARECLIVE R
181900915	21/11/2018	4	Slight	0	0	0	1	0	Dark	No turn	Wet/Damp	1904	A3029 BRUNEL WAY 3 METRES NORTH OF BRUNEL LOCK ROAD, BRI
181808148	04/12/2018	1	Slight	0	0	1	0	0	Dark	Right	Dry	2110	U MERCHANTS ROAD AT JUNCTION WITH U, BRISTOL
181808389	12/12/2018	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1850	HOTWELLS ROAD, BRISTOL
181900074	13/12/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1130	ASHTON ROAD BRISTOL
181902803	15/12/2018	1	Slight	0	0	0	0	1	Light	Left	Wet/Damp	0840	HIGHRIDGE ROAD AT JUNCTION WITH WYATT AVENUE, BRISTOL
181902584	16/12/2018	1	Slight	0	0	0	0	0	Light	Left	Wet/Damp	1515	JESSOP UNDERPASS JUNCTION WITH A3029 BRUNEL WAY, BRISTOL
181902597	18/12/2018	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1820	A370 BRUNEL WAY BRISTOL M OF , BRISTOL
181902633	29/12/2018	1	Serious	1	0	0	0	0	Dark	No turn	Wet/Damp	1730	WILLMOTT PARK (GREENSPACE), HARTCLIFFE, BRISTOL
191902740	07/01/2019	1	Slight	0	0	1	0	0	Dark	Right	Dry	0630	JUNCTION OF WHITLAND ROAD OPPOSITE THE GATEHOUSE AT JUN
191900540	28/01/2019	1	Slight	0	1	0	0	0	Dark	Right	Wet/Damp	1645	HIGHRIDGE GREEN AT ITS J/WITH SANDBURROWS ROAD, BRISTOL
191903070	02/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1443	A370 CLIFT HOUSE ROAD OUTSIDE/BY NO.3 M OF , BRISTOL
191903087	02/02/2019	1	Slight	0	1	0	0	0	Dark	Left	Wet/Damp	1753	A38 CLANAGE ROAD, BRISTOL.
191900862	07/02/2019	1	Slight	0	0	0	0	1	Light	No turn	Dry	0800	A38 BRIDGWATER RD (APPROACH TO A.T.S. AT BISHOPSWORTH RD .
191901044	13/02/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1830	GRANGE ROAD, BISHOPSWORTH, BRISTOL
191901206	20/02/2019	1	Slight	0	1	0	0	0	Light	Left	Dry	1545	U LUCKWELL ROAD AT JUNCTION WITH A3029 WINTERSTOKE ROA
191901247	20/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0930	A3029 BRUNEL LOCK ROAD (SLIPWAY) AT ITS J/WITH A3029 BRUNE
191901481	02/03/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1010	CORONATION ROAD, BRISTOL
191903784	07/03/2019	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1315	A370 BRUNEL WAY AT JUNCTION WITH U CUMBERLAND BASIN , BR
191901919	20/03/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	1750	A38 BRIDGWATER RD AT ITS J/WITH KINGS HEAD LANE (R-A-B), BRI
191902241	22/03/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	0714	BEDMINSTER DOWN ROAD (OUTSIDE NO 174), BRISTOL
191904400	27/03/2019	1	Slight	0	1	0	0	0	Light	Right	Dry	0700	A369 CLANAGE ROAD ASHTON AT JUNCTION WITH U BLACKMOOR
191904743	03/04/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0933	A370 JESSOP UNDERPASS JUNCTION WITH A3029 BRUNEL WAY, ASH
191902481	07/04/2019	2	Fatal	0	0	2	0	1	Light	No turn	Dry	1248	ROWNHAM MEAD, BRISTOL
191902507	12/04/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	0945	U 91 - 95 BEDMINSTER DOWN ROAD, BS13 7AE M OF
191905428	13/04/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	1507	A3029 PLIMSOLL SWING BRIDGE, BRISTOL
191903090	07/05/2019	1	Slight	0	0	1	0	0	Light	No turn	Dry	1900	A4 HOTWELL ROAD, BRISTOL.

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
191905796	18/05/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	1620	ASHTON ROAD, BEDMINSTER, BRISTOL
191905792	24/05/2019	1	Serious	1	0	0	0	0	Light	Right	Dry	1543	WHITLAND ROAD AT JUNCTION WITH VIGOR ROAD, HARTCLIFFE, B
191904276	01/06/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0530	A3029 BRUNEL WAY, BRISTOL
191903857	14/06/2019	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	1415	HOTWELL ROAD, BRISTOL.
191904009	18/06/2019	1	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1120	BEDMINSTER DOWN ROAD, BRISTOL AT JUNCTION WITH WILLADA
191903930	20/06/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0805	A38 BRIDGEWATER ROAD, BRISTOL.
191906230	05/07/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	1710	A4 HOTWELL ROAD, BRISTOL.
191904539	11/07/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1900	GATCOMBE ROAD JUNCTION WITH HARECLIVE ROAD, BRISTOL
191904790	11/07/2019	1	Slight	0	1	0	0	0	Light	Left	Dry	1500	HARECLIVE RD AT ITS J/WITH WHITLAND RD, BRISTOL
191904374	13/07/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1500	GRANGE ROAD, BISHOPSWORTH, BRISTOL.
191904212	15/07/2019	1	Slight	0	0	1	1	0	Light	No turn	Dry	1515	ASHTON PARK SCHOOL, ASHTON PARK (SIC), BRISTOL
191906371	21/07/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1812	A370 AT JUNCTION WITH A3029 BRUNEL WAY, ASHTON GATE, BRIS
191904865	09/08/2019	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1715	BEDMINSTER DOWN RD, BRISTOL
192000624	25/08/2019	1	Slight	0	0	0	0	1	Light	No turn	Dry	1215	A369 PORTISHEAD WAY AT ITS J/WITH A369 WINTERSTOKE UNDERP
191905301	05/09/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0818	HARTCLIFFE WAY, BRISTOL.
191905310	05/09/2019	3	Slight	0	0	0	0	0	Light	No turn	Dry	1500	SOUTH LIBERTY LANE (NOS. 191-195), BRISTOL
191905600	20/09/2019	1	Slight	0	1	0	0	0	Light	Right	Dry	0630	A3029 BRUNEL LOCK ROAD AT ITS J/WITH AVON CRESCENT, BRISTC
191905682	20/09/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	1500	BRUNEL LOCK DEVELOPMENT, SMEATON RD, BRISTOL
192000932	23/09/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1015	A4174 HENGROVE WAY (HARTCLIFFE R-A-B), BRISTOL
191906050	03/10/2019	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2345	SOUTH LIBERTY LANE, BRISTOL
191906414	09/10/2019	1	Slight	0	0	0	0	1	Light	No turn	Wet/Damp	1620	WHITCHURCH ROAD, HARTCLIFFE, BRISTOL.
191906589	12/10/2019	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0230	A370 BRUNEL WAY JUNCTION WITH A3029 WINTERSTOKE ROAD, BR
192001025	18/10/2019	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1918	A3029 BRUNEL WAY, ASHTON GATE, BRISTOL
191906459	19/10/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1304	BOWER ASHTON TERRACE, BRISTOL
191906820	07/11/2019	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1830	107 HIGHRIDGE GREEN, BRISTOL BS13 8BP, UK
192001204	12/11/2019	1	Slight	0	0	1	1	0	Light	Left	Dry	0930	ELMTREE DRIVE AT ITS J/WITH KING GEORGE'S ROAD, BRISTOL
191907469	25/11/2019	2	Slight	0	0	0	1	0	Dark	No turn	Wet/Damp	0144	A3029 CABOT WAY NR ITS J/WITH A3029 HUMPHRY DAVY WAY, BRI
192000836	02/12/2019	1	Serious	0	0	1	0	1	Light	No turn	Dry	1135	KING'S HEAD LANE (OUTSIDE NO 172), BRISTOL
191907263	03/12/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	1500	HOTWELL ROAD, AT JNCT WITH CABOT WAY, BRISTOL.
191907295	05/12/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	0810	HENGROVE WAY ROUNDABOUT, BRISTOL.
191907520	12/12/2019	1	Slight	0	1	0	0	0	Dark	No turn	Wet/Damp	2030	A4 HOTWELL ROAD, BRISTOL
192007523	17/12/2019	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2100	HENGROVE WAY OUTSIDE/BY HENGROVE WAY N OF HARTCLIFFE V
192007562	18/12/2019	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1800	A370 JESSOP UNDERPASS SLIP RD AT ITS J/WITH A3029 BRUNEL WAY
191907579	20/12/2019	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0725	A369 CLANAGE ROAD AT ITS J/WITH A370 BRUNEL WAY, BRISTOL

Accidents between dates 01/10/2018 and 30/06/2020 (21) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons (All polygons from table Export)

**Notes:**

ADE2020-0925

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
202000057	06/01/2020	1	Slight	0	1	0	0	0	Dark	No turn	Dry	0635	CABOT WAY, HOTWELLS, BRISTOL.
202000121	09/01/2020	1	Slight	0	1	0	0	0	Dark	Left	Dry	1658	LANGFORD ROAD, BRISTOL BS13 7AP
202001992	21/01/2020	1	Serious	0	0	1	0	0	Light	No turn	Frost/Ice	0845	ASHTON ROAD AT JUNCTION WITH DUCKMOOR ROAD, BRISTOL.
202000393	28/01/2020	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1745	WINFORD GROVE, BRISTOL
202000577	07/02/2020	1	Slight	0	0	0	0	0	Light	Left	Dry	1529	JESSOP UNDERPASS AND A3029 BRUNEL WAY, BRISTOL
202003068	18/02/2020	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	0928	CLIFTON VALE 70M S OF CLIFTON VALE CLOSE
202001928	20/03/2020	1	Slight	0	0	0	0	0	Light	Right	Dry	1530	A4174 ANTON BANTOCK WAY AT ITS J/WITH QUEEN'S ROAD, BISHOP
202001925	14/04/2020	1	Slight	0	0	1	0	0	Light	No turn	Dry	1540	A4174 HENGROVE WAY (R-A-B)/ HARTCLIFFE WAY, HENGROVE, BRI
202003289	24/05/2020	1	Slight	0	0	1	0	0	Light	No turn	Dry	1255	A4 HOTWELL ROAD, BRISTOL
202002378	11/06/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1100	A370 PORTISHEAD WAY AT J/WITH A369 CLANAGE R-A-B, BRISTOL
202002388	13/06/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1605	U BOWER ASHTON TERRACE AT JUNCTION
202002396	14/06/2020	1	Slight	0	1	0	0	0	Light	Left	Dry	1545	A4 HOTWELL ROAD OUTSIDE/BY 306-308, BRISTOL
202002429	20/06/2020	1	Slight	0	1	0	0	0	Light	No turn	Dry	1317	A370 CORONATION ROAD, BRISTOL
202002434	21/06/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1105	A3029 JESSOP UNDERPASS AT JUNCTION WITH A370 BRUNEL WAY, E
Column Totals		95		7	21	11	6	7					
No. of Accidents				7	21	10	6	7					

Total number of accidents listed: 81



## **Accident Enquiry Key**

Labels are of the form: Reference No. / Accident Type / Severity

Reference No. shows year of accident in the first two digits.

Accident Type is as follows:

C	–	Child Pedestrian	(under 16 years old)
A	–	Adult Pedestrian	(16 – 59 years old)
E	–	Elderly Pedestrian	(above 59 years old)
J1	–	Turning Movement from major road	
J2	–	Turning Movement from minor road	
J	–	Turning movement – unidentified priority	
O	–	Overtaking	
LC	–	Loss of Control	
NT	–	Nose to Tail	
HO	–	Head On	
PV	–	Public Service Vehicle (e.g. bus) passenger – no collision	
None	–	Other	

Severity is represented by:	1	–	Fatal
	2	–	Serious
	3	–	Slight

e.g. “09AC0061234/ LC/ 2” would be an accident occurring in 2009, Loss of Control collision, involving serious injury