



ROAD CASUALTIES

In Bristol

2021

6 Children (15 years & under) Killed or Seriously Injured (higher by 4 from previous year)

17 Young Adults (16–24 years) Killed or Seriously Injured (higher by 10 from previous year)

9 Elderly Adults (60 years & over) Killed or Seriously Injured (higher by 3 from previous year)

60 Other Adults (25 to 59 years) Killed or Seriously Injured (higher by 15 from previous year)

824 Slight Injuries (higher by 106 from previous year)

11 Taxi occupants slightly injured (higher by 6 from previous year)

0 Bus occupants injured (no change from previous year)

Casualty Total of 916 (higher by 138 from previous year)

Table of Contents

Introduction	5
<i>Table 1: Casualties Summary</i>	7
Economic Cost of Collisions and Casualties	8
<i>Table 2: Economic Cost of Collisions and Casualties by severity of injury and road class. Note: figures are in 2021 prices and are in pounds sterling</i>	8
Summary/Overview of Road Casualty Trends (Table and Charts).....	9
<i>Table 3: Comparison of Collision and Casualty Data Since 2018</i>	9
<i>Chart 1a: All casualties by road user group, 2019 to 2021 totals (3-year average).</i>	10
<i>Chart 1b: KSI casualties by road user group, 2019 to 2021 totals (3-year average).</i>	11
<i>Chart 2a: Annual Change in Casualties by Road User Group, 2007 to 2021</i>	12
<i>Chart 2b: Annual Change in KSI Casualties by Road User Group, 2007 to 2021</i>	13
<i>Chart 3a: Annual Change in Casualty Proportions for each Road user Group, 2007 to 2021</i>	14
<i>Chart 3b: Annual Change in KSI Casualty Proportions for each Road user Group, 2007 to 2021</i>	15
Targets & Progress	16
<i>Figure 1: One City Plan (2018-41) – KSI Road Casualty target and progress</i>	18
<i>Figure 2: Joint Local Transport Plan 4 (2020-36) – KSI Road Collision target and progress</i>	19
<i>Figure 3: Joint Local Transport Plan 4 (2020-36) - Road Casualty Proportions targets and progress</i>	20
Pedestrians.....	21
<i>Chart 4a: Child (<16 years old) Pedestrians</i>	22
<i>Chart 4b: Adult (>15 years old) Pedestrians</i>	23
<i>Chart 4c: Elderly (>59 years old) Pedestrians</i>	24
Pedal Cycle Users	25

Bristol City Council – Road Casualty Review 2021

<i>Chart 5a: Child (<16 years old) Pedal Cycle Users</i>	26
<i>Chart 5b: Adult (>15 years old) Pedal Cycle Users</i>	27
Motorcycle/Moped Users (a.k.a. Powered Two-Wheelers).....	28
<i>Chart 6: Powered Two-Wheeler Users</i>	29
Standing-Scooter Users (electric and other power types).....	30
Car Occupants (includes Taxis)	31
<i>Chart 7a: Child (<16 years old) Car & Taxi Passengers</i>	32
<i>Chart 7b: Adult (>15 years old) Car & Taxi Passengers</i>	33
<i>Chart 8a: Adult (>16 years old) Car & Taxi Drivers</i>	34
<i>Chart 8b: Elderly (>59 years old) Car & Taxi Drivers</i>	35
Annex 1a – Pedestrians: Road Casualty Age-Profile Table (2021).....	36
Annex 1b – Cyclists: Road Casualty Age-Profile Table (2021).....	37
Annex 1c – Powered 2-Wheelers & Combinations (Riders & Pillion Passengers): Road Casualty Age-Profile Table (2021)	38
Annex 1d – 4-Wheeled Cars & Taxis (Drivers): Road Casualty Age-Profile Table (2021)	39
Annex 1e – 4-Wheeled Cars & Taxis (Passengers): Road Casualty Age-Profile Table (2021)	40
Annex 1f – PCV/Minibus/Motor Caravan/Tram/Light Rail (Drivers & Passengers): Road Casualty Age-Profile Table (2021).....	41
Annex 1g – All Goods Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2021)	42
Annex 1h – Other Motor & Non-Motor Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2021).....	43
Annex 1i – All Road User Groups (Drivers/ Riders/ Passengers/ Pedestrians): Road Casualty Age-Profile Table (2021)	44
Annex 2a – Killed or Seriously Injured (KSI) Road Casualty change (3-year rolling average)	45
Annex 2b – All Severities of Road Casualty change (3-year rolling average).....	46
Annex 3a – Killed or Seriously Injured (KSI) Road Collisions each Month.....	47
Annex 3b – Slight Road Collisions each Month.....	48

Bristol City Council – Road Casualty Review 2021

Annex 4a - Killed or Seriously Injured (KSI) Road Casualties by Age Group.....	49
Annex 4b - All Road Casualties by Age Group.....	50
Glossary.....	51
Useful Links	51

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).

Corona Virus (COVID-19) Global Pandemic

The UK's third 'Lockdown' began on 6th January 2021 lasting for around 24 weeks until 21st June 2021. The restrictions on movements/economic activity in the third national Lockdown were ended gradually in 5 phases between March and June 2021.

Following the third Lockdown period, traffic volumes in the city, and with it the risk of exposure to road collision, did not at any point in 2021 return to its pre-crisis level.

In 2021, there were **916** reported casualties (**including 8 fatalities**), this was 138 higher than the previous year. The annual change in road casualties when following the 3-year rolling average indicates that the long-term trend is still downward, as illustrated in Annex 2b.

The number of road collisions in 2021 increased from the year before (from 654 to **834**), reflecting the higher traffic volumes across the road network as the restrictions on movements, that were either imposed or self-imposed in 2020 due to the Coronavirus Pandemic, began to ease in 2021. The KSI severity rate of those collisions also rose from 8.9%, in 2020, to **10.8%**. This rise, although to a lesser degree, is something that was also replicated nationally.

There were **92** KSI (killed or seriously injured) casualties reported in 2021, this was 32 more than the previous year and an increase of 53%. The annual change in KSI road casualties when following the 3-year rolling average indicates that the long-term trend is still downward, as illustrated in Annex 2a.

KSI casualties made up **10%** of the total number of reported casualties during the year. There were **8** fatal casualties – a level that is equal to the recent (2011 to 2020) long-term average for Bristol’s roads of 8 deaths per year.

The overall casualties by age-group were as follows:

- Children – **69** (this included 0 fatality), which was 7.5% of the total number of casualties reported
- Young Adults (16–24 yrs) – **214** (this included 1 fatality), which was 23.4% of the total number of casualties reported
- Other Adults (25–59 yrs) – **574** (this included 7 fatalities), which was 62.7% of the total number of casualties reported
- Elderly – **59** (this included 0 fatality), which was 6.4% of the total number of casualties reported

There were no casualties of unknown age.

Table 1: Casualties Summary

2021 (year)	KSI	Slight	All
Total	92	824	916
Pedestrians	23	136	159
Cycle users	23	190	213
Motorcycle users	23	117	140
Car & Taxi Occupants	13	304	317
Other road users ¹	10	77	87
Child Total	6	63	69
(Child pedestrians)	3	34	37
(Child cycle users)	1	8	9
Elderly Total	9	50	57
(Elderly pedestrians)	2	14	16
(Elderly cycle users)	3	3	6

¹ totals include 8 standing-Scooter user KSI casualties and 55 standing-Scooter user slight casualties.

There were 578 male casualties overall, which was 63% of the casualty total, and 339 female casualties overall, which was 37% of the casualty total. Male casualties formed 73% of the Killed or Seriously Injured casualty total, and female casualties formed 27% 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 2021 prices. Using the figure for the ‘all injury’ collision type on Built-up roads of £92,132, **the value of prevention of the 834 collisions in Bristol in 2021 is £76.84 million.**

Table 2: Economic Cost of Collisions and Casualties by severity of injury and road class. Note: figures are in 2021 prices and are in pounds sterling

Accident Type	Built-Up Road (40mph and below)	Non Built-Up Road (above 40mph)	Motorway	All Roads
Fatal	2,273,749	2,388,435	2,503,386	2,342,203
Serious	261,978	292,070	308,504	270,421
Slight	25,960	31,726	37,880	27,320
All Injury	92,132	190,394	151,752	112,243
Damage Only	2,403	3,513	3,376	2,522

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

Table 3: Comparison of Collision and Casualty Data Since 2018

Injury Severity	Collisions/ Casualties	2018	2019	2020	3-year average (2018 to 2020)	2021	% Change from 3-year average
Fatal	Collisions	7	3	7	6	8	41.2%
Fatal	Casualties	7	3	7	6	8	41.2%
Serious	Collisions	98	74	51	74	82	10.3%
Serious	Casualties	103	80	53	79	84	6.8%
Slight	Collisions	843	895	596	778	744	-4.4%
Slight	Casualties	1032	1060	718	937	824	-12%
Total	Collisions	948	972	654	858	834	-2.8%
Total	Casualties	1142	1143	778	1021	916	-10.3%

Charts 1a and 1b (below) 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.

Chart 1a: All casualties by road user group, 2019 to 2021 totals (3-year average).

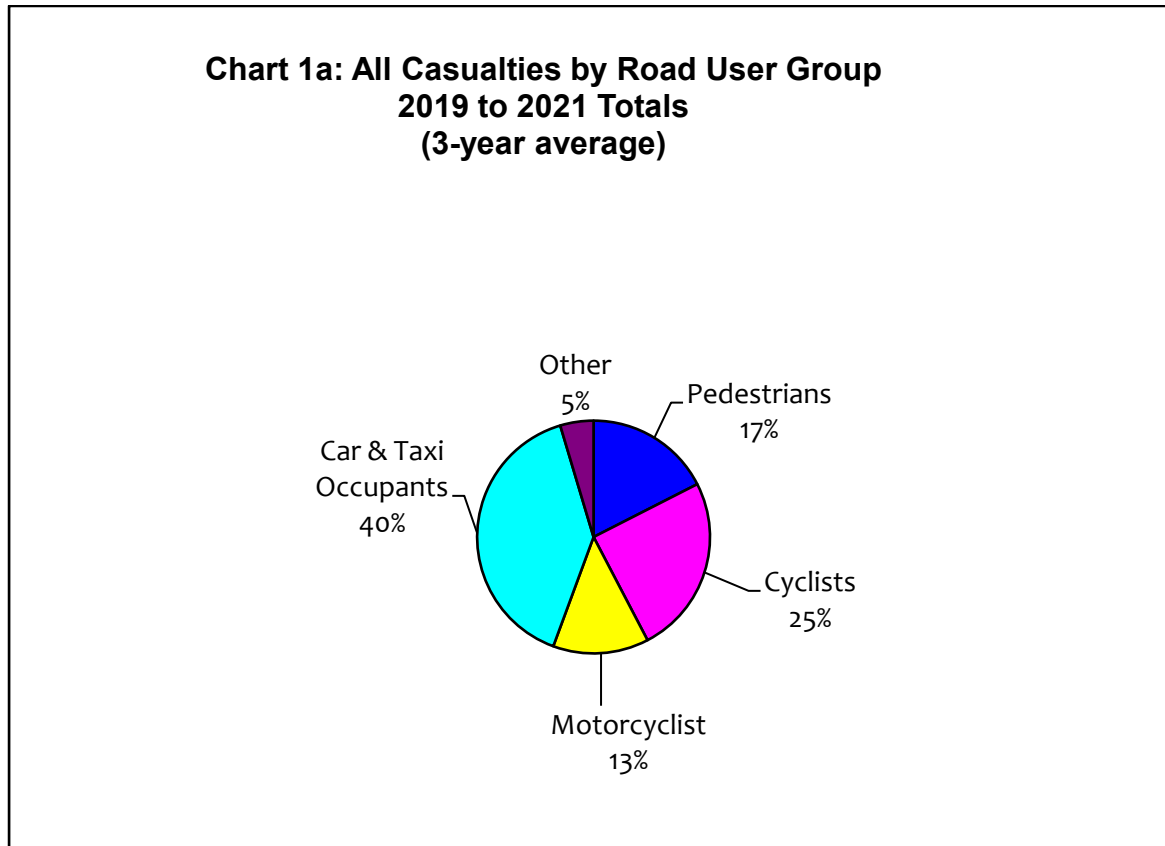


Chart 1b: KSI casualties by road user group, 2019 to 2021 totals (3-year average).

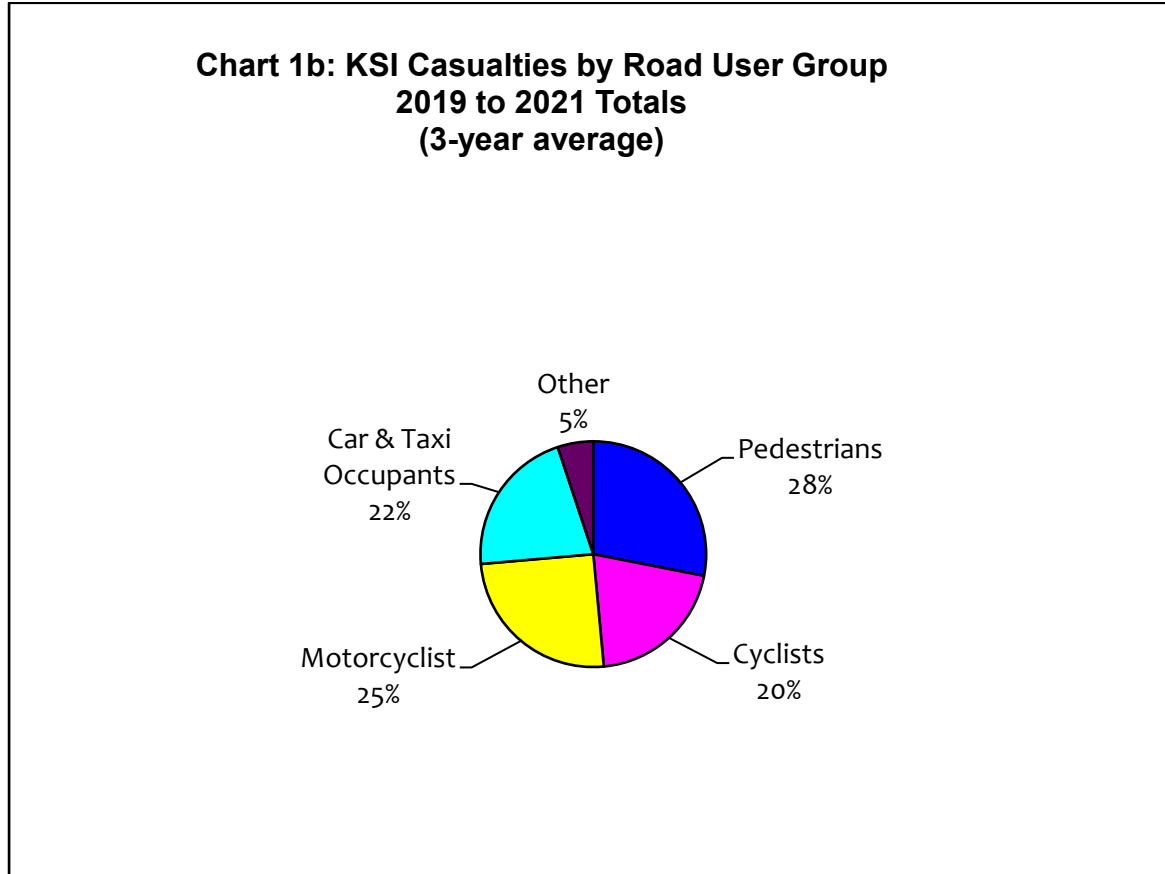


Chart 2a: Annual Change in Casualties by Road User Group, 2007 to 2021

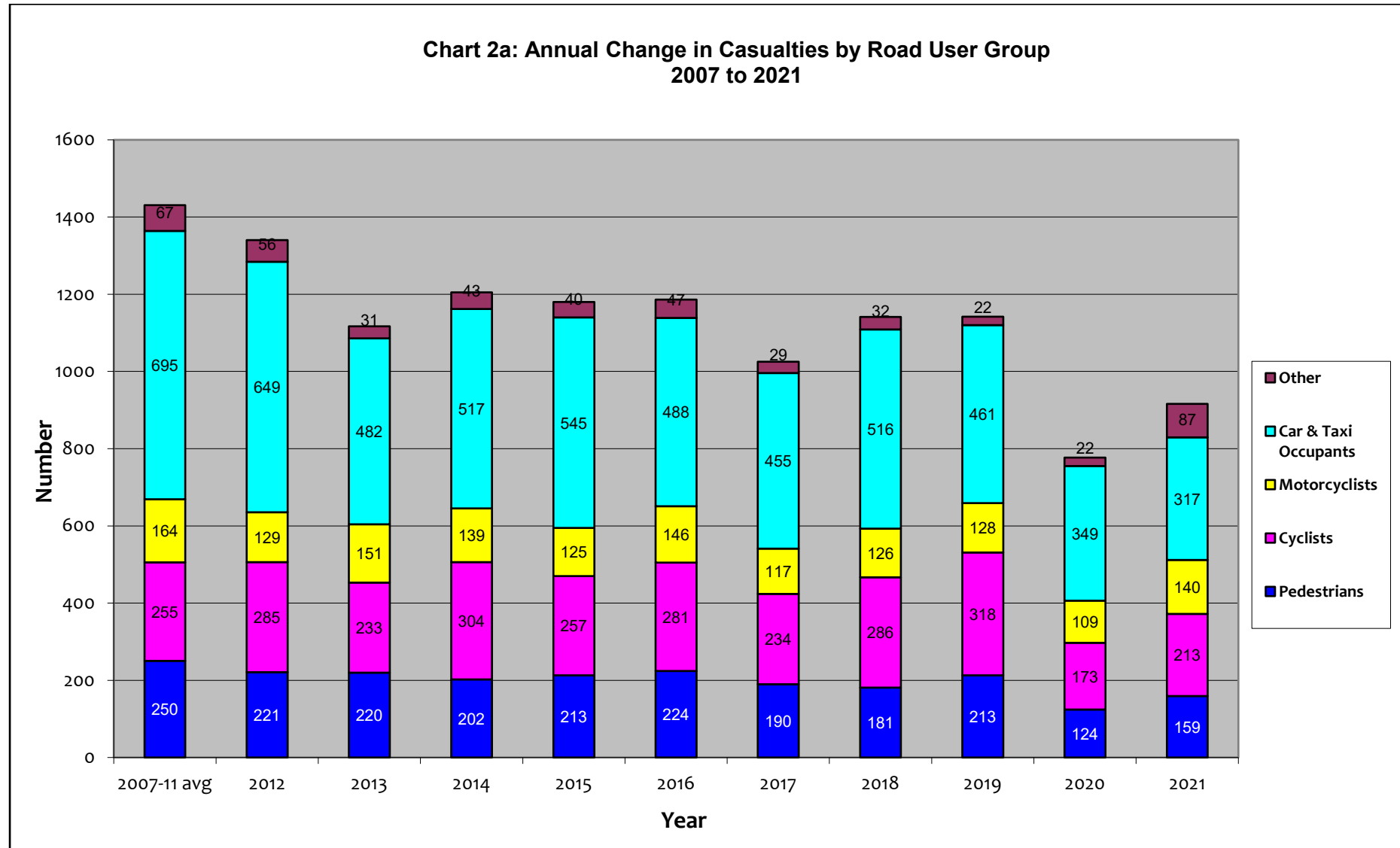


Chart 2b: Annual Change in KSI Casualties by Road User Group, 2007 to 2021

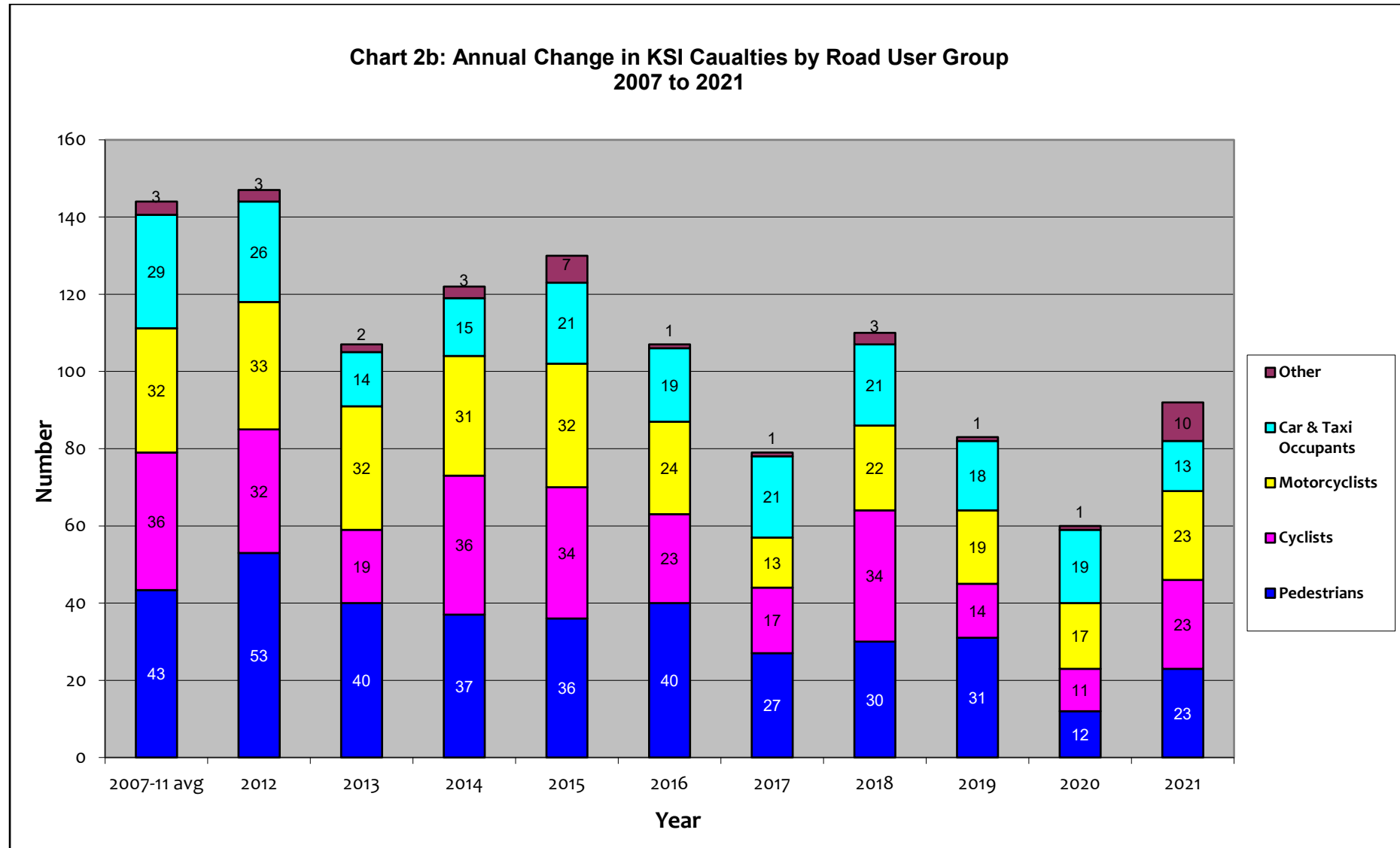


Chart 3a: Annual Change in Casualty Proportions for each Road user Group, 2007 to 2021

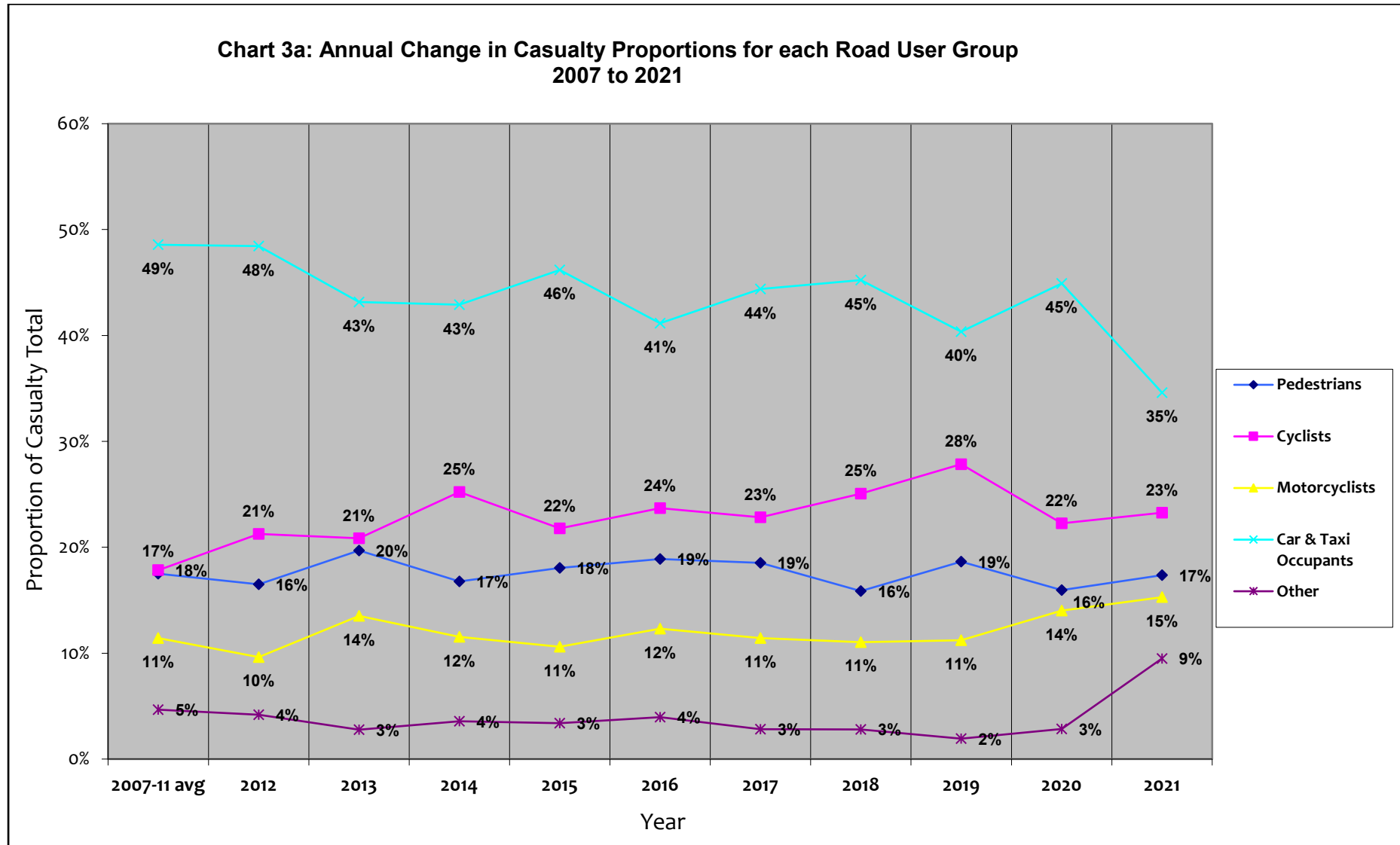
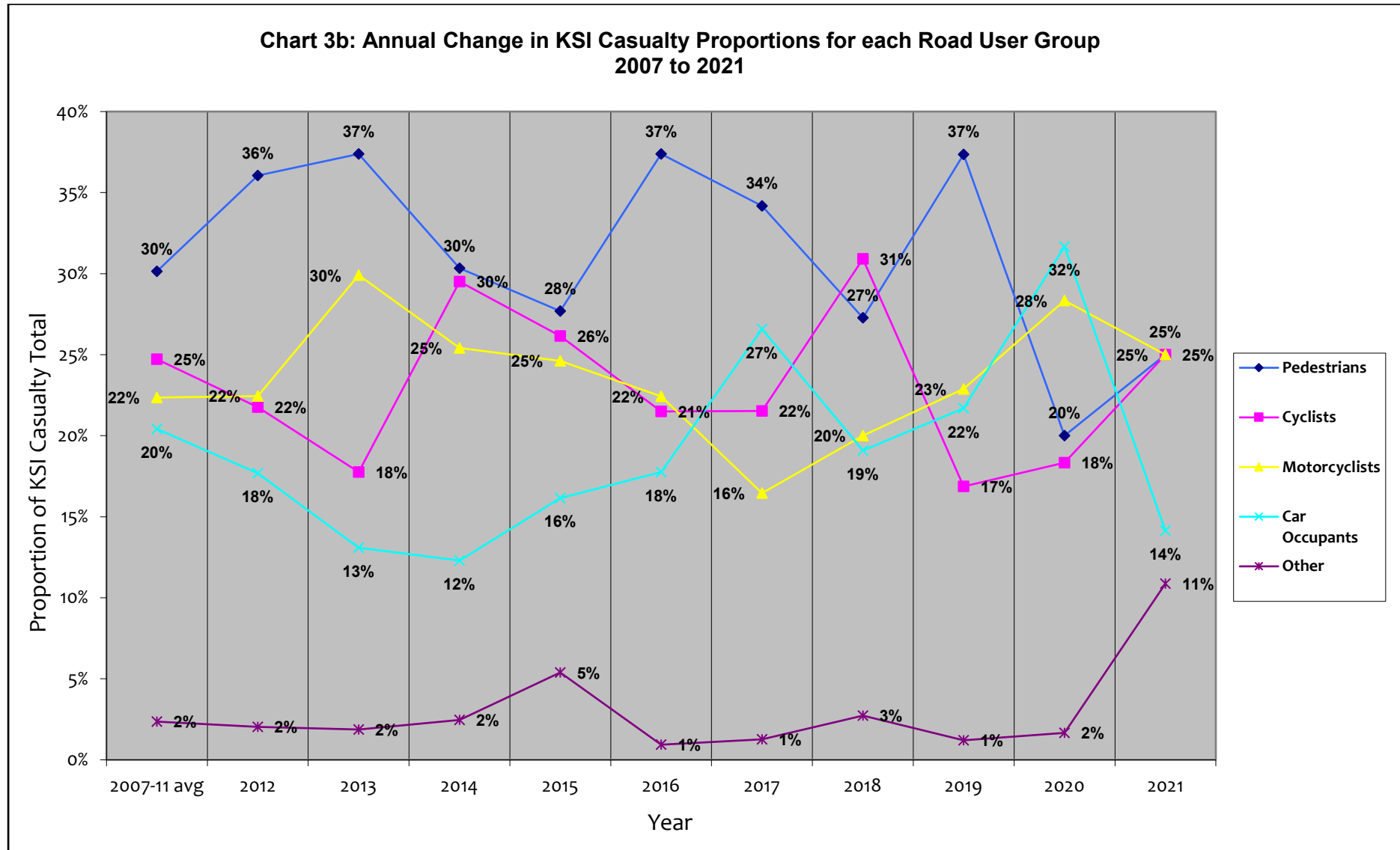


Chart 3b: Annual Change in KSI Casualty Proportions for each Road user Group, 2007 to 2021



Targets & Progress

The Charts below show the road collision and road casualty targets that have been set under the One City Partnership's Plan, ending in 2041, and the West of England Combined Authority's Joint Local Transport Plan (JLTP) 4, ending in 2036, which the City Council is now working towards.

One City Partnership Plan – a target of zero KSI road casualties by 2041 (see figure 1, below)

In 2021, the number of KSI casualties, at 92, was below the level of the projection line leading towards achieving the target by 2041.

Joint Local Transport Plan 4 – a target of zero KSI road collisions by 2036 (see figure 2, below)

In 2021, the number of KSI collisions, at 90, was above the level of the projection line 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 3, below)

In 2021, the proportion of vulnerable road user casualties was 55.77%. This was above the benchmark level of 54.2% set by the target.

In 2021, the proportion of child road user casualties was **7.52%**. This was above the benchmark level of **7.15%** set by the target.

In 2021, the proportion of elderly road user casualties was **4.36%**. This was below the benchmark level of **5.44%** set by the target.

Figure 1: One City Plan (2018-41) – KSI Road Casualty target and progress

One City Plan (2018-41) - baseline year 2018
(n.b. Fatal is a subset of KSI)

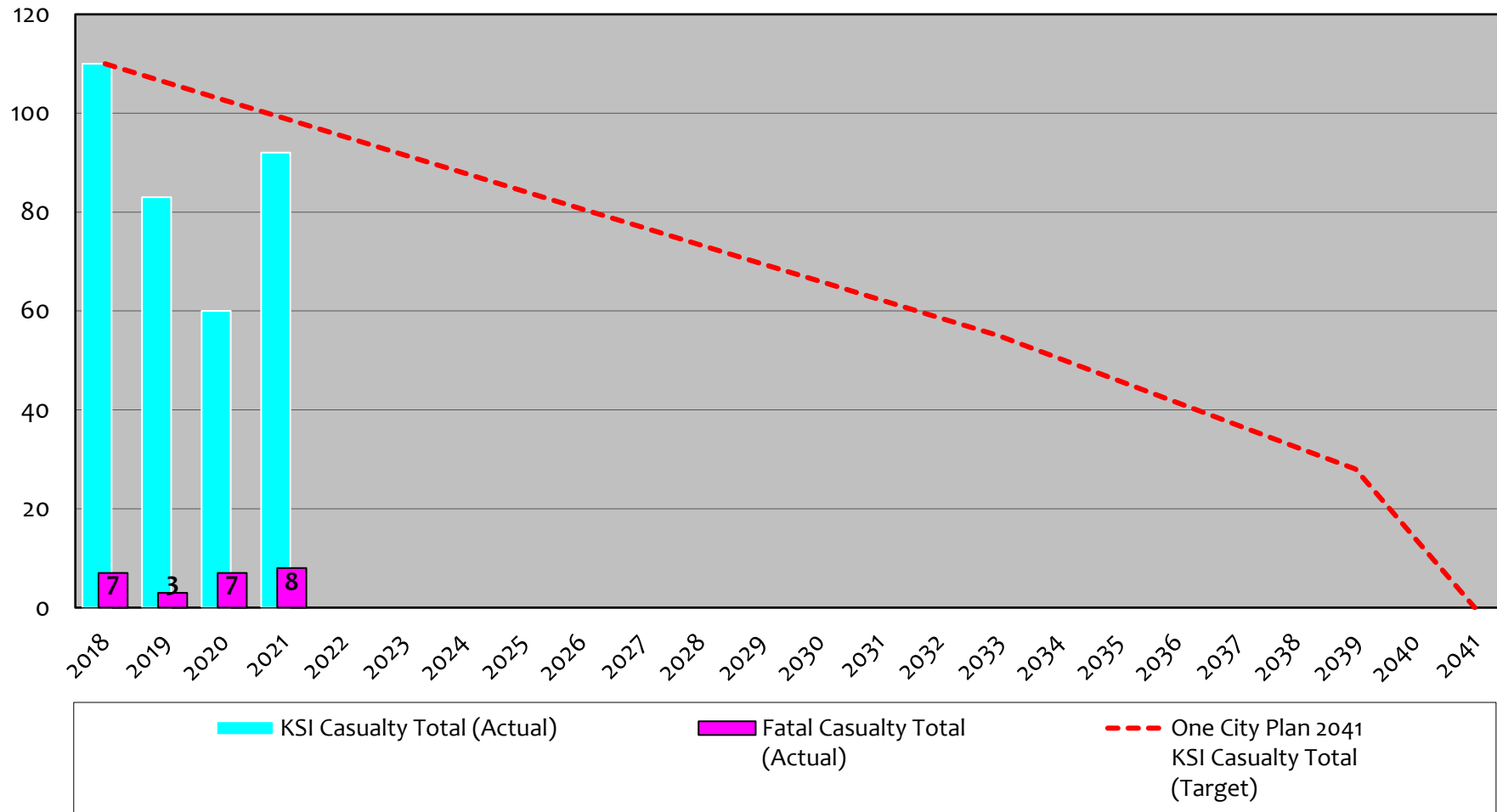


Figure 2: Joint Local Transport Plan 4 (2020-36) – KSI Road Collision target and progress

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)

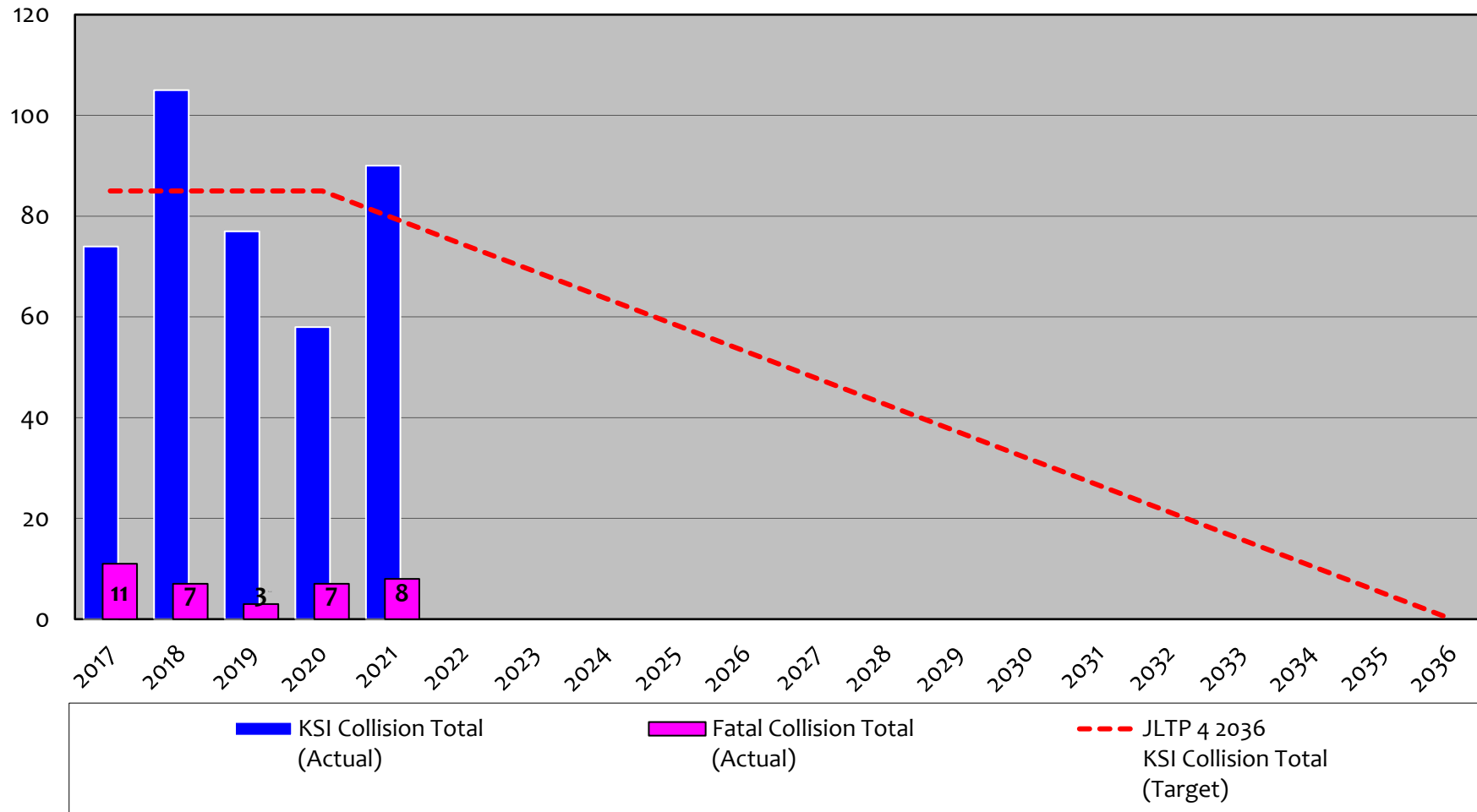
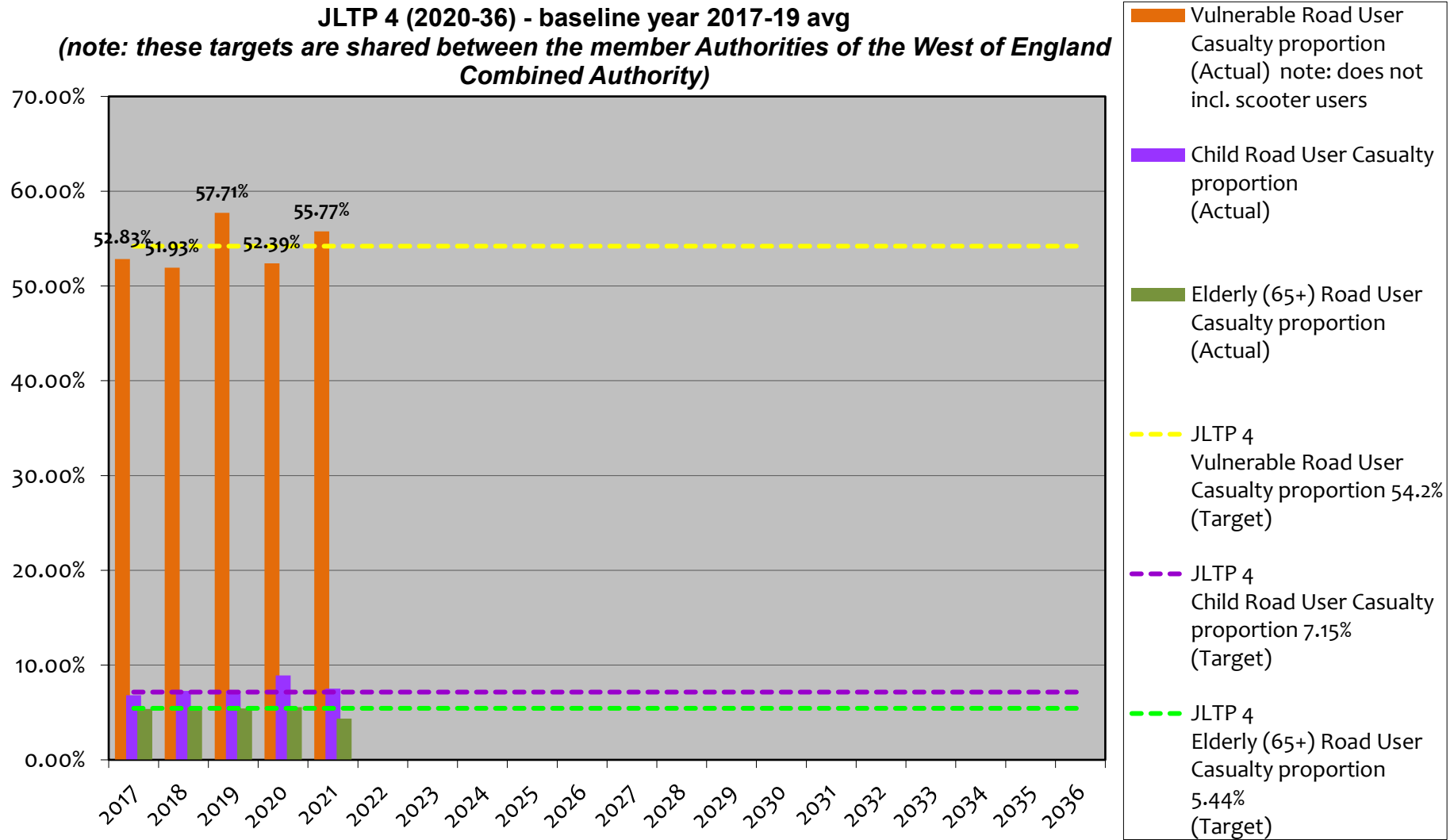


Figure 3: Joint Local Transport Plan 4 (2020-36) - Road Casualty Proportions targets and progress



Pedestrians

159 casualties (incl. 1 fatality)

There was an increase of 35 or **28%** in the total number of Pedestrian casualties from the year before, from 124 to **159**.

The proportion of Pedestrian casualties killed or seriously injured was **14.5%**, and Pedestrians made up **25%** of all the KSI casualties.

Based on the 2019–21 pedestrian casualty rates per 100 thousand of the population, the **most vulnerable** age–group for Pedestrian casualties is **10–14 year–olds**.

In 2021, males accounted for **58%** of all the Pedestrian casualties.

There were **37** Child Pedestrian casualties, an increase of 9 from the previous year, and children made up **23%** of the overall Pedestrian casualty total.

There were **16** Elderly Pedestrian casualties, no change from the previous year, and the elderly made up **10%** of the overall Pedestrian casualty total.

153 or 96% of the Pedestrian casualties were involved in a collision with a motorised vehicle (predominantly a passenger car), and of these, 8 (5%) were buses/coaches; 8 (5%) were motorcycles/mopeds; 10 (6%) were goods vehicles; 14 (9%) were motorised scooters. 6 or 3.7% 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

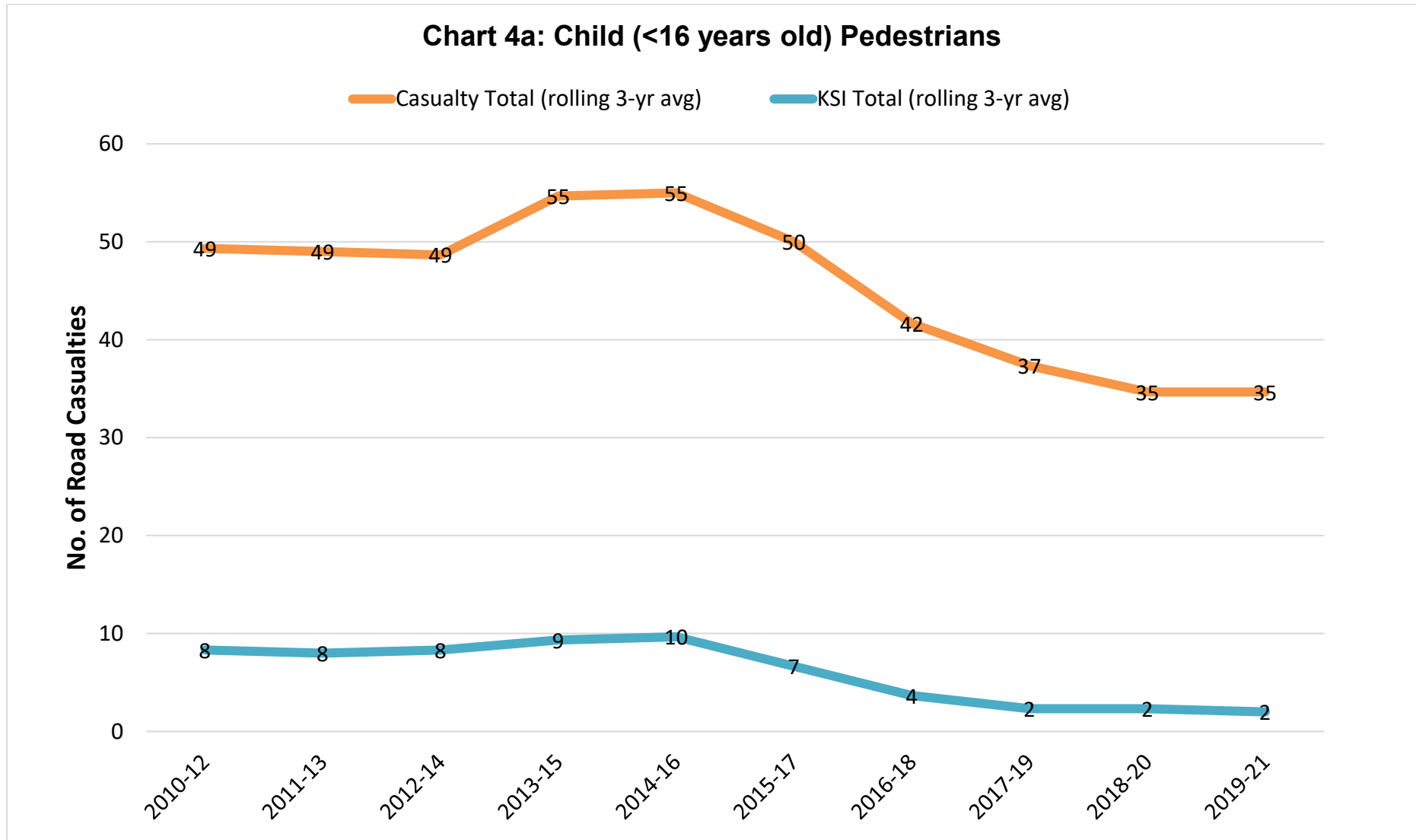


Chart 4b: Adult (>15 years old) Pedestrians

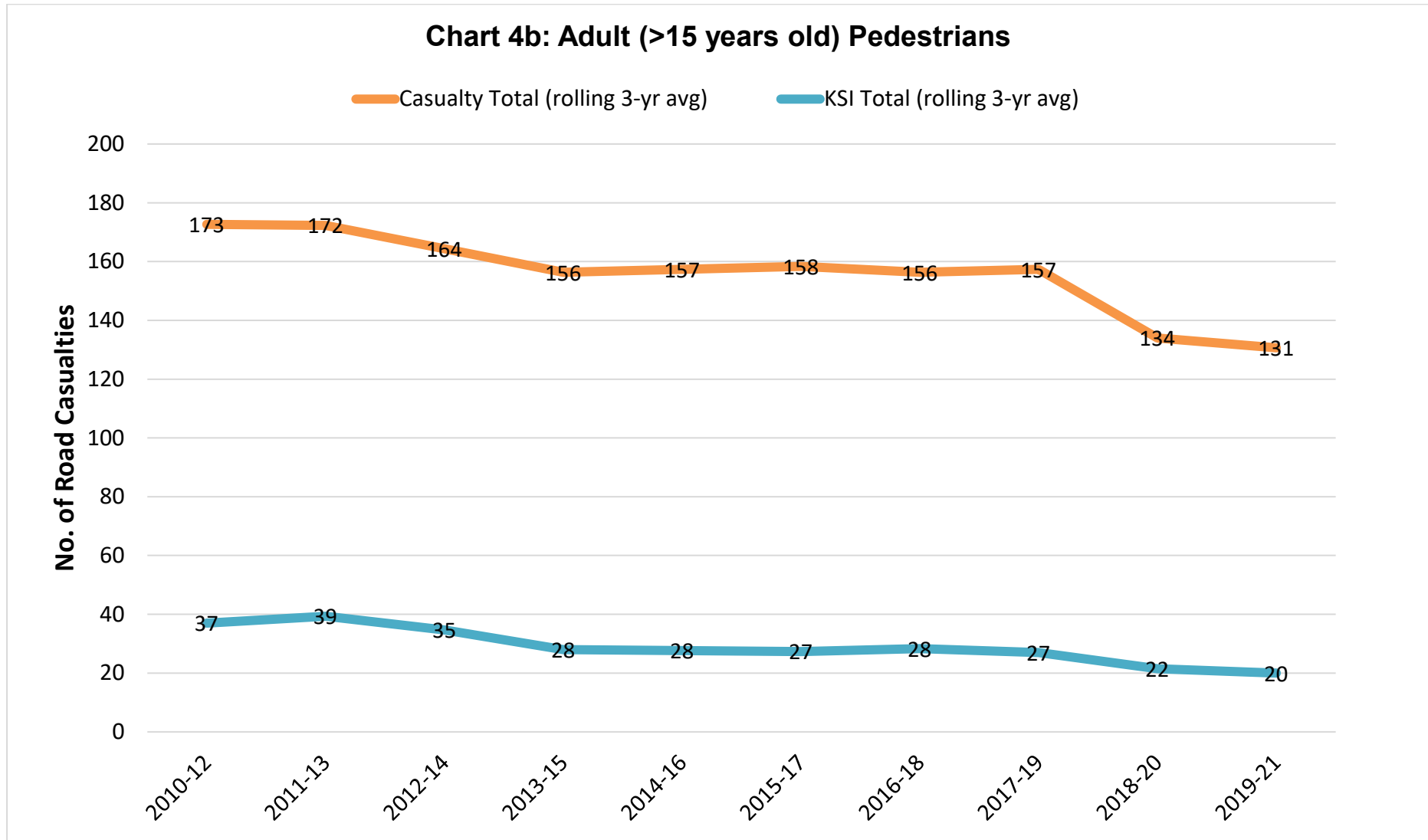
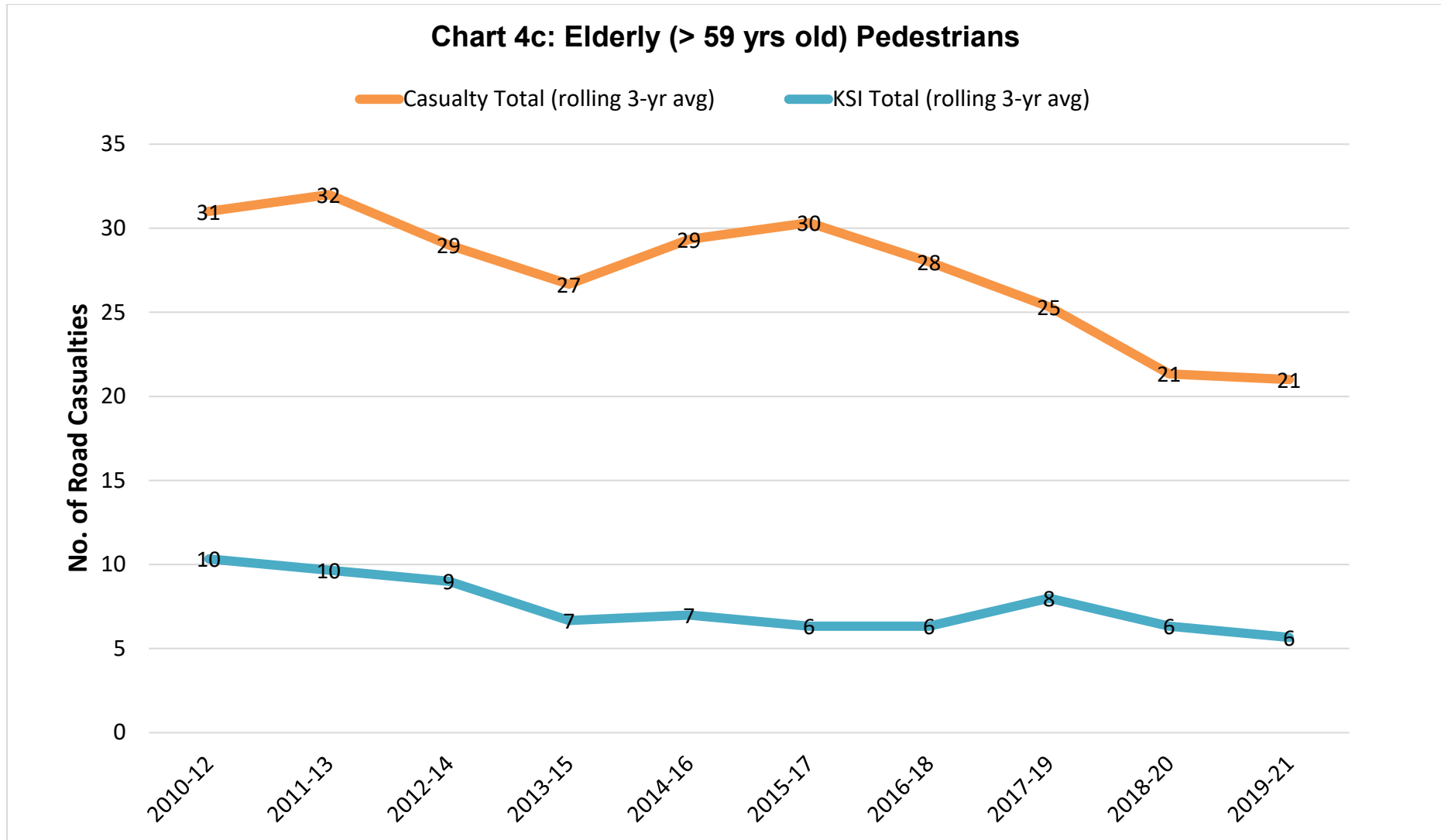


Chart 4c: Elderly (>59 years old) Pedestrians



Pedal Cycle Users

213 casualties (incl. 2 fatalities)

There was an increase of 40 or **23%** in the total number of Cycle User casualties from the year before, from 173 to **213**.

The proportion of Cycle User casualties killed or seriously injured was **11%**, and Cycle User casualties made up **25%** of all the KSI casualties.

Based on the 2019–21 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).

Half of the Cycle user casualties were aged between 20 and 35 years of age.

In 2021, males accounted for **67%** of all the Cycle User casualties.

There were **9** Child Cycle User casualties, a decrease of 5 from the previous year, and children made up **4%** of the overall Cycle User casualty total.

There were **6** Elderly Cycle User casualties who made up **3%** 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

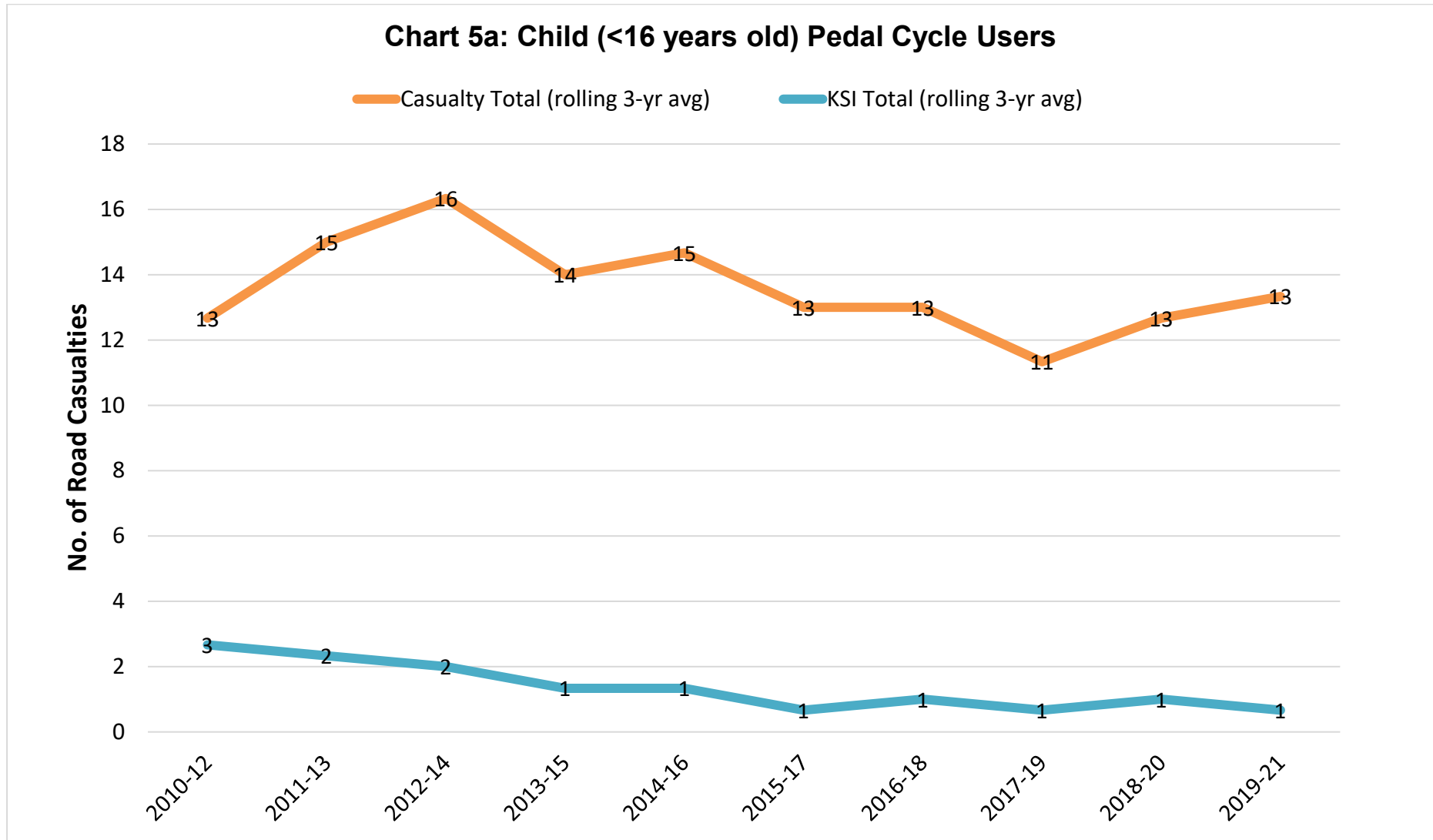
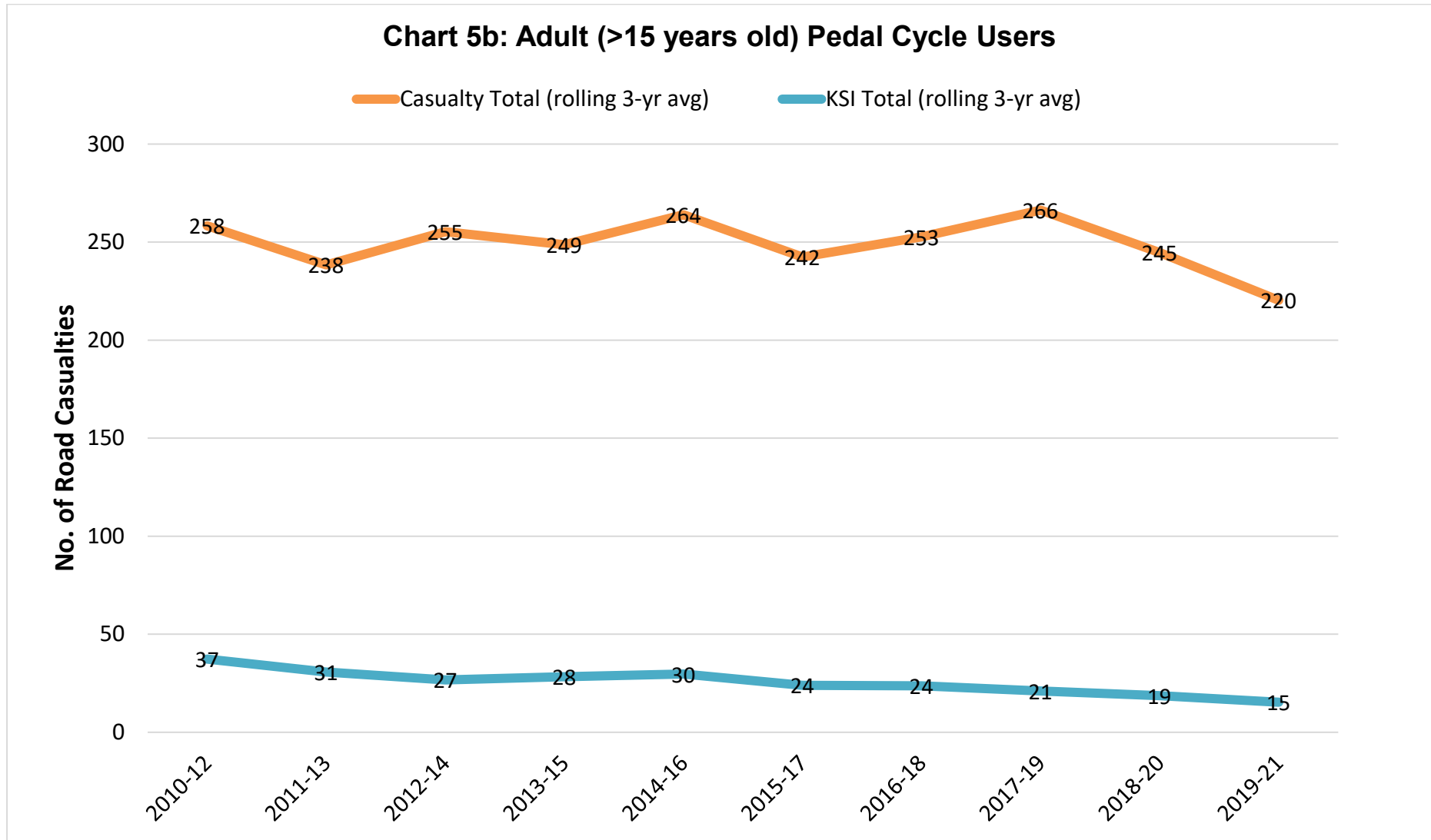


Chart 5b: Adult (>15 years old) Pedal Cycle Users



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

140 casualties (incl. 1 fatality)

There was an increase of 31 or **28%** in the total number of Motorcycle/Moped User casualties from the year before, from 109 to **140**.

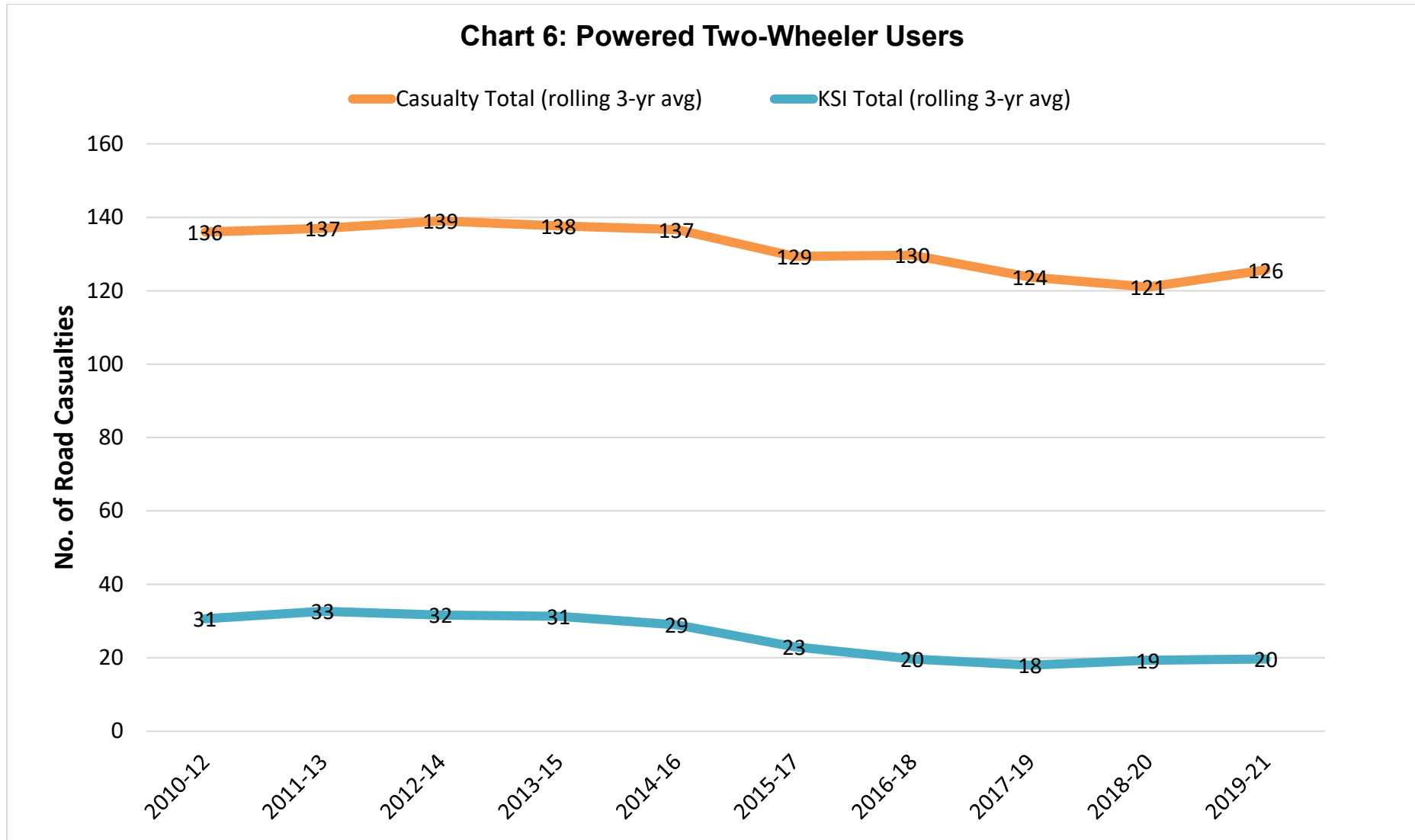
The proportion of Motorcycle/Moped User casualties killed or seriously injured was **16%**, and Motorcycle/Moped User casualties made up **25%** of all the KSI casualties.

Based on the 2019–21 motorcycle/moped user casualty rates per 100 thousand of the population, the **most vulnerable** age–group for Motorcycle/Moped Users is **16–19 year–olds** (predominantly male).

In 2021, males accounted for **79%** of all the Motorcycle/Moped User casualties. **51%** of the Motorcycle/Moped User casualties were under 33 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



Standing-Scooter Users (electric and other power types)

63 casualties (no fatalities)

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. The presence of e-scooters has also led to private owners of scooters to now use Bristol's public highway for journeys. 2021 is the first year in which a full year of data on this type of road user casualty has been collected and is now available.

Comparisons of this data against previous years will not therefore be possible until 2023.

The proportion of Scooter User casualties killed or seriously injured was **12.7%**, and Scooter User casualties made up **8.9%** of all the KSI casualties.

Based on the 2021 overall casualty numbers, the most vulnerable age-group for Scooter Users is 18–22 year-olds (predominantly male).

Car Occupants (includes Taxis)

317 casualties (incl. 4 fatalities)

There was a decrease of 32 or **9%** in the total number of Car occupant casualties from the year before, from 349 to **317**.

The proportion of Car occupant casualties killed or seriously injured was **4%**, and Car occupant casualties made up **14%** of all the KSI casualties.

Based on the 2019–21 car-occupant casualty rates per 100 thousand of the population, the **most vulnerable** age-group(s) for Car & Taxi Drivers is **40–44 year-olds** and **30–34 year-olds**. While for Car & Taxi Passengers it is **15–19 year-olds**.

In 2021, 18–27 year-olds made up **one quarter** of the Car occupant casualties. **Half** of the Car occupant casualties were aged between 18 and 37 years of age.

Male and female casualties each made up around **half** of the Car occupant casualty total. However, males were more predominant as Car Driver casualties whereas females were more predominant as Car Passenger casualties.

There were **14** Child Car occupant casualties (all passengers), **12 fewer** than the previous year, and children made up **4.4%** of the overall Car occupant casualty total.

There were **31** Elderly Car occupant casualties, **3 more** than the previous year, and elderly casualties made up **9.8%** of the overall Car occupant casualty total.

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

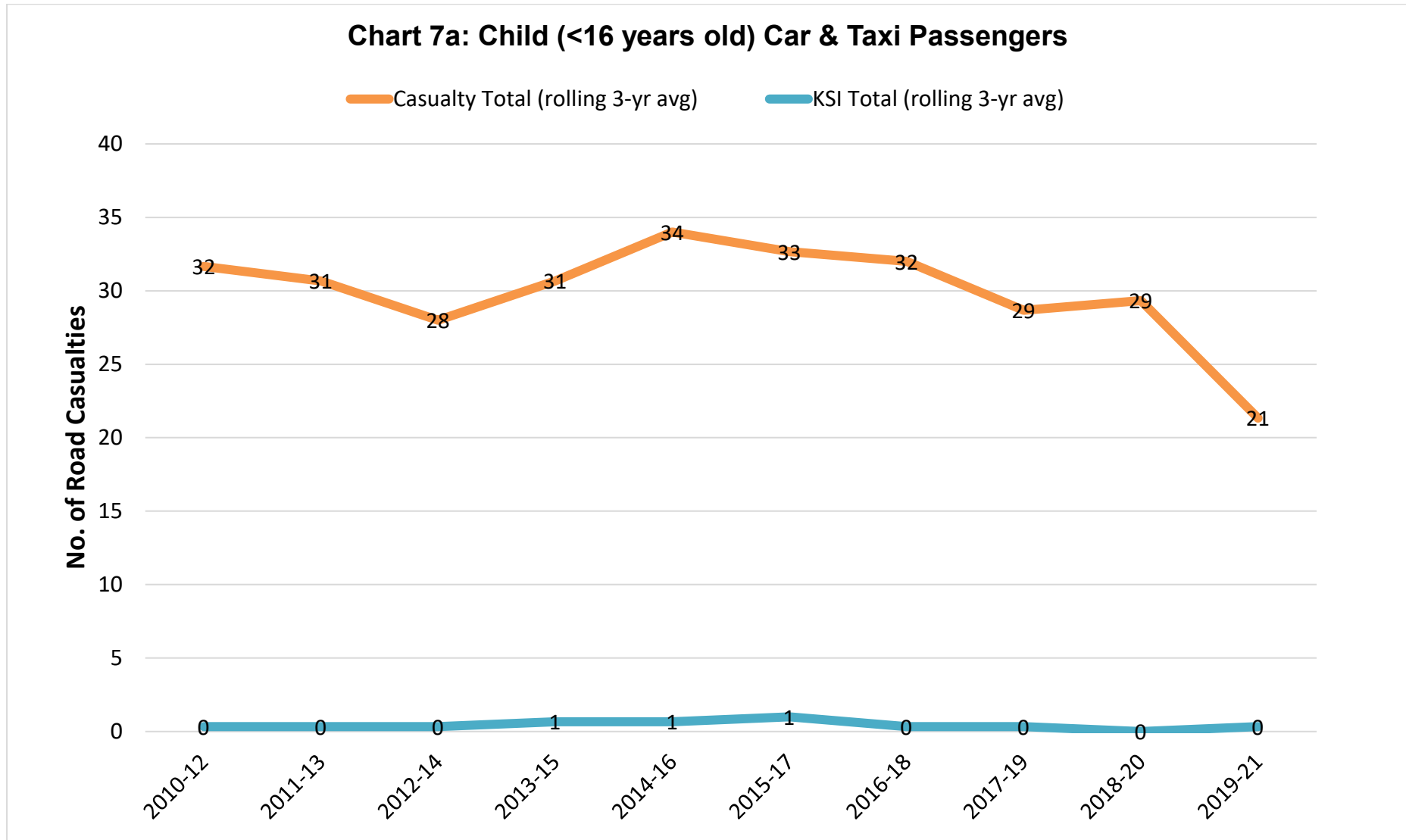


Chart 7b: Adult (>15 years old) Car & Taxi Passengers

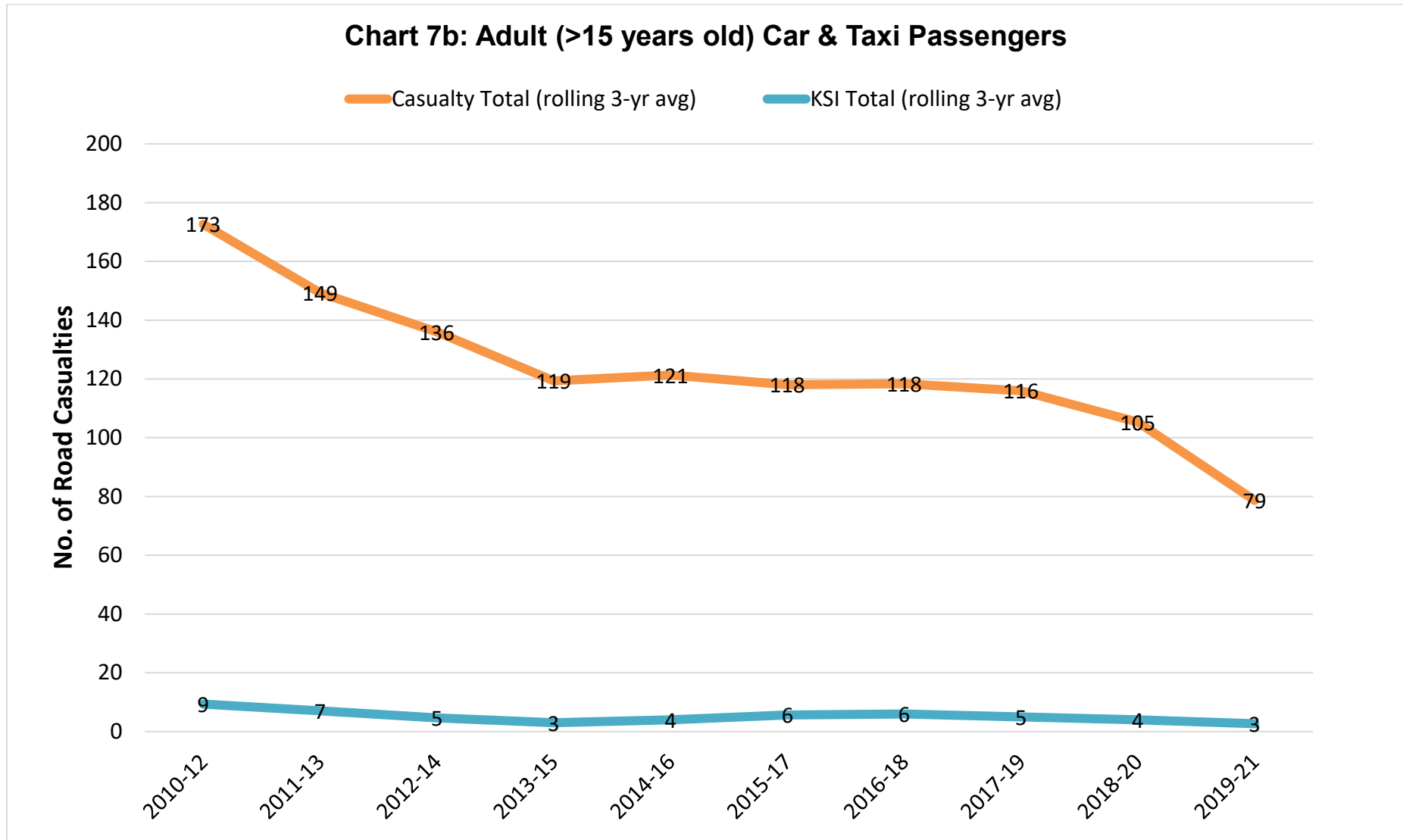


Chart 8a: Adult (>16 years old) Car & Taxi Drivers

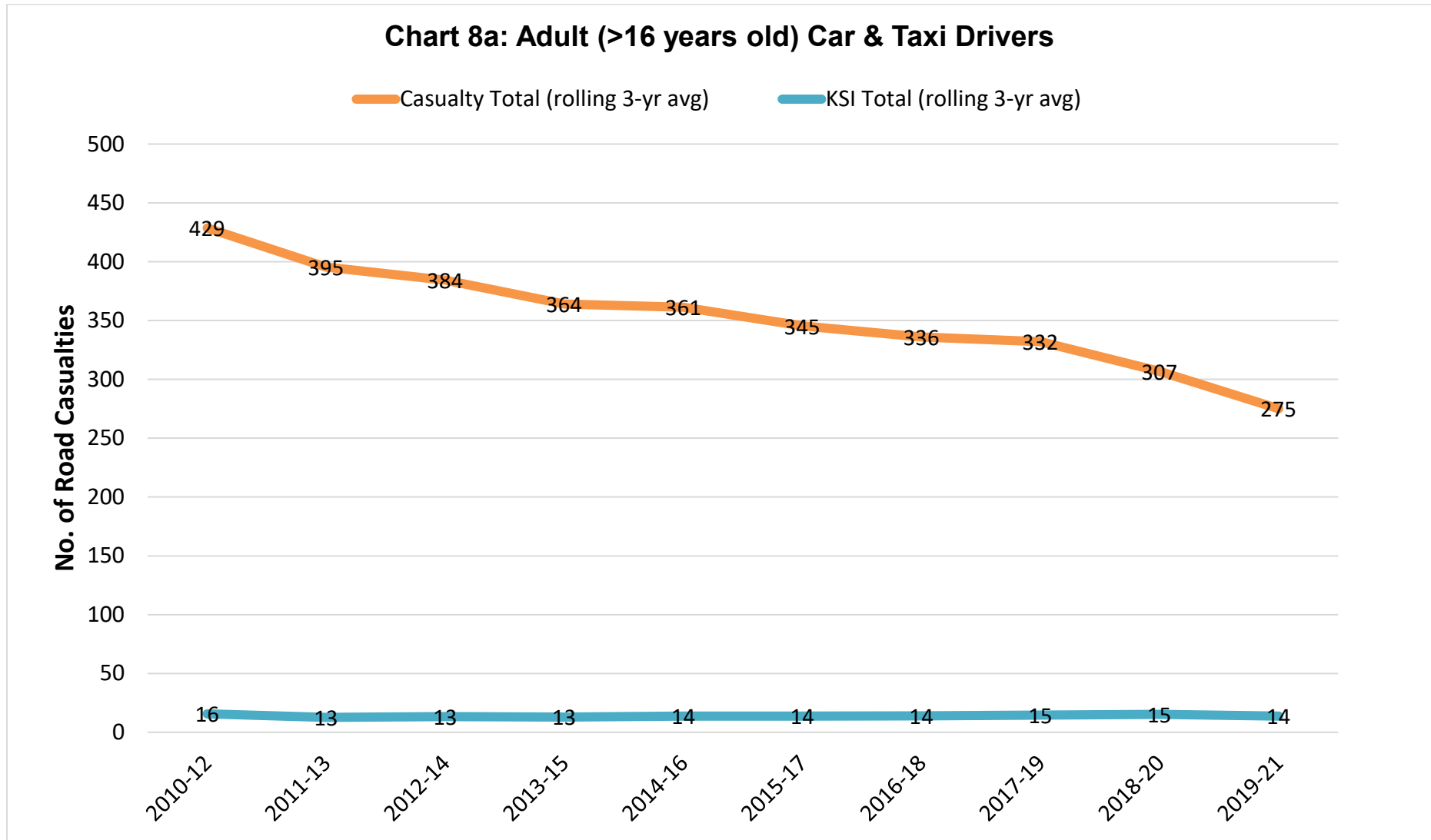
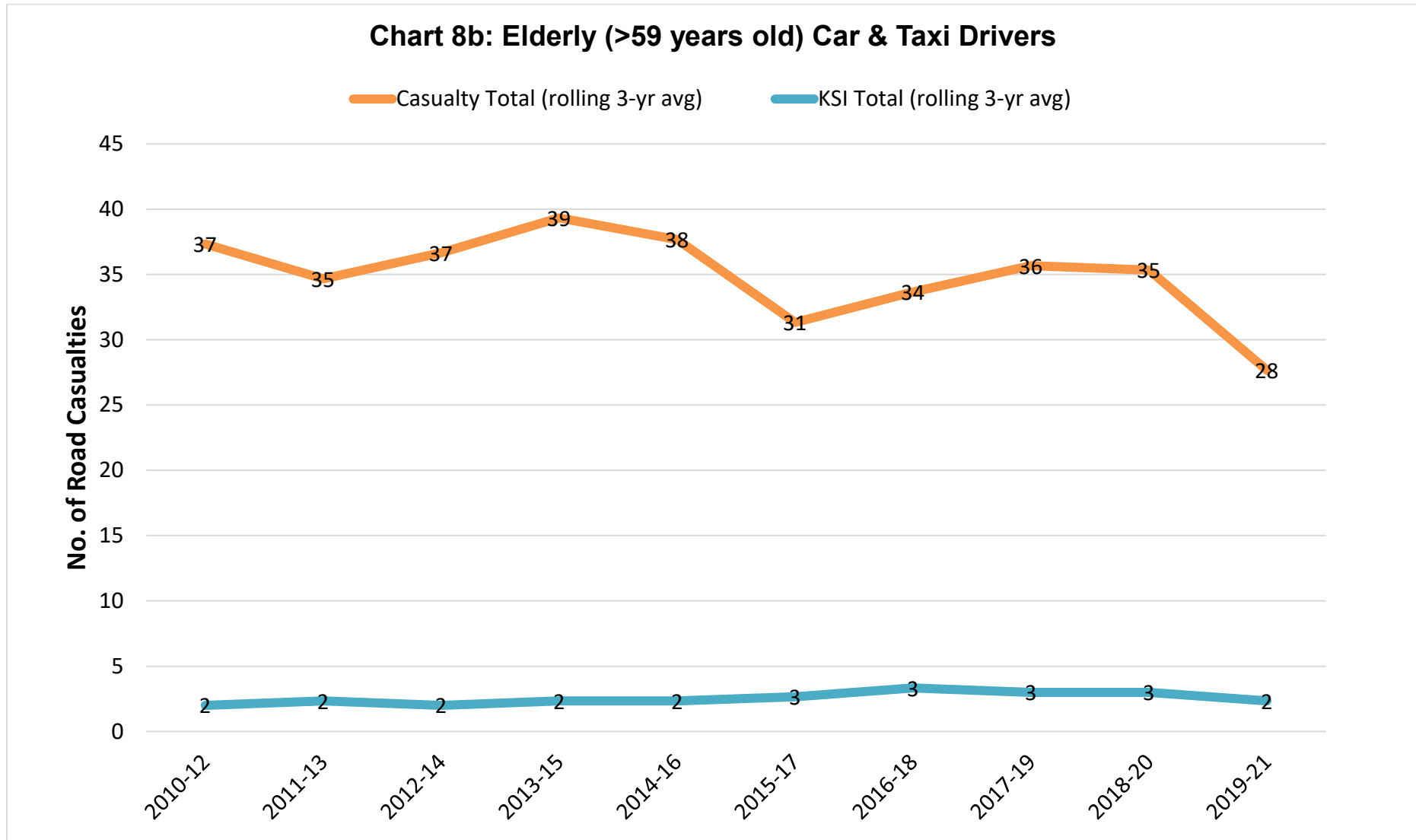


Chart 8b: Elderly (>59 years old) Car & Taxi Drivers



Annex 1a – Pedestrians: Road Casualty Age-Profile Table (2021)

Age Group	Fatal	Serious	Slight	Sub Total
0 – 4	0	1	5	6
5 – 6	0	1	3	4
7 – 11	0	1	14	15
12 – 15	0	0	12	12
All Children	0	3	34	37
16 – 16	0	0	0	0
17 – 20	0	1	16	17
21 – 30	0	5	24	29
31 – 40	0	4	24	28
41 – 50	0	5	14	19
51 – 60	1	2	12	15
61 – 70	0	1	7	8
71 +	0	1	5	6
All Adults	1	19	102	122
Age Unknown	0	0	0	0
All Ages	1	22	136	159
Expected number (per age group)	0.09091	2	12.3636	14.4545

Annex 1b – Cyclists: Road Casualty Age-Profile Table (2021)

Age Group	Fatal	Serious	Slight	Sub Total
0 – 4	0	0	0	0
5 – 6	0	0	0	0
7 – 11	0	0	3	3
12 – 15	0	1	5	6
All Children	0	1	8	9
16 – 16	0	0	3	3
17 – 20	0	0	17	17
21 – 30	2	9	57	68
31 – 40	0	4	57	61
41 – 50	0	2	23	25
51 – 60	0	2	22	24
61 – 70	0	2	3	5
71 +	0	1	0	1
All Adults	2	20	182	204
Age Unknown	0	0	0	0
All Ages	2	21	190	213
Expected number (per age group)	0.18182	1.90909	17.2727	19.3636

Annex 1c – Powered 2-Wheelers & Combinations (Riders & Pillion Passengers): Road Casualty Age-Profile Table (2021)

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
All Children	0	0	0	0
16 – 16	0	0	1	1
17 – 20	0	5	15	20
21 – 30	0	4	45	49
31 – 40	0	5	35	40
41 – 50	0	1	14	15
51 – 60	1	6	5	12
61 – 70	0	1	2	3
71 +	0	0	0	0
All Adults	1	22	117	140
Age Unknown	0	0	0	0
All Ages	1	22	117	140
Expected number (per age group)	0.09091	2	10.6364	12.7273

Annex 1d – 4-Wheeled Cars & Taxis (Drivers): Road Casualty Age-Profile Table (2021)

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
All Children	0	0	0	0
16 – 16	0	0	0	0
17 – 20	0	0	21	21
21 – 30	1	2	55	58
31 – 40	1	0	72	73
41 – 50	0	2	49	51
51 – 60	0	1	25	26
61 – 70	0	0	14	14
71 +	0	2	7	9
All Adults	2	7	243	252
Age Unknown	0	0	0	0
All Ages	2	7	243	252
Expected number (per age group)	0.18182	0.63636	22.0909	22.9091

Annex 1e – 4-Wheeled Cars & Taxis (Passengers): Road Casualty Age-Profile Table (2021)

Age Group	Fatal	Serious	Slight	Sub Total
0 – 4	0	0	1	1
5 – 6	0	0	1	1
7 – 11	0	1	10	11
12 – 15	0	0	1	1
All Children	0	1	13	14
16 – 16	0	0	0	0
17 – 20	0	0	9	9
21 – 30	1	0	19	20
31 – 40	1	0	4	5
41 – 50	0	0	7	7
51 – 60	0	0	5	5
61 – 70	0	0	2	2
71 +	0	1	2	3
All Adults	2	1	48	51
Age Unknown	0	0	0	0
All Ages	2	2	61	65
Expected number (per age group)	0.18182	0.18182	5.54545	5.90909

Annex 1f – PCV/Minibus/Motor Caravan/Tram/Light Rail (Drivers & Passengers): Road Casualty Age-Profile Table (2021)

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
All Children	0	0	0	0
16 – 16	0	0	0	0
17 – 20	0	0	0	0
21 – 30	0	0	0	0
31 – 40	0	0	0	0
41 – 50	0	0	0	0
51 – 60	0	0	0	0
61 – 70	0	0	0	0
71 +	0	0	0	0
All Adults	0	0	0	0
Age Unknown	0	0	0	0
All Ages	0	0	0	0
Expected number (per age group)	0	0	0	0

Annex 1g – All Goods Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2021)

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
All Children	0	0	0	0
16 – 16	0	0	0	0
17 – 20	0	0	0	0
21 – 30	0	0	0	0
31 – 40	0	0	6	6
41 – 50	0	0	0	0
51 – 60	0	0	0	0
61 – 70	0	0	0	0
71 +	0	0	0	0
All Adults	0	0	6	6
Age Unknown				0
All Ages	0	0	6	6
Expected number (per age group)	0	0	0.54545	0.54545

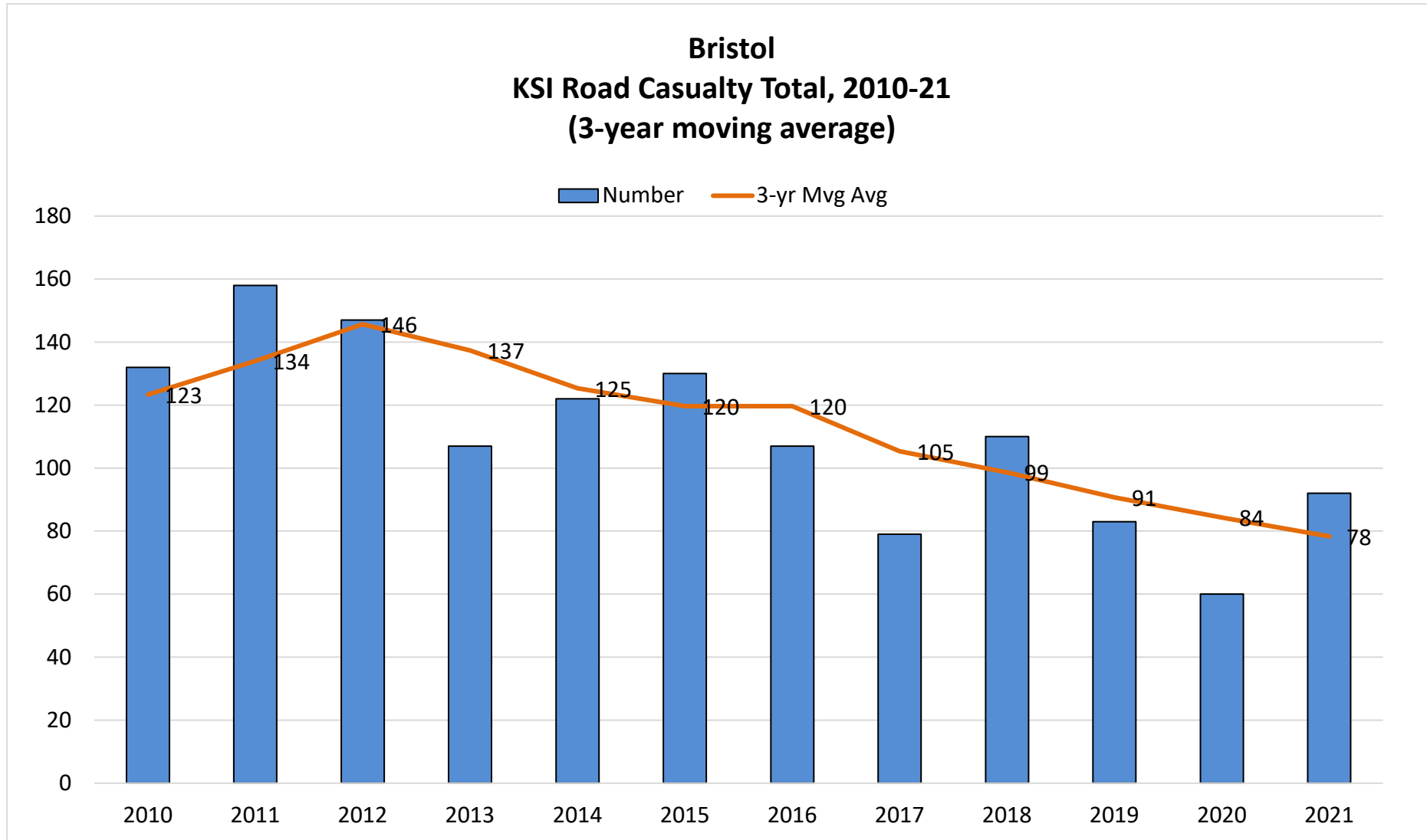
Annex 1h – Other Motor & Non-Motor Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2021)

Age Group	Fatal	Serious	Slight	Sub Total
0 – 4	0	0	0	0
5 – 6	0	0	1	1
7 – 11	0	0	2	2
12 – 15	0	1	5	6
All Children	0	1	8	9
16 – 16	0	0	5	5
17 – 20	0	2	17	19
21 – 30	0	0	24	24
31 – 40	0	4	10	14
41 – 50	0	3	3	6
51 – 60	0	0	2	2
61 – 70	0	0	0	0
71 +	0	0	2	2
All Adults	0	9	63	72
Age Unknown	0	0	0	0
All Ages	0	10	71	81
Expected number (per age group)	0	0.90909	6.45455	7.36364

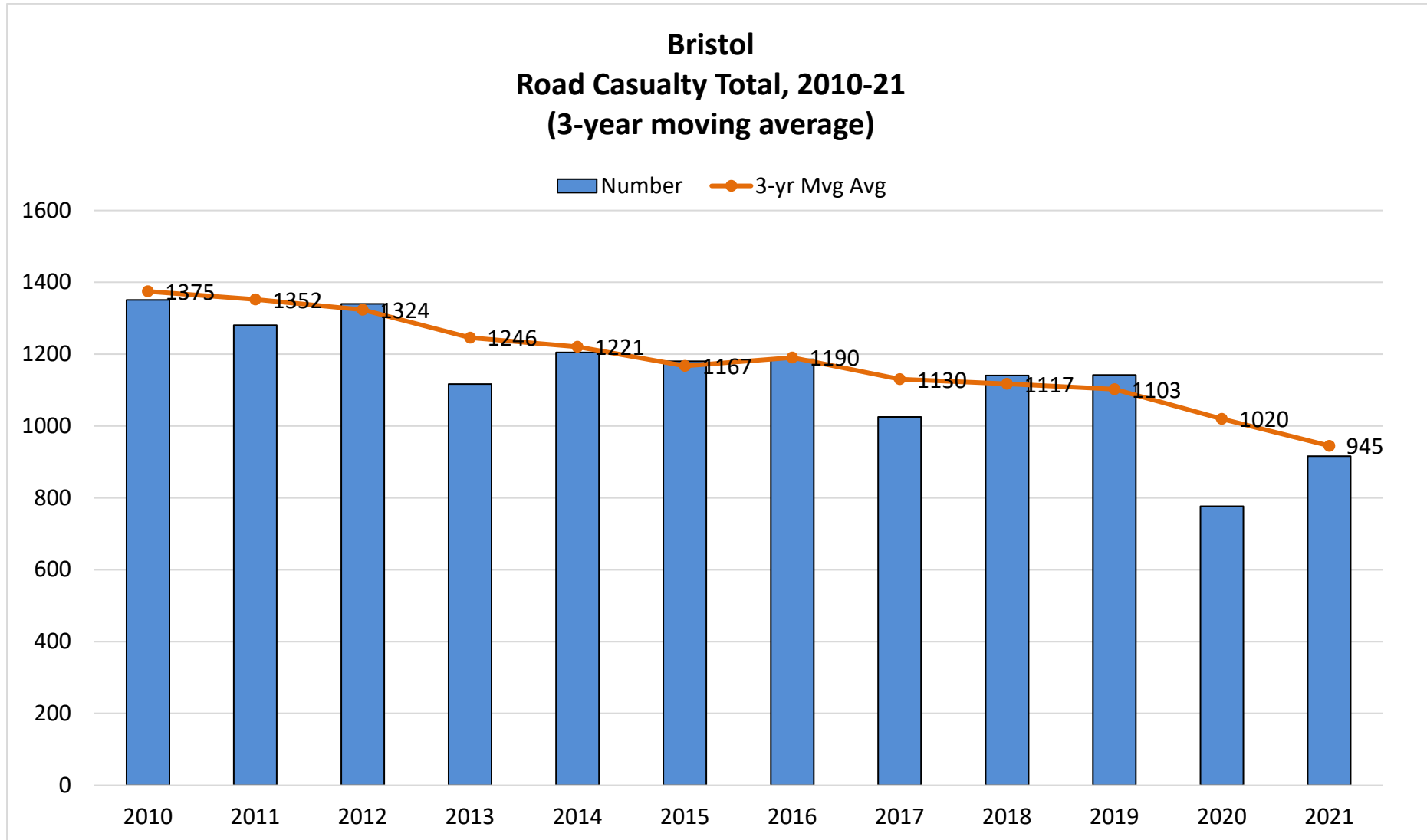
Annex 1i – All Road User Groups (Drivers/ Riders/ Passengers/ Pedestrians): Road Casualty Age-Profile Table (2021)

Age Group	Fatal	Serious	Slight	Sub Total
0 – 4	0	1	6	7
5 – 6	0	1	5	6
7 – 11	0	2	29	31
12 – 15	0	2	23	25
All Children	0	6	63	69
16 – 16	0	0	9	9
17 – 20	0	8	95	103
21 – 30	4	20	224	248
31 – 40	2	17	208	227
41 – 50	0	13	110	123
51 – 60	2	11	71	84
61 – 70	0	4	28	32
71 +	0	5	16	21
All Adults	8	78	761	847
Age Unknown	0	0	0	0
All Ages	8	84	824	916
Expected number (per age group)	0.72727	7.63636	74.9091	83.2727

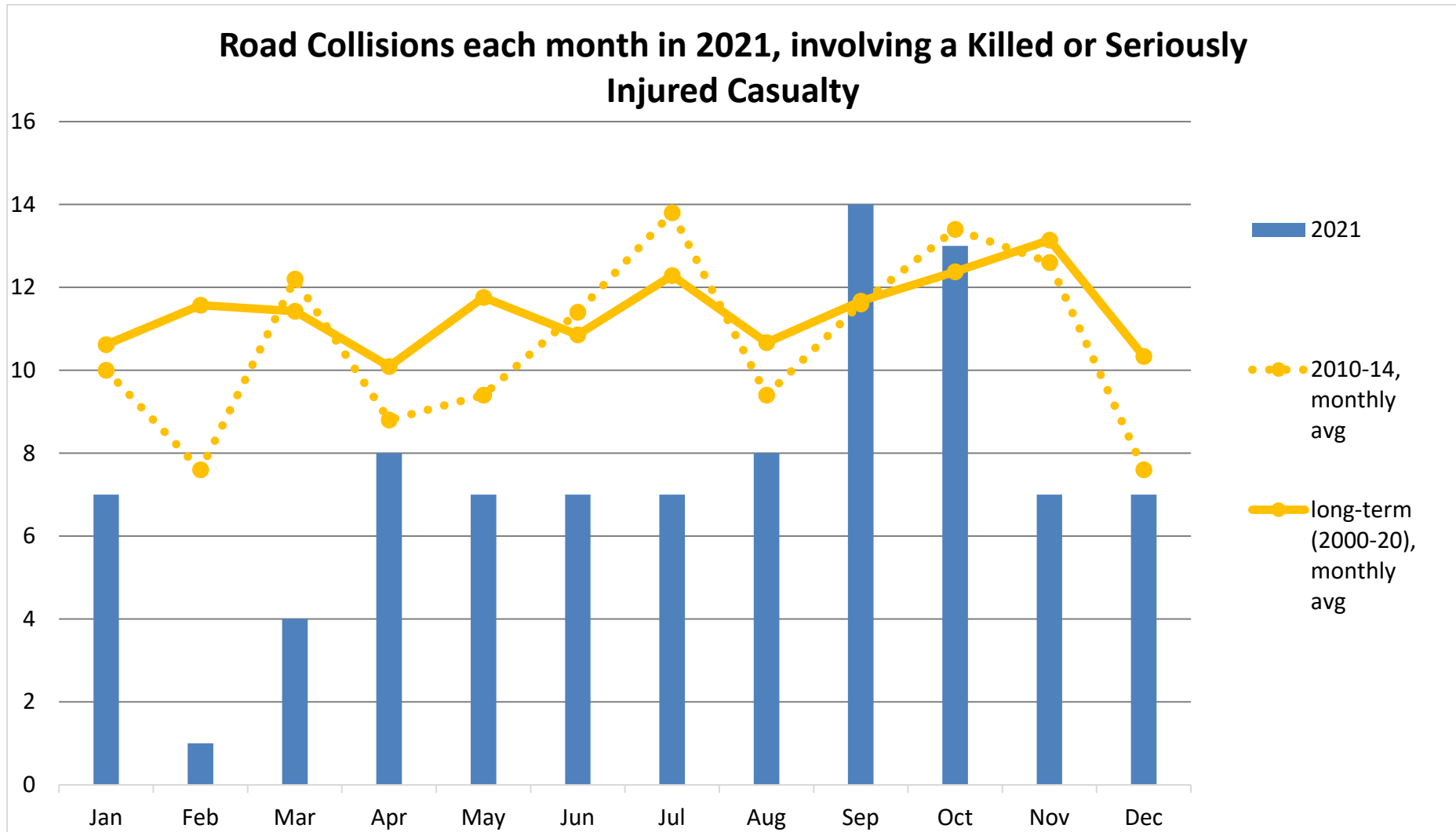
Annex 2a – Killed or Seriously Injured (KSI) Road Casualty change (3-year rolling average)



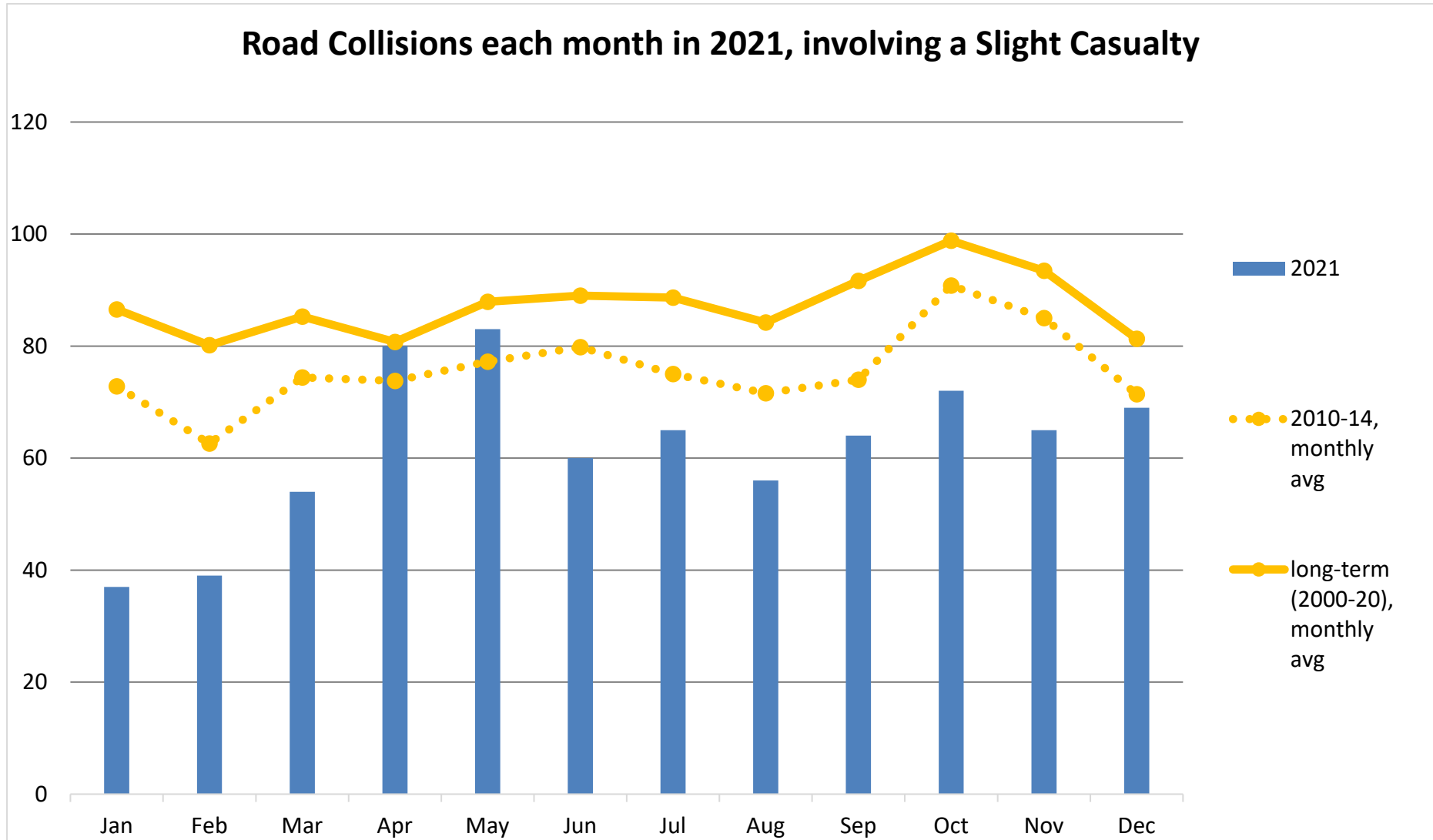
Annex 2b – All Severities of Road Casualty change (3-year rolling average)



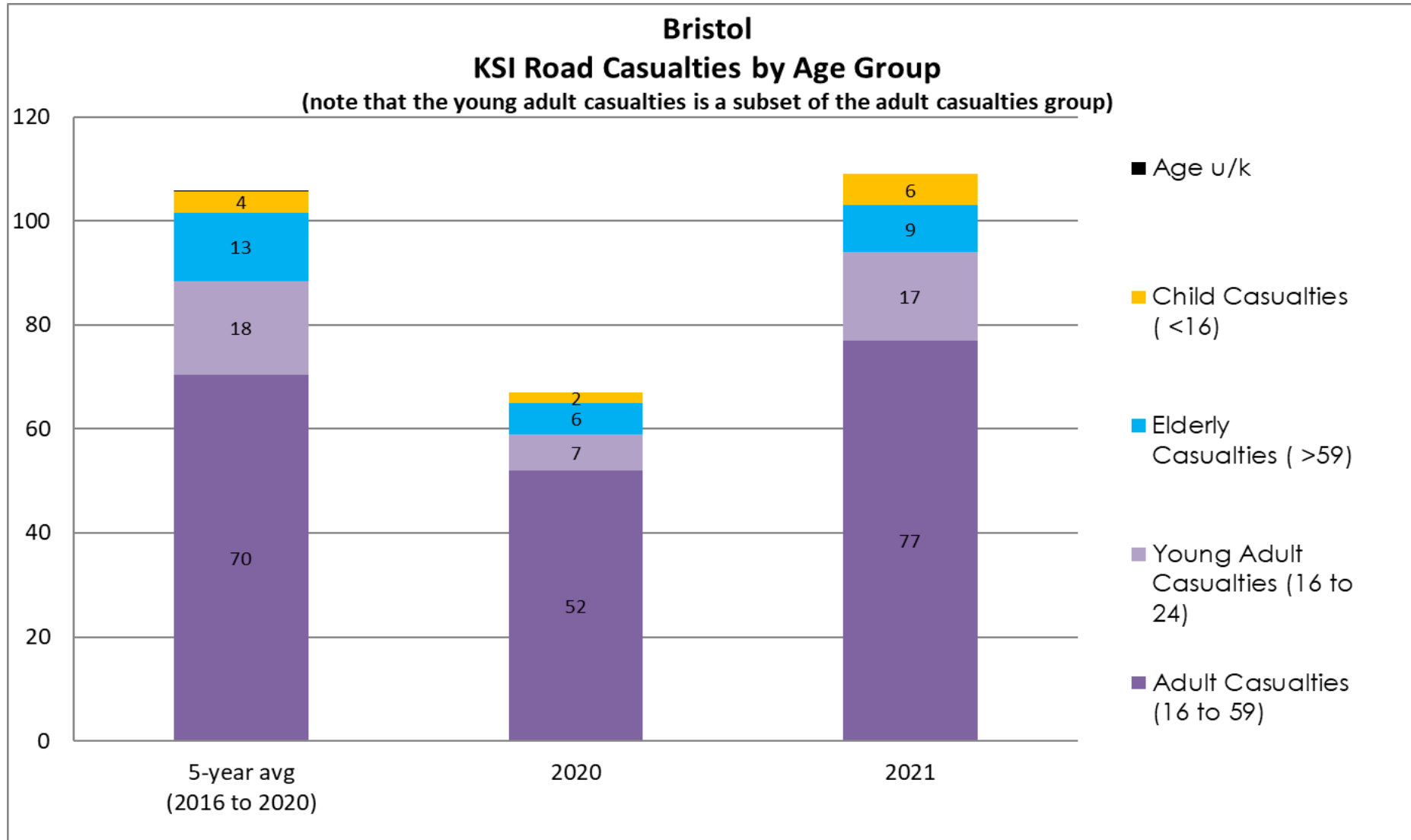
Annex 3a – Killed or Seriously Injured (KSI) Road Collisions each Month



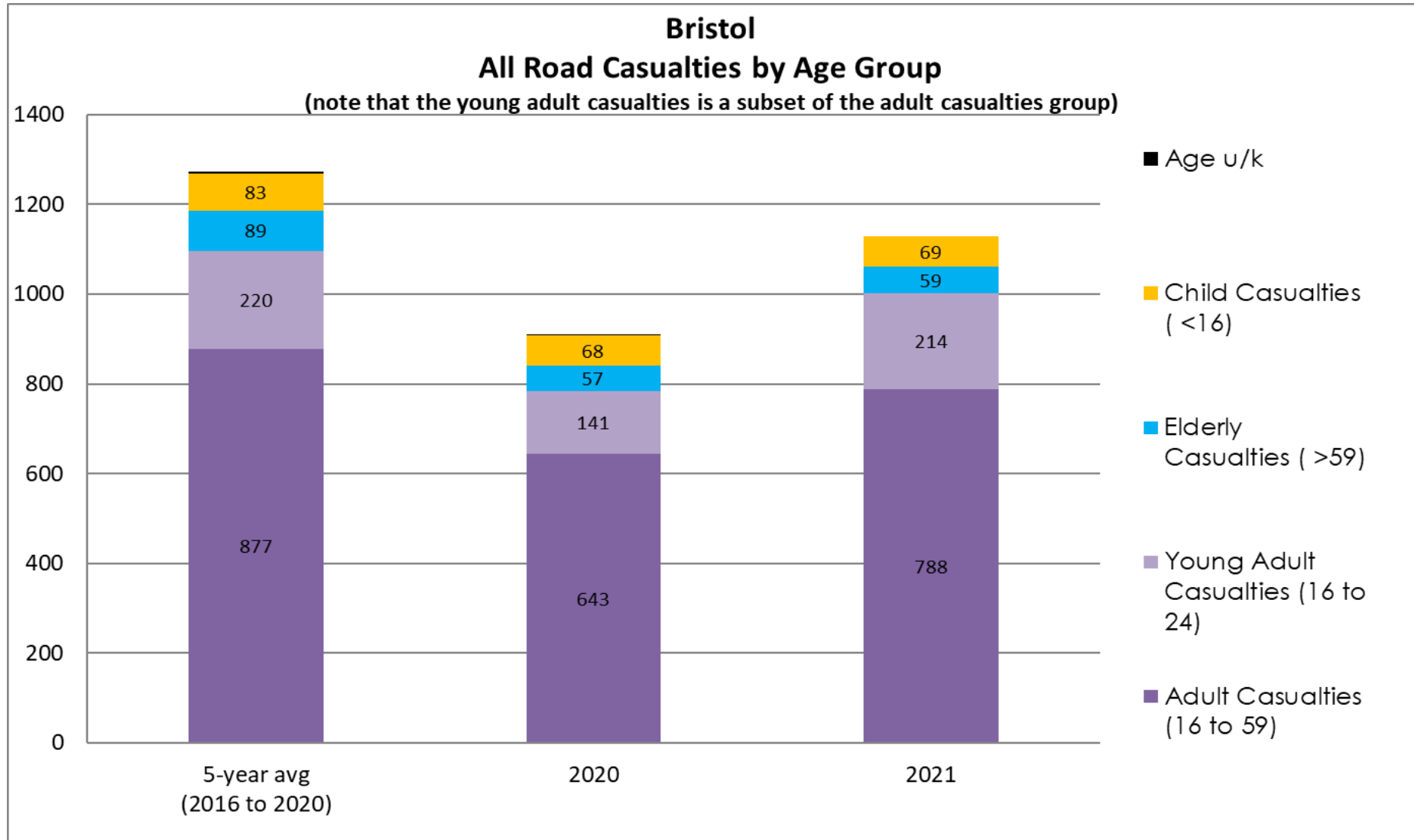
Annex 3b – Slight Road Collisions each Month



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

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: 2021](#)

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

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

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

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