



Statistical Bulletin

Transport Series

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Key Reported Road Casualties Scotland 2011

This bulletin presents *provisional* statistics of reported injury road accidents (i.e. road accidents reported to the police in which one or more people were killed or injured) in Scotland in 2011. Final figures will be published in October 2012.

1. Main Points

- 1.1 There were a total of **12,763** road casualties reported in 2011, (575 or 4% fewer than 2010), the lowest figure recorded. Of which there were:
- **186 fatalities**: 22 (or 11%) fewer than 2010
 - **1,873 seriously injured**: 95 (or 5%) less than 2010
 - **10,704 slightly injured**: 458 (or 4%) fewer than 2010
- [Table 2]

- 1.2 In 2011 there were 1,315 child casualties reported, 63 (5%) fewer than in 2010. This included **7** fatalities, of which 5 were passengers in cars. [Table 4] This is an increase of 3 from last year but conclusions on trend cannot be made from a single years data as the numbers are small and fluctuate from year to year. Trends using a three year average to smooth out fluctuations are included in Table 7.

- 1.3 In 2011 there were:
- 7,768 **car** users injured (-6% on 2010); including 89 fatalities (-15% on 2010).
 - 2,057 **pedestrian** casualties (+2% on 2010); incl. 43 fatalities (4 less than 2010),
 - 807 **motorcyclist** casualties (-4%) ; including 33 fatalities (2 less than 2010)
 - 824 **pedal cyclist** casualties (+6%); including 7 fatalities (the same as 2010)
 - 502 **bus** and **coach** user casualties in 2011 (7% lower than 2010). [Table 3] These figures take no account of changes in modal choice so changes could be because more or less people are travelling by a particular mode.

- 1.4 **Male** road casualties fell by 3 per cent (to 7,293 in 2011), with fatalities falling by 5 per cent (to 139). **Female** road casualties fell by 6 per cent (to 5,463) with fatalities falling by 24 per cent (to 47). 18 per cent (2,239) of all casualties were aged 16–22, of which 1,273 were male (10% of all casualties) and 1,032 were female (8% of all casualties). [Table 12]

- 1.5 There are 5 national **targets** for casualty reductions by 2020 – a reduction compared to the baseline has been achieved in each case:
- **186** people were killed in 2011, **36 per cent** below the 2004-08 baseline average level (target of 40%). This updates National Indicator 32 – to reduce deaths on Scotland's roads. [Table 5]
 - **1,873** people were seriously injured in 2011, **28 per cent** below the 2004-08 baseline average level (target of 55%) [Table 6]
 - **On average 5** children were killed between 2009 and 2011: **65 per cent** below the 2004-08 average (target of 50%). [Table 7]
 - **203** children were seriously injured in 2011: **38 per cent** below the 2004-08 average (target of 65%). [Table 8]

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2. Background

2.1 This bulletin presents *provisional* statistics of reported injury road accidents (i.e. road accidents in which one or more people were killed or injured) in Scotland in 2011. These figures were extracted from the Transport Scotland's reported road accident statistical database on 23 May 2012. Final 2011 figures will appear in *Reported Road Casualties Scotland 2011* and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2010 and earlier years may differ slightly from those published previously.

2.2 The statistics are the numbers of injury road accidents which were **reported by the police**. Each accident is classified according to the severity of its most seriously injured casualty. Very few, if any, fatal accidents do not become known to the police. However, there could be many non-fatal injury accidents which are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only report accidents of which they are aware. Transport Scotland are looking at alternative data sources to estimate the levels of under reporting.

2.3 The Scottish Road Safety Framework published on 15 June 2009, outlined Scottish specific 2020 targets. The **casualty reduction targets** for 2020 are described in section 10.4. Progress towards them is covered in section 8, tables 5 to 9 and the charts on page 11.

2.4 *Key Reported Road Casualties Scotland 2011* is one of a series of Transport Statistics publications, most of which focus on particular aspects of transport and cover them in depth. A comprehensive statistical picture of transport activity is given in the compendium *Scottish Transport Statistics* volume, the *Transport and Travel in Scotland* bulletin and the *Key Transport Statistics* card. *Key Reported Road Casualties Scotland 2011* is followed in October by *Reported Road Casualties Scotland*, a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties.

<http://www.transportscotland.gov.uk/analysis/statistics/publications>

2.5 We welcome comments and feedback on these statistics.

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3. Reported numbers of Accidents (Table 1)

3.1 Table 1 shows the downward trend of injury road **accidents** recorded by the police since 1989. In 2011, there were 9,969 accidents in which someone was killed or injured, 3 per cent fewer than in 2010. There were 176 fatal accidents in 2011 13 (7%) fewer than in 2010 and the lowest number since records of fatal accidents began in 1970. In 2011, there were 1,669 serious injury accidents - a decrease of 43 (3%) on 2010 - and 8,124 slight injury accidents reported in 2011 - 3 per cent fewer than 2010 - the lowest since current records began.

Table 1: Injury Road Accidents by Severity, 1970 – 2011

| | Fatal | Serious | Fatal and Serious | Slight | All Severities |
|------------|-------|---------|-------------------|--------|----------------|
| 1970 | 758 | 7,860 | 8,618 | 13,515 | 22,133 |
| 1975 | 699 | 6,912 | 7,611 | 13,041 | 20,652 |
| 1980 | 644 | 7,218 | 7,862 | 13,926 | 21,788 |
| 1985 | 550 | 6,507 | 7,057 | 13,587 | 20,644 |
| 1990 | 491 | 5,237 | 5,728 | 14,443 | 20,171 |
| 1996 | 316 | 3,315 | 3,631 | 12,442 | 16,073 |
| 1997 | 340 | 3,312 | 3,652 | 12,994 | 16,646 |
| 1998 | 339 | 3,318 | 3,657 | 12,862 | 16,519 |
| 1999 | 285 | 3,209 | 3,494 | 11,921 | 15,415 |
| 2000 | 297 | 3,007 | 3,304 | 11,828 | 15,132 |
| 2001 | 309 | 2,840 | 3,149 | 11,575 | 14,724 |
| 2002 | 274 | 2,684 | 2,958 | 11,385 | 14,343 |
| 2003 | 301 | 2,495 | 2,796 | 11,121 | 13,917 |
| 2004 | 283 | 2,331 | 2,614 | 11,305 | 13,919 |
| 2005 | 264 | 2,252 | 2,516 | 10,922 | 13,438 |
| 2006 | 293 | 2,257 | 2,550 | 10,560 | 13,110 |
| 2007 | 255 | 2,049 | 2,304 | 10,202 | 12,506 |
| 2008 | 245 | 2,242 | 2,487 | 9,671 | 12,158 |
| 2009 | 196 | 1,998 | 2,194 | 9,362 | 11,556 |
| 2010 | 189 | 1,712 | 1,901 | 8,394 | 10,295 |
| 2011 prov. | 176 | 1,669 | 1,845 | 8,124 | 9,969 |

Accidents can involve more than one casualty; casualty numbers are presented in table 2.

4. Reported numbers of Casualties by Severity (Table 2)

4.1 In 2011, 186 people were **killed** in road accidents in Scotland, 22 (11%) fewer than 2010 and the lowest since current records began more than 60 years ago. Since 1978, there has been a clear, steady long-term downward trend. More recent years' figures appear to have been fluctuating around a less pronounced downward trend.

4.2 In 2011 there were 1,873 **seriously injured** in road accidents: 95 (5%) less than in 2010 and the lowest since records started in 1950. The long-term trend, has generally been downward since the early 1980s.

4.3 There were 10,704 people reported as **slightly injured** in 2011 which was 458 (4%) fewer than in 2010. This is the lowest number recorded. Between 1970 and the late 1990s, the figures fluctuated between 17,000 and 21,000. However, the reductions in figures every year since 1997 suggest a clear downward trend.

Table 2: Casualties by Severity, 1950 – 2011

| | Killed | Serious injury | Killed and Serious | Slight injury | All Severities |
|--------------------------------|------------|----------------|--------------------|---------------|----------------|
| 1950 | 529 | 4,553 | 5,082 | 10,774 | 15,856 |
| 1955 | 610 | 5,096 | 5,706 | 15,193 | 20,899 |
| 1960 | 648 | 6,632 | 7,280 | 19,035 | 26,315 |
| 1965 | 743 | 8,744 | 9,487 | 22,340 | 31,827 |
| 1970 | 815 | 10,027 | 10,842 | 20,398 | 31,240 |
| 1975 | 769 | 8,779 | 9,548 | 19,073 | 28,621 |
| 1980 | 700 | 8,839 | 9,539 | 19,747 | 29,286 |
| 1985 | 602 | 7,786 | 8,388 | 18,899 | 27,287 |
| 1986 | 601 | 7,422 | 8,023 | 18,094 | 26,117 |
| 1987 | 556 | 6,707 | 7,263 | 17,485 | 24,748 |
| 1988 | 554 | 6,732 | 7,286 | 18,139 | 25,425 |
| 1989 | 553 | 6,998 | 7,551 | 19,981 | 27,532 |
| 1990 | 546 | 6,252 | 6,798 | 20,430 | 27,228 |
| 1991 | 491 | 5,638 | 6,129 | 19,217 | 25,346 |
| 1992 | 463 | 5,176 | 5,639 | 18,534 | 24,173 |
| 1993 | 399 | 4,454 | 4,853 | 17,561 | 22,414 |
| 1994 | 363 | 5,208 | 5,571 | 17,002 | 22,573 |
| 1995 | 409 | 4,930 | 5,339 | 16,855 | 22,194 |
| 1996 | 357 | 4,041 | 4,398 | 17,318 | 21,716 |
| 1997 | 377 | 4,047 | 4,424 | 18,205 | 22,629 |
| 1998 | 385 | 4,072 | 4,457 | 18,010 | 22,467 |
| 1999 | 310 | 3,765 | 4,075 | 16,927 | 21,002 |
| 2000 | 326 | 3,568 | 3,894 | 16,624 | 20,518 |
| 2001 | 348 | 3,410 | 3,758 | 16,153 | 19,911 |
| 2002 | 304 | 3,229 | 3,533 | 15,742 | 19,275 |
| 2003 | 336 | 2,957 | 3,293 | 15,463 | 18,756 |
| 2004 | 308 | 2,766 | 3,074 | 15,428 | 18,502 |
| 2005 | 286 | 2,666 | 2,952 | 14,933 | 17,885 |
| 2006 | 314 | 2,635 | 2,949 | 14,320 | 17,269 |
| 2007 | 281 | 2,385 | 2,666 | 13,572 | 16,238 |
| 2008 | 270 | 2,575 | 2,845 | 12,746 | 15,591 |
| 2009 | 216 | 2,287 | 2,503 | 12,541 | 15,044 |
| 2010 | 208 | 1,968 | 2,176 | 11,162 | 13,338 |
| 2011 prov. | 186 | 1,873 | 2,059 | 10,704 | 12,763 |
| <i>1994 - 1998 average</i> | <i>378</i> | <i>4,460</i> | <i>4,838</i> | <i>17,478</i> | <i>22,316</i> |
| <i>2004 - 2008 average</i> | <i>292</i> | <i>2,605</i> | <i>2,897</i> | <i>14,200</i> | <i>17,097</i> |
| <i>2007 - 2011 average</i> | <i>232</i> | <i>2,218</i> | <i>2,450</i> | <i>12,145</i> | <i>14,595</i> |
| <u>2011 percentage change:</u> | | | | | |
| on 2010 | -11% | -5% | -5% | -4% | -4% |
| on 04-08 average | -36% | -28% | -29% | -25% | -25% |
| on 94-98 average | -51% | -58% | -57% | -39% | -43% |

1. Figures for 2010 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.
 2. Although regular records of the numbers of casualties began in 1947, the level of severity was only collected from 1950 and the number of injury road accidents weren't collected until 1970.

4.4 There were a total of 12,763 casualties (of all severities) reported in 2011: 575 (4%) lower than in 2010 and the lowest number recorded. Between around 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction every year, with numbers dropping below 20,000 in 2001 - the first for almost 50 years.

Figure 1: Killed from 1950 to 2011

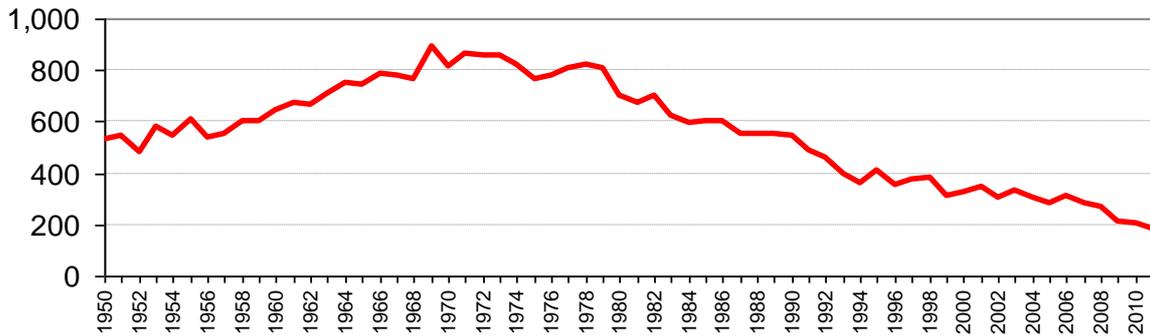


Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2011

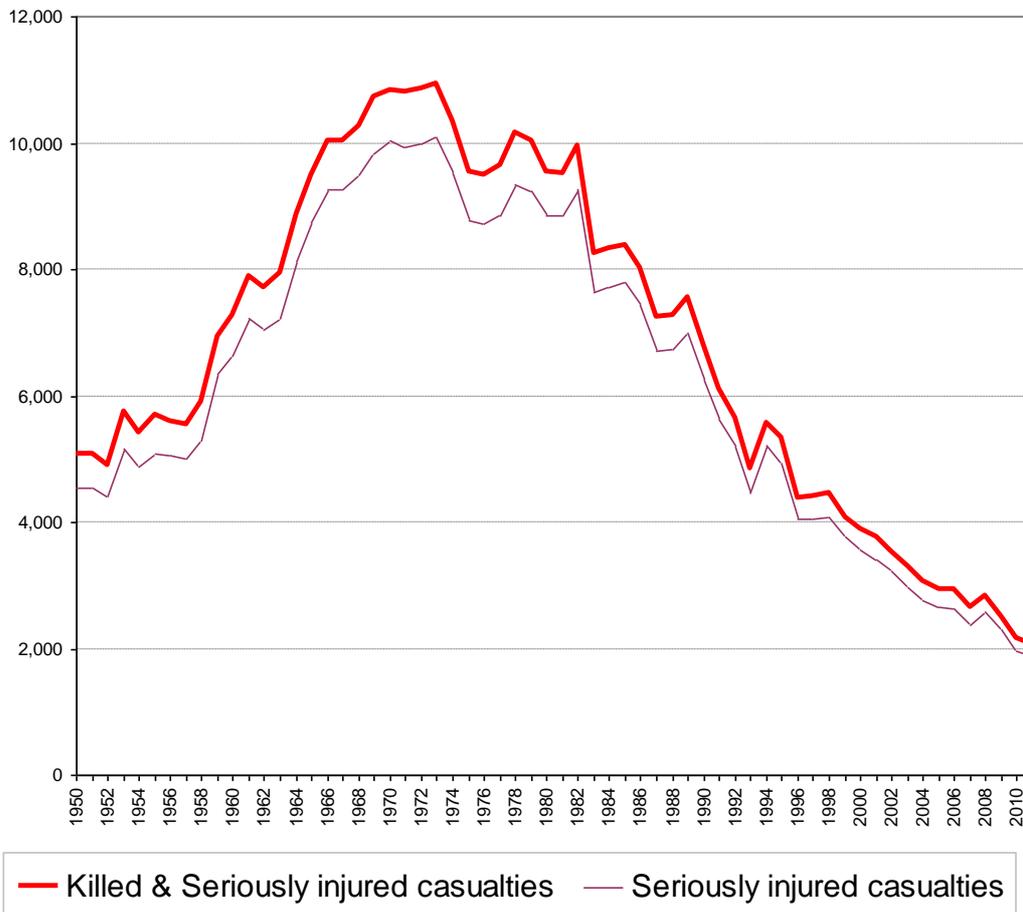
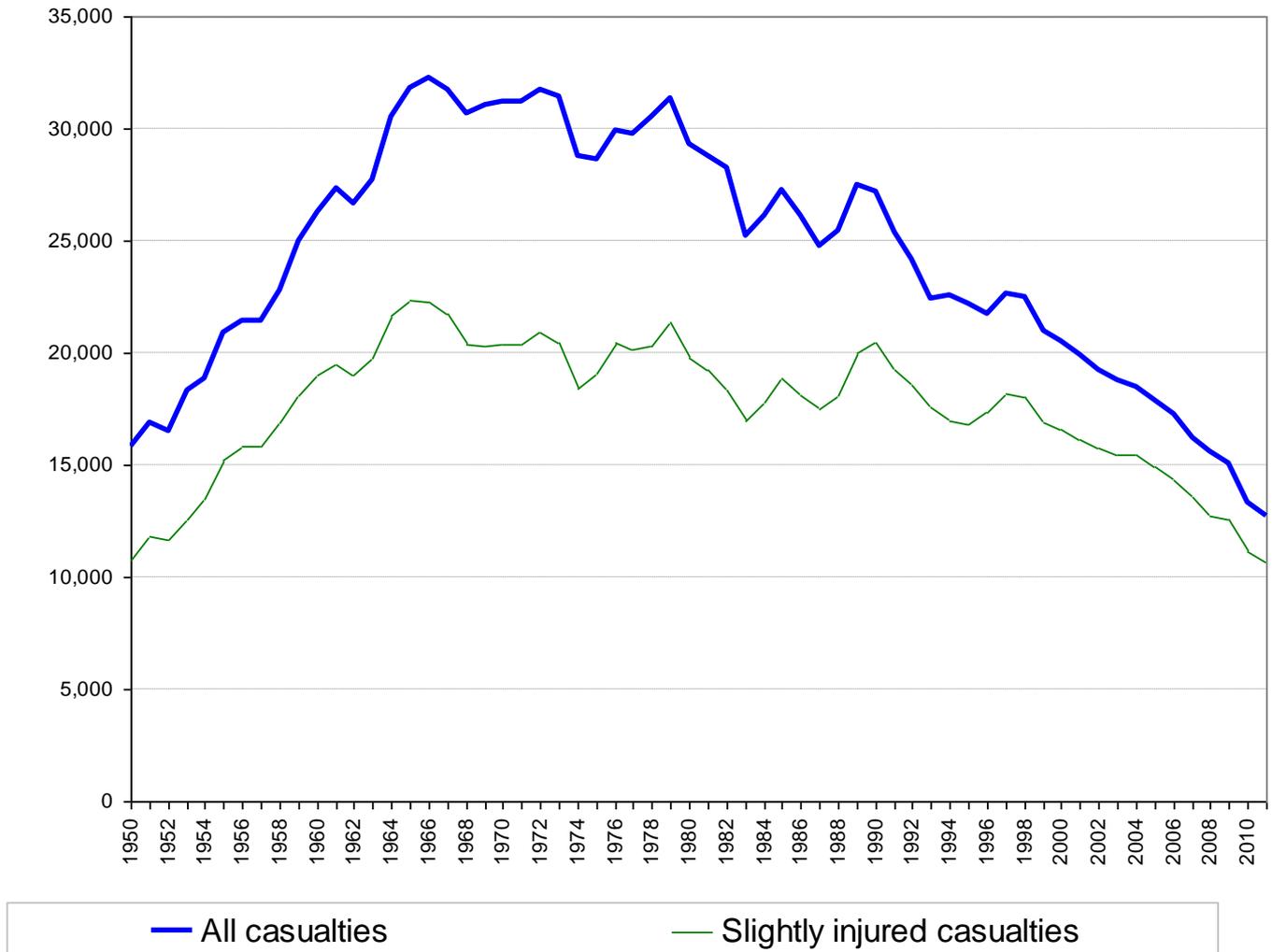


Figure 3: All casualties and Slightly injured casualties, 1950 - 2011



5. Casualties by Type of Road (Table 3)

5.1 In 2011, **non built-up roads** (defined in section 10.3) accounted for two-fifths of the total number of reported casualties (40%: 5,095 out of 12,763). However, they accounted for two thirds of those killed (66%: 122 out of 186) and almost a half of the total number of killed and seriously injured combined (48%: 997 out of 2,059). This will be at least in part due to the higher average speed as non built-up roads are those with a speed limit of greater than 40 mph.

5.2 Compared with the 2004-08 average, there's been a greater reduction in casualties on **non built-up roads** (29%) than built-up roads (22%). The reduction in non built-up roads fatalities was also greater at 42 per cent (non built up) and 22 per cent (built-up). Non built-up roads also had a greater reduction in those seriously injured (33% vs. 24%).

Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2009-2011 & 2004-08 average

| Mode of Transport | Built-up roads | | | Non built-up roads | | | All roads | | |
|---------------------------------|----------------|---------|-------|--------------------|---------|-------|-----------|---------|--------|
| | Killed | Serious | All | Killed | Serious | All | Killed | Serious | All |
| Pedestrian | | | | | | | | | |
| 2004-08 average | 46 | 609 | 2,723 | 18 | 47 | 133 | 65 | 656 | 2,855 |
| 2009 | 33 | 481 | 2,107 | 14 | 28 | 92 | 47 | 509 | 2,199 |
| 2010 | 33 | 432 | 1,912 | 14 | 25 | 102 | 47 | 457 | 2,014 |
| 2011 <i>prov.</i> | 35 | 476 | 1,955 | 8 | 36 | 102 | 43 | 512 | 2,057 |
| % change on 2010 | * | 10% | 2% | * | * | 0% | * | 12% | 2% |
| on 04-08 average | * | -22% | -28% | * | * | -23% | -33% | -22% | -28% |
| Pedal cycle | | | | | | | | | |
| 2004-08 average | 5 | 111 | 673 | 4 | 23 | 83 | 9 | 134 | 756 |
| 2009 | 3 | 123 | 704 | 2 | 29 | 100 | 5 | 152 | 804 |
| 2010 | 1 | 115 | 688 | 6 | 23 | 93 | 7 | 138 | 781 |
| 2011 <i>prov.</i> | 3 | 120 | 733 | 4 | 36 | 91 | 7 | 156 | 824 |
| % change on 2010 | * | 4% | 7% | * | * | -2% | * | 13% | 6% |
| on 04-08 average | * | 8% | 9% | * | * | 9% | * | 16% | 9% |
| Motor cycle | | | | | | | | | |
| 2004-08 average | 6 | 159 | 561 | 36 | 212 | 489 | 42 | 371 | 1,049 |
| 2009 | 8 | 121 | 499 | 35 | 211 | 522 | 43 | 332 | 1,021 |
| 2010 | 6 | 122 | 400 | 29 | 197 | 445 | 35 | 319 | 845 |
| 2011 <i>prov.</i> | 9 | 113 | 426 | 24 | 179 | 381 | 33 | 292 | 807 |
| % change on 2010 | * | -7% | 7% | * | -9% | -14% | * | -8% | -4% |
| on 04-08 average | * | -29% | -24% | * | -15% | -22% | * | -21% | -23% |
| Car | | | | | | | | | |
| 2004-08 average | 21 | 337 | 4,762 | 141 | 920 | 5,844 | 162 | 1,258 | 10,606 |
| 2009 | 18 | 293 | 4,249 | 98 | 842 | 5,331 | 116 | 1,135 | 9,580 |
| 2010 | 15 | 233 | 3,864 | 90 | 669 | 4,436 | 105 | 902 | 8,300 |
| 2011 <i>prov.</i> | 12 | 208 | 3,757 | 77 | 548 | 4,011 | 89 | 756 | 7,768 |
| % change on 2010 | * | -11% | -3% | -14% | -18% | -10% | -15% | -16% | -6% |
| on 04-08 average | * | -38% | -21% | -45% | -40% | -31% | -45% | -40% | -27% |
| Bus/Coach | | | | | | | | | |
| 2004-08 average | 0 | 50 | 669 | 0 | 5 | 80 | 1 | 55 | 749 |
| 2009 | 0 | 32 | 430 | 0 | 4 | 43 | 0 | 36 | 473 |
| 2010 | 0 | 39 | 416 | 1 | 13 | 124 | 1 | 52 | 540 |
| 2011 <i>prov.</i> | 1 | 45 | 410 | 0 | 5 | 92 | 1 | 50 | 502 |
| % change on 2010 | * | * | -1% | * | * | -26% | * | -4% | -7% |
| on 04-08 average | * | * | -39% | * | * | 16% | * | -9% | -33% |
| Other modes of transport | | | | | | | | | |
| 2004-08 average | 4 | 42 | 489 | 10 | 90 | 591 | 14 | 132 | 1,080 |
| 2009 | 1 | 32 | 435 | 4 | 91 | 532 | 5 | 123 | 967 |
| 2010 | 4 | 31 | 401 | 9 | 69 | 457 | 13 | 100 | 858 |
| 2011 <i>prov.</i> | 4 | 36 | 387 | 9 | 71 | 418 | 13 | 107 | 805 |
| % change on 2010 | * | * | -3% | * | 3% | -9% | * | 7% | -6% |
| on 04-08 average | * | * | -21% | * | -21% | -29% | * | -19% | -25% |
| All casualties | | | | | | | | | |
| 2004-08 average | 82 | 1,309 | 9,877 | 209 | 1,297 | 7,220 | 292 | 2,605 | 17,097 |
| 2009 | 63 | 1,082 | 8,424 | 153 | 1,205 | 6,620 | 216 | 2,287 | 15,044 |
| 2010 | 59 | 972 | 7,681 | 149 | 996 | 5,657 | 208 | 1,968 | 13,338 |
| 2011 <i>prov.</i> | 64 | 998 | 7,668 | 122 | 875 | 5,095 | 186 | 1,873 | 12,763 |
| % change on 2010 | 8% | 3% | 0% | -18% | -12% | -10% | -11% | -5% | -4% |
| on 04-08 average | -22% | -24% | -22% | -42% | -33% | -29% | -36% | -28% | -25% |

- 1 Figures for 2010 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.
- 2 * indicates that a percentage change is not shown because the denominator is 50 or fewer.

6. Casualties by Mode of Transport (Table 3)

6.1 Figures on numbers of casualties by mode should be compared with data on mode use, for example as published in the road traffic or personal travel sections of Scottish Transport Statistics. Traffic estimates in table 5.2 show car traffic volumes fell by 3 per cent between 2007 and 2010. Over the same period cycling volumes increased by 24 per cent. Data for 2011 will be published in August as part of Transport and Travel in Scotland.

6.2 In 2011 there were 7,768 **car users** reported injured in road accidents; almost two thirds of all casualties (61%: 7,768 out of 12,763) and a 6 per cent fall on 2010. Of these, of 89 were killed and 756 seriously injured (decreases of 15% and 16% on 2010 respectively). Non built-up roads accounted for over half of all car user casualties (52%: 4,011 out of 7,768) but a much higher percentage of car user fatalities (87%: 77 out of 89) or those seriously injured (72%: 548 out of 756). Again likely due to higher average speeds on these types of roads.

6.3 There were 2,057 **pedestrian** casualties recorded in 2011: a sixth of all casualties (16%: 2,057 out of 12,763). Perhaps because of the greater vulnerability of pedestrians, 2 per cent of pedestrian casualties were killed (43 out of 2,057) and 25 per cent seriously injured (512 out of 2,057). On the other hand 1 per cent of all car users were killed (89 out of 7,768) and 10 per cent were seriously injured (756 out of 7,768). 95 per cent of pedestrian casualties occurred on **built-up** roads (1,955 out of 2,057). 35 per cent of pedestrian casualties on **non built-up** roads were seriously injured (36 out of 102) compared with 24 per cent on built-up roads (476 out of 1,955).

6.4 Together, **all other modes of transport** accounted for a fifth (23%) of casualties in 2011 (2,938 out of 12,763) and for a roughly similar proportion of the total number of seriously injured (32%: 605 out of 1,873). In 2011, 807 **motor cycle** casualties were reported (4% fewer than 2010), of whom 292 (36%) suffered serious injuries (33 died). There were 824 **pedal cyclist** casualties recorded in 2011, 6 per cent more than in 2010. 156 (19%) of them were seriously injured (7 died). A total of 502 **bus and coach** users were reported injured, of whom 50 were seriously injured (one died) - these low proportions presumably being due to the greater protection of their passengers by buses and coaches. The number of bus and coach user casualties fell by 7 per cent in 2011.

7. Child Casualties (Table 4)

7.1 There were 1,315 **child** casualties reported in 2011 representing 10 per cent of all casualties (1,315 out of 12,763) and a reduction of 63 (or 5%) on 2010. Of these, 203 were seriously injured and 7 died, 5 of the deaths were as passengers in cars. This was 3 more deaths than in 2010 but the numbers of fatalities are small, so care should be taken when drawing conclusions from year on year changes and trends should be looked at over the longer term. The three year average used to monitor progress against the Road Safety Framework targets shows individual years as fluctuating around the longer term trend.

7.2 There were 645 child **pedestrian** casualties recorded in 2011. They accounted for 31 per cent of all pedestrian casualties of all ages (645 out of 2,057). Of the child pedestrian casualties, 139 were seriously injured (2 died). The number killed was one more than in 2010 and the number of seriously injured was 11 less than in 2010.

7.3 In 2011, there were 460 child casualties in **cars**, 6 per cent of all car user casualties (460 out of 7,768). Of the child casualties in cars, 34 were seriously injured (5 died): a fall of 6 serious and 4 more killed than in 2010. In 2011, there were 135 child **pedal cycle** casualties (16% of the total of 824 pedal cycle casualties of all ages), 53 child **bus and coach** user casualties (11% of the total of 502 of all ages) and 22 other child casualties. The child pedal cycle casualties included 23 who were seriously injured (none died).

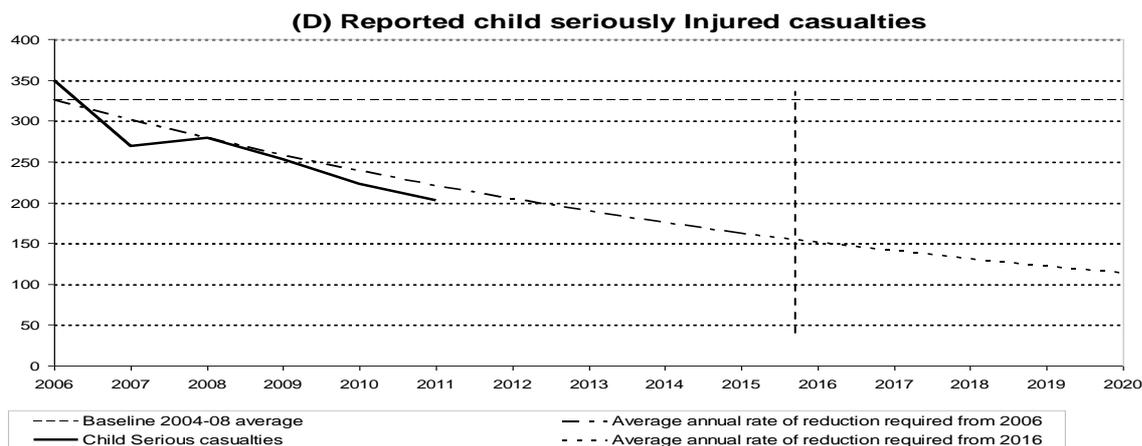
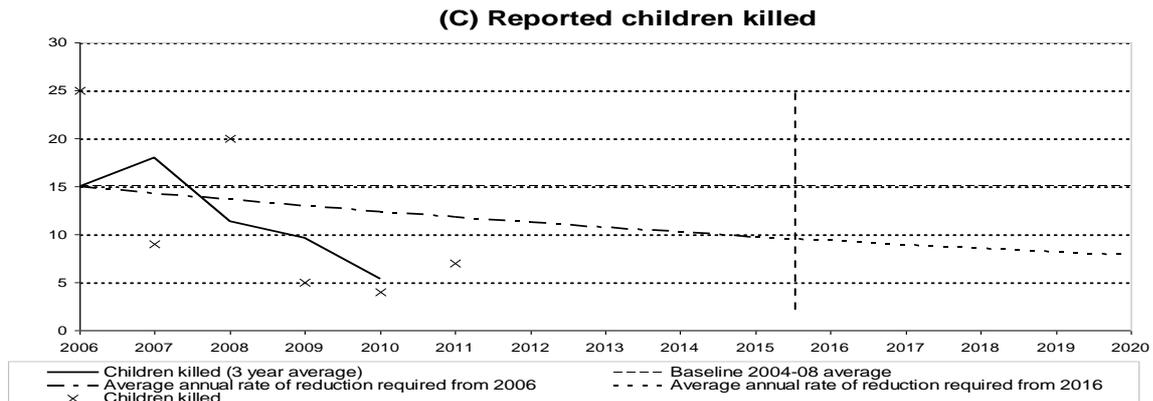
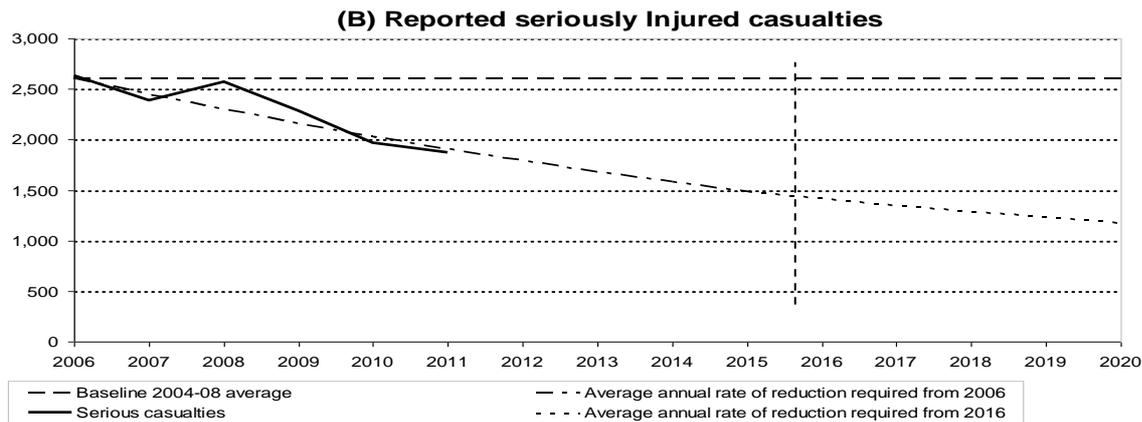
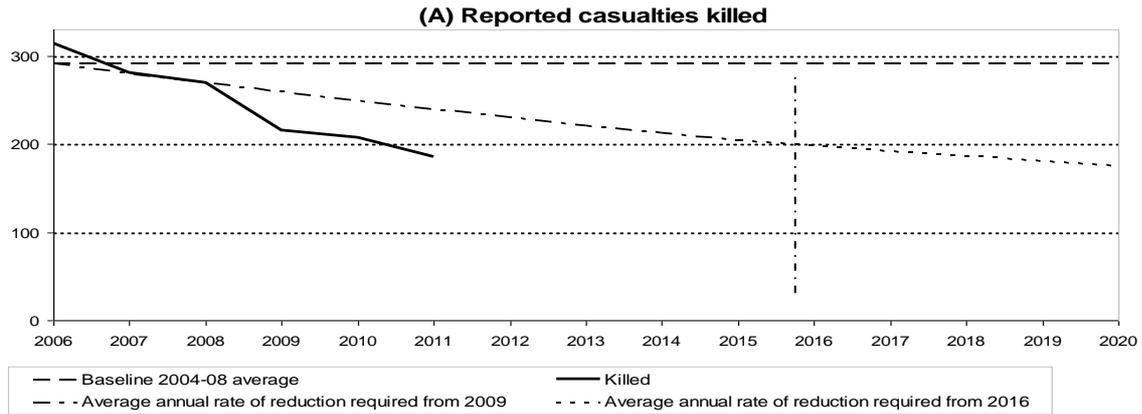
Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2008-2010 & 2004-08 average

| Mode of Transport | Built-up roads | | | Non built-up roads | | | All roads | | |
|-----------------------------|----------------|---------|-------|--------------------|---------|------|-----------|---------|-------|
| | Killed | Serious | All | Killed | Serious | All | Killed | Serious | All |
| Pedestrian | | | | | | | | | |
| 2004-08 average | 4 | 210 | 976 | 2 | 9 | 21 | 6 | 218 | 997 |
| 2009 | 1 | 147 | 660 | 0 | 8 | 14 | 1 | 155 | 674 |
| 2010 | 1 | 146 | 635 | 0 | 4 | 8 | 1 | 150 | 643 |
| 2011 <i>prov.</i> | 2 | 135 | 630 | 0 | 4 | 15 | 2 | 139 | 645 |
| % change on 2010 | * | -8% | -1% | * | * | * | * | -7% | 0% |
| on 04-08 average | * | -36% | -35% | * | * | * | * | -36% | -35% |
| Pedal cycle | | | | | | | | | |
| 2004-08 average | 2 | 27 | 194 | 1 | 2 | 9 | 2 | 29 | 203 |
| 2009 | 1 | 25 | 142 | 0 | 1 | 6 | 1 | 26 | 148 |
| 2010 | 1 | 22 | 137 | 0 | 1 | 9 | 1 | 23 | 146 |
| 2011 <i>prov.</i> | 0 | 21 | 130 | 0 | 2 | 5 | 0 | 23 | 135 |
| % change on 2010 | * | * | -5% | * | * | * | * | * | -8% |
| on 04-08 average | * | * | -33% | * | * | * | * | * | -33% |
| Car | | | | | | | | | |
| 2004-08 average | 1 | 18 | 316 | 6 | 44 | 353 | 6 | 62 | 670 |
| 2009 | 0 | 22 | 258 | 3 | 40 | 290 | 3 | 62 | 548 |
| 2010 | 1 | 13 | 233 | 0 | 27 | 272 | 1 | 40 | 505 |
| 2011 <i>prov.</i> | 1 | 8 | 204 | 4 | 26 | 256 | 5 | 34 | 460 |
| % change on 2010 | * | * | -12% | * | * | -6% | * | * | -9% |
| on 04-08 average | * | * | -35% | * | * | -28% | * | -45% | -31% |
| Bus/Coach | | | | | | | | | |
| 2004-08 average | 0 | 3 | 68 | 0 | 0 | 20 | 0 | 3 | 88 |
| 2009 | 0 | 2 | 44 | 0 | 0 | 9 | 0 | 2 | 53 |
| 2010 | 0 | 4 | 44 | 0 | 3 | 10 | 0 | 7 | 54 |
| 2011 <i>prov.</i> | 0 | 3 | 42 | 0 | 1 | 11 | 0 | 4 | 53 |
| % change on 2010 | * | * | * | * | * | * | * | * | -2% |
| on 04-08 average | * | * | -38% | * | * | * | * | * | -39% |
| Other | | | | | | | | | |
| 2004-08 average | 1 | 9 | 39 | 0 | 3 | 23 | 1 | 13 | 62 |
| 2009 | 0 | 5 | 21 | 0 | 3 | 29 | 0 | 8 | 50 |
| 2010 | 0 | 3 | 25 | 1 | 0 | 5 | 1 | 3 | 30 |
| 2011 <i>prov.</i> | 0 | 3 | 19 | 0 | 0 | 3 | 0 | 3 | 22 |
| % change on 2010 | * | * | * | * | * | * | * | * | * |
| on 04-08 average | * | * | * | * | * | * | * | * | -64% |
| All child casualties | | | | | | | | | |
| 2004-08 average | 7 | 267 | 1,593 | 8 | 59 | 426 | 15 | 325 | 2,019 |
| 2009 | 2 | 201 | 1,125 | 3 | 52 | 348 | 5 | 253 | 1,473 |
| 2010 | 3 | 188 | 1,074 | 1 | 35 | 304 | 4 | 223 | 1,378 |
| 2011 <i>prov.</i> | 3 | 170 | 1,025 | 4 | 33 | 290 | 7 | 203 | 1,315 |
| % change on 2010 | * | -10% | -5% | * | * | -5% | * | -9% | -5% |
| on 04-08 average | * | -36% | -36% | * | -44% | -32% | * | -38% | -35% |

1 Figures for 2010 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

2 * indicates that a percentage change is not shown because the denominator is 50 or fewer.

Figure 4: Progress towards the 2020 casualty reduction targets



8. Progress towards the casualty reduction targets for 2020 (Tables 5-9)

Target: 40% reduction in those killed by 2020

8.1 There were 186 people killed in 2011, **36 per cent** below the 2004-08 baseline average level. Section 10.5 shows the relevant "indicative line" figure for 2011 (the reduction needed to achieve the 2020 target by means of a constant annual percentage reduction) is 18 per cent below the 2004-08 baseline average. *Table 5* shows that the reduction required for people killed has exceeded this for cars.

Table 5: People killed by mode of transport, 1994 – 2011

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users |
|--|-----------------|----------------|----------------|------|---------------|--------------------|--------------------|-------------------|
| 1994-98 ave | 104 | 11 | 31 | 209 | 3 | 15 | 5 | 378 |
| 1994 | 111 | 5 | 24 | 197 | 9 | 14 | 3 | 363 |
| 1995 | 121 | 11 | 33 | 221 | 1 | 19 | 3 | 409 |
| 1996 | 106 | 15 | 29 | 185 | 3 | 14 | 5 | 357 |
| 1997 | 87 | 9 | 37 | 219 | 2 | 16 | 7 | 377 |
| 1998 | 96 | 13 | 33 | 223 | 1 | 13 | 6 | 385 |
| 1999 | 89 | 8 | 30 | 169 | 1 | 11 | 2 | 310 |
| 2000 | 72 | 12 | 40 | 182 | 1 | 15 | 4 | 326 |
| 2001 | 76 | 10 | 49 | 194 | 0 | 14 | 5 | 348 |
| 2002 | 73 | 8 | 46 | 154 | 0 | 21 | 2 | 304 |
| 2003 | 63 | 14 | 50 | 189 | 1 | 14 | 5 | 336 |
| 2004 | 76 | 7 | 42 | 167 | 3 | 12 | 1 | 308 |
| 2005 | 66 | 16 | 34 | 153 | 0 | 15 | 2 | 286 |
| 2006 | 61 | 10 | 58 | 175 | 0 | 8 | 2 | 314 |
| 2007 | 60 | 4 | 40 | 160 | 0 | 15 | 2 | 281 |
| 2008 | 60 | 9 | 34 | 153 | 1 | 8 | 5 | 270 |
| 2009 | 47 | 5 | 43 | 116 | 0 | 5 | 0 | 216 |
| 2010 | 47 | 7 | 35 | 105 | 1 | 8 | 5 | 208 |
| 2011 <i>prov.</i> | 43 | 7 | 33 | 89 | 1 | 9 | 4 | 186 |
| 2004-08 average | 65 | 9 | 42 | 162 | 1 | 12 | 2 | 292 |
| 2007-11 average | 51 | 6 | 37 | 125 | 1 | 9 | 3 | 232 |
| <i>Numbers in 2011 implied by target</i> | 53 | 8 | 34 | 133 | 1 | 10 | 2 | 239 |
| <u>2011 % change:</u> | * | * | * | -15% | * | * | * | -11% |
| on 2010 | | | | | | | | |
| on 04-08 ave | -33% | * | * | -45% | * | * | * | -36% |

* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

Target: 55% reduction in those seriously injured by 2020

8.2 There were 1,873 serious injuries in 2011, 28 per cent below the 2004-08 baseline level. Two fifths of the 1,873 people who were reported as seriously injured in 2011 were **car users**. The 2011 figure for serious car casualties (756) was 40 per cent below the 2004-08 average. There were 512 seriously injured **pedestrians** reported in 2011, 22 per cent fewer than the 2004-08 average. **Goods vehicle** serious casualties were 23 per cent lower and **motorcycle** serious casualties were 21 per cent lower. Serious casualties were smaller for the remaining categories of road user (**pedal cyclists**: 16; **bus/coach** users: 9; and others: 13).

Table 6: People seriously injured by mode of transport, 1994 – 2011

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users |
|--|-----------------|----------------|----------------|-------|---------------|--------------------|--------------------|-------------------|
| 1994-98 ave | 1,272 | 238 | 324 | 2,292 | 93 | 156 | 84 | 4,464 |
| 1994 | 1,536 | 311 | 329 | 2,607 | 141 | 197 | 87 | 5,208 |
| 1995 | 1,466 | 281 | 362 | 2,432 | 104 | 192 | 93 | 4,930 |
| 1996 | 1,173 | 201 | 271 | 2,108 | 93 | 123 | 72 | 4,041 |
| 1997 | 1,124 | 201 | 321 | 2,146 | 53 | 120 | 82 | 4,047 |
| 1998 | 1,060 | 197 | 338 | 2,167 | 75 | 150 | 85 | 4,072 |
| 1999 | 1,054 | 181 | 401 | 1,835 | 82 | 133 | 79 | 3,765 |
| 2000 | 925 | 164 | 435 | 1,796 | 79 | 106 | 63 | 3,568 |
| 2001 | 842 | 161 | 405 | 1,758 | 62 | 115 | 67 | 3,410 |
| 2002 | 820 | 144 | 410 | 1,628 | 59 | 120 | 48 | 3,229 |
| 2003 | 712 | 125 | 367 | 1,511 | 69 | 114 | 59 | 2,957 |
| 2004 | 674 | 121 | 353 | 1,414 | 63 | 83 | 58 | 2,766 |
| 2005 | 677 | 116 | 371 | 1,304 | 63 | 83 | 52 | 2,666 |
| 2006 | 688 | 131 | 352 | 1,258 | 57 | 91 | 58 | 2,635 |
| 2007 | 594 | 147 | 381 | 1,110 | 33 | 87 | 33 | 2,385 |
| 2008 | 645 | 155 | 396 | 1,203 | 59 | 65 | 52 | 2,575 |
| 2009 | 509 | 152 | 332 | 1,135 | 36 | 73 | 50 | 2,287 |
| 2010 | 457 | 138 | 319 | 902 | 52 | 60 | 40 | 1,968 |
| 2011 <i>prov.</i> | 512 | 156 | 292 | 756 | 50 | 63 | 44 | 1,873 |
| 2004-08 average | 656 | 134 | 371 | 1,258 | 55 | 82 | 51 | 2,605 |
| 2007-11 average | 543 | 150 | 344 | 1,021 | 46 | 70 | 44 | 2,218 |
| <i>Numbers in 2011 implied by target</i> | 480 | 98 | 271 | 921 | 40 | 60 | 37 | 1,907 |
| <u>2011 % change:</u> | 12% | 13% | -8% | -16% | -4% | 5% | * | -5% |
| on 2010 | | | | | | | | |
| on 04-08 ave | -22% | -16% | -21% | -40% | -9% | -23% | -13% | -28% |

* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

Target: 50% reduction in children killed by 2020

8.3 Five of the seven children who were killed in 2011 were in cars and the other two were pedestrians. Due to small numbers and year to year fluctuations this target is measured using a three year average. An average of 5 children a year were killed in the 2009-2011 period, 65 per cent below the 2004-2008 baseline.

Table 7: Children killed by mode of transport, 1994 - 2011

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users | 3 year Average ³ |
|--------------------------------------|-----------------|----------------|----------------|-----|---------------|--------------------|--------------------|-------------------|--------------------------------|
| 1994-98 ave | 17 | 3 | 0 | 8 | 1 | 0 | 0 | 30 | |
| 1994 | 18 | 4 | 1 | 10 | 4 | - | - | 37 | |
| 1995 | 16 | 3 | - | 11 | - | - | - | 30 | 31 |
| 1996 | 16 | 6 | 1 | 3 | 1 | - | - | 27 | 28 |
| 1997 | 15 | 1 | - | 9 | - | 1 | - | 26 | 28 |
| 1998 | 18 | 3 | - | 9 | 1 | - | 1 | 32 | 28 |
| 1999 | 17 | 1 | - | 6 | - | - | 1 | 25 | 26 |
| 2000 | 13 | 4 | - | 4 | - | - | - | 21 | 22 |
| 2001 | 14 | 4 | - | 2 | - | - | - | 20 | 18 |
| 2002 | 12 | - | - | 2 | - | - | - | 14 | 17 |
| 2003 | 5 | 2 | - | 10 | - | - | - | 17 | 14 |
| 2004 | 8 | - | 1 | 3 | - | - | - | 12 | 13 |
| 2005 | 5 | 4 | - | 1 | - | - | 1 | 11 | 16 |
| 2006 | 9 | 5 | - | 10 | - | 1 | - | 25 | 15 |
| 2007 | 4 | 1 | - | 4 | - | - | - | 9 | 18 |
| 2008 | 4 | 2 | 1 | 13 | - | - | - | 20 | 11 |
| 2009 | 1 | 1 | - | 3 | - | - | - | 5 | 10 |
| 2010 | 1 | 1 | 1 | 1 | - | - | - | 4 | 5 |
| 2011 prov. | 2 | - | - | 5 | - | - | - | 7 | |
| 2004-08 average | 6 | 2 | 0 | 6 | - | 0 | 0 | 15 | |
| 2007-11 average | 2 | 1 | 0 | 5 | - | - | - | 9 | |
| 2009-11 average | | | | | | | | | 5 |
| 2009-11 avg % change on 04-08 ave | | | | | | | | | -65% |

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

3. All averages rounded to whole percentages.

Target: 65% reduction in children seriously injured by 2020

8.4 There were 203 children seriously injured in 2011, 38 per cent below the 2004-08 baseline level. About two-thirds of the 203 children recorded as seriously injured in 2011 were **pedestrians**: 139, 36 per cent below the 2004-08 average. There were 34 child **car** seriously injured casualties recorded in 2011, a fall of 45 per cent from the 2004-08 average. The numbers of serious casualties for other modes of transport were much lower and the differences between the 2004 -08 average were also much smaller.

Table 8: Children seriously injured by mode of transport, 1994 - 2011

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users |
|--|-----------------|----------------|----------------|------|---------------|--------------------|--------------------|-------------------|
| 1994-98 ave | 546 | 96 | 5 | 136 | 10 | 8 | 10 | 812 |
| 1994 | 656 | 140 | 5 | 151 | 20 | 12 | 8 | 992 |
| 1995 | 622 | 110 | 7 | 142 | 9 | 13 | 17 | 920 |
| 1996 | 524 | 94 | 3 | 115 | 14 | 3 | 10 | 763 |
| 1997 | 490 | 77 | 4 | 129 | 3 | 6 | 10 | 719 |
| 1998 | 437 | 61 | 8 | 144 | 5 | 6 | 5 | 666 |
| 1999 | 413 | 68 | 5 | 102 | 2 | 2 | 8 | 600 |
| 2000 | 365 | 61 | 7 | 90 | 7 | 5 | 5 | 540 |
| 2001 | 339 | 52 | 7 | 108 | 5 | 6 | 7 | 524 |
| 2002 | 328 | 46 | 7 | 109 | 9 | 7 | 7 | 513 |
| 2003 | 268 | 46 | 5 | 83 | 5 | 2 | 6 | 415 |
| 2004 | 239 | 40 | 9 | 74 | 3 | 3 | 4 | 372 |
| 2005 | 239 | 26 | 11 | 68 | 6 | 2 | 5 | 357 |
| 2006 | 239 | 35 | 10 | 60 | 4 | 0 | 2 | 350 |
| 2007 | 181 | 28 | 4 | 51 | 1 | 1 | 3 | 269 |
| 2008 | 194 | 18 | 5 | 56 | 2 | 1 | 3 | 279 |
| 2009 | 155 | 26 | 2 | 62 | 2 | 1 | 5 | 253 |
| 2010 | 150 | 23 | 3 | 40 | 7 | 0 | 0 | 223 |
| 2011 prov. | 139 | 23 | 2 | 34 | 4 | 0 | 1 | 203 |
| 2004-08 average | 218 | 29 | 8 | 62 | 3 | 1 | 3 | 325 |
| 2007-11 average | 164 | 24 | 3 | 49 | 3 | 1 | 2 | 245 |
| <i>Numbers in 2011 implied by target</i> | 149 | 20 | 5 | 42 | 2 | 1 | 2 | 221 |
| <u>2011 % change:</u> | -7% | * | * | * | * | * | * | -9% |
| on 2010 | | | | | | | | |
| on 04-08 ave | -36% | * | * | -45% | * | * | * | -38% |

* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

Target: 10% reduction in slight casualties by 2020 (per 100 million vehicle kilometres)

8.5 *Table 9* shows that the 2010 slight casualty rate was 25.67 casualties per 100 million vehicle kilometres (As 2010 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole). This was 21 per cent below the 2004-08 baseline average and exceeds the 2020 target.

8.6 Around two-thirds of slight casualties reported in 2011 were **car users**. The total number of car user slight casualties recorded in 2011 was 6,923, 25 per cent below the 2004-08 average. There were 1,502 **pedestrian** slight casualties reported, 30 per cent less than the 2004-08 average. **Bus and coach** user slight casualties totalled 451 in 2011, 35 per cent fewer than the 2004-08 average, the recorded number of **pedal cyclist** slight

casualties (661) was 8 per cent below the baseline average, and reported **goods vehicle** user slight casualties (382) were 24 per cent fewer than the baseline average and recorded **motorcyclist** slight casualties (482 in 2011) were 24 per cent below the 2004-08 average.

Table 9: Slight casualties by mode of transport, 1994 - 2011

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road | | Slight |
|---|-----------------|----------------|----------------|--------|---------------|--------------------|--------------------|----------|-------------|------------------------|
| | | | | | | | | users | Traffic | casualty rate |
| | | | | | | | | numbers | mill veh-km | per 100 mill veh-km |
| 1994-98 ave | 3,009 | 1,034 | 580 | 10,859 | 912 | 583 | 501 | 17,478 | 37,653 | 46.42 |
| 1994 | 3,083 | 1,068 | 577 | 10,123 | 1,084 | 669 | 398 | 17,002 | 36,000 | 47.23 |
| 1995 | 3,048 | 1,031 | 576 | 10,321 | 802 | 579 | 498 | 16,855 | 36,737 | 45.88 |
| 1996 | 3,047 | 1,081 | 550 | 10,740 | 902 | 499 | 499 | 17,318 | 37,777 | 45.84 |
| 1997 | 2,944 | 1,062 | 590 | 11,669 | 886 | 525 | 529 | 18,205 | 38,581 | 47.19 |
| 1998 | 2,921 | 930 | 605 | 11,444 | 887 | 643 | 580 | 18,010 | 39,168 | 45.98 |
| 1999 | 2,620 | 828 | 594 | 10,901 | 841 | 609 | 534 | 16,927 | 39,770 | 42.56 |
| 2000 | 2,607 | 708 | 655 | 10,675 | 854 | 542 | 582 | 16,623 | 39,561 | 42.02 |
| 2001 | 2,487 | 745 | 724 | 10,342 | 761 | 595 | 499 | 16,153 | 40,065 | 40.32 |
| 2002 | 2,423 | 676 | 711 | 10,050 | 801 | 621 | 460 | 15,742 | 41,535 | 37.90 |
| 2003 | 2,215 | 663 | 697 | 10,055 | 822 | 537 | 474 | 15,463 | 42,038 | 36.78 |
| 2004 | 2,328 | 648 | 599 | 10,024 | 849 | 561 | 419 | 15,428 | 42,705 | 36.13 |
| 2005 | 2,308 | 649 | 677 | 9,532 | 794 | 495 | 478 | 14,933 | 42,718 | 34.96 |
| 2006 | 2,104 | 640 | 658 | 9,272 | 706 | 484 | 456 | 14,320 | 44,120 | 32.46 |
| 2007 | 2,049 | 563 | 640 | 8,793 | 590 | 506 | 431 | 13,572 | 44,666 | 30.39 |
| 2008 | 1,887 | 566 | 612 | 8,314 | 527 | 467 | 373 | 12,746 | 44,470 | 28.66 |
| 2009 | 1,643 | 647 | 646 | 8,329 | 437 | 423 | 416 | 12,541 | 44,219 | 28.36 |
| 2010 | 1,510 | 636 | 491 | 7,293 | 487 | 386 | 359 | 11,162 | 43,488 | 25.67 |
| 2011 <i>prov.</i> | 1,502 | 661 | 482 | 6,923 | 451 | 382 | 303 | 10,704 | .. | .. |
| 2004-08 average | 2,135 | 613 | 637 | 9,187 | 693 | 503 | 431 | 14,200 | .. | 32.52 |
| 2007-11 average | 1,718 | 615 | 574 | 7,930 | 498 | 433 | 376 | 12,145 | .. | .. |
| <i>Rate in 2010 implied by target</i> | | | | | | | | | | 31.87 |
| <u>2011 % change:</u> on 2010 | -1% | 4% | -2% | -5% | -7% | -1% | -16% | -4% | .. | .. |
| on 04-08 ave | -30% | -8% | -24% | -25% | -35% | -24% | -30% | -25% | .. | -21% ³ |

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

3. Relates to 2010 data as 2011 traffic estimates not yet available.

9. Accidents and Casualties by Police Force and Local Authority area (Tables 10 & 11)

9.1 *Tables 10 and 11* show the reported numbers of accidents and casualties in each Police Force area and each Local Authority area. These are *provisional* figures, which are subject to a higher degree of revision from late returns and amendments. In addition, there can be quite large percentage year-to-year fluctuations in the figures for areas (as roads are often the boundary between areas/forces) within Scotland, particularly for those with the lower numbers. Therefore, the annual average for the latest five years may be a better guide to the “normal” level of the numbers than the figures for the latest year.

Table 10: Accidents by police force area, council and severity, 04-08, 07-11 averages and 2011

| Police force Council | 2004-08 average | | | 2011 (provisional) | | | 2007-2011 average (provisional) | | |
|--------------------------------|-----------------|--------------|---------------|-----------------------|--------------|--------------|------------------------------------|--------------|---------------|
| | Fatal | Serious | All | Fatal | Serious | All | Fatal | Serious | All |
| Northern | 29 | 148 | 754 | 19 | 92 | 567 | 27 | 111 | 661 |
| Highland | 25 | 124 | 634 | 18 | 83 | 488 | 25 | 95 | 558 |
| Orkney Islands | 1 | 6 | 35 | - | 2 | 13 | 0 | 4 | 26 |
| Shetland Islands | 2 | 6 | 38 | - | 4 | 32 | 1 | 4 | 33 |
| Eilean Siar | 2 | 11 | 47 | 1 | 3 | 34 | 1 | 8 | 44 |
| Grampian | 41 | 238 | 1,206 | 22 | 268 | 1,016 | 29 | 277 | 1,210 |
| Aberdeen City | 5 | 74 | 423 | 8 | 93 | 360 | 5 | 82 | 415 |
| Aberdeenshire | 30 | 131 | 608 | 10 | 153 | 518 | 20 | 165 | 626 |
| Moray | 6 | 33 | 175 | 4 | 22 | 138 | 4 | 30 | 169 |
| Tayside | 28 | 234 | 986 | 23 | 166 | 750 | 26 | 187 | 852 |
| Dundee City | 3 | 61 | 290 | 2 | 50 | 237 | 4 | 52 | 252 |
| Angus | 11 | 67 | 294 | 5 | 48 | 220 | 9 | 52 | 243 |
| Perth & Kinross | 14 | 105 | 401 | 16 | 68 | 293 | 14 | 84 | 357 |
| Fife | 15 | 134 | 663 | 11 | 80 | 448 | 11 | 97 | 555 |
| Lothian & Borders | 37 | 388 | 2,698 | 20 | 327 | 2,173 | 29 | 341 | 2,366 |
| Edinburgh, City of | 9 | 177 | 1,403 | 9 | 162 | 1,180 | 7 | 156 | 1,233 |
| West Lothian | 9 | 64 | 463 | 2 | 58 | 383 | 5 | 58 | 412 |
| Midlothian | 3 | 36 | 226 | 2 | 26 | 177 | 3 | 31 | 202 |
| East Lothian | 4 | 31 | 208 | 1 | 24 | 159 | 3 | 27 | 187 |
| Scottish Borders | 12 | 80 | 399 | 6 | 57 | 274 | 10 | 70 | 333 |
| Central | 14 | 140 | 679 | 9 | 94 | 545 | 9 | 115 | 614 |
| Clackmannanshire | 2 | 16 | 89 | 2 | 7 | 65 | 2 | 13 | 77 |
| Stirling | 7 | 65 | 288 | 6 | 50 | 220 | 5 | 53 | 256 |
| Falkirk | 5 | 58 | 302 | 1 | 37 | 260 | 2 | 50 | 282 |
| Strathclyde | 91 | 839 | 5,586 | 63 | 567 | 4,152 | 73 | 714 | 4,647 |
| Glasgow, City of | 18 | 264 | 1,870 | 13 | 168 | 1,280 | 14 | 223 | 1,512 |
| Argyll & Bute | 11 | 67 | 298 | 4 | 48 | 230 | 9 | 57 | 269 |
| West Dunbartonshire | 4 | 32 | 209 | 4 | 21 | 145 | 2 | 23 | 166 |
| East Dunbartonshire | 2 | 24 | 172 | - | 16 | 140 | 2 | 19 | 144 |
| Inverclyde | 1 | 31 | 194 | 1 | 23 | 155 | 2 | 26 | 173 |
| Renfrewshire | 8 | 63 | 441 | 7 | 49 | 353 | 5 | 55 | 356 |
| East Renfrewshire | 2 | 19 | 129 | 2 | 11 | 116 | 2 | 18 | 110 |
| North Lanarkshire | 11 | 95 | 742 | 11 | 57 | 569 | 9 | 82 | 642 |
| South Lanarkshire | 15 | 102 | 721 | 10 | 72 | 512 | 13 | 93 | 596 |
| North Ayrshire | 6 | 52 | 291 | 4 | 34 | 229 | 5 | 39 | 229 |
| East Ayrshire | 7 | 47 | 259 | 4 | 33 | 204 | 5 | 38 | 218 |
| South Ayrshire | 7 | 44 | 262 | 3 | 35 | 219 | 5 | 41 | 233 |
| Dumfries & Galloway | 12 | 106 | 455 | 9 | 75 | 318 | 8 | 91 | 392 |
| Scotland | 268 | 2,226 | 13,026 | 176 | 1,669 | 9,969 | 212 | 1,934 | 11,297 |

Note: Latest year is provisional, see paragraph 9.1

Table 11: Casualties by police force area, council and severity, 04-08, 07-11 averages and 2011

| Police force Council | 2004-08 average | | | 2011 (provisional) | | | 2007-2011 average (provisional) | | |
|--------------------------------|-----------------|--------------|---------------|-----------------------|--------------|---------------|------------------------------------|--------------|---------------|
| | Killed | Serious | All | Killed | Serious | All | Killed | Serious | All |
| Northern | 33 | 189 | 1,111 | 22 | 109 | 795 | 31 | 138 | 971 |
| Highland | 28 | 160 | 942 | 21 | 98 | 685 | 29 | 119 | 826 |
| Orkney Islands | 1 | 7 | 47 | - | 2 | 26 | 0 | 4 | 36 |
| Shetland Islands | 2 | 8 | 51 | - | 5 | 46 | 1 | 5 | 50 |
| Eilean Siar | 2 | 14 | 71 | 1 | 4 | 38 | 1 | 10 | 59 |
| Grampian | 46 | 288 | 1,550 | 23 | 311 | 1,235 | 33 | 329 | 1,501 |
| Aberdeen City | 6 | 82 | 496 | 8 | 97 | 407 | 5 | 90 | 474 |
| Aberdeenshire | 33 | 166 | 824 | 11 | 190 | 663 | 22 | 202 | 816 |
| Moray | 7 | 41 | 230 | 4 | 24 | 165 | 5 | 37 | 211 |
| Tayside | 30 | 278 | 1,291 | 25 | 199 | 987 | 28 | 216 | 1,097 |
| Dundee City | 3 | 65 | 351 | 2 | 52 | 297 | 4 | 54 | 305 |
| Angus | 12 | 83 | 401 | 5 | 57 | 290 | 9 | 61 | 319 |
| Perth & Kinross | 15 | 131 | 539 | 18 | 90 | 400 | 16 | 101 | 473 |
| Fife | 18 | 159 | 872 | 11 | 92 | 597 | 12 | 115 | 720 |
| Lothian & Borders | 38 | 437 | 3,453 | 22 | 349 | 2,667 | 31 | 378 | 2,984 |
| Edinburgh, City of | 9 | 188 | 1,673 | 10 | 166 | 1,371 | 8 | 163 | 1,459 |
| West Lothian | 9 | 78 | 659 | 2 | 63 | 497 | 6 | 67 | 571 |
| Midlothian | 3 | 41 | 297 | 3 | 27 | 224 | 3 | 34 | 265 |
| East Lothian | 4 | 36 | 267 | 1 | 29 | 207 | 4 | 31 | 237 |
| Scottish Borders | 12 | 95 | 557 | 6 | 64 | 368 | 11 | 83 | 451 |
| Central | 15 | 168 | 911 | 9 | 110 | 717 | 9 | 133 | 806 |
| Clackmannanshire | 2 | 20 | 117 | 2 | 10 | 90 | 2 | 15 | 100 |
| Stirling | 7 | 82 | 392 | 6 | 57 | 293 | 5 | 63 | 342 |
| Falkirk | 5 | 66 | 401 | 1 | 43 | 334 | 2 | 54 | 364 |
| Strathclyde | 97 | 958 | 7,288 | 65 | 619 | 5,342 | 79 | 801 | 5,994 |
| Glasgow, City of | 18 | 281 | 2,332 | 13 | 176 | 1,577 | 14 | 236 | 1,868 |
| Argyll & Bute | 12 | 87 | 427 | 5 | 58 | 316 | 10 | 73 | 382 |
| West Dunbartonshire | 4 | 34 | 271 | 4 | 21 | 180 | 2 | 25 | 204 |
| East Dunbartonshire | 2 | 26 | 222 | - | 16 | 178 | 2 | 21 | 183 |
| Inverclyde | 2 | 36 | 256 | 1 | 26 | 208 | 2 | 29 | 225 |
| Renfrewshire | 8 | 70 | 567 | 7 | 52 | 481 | 5 | 61 | 459 |
| East Renfrewshire | 2 | 24 | 165 | 2 | 12 | 154 | 2 | 19 | 136 |
| North Lanarkshire | 12 | 107 | 1,012 | 11 | 59 | 747 | 10 | 90 | 852 |
| South Lanarkshire | 16 | 121 | 960 | 11 | 79 | 669 | 14 | 107 | 790 |
| North Ayrshire | 6 | 64 | 387 | 4 | 39 | 280 | 5 | 45 | 297 |
| East Ayrshire | 8 | 56 | 338 | 4 | 43 | 266 | 6 | 46 | 288 |
| South Ayrshire | 8 | 53 | 353 | 3 | 38 | 286 | 6 | 49 | 310 |
| Dumfries & Galloway | 14 | 127 | 621 | 9 | 84 | 423 | 9 | 107 | 522 |
| Scotland | 292 | 2,605 | 17,097 | 186 | 1,873 | 12,763 | 232 | 2,218 | 14,595 |

Note: Latest year is provisional, see paragraph 9.1

Table 12 Casualties by gender, severity and age, 2002 - 2011

| | | | All severities | | | | | | | | | | | | |
|----------------|--------|---------|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|--------------------|------------|-----------|
| Male | Killed | Serious | Under 5 | 5-11 | 12-15 | 16-22 | 23-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70 and over | Total ¹ | Child 0-15 | Adult 16+ |
| 2002 | 224 | 2,145 | 210 | 871 | 579 | 2,240 | 1,434 | 2,249 | 1,539 | 943 | 521 | 478 | 11,086 | 1,660 | 9,404 |
| 2003 | 231 | 1,918 | 192 | 735 | 552 | 2,145 | 1,344 | 2,091 | 1,523 | 980 | 578 | 489 | 10,657 | 1,479 | 9,150 |
| 2004 | 225 | 1,807 | 191 | 667 | 539 | 2,038 | 1,392 | 2,070 | 1,519 | 976 | 571 | 480 | 10,473 | 1,397 | 9,046 |
| 2005 | 209 | 1,745 | 157 | 603 | 496 | 2,165 | 1,364 | 1,892 | 1,578 | 932 | 523 | 480 | 10,204 | 1,256 | 8,934 |
| 2006 | 244 | 1,672 | 152 | 557 | 451 | 2,099 | 1,378 | 1,662 | 1,511 | 946 | 505 | 447 | 9,723 | 1,160 | 8,548 |
| 2007 | 207 | 1,631 | 130 | 500 | 427 | 2,041 | 1,300 | 1,556 | 1,475 | 879 | 521 | 458 | 9,302 | 1,057 | 8,230 |
| 2008 | 191 | 1,684 | 127 | 449 | 407 | 1,869 | 1,256 | 1,486 | 1,424 | 866 | 477 | 469 | 8,843 | 983 | 7,847 |
| 2009 | 162 | 1,485 | 105 | 399 | 302 | 1,845 | 1,197 | 1,412 | 1,398 | 821 | 511 | 445 | 8,451 | 806 | 7,629 |
| 2010 | 146 | 1,274 | 109 | 376 | 336 | 1,459 | 1,050 | 1,275 | 1,272 | 816 | 461 | 377 | 7,541 | 821 | 6,710 |
| 2011 | 139 | 1,216 | 122 | 364 | 271 | 1,273 | 970 | 1,201 | 1,312 | 855 | 514 | 404 | 7,293 | 757 | 6,529 |
| All severities | | | | | | | | | | | | | | | |
| Female | Killed | Serious | Under 5 | 5-11 | 12-15 | 16-22 | 23-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70 and over | Total ¹ | Child 0-15 | Adult 16+ |
| 2002 | 80 | 1,084 | 143 | 507 | 432 | 1,345 | 1,000 | 1,492 | 1,136 | 873 | 522 | 704 | 8,176 | 1,082 | 7,072 |
| 2003 | 105 | 1,039 | 126 | 452 | 422 | 1,321 | 1,019 | 1,502 | 1,137 | 828 | 565 | 693 | 8,086 | 1,000 | 7,065 |
| 2004 | 83 | 958 | 116 | 450 | 430 | 1,424 | 1,009 | 1,460 | 1,078 | 835 | 535 | 667 | 8,016 | 996 | 7,008 |
| 2005 | 77 | 919 | 113 | 375 | 418 | 1,375 | 931 | 1,295 | 1,112 | 820 | 542 | 670 | 7,658 | 906 | 6,745 |
| 2006 | 70 | 962 | 108 | 345 | 404 | 1,460 | 908 | 1,257 | 1,123 | 781 | 519 | 619 | 7,532 | 857 | 6,667 |
| 2007 | 74 | 753 | 96 | 328 | 332 | 1,377 | 930 | 1,074 | 953 | 760 | 482 | 579 | 6,916 | 756 | 6,155 |
| 2008 | 79 | 890 | 106 | 304 | 295 | 1,305 | 920 | 1,032 | 1,027 | 691 | 476 | 577 | 6,737 | 705 | 6,028 |
| 2009 | 54 | 802 | 96 | 283 | 288 | 1,239 | 901 | 1,013 | 992 | 718 | 486 | 556 | 6,587 | 667 | 5,905 |
| 2010 | 62 | 693 | 61 | 256 | 240 | 1,032 | 835 | 916 | 913 | 635 | 416 | 478 | 5,787 | 557 | 5,225 |
| 2011 | 47 | 656 | 82 | 226 | 249 | 966 | 711 | 868 | 827 | 599 | 423 | 500 | 5,463 | 557 | 4,894 |
| All severities | | | | | | | | | | | | | | | |
| Total | Killed | Serious | Under 5 | 5-11 | 12-15 | 16-22 | 23-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70 and over | Total ¹ | Child 0-15 | Adult 16+ |
| 2002 | 304 | 3,229 | 355 | 1,379 | 1,011 | 3,587 | 2,434 | 3,742 | 2,675 | 1,816 | 1,043 | 1,183 | 19,275 | 2,745 | 16,480 |
| 2003 | 336 | 2,957 | 318 | 1,188 | 974 | 3,467 | 2,364 | 3,594 | 2,660 | 1,808 | 1,143 | 1,187 | 18,756 | 2,480 | 16,223 |
| 2004 | 308 | 2,766 | 307 | 1,119 | 969 | 3,463 | 2,402 | 3,530 | 2,597 | 1,811 | 1,107 | 1,151 | 18,502 | 2,395 | 16,061 |
| 2005 | 286 | 2,666 | 280 | 978 | 914 | 3,540 | 2,296 | 3,187 | 2,691 | 1,752 | 1,065 | 1,153 | 17,885 | 2,172 | 15,684 |
| 2006 | 314 | 2,635 | 265 | 902 | 855 | 3,559 | 2,286 | 2,919 | 2,634 | 1,727 | 1,024 | 1,066 | 17,269 | 2,022 | 15,215 |
| 2007 | 281 | 2,385 | 229 | 829 | 759 | 3,419 | 2,231 | 2,630 | 2,429 | 1,639 | 1,003 | 1,041 | 16,238 | 1,817 | 14,392 |
| 2008 | 270 | 2,575 | 234 | 753 | 702 | 3,174 | 2,179 | 2,519 | 2,451 | 1,557 | 953 | 1,047 | 15,591 | 1,689 | 13,880 |
| 2009 | 216 | 2,287 | 201 | 682 | 590 | 3,084 | 2,098 | 2,425 | 2,390 | 1,539 | 997 | 1,001 | 15,044 | 1,473 | 13,534 |
| 2010 | 208 | 1,968 | 170 | 632 | 576 | 2,491 | 1,885 | 2,191 | 2,185 | 1,451 | 877 | 855 | 13,338 | 1,378 | 11,935 |
| 2011 | 186 | 1,873 | 205 | 590 | 520 | 2,239 | 1,681 | 2,069 | 2,139 | 1,454 | 937 | 904 | 12,763 | 1,315 | 11,423 |

1. Includes unknown ages and gender

10. Sources and definitions

10.1 The sources of the data

The figures in this bulletin were compiled from the "Stats 19" statistical returns made by police forces. These cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, *if* they become known to the police. As noted in section 2.2, there could be many non-fatal injury accidents which are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only include in their returns details of the accidents of which they are aware. More information about this is given in *Reported Road Casualties Scotland 2009*, in the section entitled *Comparison of the police 'Stats 19' road casualty figures with some other figures for Scotland*. The vehicle(s) involved in the accident need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. Damage only accidents (i.e. accidents which do not involve personal injury) are not included in these statistics. Transport Scotland are looking at alternative data sources to estimate the levels of under reporting.

10.2 The definition of "severity" used in the Road Accident statistics

The classification of the severity of an accident (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 accident occurs. However, if further information becomes available which would alter the classification (for example, if a person dies within 30 days of the accident, as a result of the injuries sustained in the accident) the police change the initial classification of the severity.

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
 - 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 accident;
- a ***serious accident*** 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" accident*** is one in which at least one person suffers "slight" injuries, but no-one is seriously injured, or fatally injured.

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (e.g. on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some accidents. 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 accidents 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 accidents 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 per cent 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 accident and by a clerk who bases the code on a police officer’s written description of the accident.

10.3 Some other definitions

Built-up roads: accidents 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).

Children: people under 16 years old.

Pedestrians: includes people riding toy cycles on the footway, people pushing bicycles, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

10.4 Scottish specific casualty reduction

Scotland's Road Safety Framework was launched in June 2009. It set out the vision for road safety in Scotland, the main priorities and issues and included Scotland-specific targets and milestones which will be adopted from 2010. These targets and milestones are:

| Target | 2015 milestone % reduction | 2020 target % reduction |
|--|----------------------------|-------------------------|
| People killed | 30% | 40% |
| People seriously injured | 43% | 55% |
| Children (aged < 16) killed * | 35% | 50% |
| Children (aged < 16) seriously injured | 50% | 65% |

* As numbers are small, a 3 year average is included in the table to smooth out large fluctuations in the numbers.

Each reduction target will be assessed against the 2004/08 average. In addition to the targets a 10 per cent reduction target in the slight casualty rate will continue to be adopted.

The 4 main targets differ to previous targets in that deaths have been separated out from serious injuries as, in recent years, trends have been different - serious injuries falling steadily but deaths declining at a lower rate. These targets will be discussed more in future publications.

10.5 The calculation of the “indicative lines” shown in the graphs

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 2006 and falls, by a constant percentage reduction in each subsequent year, to the target for 2010. This is the approach adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 2006 as that is the middle year of the baseline period. 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 2020.

The method adopted to produce the indicative target lines shown in Figure 4 involves a constant percentage reduction in each year after 2006 to the 2015 milestone, then a constant percentage reduction between 2015 and 2020. 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: 3.89 per cent p.a. for killed to meet the 2015 milestone and 3.02 between 2015 and 2020. For seriously injured casualties the falls are 6.06 per cent and 4.61 per cent. For child killed 4.67 per cent and 4.37 or seriously injured 7.41 per cent and 6.90.

| | Killed | | Serious | | Child killed | | Child serious | |
|------|--|---|--|---|--|---|--|---|
| | % baseline (milestone from 2015) | % reduction from baseline (milestone) | % baseline (milestone from 2015) | % reduction from baseline (milestone) | % baseline (milestone from 2015) | % reduction from baseline (milestone) | % baseline (milestone from 2015) | % reduction from baseline (milestone) |
| 2006 | 100% | | 100% | | 100% | | 100% | |
| 2007 | 96.1% | 3.9% | 93.9% | 6.1% | 95.3% | 4.7% | 92.6% | 7.4% |
| 2008 | 92.4% | 7.6% | 88.3% | 11.7% | 90.9% | 9.1% | 85.7% | 14.3% |
| 2009 | 88.8% | 11.2% | 82.9% | 17.1% | 86.6% | 13.4% | 79.4% | 20.6% |
| 2010 | 85.3% | 14.7% | 77.9% | 22.1% | 82.6% | 17.4% | 73.5% | 26.5% |
| 2011 | 82.0% | 18.0% | 73.2% | 26.8% | 78.7% | 21.3% | 68.0% | 32.0% |
| 2012 | 78.8% | 21.2% | 68.7% | 31.3% | 75.0% | 25.0% | 63.0% | 37.0% |
| 2013 | 75.8% | 24.2% | 64.6% | 35.4% | 71.5% | 28.5% | 58.3% | 41.7% |
| 2014 | 72.8% | 27.2% | 60.7% | 39.3% | 68.2% | 31.8% | 54.0% | 46.0% |
| 2015 | 70.0% | 30.0% | 57.0% | 43.0% | 65.0% | 35.0% | 50.0% | 50.0% |
| 2015 | 100% | | 100% | | 100% | | 100% | |
| 2016 | 97.0% | 3.0% | 95.4% | 4.6% | 95.6% | 4.4% | 93.1% | 6.9% |
| 2017 | 94.1% | 5.9% | 91.0% | 9.0% | 91.5% | 8.5% | 86.7% | 13.3% |
| 2018 | 91.2% | 8.8% | 86.8% | 13.2% | 87.5% | 12.5% | 80.7% | 19.3% |
| 2019 | 88.5% | 11.5% | 82.8% | 17.2% | 83.7% | 16.3% | 75.1% | 24.9% |
| 2020 | 85.8% | 14.2% | 79.0% | 21.0% | 80.0% | 20.0% | 69.9% | 30.1% |

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