



ROAD CASUALTIES

In Bristol

2018

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

26 Young Adults (16-24 years) Killed or Seriously Injured (↑ by 11 from previous year)

11 Elderly Adults (60 years & over) Killed or Seriously Injured (↓ by 2 from previous year)

67 Other Adults (25 to 59 years) Killed or Seriously Injured (↑ by 18 from previous year)

1,022 Slight Injuries (↑ by 76 from previous year)

12 Taxi occupants slightly injured (↑ by 6 from previous year)

17 Bus occupants slightly injured (↑ by 5 from previous year)

Casualty Total of **1,132** (↑ by 107 from previous year)

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 2018, there were **1,132** reported casualties (**including 7 fatalities**), this was 107 more than the previous year and an increase of 10.4%. The annual casualty rate for all road users (based on the casualty total and the estimated miles travelled each year by motor vehicles) has fallen by almost **20%** since 2010. 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.

There were **110** KSI (killed or seriously injured) casualties reported in 2018, this was 31 more than the previous year and an increase of 39%. 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 **7** fatal casualties - a level that is below the recent (2008 to 2016) long-term average for Bristol's roads of 9 deaths per year.

The overall casualties by age-group were as follows:

- Children – **83** (this included 1 fatality), which was 7% of the total number of casualties reported
- Young Adults – **233** (this included 1 fatality), which was 21% of the total number of casualties reported
- Other Adults (25-59 yrs) – **716** (this included 1 fatality), which was 63% of the total number of casualties reported
- Elderly – **100** (this included 4 fatalities), which was 9% of the total number of casualties reported

There were 3 casualties (all slightly injured) of unknown age.

Table 1: 2018 - Casualties summary

2018	KSI	Slight	All
Total	110	1022	1,132
Pedestrians	30	149	179
Cycle users	34	251	285
Motorcycle users	22	103	125
Car & Taxi Occupants	21	490	515
Other road users	3	25	28
Child Total	6	77	83
(Child pedestrians)	4	33	37
(Child cycle users)	2	5	7
Elderly Total	11	89	100
(Elderly pedestrians)	4	12	16
(Elderly cycle users)	2	9	11

There were 679 male casualties overall, which was 60% of the casualty total, and 453 female casualties overall, which was 40% of the casualty total. Male casualties formed 83% of the Killed or Seriously Injured casualty total, and female casualties formed 17% 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 2017 prices. Using the figure for the ‘all injury’ collision type on Built-up roads of £73,694, the value of prevention of the 941 collisions in Bristol in 2018 is £69.34 million.

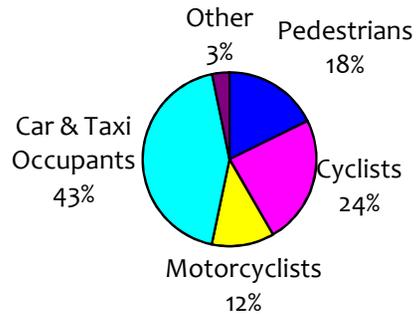
Accident Type	Road Class			
	Built-Up (40mph and below)	Non Built-Up (above 40mph)	Motorway	All
Fatal	2,035,770	2,176,427	2,581,556	2,130,922
Serious	234,339	266,621	275,275	243,635
Slight	24,053	29,470	35,026	25,451
All Injury	73,694	152,456	107,491	90,424
Damage Only	2,157	3,152	3,029	2,272

£ 2017 prices

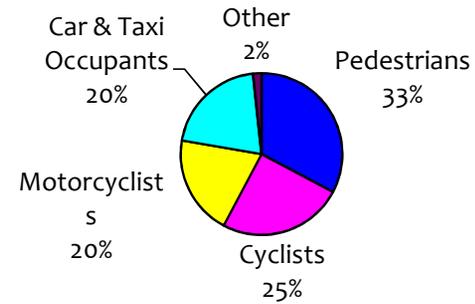
Table 2: Comparison of Collision and Casualty Data Since 2015

		2015	2016	2017	3-year average (2015 to 2017)	2018	% Change from 3-year average
Fatal	Collisions	8	4	11	8	7	-8.7%
	Casualties	8	5	12	8	7	-16.0%
Serious	Collisions	119	101	63	94	98	3.9%
	Casualties	122	102	67	97	103	6.2%
Slight	Collisions	837	906	784	842	836	-0.8%
	Casualties	1050	1079	946	1025	1022	-0.3%
Total	Collisions	964	1011	858	944	941	-0.4%
	Casualties	1180	1186	1025	1130	1132	0.1%

**Chart 1a: All Casualties by Road User Group
2016 to 2018 Totals
(3-year average)**

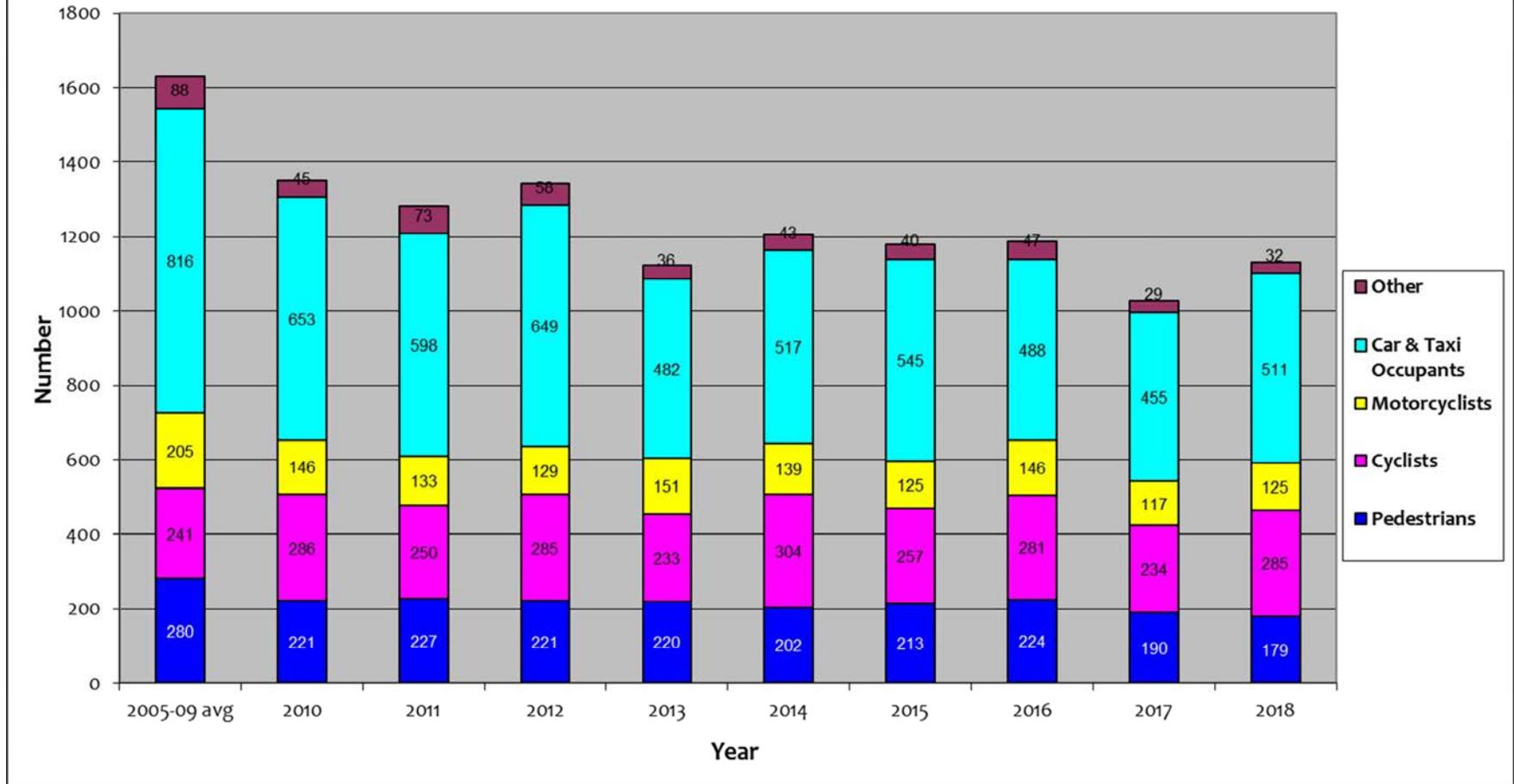


**Chart 1b: KSI Casualties by Road User Group
2016 to 2018 Totals
(3-year average)**

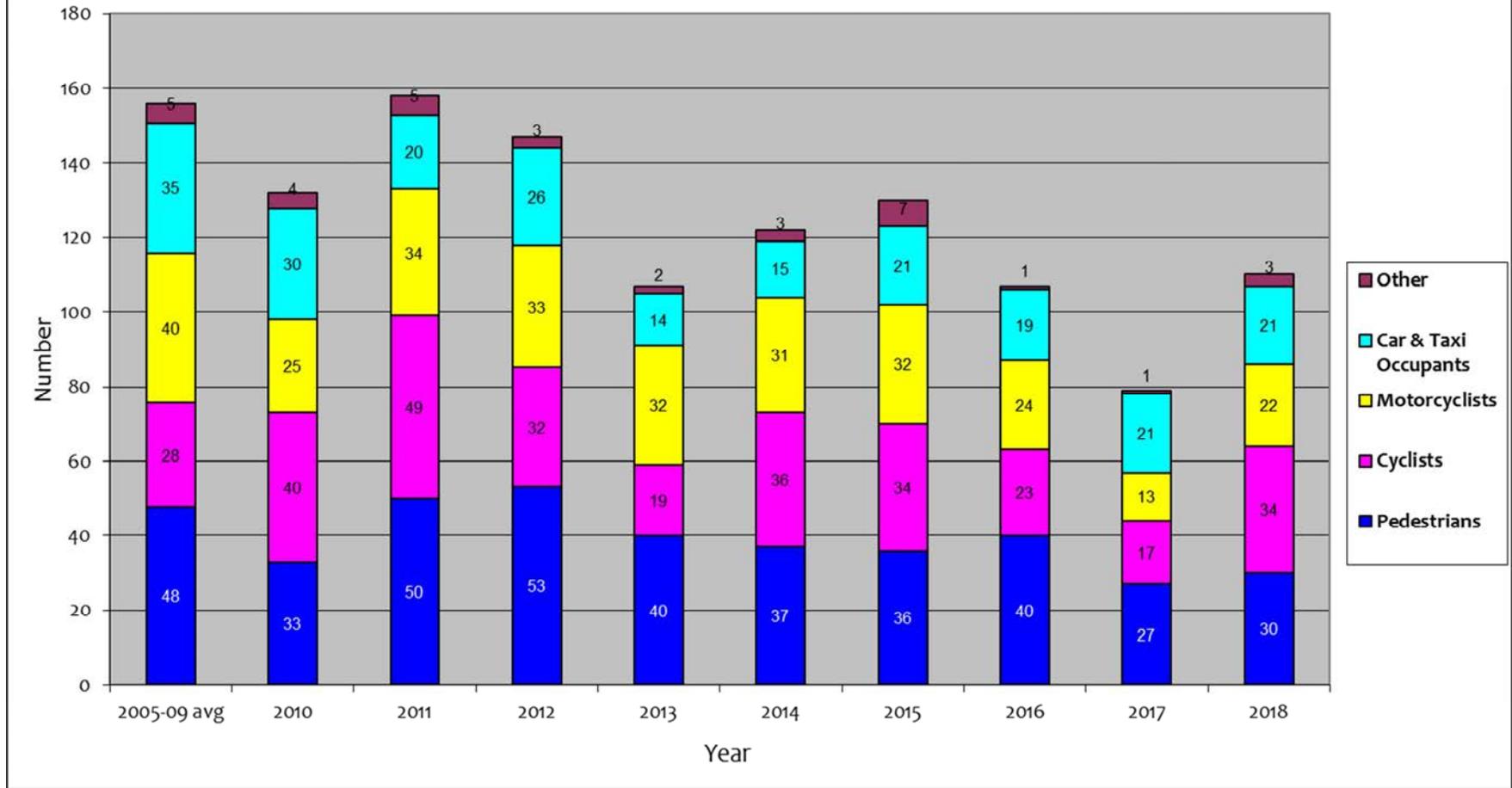


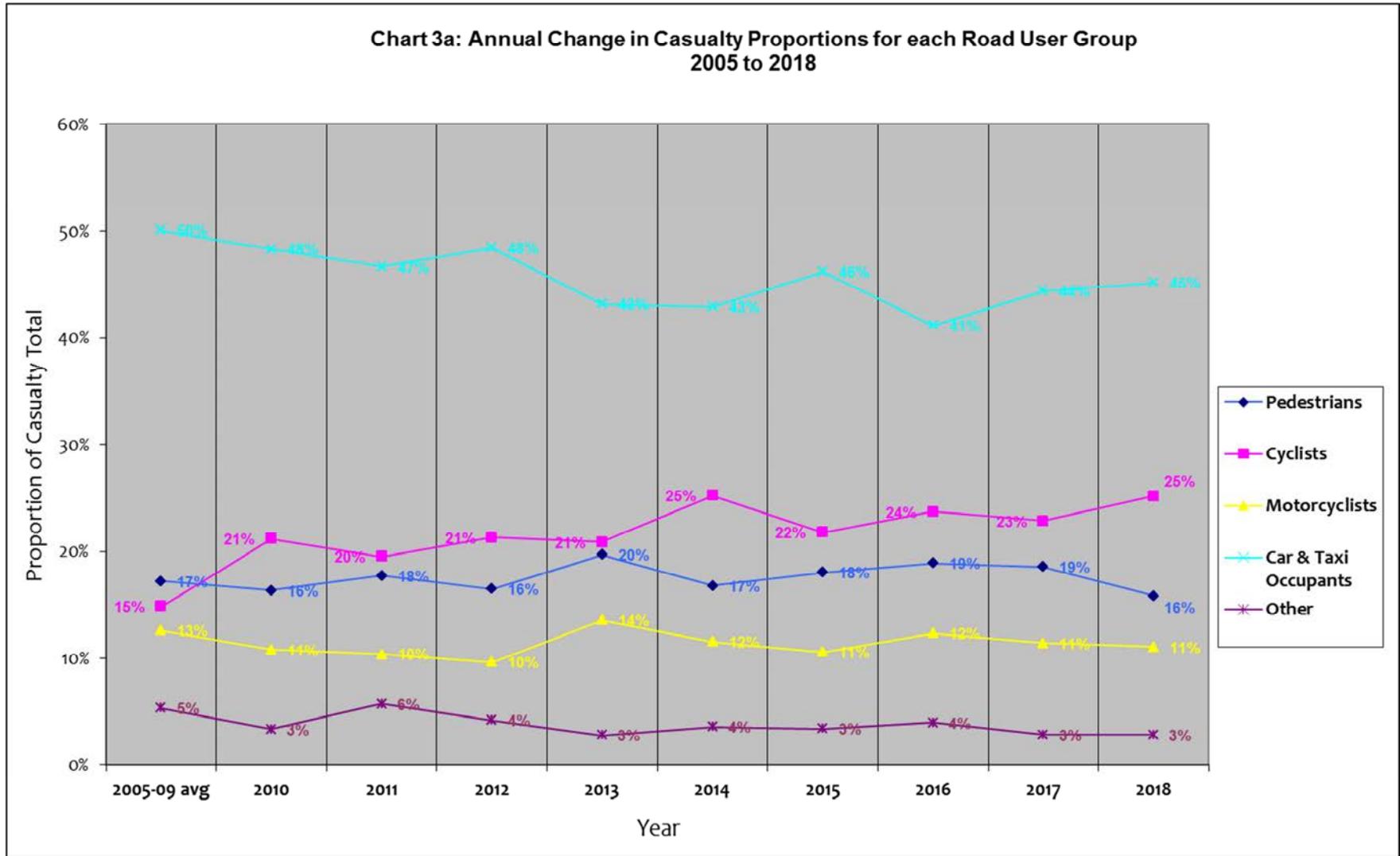
Charts 1a and 1b illustrate that the risk of death or serious injury on our roads is not equally distributed. Indeed, it is the vulnerable road users, who themselves pose little risk to other road users, that disproportionately bear the brunt of the casualty burden.

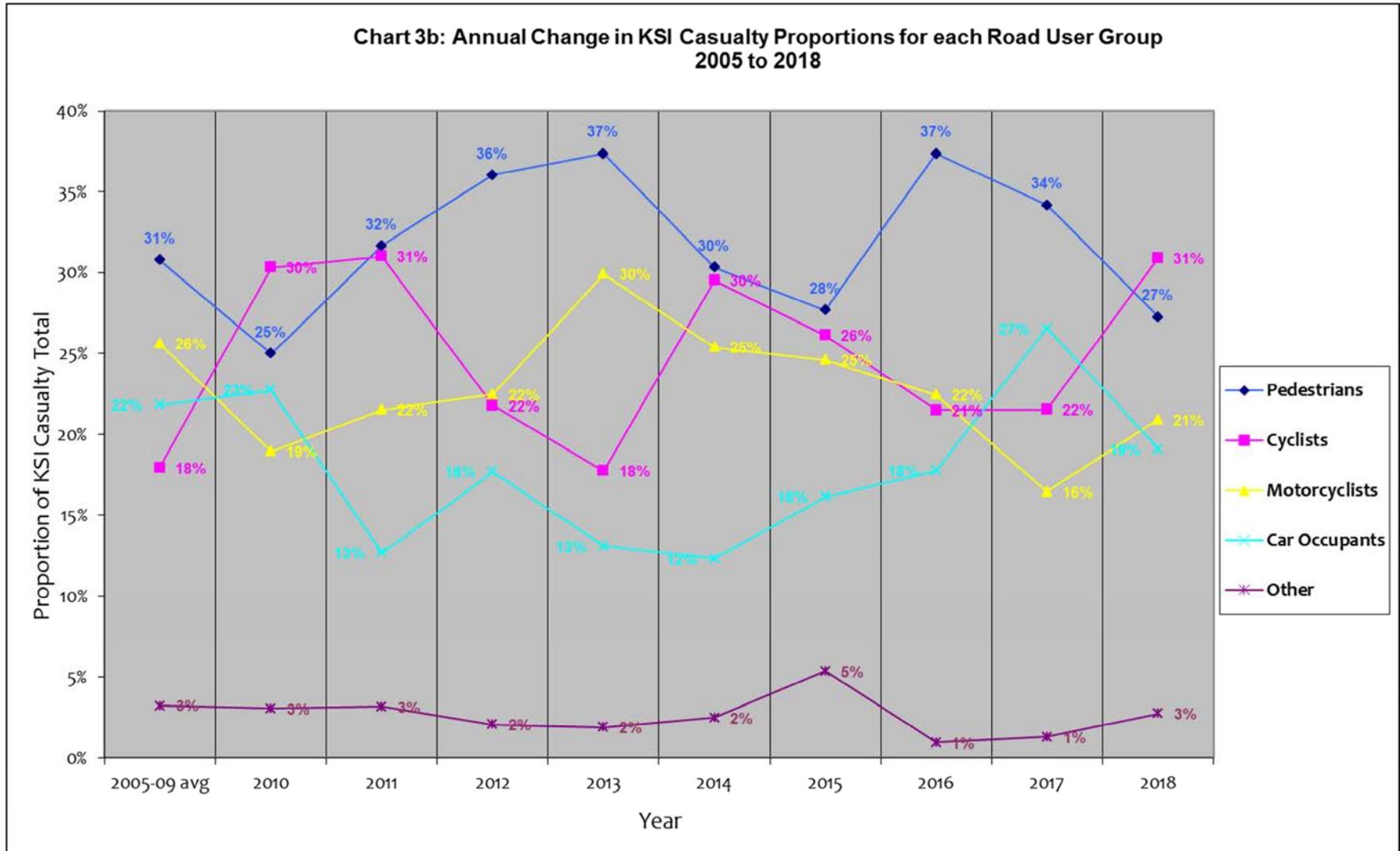
**Chart 2a: Annual Change in Casualties by Road User Group
2005 to 2018**



**Chart 2b: Annual Change in KSI Casualties by Road User Group
2005 to 2018**



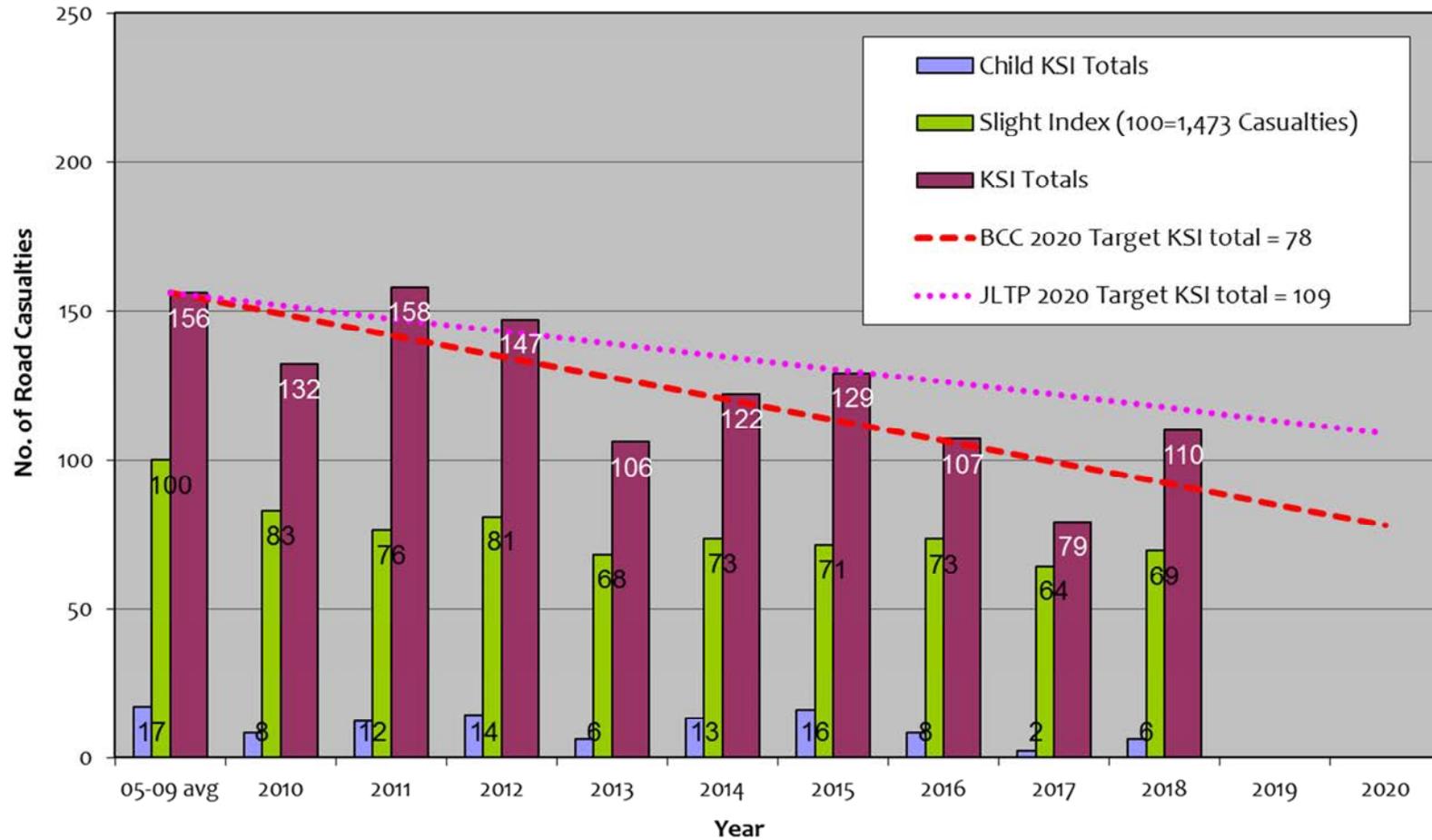




Targets & Progress

The Chart below shows the 2020 KSI-casualty targets, which the City Council is working towards. In 2018, the number of KSI casualties was below the level of the projection expected at this stage in order to meet the 2020 target that was set by the West of England's 3rd Joint Local Transport Plan. However, the number of KSI casualties was above the projection level of the more ambitious 2020 target that the City Council independently set for itself in November 2015.

Bristol's 2020 Road Casualty Targets and Progress
 n.b. child KSI totals and Slight Index shown for information only



Pedestrians – 179 casualties (incl. 2 fatalities)

There was a decrease of 12 or **6%** in the total number of Pedestrian casualties from the year before, from 191 to **179**.

The proportion of Pedestrian casualties killed or seriously injured was **17%**, and Pedestrians made up **27%** of all the KSI casualties.

Based on the 2015-17 pedestrian casualties per 100 thousand of the population, the **most vulnerable** age-group for Pedestrian casualties is **10-14 year-olds**.

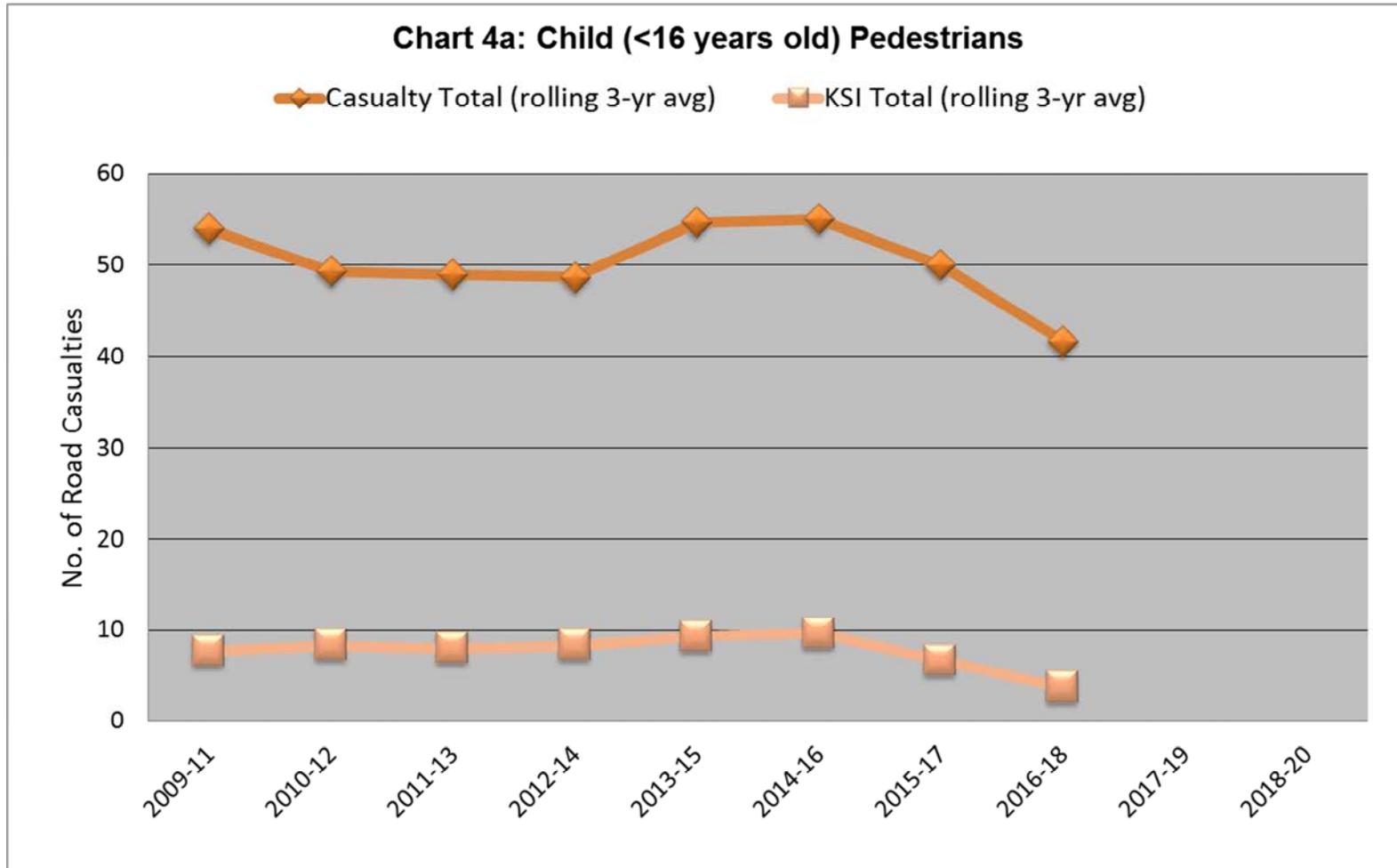
In 2018, males accounted for **59%** of all the Pedestrian casualties.

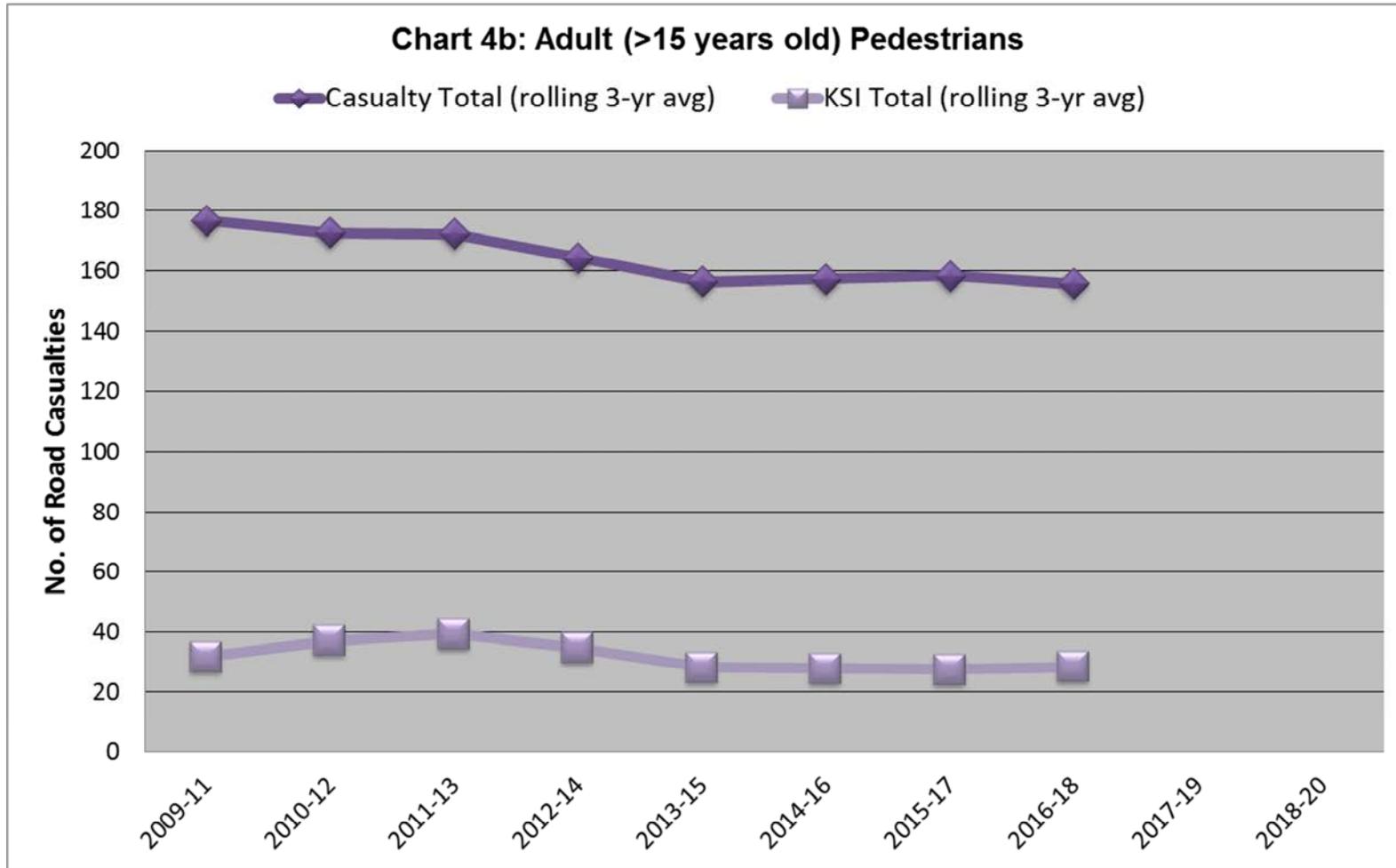
There were **37** Child Pedestrian casualties, no change from the previous year, and children made up **21%** of the overall Pedestrian casualty total.

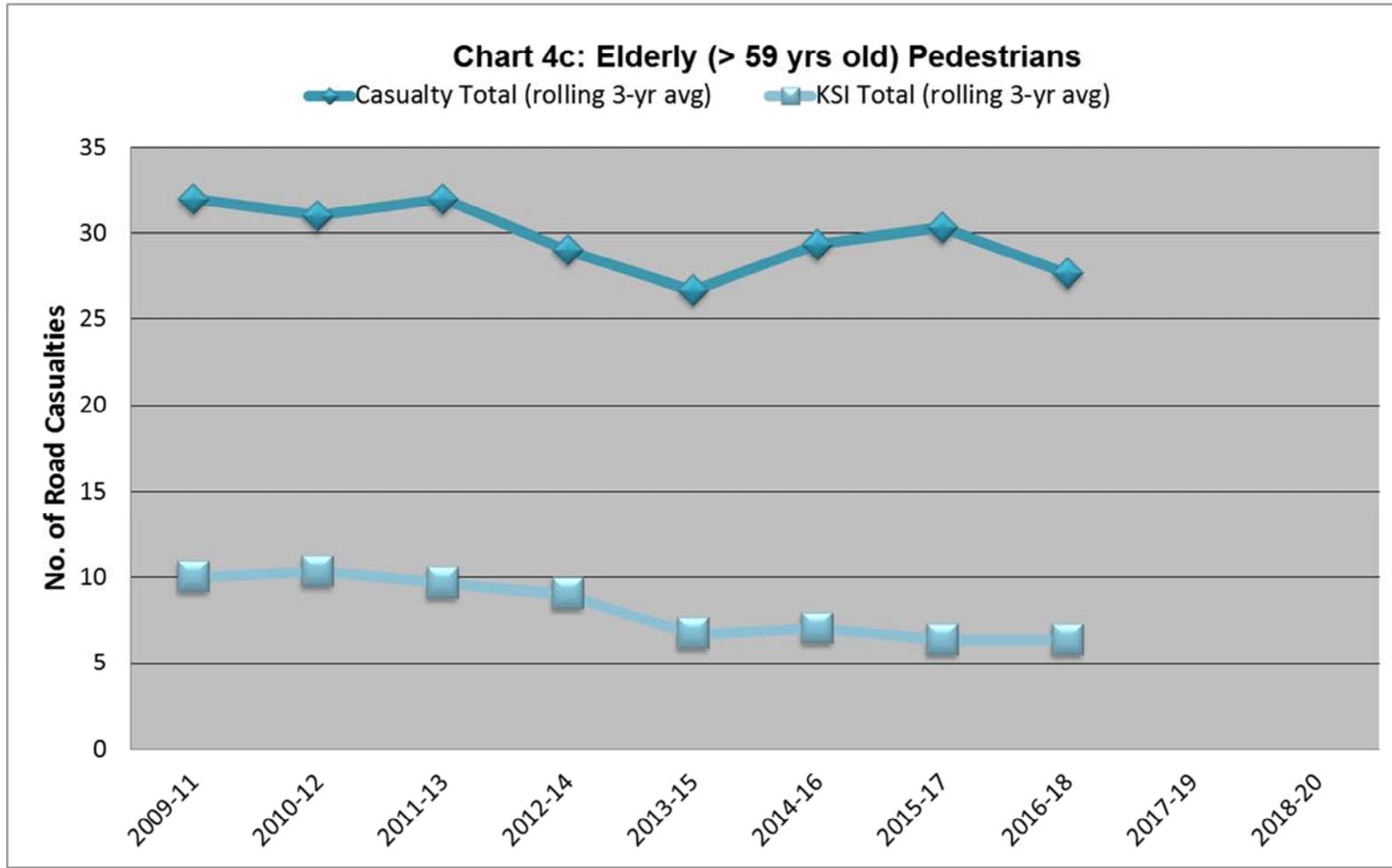
There were **16** Elderly Pedestrian casualties who made up **9%** of the overall Pedestrian casualty total.

174 or 98% of the Pedestrian casualties were involved in a collision with a motorised vehicle, and of these, 7 were motorcycles/mopeds. Less than 2% or 4 of the Pedestrian casualties were involved in a collision with a pedal cycle.

Over half of collisions involving pedestrians occur within a 2.5km radius of the city centre.







Cycle Users – 285 casualties (incl. 0 fatality)

There was an increase of 52 or **22%** in the total number of Cycle User casualties from the year before, from 233 to **285**. It is important to take into account that the level of cycling in the city has been increasing year upon year, so that the annual casualty rate for cycle users (based on the casualty total and the estimated miles travelled each year by bike) has fallen by **48%** since 2010.

The proportion of Cycle User casualties killed or seriously injured was **12%**, and Cycle User casualties made up **31%** of all the KSI casualties.

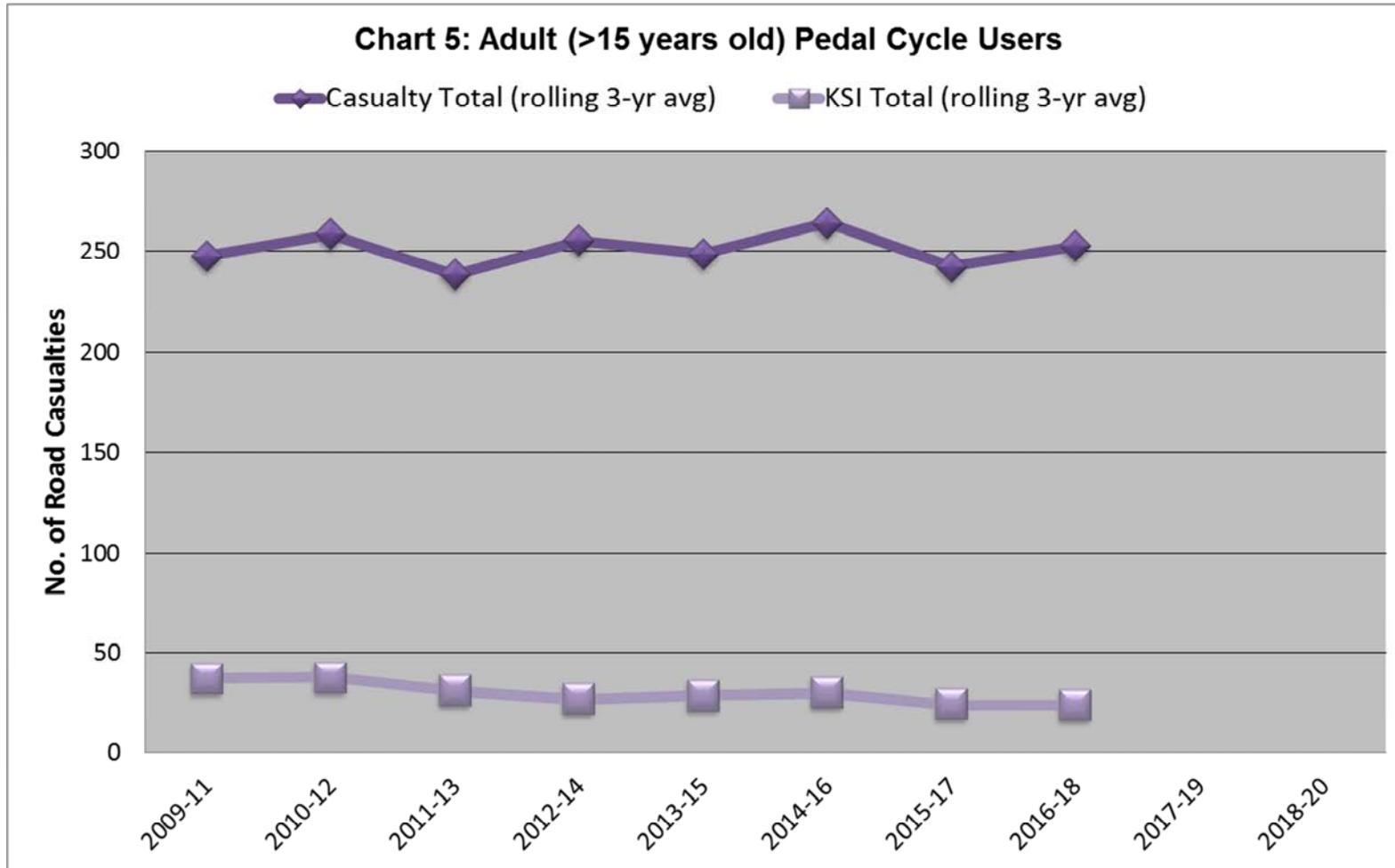
Based on the 2015-17 cycle user casualties per 100 thousand population, the **most vulnerable** age-group for Cycle Users is **25-29 year-olds** (predominantly male).

In 2018, males accounted for **71%** of all the Cycle User casualties.

There were **7** Child Cycle User casualties, a decrease of 2 from the previous year, and children made up **2%** of the overall Cycle User casualty total.

There were **11** Elderly Cycle User casualties who made up **less than 4%** of the overall Cycle User casualty total.

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



Motorcycle/Moped Users (a.k.a. Powered Two-Wheelers) – 125 casualties (incl. 1 fatality)

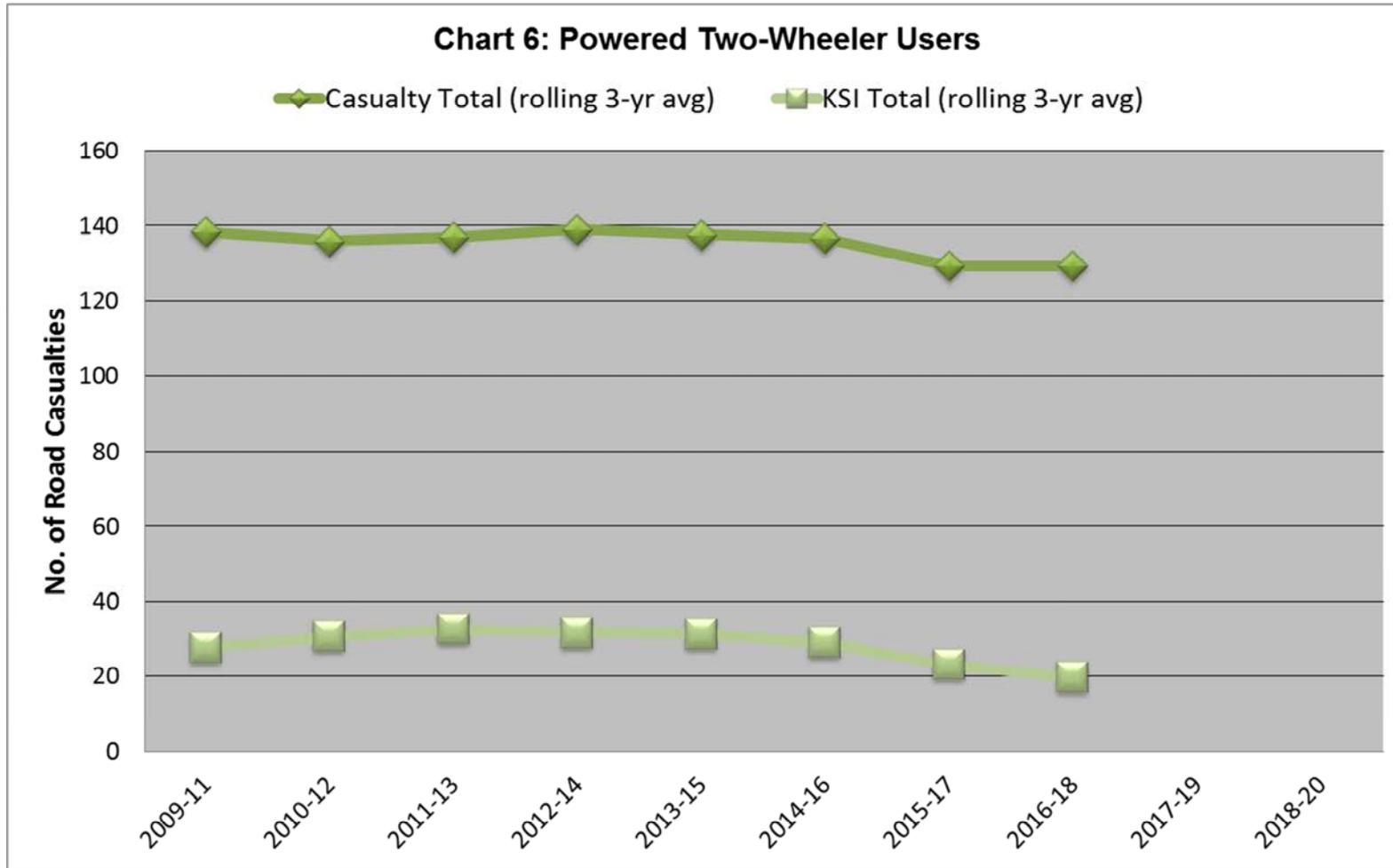
There was an increase of 7 or **6%** in the total number of Motorcycle/Moped User casualties from the year before, from 118 to **125**.

The proportion of Motorcycle/Moped User casualties killed or seriously injured was **18%**, and Motorcycle/Moped User casualties made up **20%** of all the KSI casualties.

Based on the 2015-17 motorcycle/moped user casualties per 100 thousand population, the **most vulnerable** age-group for Motorcycle/Moped Users is **16-19 year-olds** (predominantly male).

In 2018, males accounted for **89%** of all the Motorcycle/Moped User casualties. **Half** of the Motorcycle/Moped User casualties were under 30 years of age (predominantly male).

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.



Car Occupants (includes Taxis) – 515 casualties (incl. 3 fatalities)

There was an increase of 66 or **15%** in the total number of Car occupant casualties from the year before, from 449 to **515**.

The proportion of Car occupant casualties killed or seriously injured was **4%**, and Car occupant casualties made up **19%** of all the KSI casualties.

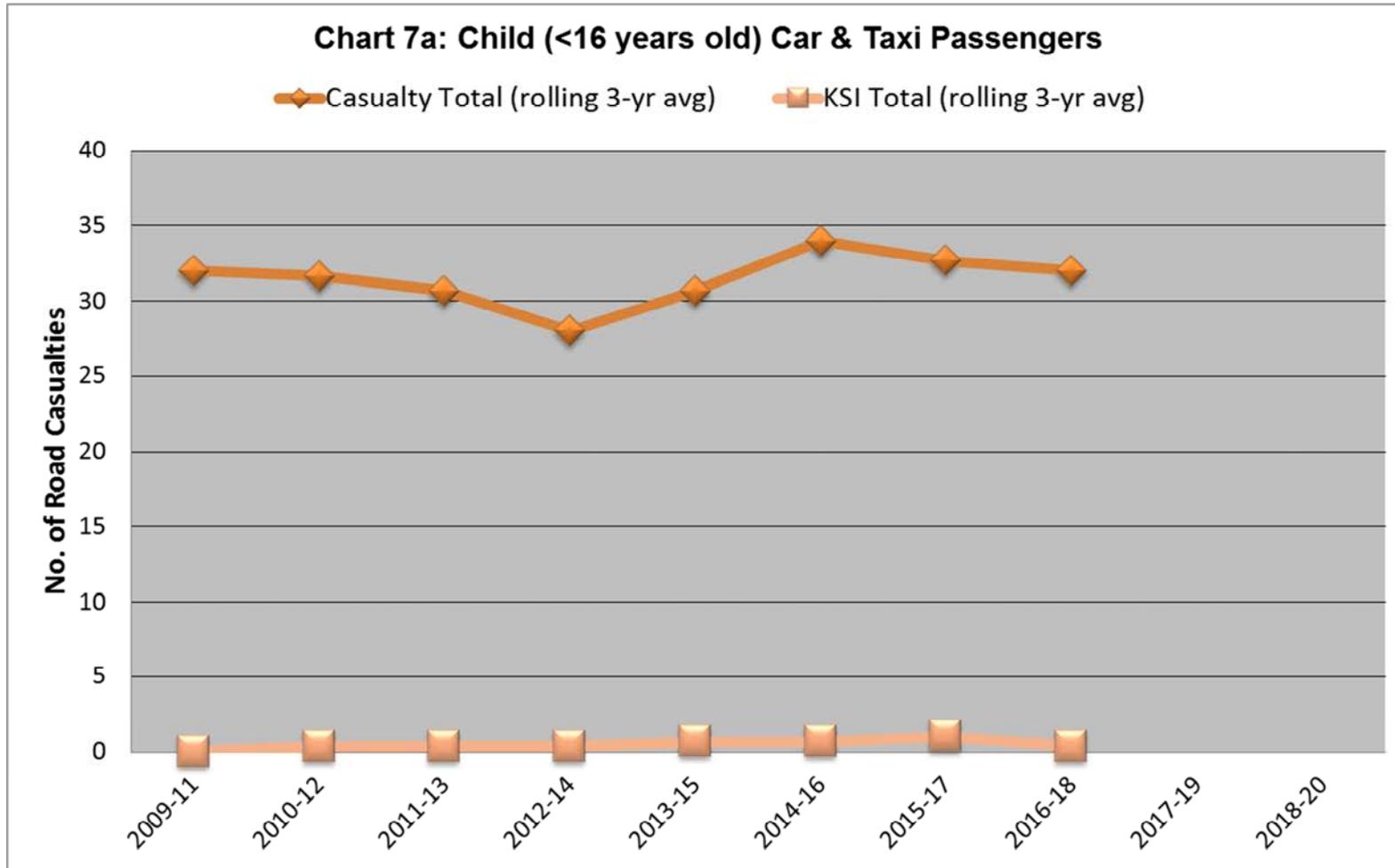
Based on the 2015-17 car occupant casualties per 100 thousand population, the **most vulnerable** age-group for Car & Taxi Drivers is **40-44 year olds**. While for Car & Taxi Passengers it is **15-19 year olds**.

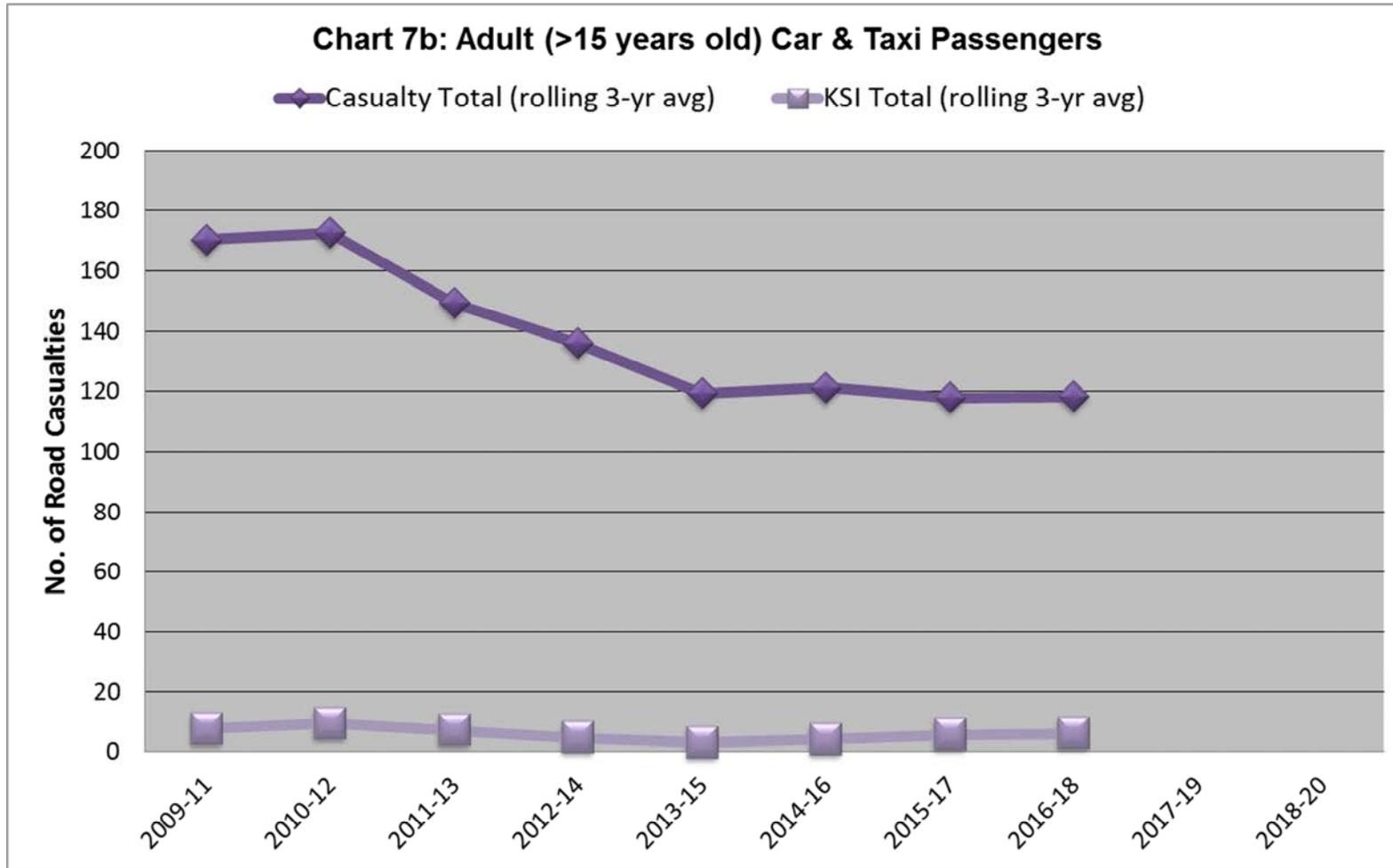
In 2018, 19-29 year olds made up **one quarter** of the Car occupant casualties. **Half** of the Car occupant casualties were aged between 18 and 38 years of age.

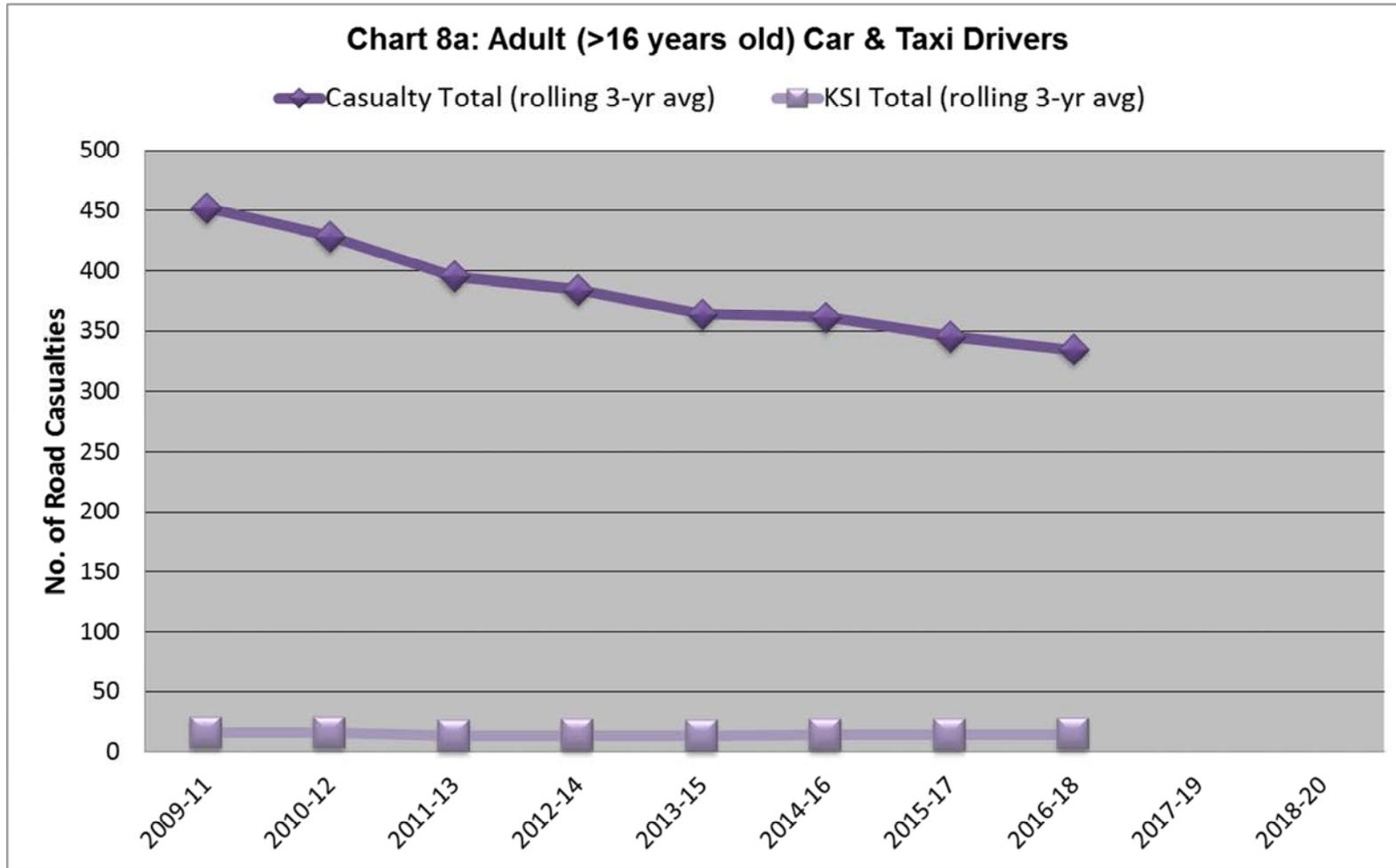
Male and female casualties each made up around **half** of the Car occupant casualty total. However, males tend to be more predominant as Car Driver casualties whereas females tend to be more predominant as Car Passenger casualties.

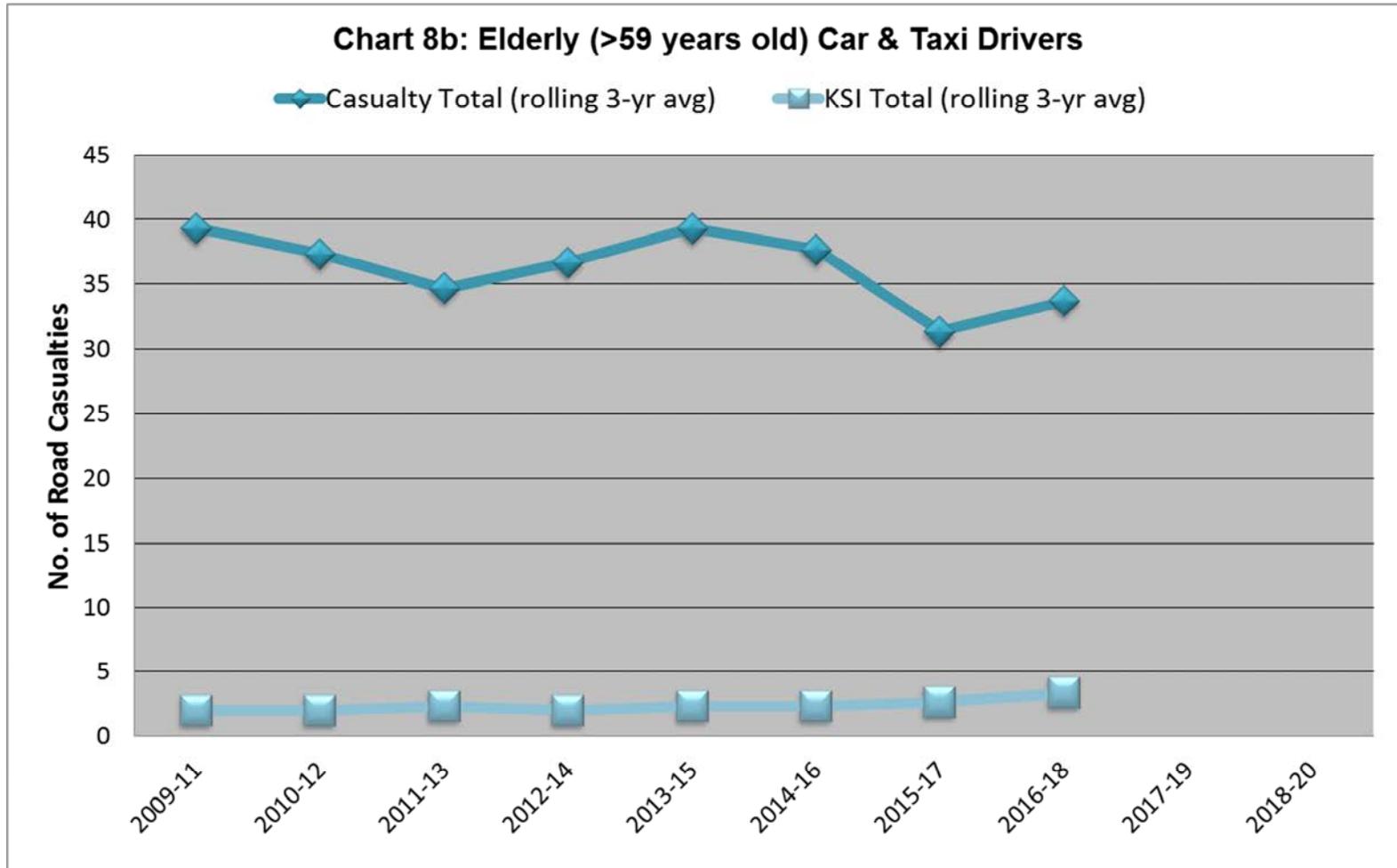
There were **38** Child Car occupant casualties (all passengers), **14 more** than the previous year, and children made up **7%** of the overall Car occupant casualty total.

There were **69** Elderly Car occupant casualties, **36 more** than the previous year, and elderly casualties made up **13%** of the overall Car occupant casualty total.









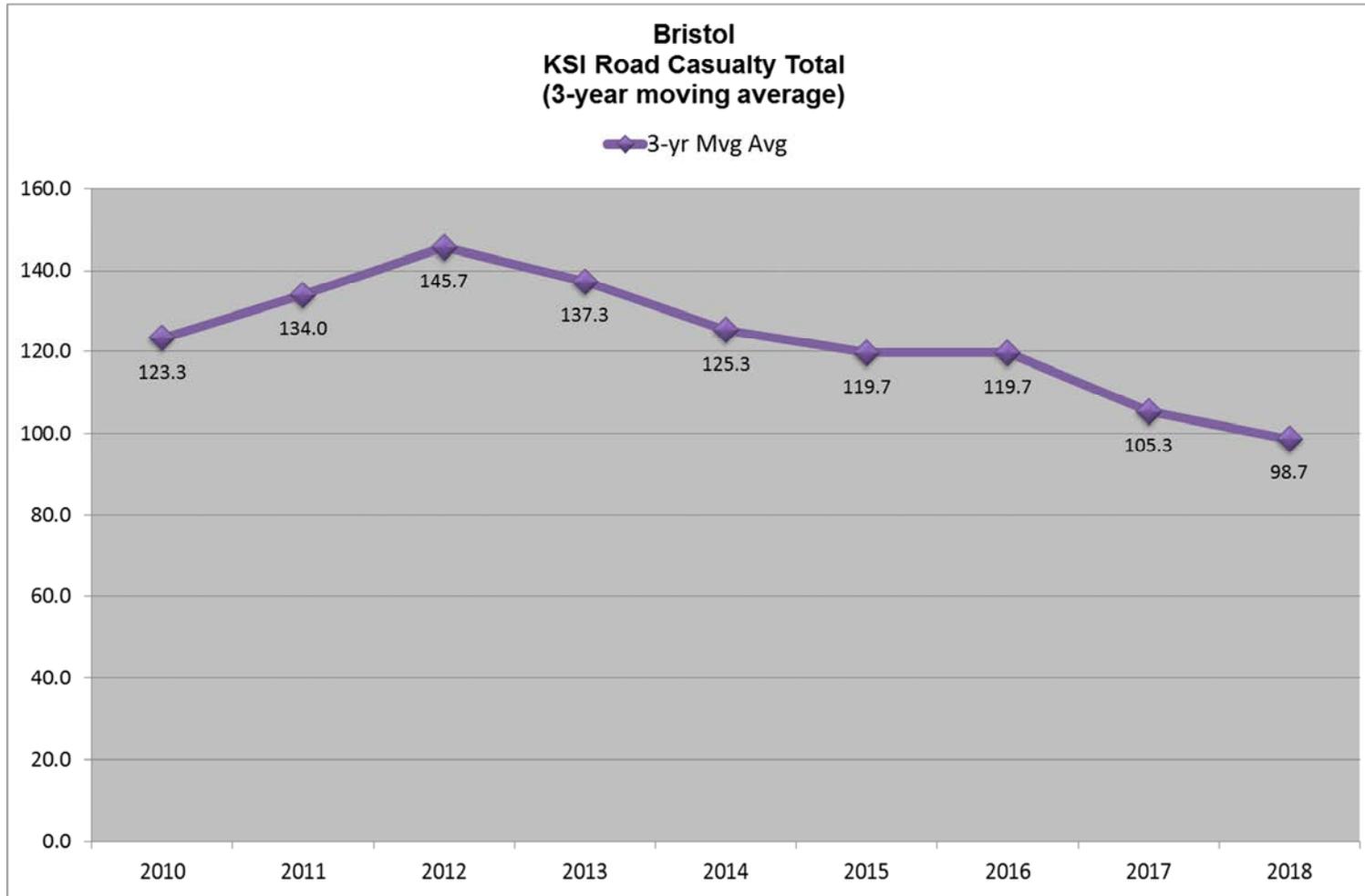
Annex 1 – Road Casualty Age-Profile Table (2018)

Bristol City Council																
Road User Casualty Analysis: 2018																
Age Group	CHILDREN				Total Children	ADULTS								Total Adults	Age Unknown	Total
	0 - 4	5 - 6	7 - 11	12 - 15		16 - 16	17 - 20	21 - 30	31 - 40	41 - 50	51 - 60	61 - 70	71 +			
Pedestrians																
Fatal	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	2
Serious	0	0	1	2	3	0	3	8	5	2	4	2	1	25	0	28
Slight	11	6	7	9	33	2	14	31	28	17	14	7	3	116	0	149
Sub Total	11	6	8	12	37	2	17	39	33	19	18	9	5	142	0	179
Cyclists																
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Serious	0	0	1	1	2	1	2	13	7	5	2	2	0	32	0	34
Slight	0	0	0	5	5	5	13	103	57	39	19	7	2	245	1	251
Sub Total	0	0	1	6	7	6	15	116	64	44	21	9	2	277	1	285
Powered 2-Wheelers & Combinations : Riders & Pillion Passengers																
Fatal	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Serious	0	0	0	0	0	2	3	5	2	5	4	0	0	21	0	21
Slight	0	0	0	0	0	3	14	38	23	15	8	2	0	103	0	103
Sub Total	0	0	0	0	0	5	17	43	25	20	13	2	0	125	0	125
4-Wheeled Cars & Taxis : Drivers																
Fatal	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	2
Serious	0	0	0	0	0	0	0	6	0	3	1	1	1	12	0	12
Slight	0	0	0	0	0	0	18	89	91	60	34	27	12	331	1	332
Sub Total	0	0	0	0	0	0	18	95	91	63	35	29	14	345	1	346
4-Wheeled Cars & Taxis : Passengers																
Fatal	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	1	4	0	1	0	0	0	6	0	6
Slight	8	4	14	12	38	6	16	38	22	13	8	11	9	123	1	162
Sub Total	8	4	14	12	38	6	17	43	22	14	8	11	9	130	1	169

Bristol City Council - Road Casualty Review 2018

Age Group	CHILDREN				Total Children	ADULTS								Total Adults	Age Unknown	Total
	0 - 4	5 - 6	7 - 11	12 - 15		16 - 16	17 - 20	21 - 30	31 - 40	41 - 50	51 - 60	61 - 70	71 +			
PCV/Minibus/Motor Caravan/Tram/Light Rail : Drivers & Passengers																
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	2	0	5	2	3	4	0	1	17	0	17
Sub Total	0	0	0	0	0	2	0	5	2	3	4	0	1	17	0	17
All Goods Vehicles : Drivers / Passengers																
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0	2	1	1	1	0	0	5	0	5
Sub Total	0	0	0	0	0	0	0	2	1	1	1	0	0	5	0	5
Other Motor & Non-Motor Vehicles : Drivers / Passengers																
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
Serious	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2
Slight	0	0	0	1	1	0	1	0	1	0	0	0	2	2	0	3
Sub Total	0	0	0	1	1	0	1	0	1	1	0	0	1	4	1	6
TOTALS																
Fatal	0	0	0	1	1	0	0	1	0	0	1	1	3	6	0	7
Serious	0	0	2	3	5	4	9	37	14	17	11	5	2	99	1	103
Slight	19	10	21	27	77	18	76	307	225	148	88	54	27	943	3	1022
Sub Total	19	10	23	31	83	22	85	345	239	165	100	60	32	1048	4	1132

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



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

