



## Road casualties in Bristol 2024

**9** Children (15 years & under) Killed or Seriously Injured (LOWER by 6 from previous year)

**35** Young Adults (16-24 years) Killed or Seriously Injured (HIGHER by 14 from previous year)

**24** Elderly Adults (60 years & over) Killed or Seriously Injured (HIGHER by 1 from previous year)

**68** Other Adults (25 to 59 years) Killed or Seriously Injured (HIGHER by 15 from previous year)

**823** Slight Injuries (LOWER by 3 from previous year)

**3** Taxi occupants injured (LOWER by 5 from previous year)

**4** Bus occupants injured (LOWER by 1 from previous year)

Casualty Total of **961** (HIGHER by 22 from previous year)

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[gari.garmston@bristol.gov.uk](mailto:gari.garmston@bristol.gov.uk), phone: 0117 9036814

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[gari.garmston@bristol.gov.uk](mailto:gari.garmston@bristol.gov.uk), phone: 0117 9036814

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## Introduction

This report focuses on road collisions in Bristol that have been reported to the local police force and which resulted in either a fatality or a personal-injury (all referred to as casualties). The severity of the injury inflicted upon the road casualty is classed as being either fatal (killed), serious, or slight (see Glossary at end of report for more information). For reporting purposes, fatal and serious casualties are grouped together as killed or seriously injured and are referred to as KSI casualties.

In 2024, there were **961** reported casualties (**including 7 fatalities**), this was 22 higher than the previous year. The annual change in road casualties, when following the 3-year rolling average, shows that the new upward trend, which began in 2023, has continued. As illustrated in Annex 2b.

The number of personal-injury road collisions in 2024 increased from the year before (from 812 to **845**), which is a rise of **4.1%**. The KSI severity rate of those collisions rose from 12.68%, in 2023, to **15.62%**. This compares nationally with a decline in road collisions of 3.2%, and a nearly 1% rise in the KSI severity rate.

There were **138** KSI (killed or seriously injured) casualties reported in 2024, this was 25 higher than the previous year and an increase of **22.1%**. The annual change in KSI road casualties, when following the 3-year rolling average, shows that the upward trend, which began in 2022 has continued. As illustrated in Annex 2a.

KSI casualties made up **14.36%** of the total number of reported casualties during the year. There were **7** fatal casualties - a level that is equal to the recent (2014 to 2023) long-term average for Bristol's roads of 8 deaths per year.

The overall casualties by age-group were as follows:

- Children (under 16 yrs) – **68** (this included 1 fatality), which was 7.1% of the total number of casualties reported;
- Young Adults (16-24 yrs) – **206** (this included 0 fatalities), which was 21.4% of the total number of casualties reported;
- Other Adults (25-59 yrs) – **579** (this included 4 fatalities), which was 60.25% of the total number of casualties reported;
- Elderly – (over 59 years) **86** (this included 2 fatalities), which was 8.95% of the total number of casualties reported.

There were **22** (2.3%) casualties of unknown age.

Table 1: Casualties Summary

<b>2024 (year)</b>	<b>KSI</b>	<b>Slight</b>	<b>All</b>
<b>Total</b>	<b>138</b>	<b>823</b>	<b>961</b>
Pedestrians	41	133	174
Cycle users	26	212	238
Motorcycle users	30	153	183
Car & Taxi Occupants	25	266	291
Other road users <sup>1</sup>	16	59	75
<b>Child Total</b>	<b>9</b>	<b>59</b>	<b>68</b>
(Child pedestrians)	4	19	23
(Child cycle users)	1	20	21
<b>Elderly Total</b>	<b>24</b>	<b>62</b>	<b>86</b>
(Elderly pedestrians)	12	19	31
(Elderly cycle users)	4	5	9

<sup>1</sup> totals include 14 Standing Scooter user KSI casualties and 34 Standing Scooter user slight casualties.

There were 629 male casualties overall, which was 65% of the casualty total, and 325 female casualties overall, which was 34% of the casualty total. Male casualties formed 71% of the Killed or Seriously Injured casualty total, and female casualties formed 29% of the Killed or Seriously Injured casualty total.

## Economic Cost of Collisions and Casualties

The estimated economic cost of a road collision is published annually by the Department for Transport in their Road Casualties Great Britain report – see table below showing figures based on 2024 prices. Using the figure for the ‘all injury’ collision type on Built-up roads of £117,461, **the value of prevention of the 845 collisions in Bristol in 2024 is estimated at £99.25 million.**

*Table 2: Economic Cost of Collisions and Casualties by severity of injury and road class. Note: figures are in 2024 prices and are in pounds sterling*

<b>Collision Type</b>	<b>Built-Up Road (40mph and below)</b>	<b>Non Built-Up Road (above 40mph)</b>	<b>Motorway</b>	<b>All Roads</b>
Fatal	2,682,736	2,958,727	3,036,265	2,834,336
Serious	314,739	351,017	365,790	324,895
Slight	30,798	37,895	44,375	32,502
All Injury	117,461	234,138	183,704	142,473
Damage Only	2,870	4,196	4,031	3,020

## Summary/Overview of Road Casualty Trends (Table and Charts)

Table 3: Comparison of Collision and Casualty Data Since 2021

<b>Injury Severity</b>	<b>Collisions/ Casualties</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>3-year average (2021 to 2023)</b>	<b>2024</b>	<b>% Change from 3-year average</b>
<b>Fatal</b>	Collisions	8	8	6	<b>7</b>	<b>7</b>	<b>0.0%</b>
<b>Fatal</b>	Casualties	8	8	8	<b>8</b>	<b>7</b>	<b>-12.5%</b>
<b>Serious</b>	Collisions	82	107	98	<b>96</b>	<b>125</b>	<b>30.2%</b>
<b>Serious</b>	Casualties	84	112	106	<b>101</b>	<b>131</b>	<b>29.7%</b>
<b>Slight</b>	Collisions	746	824	717	<b>762</b>	<b>713</b>	<b>-6.4%</b>
<b>Slight</b>	Casualties	826	949	837	<b>871</b>	<b>823</b>	<b>-5.5%</b>
<b>Total</b>	Collisions	836	939	821	<b>865</b>	<b>845</b>	<b>-2.3%</b>
<b>Total</b>	Casualties	918	1069	951	<b>979</b>	<b>961</b>	<b>-1.8%</b>

Charts 1a and 1b (below/next page) illustrate that the risk of death or serious injury on our roads is not equally distributed. Indeed, it is the vulnerable road users, who themselves pose little risk to other road users, that disproportionately bear the brunt of the casualty burden.

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[gari.garmston@bristol.gov.uk](mailto:gari.garmston@bristol.gov.uk), phone: 0117 9036814

Chart 1a: All casualties by road user group, 2022 to 2024 totals (3-year average).

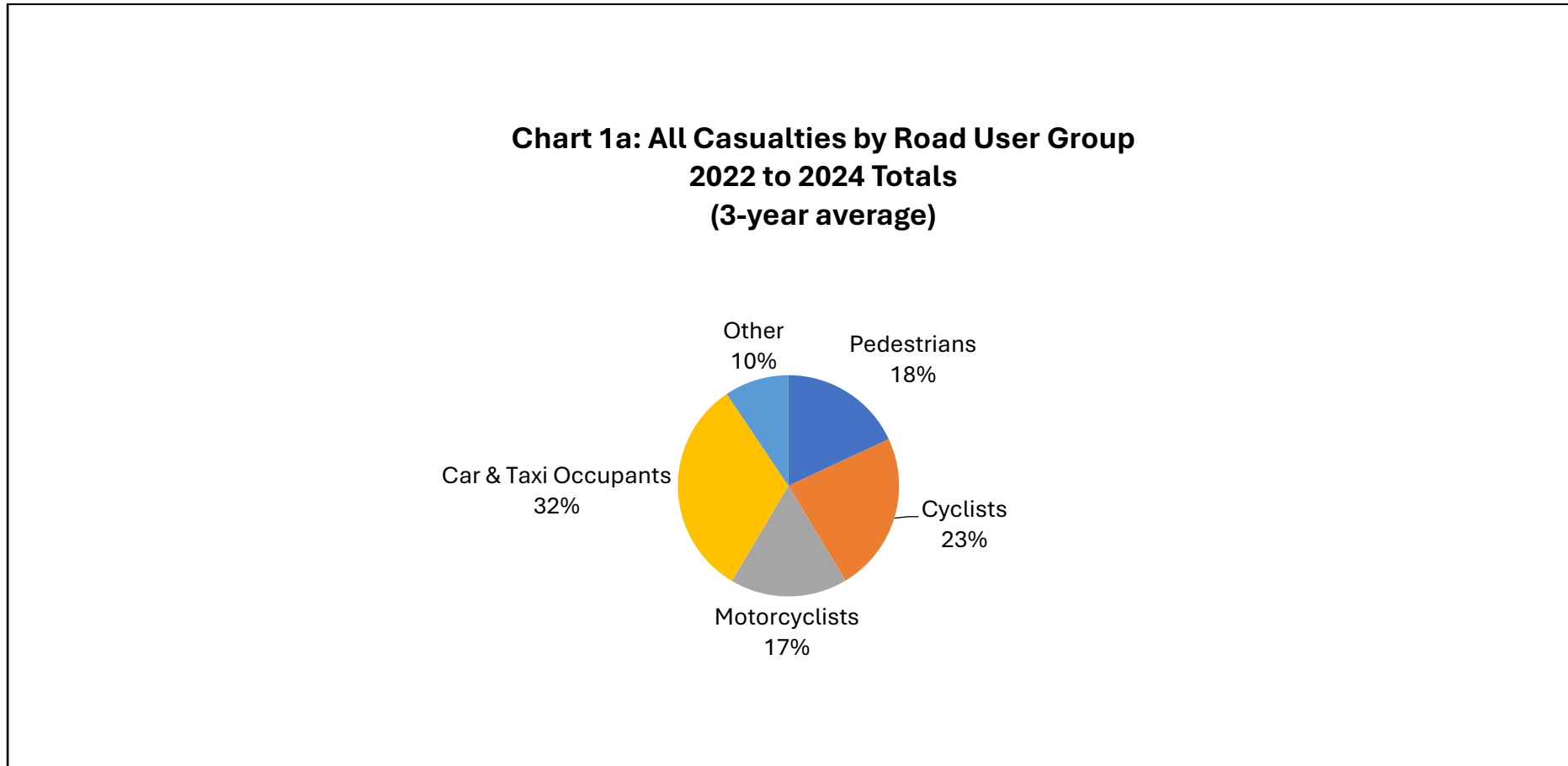


Chart 1b: KSI casualties by road user group, 2022 to 2024 totals (3-year average).

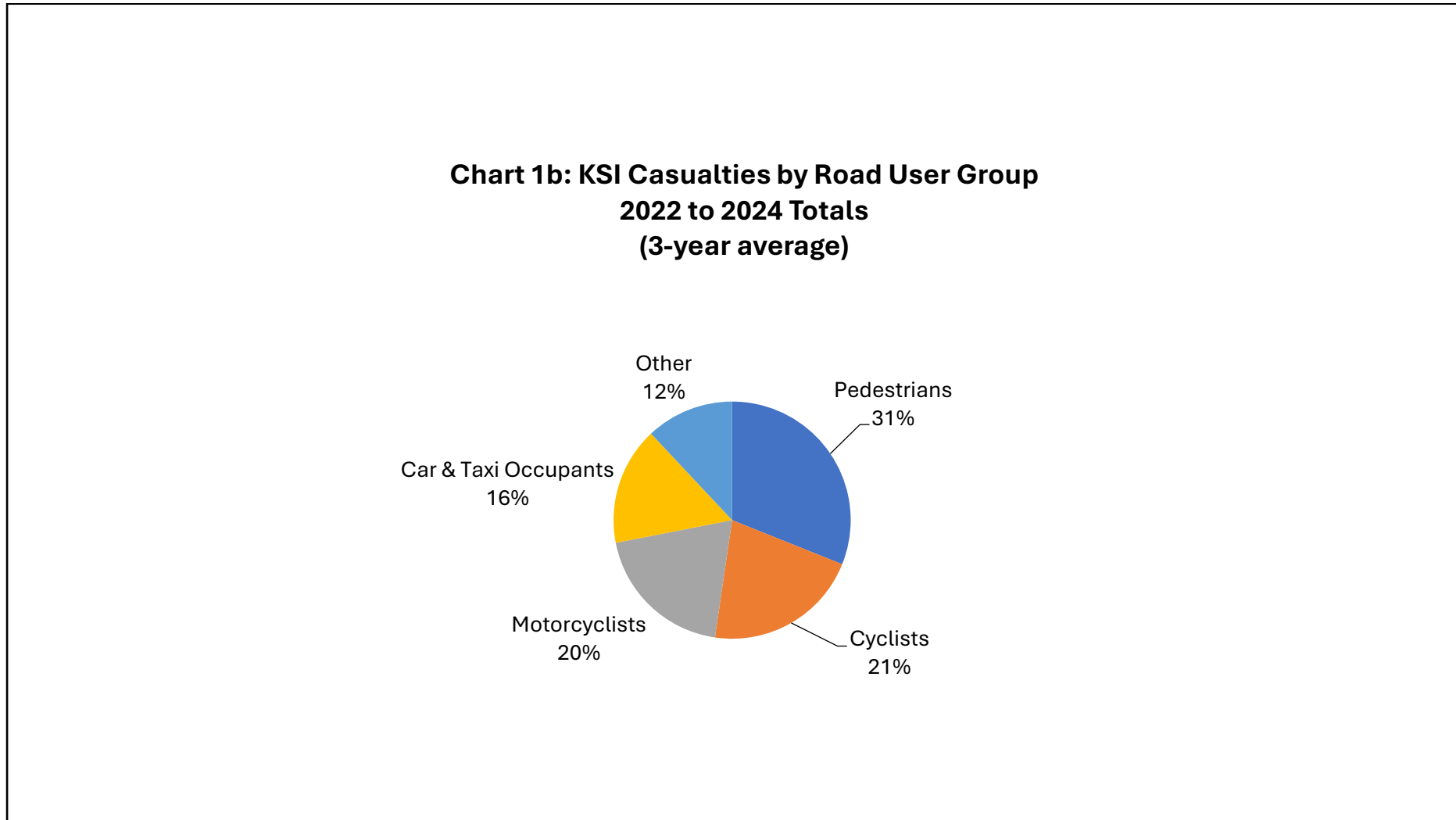


Chart 2a: Annual Change in Casualties by Road User Group, 2010 to 2024

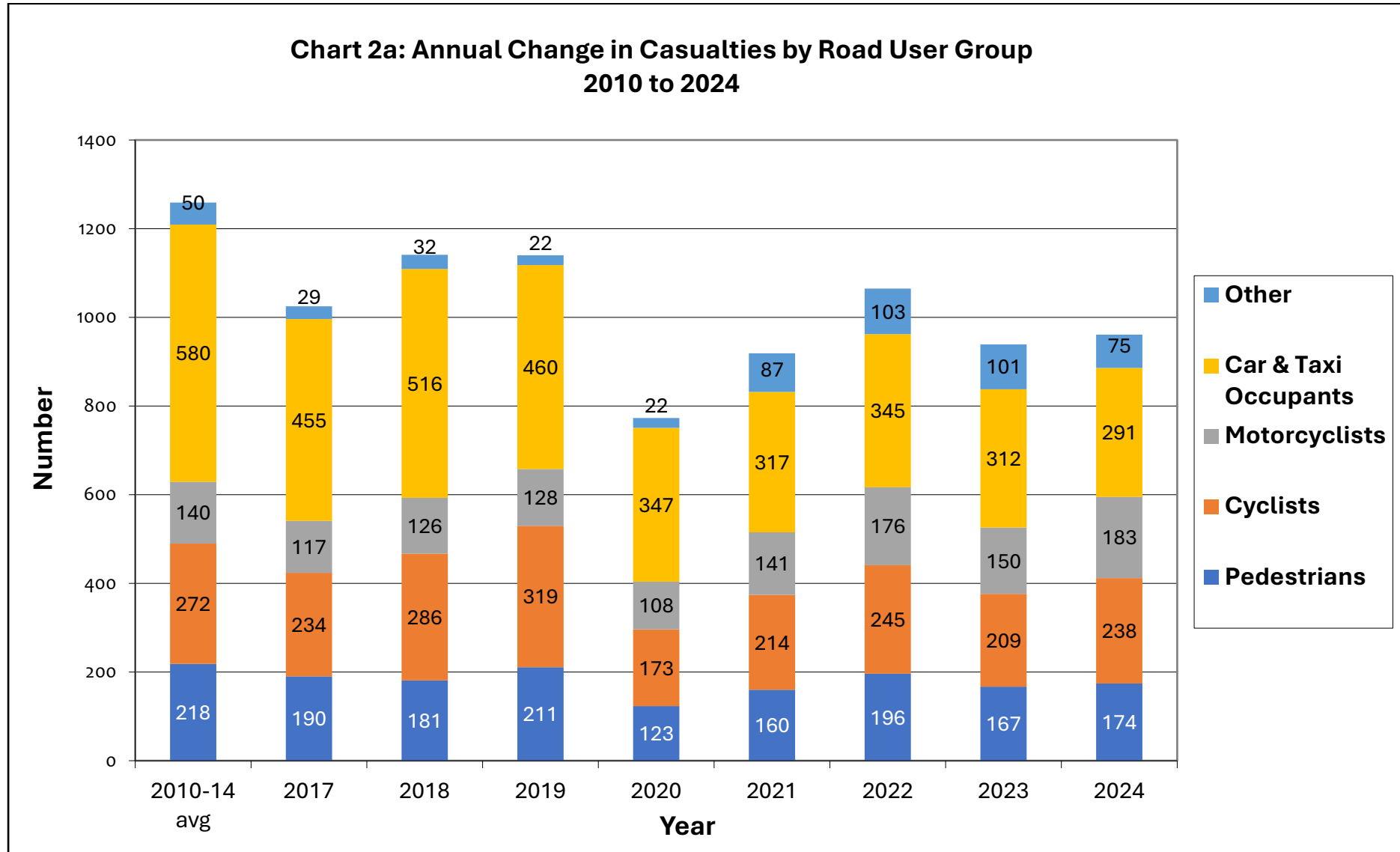


Chart 2b: Annual Change in KSI Casualties by Road User Group, 2010 to 2024

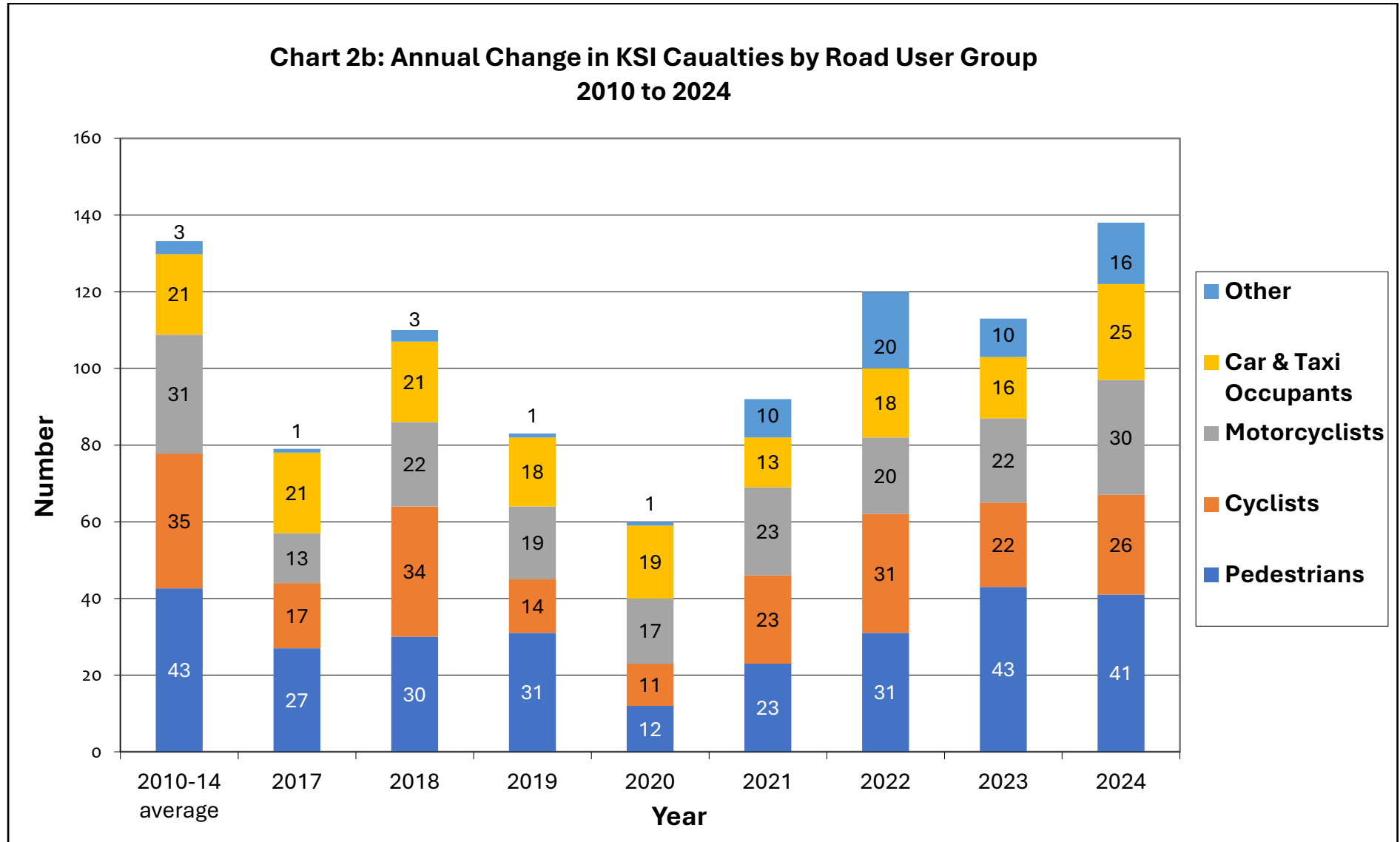


Chart 3a: Annual Change in Casualty Proportions for each Road user Group, 2007 to 2024

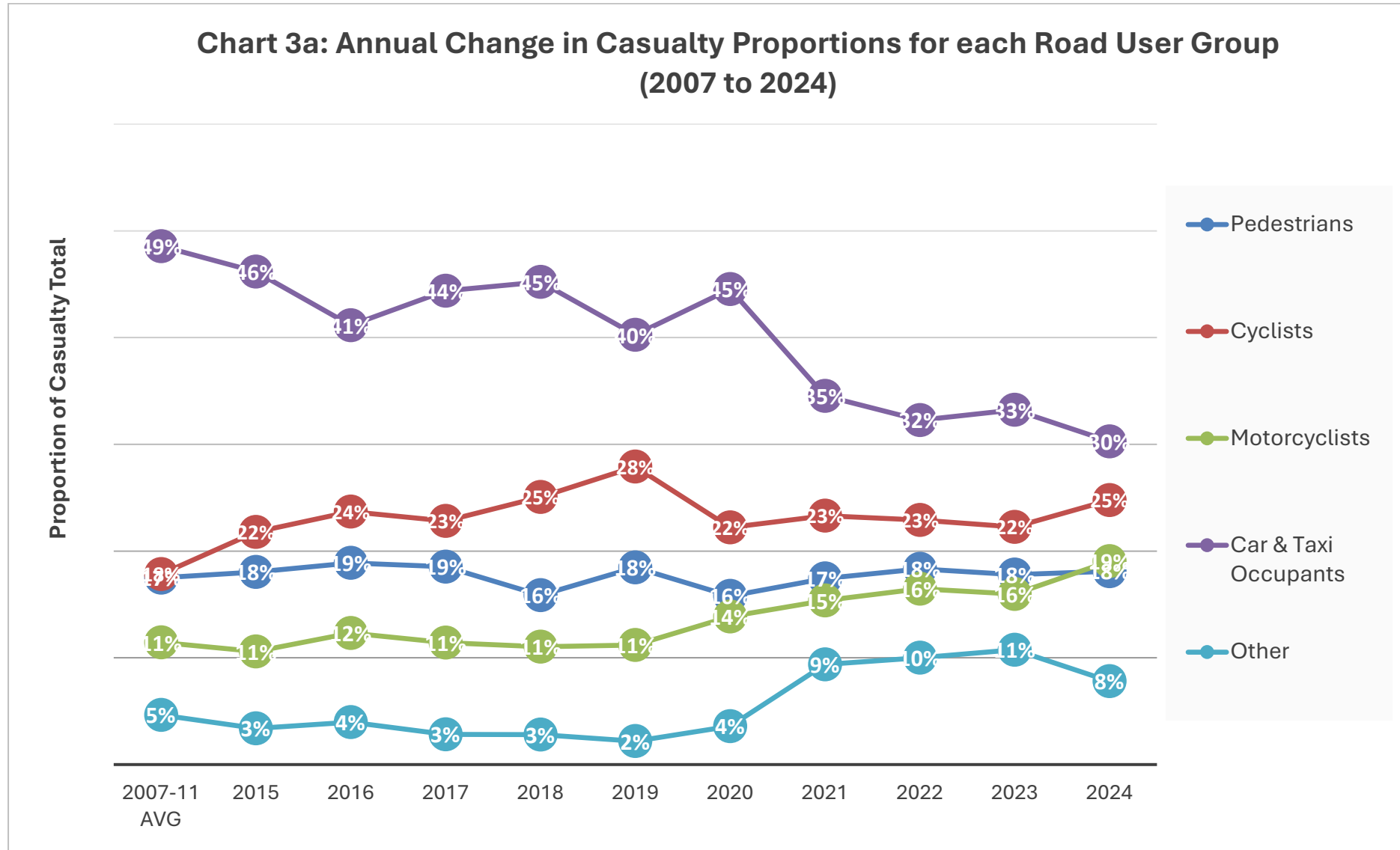
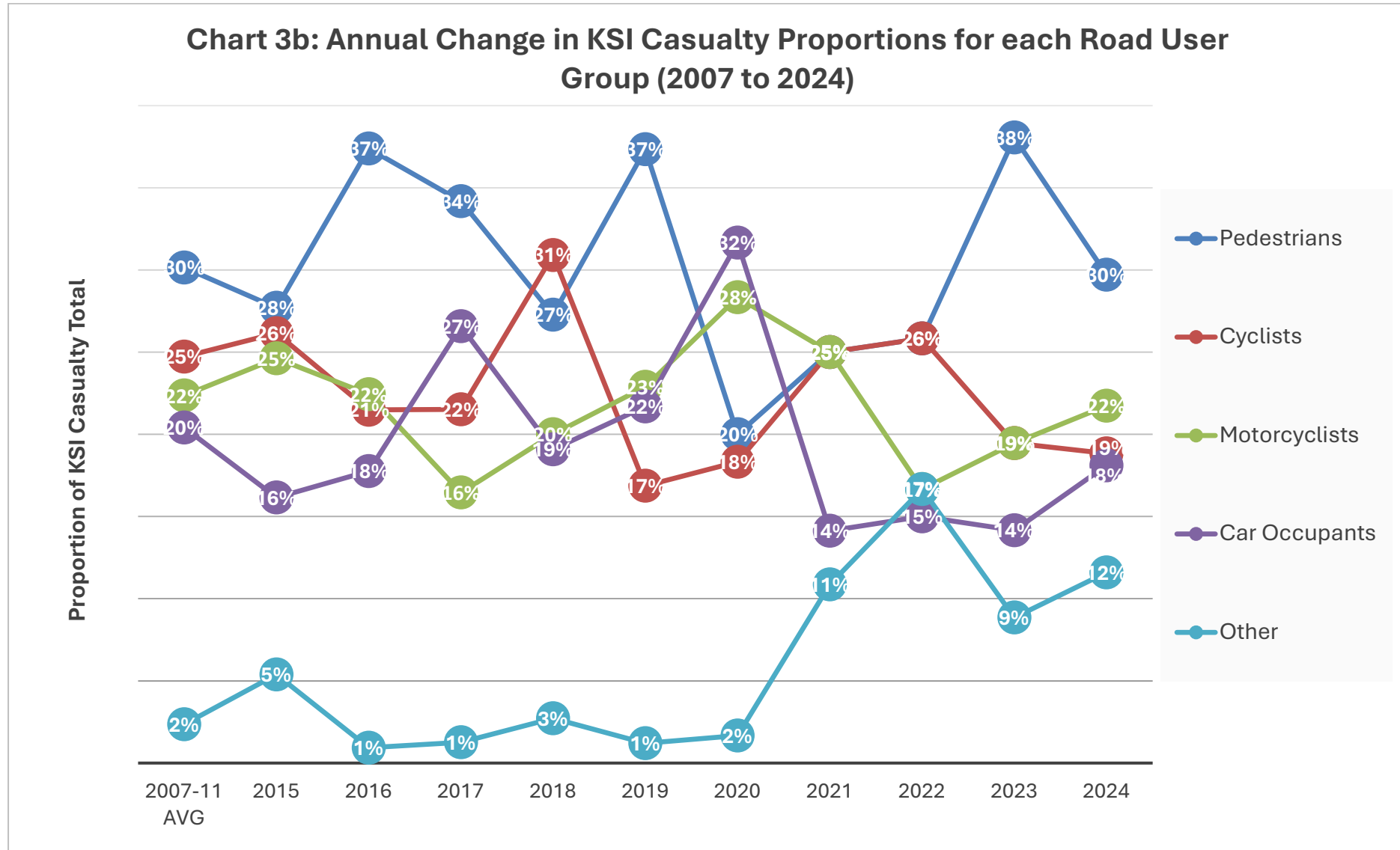


Chart 3b: Annual Change in KSI Casualty Proportions for each Road user Group, 2007 to 2024



## Targets & Progress

The Charts below show the road collision and road casualty targets that have been set under the West of England Combined Authority's Joint Local Transport Plan (JLTP) 4, ending in 2036, which the City Council is now working towards.

Joint Local Transport Plan 4 – a target of zero KSI road collisions by 2036 (see figure 1, below)

In 2024, the number of KSI collisions, at 132, was above the level of the trajectory leading towards achieving the target by 2036.

Joint Local Transport Plan 4 – vulnerable road user casualty proportion, child road user casualty proportion, and elderly (65+) road user casualty proportion by 2036 (see figure 2, below)

In 2024, the proportion of vulnerable road user casualties was **61.91%**. This was above the benchmark level of **54.2%** set by the target.

In 2024, the proportion of child road user casualties was **7.24%**. This was below the benchmark level of **7.15%** set by the target.

In 2024, the proportion of elderly road user casualties was **5.64%**. This was above the benchmark level of **5.44%** set by the target.

Figure 1: Joint Local Transport Plan 4 (2020-36) – KSI Road Collision target and progress

**Bristol's Road Collisions & Casualties - Targets and Progress**

**JLTP 4 (2020-36) - baseline year 2017-19 avg**

(n.b. Fatal is a subset of KSI; this target is shared between the member Authorities of the West of England Combined Authority)

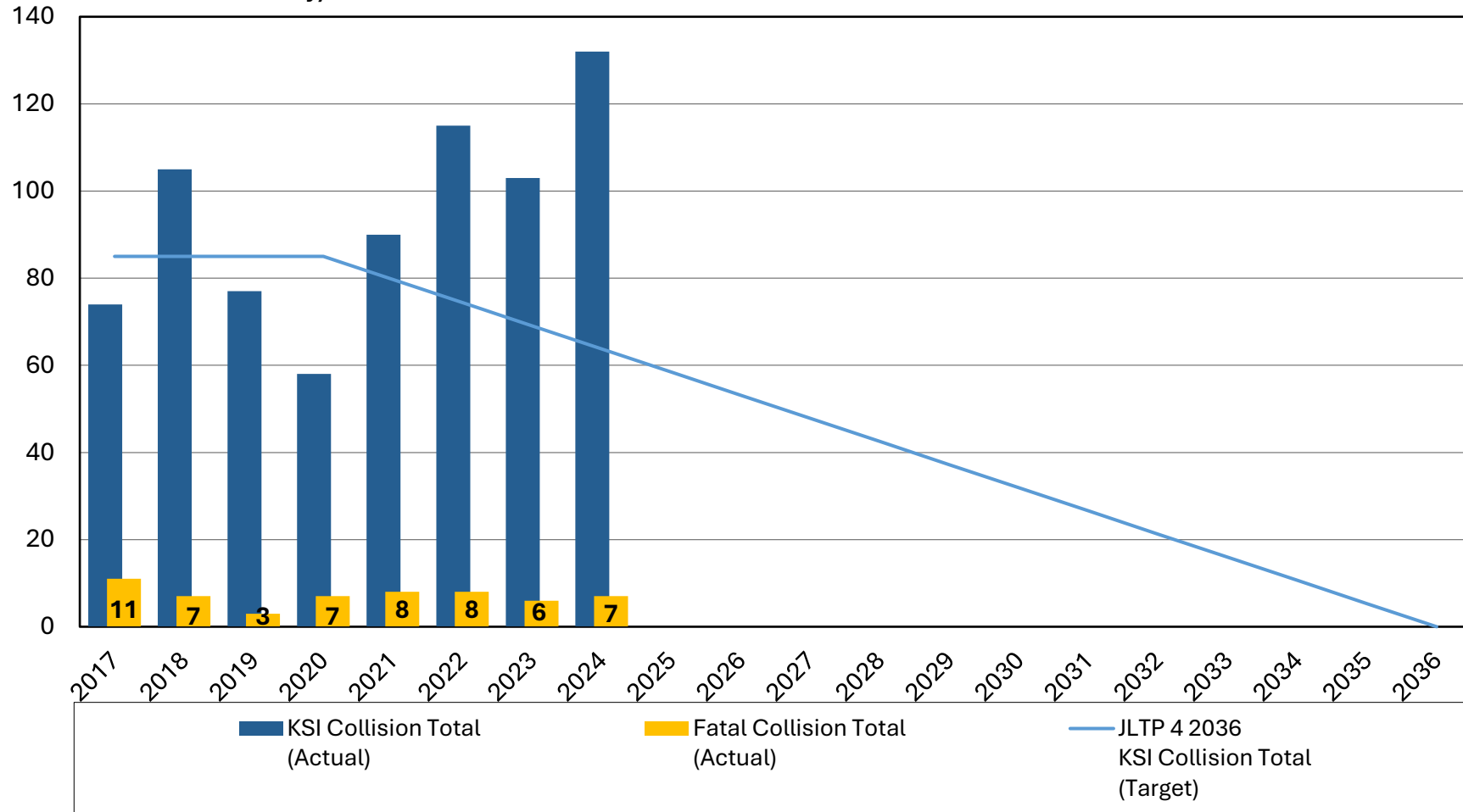
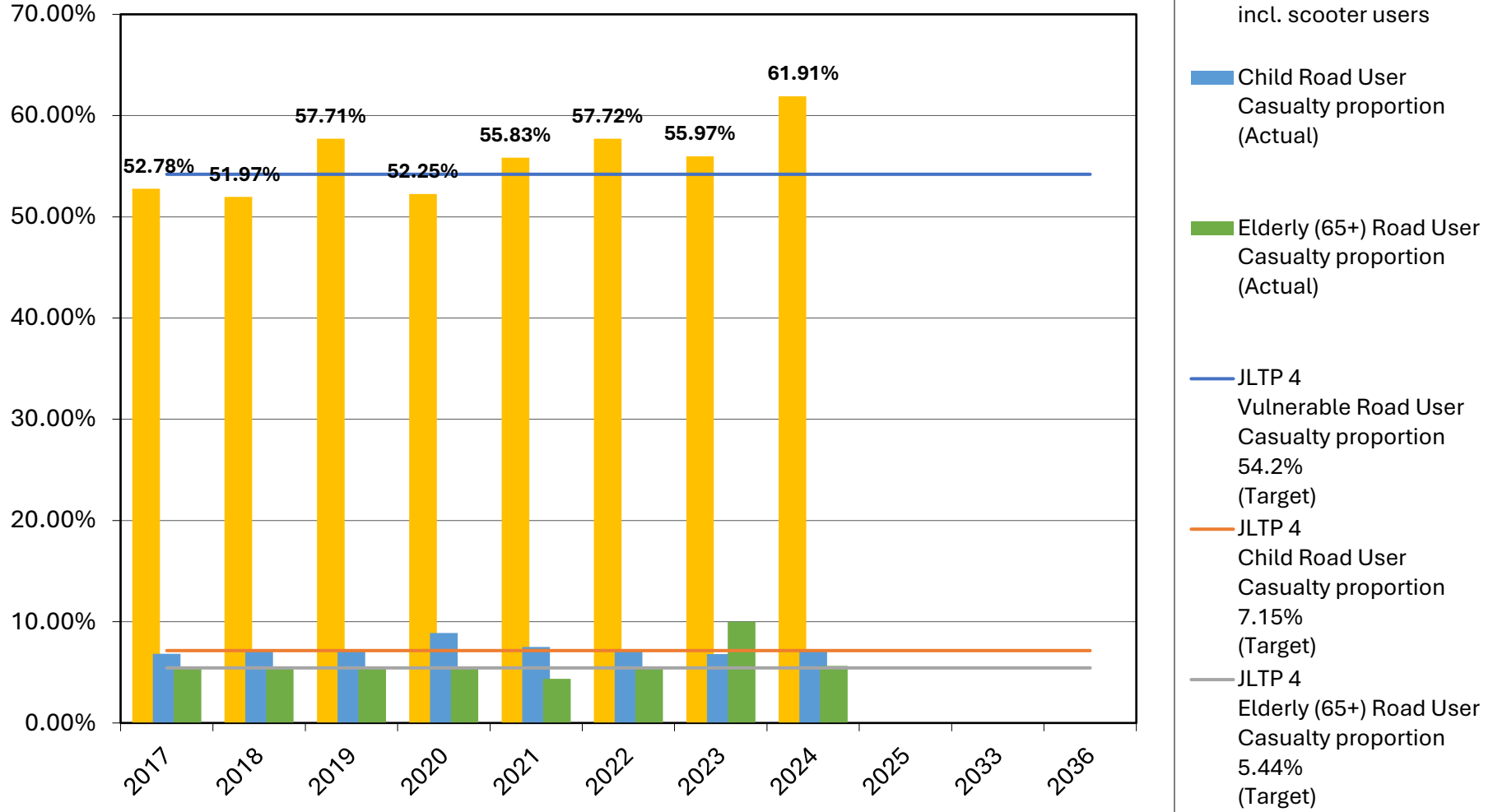


Figure 2: Joint Local Transport Plan 4 (2020-36) - Road Casualty Proportions targets and progress

**Bristol's Road Collisions & Casualties - Targets and Progress. JLTP 4 (2020-36) - baseline year 2017-19 avg (note: these targets are shared between the member Authorities of the West of England Combined Authority)**



## Pedestrians

### **174 casualties (incl. 2 fatality)**

There was an increase of 7 or **4.2%** in the total number of Pedestrian casualties from the year before, from 167 to **174**.

The proportion of Pedestrian casualties killed or seriously injured was **23.6%**, and Pedestrians made up **29.7%** of all the KSI casualties.

Based on the 2022-24 pedestrian casualty rates per 100 thousand of the population, the **most vulnerable** age-group for Pedestrian casualties is **10-14 year-olds**.

In 2024, males accounted for **51%** of all the Pedestrian casualties.

There were **23** Child Pedestrian casualties, a decrease of 11 from the previous year, and children made up **13.2%** of the overall Pedestrian casualty total.

There were **31** Elderly Pedestrian casualties, an increase of 6 from the previous year, and the elderly made up **17.8%** of the overall Pedestrian casualty total.

166 or 95% of the Pedestrian casualties were involved in a collision with a motorised vehicle (predominantly a passenger car), and of these, 5 (2.9%) were buses/coaches; 14 (8%) were motorcycles/mopeds; 20 (11.5%) were goods vehicles; 6 (3.45%) were motorised standing scooters. 8 or 4.6% of the Pedestrian casualties were involved in a collision with a pedal cycle.

Historically, **over half** of collisions involving pedestrians occur within a 2.5km radius of the city centre.

Chart 4a: Child (<16 years old) Pedestrians

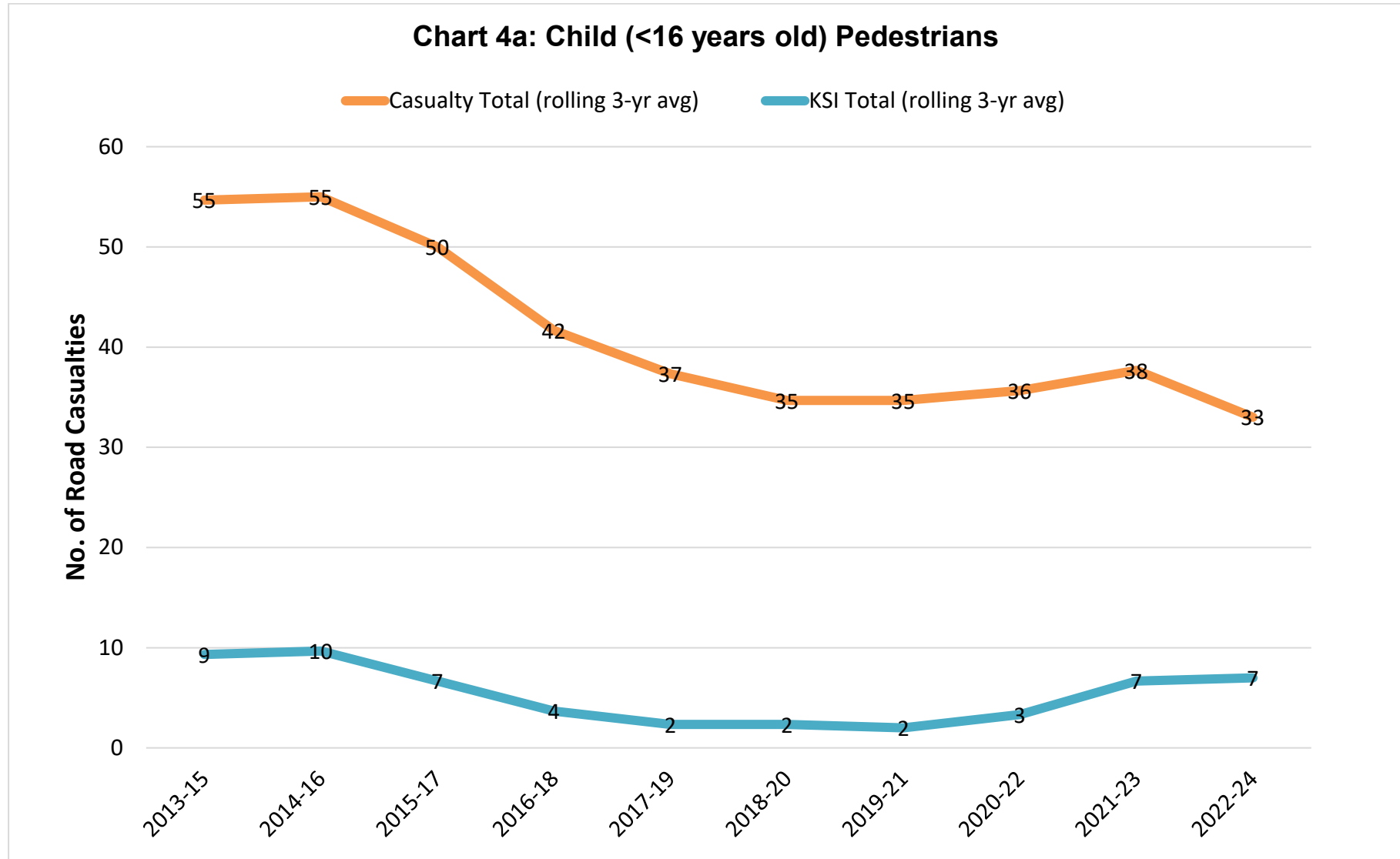


Chart 4b: Adult (>15 years old) Pedestrians

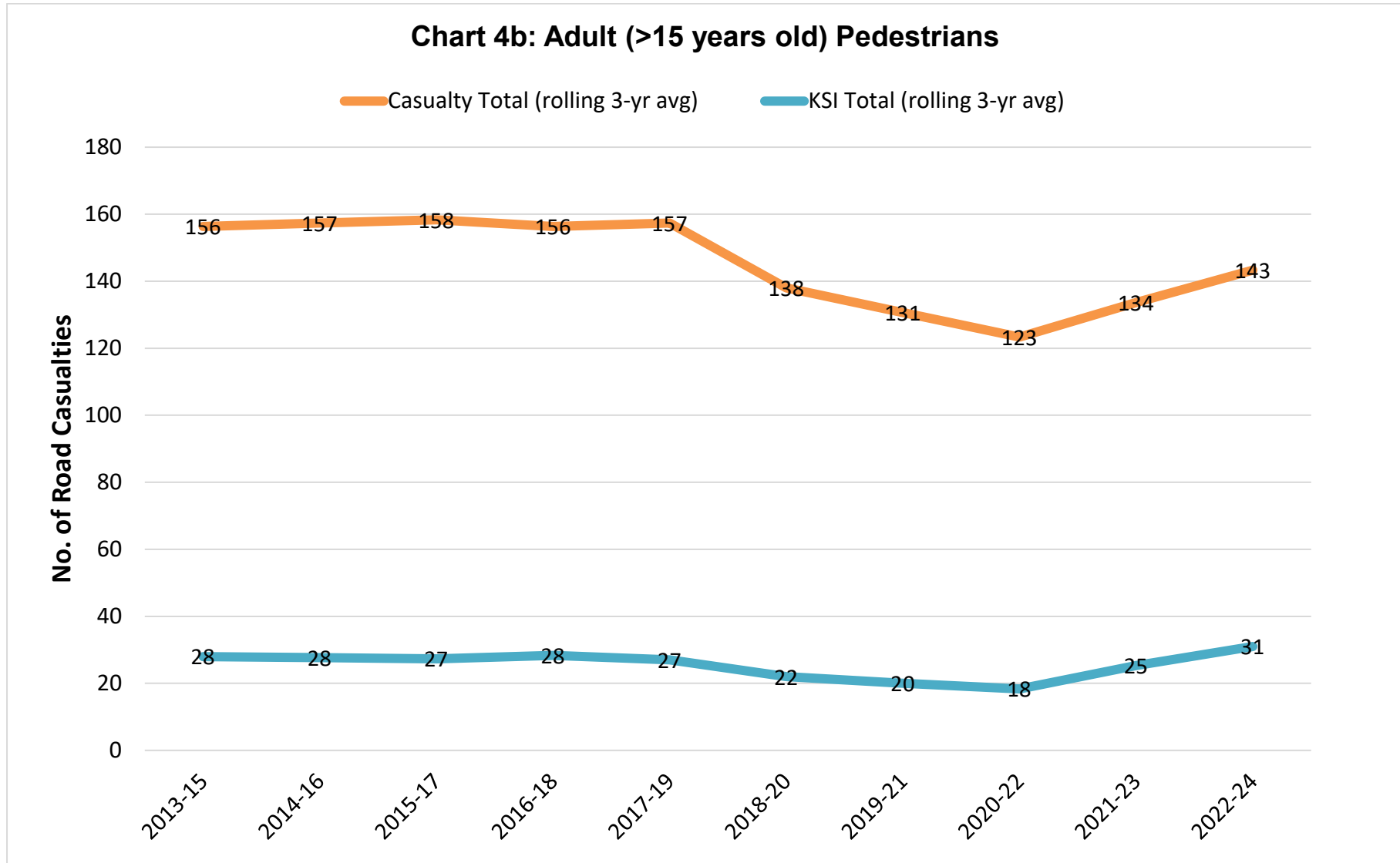
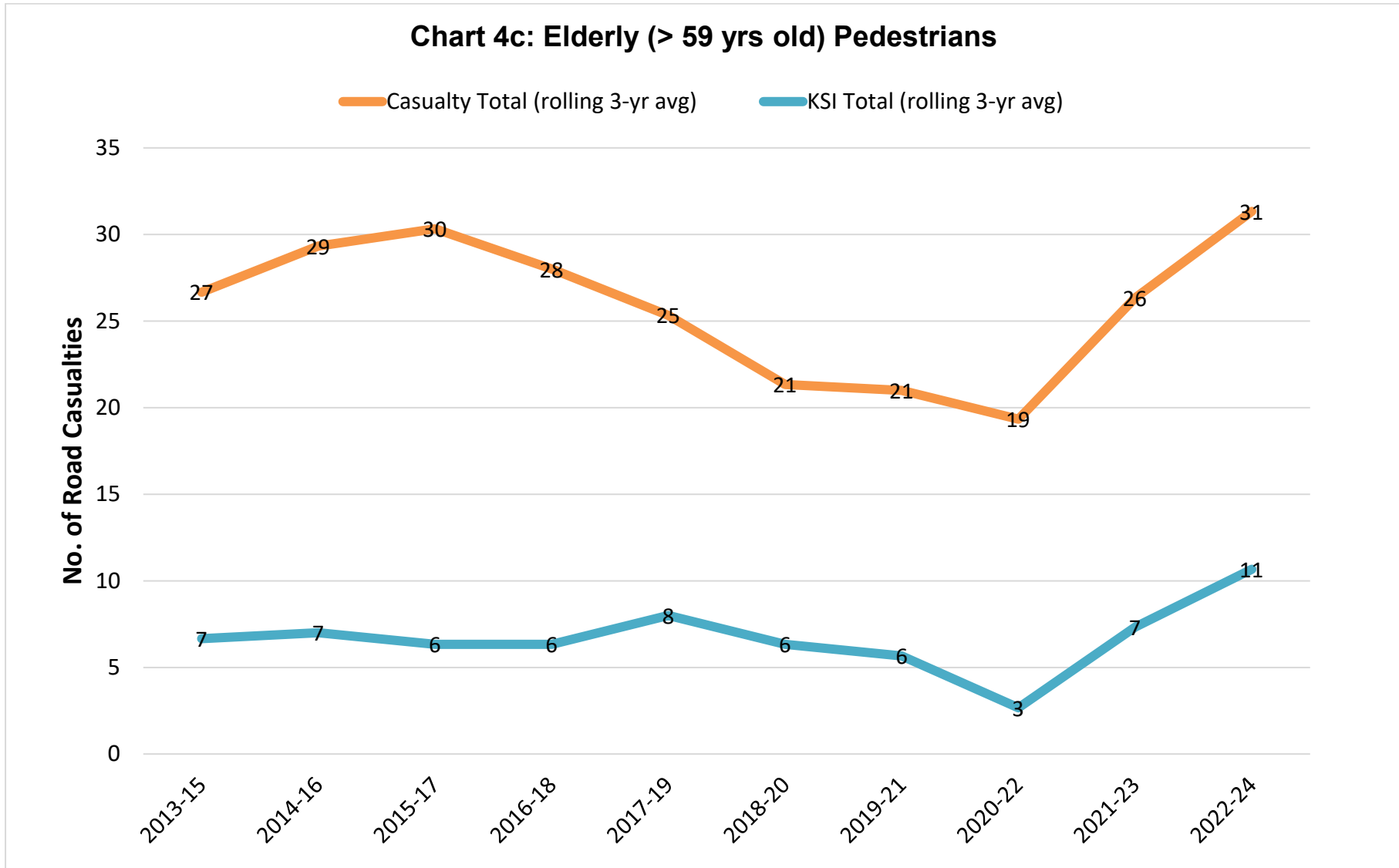


Chart 4c: Elderly (>59 years old) Pedestrians



## Pedal Cycle Users

### **238 casualties (incl. 1 fatality)**

There was an increase of 29 or **13.9%** in the total number of Cycle User casualties from the year before, from 209 to **238**. Moreover, the overall number of casualties, for this road user group, has remained historically low.

The proportion of Cycle User casualties killed or seriously injured was **10.9%**, and Cycle User casualties made up **18.8%** of all the KSI casualties.

Based on the 2022-24 cycle user casualty rates per 100-thousand of the population, the **most vulnerable** age-group for Cycle Users is **30-34 year-olds** (predominantly male) and this is closely followed by the **25-29 year-olds**.

**Half** of the Cycle user casualties, in 2024, were aged between 21 and 38 years of age.

In 2024, males accounted for **77%** of all the Cycle User casualties.

There were **21** Child Cycle User casualties, an increase of 7 from the previous year, and children made up **8.8%** of the overall Cycle User casualty total.

There were **9** Elderly Cycle User casualties who made up **3.78%** of the overall Cycle User casualty total.

Historically, collisions that involve cycle users are predominantly with a passenger car. **Over half** of collisions involving cycle users take place at junctions.

Chart 5a: Child (<16 years old) Pedal Cycle Users

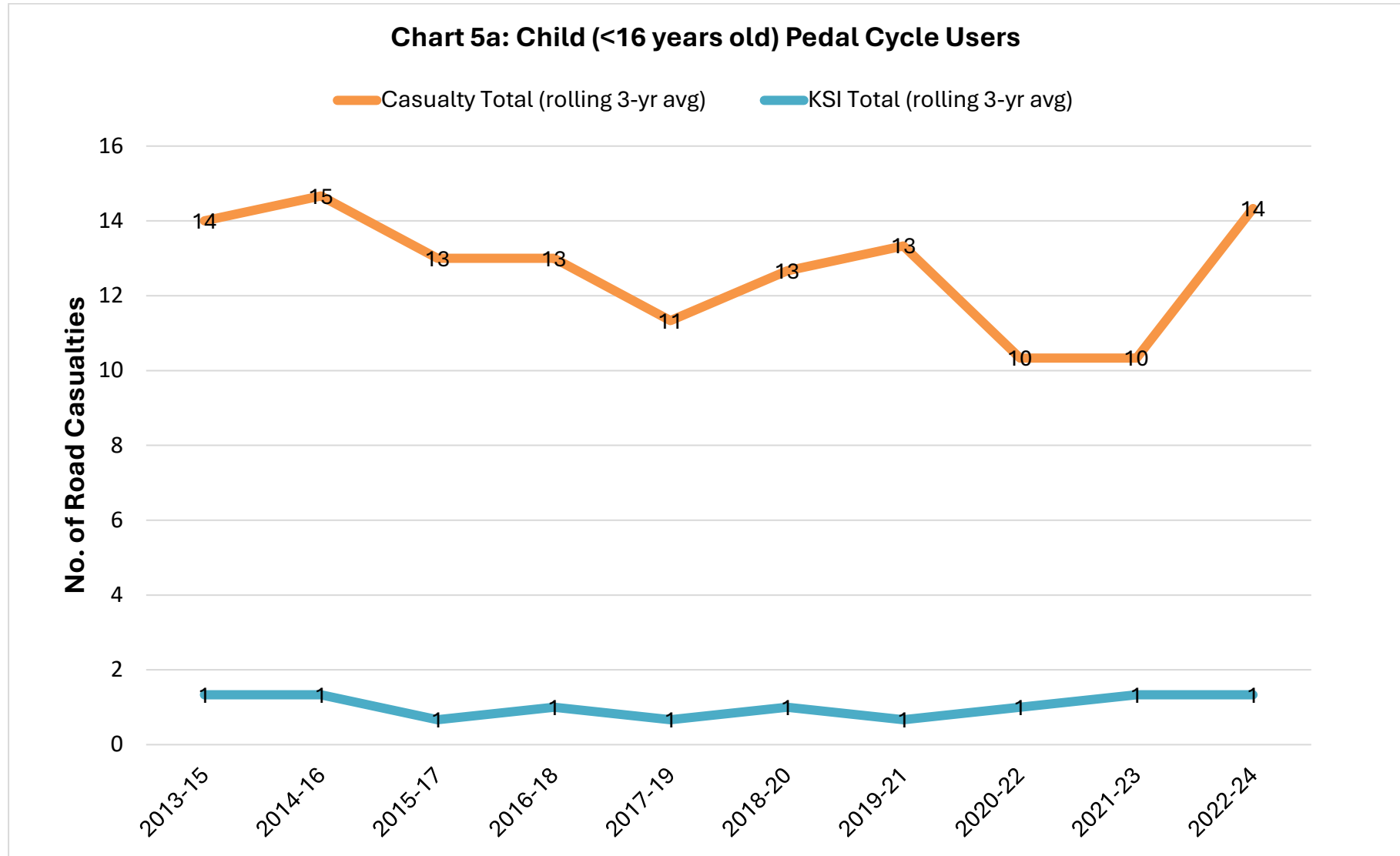
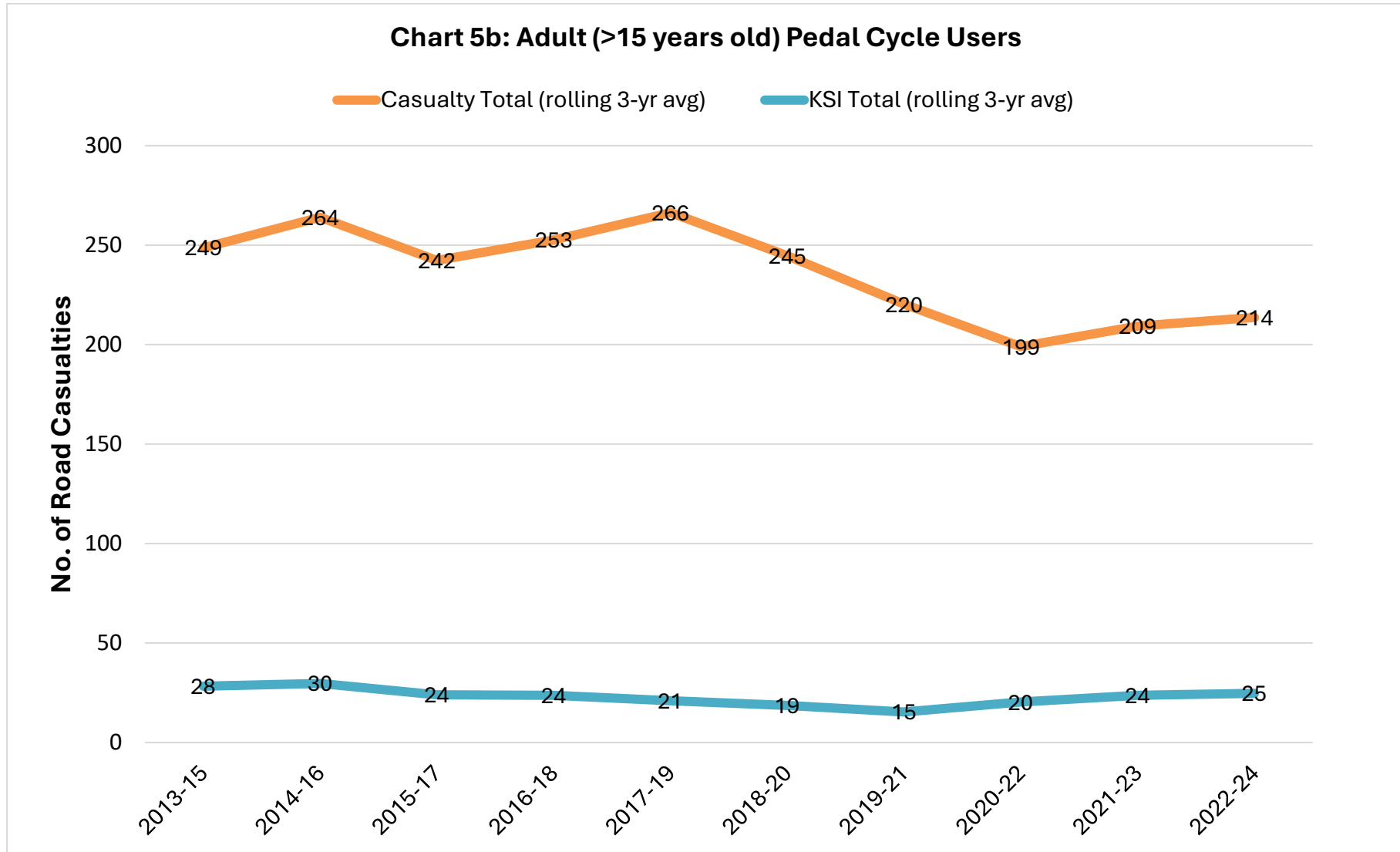


Chart 5b: Adult (>15 years old) Pedal Cycle Users



## Motorcycle/Moped Users (a.k.a. Powered Two-Wheelers)

### **183 casualties (incl. 1 fatality)**

There was an increase of 33 or **22%** in the total number of Motorcycle/Moped User casualties from the year before, from 150 to **183**. Moreover, the overall number of casualties, for this road user group, has remained historically high.

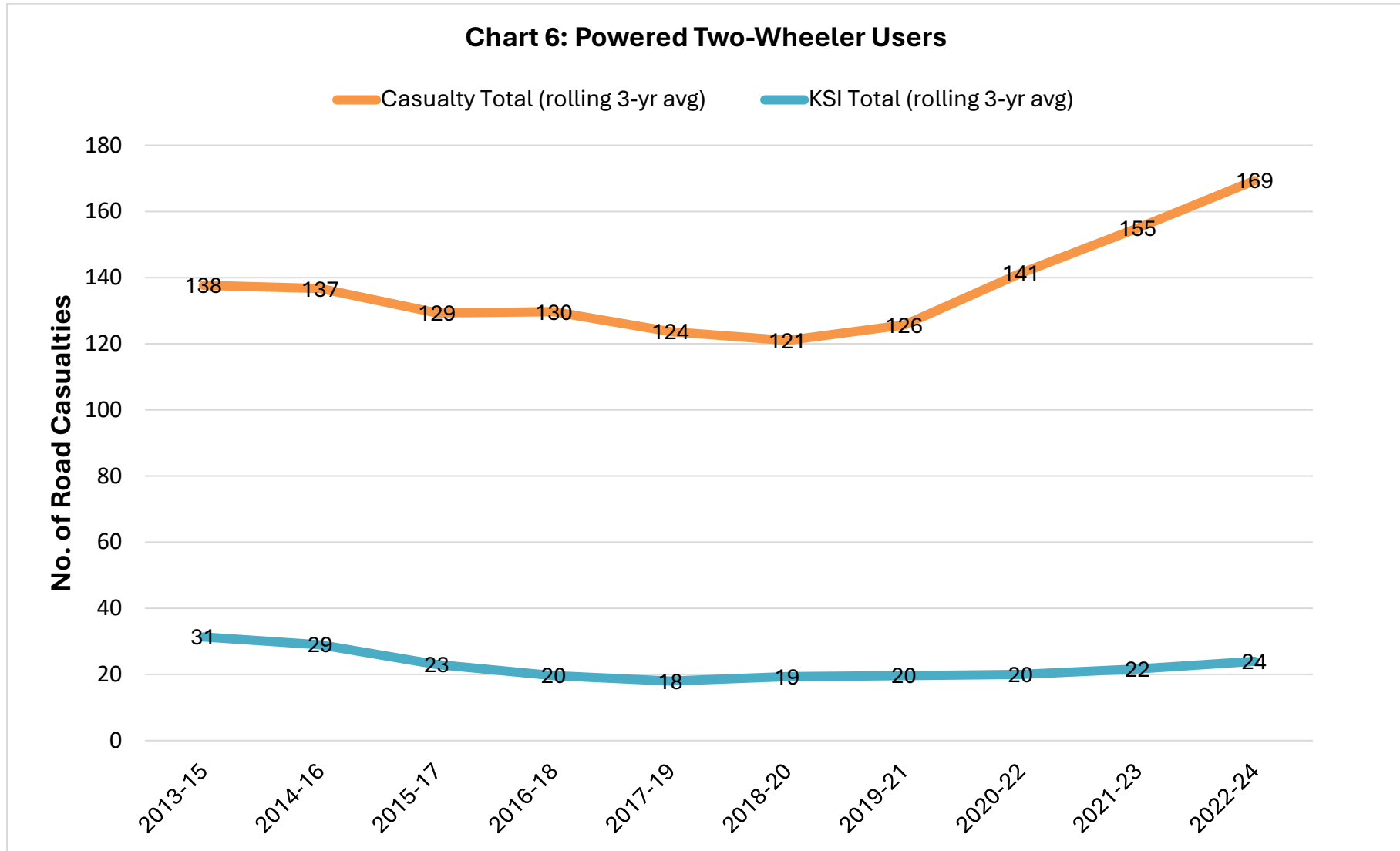
The proportion of Motorcycle/Moped User casualties killed or seriously injured was **16.4%**, and Motorcycle/Moped User casualties made up **21.7%** of all the KSI casualties.

Based on the 2021-24 motorcycle/moped user casualty rates per 100 thousand of the population, the **most vulnerable** age-group for Motorcycle/Moped Users is **30-34 year-olds** (predominantly male) and this is closely followed by the **15-19 year-olds**.

In 2024, males accounted for **94%** of all the Motorcycle/Moped User casualties. **54%** of the Motorcycle/Moped User casualties were under 31 years of age (predominantly male).

Historically, collisions that involve a motorcycle/moped user are predominantly with a passenger car. **Half** of collisions that involve a motorcycle/moped user take place at junctions.

Chart 6: Powered Two-Wheeler Users



## Scooter Users (electric and other power types)

### **48 casualties (incl. 1 fatality)**

The local trial of allowing e-scooter vehicles onto public roads in the West of England Combined Authority area, exclusively through participation in an approved rental scheme, began in the summer of 2020. However, the presence of e-scooters has also led to private owners of scooters (of various fuel types) to now use Bristol's public highway for journeys. Both types of scooter user are included in this analysis. 2021 was the first year in which a full year of data on this type of road user casualty was collected.

There was a decrease of 27 or **36%** in the total number of Scooter User casualties from the year before, from 75 to **48**.

The proportion of Scooter User casualties killed or seriously injured was **29.2%**, and Scooter User casualties made up **5.9%** of all the KSI casualties.

Based on the 2024 overall casualty numbers, the **most vulnerable** age-group for Scooter Users is **25-29 year-olds** (predominantly male).

In 2024, males accounted for **81%** of all the Scooter User casualties. **Half** of the Scooter User casualties were under 28 years of age (predominantly male).

## Car Occupants (includes Taxis)

### **291 casualties (incl. 2 fatalities)**

There was a decrease of 21 or **6.7%** in the total number of Car occupant casualties from the year before, from 312 to **291**. Moreover, since 2020, the overall number of casualties, for this road user group, has remained historically low.

The proportion of Car occupant casualties killed or seriously injured was **8.6%**, and Car occupant casualties made up **18.1%** of all the KSI casualties.

Based on the 2022-24 car-occupant casualty rates per 100 thousand of the population, the **most vulnerable** age-group for Car & Taxi Drivers is **35-39 year-olds** closely followed by **40-44 year-olds**. While for Car & Taxi Passengers it is **15-19 year-olds**.

In 2024, 19-30 year-olds made up **one third** of the Car occupant casualties. **Half** of the Car occupant casualties were aged between 19 and 39 years of age.

Male and female casualties each made up around **half** of the total Car occupant casualties. However, males were slightly more prevalent among Car Drivers whereas females were twice as prevalent among Car Passengers.

There were **22** Child Car occupant casualties (all passengers), **12 more** than the previous year, and children made up **7.56%** of the overall Car occupant casualty total.

There were **33** Elderly Car occupant casualties, **3 fewer** than the previous year, and elderly casualties made up **11.34%** of the overall Car occupant casualty total.

Chart 7a: Child (<16 years old) Car & Taxi Passengers

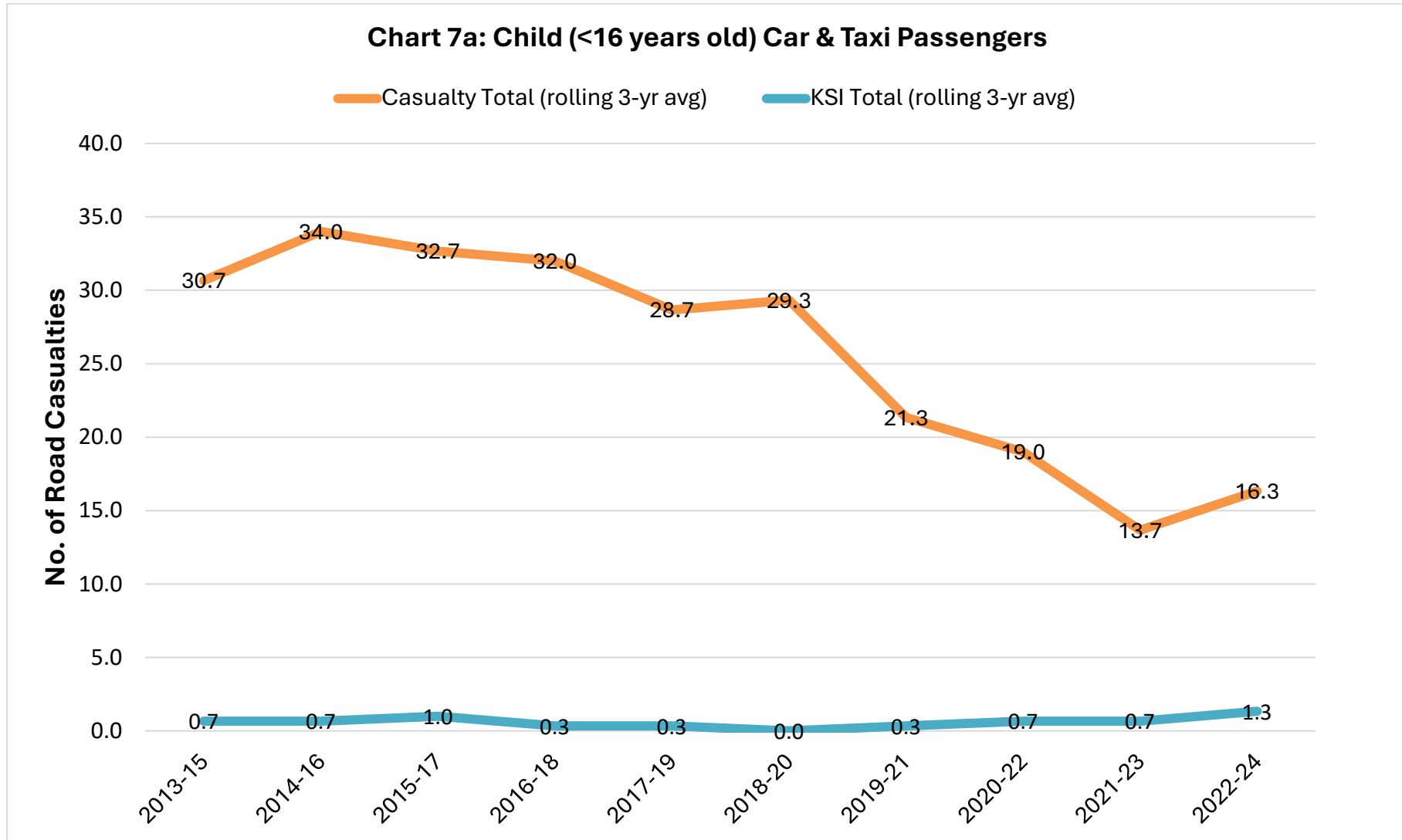


Chart 7b: Adult (>15 years old) Car & Taxi Passengers

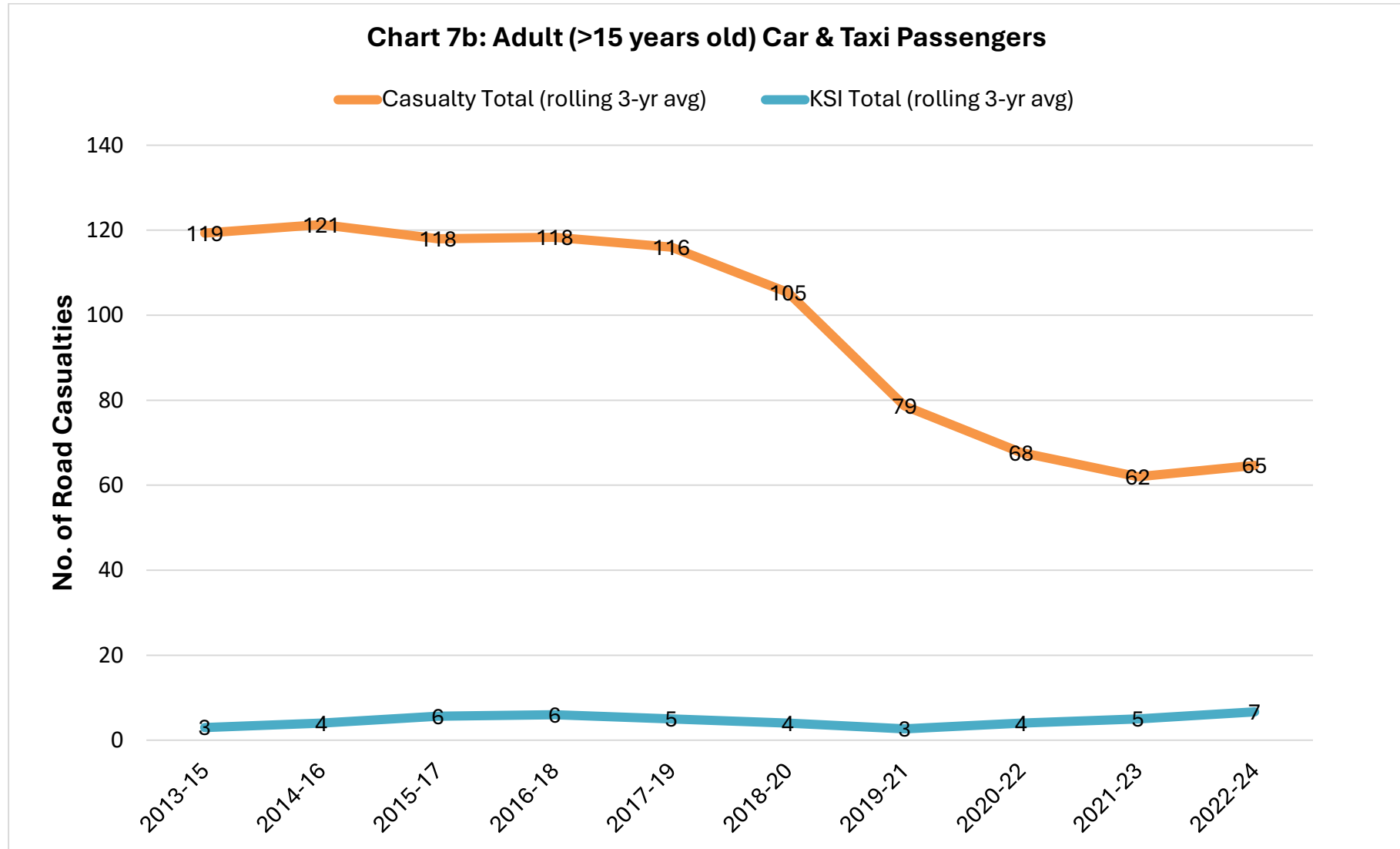


Chart 8a: Adult (>16 years old) Car & Taxi Drivers

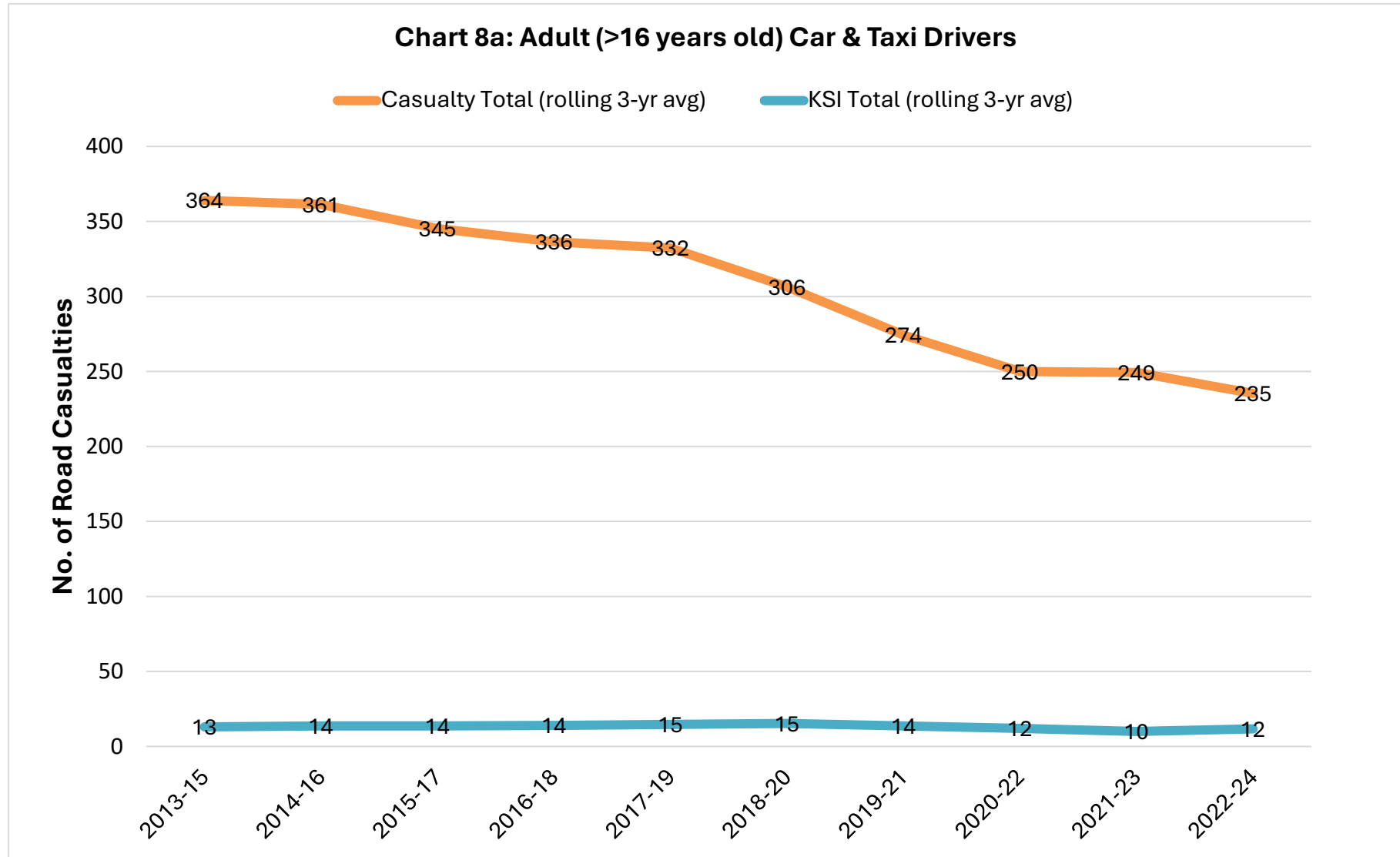
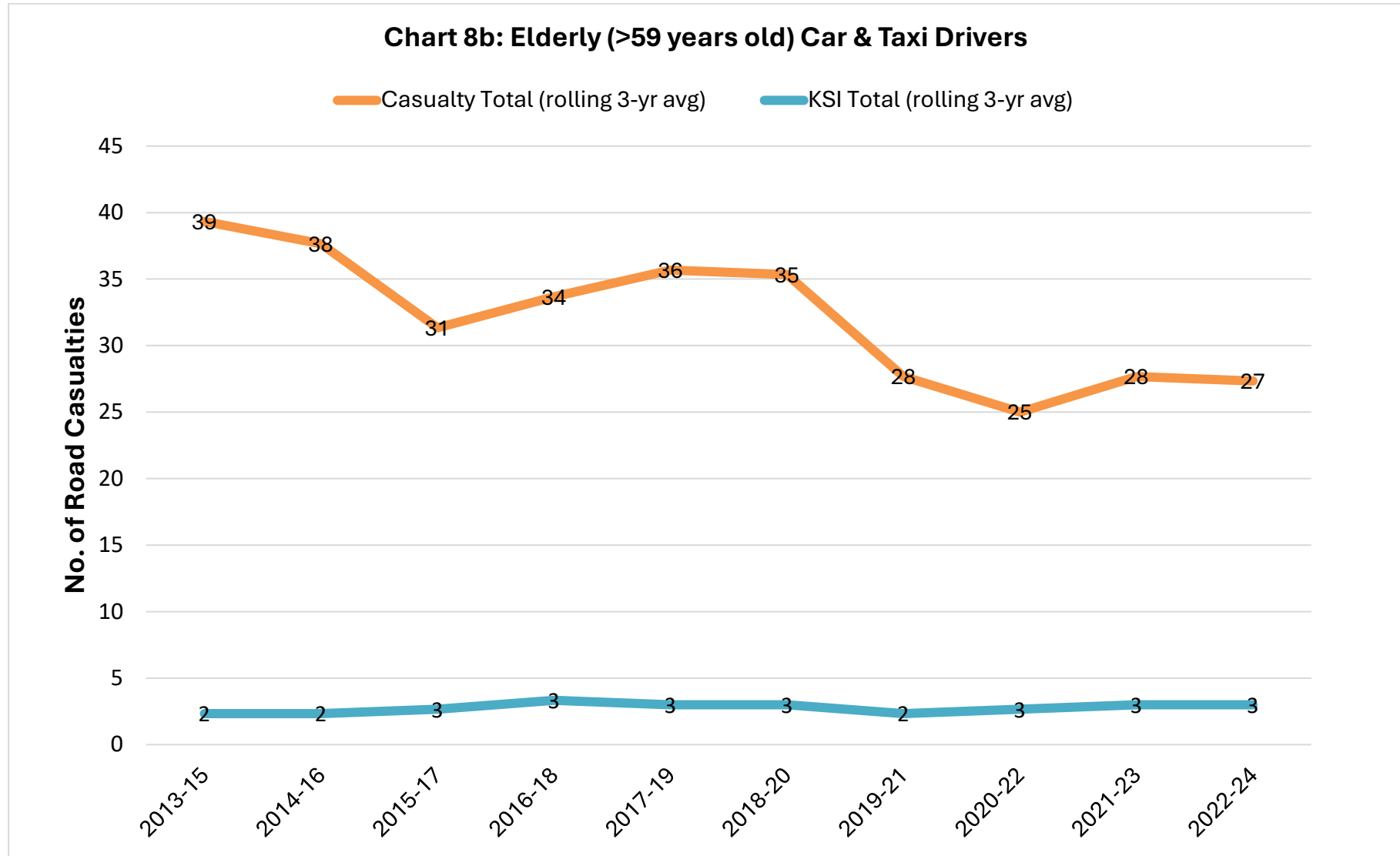


Chart 8b: Elderly (>59 years old) Car & Taxi Drivers



## Annex 1a – Pedestrians: Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	1	7	8
5 - 6	0	2	3	5
7 - 11	0	1	7	8
12 - 15	0	0	2	2
<b>All Children</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>23</b>
16 - 16	0	0	0	0
17 - 20	0	3	11	14
21 - 30	0	7	34	41
31 - 40	0	4	17	21
41 - 50	0	7	15	22
51 - 60	1	4	15	20
61 - 70	0	3	8	11
71 +	1	7	10	18
<b>All Adults</b>	<b>2</b>	<b>35</b>	<b>110</b>	<b>147</b>
Age Unknown	0	0	4	4
<b>All Ages</b>	<b>2</b>	<b>39</b>	<b>133</b>	<b>174</b>
<b>Expected number (per age group)</b>	0.2	3.5	12.1	15.8

## Annex 1b – Cyclists: Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	1	<b>1</b>
5 - 6	0	0	3	<b>3</b>
7 - 11	0	0	8	<b>8</b>
12 - 15	0	1	8	<b>9</b>
<b>All Children</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>21</b>
16 - 16	0	1	2	<b>3</b>
17 - 20	0	4	9	<b>13</b>
21 - 30	0	5	59	<b>64</b>
31 - 40	0	6	62	<b>68</b>
41 - 50	0	4	31	<b>35</b>
51 - 60	0	3	22	<b>25</b>
61 - 70	0	1	4	<b>5</b>
71 +	1	0	0	<b>1</b>
<b>All Adults</b>	<b>1</b>	<b>24</b>	<b>189</b>	<b>214</b>
Age Unknown	0	0	3	<b>3</b>
<b>All Ages</b>	<b>1</b>	<b>25</b>	<b>212</b>	<b>238</b>
<b>Expected number (per age group)</b>	0.1	2.3	19.3	21.6

## Annex 1c – Powered 2-Wheelers & Combinations (Riders & Pillion Passengers): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	0	<b>0</b>
5 - 6	0	0	0	<b>0</b>
7 - 11	0	0	0	<b>0</b>
12 - 15	0	1	0	<b>1</b>
<b>All Children</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
16 - 16	0	1	2	<b>3</b>
17 - 20	0	6	22	<b>28</b>
21 - 30	0	10	57	<b>67</b>
31 - 40	1	4	42	<b>47</b>
41 - 50	0	2	12	<b>14</b>
51 - 60	0	1	11	<b>12</b>
61 - 70	0	2	2	<b>4</b>
71 +	0	1	0	<b>1</b>
<b>All Adults</b>	<b>1</b>	<b>27</b>	<b>148</b>	<b>176</b>
Age Unknown	0	1	5	<b>6</b>
<b>All Ages</b>	<b>1</b>	<b>29</b>	<b>153</b>	<b>183</b>
<b>Expected number (per age group)</b>	0.1	2.6	13.9	16.6

### Annex 1d – 4-Wheeled Cars & Taxis (Drivers): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	0	<b>0</b>
5 - 6	0	0	0	<b>0</b>
7 - 11	0	0	0	<b>0</b>
12 - 15	0	0	0	<b>0</b>
<b>All Children</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16 - 16	0	0	0	<b>0</b>
17 - 20	0	2	13	<b>15</b>
21 - 30	0	2	59	<b>61</b>
31 - 40	0	5	45	<b>50</b>
41 - 50	0	2	33	<b>35</b>
51 - 60	0	1	24	<b>25</b>
61 - 70	0	1	12	<b>13</b>
71 +	0	1	9	<b>10</b>
<b>All Adults</b>	<b>0</b>	<b>14</b>	<b>195</b>	<b>209</b>
Age Unknown	0	0	1	<b>1</b>
<b>All Ages</b>	<b>0</b>	<b>14</b>	<b>196</b>	<b>210</b>
<b>Expected number (per age group)</b>	0.0	2.0	28.0	30.0

### Annex 1e – 4-Wheeled Cars & Taxis (Passengers): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	4	4
5 - 6	1	0	3	4
7 - 11	0	1	8	9
12 - 15	0	1	4	5
<b>All Children</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>22</b>
16 - 16	0	1	4	5
17 - 20	0	0	12	12
21 - 30	0	3	9	12
31 - 40	1	0	8	9
41 - 50	0	0	2	2
51 - 60	0	1	4	5
61 - 70	0	0	3	3
71 +	0	2	3	5
<b>All Adults</b>	<b>1</b>	<b>7</b>	<b>45</b>	<b>53</b>
Age Unknown	0	0	6	6
<b>All Ages</b>	<b>2</b>	<b>9</b>	<b>70</b>	<b>81</b>
<b>Expected number (per age group)</b>	0.2	0.8	6.4	7.4

## Annex 1f – PCV/Minibus/Motor Caravan/Tram/Light Rail (Drivers & Passengers): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	0	<b>0</b>
5 - 6	0	0	0	<b>0</b>
7 - 11	0	0	0	<b>0</b>
12 - 15	0	0	0	<b>0</b>
<b>All Children</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16 - 16	0	0	0	<b>0</b>
17 - 20	0	0	0	<b>0</b>
21 - 30	0	0	0	<b>0</b>
31 - 40	0	0	0	<b>0</b>
41 - 50	0	0	3	<b>3</b>
51 - 60	0	0	0	<b>0</b>
61 - 70	0	0	3	<b>3</b>
71 +	0	0	0	<b>0</b>
<b>All Adults</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
Age Unknown	0	0	0	<b>0</b>
<b>All Ages</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
<b>Expected number (per age group)</b>	0.0	0.0	0.5	0.5

### Annex 1g – All Goods Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	0	0
5 - 6	0	0	0	0
7 - 11	0	0	0	0
12 - 15	0	0	0	0
<b>All Children</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16 - 16	0	0	0	0
17 - 20	0	0	0	0
21 - 30	0	0	3	3
31 - 40	0	0	5	5
41 - 50	0	0	5	5
51 - 60	0	0	3	3
61 - 70	0	0	0	0
71 +	0	0	0	0
<b>All Adults</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
Age Unknown	0	0	0	0
<b>All Ages</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
<b>Expected number (per age group)</b>	0.0	0.0	1.5	1.5

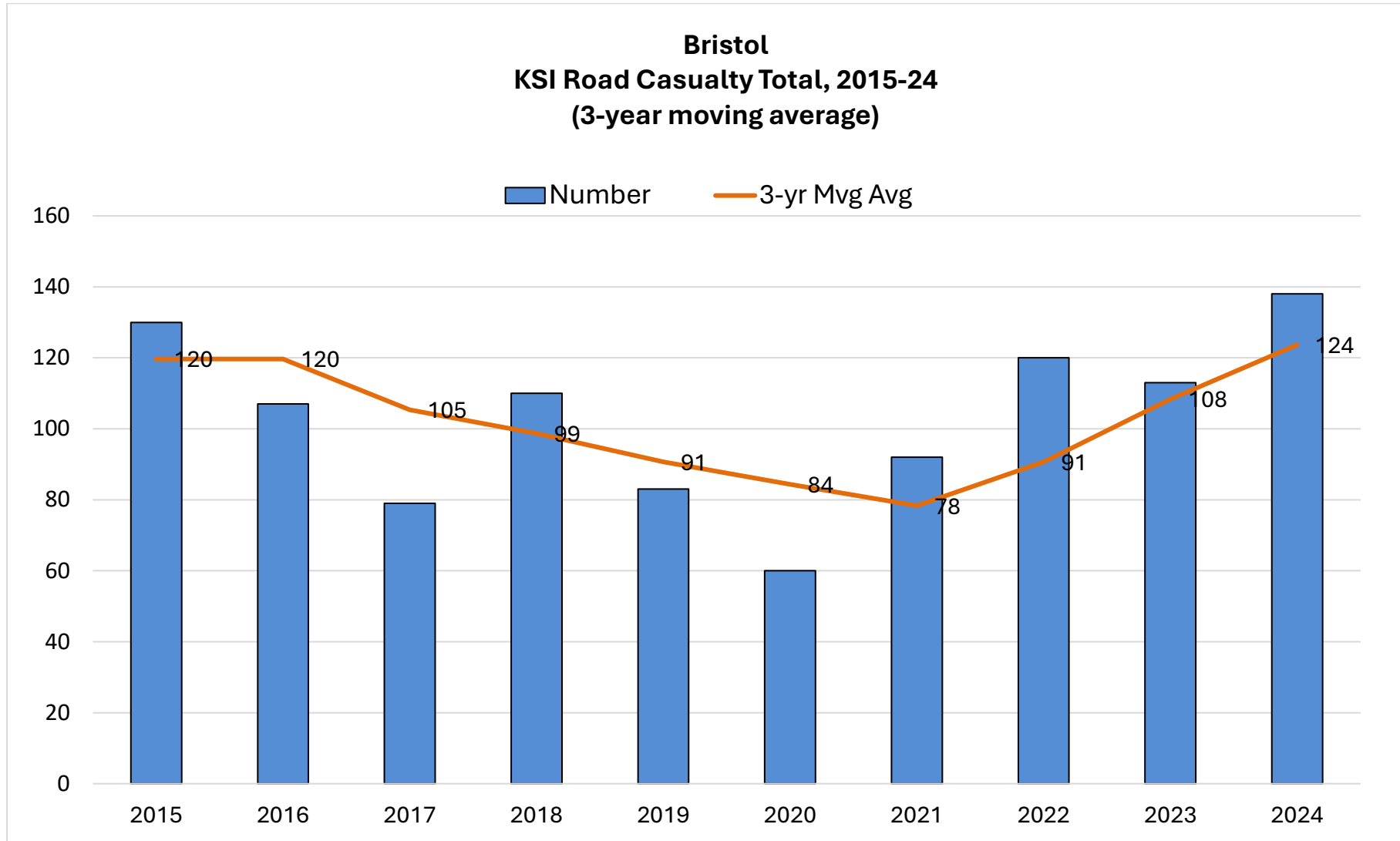
## Annex 1h – Other Motor & Non-Motor Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	0	0	<b>0</b>
5 - 6	0	0	0	<b>0</b>
7 - 11	0	0	0	<b>0</b>
12 - 15	0	0	1	<b>1</b>
<b>All Children</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
16 - 16	0	0	2	<b>2</b>
17 - 20	0	0	5	<b>5</b>
21 - 30	0	7	17	<b>24</b>
31 - 40	0	3	5	<b>8</b>
41 - 50	0	2	2	<b>4</b>
51 - 60	1	1	3	<b>5</b>
61 - 70	0	0	1	<b>1</b>
71 +	0	1	0	<b>1</b>
<b>All Adults</b>	<b>1</b>	<b>14</b>	<b>35</b>	<b>50</b>
Age Unknown	0	1	1	<b>2</b>
<b>All Ages</b>	<b>1</b>	<b>15</b>	<b>37</b>	<b>53</b>
<b>Expected number (per age group)</b>	0.1	1.4	3.4	4.8

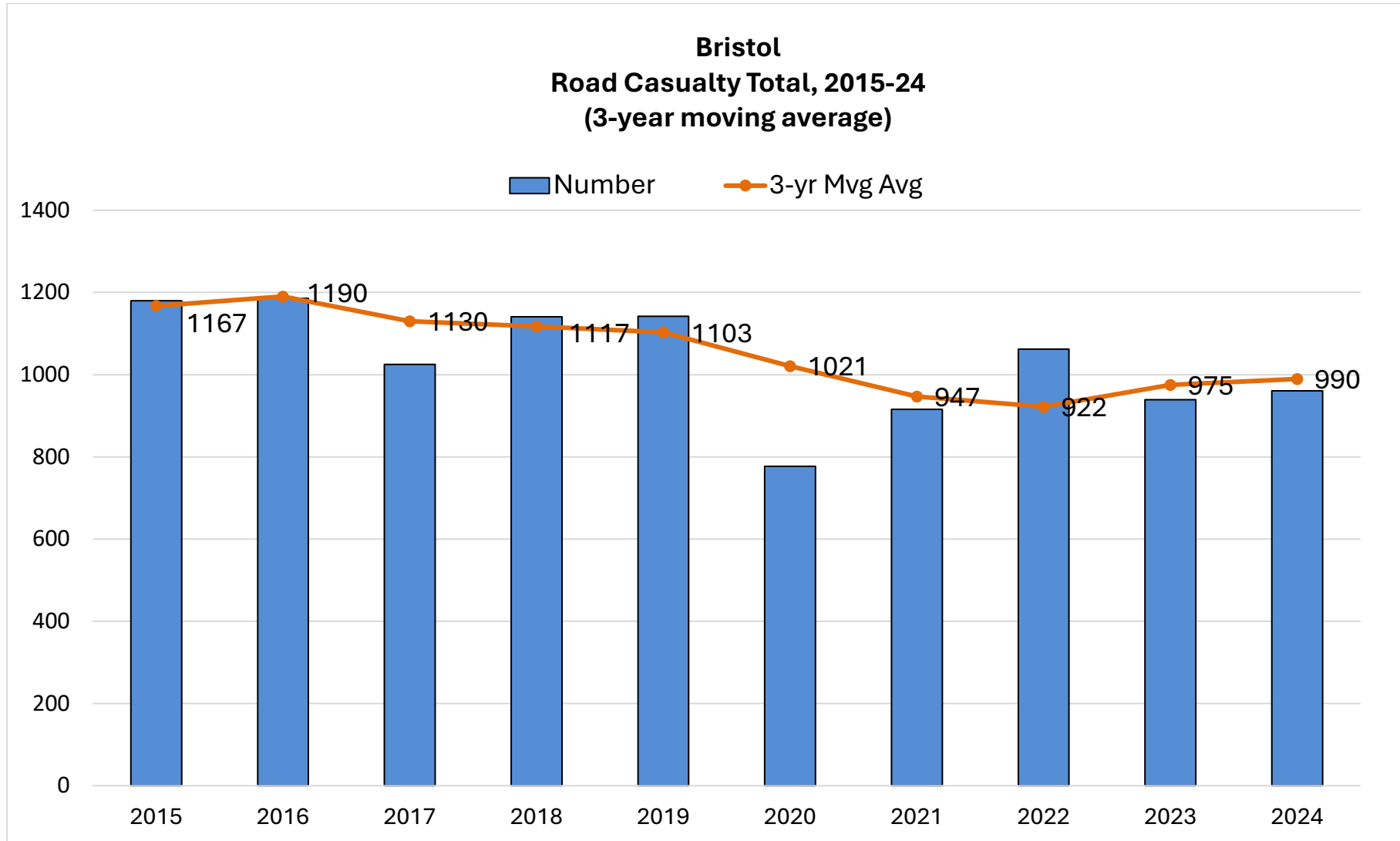
## Annex 1i – All Road User Groups (Drivers/ Riders/ Passengers/ Pedestrians): Road Casualty Age-Profile Table (2024)

Age Group	Fatal	Serious	Slight	Sub Total
0 - 4	0	1	12	<b>13</b>
5 - 6	1	2	9	<b>12</b>
7 - 11	0	2	23	<b>25</b>
12 - 15	0	3	15	<b>18</b>
<b>All Children</b>	<b>1</b>	<b>8</b>	<b>59</b>	<b>68</b>
16 - 16	0	3	10	<b>13</b>
17 - 20	0	15	72	<b>87</b>
21 - 30	0	34	238	<b>272</b>
31 - 40	2	22	184	<b>208</b>
41 - 50	0	17	103	<b>120</b>
51 - 60	2	11	82	<b>95</b>
61 - 70	0	7	33	<b>40</b>
71 +	2	12	22	<b>36</b>
<b>All Adults</b>	<b>6</b>	<b>121</b>	<b>744</b>	<b>871</b>
Age Unknown	0	2	20	<b>22</b>
<b>All Ages</b>	<b>7</b>	<b>131</b>	<b>823</b>	<b>961</b>
<b>Expected number (per age group)</b>	0.6	11.9	74.8	87.4

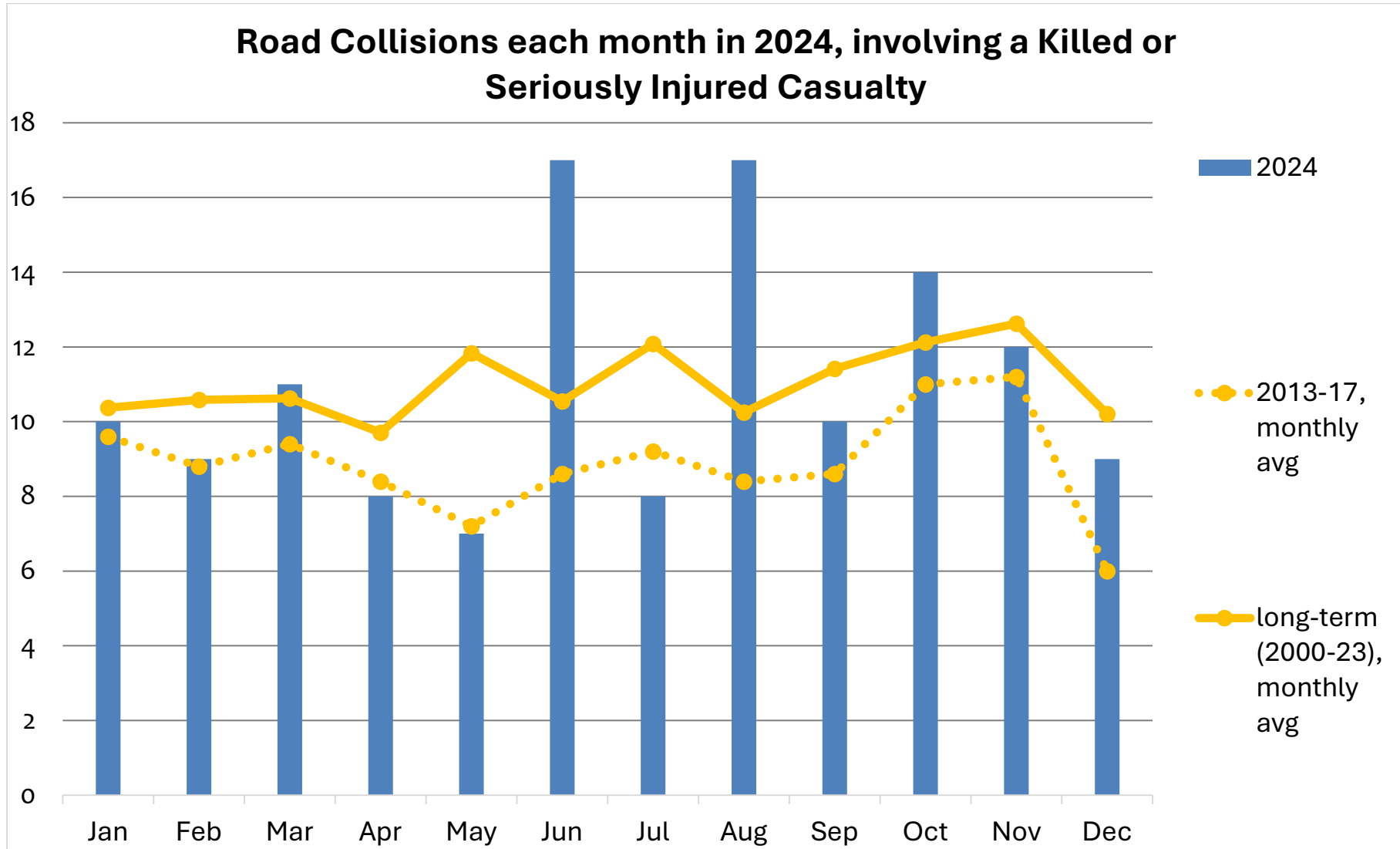
### Annex 2a – Killed or Seriously Injured (KSI) Road Casualty change (3-year rolling average)



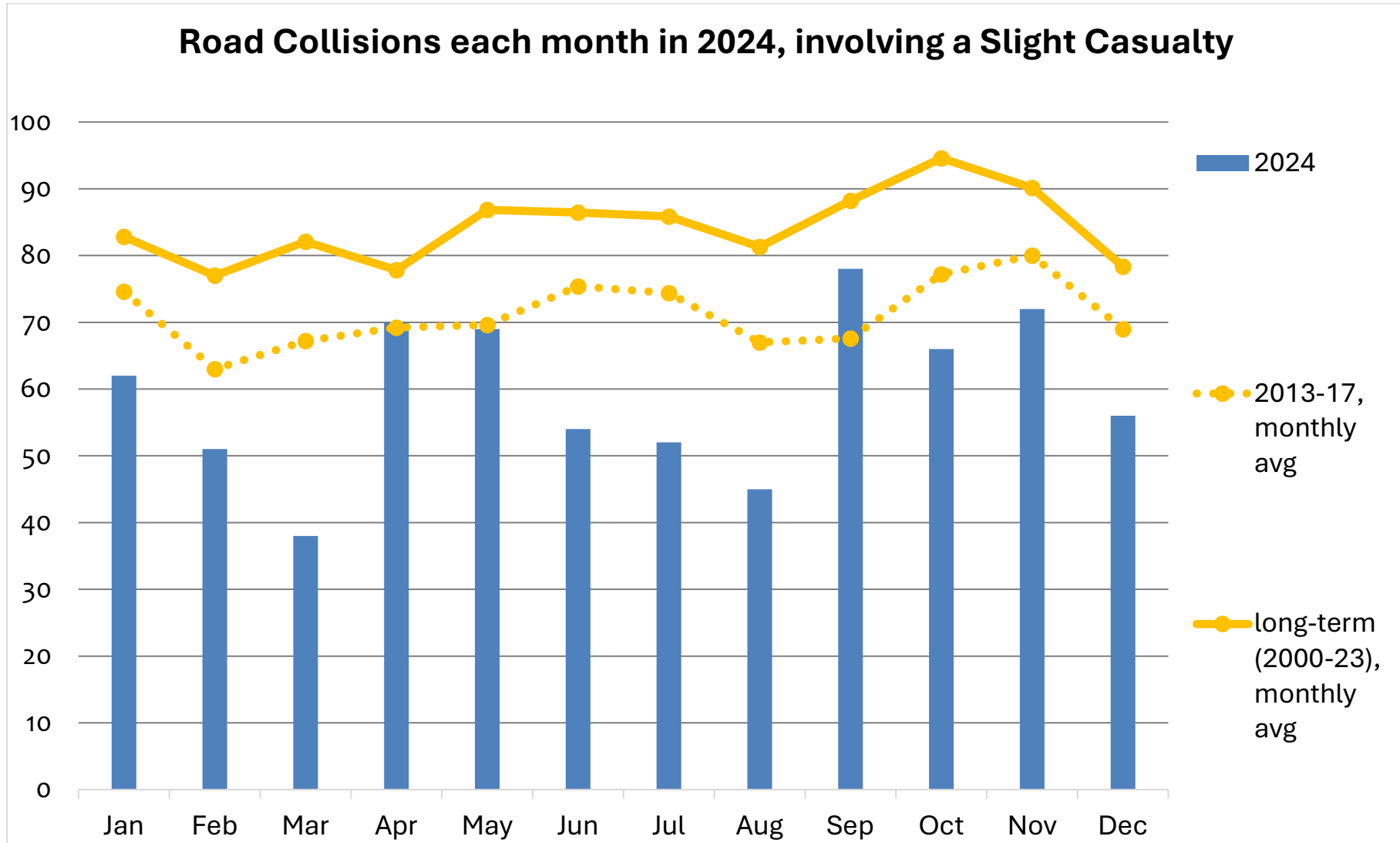
### Annex 2b – All Severities of Road Casualty change (3-year rolling average)



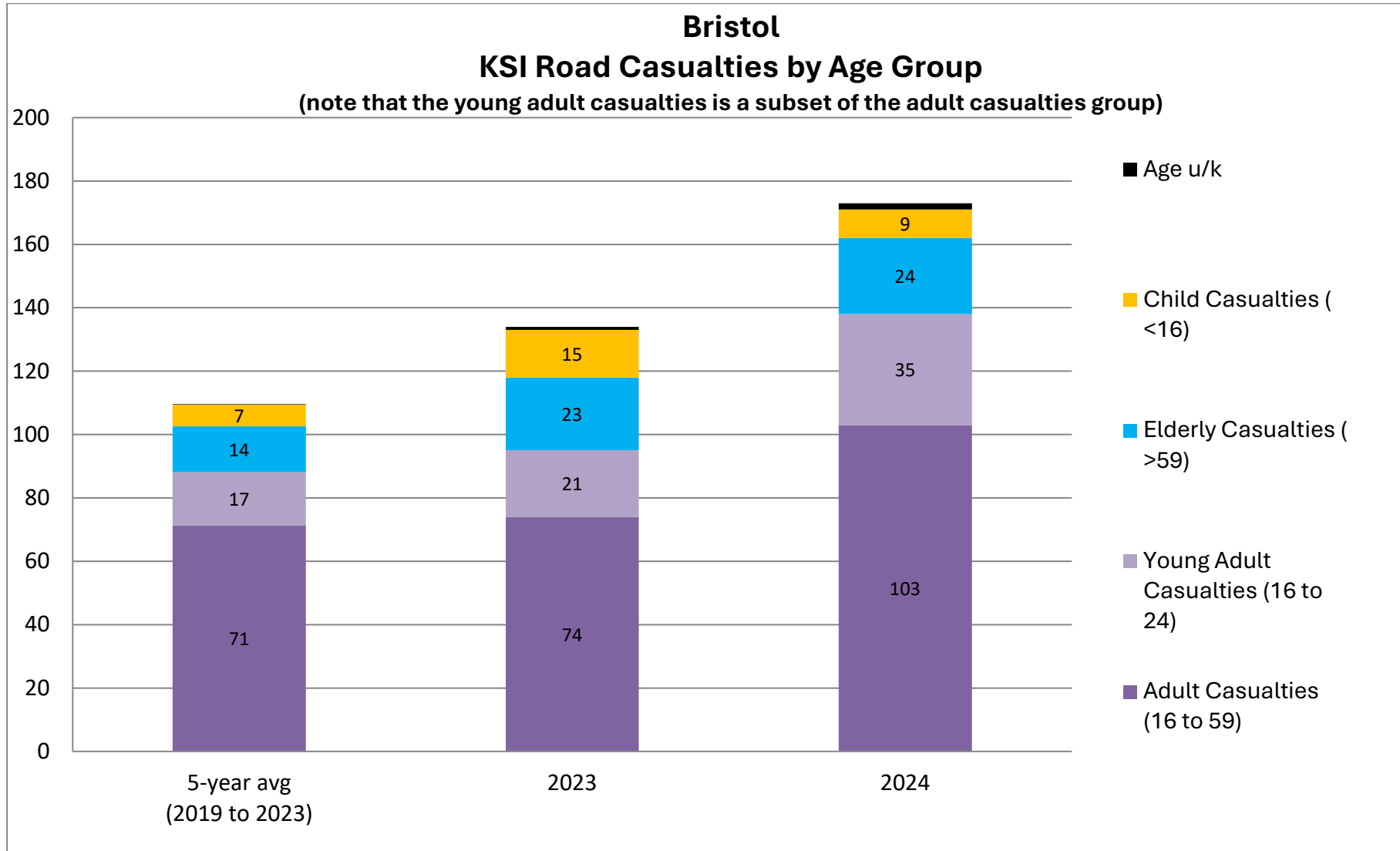
### Annex 3a – Killed or Seriously Injured (KSI) Road Collisions each Month



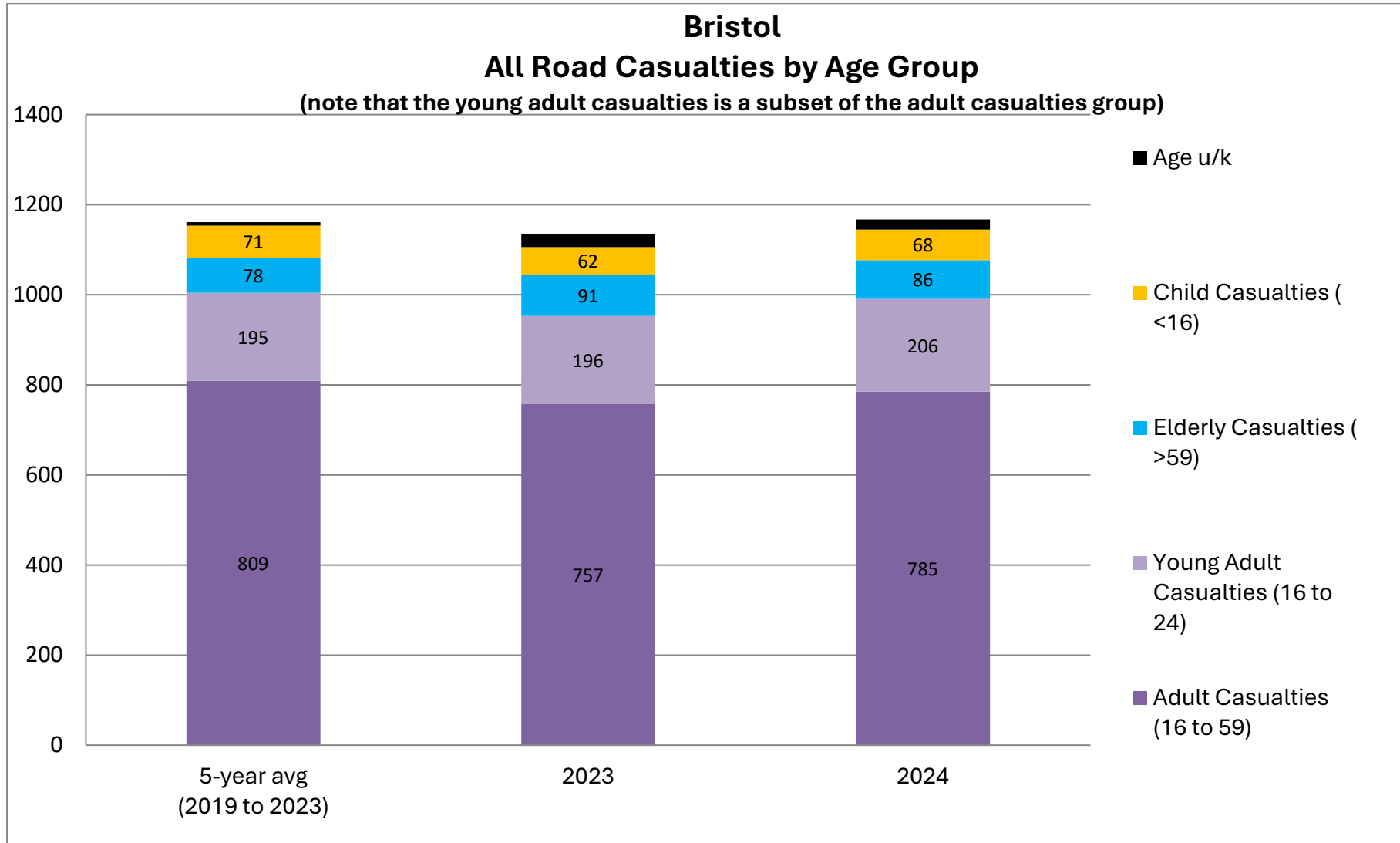
Annex 3b – Slight Road Collisions each Month



### Annex 4a - Killed or Seriously Injured (KSI) Road Casualties by Age Group



**Annex 4b - All Road Casualties by Age Group**



## Glossary

**Adult age** = 16 to 59

**Child age** = 15 and under

**Young Adult age** = 16 to 24

**Other Adult age** = 25 to 59

**Elderly age** = 60 and over

**KSI** = killed or seriously injured (includes fatal and seriously injured road casualties). Serious injury would normally be associated with attendance at, and in most situations, admittance to a hospital for medical treatment

**P2W** = powered two-wheelers (includes motorbikes, mopeds, motorcycle scooters, but not standing 'E-Scooters')

**Standing-Scooter** = commonly known as an 'E-Scooter', but can be powered by other fuel types

**Vulnerable road user** = pedestrians, pedal cycle users, powered two-wheeler users, and standing-scooter users

## Useful Links

[Reported road casualties Great Britain, annual report: 2024 - GOV.UK](#)

[Reported road casualty statistics in Great Britain: interactive dashboard, from 2018](#)

[Road traffic statistics | Local authority: Bristol, City of](#)

[Road collision/casualty statistics - customisable download](#)

[Reported road collisions, vehicles and casualties \(GB\) - tables](#)