



## ROAD CASUALTIES

*In Bristol*

2023

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

21 Young Adults (16–24 years) Killed or Seriously Injured (lower by 1 from previous year)

23 Elderly Adults (60 years & over) Killed or Seriously Injured (higher by 8 from previous year)

53 Other Adults (25 to 59 years) Killed or Seriously Injured (lower by 21 from previous year)

826 Slight Injuries (lower by 123 from previous year)

8 Taxi occupants injured (higher by 5 from previous year)

5 Bus occupants injured (lower by 1 from previous year)

Casualty Total of **939** (lower by 130 from previous year)

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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).

In 2023, there were **939** reported casualties (**including 8 fatalities**), this was 130 lower than the previous year. The annual change in road casualties when following the 3-year rolling average suggests that the previous long-term downward trend has ended, and that an upward trend of unknown duration has begun, as illustrated in Annex 2b.

The number of personal-injury road collisions in 2023 decreased from the year before (from 939 to **812**), which is a fall of **13.5%**. The KSI severity rate of those collisions rose from 12.24%, in 2022, to **12.68%**. This compares nationally with a fall in road collisions of only 1.65%, but a similar change in the KSI severity rate.

There were **113** KSI (killed or seriously injured) casualties reported in 2023, this was 7 fewer than the previous year and a decline of **5.8%**. The annual change in KSI road casualties when following the 3-year rolling average suggests that the upward trend that began in 2022 has continued in 2023, as illustrated in Annex 2a.

KSI casualties made up **12%** of the total number of reported casualties during the year. There were **8** fatal casualties – a level that is equal to the recent (2013 to 2022) long-term average for Bristol's roads of 8 deaths per year.

The overall casualties by age-group were as follows:

- Children – **62** (this included 0 fatality), which was 6.6% of the total number of casualties reported;
- Young Adults – **196** (this included 2 fatalities), which was 21% of the total number of casualties reported;
- Other Adults (25–59 yrs) – **561** (this included 1 fatality), which was 60% of the total number of casualties reported;
- Elderly – **91** (this included 5 fatalities), which was 9.7% of the total number of casualties reported.

There were 29 casualties of unknown age.

Table 1: Casualties Summary

<b>2023 (year)</b>	<b>KSI</b>	<b>Slight</b>	<b>All</b>
<b>Total</b>	<b>113</b>	<b>826</b>	<b>939</b>
Pedestrians	43	124	167
Cycle users	22	187	209
Motorcycle users	22	128	150
Car & Taxi Occupants	16	296	312
Other road users <sup>1</sup>	10	91	101
<b>Child Total</b>	<b>15</b>	<b>47</b>	<b>62</b>
(Child pedestrians)	11	23	34
(Child cycle users)	2	12	14
<b>Elderly Total</b>	<b>23</b>	<b>68</b>	<b>91</b>
(Elderly pedestrians)	15	22	37
(Elderly cycle users)	1	8	9

*<sup>1</sup> totals include 7 Standing Scooter user KSI casualties and 68 Standing Scooter user slight casualties.*

There were 609 male casualties overall, which was 65% of the casualty total, and 327 female casualties overall, which was 35% of the casualty total. Male casualties formed 75% of the Killed or Seriously Injured casualty total, and female casualties formed 25% 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 2023 prices. Using the figure for the ‘all injury’ collision type on Built-up roads of £109,897, the value of prevention of the 812 collisions in Bristol in 2023 is estimated at £89.24 million.

*Table 2: Economic Cost of Collisions and Casualties by severity of injury and road class. Note: figures are in 2023 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	2,626,354	2,800,894	2,793,436	2,718,861
Serious	300,810	338,821	344,914	311,098
Slight	29,511	36,394	42,958	31,132
All Injury	109,897	223,447	165,385	133,307
Damage Only	2,741	4,007	3,850	2,880



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

Table 3: Comparison of Collision and Casualty Data Since 2020

<b>Injury Severity</b>	<b>Collisions/ Casualties</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>3-year average (2020 to 2022)</b>	<b>2023</b>	<b>% Change from 3-year average</b>
<b>Fatal</b>	Collisions	7	8	8	<b>8</b>	<b>6</b>	<b>-25.0%</b>
<b>Fatal</b>	Casualties	7	8	8	<b>8</b>	<b>8</b>	<b>0.0%</b>
<b>Serious</b>	Collisions	51	82	107	<b>80</b>	<b>97</b>	<b>21.3%</b>
<b>Serious</b>	Casualties	53	84	112	<b>83</b>	<b>105</b>	<b>26.5%</b>
<b>Slight</b>	Collisions	596	746	824	<b>722</b>	<b>709</b>	<b>-1.8%</b>
<b>Slight</b>	Casualties	716	826	949	<b>830</b>	<b>826</b>	<b>-0.5%</b>
<b>Total</b>	Collisions	654	836	939	<b>810</b>	<b>812</b>	<b>0.2%</b>
<b>Total</b>	Casualties	776	918	1069	<b>921</b>	<b>939</b>	<b>2%</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.

*Chart 1a: All casualties by road user group, 2021 to 2023 totals (3-year average).*

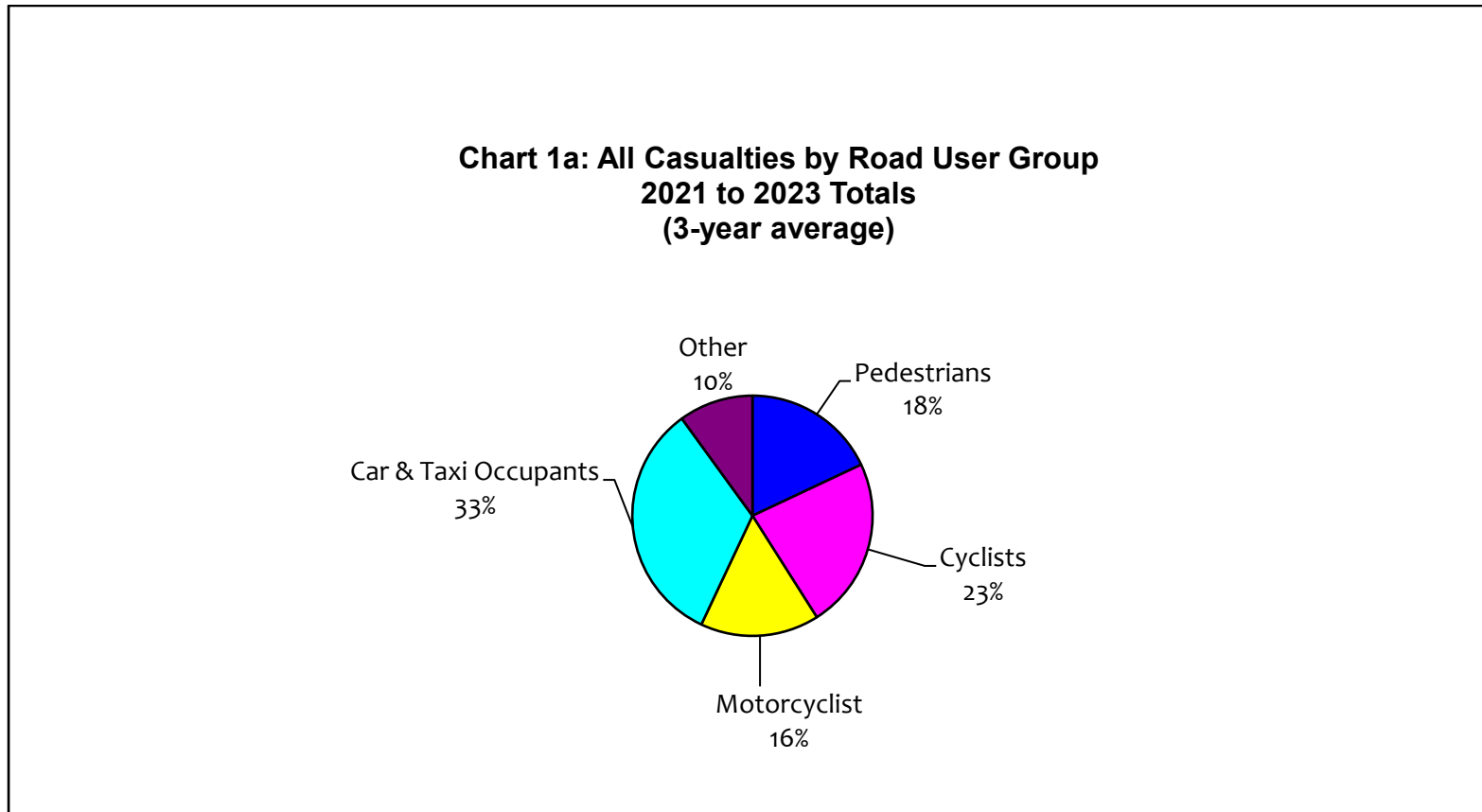


Chart 1b: KSI casualties by road user group, 2021 to 2023 totals (3-year average).

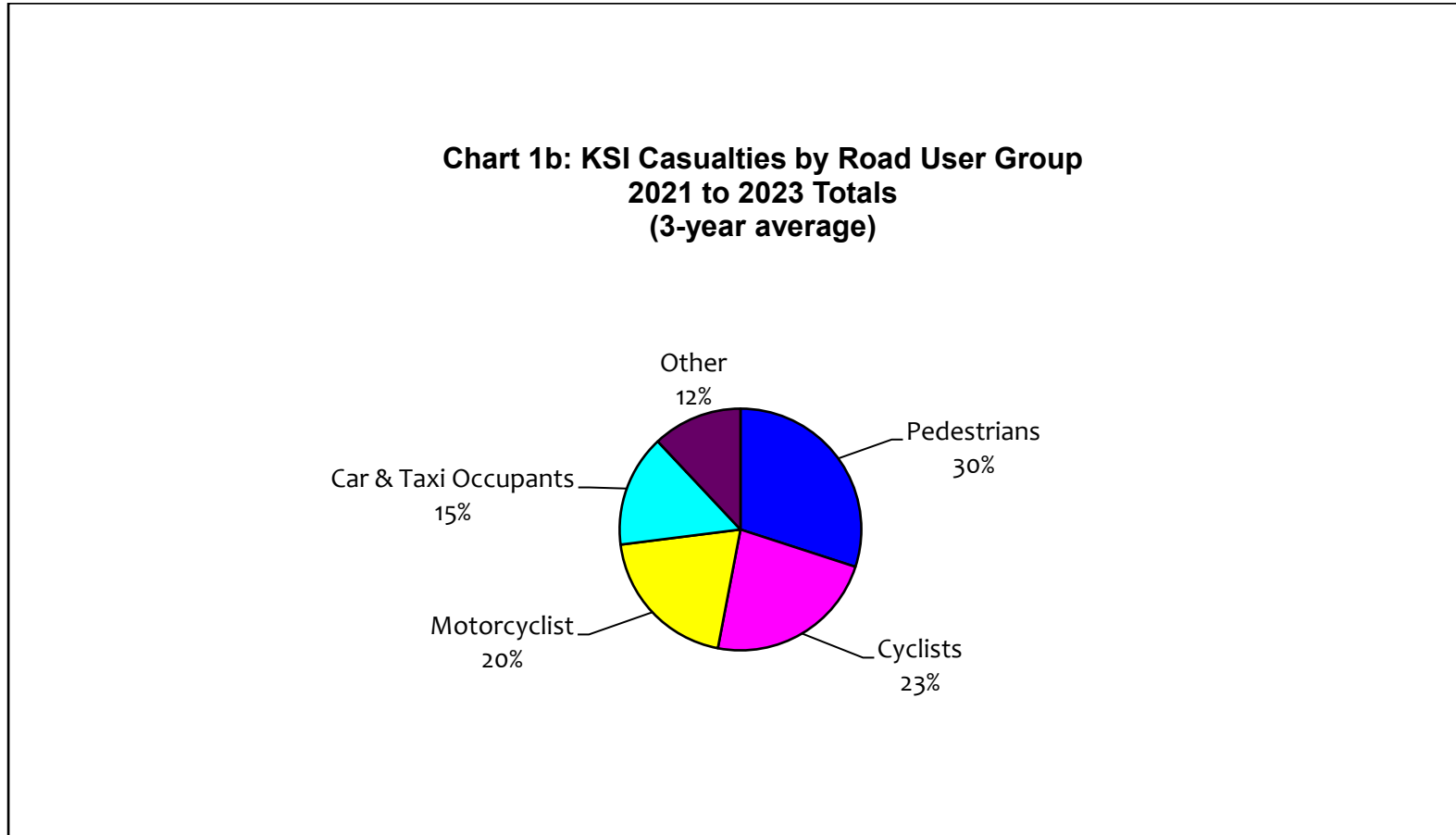


Chart 2a: Annual Change in Casualties by Road User Group, 2010 to 2023

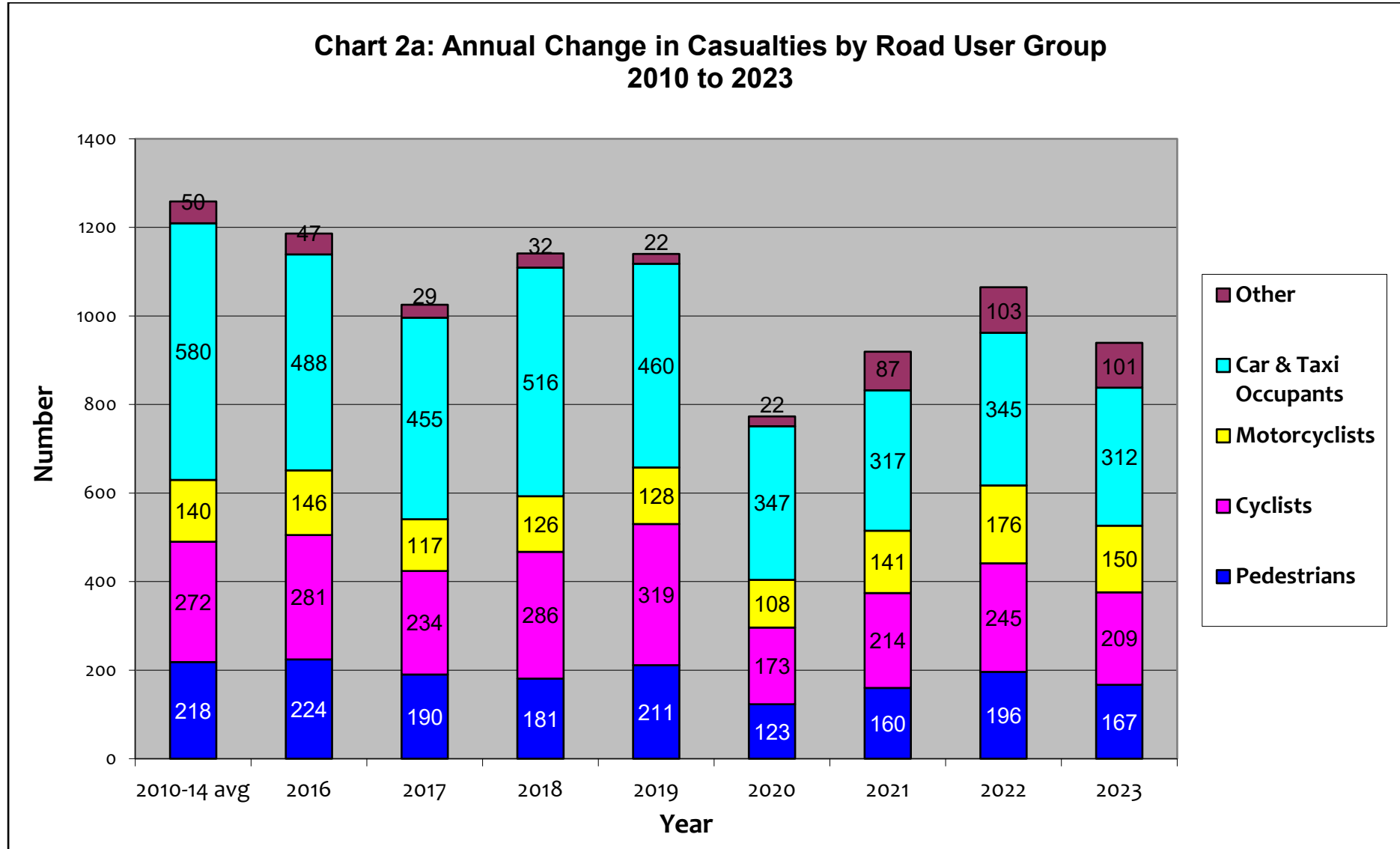


Chart 2b: Annual Change in KSI Casualties by Road User Group, 2010 to 2023

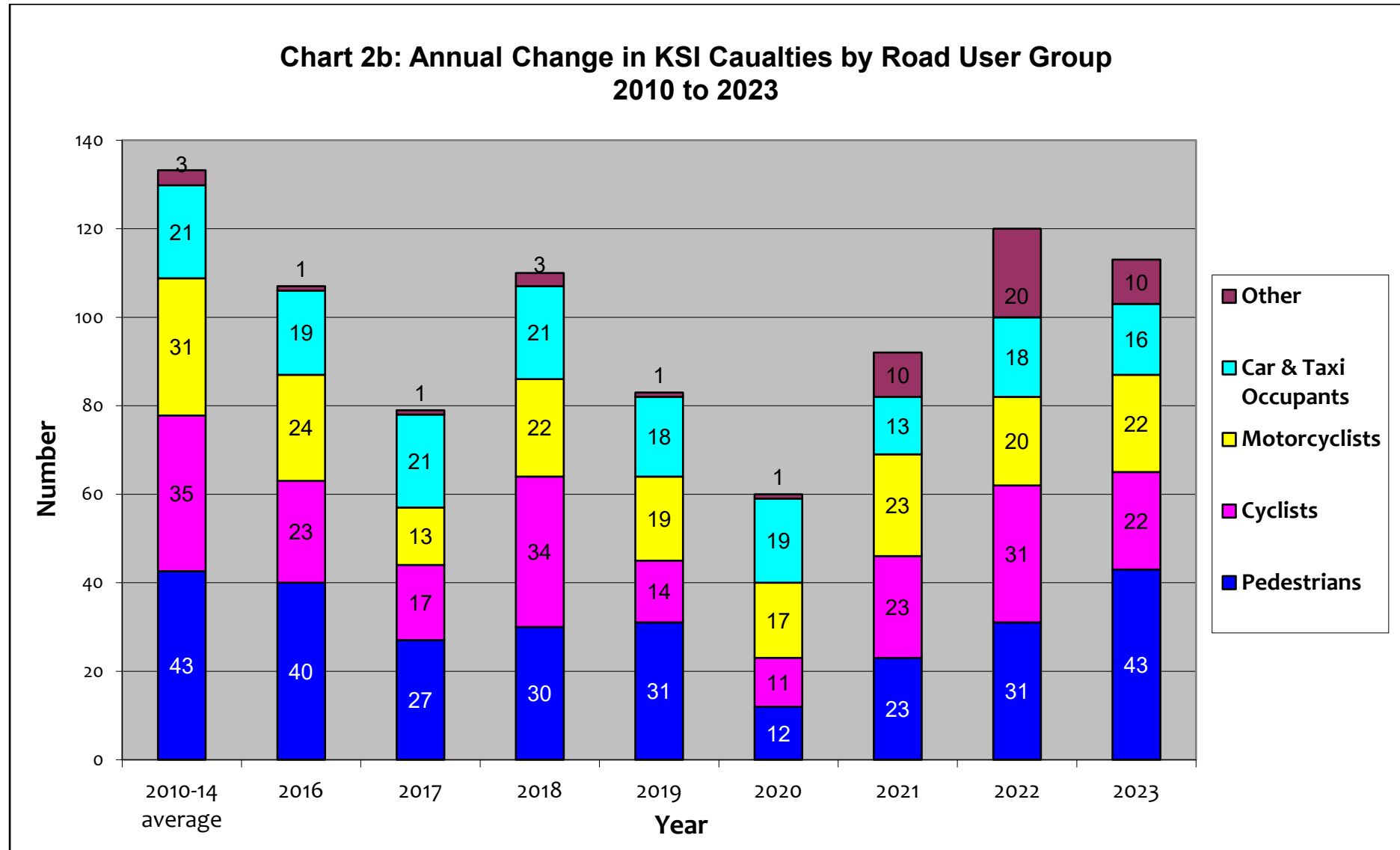


Chart 3a: Annual Change in Casualty Proportions for each Road user Group, 2010 to 2023

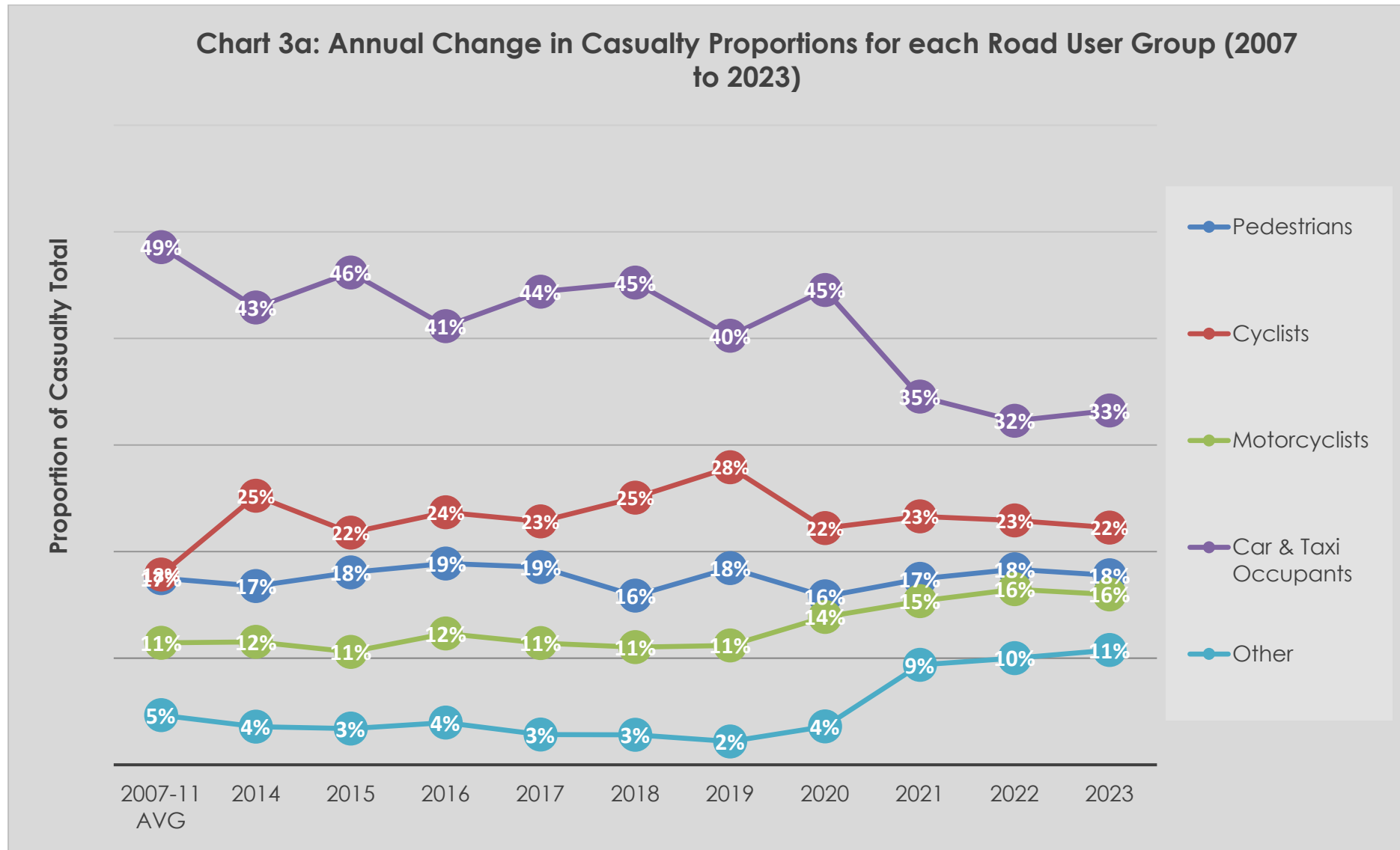
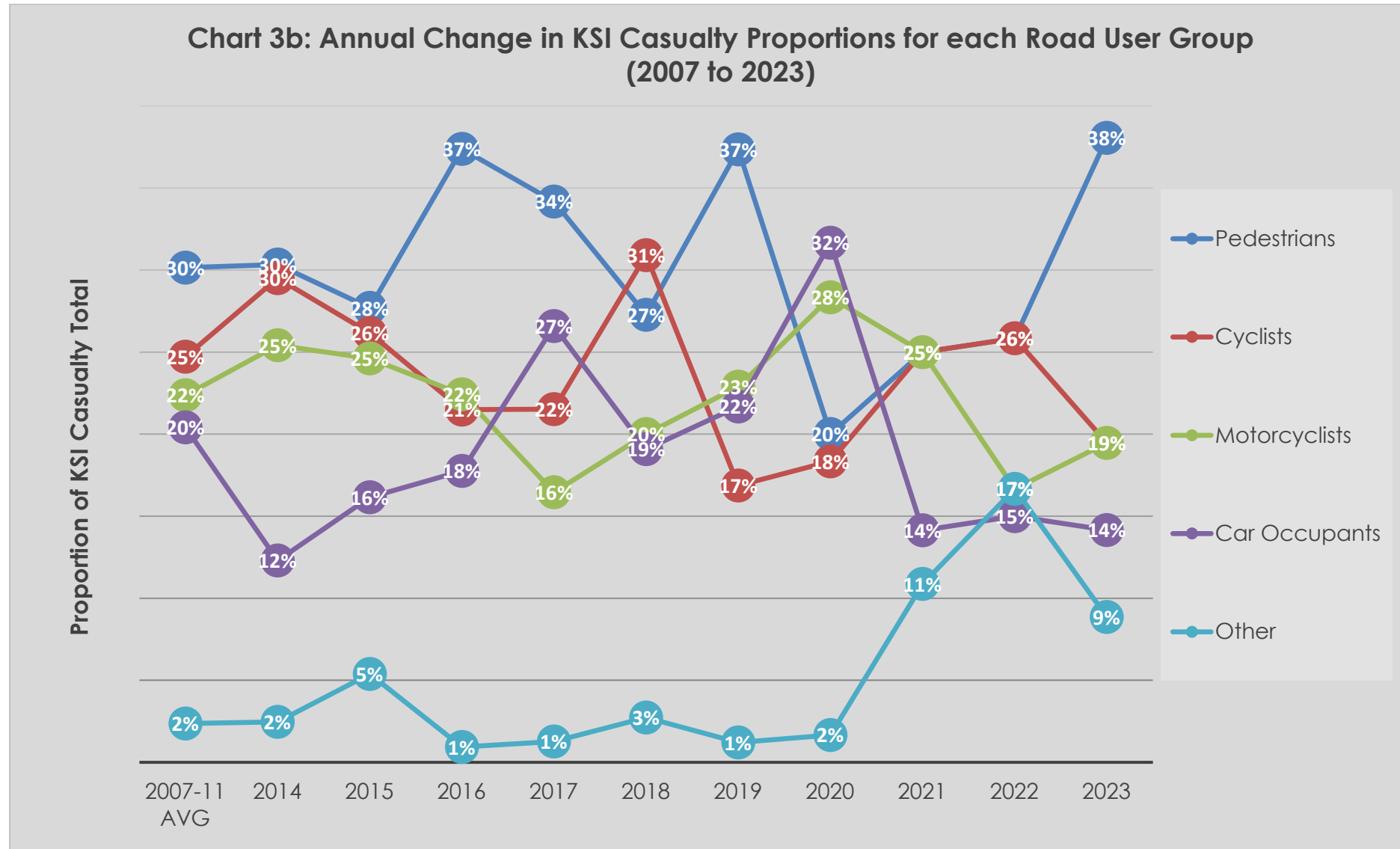


Chart 3b: Annual Change in KSI Casualty Proportions for each Road user Group, 2010 to 2023



## 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 2023, the number of KSI casualties, at 113, was above the level of the trajectory 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 2023, the number of KSI collisions, at 103, 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 3, below)

In 2023, the proportion of vulnerable road user casualties was 55.97%. This was above the benchmark level of 54.2% set by the target.



In 2023, the proportion of child road user casualties was **6.81%**. This was below the benchmark level of **7.15%** set by the target.

In 2023, the proportion of elderly road user casualties was **10%**. This was above the benchmark level of **5.44%** set by the target.

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

**Bristol's Road Collisions & Casualties - Target and Progress**  
**One City Plan (2018-41) - baseline year 2018**  
*(n.b. Fatal is a subset of KSI)*

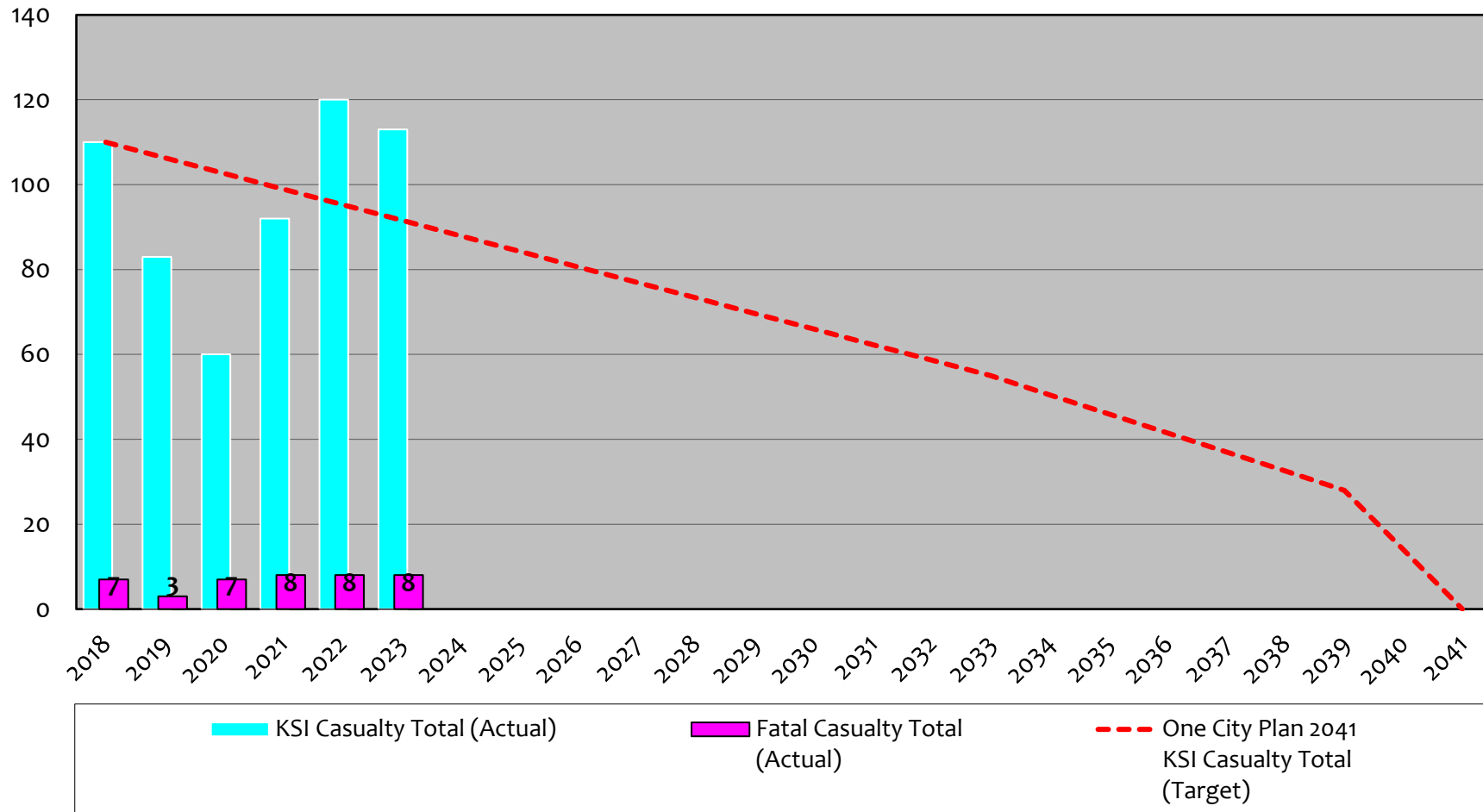


Figure 2: Joint Local Transport Plan 4 (2020-36) – KSI Road Collision target and progress

**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)*

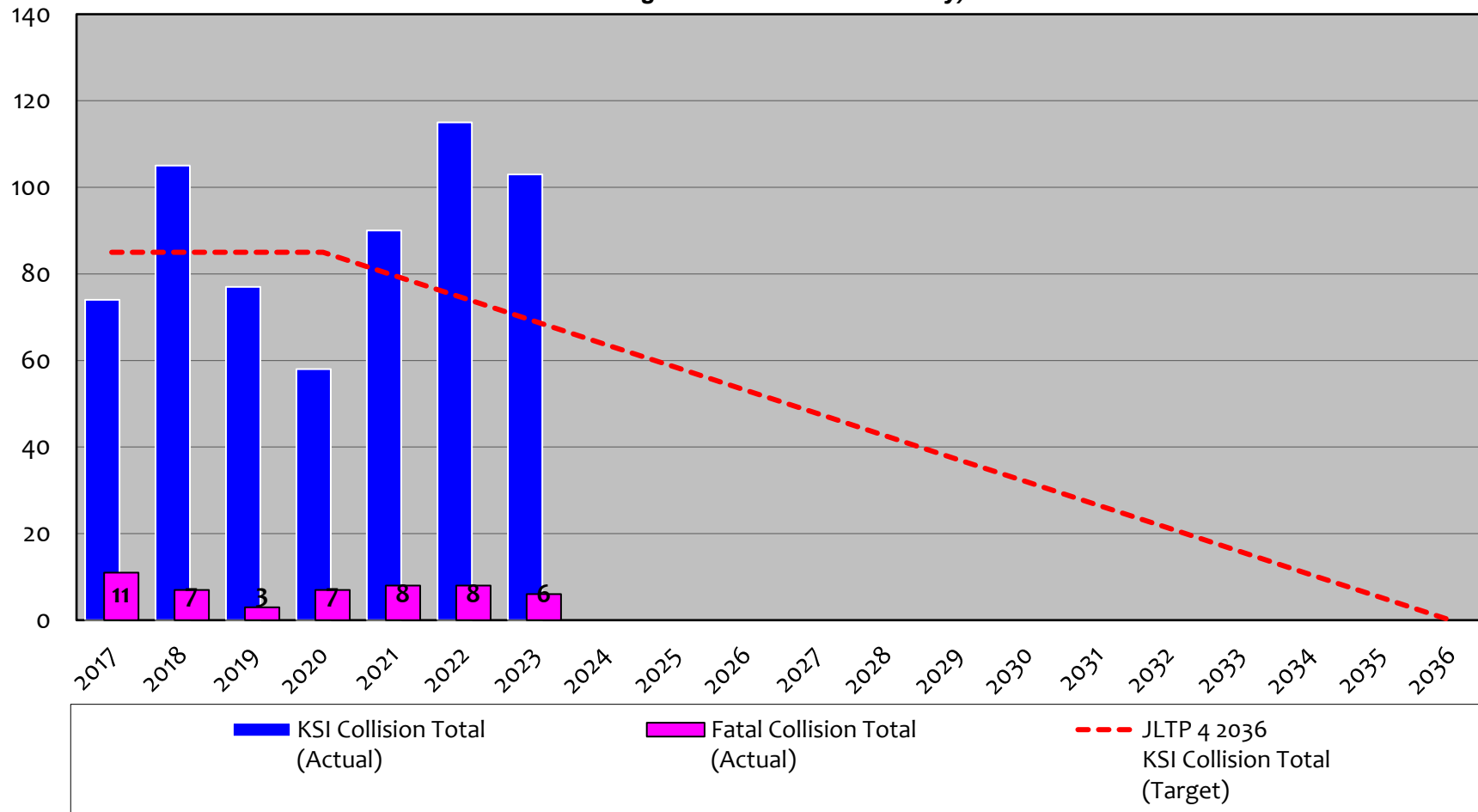
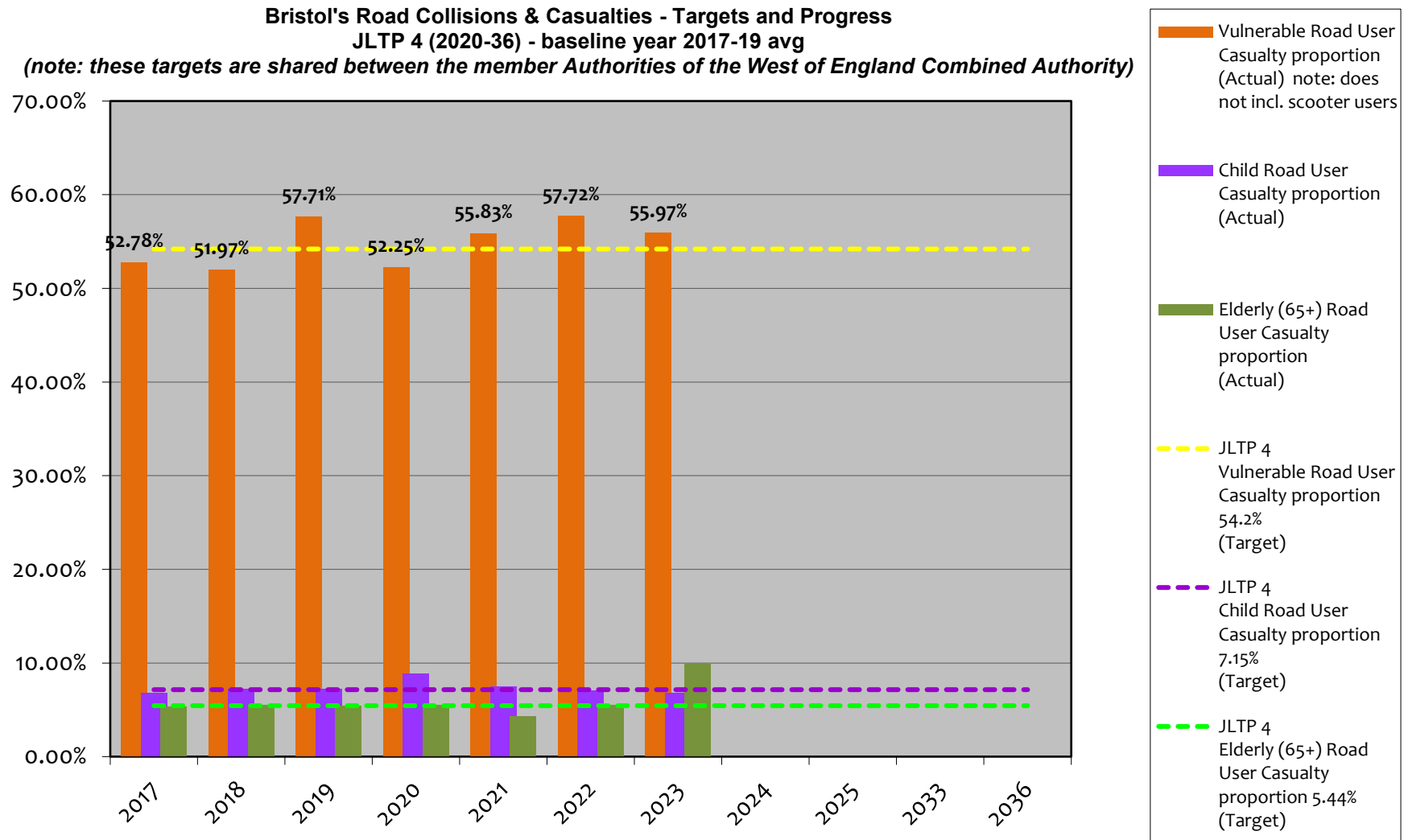


Figure 3: Joint Local Transport Plan 4 (2020-36) - Road Casualty Proportions targets and progress



## Pedestrians

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

There was a decrease of 29 or **15%** in the total number of Pedestrian casualties from the year before, from 196 to **167**.

The proportion of Pedestrian casualties killed or seriously injured was **25.75%**, and Pedestrians made up **38%** of all the KSI casualties.

Based on the 2021–23 pedestrian casualty rates per 100 thousand of the population, the **most vulnerable** age–group for Pedestrian casualties is **10–14 year–olds**.

In 2023, males accounted for **56%** of all the Pedestrian casualties.

There were **34** Child Pedestrian casualties, a decrease of 8 from the previous year, and children made up **21%** of the overall Pedestrian casualty total.

There were **37** Elderly Pedestrian casualties, an increase of 11 from the previous year, and the elderly made up **23%** of the overall Pedestrian casualty total.

161 or **96%** of the Pedestrian casualties were involved in a collision with a motorised vehicle (predominantly a passenger car), and of these, 3 (2%) were buses/coaches; 13 (8%) were motorcycles/mopeds; 12 (7%) were goods vehicles; 6 (4%) were motorised standing scooters. 6 or **4%** 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

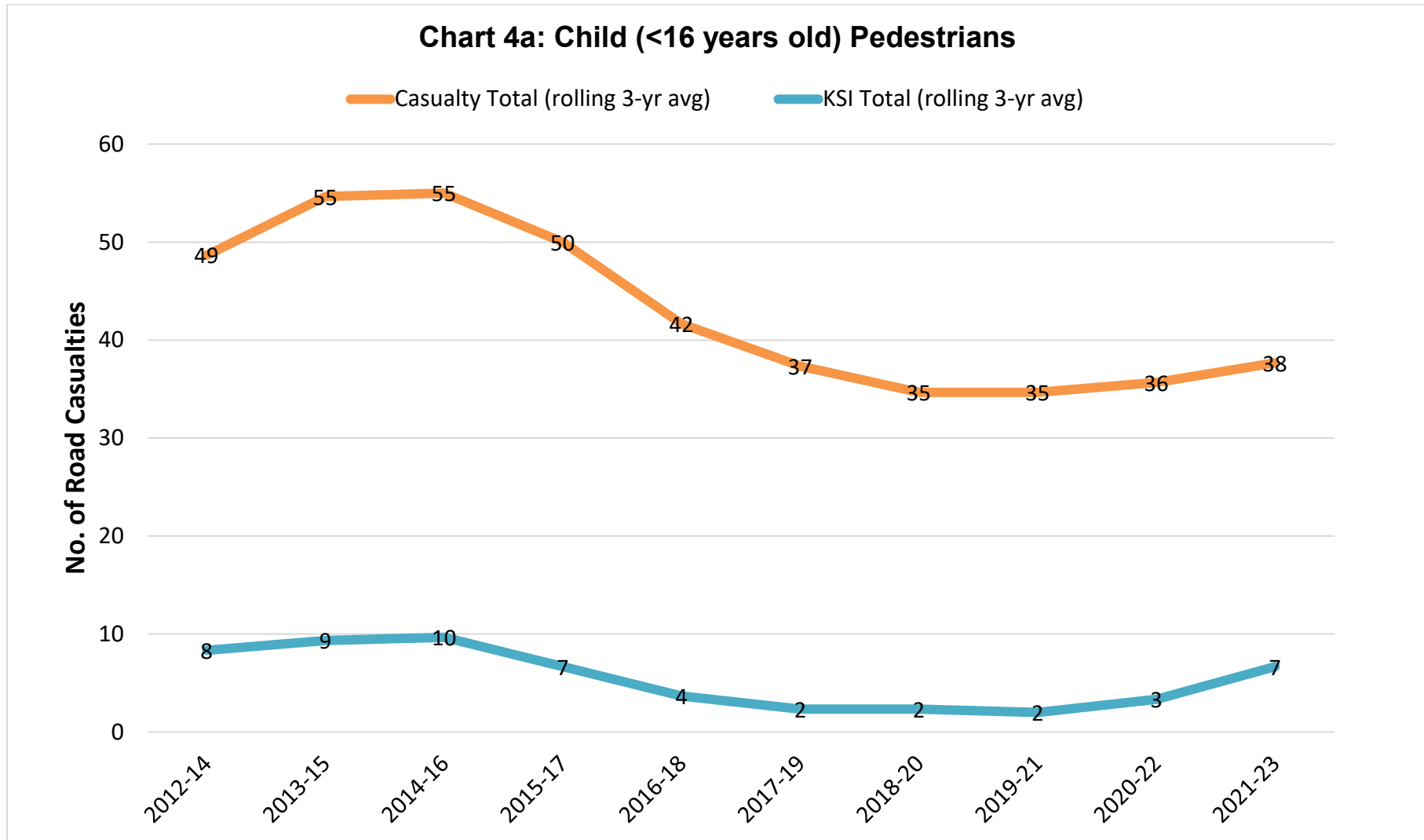


Chart 4b: Adult (>15 years old) Pedestrians

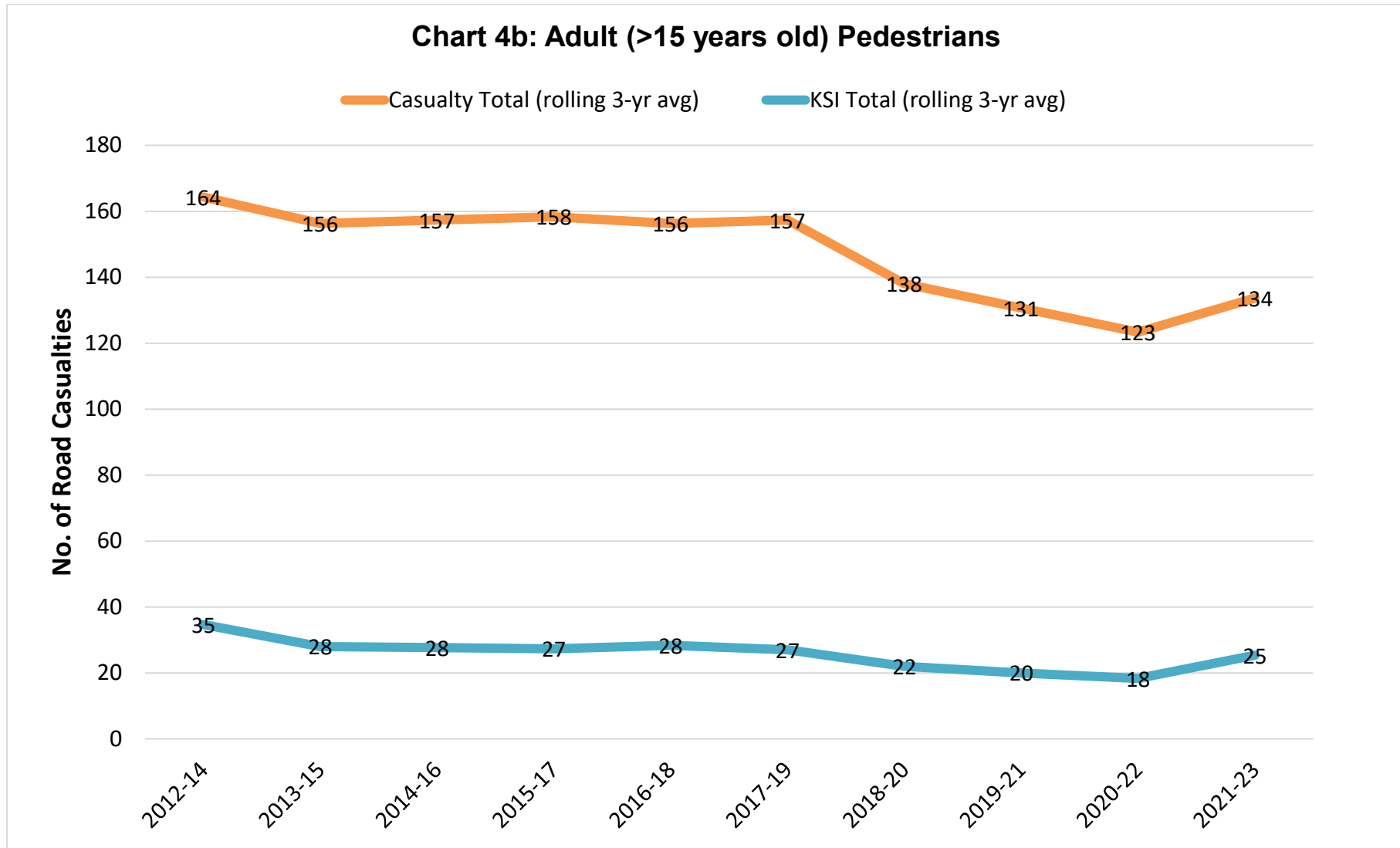
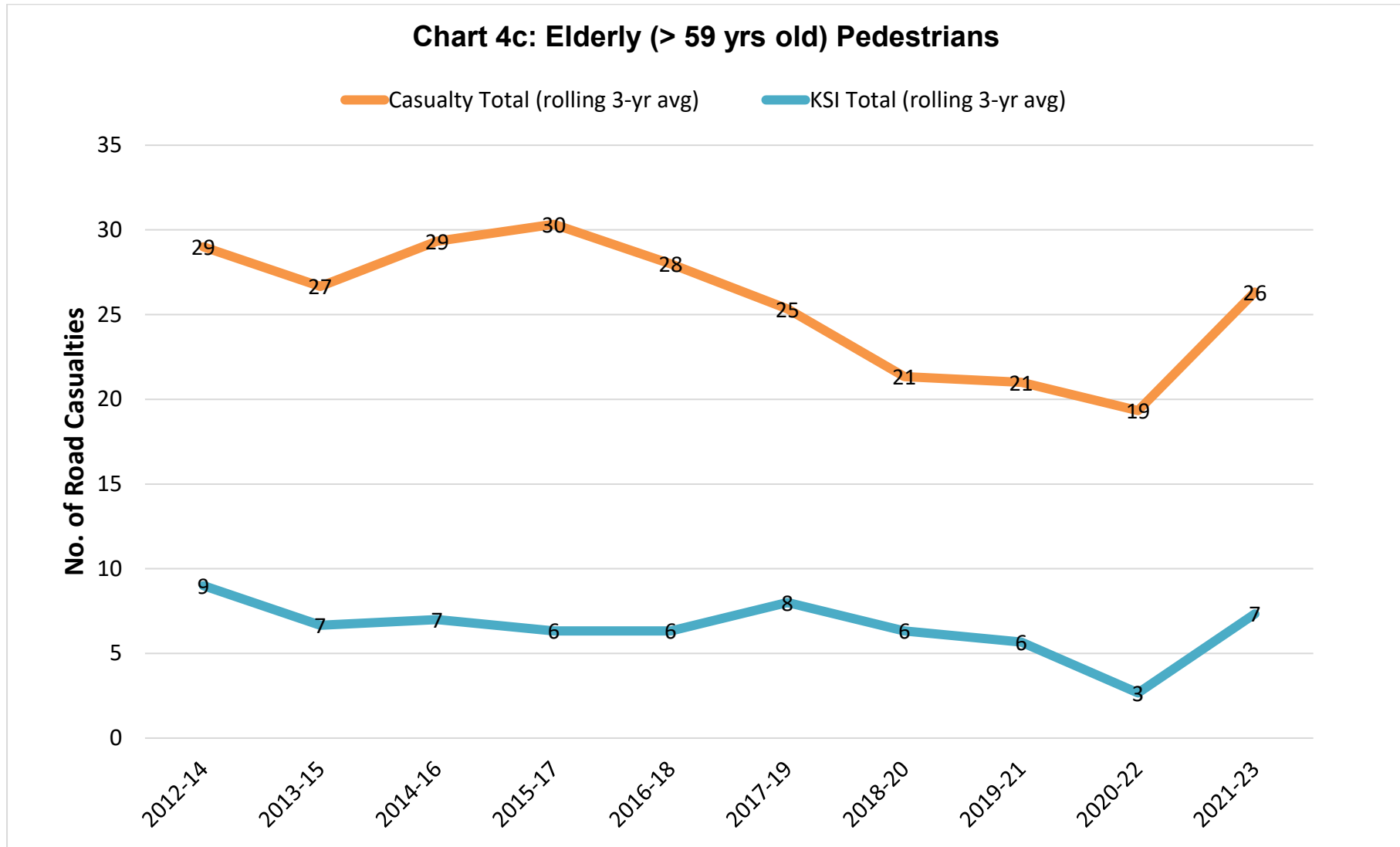


Chart 4c: Elderly (>59 years old) Pedestrians





## Pedal Cycle Users

### **209 casualties (no fatality)**

There was a decrease of 35 or **14.3%** in the total number of Cycle User casualties from the year before, from 244 to **209**. Moreover, the overall number of casualties for this road user group remains historically low.

The proportion of Cycle User casualties killed or seriously injured was **10.5%**, and Cycle User casualties made up **19.5%** of all the KSI casualties.

Based on the 2021–23 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 2023, were aged between 21 and 35 years of age.

In 2023, males accounted for **74%** of all the Cycle User casualties.

There were **14** Child Cycle User casualties, an increase of 6 from the previous year, and children made up **6.7%** of the overall Cycle User casualty total.

There were **9** Elderly Cycle User casualties who made up **4.3%** 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

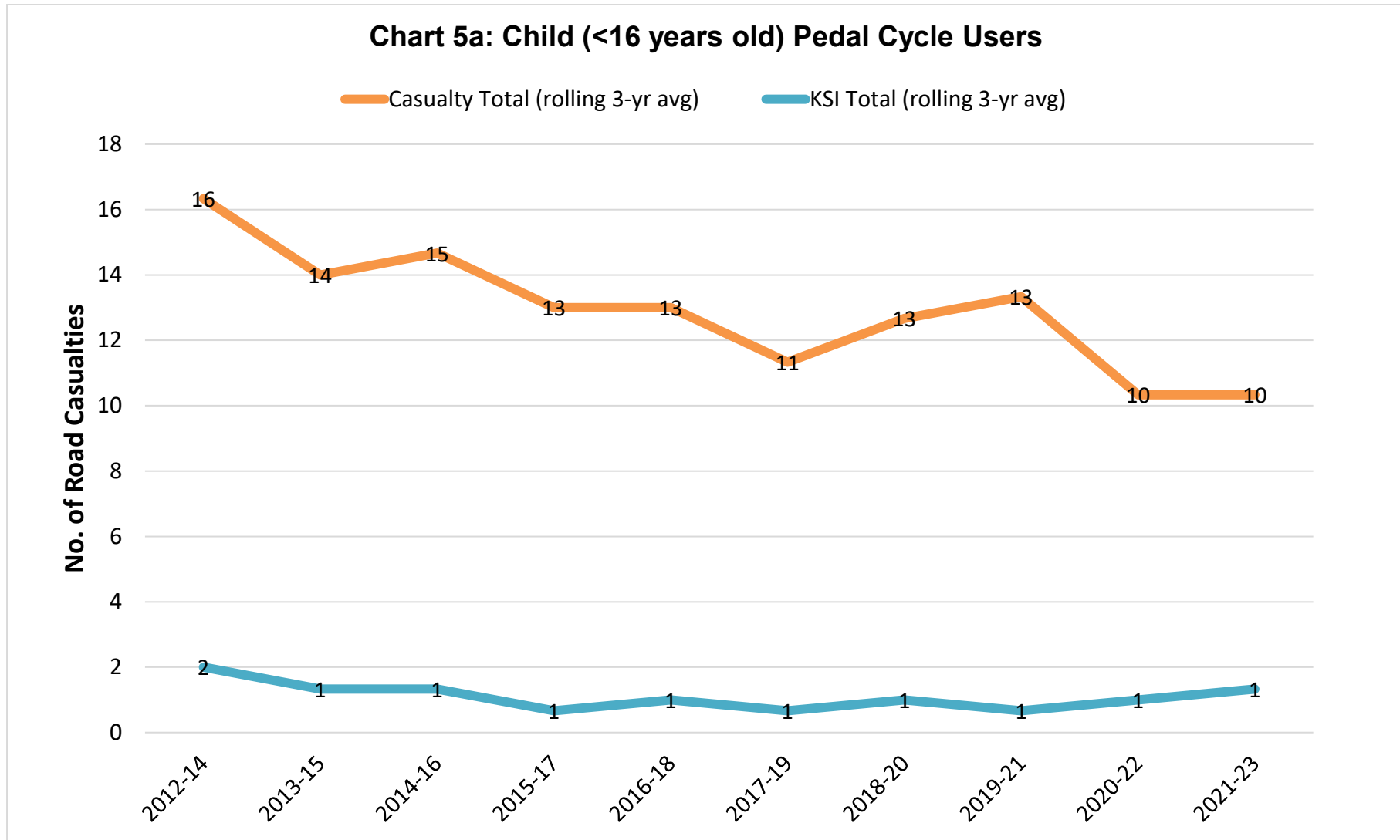
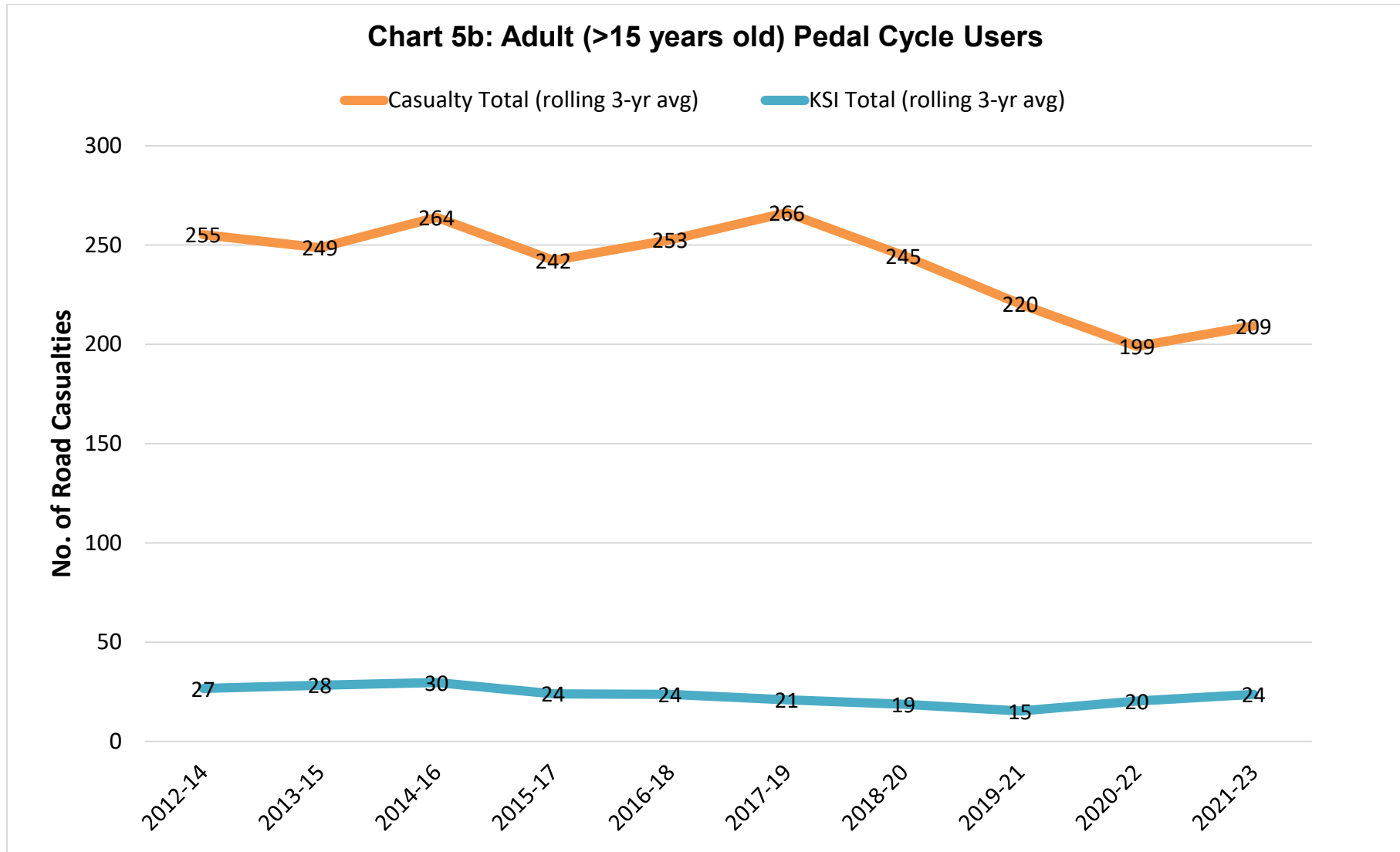


Chart 5b: Adult (>15 years old) Pedal Cycle Users



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

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

There was a decrease of 25 or **14.3%** in the total number of Motorcycle/Moped User casualties from the year before, from 175 to **150**. Moreover, the overall number of casualties for this road user group is historically high.

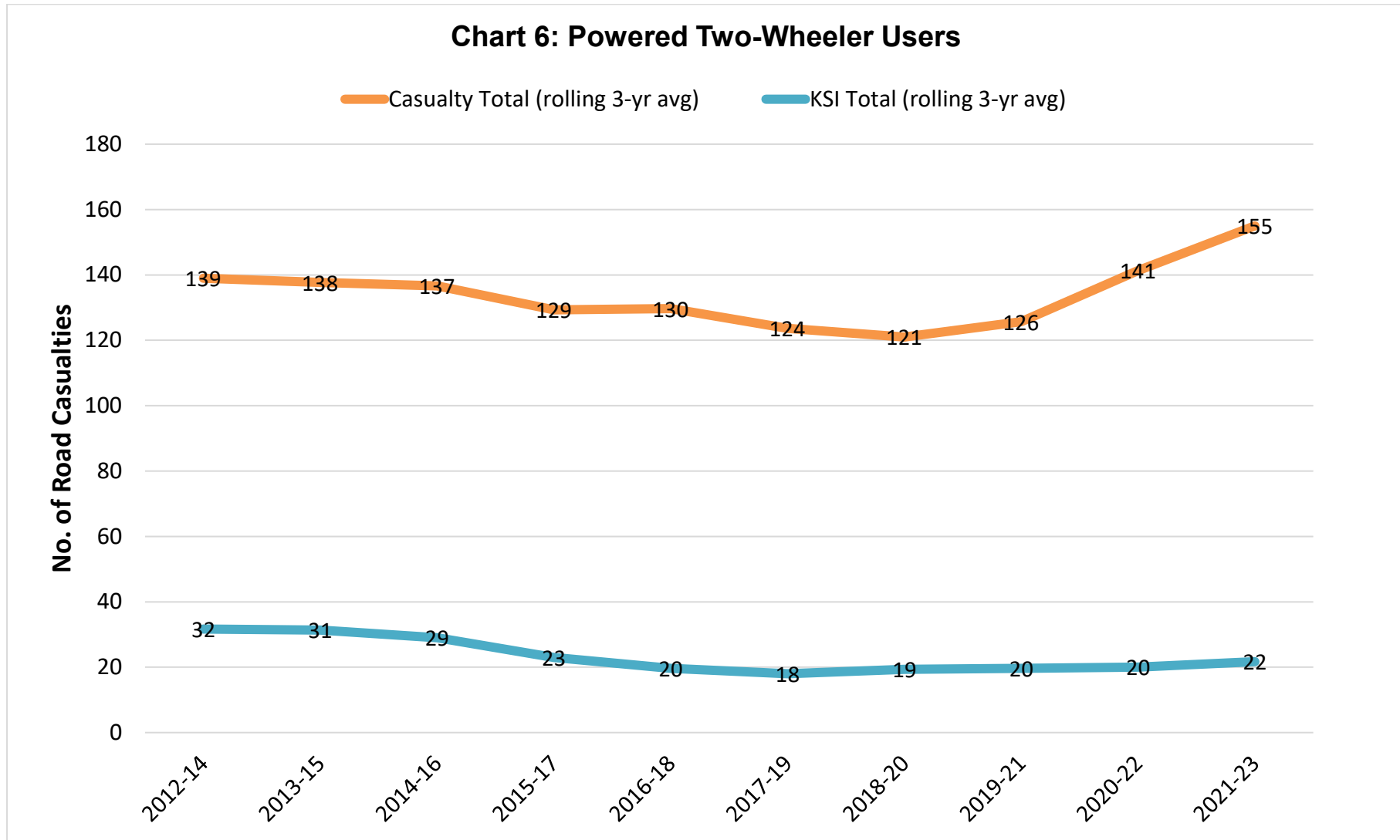
The proportion of Motorcycle/Moped User casualties killed or seriously injured was **14.7%**, and Motorcycle/Moped User casualties made up **19.5%** of all the KSI casualties.

Based on the 2021–23 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).

In 2023, males accounted for **87%** of all the Motorcycle/Moped User casualties. **49%** of the Motorcycle/Moped User casualties were under 30 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)

### **75 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. 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 4 or 5% in the total number of Scooter User casualties from the year before, from 79 to 75.

The proportion of Scooter User casualties killed or seriously injured was 9%, and Scooter User casualties made up 6% of all the KSI casualties.

Based on the 2023 overall casualty numbers, the **most vulnerable** age-group for Scooter Users is 19–23 year-olds (predominantly male).

In 2023, males accounted for 65% of all the Scooter User casualties. 68% of the Scooter User casualties were under 40 years of age (predominantly male).

## Car Occupants (includes Taxis)

### **312 casualties (incl. 4 fatalities)**

There was a decrease of 33 or **9.6%** in the total number of Car occupant casualties from the year before, from 345 to **312**. 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 **5.1%**, and Car occupant casualties made up **14.2%** of all the KSI casualties.

Based on the 2021–23 car-occupant casualty rates per 100 thousand of the population, the **most vulnerable** age-group for Car & Taxi Drivers is **40–44 year-olds** closely followed by **35–39 year-olds**. While for Car & Taxi Passengers it is **15–19 year-olds**.

In 2023, 28–38 year-olds made up **one third** of the Car occupant casualties. **Half** of the Car occupant casualties were aged between 21 and 38 years of age.

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

There were **10** Child Car occupant casualties (all passengers), **7 fewer** than the previous year, and children made up **3.2%** of the overall Car occupant casualty total.

There were **36** Elderly Car occupant casualties, **no change** from the previous year, and elderly casualties made up **11.5%** of the overall Car occupant casualty total.

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

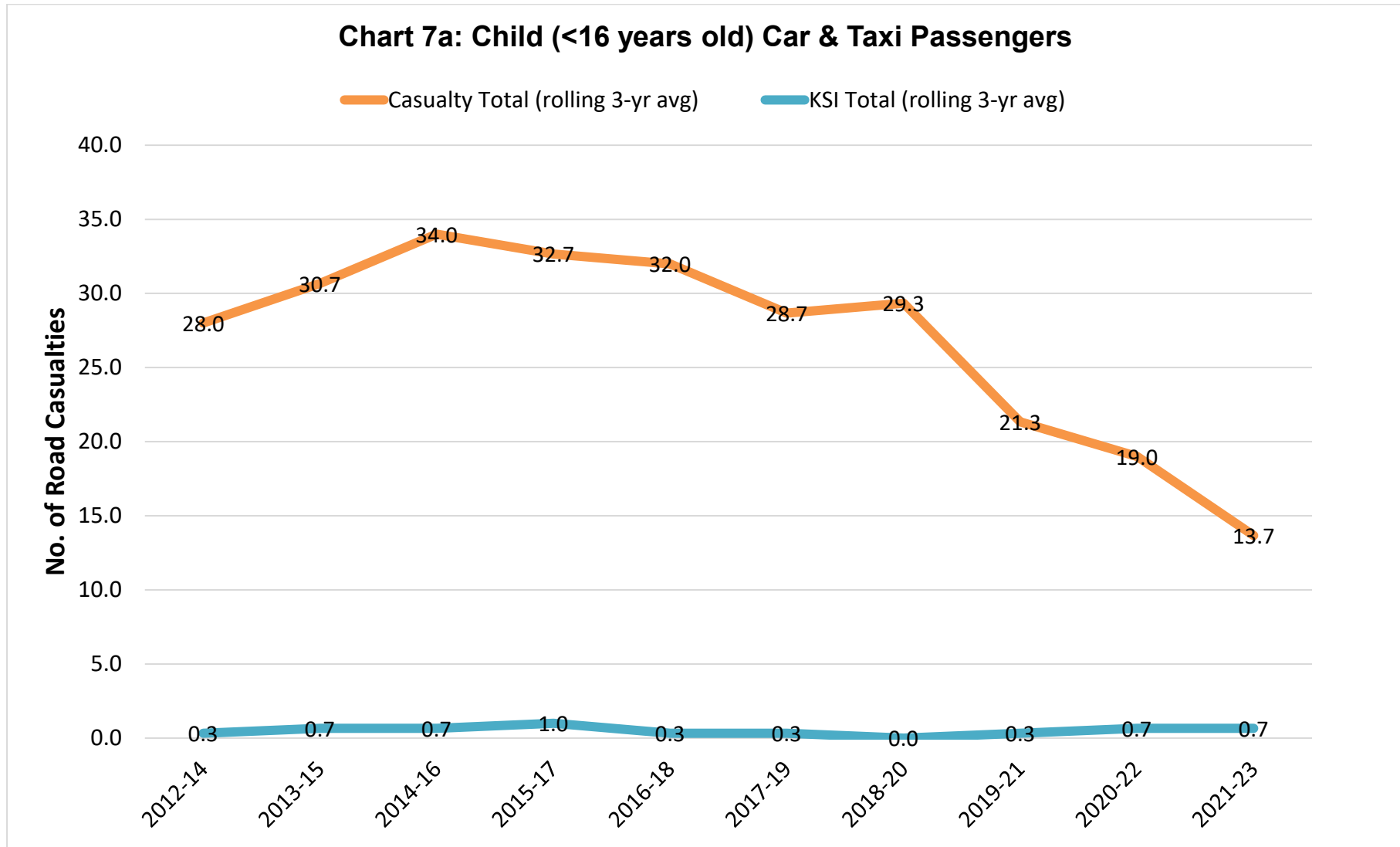




Chart 7b: Adult (>15 years old) Car & Taxi Passengers

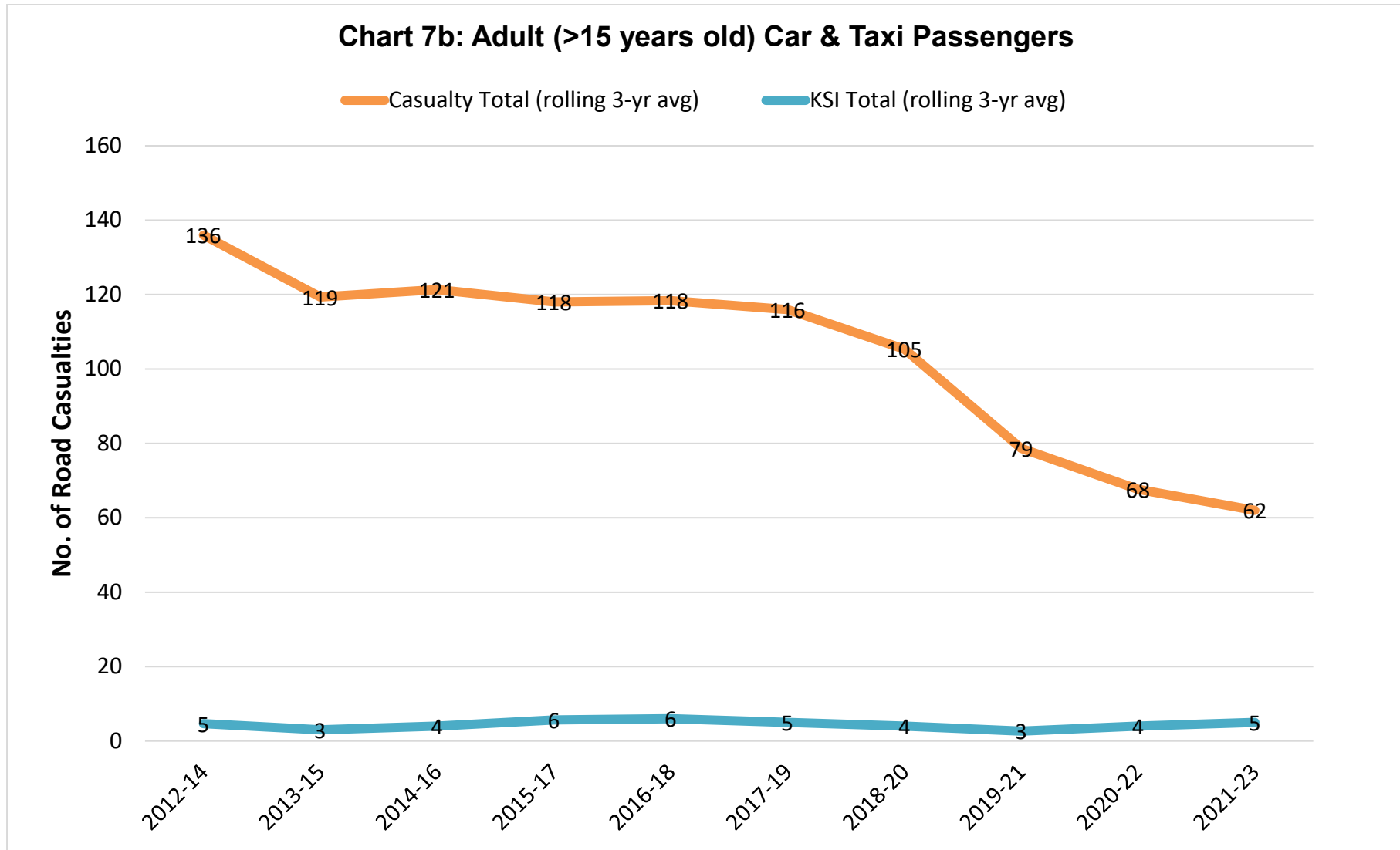


Chart 8a: Adult (>16 years old) Car & Taxi Drivers

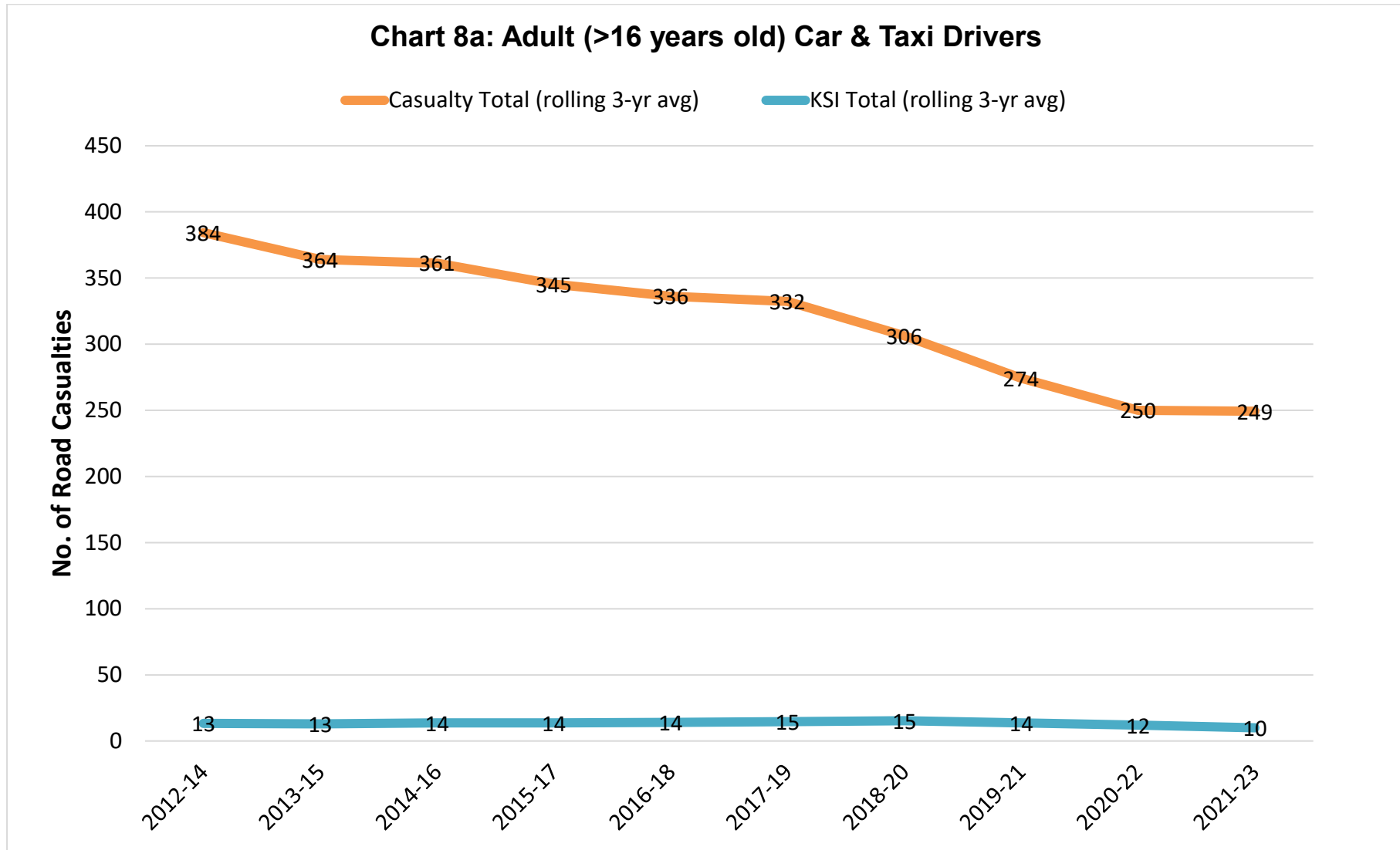
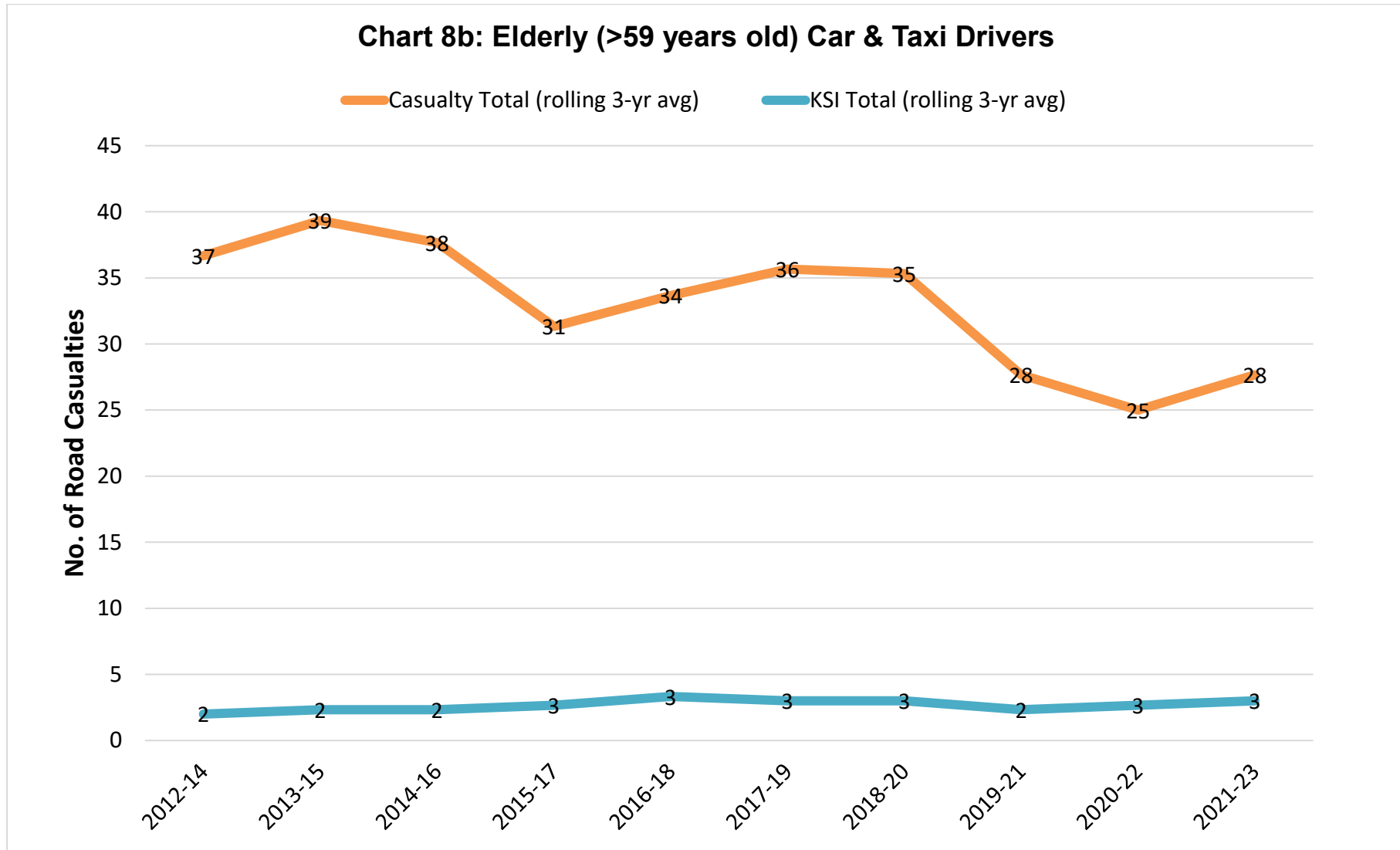


Chart 8b: Elderly (>59 years old) Car & Taxi Drivers



Annex 1a – Pedestrians: Road Casualty Age-Profile Table (2023)

<b>Age Group</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Subtotal</b>
0 - 4	0	2	1	<b>3</b>
5 - 6	0	2	0	<b>2</b>
7 - 11	0	2	8	<b>10</b>
12 - 15	0	5	14	<b>19</b>
<b>All Children</b>	<b>0</b>	<b>11</b>	<b>23</b>	<b>34</b>
16 - 16	0	0	1	<b>1</b>
17 - 20	0	1	8	<b>9</b>
21 - 30	0	7	23	<b>30</b>
31 - 40	0	6	19	<b>25</b>
41 - 50	0	1	13	<b>14</b>
51 - 60	0	3	11	<b>14</b>
61 - 70	1	4	10	<b>15</b>
71 +	1	8	10	<b>19</b>
<b>All Adults</b>	<b>2</b>	<b>30</b>	<b>95</b>	<b>127</b>
Age unknown	0	0	6	<b>6</b>
<b>All Ages</b>	<b>2</b>	<b>41</b>	<b>124</b>	<b>167</b>
<b>Expected number (per age group)</b>	0.2	3.7	11.3	15.2

Annex 1b – Cyclists: Road Casualty Age-Profile Table (2023)

Age Group	Fatal	Serious	Slight	Subtotal
0 - 4	0	0	1	<b>1</b>
5 - 6	0	0	2	<b>2</b>
7 - 11	0	0	0	<b>0</b>
12 - 15	0	2	9	<b>11</b>
<b>All Children</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>14</b>
16 - 16	0	0	2	<b>2</b>
17 - 20	0	0	12	<b>12</b>
21 - 30	0	9	63	<b>72</b>
31 - 40	0	6	46	<b>52</b>
41 - 50	0	4	25	<b>29</b>
51 - 60	0	0	14	<b>14</b>
61 - 70	0	1	4	<b>5</b>
71 +	0	0	2	<b>2</b>
<b>All Adults</b>	<b>0</b>	<b>20</b>	<b>168</b>	<b>188</b>
Age unknown	0	0	7	<b>7</b>
<b>All Ages</b>	<b>0</b>	<b>22</b>	<b>187</b>	<b>209</b>
<b>Expected number (per age group)</b>	0.0	2.0	17.0	19.0

Annex 1c – Powered 2-Wheelers & Combinations (Riders & Pillion Passengers): Road Casualty Age-Profile Table (2023)

<b>Age Group</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Subtotal</b>
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	2	0	<b>2</b>
<b>All Children</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
16 - 16	0	0	0	<b>0</b>
17 - 20	1	6	19	<b>26</b>
21 - 30	0	6	45	<b>51</b>
31 - 40	0	3	31	<b>34</b>
41 - 50	1	1	14	<b>16</b>
51 - 60	0	1	13	<b>14</b>
61 - 70	0	1	2	<b>3</b>
71 +	0	0	0	<b>0</b>
<b>All Adults</b>	<b>2</b>	<b>18</b>	<b>124</b>	<b>144</b>
Age unknown	0	0	4	<b>4</b>
<b>All Ages</b>	<b>2</b>	<b>20</b>	<b>128</b>	<b>150</b>
<b>Expected number (per age group)</b>	0.2	1.8	11.6	13.6

Annex 1d – 4-Wheeled Cars & Taxis (Drivers): Road Casualty Age-Profile Table (2023)

Age Group	Fatal	Serious	Slight	Subtotal
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	17	<b>17</b>
21 - 30	1	2	59	<b>62</b>
31 - 40	0	2	73	<b>75</b>
41 - 50	0	0	33	<b>33</b>
51 - 60	0	0	20	<b>20</b>
61 - 70	0	2	13	<b>15</b>
71 +	2	0	11	<b>13</b>
<b>All Adults</b>	<b>3</b>	<b>6</b>	<b>226</b>	<b>235</b>
Age Unknown	0	1	1	<b>2</b>
<b>All Ages</b>	<b>3</b>	<b>7</b>	<b>227</b>	<b>237</b>
<b>Expected number (per age group)</b>	0.4	1.0	32.4	33.9

Annex 1e – 4-Wheeled Cars & Taxis (Passengers): Road Casualty Age-Profile Table (2023)

Age Group	Fatal	Serious	Slight	Subtotal
0 - 4	0	0	1	<b>1</b>
5 - 6	0	0	1	<b>1</b>
7 - 11	0	0	6	<b>6</b>
12 - 15	0	0	2	<b>2</b>
<b>All Children</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
16 - 16	0	0	1	<b>1</b>
17 - 20	0	2	7	<b>9</b>
21 - 30	0	1	16	<b>17</b>
31 - 40	0	0	15	<b>15</b>
41 - 50	0	2	5	<b>7</b>
51 - 60	0	0	7	<b>7</b>
61 - 70	0	0	2	<b>2</b>
71 +	1	0	3	<b>4</b>
<b>All Adults</b>	<b>1</b>	<b>5</b>	<b>56</b>	<b>62</b>
Age unknown	0	0	3	<b>3</b>
<b>All Ages</b>	<b>1</b>	<b>5</b>	<b>69</b>	<b>75</b>
<b>Expected number (per age group)</b>	0.1	0.5	6.3	6.8



Annex 1f – PCV/Minibus/Motor Caravan/Tram/Light Rail (Drivers & Passengers): Road Casualty Age-Profile Table (2023)

Age Group	Fatal	Serious	Slight	Subtotal
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	2	<b>2</b>
31 - 40	0	0	0	<b>0</b>
41 - 50	0	1	1	<b>2</b>
51 - 60	0	0	0	<b>0</b>
61 - 70	0	0	1	<b>1</b>
71 +	0	0	0	<b>0</b>
<b>All Adults</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>
Age unknown	0	0	0	<b>0</b>
<b>All Ages</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>
<b>Expected number (per age group)</b>	0.0	0.1	0.4	0.5

Annex 1g – All Goods Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2023)

Age Group	Fatal	Serious	Slight	Subtotal
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	1	<b>1</b>
21 - 30	0	0	3	<b>3</b>
31 - 40	0	0	4	<b>4</b>
41 - 50	0	0	1	<b>1</b>
51 - 60	0	0	2	<b>2</b>
61 - 70	0	1	1	<b>2</b>
71 +	0	0	0	<b>0</b>
<b>All Adults</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>13</b>
Age unknown	0	0	0	<b>0</b>
<b>All Ages</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>13</b>
<b>Expected number (per age group)</b>	0.0	0.1	1.1	1.2

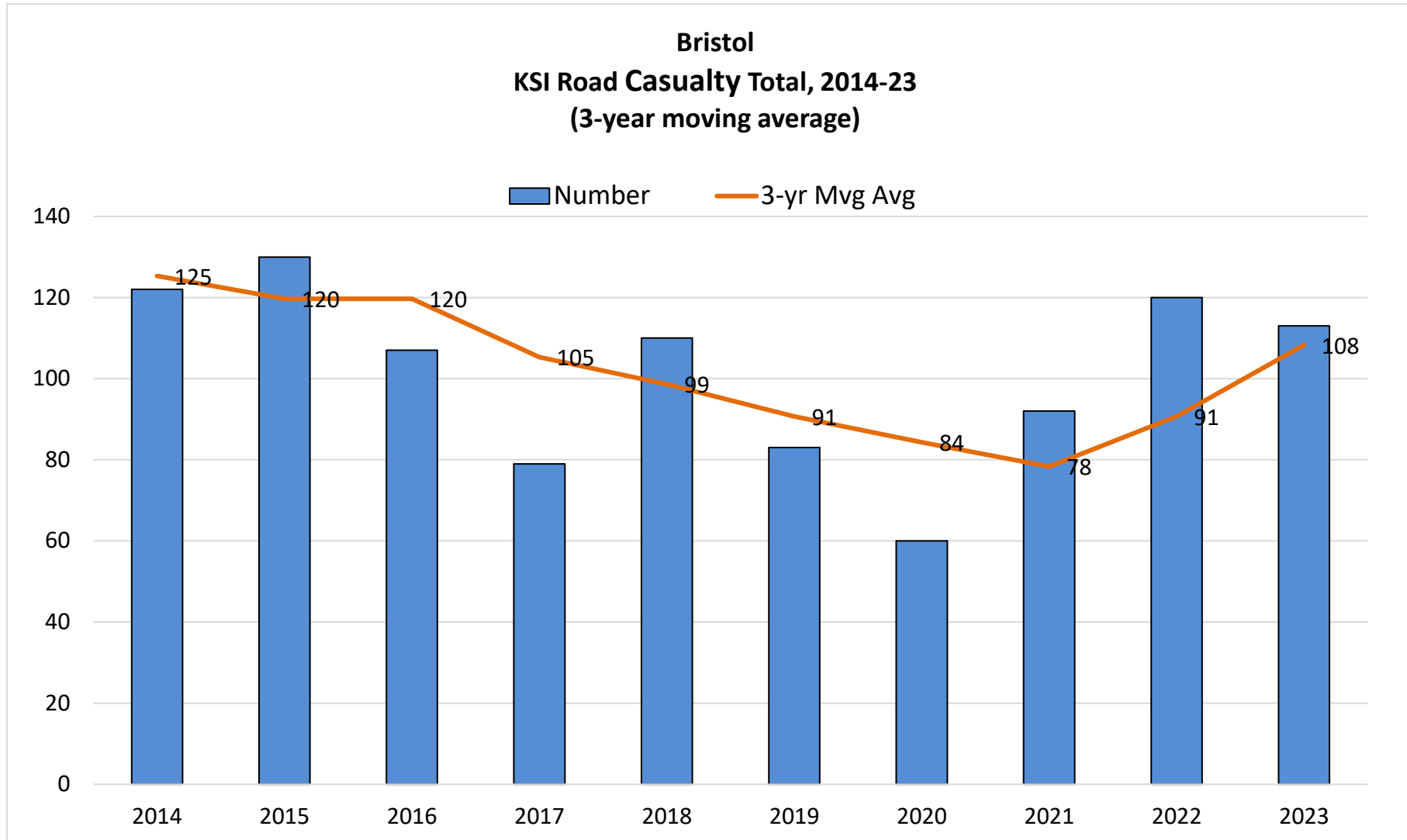
Annex 1h – Other Motor & Non-Motor Vehicles (Drivers / Passengers): Road Casualty Age-Profile Table (2023)

Age Group	Fatal	Serious	Slight	Subtotal
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	2	<b>2</b>
<b>All Children</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
16 - 16	0	0	3	<b>3</b>
17 - 20	0	3	11	<b>14</b>
21 - 30	0	1	22	<b>23</b>
31 - 40	0	2	10	<b>12</b>
41 - 50	0	1	13	<b>14</b>
51 - 60	0	1	4	<b>5</b>
61 - 70	0	0	1	<b>1</b>
71 +	0	0	2	<b>2</b>
<b>All Adults</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>74</b>
Age unknown	0	0	7	<b>7</b>
<b>All Ages</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>83</b>
<b>Expected number (per age group)</b>	0.0	0.7	6.8	7.5

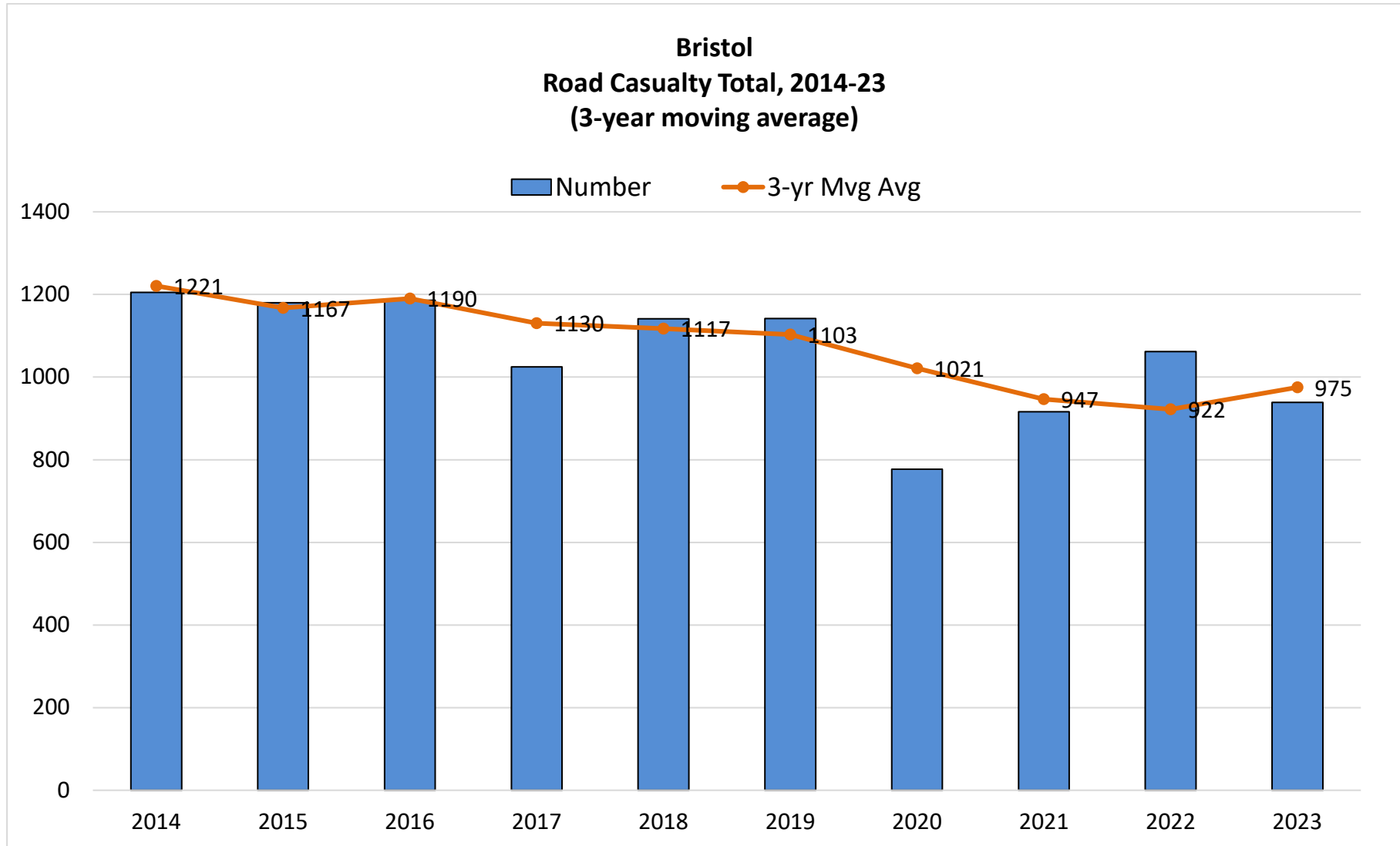
Annex 1i – All Road User Groups (Drivers/ Riders/ Passengers/ Pedestrians): Road Casualty Age-Profile Table (2023)

<b>Age Group</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Subtotal</b>
0 - 4	0	2	3	<b>5</b>
5 - 6	0	2	3	<b>5</b>
7 - 11	0	2	14	<b>16</b>
12 - 15	0	9	27	<b>36</b>
<b>All Children</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>62</b>
16 - 16	0	0	7	<b>7</b>
17 - 20	1	12	75	<b>88</b>
21 - 30	1	26	233	<b>260</b>
31 - 40	0	19	198	<b>217</b>
41 - 50	1	10	105	<b>116</b>
51 - 60	0	5	71	<b>76</b>
61 - 70	1	9	34	<b>44</b>
71 +	4	8	28	<b>40</b>
<b>All Adults</b>	<b>8</b>	<b>89</b>	<b>751</b>	<b>848</b>
Age unknown	0	1	28	<b>29</b>
<b>All Ages</b>	<b>8</b>	<b>105</b>	<b>826</b>	<b>939</b>
<b>Expected number (per age group)</b>	0.7	9.5	75.1	85.4

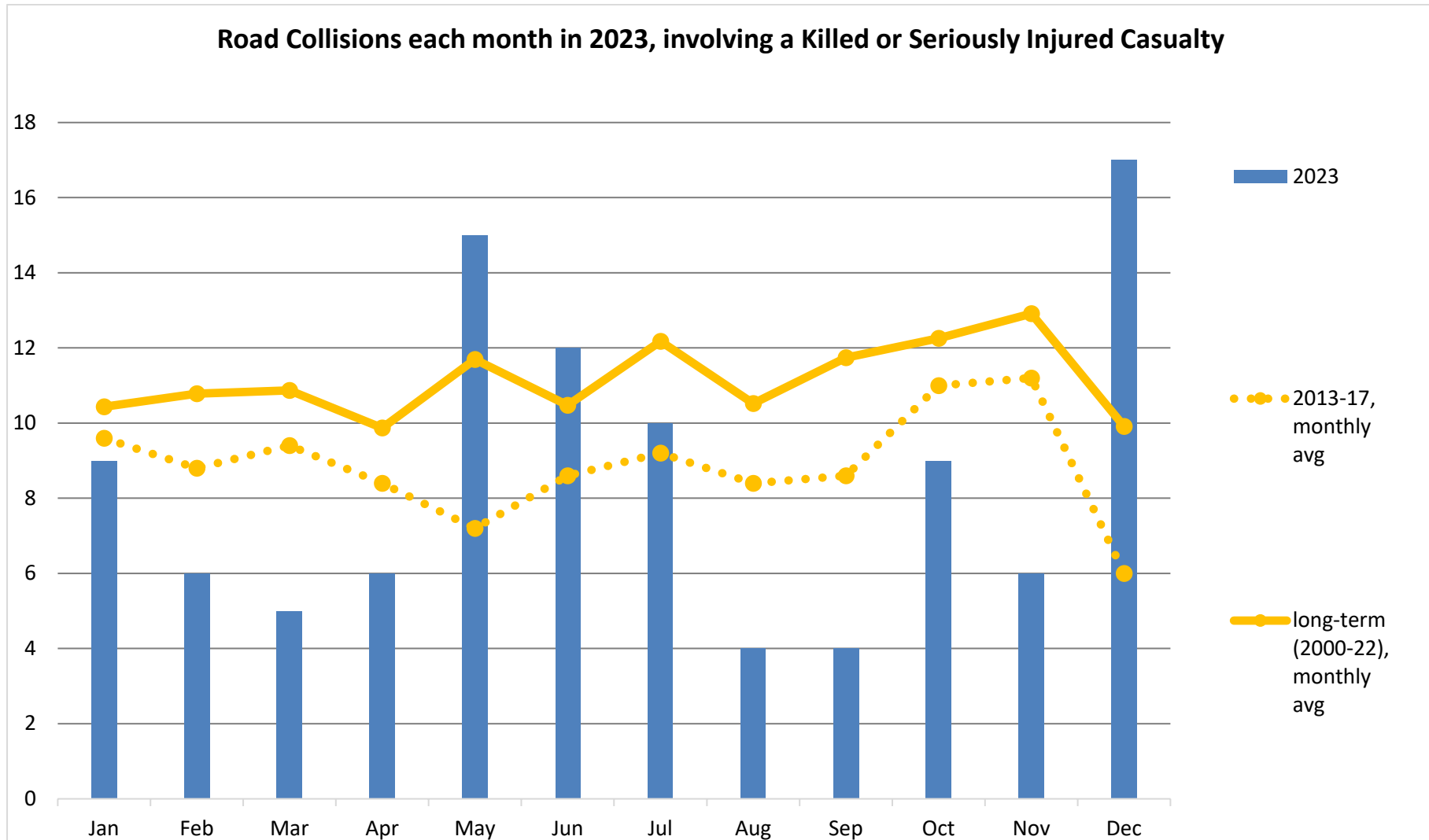
Annex 2a – Killed or Seriously Injured (KSI) Road Casualty change (3-year rolling average)



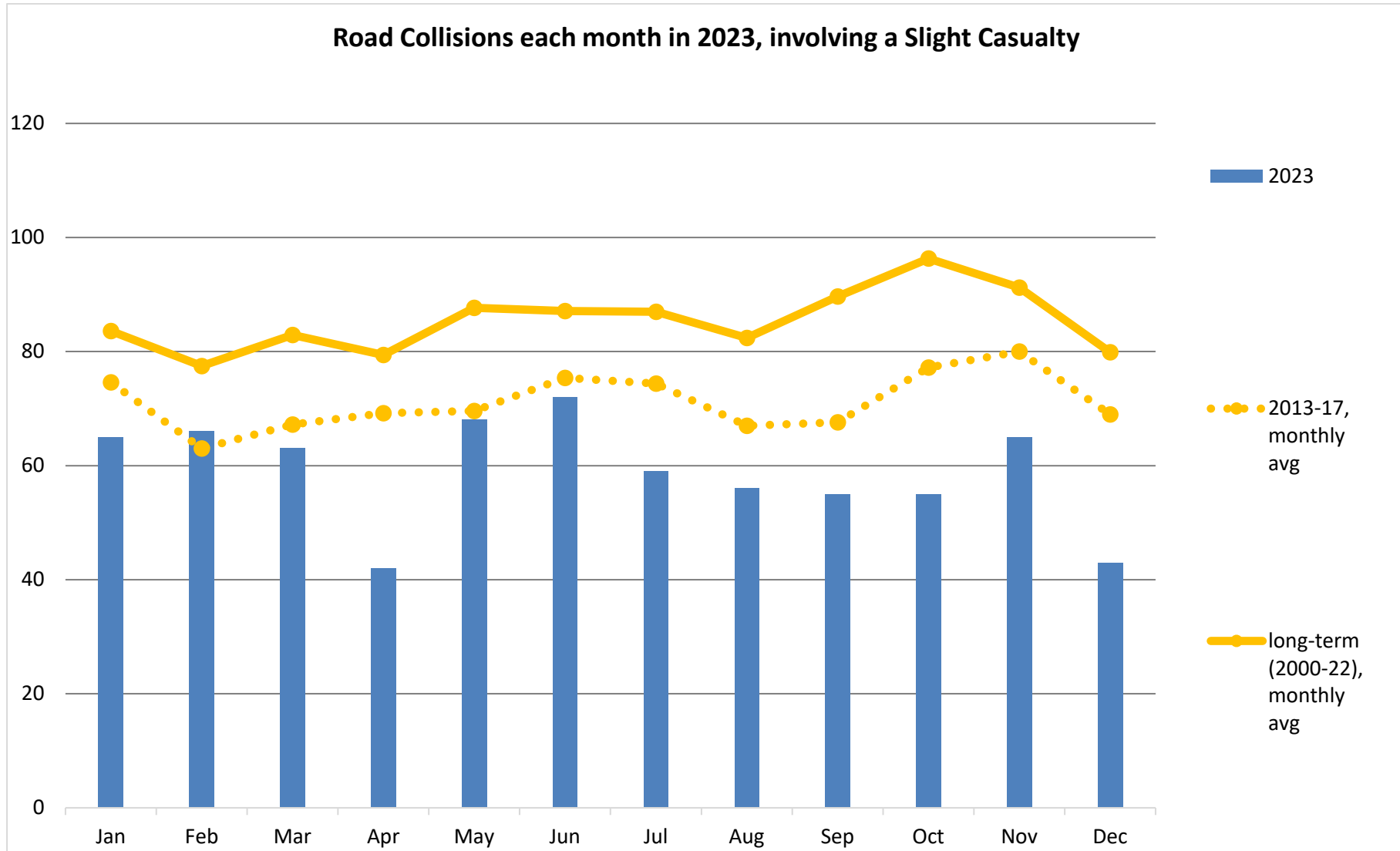
Annex 2b – All Severities of Road Casualty change (3-year rolling average)



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

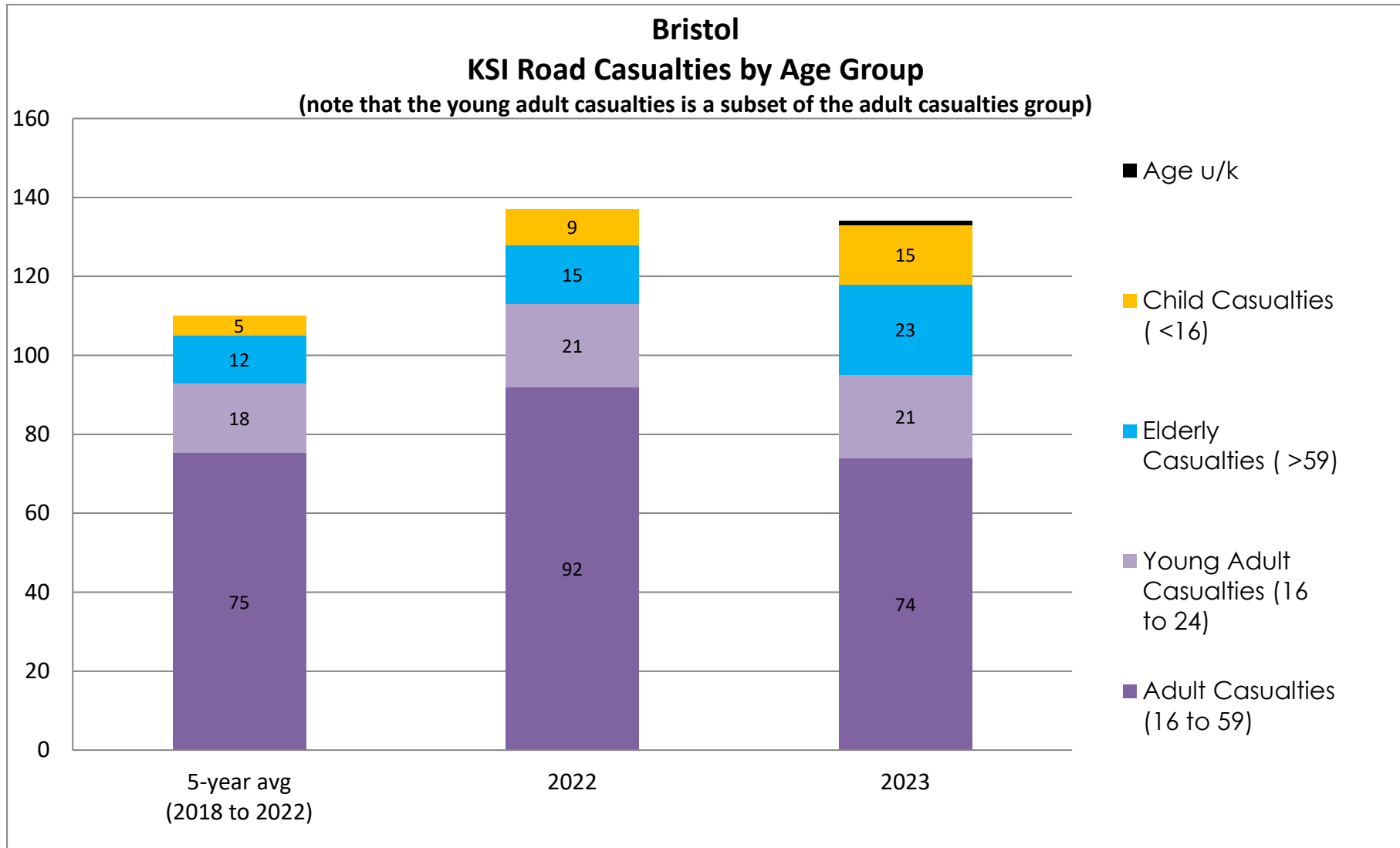


Annex 3b – Slight Road Collisions each Month

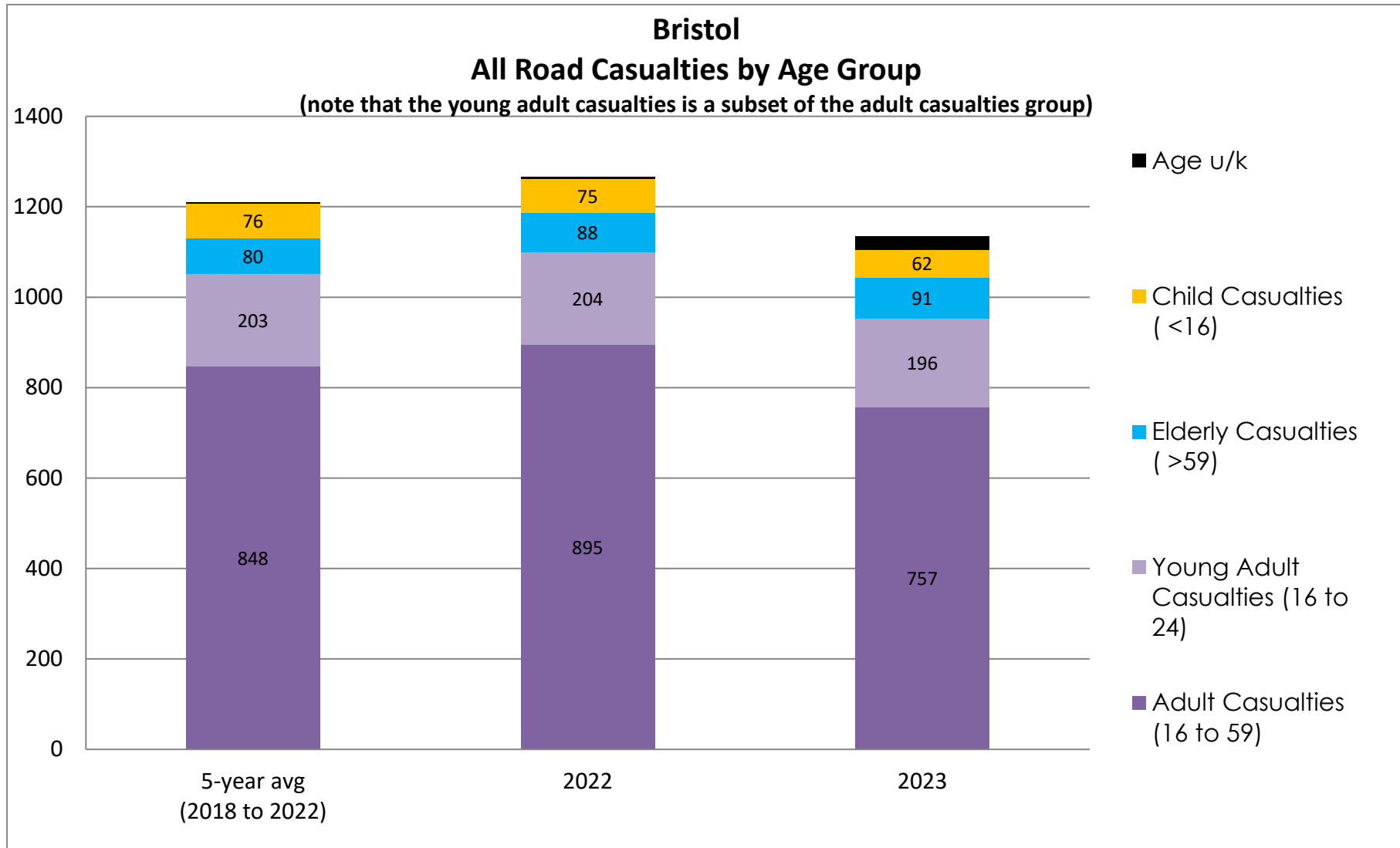




Annex 4a - Killed or Seriously Injured (KSI) Road Casualties by Age Group



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

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: 2023](#)

[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](#)