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Accredited Official Statistics



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Reported Road Casualties Scotland 2024

**An Accredited Official
Statistics Publication for
Scotland**

October 2024

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Supporting Information

An Accredited Official Statistics Publication for Scotland

These statistics are [accredited official statistics](#). The Office for Statistics Regulation has independently reviewed and accredited these statistics as complying with the standards of trustworthiness, quality, and value in the [Code of Practice for Statistics](#).

The statistics were accredited in March 2020 and details can be found on the Office for Statistics Regulation website here [Statistics on Reported Road Casualties in Scotland – Office for Statistics Regulation \(statisticsauthority.gov.uk\)](#)

Accredited official statistics are called National Statistics in the [Statistics and Registration Service Act 2007](#).

Transport Scotland's statistics are regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) that all producers of official statistics should adhere to.

This publication presents detailed statistics about the circumstances of personal injury road collisions in Scotland that were reported by the police using the Stats 19 statistical returns.

Given their size and detail, the tables referred to throughout the text are published separately. These tables are available as excel files on the [Reported Road Casualties publication page](#).

Each collision is classified according to the severity of the injury to the most seriously injured person involved in the collision. These statistics are used to inform public debate and support policy on road safety (through education and engineering programs).

This publication also includes statistics related to further analysis on specific road safety topics. For example:

- Valuation of road collisions and casualties: Table 9 presents estimates of the value of preventing reported road collisions in GB and Scotland, based on DfT analysis.

- Drink drive estimates: Table 22 presents estimates of the levels of collisions and casualties involving drivers and riders with illegal alcohol levels using Procurator Fiscal data.

Since 2023, Transport Scotland has used the term 'collision' rather than 'accident' in our Reported Road Casualties publications. This brings us in line with the terminology used by Police Scotland and the Department for Transport.

The status of the statistics

Most of the data used in this publication were extracted from Transport Scotland's Road Collisions statistical database on the **16 October 2025**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Reported Road Casualty Statistics* in June) because they were extracted on a different date and wouldn't incorporate any later changes (e.g. due to late returns or late corrections). Any late returns will be incorporated into the next available publication.

The information held in Transport Scotland's Road Collision Statistics database was collected by the police following each collision, and subsequently reported to Transport Scotland. Transport Scotland's statistics may differ slightly from the local authorities as changes or corrections that local authorities may have made, for use at local level, to their own data may not always be accounted for in the central Transport Scotland database.

In mid-2019, Police Scotland started to use a new collision recording system. The introduction of this new system has changed the way casualty severity is recorded, making direct comparisons difficult. For the years 2004 to 2019, this publication uses figures for slight casualties, slight collisions, serious casualties, and serious collisions that have been adjusted in order to maximise comparability with figures for the most recent years. This does mean that the figures for serious and slight collision and casualties are not comparable prior to 2004. More information is set out in the following section.

Changes in severity reporting and 'adjustments' to figures

In the summer of 2019, Police Scotland started using CRASH (Collision Reporting and Sharing), an injury-based reporting system, for recording the data that feeds this publication. Before the introduction of CRASH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either 'slight' or 'serious'). CRASH is an injury-based recording system where the

officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level from 'slight' to 'serious'.

Since CRASH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury-based reporting system tends to result in more casualties being classified as 'serious', which means that the number of serious and slight casualties are not comparable with earlier years.

The Department for Transport has carried out analysis which adjusts historical figures so that they reflect the numbers that would have been reported if CRASH had been used to record the casualty severity in those years. Within this publication, these adjusted figures are used to report on serious casualties, serious collisions, slight casualties, and slight collision for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 onwards, but not with figures for years prior to 2004.

As the adjustments relate only to serious and slight casualties, figures for total casualties and fatalities are unaffected

More information on the methodology used to produce these adjusted figures is available from the [Department for Transport](#).

Revisions to fatality figures for 2019-2023

Introduction

The figures within our reported road casualties publications are routinely subject to change as late records or late corrections are incorporated.

The figures for fatalities published in June's Key Reported Road Casualties Scotland 2024 incorporated more significant revisions than usual.

These revisions were the result of a review process undertaken by Police Scotland and Transport Scotland to reconcile figures reported in official statistics publications with those used internally within Police Scotland and with operational partners to monitor fatalities on a weekly basis.

These revisions have carried forward into this release, with continued quality assurance of the road casualty data resulting in further slight revisions to the figures.

Background

Information on injury road collisions and the resultant casualties are collected by Police Scotland, in part, for the purposes of inclusion in official statistics. The

information collected for official statistics is known as the Stats19 data collection and is recorded on a system owned by the Department for Transport known as CRASH. Police Scotland follow standardised, GB-wide [guidelines](#) setting out the types of collisions and casualties that should be included in the Stats19 data collection and the range of information that should be collected for these collisions.

Police Scotland also have their own separate administrative processes for tracking and managing road casualties. This includes maintaining a near real-time log of road fatalities, which is updated and shared with operational partners on a weekly basis.

Over winter 24/25 it became apparent that the number of fatalities recorded within Police Scotland's operational monitoring log for calendar year 2023 was lower than the figure reported within Transport Scotland's official statistics publication.

Review exercise

In response to this difference, Police Scotland and Transport Scotland have undertaken an exercise to understand the differences between the number of fatalities recorded for Stats19 purposes and the number of fatalities being recorded within the fatalities log used for operational monitoring.

This process involved reviewing each fatal collision present on either the Stats19 dataset or the fatalities log, and consulting with the original Senior Investigating Officer (SIO) to confirm the details of the collision. This exercise was conducted for each fatal collision which occurred from Police Scotland's introduction of CRASH onwards (mid 2019).

The review process highlighted a number of expected differences between the two sets of figures. There are [explicit guidelines](#) for what constitutes a fatality for the purposes of the Stats19 data collection, and this may be different from a more general definition of a road fatality. For example, stats19 excludes fatalities from collisions that do not take place on the public road network (e.g. within car parks) and excludes fatalities that die more than 30 days after the collision. Both these types of fatality might reasonably be included in the operational fatality log, which takes a broader definition of a road fatality.

The process also showed differences between the two sets of figures relating to fatalities which were initially recorded as being the result of a road collision, but were then subsequently identified as being to the result of a medical episode or suicide. These types of fatalities should not be included within Stats19 dataset, but a number were.

Typically, SIOs within Police Scotland add fatalities to CRASH on the day of the collision or shortly thereafter. This provides the benefit of prompt completion on the basis of contemporary information. Subsequent investigation may reveal that a road collision fatality was the result of a medical episode or suicide. The final confirmation that a fatality is in one of the above categories may be received some time after the collision.

As one of a number of administrative steps surrounding the collision. This requires SIOs to edit the Stats19 records with this updated information. In a number of cases,

the Stats19 data was not updated on the CRASH system with this information, whilst the log that forms the basis for the weekly fatality monitoring was. This formed the major source of difference between the two sets of figures.

When the review exercise was undertaken ahead of Key Reported Road Casualties Scotland 2024, a small number of collisions identified as being the result of physical assault were removed. Within the terms of Stats19, collisions resulting from deliberate acts of violence against others should be included. Therefore, ahead of the publication of these finalised statistics, fatalities as a result of physical assault which were previously removed have been re-introduced into the data.

Results of the review

The figures within this publication have been updated in line with the information established during the review process. This includes the re-introduction of fatalities which were the result of physical assault, as well as further revisions identified through continued quality assurance between the publication of the provisional and finalised figures.

The latest updates have not altered the overall impact of the previous revisions carried out for 'Key Reported Road Casualties 2024', which served to lower the number of fatalities and fatal collisions recorded for the years 2019 to 2023.

The changes in the number of fatalities and fatal collisions for individual years are set out in Table 1 and Table 2 below. These compare the revised to those published in our most recent previous publication, 'Key Reported Road Casualties 2024'. A comparison between the figures in 'Key Reported Road Casualties 2024' and 'Reported Road Casualties 2023' is also included to show the impact of the initial revisions.

Table 1: Comparison between revised fatality figures and previously published figures

Version of figures	2019	2020	2021	2022	2023
Previously published Reported Road Casualties (RRC) 2023 figures	164	141	139	171	155
Revised Key Reported Road Casualties (KRRC) 2024 figures	163	133	127	164	147
Further revised Reported Road Casualties (RRC) 2024 figures	163	133	128	165	143
Difference between RRC 2024 and RRC 2023	-1	-8	-11	-6	-12

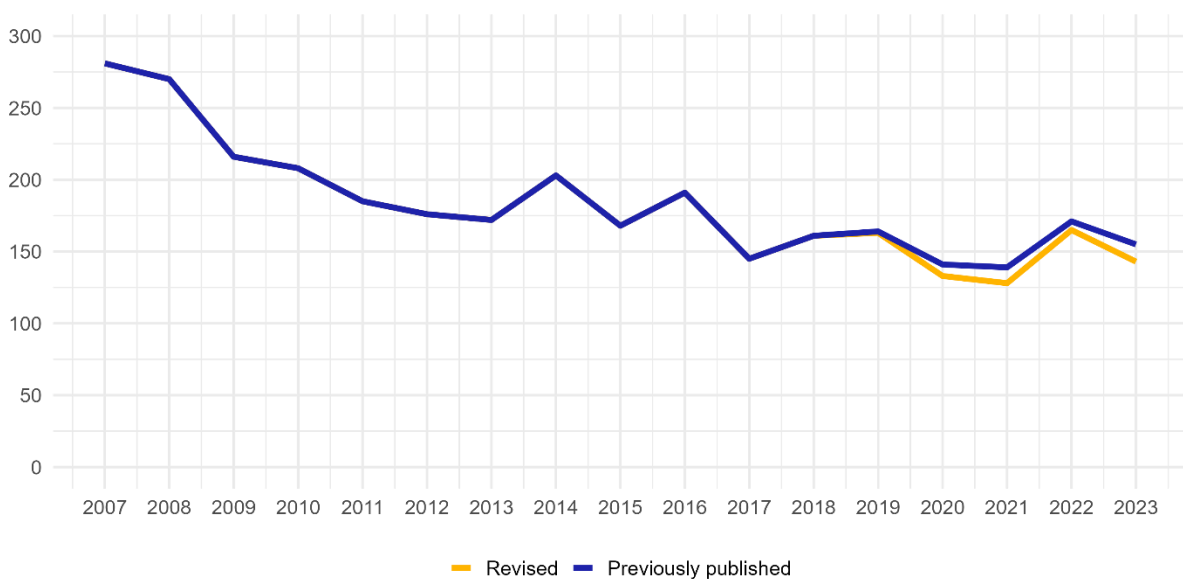
Table 2: Comparison between revised fatal collision figures and previously published figures

Version of figures	2019	2020	2021	2022	2023
Previously published Reported Road Casualties (RRC) 2023 figures	157	131	134	151	151
Revised Key Reported Road Casualties (KRRC) 2024 figures	156	123	122	143	143
Further revised Reported Road Casualties (RRC) 2024 figures	156	123	123	144	139
Difference between RRC 2024 and RRC 2023	-1	-8	-11	-7	-12

As fatalities and fatal collisions are included within measures of total casualties/collisions and ‘fatal and serious’ casualties/collisions, these figures have seen corresponding changes.

Figure A shows the revised findings for fatalities for 2019 onwards in the context of the longer term trend, as well as those published within the publication prior to the review and revisions, ‘Reported Road Casualties 2023’. The overall pattern in fatalities for recent years is similar for both previously published figures and revised figures: there was a reduction to all-time lows during the pandemic years, a rise in 2022, before a reduction in 2023.

Figure A: Fatal Casualties 2007-2023



Process improvements

In response to the results of this review process, Police Scotland and Transport Scotland are introducing a number of additional steps to ensure the continued accuracy of the figures.

These steps include:

- Highlighting and explaining the issues identified through the review process at the annual conference for Police Scotland's Senior Investigating Officers (SIOs).
- Providing additional guidance to officers on correct recording of medical and suicide incidents on CRASH.
- Ensuring that updates from the Procurator Fiscal regarding contentious fatalities are sent to a central Road Policing staff member as well as individual SIOs, to allow for additional checks that CRASH has been correctly updated.
- Introducing additional checks within Police Scotland for completion memos (the document that signifies that a collision investigation is complete, including the updating of relevant CRASH records).
- Introducing an additional check between Police Scotland's Road Policing team and Transport Scotland prior the finalisation of each set of official statistics.

The years covered in the tables

Some tables present a time series so that any trends can be identified. However, more detailed tables provide figures in the form of 5-year annual averages (e.g. 2020-2024), and do not present figures for the latest single year. This smooths out levels of variation often present with low numbers of collisions and casualties. If readers require versions of the detailed tables for single years, these can be provided on request.

Road casualty reduction targets

In many of the tables, the latest figures are compared with the annual averages for the period 2014-18. This is to allow comparison against the baseline period for the Scotland's 2030 casualty reduction targets published within the [Road Safety Framework to 2030](#).

This publication discusses these targets in more detail, monitoring progress and exploring differences between modes of travel. Due to the changes in casualty severity recording, progress against some of the targets is measured using the

adjusted figures produced by the Department for Transport, which show what historical figures would have looked like if the CRASH system had been used previously.

Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or collision or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain. Care should be taken when using these estimates and a detailed description can be found in Appendix C of this publication.

Review of Stats 19

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road collisions involving personal injury. The statistics are subject to regular reviews as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection.

The most recent STATS19 review started in autumn 2018 and has made a number of recommendations on changes to STATS19 going forward. These were based on evidence and detailed discussion with the review group.

Following this review, the changes to the data collection that were anticipated to effect in calendar year 2024.

In practice, these changes were implemented on the collision recording system used by Police Scotland in November 2023, meaning that collisions entered after this date were entered using the new format of the 19 data collection.

Key recommendations can be found in the full [STATS19 review report](#).

For further information please contact: STATS19REVIEW@dft.gov.uk

Office for Statistics Regulation compliance check

In 2019 and 2020, these statistics were assessed against the Code of Practice for Official Statistics by the Office for Statistics Regulation (OSR). The outcome of the review was that these statistics should continue to be classified as National Statistics (now referred to as Accredited Official Statistics. More information about the findings of the review is available on the [OSR website](#).

Further details on the role of the UKSA and the assessment process can also be found via [the OSR website](#).

Other Scottish Transport Statistics

Reported Road Casualties Scotland is one of a series of Transport Statistics publications. Details of other Transport Scotland statistics can be found at <http://www.transportscotland.gov.uk/analysis/statistics>.

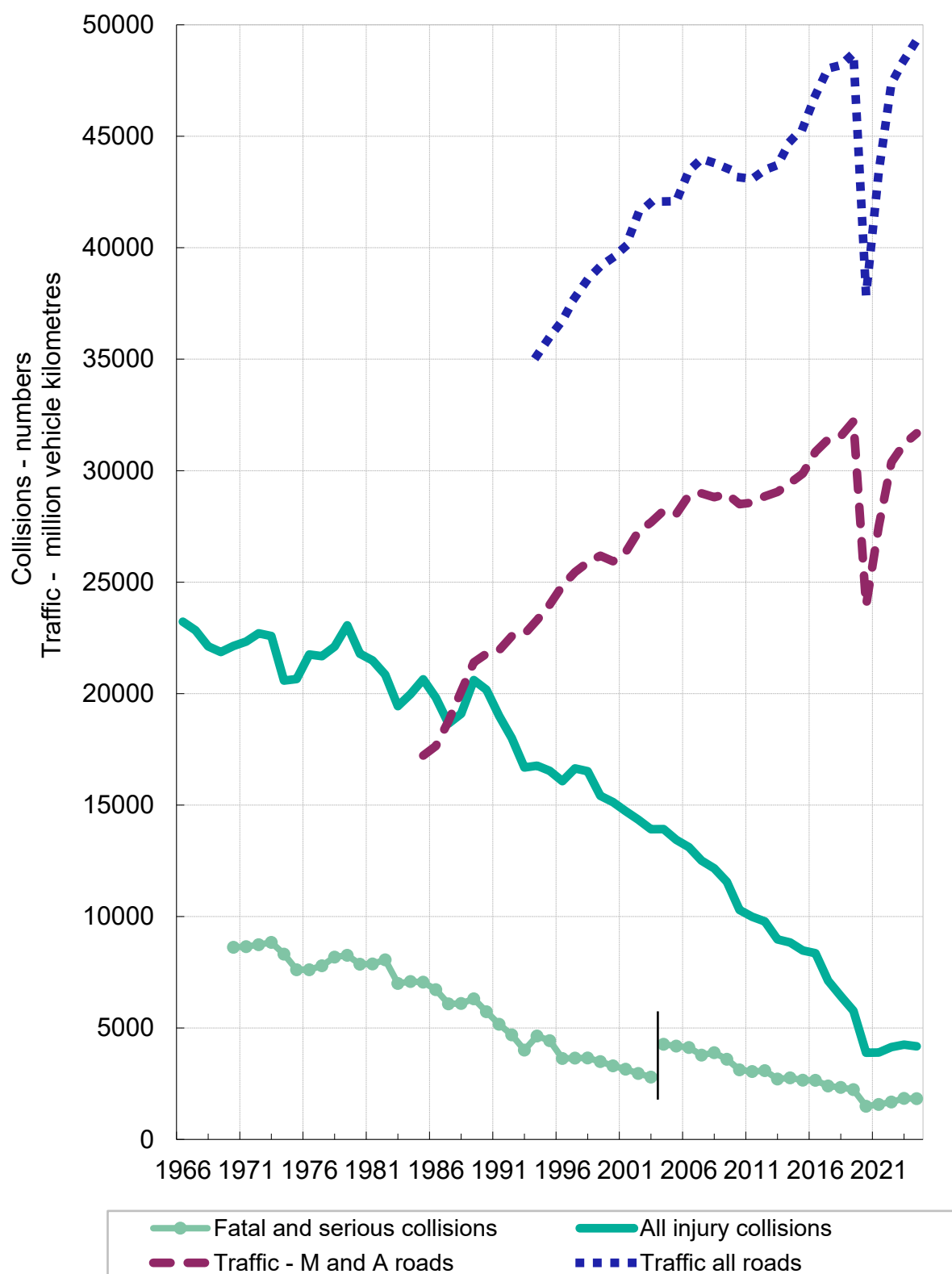
Key articles from previous editions of Reported Road Casualties Scotland (RRCS)

- Estimating under-counting of Road Casualties in Scotland ([RRCS 2010](#))
- Priorities in Scotland's Road Safety Framework to 2020- An assessment of relative levels and trends ([RRCS 2011](#))
- Comparison of police casualty statistics with other sources ([RRCS 2011](#))
- Vulnerable road users ([RRCS 2014](#))
- In Focus: Pedal and motorcycle casualties ([RRCS 2013](#))
- Road User Factsheet ([RRCS 2017](#))
- Casualty rates for local authority roads by local authority area, and the likely range of random year-to-year variation in these figures ([RRCS 2018](#))

We welcome suggestions for improving the usefulness of the data and the publications. Comments and enquiries should be sent to the address below.

Andrew Paterson
Statistician
Transport Statistics
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
[Email: Transtat@transport.gov.scot](mailto:Transtat@transport.gov.scot)

Figure 1 - Reported collisions by severity 1966 to 2024



Note for Figure 1: Due to changes in the way casualty severities are recorded, figures for serious collisions prior to 2004 are not comparable with later years.

Trends in the reported numbers of Injury Road Collisions and Casualties

Main Points

Table 1 shows the long-term trends in the reported numbers of injury road collisions and casualties, the population of Scotland, the number of vehicles licensed, the length of the road network and the volume of traffic. Information on the severities of the collisions, and of the injuries suffered by the casualties, is provided in Table 2.

The numbers of injury road collisions were first recorded separately in 1966, while the numbers of casualties are available back to 1938, with annual collection of data starting in 1950. Figures 1 to 7 illustrate the trends in the reported numbers of injury road collisions and casualties including (in some cases) indications of the likely range of random year-to-year variations.

As mentioned in the introduction, injury collisions not reported by the public to the police won't appear in the returns. Note that each collision will result in one or more casualties. For example a fatal collision could result in two fatalities and a serious injury which would count as one collision and 3 casualties.

As outlined in the Supporting Information section, Police Scotland's move to CRASH, an injury-based reporting system, has resulted in changes in severity reporting for serious and slight casualties and collisions. For years 2004-2019, this publication uses figures that have been adjusted for comparability. Table 2 provides a comparison between the adjusted figures and the figures 'as recorded'.

Collisions

- In 2024, there were 146 fatal collisions, 7 more than 2023.
- In 2024 there were 1,685 serious injury collisions, 18 (1%) fewer than in 2023.
- In 2024 there were 2,344 slight injury collisions, 67 (3%) fewer than in 2023

Casualties

- There were 161 people killed in road collisions in Scotland in 2024, 18 more than in 2023.

- 1,978 people were seriously injured in road collisions in 2024, 26 (1%) more than in 2023.
- 3,395 people were slightly injured in road collisions in 2024, 144 (4%) fewer than in 2023
- There were a total number of 5,734 casualties in 2024 – 100 (2%) fewer than in 2023.

Figures for casualties and collisions have increased since the lows seen during the pandemic years of 2020 and 2021.

Reported Collisions

In 1966 there were just over 23,200 injury road collisions and the annual total remained around this level until 1973. Numbers then dropped considerably in 1974 and 1975 to about 20,600. This was the time of a fuel crisis when a national speed limit of 50 mph was introduced and the volume of traffic in Great Britain fell by 3% in 1974. Collision numbers increased again in 1976 and reached a peak of nearly 23,100 in 1979.

In the early 1980s numbers began to fall, and did so particularly sharply in 1983 when the total number of injury collisions fell by 7% in a single year to 19,400, serious collisions fell by 13% to just over 6,400, and fatal collisions fell by 11% to 568. The 1981 Transport Act came into force in 1983 and changed the law relating to drink driving, with the introduction of evidential breath testing. Compulsory front seatbelt wearing and new procedures for licensing learner motorcyclists were also introduced in 1983. After 1983 the total number of injury collisions increased again to over 20,600 in 1985, and the number of serious collisions rose to just over 6,500 while fatal collisions continued a downward trend.

By 1987 the total number of injury collisions had fallen to under 18,700, but in 1989 it rose to just over 20,600. 1989 was the most recent peak in the total number of injury collisions. Since 1989, the total number of injury collisions has fallen in 29 out of 36 years, and in 2020 it was at the lowest level ever recorded. The 2024 figure of 4,175 was 78 less than in 2023.

Since the late 1980s, the number of **fatal collisions** has fallen considerably e.g. from 517 in 1987 to 135 in 2021. For **serious collisions**, the trend has also been downwards. The number of **slight collisions** did not share such a clear downward trend between 1970 and 1998, oscillating between 12,000 and 15,000 with a recent peak level of 14,443 in 1990. However, they fell below 12,000 in 1999. The 2024 figure was 2,344.

Reported Casualties

As the numbers of collisions have fallen, so have the numbers of casualties. Therefore, this section does not repeat the previous section's detailed analysis of how the numbers have changed. Details can be found in Table 2.

Numbers killed

In 2024 there were 161 people killed in road collisions in Scotland, 18 more than in 2023. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend, particularly between 1982 and 1994. Since then, figures have been fluctuating around a less pronounced downwards trend. The number of fatalities in 2024 was lower than in 2019, the last year pre-pandemic.

Numbers seriously injured

In 2024 there were 1,978 people seriously injured in road collisions. The long-term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and has generally fallen since the early 1980s. The long-term downward trend appeared to level off at around 4,050 in the mid to late nineties, but the downward trend subsequently resumed. The number of people seriously injured in 2024 increased by 1% on 2023.

Numbers slightly injured

In 2024 there were 3,595 people slightly injured. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2004 to 2021 showed consecutive falls continuing the downward trend. The number of people slightly injured in road collisions in 2024 decreased by 4% on 2023.

Total numbers of casualties

In 2024 there was a total of 5,734 casualties, 100 (2%) less than in 2023 (the fourth lowest number recorded). Between about 1970 and 1990, the figures fluctuated around a general downward trend. Subsequently, the casualty figures fell markedly from the level of the most recent short-term peak (over 27,000 in both 1989 and 1990), before appearing to level off. However, the downward trend resumed from 1999 to 2020.

Reported Collisions by road type and severity

Table 4 shows separate figures for trunk roads and local authority roads. Trunk roads accounted for a minority of the total number of collisions in 2024: 34% of fatal collisions, 20% of serious collisions, and 21% of all collisions. The trunk road network's share of collision numbers in previous years were broadly similar.

Collision trends for different types of road will be affected by developments in the surrounding area (new city and town bypasses, construction of new roads with high average traffic flows etc.) Therefore, figures do not necessarily provide an accurate measure of the comparative change in the road safety performance of different types of road.

Collision rates

Collision rates showing the number of collisions per 100 million vehicle kilometres are contained in parts (b) and (c) of table 5. These are calculated by dividing the numbers of collisions on each type of road by the estimated volumes of traffic on those roads, which were provided by the Department for Transport. The five-year average collision rates were calculated by dividing the total number of collisions which occurred in each five-year period by the total of the estimated volumes of traffic for the same period, rather than by calculating the averages of the individual collision rates for the five years.

Collision rates have fallen markedly since the early 1990s. The overall fatal collision rate has dropped from 0.63 per 100 million vehicle kilometres in 2005 to 0.30 in 2024 and the overall collision rate (all severities) reduced from 31.93 per 100 million vehicle kilometres to 8.47. Motorways had consistently lower collision rates than A roads. Leaving aside the relatively low rate for fatal collisions, minor roads (taken together as a group) tend to have higher collision rates than major roads, and collision rates tend to be higher for built-up roads (roads with speed limits of up to 40 mph) than for non built-up roads (ones with higher speed limits).

Part C of the table shows that estimated collision rates vary considerably by police force area. Some of this variation may be attributed to the distribution of traffic by road type within individual areas.

Collisions by month by road type

Table 6 shows that the numbers of injury collisions over the years 2020-2024 were fairly evenly spread throughout the year, with minor peaks in August and November. (Months are standardised to 30 days to allow comparison).

On average, there were 11 fatal collisions per month in the years 2020 to 2024. Over the five year period, the number did not vary greatly between the months: the lowest average was 8, and the highest was 13.

Collisions by light condition and road type

Table 7 shows that using annual averages over the period 2020-2024, 7.0% of injury road collisions on non built-up roads in darkness (30 out of 429) resulted in one or more deaths compared with 3.2% of collisions on built-up roads in darkness (22 out of 696) and 5.3% of collisions on non built-up roads in daylight (60 out of 1,131).

Car driver collision rates

Table 18b includes all car drivers involved in injury collisions regardless of whether they were injured or not, on the basis of whatever information is known about their ages and their sex. For example, someone whose sex was known, but whose age was not known, will be included in the all ages total for the appropriate sex. The grand total includes those for whom neither the age nor the sex was known.

As the car driver collision rates shown for each sex and age group are on a per head of population basis, rather than based on the numbers of driving licence holders or on the distance driven, they can provide only a general indication of the relative collision rates for each group. The statistics do *not* provide a measure of the relative risk of each group as car drivers, because they do not take account of the differing levels of car driving by each group.

Age & Gender

Car driver collision rates per head of population vary markedly by age and sex. In 2024, the overall rate was 1.0 collisions per thousand population aged 17+. The peak occurs for males in the 17-25 and 26-34 age groups, with a rate of 1.7 per thousand population in 2024. This rate is nearly twice that of females of the same age (1.1 and 1.0 per thousand in 2024 respectively).

The overall male car driver collision rate in 2024 was 1.3 per thousand population; the same as 2023 with the rate for 17-25 showing a fall of 2.1 in 2023 to 1.7 in 2024. The overall female car driver collision rate in 2024 was 0.8 per thousand population and all age groups showed slight decreases from the previous year except for ages 17-25 which remained the same.

Between 2014 and 2024, the male car driver collision rate fell from 2.8 to 1.3 per thousand population, while the female car driver collision rate has declined slowly from 2.1 to 0.8 per thousand in 2024. As a result, the overall, ratio of male to female

car driver collision rates has fluctuated between 1.3:1 and 1.6:1 from 2014 and 2024.

Reported casualties by type of road

Table 23 shows that in 2024, non built-up roads accounted for over two-fifths of the total number of casualties (42%: 2,434 out of 5,734). However, because speeds are higher on non built-up roads than elsewhere (the definition is roads with a speed limit of more than 40mph), they accounted for almost two thirds of those killed (65%: 104 out of 161) and for just over two fifths of the total number of seriously injured (43%: 860 out of 1,978).

Compared with 2014, the fall in the total number of casualties has been 45% for non built-up roads and 52% for those elsewhere. The numbers killed on built-up roads has fallen by 22% and those on non built-up ones have also fallen by 20%. Over the years, some traffic will have been transferred away from built-up roads by the opening of city and town bypasses, and by the construction of non built-up roads with higher average traffic volumes. Therefore, these figures do *not* provide an accurate measure of the comparative change in the road safety performance of built-up and non built-up roads.

Casualties by mode of transport

Table 23 shows that a total of 3,412 car users were injured in road collisions in 2024, representing 62% of all casualties. Of these car users, 73 died. There were 899 pedestrian casualties (16% of the total), of whom 42 died, 395 pedal cycle casualties (7% of the total), of whom 3 died, and 454 motorcycle casualties (8% of the total), of whom 31 died. Because of the numbers of car user, pedestrian, pedal cyclist and motorcyclist casualties, the figures for each of these four groups of road users are the subject of separate sections, which follow this one, and are followed by a section on child casualties, which gives details of their modes of transport.

Together, all the modes of transport other than the four mentioned above accounted for 593 casualties in 2024 (6% of the total), and for smaller percentages of the numbers of seriously injured. These included 130 bus and coach users injured in 2024, of whom 27 suffered serious injuries (none died). There were also 164 casualties who were travelling in light goods vehicles (4 died), 34 people in heavy goods vehicles(2 died), 100 users of taxis(1 died), 18 users of minibuses(none died) and 126 people with another means of transport (5 died).

Car user casualties

A total of 3,412 car users were injured in road collisions in 2024, representing 62% of all casualties. Of these people, a total of 943 were seriously injured, 73 died. Non built-up roads accounted for over a half of all car user casualties (54%: 1,848 out of 3,482). Perhaps because average speeds are higher on non-built up roads, they accounted for much higher percentages of the total numbers of car users who were killed (81%: 59 out of 73) or were seriously injured (61%: 575 out of 943). (see *Table 23*)

The number of car users killed in 2024 was 19 more than the 2023 figure and the total number of casualties of all severities was up by 3. Since 2014, the number killed has decreased by 22%, and there has been a fall of 50% in the total number of car user casualties. (see *Table 23*)

Looking at the annual average over the years 2020-2024, the casualty rate for 16-22 year old car users was 1.19 per thousand population. This was much higher than the rate for car users in the older age groups, which varied from 0.41 to 1.01 per thousand population. (see *Table 32*)

On average, over the years 2020-2024, 69% of car user fatalities occurred on roads with a speed limit of 60 mph. Such roads accounted for 37% of the total number of car user casualties of all severities, where less casualties occurred on roads with a 30 mph limit (31%). (see *Table 33*)

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 4pm to 5pm average of 206 (the average over the years 2020-2024) was 86% higher than the average of 111 in the morning 8am to 9am peak. (see *Table 28*)

Adult car user casualties varied by month, with fewest in April and most in August. August had 43% more adult car user casualties than April (annual averages over the years 2020-2024; months standardised to 30 days). (see *Table 29*)

Friday had the peak numbers of adult car user casualties over the years 2020-2024 with 15% more than the average daily number of adult car user casualties. (see *Table 30*)

Pedestrian casualties

There were 899 pedestrian casualties in 2024: 16% of all casualties. Of these, 430 were seriously injured and 42 died. Presumably due to their greater vulnerability, a

higher proportion of the total number of people who were killed (26%) and seriously injured (22%) were pedestrians. In addition, 48% of pedestrian casualties were seriously injured (430 out of 899) compared with serious for all modes of 31% (1,978 out of 5,734). 94% of pedestrian casualties occurred on built-up roads (844 out of 899) in 2024. (see *Table 23*)

The overall number of pedestrian casualties was 5% lower than 2024. Since 2014, the number of pedestrians killed has fallen by 17 and there has been a 48% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2020 to 2024, the 12-15 age-group had the highest 'all severities' pedestrian casualty rates (0.48 per thousand population). (see *Tables 23 & 32*)

The overall pedestrian 'all severities' casualty rate for males was 0.18 per thousand population, compared with 0.14 per thousand for females, using the averages for the period 2020 to 2024. (see *Table 34*)

Adult pedestrian casualties

On average in the period 2020 to 2024, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from 5pm to 7pm. (see *Table 28*)

November and December were the peak months for adult pedestrian casualties, with each having 33% and 39% respectively more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 28% more than the monthly average (annual averages over the years 2020-2024; months standardised to 30 days). (see *Table 29*)

Friday has the highest numbers of adult pedestrian casualties; 24% more than the daily average over the period 2020 to 2024. (see *Table 30*)

Pedal Cycle Casualties

There were 395 pedal cycle casualties in 2024, 10 less than the previous year. The number of seriously injured pedal cycle casualties in 2024 was 158. There were 3 pedal cycle fatalities in 2024, 4 less than 2023. Since 2014 there has been a 56% decrease in all pedal cycle casualties and the number of fatalities has fluctuated between 2 and 11. In 2024, 89% of pedal cycle casualties were on built-up roads (see *Table 23*). It should be noted that pedal cycle traffic is estimated to have seen a decrease of 5% in 2024 compared with 2023.

In terms of the averages for the period 2020 to 2024, the pedal cycle casualty rate per head of population was highest for those aged 23-29 (0.14 per thousand

population). Of course, it must be remembered that, as noted earlier, per capita casualty rates do not provide a measure of the relative risk, because they do not take account of the levels of usage of (in this case) pedal cycles. (see *Table 32*)

Adult pedal cycle casualties

Using the averages for the period 2020 to 2024, on weekdays, the peak numbers of adult pedal cycle casualties occurred from 4 pm to 6 pm and from 8 am to 9 am. At weekends the numbers were smaller, but appear to peak between 12 noon to 1 pm. (see *Table 28*)

The peak months of the year for adult pedal cycle casualties were May, June, August and September which were 18-37% more than the monthly average (2020-2024 annual averages standardised to 30 days). (see *Table 29*)

The day of the week with the peak numbers of adult pedal cycle casualties was Tuesday, 16% higher than the daily average, over the years 2020-2024. There were substantially fewer adult pedal cycle casualties on Sunday, 23% less than the daily average. (see *Table 30*)

Motorcyclist casualties

A total of 454 motorcyclists were injured in road collisions in 2024, representing 8% of all casualties. Of these, 280 were seriously injured and 31 died. 52% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for 58% of those seriously injured, and all of those killed. (see *Table 23*)

The number of motorcyclist casualties in 2024 was 5% lower than in the previous year but the number killed increased by 4. The total number of motorcycle casualties rose each year from 1999 to a peak in 2001; since then, it has tended to decline. As a result, the figure for all casualties in 2024 was 45% lower than in 2014. One more motorcyclist died in 2024 than in 2014. (see *Table 23*)

On average, over the years 2020 to 2024, the motorcyclist casualty rate was highest for the 16-22 age group (0.16 per thousand population); other age-groups had smaller casualty rates. (see *Table 32*)

Looking at the averages for the period 2020 to 2024, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays (see *Table 28*), the peak months of the year were June (64 casualties) and August and September (61 casualties, amidst a general peak from May to September (see *Table 29*) and there

were more casualties from Friday to Sunday than on any of the other days (see *Table 30*).

Child (0-15) casualties

There were 495 child casualties in 2024, representing 9% of the total number of casualties of all ages. Of the child casualties, 160 were seriously injured, and three died (see *Table 24*).

There were two less children killed in 2024 than in 2023. The total number of child casualties decreased by 87 on 2023. Since 2014, the number of children killed has decreased by four. (see *Table A and Table 25*)

In terms of the averages for the period 2020 to 2024, on weekdays, the peak time for child casualties was from 3 pm to 6 pm, with 42% of all weekday casualties in those three hours. A further 20% occurred in the three hours between 6 pm and 9 pm. There was another peak in the morning, between 8 am and 9 am. There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7 pm (see *Table 27*)

August was the peak month for child casualties, with 33% more than in an average month. June had 19% more than an average month. (2020-2024 annual averages standardised to 30 days). (see *Table 29*)

Using the averages for 2020 to 2024, Friday was the peak day of the week for child casualties, with 29% more than an average day. Sunday, on the other hand, had 20% less than an average day. (see *Table 30*)

Child (0-15) casualties by mode of transport

In 2024, there were 234 child pedestrian casualties. They accounted for 26% of all pedestrian casualties of all ages (234 out of 899). Of the child pedestrian casualties, 10798 were seriously injured and 1 died. (see *Table 24*)

There were 32 child pedal cycle casualties in 2024 (8% of the total of 395 pedal cycle casualties of all ages). The child pedal cycle casualties included 7 who were seriously injured, one died. (see *Table 24*)

In 2024, there were 191 child casualties in cars, 85% of the total number of car user casualties of all ages (191 out of 3,512). Of the child casualties in cars, 42 were seriously injured (one died). (see *Tables 23 and 25*)

Child (0-15) casualty rates (per head of population)

Children's casualty rates (per head of population) increase with age: using the averages for the years 2020-2024 taken together, for children aged 0-4 the rate was 0.27 per thousand population, whereas it was 0.61 per thousand for those aged 5-11 and for the 12-15 age group it was 0.89 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 28% of that for 5-11 and 17% of the 12-15 year old rate. (see *Table 32*)

The pedestrian casualty rate for boys in the 0-4 age group was twice that for girls. The difference between the sexes was even more pronounced in driver or rider casualty rates. (see *Table 34*)

The overall child pedestrian casualty rate at 0.28 per thousand child population was more than twice the corresponding rate for adult pedestrian casualties. (see *Table 32*)

Motorists, breath testing and drink-driving

Breath testing of drivers

Tables 19, 20, and 21 cover all motorists who were known to be involved in injury road collisions (excluding, for example, those untraced drivers involved in hit and run collisions). Here, a motorist is defined as the driver or the rider of a motor vehicle (including, for example, motorcyclists)

In 2024, 58% of motorists involved in injury collisions were asked for a breath test (this ranged from 39% to 70% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 3.3% of those drivers breathalysed. This represented 1.8% of the total number of motorists involved in collisions (including those who were not asked for a breath test). Although there was a general downward trend in these percentages, in the last couple of years these have been fluctuating as seen in Table 19.

Tables 20 and 21 show the time and day of the collision (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2024, of the 121 positive / refused cases, 45% occurred between 9 pm and 3 am (26% between 9 pm and midnight, plus 19% between midnight and 3 am). Table 20 shows that, using 2020 to 2024 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in collisions, was highest at 21% between midnight and 6 am, but varied depending upon the day of the week, from 5% (the average for 3 am to 6 am for Monday-Thursday) to 14% (3 am to 6 am on Sundays). Table 20 shows that, although the period from 9 pm to midnight had the highest number of positive / refused cases, the equivalent percentages were not as high, because between 9 pm and midnight there were many more motorists involved in collisions than between midnight and 3 am.

Drink-drive collisions and casualties

Table 22 shows the estimates (made by the Department for Transport) of the numbers of injury road collisions involving illegal alcohol levels. They are higher than the number of drivers with positive breath test results (or who refused to take the breath test) as they include allowances for the numbers of cases where drivers were not breath tested because of the severity of their injuries, or because they left the scene of the collision. Information about blood alcohol levels of road users who died within 12 hours of being injured in a road collision is supplied by the Procurators Fiscal.

The estimates show that the numbers of drink-drive collisions and casualties fell by 60% and 50% respectively between 2013 and 2023 (the latest year for which estimates are available): from a rounded estimate of 320 to roughly 200 (collisions) and from around 450 to some 300 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated to have fallen by 10 from 20 in 2013 to 10 in 2023. The adjusted number of serious casualties is estimated to have dropped by 8% (from roughly 130 in 2013 to some 120 in 2023).

Comparisons of Scottish figures against those of other countries

Casualty rates: against England & Wales

Tables C to F provide comparisons between Scotland and England & Wales.

Historically, killed casualty rates per head of population in Scotland have been above those for England & Wales, whereas the serious and total casualty rate is usually lower in Scotland than in England & Wales. In 2024, Scotland's casualty rates were 25% higher (killed), 15% lower (serious) and 48% lower (all severities).

Child rates

In 2024, the Scottish rates were 9% lower (serious) than those in England and Wales and 43% lower (all severities). In the case of serious and all severities this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2014-18 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2020-2024, child fatality rates in Scotland were on average 41% higher than England and Wales, however, in two of the five years the rates were lower.

It should be noted that the ratio of the fatality rates for Scotland and for England and Wales can fluctuate markedly from year to year, particularly for the child fatality rates due to the relatively small numbers in Scotland (which may be subject to year-to-year changes which are large in percentage terms). Therefore, subsequent paragraphs do not refer to the fatality rates for children using different modes of transport. In addition, it should be remembered the rates for some other sub-groups may be affected by year-to-year fluctuations: for example, the numbers are relatively small for most categories of child killed and seriously injured casualties in Scotland.

Mode of transport

The casualty rates of car users in Scotland have typically been higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. In 2024 Scotland's car user fatality rate was 32% higher than that of England & Wales, the seriously injured rate was 4% lower and the all severity car user rate was 43% lower. For child car users, the seriously injured rate

was 24% higher in Scotland and the all severities rate was 34% less than that of England and Wales.

In 2024, the pedestrian killed rate per thousand was 28% higher in Scotland than England & Wales, and the serious and all severities rates were 11% and 45% lower respectively. The child pedestrian casualty rates in Scotland were lower for killed (34%), seriously injured higher (7%) and lower for all severities (31%) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2024 for seriously injured (52% lower) and for all severities (69% lower). The child pedal cycle casualty serious rate was 73% lower and the all severities rate 75% lower in Scotland than in England & Wales.

Further information about the numbers of casualties in England and Wales, and for Great Britain as a whole, can be found in [Reported road casualties Great Britain 2023](#) which is published by the Department for Transport.

Road deaths: International comparison 2023 & 2024 (provisional)

Introduction

This section compares Scotland's road death rates in 2023 and 2024 (provisional) with the fatality rates of some countries in Western Europe and some developed countries world-wide. The comparisons involve a total of up to 42 countries (including Scotland, and count *each* of the UK, Great Britain, England, Wales and Northern Ireland as individual countries). The fatality rates were calculated on a per capita basis (the statistics given are rates per million population), and the countries were then listed in order of their fatality rates in Table G sections (a), (b), (c) and (d). In cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables. A table of car user fatality rates which were calculated on a per motor vehicle basis is no longer shown due to a lack of consistent data.

Tables G and H were provided by the Department for Transport, which obtained the figures for foreign countries from the [International Road Traffic and Accident Database \(IRTAD\)](#).

In accordance with the commonly agreed international definition, most countries define a fatality as being due to a road collision if death occurs within 30 days of the collision. However, the official road collision statistics of some countries limit the fatalities to those occurring within shorter periods after the collision. The numbers of

deaths, and the death rates, which appear in the IRTAD tables take account of the adjustment factors used by the Economic Commission for Europe and the European Conference of Ministers of Transport to represent standardised 30-day numbers of deaths.

Latest Results

In 2024, Scotland's provisional overall road death rate of 29 per million population was the ninth lowest of the 37 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as separate countries, but *not* counting the overall GB and UK figures). Figures for tables G2 and H have not been updated due to difficulties obtaining data from IRTAD.

Pedestrians

In 2021, Scotland's pedestrian fatality rate was 7 per million population. Scotland ranked 20 of the 33 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 7 per million population: the twentieth lowest of 33 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 35 countries (including Scotland, England, Wales and Northern Ireland as separate countries, but not counting the overall GB and UK figures) are shown, for each of four broad age-groups, in Table H. Again, the ordering takes account of decimal places not shown in the table. The Scottish rate is the tenth lowest for casualties aged 0-14. It was the fourteenth lowest for those aged 15-24, tenth lowest for those aged 25-64 and twelfth lowest for 65+ (in each case, *not* counting the overall GB and UK figures).

International comparisons of road safety are based on road death rates, as this is the only basis for which there is an international standard definition. As indicated above, the OECD IRTAD tables provide comparable figures for each country, after making adjustments to the data for countries which do not collect their figures on the standard basis. One should not try to compare different countries' overall road collision casualty rates (i.e. the total numbers killed or injured, relative to the population of each country) because there is no internationally-adopted standard

definition of an injury road collision. There are considerable differences between countries in the coverage of their injury road collision statistics. For example, many countries count only collisions which result in someone being admitted to hospital – so their figures would not include the kinds of collision which, in Britain, are classified as causing only slight injuries or certain types of serious injury. Because many countries' definitions of injury road collisions are much narrower than the definition used in the UK, their reported numbers of injury road collisions will appear low relative to ours – so comparing the reported numbers of people injured in road collisions may provide a misleading impression of different countries' road safety records.

Casualty Reduction Targets: Scotland's Road Safety Framework to 2030

Introduction

Transport Scotland has published a [Road Safety Framework to 2030](#). The following section provides information on the progress made towards the four main casualty reduction targets outlined in the framework. Each reduction target is assessed against a baseline of the 2014-2018 average.

Summary table of four main casualty reduction targets

Target	2030 target % reduction
People killed	50%
People seriously injured	50%
Children (aged < 16) killed	60%
Children (aged < 16) seriously injured	60%

As outlined previously, the number of serious and slight casualties cannot be directly compared to previously recorded figures due to changes in severity reporting.

Progress against the serious casualty reduction targets are therefore based on adjusted figures.

To illustrate the reductions necessary the following table shows the 2014 to 2018 baseline, the latest position, as well as the level of casualties inferred by the 2030 targets.

Summary table of target performance

Target	2014-2018 average	2024	2030 target
People killed	174	161	87
People seriously injured	2,727	1,978	1,364
Children (aged < 16) killed (3 year average)	6	3	2
Children (aged < 16) seriously injured	259	178	103

Charts showing performance are presented in figure 8. More detail about the calculation of these indicative lines is included in the methodology of assessment section.

Summary of Progress

The 2023 figures show:

- 161 people were reported as killed in 2024, 7 per cent (13) below the 2014-2018 average of 174.
- 1,978 people were reported as seriously injured in 2024, 27 per cent (749) below the 2014-2018 average of 2,727.
- 3 children were reported as killed in 2024, meaning the average for the 2022-2024 period was 4 a year, this is 35 per cent (2) below the 2014-2018 average of 6.
- 160 children were reported as seriously injured in 2024, 38 per cent (99) below the 2014-2018 average of 259.

Figure 8 shows progress towards the casualty reduction targets for 2028.

Figure 8 (A) - Reported casualties killed

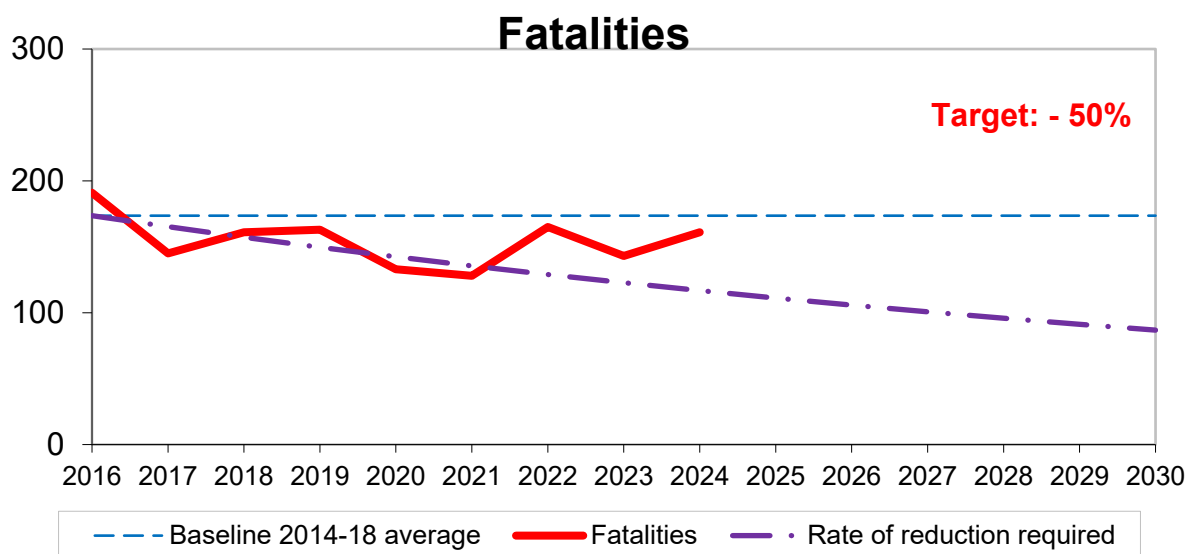


Figure 8 (B) - Reported seriously injured

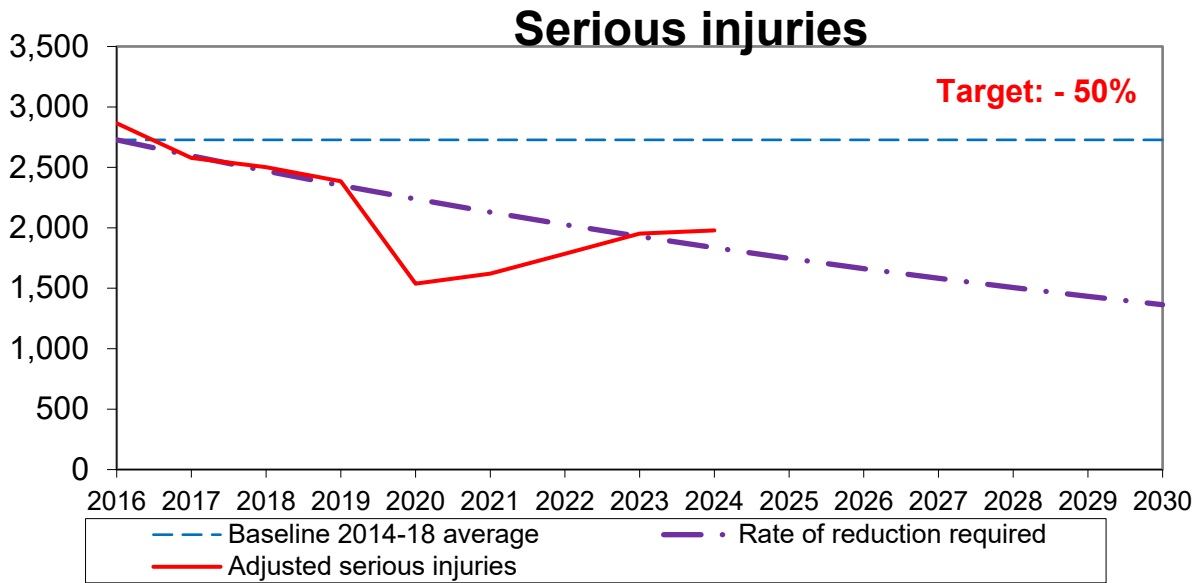


Figure 8 (C) - Reported children killed

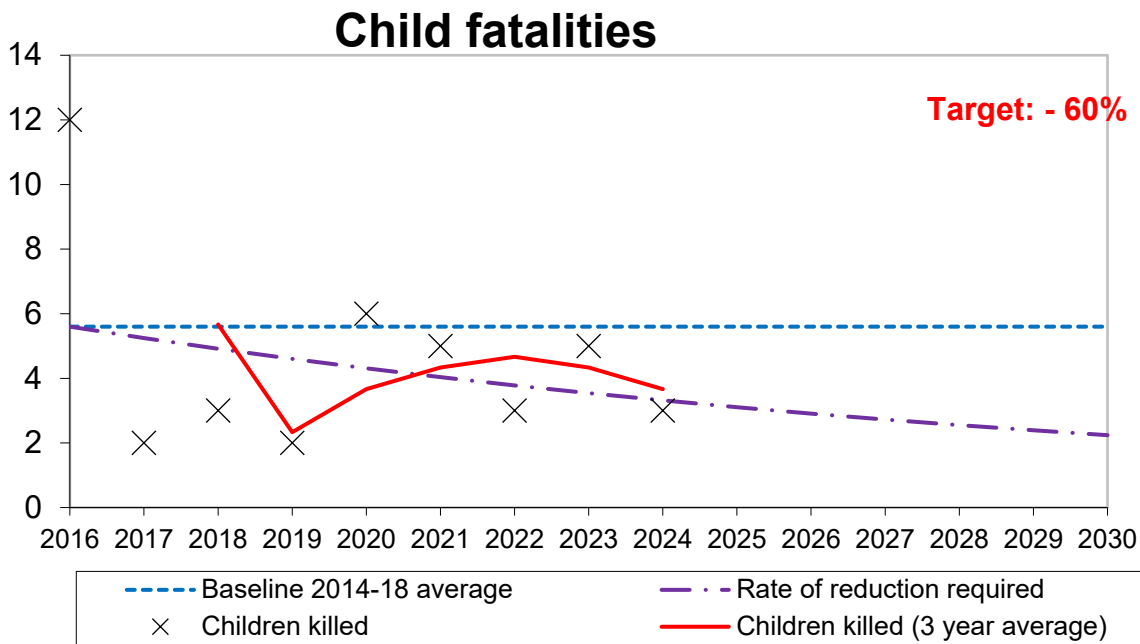
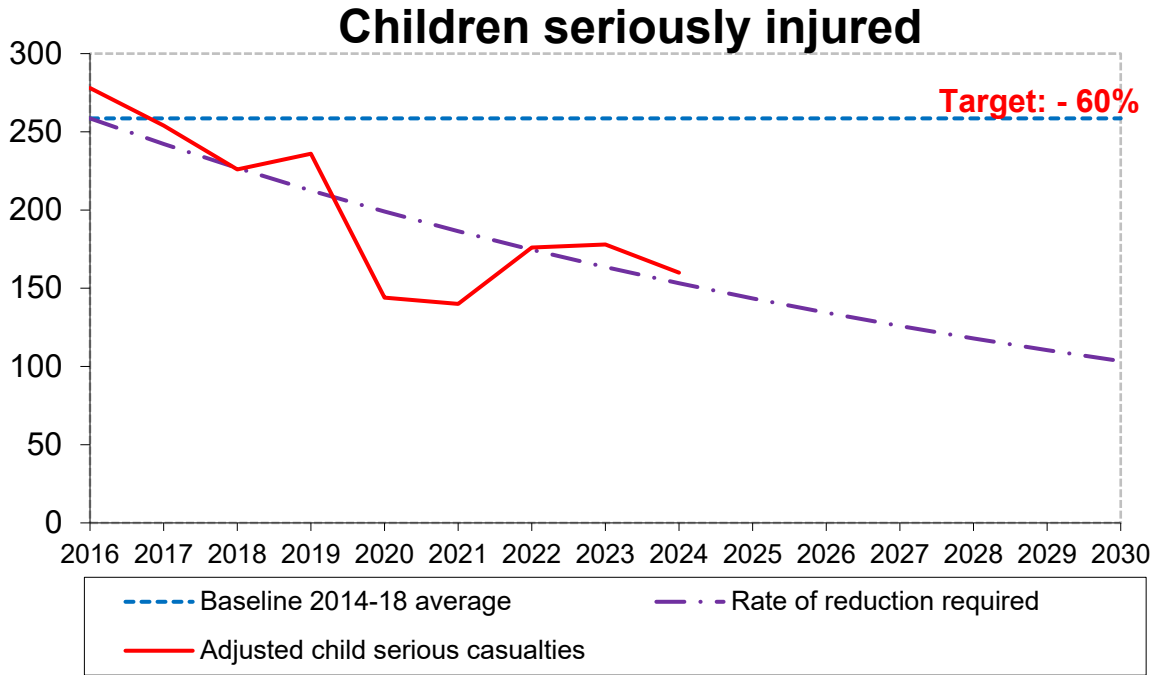


Figure 8 (D) - Reported child seriously Injured casualties



Commentary

Numbers killed

There were 161 people killed in 2024, an 7% reduction from the 2014-18 baseline average.

Figure 8(A) shows that this reduction is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Numbers Seriously Injured

There were 1,978 serious injuries in 2024, a 27% reduction since the 2014-18 baseline level.

Figure 8(B) shows that this reduction is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Children killed

Due to the relatively small numbers involved and the impact of year-to-year fluctuations this target is measured using a three-year average. An average of 4 children a year were killed in the 2022-2024 period, a 35% reduction from the 2014-2018 baseline.

Figure 8(C) shows that this reduction is not on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline).

Children seriously injured

There were 160 child serious injuries in 2024, a 38% reduction since the adjusted 2014-18 baseline level.

Figure 8(D) shows that the reduction is not currently on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline).

Other statistics for monitoring progress

Table 40 shows the baseline figures for each local authority area relating to the targets for the numbers killed (separately for trunk roads, local authority roads and all roads), along with the corresponding figures for each of the past ten years and the latest five years' averages. Table 42 shows figures for each Police Force division related to all killed and children killed.

Method for assessing progress towards the casualty reduction targets

One way of assessing progress towards the targets is to compare actual casualty numbers in each year with an indicative line that starts at the baseline figure in 2016 (mid-point of the 2014 to 2018 average) and falls, by a constant percentage reduction in each subsequent year, to the target for 2030. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2030.

The method adopted to produce the indicative target lines shown in Figure 8 involves a constant percentage reduction in each year after 2016 to 2030. The resulting indicative target lines represent the percentages of the baseline averages which are shown in the table below. They are not straight lines, because of the compounding over the years effect of constant annual percentage reductions (to two decimal places, the falls are: 4.83% per annum for both killed and serious to meet the 2030 target. For both children killed and seriously injured casualties the fall is 6.34%.

Table 1a Constant percentage reductions needed to achieve 2030 targets for killed and serious targets (50% reductions) and child killed and serious targets (60% reductions).

Year	% of baseline, killed and serious targets	% reduction from baseline, killed and serious targets	% of baseline, child killed and serious targets	% reduction from baseline, child killed and serious targets
2016	100%	N/A	100%	N/A
2017	95.17%	4.83%	93.66%	6.34%
2018	90.57%	9.43%	87.73%	12.27%
2019	86.20%	13.80%	82.17%	17.83%
2020	82.03%	17.97%	76.97%	23.03%
2021	78.07%	21.93%	72.09%	27.91%
2022	74.30%	25.70%	67.52%	32.48%
2023	70.71%	29.29%	63.25%	36.75%
2024	67.30%	32.70%	59.24%	40.76%
2025	64.04%	35.96%	55.49%	44.51%
2026	60.95%	39.05%	51.97%	48.03%
2027	58.01%	41.99%	48.68%	51.32%
2028	55.20%	44.80%	45.59%	54.41%
2029	52.54%	47.46%	42.71%	57.29%
2030	50.00%	50.00%	40.00%	60.00%

The likely range of random year-to-year variation in road collision and casualty numbers for Scotland as a whole

Because road collisions may occur at random, the numbers of collisions, and the numbers of casualties in those collisions, can fluctuate from year to year. Figures 2 to 5 show, for Scotland as a whole, the numbers of:

- fatal road collisions (1972 to 2024);
- road deaths (1949 to 2024);
- people killed or seriously injured (1950 to 2024);
- children killed or seriously injured (1981 to 2024).

The number of years covered by each chart reflects the availability of the relevant figures. The blue dots are the values in each year, and the blue lines indicate the year-to-year variation. The grey dashed lines show the likely range of random year-to-year variation in the figures: based on statistical theory, one would expect that only about 5% of years would have figures outwith these ranges. Appendix D describes how these ranges were produced: the limits of the likely ranges of values are calculated in a similar way to 95% confidence intervals. It also explains why they cannot be produced for all years. It should be noted that figures for combined fatal and serious, serious and slight severities prior to 2004 cannot be compared to later years due to changes in the way casualty severities were recorded from 2004 onwards.

Figure 2 - Scottish fatal reported road collisions: 1972 onwards

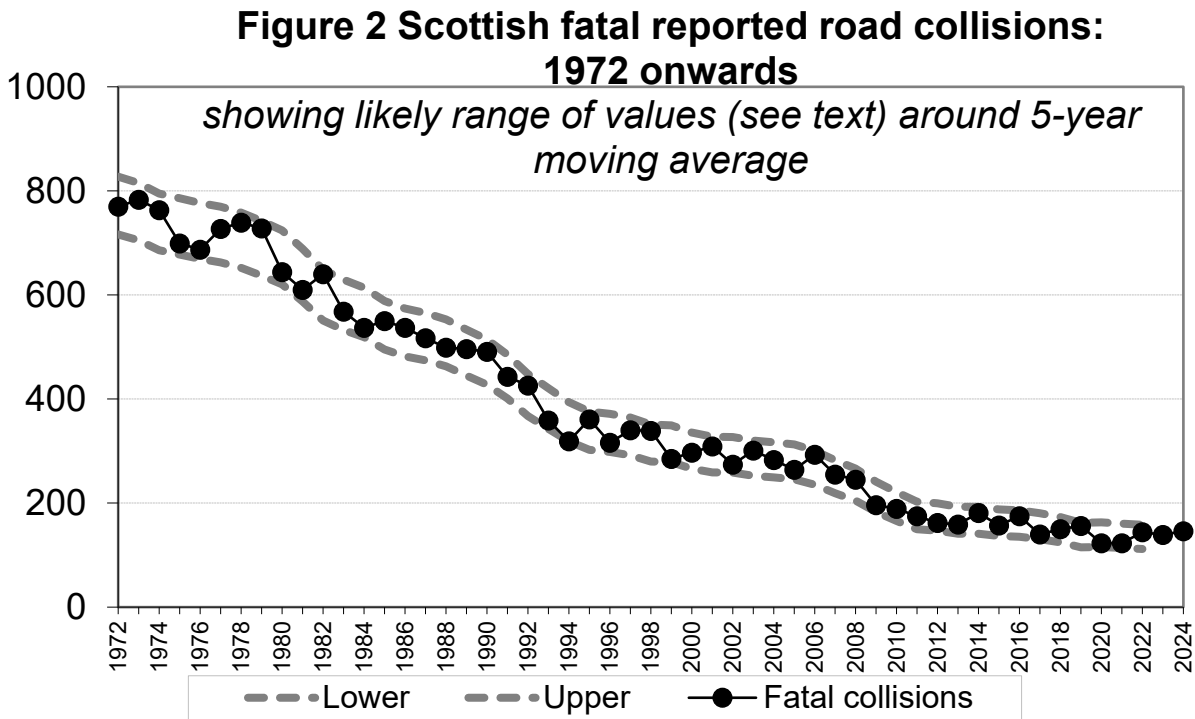


Figure 3 Scottish reported road collision deaths: 1949 onwards

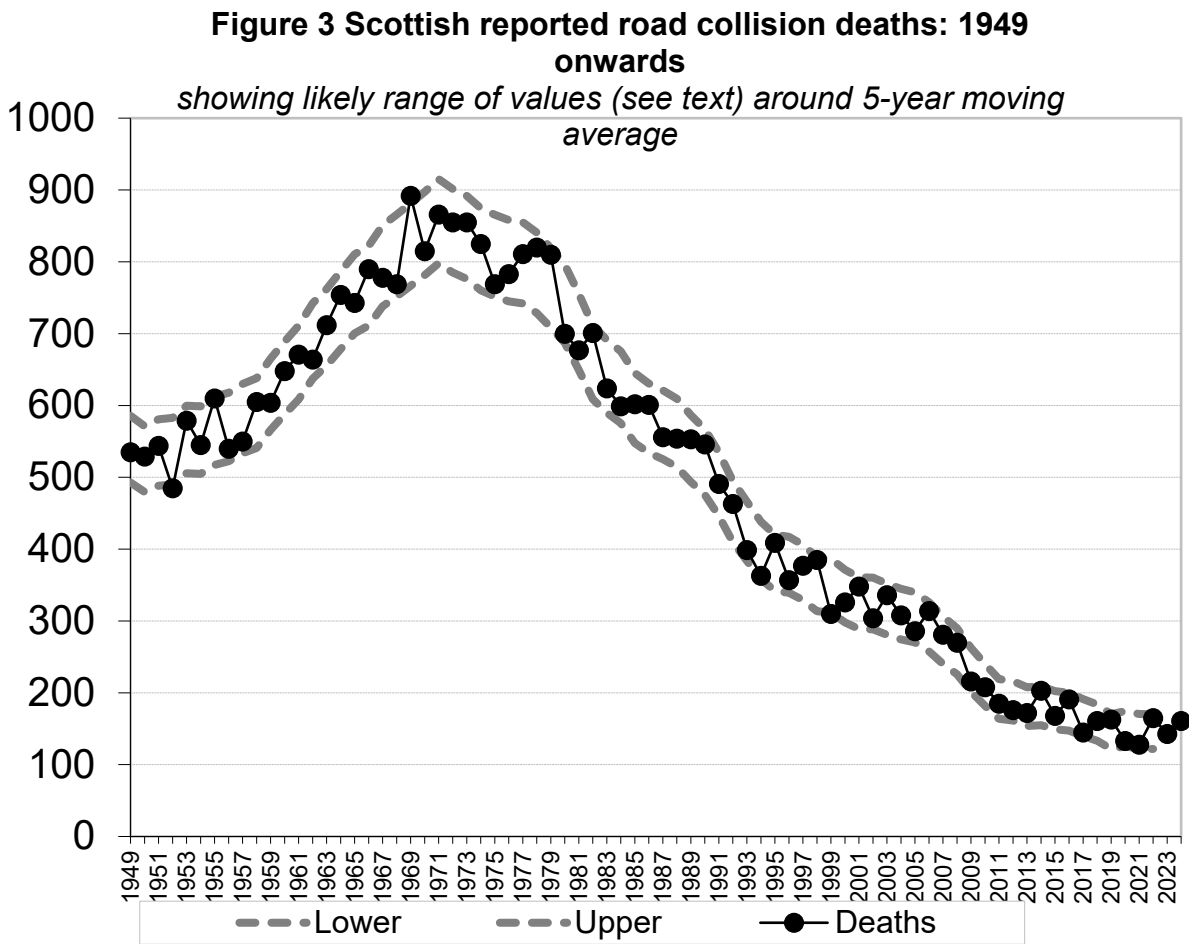
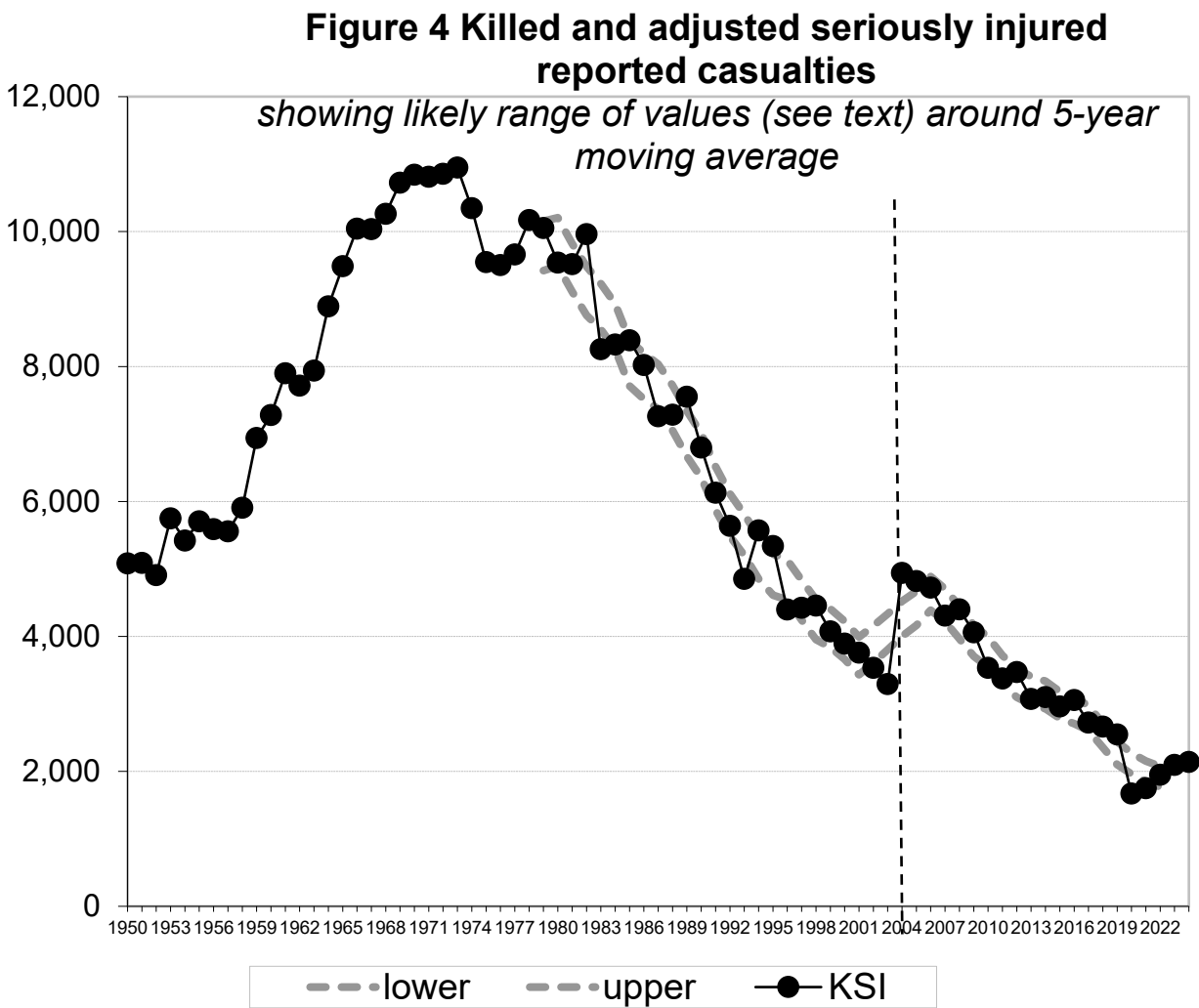
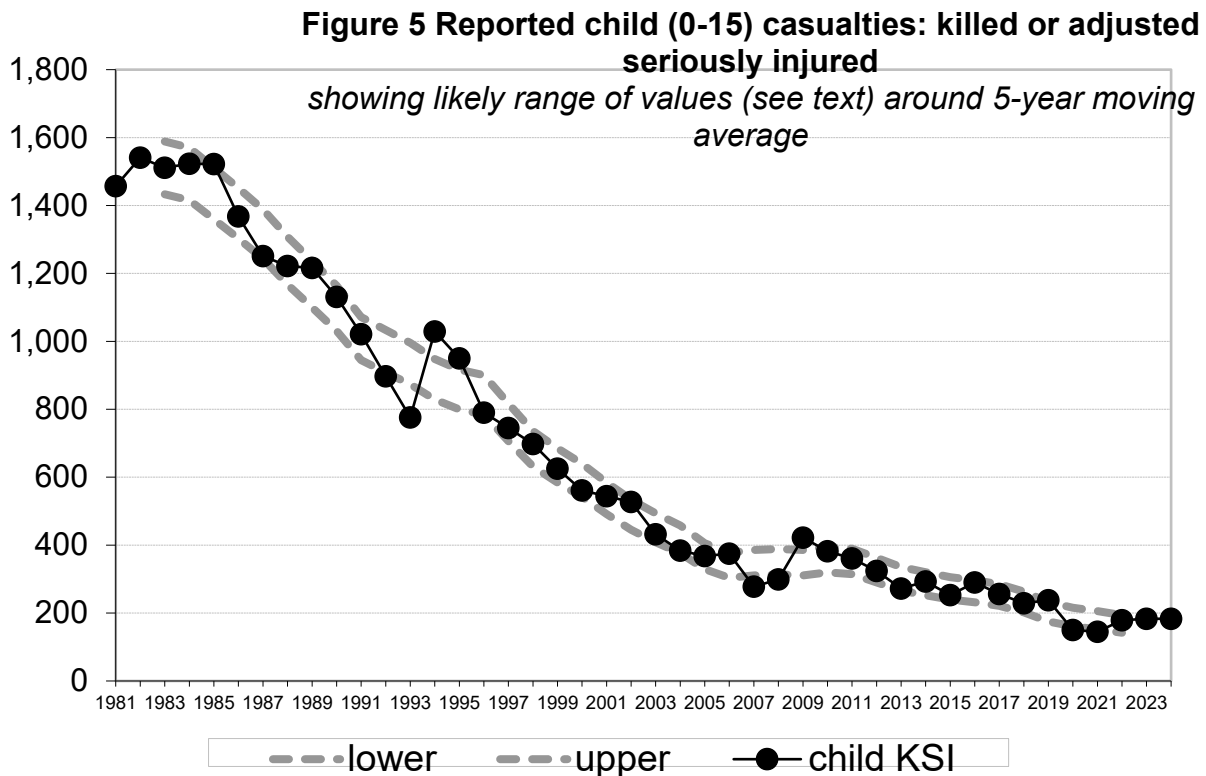


Figure 4 Killed and seriously injured reported casualties



Note for figure 4: Due to changes in the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Figure 5 Reported child (0-15) casualties: killed or seriously injured



Note for figure 5: Due to changes in the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Fatal collisions, and deaths in road collisions

Figures 2 and 3 show that the number of fatal collisions is within its likely range of values in every year, and the number of road deaths is within its likely range of values in all but three years. These results are reasonable: one would expect a few years' figures to be outside the likely range of random year-to-year variation, given that there are over 40 years' figures for fatal collisions and over 60 years' figures for road collision deaths. Figures 2 and 3 therefore show that, despite the large percentage changes such as the falls in deaths of 19% between 1998 and 1999, and of 13% between 2001 and 2002, the figures almost always remain within the expected ranges. Hence, one should not put too much weight on a single large percentage change.

Killed or seriously injured (KSI) casualties

Figure 4 has many years' figures (around a third) outwith the calculated likely range of values. The reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI

casualty numbers. For example, the sharp fall shown in 1983 may be partly due to the introduction of seat belt wearing (for drivers and front seat passengers in most cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices where more casualties were kept in overnight for observation.

Such factors change the underlying rate of occurrence of collisions and/or casualties, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random variation cannot take account of the effect of such changes.

Only Figure 4 has figures outwith the calculated interval due to the likely ranges of random year-to-year variation calculated for small numbers being quite wide in percentage terms. This is because, for a Poisson process (see Appendix D), by definition, the greater the frequency of occurrence of events, the smaller the proportion that the standard deviation of the frequency (which is the square root of that number) represents of that number. For example:

- with 100 cases, the square root is 10 – or 10% of the value;
- with 400 cases, the square root is 20 – 5% of the value;
- with 10,000 cases, the square root is 100 – only 1% of the value.

As a result, if a factor (like the introduction of the compulsory wearing of front seat belts) were to cause the same percentage fall in each of the four types of collision and casualty numbers used in the charts, the following might be observed. The percentage fall could be *within* the relatively wide percentage range of likely random variation around the *smaller* numbers, but *outwith* the relatively narrow percentage range of likely random variation around the *larger* numbers. The ranges in Figures 2, 3 and 5 appear to be sufficiently wide to encompass the effects of changes such as those mentioned above. That is, the effects of the changes in their first years may fall within the likely range of random variation.

Of course, over the longer-term, such changes should make significant contributions to the reductions in casualty numbers and their severity. However, the intervals in Figure 4 include a much smaller than expected proportion of the figures. This is because the likely range of random variation for KSI casualties represents only a small percentage of the total, and factors like those mentioned above appear to have had a greater percentage effect than was seen in their first years.

Children killed or seriously injured

Figure 5 shows the year-to-year fluctuations in the numbers of children killed or seriously injured (for the years for which figures are readily available) are generally within the expected ranges. The exceptions are around 1994, when health boards' policies changed, with the result that more child casualties were admitted to hospitals for overnight observation. This changed the classification of many injuries from slight to serious.

When changes in operational practice or to administrative processes have a marked effect on the statistics, the resulting year-to-year changes can be much greater than those expected due to normal random year-to-year variation – so it is not surprising there are figures outwith the expected ranges around 1994.

Road safety factors (previously contributory factors)

As a result of the most recent stats19 data review, contributory factors (CFs) have been replaced within the stats19 dataset by a revised and reduced set of factors known as road safety factors (RSFs).

This change has taken effect gradually. Over the course of 2024, Police Scotland recorded details for around half of collisions using CFs and around half of collisions using RSFs.

This publication presents only results for those collisions which were recorded using RSFs.

Background: The collection of contributory factor and road safety factor data

Contributory factors (CFs) were first included as part of the stats19 data collection in 2005. From that point, police officers attending the scene of a collision were able to select up to 6 factors that they believe contributed to the collision from a set of 77. These could be assigned to vehicles, casualties or uninjured pedestrians involved.

Contributory factors were developed to provide insight into why and how road collisions occur. Their aim was to help identify the key actions and failures that led directly to the actual impact, to aid investigation of how it might have been prevented.

As a result of the most recent stats19 review, these contributory factors were replaced by a reduced, revised set of factors known as road safety factors (RSFs). The general principles and aims remain the same as with contributory factors.

From the end of 2023, Police Scotland have been transitioning to the updated approach. According to the current stats19 specification a reporting officer attending the scene of a road collision may select up to 6 road safety factors (from a list of 35) to assign to that collision. Multiple factors may be listed against any participant or vehicles in the collision.

Each factor falls under one of 6 categories:

- Behaviour or inexperience

- Distraction or impairment
Non-motorised road users or PPT (pedestrian, cyclist, horse rider or powered personal transporter)
- Road
- Speed related
- Vehicles

This transition has been gradual. Over the course of 2024, Police Scotland recorded details for around half of collisions using CFs and around half of collisions using RSFs.

Comparability between road safety factors and contributory factors

In some cases, the new RSFs are a direct equivalent of an existing CF (for example, R2 'road surface slippery due to weather' is a direct equivalent of CF 103). In other cases, several CFs have been combined into one RSF, for example where there is little analytical benefit in having separate factors to ease the burden on reporting police officers. For example, CFs 405 (driver or rider failed to look properly) and 406 (driver or rider failed to judge other person's path or speed) have been grouped together in B4 (ineffective observation).

This means that there is a 'many to one' mapping between CFs and RSFs and it is possible to recode CFs as RSFs (with some limitations). The system used by Police Scotland for recording data on injury collisions now does this recoding automatically before the data is exported to Transport Scotland. Further information on the mapping between CFs and RSFs can be found on the [Department for Transport's website](#).

However, despite the ability to recode CFs as RSFs, [GB-level analysis by the Department for Transport](#) has highlighted that there are differences between data recorded directly as RSFs and data that has been recoded to RSFs from CFs. This analysis found:

- For collisions where RSFs were recorded directly, a higher number of RSFs were recorded per collision than those initially recorded using CFs then recoded.
- The move to directly collecting RSFs results in a change in which factors are being recorded.

This led to the conclusion that there is an apparent step change in the factors that are being recorded by police forces as a result of the move to directly collecting RSFs.

Approach within this publication to road safety factor data

Given the step change between data recorded directly as RSFs and data that has been recoded to RSFs from CFs, this publication does not combine the two types of RSF data. This publication presents findings only for collisions where data was directly recorded as RSFs. This means that figures within this section and the accompanying tables relate to around half of the recorded injury collisions in 2024. Table N, which previously provided limited time series comparisons of contributory factors, has not been updated.

This is the first edition of this publication which presents findings for RSFs. For future editions, we will continue to keep how we present RSF data under review.

Both the 2024 CF and 2024 recoded RSF data can be requested via transtat@transport.gov.scot.

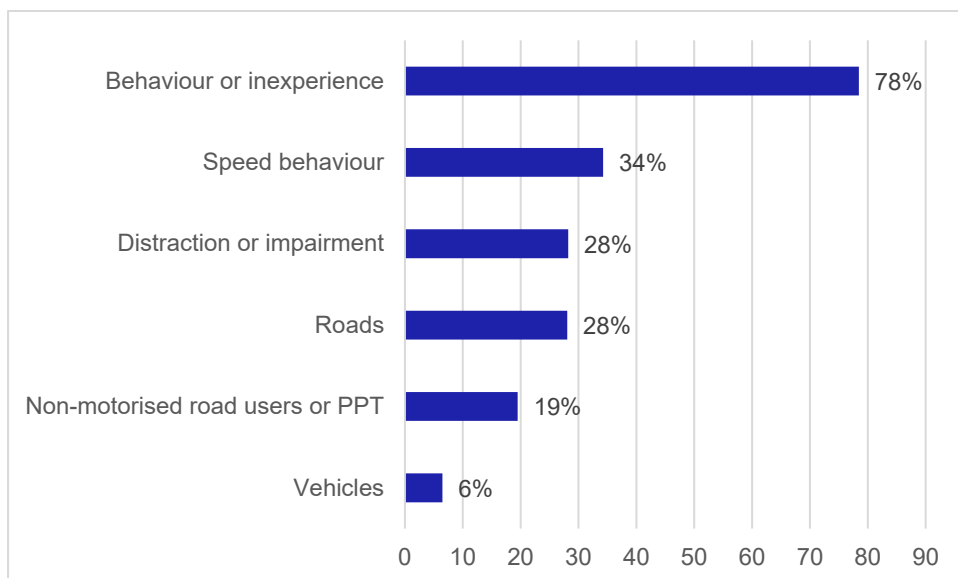
Findings

Tables M to T present road safety factor findings for 2024, including breakdowns for different collision and casualty severities, and different road users. These findings relate only to collisions where RSFs were recorded directly.

Figure 11 shows the proportion of injury collisions with at least one RSF recorded that fall into each RSF category. A collision can be assigned multiple factors and therefore the numbers in Figure may sum to more than 100%. The 3 categories with the largest number of collisions were:

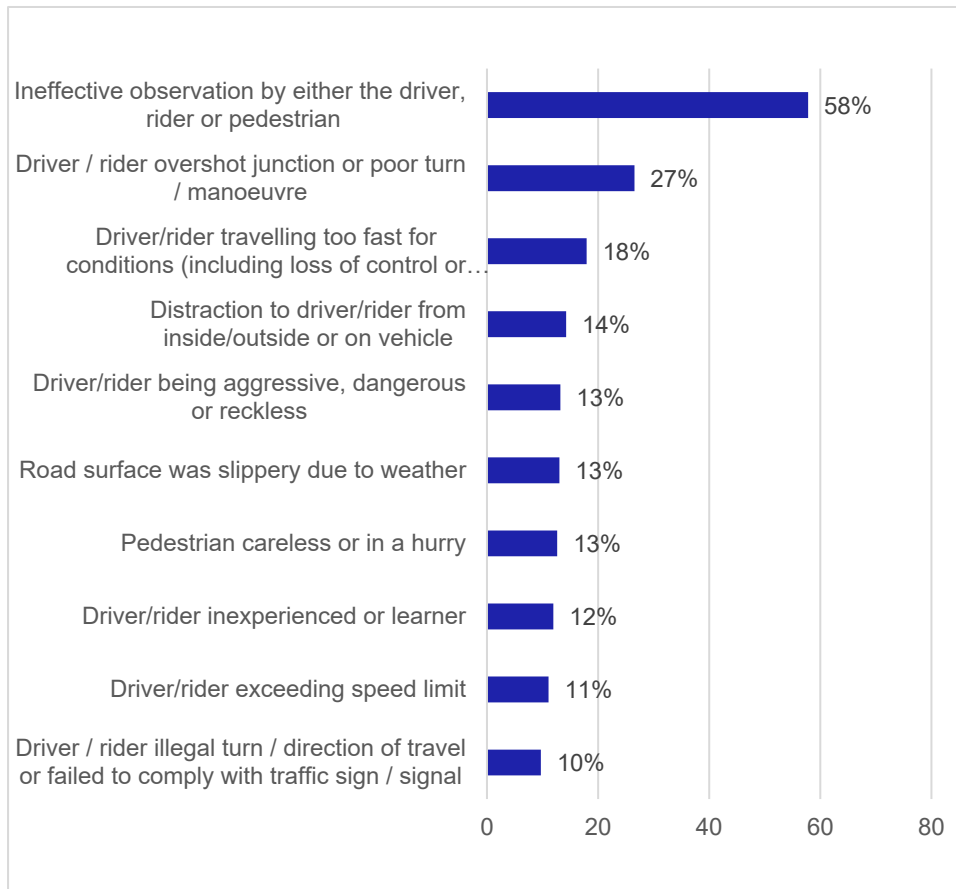
- Distraction or impairment
- Speed behaviour
- Behaviour or inexperience

Figure 11: Proportion of injury collisions with RSFs assigned, by RSF category, 2024



In terms of individual RSFs, the ten RSFs which were recorded for the highest proportion of injury collisions are shown in figure 12. The RSF recorded in the highest proportion of collisions was 'Ineffective observation by either the driver, rider or pedestrian', which was recorded for over half of injury collisions (58%) where RSFs were assigned.

Figure 12: Proportion of injury collisions with RSFs assigned, by individual RSF (top ten), 2024



General guidance on the interpretation of road safety factors

Guidance on recording road collisions is provided in the Department for Transport's *Stats20* document which includes the following points on RSFs:

- RSFs reflect the reporting officer's opinion at the time of reporting, and may not be the result of extensive investigation;
- subsequent enquiries could result in a change in the reporting officer's opinion;
- the RSFs are largely subjective, and depend upon the skill and experience of the investigating officer to reconstruct the events which led directly to the collision;
- the need to exercise judgement when recording RSFs is unavoidable;
- RSFs should be identified on the basis of evidence from sources such as witness statements and vehicle and site inspections;

- the evidence may be of variable quality, so the officer should record very likely or possible for each RSFs;
- when there is conflicting evidence (e.g. conflicting witness statements), the reporting officer should decide on the most credible account of the collision and base the codes on this, taking into account all other available evidence.

Regardless of the number of vehicles involved in the collision, at most six sets of RSFs data can be recorded per collision. Each set contains three pieces of information:

- a factor which is thought to have contributed to the occurrence of the collision – selected from list of 35 , such as:
 - exceeding speed limit (RSF code S1);
 - travelling too fast for the conditions (S2);
 - Ineffective observation by driver/rider, cyclist, pedestrian, equestrian (B4);
 - Affected by alcohol (D1);
 - Affected by drugs (D2)
- the participant in the collision to whom the factor is related:
 - whether this is a:
 - Vehicle – in which case the factor may relate to the driver/rider or to the road environment;
 - Casualty – a pedestrian or a passenger in a vehicle; or
 - Uninjured pedestrian.
 - if a Vehicle or a Casualty, the relevant Stats 19 reference
- whether it was thought ‘very likely’ or just ‘possible’ this factor contributed to the occurrence of the collision

Therefore more than one factor may be recorded for the same participant and any given factor may be recorded for two or more different participants, subject to the limit of a maximum of six sets of RSF data per collision.

More detailed information is available in the DfT’s Stats 20 document and the procedure for allocating them – for example:

- the RSFs may be recorded in any order (so nothing can be inferred from the order in which they appear);
- more than one RSF may be related to the same road user; and

- the same RSF may be related to more than one road user.

Worked example

Clearly, there could be a lot of RSF information in the case of an collision which involved several vehicles, if it was thought that several of them contributed to its occurrence. The following is an example of the potential complexity of the RSF data. Car 1 is rapidly travelling along a straight road when Car 2 suddenly appears in front of it, having emerged from a pub car park. The driver of Car 1 brakes sharply, to avoid a collision. As Car 2 drives off, Car 1 is hit from behind by a motorcycle, whose rider and passenger are both killed. The following *might* be recorded as the RSFs data for this collision:

CF no.	Participant	Contributory Factor	How likely?
1	Car 1	Exceeding speed limit	Possible
2	Car 2	Affected by alcohol	Possible
3	Car 2	Ineffective observation by driver/rider, cyclist, pedestrian, equestrian	Very likely
4	Car 1	Driving too slowly for conditions	Very likely
5	Motorcycle	Passing too close to cyclist, horse or pedestrian	Very likely
6	Motorcycle	Exceeding speed limit	Possible

This collision has *three* participants and *six* RSFs, two of which are the *same* (exceeding speed limit) but apply to *different* participants (Car 1 and Motorcycle), (therefore percentages in the tables provided may not sum to 100).

Care should always be taken when interpreting the factors as they:

- reflect the reporting officer's opinion at the time of reporting the collision (or the opinion of a person whose duties include deciding which factors should be recorded based on the officer's report).
- are based on the information which was available at that time, so may not be the result of subsequent extensive investigation (indeed, subsequent enquiries could result in the reporting officer opinion changing).

Because of this, analysis of road safety factor information requires careful consideration; figures will differ depending on the focus of the analysis. Care should be taken when interpreting tables provided here which consider different aspects of the data (i.e. collisions, vehicles/participants, casualties and frequencies).

Note that most tables are by individual road safety factor so care needs to be taken when carrying out analysis. Adding together numbers for individual contributory factors will result in some double counting e.g. some collisions will have 'exceeding speed limit' and 'driving too fast for the conditions' recorded as a factor.

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Notes

This worksheet contains one table.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Note number	Note text
	Figures from 1993 onwards are on a different basis from those for previous years, due to a change in the source of the data.
note 1	
note 2	Population figures from 2011 to 2021 have been revised.
	Due to changes in severity reporting, the number of serious and slight casualties prior to 2004 cannot be compared directly to those reported in previous years
note 3	In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.
note 4	Traffic estimates are based on an "urban/rural" split which differs slightly from the "built-up/non built-up" classification used for the number of collisions. Therefore, these rates are approximations: the "non-built up" rate is the number of collisions on "non-built up" roads divided by the estimated volume of traffic on "rural" roads, for example. The figures given in this table take account of any revisions to the traffic estimates for previous years.
note 5	As figures in this table have been adjusted to be 30 day months they may not be comparable with other tables in this publication
note 6	Separate codes for the road surface conditions 'Oil or Diesel' and 'Mud' were used between 1999 and 2004, inclusive. With effect from 2005, 'Oil or diesel' and 'mud' have been recorded under 'Special Conditions at Site'. The collisions for which these codes were used are included in the 'All conditions' figures, but not under any of the categories 'Dry', 'Wet/Damp/Flood' or 'Snow/Frost/ice', so these changes should have had very little or no effect on the time series.
note 7	
note 8	Note: Police costs have been updated following a survey in 2011 of police forces in England, Scotland and Wales. Due to changes in the way casualty severities are recorded, figures for serious and slight collisions in 2019 and 2020 onwards are not comparable with previous years.
note 9	Motorcycle includes all two wheeled motor vehicles.
note 10	A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.
note 11	Includes a small number of 'unknown' and 'other' types of vehicles.
note 12	There may be slight differences between the vehicle types used for road collision statistics and those used for the traffic estimates.
note 13	A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.
note 14	Totals include a small number of cases where the manoeuvre is unknown
note 15	Totals include a small number of cases where the junction detail is unknown
note 16	The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
note 17	'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
note 18	Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
note 19	Due to a problem with the methodology in producing this table, there was an error in with these figures in previous editions of this table.
note 20	Including drivers under 17 and those whose age is not known.
note 21	
	In some cases, a driver's age and/or sex was not known. Such drivers are counted in the table on the basis of whatever details are known - i.e. in the appropriate age-groups if their ages are known, and in the appropriate sex category if their sex is known. The 'all ages' totals include those whose ages were not traced, and the 'both sexes' totals include those of unknown sex. The grand totals include those for whom neither the age nor the sex was known, most of whom will be the drivers of cars which were parked at the time of the collision.
note 22	From 2013 'other motor vehicles' and 'other non-motor vehicles' categories have been combined on the data collection forms. This means that there are a very small number of non-motor vehicle drivers included in the table. Other changes to historic data for example new information provided by police will also result in differences in the historic data compared to previous publications.
note 23	Includes four times the daily average for Monday - Thursday.
note 24	
	The Department for Transport (DfT) annually estimates the number of reported drink drive collisions: i.e. those reported injury road collisions involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from the 5th December 2014).
note 25	Care should be taken when using per cent changes due to the small numbers involved.
note 26	A percentage changes is not shown if the denominator is 10 or fewer.
note 27	Includes those whose age was 'not known'.
note 28	Includes those whose sex was 'not known'.
note 29	
note 30	Includes other types of road user not shown separately
note 31	This table does not include any casualties whose ages were unknown.
note 32	The 'other' category includes all road users excluding pedestrians, pedal cyclists and car users.
note 33	'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
note 34	Child 0-15 years
note 35	Includes those whose ages were not known
	As the figures in this table have been adjusted to be for '30 day' months, they will differ slightly from those appearing in other tables.
note 36	
note 37	Includes those whose sex and/or age was not known.
note 38	1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
note 39	2. 'Other' includes taxis, minibus, bus or coach, etc.
note 40	3. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
note 41	Where postcode of casualty is known.
note 42	Figures from 2004 are not comparable with previous years
	This is the definition of "school pupil" casualty used in the road collision statistics returns.
note 43	Casualties aged 0 to 15, inclusive (the standard definition of "child" for the purpose of road collision statistics). Therefore, these figures do not include any 16 year old casualties who were identified as being pupils on a journey to or from school, so there is a slight inconsistency between the numerator and the denominator used to calculate the percentages. Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions of this publication.
note 44	The unadjusted figures in this table are Accredited official statistics
note 45	The adjusted figures in this table are Experimental Statistics
note 46	Unadjusted figures in this table may not match those in other tables in this publication as DfT close their database each year but Transport Scotland keep theirs open.
note 47	
	Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced.
note 48	

Notes

This worksheet contains one table.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Note number	Note text
	More information on the change and the adjustment process is available at the following address. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833813/annex-update-severity-adjustments-methodology.pdf Built-up roads have a speed limit of up to 40mph; Non built-up roads have a speed limit of over 40mph Estimates, adjusted for under-reporting as described in the text accompanying Table 22. The latest year's estimates are not yet available. Estimated total costs (including damage only collisions) at 2024 prices, calculated as described in the text accompanying Tables 9 to 11. Note: A road collision may contain one or more casualties who are injured, each collision is recorded once in the tables below, irrespective of the number of casualties. Collision severity is based on the severity of the most severely injured casualty from that collision. For more information see appendix D.
note 49	Care should be taken when comparing low figures for some of the smaller areas in some of the tables due to relatively large fluctuations from year to year.
note 50	The following tables contain all casualties resulting from collisions; therefore the total number of casualties will be equal to or more than the number of collisions in a given year.
note 51	
note 52	
note 53	
note 54	
note 55	
	In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.
note 56	Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).
note 57	The 2022 figures presented for Scotland, Great Britain and the United Kingdom use Scotland's finalised fatality numbers.
note 58	Light goods vehicles and heavy goods vehicles.
note 59	Taxis, minibuses and other modes of transport
note 60	Deaths caused by road transport collisions including off road and car parks from 2000 (NRS Web site Table 6.10 Deaths from road transport collisions)
note 61	Financial years from 1996 onwards (www.isdscotland.org/unintentional_injuries). Figures prior to 1996 taken from Table 1 of TRL report 420 Linkage of STATS19 and Scottish hospital in-patient data
note 62	
note 63	Figures on the same basis as the rest of this publication Children covers ages 0-15 inclusive in the Police (Stats 19) statistics, and ages 0-14 inclusive in the hospitals emergency admissions figures
note 64	From ISD, identified using SMR admission type code 32 "Patient injury, Road Traffic collision" Road user type are based on ICD10 diagnosis codes: V01-V09 = "Pedestrian injured in transport collision" V10-V19 = "Pedal cyclist injured in transport collision" V20-V29 = "Motorcycle rider injured in transport collision" V40-V49 = "Car occupant injured in transport the "Other" category includes users of (e.g.) buses, goods vehicles, etc - and any "road collision" deaths - collision" which are due to suicide or natural causes (which should not be counted in the "Police" figures) Figures on the same basis as figures appearing on ISD Web site "Unintentional Injuries" Table 9b
note 65	May differ slightly from the overall total in Table J, due to late returns and amendments
note 66	
	Derived from Table 32 Note that the SHS and Police Stats 19 figures are not on the same basis - for example a) the SHS respondent is asked whether he/she was injured in a road collision in the past year. An injury obtained 13-14 months ago might be counted, if the remember exactly when, which could inflate the SHS figures respondent couldn't b) the word injury is subjective - what an SHS respondent regards as an injury may differ from what the Police would count as an injury, which could also affect the comparison c) the SHS data relate only to adult members of Scottish households; the Stats 19 data will include non-Scots who were injured in Scotland, and exclude Scots injured elsewhere Includes only collisions where a police officer attended the scene.
note 67	
note 68	
note 69	Includes only one count of a CF per collision.
note 70	Columns won't sum to 100 per cent as collisions can have more than one CF.
note 71	Collisions with more than one CF in a category are only counted once in the category total.
note 72	Includes all contributory factors e.g. if two cars are involved in the same collision and both are exceeding the speed limit this would count as 2 CFs. From 2024 major changes have been made to collection of contributory factors. However, this has meant that some late records for 2023 were unable to be given factors as those for 2023 are not entirely compatible with those for 2024.
note 73	Includes only the ten most frequently reported contributory factor cited in 2023. Factors not shown may also have been reported.
note 74	Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle
note 75	Includes pedestrians injured and non injured in the collision
note 76	Excludes pedestrians incorrectly attributed a vehicle factor or special code
note 77	
	NOTE: the basis upon which the combinations are produced is described in the text. However, an additional example may be helpful. Suppose that the "defective brakes" CF has been allocated to participant A, the "failed to look properly" CF has been allocated to two participants A and B, and the "failed to judge other person's path/speed" CF has been allocated to participants A, B and C. The following combinations of CFs would be allocated to the same participant: A defective brakes + A failed to look ... A failed to judge ... + A failed to judge ... B failed to look ... + B failed to judge ...
note 78	
	NB: As described in the text, an collision will be counted once for each combination of CF (excluding "repeats") and death. For example, an collision with four different CFs and three deaths would be counted twelve times in this table - each death would be counted against the first CF, then against the second CF, and so on. As a result, the percentages would total far more than 100%. However, "repeats" are excluded: if the same CF applies to two different participants, each death will be counted only once against that CF.
note 79	Includes only collisions where a police officer attended the scene and in which a contributory factor was reported.
note 80	Includes all contributory factors reported, even where the same CF is assigned more than once to an collision (i.e. more than one participant). Therefore the total differs from earlier tables. (DIR) indicates Driver/Rider
note 81	Values have been suppressed due to the potential risk of disclosure and to help maintain patient confidentiality.
note 82	Percentage changes are shown as zero if the baseline (2014-18 average) is less than 10
note 83	

Figure 1 Reported collisions by severity, 1966 to 2024

Collisions Traffic
Numbers million

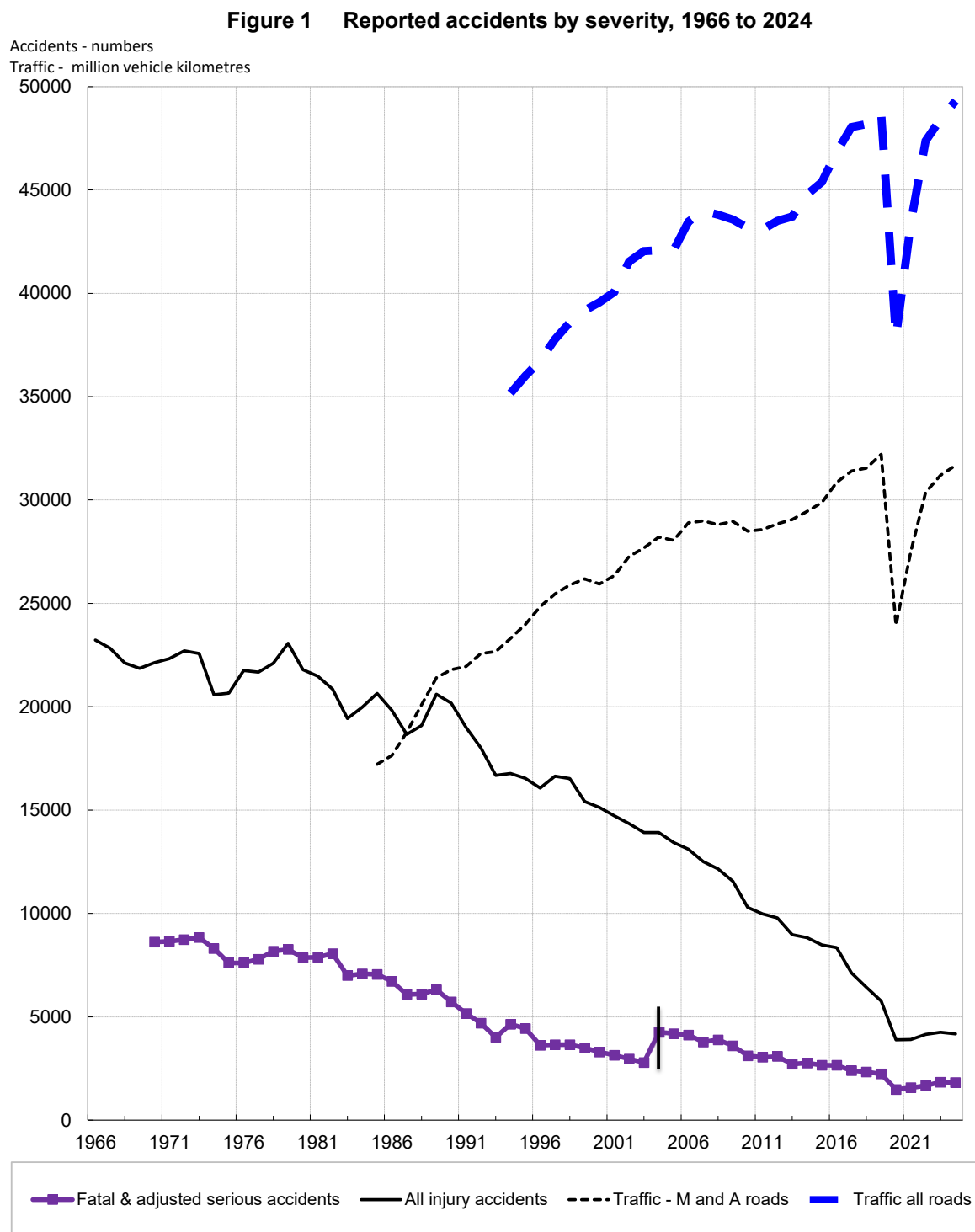


Figure 2 Scottish fatal reported road collisions: 1972 onwards
showing likely range of values (see text) around 5-year moving average

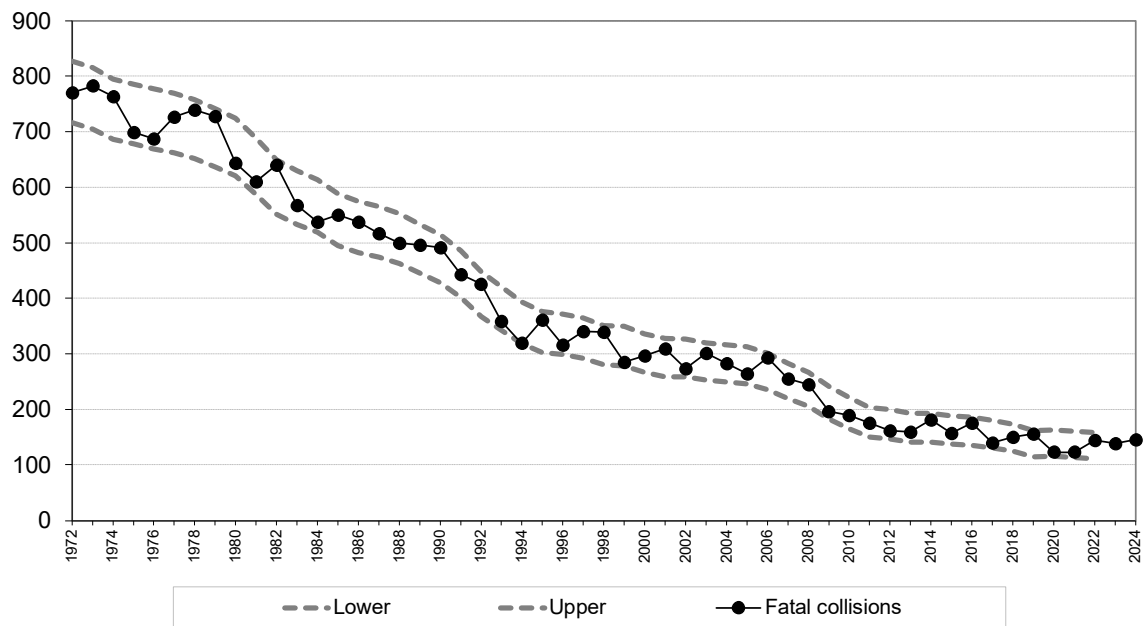


Figure 3 Scottish reported road collision deaths: 1949 onwards
showing likely range of values (see text) around 5-year moving average

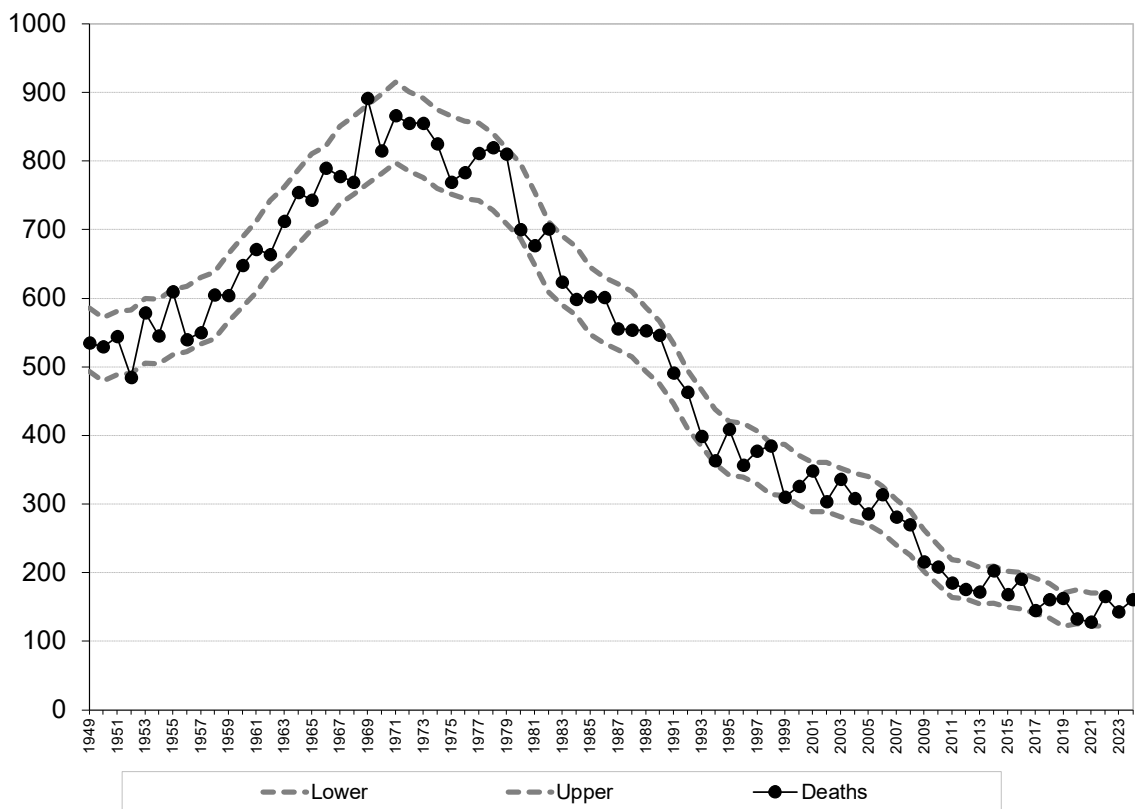
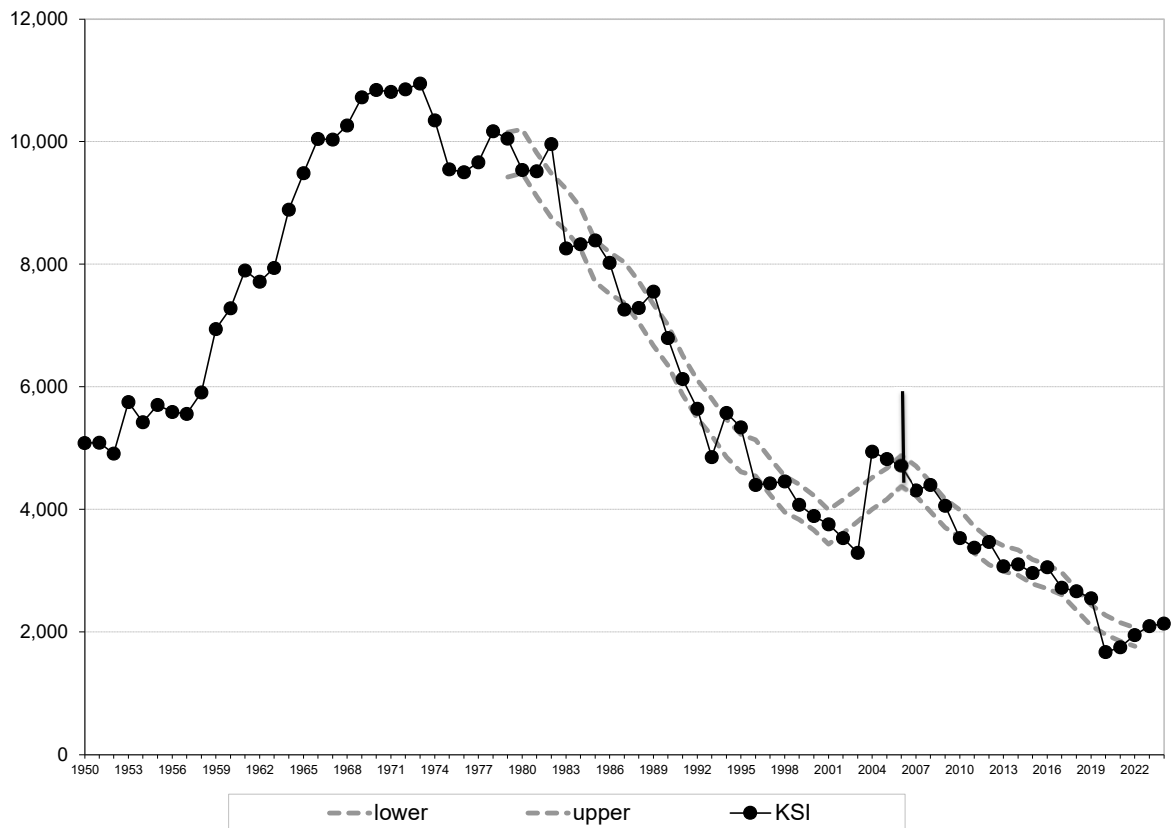
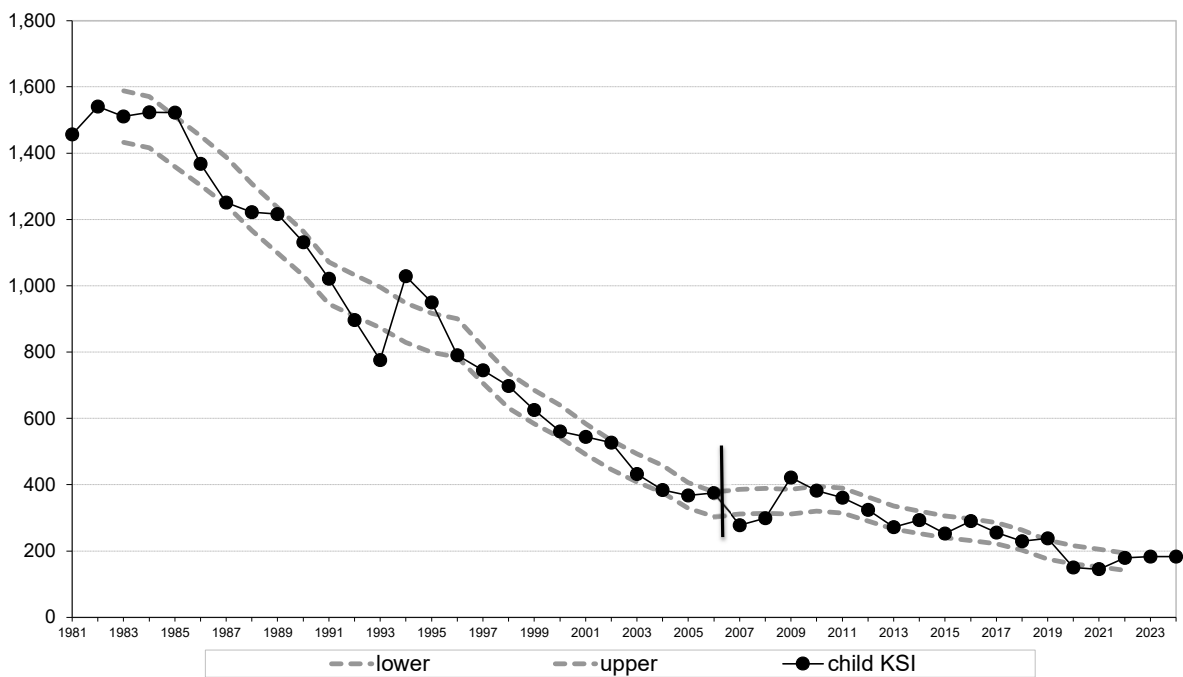


Figure 4 Killed and adjusted seriously injured reported casualties
showing likely range of values (see text) around 5-year moving average



Due to changes in the the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

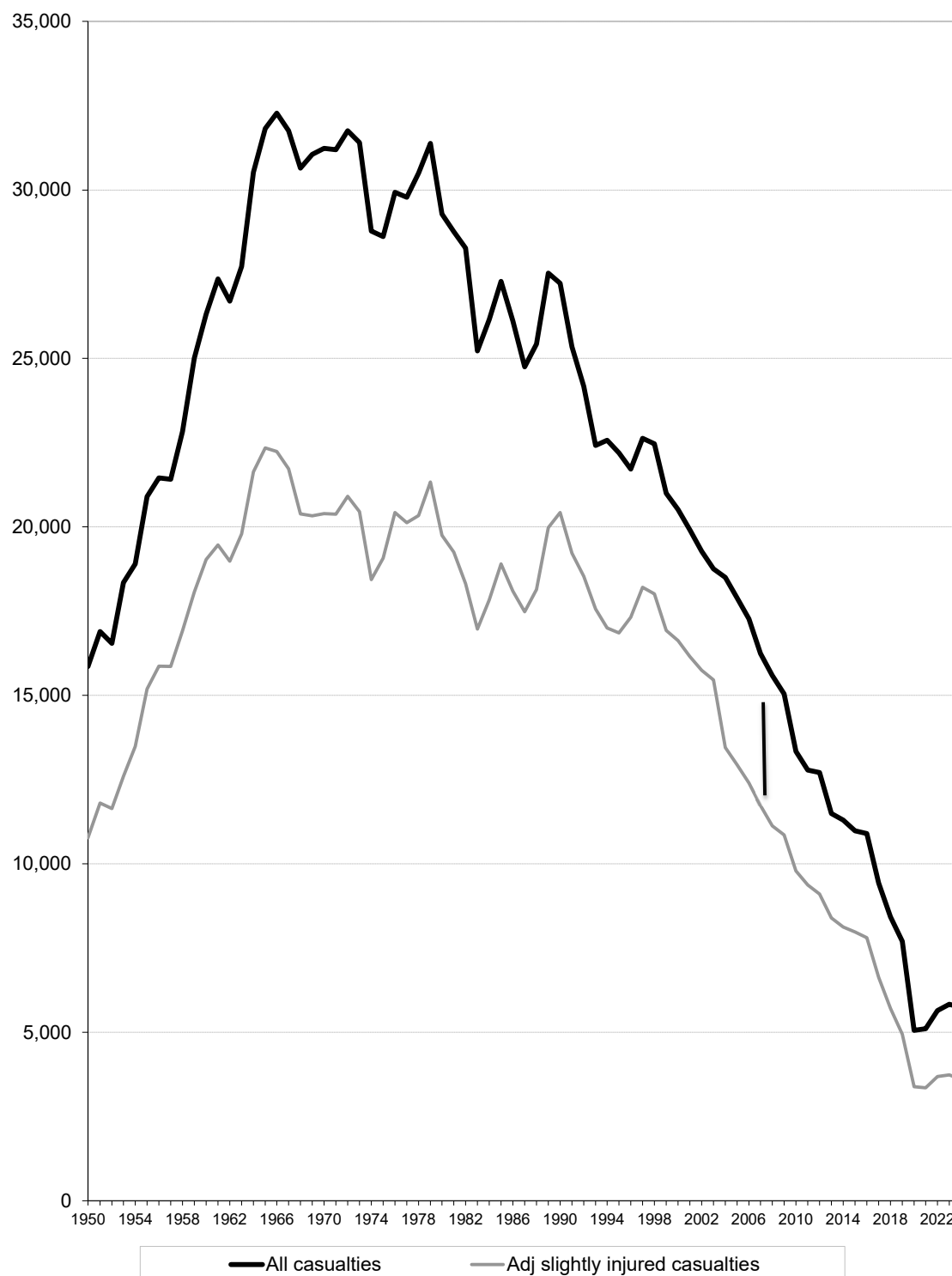
Figure 5 Reported child (0-15) casualties: killed or adjusted seriously injured
showing likely range of values (see text) around 5-year moving average



Due to changes in the the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

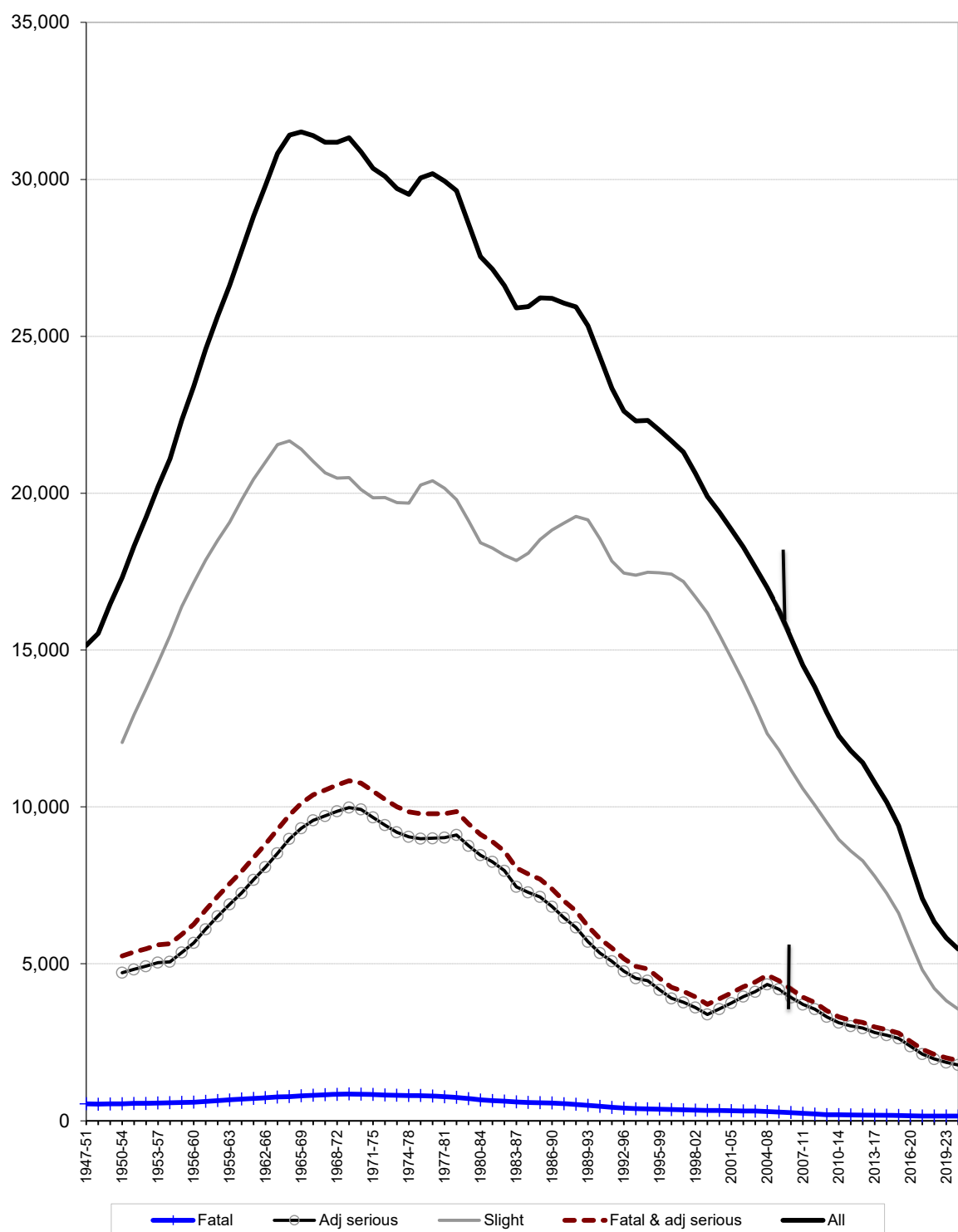
Figure 6

Reported casualties: Total and Slightly injured - from 1950



Due to changes in the the way casualty severities are recorded, slight figures prior to 2004 are not comparable with previous years.

**Figure 7 Reported casualties: 5 year moving average
(1947-51 to 2020-24)**



Due to changes in the the way casualty severities are recorded, serious and slight figures prior to 2004 are not comparable with previous years.

Figure 8a

Progress towards the 2030 casualty reduction targets

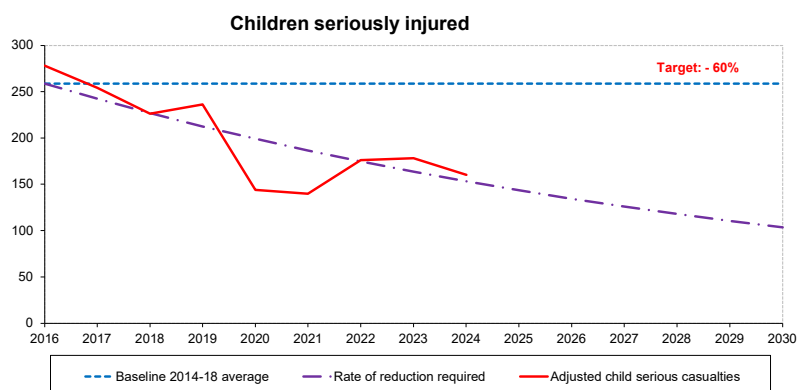
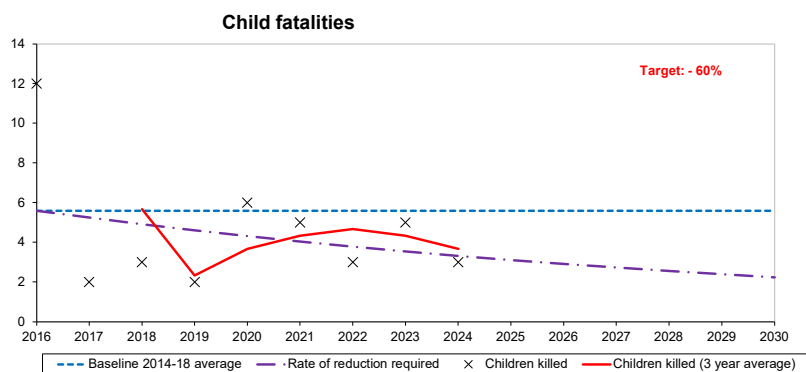
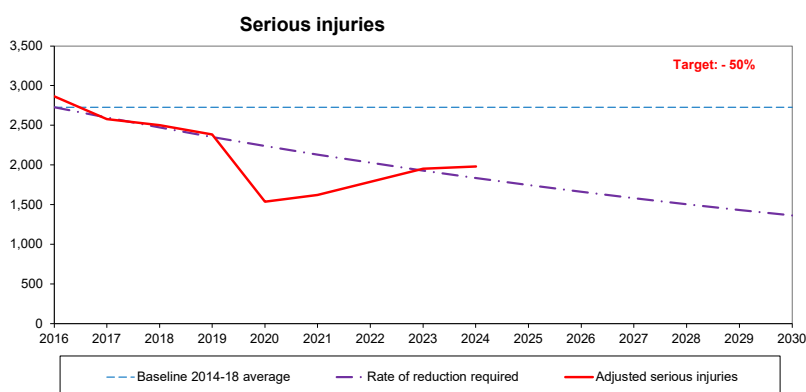
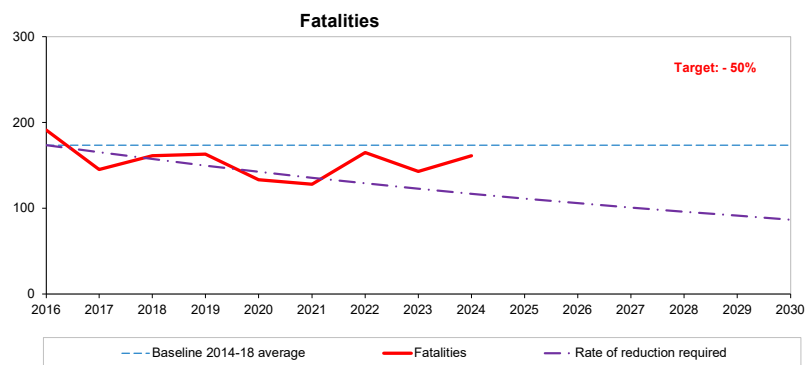


Figure 8B

Progress towards the 2030 casualty reduction targets

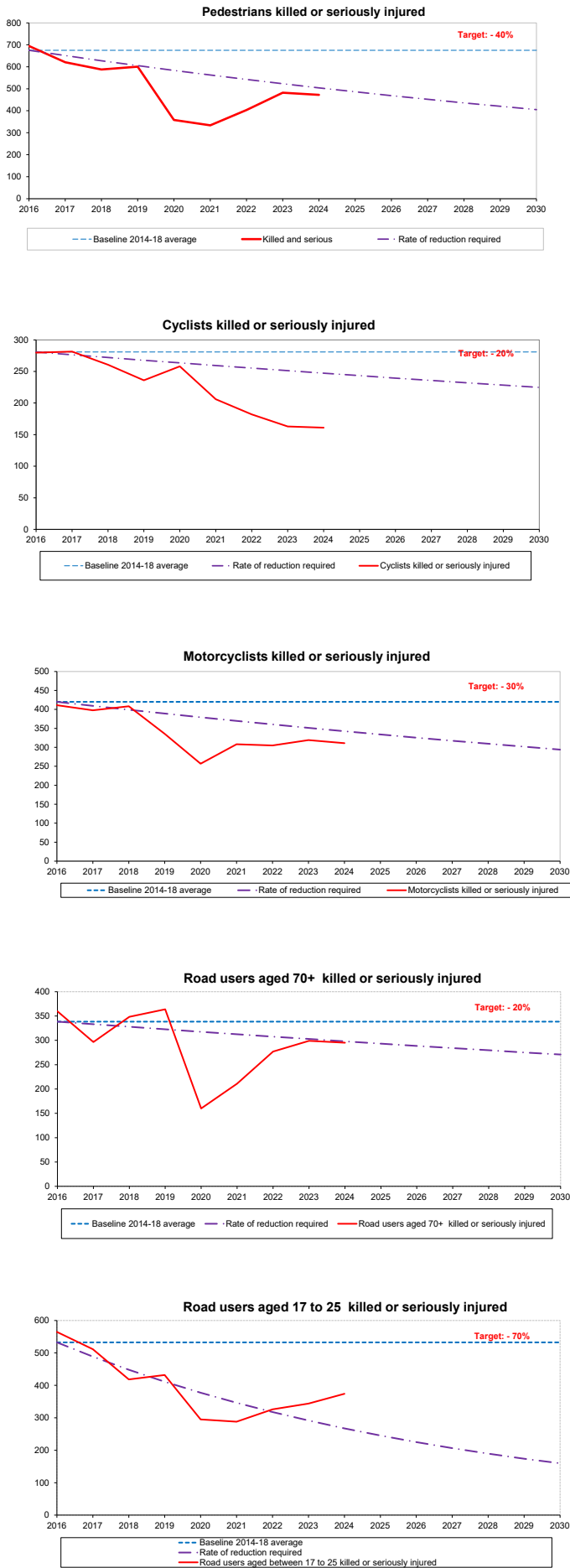


Table 1a DfT serious/slight adjusted and unadjusted collisions, 2004 to 2024 [Note 48] [Note 49]
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Source: Department for Transport.

Year	DfT adjusted serious [Note 46] [Note 47]	DfT adjusted Slight [Note 46] [Note 47]	Dft unadjuste d Serious [Note 45]	Dft unadjuste d Slight [Note 45]	DfT Serious/Sli ght total [Note 45]
2014-18 average	2,402	5,244	1,418	6,264	7,682
2004	3,985	9,581	2,331	11,305	13,636
2005	3,922	9,193	2,252	10,922	13,174
2006	3,833	8,879	2,257	10,560	12,817
2007	3,526	8,558	2,049	10,203	12,252
2008	3,646	8,229	2,242	9,672	11,914
2009	3,403	7,937	1,998	9,362	11,360
2010	2,931	7,167	1,713	8,393	10,106
2011	2,870	6,918	1,675	8,135	9,810
2012	2,923	6,587	1,736	7,879	9,615
2013	2,551	6,247	1,425	7,390	8,815
2014	2,583	6,029	1,488	7,164	8,652
2015	2,502	5,796	1,421	6,899	8,320
2016	2,479	5,680	1,433	6,747	8,180
2017	2,261	4,654	1,378	5,600	6,978
2018	2,185	4,062	1,371	4,911	6,282
2019	2,082	3,436	1,648	3,968	5,616
2020	1,366	2,400	1,366	2,400	3,766
2021	1,449	2,329	1,449	2,329	3,778
2022	1,534	2,467	1,534	2,467	4,001
2023	1,703	2,411	1,703	2,411	4,114
2024	1,685	2,344	1,685	2,344	4,029
2024 change on 2023	-1.1	-2.8 N/A	N/A	N/A	-2.1
2024 change on 14-18 average	-29.9	-55.3 N/A	N/A	N/A	-47.6

Table 1b DfT serious/slight adjusted and unadjusted casualties, 2004 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport.

Year	DfT adjusted serious [Note 46] [Note 47]	DfT adjusted Slight [Note 46] [Note 47]	DfT unadjusted d Serious [Note 45]	DfT unadjusted d Slight [Note 45]	DfT Serious/SI ight total [Note 45]
2014-18 average	2,727	7,252	1,636	8,397	10,033
2004	4,632	13,451	2,766	15,428	18,194
2005	4,533	12,941	2,666	14,938	17,604
2006	4,408	12,404	2,635	14,320	16,955
2007	4,027	11,730	2,385	13,573	15,958
2008	4,130	11,131	2,575	12,747	15,322
2009	3,843	10,862	2,287	12,540	14,827
2010	3,326	9,790	1,969	11,161	13,130
2011	3,192	9,377	1,878	10,722	12,600
2012	3,295	9,103	1,981	10,555	12,536
2013	2,902	8,391	1,667	9,653	11,320
2014	2,899	8,128	1,701	9,398	11,099
2015	2,793	7,978	1,602	9,207	10,809
2016	2,865	7,808	1,698	9,009	10,707
2017	2,578	6,632	1,594	7,694	9,288
2018	2,502	5,713	1,584	6,679	8,263
2019	2,385	4,943	1,894	5,647	7,541
2020	1,538	3,386	1,538	3,386	4,924
2021	1,621	3,357	1,621	3,357	4,978
2022	1,785	3,691	1,785	3,691	5,476
2023	1,952	3,739	1,952	3,739	5,691
2024	1,978	3,595	1,978	3,595	5,573
2024 change on 2023	1.3	-3.9 N/A	N/A	N/A	-2.1
2024 change on 14-18 average	-27.5	-50.4 N/A	N/A	N/A	-44.5

Figure A: DfT Adjusted/unadjusted serious casualties, 2004 to 2024

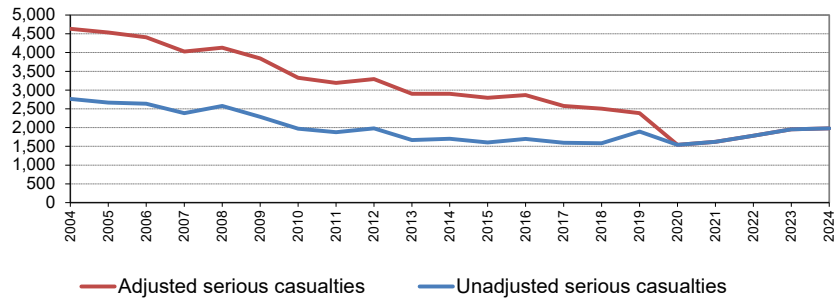
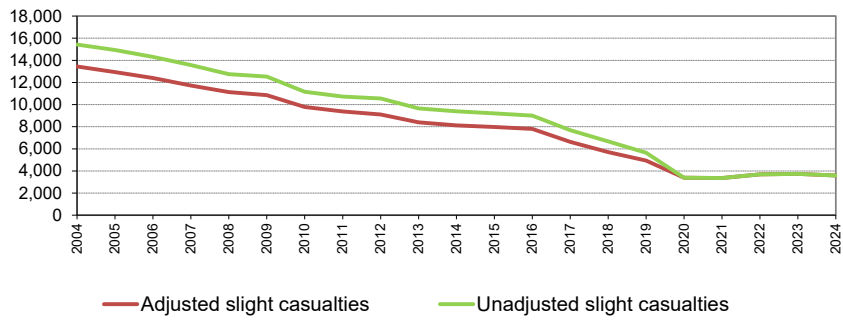


Figure B: DfT Adjusted/unadjusted slight casualties, 2004 to 2024



Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of collisions/casualties	Severity/mode of transport/Gender/age	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 over 10 years	Percent change
Collisions	Fatal	2,891	3,599	3,189	175	162	159	181	157	175	140	150	156	123	123	144	139	146	-19
Collisions	Fatal & adjusted serious	3,845	3,996	3,820	3,045	3,085	2,710	2,764	2,659	2,654	2,401	2,335	2,238	1,489	1,572	1,678	1,842	1,831	-34
Collisions	All severities	12,159	11,556	10,295	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,772	3,889	3,901	4,145	4,253	4,175	-53
Collisions on built-up [Note 50] roads	Fatal	82	56	56	61	64	44	67	47	44	44	43	52	44	38	36	47	56	-16
Collisions on built-up [Note 50] roads	Fatal & adjusted serious	2,138	1,848	1,662	1,759	1,745	1,524	1,591	1,519	1,515	1,377	1,277	1,254	873	855	912	1,020	1,064	-33
Collisions on built-up [Note 50] roads	All severities	7,464	6,991	6,341	6,359	6,165	5,747	5,703	5,401	5,466	4,592	4,037	3,661	2,476	2,380	2,541	2,546	2,618	-21
Collisions on non built-up [Note 50] roads	Fatal	163	140	133	114	98	115	114	117	96	107	104	79	85	108	92	90	92	-30
Collisions on non built-up [Note 50] roads	Fatal & adjusted serious	1,753	1,751	1,436	1,336	1,340	1,196	1,140	1,140	1,064	1,173	1,048	1,058	883	717	766	827	824	-35
Collisions on non built-up [Note 50] roads	All severities	4,695	4,565	3,954	3,626	3,312	3,227	3,130	3,076	2,889	2,526	2,395	2,111	1,413	1,521	1,604	1,707	1,557	-50
Drink-drive collisions and casualties [Note 51]	Collisions	660	660	530	490	440	330	340	340	410	270	280	230	190	150	200	200	200 available	-100
Drink-drive collisions and casualties [Note 51]	Casualties (all severities)	960	920	750	680	580	450	460	470	580	410	400	350	250	210	310	300	300 available	-100
Drink-drive collisions and casualties [Note 51]	Fatal casualties	40	30	20	20	10	20	20	20	30	10	20	20	20	10	30	10	10 available	-100
Killed by mode of transport	Pedestrian	60	47	47	43	59	38	59	44	32	38	34	44	32	33	33	46	42	-29
Killed by mode of transport	Pedal cycle	9	5	7	7	7	8	8	5	8	5	6	5	4	3	3	3	3	-63
Killed by mode of transport	Motorcycle	34	41	35	33	21	23	30	27	30	29	33	25	16	29	26	27	31	-3
Killed by mode of transport	Other (eg taxi, bus, goods)	153	116	105	89	73	89	94	75	106	64	75	74	65	50	95	54	73	-22
Killed by mode of transport	All modes of transport	270	216	208	185	176	172	203	168	191	145	161	163	133	128	165	143	161	-21
Adjusted seriously injured casualties by mode	Pedestrian	1,016	836	761	819	758	676	687	683	662	583	553	557	326	301	370	436	430	-37
Adjusted seriously injured casualties by mode	Pedal cycle	248	255	247	267	295	278	287	282	272	276	255	227	247	197	180	156	158	-45
Adjusted seriously injured casualties by mode	Motorcycle	559	505	450	416	478	404	446	381	381	369	375	311	241	279	279	292	280	-37
Adjusted seriously injured casualties by mode	Car	1,995	1,986	1,590	1,415	1,484	1,316	1,271	1,231	1,328	1,147	1,125	1,127	624	711	821	911	943	-32
Adjusted seriously injured casualties by mode	Other (eg taxi, bus, goods)	313	291	278	275	290	228	238	216	221	183	163	135	113	115	167	167	167	-20
Adjusted seriously injured casualties by mode	All modes of transport	4,130	3,843	3,326	3,192	3,295	2,902	2,899	2,793	2,865	2,578	2,502	2,385	1,538	1,621	1,785	1,952	1,978	-26
Adjusted slightly injured casualties by mode	Pedestrian	1,507	1,293	1,202	1,194	1,135	1,018	994	958	959	731	659	612	456	429	514	468	427	-57
Adjusted slightly injured casualties by mode	Pedal cycle	470	531	526	550	583	591	594	508	500	438	375	352	305	299	242	234	234	-40
Adjusted slightly injured casualties by mode	Motorcycle	446	466	359	356	364	345	344	327	298	217	231	177	162	149	162	155	143	-53
Adjusted slightly injured casualties by mode	Car	7,490	7,448	6,600	6,259	6,019	5,546	5,380	5,388	5,245	4,448	3,858	3,309	2,084	2,150	2,292	2,444	2,396	-55
Adjusted slightly injured casualties by mode	Other (eg taxi, bus, goods)	1,217	1,124	1,103	1,108	992	891	816	797	798	798	591	522	332	324	424	426	395	-52
Adjusted slightly injured casualties by mode	All modes of transport	11,131	10,862	9,790	9,377	9,103	8,391	8,128	7,978	7,808	6,632	5,713	4,943	3,386	3,357	3,691	3,739	3,595	-56
All casualties by mode	Pedestrian	2,593	2,199	2,013	2,065	1,979	1,734	1,745	1,690	1,663	1,363	1,256	1,252	814	763	917	950	899	-48
All casualties by mode	Pedal cycle	730	804	781	824	905	886	895	797	790	728	638	591	610	511	481	405	395	-56
All casualties by mode	Motorcycle	1,042	1,021	845	806	867	775	826	735	709	620	540	522	419	457	467	478	454	-45
All casualties by mode	Car	9,670	9,579	8,301	7,777	7,665	6,964	6,786	6,713	6,697	5,707	5,085	4,613	2,773	2,911	3,208	3,409	3,412	-50
All casualties by mode	Other (eg taxi, bus, goods)	1,557	1,440	1,398	1,213	1,296	1,133	1,050	1,040	1,010	805	728	474	464	505	574	575	574	-49
All casualties by mode	All modes of transport	15,592	15,043	13,338	12,785	12,712	11,492	11,302	10,977	10,898	9,433	8,424	7,704	5,057	5,106	5,641	5,834	5,734	-49
All casualties by sex	Male	8,843	8,450	7,541	7,310	7,217	6,509	6,433	6,183	6,122	5,298	4,845	4,342	3,095	3,081	3,386	3,432	3,403	-47
All casualties by sex	Female	6,738	6,587	5,787	5,469	5,489	4,973	4,865	4,784	4,767	4,134	3,569	3,352	1,962	2,025	2,253	2,398	2,331	-52
All casualties by age	Child: 0 - 15	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	494	495	589	582	495	-52
All casualties by age	Young adult: 16-22	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,690	1,605	1,398	1,100	1,006	734	706	778	820	798	-58
All casualties by age	Adult: 23-59	8,706	8,450	7,713	7,360	7,404	6,770	6,651	6,630	6,604	5,615	5,026	4,475	3,070	3,024	3,123	3,212	3,205	-52
All casualties by age	Older adults: 60+	2,000	1,997	1,732	1,845	1,836	1,752	1,725	1,673	1,674	1,497	1,517	1,440	759	879	1,150	1,217	1,234	-28
Child [Note 34] killed by mode of transport	Pedestrian	4	1	1	2	1	5	3	3	3	2	2	2	3	1	1	2	1	-67
Child [Note 34] killed by mode of transport	Pedal cycle	2	1	1	0	1	2	0	1	1	1	0	0	1	1	1	0	1	[Not applicable]
Child [Note 34] killed by mode of transport	Other	13	3	1	5	0	2	4	0	0	7	0	0	2	2	1	1	0	-75
Child [Note 34] killed by mode of transport	Other (eg m/c, taxi, bus...)	1	1	0	1	0	0	0	0	0	1	0	1	0	1	1	0	1	[Not applicable]
Child [Note 34] killed by mode of transport	All modes of transport	20	5	4	7	2	9	7	4	4	12	2	3	2	6	3	3	5	-57
Child [Note 34] adjusted seriously injured casualties by mode	Pedestrian	305	249	241	232	203	161	188	167	177	164	143	145	80	94	115	107	98	-48
Child [Note 34] adjusted seriously injured casualties by mode	Pedal cycle	38	45	43	41	37	27	29	21	16	21	25	30	24	17	12	8	7	-76
Child [Note 34] adjusted seriously injured casualties by mode	Car	97	104	79	69	68	63	53	54	74	53	53	55	30	24	27	44	42	-21
Child [Note 34] adjusted seriously injured casualties by mode	Other (eg m/c, taxi, bus...)	21	19	15	12	13	12	16	18	12	16	5	6	10	5	22	19	13	-19
Child [Note 34] adjusted seriously injured casualties by mode	All modes of transport	460	417	378	354	322	263	286	249	278	254	226	236	144	140	176	178	160	-44
All child [Note 34] casualties by mode	Pedestrian	831	674	642	646	521	462	499	460	478	401	334	332	228	244	295	263	234	-53
All child [Note 34] casualties by mode	Pedal cycle	150	148	146	135	121	112	81	71	55	67	64	74	59	58	44	34	32	-60
All child [Note 34] casualties by mode	Car	548	548	454	454	454	404	386	373	419	329	316	308	180	172	196	231	198	-51
All child [Note 34] casualties by mode	Other (eg m/c, taxi, bus...)	139	103	84	75	74	74	60	67	47	104	40	57	24	27	54	39	39	-35
All child [Note 34] casualties by mode	All modes of transport	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	494	495	589	582	495	-52
Collision costs (£ million) [Note 52]		[Unavail]	[Unavail]	[Unavail]	[Unavail]	[Unavail]	[Unavail]	1,647	1,508	1,585	1,348	1,328	1,369	1,342	1,058	1,219	1,172	1,265	-23

Table B: Summary of reported injury Collisions and casualties injured in those collisions by police force division, council and severity: 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Police force division/council	Fatal collisions	Serious collisions	Slight collisions	Total collisions	Killed casualties	Serious casualties	Slight casualties	Total casualties	casualties all severities
North East [Note 4]	22	143	108	273	24	193	191	408	29
Aberdeen City	3	33	34	70	3	36	46	85	17
Aberdeenshire	11	83	59	153	12	123	121	256	10
Moray	8	27	15	50	9	34	24	67	2
Tayside	8	158	190	356	9	183	305	497	46
Dundee City	1	54	71	126	1	58	95	154	22
Angus	1	32	56	89	1	36	93	130	12
Perth & Kinross	6	72	63	141	7	89	117	213	12
Argyll & West Dunbartonshire	8	66	66	140	8	78	115	201	11
Argyll & Bute	6	44	46	96	6	54	85	145	6
West Dunbartonshire	2	22	20	44	2	24	30	56	5
Forth Valley	15	78	116	209	18	91	189	298	13
Clackmannanshire	2	9	11	22	2	12	16	30	-
Stirling	8	33	53	94	9	39	88	136	4
Falkirk	5	36	52	93	7	40	85	132	9
Dumfries & Galloway	6	71	115	192	7	83	174	264	16
Ayrshire	13	91	120	224	15	110	193	318	43
North Ayrshire	3	37	49	89	3	41	65	109	15
East Ayrshire	8	24	38	70	9	32	75	116	21
South Ayrshire	2	30	33	65	3	37	53	93	7
Greater Glasgow	8	256	458	722	8	278	636	922	83
Glasgow City	6	213	404	623	6	235	565	806	72
East Dunbartonshire	1	25	17	43	1	25	23	49	7
East Renfrewshire	1	18	37	56	1	18	48	67	4
Lothians & Scottish Borders	10	139	203	352	13	169	322	504	52
West Lothian	2	51	81	134	2	57	127	186	16
Midlothian	-	30	41	71	-	37	63	100	11
East Lothian	2	21	38	61	2	22	54	78	13
Scottish Borders	6	37	43	86	9	53	78	140	12
Edinburgh	8	145	327	480	8	151	448	607	53
Highlands & Islands	16	171	128	315	18	208	232	458	21
Highland	15	151	107	273	17	185	204	406	18
Orkney Islands	-	7	6	13	-	8	10	18	1
Shetland Islands	1	4	7	12	1	4	8	13	-
Eilean Siar	-	9	8	17	-	11	10	21	2
Fife	9	94	165	268	10	108	245	363	31
Renfrewshire & Inverclyde	7	86	92	185	7	102	151	260	20
Inverclyde	1	25	22	48	1	30	36	67	6
Renfrewshire	6	61	70	137	6	72	115	193	14
Lanarkshire	16	187	256	459	16	224	394	634	77
North Lanarkshire	8	82	117	207	8	90	158	256	32
South Lanarkshire	8	105	139	252	8	134	236	378	45
Scotland	146	1,685	2,344	4,175	161	1,978	3,595	5,734	495
<i>of which Built up roads</i>	56	1,008	1,554	2,618	57	1,118	2,125	3,300	372
<i>of which Non- built up roads</i>	90	677	790	1,557	104	860	1,470	2,434	123

Table B: Summary of reported injury collisions by council and severity [Note 53] [Note 54]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Council	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatal	Aberdeen City	7	7	4	6	4	3	2	2	3	1	2	1	4	3
Fatal	Aberdeenshire	10	14	22	22	18	16	7	8	8	7	11	11	7	11
Fatal	Angus	5	5	3	6	8	6	9	2	3	3	3	1	8	1
Fatal	Argyll & Bute	4	4	9	4	6	8	4	8	9	6	9	8	9	6
Fatal	Clackmannanshire	2	0	0	0	0	0	1	1	4	3	0	2	2	2
Fatal	Dumfries & Galloway	9	7	12	10	9	12	11	6	7	5	8	6	5	6
Fatal	Dundee City	2	2	2	1	1	1	1	1	1	2	0	0	2	1
Fatal	East Ayrshire	4	3	4	2	1	4	2	5	6	2	4	5	6	8
Fatal	East Dunbartonshire	0	0	1	1	1	0	0	0	1	1	1	1	4	1
Fatal	East Lothian	1	0	1	2	3	3	3	2	1	2	0	3	3	2
Fatal	East Renfrewshire	2	2	2	0	0	0	0	0	1	1	0	0	1	1
Fatal	Edinburgh, City of	9	13	8	10	3	9	6	5	6	4	3	5	6	8
Fatal	Eilean Siar	1	2	1	4	1	0	0	1	2	1	1	0	0	0
Fatal	Falkirk	1	10	3	2	3	1	0	2	4	2	4	5	3	5
Fatal	Fife	11	6	11	10	12	9	5	9	14	11	2	7	9	9
Fatal	Glasgow City	13	7	4	13	15	7	7	9	9	12	7	6	14	6
Fatal	Highland	18	13	17	19	14	17	15	22	21	13	13	24	14	15
Fatal	Inverclyde	1	1	0	1	2	2	3	0	1	3	1	2	0	1
Fatal	Midlothian	2	2	5	0	3	6	2	1	1	0	2	1	4	0
Fatal	Moray	4	3	3	2	2	5	5	5	5	4	3	3	1	8
Fatal	North Ayrshire	4	2	3	3	4	5	4	2	2	1	3	5	4	3
Fatal	North Lanarkshire	11	4	5	5	7	3	6	5	5	8	6	5	4	8
Fatal	Orkney Islands	0	4	2	2	0	1	1	0	2	1	2	3	0	0
Fatal	Perth & Kinross	16	10	10	13	6	10	12	13	6	3	5	6	5	6
Fatal	Renfrewshire	7	8	4	8	1	3	2	4	2	1	2	3	2	6
Fatal	Scottish Borders	6	9	4	6	6	11	7	12	6	5	8	9	4	6
Fatal	Shetland Islands	0	0	1	1	3	0	1	1	1	0	0	0	2	1
Fatal	South Ayrshire	3	3	4	2	5	7	7	1	2	2	6	4	3	2
Fatal	South Lanarkshire	10	9	5	12	5	17	6	14	11	6	6	9	7	8
Fatal	Stirling	6	4	4	7	8	2	5	4	5	7	5	0	1	8
Fatal	West Dunbartonshire	4	3	0	2	1	3	2	1	1	2	2	2	1	2
Fatal	West Lothian	2	5	5	5	5	4	4	4	6	4	4	7	4	2
Fatal	Total	175	162	159	181	157	175	140	150	156	123	123	144	139	146
Adjusted serious	Aberdeen City	132	132	130	108	93	71	51	58	51	39	27	25	48	33
Adjusted serious	Aberdeenshire	218	226	180	186	151	147	123	119	95	69	82	78	76	83
Adjusted serious	Angus	74	66	65	49	52	44	49	54	42	40	48	35	43	32
Adjusted serious	Argyll & Bute	82	78	68	73	72	77	72	64	81	30	36	33	52	44
Adjusted serious	Clackmannanshire	16	26	21	15	19	23	14	16	13	8	11	13	7	9
Adjusted serious	Dumfries & Galloway	118	112	95	109	93	85	78	108	78	37	66	66	69	71
Adjusted serious	Dundee City	77	67	58	60	36	47	45	35	47	48	39	40	44	54
Adjusted serious	East Ayrshire	59	56	43	46	57	51	46	57	38	29	33	41	41	24
Adjusted serious	East Dunbartonshire	31	37	21	28	22	24	24	19	28	12	13	18	9	25
Adjusted serious	East Lothian	46	46	43	54	47	44	52	51	46	28	32	40	29	21
Adjusted serious	East Renfrewshire	27	25	22	24	26	27	29	23	23	12	19	22	18	18
Adjusted serious	Edinburgh, City of	305	319	282	304	290	310	256	220	229	130	149	164	119	145
Adjusted serious	Eilean Siar	8	9	5	11	9	8	6	7	12	4	6	4	6	9
Adjusted serious	Falkirk	66	87	64	65	71	70	68	48	37	25	39	31	48	36
Adjusted serious	Fife	130	141	124	120	121	134	111	116	124	95	76	78	94	94
Adjusted serious	Glasgow City	299	336	266	299	291	298	266	259	240	182	183	204	210	213
Adjusted serious	Highland	164	149	134	128	117	131	109	145	137	88	88	90	148	151
Adjusted serious	Inverclyde	40	36	27	31	29	29	22	26	33	13	15	16	21	25
Adjusted serious	Midlothian	47	54	43	54	59	47	52	42	37	20	25	31	36	30
Adjusted serious	Moray	40	52	51	49	40	36	29	21	24	20	13	18	21	27
Adjusted serious	North Ayrshire	60	61	57	59	67	52	57	53	57	37	34	36	45	37
Adjusted serious	North Lanarkshire	122	125	118	117	110	118	119	109	105	64	50	72	85	82
Adjusted serious	Orkney Islands	5	5	7	7	4	10	5	4	7	2	4	3	6	7
Adjusted serious	Perth & Kinross	103	112	102	89	74	65	78	80	70	48	64	70	62	72
Adjusted serious	Renfrewshire	87	81	60	63	73	77	71	61	65	36	37	47	50	61
Adjusted serious	Scottish Borders	96	97	91	84	90	74	73	70	63	41	45	42	57	37
Adjusted serious	Shetland Islands	9	10	9	5	7	9	5	3	8	4	5	4	7	4
Adjusted serious	South Ayrshire	64	54	46	58	58	64	63	50	49	30	35	32	32	30
Adjusted serious	South Lanarkshire	134	124	116	135	124	130	113	100	105	75	71	76	112	105
Adjusted serious	Stirling	74	74	82	60	68	56	53	55	48	30	29	44	34	33
Adjusted serious	West Dunbartonshire	37	32	36	26	27	38	35	28	23	20	19	10	30	22
Adjusted serious	West Lothian	102	95	84	67	105	82	86	84	64	50	56	51	44	51
Adjusted serious	Total	2,870	2,923	2,551	2,583	2,502	2,479	2,261	2,185	2,082	1,366	1,449	1,534	1,703	1685

Table B: Summary of reported injury collisions by council and severity [Note 53] [Note 54]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Council	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
All severities	Aberdeen City	364	385	349	273	229	175	155	137	118	72	61	67	93	70
All severities	Aberdeenshire	518	533	462	419	347	334	252	242	199	118	140	144	145	153
All severities	Angus	220	202	178	141	145	111	135	126	98	127	122	96	102	89
All severities	Argyll & Bute	232	211	208	193	227	178	174	156	142	81	92	78	105	96
All severities	Clackmannanshire	64	84	69	62	62	69	48	34	35	23	18	25	22	22
All severities	Dumfries & Galloway	319	320	303	311	278	269	236	259	199	119	148	190	187	192
All severities	Dundee City	237	227	185	168	126	135	120	96	130	147	114	136	139	126
All severities	East Ayrshire	204	173	162	164	205	179	131	163	103	87	69	88	103	70
All severities	East Dunbartonshire	140	114	102	101	94	93	88	59	73	45	37	31	35	43
All severities	East Lothian	159	170	154	178	158	157	158	128	105	82	89	102	83	61
All severities	East Renfrewshire	116	97	98	92	93	95	95	71	67	50	55	54	68	56
All severities	Edinburgh, City of	1,181	1,167	1,157	1,263	1,110	1,140	905	772	741	436	482	512	458	480
All severities	Eilean Siar	35	28	20	37	32	24	17	21	25	13	20	10	14	17
All severities	Falkirk	261	270	248	229	250	235	216	166	129	85	108	82	117	93
All severities	Fife	447	421	420	410	428	452	317	328	304	245	216	235	264	268
All severities	Glasgow City	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910	867	591	551	606	569	623
All severities	Highland	488	514	443	432	379	383	309	393	337	215	208	208	261	273
All severities	Inverclyde	155	136	120	130	110	112	91	79	99	43	36	34	32	48
All severities	Midlothian	177	216	165	188	189	167	134	119	116	73	95	107	79	71
All severities	Moray	137	129	119	92	81	75	60	50	54	31	28	36	38	50
All severities	North Ayrshire	230	205	188	179	192	186	165	147	129	93	91	94	99	89
All severities	North Lanarkshire	569	512	510	482	451	483	444	382	345	191	203	220	243	207
All severities	Orkney Islands	13	22	23	24	12	25	11	10	24	9	13	11	10	13
All severities	Perth & Kinross	293	313	279	224	201	175	204	184	128	130	149	156	139	141
All severities	Renfrewshire	354	336	254	257	258	289	260	211	163	120	105	122	111	137
All severities	Scottish Borders	274	263	255	221	221	202	185	173	149	84	101	95	106	86
All severities	Shetland Islands	32	30	25	24	25	26	16	13	21	11	8	6	18	12
All severities	South Ayrshire	219	202	190	200	193	205	157	125	122	77	71	69	67	65
All severities	South Lanarkshire	514	454	455	503	456	466	395	383	334	229	184	223	262	252
All severities	Stirling	220	214	239	169	196	177	141	127	127	78	75	92	87	94
All severities	West Dunbartonshire	145	133	142	111	119	128	114	85	75	46	43	39	55	44
All severities	West Lothian	384	380	370	313	404	331	308	283	214	138	169	177	142	134
All severities	Total	9,985	9,777	8,974	8,633	8,477	8,355	7,118	6,432	5,772	3,889	3,901	4,145	4,253	4175

Table B: Summary of reported casualties injured in collisions by council and severity [Note 54] [Note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Council	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatal	Aberdeen City	7	8	4	6	5	3	2	2	3	1	2	1	4	3
Fatal	Aberdeenshire	11	14	23	25	19	17	7	8	10	7	11	11	7	12
Fatal	Angus	5	5	3	6	8	6	10	2	3	3	3	1	8	1
Fatal	Argyll & Bute	5	4	11	4	6	9	4	8	9	7	9	11	10	6
Fatal	Clackmannanshire	2	0	0	0	0	0	1	1	4	3	0	2	2	2
Fatal	Dumfries & Galloway	9	7	12	11	11	14	14	7	8	5	8	8	5	7
Fatal	Dundee City	2	2	2	1	1	1	1	1	1	2	0	0	2	1
Fatal	East Ayrshire	4	3	4	2	1	4	2	5	7	2	5	6	6	9
Fatal	East Dunbartonshire	0	0	1	1	1	0	0	0	1	1	1	1	4	1
Fatal	East Lothian	1	0	3	4	3	3	3	2	1	2	0	3	3	2
Fatal	East Renfrewshire	2	2	2	0	0	0	0	0	1	1	0	0	1	1
Fatal	Edinburgh, City of	10	13	8	11	3	9	6	5	6	4	3	5	6	8
Fatal	Eilean Siar	1	2	1	4	1	0	0	1	2	1	1	0	0	0
Fatal	Falkirk	1	10	3	5	3	1	0	4	4	2	4	5	3	7
Fatal	Fife	11	7	11	12	12	10	5	10	15	12	2	7	11	10
Fatal	Glasgow City	13	7	4	18	15	8	7	10	9	13	7	6	14	6
Fatal	Highland	21	16	20	20	14	18	15	23	21	17	14	32	14	17
Fatal	Inverclyde	1	1	0	1	2	2	3	0	1	3	1	2	0	1
Fatal	Midlothian	3	4	5	0	3	8	2	1	1	0	2	1	4	0
Fatal	Moray	4	3	3	2	2	6	5	9	5	4	3	3	1	9
Fatal	North Ayrshire	4	2	4	4	4	5	4	2	2	1	3	5	4	3
Fatal	North Lanarkshire	11	6	6	5	8	3	6	5	5	8	7	6	4	8
Fatal	Orkney Islands	0	5	2	2	0	1	1	0	2	1	2	4	0	0
Fatal	Perth & Kinross	18	12	11	13	7	10	12	13	6	3	5	7	5	7
Fatal	Renfrewshire	7	8	5	9	1	3	2	4	2	1	4	3	2	6
Fatal	Scottish Borders	6	10	4	7	7	12	7	12	6	5	8	11	5	9
Fatal	Shetland Islands	0	0	1	1	3	0	1	1	1	0	0	0	2	1
Fatal	South Ayrshire	3	4	4	2	6	8	8	1	2	2	6	4	3	3
Fatal	South Lanarkshire	11	9	6	13	5	18	6	14	12	8	6	10	7	8
Fatal	Stirling	6	4	4	7	11	2	5	5	5	7	5	0	1	9
Fatal	West Dunbartonshire	4	3	0	2	1	3	2	1	1	2	2	2	1	2
Fatal	West Lothian	2	5	5	5	5	7	4	4	7	5	4	8	4	2
Fatal	Total	185	176	172	203	168	191	145	161	163	133	128	165	143	161
Adjusted serious	Aberdeen City	139	150	137	121	100	80	55	61	57	40	27	28	53	36
Adjusted serious	Aberdeenshire	261	270	237	235	195	183	156	157	124	88	94	107	97	123
Adjusted serious	Angus	86	75	76	55	58	54	61	58	48	49	51	45	44	36
Adjusted serious	Argyll & Bute	99	100	87	85	96	93	83	75	98	37	45	47	71	54
Adjusted serious	Clackmannanshire	20	30	25	16	19	24	16	16	13	8	13	15	9	12
Adjusted serious	Dumfries & Galloway	135	137	110	122	109	106	92	131	94	41	76	80	70	83
Adjusted serious	Dundee City	80	73	61	64	36	51	46	38	54	50	40	41	47	58
Adjusted serious	East Ayrshire	72	67	49	50	63	70	55	66	41	41	38	47	53	32
Adjusted serious	East Dunbartonshire	32	41	22	28	23	28	25	19	33	12	14	23	11	25
Adjusted serious	East Lothian	52	48	52	63	54	51	59	63	53	32	32	43	32	22
Adjusted serious	East Renfrewshire	29	25	25	25	27	29	30	25	24	16	21	24	18	18
Adjusted serious	Edinburgh, City of	316	338	292	317	304	327	266	234	238	134	159	169	125	151
Adjusted serious	Eilean Siar	9	14	5	12	9	8	6	7	15	4	6	5	8	11
Adjusted serious	Falkirk	74	95	72	68	77	83	74	59	44	27	40	38	51	40
Adjusted serious	Fife	147	157	145	136	134	153	127	140	143	109	84	95	118	108
Adjusted serious	Glasgow City	313	347	276	320	307	310	279	280	241	190	198	223	226	235
Adjusted serious	Highland	189	189	164	151	139	164	134	170	174	106	115	121	187	185
Adjusted serious	Inverclyde	44	40	27	33	31	32	24	26	36	13	16	22	21	30
Adjusted serious	Midlothian	50	59	49	62	64	59	59	46	42	21	26	31	36	37
Adjusted serious	Moray	44	61	61	56	45	54	44	32	35	23	16	19	23	34
Adjusted serious	North Ayrshire	67	66	60	71	82	63	65	61	61	40	36	43	50	41
Adjusted serious	North Lanarkshire	129	136	131	127	119	132	131	118	121	73	52	77	107	90
Adjusted serious	Orkney Islands	6	8	8	9	4	10	6	6	8	2	4	4	8	8
Adjusted serious	Perth & Kinross	132	129	127	103	81	82	99	104	91	53	75	85	70	89
Adjusted serious	Renfrewshire	97	83	64	68	77	84	74	66	67	38	40	54	54	72
Adjusted serious	Scottish Borders	110	114	114	97	100	107	87	91	84	50	55	53	72	53
Adjusted serious	Shetland Islands	11	11	10	6	8	11	10	5	8	4	5	4	9	4
Adjusted serious	South Ayrshire	70	60	51	67	68	75	72	55	56	33	38	37	41	37
Adjusted serious	South Lanarkshire	147	142	132	149	132	147	136	110	119	85	82	84	124	134
Adjusted serious	Stirling	86	85	97	77	89	66	65	64	61	38	41	50	39	39
Adjusted serious	West Dunbartonshire	38	36	39	27	30	40	45	31	26	20	21	14	30	24
Adjusted serious	West Lothian	110	108	96	78	113	90	98	90	73	61	61	57	48	57
Adjusted serious	Total	3,192	3,295	2,902	2,899	2,793	2,865	2,578	2,502	2,385	1,538	1,621	1,785	1,952	1978

Table B: Summary of reported casualties injured in collisions by council and severity [Note 54] [Note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Council	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
All severities		2,011	2,012	2,013	2,014	2,015	2,016	2,017	2,018	2,019	2020	2021	2022	2023	2024
All severities	Aberdeen City	412	449	392	313	270	211	185	154	148	87	65	82	109	85
All severities	Aberdeenshire	664	689	619	578	459	442	346	352	290	166	191	239	234	256
All severities	Angus	290	263	229	182	174	149	189	156	132	191	158	131	150	130
All severities	Argyll & Bute	319	297	304	255	322	240	250	207	206	119	125	118	171	145
All severities	Clackmannanshire	88	113	86	87	78	81	62	44	42	26	24	30	33	30
All severities	Dumfries & Galloway	424	428	381	399	401	385	314	358	254	153	201	251	235	264
All severities	Dundee City	297	264	219	207	145	178	141	113	169	181	133	182	175	154
All severities	East Ayrshire	266	234	208	226	275	272	185	214	145	123	103	124	159	116
All severities	East Dunbartonshire	178	144	121	117	119	133	115	68	104	56	50	44	50	49
All severities	East Lothian	207	219	208	242	220	201	224	196	138	104	112	142	113	78
All severities	East Renfrewshire	154	121	120	109	115	117	117	92	77	57	65	73	87	67
All severities	Edinburgh, City of	1,372	1,376	1,367	1,475	1,322	1,345	1,081	947	893	506	576	620	562	607
All severities	Eilean Siar	40	42	24	47	38	28	21	22	32	16	25	13	20	21
All severities	Falkirk	335	342	320	301	313	321	279	219	169	100	136	111	154	132
All severities	Fife	595	549	549	526	565	606	428	428	415	346	292	358	392	363
All severities	Glasgow City	1,581	1,645	1,331	1,574	1,537	1,576	1,332	1,141	1,096	744	697	772	729	806
All severities	Highland	685	779	616	581	507	542	436	547	503	296	296	311	396	406
All severities	Inverclyde	208	170	150	186	147	146	117	96	146	51	48	51	52	67
All severities	Midlothian	224	309	230	251	254	222	183	157	155	98	144	139	96	100
All severities	Moray	164	169	152	122	94	113	91	75	82	45	37	48	51	67
All severities	North Ayrshire	281	259	235	241	262	249	220	192	170	109	126	120	134	109
All severities	North Lanarkshire	749	702	661	635	592	631	627	483	483	247	246	284	358	256
All severities	Orkney Islands	26	33	30	29	15	28	14	15	28	10	16	17	13	18
All severities	Perth & Kinross	400	392	398	296	238	242	296	265	190	172	203	228	206	213
All severities	Renfrewshire	483	430	324	319	321	365	331	263	209	150	136	168	136	193
All severities	Scottish Borders	368	370	333	295	294	302	274	239	223	109	139	139	155	140
All severities	Shetland Islands	46	41	47	29	33	37	23	18	26	12	10	9	24	13
All severities	South Ayrshire	286	281	249	247	247	259	215	168	173	98	91	91	91	93
All severities	South Lanarkshire	671	640	618	655	584	607	534	508	431	318	253	281	370	378
All severities	Stirling	294	278	302	227	292	247	186	181	163	110	99	142	114	136
All severities	West Dunbartonshire	180	166	167	137	158	156	174	108	105	56	56	53	62	56
All severities	West Lothian	498	518	502	414	576	467	443	398	307	201	253	270	203	186
All severities	Total	12,785	12,712	11,492	11,302	10,977	10,898	9,433	8,424	7,704	5057	5106	5641	5834	5734

Table C: Reported casualties in Scotland, England & Wales by severity

Number of casualties : All ages and child casualties

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Allages/Child	Years/percent changes						
		Scotland killed	Scotland adjusted Serious	Scotland all severities	England & Wales killed	England & Wales adjusted Serious	England & Wales all severities
All ages	2014-18 ave	174	2,727	10,207	1,603	27,940	168,549
All ages	2020	133	1,538	5,057	1,317	20,782	110,592
All ages	2021	128	1,621	5,106	1,415	23,818	123,103
All ages	2022	165	1,785	5,641	1,538	26,124	129,869
All ages	2023	143	1,952	5,834	1,471	26,073	127,176
All ages	2024	161	1,978	5,734	1,437	25,887	122,547
All ages	2020-2024 ave	142	1,724	5,410	1,435	24,199	122,685
All ages	Percent change 2024 on 2023	12.6	1.3	-1.7	-2.3	-0.7	-3.6
All ages	Percent change 2024 on 2014-18 ave	-7.3	-27.5	-43.8	-10.4	-7.3	-27.3
All ages	Percent change 2020-24 ave. on 14-18 ave	-18.1	-36.8	-47.0	-10.5	-13.4	-27.2
Child casualties [Note 34]	2014-18 ave	6	259	931	49	2,394	14,822
Child casualties [Note 34]	2020	6	144	494	35	1,641	8,680
Child casualties [Note 34]	2021	5	140	495	31	2,048	10,430
Child casualties [Note 34]	2022	3	176	589	46	2,212	11,235
Child casualties [Note 34]	2023	5	178	582	54	2,163	11,107
Child casualties [Note 34]	2024	3	160	495	44	2,216	11,037
Child casualties [Note 34]	2020-2024 ave	5	160	540	42	2,016	10,363
Child casualties [Note 34]	Percent change 2024 on 2023	-40.0	-10.1	-14.9	-18.5	2.4	-0.6
Child casualties [Note 34]	Percent change 2024 on 2014-18 ave	-46.4	-38.2	-46.8	-9.5	-7.4	-25.5
Child casualties [Note 34]	Percent change 2020-24 ave. on 14-18 ave	-15.2	-38.3	-42.0	-14.6	-15.8	-30.1

Table D: Reported casualties in Scotland, England & Wales by severity
Rates per 1,000 population : All ages and child casualties
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Allages/Child	Rates per 1,000 population/per cent changes	Scotland killed	Scotland adjusted Serious	Scotland all severities	England & Wales killed	England & Wales adjusted Serious	England & Wales all severities	Scotland % of England & Wales killed	Scotland % of England & Wales adjusted serious	Scotland % of England & Wales all severities
All ages	2014-18 ave	.03	.51	1.90	.03	.48	2.89	118	106	66
All ages	2020	.02	.28	.93	.02	.35	1.86	111	81	50
All ages	2021	.02	.30	.94	.02	.40	2.06	100	75	46
All ages	2022	.03	.33	1.04	.03	.43	2.16	119	76	48
All ages	2023	.03	.36	1.06	.02	.43	2.09	108	83	51
All ages	2024	.03	.36	1.03	.02	.42	1.98	125	85	52
All ages	2020-2024 ave	.03	.32	1.00	.02	.40	2.05	109	78	49
All ages	2024 on 2023	11.4	0.3	-2.7	-3.8	-2.2	-5.1	15.9	2.6	2.5
All ages	2024 on 2014-1	-10.2	-29.8	-45.6	-15.5	-12.6	-31.4	6.2	-19.7	-20.7
All ages	2020-24 ave. on	-19.1	-37.6	-47.7	-12.9	-15.7	-29.2	-7.1	-25.9	-26.1
Child casualties [Note 34]	2014-18 ave	.01	.28	1.02	.00	.22	1.35	139	130	75
Child casualties [Note 34]	2020	.01	.16	.55	.00	.15	.78	210	108	70
Child casualties [Note 34]	2021	.01	.16	.55	.00	.19	.95	198	84	58
Child casualties [Note 34]	2022	.00	.20	.66	.00	.20	1.01	81	99	65
Child casualties [Note 34]	2023	.01	.20	.65	.00	.19	.99	116	103	66
Child casualties [Note 34]	2024	.00	.18	.55	.00	.20	.98	86	91	57
Child casualties [Note 34]	2020-2024 ave	.01	.18	.60	.00	.18	.93	141	98	64
Child casualties [Note 34]	2024 on 2023	-40.1	-10.3	-15.2	-19.4	1.4	-1.7	-25.8	-11.5	-13.7
Child casualties [Note 34]	2024 on 2014-1	-45.5	-37.1	-45.9	-12.2	-10.3	-27.8	-37.9	-29.9	-25.0
Child casualties [Note 34]	2020-24 ave. on	-14.0	-37.5	-41.2	-15.7	-16.8	-30.9	2.0	-24.8	-14.8

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

	Mode of transport	Scotland killed	Scotland serious	Scotland all severities	England & Wales killed	England & Wales serious	England & Wales all severities
All ages	Pedestrian	42	430	899	365	5395	18279
All ages	Pedal cycle	3	158	395	79	3664	14156
All ages	Car	73	943	3,412	614	10069	66561
All ages	Bus/coach	-	27	130	3	294	2104
All ages	Other	43	420	898	376	6466	21447
All ages	Total	161	1,978	5,734	1,437	25,888	122,547
Child casualties [Note 34]	Pedestrian	1	98	234	19	1,155	4,304
Child casualties [Note 34]	Pedal cycle	1	7	32	3	331	1,620
Child casualties [Note 34]	Car	1	42	190	21	494	4,296
Child casualties [Note 34]	Bus/coach	-	2	14	-	43	270
Child casualties [Note 34]	Other	-	11	25	1	192	547
Child casualties [Note 34]	Total	3	160	495	44	2,215	11,037

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2024

Rate per 1,000 population : All ages and child casualties

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Allages/Child	Mode of transport	Scotland killed	Scotland serious	Scotland all severities	England & Wales killed	England & Wales serious	England & Wales all severities	Scotland % of England & Wales killed	Scotland % of England & Wales	
									adjusted serious	England & Wales all severities
All ages	Pedestrian	.01	.08	.16	.01	.09	.30	128	89	55
All ages	Pedal cycle	.00	.03	.07	.00	.06	.23	42	48	31
All ages	Car	.01	.17	.62	.01	.16	1.08	132	104	57
All ages	Bus/coach	0	.00	.02	.00	.00	.03	0	102	69
All ages	Other	.01	.08	.16	.01	.10	.35	127	72	47
All ages	Total	.03	.36	1.03	.02	.42	1.98	125	85	52
Child casualties [Note 34]	Pedestrian	.00	.11	.26	.00	.10	.38	66	107	69
Child casualties [Note 34]	Pedal cycle	.00	.01	.04	.00	.03	.14	421	27	25
Child casualties [Note 34]	Car	.00	.05	.21	.00	.04	.38	60	107	56
Child casualties [Note 34]	Bus/coach	0	.00	.02	0	.00	.02	n/a	59	65
Child casualties [Note 34]	Other	0	.01	.03	.00	.02	.05	0	72	58
Child casualties [Note 34]	Total	.00	.18	.55	.00	.20	.98	86	91	57
population estimates 2024 NB:change formulae	Scotland Child 896,833	Scotland Total 5,546,900	England & Wales 11,314,609	England & Wales 61,806,682	GB Child 12,211,442	GB Total 67,353,582				

Table G: Fatality rates per capita, for (a) All road users 2023 and 2024 provisional; ranked by respective rates: International Comparisons [Note56] [Note 57]

This worksheet contains one table. Some cells refer to notes which can be found in the r
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon t

Country 2024	All road users 2024 (Provisional [Note 58])			Index	Country 2023	All road users 2023 killed [Note 58]			Index2
	killed	Rate per million population				killed	Rate per million population2		
Norway	89	16		55	Norway	110	20		77
Sweden	213	20		70	Sweden	229	22		84
Malta	12	21		73	England	1,370	24		92
England	1,353	23		80	Great Britain	1,624	25		95
Great Britain	1,602	24		82	United Kingdom	1,695	25		96
United Kingdom	1,671	24		83	Scotland	143	26		100
Denmark	145	24		84	Denmark	155	26		100
Japan	3,221	26		90	Switzerland	236	27		103
Wales	84	26		91	Malta	16	30		114
Switzerland	250	28		96	Wales	101	32		123
Scotland	161	29		100	Finland	182	33		126
Finland	176	31		108	Germany	2,830	34		129
Slovenia	68	32		110	Irish Republic	185	35		135
Irish Republic	172	32		111	Israel	363	37		142
Germany	2,759	33		114	Cyprus	34	37		142
Northern Ireland	69	36		123	Spain	1,779	37		142
Spain	1,751	36		124	Northern Ireland	71	37		143
Netherlands	675	38		130	Netherlands	684	38		148
Austria	351	38		132	Slovenia	82	39		149
Belgium	469	40		137	Luxembourg	26	39		151
Lithuania	121	42		145	Belgium	483	41		158
Cyprus	41	42		146	Estonia	59	43		166
Israel	439	44		151	Austria	402	44		170
Czech Republic	494	45		156	Czech Republic	502	46		178
Australia	1,306	48		166	France	3,167	48		185
France	3,193	48		166	Slovakia	267	50		192
Slovakia	262	48		167	Hungary	481	50		193
Estonia	69	50		173	Poland	1,893	52		198
Italy	3,030	51		177	Italy	3,094	52		202
Poland	1,896	52		179	Lithuania	160	56		215
Hungary	497	52		179	Greece	621	60		229
New Zealand	292	55		190	Portugal	600	60		231
Portugal	634	60		205	Croatia	274	60		232
Latvia	112	60		206	Latvia	142	75		290
Croatia	239	62		213	Serbia	503	76		291
Greece	665	64		220	Romania	1,545	81		312
Bulgaria	478	74		256	Bulgaria	526	82		314
Romania	1,477	77		267	Australia	[no data]	[no data]		[no data]
Serbia	514	78		268	Canada	[no data]	[no data]		[no data]
Iceland	[no data]	[no data]			Iceland	[no data]	[no data]		[no data]
Canada	[no data]	[no data]			Japan	[no data]	[no data]		[no data]
Republic of Korea	[no data]	[no data]			New Zealand	[no data]	[no data]		[no data]
United States of America	[no data]	[no data]			Republic of Korea	[no data]	[no data]		[no data]
N/A	N/A	N/A	N/A		United States	[no data]	[no data]		[no data]

Table G: Fatality rates per capita, for (c) Pedestrians and (d) Car users - 2021;

This worksheet contains one table.

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Road user	Country	Numbers killed	Rate per million population	Index	Road user2	Country2	Numbers killed2	Rate per million population2	Index2
Pedestrians	Norway	9	2	25	Car users	Norway	9	2	25
Pedestrians	Sweden	24	2	34	Car users	Sweden	24	2	34
Pedestrians	Denmark	19	3	48	Car users	Denmark	19	3	48
Pedestrians	Ireland	20	4	58	Car users	Ireland	20	4	58
Pedestrians	Germany	343	4	61	Car users	Germany	343	4	61
Pedestrians	Austria	37	4	61	Car users	Austria	37	4	61
Pedestrians	Northern Irela	8	4	62	Car users	Northern Irela	8	4	62
Pedestrians	Switzerland	37	4	63	Car users	Switzerland	37	4	63
Pedestrians	Finland	24	4	64	Car users	Finland	24	4	64
Pedestrians	Wales	15	5	70	Car users	Wales	15	5	70
Pedestrians	Australia	133	5	75	Car users	Australia	133	5	75
Pedestrians	New Zealand	26	5	75	Car users	New Zealand	26	5	75
Pedestrians	Iceland	2	5	77	Car users	Iceland	2	5	77
Pedestrians	England	309	5	80	Car users	England	309	5	80
Pedestrians	United Kingdc	369	5	81	Car users	United Kingdc	369	5	81
Pedestrians	Great Britain	361	6	82	Car users	Great Britain	361	6	82
Pedestrians	France	414	6	91	Car users	France	414	6	91
Pedestrians	Spain	301	6	94	Car users	Spain	301	6	94
Pedestrians	Belgium	75	6	96	Car users	Belgium	75	6	96
Pedestrians	Scotland	37	7	100	Car users	Scotland	37	7	100
Pedestrians	Slovenia	15	7	105	Car users	Slovenia	15	7	105
Pedestrians	Luxembourg	5	8	116	Car users	Luxembourg	5	8	116
Pedestrians	Italy	471	8	118	Car users	Italy	471	8	118
Pedestrians	Canada	307	8	119	Car users	Canada	307	8	119
Pedestrians	Greece	95	9	132	Car users	Greece	95	9	132
Pedestrians	Japan	1,135	9	134	Car users	Japan	1,135	9	134
Pedestrians	Czech Repub	104	10	143	Car users	Czech Repub	104	10	143
Pedestrians	Portugal	100	10	144	Car users	Portugal	100	10	144
Pedestrians	Hungary	97	10	147	Car users	Hungary	97	10	147
Pedestrians	Lithuania	28	10	149	Car users	Lithuania	28	10	149
Pedestrians	Israel	98	10	154	Car users	Israel	98	10	154
Pedestrians	Poland	527	14	206	Car users	Poland	527	14	206
Pedestrians	Republic of Kr	1018	20	291	Car users	Republic of Kr	1,018	20	291
Pedestrians	Serbia	148	22	320	Car users	Serbia	148	22	320
Pedestrians	USA	7,488	22	330	Car users	USA	7,488	22	330
Pedestrians	Netherlands	[no data]	[no data]	[no data]	Car users	Estonia	[no data]	[no data]	[no data]
Pedestrians	Slovakia	[no data]	[no data]	[no data]	Car users	Netherlands	[no data]	[no data]	[no data]
Pedestrians	Croatia	[no data]	[no data]	[no data]	Car users	Cyprus	[no data]	[no data]	[no data]
Pedestrians	Estonia	[no data]	[no data]	[no data]	Car users	Slovakia	[no data]	[no data]	[no data]
Pedestrians	Bulgaria	[no data]	[no data]	[no data]	Car users	Croatia	[no data]	[no data]	[no data]
Pedestrians	Cyprus	[no data]	[no data]	[no data]	Car users	Romania	[no data]	[no data]	[no data]
Pedestrians	Latvia	[no data]	[no data]	[no data]	Car users	Latvia	[no data]	[no data]	[no data]
Pedestrians	Romania	[no data]	[no data]	[no data]	Car users	Bulgaria	[no data]	[no data]	[no data]
Pedestrians	Malta	[no data]	[no data]	[no data]	Car users	Malta	[no data]	[no data]	[no data]

Table H: Road collision fatality rates per capita, by age group, ranked by respective rates - 2021;

Note: This table has not been updated for 2022 as the figures were not available in time for publication

This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Age group	Country	Per million population	Index
0-14 years	Luxembourg	0	0
0-14 years	Portugal	1	29
0-14 years	Switzerland	2	44
0-14 years	Sweden	2	46
0-14 years	England	3	72
0-14 years	Japan	3	73
0-14 years	Great Britain	3	74
0-14 years	United Kingdom	3	79
0-14 years	Wales	3	79
0-14 years	Denmark	3	90
0-14 years	Norway	3	93
0-14 years	Scotland	4	100
0-14 years	Italy	4	104
0-14 years	Spain	4	105
0-14 years	Greece	4	113
0-14 years	Germany	4	121
0-14 years	Korea	4	125
0-14 years	Austria	5	133
0-14 years	Hungary	5	141
0-14 years	Ireland	5	142
0-14 years	Finland	6	165
0-14 years	Czech Republic	8	215
0-14 years	Northern Ireland	8	234
0-14 years	Poland	9	243
0-14 years	Australia	9	246
0-14 years	France	9	247
0-14 years	Canada	9	255
0-14 years	Belgium	9	265
0-14 years	Slovenia	9	269
0-14 years	Lithuania	9	270
0-14 years	Israel	10	291
0-14 years	Serbia	11	321
0-14 years	New Zealand	14	412
0-14 years	Iceland	14	412
0-14 years	Chile	17	486
0-14 years	Colombia	19	532
0-14 years	United States	20	556
15-24 years	Iceland	0	0
15-24 years	Canada	6	15
15-24 years	Slovenia	8	19
15-24 years	Colombia	19	46
15-24 years	Japan	20	49
15-24 years	Norway	26	64
15-24 years	Sweden	28	68
15-24 years	Switzerland	29	71
15-24 years	Wales	31	75
15-24 years	Korea	31	76
15-24 years	Denmark	35	86
15-24 years	England	35	87
15-24 years	Great Britain	36	87
15-24 years	United Kingdom	36	88
15-24 years	Ireland	40	97
15-24 years	Scotland	41	100
15-24 years	Spain	41	101
15-24 years	Germany	42	103
15-24 years	Northern Ireland	45	110
15-24 years	Hungary	49	122
15-24 years	Belgium	52	129
15-24 years	Portugal	55	134
15-24 years	Israel	60	148
15-24 years	Italy	63	155
15-24 years	Czech Republic	63	155
15-24 years	Finland	64	158
15-24 years	Lithuania	65	159
15-24 years	Austria	66	162
15-24 years	Australia	68	167
15-24 years	France	76	187
15-24 years	Poland	82	202
15-24 years	Serbia	88	217
15-24 years	Greece	89	219
15-24 years	New Zealand	96	237
15-24 years	Luxembourg	111	274
15-24 years	Chile	120	294
15-24 years	United States	164	405

Table H: Road collision fatality rates per capita, by age group, ranked by respective rates - 2021;

Note: This table has not been updated for 2022 as the figures were not available in time for publication

This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Age group	Country	Per million population	Index
25-64 years	Canada	5	20
25-64 years	Slovenia	6	24
25-64 years	Norway	15	58
25-64 years	Japan	16	64
25-64 years	Colombia	17	68
25-64 years	Sweden	17	68
25-64 years	Switzerland	18	71
25-64 years	Iceland	20	80
25-64 years	Denmark	20	81
25-64 years	Scotland	25	100
25-64 years	United Kingdom	25	100
25-64 years	England	26	103
25-64 years	Great Britain	26	105
25-64 years	Germany	29	114
25-64 years	Ireland	30	117
25-64 years	Northern Ireland	30	121
25-64 years	Wales	34	137
25-64 years	Spain	36	143
25-64 years	Luxembourg	38	151
25-64 years	Finland	38	153
25-64 years	Austria	39	155
25-64 years	Israel	41	163
25-64 years	Belgium	44	176
25-64 years	Australia	45	179
25-64 years	Korea	45	180
25-64 years	France	46	181
25-64 years	Italy	49	194
25-64 years	Czech Republic	52	207
25-64 years	Portugal	59	235
25-64 years	Lithuania	61	243
25-64 years	Greece	62	247
25-64 years	Hungary	66	264
25-64 years	Poland	67	264
25-64 years	New Zealand	72	284
25-64 years	Serbia	74	295
25-64 years	Chile	122	484
25-64 years	United States	156	621
65+ years	Canada	6	14
65+ years	Slovenia	6	16
65+ years	Norway	19	49
65+ years	Colombia	20	52
65+ years	Northern Ireland	21	56
65+ years	Luxembourg	22	56
65+ years	England	29	75
65+ years	United Kingdom	29	77
65+ years	Great Britain	29	77
65+ years	Wales	30	79
65+ years	Denmark	35	91
65+ years	Sweden	36	94
65+ years	Spain	37	98
65+ years	Scotland	38	100
65+ years	Ireland	39	103
65+ years	Germany	48	124
65+ years	Switzerland	53	138
65+ years	Japan	53	139
65+ years	Lithuania	56	146
65+ years	France	56	147
65+ years	Australia	57	150
65+ years	Austria	58	151
65+ years	Finland	58	152
65+ years	New Zealand	61	160
65+ years	Italy	62	163
65+ years	Greece	64	166
65+ years	Israel	65	169
65+ years	Belgium	65	170
65+ years	Hungary	66	172
65+ years	Poland	67	176
65+ years	Czech Republic	69	180
65+ years	Portugal	70	183
65+ years	Iceland	74	193
65+ years	Chile	103	270
65+ years	Serbia	121	317
65+ years	United States	134	351
65+ years	Korea	151	396

Table M: Contributory Factors: Reported collisions[Note 68] [Note 69] [Note 73] by severity, 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

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Road Safety Factor group	Road safety factor	Fatal percent		Serious number	Serious percent [Note 69]		Slight number	Slight percent [Note 69]		All percent	
		Fatal number	[Note 69]							All number	[Note 69]
Behaviour or inexperience	Any behaviour or inexperience factor [Note 71]	50	67	538	76	777	81	1365	78		
Behaviour or inexperience	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	6	8	65	9	98	10	169	10		
Behaviour or inexperience	Driver/rider disobeyed double white lines	0	0	9	1	8	1	17	1		
Behaviour or inexperience	Driver / rider overshot junction or poor turn / manoeuvre	15	20	173	24	274	29	462	27		
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	41	55	399	56	566	59	1006	58		
Behaviour or inexperience	Driver/rider inexperienced or learner	5	7	93	13	110	12	208	12		
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	4	5	61	9	101	11	166	10		
Behaviour or inexperience	Vehicle door opened into path of another road user or pedestrian	0	0	2	0	8	1	10	1		
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	2	3	53	7	98	10	153	9		
Distraction or impairment	Any distraction or impairment factor [Note 71]	29	39	205	29	257	27	491	28		
Distraction or impairment	Affected by alcohol	8	11	45	6	50	5	103	6		
Distraction or impairment	Affected by drugs	8	11	28	4	22	2	58	3		
Distraction or impairment	Driver/rider too tired to drive/ride safely	9	12	39	5	27	3	75	4		
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	2	3	2	0	7	1	11	1		
Distraction or impairment	Illness or disability	8	11	27	4	38	4	73	4		
Distraction or impairment	Using mobile device	5	7	9	1	13	1	27	2		
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	7	9	106	15	135	14	248	14		
Non-motorised road users or PPT	Any non-motorised road users or PPT factor [Note 71]	13	17	157	22	169	18	339	19		
Non-motorised road users or PPT	Incorrect use of crossing facility by person crossing the road	2	3	58	8	53	6	113	6		
Non-motorised road users or PPT	Vehicle entering road from pavement	1	1	10	1	5	1	16	1		
Non-motorised road users or PPT	Pedestrian showing risk taking behaviour in carriageway	1	1	32	5	41	4	74	4		
Non-motorised road users or PPT	Pedestrian careless or in a hurry	6	8	102	14	112	12	220	13		
Non-motorised road users or PPT	Pedestrian, cyclist, equestrian hard to see	6	8	72	10	84	9	162	9		
Roads	Any roads factor [Note 71]	14	19	207	29	267	28	488	28		
Roads	Poor or defective road surface or deposits on road	2	3	36	5	31	3	69	4		
Roads	Road surface was slippery due to weather	3	4	97	14	127	13	227	13		
Roads	Driver/riders view obscured by stationary or parked vehicles	0	0	42	6	48	5	90	5		
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	3	4	26	4	34	4	63	4		
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	7	9	45	6	69	7	121	7		
Speed behaviour	Any speed behaviour factor[Note 71]	38	51	260	37	298	31	596	34		
Speed behaviour	Driver/rider exceeding speed limit	26	35	67	9	100	10	193	11		
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	15	20	141	20	156	16	312	18		
Speed behaviour	Vehicle used in course of crime	2	3	17	2	23	2	42	2		
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	17	23	112	16	101	11	230	13		
Speed behaviour	Driver/rider moving too slowly for conditions	0	0	8	1	8	1	16	1		
Vehicles	Any vehicles factor [Note 71]	5	7	44	6	64	7	113	6		
Vehicles	Vehicle defective tyres	0	0	10	1	13	1	23	1		
Vehicles	Vehicle defect (excluding tyres and light)	0	0	12	2	13	1	25	1		
Vehicles	Vehicle or trailer was overloaded or poorly loaded	0	0	2	0	2	0	4	0		
Vehicles	Driver/Rider view obscured by blind spot	5	7	16	2	37	4	58	3		
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	0	0	5	1	4	0	9	1		
Total collisions where police attended and RSF recorded [Note 68]		75	N/A	711	N/A	954	N/A	1740	N/A		
Number of RSFs [Note 72]		232	N/A	2190	N/A	2904	N/A	5326	N/A		
Average number of RSFs per collision [Note 68] [Note 72]		3.1	N/A	3.1	N/A	3.0	N/A	3.1	N/A		

Table O: Contributory factors: vehicles [Note 68], 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Road Safety Factor group	Road safety factor	Pedal cycle	Pedal cycle	Motorcycle	Motorcycle	Car (+ taxi)	Car (+ taxi)	Bus /	Bus /	Goods	Goods	Other (and	Other (and	All	All	
		number	percent	number	percent	number	percent	coach/ minibus	coach/ minibus	(light and heavy) number	(light and heavy) percent	invalid codes) number	invalid codes) percent			number
Behaviour or inexperience	Any behaviour or inexperience factor [Note 71]	54	30	110	28	1053	31	39		40	90	30	56	33	1402	31
Behaviour or inexperience	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	5	3	9	2	145	4	1		1	9	3	6	4	175	4
Behaviour or inexperience	Driver/rider disobeyed double white lines	0	0	4	1	11	0	0		0	1	0	1	1	17	0
Behaviour or inexperience	Driver / rider overshot junction or poor turn / manoeuvre	17	9	41	10	374	11	3		3	31	10	16	10	482	11
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	47	26	75	19	826	24	35		36	87	29	47	28	1117	25
Behaviour or inexperience	Driver/rider inexperienced or learner	6	3	34	9	147	4	2		2	1	0	15	9	205	5
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	8	4	20	5	121	4	6		6	10	3	5	3	170	4
Behaviour or inexperience	Vehicle door opened into path of another road user or pedestrian	0	0	0	0	11	0	0		0	0	0	1	1	12	0
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	6	3	17	4	120	4	17		18	8	3	4	2	172	4
Distraction or impairment	Any distraction or impairment factor [Note 71]	8	4	18	5	360	11	13		13	37	12	10	6	446	10
Distraction or impairment	Affected by alcohol	3	2	3	1	65	2	0		0	4	1	1	1	76	2
Distraction or impairment	Affected by drugs	1	1	3	1	37	1	0		0	10	3	3	2	54	1
Distraction or impairment	Driver/rider too tired to drive/ride safely	1	1	2	1	61	2	2		2	11	4	1	1	78	2
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	0	0	0	0	9	0	0		0	1	0	0	0	10	0
Distraction or impairment	Illness or disability	2	1	3	1	70	2	3		3	5	2	0	0	83	2
Distraction or impairment	Using mobile device	0	0	0	0	21	1	0		0	5	2	0	0	26	1
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	3	2	11	3	198	6	10		10	17	6	6	4	245	5
Non-motorised road users or PPT	Any non-motorised road users or PPT factor [Note 71]	35	20	0	0	32	1	0		0	10	3	7	4	84	2
Non-motorised road users or PPT	Incorrect use of crossing facility by person crossing the road	1	1	0	0	3	0	0		0	1	0	1	1	6	0
Non-motorised road users or PPT	Vehicle entering road from pavement	7	4	0	0	6	0	0		0	0	0	3	2	16	0
Non-motorised road users or PPT	Pedestrian, cyclist, equestrian hard to see	29	16	0	0	23	1	0		0	10	3	3	2	65	1
Roads	Any roads factor [Note 71]	18	10	37	9	385	11	7		7	29	10	12	7	488	11
Roads	Poor or defective road surface or deposits on road	8	4	26	7	41	1	2		2	1	0	3	2	81	2
Roads	Road surface was slippery due to weather	8	4	14	4	185	5	2		2	14	5	5	3	228	5
Roads	Driver/riders view obscured by stationary or parked vehicles	1	1	4	1	84	2	3		3	1	0	4	2	97	2
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	4	2	4	1	49	1	1		1	6	2	1	1	65	1
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	1	1	7	2	99	3	0		0	11	4	4	2	122	3
Speed behaviour	Any speed behaviour factor[Note 71]	14	8	75	19	450	13	7		7	31	10	20	12	597	13
Speed behaviour	Driver/rider exceeding speed limit	2	1	32	8	143	4	2		2	7	2	5	3	191	4
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	5	3	40	10	248	7	4		4	15	5	9	5	321	7
Speed behaviour	Vehicle used in course of crime	0	0	4	1	30	1	0		0	4	1	3	2	41	1
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	6	3	29	7	168	5	2		2	16	5	10	6	231	5
Speed behaviour	Driver/rider moving too slowly for conditions	1	1	1	0	14	0	0		0	0	0	0	0	16	0
Vehicles	Any vehicles factor [Note 71]	5	3	10	3	78	2	2		2	10	3	8	5	113	2
Vehicles	Vehicle defective tyres	0	0	1	0	21	1	0		0	2	1	0	0	24	1
Vehicles	Vehicle defect (excluding tyres and light)	4	2	2	1	20	1	0		0	1	0	1	1	28	1
Vehicles	Vehicle or trailer was overloaded or poorly loaded	0	0	0	0	2	0	0		0	1	0	2	1	5	0
Vehicles	Driver/Rider view obscured by blind spot	0	0	3	1	43	1	2		2	7	2	6	4	61	1
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	3	2	4	1	0	0	0		0	0	0	2	1	9	0
Number of vehicle Contributory Factors [Note 75]		179	N/A	393	N/A	3395	N/A	97		N/A	297	N/A	168	N/A	4529	N/A
Total number of vehicles involved		149	N/A	186	N/A	2173	N/A	87		N/A	223	N/A	179	N/A	2,997	N/A
Average number of CFs per vehicle		1.20	N/A	2.11	N/A	1.56	N/A	1.11		N/A	1.33	N/A	0.94	N/A	1.51	N/A

Table P: Contributory factors: pedestrians [Note 68] [Note 76], 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Number	%
Behaviour or inexperience	Pedestrian careless or in a hurry	243	39
Behaviour or inexperience	Incorrect use of crossing facility by person crossing the road	113	18
Behaviour or inexperience	Pedestrian, cyclist, equestrian hard to see	98	16
Behaviour or inexperience	Pedestrian showing risk taking behaviour in carriageway	77	12
	Ineffective observation by either the driver, rider or pedestrian		
Behaviour or inexperience		60	10
Distraction or impairment	Affected by alcohol	27	4
	Illness or disability		
Distraction or impairment		5	1
	Affected by drugs		
Distraction or impairment		5	1
Distraction or impairment	Using mobile device	1	0
Roads	Road surface was slippery due to weather	1	0
Totals	Number of road safety factors	630	N/A
Totals	Total number of pedestrians involved [Note 68]	424	N/A
Totals	Average number of RSFs per pedestrian	1.49	N/A

Table Q: Most common pairs of contributory factors reported together [Note 68] [Note 78], 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Factor with lower code	Factor with higher code	Number
Driver / rider overshot junction or poor turn / manoeuvre	Ineffective observation by either the driver, rider or pedestrian	300
Ineffective observation by either the driver, rider or pedestrian	Distraction to driver/rider from inside/outside or on vehicle	179
Ineffective observation by either the driver, rider or pedestrian	Driver/rider passing too close to another road user or pedestrian	129
Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	Ineffective observation by either the driver, rider or pedestrian	114
Ineffective observation by either the driver, rider or pedestrian	Driver/rider travelling too fast for conditions (including loss of control or swerving)	108
Ineffective observation by either the driver, rider or pedestrian	Driver/rider inexperienced or learner inc driving on left	101
Ineffective observation by either the driver, rider or pedestrian	Driver/rider being aggressive, dangerous or reckless	96
Incorrect use of crossing facility by person crossing the road	Pedestrian careless or in a hurry	89
Road surface was slippery due to weather	Driver/rider travelling too fast for conditions (including loss of control or swerving)	83
Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	Driver / rider overshot junction or poor turn / manoeuvre	72
Pedestrian careless or in a hurry	Pedestrian, cyclist, equestrian hard to see	72
Ineffective observation by either the driver, rider or pedestrian	Driver/rider exceeding speed limit	70
Ineffective observation by either the driver, rider or pedestrian	Drivers/riders vision affected by adverse weather or dazzling sun	66
Pedestrian showing risk taking behaviour in carriageway	Pedestrian careless or in a hurry	65
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider travelling too fast for conditions (including loss of control or swerving)	64
Driver/rider exceeding speed limit	Driver/rider being aggressive, dangerous or reckless	63
Ineffective observation by either the driver, rider or pedestrian	Road surface was slippery due to weather	62
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider inexperienced or learner inc driving on left	62
Driver/rider travelling too fast for conditions (including loss of control or swerving)	Driver/rider being aggressive, dangerous or reckless	62
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider being aggressive, dangerous or reckless	55
Ineffective observation by either the driver, rider or pedestrian	Sudden braking or braking in a way unsuitable for conditions	52

Table R: Contributory factors: Casualties in reported collisions - fatalities [Note 68] [Note 79], 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Pedestrian killed	Pedal cycle killed	Motor cycle killed	Car / taxi killed	Bus, goods, other or invalid killed		All road users killed	as a % of all fatalities
Behaviour or inexperience	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	1	0	0	5	1		7	8
Behaviour or inexperience	Driver / rider overshot junction or poor turn / manoeuvre	1	0	8	6	0		15	18
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	7	2	16	17	5		47	57
Behaviour or inexperience	Driver/rider inexperienced or learner inc driving on left	0	0	1	3	2		6	7
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	1	0	3	0	0		4	5
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	0	0	0	3	0		3	4
Distraction or impairment	Affected by alcohol	2	0	0	6	0		8	10
Distraction or impairment	Affected by drugs	3	0	1	3	2		9	11
Distraction or impairment									11
Distraction or impairment	Driver/rider too tired to drive/ride safely	0	0	0	8	3		11	13
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	0	0	0	2	0		2	2
Distraction or impairment	Illness or disability	0	1	0	5	2		8	10
Distraction or impairment	Using mobile device	0	0	0	4	1		5	6
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	1	0	0	7	1		9	11
Non-motorised road users or PPT	Incorrect use of crossing facility by person crossing the road	2	0	0	0	0		2	2
Non-motorised road users or PPT	Vehicle entering road from pavement	0	1	0	0	0		1	1
Non-motorised road users or PPT									1
Non-motorised road users or PPT	Pedestrian showing risk taking behaviour in carriageway	1	0	0	0	0		1	1
Non-motorised road users or PPT	Pedestrian careless or in a hurry	6	0	0	0	0		6	7
Non-motorised road users or PPT	Pedestrian, cyclist, equestrian hard to see	4	1	0	1	0		6	7
Roads	Poor or defective road surface or deposits on road	0	1	1	0	0		2	2
Roads	Road surface was slippery due to weather	1	0	0	3	0		4	5
Roads									5
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	1	1	1	0	0		3	4
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	2	0	2	3	0		7	8
Speed behaviour	Driver/rider exceeding speed limit	1	0	13	13	2		29	35
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	1	0	7	11	0		19	23
Speed behaviour									23
Speed behaviour	Vehicle used in course of crime	0	0	0	1	1		2	2
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	0	0	5	11	2		18	22
Vehicles	Driver/Rider view obscured by blind spot	3	1	1	0	0		5	6
	Total reported fatalities	13	3	20	39	8		83	100

Table S: Contributory factors: Casualties in reported collisions - seriously injured [Note 68] [Note 79], 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Bus, goods, other or invalid seriously injured					
		Pedestrian seriously injured	Pedal cycle seriously injured	Motor cycle seriously injured	Car / taxi seriously injured	All road users seriously injured	as a % of all seriously injured
Behaviour or inexperience	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	5	6	16	46	2	75
Behaviour or inexperience	Driver/rider disobeyed double white lines	0	0	3	5	1	9
Behaviour or inexperience	Driver / rider overshot junction or poor turn / manoeuvre	15	15	48	109	10	197
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	92	43	68	226	32	461
Behaviour or inexperience	Driver/rider inexperienced or learner inc driving on left	4	1	31	80	7	123
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	14	7	17	26	7	71
Behaviour or inexperience	Vehicle door opened into path of another road user or pedestrian	1	0	0	1	0	2
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	2	4	16	28	5	55
Distraction or impairment	Affected by alcohol	14	3	3	31	3	54
Distraction or impairment	Affected by drugs	6	2	1	26	4	39
Distraction or impairment	Driver/rider too tired to drive/ride safely	1	2	2	48	6	59
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	0	1	0	2	2	5
Distraction or impairment	Illness or disability	7	0	3	29	6	45
Distraction or impairment	Using mobile device	4	0	1	7	0	12
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	25	5	11	93	10	144
Non-motorised road users or PPT	Incorrect use of crossing facility by person crossing the road	57	1	0	0	0	58
Non-motorised road users or PPT	Vehicle entering road from pavement	3	4	0	0	3	10
Non-motorised road users or PPT	Pedestrian showing risk taking behaviour in carriageway	31	0	0	1	0	32
Non-motorised road users or PPT	Pedestrian careless or in a hurry	100	0	0	0	2	102
Non-motorised road users or PPT	Pedestrian, cyclist, equestrian hard to see	55	13	1	1	2	72
Roads	Poor or defective road surface or deposits on road	0	4	16	16	3	39
Roads	Road surface was slippery due to weather	9	6	12	73	11	111
Roads	Driver/riders view obscured by stationary or parked vehicles	23	2	4	12	2	43
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	5	3	5	16	0	29
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	10	4	2	27	5	48
Speed behaviour	Driver/rider exceeding speed limit	7	2	18	55	2	84
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	9	4	31	120	13	177
Speed behaviour	Vehicle used in course of crime	4	0	3	11	3	21
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	16	3	28	90	9	146
Speed behaviour	Driver/rider moving too slowly for conditions	0	1	3	4	0	8
Vehicles	Vehicle defective tyres	1	0	0	13	0	14
Vehicles	Vehicle defect (excluding tyres and light)	2	1	2	7	0	12
Vehicles	Vehicle or trailer was overloaded or poorly loaded	1	0	0	1	0	2
Vehicles	Driver/Rider view obscured by blind spot	8	4	0	3	1	16
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	0	1	4	0	0	5
Total reported serious casualties [Note 68]		184	53	124	422	55	838

100

Table T: Road safety factors: ranked [Note 80] [Note 81], 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Pane

Rank	Road safety factor	Very likely	Possible	Total	As a % of all contributory factors [Note 80]
1	Ineffective observation by either the driver, rider or pedestrian	805	423	1,228	23%
2	Driver / rider overshot junction or poor turn / manoeuvre	328	171	499	9%
3	Driver/rider travelling too fast for conditions (including loss of control or swerving)	173	151	324	6%
4	Distraction to driver/rider from inside/outside or on vehicle	78	174	252	5%
5	Road surface was slippery due to weather	133	112	245	5%
6	Pedestrian careless or in a hurry	194	49	243	5%
7	Driver/rider being aggressive, dangerous or reckless	151	88	239	4%
8	Driver/rider inexperienced or learner inc driving on left	139	76	215	4%
9	Driver/rider exceeding speed limit	95	101	196	4%
10	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	143	42	185	3%
11	Driver/rider passing too close to another road user or pedestrian	92	82	174	3%
12	Sudden braking or braking in a way unsuitable for conditions	63	109	172	3%
13	Pedestrian, cyclist, equestrian hard to see	96	71	167	3%
14	Drivers/riders vision affected by adverse weather or dazzling sun	60	68	128	2%
15	Incorrect use of crossing facility by person crossing the road	90	29	119	2%
16	Affected by alcohol	89	22	111	2%
17	Driver/riders view obscured by stationary or parked vehicles	55	43	98	2%
18	Illness or disability	49	41	90	2%
19	Poor or defective road surface or deposits on road	46	38	84	2%
20	Driver/rider too tired to drive/ride safely	27	53	80	2%
21	Pedestrian showing risk taking behaviour in carriageway	50	27	77	1%
22	Drivers/riders view obscured by vegetation, buildings, layout or road signs	22	45	67	1%
23	Driver/Rider view obscured by blind spot	18	45	63	1%
24	Affected by drugs	38	22	60	1%
25	Vehicle used in course of crime	38	5	43	1%
26	Vehicle defect (excluding tyres and light)	10	19	29	1%
27	Using mobile device	3	24	27	1%
28	Vehicle defective tyres	12	12	24	0%
29	Driver/rider disobeyed double white lines	13	4	17	0%
30	Driver/rider moving too slowly for conditions	5	11	16	0%
31	Vehicle entering road from pavement	13	3	16	0%
32	Vehicle door opened into path of another road user or pedestrian	11	2	13	0%
33	Driver/rider had uncorrected or defective eyesight	3	8	11	0%
34	Vehicle with defective lights or not using headlights when visibility is reduced	6	3	9	0%
35	Vehicle or trailer was overloaded or poorly loaded	3	2	5	0%
N/A	All road safety factors	3,151	2,175	5,326	100%

Table 1 Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury collisions, vehicles involved and casualties: Years: 1953 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

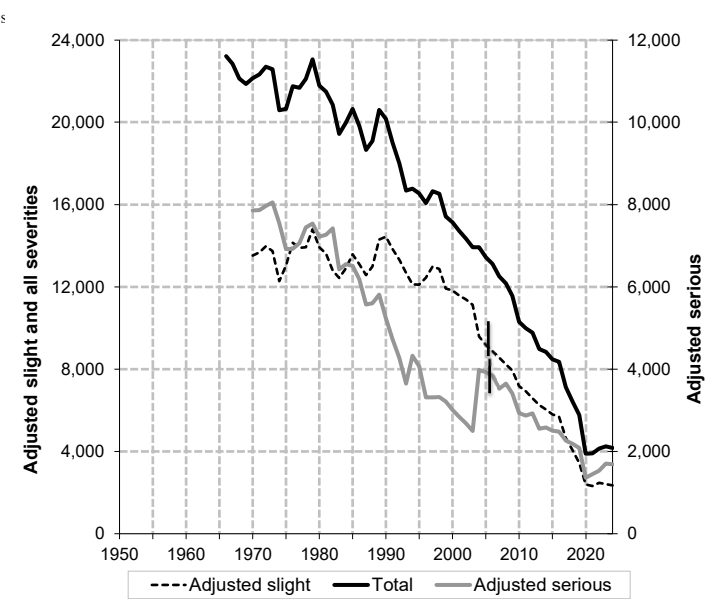
Year	Population [Note 2]	Vehicles licensed [Note 1]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury collisions	Vehicles involved	Casualties
Number	Million	Million	Thousand km	Million vehicle km	Million vehicle km	Number	Number	Number
1953	5.100	[unavailable]	..	[unavailable]	[unavailable]	[unavailable]	[unavailable]	18,343
1954	5.104	[unavailable]	..	[unavailable]	[unavailable]	[unavailable]	[unavailable]	18,901
1955	5.111	[unavailable]	44.1	[unavailable]	[unavailable]	[unavailable]	[unavailable]	20,899
1956	5.120	[unavailable]	44.4	[unavailable]	[unavailable]	[unavailable]	[unavailable]	21,459
1957	5.125	[unavailable]	44.6	[unavailable]	[unavailable]	[unavailable]	[unavailable]	21,417
1958	5.141	[unavailable]	44.8	[unavailable]	[unavailable]	[unavailable]	[unavailable]	22,830
1959	5.163	[unavailable]	45.0	[unavailable]	[unavailable]	[unavailable]	[unavailable]	25,011
1960	5.178	[unavailable]	45.2	[unavailable]	[unavailable]	[unavailable]	[unavailable]	26,315
1961	5.184	[unavailable]	45.4	[unavailable]	[unavailable]	[unavailable]	[unavailable]	27,362
1962	5.198	0.775	45.6	[unavailable]	[unavailable]	[unavailable]	[unavailable]	26,703
1963	5.205	0.836	45.8	[unavailable]	[unavailable]	[unavailable]	[unavailable]	27,728
1964	5.209	0.900	45.9	[unavailable]	[unavailable]	[unavailable]	[unavailable]	30,527
1965	5.210	0.951	46.2	[unavailable]	[unavailable]	[unavailable]	[unavailable]	31,827
1966	5.201	0.991	46.4	[unavailable]	[unavailable]	23,225	[unavailable]	32,280
1967	5.198	1.035	46.4	[unavailable]	[unavailable]	22,838	[unavailable]	31,760
1968	5.200	1.065	46.4	[unavailable]	[unavailable]	22,120	[unavailable]	30,649
1969	5.208	1.106	47.0	[unavailable]	[unavailable]	21,863	31,885	31,056
1970	5.214	1.124	47.2	[unavailable]	[unavailable]	22,133	33,430	31,240
1971	5.236	1.135	47.5	[unavailable]	[unavailable]	22,332	32,165	31,194
1972	5.231	1.181	47.9	[unavailable]	[unavailable]	22,703	32,832	31,762
1973	5.234	1.252	48.0	[unavailable]	[unavailable]	22,580	32,951	31,404
1974	5.241	1.274	48.3	[unavailable]	[unavailable]	20,581	30,073	28,783
1975	5.232	1.304	48.3	[unavailable]	[unavailable]	20,652	30,613	28,621
1976	5.233	1.314	48.9	[unavailable]	[unavailable]	21,751	32,547	29,933
1977	5.226	..	48.9	[unavailable]	[unavailable]	21,678	32,893	29,783
1978	5.212	1.308	48.9	[unavailable]	[unavailable]	22,107	33,965	30,506
1979	5.204	1.353	49.3	[unavailable]	[unavailable]	23,064	35,512	31,387
1980	5.193	1.398	49.4	[unavailable]	[unavailable]	21,788	33,626	29,286
1981	5.180	1.397	50.0	[unavailable]	[unavailable]	21,485	33,311	28,766
1982	5.165	1.416	50.2	[unavailable]	[unavailable]	20,850	32,192	28,273
1983	5.148	1.448	50.4	[unavailable]	[unavailable]	19,434	29,918	25,224
1984	5.139	1.489	50.6	[unavailable]	[unavailable]	19,974	31,236	26,158
1985	5.128	1.514	50.7	[unavailable]	17,219	20,644	32,446	27,287
1986	5.112	1.546	50.8	[unavailable]	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	[unavailable]	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	[unavailable]	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	[unavailable]	21,404	20,605	33,221	27,532
1990	5.081	1.788	51.7	[unavailable]	21,786	20,171	32,423	27,228
1991	5.083	1.830	51.9	[unavailable]	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	[unavailable]	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	5.104	1.910	52.8	36,736	23,987	16,534	27,232	22,194
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	5.063	2.188	53.9	39,561	25,937	15,132	25,557	20,518
2001	5.064	2.262	54.1	40,065	26,342	14,724	24,872	19,911
2002	5.066	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.069	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.084	2.448	54.6	42,078	28,209	13,919	23,403	18,502
2005	5.110	2.531	54.8	42,086	28,055	13,438	22,476	17,890
2006	5.133	2.564	55.0	43,456	28,898	13,110	21,959	17,269
2007	5.170	2.627	55.2	43,988	28,986	12,507	20,804	16,239
2008	5.203	2.665	55.3	43,799	28,810	12,159	20,220	15,592
2009	5.232	2.684	55.5	43,566	28,961	11,556	19,387	15,043
2010	5.262	2.685	55.6	43,160	28,495	10,295	17,242	13,338
2011	5.300	2.691	55.8	43,085	28,566	9,985	16,752	12,785
2012	5.309	2.717	55.9	43,498	28,852	9,777	16,530	12,712
2013	5.317	2.759	56.0	43,711	29,048	8,974	15,301	11,492
2014	5.332	2.821	56.1	44,776	29,446	8,833	15,290	11,302
2015	5.352	2.863	56.2	45,374	29,872	8,477	14,676	10,977
2016	5.375	2.919	56.2	46,843	30,848	8,355	14,752	10,898
2017	5.390	2.962	56.4	48,045	31,405	7,118	12,673	9,433
2018	5.394	2.991	56.6	48,187	31,542	6,432	11,411	8,424
2019	5.414	3.041	56.7	48,713	32,211	5,772	10,186	7,704
2020	5.413	3.042	57.0	37,883	23,941	3,889	6,674	5,057
2021	5.418	3.064	57.1	43,410	27,502	3,901	6,848	5,106
2022	5.448	3.093	57.2	47,379	30,371	4,145	7,222	5,641
2023	5.490	3.132	57.3	48,421	31,199	4,253	7,325	5,834
2024	5.547	3.174	57.5	49,313	31,679	4,175	7,278	5,734
2014-18 average	5.369	2.911	56.282	46,645	30,623	7,843	13,760	10,207
2020-2024 average	5.463	3.101	57.200	45,281	28,938	4,073	7,069	5,474
Per cent change 2024 on 2023	1.0	1.3	0.2	1.8	1.5	-1.8	-0.6	-1.7
Per cent change 2024 on 2014-18 ave	3.3	9.0	2.1	5.7	3.4	-46.8	-47.1	-43.8

Table 2 Reported collisions and casualties by severity 1938 to 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Year	Fatal Collisions	Adjusted serious Collisions	Adjusted slight Collisions	Fatal and adjusted serious Collisions	All severities Collisions	Casualties killed	Adjusted serious injury casualties	Adjusted slight injury casualties	Killed and adjusted serious casualties	All Severities casualties
1938	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	655	5,309	14,451	5,964	20,415
1947	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	554	[unavailable]	[unavailable]	[unavailable]	14,655
1948	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	534	[unavailable]	[unavailable]	[unavailable]	13,635
1949	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	535	[unavailable]	[unavailable]	[unavailable]	14,706
1950	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	529	4,553	10,774	5,082	15,856
1951	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	544	4,545	11,806	5,089	16,895
1952	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	485	4,424	11,638	4,909	16,547
1953	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	579	5,170	12,594	5,749	18,343
1954	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	545	4,875	13,481	5,420	18,901
1955	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	610	5,096	15,193	5,706	20,899
1956	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	540	5,049	15,870	5,589	21,459
1957	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	550	5,006	15,861	5,556	21,417
1958	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	605	5,302	16,923	5,907	22,830
1959	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	604	6,336	18,071	6,940	25,011
1960	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	648	6,632	19,035	7,280	26,315
1961	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	671	7,228	19,463	7,899	27,362
1962	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	664	7,052	18,987	7,716	26,703
1963	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	712	7,227	19,789	7,939	27,728
1964	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	754	8,136	21,637	8,890	30,527
1965	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	743	8,744	22,340	9,487	31,827
1966	[unavailable]	[unavailable]	[unavailable]	[unavailable]	23,225	790	9,253	22,237	10,043	32,280
1967	[unavailable]	[unavailable]	[unavailable]	[unavailable]	22,838	778	9,258	21,724	10,036	31,760
1968	[unavailable]	[unavailable]	[unavailable]	[unavailable]	22,120	769	9,493	20,387	10,262	30,649
1969	[unavailable]	[unavailable]	[unavailable]	[unavailable]	21,863	892	9,831	20,333	10,723	31,056
1970	758	7,860	13,515	8,618	22,133	815	10,027	20,398	10,842	31,240
1971	785	7,867	13,680	8,652	22,332	866	9,947	20,381	10,813	31,194
1972	770	7,965	13,968	8,735	22,703	855	10,000	20,907	10,855	31,762
1973	783	8,056	13,741	8,839	22,580	855	10,094	20,455	10,949	31,404
1974	763	7,548	12,270	8,311	20,581	825	9,522	18,436	10,347	28,783
1975	699	6,912	13,041	7,611	20,652	769	8,779	19,073	9,548	28,621
1976	687	6,923	14,141	7,610	21,751	783	8,720	20,430	9,503	29,933
1977	727	7,063	13,888	7,790	21,678	811	8,850	20,122	9,661	29,783
1978	739	7,442	13,926	8,181	22,107	820	9,349	20,337	10,169	30,506
1979	728	7,536	14,800	8,264	23,064	810	9,241	21,336	10,051	31,387
1980	644	7,218	13,926	7,862	21,788	700	8,839	19,747	9,539	29,286
1981	610	7,265	13,610	7,875	21,485	677	8,840	19,249	9,517	28,766
1982	640	7,421	12,789	8,061	20,850	701	9,260	18,312	9,961	28,273
1983	568	6,429	12,437	6,997	19,434	624	7,633	16,967	8,257	25,224
1984	537	6,547	12,890	7,084	19,974	599	7,727	17,832	8,326	26,158
1985	550	6,507	13,587	7,057	20,644	602	7,786	18,899	8,388	27,287
1986	537	6,182	13,100	6,719	19,819	601	7,422	18,094	8,023	26,117
1987	517	5,568	12,572	6,085	18,657	556	6,707	17,485	7,263	24,748
1988	499	5,602	12,996	6,101	19,097	554	6,732	18,139	7,286	25,425
1989	496	5,814	14,295	6,310	20,605	553	6,998	19,981	7,551	27,532
1990	491	5,237	14,443	5,728	20,171	546	6,252	20,430	6,798	27,228
1991	443	4,724	13,837	5,167	19,004	491	5,638	19,217	6,129	25,346
1992	426	4,268	13,314	4,694	18,008	463	5,176	18,534	5,639	24,173
1993	359	3,651	12,675	4,010	16,685	399	4,454	17,561	4,853	22,414
1994	319	4,324	12,125	4,643	16,768	363	5,208	17,002	5,571	22,573
1995	361	4,071	12,102	4,432	16,534	409	4,930	16,855	5,339	22,194
1996	316	3,315	12,442	3,631	16,073	357	4,041	17,318	4,398	21,716
1997	340	3,312	12,994	3,652	16,646	377	4,047	18,205	4,424	22,629
1998	339	3,318	12,862	3,657	16,519	385	4,072	18,010	4,457	22,467
1999	285	3,209	11,921	3,494	15,415	310	3,765	16,927	4,075	21,002
2000	297	3,007	11,828	3,304	15,132	326	3,568	16,624	3,894	20,518
2001	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003[Note 3]	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	3,985	9,581	4,268	13,919	308	4,632	13,451	4,940	18,502
2005	264	3,922	9,193	4,186	13,438	286	4,533	12,941	4,819	17,890
2006	293	3,833	8,879	4,126	13,110	314	4,408	12,404	4,722	17,269
2007	255	3,526	8,558	3,781	12,507	281	4,027	11,730	4,308	16,239
2008	245	3,646	8,229	3,891	12,159	270	4,130	11,131	4,400	15,592
2009	196	3,403	7,937	3,599	11,556	216	3,843	10,862	4,059	15,043
2010	189	2,931	7,167	3,120	10,295	208	3,326	9,790	3,534	13,338
2011	175	2,870	6,918	3,045	9,985	185	3,192	9,377	3,377	12,785
2012	162	2,923	6,587	3,085	9,777	176	3,295	9,103	3,471	12,712
2013	159	2,551	6,247	2,710	8,974	172	2,902	8,391	3,074	11,492
2014	181	2,583	6,029	2,764	8,833	203	2,899	8,128	3,102	11,302
2015	157	2,502	5,796	2,659	8,477	168	2,793	7,978	2,961	10,977
2016	175	2,479	5,680	2,654	8,355	191	2,865	7,808	3,056	10,898
2017	140	2,261	4,654	2,401	7,118	145	2,578	6,632	2,723	9,433
2018	150	2,185	4,062	2,335	6,432	161	2,502	5,713	2,663	8,424
2019	156	2,082	3,436	2,238	5,772	163	2,385	4,943	2,548	7,704
2020	123	1,366	2,400	1,489	3,889	133	1,538	3,386	1,671	5,057
2021	123	1,449	2,329	1,572	3,901	128	1,621	3,357	1,749	5,106
2022	144	1,534	2,467	1,678	4,145	165	1,785	3,691	1,950	5,641
2023	139	1,703	2,411	1,842	4,253	143	1,952	3,739	2,095	5,834
2024	146	1,685	2,344	1,831	4,175	161	1,978	3,595	2,139	5,734
2014-18 average	161	2,402	5,244	2,562	7,843	174	2,727	7,252	2,901	10,207
2020-2024 average	135	1,547	2,390	1,682	4,073	146	1,775	3,554	1,921	5,474
Per cent change 2024 on 2023	5.0	-1.1	-2.8	-0.6	-1.8	12.6	1.3	-3.9	2.1	-1.7
Per cent change 2024 on 2014-18 ave	-9.1	-29.8	-55.3	-28.5	-46.8	-7.3	-27.5	-50.4	-26.3	-43.8

Table 2(a): Reported collisions by severity,1950-2024



Due to changes in the way casualty severities are recorded, figures for serious and slight casualties in 2005 onwards are not comparable with previous years.

COLLISIONS

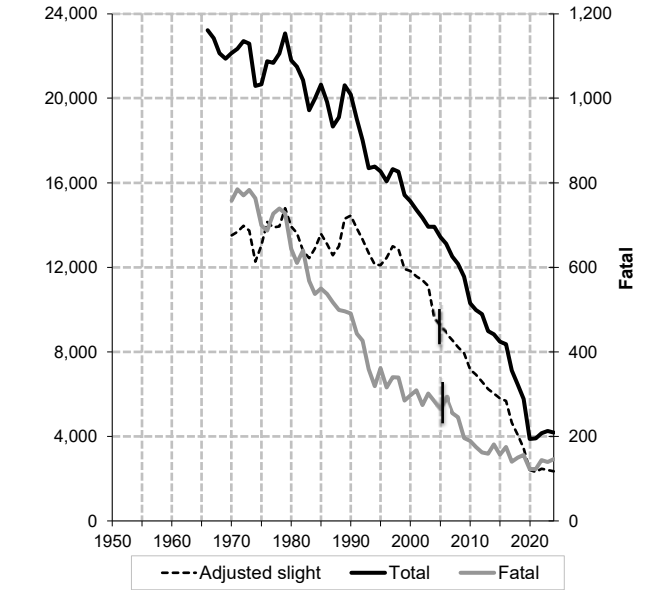


Table 2(b): Reported casualties by severity,1950-2024

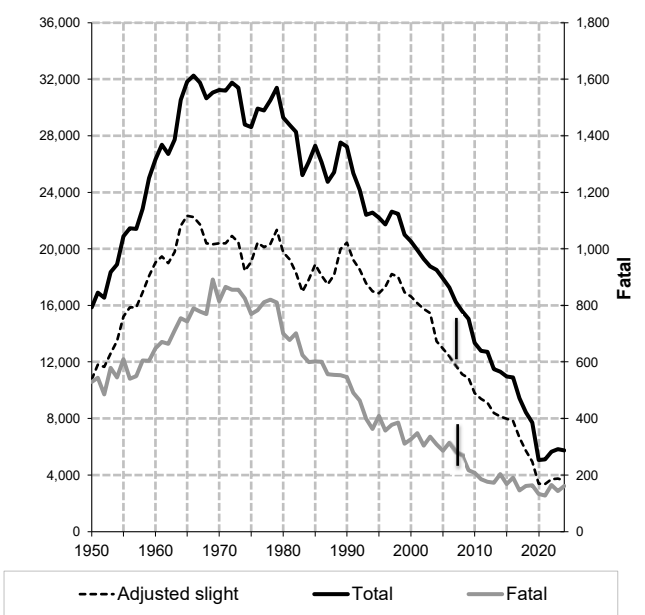
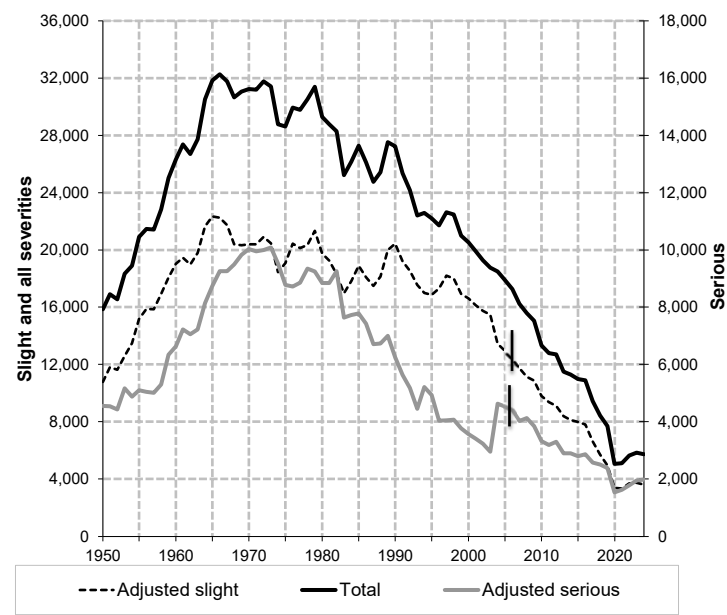


Table 3 Collisions by police force division and severity

Years: 2014-18 and 2018-2022 averages, 2019 to 2023

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Police force division	Year	Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
North East[Note 4]	2014-18 average	21	194	369	215	584
North East[Note 4]	2020	12	128	81	140	221
North East[Note 4]	2021	16	122	91	138	229
North East[Note 4]	2022	15	121	111	136	247
North East[Note 4]	2023	12	145	119	157	276
North East[Note 4]	2024	22	143	108	165	273
North East[Note 4]	2020-2024 average	15	132	102	147	249
Tayside	2014-18 average	18	115	325	133	458
Tayside	2020	8	136	260	144	404
Tayside	2021	8	151	226	159	385
Tayside	2022	7	145	236	152	388
Tayside	2023	15	149	216	164	380
Tayside	2024	8	158	190	166	356
Tayside	2020-2024 average	9	148	226	157	383
Argyll/West Dunbartonshire	2014-18 average	8	64	225	72	297
Argyll/West Dunbartonshire	2020	8	50	69	58	127
Argyll/West Dunbartonshire	2021	11	55	69	66	135
Argyll/West Dunbartonshire	2022	10	43	64	53	117
Argyll/West Dunbartonshire	2023	10	82	68	92	160
Argyll/West Dunbartonshire	2024	8	66	66		140
Argyll/West Dunbartonshire	2020-2024 average	9	59	67	67	136
Forth Valley	2014-18 average	7	88	341	95	436
Forth Valley	2020	12	63	111	75	186
Forth Valley	2021	9	79	113	88	201
Forth Valley	2022	7	88	104	95	199
Forth Valley	2023	6	89	131	95	226
Forth Valley	2024	15	78	116	93	209
Forth Valley	2020-2024 average	10	79	115	89	204
Dumfries & Galloway	2014-18 average	10	53	208	63	271
Dumfries & Galloway	2020	5	37	77	42	119
Dumfries & Galloway	2021	8	66	74	74	148
Dumfries & Galloway	2022	6	66	118	72	190
Dumfries & Galloway	2023	5	69	113	74	187
Dumfries & Galloway	2024	6	71	115	77	192
Dumfries & Galloway	2020-2024 average	6	62	99	68	167
Ayrshire	2014-18 average	11	103	404	114	518
Ayrshire	2020	5	96	156	101	257
Ayrshire	2021	13	102	116	115	231
Ayrshire	2022	14	109	128	123	251
Ayrshire	2023	13	118	138	131	269
Ayrshire	2024	13	91	120	104	224
Ayrshire	2020-2024 average	12	103	132	115	246
Greater Glasgow	2014-18 average	11	178	1,130	189	1,319
Greater Glasgow	2020	14	206	466	220	686
Greater Glasgow	2021	8	215	420	223	643
Greater Glasgow	2022	7	244	440	251	691
Greater Glasgow	2023	19	237	416	256	672
Greater Glasgow	2024	8	256	458	264	722
Greater Glasgow	2020-2024 average	11	232	440	243	683
Lothians & Borders	2014-18 average	18	152	674	170	843
Lothians & Borders	2020	11	139	227	150	377
Lothians & Borders	2021	14	158	282	172	454
Lothians & Borders	2022	20	164	297	184	481
Lothians & Borders	2023	15	166	229	181	410
Lothians & Borders	2024	10	139	203	149	352
Lothians & Borders	2020-2024 average	14	153	248	167	415
Edinburgh	2014-18 average	7	140	891	147	1,038
Edinburgh	2020	4	130	302	134	436
Edinburgh	2021	3	149	330	152	482
Edinburgh	2022	5	164	343	169	512
Edinburgh	2023	6	119	333	125	458
Edinburgh	2024	8	145	327	153	480
Edinburgh	2020-2024 average	5	141	327	147	474
Highlands & Islands	2014-18 average	21	69	353	90	443
Highlands & Islands	2020	15	98	135	113	248
Highlands & Islands	2021	16	103	130	119	249
Highlands & Islands	2022	27	101	107	128	235
Highlands & Islands	2023	16	167	120	183	303
Highlands & Islands	2024	16	171	128	187	315
Highlands & Islands	2020-2024 average	18	128	124	146	270
Fife	2014-18 average	9	73	305	82	387
Fife	2020	11	95	139	106	245
Fife	2021	2	76	138	78	216
Fife	2022	7	78	150	85	235
Fife	2023	9	94	161	103	264
Fife	2024	9	94	165	103	268
Fife	2020-2024 average	8	87	151	95	246
Renfrewshire/Inverclyde	2014-18 average	5	56	299	61	359
Renfrewshire/Inverclyde	2020	4	49	110	53	163
Renfrewshire/Inverclyde	2021	3	52	86	55	141
Renfrewshire/Inverclyde	2022	5	63	88	68	156
Renfrewshire/Inverclyde	2023	2	71	70	73	143
Renfrewshire/Inverclyde	2024	7	86	92	93	185
Renfrewshire/Inverclyde	2020-2024 average	4	64	89	68	158
Lanarkshire	2014-18 average	16	134	739	150	889
Lanarkshire	2020	14	139	267	153	420
Lanarkshire	2021	12	121	254	133	387
Lanarkshire	2022	14	148	281	162	443
Lanarkshire	2023	11	197	297	208	505
Lanarkshire	2024	16	187	256	203	459
Lanarkshire	2020-2024 average	13	158	271	172	443

Table 4 Reported collisions by road type and severity
2014-18 and 2020 to 2024 averages, 2020 to 2024
This worksheet contains one table.

Severity	Year/percent change	Trunk Non built up	Trunk Built up	Trunk Total	Local authority major non built up	Local authority major built up	Local authority minor non built up	Local authority minor built up	Local authority total	All Roads	Trunk % of total
Fatal	2020	36	1	37	25	19	18	24	86	123	30
Fatal	2021	32	4	36	32	12	21	22	87	123	29
Fatal	2022	51	1	52	39	11	18	24	92	144	36
Fatal	2023	42	2	44	26	15	24	30	95	139	32
Fatal	2024	41	8	49	30	19	19	29	97	146	34
Fatal	2014-18 average	49	3	52	42	18	20	28	108	161	33
Fatal	2020 to 2024 average	40	3	44	30	15	20	26	91	135	32
Fatal	Percent change 2024 on 2023	-2	300	11	15	27	-21	-3	2	5	[Not applicable]
Fatal	Percent change 2024 on 2014-18	-17	167	-6	-29	3	-6	5	-11	-9	[Not applicable]
Fatal	Percent change 2020 to 2024 average on 2014-18 average	-18	7	-16	-28	-17	-1	-7	-16	-16	[Not applicable]
Adjusted series	2020	190	33	223	203	258	164	518	1,143	1,366	16
Adjusted series	2021	253	32	285	209	269	170	516	1,164	1,449	20
Adjusted series	2022	247	28	275	237	283	174	565	1,259	1,534	18
Adjusted series	2023	301	52	353	224	315	205	606	1,350	1,703	21
Adjusted series	2024	302	40	342	208	343	167	625	1,343	1,685	20
Adjusted series	2014-18 average	367	53	421	328	439	300	915	1,981	2,402	18
Adjusted series	2020 to 2024 average	259	37	296	216	294	176	566	1,252	1,547	19
Adjusted series	Percent change 2024 on 2023	0	-23	-3	-7	9	-19	3	-1	-1	[Not applicable]
Adjusted series	Percent change 2024 on 2014-18	-18	-25	-19	-37	-22	-44	-32	-32	-30	[Not applicable]
Adjusted series	Percent change 2020 to 2024 average on 2014-18 average	-30	-31	-30	-34	-33	-41	-38	-37	-36	[Not applicable]
All Severities	2020	548	96	644	469	779	396	1,601	3,245	3,889	17
All Severities	2021	671	101	772	466	762	384	1,517	3,129	3,901	20
All Severities	2022	664	86	750	546	817	394	1,638	3,395	4,145	18
All Severities	2023	793	143	936	485	841	429	1,562	3,317	4,253	22
All Severities	2024	745	132	877	429	860	383	1,626	3,298	4,175	21
All Severities	2014-18 average	1,187	189	1,376	866	1,601	750	3,249	6,467	7,843	18
All Severities	2020 to 2024 average	684	112	796	479	812	397	1,589	3,277	4,073	20
All Severities	Percent change 2024 on 2023	-6	-8	-6	-12	2	-11	4	-1	-2	[Not applicable]
All Severities	Percent change 2024 on 2014-18	-37	-30	-36	-50	-46	-49	-50	-49	-47	[Not applicable]
All Severities	Percent change 2020 to 2024 average on 2014-18 average	-42	-41	-42	-45	-49	-47	-51	-49	-48	[Not applicable]

Table 4 Reported collisions by road type and severity
2014-18 and 2020 to 2024 averages, 2020 to 2024
This worksheet contains one table.

Severity	Year/percent change	Trunk Non built up	Trunk Built up	Trunk Total	Local authority major non built up	Local authority major built up	Local authority minor non built up	Local authority minor built up	Local authority total	All Roads	Trunk % of total
Fatal	2020	36	1	37	25	19	18	24	86	123	30
Fatal	2021	32	4	36	32	12	21	22	87	123	29
Fatal	2022	51	1	52	39	11	18	24	92	144	36
Fatal	2023	42	2	44	26	15	24	30	95	139	32
Fatal	2024	41	8	49	30	19	19	29	97	146	34
Fatal	2014-18 average	49	3	52	42	18	20	28	108	161	33
Fatal	2020 to 2024 average	40	3	44	30	15	20	26	91	135	32
Fatal	Percent change 2024 on 2023	-2	300	11	15	27	-21	-3	2	5	[Not applicable]
Fatal	Percent change 2024 on 2014-18	-17	167	-6	-29	3	-6	5	-11	-9	[Not applicable]
Fatal	Percent change 2020 to 2024 average on 2014-18 average	-18	7	-16	-28	-17	-1	-7	-16	-16	[Not applicable]
Adjusted series	2020	190	33	223	203	258	164	518	1,143	1,366	16
Adjusted series	2021	253	32	285	209	269	170	516	1,164	1,449	20
Adjusted series	2022	247	28	275	237	283	174	565	1,259	1,534	18
Adjusted series	2023	301	52	353	224	315	205	606	1,350	1,703	21
Adjusted series	2024	302	40	342	208	343	167	625	1,343	1,685	20
Adjusted series	2014-18 average	367	53	421	328	439	300	915	1,981	2,402	18
Adjusted series	2020 to 2024 average	259	37	296	216	294	176	566	1,252	1,547	19
Adjusted series	Percent change 2024 on 2023	0	-23	-3	-7	9	-19	3	-1	-1	[Not applicable]
Adjusted series	Percent change 2024 on 2014-18	-18	-25	-19	-37	-22	-44	-32	-32	-30	[Not applicable]
Adjusted series	Percent change 2020 to 2024 average on 2014-18 average	-30	-31	-30	-34	-33	-41	-38	-37	-36	[Not applicable]
All Severities	2020	548	96	644	469	779	396	1,601	3,245	3,889	17
All Severities	2021	671	101	772	466	762	384	1,517	3,129	3,901	20
All Severities	2022	664	86	750	546	817	394	1,638	3,395	4,145	18
All Severities	2023	793	143	936	485	841	429	1,562	3,317	4,253	22
All Severities	2024	745	132	877	429	860	383	1,626	3,298	4,175	21
All Severities	2014-18 average	1,187	189	1,376	866	1,601	750	3,249	6,467	7,843	18
All Severities	2020 to 2024 average	684	112	796	479	812	397	1,589	3,277	4,073	20
All Severities	Percent change 2024 on 2023	-6	-8	-6	-12	2	-11	4	-1	-2	[Not applicable]
All Severities	Percent change 2024 on 2014-18	-37	-30	-36	-50	-46	-49	-50	-49	-47	[Not applicable]
All Severities	Percent change 2020 to 2024 average on 2014-18 average	-42	-41	-42	-45	-49	-47	-51	-49	-48	[Not applicable]

Table 5(a) Reported collisions by severity and road class for built-up and non built-up roads
Years: 2014-18 and 2020 to 2024 averages, 2014 to 2024
This worksheet contains one table.

Severity	Year	Motorways	Major trunk		Major LA A Non built up	Major La A Built up	All major roads	Minor Built up	Minor Non built up	All minor roads	All roads
			A Non built up	A Built up							
Fatal	2014-18 ave	8	41	3	42	18	113	28	20	48	161
Fatal	2014	8	46	4	38	19	115	44	22	66	181
Fatal	2015	9	38	5	45	16	113	26	18	44	157
Fatal	2016	9	53	2	46	17	127	25	23	48	175
Fatal	2017	4	33	1	41	21	100	22	18	40	140
Fatal	2018	9	37	3	41	19	109	21	20	41	150
Fatal	2019	10	36	4	36	17	103	31	22	53	156
Fatal	2020	7	29	1	25	19	81	24	18	42	123
Fatal	2021	10	22	4	32	12	80	22	21	43	123
Fatal	2022	4	47	1	39	11	102	24	18	42	144
Fatal	2023	7	35	2	26	15	85	30	24	54	139
Fatal	2024	7	34	8	30	19	98	29	19	48	146
Fatal	2020 to 2024 ave	7	33	3	30	15	89	26	20	46	135
Adjusted serious	2014-18 ave	78	289	53	328	439	1,188	915	300	1,214	2,402
Adjusted serious	2014	67	292	58	360	445	1,222	1021	340	1,361	2,583
Adjusted serious	2015	96	299	56	329	456	1,236	960	306	1,266	2,502
Adjusted serious	2016	75	286	51	346	457	1,215	964	300	1,264	2,479
Adjusted serious	2017	74	276	52	301	449	1,151	833	277	1,111	2,261
Adjusted serious	2018	79	292	51	306	387	1,114	796	275	1,070	2,185
Adjusted serious	2019	88	250	41	321	372	1,071	790	220	1,010	2,082
Adjusted serious	2020	39	151	33	203	258	684	518	164	682	1,366
Adjusted serious	2021	68	185	32	209	269	763	516	170	686	1,449
Adjusted serious	2022	82	165	28	237	283	795	565	174	739	1,534
Adjusted serious	2023	70	231	52	224	315	892	606	205	811	1,703
Adjusted serious	2024	94	208	40	208	343	893	625	167	792	1,685
Adjusted serious	2020 to 2024 ave	71	188	37	216	294	805	566	176	742	1,547
All severities	2014-18 ave	370	817	189	866	1,601	3,844	3,249	750	3,999	7,843
All severities	2014	355	903	207	989	1,737	4,191	3,759	883	4,642	8,833
All severities	2015	438	870	199	958	1,672	4,137	3,530	810	4,340	8,477
All severities	2016	389	853	202	901	1,755	4,100	3,509	746	4,255	8,355
All severities	2017	347	734	166	772	1,524	3,543	2,902	673	3,575	7,118
All severities	2018	320	726	171	711	1,319	3,247	2,547	638	3,185	6,432
All severities	2019	304	588	137	709	1,180	2,918	2,344	510	2,854	5,772
All severities	2020	165	383	96	469	779	1,892	1,601	396	1,997	3,889
All severities	2021	237	434	101	466	762	2,000	1,517	384	1,901	3,901
All severities	2022	233	431	86	546	817	2,113	1,638	394	2,032	4,145
All severities	2023	249	544	143	485	841	2,262	1,562	429	1,991	4,253
All severities	2024	267	478	132	429	860	2,166	1,626	383	2,009	4,175
All severities	2020 to 2024 ave	230	454	112	479	812	2,087	1,589	397	1,986	4,073

Table 5(b) Reported collision rates by severity and road class for built-up and non built-up roads rates per 100 million vehicle km [Note 5]

Years: 2014-18 and 2020 to 2024 averages, 2014 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Motorways	Major trunk A Non built up	Major trunk A Built up	Major LA A Non built up	Major LA A Built up	All major roads	Minor Built up	Minor Non built up	All minor roads	All roads
Fatal	2014-18 ave	0.10	0.47	0.23	0.55	0.38	0.37	1.11	0.15	0.30	0.34
Fatal	2014	0.11	0.53	0.41	0.48	0.42	0.39	1.74	0.17	0.43	0.40
Fatal	2015	0.12	0.43	0.52	0.56	0.36	0.38	1.02	0.14	0.28	0.35
Fatal	2016	0.11	0.58	0.20	0.56	0.37	0.41	0.98	0.17	0.30	0.37
Fatal	2017	0.05	0.38	0.05	0.55	0.38	0.32	0.89	0.13	0.24	0.29
Fatal	2018	0.11	0.42	0.17	0.58	0.36	0.35	0.89	0.14	0.25	0.31
Fatal	2019	0.12	0.40	0.23	0.49	0.31	0.32	1.31	0.16	0.32	0.32
Fatal	2020	0.11	0.44	0.08	0.45	0.46	0.34	1.35	0.15	0.30	0.32
Fatal	2021	0.13	0.28	0.25	0.56	0.24	0.29	1.03	0.15	0.27	0.28
Fatal	2022	0.05	0.53	0.06	0.64	0.20	0.34	1.09	0.12	0.25	0.30
Fatal	2023	0.08	0.39	0.11	0.42	0.27	0.27	1.35	0.16	0.31	0.29
Fatal	2024	0.08	0.37	0.44	0.47	0.34	0.31	1.26	0.12	0.27	0.30
Fatal	2020 to 2024 ave	0.07	0.33	0.16	0.41	0.25	0.25	0.99	0.12	0.23	0.25
Adjusted serious	2014-18 ave	1.00	3.26	4.09	4.25	9.00	3.88	36.71	2.21	7.58	5.15
Adjusted serious	2014	0.90	3.35	6.02	4.58	9.94	4.15	40.29	2.66	8.88	5.77
Adjusted serious	2015	1.29	3.35	5.78	4.1	10.13	4.14	37.51	2.36	8.17	5.51
Adjusted serious	2016	0.96	3.13	5.11	4.19	9.91	3.94	37.76	2.23	7.9	5.29
Adjusted serious	2017	0.92	3.19	2.81	4.05	8.21	3.66	33.81	1.96	6.67	4.71
Adjusted serious	2018	0.92	3.3	2.88	4.32	7.27	3.53	33.88	1.92	6.43	4.53
Adjusted serious	2019	1.01	2.75	2.32	4.39	6.89	3.33	33.41	1.56	6.12	4.27
Adjusted serious	2020	0.62	2.28	2.5	3.66	6.23	2.86	29.10	1.35	4.89	3.61
Adjusted serious	2021	0.92	2.36	1.97	3.67	5.48	2.77	24.19	1.23	4.31	3.34
Adjusted serious	2022	0.99	1.87	1.59	3.88	5.25	2.62	25.7	1.17	4.34	3.24
Adjusted serious	2023	0.81	2.56	2.96	3.58	5.74	2.86	27.26	1.37	4.71	3.52
Adjusted serious	2024	1.08	2.26	2.2	3.27	6.16	2.82	27.06	1.09	4.49	3.42
Adjusted serious	2020 to 2024 ave	0.73	1.86	1.84	2.90	4.75	2.28	21.75	1.03	3.78	2.81
All severities	2014-18 ave	4.70	9.23	14.52	11.21	32.84	12.55	130.40	5.54	24.96	16.81
All severities	2014	4.78	10.35	21.44	12.59	38.79	14.23	148.36	6.90	30.28	19.73
All severities	2015	5.86	9.77	20.73	11.93	37.15	13.85	137.92	6.26	28	18.68
All severities	2016	4.97	9.31	20.45	10.91	38.08	13.29	137.45	5.55	26.6	17.84
All severities	2017	4.31	8.5	9.06	10.4	27.88	11.28	117.75	4.75	21.49	14.82
All severities	2018	3.76	8.2	9.69	10.04	24.77	10.29	108.44	4.46	19.14	13.35
All severities	2019	3.51	6.46	7.86	9.69	21.86	9.06	99.12	3.61	17.3	11.85
All severities	2020	2.62	5.77	7.28	8.45	18.82	7.9	89.95	3.26	14.32	10.27
All severities	2021	3.19	5.54	6.21	8.17	15.52	7.27	71.12	2.79	11.95	8.99
All severities	2022	2.80	4.89	4.87	8.95	15.16	6.96	74.51	2.66	11.95	8.75
All severities	2023	2.87	6.03	8.13	7.74	15.32	7.25	70.26	2.86	11.56	8.78
All severities	2024	3.05	5.2	7.26	6.74	15.45	6.84	70.39	2.5	11.39	8.47
All severities	2020 to 2024 ave	2.39	4.49	5.56	6.42	13.14	5.90	61.06	2.33	10.11	7.40

Table 5(c) Reported collision rates per 100 million vehicle km on all roads by police force area and severity

Years: 2014-18 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Police force area	Trunk roads	Local Authority roads	All roads
Fatal	North East [Note 4]	0.3	0.5	0.4
Fatal	Tayside	0.3	0.5	0.4
Fatal	Argyll & West Dunbartonshire	0.7	0.3	0.5
Fatal	Forth Valley	0.2	0.2	0.2
Fatal	Dumfries & Galloway	0.4	0.5	0.5
Fatal	Ayrshire	0.4	0.4	0.4
Fatal	Greater Glasgow	0.0	0.3	0.2
Fatal	Lothians & Scottish Borders	0.4	0.4	0.4
Fatal	Edinburgh	0.0	0.3	0.2
Fatal	Highlands & Islands	0.6	0.6	0.6
Fatal	Fife	0.3	0.3	0.3
Fatal	Renfrewshire & Inverclyde	0.1	0.3	0.3
Fatal	Lanarkshire	0.2	0.4	0.3
Fatal	Scotland	0.3	0.4	0.3
Adjusted serious	North East [Note 4]	2.7	5.9	5.0
Adjusted serious	Tayside	1.8	5.6	3.8
Adjusted serious	Argyll & West Dunbartonshire	6.6	6.2	6.3
Adjusted serious	Forth Valley	2.4	5.4	4.3
Adjusted serious	Dumfries & Galloway	2.3	8.2	4.4
Adjusted serious	Ayrshire	3.6	7.0	5.7
Adjusted serious	Greater Glasgow	1.1	10.0	6.8
Adjusted serious	Lothians & Scottish Borders	2.5	7.2	5.6
Adjusted serious	Edinburgh	2.0	11.8	9.2
Adjusted serious	Highlands & Islands	3.7	4.8	4.3
Adjusted serious	Fife	2.2	4.8	4.0
Adjusted serious	Renfrewshire & Inverclyde	1.9	6.4	4.6
Adjusted serious	Lanarkshire	1.2	6.2	4.0
Adjusted serious	Scotland	2.3	6.9	5.2
All severities	North East [Note 4]	6.7	13.2	11.3
All severities	Tayside	4.7	15.0	10.3
All severities	Argyll & West Dunbartonshire	17.1	19.2	18.4
All severities	Forth Valley	7.0	17.0	13.5
All severities	Dumfries & Galloway	6.8	23.0	12.6
All severities	Ayrshire	10.5	22.1	17.7
All severities	Greater Glasgow	6.6	38.6	27.0
All severities	Lothians & Scottish Borders	8.2	22.9	17.8
All severities	Edinburgh	8.9	43.7	34.6
All severities	Highlands & Islands	10.7	14.9	12.9
All severities	Fife	7.6	15.0	12.8
All severities	Renfrewshire & Inverclyde	8.4	23.0	17.1
All severities	Lanarkshire	5.5	22.8	15.1
All severities	Scotland	7.6	22.6	16.8
All severities percentage above/below Scottish 2018-18 average	North East [Note 4]	-13	-42	-33
All severities percentage above/below Scottish 2018-18 average	Tayside	-39	-34	-39
All severities percentage above/below Scottish 2018-18 average	Argyll & West Dunbartonshire	124	-15	9
All severities percentage above/below Scottish 2018-18 average	Forth Valley	-9	-25	-20
All severities percentage above/below Scottish 2018-18 average	Dumfries & Galloway	-10	2	-25
All severities percentage above/below Scottish 2018-18 average	Ayrshire	37	-2	6
All severities percentage above/below Scottish 2018-18 average	Greater Glasgow	-14	71	60
All severities percentage above/below Scottish 2018-18 average	Lothians & Scottish Borders	8	1	6
All severities percentage above/below Scottish 2018-18 average	Edinburgh	17	94	106
All severities percentage above/below Scottish 2018-18 average	Highlands & Islands	40	-34	-23
All severities percentage above/below Scottish 2018-18 average	Fife	-	-34	-24
All severities percentage above/below Scottish 2018-18 average	Renfrewshire & Inverclyde	10	2	2
All severities percentage above/below Scottish 2018-18 average	Lanarkshire	-28	1	-10

Table 5(c) Reported collision rates per 100 million vehicle km on all roads by police force area and severity

Years: 2020-24 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Police force area	Trunk roads	Local Authority roads	All roads
Fatal	North East [Note 4]	0.3	0.3	0.3
Fatal	Tayside	0.2	0.3	0.2
Fatal	Argyll & West Dunbartonshire	0.8	0.5	0.6
Fatal	Forth Valley	0.3	0.3	0.3
Fatal	Dumfries & Galloway	0.2	0.5	0.3
Fatal	Ayrshire	0.3	0.5	0.4
Fatal	Greater Glasgow	0.1	0.3	0.2
Fatal	Lothians & Scottish Borders	0.3	0.3	0.3
Fatal	Edinburgh	0.1	0.2	0.2
Fatal	Highlands & Islands	0.6	0.5	0.5
Fatal	Fife	0.2	0.3	0.3
Fatal	Renfrewshire & Inverclyde	0.1	0.3	0.2
Fatal	Lanarkshire	0.1	0.3	0.2
Fatal	Scotland	0.2	0.3	0.3
Adjusted serious	North East [Note 4]	1.7	2.8	2.5
Adjusted serious	Tayside	1.4	5.4	3.5
Adjusted serious	Argyll & West Dunbartonshire	3.6	4.0	3.9
Adjusted serious	Forth Valley	1.6	3.2	2.6
Adjusted serious	Dumfries & Galloway	1.9	5.0	2.9
Adjusted serious	Ayrshire	2.2	4.5	3.7
Adjusted serious	Greater Glasgow	1.1	7.2	5.0
Adjusted serious	Lothians & Scottish Borders	1.5	4.3	3.3
Adjusted serious	Edinburgh	0.7	6.8	4.9
Adjusted serious	Highlands & Islands	3.3	4.1	3.7
Adjusted serious	Fife	1.4	3.9	3.1
Adjusted serious	Renfrewshire & Inverclyde	1.5	4.5	3.2
Adjusted serious	Lanarkshire	1.0	4.2	2.7
Adjusted serious	Scotland	1.7	4.6	3.4
All severities	North East [Note 4]	3.1	5.3	4.8
All severities	Tayside	3.8	13.8	9.1
All severities	Argyll & West Dunbartonshire	7.5	9.8	8.9
All severities	Forth Valley	4.3	8.1	6.7
All severities	Dumfries & Galloway	4.6	14.2	8.0
All severities	Ayrshire	5.1	10.8	8.7
All severities	Greater Glasgow	4.2	20.7	14.7
All severities	Lothians & Scottish Borders	4.5	11.4	9.0
All severities	Edinburgh	4.2	21.9	16.4
All severities	Highlands & Islands	7.2	8.5	7.9
All severities	Fife	5.1	10.2	8.6
All severities	Renfrewshire & Inverclyde	3.9	10.9	7.7
All severities	Lanarkshire	3.2	11.4	7.6
All severities	Scotland	4.5	11.9	9.0
All severities percentage above/below Scottish 2018-18 average	North East [Note 4]	-30	-55	-47
All severities percentage above/below Scottish 2018-18 average	Tayside	-15	16	1
All severities percentage above/below Scottish 2018-18 average	Argyll & West Dunbartonshire	68	-18	-2
All severities percentage above/below Scottish 2018-18 average	Forth Valley	-4	-33	-25
All severities percentage above/below Scottish 2018-18 average	Dumfries & Galloway	3	19	-12
All severities percentage above/below Scottish 2018-18 average	Ayrshire	15	-9	-3
All severities percentage above/below Scottish 2018-18 average	Greater Glasgow	-6	74	63
All severities percentage above/below Scottish 2018-18 average	Lothians & Scottish Borders	0	-5	0
All severities percentage above/below Scottish 2018-18 average	Edinburgh	-5	83	82
All severities percentage above/below Scottish 2018-18 average	Highlands & Islands	61	-29	-13
All severities percentage above/below Scottish 2018-18 average	Fife	15	-14	-5
All severities percentage above/below Scottish 2018-18 average	Renfrewshire & Inverclyde	-14	-9	-14
All severities percentage above/below Scottish 2018-18 average	Lanarkshire	-29	-5	-15

Table 6 Collisions by severity, month and road type, 2020 to 2024 average (figures adjusted for 30 day months) [Note 6]
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Month	Trunk M &	M & A Non	Minor Non	M & A Built-	Minor Built-	All	Trunk M &	M & A Non	Minor Non	M & A Built-	Minor Built-	All
		A	Built-up	Built-up	up	up	collisions	A %	Built-up %	Built-up %	up %	up %	collisions %
Fatal	January	3	1	1	3	2	10	7.4	3.2	5.9	19.5	8.3	7.7
Fatal	February	3	2	1	0	3	9	6.1	5.6	5.3	2.9	12.5	6.7
Fatal	March	3	3	2	2	3	12	6.4	9.5	7.8	10.4	11.4	8.7
Fatal	April	2	2	1	1	1	8	5.2	5.9	6.1	8	5.5	5.9
Fatal	May	3	2	1	0	2	8	8.3	5.0	2.9	2.6	6.8	5.8
Fatal	June	3	3	1	1	2	11	8.1	11.1	6.1	5.4	8.6	8.3
Fatal	July	5	3	3	1	1	12	11.5	8.8	13.7	6.5	4.6	9.3
Fatal	August	5	5	2	1	2	14	11.5	15.1	7.8	5.2	9.1	10.6
Fatal	September	4	2	4	2	2	14	10.0	6.5	21.3	10.7	9.4	10.8
Fatal	October	4	3	1	1	2	10	9.7	9.5	3.9	6.5	6.1	7.7
Fatal	November	3	3	2	2	2	12	7.6	8.5	12.2	10.7	7.8	8.9
Fatal	December	3	3	1	2	3	13	8.3	11.4	6.9	11.7	9.9	9.5
Fatal	Year total	42	31	20	15	25	133	100	100	100	100	100	100
Adjusted serious	January	20	14	11	24	42	111	6.9	6.5	6.3	8.4	7.5	7.2
Adjusted serious	February	24	15	10	25	44	117	8.2	7.1	5.6	8.5	7.9	7.7
Adjusted serious	March	16	14	15	22	42	109	5.7	6.4	8.6	7.5	7.6	7.2
Adjusted serious	April	17	17	16	21	39	110	5.8	7.6	9	7.3	7.1	7.2
Adjusted serious	May	22	20	15	21	46	125	7.7	9.3	8.5	7.4	8.3	8.2
Adjusted serious	June	26	23	21	24	46	140	9	10.6	11.9	8.4	8.3	9.2
Adjusted serious	July	32	20	18	20	43	132	11	9	10.5	6.9	7.7	8.7
Adjusted serious	August	31	24	20	26	58	158	10.6	11.1	11.3	8.9	10.4	10.4
Adjusted serious	September	33	25	17	29	44	148	11.4	11.4	10	9.9	8	9.7
Adjusted serious	October	22	16	12	29	52	131	7.7	7.5	6.7	10	9.4	8.6
Adjusted serious	November	22	15	11	27	52	127	7.7	6.8	6.1	9.3	9.4	8.3
Adjusted serious	December	23	15	9	22	47	116	8.1	6.7	5.5	7.6	8.4	7.6
Adjusted serious	Year total	287	217	173	290	558	1525	100	100	100	100	100	100
Total	January	57	33	25	65	127	307	7.3	6.8	6.5	8.1	8.1	7.7
Total	February	63	38	29	71	123	324	8.1	7.9	7.4	8.9	7.9	8.1
Total	March	54	33	28	60	123	298	6.9	7	7.2	7.5	7.9	7.4
Total	April	46	35	32	60	108	281	5.9	7.4	8.1	7.5	6.9	7
Total	May	59	38	31	61	132	321	7.7	7.9	7.9	7.6	8.5	8
Total	June	66	48	39	67	133	353	8.5	9.9	10.1	8.3	8.5	8.8
Total	July	77	42	40	61	115	336	10	8.7	10.3	7.7	7.4	8.4
Total	August	84	52	41	69	149	396	10.9	10.8	10.5	8.7	9.5	9.9
Total	September	76	46	38	72	132	364	9.8	9.5	9.8	9	8.4	9.1
Total	October	62	43	29	73	141	349	8	9.0	7.5	9.2	9	8.7
Total	November	64	35	31	71	153	354	8.2	7.3	7.9	8.9	9.8	8.8
Total	December	66	38	27	69	128	329	8.6	7.9	6.9	8.7	8.2	8.2
Total	Year total	776	480	391	801	1,565	4,014	100	100	100	100	100	100

Table 7 Collisions by light condition, road surface condition [Note 7], severity Built-up and non built-up roads, 2014-18 and 2020-2024 averages, 2020 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Light/road surface condition	Year	Built-up fatal	Built-up adjusted serious	Built-up total	Non Built-up fatal	Non Built-up adjusted serious	Non Built-up total	Total fatal	Total adjusted serious	Total all collisions
Daylight	2014-18 ave	30	1,000	3,721	76	739	2,082	106	1,740	5,803
Daylight	2020	21	558	1,769	46	397	989	67	955	2,758
Daylight	2021	23	615	1,780	63	482	1,134	86	1,097	2,914
Daylight	2022	14	603	1,879	63	487	1,172	77	1,090	3,051
Daylight	2023	25	666	1,812	66	520	1,238	91	1,186	3,050
Daylight	2024	28	685	1,840	64	491	1,123	92	1,176	2,963
Daylight	2020-24 ave	22	625	1,816	60	475	1,131	83	1,101	2,947
Darkness	2014-18 ave	19	406	1,319	35	256	721	55	662	2,040
Darkness	2020	23	251	707	33	160	424	56	411	1,131
Darkness	2021	15	202	600	22	150	387	37	352	987
Darkness	2022	22	273	662	45	171	432	67	444	1,094
Darkness	2023	22	307	734	26	210	469	48	517	1,203
Darkness	2024	28	323	778	26	186	434	54	509	1,212
Darkness	2020-24 ave	22	271	696	30	175	429	52	447	1,125
Dry	2014-18 ave	26	916	3,250	66	542	1,454	92	1,458	4,703
Dry	2020	24	505	1,549	35	309	724	59	814	2,273
Dry	2021	25	563	1,704	55	416	946	80	979	2,650
Dry	2022	21	571	1,722	65	412	967	86	983	2,689
Dry	2023	29	639	1,693	50	429	1,004	79	1,068	2,697
Dry	2024	36	656	1,759	63	424	952	99	1,080	2,711
Dry	2020-24 ave	27	587	1,685	54	398	919	81	985	2,604
Wet/damp/flood	2014-18 ave	22	467	1,672	44	397	1,162	66	864	2,834
Wet/damp/flood	2020	20	295	902	41	226	602	61	521	1,504
Wet/damp/flood	2021	13	239	620	27	186	490	40	425	1,110
Wet/damp/flood	2022	14	289	769	40	213	552	54	502	1,321
Wet/damp/flood	2023	17	315	810	39	276	634	56	591	1,444
Wet/damp/flood	2024	17	339	813	27	232	549	44	571	1,362
Wet/damp/flood	2020-24 ave	16	295	783	35	227	565	51	522	1,348
Snow/frost/ice	2014-18 ave	1	23	115	2	55	184	3	78	299
Snow/frost/ice	2020	0	9	23	3	22	87	3	31	110
Snow/frost/ice	2021	0	15	56	3	30	85	3	45	141
Snow/frost/ice	2022	1	16	48	1	33	83	2	49	131
Snow/frost/ice	2023	1	19	43	3	25	69	4	44	112
Snow/frost/ice	2024	3	13	46	0	21	56	3	34	102
Snow/frost/ice	2020-24 ave	1	14	43	2	26	76	3	41	119
All conditions	2014-18 ave	49	1,407	5,040	112	995	2,803	161	2,402	7,843
All conditions	2020	44	809	2,476	79	557	1,413	123	1,366	3,889
All conditions	2021	38	817	2,380	85	632	1,521	123	1,449	3,901
All conditions	2022	36	876	2,541	108	658	1,604	144	1,534	4,145
All conditions	2023	47	973	2,546	92	730	1,707	139	1,703	4,253
All conditions	2024	56	1008	2,618	90	677	1,557	146	1,685	4,175
All conditions	2020-24 ave	44	897	2,512	91	651	1,560	135	1,547	4,073

Table 8 Collisions by junction detail and severity separately for built-up and non built-up roads

Years: 2020-2024 average

This worksheet contains one table.

Built-up/Non Built-up	Junction detail	Fatal	Adjusted serious	Adjusted slight	All severities	Fatal %	Adjusted serious %	Adjusted slight %	All severities %
Built-up	Not at or within 20 metres of junction	21	374	590	985	48.4	41.7	37.5	39.2
Built-up	T or staggered junction	12	227	425	664	27.1	25.3	27	26.4
Built-up	Crossroads	4	95	169	267	8.1	10.6	10.7	10.6
Built-up	Junction with more than four arms	0	32	52	84	0.5	3.6	3.3	3.4
Built-up	Using private drive or entrance	1	9	15	25	2.3	1	0.9	1.0
Built-up	Other junction	6	159	322	487	13.6	17.8	20.5	19.4
Built-up	Total	44	897	1571	2512	100.0	100	100	100.0
Non Built-up	Not at or within 20 metres of junction	71	468	565	1,104	78.1	72	69	70.8
Non Built-up	T or staggered junction	10	76	98	184	10.6	11.7	11.9	11.8
Non Built-up	Crossroads	2	25	25	52	2.4	3.8	3	3.3
Non Built-up	Junction with more than four arms	1	6	7	13	0.7	1	0.8	0.9
Non Built-up	Using private drive or entrance	1	12	14	28	1.1	1.9	1.8	1.8
Non Built-up	Other junction	6	63	110	180	7.1	9.6	13.5	11.5
Non Built-up	Total	90	651	819	1,560	100	100	100	100
Total built-up/non built-up	Not at or within 20 metres of junction	92	842	1155	2089	68.4	54.4	48.3	51.3
Total built-up/non built-up	T or staggered junction	22	303	523	848	16.0	19.6	21.9	20.8
Total built-up/non built-up	Crossroads	6	120	193	319	4.3	7.7	8.1	7.8
Total built-up/non built-up	Junction with more than four arms	1	39	58	98	0.6	2.5	2.4	2.4
Total built-up/non built-up	Using private drive or entrance	2	22	29	53	1.5	1.4	1.2	1.3
Total built-up/non built-up	Other junction	12	222	432	667	9.2	14.4	18.1	16.4
Total built-up/non built-up	Total	135	1547	2390	4072	100.0	100	100	100.0

Collision Costs: Details of Calculations

The Department for Transport estimate the values assigned to the cost of road casualties and collisions in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and collisions in road schemes.

The valuation of casualty costs calculated for Great Britain for all levels of severity are based on a willingness to pay human cost approach. This is intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost. GB casualty costs are presented in Table 9.

Types of Costs

The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs.

The cost of an collision also includes:

- the cost of damage to vehicles and property; and
- the cost of police and insurance administration.

A summary of the DfT's latest findings can be found in [Reported Road Casualties GB: 2022](#)

Scotland analysis

The average cost per collision in Scotland and the total cost of all collisions in Scotland are presented in Tables 10 and 11. These are calculated using the GB casualty costs and the number of casualties by severity in collisions in Scotland. The average costs per collision for Great Britain and Scotland differ because of differences in the average numbers of casualties per collision, and the proportions of fatal and serious casualties in an collision.

Also estimated are the number of damage only collisions and their average costs.

Figures are presented in constant 2023 prices. Therefore estimates of values in earlier years have been calculated by applying 2023 values to previous years.

Further information on the methodology can be obtained from the DfT:

Integrated Transport Economics and Appraisal Division
Department for Transport
Zone 3/04
Great Minster House

76 Marsham Street
LONDON
SW1P 4DR
Email: itea@dft.gov.uk
Tel: 020 7944 6177

Table 9(a) Cost per casualty by severity: average costs for Great Britain (£) at 2024 prices
This worksheet contains one table.

Cost	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	2,525,047	283,745	21,874	106,298

Table 9(b) Costs per collision by element of cost and severity for Great Britain (£) at 2024 prices [Note 8]

This worksheet contains one table.

Type of costs	Cost breakdown	Fatal colision	Serious colision	Slight colision	Damage only colision
Casualty related costs for GB:	Lost output	937,446	37,250	4,365	[Not applicable]
Casualty related costs for GB:	Medical/ambulance	8,452	22,390	1,852	[Not applicable]
Casualty related costs for GB:	Pain, grief, suffering	1,843,620	254,177	20,800	[Not applicable]
Police and damage to property costs for GB:	Police/administration	27,490	3,195	828	
Police and damage to property costs for GB:	Insurance	463	288	175	54
Police and damage to property costs for GB: Damage to property	Total	16,865	7,594	4,483	83
Police and damage to property costs for GB: Damage to property	- Motorways	26,048	22,226	11,245	2,883
Police and damage to property costs for GB: Damage to property	- Non built-up roads	20,477	9,335	6,188	3,921
Police and damage to property costs for GB: Damage to property	- Built-up roads	12,074	6,471	3,817	4,081
Total costs	Total costs per collision i	2,834,336	324,895	32,502	2,730
					3,020

Table 10 Cost per collision by road type and severity in Scotland (£) for 2024 at 2024 prices
This worksheet contains one table.

Category of road	Fatal collision	Serious collision	Slight collision	Average for all injury collisions	Damage only collision	Average for all collisions
Non built-up roads	3,106,317	368,889	38,285	385,098	4,135	47,426
Built-up roads	2,668,171	325,575	31,671	201,228	2,784	13,396
Motorways	3,064,036	355,388	45,675	233,845	3,975	30,704
All roads	2,936,234	342,225	34,423	260,126	3,058	20,201
Trunk roads only	2,976,421	365,330	40,081	324,324	3,701	34,969

Table 11 Total estimated collision costs in Scotland (£ million) at 2024 prices, by severity 2014 to 2024
This worksheet contains one table.

Year	Motorway	Non built-up	Built-up	All injury collisions	Fatal	Serious	Slight	Damage only	All collisions
2014	46.7	616.8	602.6	1,266.1	539.5	490.3	236.3	381.3	1,647.3
2015	63.9	554.2	525.0	1,143.0	443.4	470.2	229.4	364.5	1,507.5
2016	58.9	656.1	508.6	1,223.5	518.8	481.6	223.1	361.7	1,585.2
2017	37.5	521.8	481.2	1,040.5	388.0	462.2	190.3	307.0	1,347.6
2018	57.3	546.4	449.0	1,052.7	429.7	459.2	163.7	275.5	1,328.2
2019 [Note 9]	62.7	541.3	517.1	1,121.1	438.9	548.2	134.0	247.9	1,368.9
2020 [Note 9]	39.1	414.2	427.5	880.8	355.2	445.3	80.3	167.2	1,048.0
2021 [Note 9]	64.9	424.4	403.1	892.4	340.6	473.8	78.0	165.9	1,058.3
2022 [Note 9]	46.1	563.4	432.9	1,042.4	438.1	520.2	84.2	176.5	1,218.9
2023 [Note 9]	50.6	505.6	480.4	1,036.7	379.6	573.9	83.2	180.0	1,216.7
2024 [Note 9]	62.4	496.8	526.8	1,086.0	428.7	576.6	80.7	178.7	1,264.7

Table 12 Vehicles involved in reported injury collisions by type

Years: 2014-18 and 2020-24 averages and 2014-2024

This worksheet contains one table.

VEHICLES

Year	Pedal cycle	Motor cycle [Note 10] [Note 11]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
2014-18 average	794	724	10,196	270	40	367	844	341	183	13,760
2014	924	846	11,191	310	43	433	878	419	246	15,290
2015	829	757	10,935	270	37	389	886	384	189	14,676
2016	809	728	11,077	304	52	396	910	322	154	14,752
2017	752	630	9,406	264	37	320	787	305	172	12,673
2018	658	657	8,373	203	32	299	760	274	155	11,411
2019	606	537	7,489	250	27	246	603	239	189	10,186
2020	629	426	4,659	126	13	114	395	146	166	6,674
2021	523	460	4,780	134	16	134	435	145	220	6,847
2022	494	474	5,073	150	17	138	472	169	235	7,222
2023	426	476	5264	181	20	150	397	148	269	7331
2024	392	466	5039	181	17	167	385	139	294	7080
2020-24 average	493	460	4,963	154	17	141	417	149	237	7,031
Per cent changes: 2024 on 2023	-8	-2	-4	0	-15	11	-3	-6	9	-3
2024 on 2014-18 average	-51	-36	-51	-33	-58	-55	-54	-59	60	-49

Table 13 Vehicles involved in reported injury collisions, traffic volumes and vehicle involvement rates, by vehicle type and severity of collision

Years: 2013 to 2024, and 2014-18 and 2020-2024 averages

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

VEHICLES

Vehicle numbers/traffic estimates	Year	Pedal cycle	Motorcycle [Note 14]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [Note 12]
Vehicles involved in fatal and serious collisions	14-18 average	295	433	2,920	124	246	129	4,218
Vehicles involved in fatal and serious collisions	2013	307	432	2,983	150	214	154	4,325
Vehicles involved in fatal and serious collisions	2014	310	494	3,035	127	255	152	4,469
Vehicles involved in fatal and serious collisions	2015	306	419	3,010	120	256	147	4,321
Vehicles involved in fatal and serious collisions	2016	291	419	3,098	148	252	118	4,384
Vehicles involved in fatal and serious collisions	2017	296	405	2,774	107	236	109	3,999
Vehicles involved in fatal and serious collisions	2018	271	426	2,684	118	232	117	3,919
Vehicles involved in fatal and serious collisions	2019	254	355	2,601	89	217	100	3,688
Vehicles involved in fatal and serious collisions	2020	271	271	1,579	47	142	65	2,432
Vehicles involved in fatal and serious collisions	2021	213	315	1,728	58	149	64	2,611
Vehicles involved in fatal and serious collisions	2022	194	312	1,898	61	188	86	2,836
Vehicles involved in fatal and serious collisions	2023	181	323	2,111	78	144	70	3,029
Vehicles involved in fatal and serious collisions	2024	170	323	2,097	78	157	84	3,039
Vehicles involved in fatal and serious collisions	2020-24 average	206	309	1,883	64	156	74	2,789
Vehicles involved - all severities of reported collision	14-18 average	794	724	10,467	408	844	341	13,760
Vehicles involved - all severities of reported collision	2013	919	791	11,547	508	876	408	15,301
Vehicles involved - all severities of reported collision	2014	924	846	11,501	476	878	419	15,290
Vehicles involved - all severities of reported collision	2015	829	757	11,205	426	886	384	14,676
Vehicles involved - all severities of reported collision	2016	809	728	11,381	448	910	322	14,752
Vehicles involved - all severities of reported collision	2017	752	630	9,670	357	787	305	12,673
Vehicles involved - all severities of reported collision	2018	658	657	8,576	331	760	274	11,411
Vehicles involved - all severities of reported collision	2019	606	537	7,739	273	603	239	10,186
Vehicles involved - all severities of reported collision	2020	629	426	4,785	127	395	146	6,674
Vehicles involved - all severities of reported collision	2021	523	460	4,915	150	435	145	6,848
Vehicles involved - all severities of reported collision	2022	494	474	5,224	155	472	169	7,222
Vehicles involved - all severities of reported collision	2023	426	476	5,441	170	397	146	7,325
Vehicles involved - all severities of reported collision	2024	405	474	5,361	192	407	142	7,278
Vehicles involved - all severities of reported collision	2020-24 average	495	462	5,145	159	421	150	7,069
Traffic volumes [million vehicle kilometres [Note 13]	14-18 average	317	280	35,350	540	7,602	2,555	46,645
Traffic volumes [million vehicle kilometres [Note 13]	2013	319	277	33,640	605	6,377	2,492	43,711
Traffic volumes [million vehicle kilometres [Note 13]	2014	358	288	34,293	608	6,750	2,479	44,776
Traffic volumes [million vehicle kilometres [Note 13]	2015	331	285	34,596	587	7,066	2,511	45,374
Traffic volumes [million vehicle kilometres [Note 13]	2016	290	266	35,488	514	7,721	2,562	46,843
Traffic volumes [million vehicle kilometres [Note 13]	2017	294	280	36,076	525	8,257	2,614	48,045
Traffic volumes [million vehicle kilometres [Note 13]	2018	311	282	36,299	466	8,218	2,610	48,187
Traffic volumes [million vehicle kilometres [Note 13]	2019	365	291	36,678	514	8,277	2,587	48,713
Traffic volumes [million vehicle kilometres [Note 13]	2020	597	219	27,032	377	7,398	2,259	37,883
Traffic volumes [million vehicle kilometres [Note 13]	2021	435	243	31,063	424	8,745	2,500	43,410
Traffic volumes [million vehicle kilometres [Note 13]	2022	422	272	34,375	473	9,332	2,505	47,379
Traffic volumes [million vehicle kilometres [Note 13]	2023	403	273	35,372	454	9,489	2,431	48,421
Traffic volumes [million vehicle kilometres [Note 13]	2024	383	276	36,111	456	9,644	2,443	49,313
Traffic volumes [million vehicle kilometres [Note 13]	2020-24 average	448	257	32,791	437	8,921	2,428	45,281

Table 13 Vehicles involved in reported injury collisions, traffic volumes and vehicle involvement rates per million vehicle kilometres, by vehicle type and severity of collision
Years: 2013 to 2024, and 2014-18 and 2020-2024 averages
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

		Pedal cycle	Motorcycle [Note 14]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [Note 12]
Vehicle involvement rates: fatal and serious collisions [Note 13]	14-18 average	0.93	1.54	0.08	0.23	0.03	0.05	0.09
Vehicle involvement rates: fatal and serious collisions [Note 13]	2013	0.96	1.56	0.09	0.25	0.03	0.06	0.10
Vehicle involvement rates: fatal and serious collisions [Note 13]	2014	0.87	1.71	0.09	0.21	0.04	0.06	0.10
Vehicle involvement rates: fatal and serious collisions [Note 13]	2015	0.92	1.47	0.09	0.20	0.04	0.06	0.10
Vehicle involvement rates: fatal and serious collisions [Note 13]	2016	1.00	1.57	0.09	0.29	0.03	0.05	0.09
Vehicle involvement rates: fatal and serious collisions [Note 13]	2017	1.01	1.45	0.08	0.20	0.03	0.04	0.08
Vehicle involvement rates: fatal and serious collisions [Note 13]	2018	0.87	1.51	0.07	0.25	0.03	0.04	0.08
Vehicle involvement rates: fatal and serious collisions [Note 13]	2019	0.70	1.22	0.07	0.17	0.03	0.04	0.08
Vehicle involvement rates: fatal and serious collisions [Note 13]	2020	0.45	1.24	0.06	0.12	0.02	0.03	0.06
Vehicle involvement rates: fatal and serious collisions [Note 13]	2021	0.49	1.29	0.06	0.14	0.02	0.03	0.06
Vehicle involvement rates: fatal and serious collisions [Note 13]	2022	0.46	1.15	0.06	0.13	0.02	0.03	0.06
Vehicle involvement rates: fatal and serious collisions [Note 13]	2023	0.45	1.18	0.06	0.17	0.02	0.03	0.06
Vehicle involvement rates: fatal and serious collisions [Note 13]	2024	0.44	1.17	0.06	0.17	0.02	0.03	0.06
Vehicle involvement rates: fatal and serious collisions [Note 13]	2020-24 average	0.46	1.20	0.06	0.15	0.02	0.03	0.06
Vehicle involvement rates: all severities of collision [[Note 13]	14-18 average	2.51	2.58	0.30	0.76	0.11	0.13	0.29
Vehicle involvement rates: all severities of collision [[Note 13]	2013	2.88	2.85	0.34	0.84	0.14	0.16	0.35
Vehicle involvement rates: all severities of collision [[Note 13]	2014	2.58	2.93	0.34	0.78	0.13	0.17	0.34
Vehicle involvement rates: all severities of collision [[Note 13]	2015	2.50	2.66	0.32	0.73	0.13	0.15	0.32
Vehicle involvement rates: all severities of collision [[Note 13]	2016	2.79	2.73	0.32	0.87	0.12	0.13	0.31
Vehicle involvement rates: all severities of collision [[Note 13]	2017	2.56	2.25	0.27	0.68	0.10	0.12	0.26
Vehicle involvement rates: all severities of collision [[Note 13]	2018	2.12	2.33	0.24	0.71	0.09	0.10	0.24
Vehicle involvement rates: all severities of collision [[Note 13]	2019	1.66	1.84	0.21	0.53	0.07	0.09	0.21
Vehicle involvement rates: all severities of collision [[Note 13]	2020	1.05	1.94	0.18	0.34	0.05	0.06	0.18
Vehicle involvement rates: all severities of collision [[Note 13]	2021	1.20	1.89	0.16	0.35	0.05	0.06	0.16
Vehicle involvement rates: all severities of collision [[Note 13]	2022	1.17	1.74	0.15	0.33	0.05	0.07	0.15
Vehicle involvement rates: all severities of collision [[Note 13]	2023	1.06	1.75	0.15	0.37	0.04	0.06	0.15
Vehicle involvement rates: all severities of collision [[Note 13]	2024	1.06	1.72	0.15	0.42	0.04	0.06	0.15
Vehicle involvement rates: all severities of collision [[Note 13]	2020-24 average	1.11	1.80	0.16	0.36	0.05	0.06	0.16

Table 14(a) Vehicles involved in reported injury collisions by manoeuvre and type of vehicle separately for built-up and non built-up roads
Years: 2020-2024 average
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up/non built-up	Manoeuvre	Motor cycle									Total ²
		Pedal cycle	[Note 10]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	
Built-up	Reversing	0	0	58	4	0	0	11	0	6	80
Built-up	Parked	1	1	217	6	1	6	18	5	9	262
Built-up	Slowing or stopping	7	11	149	5	0	22	9	2	7	212
Built-up	Moving off	18	8	205	12	1	22	13	3	9	289
Built-up	U turn	0	2	41	6	0	0	3	0	1	54
Built-up	Turning/waiting turn left	14	9	147	7	1	6	15	3	8	210
Built-up	Turning/waiting turn right	33	11	444	22	1	7	28	4	11	560
Built-up	Changing lane	7	2	26	1	0	2	3	2	1	45
Built-up	Overtaking	19	21	75	2	1	2	4	1	5	130
Built-up	Going ahead	320	154	1,574	68	6	56	102	22	68	2,369
Built-up	Total [Note 15]	416	218	2,935	134	10	122	206	42	125	4,209
Non built-up	Reversing	0	0	2	0	0	0	1	1	1	4
Non built-up	Parked	0	0	31	0	0	1	5	5	6	50
Non built-up	Slowing or stopping	2	10	116	2	0	1	11	3	5	150
Non built-up	Moving off	1	3	41	0	0	1	4	3	3	56
Non built-up	U turn	0	0	7	0	0	0	1	0	1	10
Non built-up	Turning/waiting turn left	1	6	40	0	0	1	3	1	3	56
Non built-up	Turning/waiting turn right	5	7	163	1	0	1	15	5	15	213
Non built-up	Changing lane	1	5	41	1	0	0	6	5	4	62
Non built-up	Overtaking	1	30	93	1	0	1	7	1	3	137
Non built-up	Going ahead	64	183	1,487	14	5	12	158	82	70	2,075
Non built-up	Total [Note 15]	75	243	2,022	20	6	18	210	107	111	2,812
Total	Reversing	0	0	60	5	0	0	11	1	7	84
Total	Parked	1	1	248	6	1	7	23	10	15	312
Total	Slowing or stopping	9	20	265	7	1	22	20	5	12	362
Total	Moving off	18	11	246	12	1	23	16	6	11	346
Total	U turn	0	2	48	6	0	0	4	0	2	64
Total	Turning/waiting turn left	15	15	187	7	1	7	18	5	11	265
Total	Turning/waiting turn right	38	17	607	23	1	8	43	9	26	773
Total	Changing lane	7	7	67	2	0	3	9	7	5	107
Total	Overtaking	20	51	168	3	1	2	11	2	8	267
Total	Going ahead	383	337	3,063	83	10	68	260	104	138	4,446
Total	Total [Note 15]	492	460	4,960	154	17	140	416	149	236	7,025

Table 14(b) Vehicles involved in reported injury collisions by junction detail and type of vehicle
Separately for built-up and non built-up roads
Years: 2020-2024 average
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up/non built-up	Junction detail	Motor cycle									
		Pedal cycle	[Note 10]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up	Not at or within 20 metres of junction	106	74	1,141	45	4	55	80	19	55	1,586
Built-up	T or staggered junction	136	63	781	37	3	29	62	8	27	1,150
Built-up	Crossroads	51	21	339	20	1	15	21	4	10	485
Built-up	Junction with more than four arms (not roundabout)	16	9	93	6	-	4	8	1	6	145
Built-up	Using private drive or entrance	3	2	27	1	-	1	3	-	2	40
Built-up	Other junction	46	21	297	13	1	13	20	3	17	433
Built-up	total	358	191	2,677	123	10	117	193	36	117	3,838
Non built-up	Not at or within 20 metres of junction	48	164	1,378	13	4	12	145	81	79	1,929
Non built-up	T or staggered junction	11	32	270	2	1	3	26	10	12	368
Non built-up	Crossroads	3	7	79	1	-	-	8	2	4	105
Non built-up	Junction with more than four arms (not roundabout)	-	3	20	-	-	-	1	1	-	26
Non built-up	Using private drive or entrance	3	6	34	1	-	-	6	2	3	54
Non built-up	Other junction	3	15	113	1	1	1	9	6	7	156
Non built-up	total	68	227	1,895	18	6	16	195	101	105	2,638
Total	Not at or within 20 metres of junction	153	239	2,519	58	8	67	226	100	134	3,515
Total	T or staggered junction	147	95	1,051	39	4	32	87	18	39	1,518
Total	Crossroads	54	27	419	22	2	15	29	7	14	590
Total	Junction with more than four arms (not roundabout)	17	12	113	6	-	4	9	2	6	171
Total	Using private drive or entrance	6	8	61	2	-	1	9	2	5	93
Total	Other junction	49	37	410	14	2	14	29	9	23	589
Total	total	426	417	4,572	141	16	133	389	137	222	6,476

Table 15 Cars involved in in reported injury collisions by manoeuvre and type of collision Separately for built-up and non built-up roads [Note 15]
Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

		Number single vehicle collisions	Number single vehicle and pedestrian collisions	Number two vehicle collisions	Number three or more vehicle collisions	Number total vehicle collisions	Percent single vehicle collisions	Percent single vehicle and pedestrian collisions	Percent two vehicle collisions	Percent three or more vehicle collisions	Percent total vehicle collisions
Built-up/non built-u	Manoeuvre										
Built-up	Reversing	2	35	18	3	58	2	6	1	1	2
Built-up	Parked	2	3	98	113	217	2	1	6	29	8
Built-up	Slowing or stopping	3	25	89	32	149	2	5	5	8	5
Built-up	Moving off	5	41	144	14	205	4	7	8	4	7
Built-up	U Turn	1	4	35	2	41	0	1	2	1	2
Built-up	Turning/wtg turn left	9	25	102	10	147	7	5	6	3	5
Built-up	Turning/wtg turn right	7	64	338	34	444	5	12	20	9	16
Built-up	Changing lane	1	2	20	3	26	0	0	1	1	1
Built-up	Overtaking	1	14	51	9	75	1	3	3	2	3
Built-up	Going ahead	106	345	817	177	1,446	77	62	48	45	52
Built-up	Total	137	559	1,713	398	2,807	100	100	100	100	100
Non built-up	Reversing	-	1	1	-	2	-	2	0	-	0
Non built-up	Parked	1	-	15	15	31	0	1	1	3	2
Non built-up	Slowing or stopping	3	1	59	53	116	1	2	6	11	6
Non built-up	Moving off	1	2	36	3	41	0	5	3	1	2
Non built-up	U Turn	-	-	7	-	7	0	-	1	-	0
Non built-up	Turning/wtg turn left	8	1	27	5	40	2	3	3	1	2
Non built-up	Turning/wtg turn right	8	1	127	27	163	2	2	12	6	8
Non built-up	Changing lane	4	-	26	11	41	1	1	2	2	2
Non built-up	Overtaking	6	1	59	27	93	2	4	6	6	5
Non built-up	Going ahead	337	27	712	340	1,416	91	80	67	71	73
Non built-up	Total	368	33	1,068	481	1,951	100	100	100	100	100
Total	Reversing	2	35	19	3	60	0	6	1	0	1
Total	Parked	3	3	113	128	248	1	1	4	15	5
Total	Slowing or stopping	6	26	148	84	265	1	4	5	10	6
Total	Moving off	6	43	180	17	246	1	7	7	2	5
Total	U Turn	1	4	42	2	48	0	1	2	0	1
Total	Turning/wtg turn left	17	26	129	15	187	3	4	5	2	4
Total	Turning/wtg turn right	15	65	466	61	607	3	11	17	7	13
Total	Changing lane	5	2	46	14	67	1	0	2	2	1
Total	Overtaking	7	16	110	36	168	1	3	4	4	4
Total	Going ahead	443	372	1,529	517	2,864	88	63	55	59	60
Total	Total	506	592	2,781	879	4,761	100	100	100	100	100

Table 16 Estimated distance between the home of the driver or rider and the location of the injury collision by type of vehicle and police force area in which the reported collision occurred, 2024 [Note 17] [Note 19]
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of driver/rider	Distance	North East [Note 4]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider	Postcode, invalid or not known	6	4	3	2	0	5	23	8	32	1	7	4	4	99
Pedal cycle rider	Driver from elsewhere in the UK	0	0	0	0	3	0	0	1	0	0	0	0	0	4
Pedal cycle rider	Scottish driver, distance not known [Note 20]	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Pedal cycle rider	Vehicle parked and unattended	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Pedal cycle rider	Up to 2 km	3	5	3	7	5	4	44	6	37	5	4	3	6	132
Pedal cycle rider	Over 2 up to 5 km	4	2	0	5	3	1	24	5	23	5	2	2	2	78
Pedal cycle rider	Over 5 up to 10 km	0	4	0	2	0	0	16	2	9	1	2	0	1	37
Pedal cycle rider	Over 10 up to 20 km	2	3	1	3	0	2	3	3	4	0	1	0	3	25
Pedal cycle rider	Over 20 up to 50 km	0	0	1	1	0	2	0	1	2	0	2	0	0	9
Pedal cycle rider	Over 50 km	1	0	0	1	0	0	0	0	2	1	0	0	0	5
Pedal cycle rider	Total	16	19	8	21	11	14	111	27	109	13	18	9	16	392
Motorcycle rider	Postcode, invalid or not known	6	7	1	9	1	3	9	6	7	16	3	10	15	93
Motorcycle rider	Driver from elsewhere in the UK	1	2	4	0	6	1	0	8	2	13	1	0	1	39
Motorcycle rider	Scottish driver, distance not known [Note 20]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle rider	Vehicle parked and unattended	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Motorcycle rider	Up to 2 km	7	6	1	5	0	4	16	4	10	8	7	5	10	83
Motorcycle rider	Over 2 up to 5 km	6	4	3	0	0	2	7	6	10	0	4	1	6	49
Motorcycle rider	Over 5 up to 10 km	8	4	1	3	2	6	10	5	6	1	7	2	8	63
Motorcycle rider	Over 10 up to 20 km	2	2	3	5	1	3	3	2	3	4	6	1	2	37
Motorcycle rider	Over 20 up to 50 km	3	7	4	3	1	1	3	7	1	4	7	1	8	50
Motorcycle rider	Over 50 km	2	10	11	1	3	0	0	1	0	17	1	0	5	51
Motorcycle rider	Total	35	42	28	27	14	20	48	39	39	63	36	20	55	466
Car driver	Postcode, invalid or not known	66	58	29	71	9	48	119	66	120	107	93	58	112	964
Car driver	Driver from elsewhere in the UK	5	11	8	5	21	10	11	15	8	25	6	2	10	137
Car driver	Scottish driver, distance not known [Note 20]	0	0	2	0	0	0	5	0	0	0	0	0	0	7
Car driver	Vehicle parked and unattended	7	17	3	12	6	7	42	13	23	3	17	15	17	182
Car driver	Up to 2 km	52	84	29	53	44	69	231	80	85	43	77	57	156	1,060
Car driver	Over 2 up to 5 km	48	75	20	38	37	42	152	74	67	33	45	47	99	777
Car driver	Over 5 up to 10 km	47	63	16	34	37	33	135	51	65	37	34	28	74	654
Car driver	Over 10 up to 20 km	39	60	14	26	35	25	73	53	46	37	36	17	62	523
Car driver	Over 20 up to 50 km	41	44	17	22	28	28	39	65	42	34	17	24	46	447
Car driver	Over 50 km	21	39	18	9	38	12	13	29	19	61	9	3	17	288
Car driver	Total	326	451	156	270	255	274	820	446	475	380	334	251	593	5,039
Other driver or rider [Note 18]	Postcode, invalid or not known	28	22	4	20	5	35	69	35	55	19	26	11	44	375
Other driver or rider [Note 18]	Driver from elsewhere in the UK	1	6	1	2	14	1	4	8	5	7	2	0	12	63
Other driver or rider [Note 18]	Scottish driver, distance not known [Note 20]	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Other driver or rider [Note 18]	Vehicle parked and unattended	1	5	2	2	4	0	7	2	1	1	5	1	3	34
Other driver or rider [Note 18]	Up to 2 km	6	10	2	5	6	2	45	11	17	7	9	12	9	141
Other driver or rider [Note 18]	Over 2 up to 5 km	3	10	1	2	6	7	44	8	26	3	4	5	11	130
Other driver or rider [Note 18]	Over 5 up to 10 km	5	13	3	4	7	6	35	13	32	9	6	4	13	150
Other driver or rider [Note 18]	Over 10 up to 20 km	4	6	2	7	9	4	27	9	35	7	14	4	10	138
Other driver or rider [Note 18]	Over 20 up to 50 km	20	18	6	10	10	6	15	17	26	6	4	4	17	159
Other driver or rider [Note 18]	Over 50 km	9	13	7	4	14	5	3	11	15	23	2	0	3	109
Other driver or rider [Note 18]	Total	77	103	28	56	75	66	250	114	212	82	72	41	122	1,300
All drivers and riders	Postcode, invalid or not known	106	91	37	102	15	91	220	115	214	143	129	83	175	1,531
All drivers and riders	Driver from elsewhere in the UK	7	19	13	7	44	12	15	32	15	45	9	2	23	243
All drivers and riders	Scottish driver, distance not known [Note 20]	0	0	2	0	0	0	7	1	0	0	0	0	0	10
All drivers and riders	Vehicle parked and unattended	8	23	5	15	10	7	49	15	24	4	22	16	20	218
All drivers and riders	Up to 2 km	68	105	35	70	55	79	336	101	149	63	97	77	181	1,416
All drivers and riders	Over 2 up to 5 km	61	91	24	45	46	52	227	93	126	41	55	55	118	1,034
All drivers and riders	Over 5 up to 10 km	60	84	20	43	46	45	196	71	112	48	49	34	96	904
All drivers and riders	Over 10 up to 20 km	47	71	20	41	45	34	106	67	88	48	57	22	77	723
All drivers and riders	Over 20 up to 50 km	64	69	28	36	39	37	57	90	71	44	30	29	71	665
All drivers and riders	Over 50 km	33	62	36	15	55	17	16	41	36	102	12	3	25	453
All drivers and riders	Total	454	615	220	374	355	374	1,229	626	835	538	460	321	786	7,197

Table 16 Estimated distance between the home of the driver or rider and the location of the reported injury collision by type of vehicle: Scottish residents only, 2024
excluding cases for which the distance cannot be estimated

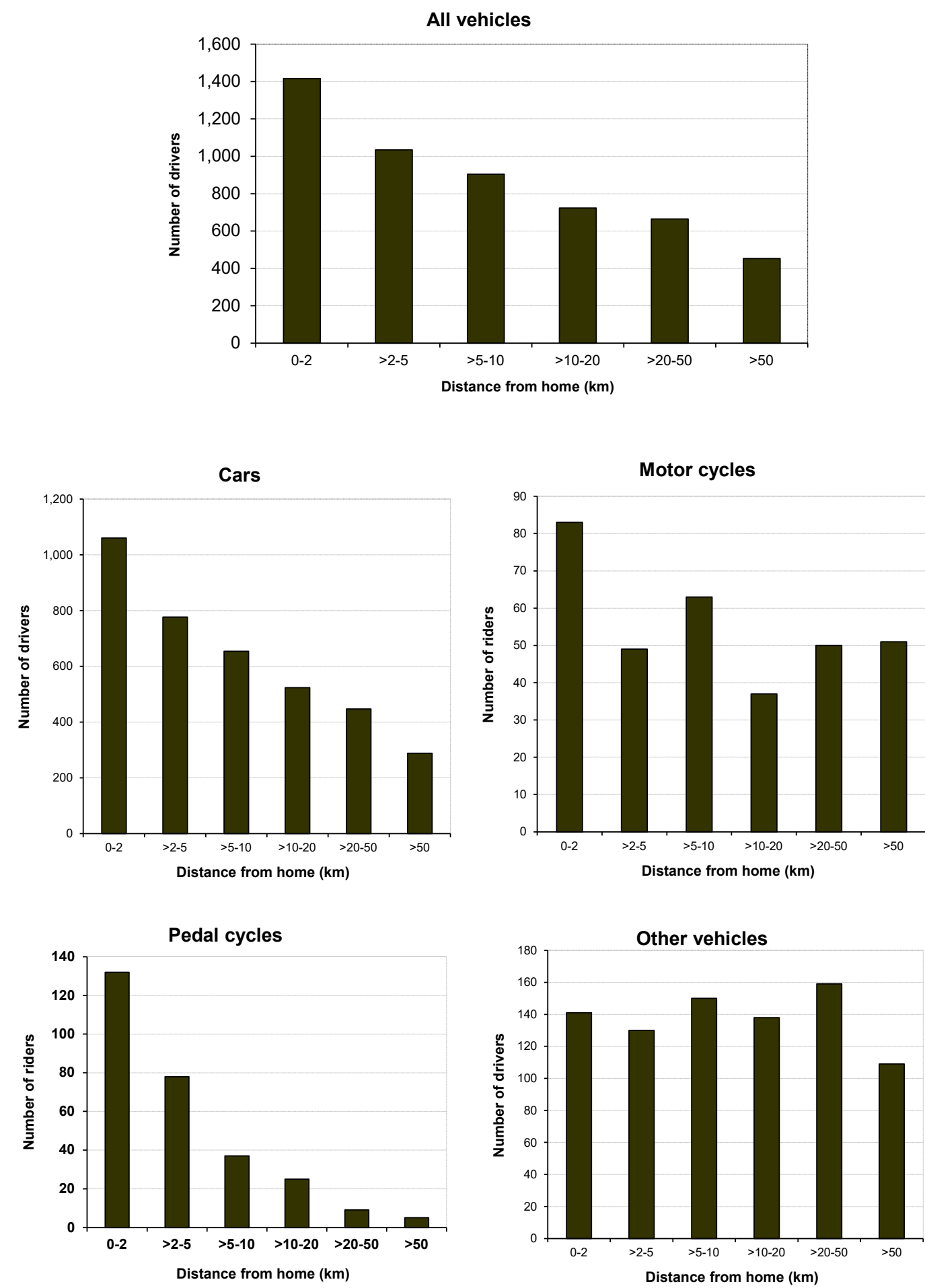


Table 17 Car drivers involved in reported injury collisions by manoeuvre and age of driver separately for built-up and non built-up roads
Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Built-up/non built-up	Manoeuvre	Number Age						Percent Age					
		Number Age 17-25	NumberAge 26-34	Number Age 35-59	Number Age 60 and over	not known or under 17	Number Total Age	Percent Age 17-25	PercentAge 26-34	Percent Age 35-59	Percent Age 60 and over	not known or under 17	Percent Total Age
Built-up	Reversing	7	8	28	14	1	58	1	1	2	3	1	2
Built-up	Parked	7	11	33	11	155	217	1	2	3	2	82	7
Built-up	Slowing or stopping	284	323	658	292	18	1,576	59	58	57	54	10	54
Built-up	Moving off	25	30	67	27	1	149	5	5	6	5	1	5
Built-up	U Turn	31	43	79	48	4	205	6	8	7	9	2	7
Built-up	Turning/wtg turn left	8	7	15	10	1	41	2	1	1	2	1	1
Built-up	Turning/wtg turn right	27	29	62	27	2	147	6	5	5	5	1	5
Built-up	Changing lane	77	86	184	94	3	444	16	15	16	17	2	15
Built-up	Overtaking	4	5	10	5	1	26	1	1	1	1	1	1
Built-up	Going ahead	16	17	22	17	2	75	3	3	2	3	1	3
Built-up	Total [Note 15]	485	559	1,158	545	189	2,937	100	100	100	100	100	100
Non built-up	Reversing	0	1	0	0	0	2	0	0	0	0	0	0
Non built-up	Parked	3	4	13	4	7	31	1	1	2	1	51	2
Non built-up	Slowing or stopping	332	269	593	287	5	1,487	77	72	74	71	33	74
Non built-up	Moving off	18	25	52	21	0	116	4	7	7	5	3	6
Non built-up	U Turn	8	7	13	13	0	41	2	2	2	3	0	2
Non built-up	Turning/wtg turn left	1	1	3	3	0	7	0	0	0	1	0	0
Non built-up	Turning/wtg turn right	10	9	12	10	0	40	2	2	2	2	3	2
Non built-up	Changing lane	28	29	62	43	1	163	7	8	8	11	4	8
Non built-up	Overtaking	10	10	14	7	0	41	2	3	2	2	1	2
Non built-up	Going ahead	22	18	36	17	0	93	5	5	5	4	3	5
Non built-up	Total [Note 15]	432	373	797	406	15	2,023	100	100	100	100	100	100
Total	Reversing	7	9	28	14	1	60	1	1	1	2	1	1
Total	Parked	10	15	46	15	162	248	1	2	2	2	79	5
Total	Slowing or stopping	616	592	1,252	581	23	3,064	67	64	64	61	11	62
Total	Moving off	43	55	119	48	2	265	5	6	6	5	1	5
Total	U Turn	39	50	91	62	4	246	4	5	5	7	2	5
Total	Turning/wtg turn left	9	7	18	12	1	48	1	1	1	1	1	1
Total	Turning/wtg turn right	36	38	74	37	2	187	4	4	4	4	1	4
Total	Changing lane	105	115	246	137	4	607	12	12	13	14	2	12
Total	Overtaking	14	16	24	11	1	67	2	2	1	1	1	1
Total	Going ahead	38	36	58	34	2	168	4	4	3	4	1	3
Total	Total [Note 15]	918	933	1,956	951	204	4,963	100	100	100	100	100	100

Table 18a Car drivers involved in reported injury collisions by age and severity of collision

Years:2014-18 and 2020-24 ave and 2014 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Year	Number Age	Number Age	Number Age	Number Age	Number	Percent Age	Percent Age	Percent Age	Percent Age	Percent
		17-25	26-34	35-59	60 and over	Total Age [Note 21]					Total Age [Note 21]
Fatal	2014-18 average	34	30	64	41	172	19.9	17.3	37.4	24.0	100
Fatal	2014	42	20	81	46	193	21.8	10.4	42.0	23.8	100
Fatal	2015	37	36	55	32	161	23.0	22.4	34.2	19.9	100
Fatal	2016	40	44	73	46	204	19.6	21.6	35.8	22.5	100
Fatal	2017	25	27	55	40	149	16.8	18.1	36.9	26.8	100
Fatal	2018	27	22	58	43	154	17.5	14.3	37.7	27.9	100
Fatal	2019	27	20	59	63	175	15.4	11.4	33.7	36	100
Fatal	2020	27	23	57	29	144	18.8	16	39.6	20.1	100
Fatal	2021	23	15	48	26	116	19.8	12.9	41.4	22.4	100
Fatal	2022	21	32	52	52	160	13.1	20	32.5	32.5	100
Fatal	2023	26	19	48	32	128	20.3	14.8	37.5	25	100
Fatal	2024	22	25	66	36	157	14	15.9	42	22.9	100
Fatal	2020 to 2024 average	24	23	54	35	141	16.9	16.2	38.4	24.8	100
Adjusted serious	2014-18 average	514	476	1,051	510	2,675	19.2	17.8	39.3	19.1	100
Adjusted serious	2014	565	477	1,108	524	2,765	20.4	17.3	40.1	19.0	100
Adjusted serious	2015	546	541	1,105	495	2,778	19.7	19.5	39.8	17.8	100
Adjusted serious	2016	551	467	1,092	545	2,808	19.6	16.6	38.9	19.4	100
Adjusted serious	2017	486	467	983	472	2,550	19.1	18.3	38.6	18.5	100
Adjusted serious	2018	424	429	967	514	2,476	17.1	17.3	39.1	20.7	100
Adjusted serious	2019	408	406	904	513	2,343	17.4	17.3	38.6	21.9	100
Adjusted serious	2020	297	269	515	265	1,395	21.3	19.3	36.9	19.0	100
Adjusted serious	2021	285	280	625	316	1,568	18.2	17.9	39.9	20.2	100
Adjusted serious	2022	293	294	607	404	1,687	17.4	17.4	36.0	23.9	100
Adjusted serious	2023	329	330	742	438	1,918	17.2	17.2	38.7	22.8	100
Adjusted serious	2024	324	307	681	426	1,815	17.9	16.9	37.5	23.5	100
Adjusted serious	2020 to 2024 average	306	296	634	370	1,677	18	18	38	22	100
Adjusted slight	2014-18 average	1,429	1,413	3,030	1,054	7,307	19.6	19.3	41.5	14.4	100
Adjusted slight	2014	1,632	1,609	3,544	1,151	8,193	19.9	19.6	43.3	14.0	100
Adjusted slight	2015	1,594	1,610	3,353	1,114	7,966	20.0	20.2	42.1	14.0	100
Adjusted slight	2016	1,563	1,524	3,345	1,140	8,044	19.4	18.9	41.6	14.2	100
Adjusted slight	2017	1,294	1,237	2,659	967	6,625	19.5	18.7	40.1	14.6	100
Adjusted slight	2018	1,064	1,085	2,250	896	5,705	18.6	19.0	39.4	15.7	100
Adjusted slight	2019	889	969	1,952	765	4,848	18.3	20.0	40.3	15.8	100
Adjusted slight	2020	627	672	1,237	483	3,120	20.1	21.5	39.6	15.5	100
Adjusted slight	2021	581	647	1,203	533	3,096	18.8	20.9	38.9	17.2	100
Adjusted slight	2022	597	615	1,319	556	3,224	18.5	19.1	40.9	17.2	100
Adjusted slight	2023	611	588	1,305	586	3,214	19.0	18.3	40.6	18.2	100
Adjusted slight	2024	525	547	1,273	570	3,059	17.2	17.9	41.6	18.6	100
Adjusted slight	2020 to 2024 average	588	614	1,267	546	3,143	19	20	40	17	100
Total	2014-18 average	1,987	1,927	4,162	1,611	10,196	19.5	18.9	40.8	15.8	100
Total	2014	2,247	2,116	4,749	1,727	11,191	20.1	18.9	42.4	15.4	100
Total	2015	2,184	2,192	4,524	1,645	10,935	20.0	20.0	41.4	15.0	100
Total	2016	2,162	2,038	4,517	1,733	11,077	19.5	18.4	40.8	15.6	100
Total	2017	1,821	1,745	3,728	1,495	9,406	19.4	18.6	39.6	15.9	100
Total	2018	1,522	1,545	3,291	1,456	8,373	18.2	18.5	39.3	17.4	100
Total	2019	1,341	1,420	2,954	1,367	7,489	17.9	19.0	39.4	18.3	100
Total	2020	951	964	1,809	777	4,659	20.4	20.7	38.8	16.7	100
Total	2021	889	942	1,876	875	4,780	18.6	19.7	39.2	18.3	100
Total	2022	911	941	1,979	1,013	5,073	18.0	18.5	39.0	20.0	100
Total	2023	967	937	2,096	1,058	5,264	18.4	17.8	39.8	20.1	100
Total	2024	871	882	2,022	1,034	5,039	17.3	17.5	40.1	20.5	100
Total	2020 to 2024 average	918	933	1,956	951	4,963	18.5	18.8	39.4	19.2	100

Table 18b Car drivers involved in reported injury collisions by age and sex [Note 22]
Years:2014-18 and 2020-24 ave and 2014 to 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Gender	Year	Number	Number	Number	Number	Number	Rate per	Rate per	Rate per	Rate per	Rate per
		Age 17-25	Age 26-34	Age 35-59	Age 60 and over	Total Age [Note 21]	thousand population Age 17-25	thousand population Age 26-34	thousand population Age 35-59	thousand population Age 60 and over	thousand population Total Age [Note 21]
Male	2014-18 average	1,174	1,105	2,342	1,032	5,741	3.9	3.5	2.5	1.4	2.5
Male	2014	1,355	1,161	2,653	1,110	6,331	4.4	3.7	2.8	1.6	2.8
Male	2015	1,307	1,231	2,551	1,059	6,194	4.3	3.9	2.7	1.5	2.7
Male	2016	1,226	1,198	2,499	1,109	6,127	4.0	3.8	2.6	1.5	2.6
Male	2017	1,081	1,027	2,104	945	5,250	3.6	3.2	2.2	1.3	2.2
Male	2018	902	908	1,902	935	4,804	3.0	2.8	2.0	1.3	2.0
Male	2019	762	817	1,704	857	4,193	2.5	2.4	1.9	1.3	1.9
Male	2020	565	564	1,098	521	2,761	1.9	1.7	1.2	0.8	1.3
Male	2021	542	591	1,089	567	2,797	1.8	1.8	1.2	0.7	1.2
Male	2022	571	564	1,142	641	2,930	1.9	1.8	1.2	0.8	1.2
Male	2023	612	514	1,219	650	3,003	2.1	1.6	1.3	0.8	1.3
Male	2024	509	524	1,158	659	2,856	1.7	1.7	1.3	0.9	1.3
Male	2020 to 2024 average	560	551	1,141	608	2,869	1.9	1.7	1.2	0.8	1.2
Female	2014-18 average	792	773	1,766	577	3,936	2.6	2.5	2.0	1.0	1.9
Female	2014	870	857	1,989	616	4,350	2.8	2.8	2.2	1.1	2.1
Female	2015	845	853	1,899	582	4,201	2.8	2.8	2.1	1.0	2.0
Female	2016	903	817	1,967	618	4,344	3.0	2.7	2.2	1.0	2.0
Female	2017	734	708	1,602	547	3,632	2.5	2.3	1.8	0.9	1.7
Female	2018	607	631	1,372	520	3,154	2.1	2.0	1.5	0.8	1.5
Female	2019	551	592	1,239	506	2,903	1.9	1.7	1.3	0.7	1.2
Female	2020	352	389	699	243	1,684	1.2	1.1	0.7	0.3	0.7
Female	2021	320	339	772	304	1,738	1.1	1.1	0.9	0.5	0.8
Female	2022	315	362	809	369	1,860	1.1	1.2	0.9	0.5	0.9
Female	2023	322	406	849	405	1,991	1.1	1.3	1.0	0.6	0.9
Female	2024	335	341	835	370	1,885	1.1	1.0	0.9	0.5	0.8
Female	2020 to 2024 average	329	367	793	338	1,832	1.1	1.2	0.9	0.5	0.8
Total[Note 21]	2014-18 average	1,987	1,927	4,162	1,611	10,196	3.3	3.1	2.3	1.2	2.2
Total[Note 21]	2014	2,247	2,116	4,749	1,727	11,191	3.7	3.4	2.6	1.3	2.5
Total[Note 21]	2015	2,184	2,192	4,524	1,645	10,935	3.6	3.5	2.5	1.3	2.4
Total[Note 21]	2016	2,162	2,038	4,517	1,733	11,077	3.6	3.3	2.4	1.3	2.4
Total[Note 21]	2017	1,821	1,745	3,728	1,495	9,406	3.0	2.8	2.0	1.1	2.0
Total[Note 21]	2018	1,522	1,545	3,291	1,456	8,373	2.6	2.4	1.8	1.1	1.8
Total[Note 21]	2019	1,341	1,420	2,954	1,367	7,489	2.3	2.1	1.6	1.0	1.6
Total[Note 21]	2020	951	964	1,809	777	4,659	1.6	1.4	1.0	0.6	1.0
Total[Note 21]	2021	889	942	1,876	875	4,780	1.5	1.5	1.0	0.6	1.0
Total[Note 21]	2022	911	941	1,979	1,013	5,073	1.5	1.5	1.1	0.7	1.1
Total[Note 21]	2023	967	937	2,096	1,058	5,264	1.6	1.5	1.2	0.7	1.1
Total[Note 21]	2024	871	882	2,022	1,034	5,039	1.4	1.4	1.1	0.7	1.0
Total[Note 21]	2020 to 2024 average	918	933	1,956	951	4,963	1.6	1.5	1.1	0.6	1.1
Male/female ratio	2014-18 average	1.5	1.4	1.3	1.8	1.5	1.5	1.4	1.3	1.4	1.3
Male/female ratio	2014	1.6	1.4	1.3	1.8	1.5	1.6	1.3	1.3	1.5	1.3
Male/female ratio	2015	1.5	1.4	1.3	1.8	1.5	1.5	1.4	1.3	1.5	1.4
Male/female ratio	2016	1.4	1.5	1.3	1.8	1.4	1.3	1.4	1.2	1.5	1.3
Male/female ratio	2017	1.5	1.5	1.3	1.7	1.4	1.4	1.4	1.2	1.4	1.3
Male/female ratio	2018	1.5	1.4	1.4	1.8	1.5	1.4	1.4	1.3	1.6	1.3
Male/female ratio	2019	1.4	1.4	1.4	1.7	1.4	1.3	1.4	1.5	1.9	1.6
Male/female ratio	2020	1.6	1.4	1.6	2.1	1.6	1.6	1.5	1.7	2.7	1.9
Male/female ratio	2021	1.7	1.7	1.4	1.9	1.6	1.6	1.6	1.3	1.4	1.5
Male/female ratio	2022	1.8	1.6	1.4	1.7	1.6	1.7	1.5	1.3	1.6	1.3
Male/female ratio	2023	1.9	1.3	1.4	1.6	1.5	1.9	1.2	1.3	1.3	1.4
Male/female ratio	2024	1.5	1.5	1.4	1.8	1.5	1.5	1.7	1.4	1.8	1.6
Male/female ratio	2020 to 2024 average	1.7	1.5	1.4	1.8	1.6	1.7	1.4	1.3	1.6	1.5

Table 18 Car drivers involved in reported injury collisions by age and sex, 2014 to 2024

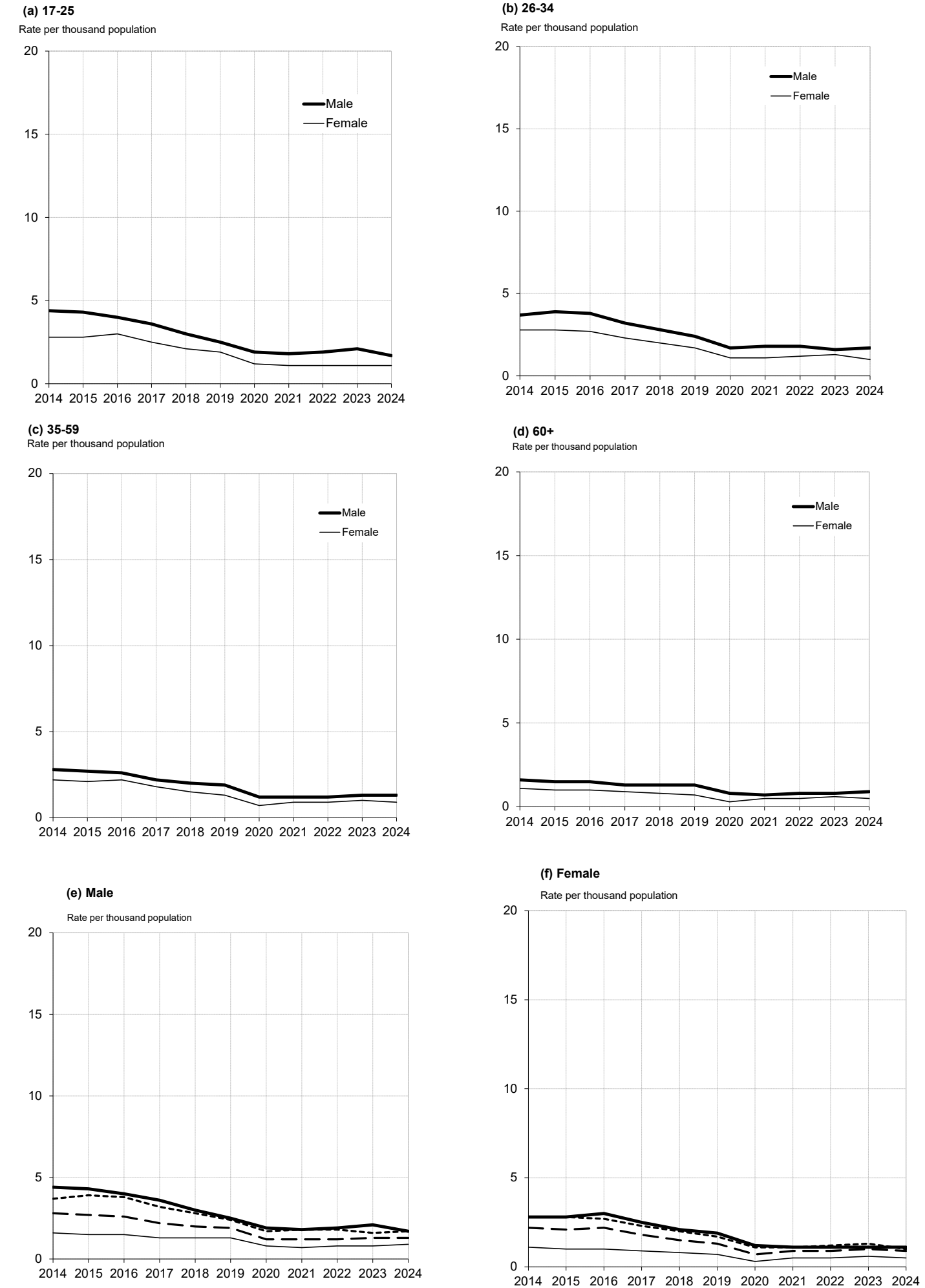


Table 19 Motorists involved in collisions by police force division [Note 23]
Years:2014-18 and 2020-24 ave and 2014 to 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

		Argyll & West Dumfries & Lothians & Borders Highlands & Islands Renfrewshire & Lanarkshire Scotland													
	Year	North East [Note 4]	Tayside	Dunbarton shire	Forth Valley	Galloway	Ayrshire	Greater Glasgow	Scottish	Edinburgh		Fife	Inverclyde		
Breath test results															
Motorists involved	14-18 ave	933	745	483	753	446	865	2,215	1,410	1,613	695	655	610	1,540	12,962
Motorists involved	2020	350	621	202	307	194	400	1,064	603	613	375	383	256	676	6,044
Motorists involved	2021	379	631	211	319	224	394	1,037	770	706	405	361	240	647	6,324
Motorists involved	2022	388	629	193	333	312	421	1,090	800	757	407	409	243	746	6,728
Motorists involved	2023	468	602	249	359	285	432	1,077	664	706	504	465	233	853	6,897
Motorists involved	2024	438	596	212	353	343	360	1,118	599	726	525	442	312	770	6,794
Motorists involved	20-24 ave	405	616	213	334	272	401	1,077	687	702	443	412	257	738	6,557
Breath test requested	14-18 ave	446	555	251	476	322	489	982	914	889	435	442	291	793	7,286
Breath test requested	2020	190	369	128	158	135	214	355	383	350	248	212	116	291	3,149
Breath test requested	2021	187	354	113	178	150	171	368	441	380	227	206	87	320	3,182
Breath test requested	2022	238	450	99	182	195	250	414	543	430	268	255	93	392	3,809
Breath test requested	2023	279	431	156	200	219	255	458	388	385	349	319	113	427	3,979
Breath test requested	2024	259	418	129	172	238	184	437	357	430	332	263	137	362	3,718
Breath test requested	20-24 ave	231	404	125	178	187	215	406	422	395	285	251	109	358	3,567
Positive/refused	14-18 ave	19	19	8	15	7	13	29	22	15	13	12	12	28	214
Positive/refused	2020	6	17	2	7	6	4	17	16	14	14	12	8	10	133
Positive/refused	2021	5	16	3	6	5	9	15	14	14	5	3	4	14	113
Positive/refused	2022	10	12	3	2	9	16	19	24	12	8	8	9	19	151
Positive/refused	2023	10	16	4	6	8	23	21	19	11	15	11	3	18	165
Positive/refused	2024	6	11	1	5	11	10	14	10	12	13	3	7	18	121
Positive/refused	20-24 ave	7	14	3	5	8	12	17	17	13	11	7	6	16	137
Breath test requested as a percent of those involved	14-18 ave	47.8	74.6	52.0	63.2	72.2	56.5	44.4	64.9	55.1	62.5	67.5	47.7	51.5	56.2
Breath test requested as a percent of those involved	2020	54.3	59.4	63.4	51.5	69.6	53.5	33.4	63.5	57.1	66.1	55.4	45.3	43.0	52.1
Breath test requested as a percent of those involved	2021	49.3	56.1	53.6	55.8	67.0	43.4	35.5	57.3	53.8	56.0	57.1	36.3	49.5	50.3
Breath test requested as a percent of those involved	2022	61.3	71.5	51.3	54.7	62.5	59.4	38.0	67.9	56.8	65.8	62.3	38.3	52.5	56.6
Breath test requested as a percent of those involved	2023	59.6	71.6	62.7	55.7	76.8	59.0	42.5	58.4	54.5	69.2	68.6	48.5	50.1	57.7
Breath test requested as a percent of those involved	2024	59.1	70.1	60.8	48.7	69.4	51.1	39.1	59.6	59.2	63.2	59.5	43.9	47.0	54.7
Breath test requested as a percent of those involved	20-24 ave	57.0	65.7	58.6	53.3	69.0	53.5	37.7	61.5	56.3	64.3	60.9	42.5	48.5	54.4
Positive/refused as a percent of motorists involved	14-18 ave	2.0	2.5	1.7	2.0	1.6	1.5	1.3	1.6	1.0	1.9	1.9	2.0	1.8	1.6
Positive/refused as a percent of motorists involved	2020	1.7	2.7	1.0	2.3	3.1	1.0	1.6	2.7	2.3	3.7	3.1	3.1	1.5	2.2
Positive/refused as a percent of motorists involved	2021	1.3	2.5	1.4	1.9	2.2	2.3	1.4	1.8	2.0	1.2	0.8	1.7	2.2	1.8
Positive/refused as a percent of motorists involved	2022	2.6	1.9	1.6	0.6	2.9	3.8	1.7	3.0	1.6	2.0	2.0	3.7	2.5	2.2
Positive/refused as a percent of motorists involved	2023	2.1	2.7	1.6	1.7	2.8	5.3	1.9	2.9	1.6	3.0	2.4	1.3	2.1	2.4
Positive/refused as a percent of motorists involved	2024	1.4	1.8	0.5	1.4	3.2	2.8	1.3	1.7	1.7	2.5	0.7	2.2	2.3	1.8
Positive/refused as a percent of motorists involved	20-24 ave	1.8	2.3	1.2	1.6	2.9	3.1	1.6	2.4	1.8	2.5	1.8	2.4	2.1	2.1
Positive/refused as a percent of those where breath test requ	14-18 ave	4.3	3.4	3.3	3.2	2.2	2.7	3.0	2.4	1.7	3.0	2.8	4.1	3.5	2.9
Positive/refused as a percent of those where breath test requ	2020	3.2	4.6	1.6	4.4	4.4	1.9	4.8	4.2	4.0	5.6	5.7	6.9	3.4	4.2
Positive/refused as a percent of those where breath test requ	2021	2.7	4.5	2.7	3.4	3.3	5.3	4.1	3.2	3.7	2.2	1.5	4.6	4.4	3.6
Positive/refused as a percent of those where breath test requ	2022	4.2	2.7	3.0	1.1	4.6	6.4	4.6	4.4	2.8	3.0	3.1	9.7	4.8	4.0
Positive/refused as a percent of those where breath test requ	2023	3.6	3.7	2.6	3.0	3.7	9.0	4.6	4.9	2.9	4.3	3.4	2.7	4.2	4.1
Positive/refused as a percent of those where breath test requ	2024	2.3	2.6	0.8	2.9	4.6	5.4	3.2	2.8	2.8	3.9	1.1	5.1	5.0	3.3
Positive/refused as a percent of those where breath test requ	20-24 ave	3.2	3.6	2.1	2.9	4.2	5.8	4.2	3.9	3.2	3.9	2.9	5.7	4.4	3.8

Table 20 Motorists involved in reported injury collisions, breath tested and breath test results, by day and time, 2020-2024 average
This worksheet contains one table.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

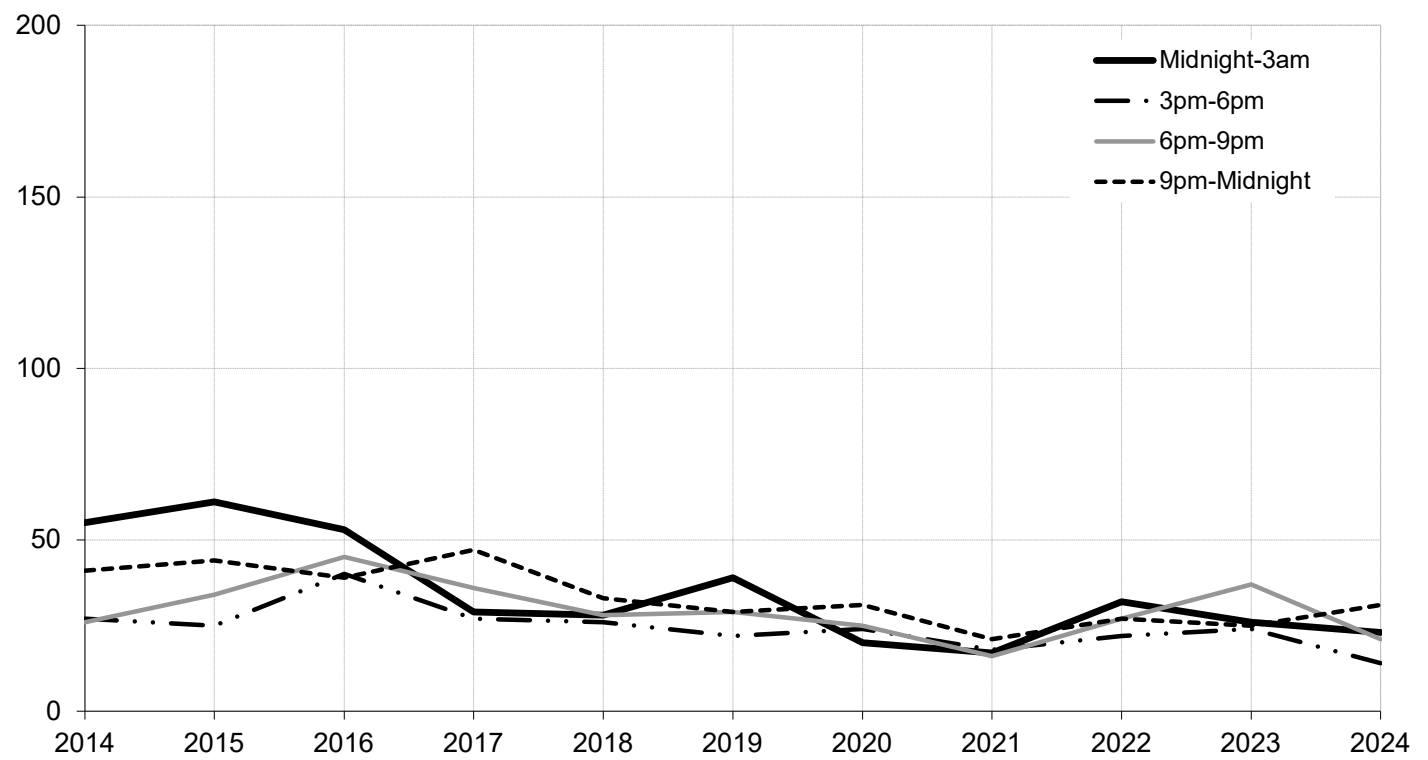
	Time (24 hr clock)	Monday-Thursday (average day)	Friday	Saturday	Sunday	Total [Note 24]
Breath test results						
Motorists involved	00-03	15	21	34	54	170
Motorists involved	03-06	11	14	15	19	92
Motorists involved	06-09	123	119	44	26	683
Motorists involved	09-12	148	148	153	103	996
Motorists involved	12-15	183	263	221	177	1,392
Motorists involved	15-18	271	301	193	184	1,762
Motorists involved	18-21	142	168	144	127	1,006
Motorists involved	21-24	58	81	88	55	457
Motorists involved	Total	951	1,116	893	744	6,561
Breath test requested	00-03	8	13	19	31	95
Breath test requested	03-06	6	8	8	9	51
Breath test requested	06-09	69	65	26	16	381
Breath test requested	09-12	83	83	87	62	565
Breath test requested	12-15	97	139	119	94	739
Breath test requested	15-18	143	157	108	98	935
Breath test requested	18-21	76	96	75	69	545
Breath test requested	21-24	32	50	50	28	256
Breath test requested	Total	515	612	491	406	3,569
Positive/refused	00-03	1	5	5	9	24
Positive/refused	03-06	1	1	1	3	7
Positive/refused	06-09	1	1	2	2	10
Positive/refused	09-12	1	1	2	2	9
Positive/refused	12-15	2	2	2	4	15
Positive/refused	15-18	2	3	5	3	20
Positive/refused	18-21	2	4	6	5	25
Positive/refused	21-24	3	5	7	4	27
Positive/refused	Total	13	23	30	30	137
Breath test requested as a percentage of motorists involved	00-03	53	63	56	58	56
Breath test requested as a percentage of motorists involved	03-06	58	58	53	49	55
Breath test requested as a percentage of motorists involved	06-09	56	54	60	60	56
Breath test requested as a percentage of motorists involved	09-12	56	56	56	60	57
Breath test requested as a percentage of motorists involved	12-15	53	53	54	53	53
Breath test requested as a percentage of motorists involved	15-18	53	52	56	53	53
Breath test requested as a percentage of motorists involved	18-21	54	57	52	55	54
Breath test requested as a percentage of motorists involved	21-24	55	62	56	50	56
Breath test requested as a percentage of motorists involved	Total	54	55	55	55	54
Positive/refused as a percentage of motorists involved	00-03	8	22	15	16	14
Positive/refused as a percentage of motorists involved	03-06	5	6	7	14	7
Positive/refused as a percentage of motorists involved	06-09	1	1	5	6	1
Positive/refused as a percentage of motorists involved	09-12	1	1	1	2	1
Positive/refused as a percentage of motorists involved	12-15	1	1	1	2	1
Positive/refused as a percentage of motorists involved	15-18	1	1	3	2	1
Positive/refused as a percentage of motorists involved	18-21	2	3	4	4	3
Positive/refused as a percentage of motorists involved	21-24	5	7	8	6	6
Positive/refused as a percentage of motorists involved	Total	1	2	3	4	2
Positive/refused as a percentage of those where breath test requested	00-03	15	36	27	28	25
Positive/refused as a percentage of those where breath test requested	03-06	9	10	13	28	13
Positive/refused as a percentage of those where breath test requested	06-09	2	2	8	10	3
Positive/refused as a percentage of those where breath test requested	09-12	1	1	2	3	2
Positive/refused as a percentage of those where breath test requested	12-15	2	1	2	4	2
Positive/refused as a percentage of those where breath test requested	15-18	2	2	5	3	2
Positive/refused as a percentage of those where breath test requested	18-21	3	5	8	8	5
Positive/refused as a percentage of those where breath test requested	21-24	8	11	14	13	11
Positive/refused as a percentage of those where breath test requested	Total	3	4	6	7	4

Table 21 Motorists involved in injury road collisions, breath tested and breath test results, by time of day
Years:2014-18 and 2020-24 ave and 2014 to 2024
This worksheet contains one table.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

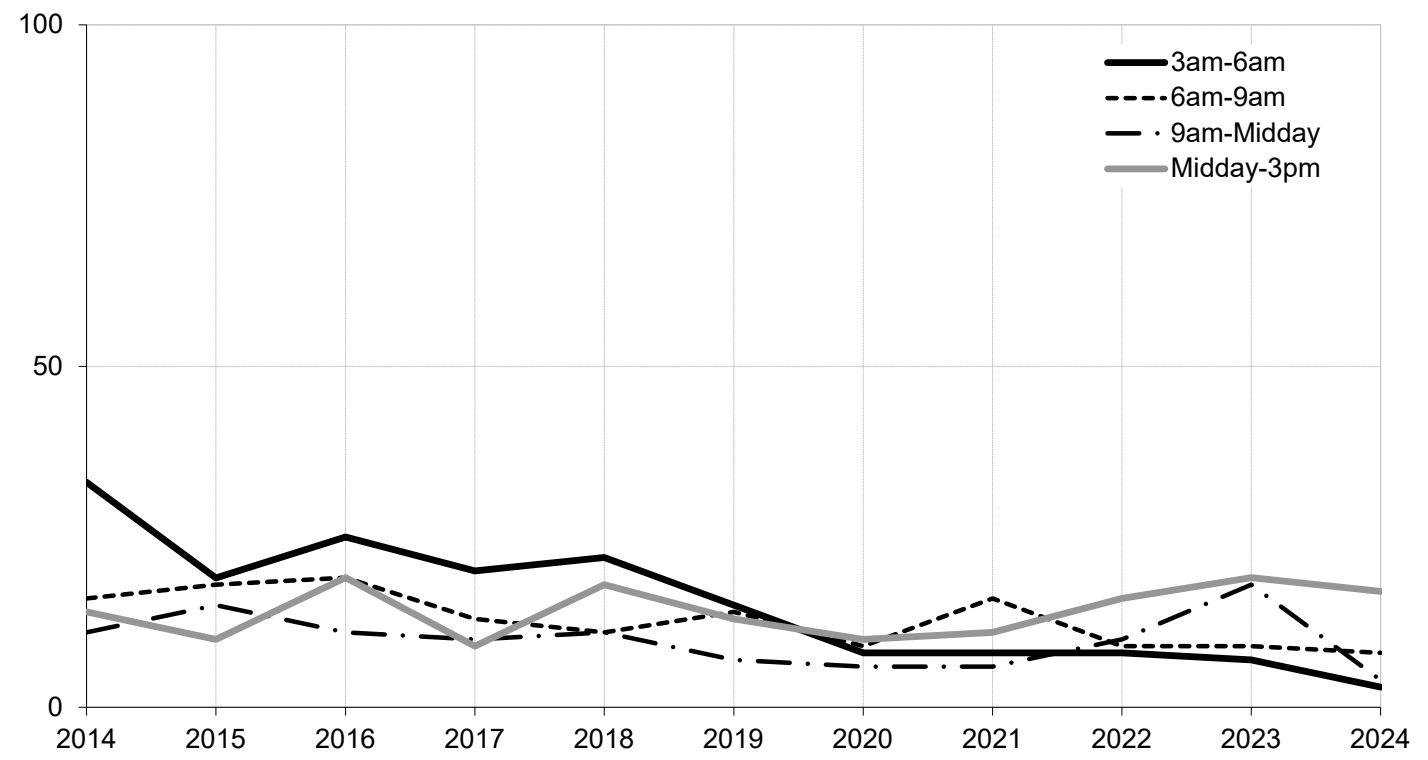
Breath test results		Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
Motorists involved	2014-18 average		348	196	1,598	1,930	2,616	3,505	1,958	812	12,962
Motorists involved	2020		134	116	614	825	1,375	1,632	927	421	6,044
Motorists involved	2021		144	90	597	948	1,364	1,796	969	416	6,324
Motorists involved	2022		191	91	729	1,048	1,376	1,857	995	441	6,731
Motorists involved	2023		192	85	745	1,095	1,429	1,807	1,060	484	6,903
Motorists involved	2024		188	78	728	1,066	1,414	1,719	1,077	524	6,804
Motorists involved	2020 to 2024 average		170	92	683	996	1,392	1,762	1,006	457	6,561
Breath tests requested	2014-18 average		213	115	908	1,088	1,452	1,907	1,122	481	7,286
Breath tests requested	2020		79	63	320	412	713	817	503	242	3,149
Breath tests requested	2021		70	44	315	508	662	887	483	213	3,182
Breath tests requested	2022		109	44	423	616	751	1,026	583	257	3,810
Breath tests requested	2023		113	53	439	671	816	1,009	585	293	3,982
Breath tests requested	2024		105	50	406	619	754	938	571	275	3,723
Breath tests requested	2020 to 2024 average		95	51	381	565	739	935	545	256	3,569
Positive/refused	2014-18 average		45	24	15	12	14	29	34	41	214
Positive/refused	2014		55	33	16	11	14	27	26	41	223
Positive/refused	2015		61	19	18	15	10	25	34	44	226
Positive/refused	2016		53	25	19	11	19	40	45	39	251
Positive/refused	2017		29	20	13	10	9	27	36	47	191
Positive/refused	2018		28	22	11	11	18	26	28	33	177
Positive/refused	2019		39	15	14	7	13	22	29	29	168
Positive/refused	2020		20	8	9	6	10	24	25	31	133
Positive/refused	2021		17	8	16	6	11	18	16	21	113
Positive/refused	2022		32	8	9	10	16	22	27	27	151
Positive/refused	2023		26	7	9	18	19	24	37	25	165
Positive/refused	2024		23	3	8	4	17	14	21	31	121
Positive/refused	2020 to 2024 average		24	7	10	9	15	20	25	27	137
Breath test requested as percent involved	2014-18 average		61.2	58.4	56.8	56.4	55.5	54.4	57.3	59.3	56.2
Breath test requested as percent involved	2019		59.0	54.3	52.1	49.9	51.9	50.1	54.3	57.5	52.1
Breath test requested as percent involved	2020		48.6	48.9	52.8	53.6	48.5	49.4	49.8	51.2	50.3
Breath test requested as percent involved	2021		57.1	48.4	58.0	58.8	54.6	55.3	58.6	58.3	56.6
Breath test requested as percent involved	2022		58.9	62.4	58.9	61.3	57.1	55.8	55.2	60.5	57.7
Breath test requested as percent involved	2023		55.9	64.1	55.8	58.1	53.3	54.6	53.0	52.5	54.7
Breath test requested as percent involved	2020 to 2024 average		56.1	55.2	55.8	56.7	53.1	53.1	54.2	56.0	54.4
Positive/refused as percent those involved	2014-18 average		13.0	12.1	1.0	0.6	0.5	0.8	1.7	5.0	1.6
Positive/refused as percent those involved	2019		14.9	6.9	1.5	0.7	0.7	1.5	2.7	7.4	2.2
Positive/refused as percent those involved	2020		11.8	8.9	2.7	0.6	0.8	1.0	1.7	5.0	1.8
Positive/refused as percent those involved	2021		16.8	8.8	1.2	1.0	1.2	1.2	2.7	6.1	2.2
Positive/refused as percent those involved	2022		13.5	8.2	1.2	1.6	1.3	1.3	3.5	5.2	2.4
Positive/refused as percent those involved	2023		12.2	3.8	1.1	0.4	1.2	0.8	1.9	5.9	1.8
Positive/refused as percent those involved	2020 to 2024 average		13.9	7.4	1.5	0.9	1.0	1.2	2.5	5.9	2.1
Positive/refused as percent breath test requested	2014-18 average		21.2	20.8	1.7	1.1	1.0	1.5	3.0	8.5	2.9
Positive/refused as percent breath test requested	2019		25.3	12.7	2.8	1.5	1.4	2.9	5.0	12.8	4.2
Positive/refused as percent breath test requested	2020		24.3	18.2	5.1	1.2	1.7	2.0	3.3	9.9	3.6
Positive/refused as percent breath test requested	2021		29.4	18.2	2.1	1.6	2.1	2.1	4.6	10.5	4.0
Positive/refused as percent breath test requested	2022		23.0	13.2	2.1	2.7	2.3	2.4	6.3	8.5	4.1
Positive/refused as percent breath test requested	2023		21.9	6.0	2.0	0.6	2.3	1.5	3.7	11.3	3.3
Positive/refused as percent breath test requested	2020 to 2024 average		24.8	13.4	2.7	1.6	2.0	2.2	4.6	10.5	3.8

Table 21 Motorists involved in reported injury road collisions with positive or refused breath test
Years: 2014 to 2024

(a) Late afternoon/evening to night time (3pm-3am)



(b) Early morning to early afternoon (3am-3pm)



Drink-drive collisions and casualties

Table 22 shows that the numbers of drink-drive collisions and casualties both fell by 38% and 33% respectively between 2013 and 2023 (the latest year for which estimates are available): from a rounded estimate of 320 to roughly 200 (collisions) and from around 450 to some 300 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated have fallen from 20 in 2013 to 10 in 2023. The number of adjusted serious casualties is estimated to have risen by 71% (from roughly 70 in 2013 to some 120 in 2023).

Drink-drive estimates: background

The Department for Transport (DfT) annually estimates the number of reported drink drive collisions: i.e. those reported injury road collisions involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from the 5th December 2014).

DfT published [GB final figures](#) in September 2025. Scotland estimates are presented in Reported Road Casualties GB [Table RAS 2013](#) which was updated with 2023 data in September 2025. Because of the uncertainty involved figures are rounded to the nearest ten.

The DfT's publication outlines the estimation methods in detail. It draws on Stats 19 reported road collision data (where motor vehicle drivers or riders failed or refused to provide a sample of breath) and Procurators Fiscal (and Coroners in England and Wales) data on blood alcohol levels of drivers who died within 12 hours of being injured in a road collision. The estimates include allowances for the numbers of cases where drivers or riders are not breath tested due to the collision being a hit and run collision. Drink drive casualties are defined here as any casualties resulting from a drink drive collision.

Estimates for 2024 are not yet available because of the timing of the provision of the data regarding blood alcohol levels of fatalities from Procurators Fiscal (and Coroners in England and Wales) to DfT. At this stage the sample of 2024 data is insufficient to allow a breakdown by country.

There are no estimates for Scotland of the number of alcohol-related injury road collisions which involve legal alcohol levels (i.e. alcohol levels up to and including the current drink-drive limit of 80mg of alcohol per 100ml of blood), nor are there any estimates for Scotland of the numbers of *non*-injury (damage only) road collisions involving illegal alcohol levels.

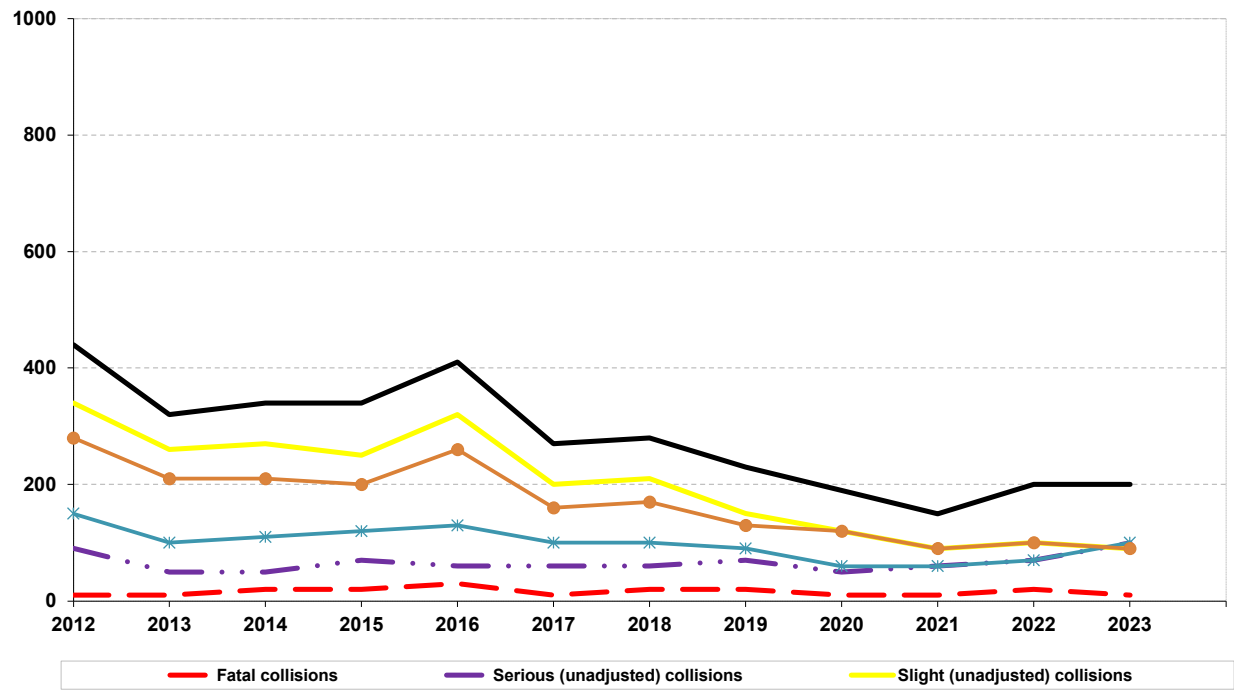
The figures here differ from the number of drivers with positive (or refused) breath tests. While the Police aim to breath test all drivers involved in an collision this isn't always possible (e.g. hit and run drivers or due to severity of casualty). Recently, just over a half of motorists involved in injury road collisions in Scotland have been breath tested.

Table 22 Collisions which involved motor vehicle drivers or riders with illegal alcohol levels [Note 25], by severity of Collision;
and casualties in such collisions, by severity
Years: 2002 to 2023

Year	Fatal collisions	Serious (unadjusted) collisions	Serious (adjusted) collisions	Slight (unadjusted) collisions	Slight (adjusted) collisions	All severities collisions	Fatal casualties	Serious (unadjusted) casualties	Serious (adjusted) casualties	Slight (unadjusted) casualties	Slight (adjusted) casualties	All severities casualties
2002	40	160	[Unavailable]	620	[Unavailable]	820	50	240	[Unavailable]	970	[Unavailable]	1,270
2003	40	180	[Unavailable]	530	[Unavailable]	750	50	230	[Unavailable]	850	[Unavailable]	1,130
2004	30	140	[Unavailable]	540	[Unavailable]	720	40	180	[Unavailable]	850	[Unavailable]	1,060
2005	30	130	240	500	390	660	30	170	310	780	650	990
2006	30	130	240	550	440	720	30	160	300	780	640	980
2007	20	120	230	530	420	670	30	150	280	760	620	930
2008	30	140	240	490	390	660	30	170	300	750	620	950
2009	20	120	220	520	410	660	20	150	280	730	610	910
2010	10	80	170	440	350	530	10	110	210	610	510	740
2011	10	70	150	400	320	490	10	90	180	570	470	670
2012	10	90	150	340	280	440	10	100	180	470	400	580
2013	10	50	100	260	210	320	20	70	130	360	300	450
2014	20	50	110	270	210	340	20	70	130	380	320	470
2015	20	70	120	250	200	340	20	90	150	370	300	470
2016	30	60	130	320	260	410	30	80	160	460	380	580
2017	10	60	100	200	160	270	10	80	130	320	260	410
2018	20	60	100	210	170	280	20	70	120	310	260	400
2019	20	70	90	150	130	230	20	90	110	240	220	350
2020	10	50	60	120	120	190	20	60	60	180	170	250
2021	10	60	60	90	90	150	10	70	70	130	130	210
2022	20	70	70	100	100	200	30	90	90	190	190	310
2023	10	100	100	90	90	200	10	120	120	170	170	300

Table 22 (a) Estimated number of reported drink drive collisions

Years: 2012 to 2023



(b) Estimated number of reported drink drive casualties

Years: 2012 to 2023

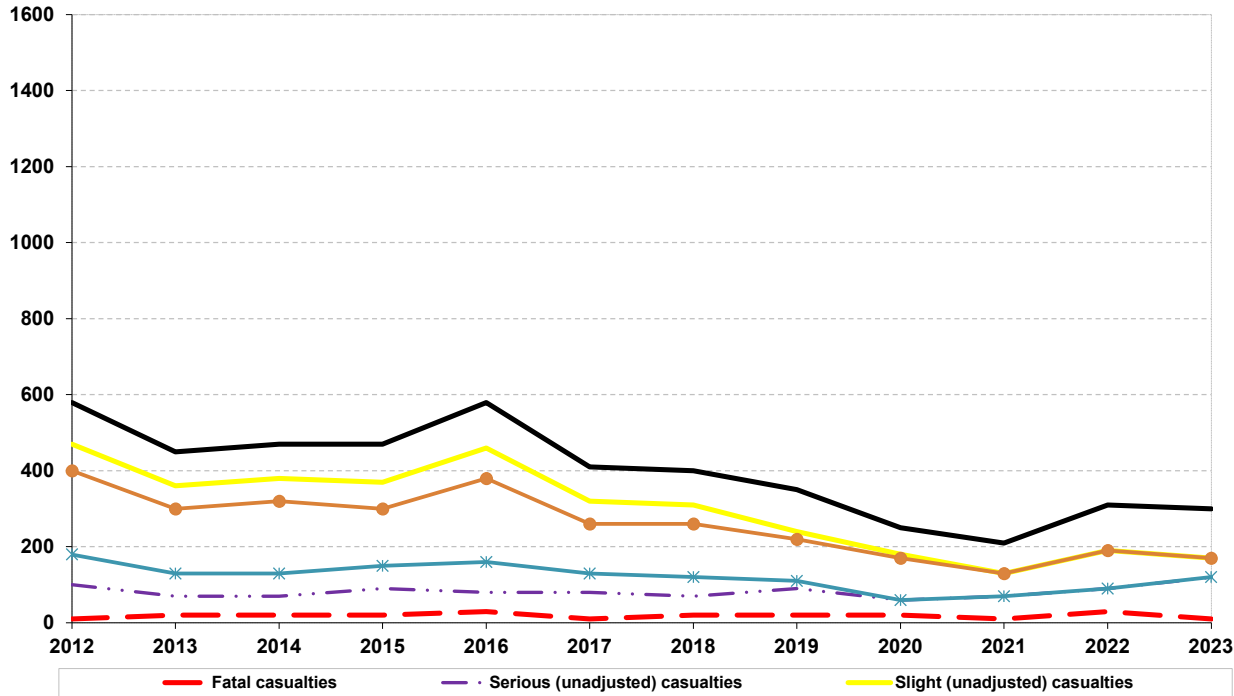


Table 23 Reported casualties by mode of transport and severity separately for built-up and non built-up roads
Years: 2014-18 and 2020-2024 averages, 2014 to 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Year	Built-up killed	Built-up adjusted serious	Built-up all severities	Non built-up killed	Non built-up adjusted serious	Non built-up all severities	Total killed	Total adjusted serious	Total all severities
Pedestrian	2014-18 average	29	603	1,476	12	31	68	41	634	1,543
Pedestrian	2014	41	653	1,662	18	34	83	59	687	1,745
Pedestrian	2015	30	654	1,619	14	29	71	44	683	1,690
Pedestrian	2016	23	633	1,600	9	30	63	32	663	1,663
Pedestrian	2017	26	551	1,298	12	32	65	38	583	1,363
Pedestrian	2018	25	523	1,199	9	31	57	34	554	1,256
Pedestrian	2019	33	520	1,188	11	36	64	44	557	1,252
Pedestrian	2020	20	293	742	12	33	72	32	326	814
Pedestrian	2021	22	282	718	11	19	45	33	301	763
Pedestrian	2022	19	343	857	14	27	60	33	370	917
Pedestrian	2023	35	404	876	11	32	74	46	436	950
Pedestrian	2024	30	405	844	12	25	55	42	430	899
Pedestrian	2020 to 2024 average	25	345	807	12	27	61	37	373	869
Pedal cycle	2014-18 average	3	224	670	4	51	99	6	274	770
Pedal cycle	2014	3	239	789	5	48	106	8	287	895
Pedal cycle	2015	2	229	691	3	53	106	5	282	797
Pedal cycle	2016	3	224	682	5	48	108	8	272	790
Pedal cycle	2017	3	223	634	2	53	94	5	276	728
Pedal cycle	2018	2	205	555	4	50	83	6	255	638
Pedal cycle	2019	3	192	520	6	35	71	9	227	591
Pedal cycle	2020	5	197	512	6	50	98	11	247	610
Pedal cycle	2021	3	158	423	6	39	88	9	197	511
Pedal cycle	2022	1	149	420	1	31	61	2	180	481
Pedal cycle	2023	3	123	336	4	33	69	7	156	405
Pedal cycle	2024	3	136	351	0	22	44	3	158	395
Pedal cycle	2020 to 2024 average	3	153	408	3	35	72	6	188	480
Motorcycle [Note 10]	2014-18 average	5	173	370	25	217	336	30	390	706
Motorcycle [Note 10]	2014	6	216	463	24	230	363	30	446	826
Motorcycle [Note 10]	2015	3	169	396	24	211	339	27	381	735
Motorcycle [Note 10]	2016	7	165	373	23	216	336	30	381	709
Motorcycle [Note 10]	2017	3	167	316	26	202	304	29	369	620
Motorcycle [Note 10]	2018	5	147	302	28	229	338	33	375	640
Motorcycle [Note 10]	2019	6	126	257	19	185	265	25	311	522
Motorcycle [Note 10]	2020	7	103	207	9	138	212	16	241	419
Motorcycle [Note 10]	2021	5	108	198	24	171	259	29	279	457
Motorcycle [Note 10]	2022	3	114	208	23	165	259	26	279	467
Motorcycle [Note 10]	2023	0	122	223	27	170	255	27	292	478
Motorcycle [Note 10]	2024	6	119	216	25	161	238	31	280	454
Motorcycle [Note 10]	2020 to 2024 average	4	113	210	22	161	245	26	274	455
Car	2014-18 average	10	391	3,049	73	830	3,148	83	1,220	6,198
Car	2014	18	397	3,343	76	874	3,443	94	1,271	6,786
Car	2015	9	402	3,325	66	829	3,388	75	1,231	6,713
Car	2016	8	422	3,332	98	907	3,365	106	1,328	6,697
Car	2017	7	378	2,835	57	769	2,872	64	1,147	5,707
Car	2018	9	354	2,412	66	771	2,673	75	1,125	5,085
Car	2019	6	343	2,119	68	785	2,494	74	1,127	4,613
Car	2020	14	217	1,353	51	407	1,420	65	624	2,773
Car	2021	6	260	1,251	44	451	1,660	50	711	2,911
Car	2022	14	289	1,403	81	532	1,805	95	821	3,208
Car	2023	8	310	1,434	46	601	1,975	54	911	3,409
Car	2024	14	368	1,564	59	575	1,848	73	943	3,412
Car	2020 to 2024 average	11	289	1,401	56	513	1,742	67	802	3,143

Table 23 Reported casualties by mode of transport and severity separately for built-up and non built-up roads

Years: 2014-18 and 2020-2024 averages, 2014 to 2024

This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Year	Built-up			Non built-up			Total killed	Total adjusted serious	Total all severities
		Built-up killed	adjusted serious	Built-up all severities	Non built-up killed	adjusted serious	Non built-up all severities			
Taxi	2014-18 average	0	15	121	0	5	24	1	19	145
Taxi	2014	1	15	142	0	3	22	1	18	164
Taxi	2015	1	14	120	0	4	17	1	17	137
Taxi	2016	0	16	129	1	7	26	1	22	155
Taxi	2017	0	17	133	0	6	31	0	22	164
Taxi	2018	0	12	83	1	3	22	1	15	105
Taxi	2019	0	19	114	0	4	25	0	23	139
Taxi	2020	0	11	54	1	1	13	1	12	67
Taxi	2021	0	8	53	0	3	13	0	11	66
Taxi	2022	1	10	64	0	3	11	1	13	75
Taxi	2023	0	13	85	0	9	33	0	22	118
Taxi	2024	1	19	77	0	10	23	1	29	100
Taxi	2020 to 2024 average	0	12	67	0	5	19	1	17	85
Minibus	2014-18 average	0	1	10	1	5	21	1	6	31
Minibus	2014	1	1	11	0	5	25	1	6	36
Minibus	2015	0	0	8	0	6	26	0	7	34
Minibus	2016	0	2	18	2	5	30	2	7	48
Minibus	2017	0	1	9	0	3	8	0	3	17
Minibus	2018	0	0	4	2	5	17	2	5	21
Minibus	2019	0	1	6	0	7	18	0	8	24
Minibus	2020	0	1	7	0	0	6	0	1	13
Minibus	2021	0	1	14	1	3	6	1	4	20
Minibus	2022	0	0	7	0	6	9	0	6	16
Minibus	2023	0	1	3	0	0	4	0	1	7
Minibus	2024	0	1	9	0	1	9	0	2	18
Minibus	2020 to 2024 average	0	1	8	0	2	7	0	3	15
Bus/coach	2014-18 average	1	46	246	1	18	57	2	63	302
Bus/coach	2014	1	45	257	0	7	34	1	52	291
Bus/coach	2015	1	46	259	0	32	73	1	77	332
Bus/coach	2016	0	47	227	3	23	75	3	70	302
Bus/coach	2017	2	45	278	0	15	79	2	59	357
Bus/coach	2018	0	47	208	2	10	22	2	58	230
Bus/coach	2019	3	28	167	0	7	32	3	35	199
Bus/coach	2020	0	15	56	0	5	30	0	20	86
Bus/coach	2021	2	23	74	0	4	6	2	27	80
Bus/coach	2022	0	17	83	0	3	34	0	20	117
Bus/coach	2023	0	37	121	1	6	26	1	43	147
Bus/coach	2024	0	23	113	0	4	17	0	27	130
Bus/coach	2020 to 2024 average	0	23	89	0	4	23	1	27	112
Light goods	2014-18 average	0	16	134	3	53	213	3	69	347
Light goods	2014	0	15	135	0	49	213	0	64	348
Light goods	2015	0	20	136	5	48	218	5	68	354
Light goods	2016	0	17	165	5	59	226	5	76	391
Light goods	2017	0	16	125	2	50	198	2	66	323
Light goods	2018	1	13	109	4	56	211	5	69	320
Light goods	2019	0	14	71	4	43	175	4	56	246
Light goods	2020	2	6	44	4	29	126	6	35	170
Light goods	2021	1	6	48	1	35	121	2	41	169
Light goods	2022	0	10	73	1	41	140	1	51	213
Light goods	2023	0	8	55	2	29	127	2	37	182
Light goods	2024	1	11	37	3	34	127	4	45	164
Light goods	2020 to 2024 average	1	8	51	2	34	128	3	42	180

Table 23 Reported casualties by mode of transport and severity separately for built-up and non built-up roads
Years: 2014-18 and 2020-2024 averages, 2014 to 2024
This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Year	Built-up killed	Built-up adjusted serious	Built-up all severities	Non built-up killed	Non built-up adjusted serious	Non built-up all severities	Total killed	Total adjusted serious	Total all severities
Heavy goods	2014-18 average	0	5	23	2	20	68	2	25	91
Heavy goods	2014	0	6	28	2	24	78	2	30	106
Heavy goods	2015	1	7	31	7	19	85	8	26	116
Heavy goods	2016	0	3	14	1	22	68	1	25	82
Heavy goods	2017	1	5	24	0	16	55	1	21	79
Heavy goods	2018	0	6	20	0	16	53	0	22	73
Heavy goods	2019	0	8	18	2	15	37	2	23	55
Heavy goods	2020	0	4	15	1	9	28	1	13	43
Heavy goods	2021	0	2	7	1	12	38	1	14	45
Heavy goods	2022	0	3	9	4	3	27	4	6	36
Heavy goods	2023	0	2	6	2	6	24	2	8	30
Heavy goods	2024	0	2	6	2	12	28	2	14	34
Heavy goods	2020 to 2024 average	0	3	9	2	8	29	2	11	38
Other	2014-18 average	2	11	32	2	16	41	4	27	73
Other	2014	2	16	40	5	22	65	7	38	105
Other	2015	1	8	35	1	13	34	2	21	69
Other	2016	3	10	32	0	11	29	3	21	61
Other	2017	2	11	27	2	21	48	4	32	75
Other	2018	1	13	26	2	11	30	3	23	56
Other	2019	2	8	29	0	10	34	2	18	63
Other	2020	0	9	29	1	10	33	1	19	62
Other	2021	0	19	48	1	17	36	1	36	84
Other	2022	0	23	53	3	16	58	3	39	111
Other	2023	1	28	59	3	18	49	4	46	108
Other	2024	2	33	81	3	16	45	5	49	126
Other	2020 to 2024 average	1	22	54	2	15	44	3	38	98
Total	2014-18 average	50	1,484	6,132	123	1,243	4,075	174	2,727	10,207
Total	2014	73	1,602	6,870	130	1,297	4,432	203	2,899	11,302
Total	2015	48	1,549	6,620	120	1,244	4,357	168	2,793	10,977
Total	2016	44	1,538	6,572	147	1,327	4,326	191	2,865	10,898
Total	2017	44	1,412	5,679	101	1,165	3,754	145	2,578	9,433
Total	2018	43	1,319	4,918	118	1,183	3,506	161	2,502	8,424
Total	2019	53	1,258	4,489	110	1,127	3,215	163	2,385	7,704
Total	2020	48	856	3,019	85	682	2,038	133	1,538	5,057
Total	2021	39	867	2,834	89	754	2,272	128	1,621	5,106
Total	2022	38	958	3,177	127	827	2,464	165	1,785	5,641
Total	2023	47	1,048	3,198	96	904	2,636	143	1,952	5,834
Total	2024	57	1,118	3,300	104	860	2,434	161	1,978	5,734
Total	2020 to 2024 average	46	969	3,106	100	805	2,369	146	1,775	5,474

Table 23 Reported casualties by mode of transport and severity separately for built-up and non built-up roads
Years: 2014-18 and 2020-2024 averages, 2014 to 2024

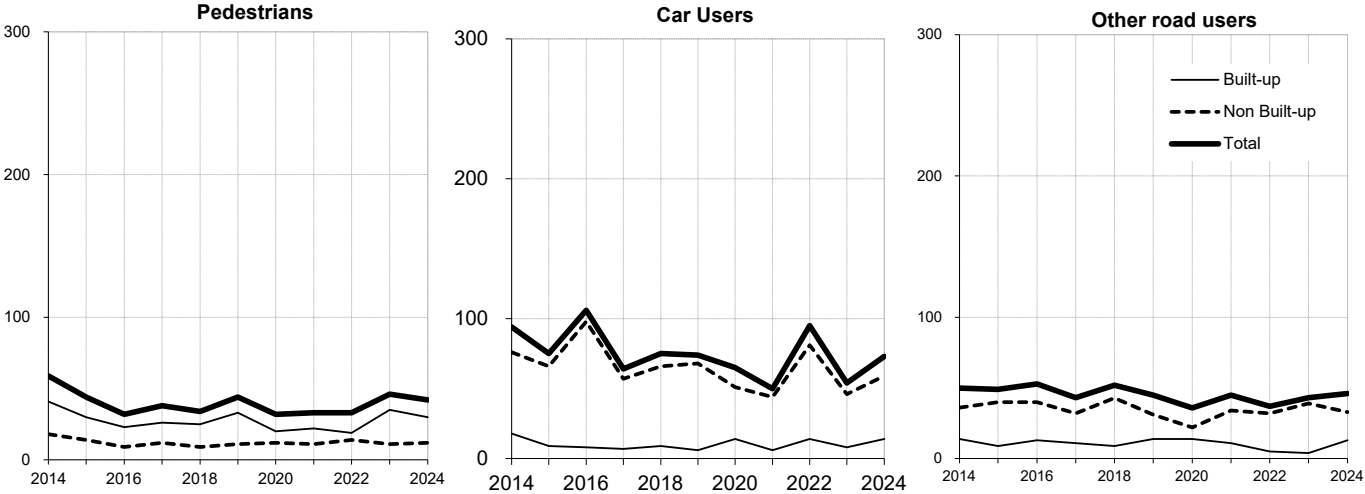
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

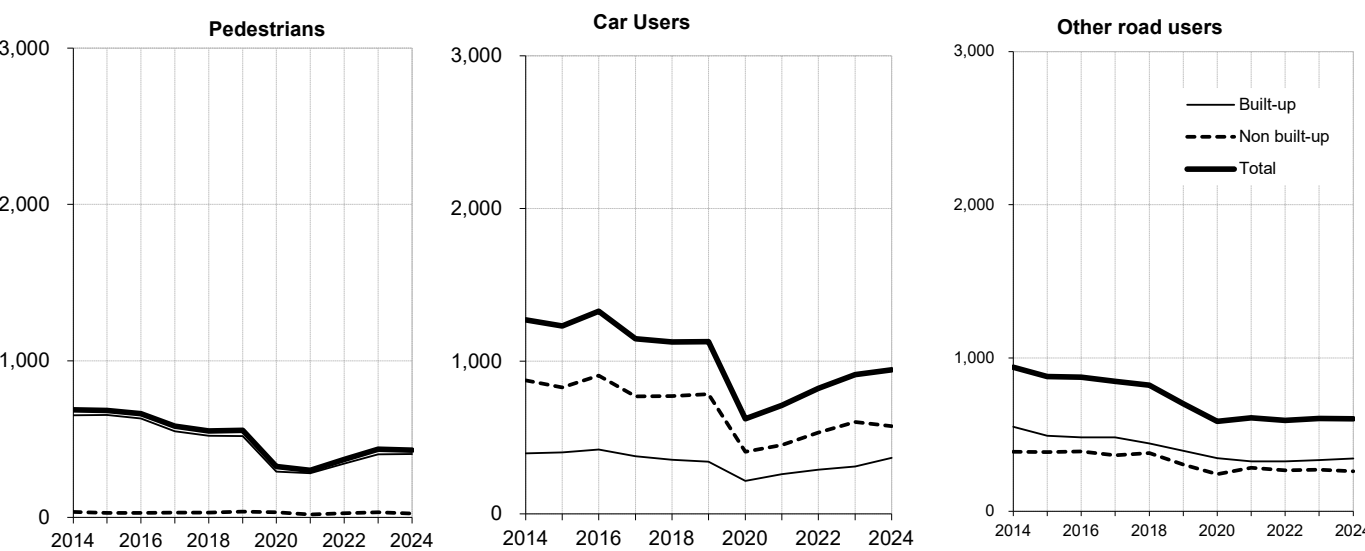
Numbers/percent changes	Mode of transport	Built-up killed	Built-up adjusted serious	Built-up all severities	Non built-up killed	Non built-up adjusted serious	Non built-up all severities	Total killed	Total adjusted serious	Total all severities
Change in numbers: 2024 on 2023	Pedestrian	-5	1	-32	1	-7	-19	-4	-6	-51
Change in numbers: 2024 on 2023	Pedal cycle	0	13	15	-4	-11	-25	-4	2	-10
Change in numbers: 2024 on 2023	Motorcycle [Note 26]	6	-3	-7	-2	-9	-17	4	-12	-24
Change in numbers: 2024 on 2023	Car	6	58	130	13	-26	-127	19	32	3
Change in numbers: 2024 on 2023	Taxi	1	6	-8	0	1	-10	1	7	-18
Change in numbers: 2024 on 2023	Minibus	0	0	6	0	1	5	0	1	11
Change in numbers: 2024 on 2023	Bus/coach	0	-14	-8	-1	-2	-9	-1	-16	-17
Change in numbers: 2024 on 2023	Light goods	1	3	-18	1	5	0	2	8	-18
Change in numbers: 2024 on 2023	Heavy goods	0	0	0	0	6	4	0	6	4
Change in numbers: 2024 on 2023	Other	1	5	22	0	-2	-4	1	3	18
Change in numbers: 2024 on 2023	Total	10	70	102	8	-44	-202	18	26	-100
Per cent change 2024 an 2023 [Note 26] [Note 27]	Pedestrian	-14	0	-4	9	-22	-26	-9	-1	-5
Per cent change 2024 an 2023 [Note 26] [Note 27]	Pedal cycle	z	11	4	z	-33	-36	z	1	-2
Per cent change 2024 an 2023 [Note 26] [Note 27]	Motorcycle [Note 26]	n/a	-2	-3	-7	-5	-7	15	-4	-5
Per cent change 2024 an 2023 [Note 26] [Note 27]	Car	z	19	9	28	-4	-6	35	4	0
Per cent change 2024 an 2023 [Note 26] [Note 27]	Taxi	n/a	46	-9	n/a	z	-30	n/a	32	-15
Per cent change 2024 an 2023 [Note 26] [Note 27]	Minibus	n/a	z	z	n/a	n/a	z	n/a	z	z
Per cent change 2024 an 2023 [Note 26] [Note 27]	Bus/coach	n/a	-38	-7	z	z	-35	z	-37	-12
Per cent change 2024 an 2023 [Note 26] [Note 27]	Light goods	n/a	z	-33	z	17	0	z	22	-10
Per cent change 2024 an 2023 [Note 26] [Note 27]	Heavy goods	n/a	z	z	z	z	17	z	z	13
Per cent change 2024 an 2023 [Note 26] [Note 27]	Other	z	18	37	z	-11	-8	z	7	17
Per cent change 2024 an 2023 [Note 26] [Note 27]	Total	21	7	3	8	-5	-8	13	1	-2
Per cent change 2024 on 2014-18 average [Note 27]	Pedestrian	3	-33	-43	-3	-19	-19	1	-32	-42
Per cent change 2024 on 2014-18 average [Note 27]	Pedal cycle	z	-39	-48	z	-57	-56	z	-42	-49
Per cent change 2024 on 2014-18 average [Note 27]	Motorcycle [Note 26]	z	-31	-42	0	-26	-29	4	-28	-36
Per cent change 2024 on 2014-18 average [Note 27]	Car	37	-6	-49	-19	-31	-41	-12	-23	-45
Per cent change 2024 on 2014-18 average [Note 27]	Taxi	z	30	-37	z	z	-3	z	52	-31
Per cent change 2024 on 2014-18 average [Note 27]	Minibus	z	z	-10	z	z	-58	z	z	-42
Per cent change 2024 on 2014-18 average [Note 27]	Bus/coach	z	-50	-54	z	-77	-70	z	-57	-57
Per cent change 2024 on 2014-18 average [Note 27]	Light goods	z	-31	-72	z	-35	-40	z	-34	-53
Per cent change 2024 on 2014-18 average [Note 27]	Heavy goods	z	z	-74	z	-38	-59	z	-44	-63
Per cent change 2024 on 2014-18 average [Note 27]	Other	z	192	153	z	3	9	z	81	72
Per cent change 2024 on 2014-18 average [Note 27]	Total	13	-25	-46	-16	-31	-40	-7	-27	-44

Table 23 Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2014 to 2024

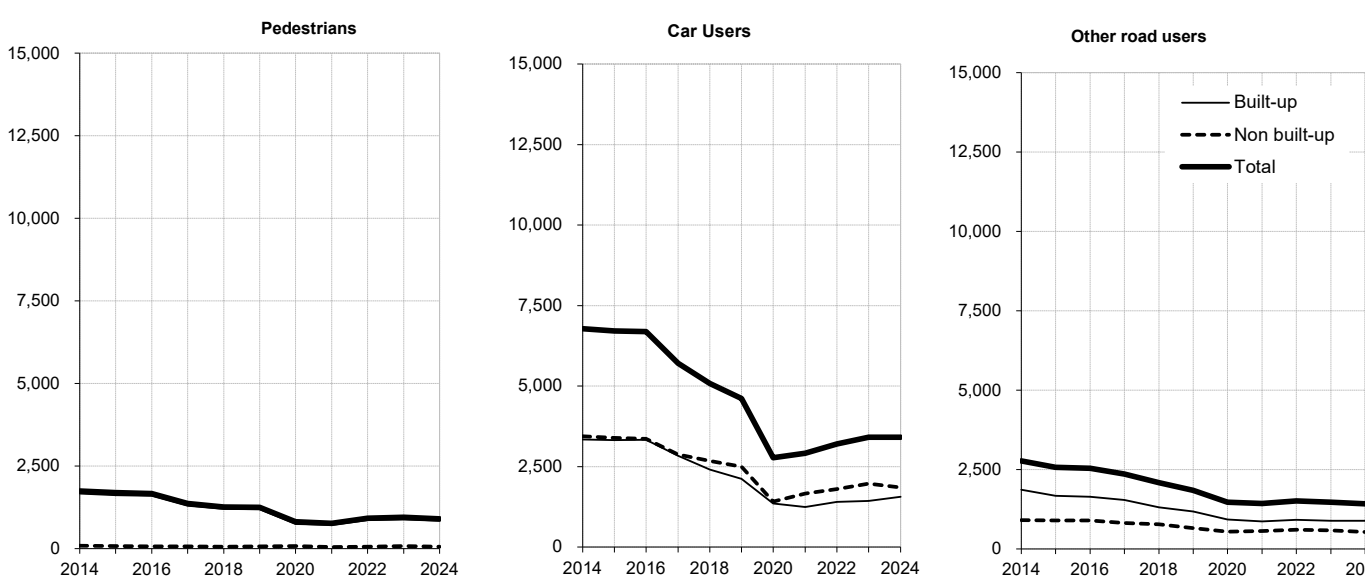
(a) Killed



(b) Adjusted serious



(c) All Severities



Mode of transport	Year	Rural no dual			All rural killed	All rural adjusted serious	All rural severities	All roads killed	All roads adjusted serious	All roads all severities
		Rural no dual ge 41mph killed	ge 41mph adjusted serious	Rural no dual ge 41mph all severities						
Pedestrian	2014-18 average	7	20	43	17	102	259	41	634	1,543
Pedestrian	2014	7	25	54	25	108	281	59	687	1,745
Pedestrian	2015	8	20	46	22	253	644	44	683	1,690
Pedestrian	2016	7	17	39	12	53	146	32	663	1,663
Pedestrian	2017	8	19	40	15	48	121	38	583	1,363
Pedestrian	2018	7	20	35	9	48	102	34	554	1,256
Pedestrian	2019	6	28	46	12	50	114	44	557	1,252
Pedestrian	2020	8	23	50	12	42	101	32	326	814
Pedestrian	2021	7	11	31	12	36	88	33	301	763
Pedestrian	2022	6	12	27	10	44	99	32	370	916
Pedestrian	2023	6	21	37	12	46	100	46	436	950
Pedestrian	2024	5	15	28	11	43	87	41	429	897
Pedestrian	2020 to 2024 average	6	16	35	11	42	95	37	372	868
Pedal cycle	2014-18 average	3	38	71	4	79	188	6	274	770
Pedal cycle	2014	5	33	68	5	74	195	8	287	895
Pedal cycle	2015	2	39	78	4	147	395	5	282	797
Pedal cycle	2016	3	36	74	4	54	125	8	272	790
Pedal cycle	2017	1	42	70	3	64	117	5	276	728
Pedal cycle	2018	3	39	63	3	59	110	6	255	638
Pedal cycle	2019	6	29	52	6	47	92	9	227	591
Pedal cycle	2020	6	38	70	6	60	126	11	247	610
Pedal cycle	2021	6	33	69	6	58	119	9	197	511
Pedal cycle	2022	1	27	48	1	45	87	2	180	481
Pedal cycle	2023	4	26	53	5	41	85	7	156	405
Pedal cycle	2024	-	16	35	-	30	65	3	158	395
Pedal cycle	2020 to 2024 average	3	28	55	4	47	96	6	188	480
Motorcycle [Note 10]	2014-18 average	23	179	273	24	245	395	30	390	706
Motorcycle [Note 10]	2014	21	186	287	22	260	425	30	446	826
Motorcycle [Note 10]	2015	23	179	281	24	284	506	27	381	735
Motorcycle [Note 10]	2016	21	184	285	23	229	358	30	381	709
Motorcycle [Note 10]	2017	25	168	254	27	218	333	29	369	620
Motorcycle [Note 10]	2018	24	178	260	25	236	352	33	375	640
Motorcycle [Note 10]	2019	17	151	216	18	190	279	25	311	522
Motorcycle [Note 10]	2020	8	110	166	11	146	228	16	241	419
Motorcycle [Note 10]	2021	22	147	212	24	178	269	29	279	457
Motorcycle [Note 10]	2022	21	136	202	24	185	288	26	279	467
Motorcycle [Note 10]	2023	25	145	203	27	179	269	27	292	478
Motorcycle [Note 10]	2024	23	137	195	27	173	257	31	280	454
Motorcycle [Note 10]	2020 to 2024 average	20	135	196	23	172	262	26	274	455
Car	2014-18 average	59	633	2,081	75	870	3,429	83	1,220	6,198
Car	2014	66	668	2,254	79	860	3,525	94	1,271	6,786
Car	2015	52	612	2,197	70	992	4,612	75	1,231	6,713
Car	2016	77	706	2,240	97	930	3,395	106	1,328	6,697
Car	2017	47	584	1,892	59	781	2,922	64	1,147	5,707
Car	2018	53	593	1,821	70	787	2,689	75	1,125	5,085
Car	2019	55	591	1,663	66	797	2,466	74	1,127	4,613
Car	2020	38	320	1,002	52	428	1,459	65	624	2,773
Car	2021	33	322	1,037	43	465	1,635	49	711	2,910
Car	2022	67	400	1,211	79	582	1,875	93	821	3,206
Car	2023	39	467	1,328	46	637	2,009	54	911	3,409
Car	2024	49	435	1,266	61	629	1,934	73	943	3,412
Car	2020 to 2024 average	45	389	1,169	56	548	1,782	67	802	3,142

Table 23b Reported casualties by mode of transport and severity for rural roads
Years: 2014-18 and 2020-2024 averages, 2014 to 2024
This worksheet contains one table.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Year	Rural no dual ge 41mph killed	Rural no dual ge 41mph adjusted serious	Rural no dual ge 41mph all severities	All rural killed	All rural adjusted serious	All rural severities	All roads killed	All roads adjusted serious	All roads all severities
Taxi	2014-18 average	0	3	15	0	5	34	1	19	145
Taxi	2014	0	3	16	0	3	23	1	18	164
Taxi	2015	0	3	8	0	11	72	1	17	137
Taxi	2016	0	3	14	1	5	24	1	22	155
Taxi	2017	0	4	23	0	4	28	0	22	164
Taxi	2018	1	3	15	1	4	21	1	15	105
Taxi	2019	0	3	12	0	6	20	0	23	139
Taxi	2020	1	1	7	1	2	8	1	12	67
Taxi	2021	0	2	7	0	2	9	0	11	66
Taxi	2022	0	3	7	0	4	13	1	13	75
Taxi	2023	0	7	22	0	8	32	0	22	118
Taxi	2024	0	10	16	0	12	20	1	29	100
Taxi	2020 to 2024 average	0	5	12	0	6	16	1	17	85
Minibus	2014-18 average	1	4	15	1	5	21	1	6	31
Minibus	2014	0	5	20	0	5	25	1	6	36
Minibus	2015	0	3	8	0	6	30	0	7	34
Minibus	2016	2	4	21	2	4	24	2	7	48
Minibus	2017	0	3	8	0	3	8	0	3	17
Minibus	2018	2	5	17	2	5	18	2	5	21
Minibus	2019	0	6	9	0	7	18	0	8	24
Minibus	2020	0	0	6	0	1	7	0	1	13
Minibus	2021	0	0	0	1	3	5	1	4	20
Minibus	2022	0	4	7	0	6	10	0	6	16
Minibus	2023	0	0	1	0	0	4	0	1	7
Minibus	2024	0	1	6	0	1	9	0	2	18
Minibus	2020 to 2024 average	0	1	4	0	2	7	0	3	15
Bus/coach	2014-18 average	0	14	44	1	22	89	2	63	302
Bus/coach	2014	0	3	21	0	12	72	1	52	291
Bus/coach	2015	0	32	69	1	47	183	1	77	332
Bus/coach	2016	1	14	46	3	25	73	3	70	302
Bus/coach	2017	0	13	69	1	17	94	2	59	357
Bus/coach	2018	1	8	14	2	10	21	2	58	230
Bus/coach	2019	0	5	26	2	13	47	3	35	199
Bus/coach	2020	0	0	10	0	6	33	0	20	86
Bus/coach	2021	0	4	5	0	5	8	2	27	80
Bus/coach	2022	0	3	30	0	3	40	0	20	117
Bus/coach	2023	1	5	17	1	9	33	1	43	147
Bus/coach	2024	0	3	15	0	5	21	0	27	130
Bus/coach	2020 to 2024 average	0	3	15	0	6	27	1	27	112
Light goods	2014-18 average	2	41	137	3	55	223	3	69	347
Light goods	2014	0	38	126	0	49	210	0	64	348
Light goods	2015	4	36	138	5	59	268	5	68	354
Light goods	2016	3	45	149	5	57	222	5	76	391
Light goods	2017	2	43	135	2	51	202	2	66	323
Light goods	2018	2	45	137	5	57	212	5	69	320
Light goods	2019	1	33	115	4	42	174	4	56	246
Light goods	2020	3	22	80	5	28	123	6	35	170
Light goods	2021	1	24	65	2	35	117	2	41	169
Light goods	2022	1	25	81	1	43	147	1	51	213
Light goods	2023	2	24	81	2	34	125	2	37	182
Light goods	2024	3	22	78	3	35	121	4	45	164
Light goods	2020 to 2024 average	2	23	77	3	35	127	3	42	180

Table 23b Reported casualties by mode of transport and severity for rural roads
Years: 2014-18 and 2020-2024 averages, 2014 to 2024
This worksheet contains one table.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Year	Rural no dual			All rural killed	All rural adjusted serious	All rural severities	All roads killed	All roads adjusted serious	All roads all severities
		Rural no dual ge 41mph killed	ge 41mph adjusted serious	Rural no dual ge 41mph all severities						
Heavy goods	2014-18 average	1	13	43	2	22	75	2	25	91
Heavy goods	2014	2	15	50	2	26	89	2	30	106
Heavy goods	2015	4	12	55	8	24	100	8	26	116
Heavy goods	2016	1	15	46	1	23	75	1	25	82
Heavy goods	2017	0	11	34	1	17	59	1	21	79
Heavy goods	2018	0	11	32	0	18	53	0	22	73
Heavy goods	2019	1	8	20	2	20	47	2	23	55
Heavy goods	2020	1	5	19	1	7	29	1	13	43
Heavy goods	2021	0	9	25	1	12	39	1	14	45
Heavy goods	2022	2	2	20	4	5	29	4	6	36
Heavy goods	2023	1	4	11	2	6	24	2	8	30
Heavy goods	2024	2	8	21	2	13	32	2	14	34
Heavy goods	2020 to 2024 average	1	6	19	2	9	31	2	11	38
Other	2014-18 average	2	14	34	2	19	50	4	27	73
Other	2014	4	18	51	5	25	71	7	38	105
Other	2015	1	12	28	1	17	50	2	21	69
Other	2016	0	10	24	0	14	34	3	21	61
Other	2017	1	18	40	2	22	52	4	32	75
Other	2018	2	10	26	3	18	43	3	23	56
Other	2019	0	7	21	1	13	37	2	18	63
Other	2020	1	8	28	1	12	36	1	19	62
Other	2021	1	11	25	1	20	41	1	36	84
Other	2022	2	14	41	3	19	59	3	39	111
Other	2023	3	13	37	3	20	55	4	46	108
Other	2024	2	12	35	2	16	53	5	49	126
Other	2020 to 2024 average	2	12	33	2	17	49	3	38	98
Total	2014-18 average	99	958	2,756	130	1,424	4,762	174	2,727	10,207
Total	2014	105	993	2,947	138	1,422	4,916	203	2,899	11,302
Total	2015	94	947	2,908	135	1,838	6,860	168	2,793	10,977
Total	2016	115	1,033	2,938	148	1,393	4,476	191	2,865	10,898
Total	2017	84	904	2,565	110	1,223	3,936	145	2,578	9,433
Total	2018	95	911	2,420	120	1,242	3,621	161	2,502	8,424
Total	2019	86	863	2,180	111	1,184	3,294	163	2,385	7,704
Total	2020	66	527	1,438	89	732	2,150	133	1,538	5,057
Total	2021	70	563	1,476	90	814	2,330	127	1,621	5,105
Total	2022	100	626	1,674	122	936	2,647	162	1,785	5,638
Total	2023	81	712	1,790	98	980	2,736	143	1,952	5,834
Total	2024	84	659	1,695	106	957	2,599	160	1,977	5,732
Total	2020 to 2024 average	80	617	1,615	101	884	2,492	145	1,775	5,473

Table 24 Reported casualties by mode of transport, age-group, severity and sex
Years:2014-18 average, 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

		All severities					All severities				
		Killed 2014-18 average	Adjusted serious 2014-18 average	Male 2014-18 average	Female 2014-18 average	2014-18 average [Note 29]		Adjusted Serious 2024	Male 2024	Female 2024	All severities 2024 [Note 29]
Mode of Transport	Age						Killed 2024				
Pedestrian	0-4	0	16	27	13	41	0	6	8	8	16
Pedestrian	5-7	1	29	46	27	73	0	18	26	16	42
Pedestrian	8-11	1	52	79	56	135	1	31	44	28	72
Pedestrian	12-15	1	71	106	79	185	0	43	58	46	104
Pedestrian	16-19	0	40	59	47	106	2	12	32	15	47
Pedestrian	20-24	1	42	63	51	114	1	25	27	20	47
Pedestrian	25-29	1	43	61	45	106	0	25	27	27	54
Pedestrian	30-39	5	60	103	61	164	4	40	49	32	81
Pedestrian	40-49	5	60	95	58	152	8	32	56	34	90
Pedestrian	50-59	6	65	86	72	158	8	44	50	40	90
Pedestrian	60-69	7	57	64	55	119	5	65	66	51	117
Pedestrian	70-79	5	55	56	49	105	5	62	53	38	91
Pedestrian	80+	8	43	37	44	81	8	27	28	20	48
Pedestrian	All ages[Note 28]	41	634	884	658	1,543	42	430	524	375	899
Pedestrian	Child 0-15	3	168	258	176	434	1	98	136	98	234
Pedestrian	Adult 16+	39	465	624	481	1,106	41	332	388	277	665
Pedal cycle	0-4	0	0	0	1	1	0	0	1	0	1
Pedal cycle	5-7	0	3	6	3	9	0	3	5	2	7
Pedal cycle	8-11	0	9	22	6	28	1	0	5	3	8
Pedal cycle	12-15	0	10	28	2	30	0	4	13	3	16
Pedal cycle	16-19	0	10	30	6	36	0	6	13	1	14
Pedal cycle	20-24	0	16	42	18	60	0	7	26	5	31
Pedal cycle	25-29	0	22	57	23	80	0	18	46	7	53
Pedal cycle	30-39	1	54	133	33	166	0	24	57	6	63
Pedal cycle	40-49	1	69	145	29	174	0	33	53	13	66
Pedal cycle	50-59	1	56	110	21	132	1	27	48	22	70
Pedal cycle	60-69	1	18	34	4	38	0	31	49	8	57
Pedal cycle	70-79	1	5	9	2	11	1	5	9	0	9
Pedal cycle	80+	0	1	2	1	3	0	0	0	0	0
Pedal cycle	All ages[Note 28]	6	274	621	148	770	3	158	325	70	395
Pedal cycle	Child 0-15	0	22	56	11	68	1	7	24	8	32
Pedal cycle	Adult 16+	6	252	563	136	700	2	151	301	62	363
Motorcycle [Note 10]	0-4	0	0	0	0	0	0	1	1	0	1
Motorcycle [Note 10]	5-7	0	0	0	0	0	0	0	0	0	0
Motorcycle [Note 10]	8-11	0	0	0	0	0	0	0	0	0	0
Motorcycle [Note 10]	12-15	0	4	5	1	5	0	1	3	0	3
Motorcycle [Note 10]	16-19	0	29	54	7	61	0	26	47	7	54
Motorcycle [Note 10]	20-24	3	44	80	9	89	2	36	50	9	59
Motorcycle [Note 10]	25-29	3	43	75	6	81	2	26	35	3	38
Motorcycle [Note 10]	30-39	6	60	100	11	111	6	50	69	8	77
Motorcycle [Note 10]	40-49	6	85	136	17	152	5	39	54	5	59
Motorcycle [Note 10]	50-59	8	87	129	16	145	6	57	83	7	90
Motorcycle [Note 10]	60-69	3	31	42	5	47	8	36	60	0	60
Motorcycle [Note 10]	70-79	1	6	9	1	10	2	7	12	0	12
Motorcycle [Note 10]	80+	0	1	1	1	2	0	1	1	0	1
Motorcycle [Note 10]	All ages[Note 28]	30	390	633	72	706	31	280	415	39	454
Motorcycle [Note 10]	Child 0-15	0	4	5	1	6	0	2	4	0	4
Motorcycle [Note 10]	Adult 16+	30	386	627	71	699	31	278	411	39	450
Car/taxi driver	0-4	0	0	0	0	0	0	0	0	0	0
Car/taxi driver	5-7	0	0	0	0	0	0	0	0	0	0
Car/taxi driver	8-11	0	0	0	0	0	0	0	0	0	0
Car/taxi driver	12-15	0	1	2	0	2	0	0	1	0	1
Car/taxi driver	16-19	4	65	172	134	307	1	42	84	57	141
Car/taxi driver	20-24	8	98	297	270	567	3	71	134	116	250
Car/taxi driver	25-29	7	83	262	245	507	8	56	128	109	237
Car/taxi driver	30-39	9	130	408	391	799	7	99	243	217	460
Car/taxi driver	40-49	8	123	381	379	760	12	86	210	187	397
Car/taxi driver	50-59	6	123	332	322	654	4	85	191	144	335
Car/taxi driver	60-69	6	90	199	164	362	3	84	165	106	271
Car/taxi driver	70-79	7	64	129	88	217	2	71	99	69	168
Car/taxi driver	80+	5	44	78	46	124	8	32	57	37	94
Car/taxi driver	All ages[Note 28]	59	821	2,261	2,041	4,304	48	626	1,312	1,042	2,354
Car/taxi driver	Child 0-15	0	1	2	0	2	0	0	1	0	1
Car/taxi driver	Adult 16+	59	820	2,258	2,039	4,298	48	626	1,311	1,042	2,353

Table 24 continued Reported casualties by mode of transport, age-group, severity and sex
Years:2014-18 average, 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

		All severities					All severities				
Mode of Transport	Age	Killed	Adjusted	Male 2014-	Female	2014-18	Killed 2024	Adjusted	Male 2024	Female 2024	All severities
		2014-18	serious 2014-	18	2014-18	average					2024 [Note
		average	18 average	average	average	[Note 29]		Serious 2024			29]
Car/taxi passenger	0-4	1	13	46	37	83	-	8	17	16	33
Car/taxi passenger	5-7	-	11	33	42	76	1	5	15	17	32
Car/taxi passenger	8-11	1	15	54	52	107	-	14	45	32	77
Car/taxi passenger	12-15	1	19	43	61	105	-	15	23	25	48
Car/taxi passenger	16-19	4	69	135	153	289	5	53	75	104	179
Car/taxi passenger	20-24	4	53	120	140	259	5	53	67	74	141
Car/taxi passenger	25-29	2	34	74	104	178	-	19	40	56	96
Car/taxi passenger	30-39	1	45	102	143	246	2	45	71	85	156
Car/taxi passenger	40-49	1	34	64	134	198	1	24	29	56	85
Car/taxi passenger	50-59	2	36	48	139	187	4	31	33	66	99
Car/taxi passenger	60-69	2	34	32	107	139	1	33	22	74	96
Car/taxi passenger	70-79	3	33	24	90	114	-	21	12	45	57
Car/taxi passenger	80+	4	21	13	41	53	7	24	17	40	57
Car/taxi passenger	All ages[Note 28]	25	418	792	1,245	2,039	26	346	468	690	1,158
Car/taxi passenger	Child 0-15	2	57	177	193	370	1	42	100	90	190
Car/taxi passenger	Adult 16+	23	360	613	1,050	1,663	25	303	366	600	966
Bus/coach/minibus	0-4	-	1	6	5	12	-	1	2	3	5
Bus/coach/minibus	5-7	-	-	1	2	3	-	1	-	1	1
Bus/coach/minibus	8-11	-	-	2	3	5	-	-	1	2	3
Bus/coach/minibus	12-15	-	2	8	12	20	-	1	6	2	8
Bus/coach/minibus	16-19	-	2	6	10	16	-	1	4	6	10
Bus/coach/minibus	20-24	-	2	4	7	11	-	-	6	4	10
Bus/coach/minibus	25-29	-	3	8	8	16	-	1	4	3	7
Bus/coach/minibus	30-39	-	5	15	15	31	-	3	11	4	15
Bus/coach/minibus	40-49	-	5	20	17	36	-	3	9	4	13
Bus/coach/minibus	50-59	-	9	22	23	46	-	4	9	12	21
Bus/coach/minibus	60-69	-	15	22	34	56	-	6	9	15	24
Bus/coach/minibus	70-79	-	11	12	28	39	-	5	8	11	19
Bus/coach/minibus	80+	1	13	11	31	42	-	3	4	8	12
Bus/coach/minibus	All ages[Note 28]	3	69	138	195	334	-	29	73	75	148
Bus/coach/minibus	Child 0-15	-	4	18	22	40	-	3	9	8	17
Bus/coach/minibus	Adult 16+	3	65	120	172	293	-	26	64	67	131
Goods vehicles	0-4	-	-	1	1	3	-	-	-	-	-
Goods vehicles	5-7	-	1	1	1	3	-	-	-	-	-
Goods vehicles	8-11	-	1	1	1	2	-	-	-	-	-
Goods vehicles	12-15	-	-	1	1	2	-	1	2	-	2
Goods vehicles	16-19	-	2	12	1	13	-	1	1	1	2
Goods vehicles	20-24	-	6	32	5	37	-	2	10	4	14
Goods vehicles	25-29	-	12	54	7	60	-	5	21	-	21
Goods vehicles	30-39	1	16	88	7	95	3	16	55	5	60
Goods vehicles	40-49	3	23	93	11	104	1	15	35	2	37
Goods vehicles	50-59	1	18	73	7	80	1	14	35	5	40
Goods vehicles	60-69	1	9	28	4	32	1	4	20	-	20
Goods vehicles	70-79	-	2	5	1	6	-	1	2	-	2
Goods vehicles	80+	-	-	-	1	1	-	-	-	-	-
Goods vehicles	All ages[Note 28]	6	93	390	48	438	6	59	181	17	198
Goods vehicles	Child 0-15	-	2	5	3	9	-	1	2	-	2
Goods vehicles	Adult 16+	6	91	385	44	429	6	58	179	17	196
All users [Note 30]	0-4	1	32	81	57	140	-	16	29	27	56
All users [Note 30]	5-7	1	44	89	75	164	1	28	48	37	85
All users [Note 30]	8-11	2	76	159	118	277	2	45	96	65	161
All users [Note 30]	12-15	2	107	194	156	350	-	71	117	76	193
All users [Note 30]	16-19	9	221	472	361	833	11	145	268	192	460
All users [Note 30]	20-24	17	264	643	500	1,143	11	196	327	235	562
All users [Note 30]	25-29	13	242	594	440	1,034	10	153	312	206	518
All users [Note 30]	30-39	22	374	962	664	1,627	22	289	574	361	935
All users [Note 30]	40-49	25	404	944	645	1,589	27	235	460	304	764
Bus/coach/minibus	25-29	-	3	8	8	16	-	1	4	3	7
Bus/coach/minibus	30-39	-	5	15	15	31	-	3	11	4	15
Bus/coach/minibus	40-49	-	5	20	17	36	-	3	9	4	13
Bus/coach/minibus	50-59	-	9	22	23	46	-	4	9	12	21
Bus/coach/minibus	60-69	-	15	22	34	56	-	6	9	15	24
Bus/coach/minibus	70-79	-	11	12	28	39	-	5	8	11	19
Bus/coach/minibus	80+	1	13	11	31	42	-	3	4	8	12

Table 25 Child and adult pedestrian, pedal cycle, car and other casualties by severity [Note 31] [Note 32]

Years: 2014-18 and 2020-2024 averages, 2020 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Year/percent change	Child (0-15)		Child (0-15)		Adult		Adult all Severities
		killed	adjusted serious	all Severities	Adult illed	adjusted serious		
Pedestrian	2014-18 average	2.6	167.8	434.4	38.8	465.3	1,106	
Pedestrian	2020	3	80	228	29	246	586	
Pedestrian	2021	1	94	244	32	207	519	
Pedestrian	2022	1	115	295	32	255	621	
Pedestrian	2023	2	107	263	44	329	685	
Pedestrian	2024	1	98	234	41	332	665	
Pedestrian	2020-24 average	1.6	98.8	252.8	35.6	273.8	615	
Pedestrian	% ch on 14-18 av: 2024	-62	-42	-46	6	-29	-40	
Pedestrian	% ch on 14-18 av: 20-24	-38	-41	-42	-8	-41	-44	
Pedal cycle	2014-18 average	0.4	22.3	67.6	6	251.7	699.6	
Pedal cycle	2020	1	24	59	10	223	551	
Pedal cycle	2021	1	17	58	8	180	453	
Pedal cycle	2022	0	12	44	2	168	437	
Pedal cycle	2023	1	8	34	6	148	371	
Pedal cycle	2024	1	7	32	2	151	363	
Pedal cycle	2020-24 average	0.8	13.6	45.4	5.6	174	435	
Pedal cycle	% ch on 14-18 av: 2024	150	-69	-53	-67	-40	-48	
Pedal cycle	% ch on 14-18 av: 20-24	100	-39	-33	-7	-31	-38	
Car	2014-18 average	2.2	57.2	365	80.6	1,161	5,823	
Car	2020	2	30	180	63	594	2,593	
Car	2021	2	24	172	48	687	2,737	
Car	2022	1	27	196	94	794	3,012	
Car	2023	2	44	231	52	867	3,177	
Car	2024	1	42	190	72	900	3,220	
Car	2020-24 average	1.6	33.4	193.8	65.8	768.4	2,948	
Car	% ch on 14-18 av: 2024	-55	-27	-48	-11	-22	-45	
Car	% ch on 14-18 av: 20-24	-27	-42	-47	-18	-34	-49	
Other	2014-18 average	0.4	11.3	63.6	42.6	586.7	1,629	
Other	2020	0	10	27	25	331	833	
Other	2021	1	5	21	35	407	900	
Other	2022	1	22	54	34	392	981	
Other	2023	0	19	54	36	430	1,016	
Other	2024	0	13	39	43	434	989	
Other	2020-24 average	0.4	13.8	39	34.6	398.8	944	
Other	% ch on 14-18 av: 2024	-100	15	-39	1	-26	-39	
Other	% ch on 14-18 av: 20-24	0	22	-39	-19	-32	-42	
All road users	2014-18 average	5.6	258.7	931	168	2,465	9,258	
All road users	2020	6	144	494	127	1,394	4,563	
All road users	2021	5	140	495	123	1,481	4,609	
All road users	2022	3	176	589	162	1,609	5,051	
All road users	2023	5	178	582	138	1,774	5,249	
All road users	2024	3	160	495	158	1,817	5,237	
All road users	2020-24 average	4.4	159.6	531	141.6	1615	4,942	
All road users	% ch on 14-18 av: 2024	-46	-38	-47	-6	-26	-43	
All road users	% ch on 14-18 av: 20-24	-21	-38	-43	-16	-34	-47	

Table 26 Reported casualties by mode of motor transport, casualty class and severity [Note 33]

Years: 2014-18 and 2020-2024 averages, 2020 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Mode of transport	Years	Driver or rider killed	Driver or rider adjusted serious	Driver or rider all severities	Passenger - vehicle/pillion killed	Passenger - vehicle/pillion		Passenger - vehicle/pillion all severities
						adjusted	serious	
Motorcycle	2014-18 average	27.6	368.3	665.8	2.2		22	40.2
Motorcycle	2020	15	229	395	1	12		24
Motorcycle	2021	28	269	441	1	10		16
Motorcycle	2022	26	267	447	0	12		20
Motorcycle	2023	26	274	452	1	18		26
Motorcycle	2024	29	271	440	2	9		14
Motorcycle	2020-24 average	24.8	262	435	1	12.2		20
Car	2014-18 average	58.2	812.6	4,239	24.6		407.8	1,959
Car	2020	44	422	1845	21	202		928
Car	2021	33	457	1,933	17	254		978
Car	2022	64	536	2,171	31	285		1,037
Car	2023	48	613	2,317	6	298		1,092
Car	2024	47	611	2,302	26	332		1,110
Car	2020-24 average	47.2	527.8	2,114	20.2	274.2		1,029
Taxi	2014-18 average	0.6	8.6	65.2	0.2		10.4	79.8
Taxi	2020	0	6	33	1	6		34
Taxi	2021	0	6	27	0	5		39
Taxi	2022	0	7	41	1	6		34
Taxi	2023	0	8	55	0	14		63
Taxi	2024	1	15	52	0	14		48
Taxi	2020-24 average	0.2	8.4	41.6	0.4	9		43.6
Minibus	2014-18 average	0.4	1.5	10.4	0.6		4	20.8
Minibus	2020	0	0	5	0	1		8
Minibus	2021	0	0	4	1	4		16
Minibus	2022	0	3	7	0	3		9
Minibus	2023	0	1	4	0	0		3
Minibus	2024	0	0	1	0	2		17
Minibus	2020-24 average	0	0.8	4.2	0.2	2		10.6
Bus/coach	2014-18 average	0.2	5.5	27.2	1.6		57.9	275.2
Bus/coach	2020	0	2	12	0	18		74
Bus/coach	2021	0	1	6	2	26		74
Bus/coach	2022	0	0	7	0	20		110
Bus/coach	2023	1	3	10	0	40		137
Bus/coach	2024	0	2	10	0	25		120
Bus/coach	2020-24 average	0.2	1.6	9	0.4	25.8		103
Light goods	2014-18 average	2.8	52	262.4	0.6		16.5	84.8
Light goods	2020	5	25	123	1	10		47
Light goods	2021	2	28	128	0	13		41
Light goods	2022	1	36	152	0	15		61
Light goods	2023	2	32	141	0	5		41
Light goods	2024	4	37	125	0	8		39
Light goods	2020-24 average	2.8	31.6	133.8	0.2	10.2		45.8
Heavy goods	2014-18 average	2.2	20.4	73.2	0.2		4.4	18
Heavy goods	2020	1	13	36	0	0		7
Heavy goods	2021	1	13	41	0	1		4
Heavy goods	2022	4	5	32	0	1		4
Heavy goods	2023	2	7	25	0	1		5
Heavy goods	2024	2	12	29	0	2		5
Heavy goods	2020-24 average	2	10	32.6	0	1		5
Other	2014-18 average	3.6	20.2	55	0.2		6.8	18.2
Other	2020	1	14	49	0	5		13
Other	2021	1	32	74	0	4		10
Other	2022	2	30	83	1	9		28
Other	2023	4	37	84	0	9		24
Other	2024	3	40	95	2	9		31
Other	2020-24 average	2.2	30.6	77	0.6	7.2		21.2
All modes of transport	2014-18 average	95.6	1289.1	5,398	30.2		529.9	2,496
All modes of transport	2020	66	711	2,498	24	254		1,135
All modes of transport	2021	65	806	2,654	21	317		1,178
All modes of transport	2022	97	884	2,940	33	351		1,303
All modes of transport	2023	83	975	3,088	7	385		1,391
All modes of transport	2024	86	988	3,054	30	401		1,384
All modes of transport	2020-24 average	79.4	872.8	2,847	23	341.6		1,278

Table 27 Reported child (0-15) casualties by time of day and mode of transport separately for weekdays/weekends
Years: 2020-2024 average
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Weekdays/weekends	Day/hour	Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
				[Note 10]								
Total for Weekdays	00.00 to 00.59	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total for Weekdays	01.00 to 01.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekdays	02.00 to 02.59	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.4
Total for Weekdays	03.00 to 03.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekdays	04.00 to 04.59	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total for Weekdays	05.00 to 05.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekdays	06.00 to 06.59	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total for Weekdays	07.00 to 07.59	1.6	0.6	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.2	4.2
Total for Weekdays	08.00 to 08.59	19.4	4.2	0.0	8.0	0.4	0.8	3.2	0.4	0.2	0.2	36.8
Total for Weekdays	09.00 to 09.59	5.2	0.2	0.0	5.0	0.0	0.2	3.4	0.2	0.0	0.2	14.4
Total for Weekdays	10.00 to 10.59	2.8	0.2	0.0	2.8	0.0	0.0	0.8	0.2	0.0	0.2	7.0
Total for Weekdays	11.00 to 11.59	2.8	0.2	0.2	5.2	0.0	0.0	0.2	0.0	0.0	0.2	8.8
Total for Weekdays	12.00 to 12.59	9.2	1.4	0.0	8.4	0.0	0.0	0.2	0.0	0.0	0.0	19.2
Total for Weekdays	13.00 to 13.59	13.4	1.0	0.2	6.6	0.4	0.0	1.6	0.0	0.0	0.6	23.8
Total for Weekdays	14.00 to 14.59	11.2	2.4	0.0	6.4	0.0	0.0	0.4	0.0	0.2	0.2	20.8
Total for Weekdays	15.00 to 15.59	44.2	4.8	0.0	19.4	0.4	0.0	1.0	0.2	0.0	0.2	70.2
Total for Weekdays	16.00 to 16.59	29.4	3.4	0.4	10.8	0.0	0.6	1.0	0.2	0.0	1.2	47.0
Total for Weekdays	17.00 to 17.59	25.6	5.6	0.2	16.6	0.2	0.2	0.0	0.0	0.0	0.4	48.8
Total for Weekdays	18.00 to 18.59	17.0	3.4	0.2	13.4	0.0	0.0	0.4	0.4	0.0	0.2	35.0
Total for Weekdays	19.00 to 19.59	11.6	3.2	0.0	9.6	0.6	0.0	0.2	0.0	0.0	1.6	26.8
Total for Weekdays	20.00 to 20.59	7.4	1.8	0.4	7.2	0.0	0.0	0.0	0.0	0.0	0.2	17.0
Total for Weekdays	21.00 to 21.59	2.8	0.6	1.0	4.4	0.0	0.0	0.0	0.0	0.0	0.4	9.2
Total for Weekdays	22.00 to 22.59	0.8	0.6	0.0	2.4	0.0	0.0	0.2	0.0	0.0	0.6	4.6
Total for Weekdays	23.00 to 23.59	0.2	0.2	0.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Total for Weekdays	Total	204.8	33.8	3.0	130.6	2.0	1.8	12.6	1.6	0.6	6.6	397.4
Total for Weekends	00.00 to 00.59	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total for Weekends	01.00 to 01.59	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total for Weekends	02.00 to 02.59	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekends	03.00 to 03.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekends	04.00 to 04.59	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekends	05.00 to 05.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekends	06.00 to 06.59	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekends	07.00 to 07.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekends	08.00 to 08.59	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.6
Total for Weekends	09.00 to 09.59	0.8	0.2	0.0	2.6	0.0	0.4	0.0	0.0	0.0	0.0	4.0
Total for Weekends	10.00 to 10.59	1.6	0.0	0.0	2.4	0.0	0.0	0.2	0.4	0.0	0.0	4.6
Total for Weekends	11.00 to 11.59	2.2	0.4	0.0	3.2	0.0	0.0	0.4	0.0	0.0	0.2	6.4
Total for Weekends	12.00 to 12.59	2.0	0.2	0.0	5.4	0.0	0.4	0.8	0.0	0.0	0.6	9.4
Total for Weekends	13.00 to 13.59	4.2	1.0	0.0	6.2	0.2	0.0	0.2	0.2	0.0	0.4	12.4
Total for Weekends	14.00 to 14.59	5.2	1.6	0.4	7.6	0.0	0.0	0.0	0.0	0.0	0.6	15.4
Total for Weekends	15.00 to 15.59	6.6	1.6	0.2	6.4	0.0	0.0	0.0	0.0	0.0	0.2	15.0
Total for Weekends	16.00 to 16.59	5.4	0.6	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.8	14.2
Total for Weekends	17.00 to 17.59	5.6	1.6	0.6	7.2	0.0	0.0	0.4	0.2	0.0	0.2	15.8
Total for Weekends	18.00 to 18.59	4.8	1.2	0.0	4.2	0.0	0.0	0.2	0.2	0.0	0.6	11.2
Total for Weekends	19.00 to 19.59	5.0	1.4	0.0	2.8	0.4	0.0	0.6	0.0	0.0	0.0	10.2
Total for Weekends	20.00 to 20.59	2.0	0.8	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Total for Weekends	21.00 to 21.59	1.4	0.6	0.0	2.6	0.2	0.0	0.0	0.0	0.0	0.2	5.0
Total for Weekends	22.00 to 22.59	0.4	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0	1.0
Total for Weekends	23.00 to 23.59	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Total for Weekends	Total	48.0	11.6	1.2	63.2	0.8	0.8	3.0	1.2	0.0	3.8	133.6

Table 27 Reported child casualties by time of day
Years: 2020 - 2024 average

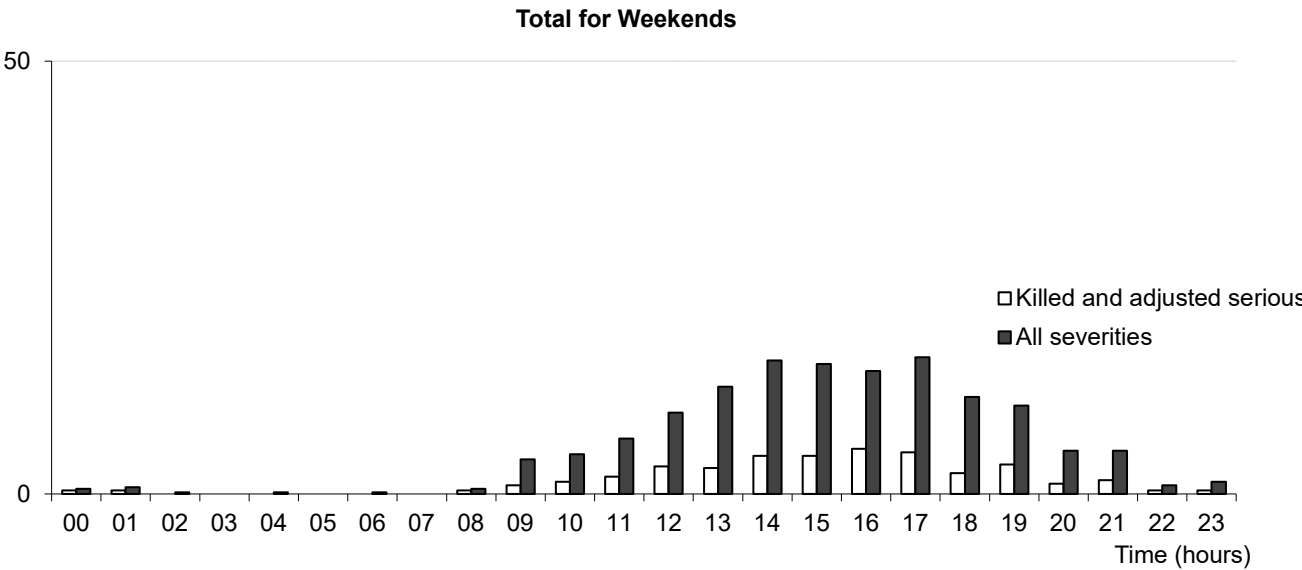
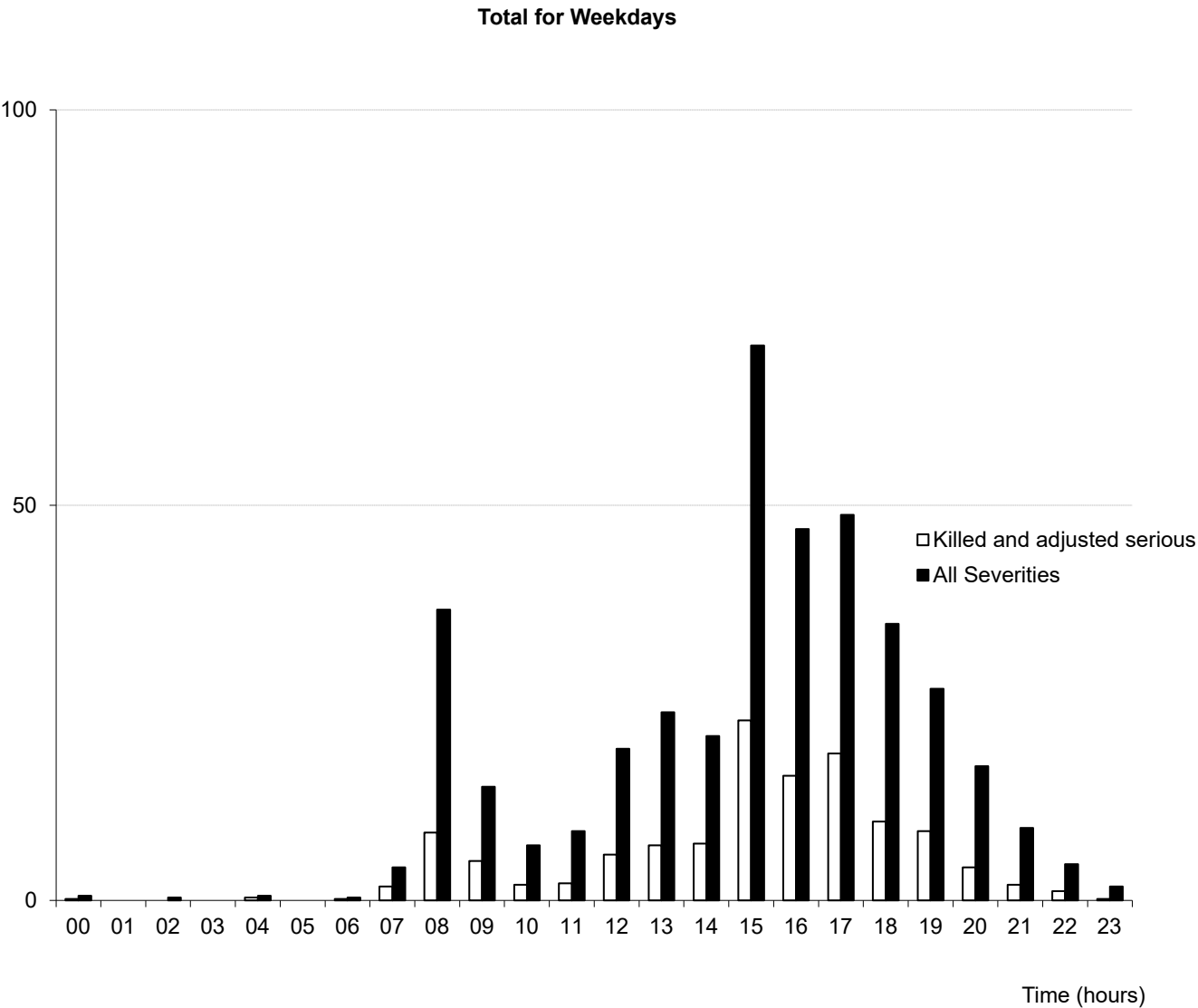


Table 28 Reported adult casualties by time of day and mode of transport, separately for weekdays/weekends

Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Weekdays/weekends	Day/hour	Pedestrian	Pedal cycle	Motor cycle [Note 10]		Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays	00.00 to 00.59	6	1	1		30	1	0	0	0	0	1	39
Total for Weekdays	01.00 to 01.59	4	1	1		20	1	0	0	2	0	0	30
Total for Weekdays	02.00 to 02.59	3	0	1		12	0	0	0	1	0	0	18
Total for Weekdays	03.00 to 03.59	1	0	1		12	0	0	0	1	1	1	17
Total for Weekdays	04.00 to 04.59	0	1	0		8	1	0	0	0	1	0	11
Total for Weekdays	05.00 to 05.59	3	2	2		15	0	0	0	1	1	0	23
Total for Weekdays	06.00 to 06.59	3	9	3		40	2	0	0	8	1	1	67
Total for Weekdays	07.00 to 07.59	14	21	13		88	3	0	1	13	3	3	158
Total for Weekdays	08.00 to 08.59	23	29	12		111	2	1	4	12	2	5	201
Total for Weekdays	09.00 to 09.59	20	17	9		103	3	1	2	10	3	4	172
Total for Weekdays	10.00 to 10.59	24	19	13		102	2	1	5	13	2	5	185
Total for Weekdays	11.00 to 11.59	24	17	17		114	2	0	6	7	2	5	192
Total for Weekdays	12.00 to 12.59	32	24	19		124	3	1	6	10	3	4	227
Total for Weekdays	13.00 to 13.59	32	17	21		139	4	1	6	8	2	6	236
Total for Weekdays	14.00 to 14.59	35	23	25		149	2	1	7	10	3	8	262
Total for Weekdays	15.00 to 15.59	33	22	22		176	3	2	9	13	2	4	287
Total for Weekdays	16.00 to 16.59	39	29	34		206	4	1	8	12	2	4	338
Total for Weekdays	17.00 to 17.59	46	35	29		192	3	0	5	12	1	5	328
Total for Weekdays	18.00 to 18.59	37	24	25		130	3	0	4	7	1	3	233
Total for Weekdays	19.00 to 19.59	29	18	17		100	4	0	5	5	1	3	183
Total for Weekdays	20.00 to 20.59	15	12	11		83	3	0	1	1	0	2	129
Total for Weekdays	21.00 to 21.59	14	8	10		78	1	1	1	1	0	2	117
Total for Weekdays	22.00 to 22.59	12	3	6		61	3	0	1	3	1	1	89
Total for Weekdays	23.00 to 23.59	10	3	4		39	2	0	1	2	1	1	61
Total for Weekdays	Total	460	334	295		2,130	50	10	72	152	32	69	3,605
Total for Weekends	00.00 to 00.59	9	0	1		27	2	0	0	1	0	0	40
Total for Weekends	01.00 to 01.59	6	1	1		19	2	0	0	1	0	1	30
Total for Weekends	02.00 to 02.59	3	0	1		13	2	0	0	0	0	0	20
Total for Weekends	03.00 to 03.59	2	0	1		8	1	0	0	1	0	0	13
Total for Weekends	04.00 to 04.59	0	1	0		7	1	0	0	0	0	0	9
Total for Weekends	05.00 to 05.59	0	0	1		10	1	0	0	0	0	0	13
Total for Weekends	06.00 to 06.59	0	1	0		9	0	0	0	0	0	0	12
Total for Weekends	07.00 to 07.59	1	2	1		13	0	0	1	0	0	1	20
Total for Weekends	08.00 to 08.59	3	2	2		19	0	0	0	1	0	0	29
Total for Weekends	09.00 to 09.59	3	6	4		28	1	1	1	1	0	1	47
Total for Weekends	10.00 to 10.59	7	9	8		40	1	0	1	2	0	1	69
Total for Weekends	11.00 to 11.59	9	9	13		50	1	0	5	1	1	1	88
Total for Weekends	12.00 to 12.59	9	12	16		54	0	1	3	2	0	1	99
Total for Weekends	13.00 to 13.59	9	9	19		58	1	0	1	2	0	1	101
Total for Weekends	14.00 to 14.59	10	9	16		69	2	0	2	2	0	2	113
Total for Weekends	15.00 to 15.59	11	7	18		57	1	0	1	1	0	0	96
Total for Weekends	16.00 to 16.59	9	6	18		55	2	0	1	2	0	1	94
Total for Weekends	17.00 to 17.59	11	7	11		56	1	0	4	2	0	1	94
Total for Weekends	18.00 to 18.59	11	5	8		52	2	0	1	1	0	1	80
Total for Weekends	19.00 to 19.59	10	4	5		47	2	0	1	1	1	2	73
Total for Weekends	20.00 to 20.59	12	4	3		38	2	0	1	1	0	1	62
Total for Weekends	21.00 to 21.59	5	3	4		42	4	0	0	1	0	1	60
Total for Weekends	22.00 to 22.59	8	3	2		24	3	0	1	1	0	0	41
Total for Weekends	23.00 to 23.59	6	1	2		22	1	0	0	1	0	1	34
Total for Weekends	Total	155	101	155		818	32	2	24	24	5	19	1,337

Table 28 Reported adult casualties by time of day
Years: 2020 - 2024 average

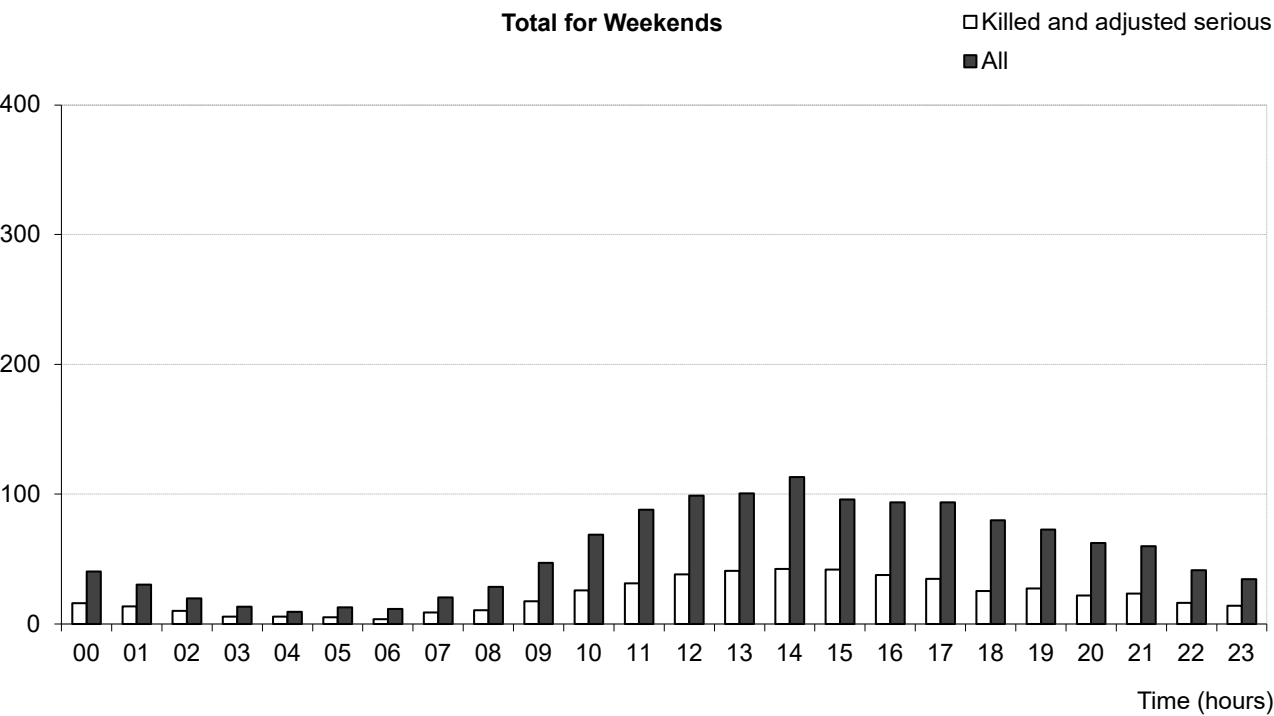
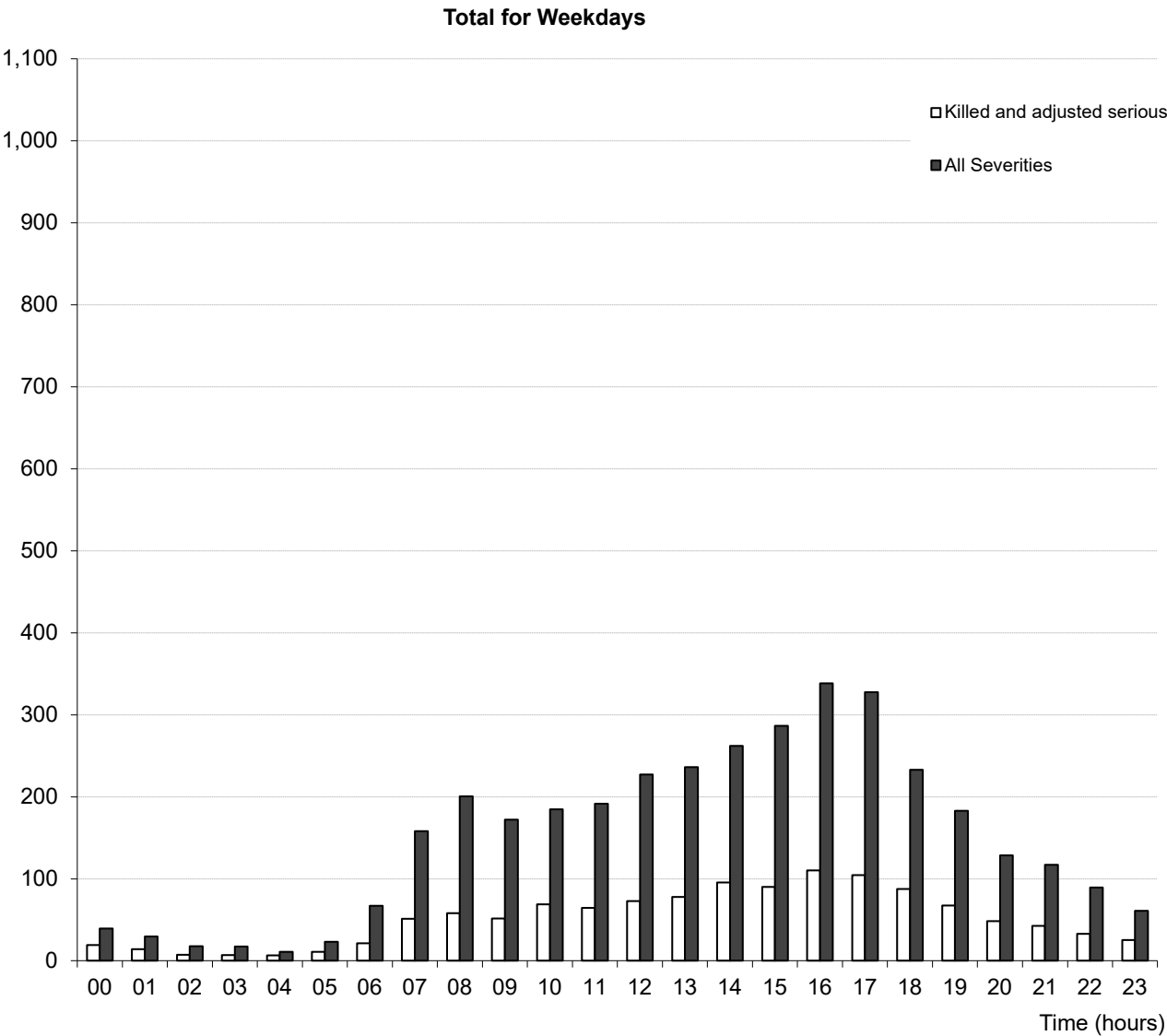


Table 29 Reported child/adult casualties by month and mode of transport

Years: 2020 to 2024 average (figures adjusted for 30 day months) [Note 36]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Motor												
Child/adult	Month	Pedestrian	Pedal cycle	cycle [Note 10]	Car	Taxi	Minibus	Bus/coach	Light goods	Heavy goods	Other	Total
Child (0-15)	January	18	1	0	15	0	0	0	0	0	1	36
Child (0-15)	February	19	1	0	18	0	0	1	1	0	0	41
Child (0-15)	March	19	3	0	11	0	0	0	0	0	1	35
Child (0-15)	April	20	2	0	14	0	0	2	0	0	1	40
Child (0-15)	May	18	7	1	16	0	0	1	0	0	1	43
Child (0-15)	June	26	6	0	19	0	0	1	0	0	1	52
Child (0-15)	July	13	6	1	22	0	1	1	0	0	1	45
Child (0-15)	August	26	8	0	21	0	1	1	0	0	2	58
Child (0-15)	September	23	4	0	10	1	0	0	0	0	1	40
Child (0-15)	October	24	3	0	16	0	0	4	1	0	1	49
Child (0-15)	November	25	2	0	15	1	0	2	0	0	1	46
Child (0-15)	December	18	1	0	15	0	0	2	0	0	0	38
Child (0-15)	Year Total	249	45	4	191	3	3	15	3	1	10	523
Adult	January	70	25	12	231	5	0	5	15	3	6	372
Adult	February	52	24	22	248	8	0	6	21	5	6	393
Adult	March	48	31	23	214	11	2	11	16	2	7	364
Adult	April	30	35	37	197	4	1	6	14	3	7	332
Adult	May	38	42	49	218	7	1	12	9	3	7	386
Adult	June	42	42	64	243	6	0	6	10	3	9	423
Adult	July	35	41	55	259	5	1	8	13	3	8	429
Adult	August	51	49	61	281	5	1	7	12	4	9	480
Adult	September	46	42	61	257	5	1	9	15	3	8	447
Adult	October	57	38	30	249	8	1	8	16	3	6	417
Adult	November	67	38	19	247	10	3	7	18	3	7	419
Adult	December	70	21	12	257	8	1	10	16	3	7	404
Adult	Year Total	606	428	444	2,903	81	12	95	175	37	86	4,867
Total [Note 35]	January	88	26	12	246	5	1	5	15	3	7	408
Total [Note 35]	February	71	26	23	267	8	0	7	22	5	6	435
Total [Note 35]	March	67	33	23	224	11	2	11	16	2	8	398
Total [Note 35]	April	50	37	37	211	4	1	8	14	3	7	372
Total [Note 35]	May	56	49	50	234	7	1	14	9	3	8	430
Total [Note 35]	June	67	48	64	262	6	0	7	10	3	10	476
Total [Note 35]	July	49	47	56	282	5	2	9	13	3	9	474
Total [Note 35]	August	76	57	61	302	6	2	8	13	4	10	538
Total [Note 35]	September	69	47	61	267	6	1	9	15	3	9	487
Total [Note 35]	October	81	41	30	265	9	1	13	17	3	7	466
Total [Note 35]	November	92	40	19	262	10	3	9	18	3	8	465
Total [Note 35]	December	87	22	12	273	8	1	12	16	3	8	442
Total [Note 35]	Year Total	855	473	448	3,095	84	14	110	178	37	97	5,392

Table 30 Reported child/adult casualties by day of the week and mode of transport
Years: 2020 to 2024 average
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Child/adult	Weekday	Pedestrian	Pedal cycle	Motor cycle [Note 10]	Car	Taxi	Minibus	Bus/coach	Light goods	Heavy goods	Other	Total
Child (0-15)	Monday	36	6	1	27	1	0	1	0	0	1	73
Child (0-15)	Tuesday	36	6	1	22	0	0	2	0	-	2	69
Child (0-15)	Wednesday	43	7	1	25	-	1	1	-	-	1	78
Child (0-15)	Thursday	41	7	0	24	0	-	5	0	-	1	78
Child (0-15)	Friday	48	8	1	33	1	0	3	1	0	2	98
Child (0-15)	Saturday	28	7	0	32	0	1	1	1	-	3	73
Child (0-15)	Sunday	20	4	1	32	0	-	2	1	-	1	61
Child (0-15)	Total	253	45	4	194	3	3	16	3	1	10	531
Adult	Monday	81	59	54	398	9	2	12	34	6	11	665
Adult	Tuesday	83	72	58	419	9	2	12	32	7	16	711
Adult	Wednesday	93	69	63	417	10	2	14	24	6	13	711
Adult	Thursday	94	64	55	413	9	1	18	32	8	12	706
Adult	Friday	109	69	66	482	14	2	17	30	5	17	812
Adult	Saturday	94	53	75	438	19	2	14	13	3	10	722
Adult	Sunday	61	48	80	380	13	0	10	11	2	9	614
Adult	Total	615	435	451	2,948	82	12	96	177	37	88	4,942
Total [Note 35]	Monday	117	65	54	425	9	2	13	34	6	12	739
Total [Note 35]	Tuesday	120	77	58	441	10	3	14	33	7	18	780
Total [Note 35]	Wednesday	136	76	63	443	10	3	15	24	6	14	790
Total [Note 35]	Thursday	135	71	56	437	9	1	23	32	8	12	784
Total [Note 35]	Friday	158	77	67	515	15	3	20	31	5	19	911
Total [Note 35]	Saturday	122	61	76	470	19	3	15	14	3	13	795
Total [Note 35]	Sunday	81	52	81	412	14	0	12	12	2	10	675
Total [Note 35]	Total	869	480	455	3,143	85	15	112	180	38	98	5,474

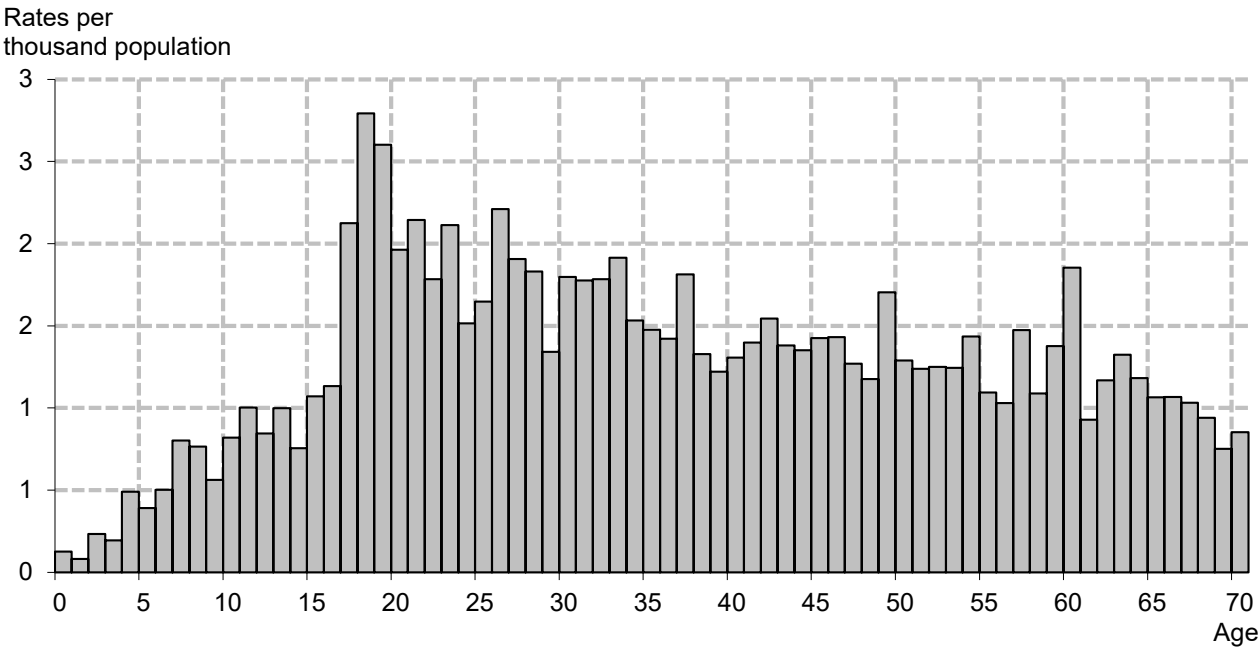
Table 31 Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2014-18 and 2020-2024 averages, 2020 to 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Population/casualties/rates	Year	0-4	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	All Ages [Note 35]
Population	2014-18 average	285.8	409.6	219.8	453.2	521.9	681.9	728.4	775.2	632.2	689.5	5,397.6
Population	2020	263.8	418.8	234.1	423.8	520.3	729.7	674.3	792.5	653.0	755.6	5,466.0
Population	2021	252.1	408.8	237.8	439.6	469.5	697.7	665.6	802.6	675.4	769.5	5,418.4
Population	2022	247.7	402.7	241.4	444.4	473.7	706.2	663.1	796.7	691.1	779.9	5,447.0
Population	2023	247.3	401.3	246.2	443.7	486.1	718.1	666.6	783.7	706.2	791.0	5,490.1
Population	2024	246.2	401.7	248.9	445.5	502.2	733.5	675.4	766.7	721.7	805.1	5,546.9
Population	2020-2024. averag	250.6	405.2	241.2	443.1	482.0	710.0	668.7	790.6	691.3	780.4	5,463.1
All casualties	2014-18 average	140	441	350	1,535	1,474	1,627	1,589	1,415	800	817	10,207
All casualties	2020	85	226	183	734	772	888	689	721	400	359	5,057
All casualties	2021	66	232	197	706	708	859	700	757	435	444	5,106
All casualties	2022	56	289	244	778	711	897	700	815	578	572	5,641
All casualties	2023	76	248	258	820	707	938	746	821	625	592	5,834
All casualties	2024	56	246	193	798	742	935	764	764	659	575	5,734
All casualties	2020-2024. averag	68	248	215	767	728	903	720	776	539	508	5,474
Male Casualties	2024	29	144	117	465	442	574	460	464	400	306	3,403
Female Casualties	2024	27	102	76	333	300	361	304	300	259	269	2,331
All casualty rates per thousand population	2014-18 average	0.49	1.08	1.59	3.39	2.82	2.39	2.18	1.83	1.27	1.18	1.89
All casualty rates per thousand population	2020	0.32	0.54	0.78	1.73	1.48	1.22	1.02	0.91	0.61	0.48	0.93
All casualty rates per thousand population	2021	0.26	0.57	0.83	1.61	1.51	1.23	1.05	0.94	0.64	0.58	0.94
All casualty rates per thousand population	2022	0.23	0.72	1.01	1.75	1.5	1.27	1.06	1.02	0.84	0.73	1.04
All casualty rates per thousand population	2023	0.31	0.62	1.05	1.85	1.45	1.31	1.12	1.05	0.89	0.75	1.06
All casualty rates per thousand population	2024	0.23	0.61	0.78	1.79	1.48	1.27	1.13	1.00	0.91	0.71	1.03
All casualty rates per thousand population	2020-2024. averag	0.27	0.61	0.89	1.73	1.51	1.27	1.08	0.98	0.78	0.65	1.00
Male casualty rates per thousand population	2014-18 average	0.55	1.18	1.72	3.74	3.27	2.87	2.67	2.15	1.39	1.33	2.20
Male casualty rates per thousand population	2020	0.31	0.56	0.94	2.06	1.78	1.6	1.3	1.19	0.77	0.62	1.16
Male casualty rates per thousand population	2021	0.33	0.67	1.02	1.87	1.81	1.53	1.31	1.18	0.70	0.51	1.11
Male casualty rates per thousand population	2022	0.31	0.82	1.18	2.26	1.85	1.54	1.28	1.19	0.97	0.65	1.21
Male casualty rates per thousand population	2023	0.35	0.73	1.15	2.33	1.71	1.55	1.34	1.17	0.99	0.71	1.22
Male casualty rates per thousand population	2024	0.23	0.7	0.92	2.07	1.79	1.61	1.4	1.25	1.15	0.85	1.26
Male casualty rates per thousand population	2020-2024. averag	0.31	0.7	1.05	2.11	1.81	1.57	1.31	1.18	0.9	0.63	1.18
Female casualty rates per thousand population	2014-18 average	0.41	0.96	1.46	3.03	2.38	1.91	1.72	1.52	1.15	1.07	1.60
Female casualty rates per thousand population	2020	0.34	0.51	0.61	1.39	1.18	0.84	0.75	0.64	0.47	0.36	0.70
Female casualty rates per thousand population	2021	0.2	0.47	0.64	1.35	1.19	0.92	0.78	0.69	0.59	0.66	0.77
Female casualty rates per thousand population	2022	0.15	0.62	0.85	1.25	1.14	0.99	0.82	0.84	0.7	0.84	0.85
Female casualty rates per thousand population	2023	0.27	0.51	0.96	1.37	1.19	1.04	0.89	0.91	0.78	0.8	0.90
Female casualty rates per thousand population	2024	0.23	0.52	0.63	1.51	1.17	0.96	0.88	0.76	0.69	0.6	0.82
Female casualty rates per thousand population	2020-2024. averag	0.23	0.53	0.74	1.36	1.20	0.97	0.83	0.78	0.65	0.67	0.82

Table 31

Reported casualty rates per thousand population, by age and sex
Year: 2024

Males



Females

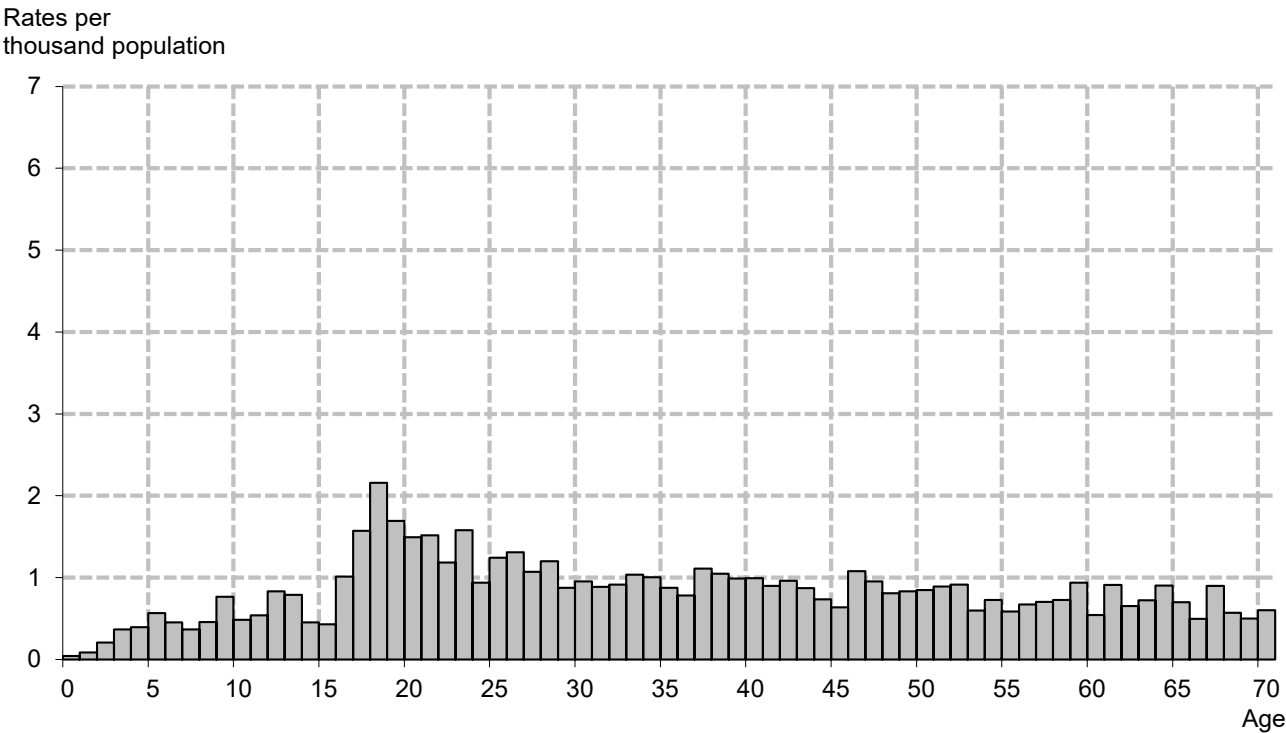


Table 32 Reported casualties by age and severity, separately for each mode of transport numbers and rates per thousand population
Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Road user	Age group	Killed numbers	Adjusted serious numbers	Adjusted slight numbers	All severities numbers	Killed rate per thousand population	Adjusted serious rate per thousand population	Adjusted slight rate per thousand population	All severities rate per thousand population
Pedestrian	0 - 4	1	8	13	21	0.00	0.03	0.05	0.08
Pedestrian	5 - 11	0	45	72	117	0.00	0.11	0.18	0.29
Pedestrian	12 - 15	1	47	67	115	0.00	0.19	0.28	0.48
Pedestrian	16 - 22	3	30	48	82	0.01	0.07	0.11	0.18
Pedestrian	23-25	1	11	16	27	0.00	0.05	0.08	0.13
Pedestrian	26-29	1	14	21	36	0.00	0.05	0.08	0.13
Pedestrian	30 - 39	5	39	50	95	0.01	0.05	0.07	0.13
Pedestrian	40 - 49	6	32	43	81	0.01	0.05	0.06	0.12
Pedestrian	50 - 59	4	43	46	94	0.01	0.05	0.06	0.12
Pedestrian	60 - 69	5	45	38	87	0.01	0.06	0.05	0.13
Pedestrian	70 & over	10	60	43	113	0.01	0.08	0.06	0.15
Pedestrian	Total [Note 35]	37	373	459	869	0.01	0.07	0.08	0.16
Pedestrian	Child 0-15	2	99	152	253	0.00	0.11	0.17	0.28
Pedestrian	Adult 16+	36	274	306	615	0.01	0.06	0.07	0.13
Pedal Cycle	0 - 4	0	0	1	1	0.00	0.00	0.00	0.00
Pedal Cycle	5 - 11	0	4	13	18	0.00	0.01	0.03	0.04
Pedal Cycle	12 - 15	0	9	17	27	0.00	0.04	0.07	0.11
Pedal Cycle	16 - 22	0	13	29	43	0.00	0.03	0.07	0.10
Pedal Cycle	23-25	0	9	20	29	0.00	0.04	0.10	0.14
Pedal Cycle	26-29	0	16	22	38	0.00	0.06	0.08	0.14
Pedal Cycle	30 - 39	1	33	55	89	0.00	0.05	0.08	0.13
Pedal Cycle	40 - 49	0	35	51	87	0.00	0.05	0.08	0.13
Pedal Cycle	50 - 59	1	36	48	85	0.00	0.05	0.06	0.11
Pedal Cycle	60 - 69	1	23	23	47	0.00	0.03	0.03	0.07
Pedal Cycle	70 & over	2	9	7	17	0.00	0.01	0.01	0.02
Pedal Cycle	Total [Note 35]	6	188	286	480	0.00	0.03	0.05	0.09
Pedal Cycle	Child 0-15	1	14	31	45	0.00	0.02	0.03	0.05
Pedal Cycle	Adult 16+	6	174	255	435	0.00	0.04	0.06	0.10
Motorcycle[Note 10]	0 - 4	0	0	0	0	0.00	0.00	0.00	0.00
Motorcycle[Note 10]	5 - 11	0	0	0	0	0.00	0.00	0.00	0.00
Motorcycle[Note 10]	12 - 15	0	2	1	4	0.00	0.01	0.00	0.01
Motorcycle[Note 10]	16 - 22	2	39	31	72	0.00	0.09	0.07	0.16
Motorcycle[Note 10]	23-25	1	15	13	29	0.00	0.07	0.06	0.14
Motorcycle[Note 10]	26-29	2	21	13	37	0.01	0.08	0.05	0.13
Motorcycle[Note 10]	30 - 39	4	47	27	79	0.01	0.07	0.04	0.11
Motorcycle[Note 10]	40 - 49	5	40	21	67	0.01	0.06	0.03	0.10
Motorcycle[Note 10]	50 - 59	5	66	26	97	0.01	0.08	0.03	0.12
Motorcycle[Note 10]	60 - 69	5	34	18	57	0.01	0.05	0.03	0.08
Motorcycle[Note 10]	70 & over	1	8	3	13	0.00	0.01	0.00	0.02
Motorcycle[Note 10]	Total [Note 35]	26	274	155	455	0.00	0.05	0.03	0.08
Motorcycle[Note 10]	Child 0-15	0	3	1	4	0.00	0.00	0.00	0.00
Motorcycle[Note 10]	Adult 16+	26	271	154	451	0.01	0.06	0.03	0.10
Car	0 - 4	1	7	34	41	0.00	0.03	0.13	0.16
Car	5 - 11	0	16	85	101	0.00	0.04	0.21	0.25
Car	12 - 15	0	11	40	51	0.00	0.05	0.17	0.21
Car	16 - 22	9	143	374	527	0.02	0.32	0.84	1.19
Car	23-25	5	50	155	210	0.02	0.24	0.75	1.01
Car	26-29	5	57	194	256	0.02	0.21	0.71	0.93
Car	30 - 39	9	114	414	538	0.01	0.16	0.58	0.76
Car	40 - 49	8	88	310	405	0.01	0.13	0.46	0.61
Car	50 - 59	6	110	290	406	0.01	0.14	0.37	0.51
Car	60 - 69	6	84	200	290	0.01	0.12	0.29	0.42
Car	70 & over	18	123	176	317	0.02	0.16	0.23	0.41
Car	Total [Note 35]	67	802	2273	3143	0.01	0.15	0.42	0.58
Car	Child 0-15	2	33	159	194	0.00	0.04	0.18	0.22
Car	Adult 16+	66	768	2114	2948	0.01	0.17	0.46	0.65

Table 32 (continued) Reported casualties by age and severity, separately for each mode of transport numbers and rates per thousand population
Years: 2020-2024 average
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Road user	Age group	Killed numbers	Adjusted serious		Adjusted slight numbers	All severities numbers	Killed rate per thousand population	Adjusted serious rate per thousand population	Adjusted slight rate per thousand population	All severities rate per thousand population
			numbers	numbers						
Taxi	0 - 4	0		0	0	1	0.00	0.00	0.00	0.00
Taxi	5 - 11	0		0	1	1	0.00	0.00	0.00	0.00
Taxi	12 - 15	0		0	1	1	0.00	0.00	0.00	0.00
Taxi	16 - 22	0		1	5	6	0.00	0.00	0.01	0.01
Taxi	23-25	0		1	3	4	0.00	0.00	0.01	0.02
Taxi	26-29	0		1	4	5	0.00	0.00	0.02	0.02
Taxi	30 - 39	0		1	14	15	0.00	0.00	0.02	0.02
Taxi	40 - 49	0		2	12	14	0.00	0.00	0.02	0.02
Taxi	50 - 59	0		3	15	18	0.00	0.00	0.02	0.02
Taxi	60 - 69	0		5	9	14	0.00	0.01	0.01	0.02
Taxi	70 & over	0		3	4	7	0.00	0.00	0.00	0.01
Taxi	Total [Note 35]	1		17	67	85	0.00	0.00	0.01	0.02
Taxi	Child 0-15	0		1	2	3	0.00	0.00	0.00	0.00
Taxi	Adult 16+	1		17	65	82	0.00	0.00	0.01	0.02
Minibus	0 - 4	0		0	0	0	0.00	0.00	0.00	0.00
Minibus	5 - 11	0		0	1	1	0.00	0.00	0.00	0.00
Minibus	12 - 15	0		0	1	1	0.00	0.00	0.00	0.00
Minibus	16 - 22	0		0	1	1	0.00	0.00	0.00	0.00
Minibus	23-25	0		0	0	0	0.00	0.00	0.00	0.00
Minibus	26-29	0		0	1	1	0.00	0.00	0.00	0.00
Minibus	30 - 39	0		0	1	1	0.00	0.00	0.00	0.00
Minibus	40 - 49	0		0	2	3	0.00	0.00	0.00	0.00
Minibus	50 - 59	0		1	2	2	0.00	0.00	0.00	0.00
Minibus	60 - 69	0		0	2	3	0.00	0.00	0.00	0.00
Minibus	70 & over	0		0	1	1	0.00	0.00	0.00	0.00
Minibus	Total [Note 35]	0		3	12	15	0.00	0.00	0.00	0.00
Minibus	Child 0-15	0		0	2	3	0.00	0.00	0.00	0.00
Minibus	Adult 16+	0		2	10	12	0.00	0.00	0.00	0.00
Bus/Coach	0 - 4	0		1	2	3	0.00	0.00	0.01	0.01
Bus/Coach	5 - 11	0		1	3	3	0.00	0.00	0.01	0.01
Bus/Coach	12 - 15	0		3	7	10	0.00	0.01	0.03	0.04
Bus/Coach	16 - 22	0		2	9	10	0.00	0.00	0.02	0.02
Bus/Coach	23-25	0		0	3	3	0.00	0.00	0.01	0.02
Bus/Coach	26-29	0		0	3	3	0.00	0.00	0.01	0.01
Bus/Coach	30 - 39	0		2	9	11	0.00	0.00	0.01	0.02
Bus/Coach	40 - 49	0		3	6	9	0.00	0.00	0.01	0.01
Bus/Coach	50 - 59	0		3	10	13	0.00	0.00	0.01	0.02
Bus/Coach	60 - 69	0		4	10	14	0.00	0.01	0.01	0.02
Bus/Coach	70 & over	0		9	23	32	0.00	0.01	0.03	0.04
Bus/Coach	Total [Note 35]	1		27	84	112	0.00	0.01	0.02	0.02
Bus/Coach	Child 0-15	0		4	11	16	0.00	0.00	0.01	0.02
Bus/Coach	Adult 16+	1		23	73	96	0.00	0.01	0.02	0.02
Light goods	0 - 4	0		0	0	0	0.00	0.00	0.00	0.00
Light goods	5 - 11	0		0	1	1	0.00	0.00	0.00	0.00
Light goods	12 - 15	0		0	1	1	0.00	0.00	0.00	0.00
Light goods	16 - 22	0		3	11	14	0.00	0.01	0.02	0.03
Light goods	23-25	0		2	13	15	0.00	0.01	0.06	0.07
Light goods	26-29	0		4	15	19	0.00	0.01	0.05	0.07
Light goods	30 - 39	1		12	38	51	0.00	0.02	0.05	0.07
Light goods	40 - 49	0		9	22	31	0.00	0.01	0.03	0.05
Light goods	50 - 59	1		7	23	31	0.00	0.01	0.03	0.04
Light goods	60 - 69	1		4	9	14	0.00	0.01	0.01	0.02
Light goods	70 & over	0		1	1	2	0.00	0.00	0.00	0.00
Light goods	Total [Note 35]	3		42	135	180	0.00	0.01	0.02	0.03
Light goods	Child 0-15	0		0	2	3	0.00	0.00	0.00	0.00
Light goods	Adult 16+	3		41	132	177	0.00	0.01	0.03	0.04

Table 32 (continued) Reported casualties by age and severity, separately for each mode of transport numbers and rates per thousand and per 100 million
Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Road user	Age group	Killed numbers	Adjusted serious numbers	Adjusted slight numbers	All severities numbers	Killed rate per thousand population	Adjusted serious rate	Adjusted slight rate	All severities rate
							per thousand population	per thousand population	
Heavy goods	0 - 4	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods	5 - 11	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods	12 - 15	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods	16 - 22	0	0	1	1	0.00	0.00	0.00	0.00
Heavy goods	23-25	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods	26-29	0	1	2	3	0.00	0.00	0.01	0.01
Heavy goods	30 - 39	0	2	3	6	0.00	0.00	0.00	0.01
Heavy goods	40 - 49	0	3	6	9	0.00	0.00	0.01	0.01
Heavy goods	50 - 59	1	3	8	13	0.00	0.00	0.01	0.02
Heavy goods	60 - 69	0	1	3	5	0.00	0.00	0.00	0.01
Heavy goods	70 & over	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods	Total [Note 35]	2	11	25	38	0.00	0.00	0.00	0.01
Heavy goods	Child 0-15	0	0	1	1	0.00	0.00	0.00	0.00
Heavy goods	Adult 16+	2	11	24	37	0.00	0.00	0.01	0.01
Other	0 - 4	0	0	0	0	0.00	0.00	0.00	0.00
Other	5 - 11	0	2	3	5	0.00	0.00	0.01	0.01
Other	12 - 15	0	3	2	5	0.00	0.01	0.01	0.02
Other	16 - 22	1	3	8	12	0.00	0.01	0.02	0.03
Other	23-25	0	2	4	6	0.00	0.01	0.02	0.03
Other	26-29	0	3	5	8	0.00	0.01	0.02	0.03
Other	30 - 39	0	9	11	20	0.00	0.01	0.01	0.03
Other	40 - 49	0	3	10	13	0.00	0.00	0.01	0.02
Other	50 - 59	0	5	10	16	0.00	0.01	0.01	0.02
Other	60 - 69	0	4	4	8	0.00	0.01	0.01	0.01
Other	70 & over	1	3	2	6	0.00	0.00	0.00	0.01
Other	Total [Note 35]	3	38	58	99	0.00	0.01	0.01	0.02
Other	Child 0-15	0	5	5	10	0.00	0.01	0.01	0.01
Other	Adult 16+	3	32	53	88	0.00	0.01	0.01	0.02
Total	0 - 4	1	16	50	68	0.01	0.06	0.20	0.27
Total	5 - 11	1	68	179	248	0.00	0.17	0.44	0.61
Total	12 - 15	2	76	137	215	0.01	0.32	0.57	0.89
Total	16 - 22	15	236	517	767	0.03	0.53	1.17	1.73
Total	23-25	7	89	227	322	0.03	0.43	1.10	1.56
Total	26-29	8	118	280	406	0.03	0.43	1.02	1.47
Total	30 - 39	22	259	623	903	0.03	0.36	0.88	1.27
Total	40 - 49	20	215	485	720	0.03	0.32	0.72	1.08
Total	50 - 59	19	278	478	776	0.02	0.35	0.60	0.98
Total	60 - 69	19	204	316	539	0.03	0.29	0.46	0.78
Total	70 & over	32	216	260	508	0.04	0.28	0.33	0.65
Total	Total [Note 35]	146	1775	3554	5474	0.03	0.32	0.65	1.00
Total	Child 0-15	4	160	367	531	0.00	0.18	0.41	0.59
Total	Adult 16+	142	1615	3185	4941	0.03	0.35	0.70	1.08

Table 32 Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2020-2024 average

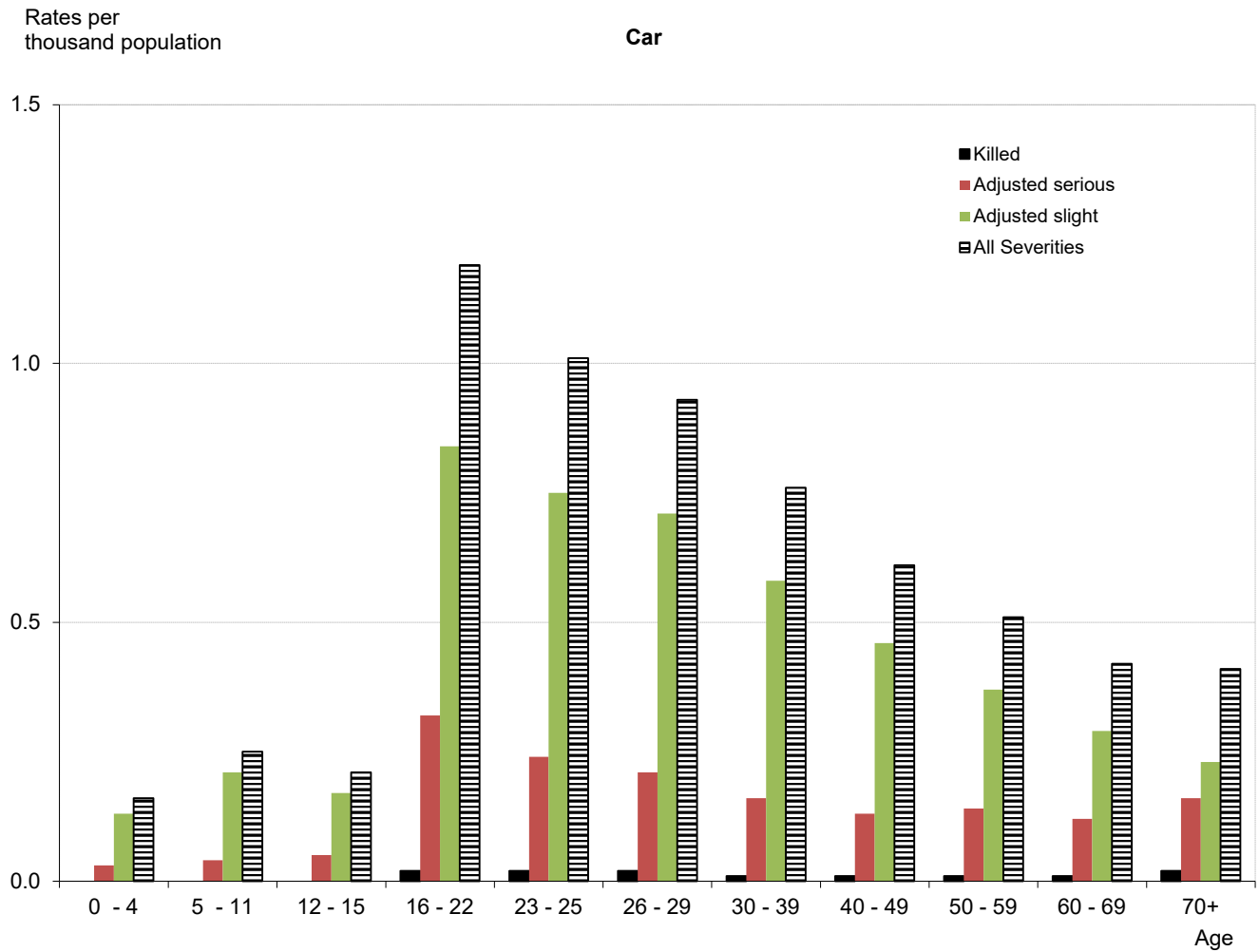
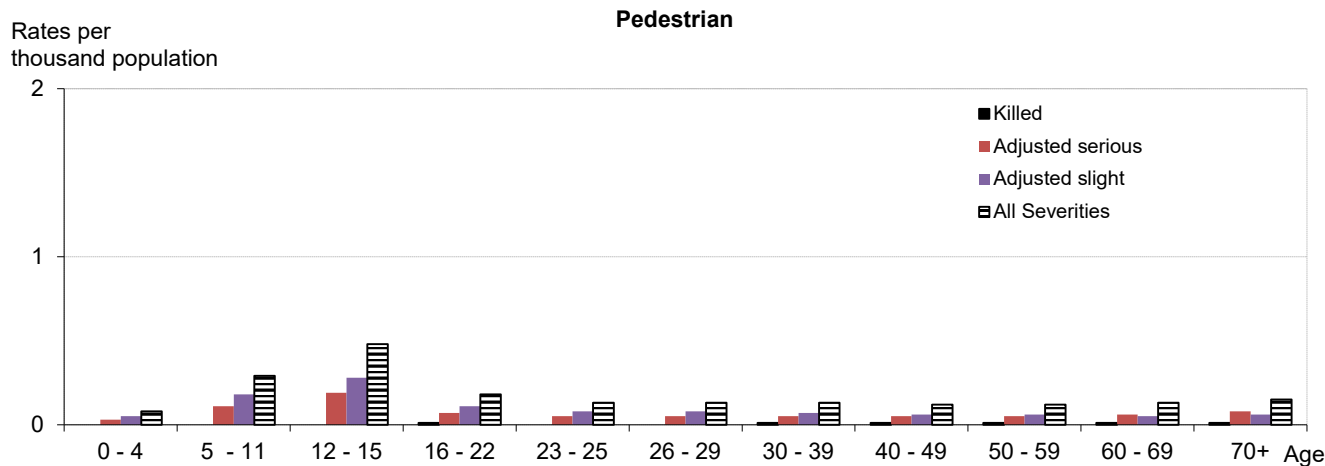


Table 32 Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2020-2024 average

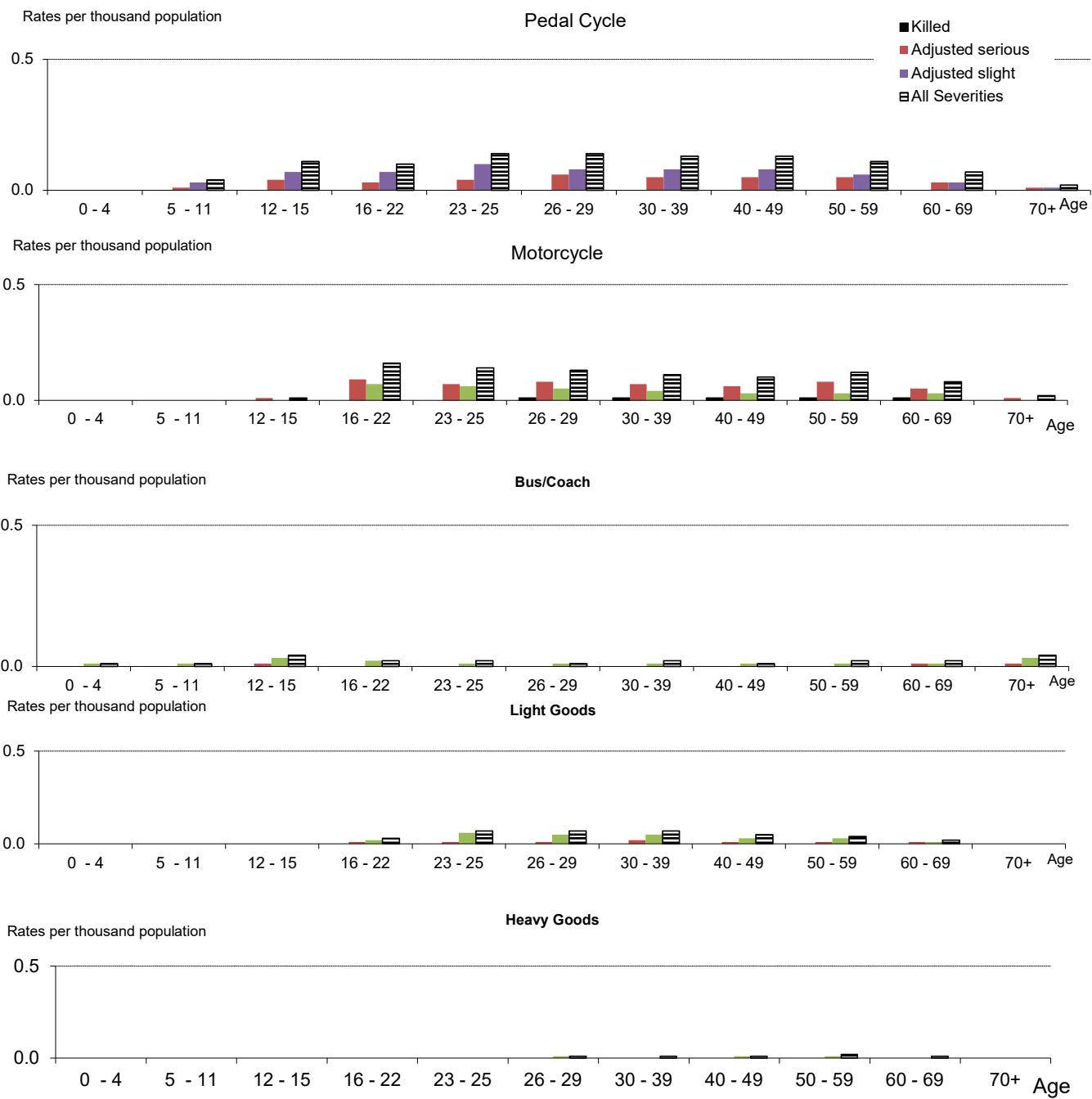


Table 33 Reported casualties by speed limit, mode of transport and severity
Years: 2020-2024 average
This worksheet contains one table.

Severity	Mode of transport	20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	Pedestrians	5	18	2	2	6	4	37
Killed	Pedal cycle	0	3	0	0	3	0	6
Killed	Motorcycle	0	3	1	2	19	1	26
Killed	Car users	1	6	5	1	46	9	67
Killed	Bus/coach	0	0	0	0	0	0	1
Killed	Other	0	2	0	1	5	1	9
Killed	Total	6	32	8	6	79	15	146
Adjusted serious	Pedestrians	78	252	15	3	17	7	373
Adjusted serious	Pedal cycle	38	103	12	4	28	4	188
Adjusted serious	Motorcycle	17	79	16	9	133	19	274
Adjusted serious	Car users	27	195	66	36	383	94	802
Adjusted serious	Bus/coach	8	14	2	0	4	0	27
Adjusted serious	Other	8	33	5	3	46	16	111
Adjusted serious	Total	176	676	117	56	610	139	1775
All Severities	Pedestrians	197	581	29	7	36	18	869
All Severities	Pedal cycle	111	271	26	6	59	8	480
All Severities	Motorcycle	32	147	31	17	196	31	455
All Severities	Car users	150	989	262	134	1,167	440	3,143
All Severities	Bus/coach	29	55	6	1	18	3	112
All Severities	Other	31	133	25	17	144	66	416
All Severities	Total	550	2,176	379	182	1,620	567	5,474

Table 34 Reported casualties by age, severity and sex, separately for each casualty class - numbers

Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Casualty class	Age	Male			Female killed	Female		Total killed	Total	
		killed	adjusted serious	Male all severities		adjusted serious	Female all severities		adjusted serious [Note 37]	Total all severities
Pedestrian	0 - 4	0	5	14	0	2	7	1	8	21
Pedestrian	5 - 11	0	29	72	0	15	45	0	45	117
Pedestrian	12 - 15	1	28	65	0	19	50	1	47	115
Pedestrian	16 - 22	2	17	46	0	13	35	3	30	82
Pedestrian	23 - 25	1	6	15	0	5	12	1	11	27
Pedestrian	26 - 29	1	8	20	0	6	16	1	14	36
Pedestrian	30 - 39	4	28	63	1	11	31	5	39	95
Pedestrian	40 - 49	4	22	52	1	10	29	6	32	81
Pedestrian	50 - 59	3	23	50	2	20	44	4	43	94
Pedestrian	60 - 69	3	23	46	2	22	41	5	45	87
Pedestrian	70 & over	7	28	57	3	32	56	10	60	113
Pedestrian	Total [Note 28]	26	219	502	11	154	367	37	373	869
Pedestrian	Child 0-15	1	62	151	0	37	102	2	99	253
Pedestrian	Adult 16+	25	156	350	11	117	265	36	274	615
Driver or rider	0 - 4	0	0	1	0	0	0	0	0	1
Driver or rider	5 - 11	0	4	17	0	1	3	1	5	20
Driver or rider	12 - 15	0	12	31	0	1	3	0	13	34
Driver or rider	16 - 22	6	98	283	1	29	131	7	127	415
Driver or rider	23 - 25	4	44	143	0	14	74	4	58	217
Driver or rider	26 - 29	4	60	182	2	21	99	6	82	281
Driver or rider	30 - 39	12	137	423	2	48	225	14	185	649
Driver or rider	40 - 49	11	119	354	2	40	184	13	159	538
Driver or rider	50 - 59	10	150	387	3	48	175	13	198	562
Driver or rider	60 - 69	10	93	242	2	32	102	12	125	344
Driver or rider	70 & over	11	69	178	4	38	88	15	107	266
Driver or rider	Total [Note 28]	70	787	2,240	16	272	1,085	86	1,060	3,327
Driver or rider	Child 0-15	1	17	49	0	2	6	1	19	55
Driver or rider	Adult 16+	69	771	2,192	16	270	1,079	85	1,041	3,273
Passenger vehicle/pillion	0 - 4	0	4	23	0	5	23	1	8	46
Passenger vehicle/pillion	5 - 11	0	8	51	0	10	60	0	18	111
Passenger vehicle/pillion	12 - 15	0	8	29	0	8	37	1	16	67
Passenger vehicle/pillion	16 - 22	4	46	136	1	32	135	5	78	271
Passenger vehicle/pillion	23 - 25	2	9	37	1	11	41	2	20	78
Passenger vehicle/pillion	26 - 29	1	11	44	0	11	44	1	22	88
Passenger vehicle/pillion	30 - 39	1	19	79	1	16	81	2	35	160
Passenger vehicle/pillion	40 - 49	0	10	39	0	14	61	1	24	100
Passenger vehicle/pillion	50 - 59	0	12	38	2	25	82	2	38	120
Passenger vehicle/pillion	60 - 69	1	10	30	1	24	78	2	34	108
Passenger vehicle/pillion	70 & over	2	12	30	5	37	99	7	49	129
Passenger vehicle/pillion	Total [Note 28]	12	149	537	11	193	742	23	342	1,280
Passenger vehicle/pillion	Child 0-15	1	19	104	1	23	120	2	42	224
Passenger vehicle/pillion	Adult 16+	11	130	433	10	170	622	21	300	1,055

Table 34 Reported casualties by age, severity and sex, separately for each casualty class - rates per thousand population

Years: 2020-2024 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Casualty class	Age	Male			Female			Total killed	Total adjusted serious	Total all severities
		Male killed	adjusted serious	Male all severities	Female killed	adjusted serious	Female all severities		[Note 37]	
Pedestrian	0 - 4	.00	.04	.11	.00	.02	.06	.00	.03	.08
Pedestrian	5 - 11	.00	.15	.36	.00	.07	.22	.00	.11	.29
Pedestrian	12 - 15	.01	.23	.54	.00	.15	.41	.00	.19	.48
Pedestrian	16 - 22	.01	.08	.21	.00	.06	.16	.01	.07	.18
Pedestrian	23 - 25	.01	.06	.14	.00	.05	.12	.00	.05	.13
Pedestrian	26 - 29	.01	.06	.15	.00	.04	.12	.00	.05	.13
Pedestrian	30 - 39	.01	.08	.18	.00	.03	.09	.01	.05	.13
Pedestrian	40 - 49	.01	.07	.15	.00	.03	.09	.01	.05	.12
Pedestrian	50 - 59	.01	.06	.12	.00	.05	.11	.01	.05	.12
Pedestrian	60 - 69	.01	.07	.13	.01	.06	.12	.01	.06	.13
Pedestrian	70 & over	.02	.07	.14	.01	.09	.16	.01	.08	.15
Pedestrian	Total [Note 28]	.01	.08	.18	.00	.06	.14	.01	.07	.16
Pedestrian	Child 0-15	.00	.14	.34	.00	.08	.22	.00	.11	.28
Pedestrian	Adult 16+	.01	.07	.15	.00	.05	.12	.01	.06	.13
Driver or rider	0 - 4	.00	.00	.01	.00	.00	.00	.00	.00	.00
Driver or rider	5 - 11	.00	.02	.08	.00	.01	.02	.00	.01	.05
Driver or rider	12 - 15	.00	.10	.26	.00	.01	.02	.00	.06	.14
Driver or rider	16 - 22	.03	.44	1.28	.01	.13	.59	.02	.29	.94
Driver or rider	23 - 25	.03	.42	1.37	.00	.14	.72	.02	.28	1.05
Driver or rider	26 - 29	.03	.43	1.31	.01	.16	.73	.02	.30	1.02
Driver or rider	30 - 39	.03	.38	1.17	.01	.14	.65	.02	.26	.91
Driver or rider	40 - 49	.03	.35	1.04	.01	.12	.56	.02	.24	.81
Driver or rider	50 - 59	.03	.37	.96	.01	.12	.45	.02	.25	.71
Driver or rider	60 - 69	.03	.26	.69	.01	.09	.30	.02	.18	.50
Driver or rider	70 & over	.03	.17	.43	.01	.10	.24	.02	.14	.34
Driver or rider	Total [Note 28]	.03	.28	.81	.01	.10	.40	.02	.19	.61
Driver or rider	Child 0-15	.00	.04	.11	.00	.01	.01	.00	.02	.06
Driver or rider	Adult 16+	.03	.33	.94	.01	.12	.48	.02	.23	.72
Passenger vehicle/pillion	0 - 4	.00	.03	.19	.00	.04	.18	.00	.03	.18
Passenger vehicle/pillion	5 - 11	.00	.04	.26	.00	.05	.29	.00	.04	.27
Passenger vehicle/pillion	12 - 15	.00	.06	.25	.00	.07	.30	.00	.07	.28
Passenger vehicle/pillion	16 - 22	.02	.21	.61	.00	.14	.61	.01	.18	.61
Passenger vehicle/pillion	23 - 25	.02	.09	.36	.01	.11	.40	.01	.10	.38
Passenger vehicle/pillion	26 - 29	.01	.08	.31	.00	.08	.32	.00	.08	.32
Passenger vehicle/pillion	30 - 39	.00	.05	.22	.00	.04	.23	.00	.05	.23
Passenger vehicle/pillion	40 - 49	.00	.03	.11	.00	.04	.19	.00	.04	.15
Passenger vehicle/pillion	50 - 59	.00	.03	.10	.00	.06	.21	.00	.05	.15
Passenger vehicle/pillion	60 - 69	.00	.03	.08	.00	.07	.23	.00	.05	.16
Passenger vehicle/pillion	70 & over	.00	.03	.07	.01	.10	.27	.01	.06	.17
Passenger vehicle/pillion	Total [Note 28]	.00	.05	.19	.00	.07	.28	.00	.06	.23
Passenger vehicle/pillion	Child 0-15	.00	.04	.23	.00	.05	.26	.00	.05	.25
Passenger vehicle/pillion	Adult 16+	.00	.06	.19	.00	.08	.28	.00	.07	.23

Table 35 Reported child (0-15) pedestrian casualties in single vehicle collisions, by pedestrian action, pedestrian crossing details
2014-18, 2020-24 averages and 2020 to 2024

This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Pedestrian action	Year	On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	2014-18 average	41	4	23	168	18	254
Crossing road-not concealed by vehicle	2020	34	3	11	90	11	149
Crossing road-not concealed by vehicle	2021	33	1	11	92	7	144
Crossing road-not concealed by vehicle	2022	47	1	24	93	14	179
Crossing road-not concealed by vehicle	2023	36	3	14	88	24	165
Crossing road-not concealed by vehicle	2024	12	1	7	92	29	141
Crossing road-not concealed by vehicle	2020-24 average	32	2	13	91	17	156
Crossing road-concealed by vehicle	2014-18 average	6	1	12	93	6	118
Crossing road-concealed by vehicle	2020	0	1	4	35	8	48
Crossing road-concealed by vehicle	2021	6	0	5	45	4	60
Crossing road-concealed by vehicle	2022	4	0	6	48	4	62
Crossing road-concealed by vehicle	2023	4	0	5	46	6	61
Crossing road-concealed by vehicle	2024	5	0	8	41	6	60
Crossing road-concealed by vehicle	2020-24 average	4	0	6	43	6	58
Standing/walking	2014-18 average	0	0	0	0	16	16
Standing/walking	2020	0	0	0	0	4	4
Standing/walking	2021	0	0	0	0	8	8
Standing/walking	2022	0	0	0	0	16	16
Standing/walking	2023	0	0	0	0	17	17
Standing/walking	2024	0	0	0	0	17	17
Standing/walking	2020-24 average	0	0	0	0	12	12
Other/unknown	2014-18 average	1	0	0	4	26	31
Other/unknown	2020	1	0	0	6	11	18
Other/unknown	2021	1	0	0	0	19	20
Other/unknown	2022	0	0	0	5	23	28
Other/unknown	2023	0	0	0	2	13	15
Other/unknown	2024	0	0	1	3	5	9
Other/unknown	2020-24 average	0	0	0	3	14	18
Total	2014-18 average	47	5	35	266	66	419
Total	2020	35	4	15	131	34	219
Total	2021	40	1	16	137	38	232
Total	2022	51	1	30	146	57	285
Total	2023	40	3	19	136	60	258
Total	2024	17	1	16	136	57	227
Total	2020-24 average	37	2	19	137	49	244

Table 35 Reported adult pedestrian casualties in single vehicle collisions, by pedestrian action, pedestrian crossing details
2014-18, 2020-24 averages and 2020 to 2024

This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Pedestrian action	Year	On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	2014-18 average	125	10	93	356	47	631
Crossing road-not concealed by vehicle	2020	78	2	34	182	32	328
Crossing road-not concealed by vehicle	2021	82	3	35	152	23	295
Crossing road-not concealed by vehicle	2022	79	4	36	185	47	351
Crossing road-not concealed by vehicle	2023	73	1	60	174	59	367
Crossing road-not concealed by vehicle	2024	61	0	41	180	61	343
Crossing road-not concealed by vehicle	2020-24 average	75	2	41	175	44	337
Crossing road-concealed by vehicle	2014-18 average	9	3	18	74	7	111
Crossing road-concealed by vehicle	2020	5	0	5	31	1	42
Crossing road-concealed by vehicle	2021	5	0	4	22	2	33
Crossing road-concealed by vehicle	2022	6	0	8	28	6	48
Crossing road-concealed by vehicle	2023	8	0	7	39	4	58
Crossing road-concealed by vehicle	2024	5	0	5	36	5	51
Crossing road-concealed by vehicle	2020-24 average	6	0	6	31	4	46
Standing/walking	2014-18 average	0	0	0	0	121	121
Standing/walking	2020	0	0	0	0	78	78
Standing/walking	2021	0	0	0	0	77	77
Standing/walking	2022	0	0	0	0	96	96
Standing/walking	2023	0	0	0	0	121	121
Standing/walking	2024	0	0	0	0	120	120
Standing/walking	2020-24 average	0	0	0	0	98	98
Other/unknown	2014-18 average	3	0	3	23	138	168
Other/unknown	2020	3	0	0	14	87	104
Other/unknown	2021	1	0	0	9	53	63
Other/unknown	2022	5	0	2	12	65	84
Other/unknown	2023	3	0	1	10	85	99
Other/unknown	2024	2	0	0	9	82	93
Other/unknown	2020-24 average	3	0	1	11	74	89
Total	2014-18 average	137	13	114	454	314	1,032
Total	2020	86	2	39	227	198	552
Total	2021	88	3	39	183	155	468
Total	2022	90	4	46	225	214	579
Total	2023	84	1	68	223	269	645
Total	2024	68	0	46	225	268	607
Total	2020-24 average	83	2	48	217	221	570

Table 36 Casualties by council, severity and road type

Years: 2014-18, 2020-24 averages and 2020 to 2024

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Council	Year	Killed Local		Killed All LA		Adjusted Serious		Adjusted Serious Local		Adjusted Serious Local		Adjusted Serious Local		Adjusted Serious All LA		Adjusted Serious All LA		All severities	All severities	All severities	All severities	All severities	All severities
		Auth	Non Built	Auth	Non Built	Trunk	Non Built	Auth Major	Auth Minor	Auth Major	Auth Minor	Auth Major	Auth Minor	Auth Major	Auth Minor	Trunk	Non Built						
Aberdeen City	2014-18 average	1	0	3	3	4	10	1	5	21	46	73	83	29	3	13	59	122	197	227			
Aberdeen City	2020	0	0	1	1	1	3	0	2	17	18	37	40	5	0	4	38	40	82	87			
Aberdeen City	2021	0	0	2	1	1	2	1	3	10	13	26	26	3	1	3	31	35	63	62			
Aberdeen City	2022	0	0	1	1	1	1	2	2	11	12	27	28	4	0	9	26	36	78	82			
Aberdeen City	2023	0	1	3	3	4	5	0	3	18	27	48	53	9	2	6	42	50	100	109			
Aberdeen City	2024	0	1	2	3	3	1	0	0	17	18	35	36	2	2	3	33	45	83	85			
Aberdeen City	2020-24 average	0	0	2	2	2	2	0	2	15	18	35	37	5	2	5	32	41	81	86			
Aberdeen City	% ch on 14-18 av: 2024	0	0	0	0	0	0	0	0	-12	-42	-35	-36	0	0	0	-23	-59	-49	-52			
Aberdeen City	20-24 av	0	0	0	0	0	0	0	0	-29	-62	-53	-56	-84	0	-61	-45	-66	-59	-62			
Aberdeenshire	2014-18 average	3	11	2	12	15	31	57	64	9	24	154	185	81	125	142	24	63	354	435			
Aberdeenshire	2020	4	2	1	3	7	23	28	27	4	6	65	88	42	57	39	7	21	124	166			
Aberdeenshire	2021	2	9	11	5	9	27	33	4	11	17	84	51	53	60	68	7	24	145	191			
Aberdeenshire	2022	3	7	1	8	11	18	46	28	11	4	89	107	83	87	72	19	18	196	239			
Aberdeenshire	2023	3	3	1	4	7	23	26	34	8	6	74	97	66	61	71	17	19	168	234			
Aberdeenshire	2024	2	9	1	10	12	18	38	37	16	14	105	123	43	63	86	28	36	213	256			
Aberdeenshire	2020-24 average	3	6	1	7	10	22	31	32	9	8	80	102	49	63	66	16	24	168	217			
Aberdeenshire	% ch on 14-18 av: 2024	0	-72	0	1	3	-64	-29	-47	-51	-40	-45	-48	-19	-61	-51	-58	-70	-53	-60			
Aberdeenshire	20-24 av	0	-43	0	-44	-37	-29	-45	-51	0	-66	-48	-45	-40	-49	-54	-34	-63	-53	-50			
Angus	2014-18 average	1	1	4	1	5	6	8	14	2	7	10	49	57	20	39	47	26	38	150			
Angus	2020	1	1	2	2	3	9	16	16	4	4	40	49	28	34	37	37	34	32	163			
Angus	2021	0	1	2	3	3	4	16	19	5	47	51	29	32	39	23	35	129	158				
Angus	2022	0	1	1	1	1	3	7	12	11	12	42	45	15	23	40	19	34	116	131			
Angus	2023	0	6	2	8	8	2	12	13	5	12	42	44	15	36	57	14	28	135	150			
Angus	2024	0	1	0	1	1	6	5	7	7	11	30	36	21	28	39	21	109	130	149			
Angus	2020-24 average	0	1	2	3	3	5	11	12	7	10	40	45	22	36	42	20	32	130	154			
Angus	% ch on 14-18 av: 2024	0	0	0	0	0	0	-11	-30	0	19	-15	-23	-26	-8	-41	-27	-26	-10	-12			
Angus	20-24 av	0	0	0	0	0	0	-17	-36	0	-5	-18	-21	7	-8	-10	-15	-20	-13	-11			
Argyll & Bute	2014-18 average	4	2	0	3	6	43	19	10	6	7	43	86	118	52	30	26	29	136	255			
Argyll & Bute	2020	2	5	0	5	7	17	9	4	4	3	20	37	51	22	15	17	14	68	119			
Argyll & Bute	2021	4	4	1	5	9	19	17	4	2	3	26	45	49	31	17	13	15	76	125			
Argyll & Bute	2022	5	4	2	6	11	25	12	5	2	3	22	47	58	29	9	10	12	60	118			
Argyll & Bute	2023	9	1	0	1	10	31	16	6	11	7	40	71	78	32	12	36	15	95	171			
Argyll & Bute	2024	6	0	0	1	12	15	12	3	2	29	64	61	14	14	14	28	28	64	133			
Argyll & Bute	2020-24 average	5	3	1	3	9	23	13	4	4	6	27	51	59	29	13	18	17	77	136			
Argyll & Bute	% ch on 14-18 av: 2024	0	0	0	0	0	-28	-18	-42	0	0	-18	-36	-38	-60	-38	-48	-30	-33	-33			
Argyll & Bute	20-24 av	0	0	0	0	0	-45	-32	-57	0	0	-37	-41	-50	-45	-55	-32	-42	-44	-47			
Clackmannanshire	2014-18 average	0	0	0	0	0	0	4	2	5	7	18	18	2	11	7	24	27	69	70			
Clackmannanshire	2020	0	1	2	3	3	1	2	1	4	0	7	8	1	4	5	9	7	25	26			
Clackmannanshire	2021	0	0	0	0	0	0	4	3	4	2	13	13	0	7	4	7	6	24	24			
Clackmannanshire	2022	0	2	2	2	2	0	3	2	3	7	15	15	0	7	4	4	15	30	30			
Clackmannanshire	2023	0	0	2	2	2	5	1	2	1	9	10	12	3	10	8	8	33	33	33			
Clackmannanshire	2024	0	0	2	2	2	0	3	0	5	4	12	12	0	6	2	15	7	30	30			
Clackmannanshire	2020-24 average	0	1	1	2	2	0	3	1	4	3	11	11	0	7	4	9	9	28	29			
Clackmannanshire	% ch on 14-18 av: 2024	0	0	0	0	0	0	0	0	0	0	-50	-51	0	5	0	-58	-71	-52	-53			
Clackmannanshire	20-24 av	0	0	0	0	0	0	0	0	0	0	-37	-37	0	-37	0	-62	-68	-59	-59			
Dumfries & Galloway	2014-18 average	6	5	0	5	11	41	22	26	7	15	71	112	144	65	82	28	33	227	371			
Dumfries & Galloway	2020	1	4	0	4	5	14	5	12	2	9	27	41	54	23	46	10	20	99	153			
Dumfries & Galloway	2021	3	4	1	5	8	37	15	11	8	4	39	76	90	41	29	18	23	111	201			
Dumfries & Galloway	2022	3	4	1	5	8	27	15	10	6	5	76	65	62	62	16	31	117	251	215			
Dumfries & Galloway	2023	2	3	0	3	5	30	11	18	6	5	40	70	101	37	58	14	25	134	235			
Dumfries & Galloway	2024	5	2	0	2	7	37	18	11	9	8	46	83	127	53	39	19	26	137	264			
Dumfries & Galloway	2020-24 average	3	3	0	4	7	29	15	13	6	6	41	70	90	44	47	15	25	131	217			
Dumfries & Galloway	% ch on 14-18 av: 2024	0	0	0	0	-56	-27	-51	-32	0	-66	-43	-37	-30	-43	-29	-49	-53	-41	-37			
Dumfries & Galloway	20-24 av	0	0	0	-42	-29	-33	-49	0	0	-42	-37	-38	-32	-43	-44	-53	-42	-44	-39			
Dundee City	2014-18 average	0	0	1	1	1	5	0	0	8	34	41	47	16	1	0	26	114	141	157			
Dundee City	2020	0	0	2	2	2	3	0	0	11	36	47	50	17	0	3	37	127	164	181			
Dundee City	2021	0	0	0	0	0	4	0	0	7	29	36	40	22	0	1	20	90	111	133			
Dundee City	2022	0	0	0	0	0	4	1	0	8	28	37	41	20	6	1	41	114	162	182			
Dundee City	2023	1	0	1	1	2	9	0	0	4	34	58	47	35	0	1	31	108	140	175			
Dundee City	2024	0	0	1	1	1	4	0	0	6	39	58	56	26	0	0	33	95	138	154			
Dundee City	2020-24 average	0	0	1	1	1	5	0	0	9	33	42	47	24	1	1	32	107	141	165			
Dundee City	% ch on 14-18 av: 2024	0	0	0	0	0	0	0	0	0	1	-8	0	116	0	0	19	-5	0	12			
Dundee City	20-24 av	0	0	0	0	0	0	0	0	-1	2	1	48	0	0	25	-6	0	5	5			
East Ayrshire	2014-18 average	1	2	0	2	3	15	15	9	8	15	46	61	58	52	32	31	62	177	234			
East Ayrshire	2020	2	0	0	0	2	8	13	11	5	4	33	41	23	30	21	15	34	100	123			
East Ayrshire	2021	1	4	0	4	5	3	14	5	5	11	35	38	6	34	18	14	31	97	103			
East Ayrshire	2022	1	4	1	5	6	10	9	11	8	9	37	47	30	27	20	22	25	94	124			
East Ayrshire	2023	2	4	0	4	6	10	11	10	10	11	43	53	28	46	29	19	37	131	159			
East Ayrshire	2024	3	5	1	5	5	15	6	16	5	6	25	32	22	25	19	14	34	142	165			
East Ayrshire	2020-24 average	2	3	1	4	6	7	10	11	7	8	35	42	32	32	23	17	32	103	125			
East Ayrshire	% ch on 14-18 av: 2024	0	0	0	0	0	-32	-25	0	0	-26	-6	-13	-52	-11	-9	-38	-41	-26	-32			
East Ayrshire	20-24 av	0	0	0	0	0	-50	-29	0	0	-46	-24	-31	-62	-38	-29	-46	-48	-42	-47			
East Dunbartonshire	2014-18 average	0	0	0	0	0	0	3	3	7	12	25	25	0	8	12	37	54	110	110			
East Dunbartonshire	2020	0	0	1	1	1	0	2	1	3	6	12	12	0	5	6	15	30	56	56			
East Dunbartonshire	2021	0	0	1	1	1	0	1	1	6	12	14	14	0	2	3	16	29	50	50			
East Dunbartonshire	2022	0	1	1	1	1	2	6	3	6	23	16	13	0	2	12	10	20	44	44			
East Dunbartonshire	2023	0	3	1	4	4	0	3	1	5													

Council	Year	Killed Local		Killed All LA		KILLED ALL		Adjusted Serious		Adjusted Serious Local		Adjusted Serious Local		Adjusted Serious Local		Adjusted Serious All		All severities		All severities		All severities		All severities		All severities		All severities	
		Auth Non Built	Killed Local	Auth Built Up	roads	roads	Trunk	Auth Major	Auth Minor	Auth Major	Auth Minor	Auth Major	Auth Minor	Auth Major	Auth Minor	Auth Major	Auth Minor	Local Auth Major	Local Auth Minor	Local Auth Major	Local Auth Minor	Major Built-Up	Minor Built-Up	Major Built-Up	Minor Built-Up	ALL LA roads	ALL ROADs	ALL ROADS	
Glasgow City	2020	5	0	8	8	13	11	5	0	53	121	179	190	87	18	1	183	455	657	744									
Glasgow City	2021	0	0	7	7	7	19	6	0	56	118	179	186	110	20	55	2	188	377	587	697								
Glasgow City	2022	1	1	4	5	6	22	6	2	48	148	204	223	77	23	12	184	476	666	772									
Glasgow City	2023	0	1	13	14	14	22	1	2	52	148	204	226	102	10	12	185	420	627	729									
Glasgow City	2024	1	0	5	5	6	21	7	0	70	137	214	235	97	17	1	228	463	709	806									
Glasgow City	2020-24 average	1	0	7	8	9	18	5	1	56	135	196	214	95	18	6	194	438	655	750									
Glasgow City	% ch on 14-18 av: 2024	0	0	25	27	20	0	0	0	-40	-20	-24	-31	-15	1	13	-54	-50	-51	-49									
Glasgow City	20-24 av	0	0	-29	-29	-21	0	0	0	-36	-28	-30	-28	-38	-10	47	-52	-48	-49	-48									
Highland	2014-18 average	10	7	1	8	18	79	28	24	4	17	73	152	261	91	60	13	77	262	523									
Highland	2020	7	8	2	10	17	45	21	17	5	18	61	106	149	52	46	11	38	147	266									
Highland	2021	9	3	2	5	14	66	22	12	3	12	49	115	161	64	34	11	26	135	266									
Highland	2022	21	11	0	11	32	45	38	16	6	6	76	121	158	84	35	11	23	153	311									
Highland	2023	7	7	0	7	14	105	48	24	3	17	82	187	235	57	38	8	38	161	396									
Highland	2024	14	3	17	20	17	105	34	19	7	20	160	185	244	77	10	10	162	382	406									
Highland	2020-24 average	12	6	1	7	19	73	33	18	5	15	70	143	189	67	42	10	33	152	341									
Highland	% ch on 14-18 av: 2024	0	0	0	0	-22	33	35	0	0	1	13	23	-10	-38	-28	-38	-51	-38	-24									
Highland	20-24 av	0	0	0	0	0	4	-7	16	-27	0	-14	-4	-6	-27	-27	-48	-20	-58	-42									
Inverclyde	2014-18 average	1	0	1	1	2	7	1	2	4	15	22	29	40	3	8	15	73	99	138									
Inverclyde	2020	2	0	1	1	3	4	2	0	3	4	9	13	14	2	2	7	26	37	51									
Inverclyde	2021	0	1	0	1	1	3	1	3	3	6	13	16	15	2	11	3	17	33	48									
Inverclyde	2022	1	0	1	1	2	7	4	1	1	9	15	22	11	5	3	3	29	40	51									
Inverclyde	2023	0	0	1	0	1	2	0	0	2	11	21	30	19	1	10	10	19	37	52									
Inverclyde	2024	0	0	1	1	1	10	1	2	2	15	20	30	23	1	2	6	35	44	67									
Inverclyde	2020-24 average	1	0	1	1	1	7	2	2	2	8	14	20	16	2	5	6	25	38	54									
Inverclyde	% ch on 14-18 av: 2024	0	0	0	0	0	0	0	0	0	-59	-51	-28	-62	0	0	-32	-74	-62	-62									
Inverclyde	20-24 av	0	0	0	0	0	0	0	0	0	-45	-40	-30	-61	0	0	-60	-66	-61	-61									
Midlothian	2014-18 average	2	1	0	1	3	11	7	6	10	23	47	58	44	28	17	37	88	170	233									
Midlothian	2020	0	0	0	0	0	1	4	0	8	8	20	21	11	7	29	29	86	98	98									
Midlothian	2021	0	2	0	2	2	2	6	2	6	10	24	26	32	27	13	25	47	112	144									
Midlothian	2022	0	1	0	1	1	2	5	2	4	18	29	31	17	25	4	32	61	122	139									
Midlothian	2023	2	1	1	2	4	6	4	1	9	16	30	36	20	17	4	22	33	76	96									
Midlothian	2024	0	0	0	0	0	6	3	3	14	11	31	37	18	13	9	23	37	82	100									
Midlothian	2020-24 average	0	1	0	1	1	3	3	3	14	11	31	37	18	13	9	23	37	82	100									
Midlothian	% ch on 14-18 av: 2024	0	0	0	0	0	-46	0	0	-13	-30	-36	-38	-54	-38	-77	-40	-63	-55	-55									
Midlothian	20-24 av	0	0	0	0	0	-69	0	0	-21	-45	-43	-48	-55	-33	-57	-29	-51	-44	-46									
Moray	2014-18 average	2	3	0	3	5	15	10	13	2	7	32	46	30	21	26	5	18	69	99									
Moray	2020	3	1	0	1	4	3	10	6	2	2	20	23	10	2	3	35	45	45	45									
Moray	2021	0	2	0	2	3	3	4	5	2	2	13	16	12	10	8	3	4	25	37									
Moray	2022	0	3	0	3	3	6	4	7	1	1	13	19	16	8	3	4	32	48	48									
Moray	2023	1	0	0	1	1	10	4	5	2	3	13	23	15	8	3	5	28	31	31									
Moray	2024	2	7	0	7	9	12	7	9	2	4	22	34	19	18	16	2	12	48	67									
Moray	2020-24 average	1	3	0	3	4	7	6	6	2	2	16	23	16	13	12	2	5	33	50									
Moray	% ch on 14-18 av: 2024	0	0	0	0	0	-32	-61	-60	0	0	-59	-50	-16	-52	-69	0	-72	-62	-60									
Moray	20-24 av	0	0	0	0	0	-54	-43	-49	0	0	-49	-50	-45	-36	-54	0	-69	-52	-50									
North Ayrshire	2014-18 average	2	2	0	2	4	12	8	11	6	22	48	69	61	25	37	32	78	175	233									
North Ayrshire	2020	0	1	1	1	1	1	6	5	16	13	28	40	16	13	14	73	109	109	109									
North Ayrshire	2021	0	2	1	3	3	12	3	4	5	12	24	36	41	13	17	10	45	85	126									
North Ayrshire	2022	1	3	1	4	5	6	7	5	3	22	37	43	30	17	15	9	49	90	120									
North Ayrshire	2023	1	2	1	3	4	12	7	9	3	19	38	50	28	19	29	6	52	108	134									
North Ayrshire	2024	2	1	0	1	3	12	4	4	6	15	29	41	27	12	18	15	37	87	100									
North Ayrshire	2020-24 average	1	2	1	2	3	11	7	11	4	17	31	42	13	18	11	11	45	87	105									
North Ayrshire	% ch on 14-18 av: 2024	0	0	0	0	0	-43	0	-22	0	-12	-21	-27	-54	-25	-21	-81	-33	-38	-42									
North Ayrshire	20-24 av	0	0	0	0	0	-48	0	-51	0	-23	-35	-39	-47	-48	-51	-67	-42	-49	-49									
North Lanarkshire	2014-18 average	1	2	3	5	5	14	10	12	29	61	111	125	90	45	42	142	275	503	594									
North Lanarkshire	2020	2	3	3	6	8	10	9	7	15	32	63	73	43	14	23	50	117	204	247									
North Lanarkshire	2021	1	1	5	6	7	5	5	4	13	25	47	52	33	17	23	62	114	216	246									
North Lanarkshire	2022	3	0	3	3	6	19	3	8	14	43	68	77	60	14	23	55	132	224	284									
North Lanarkshire	2023	2	0	1	2	4	9	3	5	54	25	54	58	107	29	54	71	150	267	358									
North Lanarkshire	2024	1	2	5	7	8	7	8	3	28	44	83	90	41	14	23	70	108	215	296									
North Lanarkshire	2020-24 average	2	1	3	5	7	10	6	19	40	70	80	93	18	22	62	124	225	278	340									
North Lanarkshire	% ch on 14-18 av: 2024	0	0	0	0	0	36	-71	-49	-12	-11	-21	-15	1	-35	-60	-50	-45	-47	-40									
North Lanarkshire	20-24 av	0	0	0	0	0	-29	-45	-52	-33	-35	-37	-36	-41	-61	-48	-56	-55	-55	-53									
Orkney Islands	2014-18 average	0	1	0	1	1	0	4	1	1	1	7	7	0	11	4	3	2	20	20									
Orkney Islands	2020	0	0	1	1	1	0	0	0	1	1	2	2	0	3	1	3	10	16	16									
Orkney Islands	2021	0	1	1	2	2	0	0	0	1	2	4	4	1	6	2	2	6	16	16									
Orkney Islands	2022	0	4	0	4	4	0	2	1	0	4	4	0	0	12	4	1	9	17	17									
Orkney Islands	2023	0	0	0	0	0	6	1	1	0	8	8	0	0	9	2	2	0	13	13									
Orkney Islands	2024	0	0	0	0	0	4	2	1	1	1	8	0	0	8	3	2	2	18	18									
Orkney Islands	2020-24 average	0	1	1	1	1	0	3	1	1	5	5	0	0	8	3	2	2	15	15									
Orkney Islands	% ch on 14-18 av: 2024	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	0	0	0	-36	-38									
Orkney Islands	20-24 av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-30	0	0	-27	-27									
Perth & Kinross	2014-18 average	5	4	1	6	11	34	20	14	13	12	59	94	101	51	36	40	40	167	267									
Perth & Kinross	2020	9	11	2	3	19	19	9	9	5	9	34	53	53	24	24	34	53	126	172									
Perth & Kinross	2021	2	3	0	3	5	17	17	15	9	17	58	75	78	34	29	24	38	125	203									
Perth & Kinross	2022	6	1	0	1	7	33	15	10	12	15	52	85	82	44	34	35	33	146	228									
Perth & Kinross	2023	2	3	0	3	5	22	13	13	9	13	48	70	83	36	30	24	33	123	206									
Perth & Kinross	2024	3	4	4	7	32	18	13	7	14	57	89	106	45	43	16	33	131	235	213									
Perth & Kinross	2020-24 average	3	3	0	3	15	25	13	8	14	30	50	74	73	40	33	25	33	131	213									
Perth & Kinross	% ch on 14-18 av: 2024	0	0	0	0	-55	-36	-37	-7	-28	5	-19	-25	-18	-29	-18	-39	-18	-26	-23									
Perth & Kinross	20-24 av	0	0	0	0	0	-51	-29	-28	-7	-33	10	-16	-21	-27	-21	-8	-38	-17	-21									
Renfrewshire	2																												

Table 36 Casualties by council, severity and road type
Years: 2014-18, 2020-24 averages and 2020 to 2024
This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Council	Year	Killed Local				Killed All LA roads	Killed ALL ROADS	Adjusted Serious Trunk	Adjusted Serious Local		Adjusted Serious Local Auth Major Built-up	Adjusted Serious Local Auth Minor Non Built Up	Adjusted Serious Local Auth Major Built-up	Adjusted Serious Local Auth Minor Built-up	Adjusted Serious All LA roads	Adjusted Serious ALL ROADS	All severities Trunk	All severities Local Auth Major Non Built Up		All severities Local Auth Minor Non Built Up		All severities Local Auth Major Built-up		All severities Local Auth Minor Built-up		All severities All LA roads	All severities ALL ROADS
		Killed Trunk	Auth Non Built Up	Killed Local Auth Built Up	Killed Local Auth Built Up				Auth Major Non Built Up	Auth Minor Non Built Up								Major Non Built Up	Minor Non Built Up	Major Non Built Up	Minor Non Built Up	Major Built-up	Minor Built-up	Major Built-up	Minor Built-up		
West Dunbartonshir	2021	1	0	1	1	1	2	7	3	0	2	9	14	21	18	18	18	8	0	13	16	35	56	56	56		
West Dunbartonshir	2022	2	0	0	0	0	2	3	3	0	7	1	11	14	14	14	18	6	0	13	16	35	53	53	53		
West Dunbartonshir	2023	0	0	1	1	1	1	8	3	0	9	10	22	30	14	11	11	0	18	19	48	62	62	62	62		
West Dunbartonshir	2024	0	0	2	2	2	2	7	1	0	6	10	17	24	10	6	10	6	0	15	25	46	56	56	56		
West Dunbartonshir 2020-24 average		1	0	1	1	1	2	6	2	0	6	8	16	22	14	7	14	7	0	15	21	42	57	57	57		
West Dunbartonshir % ch on 14-18 av: 2024		0	0	0	0	0	0	0	0	0	-14	-15	-18	-13	-55	-39	0	-61	-62	-58	-58	-58	-58	-58	-58		
West Dunbartonshir 20-24 av		0	0	0	0	0	0	0	0	0	-45	-34	-42	-37	-54	-62	0	-68	-58	-63	-61	-61	-61	-61	-61		
West Lothian	2014-18 average	2	1	2	3	5	10	21	14	11	38	84	94	60	89	56	53	203	400	460	460	460	460	460	460		
West Lothian	2020	0	4	1	5	5	2	25	7	6	21	59	61	29	60	34	24	54	172	201	201	201	201	201	201		
West Lothian	2021	3	1	0	1	4	13	15	7	6	20	48	61	50	53	32	40	78	203	253	253	253	253	253	253		
West Lothian	2022	0	3	5	8	8	6	15	4	10	22	51	57	50	62	22	41	95	220	270	270	270	270	270	270		
West Lothian	2023	0	3	1	4	4	3	12	3	8	22	45	48	24	55	15	35	74	179	203	203	203	203	203	203		
West Lothian	2024	0	1	1	2	2	9	10	3	7	28	48	57	44	34	15	20	73	142	186	186	186	186	186	186		
West Lothian	2020-24 average	1	2	2	4	5	7	15	5	7	23	50	57	39	53	24	32	75	183	223	223	223	223	223	223		
West Lothian % ch on 14-18 av: 2024		0	0	0	0	0	-71	-42	-79	-27	-42	-46	-49	-60	-38	-73	-34	-64	-55	-56	-56	-56	-56	-56	-56		
West Lothian 20-24 av		0	0	0	0	0	-35	-26	-66	-32	-40	-40	-39	-34	-41	-58	-39	-63	-54	-52	-52	-52	-52	-52	-52		
Scotland	2014-18 average	57	69	47	116	174	528	411	363	467	958	2200	2727	2003	1250	1060	1985	3910	8204	10207	10207	10207	10207	10207	10207		
Scotland	2020	41	45	47	92	133	275	247	197	277	542	1263	1538	949	682	535	977	1914	4108	5057	5057	5057	5057	5057	5057		
Scotland	2021	39	54	35	89	128	348	260	184	295	534	1273	1621	1182	704	525	934	1761	3924	5106	5106	5106	5106	5106	5106		
Scotland	2022	63	65	37	102	165	326	316	217	314	612	1459	1785	1115	881	597	1051	1997	4526	5641	5641	5641	5641	5641	5641		
Scotland	2023	43	55	45	100	143	444	283	230	345	650	1508	1952	1442	757	620	1097	1918	4392	5834	5834	5834	5834	5834	5834		
Scotland	2024	52	61	48	109	161	424	274	206	388	686	1554	1978	1346	694	567	1123	2004	4388	5734	5734	5734	5734	5734	5734		
Scotland	2020-24 average	48	56	42	98	146	363	276	207	324	605	1411	1775	1207	744	569	1036	1919	4268	5474	5474	5474	5474	5474	5474		
Scotland % ch on 14-18 av: 2024		-25	-20	-5	-14	-18	-16	-31	-37	-26	-32	-31	-28	-28	-39	-41	-45	-51	-46	-43	-43	-43	-43	-43	-43		
Scotland 20-24 av		-17	-19	-11	-15	-16	-31	-33	-43	-31	-37	-36	-35	-40	-41	-46	-48	-51	-48	-46	-46	-46	-46	-46	-46		

Table 37 Reported casualties by police force division, council and severity

Years: 2014-18, 2020-24 averages and 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Police Division/Council	Adjusted			Adjusted			Adjusted		
	Killed 2014-18 average	serious 2014-18 average	All severities 2014-18 average	Killed 2024	serious 2024	All severities 2024	Killed 2020-24 average	serious 2020-24 average	All severities 2020-24 average
North East division [Note 4]	24	315	761	24	193	408	16	162	352
Aberdeen City Council	4	83	227	3	36	85	2	37	86
Aberdeenshire Council	15	185	435	12	123	256	10	102	217
Moray Council	5	46	99	9	34	67	4	23	50
Tayside division	18	198	594	9	183	497	10	167	521
Dundee City Council	1	47	157	1	58	154	1	47	165
Angus Council	6	57	170	1	36	130	3	45	152
Perth & Kinross Council	11	94	267	7	89	213	5	74	204
Argyll/W.Dunbartonshire division	8	121	401	8	78	201	10	73	192
Argyll & Bute Council	6	86	255	6	54	145	9	51	136
West Dunbartonshire Council	2	34	147	2	24	56	2	22	57
Forth Valley division	9	163	584	18	91	298	10	92	275
Clackmannanshire Council	-	18	70	2	12	30	2	11	29
Stirling Council	6	72	227	9	39	136	4	41	120
Falkirk Council	3	72	287	7	40	132	4	39	127
Dumfries & Galloway division	11	112	371	7	83	264	7	70	221
Ayrshire division	12	197	694	15	110	318	12	121	337
North Ayrshire Council	4	69	233	3	41	109	3	42	120
East Ayrshire Council	3	61	234	9	32	116	6	42	125
South Ayrshire Council	5	67	227	3	37	93	4	37	93
Greater Glasgow division	12	351	1,652	8	278	922	11	251	869
Glasgow City Council	12	299	1,432	6	235	806	9	214	750
East Dunbartonshire Council	-	25	110	1	25	49	2	17	50
East Renfrewshire Council	-	27	110	1	18	67	1	19	70
Lothians/Scot Borders division	20	306	1,170	13	169	504	16	176	584
West Lothian Council	5	94	460	2	57	186	5	57	223
Midlothian Council	3	58	213	-	37	100	1	30	115
East Lothian Council	3	58	217	2	22	78	2	32	110
Scottish Borders Council	9	97	281	9	53	140	8	57	136
Edinburgh, City of division	7	290	1,234	8	151	607	5	148	574
Highlands & Islands division	21	175	602	18	208	458	21	160	388
Highland Council	18	152	523	17	185	406	19	143	341
Orkney Islands Council	1	7	20	-	8	18	1	5	15
Shetland Islands Council	1	8	28	1	4	13	1	5	14
Eilean Siar Council	1	9	31	-	11	21	-	7	19
Fife division	10	138	511	10	108	363	8	103	350
Renfrewshire/Inverclyde division	5	103	458	7	102	260	5	72	210
Inverclyde Council	2	29	138	1	30	67	1	20	54
Renfrewshire Council	4	74	320	6	72	193	3	52	157
Lanarkshire division	17	260	1,173	16	224	634	14	182	598
North Lanarkshire Council	5	125	594	8	90	256	7	80	278
South Lanarkshire Council	11	135	580	8	134	378	8	102	320
Scotland total	174	2,727	10,207	161	1,978	5,734	146	1,775	5,474

Table 37(continued) Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population [Note 83]
Years: 2014-18, 2020-24 averages and 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Police Division/Council	Killed 2024 % change on 2014-18 ave	Adjusted serious 2024 % change on 2014-18 ave	All severities 2024 % change on 2014-18 ave	Killed 2020-24 % change on 2014-18 ave	Adjusted serious 2020-24 % change on 2014-18 ave	All severities 2020-24 % change on 2014-18 ave	Killed 2024 rates per 1,000 population	Adjusted serious 2024 rates per 1,000 population	All severities 2024 rates per 1,000 population
North East division [Note 4]	49	45	49	38	47	51	0.02	0.29	0.66
Aberdeen City Council	0	36	52	0	51	57	0.02	0.23	0.48
Aberdeenshire Council	54	48	47	41	45	49	0.03	0.37	0.87
Moray Council	0	53	49	0	50	47	0.01	0.23	0.53
Tayside division	8	20	11	42	15	12	0.04	0.38	1.27
Dundee City Council	0	1	12	0	1	7	0.01	0.31	1.16
Angus Council	0	25	12	0	17	10	0.08	0.37	1.31
Perth & Kinross Council	45	26	23	49	20	25	0.04	0.45	1.35
Argyll/W.Dunbartonshire division	0	16	42	0	32	47	0.06	0.57	1.32
Argyll & Bute Council	0	18	33	0	31	42	0.11	0.81	1.95
West Dunbartonshire Council	0	13	58	0	35	55	0.01	0.34	0.7
Forth Valley division	0	40	49	0	40	50	0.02	0.32	0.99
Clackmannanshire Council	0	50	53	0	36	55	0.04	0.17	0.64
Stirling Council	0	47	50	0	37	45	0.01	0.41	1.21
Falkirk Council	0	29	46	0	45	53	0.02	0.32	0.97
Dumfries & Galloway division	56	37	37	40	35	41	0.03	0.48	1.61
Ayrshire division	12	27	45	7	33	46	0.04	0.39	1.05
North Ayrshire Council	0	27	42	0	33	43	0.03	0.37	1
East Ayrshire Council	0	13	32	0	28	44	0.05	0.44	1.32
South Ayrshire Council	0	39	60	0	39	52	0.03	0.37	0.81
Greater Glasgow division	67	27	48	13	27	43	0.02	0.3	1.03
Glasgow City Council	29	25	49	7	28	44	0.02	0.36	1.16
East Dunbartonshire Council	0	55	55	0	25	45	0.04	0.1	0.46
East Renfrewshire Council	0	34	21	0	25	34	0.01	0.18	0.88
Lothians/Scot Borders division	14	39	52	17	37	45	0.03	0.36	1.1
West Lothian Council	0	51	56	0	36	46	0.02	0.25	1.09
Midlothian Council	0	38	55	0	46	41	0.04	0.37	0.98
East Lothian Council	0	45	48	0	34	44	0.03	0.28	0.99
Scottish Borders Council	0	26	44	0	35	46	0.05	0.62	1.34
Edinburgh, City of division	0	57	55	0	43	49	0.02	0.24	1.07
Highlands & Islands division	20	20	25	8	9	31	0.06	0.68	1.47
Highland Council	22	23	24	9	7	31	0.06	0.79	1.68
Orkney Islands Council	0	0	36	0	0	17	0	0.36	0.59
Shetland Islands Council	0	0	14	0	0	42	0.09	0.39	1.04
Eilean Siar Council	0	0	39	0	0	33	0.04	0.23	0.73
Fife division	0	14	23	0	20	29	0.04	0.32	1.05
Renfrewshire/Inverclyde division	0	27	59	0	30	50	0.01	0.28	0.71
Inverclyde Council	0	28	62	0	26	50	0	0.27	0.66
Renfrewshire Council	0	27	57	0	31	50	0.02	0.29	0.73
Lanarkshire division	28	11	38	6	29	44	0.02	0.34	1.09
North Lanarkshire Council	0	15	39	0	31	45	0.01	0.31	1.05
South Lanarkshire Council	38	8	36	16	27	43	0.02	0.38	1.12
Scotland total	11	29	43	11	32	42	0.03	0.35	1.06

Table 38 Reported pedestrian casualties by police force division, council and severity

Years: 2014-18, 2020-24 averages and 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Police Division/Council	Killed 2014-18 average	Adjusted serious 2014-18 average	All severities 2014-18 average	Killed 2024	Adjusted serious 2024	All severities 2024	Killed 2020-24 average	Adjusted serious 2020-24 average	All severities 2020-24 average
North East division [Note 4]	5	49	97	7	31	56	3	22	42
Aberdeen City Council	2	27	53	3	17	27	1	12	23
Aberdeenshire Council	3	17	34	3	9	18	2	6	13
Moray Council	0	5	10	1	5	11	1	3	6
Tayside division	3	38	89	2	38	67	2	34	74
Dundee City Council	1	19	42	1	23	43	1	19	42
Angus Council	1	7	19	0	6	9	1	7	14
Perth & Kinross Council	1	12	27	1	9	15	1	9	19
Argyll/W.Dunbartonshire division	1	19	44	3	11	24	2	11	27
Argyll & Bute Council	0	6	17	1	2	8	1	3	11
West Dunbartonshire Council	1	13	27	2	9	16	1	7	16
Forth Valley division	1	30	70	2	14	35	2	15	37
Clackmannanshire Council	0	5	12	0	0	1	0	1	5
Stirling Council	1	9	23	2	6	16	1	5	12
Falkirk Council	0	16	35	0	8	18	1	9	20
Dumfries & Galloway division	1	11	27	0	7	12	1	7	16
Ayrshire division	2	40	92	1	25	54	2	25	55
North Ayrshire Council	1	13	33	1	12	26	1	10	21
East Ayrshire Council	0	13	28	0	4	12	0	8	18
South Ayrshire Council	1	13	30	0	9	16	1	8	16
Greater Glasgow division	8	149	365	4	113	230	7	88	204
Glasgow City Council	8	133	326	3	96	203	6	79	182
East Dunbartonshire Council	0	7	19	0	11	16	1	5	9
East Renfrewshire Council	0	8	21	1	6	11	0	5	13
Lothians/Scot Borders division	3	48	118	3	28	52	4	27	66
West Lothian Council	1	19	49	1	10	17	2	10	24
Midlothian Council	0	9	22	0	8	12	0	7	15
East Lothian Council	1	12	28	1	6	15	1	5	15
Scottish Borders Council	1	8	19	1	4	8	0	5	12
Edinburgh, City of division	3	101	265	5	48	115	3	43	118
Highlands & Islands division	3	16	47	2	17	31	1	13	27
Highland Council	2	13	37	2	14	24	1	11	22
Orkney Islands Council	0	1	4	0	2	4	0	1	2
Shetland Islands Council	0	1	3	0	0	1	0	0	1
Eilean Siar Council	0	1	3	0	1	2	0	1	2
Fife division	2	29	70	1	22	51	3	19	48
Renfrewshire/Inverclyde division	3	31	79	4	27	56	2	21	47
Inverclyde Council	1	8	24	0	7	16	0	5	11
Renfrewshire Council	2	23	55	4	20	40	2	16	36
Lanarkshire division	6	73	182	8	49	116	6	46	108
North Lanarkshire Council	3	39	96	4	30	61	3	24	55
South Lanarkshire Council	3	34	86	4	19	55	3	22	53
Scotland total	41	634	1543	42	430	899	37	373	869

Table 38(continued) Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population [Note 83]
Years: 2014-18, 2019-23 averages and 2023
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
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Police Division/Council	2014-18			2020-24		
	Killed 2014-18 average	Adjusted serious 2014-18 average	All severities 2014-18 average	Killed 2020-24 average	Adjusted serious 2020-24 average	All severities 2020-24 average
North East division [Note 4]	0	-37	-42	0	-55	-56
Aberdeen City Council	0	-36	-49	0	-53	-57
Aberdeenshire Council	0	-48	-47	0	-63	-61
Moray Council	0	0	8	0	0	-37
Tayside division	0	1	-24	0	-9	-16
Dundee City Council	0	24	2	0	0	-1
Angus Council	0	0	-53	0	0	-27
Perth & Kinross Council	0	-23	-45	0	-23	-31
Argyll/W.Dunbartonshire division	0	-43	-45	0	-45	-40
Argyll & Bute Council	0	0	-52	0	0	-36
West Dunbartonshire Council	0	-29	-41	0	-42	-42
Forth Valley division	0	-54	-50	0	-50	-47
Clackmannanshire Council	0	0	-92	0	0	-59
Stirling Council	0	0	-32	0	0	-50
Falkirk Council	0	-50	-48	0	-43	-41
Dumfries & Galloway division	0	-34	-56	0	-34	-40
Ayrshire division	0	-37	-41	0	-36	-40
North Ayrshire Council	0	-11	-22	0	-29	-37
East Ayrshire Council	0	-69	-57	0	-42	-36
South Ayrshire Council	0	-31	-47	0	-37	-46
Greater Glasgow division	0	-24	-37	0	-41	-44
Glasgow City Council	0	-28	-38	0	-41	-44
East Dunbartonshire Council	0	0	-14	0	0	-51
East Renfrewshire Council	0	0	-47	0	0	-38
Lothians/Scot Borders division	0	-42	-56	0	-43	-44
West Lothian Council	0	-48	-65	0	-47	-51
Midlothian Council	0	0	-46	0	0	-32
East Lothian Council	0	-48	-46	0	-57	-47
Scottish Borders Council	0	0	-58	0	0	-37
Edinburgh, City of division	0	-53	-57	0	-57	-55
Highlands & Islands division	0	6	-34	0	-18	-42
Highland Council	0	10	-36	0	-15	-41
Orkney Islands Council	0	0	0	0	0	0
Shetland Islands Council	0	0	0	0	0	0
Eilean Siar Council	0	0	0	0	0	0
Fife division	0	-24	-27	0	-33	-31
Renfrewshire/Inverclyde division	0	-14	-29	0	-33	-40
Inverclyde Council	0	0	-33	0	0	-52
Renfrewshire Council	0	-14	-27	0	-32	-35
Lanarkshire division	0	-33	-36	0	-38	-41
North Lanarkshire Council	0	-24	-37	0	-40	-43
South Lanarkshire Council	0	-44	-36	0	-35	-39
Scotland total	1	-32	-42	-10	-41	-44

Table 39a Estimated distance [Note 38] between the home of the reported casualty and the location of the collision, by road user type and police force division in which the collision occurred, 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [^

Road user	Distance	North East [Note 4]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian	Postcode blank, invalid or not known	7	11	5	11	0	25	53
Pedestrian	Casualty from elsewhere in the UK	0	0	0	1	1	3	5
Pedestrian	Scottish casualty-distance not known	0	0	0	0	0	0	0
Pedestrian	Up to 2 km	29	33	16	14	8	14	109
Pedestrian	Over 2 up to 5 km	4	11	2	3	1	5	20
Pedestrian	Over 5 up to 10 km	6	3	0	0	1	3	18
Pedestrian	Over 10 up to 20 km	4	3	1	2	0	1	12
Pedestrian	Over 20 up to 50 km	5	4	0	4	1	3	7
Pedestrian	Over 50 km	1	2	0	0	0	0	6
Pedestrian	Total	56	67	24	35	12	54	230
Pedal cycle user	Postcode blank, invalid or not known	8	7	2	2	0	7	23
Pedal cycle user	Casualty from elsewhere in the UK	0	0	0	0	3	0	0
Pedal cycle user	Scottish casualty-distance not known	0	0	0	0	0	0	1
Pedal cycle user	Up to 2 km	3	5	3	7	5	4	44
Pedal cycle user	Over 2 up to 5 km	4	2	0	5	3	1	23
Pedal cycle user	Over 5 up to 10 km	0	4	0	2	0	0	16
Pedal cycle user	Over 10 up to 20 km	2	2	1	3	0	2	3
Pedal cycle user	Over 20 up to 50 km	0	0	1	1	0	2	0
Pedal cycle user	Over 50 km	1	0	0	1	0	0	0
Pedal cycle user	Total	18	20	7	21	11	16	110
Motor cycle user	Postcode blank, invalid or not known	7	6	1	8	1	5	7
Motor cycle user	Casualty from elsewhere in the UK	1	2	4	1	6	1	0
Motor cycle user	Scottish casualty-distance not known	0	0	0	0	0	0	0
Motor cycle user	Up to 2 km	7	6	1	5	0	3	16
Motor cycle user	Over 2 up to 5 km	6	4	3	0	0	2	8
Motor cycle user	Over 5 up to 10 km	9	4	1	3	2	6	10
Motor cycle user	Over 10 up to 20 km	2	2	3	4	1	3	3
Motor cycle user	Over 20 up to 50 km	3	7	5	3	1	1	3
Motor cycle user	Over 50 km	2	10	11	1	3	0	0
Motor cycle user	Total	37	41	29	25	14	21	47
Car user	Postcode blank, invalid or not known	72	50	30	52	5	42	63
Car user	Casualty from elsewhere in the UK	10	14	10	4	12	10	8
Car user	Scottish casualty-distance not known	0	0	0	0	0	0	4
Car user	Up to 2 km	32	49	13	27	24	35	116
Car user	Over 2 up to 5 km	37	54	15	28	30	25	85
Car user	Over 5 up to 10 km	29	43	6	31	36	22	76
Car user	Over 10 up to 20 km	27	55	10	20	28	22	53
Car user	Over 20 up to 50 km	40	33	16	19	23	24	21
Car user	Over 50 km	18	30	20	6	41	11	3
Car user	Total	265	328	120	187	199	191	429
Other [Note 39]	Postcode blank, invalid or not known	9	6	3	8	2	24	25
Other [Note 39]	Casualty from elsewhere in the UK	0	4	2	2	6	0	1
Other [Note 39]	Scottish casualty-distance not known	0	0	0	1	0	0	0
Other [Note 39]	Up to 2 km	4	6	0	4	1	1	29
Other [Note 39]	Over 2 up to 5 km	3	5	6	0	4	2	24
Other [Note 39]	Over 5 up to 10 km	3	6	1	6	1	3	17
Other [Note 39]	Over 10 up to 20 km	4	4	1	3	7	1	7
Other [Note 39]	Over 20 up to 50 km	4	5	3	4	4	2	3
Other [Note 39]	Over 50 km	5	5	5	2	3	3	0
Other [Note 39]	Total	32	41	21	30	28	36	106
All casualties	Postcode blank, invalid or not known	103	80	41	81	8	103	171
All casualties	Casualty from elsewhere in the UK	11	20	16	8	28	14	14
All casualties	Scottish casualty-distance not known	0	0	0	1	0	0	5
All casualties	Up to 2 km	75	99	33	57	38	57	314
All casualties	Over 2 up to 5 km	54	76	26	36	38	35	160
All casualties	Over 5 up to 10 km	47	60	8	42	40	34	137
All casualties	Over 10 up to 20 km	39	66	16	32	36	29	78
All casualties	Over 20 up to 50 km	52	49	25	31	29	32	34
All casualties	Over 50 km	27	47	36	10	47	14	9
All casualties	Total	408	497	201	298	264	318	922

Table 39b Casualties [Note 41] involved in reported collisions 2024: Council of residence vs. council of collision location - column percentages

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Casualty residence	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Eilean Siar	Falkirk	Fife	Glasgow City
Aberdeen City	80.0	10.5	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Aberdeenshire	15.0	74.7	2.7	0.0	0.0	0.4	1.6	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.3
Angus	0.0	2.6	69.4	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0
Argyll & Bute	0.0	0.0	0.0	47.7	0.0	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2
Clackmannanshire	0.0	0.0	0.0	0.9	69.6	0.8	0.0	0.0	0.0	0.0	0.0	0.5	0.0	5.2	0.4	0.0
Dumfries & Galloway	0.0	0.0	0.0	0.0	0.0	69.7	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dundee City	0.0	0.0	13.5	0.0	0.0	0.0	76.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	3.2	0.0
East Ayrshire	0.0	0.0	0.0	0.9	0.0	3.9	0.0	61.0	0.0	0.0	1.9	0.2	0.0	0.0	0.0	0.2
East Dunbartonshire	0.0	0.5	0.0	0.9	0.0	0.4	0.0	0.0	63.4	1.8	1.9	0.0	0.0	3.1	0.0	3.3
East Lothian	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	58.2	0.0	3.7	0.0	0.0	0.0	0.2
East Renfrewshire	0.0	0.0	0.0	0.0	0.0	0.8	0.0	1.3	0.0	0.0	64.8	0.0	0.0	0.0	0.0	4.2
Edinburgh, City of	0.0	0.5	0.0	0.9	0.0	0.4	0.0	1.3	0.0	18.2	0.0	68.6	0.0	0.0	3.6	0.5
Eilean Siar	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.9	0.0	0.0	0.2
Falkirk	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.7	0.0	69.1	0.8	0.2
Fife	3.3	1.6	0.9	0.0	8.7	0.4	6.4	0.0	0.0	0.0	0.0	4.2	0.0	6.2	83.7	0.0
Glasgow City	0.0	0.5	0.0	8.3	4.3	2.8	0.8	5.2	17.1	0.0	14.8	0.5	0.0	1.0	0.0	69.9
Highland	0.0	0.5	0.0	5.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Inverclyde	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Midlothian	1.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	7.3	0.0	7.4	0.0	0.0	0.8	0.0
Moray	0.0	2.1	0.9	0.0	0.0	0.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
North Ayrshire	0.0	0.0	0.0	2.8	0.0	1.6	0.0	3.9	0.0	0.0	0.0	0.0	5.3	0.0	0.0	1.1
North Lanarkshire	0.0	0.0	0.0	4.6	0.0	2.4	0.0	2.6	9.8	0.0	0.0	0.2	0.0	7.2	0.4	6.9
Orkney Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perth & Kinross	0.0	0.0	3.6	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.2	0.2
Renfrewshire	0.0	0.5	0.0	7.3	0.0	0.0	0.0	1.3	0.0	0.0	9.3	0.2	0.0	0.0	0.0	3.3
Scottish Borders	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Shetland Islands	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South Ayrshire	0.0	0.0	1.8	0.0	0.0	0.8	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South Lanarkshire	0.0	0.5	0.0	4.6	0.0	1.6	0.0	2.6	4.9	1.8	5.6	0.5	0.0	2.1	0.4	5.9
Stirling	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	1.8	0.0	0.7	0.0	4.1	0.0	0.2
West Dunbartonshire	0.0	0.0	0.0	6.4	0.0	0.4	0.0	0.0	0.0	0.0	1.9	0.2	0.0	0.0	0.0	2.0
West Lothian	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	2.4	0.0	0.0	5.4	0.0	2.1	1.2	0.0
Elsewhere in UK	0.0	5.3	0.9	8.3	4.3	10.2	0.0	1.3	0.0	5.5	0.0	2.7	15.8	0.0	2.4	1.4
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties [Note 41]	60	190	111	109	23	254	125	77	41	55	54	408	19	97	251	642

Table 40 Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years 2014-18, 2020-2024 averages and 2014-2024
This worksheet contains one table.
Freze panels are active on this sheet. To turn off freze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt, F, F].

Council	Year	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All roads	Child (0-5) All 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Table 40 Killed & adjusted serious casualties for all ages and child casualties by council and road type

Years 2014-18, 2020-2024 averages and 2014-2024

This worksheet contains one table.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt][F][F]

Council	Year	Child (0-15)					Child (16-17)					All ages					All ages					
		Killed	Trunk	Local	Authority	Trunk	Killed	Trunk	Local	Authority	Trunk	Killed	Trunk	Local	Authority	Trunk	Killed	Trunk	Local	Authority		
Monsey	2014-18 average	0	0	0	1	1	3	4	2	3	5	15	32	48	66		15	32	48	66		
	2014	0	0	0	0	0	0	8	8	0	2	2	2	15	42	56		15	42	56		
	2015	0	0	0	0	0	0	0	0	0	0	0	0	3	27	30		3	27	30		
	2016	0	0	1	1	2	5	7	0	6	6	6	17	38	54		17	38	54			
	2017	0	0	0	0	0	3	3	0	2	3	3	16	37	44		16	37	44			
	2018	1	0	1	0	0	0	1	5	4	9	11	21	32	32		11	21	32			
	2019	0	0	0	0	0	3	3	0	2	3	3	10	20	35		10	20	35			
	2020	0	0	0	0	0	1	1	1	3	1	4	3	20	23		3	20	23			
	2021	0	0	0	0	0	2	2	1	2	2	2	3	13	16		3	13	16			
	2022	0	0	0	0	0	0	0	0	0	3	3	8	13	19		8	13	19			
	2023	0	0	0	0	0	1	1	1	1	1	7	10	13	20		7	10	13			
	2024	0	0	0	0	1	1	2	2	7	9	12	22	34	37		12	22	34			
	2020-24 average	0	0	0	0	0	1	1	1	3	3	5	14	23	33		5	14	23			
	% ch on 14-18 av. 2024	-100	-100	-100	-100	-111	-47	-50	-25	119	87	-19	-74	-30	-27		-74	-30	-27			
	% ch on 14-18 av. 2024av	-100	-100	-100	-100	-33	-47	-40	-13	-19	-17	-46	-50	-50	-50		-46	-50	-50			
	North Ayrshire	2014-18 average	0	0	0	0	5	6	2	2	4	1	21	48	69	71		21	48	69	71	
		2014	0	0	0	0	2	6	7	1	3	4	15	56	71		15	56	71			
		2015	0	0	0	0	2	2	2	2	4	4	12	32	40		12	32	40			
		2016	0	0	0	1	8	9	3	2	5	18	48	63		18	48	63				
		2017	0	0	0	0	6	6	1	1	2	6	26	40	65		6	26	40	65		
		2018	0	0	0	0	7	7	1	1	2	5	15	47	61		5	15	47	61		
		2019	0	0	0	0	6	6	1	1	1	12	26	40	61		12	26	40	61		
		2020	0	0	0	0	3	3	3	0	1	1	12	28	40		1	12	28	40		
		2021	0	0	0	0	2	2	2	0	1	1	12	28	40		1	12	28	40		
2022		0	0	0	0	3	3	3	1	4	5	6	37	43		6	37	43				
2023		0	0	0	0	3	3	3	1	4	5	6	37	43		6	37	43				
2024		0	0	0	0	1	5	6	2	1	3	12	29	41		3	12	29	41			
2020-24 average		0	0	0	0	3	3	3	1	4	5	6	37	43		6	37	43				
% ch on 14-18 av. 2024		0	0	0	0	15	4	3	25	-56	-21	-43	-39	-40		-43	-39	-40				
% ch on 14-18 av. 2024av		0	0	0	0	-77	-29	-36	-50	9	-16	-48	-35	-39		-48	-35	-39				
North Lanarkshire		2014-18 average	0	0	0	0	0	19	19	3	5	5	14	111	125			14	111	125		
		2014	0	0	0	0	23	23	2	3	5	5	14	113	127			14	113	127		
		2015	0	0	0	0	23	23	1	3	5	12	107	118			13	107	118			
		2016	0	0	0	0	1	18	18	0	3	3	16	116	132			16	116	132		
		2017	0	0	0	0	1	19	20	1	5	6	117	131			11	117	131			
		2018	0	0	0	0	12	13	0	5	5	14	104	118			15	104	118			
		2019	0	1	1	1	13	14	2	3	5	22	99	121			12	99	121			
		2020	0	0	0	0	14	14	2	6	8	10	83	73			12	83	73			
		2021	0	1	1	0	13	13	1	6	7	5	47	52			5	47	52			
	2022	0	0	0	0	18	18	3	1	4	6	77	68			7	68	77				
	2023	0	0	0	0	18	18	2	2	4	4	19	88	107			10	88	107			
	2024	0	0	0	0	11	11	2	5	7	8	50	70	80			8	50	70	80		
	2020-24 average	0	0	0	0	12	12	2	5	6	7	48	58	70			7	48	58	70		
	% ch on 14-18 av. 2024	0	0	0	0	-100	-42	-43	-25	52	-48	-50	-25	-28			-50	-25	-28			
	% ch on 14-18 av. 2024av	0	0	0	0	-100	-37	-38	-125	4	22	-29	-37	-38			-37	-38				
	Orkney Islands	2014-18 average	0	0	0	0	0	0	0	0	1	1	7	7				7	7			
		2014	0	0	0	0	1	1	0	0	2	2	0	9	9			0	9	9		
		2015	0	0	0	0	0	0	0	0	0	0	6	6			0	6	6			
		2016	0	0	0	0	0	0	0	0	0	1	1	10	10			1	10	10		
		2017	0	0	0	0	0	0	0	0	0	0	0	6	6			0	6	6		
		2018	0	0	0	0	0	0	0	0	0	0	0	8	8			0	8	8		
		2019	0	0	0	0	0	0	0	0	0	0	0	8	8			0	8	8		
		2020	0	0	0	0	1	1	0	0	1	1	0	2	2			0	2	2		
		2021	0	0	0	0	0	0	0	0	0	0	0	4	4			0	4	4		
2022		0	0	0	0	0	0	0	0	0	4	4	0	4			0	4	4			
2023		0	0	0	0	0	0	0	0	0	0	0	8	8			0	8	8			
2024		0	0	0	0	0	0	0	0	0	0	0	8	8			0	8	8			
2020-24 average		0	0	0	0	0	0	0	0	0	0	0	5	5			0	5	5			
% ch on 14-18 av. 2024		0	0	0	0	-100	-100	-100	-100	-100	-100	-100	-100	-100			-100	-100	-100			
% ch on 14-18 av. 2024av		0	0	0	0	-100	-42	-42	0	75	75	0	-25	-25			0	-25	-25			
Perth & Kinross		2014-18 average	0	0	0	0	3	5	8	5	6	11	34	59	94			10	34	59	94	
		2014	0	0	0	0	4	3	7	6	7	13	37	66	103			10	37	66	103	
		2015	0	1	1	1	9	10	6	1	7	25	56	81				1	7	25	56	
		2016	0	1	1	5	4	10	6	4	10	33	49	82				5	33	49	82	
		2017	0	0	0	1	6	7	3	3	3	34	56	59				3	34	56	59	
		2018	0	0	0	2	4	6	6	7	13	43	61	94				7	43	61	94	
		2019	0	0	0	1	5	6	3	3	6	45	47	91				3	45	47	91	
		2020	0	0	0	0	3	3	3	1	2	3	19	34	53			1	19	34	53	
		2021	0	0	0	0	5	5	8	2	3	6	52	48	75			2	52	48	75	
	2022	0	0	0	0	5	5	6	1	7	33	52	85				3	33	52	85		
	2023	0	0	0	0	6	6	3	2	3	3	23	48	79			3	23	48	79		
	2024	0	0	0	0	1	6	7	3	4	7	32	57	89			4	32	57	89		
	2020-24 average	-100	-100	-100	-100	-46	23	9	3	-41	-36	-25	-50	-21			-41	-36	-25	-50		
	% ch on 14-18 av. 2024	-100	-100	-100	-100	-46	23	9	3	-41	-36	-25	-50	-21			-41	-36	-25	-50		
	% ch on 14-18 av. 2024av	-100	-100	-100	-100	-78	4	6	-32	-48	-54	-61	-29	-16			-61	-29	-16	-21		
	Renfrewshire	2014-18 average	0	0	0	0	7	7	8	0	3	4	11	63	74				11	63	74	
		2014	0	0	0	0	7	7	1	8	9	6	63	68				6	63	68		
		2015	0	0	0	0	7	7	0	1	7	6	67	72				7	67	72		
		2016	0	1	0	0	9	10	0	3	3	13	70	84				3	13	70	84	
		2017	0	0	0	0	5	5	0	4	2	13	53	69				4	13	53	69	
		2018	0	0	0	0	5	5	0	4	2	13	53	69				4	13	53	69	
		2019	0	0	0	0	6	6	0	4	3	9	35	47				3	35	47		
		2020	0	0	0	0	6															

Table 41 Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years 2014-18, 2020-2024 averages and 2015-2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Fraser paves are active on this sheet. To turn off these paves select the 'Year' ribbon then 'Fraser Pavement' then 'Unfraser Pavement' or use [Alt W, F]

Council	Year	Adjusted slight casualties Trunk roads	Adjusted slight casualties Local roads	Adjusted slight casualties All roads	Traffic estimates (million veh-km) Trunk roads	Traffic estimates (million veh-km) Local roads	Traffic estimates (million veh-km) All roads	Adjusted slight casualty rate per 100 million veh-km Trunk roads	Adjusted slight casualty rate per 100 million veh-km Local roads	Adjusted slight casualty rate per 100 million veh-km All roads
Abertaweek City	2014-18 average	18	119	137	268	1,062	1,329	7	11	10
Abertaweek City	2015	26	137	162	263	1,044	1,308	10	13	12
Abertaweek City	2016	17	106	123	273	1,071	1,346	6	10	9
Abertaweek City	2017	13	115	127	271	1,077	1,344	5	11	9
Abertaweek City	2018	8	88	96	271	1,080	1,351	3	7	7
Abertaweek City	2019	5	77	82	300	1,288	1,588	2	6	5
Abertaweek City	2020	2	44	46	210	1,044	1,254	1	4	4
Abertaweek City	2021	2	34	36	241	1,137	1,382	1	3	3
Abertaweek City	2022	3	53	56	261	1,232	1,493	1	4	4
Abertaweek City	2023	4	48	52	292	1,206	1,497	1	4	4
Abertaweek City	2024	1	45	46	282	1,282	1,574	0	4	3
Abertaweek City	2024-24 average	2	44	47	280	1,180	1,480	1	4	3
Abertaweek City	% of 14-18 av. 2024	-94	-60	-58	9	21	19	-86	-69	-69
Abertaweek City	% of 14-18 av. 2024v	-97	-63	-66	3	12	10	-87	-72	-72
Abertaweek City	2014-18 average	46	182	228	930	2,113	3,063	6	9	7
Abertaweek City	2015	58	186	244	908	2,046	2,954	6	9	8
Abertaweek City	2016	47	181	228	948	2,120	3,078	5	9	7
Abertaweek City	2017	41	143	183	1040	2,216	3,257	4	6	6
Abertaweek City	2018	45	138	183	952	2,178	3,127	5	6	6
Abertaweek City	2019	31	118	149	901	2,362	3,262	3	5	5
Abertaweek City	2020	15	96	111	636	1,608	2,244	3	3	3
Abertaweek City	2021	22	64	86	743	2,145	2,888	3	3	3
Abertaweek City	2022	22	90	112	831	2,303	3,134	3	4	4
Abertaweek City	2023	40	93	133	844	2,369	3,213	5	4	4
Abertaweek City	2024	23	98	121	895	2,381	3,246	3	4	4
Abertaweek City	2024-24 average	24	81	106	784	2,225	3,009	3	4	4
Abertaweek City	% of 14-18 av. 2024	-48	-46	-47	9	8	8	-48	-48	-48
Abertaweek City	% of 14-18 av. 2024v	-47	-54	-54	-17	5	-2	-38	-58	-53
Abertaweek City	2014-18 average	19	93	102	366	763	1,133	3	12	8
Abertaweek City	2015	9	740	749	368	740	1,102	3	13	10
Abertaweek City	2016	8	80	88	367	787	1,133	2	10	8
Abertaweek City	2017	14	708	722	372	766	1,163	4	12	9
Abertaweek City	2018	7	88	95	364	784	1,148	2	11	8
Abertaweek City	2019	13	74	87	371	770	1,146	3	9	8
Abertaweek City	2020	18	121	139	262	625	887	7	19	16
Abertaweek City	2021	19	104	123	305	703	1,012	8	10	10
Abertaweek City	2022	12	73	85	352	767	1,112	3	10	8
Abertaweek City	2023	13	98	111	357	773	1,126	3	11	9
Abertaweek City	2024	15	78	93	361	787	1,148	4	10	8
Abertaweek City	2024-24 average	17	93	110	373	780	1,088	5	10	10
Abertaweek City	% of 14-18 av. 2024	-4	-18	-10	3	2	2	-48	-18	-11
Abertaweek City	% of 14-18 av. 2024v	60	-6	-1	-17	-4	-6	79	-2	17
Abertaweek City	2014-18 average	62	162	224	461	965	1,461	16	20	18
Abertaweek City	2015	94	125	219	378	555	931	25	22	23
Abertaweek City	2016	61	138	199	371	571	962	16	14	14
Abertaweek City	2017	64	163	227	419	595	993	15	16	16
Abertaweek City	2018	63	154	217	455	622	1,044	12	13	13
Abertaweek City	2019	27	72	99	459	527	985	6	14	10
Abertaweek City	2020	43	75	118	523	615	1,023	10	10	10
Abertaweek City	2021	45	48	93	465	585	1,045	10	8	8
Abertaweek City	2022	39	62	101	454	562	984	6	6	6
Abertaweek City	2023	38	54	92	507	567	966	8	11	9
Abertaweek City	2024	36	55	91	512	571	972	7	11	9
Abertaweek City	2024-24 average	30	46	76	419	499	77	7	10	8
Abertaweek City	% of 14-18 av. 2024	-58	-59	-67	15	-2	-64	-34	-40	-40
Abertaweek City	% of 14-18 av. 2024v	-61	-69	-81	-13	-6	-4	-50	-50	-50
Abertaweek City	2014-18 average	1	56	57	3	327	330	0	15	16
Abertaweek City	2015	0	34	34	0	334	334	0	16	16
Abertaweek City	2016	3	43	45	0	333	333	0	16	17
Abertaweek City	2017	0	24	24	0	338	338	0	13	13
Abertaweek City	2018	0	57	57	16	334	334	0	8	8
Abertaweek City	2019	0	29	29	16	329	345	0	7	7
Abertaweek City	2020	0	15	15	11	263	274	0	6	5
Abertaweek City	2021	0	11	11	11	262	262	0	4	4
Abertaweek City	2022	0	13	13	11	324	339	0	4	4
Abertaweek City	2023	0	22	22	15	368	342	0	7	6
Abertaweek City	2024	0	16	16	16	335	351	5	5	5
Abertaweek City	2024-24 average	0	15	15	14	309	323	0	6	6
Abertaweek City	% of 14-18 av. 2024	-68	-68	-68	2	406	2	-69	-70	-70
Abertaweek City	% of 14-18 av. 2024v	-100	-69	-69	380	-2	-100	-87	-69	-69
Abertaweek City	2014-18 average	159	246	405	85	762	1,392	20	26	26
Abertaweek City	2015	174	268	442	78	738	1,349	24	24	24
Abertaweek City	2016	265	306	571	109	766	1,387	30	26	26
Abertaweek City	2017	89	119	208	147	850	1,287	6	15	9
Abertaweek City	2018	81	218	300	171	798	1,344	10	14	14
Abertaweek City	2019	87	140	227	145	746	1,240	11	7	7
Abertaweek City	2020	39	68	107	637	1,066	1,666	11	6	6
Abertaweek City	2021	60	117	177	1,341	710	2,051	4	9	8
Abertaweek City	2022	46	79	125	1,482	781	2,222	3	10	10
Abertaweek City	2023	69	91	160	1488	778	2,262	5	12	7
Abertaweek City	2024	85	89	174	1,459	788	2,288	6	11	8
Abertaweek City	2024-24 average	88	724	812	1,471	742	2,171	4	12	7
Abertaweek City	% of 14-18 av. 2024	-17	-43	-39	3	-3	-17	-43	-33	-33
Abertaweek City	% of 14-18 av. 2024v	-41	-41	-39	-4	-2	-4	-38	-40	-40
Abertaweek City	2014-18 average	11	94	105	171	662	832	6	14	13
Abertaweek City	2015	11	65	77	167	617	817	7	16	13
Abertaweek City	2016	14	110	124	173	638	836	7	17	15
Abertaweek City	2017	9	79	88	9	669	871	1	12	11
Abertaweek City	2018	8	65	73	174	677	859	5	10	9
Abertaweek City	2019	19	86	105	171	665	854	11	13	13
Abertaweek City	2020	14	115	129	181	558	691	21	19	19
Abertaweek City	2021	16	121	137	164	625	762	12	12	12
Abertaweek City	2022	15	105	121	180	679	851	11	19	17
Abertaweek City	2023	25	121	146	673	673	884	14	15	15
Abertaweek City	2024	22	93	115	623	623	875	12	11	11
Abertaweek City	2024-24 average	19	98	117	644	644	814	11	15	14
Abertaweek City	% of 14-18 av. 2024	103	-23	-10	9	5	6	87	-24	-24
Abertaweek City	% of 14-18 av. 2024v	76	4	11	-1	-4	-1	77	6	14
Abertaweek City	2014-18 average	42	123	175	365	747	1,172	12	17	15
Abertaweek City	2015	56	154	210	369	720	1,089	15	21	19
Abertaweek City	2016	135	196	331	59	749	1,102	17	19	19
Abertaweek City	2017	25	102	127	349	710	1,139	7	13	11
Abertaweek City	2018	38	105	143	361	769	1,163	10	14	12
Abertaweek City	2019	22	71	92	383	765	1,148	6	9	8
Abertaweek City	2020	13	67	80	287	616	963	5	11	9
Abertaweek City	2021	2	58	60	343	705	1,048	3	8	6
Abertaweek City	2022	19	71	90	372	781	1,133	5	6	6
Abertaweek City	2023	9	106	115	384	772	1,156	4	11	9
Abertaweek City	2024	52	62	75	787	787	1,175	3	6	6
Abertaweek City	2024-24 average	13	77	88	738	738	1,080	4	7	7
Abertaweek City	% of 14-18 av. 2024	-49	-52	-50	6	5	-71	-49	-54	-54
Abertaweek City	% of 14-18 av. 2024v	-70	-60	-58	-3	-2	-3	-69	-69	-69
Abertaweek City	2014-18 average	0	85	85	0	548	548	0	16	16
Abertaweek City	2015	0	95	95	0	532	532	0	16	16
Abertaweek City	2016	0	105	105	0	545	545	0	19	19
Abertaweek City	2017	0	89	89	0	598	598	0	16	16
Abertaweek City	2018	0	49	49	0	571	571	0	9	9
Abertaweek City	2019	0	66	66	0	573	573	0	11	11
Abertaweek City	2020	0	43	43	0	467	467	0	9	9
Abertaweek City	2021	0	35	35	0	521	521	0	7	7
Abertaweek City	2022	0	29	29	0	560	560	0	4	4
Abertaweek City	2023	0	35	35	0	589	589	0	6	6
Abertaweek City	2024	0	23	23	0	563	563	0	4	4
Abertaweek City	2024-24 average	0	31	31	0	6	6	0	6	6
Abertaweek City	% of 14-18 av. 2024	0	-73	-79	0	-73	-73	0	-74	-74
Abertaweek City	% of 14-18 av. 2024v	0	-63	-63	0	-2	-2	0	-63	-63
Abertaweek City	2014-18 average	18	128	146	387	685	941	9	32	16
Abertaweek City	2015	38	125	163	362	525	887	11	24	16
Abertaweek City	2016	33	114	147	341	543	994	9	21	16
Abertaweek City	2017	39	117	156	414	590	1004	9	20	16

Table 41 Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years 2014-18, 2020-2024 averages and 2015-2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Frazeo names are active on this sheet. To turn off these names select the 'Show them' button from the 'Unfreeze Panes' or use [Alt W, F]

Council	Year	Adjusted slight casualties/Trunk roads	Adjusted slight casualties/Local Authority Roads	Adjusted slight casualties All roads	Traffic estimates (million veh-km) Trunk roads	Traffic estimates (million veh-km) Local Authority roads	Traffic estimates (million veh-km) All roads	Adjusted slight casualty rate (per 100 million veh-km) Trunk roads	Adjusted slight casualty rate (per 100 million veh-km) Local Authority roads	Adjusted slight casualty rate (per 100 million veh-km) All roads
Edinburgh, City of	2014-18 average	91	842	933	782	2,212	3,904	11	26	31
Edinburgh, City of	2015	111	904	1,015	755	2,161	3,911	15	41	34
Edinburgh, City of	2016	81	928	1,009	779	2,247	3,926	10	41	33
Edinburgh, City of	2017	68	777	755	68	2,227	3,171	9	32	26
Edinburgh, City of	2018	79	708	787	2,205	2,138	4,343	8	26	23
Edinburgh, City of	2019	76	545	621	861	2,197	3,158	8	25	20
Edinburgh, City of	2020	34	334	368	703	1,765	2,468	5	19	15
Edinburgh, City of	2021	59	355	414	636	1,621	2,297	7	18	15
Edinburgh, City of	2022	37	409	446	367	2,072	3,036	4	16	14
Edinburgh, City of	2023	64	397	461	1001	2,079	3,080	6	15	14
Edinburgh, City of	2024	64	384	448	1002	2,119	3,121	6	16	14
Edinburgh, City of	2024-24 average	52	379	431	862	1,991	3,053	6	19	16
Edinburgh, City of	% on 14-18 av. 2024	-30	-54	-42	-27	-4	-4	-44	-52	-44
Edinburgh, City of	% on 14-18 av. 2024	-42	-58	-48	-24	-10	-10	-51	-57	-53
Edinburgh, City of	2014-18 average	0	21	21	0	236	236	0	9	9
Edinburgh, City of	2015	0	28	28	0	226	226	0	12	12
Edinburgh, City of	2016	0	20	20	0	256	256	0	8	8
Edinburgh, City of	2017	0	15	15	0	241	241	0	6	6
Edinburgh, City of	2018	0	14	14	0	238	238	0	6	6
Edinburgh, City of	2019	0	15	15	0	234	234	0	7	7
Edinburgh, City of	2020	0	11	11	0	181	181	0	6	6
Edinburgh, City of	2021	0	18	18	0	207	207	0	9	9
Edinburgh, City of	2022	0	8	8	0	229	229	0	4	4
Edinburgh, City of	2023	0	12	12	0	226	226	0	5	5
Edinburgh, City of	2024	0	10	10	0	232	232	0	4	4
Edinburgh, City of	2024-24 average	0	12	12	0	214	214	0	6	6
Edinburgh, City of	% on 14-18 av. 2024	0	-43	-43	0	-3	-3	0	-42	-42
Edinburgh, City of	% on 14-18 av. 2024	0	-45	-45	0	-9	-9	0	-39	-39
Falkirk	2014-18 average	31	191	226	628	988	1,816	9	18	15
Falkirk	2015	191	191	233	688	988	1,571	7	18	15
Falkirk	2016	29	208	237	901	1,641	2,541	4	21	14
Falkirk	2017	27	178	205	27	1,009	1,637	4	18	18
Falkirk	2018	29	125	154	649	1,000	1,648	4	13	9
Falkirk	2019	19	96	116	19	966	1,607	3	10	10
Falkirk	2020	5	66	71	470	807	1,277	1	6	6
Falkirk	2021	26	91	117	56	1,426	1,526	5	7	7
Falkirk	2022	15	53	68	571	976	1,546	3	5	4
Falkirk	2023	18	80	98	102	1,612	1,627	3	6	6
Falkirk	2024	8	77	85	636	1,639	1,639	3	5	5
Falkirk	2024-24 average	14	807	820	503	1,593	1,593	3	6	6
Falkirk	% on 14-18 av. 2024	-75	-47	-40	-2	-2	-2	-75	-58	-60
Fife	2014-18 average	78	42	120	8	1,128	3,024	8	14	12
Fife	2015	80	339	419	841	2,104	2,945	9	16	14
Fife	2016	146	341	487	103	2,162	3,486	12	18	16
Fife	2017	49	246	295	855	2,229	3,124	5	11	9
Fife	2018	9	221	230	1023	2,025	3,085	5	10	11
Fife	2019	49	202	252	1070	2,049	3,119	5	10	8
Fife	2020	48	179	225	48	1,657	2,405	5	11	9
Fife	2021	45	161	206	576	1,880	2,765	5	9	7
Fife	2022	52	206	258	52	2,064	2,999	6	10	10
Fife	2023	81	162	243	206	2,036	3,064	8	9	9
Fife	2024	88	217	305	217	2,124	3,114	7	10	9
Fife	2024-24 average	98	181	259	936	1,932	2,968	6	9	8
Fife	% on 14-18 av. 2024	-12	-40	-35	-5	-5	-5	-15	-38	-34
Fife	% on 14-18 av. 2024	-18	-34	-28	-9	-9	-9	-21	-30	-26
Glasgow City	2014-18 average	126	980	1,105	1,534	3,988	9	36	31	
Glasgow City	2015	1,057	1,057	1,486	1,456	3,456	10	45	34	
Glasgow City	2016	139	1,111	1,250	1,548	2,035	3,583	9	35	26
Glasgow City	2017	135	906	1,041	1,512	2,025	3,597	9	40	32
Glasgow City	2018	98	750	848	1,543	2,043	3,586	6	37	24
Glasgow City	2019	109	689	798	1,609	2,049	3,645	6	34	22
Glasgow City	2020	71	470	541	1,169	1,663	2,832	6	28	19
Glasgow City	2021	60	491	551	1,529	1,349	2,878	7	22	15
Glasgow City	2022	57	486	543	1,599	1,993	3,522	4	24	15
Glasgow City	2023	80	469	549	1,575	2,019	3,594	6	24	14
Glasgow City	2024	75	490	565	1,601	2,064	3,664	5	24	15
Glasgow City	2024-24 average	79	481	560	1,495	1,920	3,370	5	24	16
Glasgow City	% on 14-18 av. 2024	-4	-44	-44	-2	-2	-2	-4	-51	-47
Glasgow City	% on 14-18 av. 2024	-45	-54	-53	-8	-8	-8	-41	-51	-49
Highland	2014-18 average	179	189	368	1,188	1,817	16	13	13	
Highland	2015	161	190	352	1,114	2,727	10	17	17	
Highland	2016	165	195	360	1,160	2,625	10	16	13	
Highland	2017	107	129	236	1,204	2,623	9	11	10	
Highland	2018	107	130	237	1,230	2,693	9	13	10	
Highland	2019	101	197	298	1,242	2,994	16	10	10	
Highland	2020	97	173	270	1,299	2,299	8	11	8	
Highland	2021	86	81	167	1,163	2,723	6	7	6	
Highland	2022	102	146	252	1,244	2,686	5	11	8	
Highland	2023	123	72	195	1,645	1,274	3,119	7	6	6
Highland	2024	126	79	204	1,863	1,307	3,260	7	6	6
Highland	2024-24 average	179	179	368	1,188	1,817	16	13	13	
Highland	% on 14-18 av. 2024	-28	-58	-47	-4	-4	-4	-38	-47	-40
Inverclyde	2014-18 average	32	75	107	71	454	525	46	16	20
Inverclyde	2015	32	462	114	73	442	519	44	18	21
Inverclyde	2016	28	84	112	75	457	537	47	18	21
Inverclyde	2017	60	52	112	69	502	549	49	17	17
Inverclyde	2018	18	51	69	68	462	530	27	11	13
Inverclyde	2019	49	42	91	105	544	609	21	18	18
Inverclyde	2020	8	27	35	164	283	447	5	8	10
Inverclyde	2021	18	31	49	119	319	561	6	6	8
Inverclyde	2022	3	24	27	181	340	531	2	7	5
Inverclyde	2023	5	26	31	185	344	529	3	8	6
Inverclyde	2024	13	23	36	332	534	782	7	12	9
Inverclyde	2024-24 average	8	24	32	182	327	508	5	7	6
Inverclyde	% on 14-18 av. 2024	-60	-69	-68	-23	-23	-23	-60	-69	-67
Midlothian	2014-18 average	75	121	196	142	891	893	22	12	12
Midlothian	2015	39	147	186	136	535	671	29	28	28
Midlothian	2016	154	154	206	141	595	695	20	29	29
Midlothian	2017	23	97	119	143	574	717	15	16	15
Midlothian	2018	23	145	168	145	572	716	15	16	15
Midlothian	2019	21	85	105	146	572	718	14	15	15
Midlothian	2020	11	46	57	140	468	586	10	14	14
Midlothian	2021	30	86	116	107	510	640	23	17	18
Midlothian	2022	15	92	107	141	488	686	11	17	16
Midlothian	2023	12	84	96	143	551	694	8	13	12
Midlothian	2024	12	91	103	147	587	715	9	9	9
Midlothian	2024-24 average	18	84	98	134	526	664	12	13	13
Midlothian	% on 14-18 av. 2024	-41	-58	-59	-5	-5	-5	-43	-49	-40
Midlothian	% on 14-18 av. 2024	-48	-64	-64	-4	-4	-4	-45	-51	-42
Moray	2014-18 average	13	46	59	48	782	5	7	6	6
Moray	2015	7	40	47	45	674	751	3	8	8
Moray	2016	17	33	51	289	499	785	6	7	6
Moray	2017	17	26	43	287	523	809	6	5	5
Moray	2018	6	31	37	299	512	812	5	4	4
Moray	2019	4	14	18	249	420	669	2	3	3
Moray	2020	8	10	18	282	483	763	3	2	2
Moray	2021	10	18	28	318	515	792	4	3	3
Moray	2022	14	13	27	308	434	832	5	2	3
Moray	2023	5	19	24	332	446	846	3	4	3
Moray	2024	3	14	17	328	459	811	3	3	3
Moray	2024-24 average	8	13	21	308	454	809	4	3	3
Moray	% on 14-18 av. 2024	-42	-61	-61	-10	-10	-10	-46	-66	-52
Moray	% on 14-18 av. 2024	-38	-56	-56	-1	-1	-1	-39	-56	-41
North Ayrshire	2014-18 average	38	121	159	319	469	788	12	20	20
North Ayrshire	2015	48	149	197	320	484	774	14	28	23
North Ayrshire	2016	36	142	178	326	467	793	12	31	23
North Ayrshire	2017	42	106	148	319	485	805	13	22	18
North Ayrshire	2018	27	100	126	319	486	804	9	21	16
North Ayrshire	2019	30	75	106	327	479	806	16	18	13
North Ayrshire	2020	24	44	68	238	391	629	10	11	11
North Ayrshire	2021	29	448	477	277	721	1,077	13	12	12
North Ayrshire	2022	23	49	72	408	778	1,010	10	10	9
North Ayrshire	20									

Table 41 Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years 2014-18, 2020-2024 averages and 2015-2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Frazeo pairs are active on this sheet. To turn off these pairs select the 'Frazeo Pairs' then 'Unfreeze Pairs' or use [Alt W, F]

Council	Year	Adjusted slight casualties/Trunk roads	Adjusted slight casualties/Local Authority Roads	Adjusted slight casualties All roads	Traffic estimates (million veh-km)/Trunk roads	Traffic estimates (million veh-km)/Local Authority roads	Traffic estimates (million veh-km)/All roads	Adjusted slight casualty rate (per 100 million veh-km)/Trunk roads	Adjusted slight casualty rate (per 100 million veh-km)/Local Authority roads	Adjusted slight casualty rate (per 100 million veh-km)/All roads
Perth & Kinross	2014-18 average	68	99	169	1,580	998	2,408	4	10	6
Perth & Kinross	2015	45	105	150	1,381	990	2,380	3	10	6
Perth & Kinross	2016	65	84	149	1,407	1035	2,501	4	8	6
Perth & Kinross	2017	73	103	176	1,540	1,047	2,647	5	10	7
Perth & Kinross	2018	53	94	147	1,879	943	2,622	3	10	6
Perth & Kinross	2019	34	53	88	1,621	929	2,591	2	6	3
Perth & Kinross	2020	26	90	116	1,214	738	1,952	2	12	6
Perth & Kinross	2021	59	64	123	1,351	816	2,163	4	8	6
Perth & Kinross	2022	43	93	136	1,908	889	2,477	3	11	5
Perth & Kinross	2023	59	72	131	1,941	897	2,526	3	8	5
Perth & Kinross	2024	43	74	117	1,658	910	2,608	3	8	4
Perth & Kinross	2024-24 average	48	79	125	1,502	945	2,346	3	8	5
Perth & Kinross	% ch 14-18 av: 2024v	-28	-25	-49	-13	-9	-4	-38	-18	-29
Perth & Kinross	% ch 14-18 av: 2024v	-22	-29	-21	-16	-4	-12	-4	-19	-6
Perth & Kinross	2014-18 average	47	104	241	788	803	1,571	6	24	16
Rathfriland	2015	46	155	242	758	788	1,544	6	25	16
Rathfriland	2016	55	223	277	774	807	1,581	7	28	18
Rathfriland	2017	50	201	252	771	818	1,589	7	25	16
Rathfriland	2018	39	153	192	826	806	1,634	5	18	12
Rathfriland	2019	34	102	137	817	822	1,638	4	12	8
Rathfriland	2020	17	94	111	608	670	1,280	3	14	9
Rathfriland	2021	31	61	92	714	757	1,471	4	8	6
Rathfriland	2022	13	98	111	629	670	1,479	2	10	7
Rathfriland	2023	22	58	80	780	845	1,625	3	7	5
Rathfriland	2024	35	80	115	797	865	1,662	4	9	7
Rathfriland	2024-24 average	24	78	102	739	793	1,531	3	10	7
Rathfriland	% ch 14-18 av: 2024v	-45	-50	-42	-8	-8	-4	-42	-48	-45
Rathfriland	% ch 14-18 av: 2024v	-40	-40	-48	-4	-3	-48	-39	-39	-37
Scottish Borders	2014-18 average	41	133	174	407	871	1,277	10	19	14
Scottish Borders	2015	46	147	193	406	846	1,254	10	17	13
Scottish Borders	2016	48	138	186	419	878	1,295	11	16	14
Scottish Borders	2017	46	148	194	404	878	1,313	11	14	13
Scottish Borders	2018	38	98	136	410	893	1,303	9	11	10
Scottish Borders	2019	38	91	129	385	851	1,236	9	10	10
Scottish Borders	2020	6	48	54	268	693	960	2	7	5
Scottish Borders	2021	17	69	86	798	798	1,178	4	7	6
Scottish Borders	2022	13	62	75	418	850	1,268	3	7	6
Scottish Borders	2023	12	78	90	395	865	1,262	3	8	6
Scottish Borders	2024	39	39	78	402	879	1,281	4	6	6
Scottish Borders	2024-24 average	36	85	72	378	818	1,196	3	7	6
Scottish Borders	% ch 14-18 av: 2024	-8	-71	-58	-17	-1	-5	-71	-55	-55
Scottish Borders	% ch 14-18 av: 2024	-58	-71	-58	-17	-1	-5	-58	-58	-58
Shetland Islands	2014-18 average	0	19	19	0	329	329	0	8	8
Shetland Islands	2015	0	22	22	0	225	225	0	10	10
Shetland Islands	2016	0	26	26	0	233	233	0	11	11
Shetland Islands	2017	0	12	12	0	238	238	0	5	5
Shetland Islands	2018	0	24	24	0	234	234	0	5	5
Shetland Islands	2019	0	17	17	0	233	233	0	7	7
Shetland Islands	2020	0	6	6	0	189	189	0	4	4
Shetland Islands	2021	0	5	5	0	208	208	0	2	2
Shetland Islands	2022	0	5	5	0	224	224	0	2	2
Shetland Islands	2023	0	13	13	0	228	228	0	6	6
Shetland Islands	2024	0	8	8	0	228	228	0	3	3
Shetland Islands	2024-24 average	0	8	8	0	217	217	0	4	4
Shetland Islands	% ch 14-18 av: 2024	0	-57	-57	0	-6	-6	0	-59	-59
Shetland Islands	% ch 14-18 av: 2024v	0	-58	-58	0	-6	-6	0	-58	-58
South Ayrshire	2014-18 average	39	116	155	404	617	1,021	10	19	15
South Ayrshire	2015	44	128	172	395	601	1,000	11	21	17
South Ayrshire	2016	44	132	176	406	622	1,028	11	21	17
South Ayrshire	2017	44	140	184	404	640	1,040	10	15	13
South Ayrshire	2018	27	85	112	422	629	1,051	13	11	11
South Ayrshire	2019	63	119	182	433	633	1,063	7	13	13
South Ayrshire	2020	11	52	63	308	507	814	4	10	8
South Ayrshire	2021	15	62	77	375	572	952	4	6	5
South Ayrshire	2022	12	38	50	328	498	1,048	3	6	5
South Ayrshire	2023	27	47	74	427	634	1,061	5	4	4
South Ayrshire	2024	7	46	53	426	646	1,072	2	7	5
South Ayrshire	2024-24 average	13	39	52	393	598	989	3	7	6
South Ayrshire	% ch 14-18 av: 2024	-6	-40	-56	-8	-5	-5	-42	-42	-42
South Ayrshire	% ch 14-18 av: 2024v	-48	-46	-45	-3	-3	-3	-45	-45	-45
South Lanarkshire	2014-18 average	39	399	433	1,390	2,192	3,582	6	26	16
South Lanarkshire	2015	44	361	405	1,264	2,608	3,872	7	27	17
South Lanarkshire	2016	40	372	412	1,336	2,713	4,049	6	27	17
South Lanarkshire	2017	64	327	391	1,395	2,766	4,161	5	23	14
South Lanarkshire	2018	39	302	341	1,308	2,658	3,966	5	20	14
South Lanarkshire	2019	62	228	290	1,535	2,436	3,971	7	10	10
South Lanarkshire	2020	41	184	225	1,106	2,106	3,212	4	10	10
South Lanarkshire	2021	41	124	165	1,183	2,359	3,542	10	6	6
South Lanarkshire	2022	39	128	167	1,268	2,739	4,007	12	7	7
South Lanarkshire	2023	66	173	239	1,564	3,201	4,765	4	13	8
South Lanarkshire	2024	60	176	236	1,585	3,139	4,724	4	13	8
South Lanarkshire	2024-24 average	49	161	210	1,433	2,838	4,271	3	13	8
South Lanarkshire	% ch 14-18 av: 2024	-28	-40	-45	-10	-2	-38	-49	-49	-49
South Lanarkshire	% ch 14-18 av: 2024v	-54	-44	-42	-10	-4	-44	-44	-44	-44
Stirling	2014-18 average	46	103	149	528	779	1,304	9	13	11
Stirling	2015	44	128	172	500	760	1,260	13	17	15
Stirling	2016	52	127	179	544	788	1,332	9	16	13
Stirling	2017	49	116	165	544	797	1,341	5	11	9
Stirling	2018	34	78	112	554	797	1,351	6	10	8
Stirling	2019	45	67	112	564	787	1,350	6	7	7
Stirling	2020	21	44	65	389	631	1,020	5	7	6
Stirling	2021	15	38	53	461	699	1,160	3	8	7
Stirling	2022	18	74	92	515	755	1,270	3	10	7
Stirling	2023	42	74	116	522	788	1,310	6	5	6
Stirling	2024	28	60	88	535	779	1,314	5	7	5
Stirling	2024-24 average	23	62	74	495	728	1,211	5	7	6
Stirling	% ch 14-18 av: 2024	-2	-37	-47	-2	-1	-1	-39	-42	-41
Stirling	% ch 14-18 av: 2024v	-49	-37	-47	-2	-1	-1	-45	-46	-46
West Dunbartonshire	2014-18 average	23	87	110	221	441	662	10	20	17
West Dunbartonshire	2015	25	102	126	220	455	675	11	23	19
West Dunbartonshire	2016	47	97	113	229	444	673	12	19	17
West Dunbartonshire	2017	15	116	127	220	445	665	7	19	15
West Dunbartonshire	2018	44	74	118	228	446	674	10	12	11
West Dunbartonshire	2019	12	65	77	231	446	678	5	14	11
West Dunbartonshire	2020	5	29	34	171	362	534	3	5	5
West Dunbartonshire	2021	0	23	33	207	406	613	5	8	5
West Dunbartonshire	2022	13	24	37	231	435	666	6	6	6
West Dunbartonshire	2023	6	45	51	234	443	676	3	8	6
West Dunbartonshire	2024	3	27	30	451	889	1,340	6	4	4
West Dunbartonshire	2024-24 average	7	33	38	216	426	636	3	6	6
West Dunbartonshire	% ch 14-18 av: 2024	-47	-49	-49	-2	-4	-4	-49	-49	-49
West Dunbartonshire	% ch 14-18 av: 2024v	-48	-41	-41	-4	-4	-4	-47	-49	-49
West Lothian	2014-18 average	47	312	368	728	1,116	1,841	6	19	16
West Lothian	2015	39	391	430	734	1,079	1,813	5	30	25
West Lothian	2016	49	321	370	724	1,111	1,835	7	29	20
West Lothian	2017	33	304	338	730	1,104	1,834	5	26	18
West Lothian	2018	5	254	259	753	1,173	1,928	5	22	15
West Lothian	2019	19	176	195	719	1,174	1,893	6	15	11
West Lothian	2020	27	108	135	561	946	1,509	5	11	9
West Lothian	2021	34	154	188	648	1,083	1,731	5	14	11
West Lothian	2022	44	161	205	723	1,133	1,856	6	14	11
West Lothian	2023	21	130	151	758	1,194	1,912	3	11	8
West Lothian	2024	35	92	127	1,186	1,186	1,540	5	7	7
West Lothian	2024-24 average	32	129	161	889	1,298	1,786	5	12	9
West Lothian	% ch 14-18 av: 2024	-25	-30	-45	-4	-5	-5	-28	-22	-26
West Lothian	% ch 14-18 av: 2024v	-31	-39	-58	-5	-2	-2	-29	-28	-24
Scotland	2014-18 average	1,418	6,442	7,860	17,342	28,033	45,374	8	20	16
Scotland	2015	1,580	6,418	8,000	17,342	28,033	45,374	9	23	19
Scotland	2016	1,517	6,291	7,808	17,977	28,888	46,865	8	22	18
Scotland	2017	1,285	5,348	6,633	18,519	29,5				

Table 42 Killed/seriously injured casualties, estimated total volume of traffic, and fatality rate, by police force division

Years 2014-18, 2020-2024 averages and 2014-2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Police Division	Year	All Killed	All adjusted serious	Child Killed	Child adjusted serious	Killed/adjusted serious casualties	Traffic estimates (million veh-km)	Killed/adjusted serious casualty rate (per 100 million veh-km)
North East (Note 4)	2014-18 average	24	318	1	24	338	5,174	7
	2015	20	340	0	23	363	5,018	7
	2016	20	318	0	23	344	5,207	7
	2017	14	264	1	13	280	5,110	5
	2018	19	250	0	15	264	5,257	5
	2019	12	210	0	9	219	4,400	5
	2020	12	194	0	9	203	4,400	5
	2021	16	137	0	2	153	5,035	3
	2022	12	134	0	12	146	5,000	3
	2023	12	173	0	12	185	5,592	3
	2024	24	192	0	14	217	5,690	4
	2020-24 average	16	162	0	10	177	5,239	3
	% ch 14-18 av: 2024	2	30	0	40	36	5	-47
	% ch 14-18 av: 2024av	-33	-49	0	-40	-40	7	-47
Tayside	2014-18 average	16	196	0	20	216	4,680	5
	2015	16	175	1	22	197	4,300	5
	2016	17	187	1	22	204	4,471	5
	2017	23	200	0	19	238	4,600	5
	2018	16	200	0	16	216	4,621	5
	2019	10	194	0	20	204	4,680	4
	2020	8	162	1	11	160	3,530	5
	2021	8	166	0	15	174	3,693	4
	2022	8	171	0	17	179	4,440	4
	2023	15	161	0	16	176	4,521	4
	2024	9	183	0	20	192	4,835	4
	2020-24 average	10	167	0	16	176	4,217	4
	% ch 14-18 av: 2024	-87	-7	0	-20	-17	4	-10
	% ch 14-18 av: 2024av	-48	-16	-80	-27	-19	4	-10
Argyll & West Dunbartonshire	2014-18 average	8	121	1	11	129	1,816	8
	2015	7	122	0	9	132	1,286	9
	2016	12	130	0	8	144	1,630	9
	2017	6	126	0	8	124	1,681	8
	2018	9	105	0	9	114	1,680	7
	2019	10	100	0	9	108	1,683	7
	2020	9	57	0	2	66	1,270	5
	2021	11	40	0	17	57	1,219	5
	2022	8	102	1	11	100	3,530	5
	2023	15	101	0	15	114	3,693	4
	2024	8	78	0	3	86	1,687	5
	2020-24 average	10	79	0	9	83	1,634	5
	% ch 14-18 av: 2024	0	-38	0	-72	-33	3	-39
	% ch 14-18 av: 2024av	-30	-40	0	-20	-20	4	-38
Forth Valley	2014-18 average	9	163	1	16	172	3,344	5
	2015	14	185	0	18	199	3,163	6
	2016	3	173	1	17	176	3,363	5
	2017	6	155	0	10	161	3,325	5
	2018	10	138	0	17	149	3,138	4
	2019	13	118	0	6	131	3,342	4
	2020	12	73	0	6	86	2,071	6
	2021	8	64	0	10	74	2,000	4
	2022	7	103	0	12	110	3,155	3
	2023	10	99	0	12	102	3,246	3
	2024	18	94	0	2	109	3,304	3
	2020-24 average	10	86	0	9	98	3,087	3
	% ch 14-18 av: 2024	100	-44	0	-80	-38	2	-39
	% ch 14-18 av: 2024av	90	-42	0	-60	-40	4	-38
Dumfries & Galloway	2014-18 average	11	152	0	7	123	2,154	6
	2015	11	109	0	7	120	2,087	6
	2016	14	106	0	8	120	2,100	6
	2017	14	92	0	2	106	2,267	5
	2018	7	131	0	0	126	2,224	6
	2019	8	94	0	4	102	2,240	5
	2020	5	80	0	7	86	1,692	5
	2021	8	76	2	3	84	2,051	4
	2022	8	75	0	5	86	2,223	4
	2023	5	75	0	3	79	2,262	3
	2024	7	204	0	6	80	2,188	4
	2020-24 average	7	79	0	5	77	2,165	4
	% ch 14-18 av: 2024	-39	-27	0	-20	-2	4	-21
	% ch 14-18 av: 2024av	-42	-37	0	-36	-38	2	-31
Argyllshire	2014-18 average	12	197	0	19	206	3,020	7
	2015	11	213	0	13	204	2,809	8
	2016	17	190	0	22	219	2,901	8
	2017	14	162	0	14	206	2,983	7
	2018	8	183	0	9	169	3,000	6
	2019	11	108	0	20	169	3,007	6
	2020	5	114	0	9	119	3,340	5
	2021	14	112	0	13	126	2,719	5
	2022	10	127	0	12	142	2,887	5
	2023	13	144	2	14	157	3,020	5
	2024	15	110	1	15	126	3,086	4
	2020-24 average	12	121	1	13	134	2,834	5
	% ch 14-18 av: 2024	29	-44	0	-48	-48	1	-43
	% ch 14-18 av: 2024av	7	-38	0	-40	-38	-3	-43
Greater Glasgow	2014-18 average	12	381	0	43	383	4,890	7
	2015	16	397	0	41	413	4,806	8
	2016	8	367	1	47	375	4,638	8
	2017	7	304	0	34	341	4,665	7
	2018	10	324	0	34	324	4,864	7
	2019	11	286	0	30	309	5,000	6
	2020	15	218	0	25	233	3,803	6
	2021	8	231	0	29	241	4,476	6
	2022	7	205	2	22	214	4,056	6
	2023	8	218	0	26	218	4,059	6
	2024	11	261	0	28	282	4,656	6
	2020-24 average	11	261	0	28	282	4,656	6
	% ch 14-18 av: 2024	-33	-41	0	-32	-32	3	-34
	% ch 14-18 av: 2024av	-8	-39	0	-34	-28	-5	-34
Lothian & Scottish Borders	2014-18 average	20	266	0	26	326	4,753	7
	2015	19	311	1	18	341	5,112	6
	2016	30	306	1	31	336	4,759	7
	2017	16	304	0	20	320	4,819	7
	2018	19	289	0	27	306	4,952	6
	2019	15	261	0	18	279	4,658	6
	2020	12	164	0	12	176	3,857	5
	2021	14	174	0	18	188	4,461	4
	2022	23	184	0	18	207	4,631	4
	2023	16	180	0	14	164	4,963	4
	2024	13	169	1	16	162	4,607	4
	2020-24 average	16	176	0	16	181	4,610	4
	% ch 14-18 av: 2024	-34	-45	100	-30	-44	3	-17
	% ch 14-18 av: 2024av	-21	-43	0	-2	-30	3	-10
Edinburgh	2014-18 average	7	236	0	23	236	3,064	10
	2015	3	264	0	23	267	2,881	10
	2016	9	327	1	21	336	3,020	11
	2017	6	290	0	22	297	3,014	10
	2018	5	234	0	19	259	3,138	8
	2019	6	238	0	16	244	3,138	8
	2020	4	134	1	11	138	2,488	6
	2021	3	109	0	10	102	2,157	6
	2022	5	169	0	21	174	3,039	6
	2023	6	120	0	9	131	3,080	4
	2024	8	151	1	15	169	3,121	5
	2020-24 average	8	148	0	18	153	2,893	6
	% ch 14-18 av: 2024	18	-49	400	-38	-48	4	-48
	% ch 14-18 av: 2024av	-24	-48	100	-48	-48	-4	-48
Highlands & Islands	2014-18 average	21	170	0	9	196	3,432	6
	2015	16	190	0	8	178	3,323	6
	2016	19	191	0	8	213	3,483	6
	2017	17	166	0	10	173	3,387	6
	2018	20	180	0	8	213	3,387	6
	2019	26	166	0	10	261	3,813	7
	2020	19	116	2	11	135	2,738	5
	2021	17	116	1	10	133	3,127	5
	2022	36	134	2	3	170	3,373	5
	2023	16	212	1	10	206	3,171	6
	2024	19	208	0	9	226	3,824	6
	2020-24 average	21	169	0	8	181	3,438	5
	% ch 14-18 av: 2024	-18	19	0	2	15	17	3
	% ch 14-18 av: 2024av	0	0	0	-7	-8	0	3
Fife	2014-18 average	10	138	1	14	146	3,624	5
	2015	12	134	1	12	146	2,845	5
	2016	10	103	1	18	123	3,040	5
	2017	5	127	0	17	132	3,124	4
	2018	10	140	1	15	150	3,085	5
	2019	15	143	0	17	158	3,119	5
	2020	12	109	1	14	121	2,482	5
	2021	2	86	0	8	86	2,735	3
	2022	7	95	0	9	102	2,689	4
	2023	11	118	0	14	129	3,064	4
	2024	10	108	5	5	118	3,114	4
	2020-24 average	8	103	0	10	111	2,869	4
	% ch 14-18 av: 2024	2	-42	0	-20	-40	2	-22
	% ch 14-18 av: 2024av	-14	-25	-20	-37	-25	0	-22
Northwest & Inverclyde	2014-18 average	9	163	0	12	168	2,887	6
	2015	3	108	0	15	111	2,662	5
	2016	9	116	1	12	121	2,113	6
	2017	8	104	0	10	123	2,133	6
	2018	3	94	0	8	97	2,165	4
	2019	8	94	0	7	107	2,337	5
	2020	5	50	0	6	51	1,872	3
	2021	5	58	0	6	61	1,954	3
	2022	7	70	0	9	70	2,160	3
	2023	2	72	0	8	77	2,152	4
	2024	7	102	0	9	100	2,798	4
	2020-24 average	5	72	0	8	77	2,040	4
	% ch 14-18 av: 2024	30	-30	0	-14	-14	5	4
	% ch 14-18 av: 2024av	-10	-30	0	-31	-29	-3	-4
Leicestershire	2014-18 average	17	280	1	15	277	5,676	5
	2015	13	285	0	16	264	5,058	5
	2016	21	279	0	39	300	5,829	5
	2017	12	278	0	27	282	5,072	5
	2018	19	226	1	23	247	4,108	4
	2019	17	241	0	24	258	4,175	4
	2020	10	156	1	21	174	4,636	4
	2021	13	147	1	12	147	4,085	4
	2022	10	161	0	17	177	6,099	3
	2023	11	162	0	20	162	6,239	4
	2024	14	162	0	22	169	6,830	3
	2020-24 average	14	170	0	20	210	4813	4
	% ch 14-18 av: 2024	-7	-27	-49	-38	-38	4	-36
	% ch 14-18 av: 2024av	-16	-28	-49	-38	-38	4	-36
Scotland	2014-18 average	174	2,737	6	239	2,891	46,646	6
	2015	165	2,716	6	240	2,896	45,154	6
	2016	191	2,830					

Table 43 Reported casualties by severity and quarter
Years: 1981 to 2024
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Severity	Year	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Percentage difference from average Jan to March	Percentage difference from average from Apr to June	Percentage difference from average July to Sept	Percentage difference from average Oct to Dec
Killed	1981	151	156	166	204	677	169	-11	-8	-2	21
Killed	1982	155	172	181	193	701	175	-12	-2	3	10
Killed	1983	174	133	152	165	624	156	12	-15	-3	6
Killed	1984	122	122	178	177	599	150	-19	-19	19	18
Killed	1985	128	155	157	162	602	151	-15	3	4	8
Killed	1986	124	130	154	193	601	150	-17	-13	2	28
Killed	1987	116	126	145	169	556	139	-17	-9	4	22
Killed	1988	123	117	143	171	554	139	-11	-16	3	23
Killed	1989	145	112	148	148	553	138	5	-19	7	7
Killed	1990	134	119	137	156	546	137	-2	-13	0	14
Killed	1991	104	92	146	149	491	123	-15	-25	19	21
Killed	1992	106	113	113	131	463	116	-8	-2	-2	13
Killed	1993	100	103	93	103	399	100	0	3	-7	3
Killed	1994	88	82	86	107	363	91	-3	-10	-5	18
Killed	1995	91	77	125	116	409	102	-11	-25	22	13
Killed	1996	86	83	98	90	357	89	-4	-7	10	1
Killed	1997	85	91	94	107	377	94	-10	-3	0	14
Killed	1998	70	82	127	106	385	96	-27	-15	32	10
Killed	1999	82	73	82	73	310	78	6	-6	6	-6
Killed	2000	73	65	97	91	326	82	-10	-20	19	12
Killed	2001	78	83	106	81	348	87	-10	-5	22	-7
Killed	2002	65	70	97	72	304	76	-14	-8	28	-5
Killed	2003	70	81	83	102	336	84	-17	-4	-1	21
Killed	2004	70	71	80	87	308	77	-9	-8	4	13
Killed	2005	56	64	72	94	286	72	-22	-10	1	31
Killed	2006	64	62	94	94	314	79	-18	-21	20	20
Killed	2007	70	66	75	70	281	70	0	-6	7	0
Killed	2008	61	57	76	76	270	68	-10	-16	13	13
Killed	2009	61	42	64	49	216	54	13	-22	19	-9
Killed	2010	43	42	64	59	208	52	-17	-19	23	13
Killed	2011	51	44	47	43	185	46	10	-5	2	-7
Killed	2012	44	46	47	39	176	44	0	5	7	-11
Killed	2013	32	45	54	41	172	43	-26	5	26	-5
Killed	2014	45	53	50	55	203	51	-11	4	-1	8
Killed	2015	35	48	41	44	168	42	-17	14	-2	5
Killed	2016	46	50	57	38	191	48	-4	5	19	-20
Killed	2017	27	39	35	44	145	36	-26	8	-3	21
Killed	2018	27	37	52	45	161	40	-33	-8	29	12
Killed	2019	44	39	45	35	163	41	8	-4	10	-14
Killed	2020	44	14	37	38	133	33	32	-58	11	14
Killed	2021	17	20	56	35	128	32	-47	-38	75	9
Killed	2022	38	34	54	39	165	41	-8	-18	31	-5
Killed	2023	32	29	43	39	143	36	-10	-19	20	9
Killed	2024	40	41	42	38	161					
Adjusted/unadjusted seriously injured	1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
Adjusted/unadjusted seriously injured	1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
Adjusted/unadjusted seriously injured	1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
Adjusted/unadjusted seriously injured	1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
Adjusted/unadjusted seriously injured	1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
Adjusted/unadjusted seriously injured	1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
Adjusted/unadjusted seriously injured	1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
Adjusted/unadjusted seriously injured	1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
Adjusted/unadjusted seriously injured	1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
Adjusted/unadjusted seriously injured	1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
Adjusted/unadjusted seriously injured	1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
Adjusted/unadjusted seriously injured	1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
Adjusted/unadjusted seriously injured	1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
Adjusted/unadjusted seriously injured	1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
Adjusted/unadjusted seriously injured	1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
Adjusted/unadjusted seriously injured	1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
Adjusted/unadjusted seriously injured	1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
Adjusted/unadjusted seriously injured	1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
Adjusted/unadjusted seriously injured	1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
Adjusted/unadjusted seriously injured	2000	823	872	955	918	3,568	892	-8	-2	7	3
Adjusted/unadjusted seriously injured	2001	799	794	898	919	3,410	853	-6	-7	5	8
Adjusted/unadjusted seriously injured	2002	693	813	919	804	3,229	807	-14	1	14	0
Adjusted/unadjusted seriously injured	2003	648	744	787	778	2,957	739	-12	1	6	5
Adjusted/unadjusted seriously injured [Note 42]	2004	1,030	1,186	1,253	1,163	4,632	1,158	-11	2	8	0
Adjusted/unadjusted seriously injured	2005	991	1,103	1,204	1,235	4,533	1,133	-13	-3	6	9
Adjusted/unadjusted seriously injured	2006	933	1,052	1,242	1,182	4,408	1,102	-15	-5	13	7
Adjusted/unadjusted seriously injured	2007	966	1,018	1,038	1,006	4,027	1,007	-4	1	3	0
Adjusted/unadjusted seriously injured	2008	983	1053	1054	1041	4,130	1,033	-5	2	2	1
Adjusted/unadjusted seriously injured	2009	878	1016	1075	874	3,843	961	-9	6	12	-9
Adjusted/unadjusted seriously injured	2010	703	863	965	795	3,326	832	-15	4	16	-4
Adjusted/unadjusted seriously injured	2011	711	815	887	779	3,192	798	-11	2	11	-2
Adjusted/unadjusted seriously injured	2012	739	843	897	815	3,295	824	-10	2	9	-1
Adjusted/unadjusted seriously injured	2013	648	714	828	712	2,902	726	-11	-2	14	-2
Adjusted/unadjusted seriously injured	2014	669	736	789	705	2,899	725	-8	2	9	-3
Adjusted/unadjusted seriously injured	2015	630	674	773	717	2,793	699	-10	-4	11	3
Adjusted/unadjusted seriously injured	2016	693	729	734	709	2,865	716	-3	2	2	-1
Adjusted/unadjusted seriously injured	2017	628	647	699	604	2,578	645	-3	0	8	-6
Adjusted/unadjusted seriously injured	2018	510	682	675	635	2,502	626	-18	9	8	2
Adjusted/unadjusted seriously injured	2019	564	632	602	587	2,385	596	-5	6	1	-2
Adjusted/unadjusted seriously injured	2020	410	281	480	367	1,538	385	7	-27	25	-5
Adjusted/unadjusted seriously injured	2021	249	416	529	427	1,621	405	-39	3	31	5
Adjusted/unadjusted seriously injured	2022	374	430	520	461	1,785	446	-16	-4	17	3
Adjusted/unadjusted seriously injured	2023	434	498	527	493	1,952	488	-11	2	8	1
Adjusted/unadjusted seriously injured	2024	442	526	565	445	1,978	495	-11	6	14	-10

Table 43 (Continued) Reported casualties by severity and quarter

Years: 1981 to 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

								Percentage difference	Percentage difference from average	Percentage difference from average	Percentage difference from average
Severity	Year	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	from average Jan to March	from Apr to June	from average July to Sept	from average Oct to Dec
All severities	1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
All severities	1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
All severities	1983	5,384	6,176	6,796	6,868	25,224	6,306	-15	-2	8	9
All severities	1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
All severities	1985	5,684	6,623	7,802	7,178	27,287	6,822	-17	-3	14	5
All severities	1986	5,745	6,207	6,656	7,509	26,117	6,529	-12	-5	2	15
All severities	1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
All severities	1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
All severities	1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
All severities	1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
All severities	1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
All severities	1992	5,886	5,701	6,453	6,133	24,173	6,043	-3	-6	7	1
All severities	1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
All severities	1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
All severities	1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
All severities	1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
All severities	1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
All severities	1998	5,060	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
All severities	1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
All severities	2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
All severities	2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
All severities	2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
All severities	2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
All severities	2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
All severities	2005	4,070	4,320	4,550	4,950	17,890	4,473	-9	-3	2	11
All severities	2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
All severities	2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
All severities	2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
All severities	2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
All severities	2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
All severities	2011	2,945	3,078	3,486	3,276	12,785	3,196	-8	-4	9	2
All severities	2012	3,018	3,230	3,275	3,189	12,712	3,178	-5	2	3	0
All severities	2013	2,771	2,786	3,034	2,901	11,492	2,873	-4	-3	6	1
All severities	2014	2,714	2,714	2,964	2,910	11,302	2,826	-4	-4	5	3
All severities	2015	2,601	2,613	2,923	2,840	10,977	2,744	-5	-5	7	3
All severities	2016	2,753	2,743	2,729	2,673	10,898	2,725	1	1	0	-2
All severities	2017	2,426	2,231	2,413	2,363	9,433	2,358	3	-5	2	0
All severities	2018	1,899	2,148	2,197	2,180	8,424	2,106	-10	2	4	4
All severities	2019	1,872	1,938	2,001	1,893	7,704	1,926	-3	1	4	-2
All severities	2020	1,459	822	1,479	1,297	5,057	1,264	15	-35	17	3
All severities	2021	893	1,326	1,541	1,346	5,106	1,277	-30	4	21	5
All severities	2022	1,234	1,341	1,572	1,494	5,641	1,410	-12	-5	11	6
All severities	2023	1,325	1,470	1,507	1,532	5,834	1,459	-9	1	3	5
All severities	2024	1,316	1,501	1,569	1,348	5,734	1,434	-8	5	9	-6

Table 43 Chart

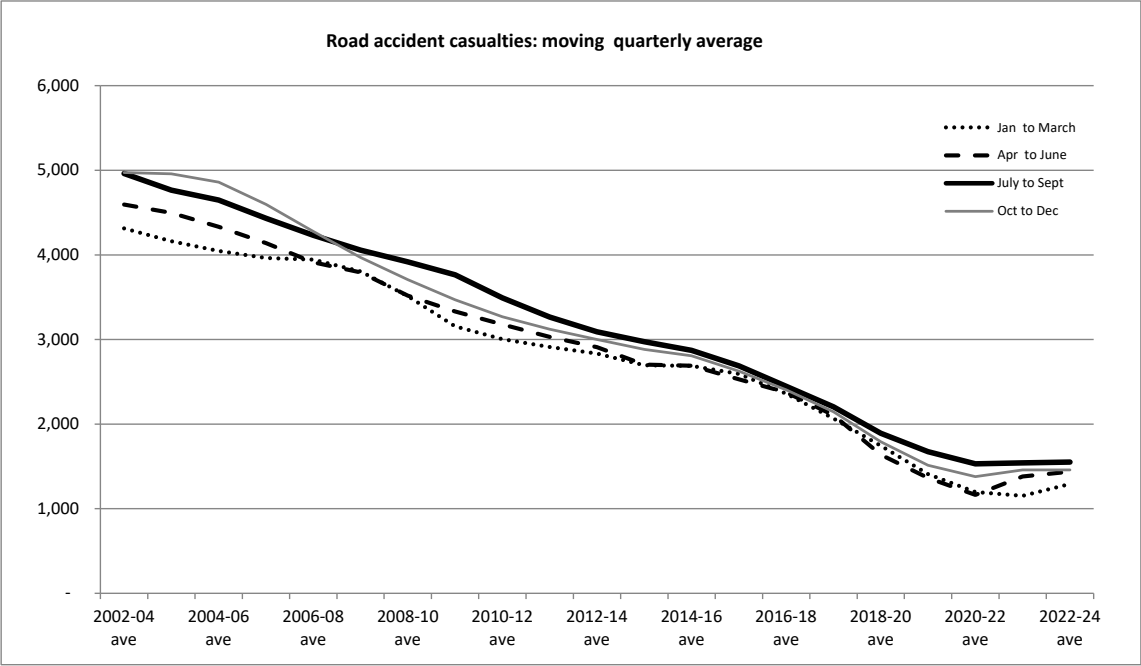


Table 44

TIME SERIES

Reported casualties aged up to 16 who were described as pupils on a journey to or from school¹,
by severity and child casualties², by severity
Years: 2004-08 and 2008-2012 averages and 1981 to 2012

	Casualties who were described as pupils who were on a journey to or from school ⁽¹⁾					Child casualties ⁽²⁾			Casualties described as pupils ... as a % of all child casualties	
	Killed	Seriously injured	Killed & Serious	Slight injury	All Severities	Killed	Killed & Serious	All	KSI	All
	number					number			percentage	
2004-08 ave.	3	57	60	331	391	15	341	2,019	17.7	19.4
1981	12	286	298	797	1,095	61	1,457	4,863	20.5	22.5
1982	13	308	321	701	1,022	66	1,541	4,717	20.8	21.7
1983	7	316	323	695	1,018	73	1,511	4,861	21.4	20.9
1984	6	259	265	696	961	80	1,523	4,908	17.4	19.6
1985	14	261	275	746	1,021	67	1,522	5,058	18.1	20.2
1986	9	246	255	719	974	65	1,368	4,649	18.6	21.0
1987	2	215	217	633	850	57	1,251	4,465	17.3	19.0
1988	9	183	192	586	778	51	1,222	4,393	15.7	17.7
1989	5	217	222	577	799	44	1,216	4,506	18.3	17.7
1990	5	194	199	610	809	48	1,131	4,611	17.6	17.5
1991	4	173	177	551	728	43	1,021	4,155	17.3	17.5
1992	3	135	138	566	704	41	897	4,047	15.4	17.4
1993	2	108	110	519	629	39	776	3,691	14.2	17.0
1994	4	187	191	639	830	37	1,029	4,163	18.6	19.9
1995	3	142	145	512	657	30	950	3,935	15.3	16.7
1996	2	167	169	481	650	27	790	3,827	21.4	17.0
1997	1	114	115	471	586	26	745	3,798	15.4	15.4
1998	6	104	110	488	598	32	698	3,535	15.8	16.9
1999	4	86	90	508	598	25	625	3,196	14.4	18.7
2000	4	118	122	432	554	21	561	3,000	21.7	18.5
2001	2	103	105	476	581	20	544	2,923	19.3	19.9
2002	2	113	115	452	567	14	527	2,745	21.8	20.7
2003	2	72	74	356	430	17	432	2,480	17.1	17.3
2004	1	78	79	343	422	12	384	2,395	20.6	17.6
2005	2	56	58	403	461	11	368	2,172	15.8	21.2
2006	4	70	74	325	399	25	375	2,022	19.7	19.7
2007	3	44	47	311	358	9	278	1,817	16.9	19.7
2008	5	39	44	271	315	20	299	1,689	14.7	18.7
2009	0	54	54	224	278	5	258	1,473	20.9	18.9
2010	1	45	46	238	284	4	227	1,377	20.3	20.6
2011	0	31	31	218	249	7	210	1,316	14.8	18.9
2012	0	40	40	153	193	2	196	1,164	20.4	16.6
2008-12 ave.	1	42	43	221	264	8	238	1,404	18.1	18.8

1. This is the definition of "school pupil" casualty used in the road collision statistics returns.

2. Casualties aged 0 to 15, inclusive (the standard definition of "child" for the purpose of road collision statistics). Therefore, these figures do not include any 16 year old casualties who were identified as being pupils on a journey to or from school. so there is a slight inconsistency between the numerator and the denominator used to calculate the percentages.

Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school¹
by mode of transport
Years: 2004-08 and 2008-2012 averages and 1996 to 2012

	Pedestrian	Car	Bus / coach	Pedal cycle	Other	All modes
2004-08 ave.	298	42	26	13	11	391
1996	491	49	70	24	16	650
1997	457	50	55	19	5	586
1998	455	71	55	12	5	598
1999	464	50	62	15	7	598
2000	448	33	55	14	4	554
2001	476	51	37	13	4	581
2002	404	61	69	25	8	567
2003	322	35	39	20	14	430
2004	357	35	15	9	6	422
2005	352	51	22	16	20	461
2006	295	46	33	10	15	399
2007	259	46	26	17	10	358
2008	229	33	36	12	5	315
2009	213	43	10	11	1	278
2010	200	40	20	14	10	284
2011	184	26	21	12	6	249
2012	148	29	1	10	5	193
2008-12 ave.	195	34	18	12	5	264

1. This is the definition of "school pupil" casualty used in the road collision statistics returns.

Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions

Appendix A – Calendar of events affecting road traffic

1964-65

Road Traffic Act 1964 – Wider powers for speed limits. Trial 70 mph speed limit on motorway and other previously de-restricted roads. 50 mph speed limit on selected roads during summer.

1967

Seat belts compulsory on new cars – Permanent 70 mph speed limit on all roads. An offence to drink and attempt to drive with over 80 mg of alcohol per 100 ml of blood.

1968-69

Transport Act 1968 allowed regulations on length of drivers' working hours – 3 year old vehicles need test certificate.

1970

New regulations on lorry and PSV drivers' hours of work.

1973

Reorganisation of local government in Scotland, 9 regions and 3 islands areas and 53 districts.

1973-74

Safety helmets compulsory for 2-wheeled motor vehicle users – 50 mph national maximum speed limit, later motorway 70 mph, dual carriageway 60 mph – Vehicle lighting regulations.

1974

Road traffic act 1974 placed a duty on authorities to study road collisions and take measures to prevent them.

1975

Temporary 50 and 60 mph limits extended.

1976

Licensing Scotland Act 1976 – extension of licensing hours until 11pm – effective from 13 December 1976.

1977

50 and 60 mph limits raised to 60 and 70 mph.

Licensing Scotland Act 1976 – extension of Sunday opening – effective from October 1977.

1978

60 and 70 mph limits permanent – New rules on maximum hours which may be worked by goods vehicle drivers.

1982

New 2-part motorcycle test from 29 March – Application of 2 year limit on provisional motorcycle licence took effect from 1 October.

1983

Transport Act 1981 introduced evidential breath testing and made seat belt wearing law for drivers and front seat passengers of most cars and light vans. Learner motorcyclists now only allowed to ride machines of up to 125 cc.

1984

Regulations introduced requiring spray reducing devices to be fitted to lorries and trailers.

1985

In December, Scottish Police Authorities introduced a policy of breath testing all drivers in an collision wherever possible.

1986

Deregulation of buses from 26 October 1986 as a result of the Transport Act 1985.

All new cars manufactured from 1 October to be fitted with rear seat belts. Seat belt legislation made permanent. European Road Safety Year.

1987

Legal requirement introduced requiring all newly registered cars to be fitted with rear seat belts or child restraints from 1 April. Government sets a target to achieve a one-third reduction in road collision casualties by the year 2000.

1988

All coaches first used from 1 April 1974 using a motorway must have 70 mph limiters fitted by 1 April 1991.

1989

Penalty points increased for careless driving, driving without insurance and failing to stop after or to report an collision. Seat belt wearing by rear child passengers became law in cars where appropriate restraints have been fitted and are available. Accompanied motorcycle testing became mandatory.

1990

Compulsory basic training for motorcyclists introduced and learner drivers banned from carrying pillion passengers. High Risk Offenders Scheme for problem drink-drivers extended. New regulations requiring those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Scottish Road Safety Year.

1991

Seat belt wearing by rear adult passengers became law in cars where belts are fitted and available. New road hump regulations introduced to reduce traffic speed.

1992

Subsequent to the Road Traffic Act 1991, new road traffic offences and penalties came into force, including retesting of dangerous drivers. The Traffic Calming Act 1992 came into force enabling roads authorities to introduce a wide range of traffic calming measures. Requirement for minimum tread depth of 1.6 mm introduced for cars and light vans. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters.

1993

First speed enforcement cameras introduced in Scotland. The MOT test extended, including new checks on mirrors, windscreen condition, fuel tanks, seat and door security and number plates.

1994

First 20 mph zones introduced in Scotland. Traffic Calming (Scotland) Regulations came into force.

1995

Pass Plus scheme introduced for new drivers which encourages new drivers to take more lessons by offering discount on motor insurance.

1996

Local Government etc. (Scotland) Act 1994 implemented with the creation of 32 unitary authorities replacing the previous regions and districts.

Driving theory test introduced from 1 July for car and motorcycle learners. Road Traffic (New Drivers) Act 1996 – requires newly qualified drivers to retake the driving test if they acquire 6 or more penalty points within 2 years of passing their test – effective from 1 June 1997. Requirement for coaches and minibuses to be fitted with seat belts when carrying children on organised trips, including journeys between home and school – effective from February, 1997. End of concession, where seat belts are fitted, whereby 3 children could share a double seat.

1997

New Zebra, Pelican and Puffin crossing regulations introduced, with Puffin crossings prescribed for the first time.

1998

New Road Humps regulations came into force giving local authorities wider powers to establish road humps.

1999

Amendment to the Road Traffic Regulation Act 1984 gave local authorities power to introduce traffic calmed 20 mph zones and 20 mph speed limits, with or without traffic calming measures, at suitable locations. Revised Highway Code published.

2000

The Government announced a new road safety strategy and casualty reduction targets for the period to 2010 in “Tomorrow’s Roads – Safer for Everyone”. A review of speed policy was conducted and reported in ‘New Directions in Speed Management’.

2001

Amendment to the Road Traffic Regulation Act 1984 made it clear that school crossing patrols can stop traffic for children of all ages and adults and gave local authorities greater flexibility in the times that school crossing patrols can operate. Scottish Executive awarded nearly £15 million to local authorities for cycling, walking and safer streets projects, including safer routes to school schemes.

2002

New Home Zones (Scotland) Regulations came into force. These set out the procedures local authorities must follow when designating home zones.

2003

Revised guidance on school transport issued to local authorities. Scottish School Travel Advisory Group report published. Scottish Executive provided the funding to implement the report's key recommendation to create school travel co-ordinator posts within each Scottish local authority.

2004

Publication of the first three year review of the GB road safety strategy and casualty reduction targets, set out in "Tomorrow's Roads – Safer for Everyone".

2006

Road Safety Act passed. The Act made provision for a wide range of road safety matters, including drink driving, speeding, driver training and driver and vehicle licensing. Revised guidance on setting local speed limits issued to local authorities.

2007

Publication of the second three year review of the GB road safety strategy and casualty reduction targets, set out in "Tomorrow's Roads – Safer for Everyone". Publication of DfT Child Road Safety Strategy, which included measures by the Scottish Government to reduce child road casualties.

2008

GB consultation – Learning to Drive – published, on changes to the driver training and testing regime. GB consultation on Road Safety Compliance, covering speeding, drink driving, seat belts, drug driving and careless driving, published.

2009

Scotland's Road Safety Framework to 2020 published. The Framework sets Scottish specific targets for casualty reductions in the period to 2020, in line with an

aspirational vision of a future where no-one is killed on Scotland's roads and the injury rate is greatly reduced.

2009/2010

ACPOS launched a Vehicle Forfeiture Scheme for Drink Drivers.

2010

Have You Clicked? Year long campaign launched on 19 April.

25 years of Road Safety Scotland. 2010 marks the 25th anniversary of Road Safety Scotland (RSS), previously operating as the Scottish Road Safety Campaign (SRSC)

2011

Launch of the United Nations Decade of Action for Road Safety 2011-2020.

Publication of National Debate on Young Drivers' Safety presenting the findings of a national debate on young driver issues undertaken across Scotland.

Publication of the New Strategic Framework for Road Safety by the UK Government.

2014

Devolution of powers to the Scottish Parliament in relation to the Drink-Drive alcohol blood limit, and certain national speed limits

2013

UK Government introduced changes for drivers guilty of offences such as tailgating or middle lane hogging with fixed penalty notices of a £100 fine and three penalty points being issued. Existing fixed penalty fines for most driving offences, including mobile phone use and not wearing a seat belt rise from £60 to £100.

Publication of a review of the Guide to Improving School Transport and its accompanying report were issued to all local authorities in Scotland.

2014

Transport Minister, Keith Brown, announced plans to legislate in the next Scottish Parliament to ensure that seatbelts are provided on all dedicated school transport in Scotland.

Following consultation that showed overwhelming support, Ministers reduced the drink drive limit from 80 mg per 100 ml of blood to 50 mg per 100 ml

The A9 average speed camera system went live on 28 October alongside an increase in the HGV speed limit on the single carriageway sections between Perth and Inverness.

2015

Publication of “Good Practice Guide on 20 mph Speed Restrictions”

Scottish Road Safety Week pilot undertaken.

British Road Safety Statement published by the UK Government.

2016

The output of the Mid-term Review of Scotland’s Road Safety Framework is published.

An updated Strategic Road Safety Plan for the trunk road network is published

Scotland Act 2016 devolves speed limit, traffic sign and parking regulation powers to the Scottish Parliament.

2017

The Scottish Government announces plans to create a new criminal offence of drug driving.

The Seat Belts on School Transport (Scotland) Bill is introduced to the Scottish Parliament by Gillian Martin MSP, with support from the Scottish Government. This aims to make a legal requirement for fitting seat belts on all dedicated school transport. National guidance with information on seat belt fitting, wearing and monitoring is published in June 2018 ahead of the Act coming into effect on 1 August 2018.

2018

The Scottish Government announces commitment to bring forward the necessary secondary legislation that will specify 17 drug types to be included as part of the new offence and the associated limits for each drug type, in Scotland in 2019.

Learner drivers can now take motorway driving lessons

2019

European Parliament approves new minimum EU vehicle safety requirements that will come into force from May 2022 for new models and from May 2024 for existing models. European Commission publishes its Staff Working Document EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero". From 1 July vehicle manufacturers must install a noise-emitting device – which sounds like a traditional engine – in new electric and hybrid vehicles. In July DfT publishes its revised Road Safety Statement and two-year action plan. From 21 October, Scotland adopts a 'zero tolerance' approach to the eight drugs most associated with illegal use, with limits set at a level where any claims of accidental exposure can be ruled out. Meanwhile, a list of other drugs associated with medical use will have limits based on impairment and road safety risk.

EU directive on road infrastructure safety management formally adopted in October.

2020

New general safety regulations published in December 2019 came into force in January, updating existing rules on car safety contained in the general safety regulation (EC) 661/2009 and the pedestrian safety regulation (EC) 78/2009. - new mandatory EU vehicle safety measures

Stockholm Declaration is agreed by UN Member States in February. This is followed by the adoption of the UN resolution A/74/L.86 "Improving global road safety" on 30 August.

July 2020: New UK Government regulations allowing trials of rental e-scooters on UK roads came into force

February 2021

publication of Scotland's Road Safety Framework to 2030 by the Scottish Government

April 2021

UK Government Automated and Electric Vehicle Act 2018 came into force; it makes provisions for a list to be kept by the Secretary of State for Transport of motor vehicles that are able to safely and lawfully drive themselves. It introduced new provisions to compensate the victims of collisions caused by AVs. To reduce the need for victims to be involved in prolonged litigation, the insurer is liable to compensate the victim without proof of fault. The insurer may then reclaim damages from any other party liable for the collision.

Consultation outcome of the Automated Lane Keeping System (ALKS) Call for Evidence published by UK Government, setting out set out how vehicles fitted with

ALKS technology could legally be defined as self-driving, as long as they receive GB type approval and that there is no evidence to challenge the vehicle's ability to self-drive.

May 2021

UK first media reporting guidelines for crashes published

July 2021

DfT published their response to Review of The Highway Code to improve road safety for cyclists, pedestrians and horse riders. Subject to Parliamentary approval, DfT will work with the Driver and Vehicle Standards Agency to update The Highway Code. Online and hard copy versions of the revised code will be produced before the end of 2021.

Sept 2021

School transport guidance 2021 published by the Scottish Government

Review of INDG382 Driving for Work complete and published by HSE

Scottish Government commits to ensure all appropriate roads in built up areas have a safer speed limit of 20 mph by 2025

October 2021

Traffic Regulation Order Regulations laid before Scottish parliament

Appendix B - Consultation & reviews

Introduction

This Appendix describes the arrangements for consulting users and providers of the road collision statistics. It also discusses the regular reviews of the Stats 19 road collision statistics specification.

The Standing Committee on Road Injury Collision Statistics (SCRICS)

Users and providers of reported road collision statistics across Great Britain are consulted via the Standing Committee on Road Injury Collision Statistics (SCRICS), chaired by the Department for Transport (DfT). Its members include representatives Transport Scotland, and other interested parties from across Great Britain. SCRICS is responsible for reviewing the GB-wide Stats 19 road collision statistics specification (see below) and discusses other aspects of the collection and use of the road collision statistics.

Further information is available from Anil Bhagat at the DfT (Tel: 020 7944 3078).

Reviews of the Stats 19 road collision statistics specification

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road collisions involving personal injury. The statistics are subject to regular reviews (led by SCRAS) as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection.

The most recent STATS19 review started in autumn 2018 and has made a number of recommendations on changes to STATS19 going forward. These were based on evidence and detailed discussion with the review group.

Key recommendations can be found in the full [STATS19 review report](#).

For further information please contact: STATS19REVIEW@dft.gov.uk

Appendix C - Definitions and points to note

The definition of severity used in the Road Collision statistics

The classification of the severity of an collision (as fatal, serious or slight) is determined by the severity of the injury to the most severely injured casualty. The police usually record this information soon after the collision occurs. However, if further information becomes available which would alter the classification (for example, if a person dies within 30 days of the collision, as a result of the injuries sustained in the collision) the police change the initial classification of the severity.

For the purposes of the Road Collisions statistical returns:

- a ***fatal injury*** is one which causes death less than 30 days after the collision;
- a ***fatal collision*** is an collision in which at least one person is fatally injured;
- a ***serious injury*** is one which does *not* cause death less than 30 days after the collision, *and* which is in one (or more) of the following categories:
 - an injury for which a person is detained in hospital as an in-patient
 - *or* (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
 - *or* (c) any injury causing death 30 or more days after the collision;
- a ***serious collision*** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;
- a ***slight injury*** is any injury which is neither fatal nor serious – for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;
- a ***slight collision*** is one in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.

From the middle of 2019 Police Scotland started to use the new CRASH system for recording details of an collision. This provides a more detailed definition of the severity of casualties. The following table lists the options for determining how severe an injury is. It should be noted that in some cases in 2020 although the most severe injury appears to be slight, if the casualty was subsequently admitted to hospital the casualty severity was classed as serious. The introduction of CRASH has meant that the severity of injuries is recorded more accurately and has led to an increase in the number of serious injuries. Figures are therefore not directly comparable with those for the previous years.

Classification of injury severity using the CRASH reporting system

Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed
Broken neck or back	Very Serious	Serious
Severe head injury, unconscious	Very Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious
Internal injuries	Very Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious
Loss of arm or leg (or part)	Moderately Serious	Serious
Fractured pelvis or upper leg	Moderately Serious	Serious
Other chest injury (not bruising)	Moderately Serious	Serious
Deep penetrating wound	Moderately Serious	Serious
Multiple severe injuries, conscious	Moderately Serious	Serious
Fractured lower leg or ankle or foot	Less Serious	Serious
Fractured arm or collarbone or hand	Less Serious	Serious
Deep cuts or lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts or lacerations or abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight

Injury in CRASH	Detailed severity	Severity classification
Shock	Slight	Slight

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some collisions. Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in serious injury.

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of collisions which is categorised as serious. For example, the distinction between serious and slight injuries could be affected by factors such as changes in hospitals' admission policies. All else being equal, the number of serious injury cases would rise, and the number of slight injury cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury.

The increase in the number of serious injury collisions in 1994 was partly attributed to a change in the health boards' policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35% higher than in the previous year. There could also be changes in hospitals' procedures that would reduce the numbers of serious injury cases. In addition, there is anecdotal evidence that changes in procedures for assigning severity codes may affect the categorisation of injuries. For example, different severity codes might be assigned by a police officer who was at the scene of an collision and by a clerk who bases the code on a police officer's written description of the collision.

Other definitions

Collision: The statistical returns include only those collisions which result in personal injury, which occur on roads (including footways), in which a vehicle is concerned, and which become known to the police. The vehicle need not be moving and it need not be in collision. The statistics are therefore of injury road collisions only: damage-only collisions are not included in the figures.

Adults: People aged 16 and over.

Built-up roads: collisions which occur on built-up roads are those which occur on roads which have speed limits of up to 40 miles per hour (*ignoring* temporary speed limits on roads for which the normal speed limit is over 40mph). Therefore, an collision on a motorway in an urban area would *not* be counted as occurring on a built-up road, because the speed limit on the motorway is 70mph. An collision on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a built-up road, because the normal speed limit is 70mph.

Buses and coaches: Include works' buses and (in past years) trams and trolley buses. Vehicles are coded according to their construction, irrespective of their use at the time of the collision. Thus, vehicles of bus construction which are privately licensed are included under 'buses and coaches', while Public Service Vehicle licensed minibuses are included under minibuses.

Cars: Include estate cars and three-wheeled cars.

Casualty: A person killed or injured in an collision. One collision may give rise to several casualties.

Children: People under 16 years old.

Darkness: From half an hour after sunset to half an hour before sunrise, ie 'lighting-up time'.

Drivers: Persons in control of vehicles other than pedal cycles and two-wheeled motor vehicles.

Goods vehicles: Vans, lorries, tankers, milk floats, tractor units travelling without their trailer units.

Heavy goods vehicles: From 1994, heavy goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of more than 3.5 tonnes. Prior to 1994, they were defined as those with an *unladen* weight of more than 1.5 tons (1.52 tonnes).

Junction: A place at which two or more roads meet, whatever the angle of the axes of the roads (including roundabouts), or within 20 metres of such a place.

Killed: Sustained injuries which caused death less than 30 days after the collision.

Light goods vehicles: From 1994, light goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of up to 3.5 tonnes. Prior to 1994, they were defined as those with an *unladen* weight of 1.5 tons (1.52 tonnes) or less.

Major roads: Motorways and A roads.

Minor roads: B roads, C roads and unclassified roads.

Motorcycles: Includes all two wheeled motor vehicles.

Motorists: The drivers or riders of motor vehicles (including, for example, motorcyclists).

Motorways: Include A(M) roads.

Non built-up roads: Roads for which the normal speed limit (*ignoring* any temporary speed limits) is more than 40mph.

Other vehicles: Include ambulances, fire engines, pedestrian-controlled vehicles with motors, railway trains or engines, refuse vehicles, road rollers, tractors, excavators, mobile cranes, tower wagons, army tanks, etc – and from 1999, motor caravans. Other non-motor vehicles include those drawn by an animal, ridden horses, invalid carriages without motor, street barrows, etc.

Passengers: Occupants of vehicles, other than the person in control, including pillion passengers.

Pedal cycles: Including toy cycles ridden on the carriageway, tandems and tricycles. Pedal cyclists includes any passengers of pedal cycles.

Pedestrians: Includes people riding toy cycles on the footway, people pushing bicycles, people pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Riders: People in control of pedal cycles or two-wheeled motor vehicles.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Trunk roads: Roads for whose upkeep Scottish Government Ministers are responsible.

Users of a vehicle: All occupants, ie driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

Vehicles involved in collisions: Any vehicle directly involved in an collision where at least one injury is sustained by a pedestrian or vehicle driver, rider or passenger. Vehicles which collide after the initial collision which caused injury are not included, unless they aggravate the degree of injury or lead to further casualties.

Some other points to note

Driver and casualty postcodes, and estimated distances between homes and the locations of collisions

The straight line (or as the crow flies) distance between the location of the collision and the home of a driver, rider or casualty was estimated using the postcode of the person's home. The grid co-ordinates of the centre of the postcode were obtained from the National Records of Scotland postcode directory file. These were taken as an approximation to the grid co-ordinates of the person's home, and used in conjunction with the grid co-ordinates of the location of the collision (as reported by the police) to estimate the distance. A similar approach was used in the small proportion of cases where there was only the start of a postcode (eg the police might record EH10 if they knew that someone lived in Edinburgh 10, but they could not provide the full postcode) or where only the postal district or postcode sector could be matched with the postcode directory. A distance could not be estimated if the postcode were blank, coded not known or non-UK resident, did not contain a valid postal district, or were for a place outwith Scotland.

Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or collision or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain.

DfT's estimates are based on an urban/rural classification of roads, *not* on the built-up/non built-up classification of roads used in the traffic estimates that were made up to 2002 (which is still used for the collision and casualty statistics). In general:

- an urban road is a road (other than a Motorway) that lies within the boundaries of an urban area with a population of 10,000 or more in 2001;
- a built-up road is one that has a speed limit of 40 m.p.h. or less

As traffic on a particular road can be classed as rural whilst collisions occurring on it classed as built-up, it would be incorrect to estimate an area's collision rate for built-up roads by dividing its number of collisions on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up collision rates are provided in Table 5 *only* for Scotland *as a whole* – and these estimates may *not* be precise, due to the nature of the classifications.

In addition, DfT note that whilst their traffic estimates at the regional and national level are robust (and are reported as Accredited Official Statistics), estimates for local authorities should be treated with caution. Traffic estimates at this level are not as robust, due to the sample size of the minor road data.

Appendix D - Calculations of the likely range of random year-to-year variation in road collision and casualty numbers

Introduction

This Appendix describes the methods that were used to calculate the likely range of random year-to-year variation in road collision and casualty numbers for Scotland as a whole that are shown in Figures 2, 3, 4 and 5. Two different methods were used: a simple method for Figures 2, 3 and 5, and a more complex method for Figure 4.

Calculating the likely ranges of values for Figures 2, 3 and 5

In the case of Figures 2, 3 and 5, the likely ranges of values were calculated on the assumption that the numbers are the outcome of a Poisson process. This is a process in which events occur at random, with the probability of an event occurring depending upon the underlying rate of their occurrence (*not* upon how long it has been since a previous event, *nor* upon the number of events that have occurred in a recent period). For the purpose of producing these charts, it was assumed that the underlying rate of occurrence in each year is the same as the value of the 5-year moving average centred on that year. (That is why there are no grey dashed lines for the last two years: one cannot calculate a 5-year moving average centred on 2024 until one has the values for 2025 and 2026).

A characteristic of a Poisson distribution is that the mean and the (statistical) variance are the same. Because the numbers are all much larger than 100, the assumption of asymptotic normality applies, and one would expect only about 5% of cases to fall outwith a 95% confidence interval range of plus or minus two standard deviations. Therefore, the upper and lower limits shown on the chart were calculated simply as the moving average plus and minus twice the standard deviation (for smaller numbers, exact ranges could have been calculated using the inverse Chi-square distribution). In the case of Figures 2, 3 and 5, the standard deviation was taken to be the square root of the assumed variance (i.e. the square root of the assumed underlying rate, and therefore the square root of the moving average).

In terms of statistical theory, this approach is appropriate for the number of fatal collisions (shown in Figure 2). However, it is a simplification in the case of the numbers of casualties of various types (shown in Figures 3, 4 and 5), because they have *two* random elements: the occurrence of an collision, and the number of

casualties in it. The numbers of casualties would therefore be expected to have a greater range of statistical variability than that resulting from a simple Poisson process. However, as it happens, the simple approach appears to suffice for Figures 3 and 5 (probably because the numbers involved are relatively small, and therefore, as discussed in Section 1.4 of the Commentary, the calculated ranges are quite wide in percentage terms) – but the larger numbers in Figure 4 require a more complex method of calculation of the likely range of values.

Calculating the likely range of values for Figure 4

An initial version of Figure 4 was produced using the approach described above – i.e. the numbers of casualties were assumed to be the result of a Poisson process whose underlying rate for each year was the moving average for that year. The standard deviation was simply calculated from the square root of the moving average, and the ranges were simply +/- twice this standard deviation. However, the initial version of the chart showed that this approach under-estimated greatly the variability of the figures, as over half the years (53%) had values which were outwith the calculated ranges.

It was noted earlier that the variation in the number of casualties is likely to be greater than that which would result from a simple Poisson process. A method to deal with this extra-Poisson variation is discussed in a paper by Washington State Department of Health, [Guidelines for using Confidence Intervals for Public Health Assessment](#).

The paper discussed the statistical problem of multiple admissions. For example, an asthma patient may be admitted many times, so that multiple admissions for an individual person are not likely to be independent of each other. A person who is hospitalised once for asthma is more likely to be hospitalised for asthma again than someone who has never been hospitalised for asthma. Therefore, the total count of admissions may not follow a Poisson distribution, and it is typical for the total count in such a situation to exhibit greater variability than would be expected from a Poisson process. As a result, simple methods of estimation (like those used to produce Figures 2, 3 and 5) will produce intervals which are too narrow.

The method proposed for calculating the variance in such a case is set out at section 4.6.2 of the Washington State Department of Health paper.

There is a clear analogy here with the road casualty figures. In our terms:

- d is the number of killed and seriously injured casualties;
- d_j is the number of killed and seriously injured casualties for collision j ; and

- P is the total number of injury collisions (including slight collisions)

We want to calculate the variance of d .

Because $R = d / P$ it follows that $d = R * P$ and the variance of d can be calculated from the variance of R .

The calculation of the variance of R requires one to sum the squares of the d_j s – i.e. the squares of the numbers of people who were killed or seriously injured in each injury collision. These numbers were extracted from the Transport Scotland's computer database, which holds details of individual injury collisions back to 1979. For example, in 1979 there were 23,064 injury collisions. 14,800 of these had only slight casualties, 7,077 had one KSI casualty, 843 had two KSI casualties, 195 had three KSI casualties, and so on. The sum of the squares of the d_j s is then simply $(7,077 * 1^2) + (843 * 2^2) + (195 * 3^2) +$ and so on. The variance of R can therefore be calculated for each year for 1979 onwards. Because figures for the numbers of casualties in each injury collision are not available for earlier years, it is not possible to calculate variances on this basis for years before 1979.

There is an added complication in our case as the total number of injury collisions (our P), which was assumed to be the result of a Poisson process, is *also* subject to random year-to-year variation, and therefore also has a variance associated with it. The standard deviation here can be calculated in the simple way, just the square root of the moving average value.

Then, because $d = R * P$, the variance of d is calculated as the variance of R plus the variance of P . (There is no covariance between the d_j and the P_j , because the value of P_j is equal to one for every value of d_j , since each P_j is a single injury collision).

The likely ranges of values are then calculated in the usual way, with the interval being +/- twice the standard deviation.

Figure 4 was prepared on this basis. This method appears to produce more realistic measures of the variability of the number of KSI casualties, but there are many years' figures (around a third) outwith the calculated ranges. The likely reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers, as discussed in the publication Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of collisions and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random year-to-year variation cannot take account of the effect of such changes.

APPENDIX F Frequency of use of values of most STATS 19 variables: 2024

This annex lists most of the "Stats 19" variables, showing the values which were used in the returns for the latest year and the number of times each was used. Variables such as "grid co-ordinates" and "road number" are not listed, because they have many possible values.

Reported attendant circumstances variables

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Variable name	Values	Number of cases
Month	January	325
Month	February	321
Month	March	336
Month	April	313
Month	May	415
Month	June	356
Month	July	358
Month	August	370
Month	September	379
Month	October	310
Month	November	341
Month	December	352
Severity of Collision	Fatal	146
Severity of Collision	Unadjusted serious	1685
Severity of Collision	Unadjusted slight	2344
Local Authority	Aberdeen City	70
Local Authority	Aberdeenshire	153
Local Authority	Angus	89
Local Authority	Argyll & Bute	96
Local Authority	Clackmannanshire	22
Local Authority	Dumfries & Galloway	192
Local Authority	Dundee City	126
Local Authority	East Ayrshire	70
Local Authority	East Dunbartonshire	43
Local Authority	East Lothian	61
Local Authority	East Renfrewshire	56
Local Authority	Edinburgh, City of	480
Local Authority	Eilean Siar	17
Local Authority	Falkirk	93
Local Authority	Fife	268
Local Authority	Glasgow City	623
Local Authority	Highland	273
Local Authority	Inverclyde	48
Local Authority	Midlothian	71
Local Authority	Moray	50
Local Authority	North Ayrshire	89
Local Authority	North Lanarkshire	207
Local Authority	Orkney Islands	13
Local Authority	Perth & Kinross	141
Local Authority	Renfrewshire	137
Local Authority	Scottish Borders	86
Local Authority	Shetland Islands	12
Local Authority	South Ayrshire	65
Local Authority	South Lanarkshire	252
Local Authority	Stirling	94
Local Authority	West Dunbartonshire	44
Local Authority	West Lothian	134
Speed Limit	20	527
Speed Limit	30	1848
Speed Limit	40	295
Speed Limit	50	129
Speed Limit	60	1082
Speed Limit	70	294
Junction Control	Not at or near junction	2153
Junction Control	Authorised person	14
Junction Control	Automatic traffic signal	396
Junction Control	Stop sign	46
Junction Control	Give way or uncontrolled	1566
Weather Conditions	Fine	3,223
Weather Conditions	Raining	698
Weather Conditions	Snowing	21
Weather Conditions	Fine high winds	47
Weather Conditions	Raining high winds	78
Weather Conditions	Snowing high winds	4
Weather Conditions	Fog mist	28
Weather Conditions	Other	107
Weather Conditions	Unknown	59
First road class	Motorway	250
First road class	A(m)	17
First road class	A	1,899
First road class	B	599
First road class	C	18
First road class	Unclassified	1,392
Second road class	No second road class	556
Second road class	Motorway	85
Second road class	A(m)	3
Second road class	A	627
Second road class	B	306
Second road class	C	20
Second road class	Unclassified	2,578
Light Conditions	Daylight	2,963
Light Conditions	Dkns:lights present lit	777
Light Conditions	Dkns:lights present unlit	32
Light Conditions	Dkns: no lights	365
Light Conditions	Dkns: lights unknown	38
Pedestrian Crossing - Human or physical	No physical crossing facility within 50m	3,381
Pedestrian Crossing - Human Control	Human crossing control by school crossing pa	14
Pedestrian Crossing - Human Control	Human crossing control by other authorised pe	33
Pedestrian Crossing - Human or physical	Zebra crossing	57
Pedestrian Crossing - Human Control	Pedestrian light crossing (pelican, puffin, touc	327
Pedestrian Crossing - Human Control	Pedestrian phase at traffic signal	264
Pedestrian Crossing - Human or physical	Footbridge or subway	12
Pedestrian Crossing - Human Control	Central refuge — no other controls	87
Road Type	Roundabout	167
Road Type	One way street	15
Road Type	Dual carriageway	688
Road Type	Single carriageway	3,256
Road Type	Slip road	48
Road Type	Unknown	1
Junction Detail	Not at or within 20 metres of junction	2,396
Junction Detail	T or staggered junction	803
Junction Detail	Crossroads	363
Junction Detail	Junction with more than four arms (not rounda	140
Junction Detail	Using private drive or entrance	68
Junction Detail	Other junction	405
Road Surface Conditions	Dry	2,711
Road Surface Conditions	Wet or damp	1,348
Road Surface Conditions	Snow	17
Road Surface Conditions	Frost or ice	85
Road Surface Conditions	Flood over 3cm deep	14
Special Conditions at site carriageway hazard	None	3,895
Special Conditions at site carriageway hazard	Defective traffic signals	20
Special Conditions at site carriageway hazard	Permanent road signing or markings defective	12
Special Conditions at site carriageway hazard	Roadworks	75
Special Conditions at site carriageway hazard	Oil / diesel	10
Special Conditions at site carriageway hazard	Mud	6
Special Conditions at site carriageway hazard	Dislodged vehicle load in carriageway	13
Special Conditions at site carriageway hazard	Other object in carriageway	67
Special Conditions at site carriageway hazard	Involvement with previous collision	17
Special Conditions at site carriageway hazard	Pedestrian in carriageway - not injured	15
Special Conditions at site carriageway hazard	Any animal in carriageway (except ridden hors	20
Special Conditions at site carriageway hazard	Poor or defective road surface	25
Did a police officer attend?	Officer attended the collision	3,641
Did a police officer attend?	Member of public reported at police station	431
Did a police officer attend?	Member of public reported via web	103
Contributory Factors	Please see the section on the	[Not applicable]
Contributory Factors	Contributory Factors	[Not applicable]

APPENDIX F Frequency of use of values of most STATS 19 variables: 2024
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Reported vehicle variables

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Variable name	Values	Number of cases
Month	January	512
Month	February	559
Month	March	611
Month	April	529
Month	May	748
Month	June	629
Month	July	661
Month	August	649
Month	September	666
Month	October	527
Month	November	588
Month	December	597
Breath test	Not applicable	610
Breath test	Positive	137
Breath test	Negative	3,823
Breath test	Not requested	946
Breath test	Refused to provide	29
Breath test	Driver not contacted	770
Breath test	Not provided (medical)	548
Breath test	Device/test not available	50
Breath test	No driver	372
Breath test	Not collected (Self-reported only)	170
Sex of driver	Male	4,770
Sex of driver	Female	2,108
Sex of driver	Not stated	247
Vehicle Reference Number 1		4,171
Vehicle Reference Number 2		2,610
Vehicle Reference Number 3		382
Vehicle Reference Number 4		62
Vehicle Reference Number 5		20
Vehicle Reference Number 6		6
Vehicle Reference Number 7		4
Vehicle Reference Number 8		1
Vehicle Reference Number 9		1
Vehicle Reference Number 10		1
Type of Vehicle	Pedal cycle	405
Type of Vehicle	Moped	12
Type of Vehicle	Motorcycle to 125cc	114
Type of Vehicle	Motorcycle over 125cc	51
Type of Vehicle	Motorcycle over 500cc	246
Type of Vehicle	Taxi	165
Type of Vehicle	Car	5,176
Type of Vehicle	Minibus (8-16 pass)	17
Type of Vehicle	Bus coach (17 or more pass)	175
Type of Vehicle	Ridden horse	1
Type of Vehicle	Agricultural vehicle	38
Type of Vehicle	Tram/light rail	1
Type of Vehicle	Van/Goods to 3.5t mgw	407
Type of Vehicle	Goods 3.5t to 7.5t mgw	29
Type of Vehicle	Goods 7.5t mgw and over	113
Type of Vehicle	Mobility scooter	9
Type of Vehicle	Electric motorcycle	17
Type of Vehicle	Personal Powered Transporter	2
Type of Vehicle	Other vehicle	107
Type of Vehicle	Motorcycle unknown cc	57
Type of Vehicle	Goods vehicle unknown wgt	11
Type of Vehicle	Unknown	111
Manoeuvres	Reversing	94
Manoeuvres	Parked	360
Manoeuvres	Wtg go ahd held up	217
Manoeuvres	Slowing/stopping	345
Manoeuvres	Moving off	390
Manoeuvres	U turn	58
Manoeuvres	Turning left	223
Manoeuvres	Wtg turn left	33
Manoeuvres	Turning right	672
Manoeuvres	Wtg turn right	103
Manoeuvres	Changing lane left	51
Manoeuvres	Changing lane right	68
Manoeuvres	Overing mag veh off	155
Manoeuvres	Overing aly veh off	56
Manoeuvres	Overing rside	50
Manoeuvres	Going ahead	4,286
Manoeuvres	Unknown	13
Junction location of vehicle	Not at or within 20 metres	3,640
Junction location of vehicle	Approach junction or wait/park approx	1,449
Junction location of vehicle	Crossed junction or wait/park at least	436
Junction location of vehicle	Leaving roundabout	113
Junction location of vehicle	Entering roundabout	241
Junction location of vehicle	Leaving main road	138
Junction location of vehicle	Entering main road	251
Junction location of vehicle	Entering from slip rd	16
Junction location of vehicle	Mid-junction on roundabout/main road	748
Junction location of vehicle	Unknown	3
Skidding and overturning	None	6,134
Skidding and overturning	Skidding	696
Skidding and overturning	Skid control	238
Skidding and overturning	Jackknifed	1
Skidding and overturning	Jackknifed overturned	1
Skidding and overturning	Overturned	305
Skidding and overturning	Unknown	3
Hit object in carriageway	None	6,821
Hit object in carriageway	Previous collision	14
Hit object in carriageway	Road works	11
Hit object in carriageway	Parked vehicle	208
Hit object in carriageway	Bridge road	3
Hit object in carriageway	Bridge side	17
Hit object in carriageway	Ballast refuge	29
Hit object in carriageway	Open door vehicle	13
Hit object in carriageway	Central island roundabout	11
Hit object in carriageway	Kerb	73
Hit object in carriageway	Other object	59
Hit object in carriageway	Animal excluding ridden horse	16
Hit object in carriageway	Unknown	3
Vehicle leaving carriageway	Did not leave c/way	5,968
Vehicle leaving carriageway	Left c/way nearside	671
Vehicle leaving carriageway	Left c/way nearside roundabout	66
Vehicle leaving carriageway	Left c/way ahead junction	60
Vehicle leaving carriageway	Left c/way offside onto central reservation	28
Vehicle leaving carriageway	Left c/way offside onto central res & verge	17
Vehicle leaving carriageway	Left c/way offside and crossed central res	13
Vehicle leaving carriageway	Left c/way offside	414
Vehicle leaving carriageway	Left c/way offside and rebounded	36
Vehicle leaving carriageway	Unknown	3
Hit object off carriageway	None	6,746
Hit object off carriageway	Road sign traffic signal	38
Hit object off carriageway	Lamp post	10
Hit object off carriageway	Telegraph pole electricity pole	44
Hit object off carriageway	Tree	100
Hit object off carriageway	Bus stop bus shelter	6
Hit object off carriageway	Central crash barrier	31
Hit object off carriageway	Nearside or offside crash barrier	44
Hit object off carriageway	Submerged in water	2
Hit object off carriageway	Embedded ditch	52
Hit object off carriageway	Other permanent object	54
Hit object off carriageway	Wall or fence	151
First point of impact	Unknown	3
First point of impact	None	264
First point of impact	Front	4,023
First point of impact	Back	1,051
First point of impact	Offside	1,053
First point of impact	Nearside	927
Towing and Articulation	No towing or articulation	7,180
Towing and Articulation	Articulated vehicle	61
Towing and Articulation	Trailer or multiple trailer	1
Towing and Articulation	Caravan	4
Towing and Articulation	Single trailer	40
Towing and Articulation	Other tow	8
Towing and Articulation	Unknown	4
Hit and run	Vehicle stopped at scene of collision	6,973
Hit and run	Failed to stop at scene of collision	207
Hit and run	Vehicle did not collide and did not stop	48
Vehicle location at time of ac	On main carriageway	7,052
Vehicle location at time of ac	Tram/light rail track	14
Vehicle location at time of ac	Bus lane	34
Vehicle location at time of ac	Cycle lane	21
Vehicle location at time of ac	Cycleway	22
Vehicle location at time of ac	On lay by/road shoulder	65
Vehicle location at time of ac	Footway	127
Vehicle location at time of ac	Unknown	9
Journey Purpose of driver	Journey part of work	5,238
Journey Purpose of driver	Consulting to/from work	712
Journey Purpose of driver	Not known or not requested	2,383
Journey Purpose of driver	Education and educational escort	44
Journey Purpose of driver	Emergency vehicle (blue light) on road	22
Journey Purpose of driver	Personal business or leisure	2,691
Was vehicle left hand drive	Yes	6,955
Was vehicle left hand drive	Yes	200
Was vehicle left hand drive	Unknown	175

APPENDIX F Frequency of use of values of most STATS 19 variables: 2023

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Reported vehicle variables

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Variable name	Values	Number of cases
Vehicle movement from/to	Unknown	13
Vehicle movement from/to	Parked	233
Vehicle movement from/to	U turn frm n	17
Vehicle movement from/to	N to ne	8
Vehicle movement from/to	N to e	45
Vehicle movement from/to	N to se	67
Vehicle movement from/to	N to s	608
Vehicle movement from/to	N to sw	88
Vehicle movement from/to	N to w	65
Vehicle movement from/to	N to nw	7
Vehicle movement from/to	Ne to n	6
Vehicle movement from/to	U turn frm ne	5
Vehicle movement from/to	Ne to e	4
Vehicle movement from/to	Ne to se	26
Vehicle movement from/to	Ne to s	50
Vehicle movement from/to	Ne to sw	507
Vehicle movement from/to	Ne to w	94
Vehicle movement from/to	Ne to nw	45
Vehicle movement from/to	E to n	80
Vehicle movement from/to	E to ne	8
Vehicle movement from/to	U turn frm e	19
Vehicle movement from/to	E to se	3
Vehicle movement from/to	E to s	42
Vehicle movement from/to	E to sw	60
Vehicle movement from/to	E to w	787
Vehicle movement from/to	E to nw	93
Vehicle movement from/to	Se to n	65
Vehicle movement from/to	Se to ne	53
Vehicle movement from/to	Se to e	8
Vehicle movement from/to	U turn frm se	4
Vehicle movement from/to	Se to s	1
Vehicle movement from/to	Se to sw	19
Vehicle movement from/to	Se to w	79
Vehicle movement from/to	Se to nw	480
Vehicle movement from/to	S to n	621
Vehicle movement from/to	S to ne	77
Vehicle movement from/to	S to e	82
Vehicle movement from/to	S to se	8
Vehicle movement from/to	U turn frm s	11
Vehicle movement from/to	S to sw	5
Vehicle movement from/to	S to w	42
Vehicle movement from/to	S to nw	96
Vehicle movement from/to	Sw to n	70
Vehicle movement from/to	Sw to ne	491
Vehicle movement from/to	Sw to e	74
Vehicle movement from/to	Sw to se	36
Vehicle movement from/to	Sw to s	7
Vehicle movement from/to	U turn frm sw	15
Vehicle movement from/to	Sw to w	25
Vehicle movement from/to	W to n	34
Vehicle movement from/to	W to ne	89
Vehicle movement from/to	W to e	773
Vehicle movement from/to	W to se	97
Vehicle movement from/to	W to s	87
Vehicle movement from/to	W to sw	7
Vehicle movement from/to	U turn frm w	24
Vehicle movement from/to	W to nw	3
Vehicle movement from/to	Nw to n	6
Vehicle movement from/to	Nw to ne	18
Vehicle movement from/to	Nw to e	81
Vehicle movement from/to	Nw to se	482
Vehicle movement from/to	Nw to s	101
Vehicle movement from/to	Nw to sw	74
Vehicle movement from/to	Nw to w	13
Vehicle movement from/to	U turn frm nw	8

Age of driver	Unknown	293
Age of driver	0	3
Age of driver	5	2
Age of driver	6	3
Age of driver	7	2
Age of driver	8	1
Age of driver	9	3
Age of driver	10	3
Age of driver	11	2
Age of driver	12	6
Age of driver	13	4
Age of driver	14	10
Age of driver	15	13
Age of driver	16	24
Age of driver	17	88
Age of driver	18	147
Age of driver	19	129
Age of driver	20	162
Age of driver	21	123
Age of driver	22	124
Age of driver	23	147
Age of driver	24	122
Age of driver	25	132
Age of driver	26	151
Age of driver	27	136
Age of driver	28	119
Age of driver	29	121
Age of driver	30	166
Age of driver	31	155
Age of driver	32	138
Age of driver	33	151
Age of driver	34	154
Age of driver	35	139
Age of driver	36	130
Age of driver	37	163
Age of driver	38	145
Age of driver	39	122
Age of driver	40	151
Age of driver	41	122
Age of driver	42	126
Age of driver	43	129
Age of driver	44	109
Age of driver	45	123
Age of driver	46	110
Age of driver	47	114
Age of driver	48	100
Age of driver	49	109
Age of driver	50	116
Age of driver	51	114
Age of driver	52	98
Age of driver	53	122
Age of driver	54	124
Age of driver	55	103
Age of driver	56	106
Age of driver	57	136
Age of driver	58	122
Age of driver	59	121
Age of driver	60	131
Age of driver	61	100
Age of driver	62	90
Age of driver	63	112
Age of driver	64	90
Age of driver	65	76
Age of driver	66	92
Age of driver	67	68
Age of driver	68	50
Age of driver	69	49
Age of driver	70	44
Age of driver	71	32
Age of driver	72	31
Age of driver	73	55
Age of driver	74	39
Age of driver	75	34
Age of driver	76	36
Age of driver	77	41
Age of driver	78	32
Age of driver	79	34
Age of driver	80	31
Age of driver	81	23
Age of driver	82	29
Age of driver	83	17
Age of driver	84	12
Age of driver	85	13
Age of driver	86	11
Age of driver	87	12
Age of driver	88	12
Age of driver	89	5
Age of driver	90	3
Age of driver	91	1
Age of driver	92	1
Age of driver	93	2
Age of driver	94	1
Age of driver	95	1

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Reported casualty variables

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Variable name	Values	Number of cases
Month	January	414
Month	February	438
Month	March	464
Month	April	429
Month	May	555
Month	June	517
Month	July	535
Month	August	515
Month	September	519
Month	October	428
Month	November	433
Month	December	487
Sex of casualty	Male	3,403
Sex of casualty	Female	2,331
Road user	Pedestrian	899
Road user	Pedal cycle	395
Road user	Motor cycle	454
Road user	Car	3,412
Road user	Taxi	100
Road user	Minibus	18
Road user	Bus/Coach	130
Road user	Light goods vehicle	164
Road user	Heavy goods vehicle	34
Road user	Other	126
Severity of casualty	Killed	161
Severity of casualty	Serious	1,978
Severity of casualty	Slight	3,595
Bus or coach passenger	Not psv pass	5,613
Bus or coach passenger	Boarding	1
Bus or coach passenger	Alighting	9
Bus or coach passenger	Standing pass	28
Bus or coach passenger	Seated pass	82
Bus or coach passenger	Unknown	1
Use of seatbelt	Not applicable	1,693
Use of seatbelt	Worn independently confirm	899
Use of seatbelt	Worn not independently confirm	1,728
Use of seatbelt	Not worn	132
Use of seatbelt	Unknown	1,377
Pedestrian direction	Not pedestrian	4,877
Pedestrian direction	Ped stndg still	73
Pedestrian direction	Heading N	159
Pedestrian direction	Heading NE	59
Pedestrian direction	Heading E	142
Pedestrian direction	Heading SE	66
Pedestrian direction	Heading S	152
Pedestrian direction	Heading SW	80
Pedestrian direction	Heading W	134
Pedestrian direction	Heading NW	71
Pedestrian direction	Unknown	16
Casualty Class	Driver or rider	3,450
Casualty Class	Passenger - vehicle/pillion	1,385
Casualty Class	Pedestrian	899
PSV passenger	Not psv pass	5,694
PSV passenger	Boarding	4
PSV passenger	Alighting	10
PSV passenger	Standing pass	25
PSV passenger	Seated pass	96
Pedestrian location	Not pedestrian	4,835
Pedestrian location	In cwy xing ped xing	85
Pedestrian location	In carriageway crossing zig zag	1
Pedestrian location	In carriageway crossing wthn 50m	66
Pedestrian location	In carriageway crossing elsewhere	376
Pedestrian location	Footway verge	98
Pedestrian location	On refuge central island reservation	7
Pedestrian location	Central carriageway not refuge central island res	126
Pedestrian location	In carriageway not crossing	83
Pedestrian location	Unknown other	57
Pedestrian movement	Not pedestrian	4,835
Pedestrian movement	Crossing driver nearside	291
Pedestrian movement	Crossing driver nearside masked	74
Pedestrian movement	Crossing driver offside	207
Pedestrian movement	Crossing driver offside masked	41
Pedestrian movement	In carriageway stationary not crossing	63
Pedestrian movement	In carriageway stationary not crossing masked	3
Pedestrian movement	Walking in carriageway facing traffic	46
Pedestrian movement	Walking in carriageway back to traffic	46
Pedestrian movement	Unknown	128
Vehicle passenger	Not car passenger	4,519
Vehicle passenger	Front seat car passenger	746
Casualty Class	Pedestrian	899
PSV passenger	Not psv pass	5,694
PSV passenger	Boarding	4
PSV passenger	Alighting	10
PSV passenger	Standing pass	25
PSV passenger	Seated pass	96
Pedestrian location	Not pedestrian	4,835
Pedestrian location	In cwy xing ped xing	85
Pedestrian location	In carriageway crossing zig zag	1
Pedestrian location	In carriageway crossing wthn 50m	66

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Variable name Values Number of cases

Age of casualty	Unknown	2
Age of casualty	0	4
Age of casualty	1	4
Age of casualty	2	11
Age of casualty	3	14
Age of casualty	4	23
Age of casualty	5	26
Age of casualty	6	26
Age of casualty	7	33
Age of casualty	8	36
Age of casualty	9	39
Age of casualty	10	39
Age of casualty	11	47
Age of casualty	12	52
Age of casualty	13	56
Age of casualty	14	38
Age of casualty	15	47
Age of casualty	16	67
Age of casualty	17	112
Age of casualty	18	150
Age of casualty	19	131
Age of casualty	20	112
Age of casualty	21	125
Age of casualty	22	101
Age of casualty	23	132
Age of casualty	24	92
Age of casualty	25	105
Age of casualty	26	124
Age of casualty	27	106
Age of casualty	28	106
Age of casualty	29	77
Age of casualty	30	98
Age of casualty	31	95
Age of casualty	32	99
Age of casualty	33	111
Age of casualty	34	93
Age of casualty	35	86
Age of casualty	36	82
Age of casualty	37	105
Age of casualty	38	86
Age of casualty	39	80
Age of casualty	40	81
Age of casualty	41	81
Age of casualty	42	88
Age of casualty	43	80
Age of casualty	44	72
Age of casualty	45	70
Age of casualty	46	78
Age of casualty	47	68
Age of casualty	48	64
Age of casualty	49	82
Age of casualty	50	71
Age of casualty	51	74
Age of casualty	52	79
Age of casualty	53	70
Age of casualty	54	82
Age of casualty	55	66
Age of casualty	56	68
Age of casualty	57	87
Age of casualty	58	72
Age of casualty	59	95
Age of casualty	60	96
Age of casualty	61	74
Age of casualty	62	70
Age of casualty	63	76
Age of casualty	64	76
Age of casualty	65	63
Age of casualty	66	54
Age of casualty	67	64
Age of casualty	68	48
Age of casualty	69	38
Age of casualty	70	49
Age of casualty	71	45
Age of casualty	72	32
Age of casualty	73	37
Age of casualty	74	33
Age of casualty	75	35
Age of casualty	76	41
Age of casualty	77	37
Age of casualty	78	22
Age of casualty	79	29
Age of casualty	80	27
Age of casualty	81	30
Age of casualty	82	34
Age of casualty	83	20
Age of casualty	84	17
Age of casualty	85	21
Age of casualty	86	10
Age of casualty	87	16
Age of casualty	88	15
Age of casualty	89	11
Age of casualty	90	5
Age of casualty	91	4
Age of casualty	92	2
Age of casualty	93	3

Casualty Reference Number	1	4143
Casualty Reference Number	2	1007
Casualty Reference Number	3	347
Casualty Reference Number	4	132
Casualty Reference Number	5	53
Casualty Reference Number	6	27
Casualty Reference Number	7	13
Casualty Reference Number	8	5
Casualty Reference Number	9	4
Casualty Reference Number	10	3

Vehicle reference number	1	3,493
Vehicle reference number	2	2,089
Vehicle reference number	3	130
Vehicle reference number	4	16
Vehicle reference number	5	5

Data

The data collected for this statistical bulletin:

- are available as part of a GB dataset on data.gov.uk
- may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transport.gov.scot for further information.

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Enquiries

For enquiries and feedback about this publication please contact:

Andrew Knight
Transport Scotland Analytical Services
E-mail: transtat@transport.gov.scot

For general enquiries about Scottish Government statistics please contact:

Office of the Chief Statistician
e-mail: statistics.enquiries@gov.scot

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