

Reported Road Casualties Scotland 2014



Road User Factsheet

The following factsheets provide summary information for the six main road user types (car user, pedal cyclist, pedestrian, motorcyclist, HGV user and LGV user) based on the statistics published in Reported Road Casualties Scotland 2014.

This report can be accessed at bit.ly/RRCS2014

Notes and Definitions

For the purposes of the Road Accidents statistical returns:

a fatal injury is one which causes death less than 30 days after the accident;

a fatal accident is an accident 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 accident, and which is in one (or more) of the following categories:

(a) an injury for which a person is detained in hospital as an in-patient

(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 any injury causing death 30 or more days after the accident;

The statistical returns include only those accidents 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.

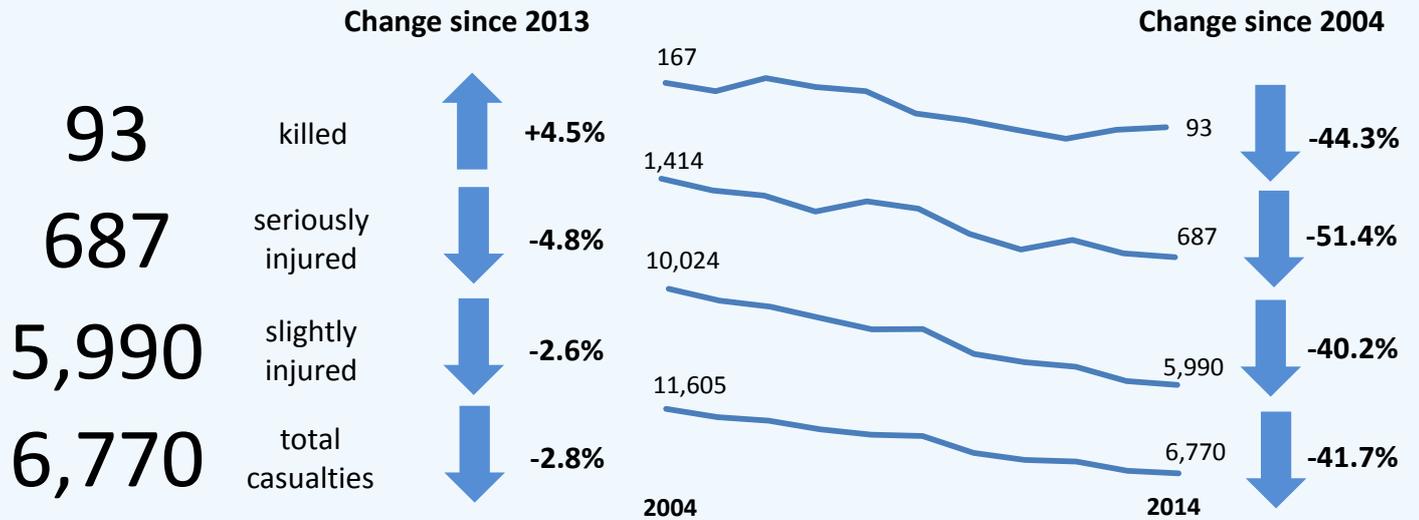
The statistics are therefore of injury road accidents only: damage-only accidents are not included in the figures.

Changes and trends in these factsheets are generally measured over a ten year period.

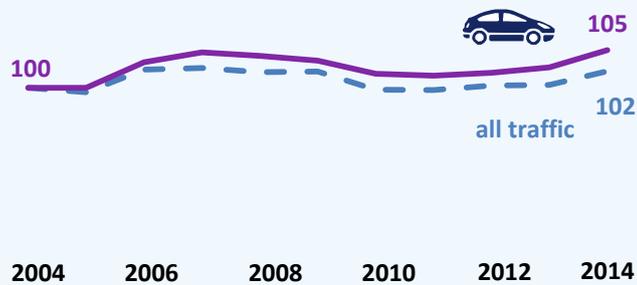


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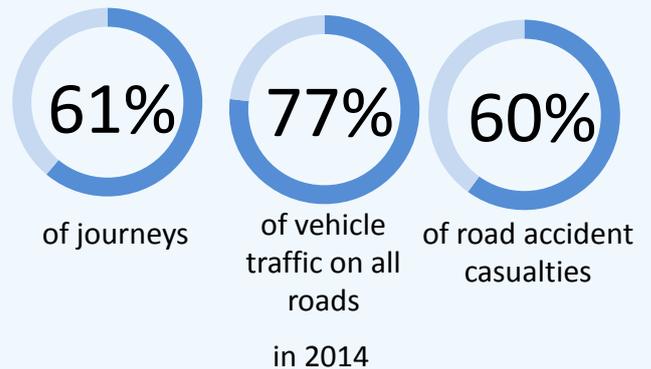
Factsheet 1 - Car Users



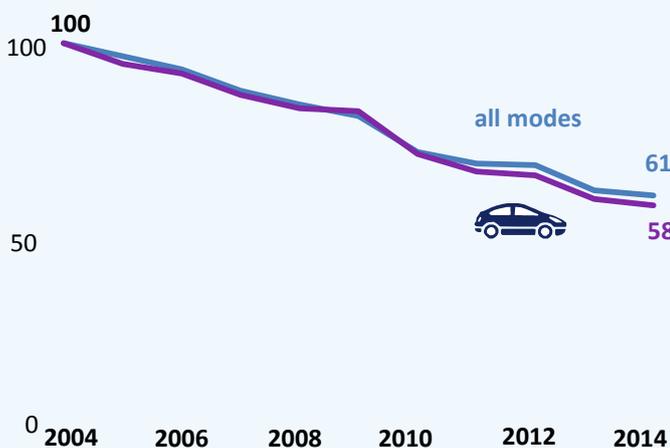
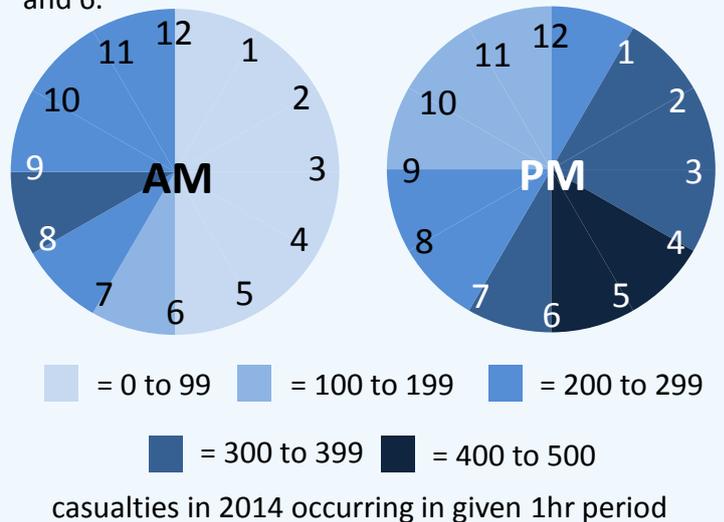
Since 2004, car traffic has increased slowly at roughly the same rate as overall traffic



accounted for:



As might be expected, more car user casualties tend to take place during peak traffic times and during daylight hours, especially in the afternoon between 4 and 6.

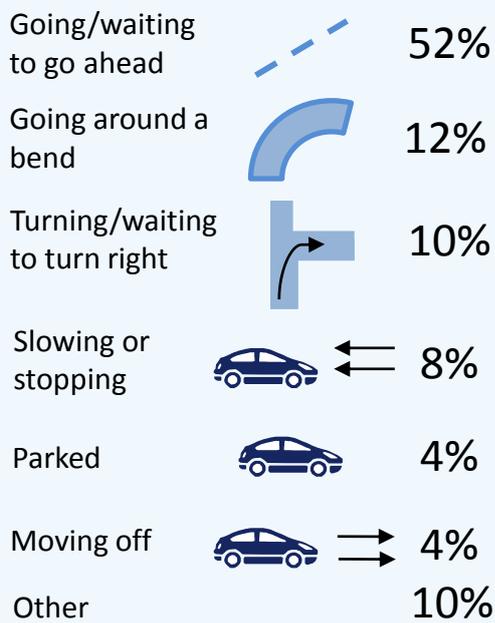


In the last ten years, car casualties of all severities have decreased by 42%, while casualties by all modes have decreased by 39%



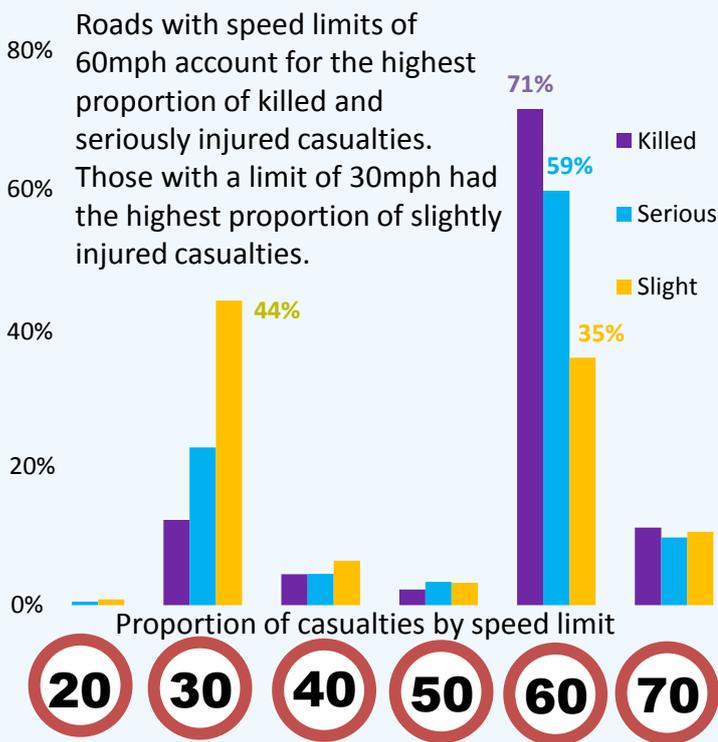
In 2014, car accidents occurred while undertaking the following manoeuvres:

% of accidents

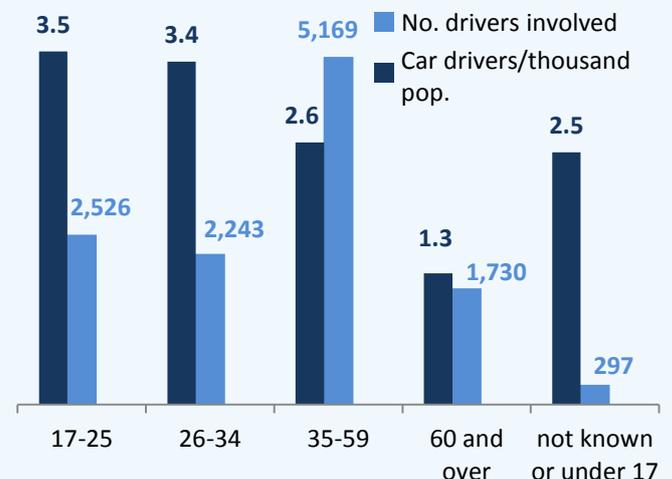


Top 10 contributory factors assigned to cars/taxis involved in injury accidents in 2014:

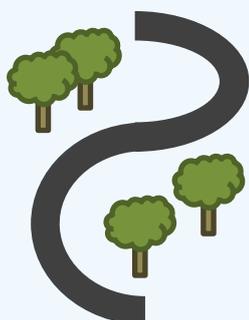
% of vehicles



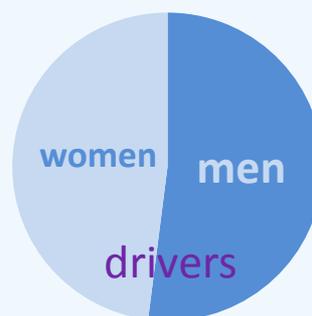
Car drivers involved in accidents by age in 2014



Note: these figures do not take into account driving license possession by age



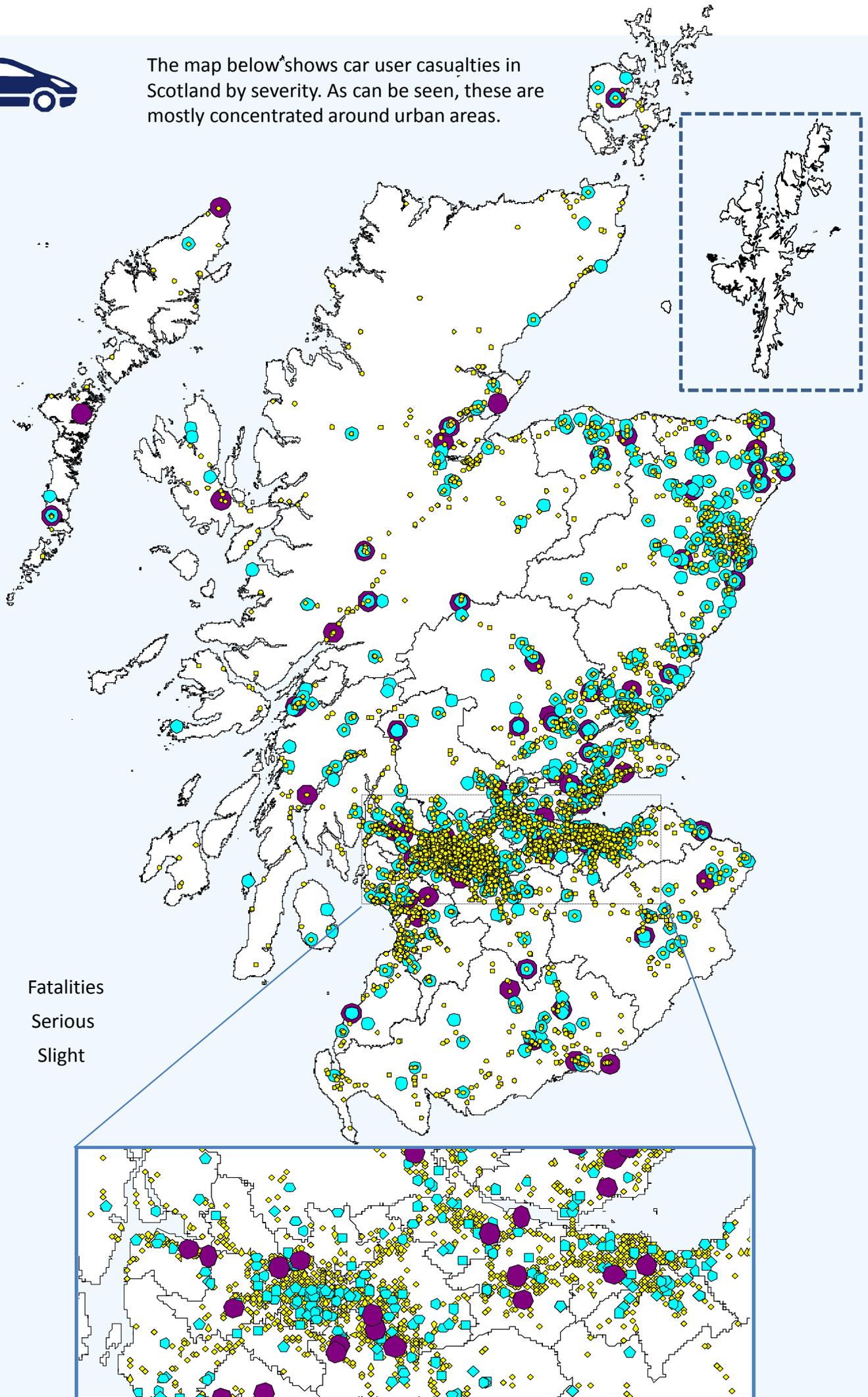
86% of car user fatalities between 2010 and 2014 were on rural roads, and 53% of all car user casualties.



52% of car driver casualties and 40% of car passenger casualties in 2014 were men



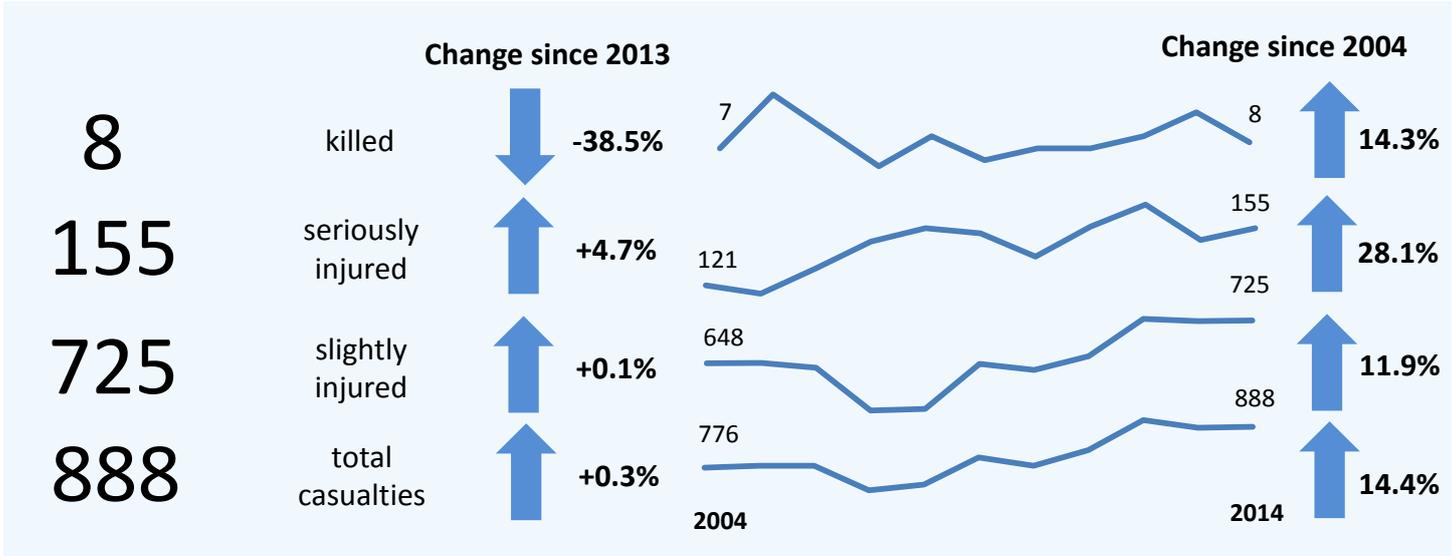
The map below shows car user casualties in Scotland by severity. As can be seen, these are mostly concentrated around urban areas.



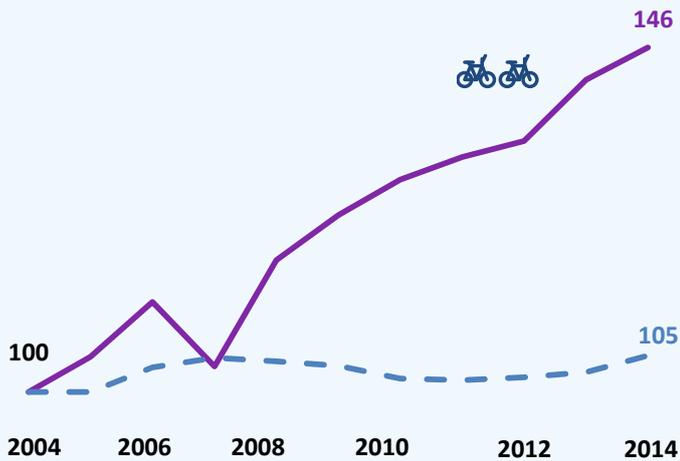


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Factsheet 2 - Pedal Cyclists



Pedal cycle traffic has tended to increase for the past ten years, increasing more quickly than traffic overall.

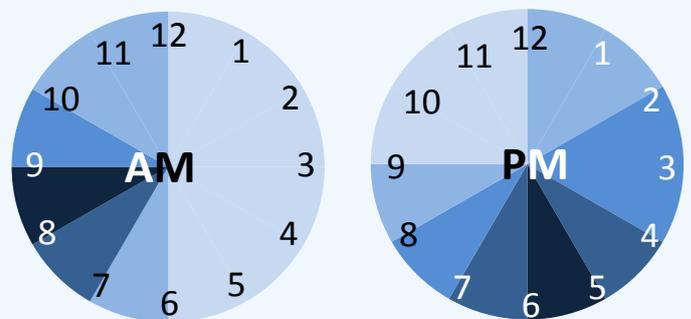


accounted for:

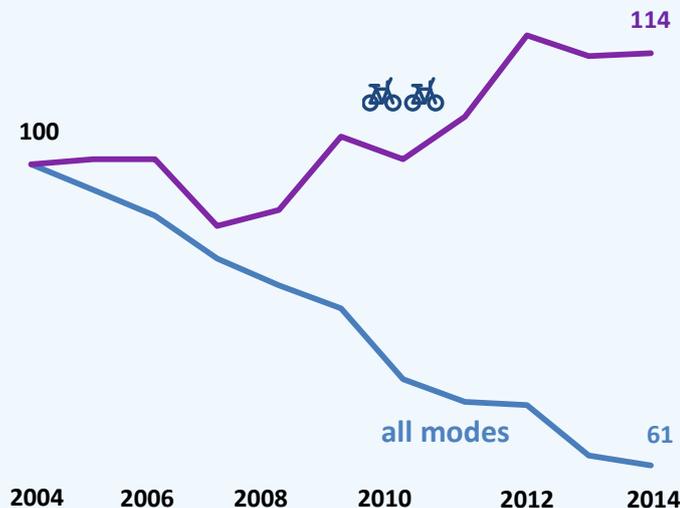


of journeys of vehicle traffic on all roads road accident casualties
in 2014

As might be expected, more pedal cycle casualties tend to take place during peak traffic times and during daylight hours.



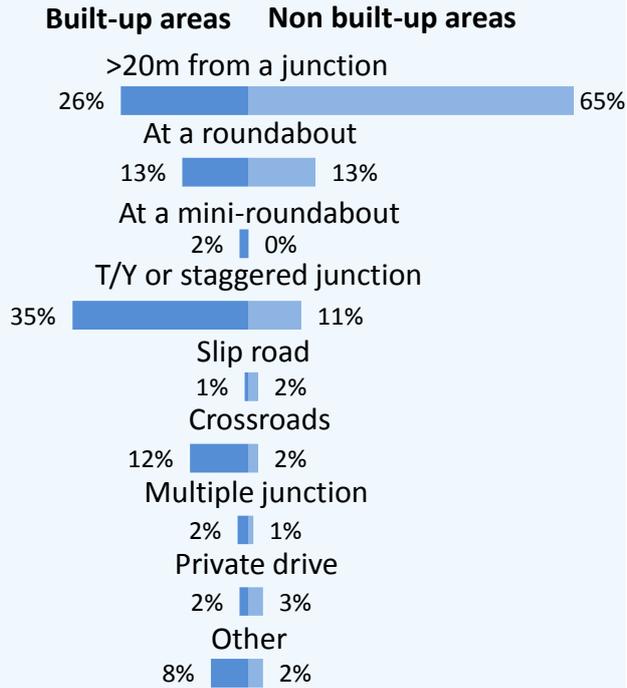
Legend for pie charts:
 Lightest blue = 0 to 14
 Medium-light blue = 15 to 29
 Medium blue = 30 to 44
 Dark blue = 45 to 59
 Darkest blue = 60 to 80
 casualties in 2014 occurring in displayed 1hr period



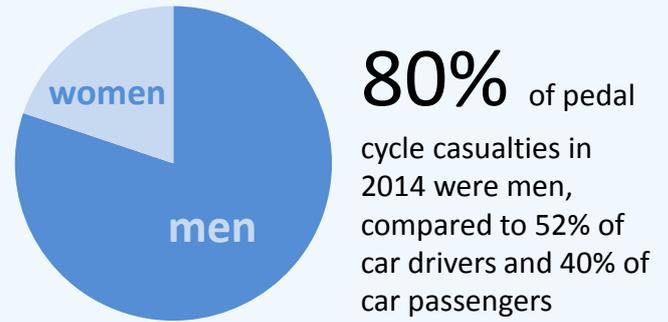
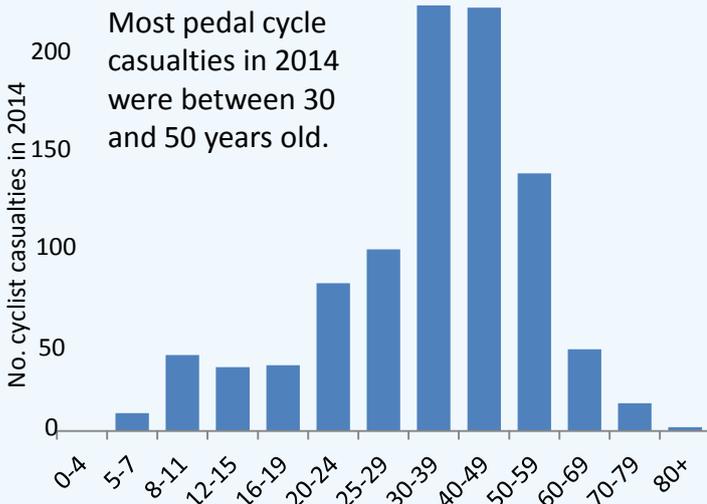
Pedal cycle casualties have risen over the last ten years, while total casualties by all modes have fallen.



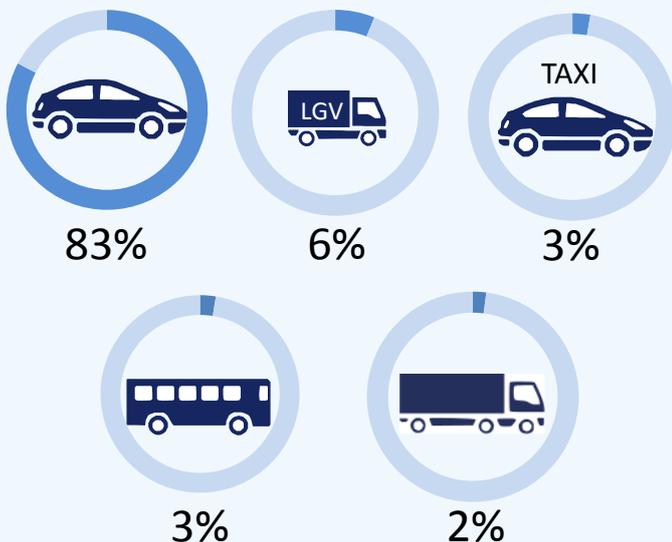
Pedal cycle accidents tended to occur at:



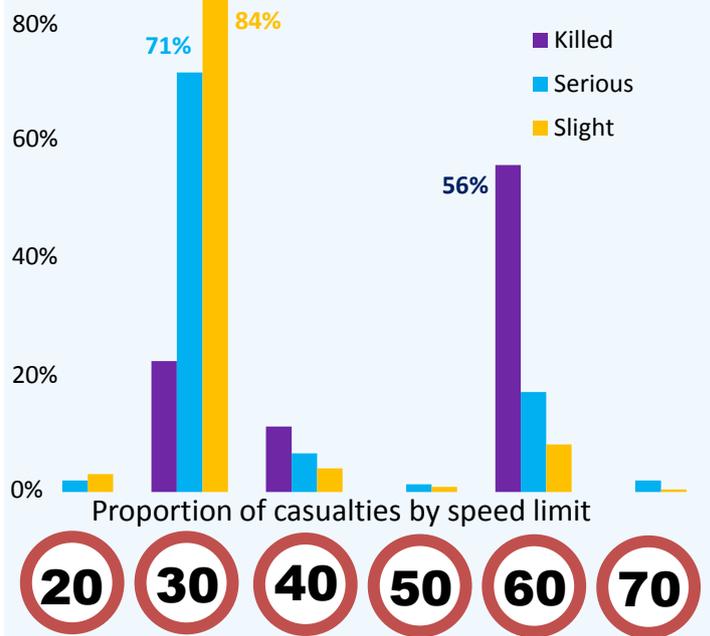
Top 10 contributory factors assigned to cyclists involved in injury accidents in 2014:



For accidents involving at least one pedal cyclist, the majority (83%) involved at least one car, with cars making up 77% of road traffic.

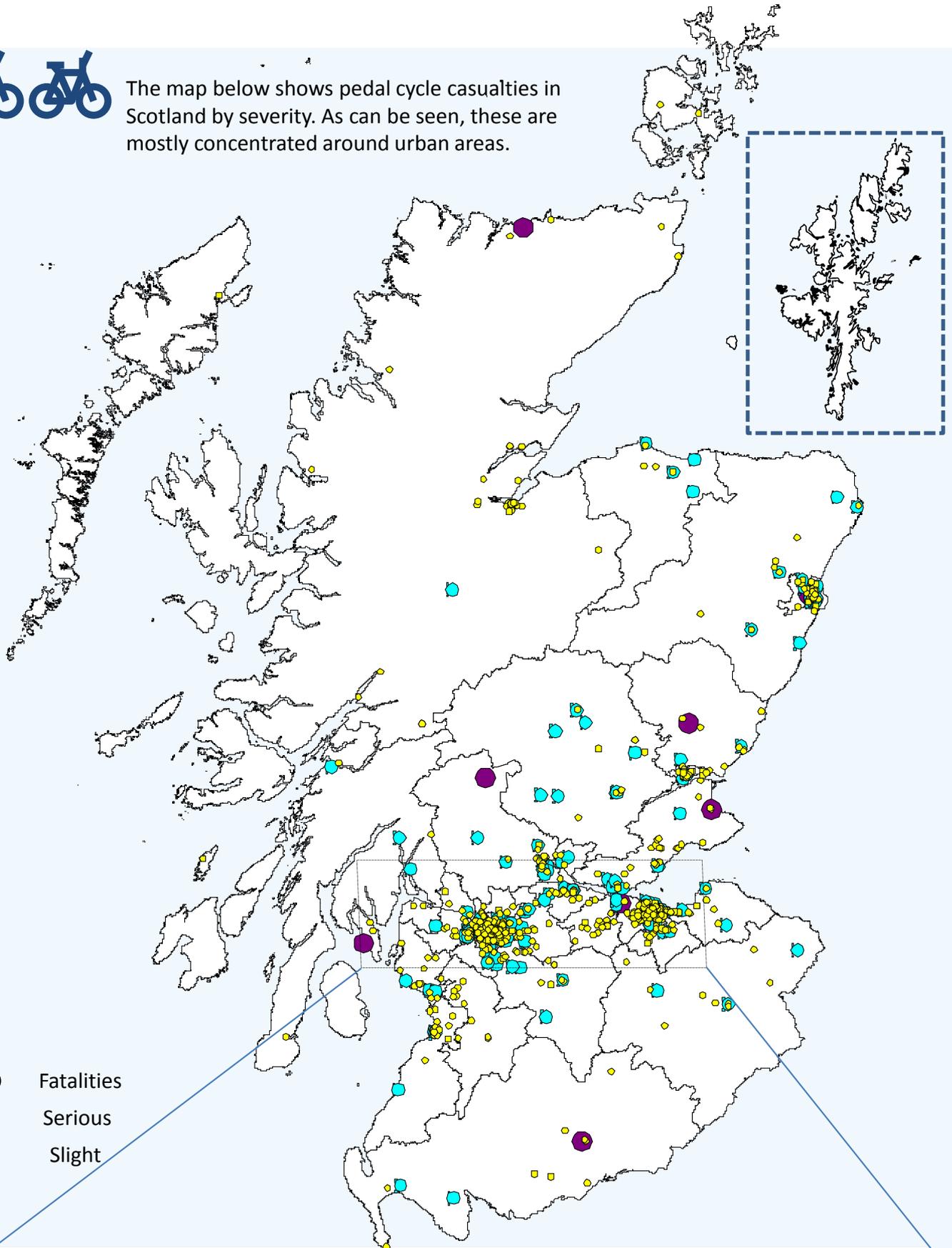


Roads with speed limits of 30mph accounted for the highest proportion of slight and seriously injured casualties. Those with a limit of 60mph had the highest proportion of fatalities.

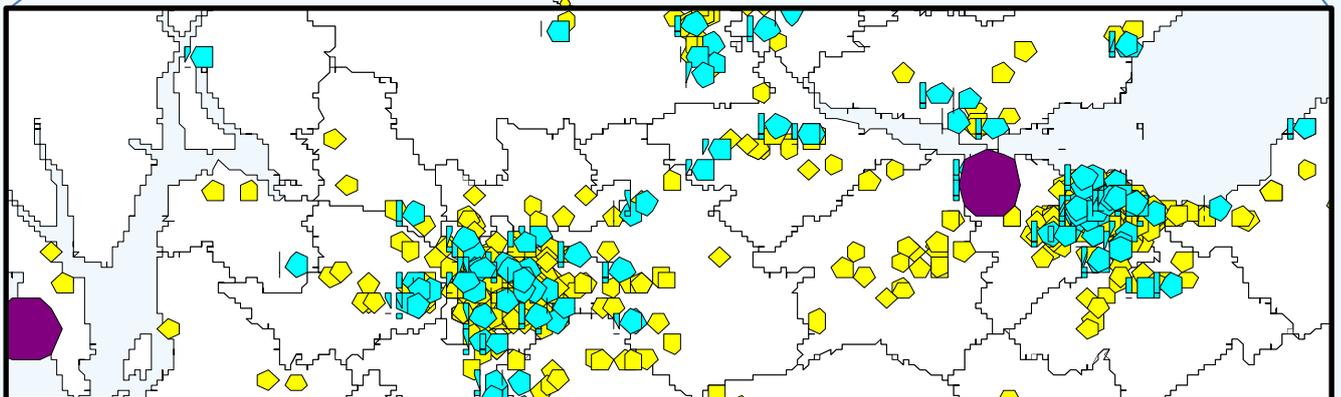




The map below shows pedal cycle casualties in Scotland by severity. As can be seen, these are mostly concentrated around urban areas.



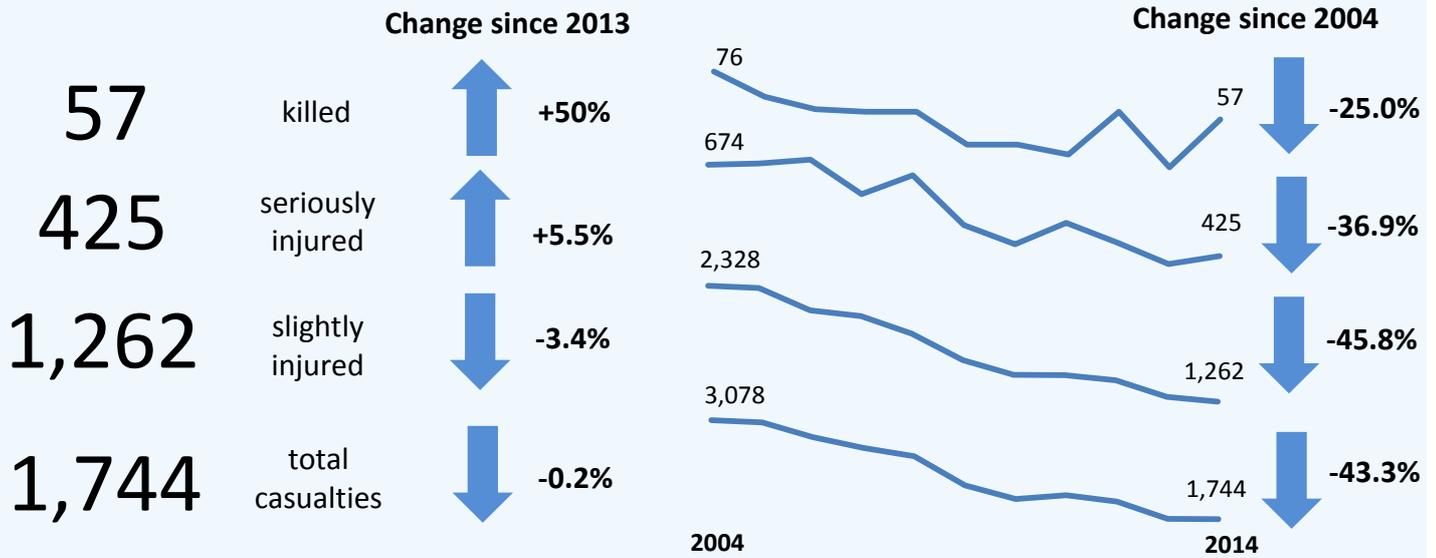
- Fatalities
- Serious
- Slight



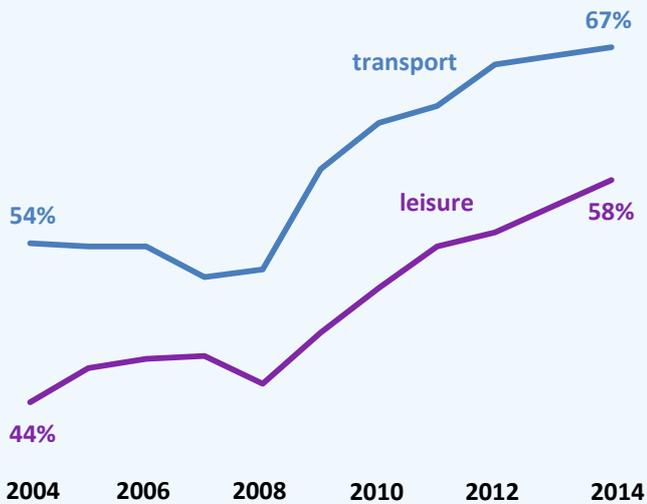


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Factsheet 3 - Pedestrians



The percentage of people walking at least once per week for both transport and leisure has been steadily increasing for the past ten years.



accounted for

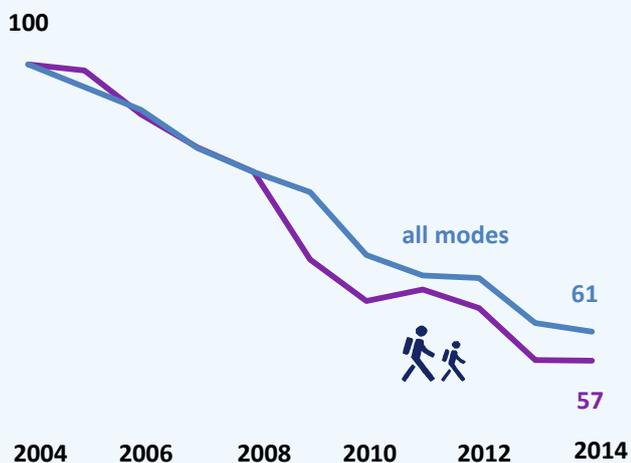


of journeys



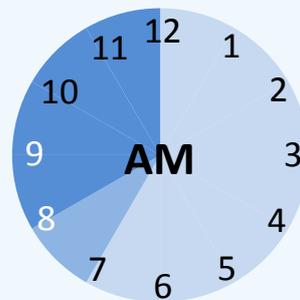
of road accident casualties

in 2014



Pedestrian casualties have fallen roughly in line with total casualties by all modes in the past ten years.

As might be expected, more pedestrian casualties tend to take place during peak traffic times and during daylight hours.



Legend for AM chart: Light blue = 0 to 19, Medium blue = 20 to 39, Dark blue = 40 to 59

Legend for PM chart: Dark blue = 60 to 79, Black = 80 to 100

casualties in 2014 occurring in displayed 1hr period



Road crossing accidents

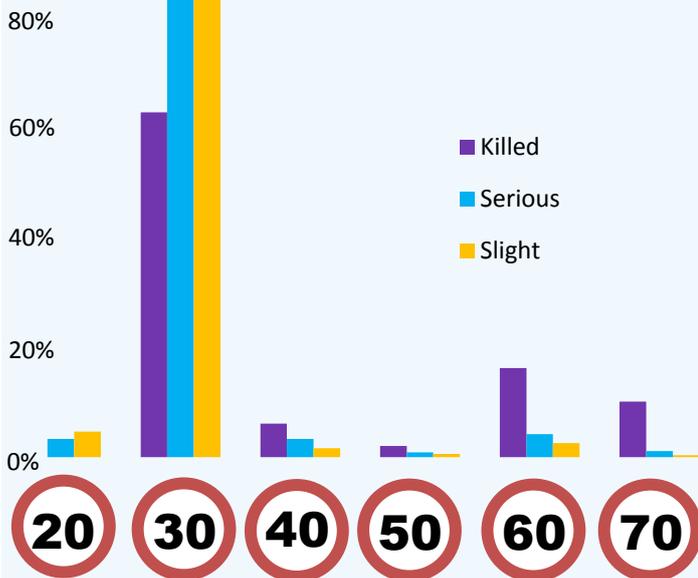
Of pedestrian casualties which occurred while crossing the road (2014):

	Adult	Child
On pedestrian crossing	10%	11%
Within zig-zag of crossing	1%	2%
Within 50m of crossing	9%	11%
Crossing elsewhere	61%	45%
Other/unknown crossing	19%	31%

Top 10 contributory factors assigned to pedestrians involved in injury accidents in 2014:

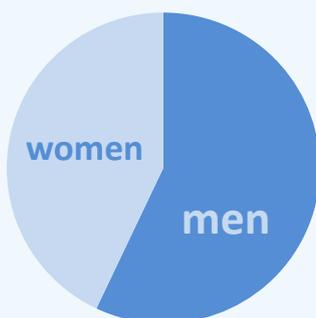
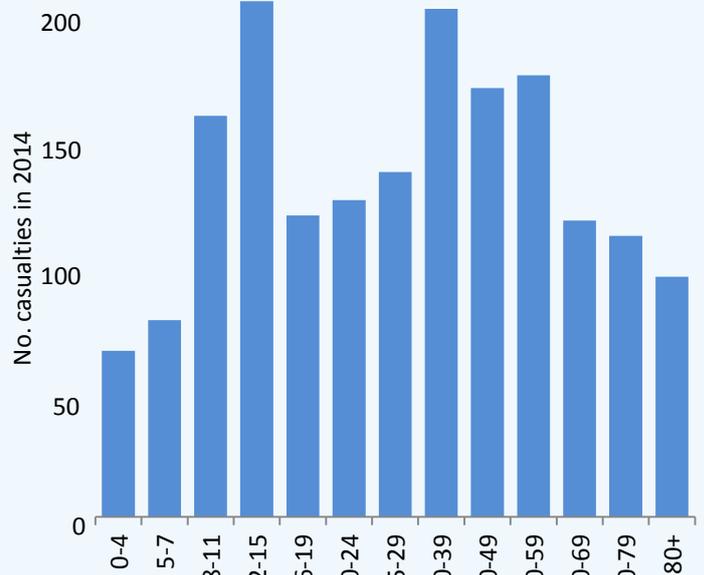
Failed to look properly	44%
Failed to judge other person's path or speed	14%
Careless/reckless/ in a hurry	13%
Crossed road obscured by parked car	12%
Impaired by alcohol	10%
Dangerous action in carriageway	6%
Wearing dark clothing at night	6%
Wrong use of crossing facility	3%
Disability or illness	2%
Impaired by drugs	1%

The majority of pedestrian casualties of all severities occurred on roads with a 30mph speed limit in 2014



32% of pedestrian fatalities between 2010 and 2014 were on rural roads, and only **10%** of all pedestrian casualties.

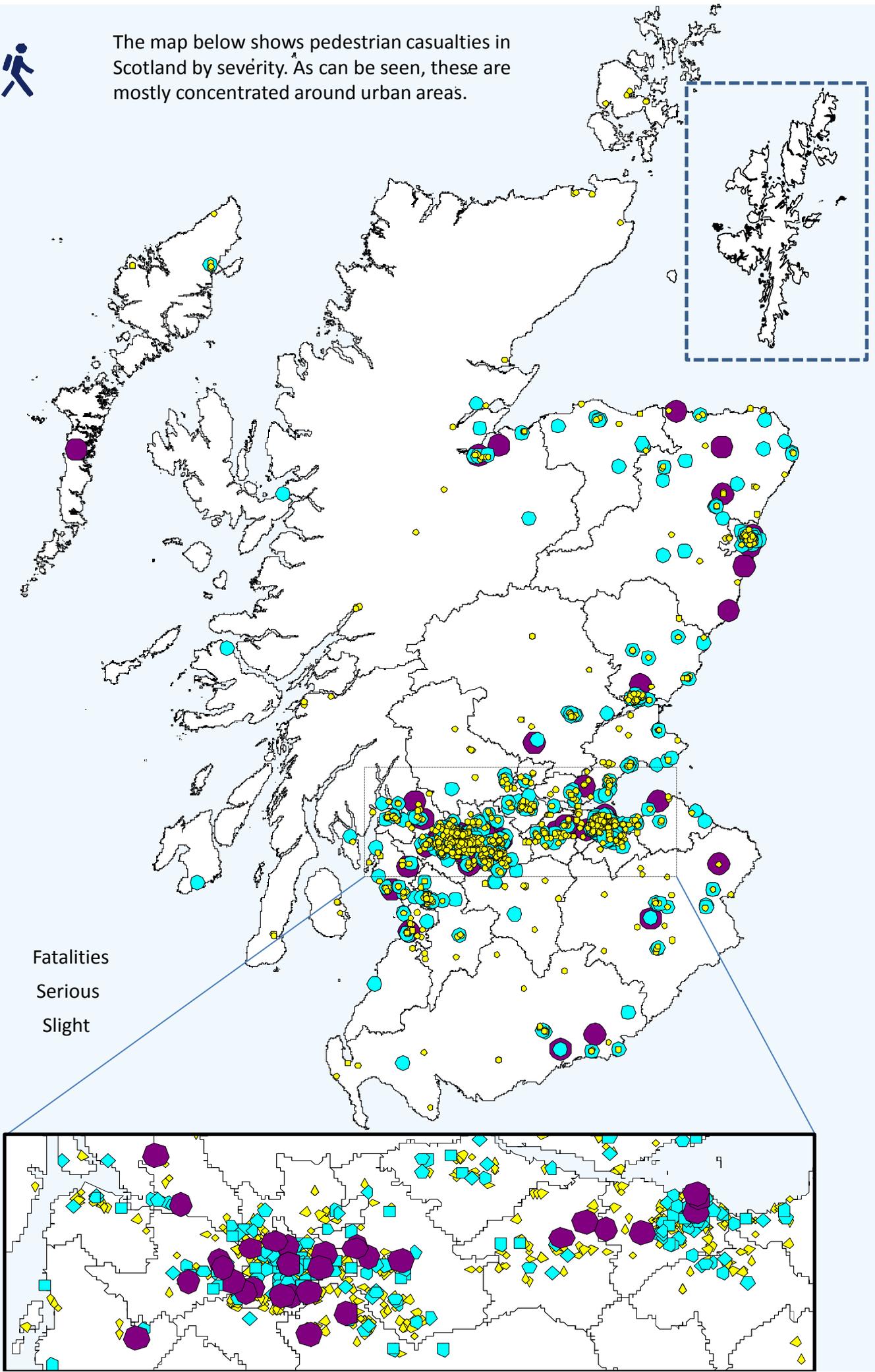
Pedestrian casualty ages, 2014:



57% of pedestrian casualties in 2014 were men, compared to 52% of car drivers and 40% of car passengers



The map below shows pedestrian casualties in Scotland by severity. As can be seen, these are mostly concentrated around urban areas.





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Factsheet 4 - Motorcycles

30

killed

Change since 2013



+30.4%

322

seriously injured



+14.6%

468

slightly injured



-0.6%

820

total casualties



+5.8%

Change since 2004



-28.6%



-8.8%



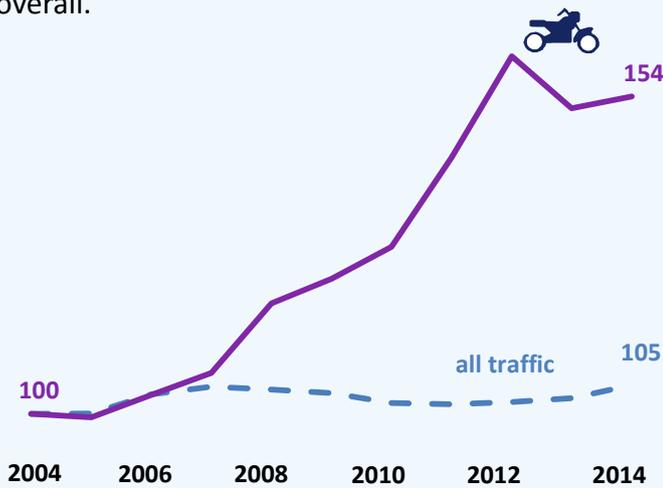
-21.9%



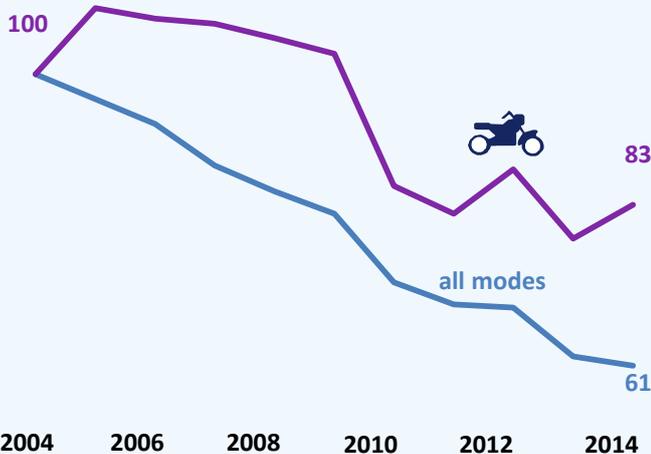
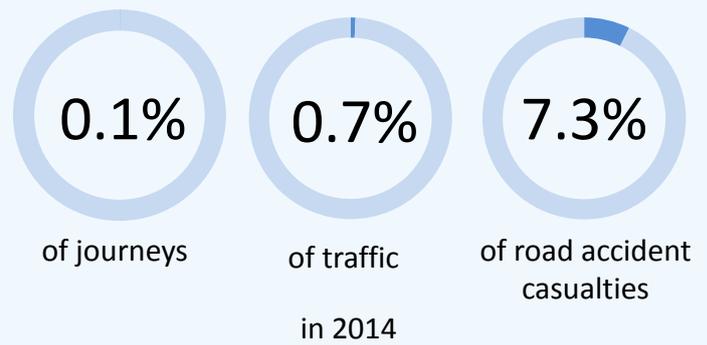
-17.5%



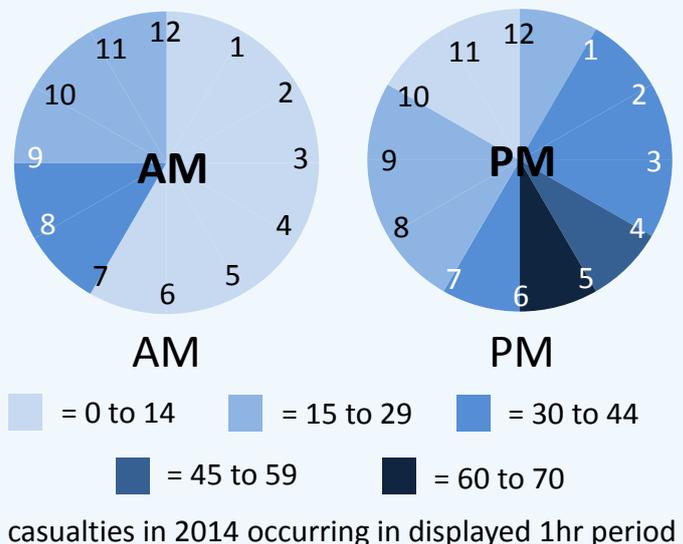
Motorcycle traffic has tended to increase for the past ten years, increasing more quickly than traffic overall.



accounted for



As might be expected, more motorcycle casualties tend to take place during peak traffic times and during daylight hours.

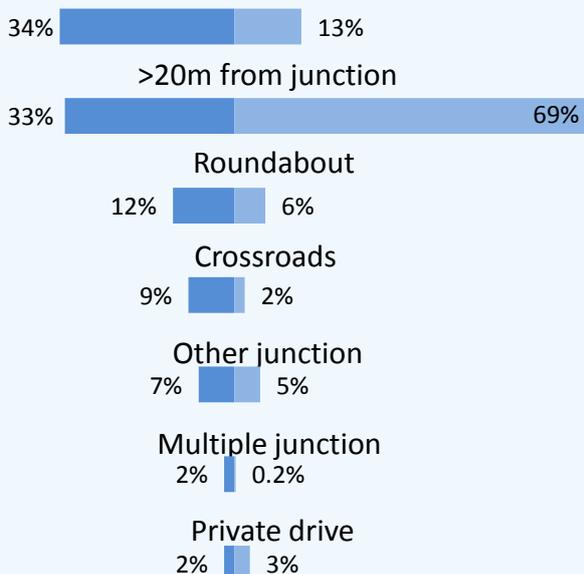


In the last ten years, motorcycle casualties have fallen, though more slowly than total casualties by all modes.



Most motorcycle accidents in non built-up areas were >20m from a junction – in built up areas, most were at a junction

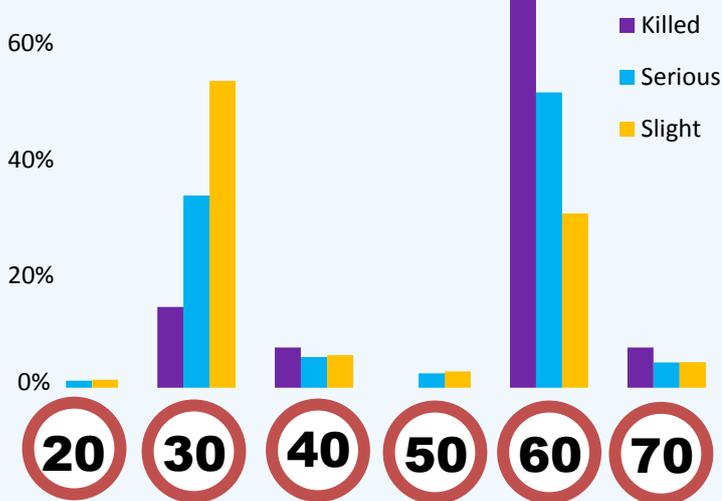
Built-up **Non built-up**
T/Y or staggered junction



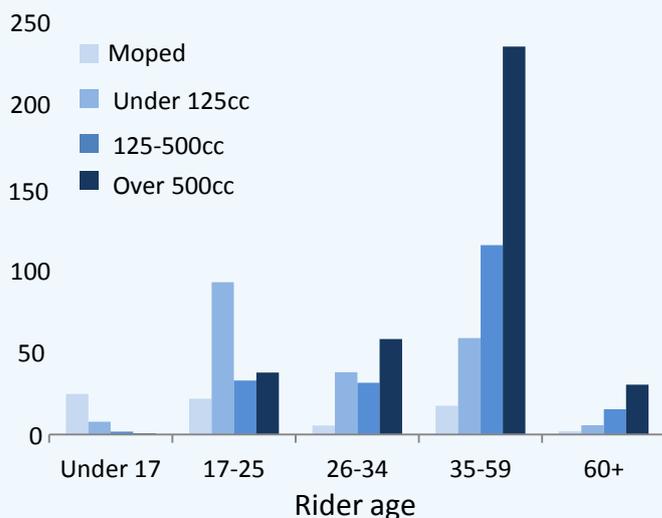
Top 10 contributory factors assigned to motorbikes involved in injury accidents in 2014:



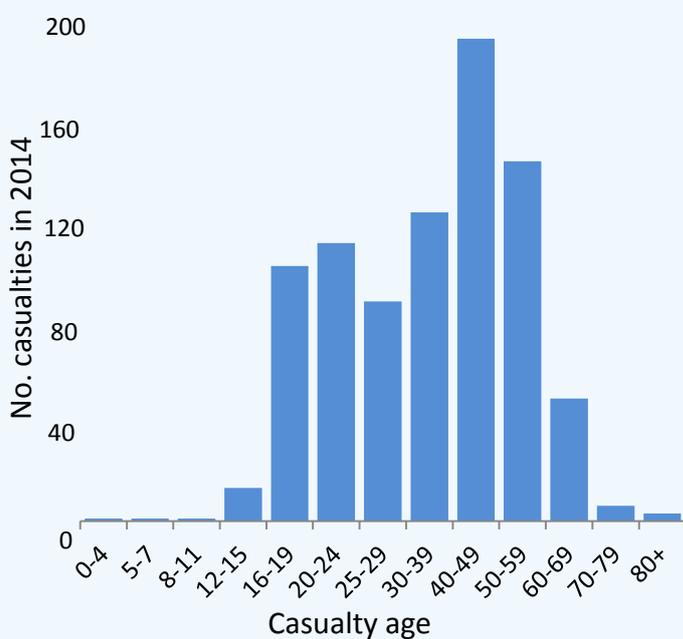
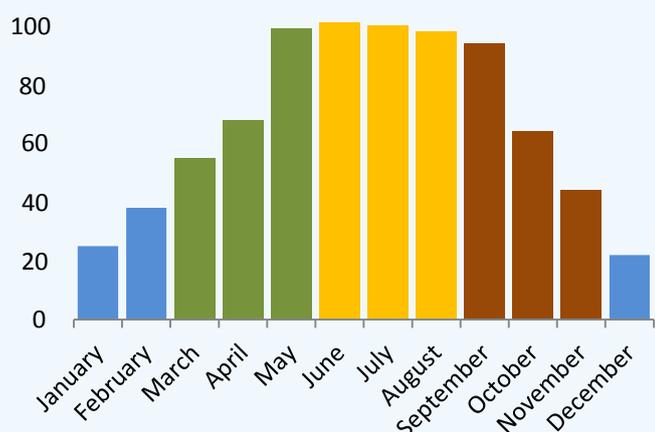
Most motorcycle casualties occurred in areas with 30 or 60mph speed limit, though casualties were more evenly spread than for other modes.



Motorcyclists involved in accidents, 2010 to 2014 average

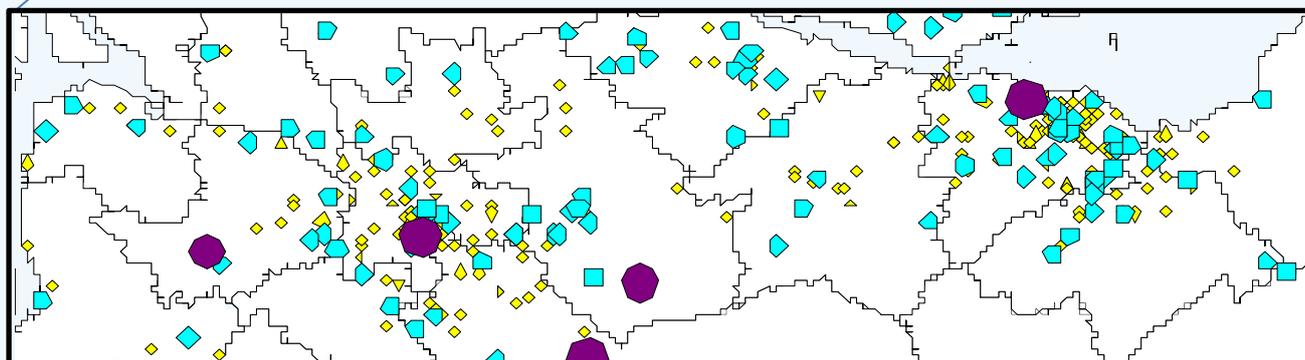
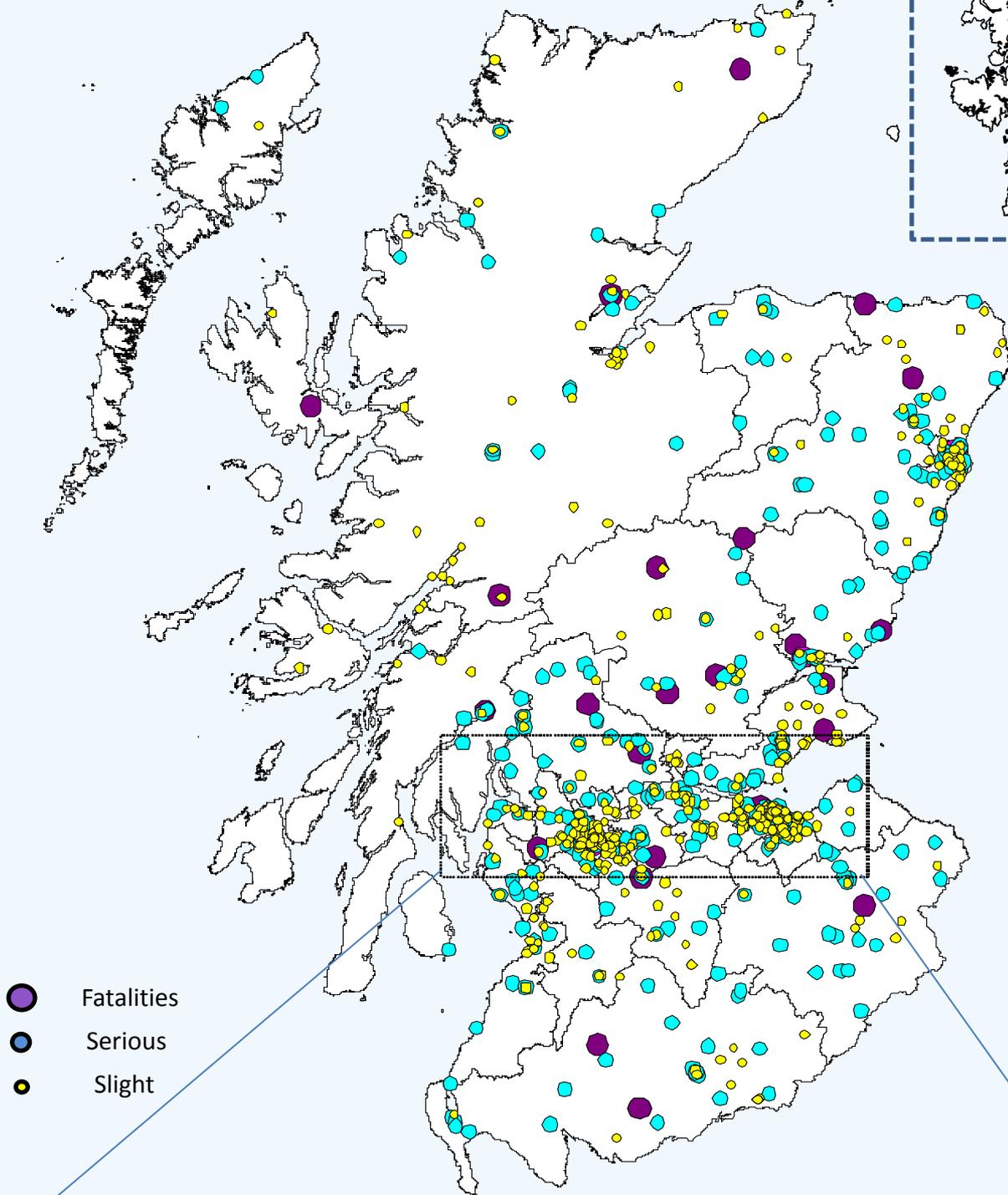
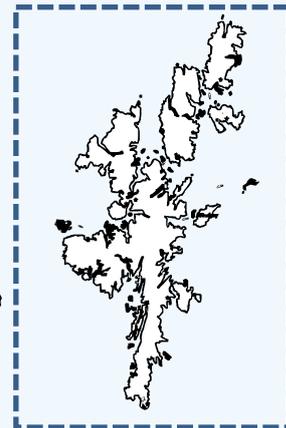


More motorcycle casualties in 2014 occurred in the summer months, with fewer in winter.





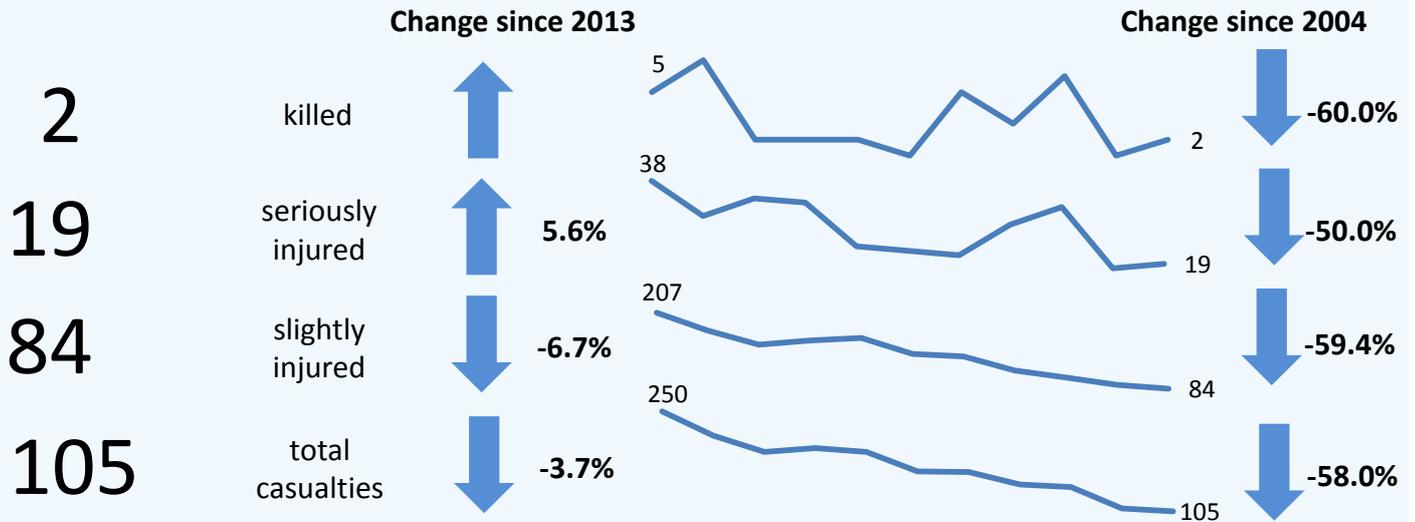
The map below shows motorcycle casualties in Scotland by severity. As can be seen, a relatively large proportion of the casualties are serious compared to other modes, and these occur in both rural and urban areas, with slight casualties concentrated around large urban areas.



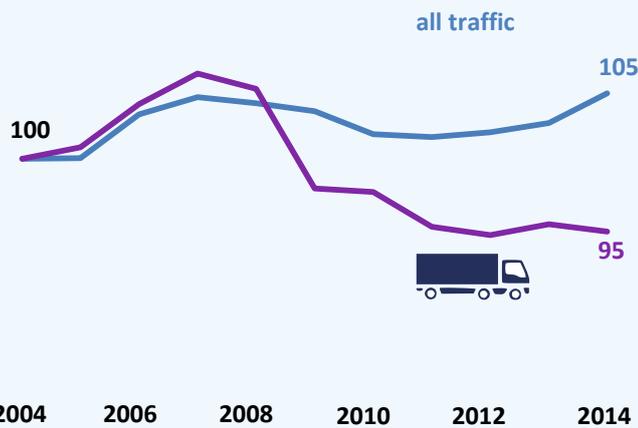


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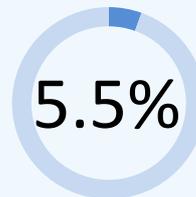
Factsheet 5 - HGVs



HGV traffic has decreased over the past ten years, while total road traffic has increased.



accounted for

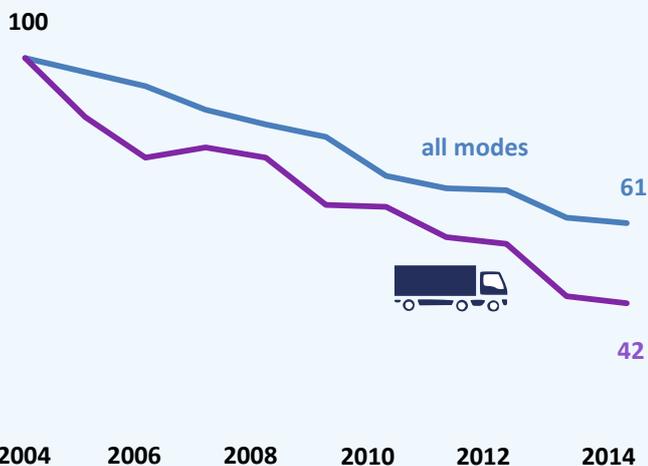


of traffic

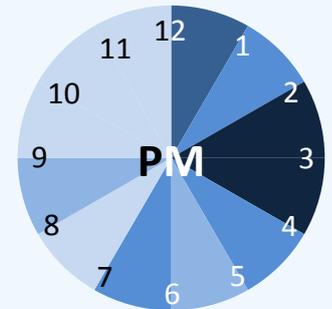


of road accident casualties

in 2014



As might be expected, more HGV casualties tend to take place during daylight hours, but the distribution is less concentrated around peak times.



Legend for casualties in 2014 occurring in displayed 1hr period:

- Lightest blue: = 0 to 2
- Light blue: = 3 to 4
- Medium blue: = 5 to 6
- Dark blue: = 7 to 8
- Darkest blue: = 9 to 11

casualties in 2014 occurring in displayed 1hr period

In the last ten years, HGV casualties have fallen slightly faster than total casualties by all modes



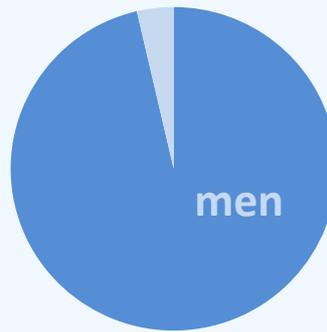
417 HGVs involved in injury accidents in 2014 of which:



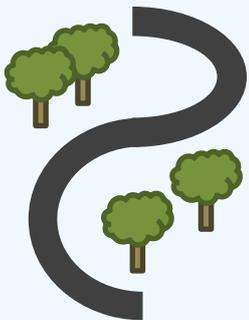
Top 10 contributory factors assigned to HGVs involved in injury accidents in 2014:



women

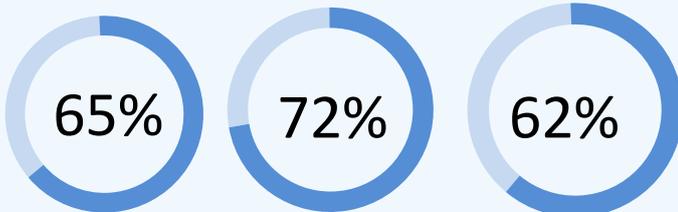
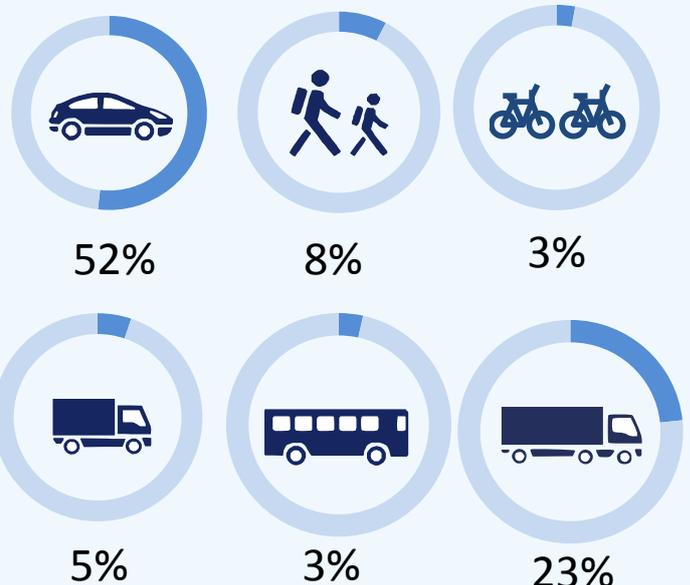


96% of HGV accident casualties in 2014 were men, compared to 52% of car drivers and 40% of car passengers



100% of HGV fatalities between 2010 and 2014 were on rural roads, and **81%** of all HGV casualties.

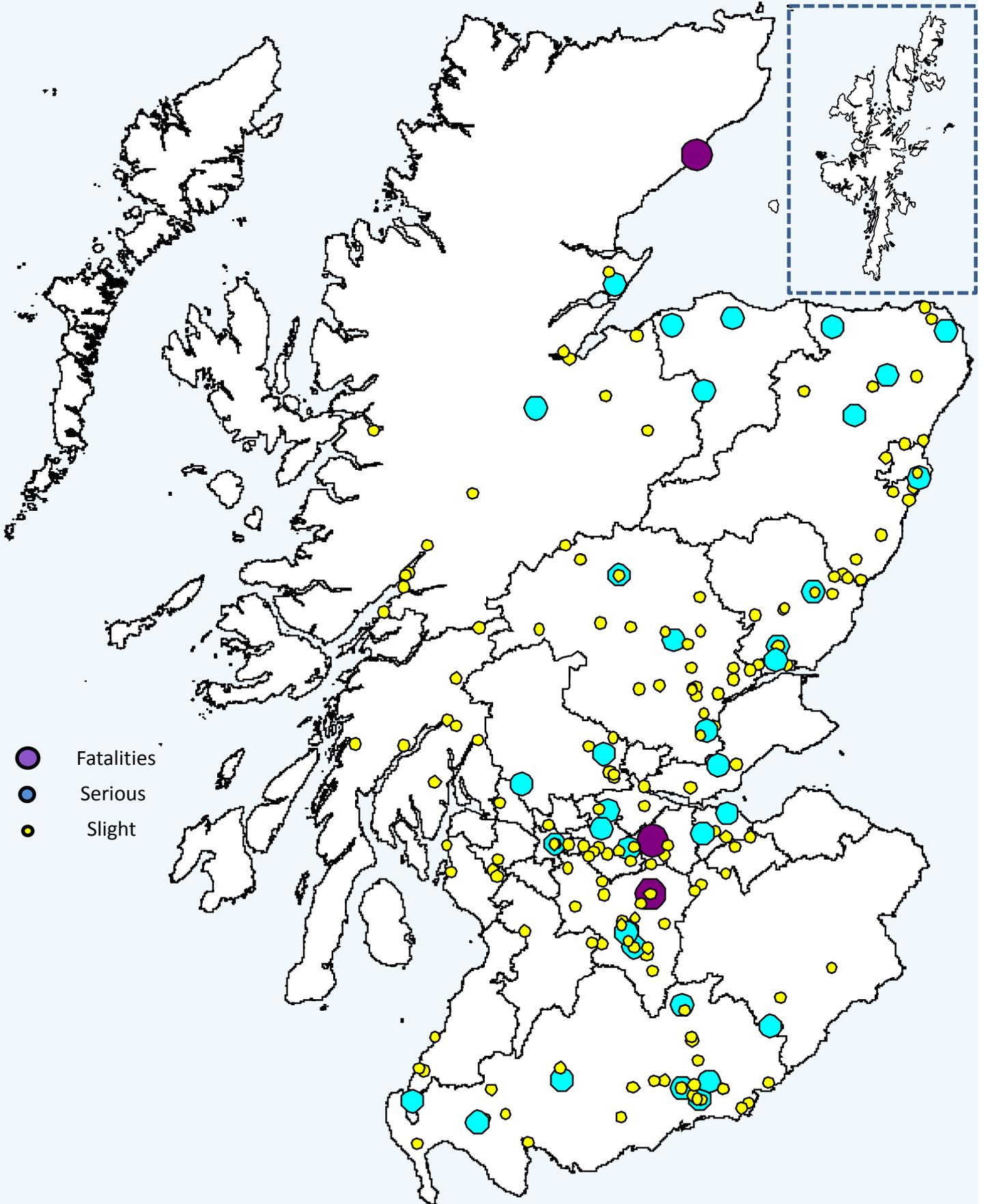
In accidents involving at least one HGV between 2010 and 2014, the road users suffering injury or death were:



occurred in non-built up areas



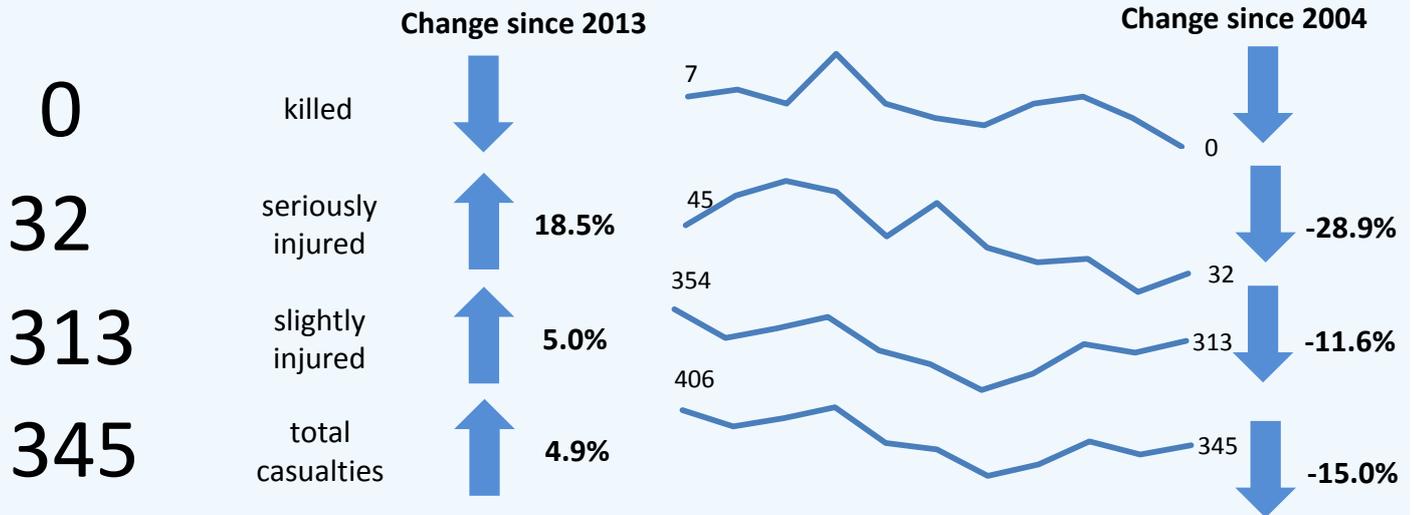
The map below shows HGV casualties in Scotland in 2013 and 2014. As can be seen, most casualties are around the major cities and urban areas, though serious casualties are more spread out than for LGVs



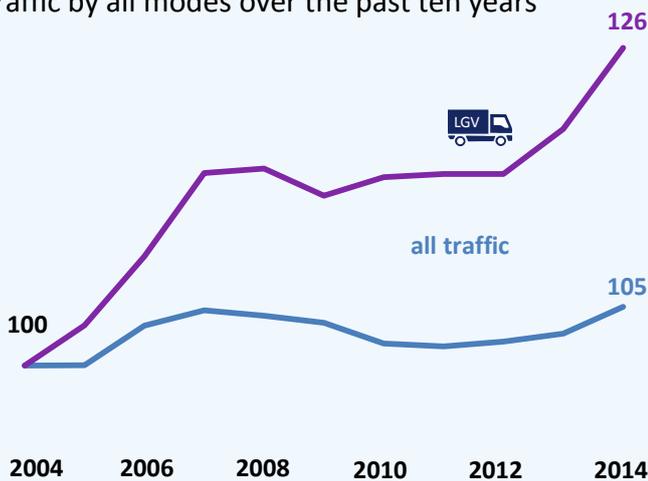


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Factsheet 6 - LGVs



LGV traffic has increased more quickly than total traffic by all modes over the past ten years



accounted for

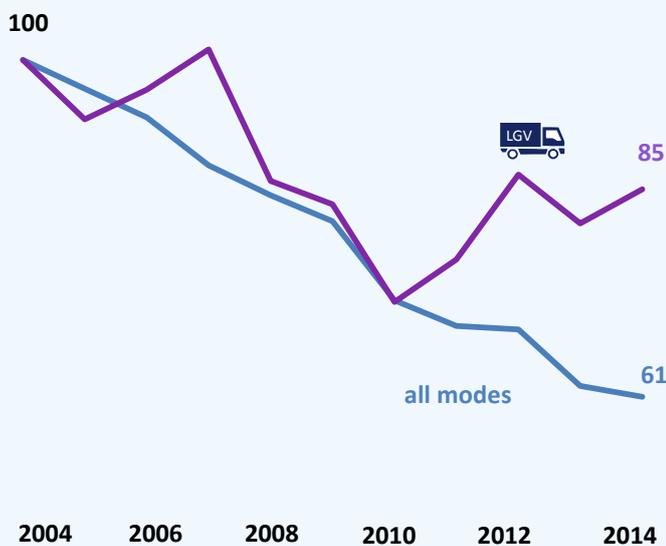


of traffic



of road accident casualties

in 2014



As might be expected, more LGV casualties tend to take place during daylight hours, but casualties are less clustered around peak traffic times.



Legend for casualties in 2014 occurring in displayed 1hr period:

- Lightest blue: = 0 to 6
- Light blue: = 7 to 12
- Medium blue: = 13 to 18
- Dark blue: = 19 to 24
- Darkest blue: = 24 to 30

casualties in 2014 occurring in displayed 1hr period

In the last ten years, LGV casualties have fallen slightly, slower than the fall in total casualties by all modes



871

LGVs involved in injury accidents in 2014, some of which included additional factors:

60 skidded (no overturn)



24 hit a wall or fence



21 skidded then overturned



17 overturned w/o skidding



17 hit a parked vehicle



16 hit the kerb



12 entered a ditch



10 hit a tree



7 hit a lamppost



6 hit a roadside traffic sign



5 hit a roadside crash barrier



4 hit the central reservation



2 hit a telephone pole



1 hit an animal



1 hit a bridge side



Top 10 contributory factors assigned to LGVs involved in injury accidents in 2014:

Driver/rider failed to look properly	20%
Failed to judge other person's path or speed	15%
Careless/reckless/in a hurry	8%
Poor turn or manoeuvre	6%
Loss of control	5%
Slippery road (due to weather)	5%
Travelling too fast for conditions	5%
Following too close	4%
Sudden braking	3%
Swerved	2%

In accidents involving at least one LGV between 2010 and 2014, the road users suffering injury or death were:



31%



43%



11%



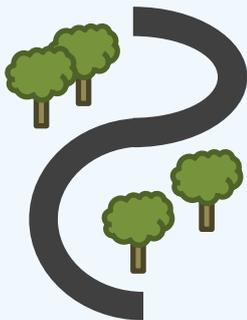
5%



4%



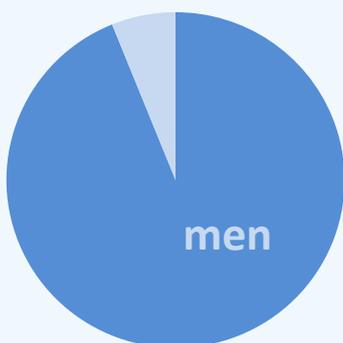
3%



92% of LGV fatalities were on rural roads between 2010 and 2014,

and **64%** of all LGV casualties.

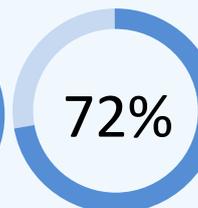
women



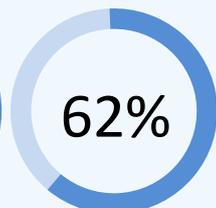
94% of LGV casualties in 2014 were men, compared to 52% of car drivers and 40% of car passengers



of LGV fatalities



of LGV serious injuries

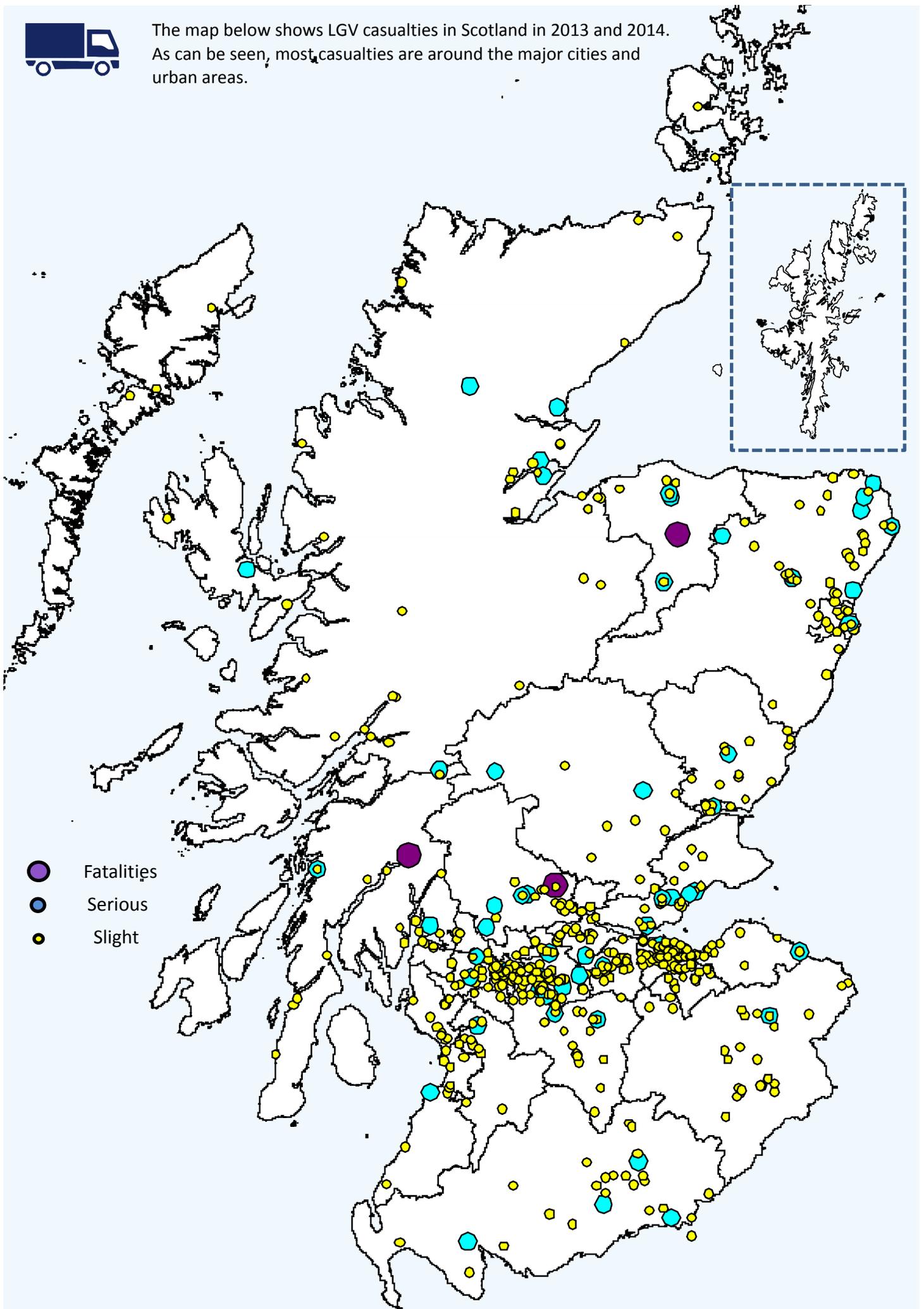


of LGV slight injuries

occurred in non-built up areas in 2014



The map below shows LGV casualties in Scotland in 2013 and 2014. As can be seen, most casualties are around the major cities and urban areas.





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CÒMHDHAIL ALBA

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