TRANSPORT SCOTLAND
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KEY REPORTED ROAD CASUALTIES SCOTLAND 2024

Key findings

This publication incorporates revisions to fatality figures for 2019-2023. More information can be found in the Supporting Information section of this publication.

- There were 5,576 road casualties reported in 2024. Of these, there were 160 fatalities, 1,931 people were seriously injured and 3,485 people were slightly injured.
- The number killed on Scotland's roads rose from 147 in 2023 to 160 in 2024. This was the fifth lowest annual figure, and the third lowest recorded outwith the pandemic period of 2020 and 2021.
- Although there was an increase in fatalities, casualties of other severities decreased in 2024: serious casualties fell by 1% (from 1,952 to 1,931); Slight casualties fell by 7% (from 3,739 to 3,485); and total casualties fell by 4% (from 5,838 to 5,576).
- Car users had the highest number of casualties in 2024 (3,326), followed by pedestrians (883) and motorcyclists (446).
- Pedestrian total casualties were down 7% from 2023 and pedestrian fatalities decreased by 6 to 41.
- Cycling casualties fell by 6% and cycling fatalities decreased from 7 to 3.
- Motorcycle total casualties decreased by 7% from 2023 but there were four more fatalities, up from 27 to 31.
- Car driver and passenger total casualties decreased by 3% compared with 2023, but car fatalities rose by 30% from 57 to 74.

TABLE 1: CASUALTY REDUCTION TARGETS FROM SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030

Target	2030 target reduction	2023 reduction achieved
People killed	50%	8%
People seriously injured	50%	29%
Children (aged < 16) killed	60%	35%
Children (aged < 16) seriously injured	60%	38%

Statistics in this publication are provisional. Final figures will be published in Reported Road Casualties Scotland, due in October 2025. Figures may change as a result of late returns and other amendments to the data.

Contents

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.

Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007.

Transport Scotland 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.

Introduction

This bulletin presents provisional statistics of reported injury road collisions in Scotland in 2024. These statistics are based on information Police Scotland collect for all road collisions where someone has been injured or killed. Collisions in which there are no injuries, or collisions not reported to the police are therefore not included in these figures.

The figures published here are provisional due to possible late returns and further amendments. Final figures will be published in Reported Road Casualties Scotland in October. More information on the data is available in the Supporting Information section.

In mid-2019, Police Scotland started to use a new collision recording system. The introduction of this new system changed the way that casualty severity is recorded, making it difficult to directly compare figures produced using the old and new systems. For the years 2004 to 2019, this publication includes 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 of this publication.

The statistics in this publication are used by Transport Scotland, Police Scotland, Local Authorities, and road safety professionals across Scotland to target interventions to make Scotland's roads safer.

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 collisions for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 to 2022, 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.

Unadjusted figures are also provided in the accompanying excel files. More information on the methodology used to produce these adjusted figures is available from the Department for Transport website.

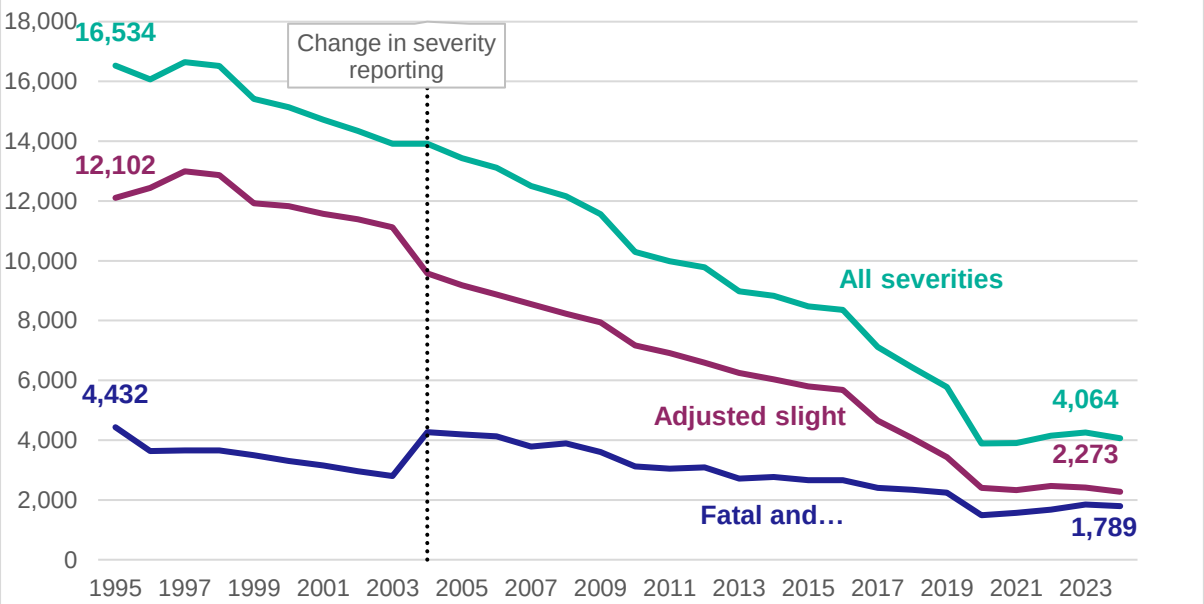
Reported number of collisions

This publication incorporates revisions to figures for fatal collisions for 2019-2023. More information can be found in the Supporting Information section of this publication.

Figure 1 shows the long-term trend for injury road collisions recorded by the police.

In 2024, there were 4,064 collisions in which someone was killed or injured. This was 5% lower than in 2023 and the third lowest number since records began. There were 145 fatal collisions in 2024, two more than 2023, there were 1,644 serious injury collisions; and 2,273 slight injury collisions.

FIGURE 1: NUMBER OF REPORTED INJURY ROAD COLLISIONS BROKEN DOWN BY SEVERITY, 1995 – 2024



Note for Figure 1: Due to changes in the way casualty severity is recorded, figures for the number of serious and slight collisions are not comparable with years prior to 2004.

Reported number of casualties

This publication incorporates revisions to fatality figures for 2019-2023. More information can be found in the Supporting Information section of this publication.

Figure 2 shows that in 2024, 160 people were killed in road collisions in Scotland: 13 (9%) more than 2023.

Since 1978, there has been a long-term downward trend. More recent years' figures have fluctuated around a less pronounced downward trend. The Covid-19 pandemic years of 2020 and 2021 had the lowest number of fatalities ever recorded and 2024 was the fifth-lowest with 160 fatalities.

FIGURE 2: TOTAL NUMBER OF REPORTED ROAD FATALITIES, 1950 – 2024

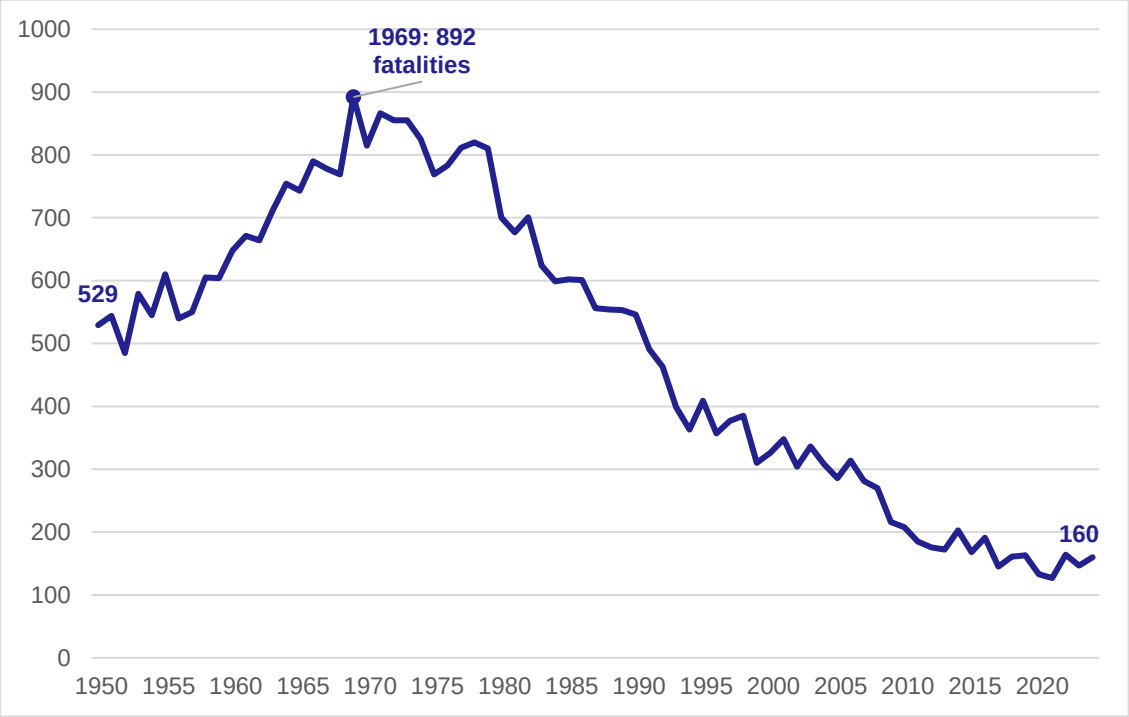
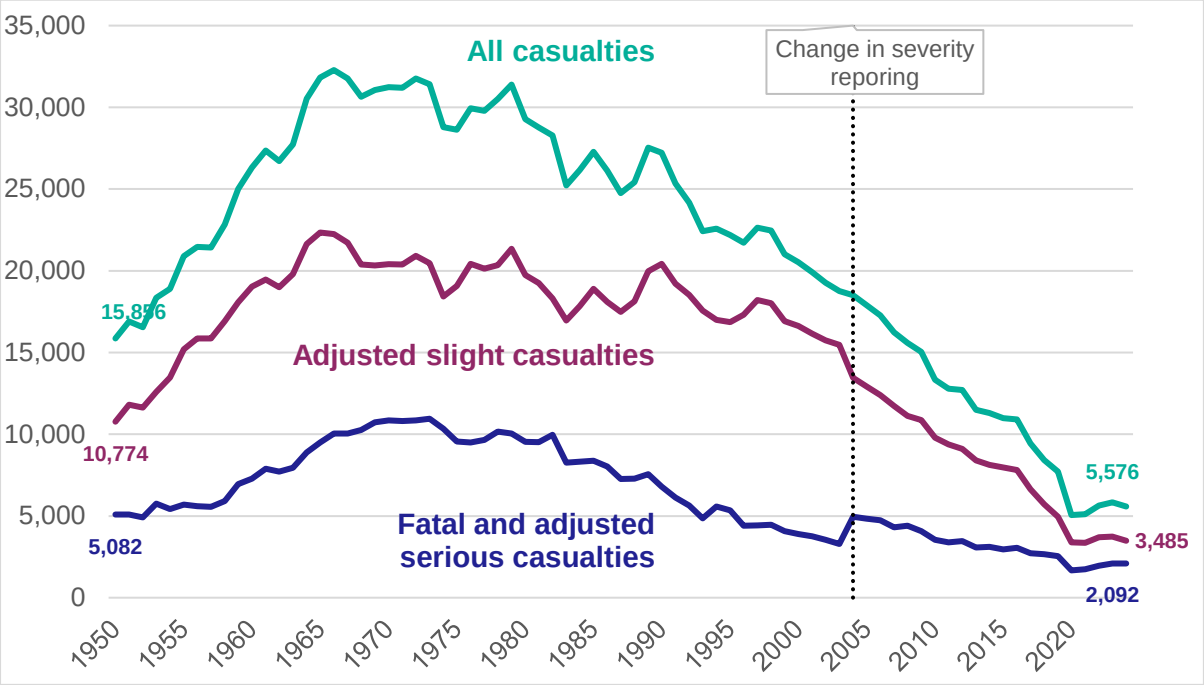


Figure 3 shows that there were a total of 5,576 casualties (of all severities) reported in 2024: 262 (4%) less than in 2023 and the third lowest number since annual records began in 1950.

Between circa 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, with numbers falling below 12,000 in 2013, which was half the level of the early 1990s.

FIGURE 3: NUMBER OF REPORTED ROAD CASUALTIES BROKEN DOWN BY SEVERITY, 1950 – 2024



Note for Figure 3: Due to changes in the way casualty severity is recorded, serious and slight figures prior to 2004 are not directly comparable with later years.

In 2024, 1,931 people were seriously injured in road collisions. As outlined above, this figure cannot be directly compared to the reported figures prior to 2004. Figure 4 uses adjusted figures to show how many serious casualties there would have been in previous years if they had been recorded using an injury-based reporting system. The number of people seriously injured in 2024 decreased by 1% on 2023. Figure 3 shows that the longer-term trend for fatal and serious casualties has generally been downward since the early 1980s.

There were 3,485 people reported as slightly injured in 2024. Once again, this figure cannot be directly compared to the reported figures for previous years prior to 2004. The number of people slightly injured in road collisions in 2024 decreased by 7% on 2023. Figure 3 shows that the number of slight casualties has shown a clear downward trend since the mid-1990s.

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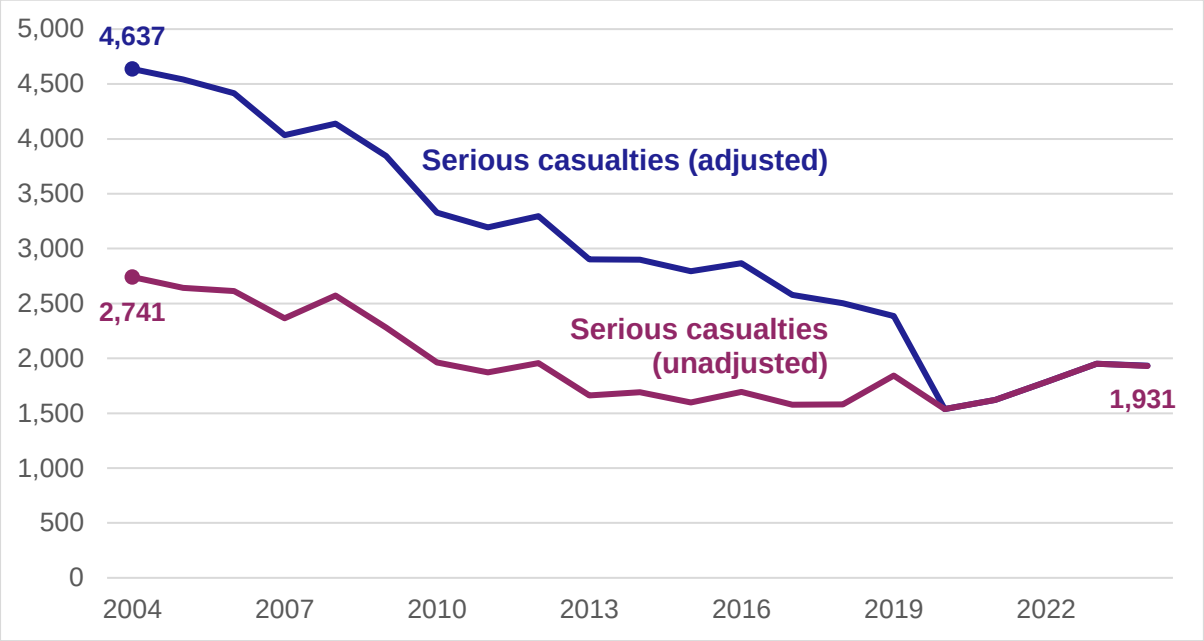
FIGURE 4: NUMBER OF SERIOUS ROAD CASUALTIES, ADJUSTED AND UNADJUSTED 2004 – 2024



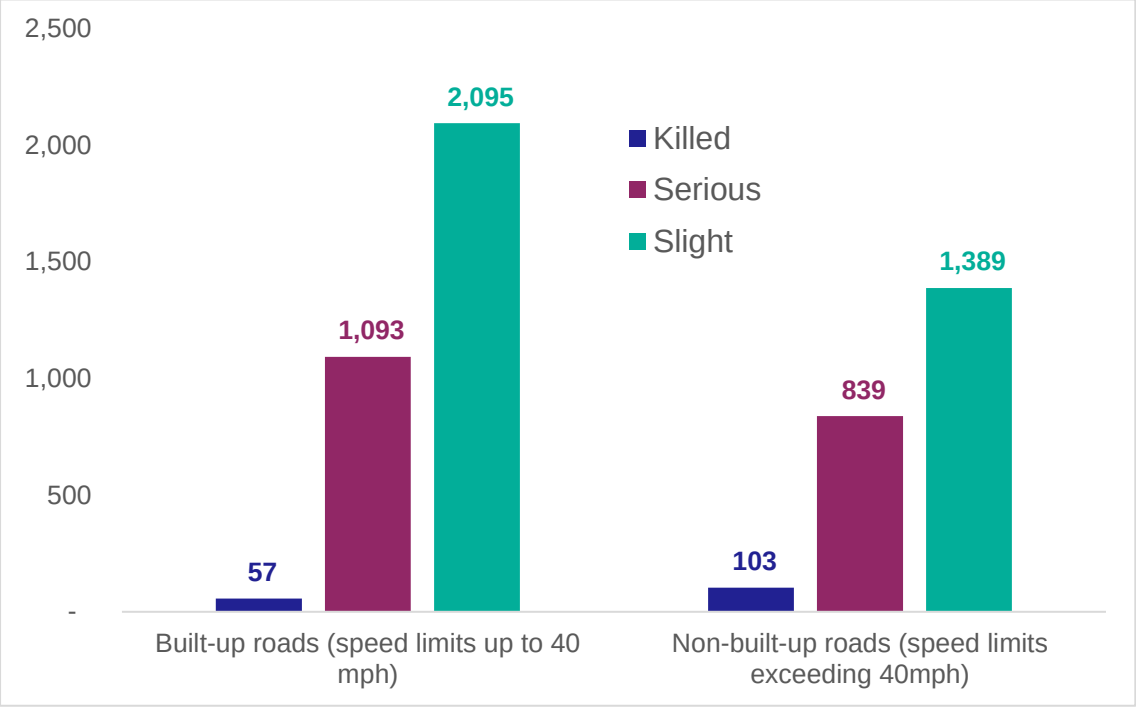
Casualties by type of road

Figure 5 shows the number of casualties by road type. Built-up roads are those which have speed limits of up to and including 40 miles per hour (ignoring temporary speed limits on roads for which the normal speed limit is over 40 mph); non-built up roads have speed limits exceeding 40 miles per hour.

In 2024, non built-up roads accounted for over two-fifths of the total number of reported casualties (42%: 2,331 out of 5,576) and accounted for a similar proportion of serious casualties (43%: 839 out of 1,931). However, they accounted for almost two thirds of those killed (64%: 103 out of 160). This will be at least in part due to the higher average speed on non built-up roads. These roads make up around two-thirds of Scotland's road network.

Compared with the 2014-18 average (the baseline period for measurements of the current Road Safety Framework) total casualties on non built-up roads have reduced by 43% and built-up roads by 47%. However, whilst fatalities on non built-up roads have decreased by 16% over the same period, fatalities have increased by 13% for built-up roads.

FIGURE 5: NUMBER OF CASUALTIES BY ROAD TYPE, 2024



Casualties by mode of transport

In 2024 there were 3,326 car users reported injured in road collisions; three fifths of all road casualties (59%: 3,326 out of 5,576) and a 3% increase on 2023. Of these, 74 were killed, an increase of 30% from 2023, and 924 seriously injured.

There were 883 pedestrian casualties recorded in 2024, one in six of all casualties (16%: 883 out of 5,576) and down by 68 (7%) since 2023. Five per cent of pedestrian casualties were killed (41 out of 883) and 48% seriously injured (420 out of 883). Please note, in addition to people walking, this category 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.

Pedal cycle casualty numbers in 2024 decreased by 6% compared to 2023. There were 382 pedal cyclist casualties recorded in 2024 of which 3 died (4 fatalities less than in 2023).

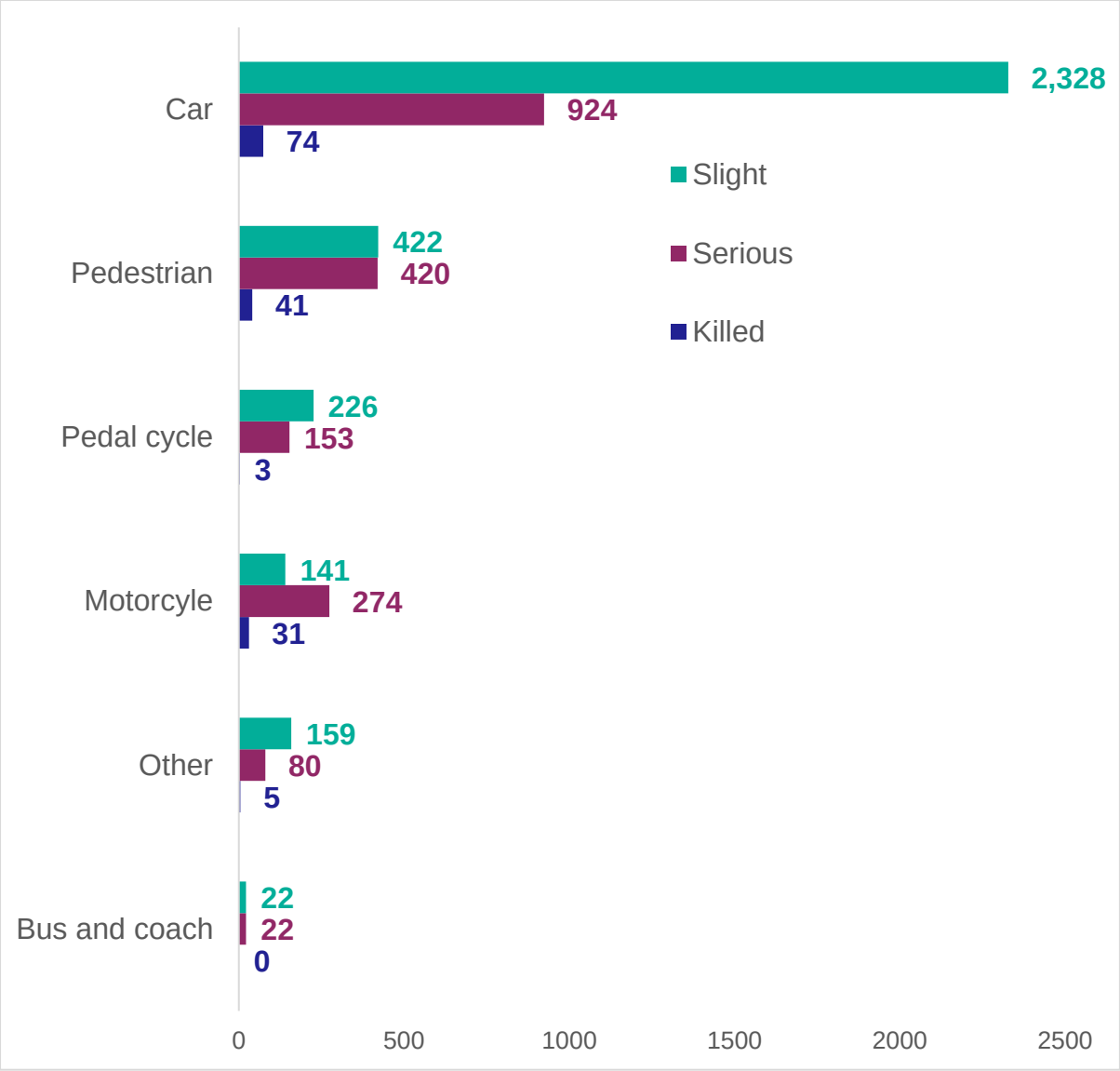
Motorcycle casualties decreased by 7% in 2024. 446 motorcycle casualties were reported, of whom 274 (61%) suffered serious injuries and 31 died. This is an increase four fatalities from 2023.

A total of 107 bus and coach users were reported as casualties (an decrease of 27% on 2023), of whom 22 were seriously injured, and none died.

Together, all other modes of transport accounted for 8% of casualties in 2024 (432 out of 5,576), for 7% of those killed (11 out of 160) and for 7% of those seriously injured (138 out of 1,931).

Figure 6 shows the number of casualties (fatal, serious, and slight) by each mode of transport in 2024.

FIGURE 6: NUMBER OF CASUALTIES BY MODE OF TRANSPORT, 2024

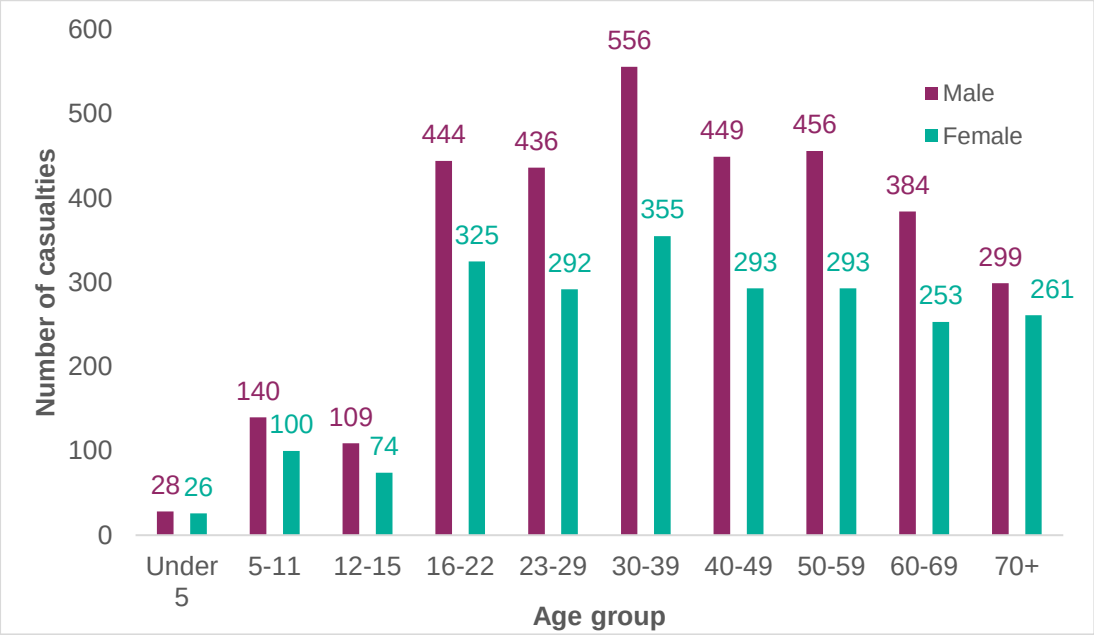


Casualties by gender and age

Figure 7 shows the number of reported casualties by gender and age. This figure does not account for differences between age groups in the level of exposure to risk; for example, we do not control for the number of people in each group with driving licences or for the overall number of people in each age group.

In 2024, male fatalities rose by 10 to 116. Female fatalities rose by 3 to 44. Fourteen per cent (769) of all casualties were aged 16–22, an decrease of 6% on 2023. Of these casualties, 444 were male and 325 were female.

FIGURE 7: NUMBER OF CASUALTIES BY GENDER AND AGE, 2024



Child Casualties

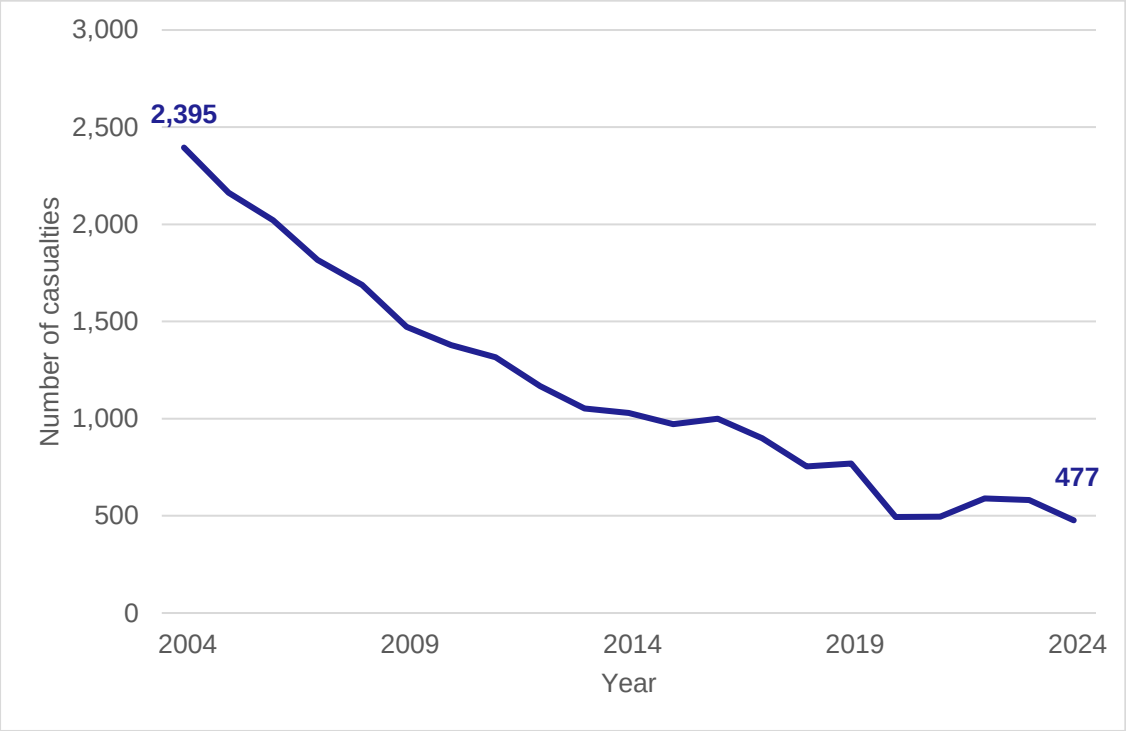
For the purposes of these statistics, casualties under the age of 16 are classified as child casualties. Figure 8 shows that there were 477 child casualties reported in 2024, representing 9% of all casualties (477 out of 5,576) and a decrease of 105 (or 18%) from 2023. Of these, 3 died, two less than in 2023. One of the children killed in 2024 was a pedestrian, one was a car passenger and one was a pedal cyclist. 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.

There were 229 child pedestrian casualties recorded in 2024. They accounted for 26% of all pedestrian casualties of all ages (229 out of 883). Of the child pedestrian casualties, 98 were seriously injured (1 died). The number killed was one less than in 2023.

In 2024, there were 186 child casualties in cars, 6% of all car user casualties (186 out of 3,326). Of the child casualties in cars, 42 were seriously injured and one died.

In 2024, there were 31 child pedal cycle casualties (8% of the total of 382 pedal cycle casualties of all ages) including 7 who were seriously injured, there was one child pedal cyclist killed in 2024, the same as 2023.

FIGURE 8: NUMBER OF CHILD CASUALTIES, 2004 – 2024



Casualties by Police Force division and Local Authority area

Figures 9 and 10 show the average number of reported numbers of casualties in each Police Force division and each Local Authority area for 2020-2024. Since numbers for individual police force divisions and local authorities can be low, late returns and amendments can result in higher percentage changes than those seen in the national figures. In addition, there can be quite large percentage year-to-year fluctuations in the figures for local authority areas within Scotland, particularly for those with the lower numbers. We therefore present the average figures for the last five years.

For both police force divisions and local authorities, the highest number of casualties are seen in urban, densely populated areas. Figure 10 shows that Glasgow City and Edinburgh have the highest number of road casualties in the 2020-2024 period. Orkney Islands, Shetland Islands and Na h-Eileanan Siar have the lowest number of casualties.

FIGURE 9: AVERAGE NUMBER OF REPORTED ROAD CASUALTIES BY POLICE FORCE DIVISION, 2020-2024

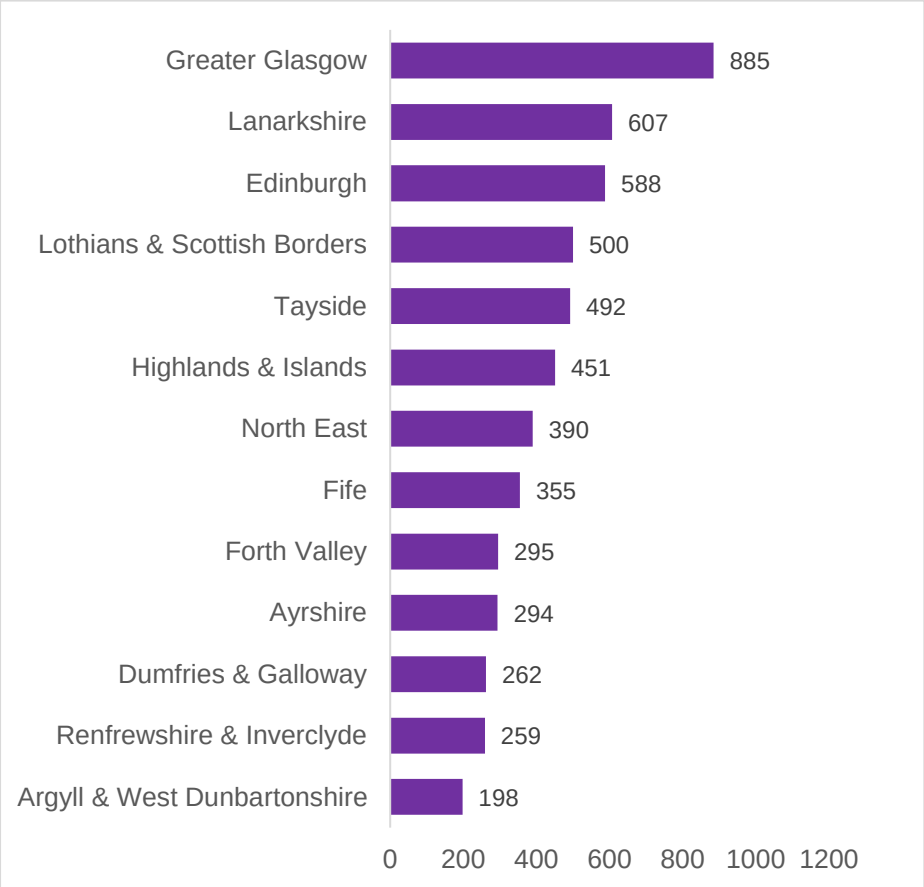
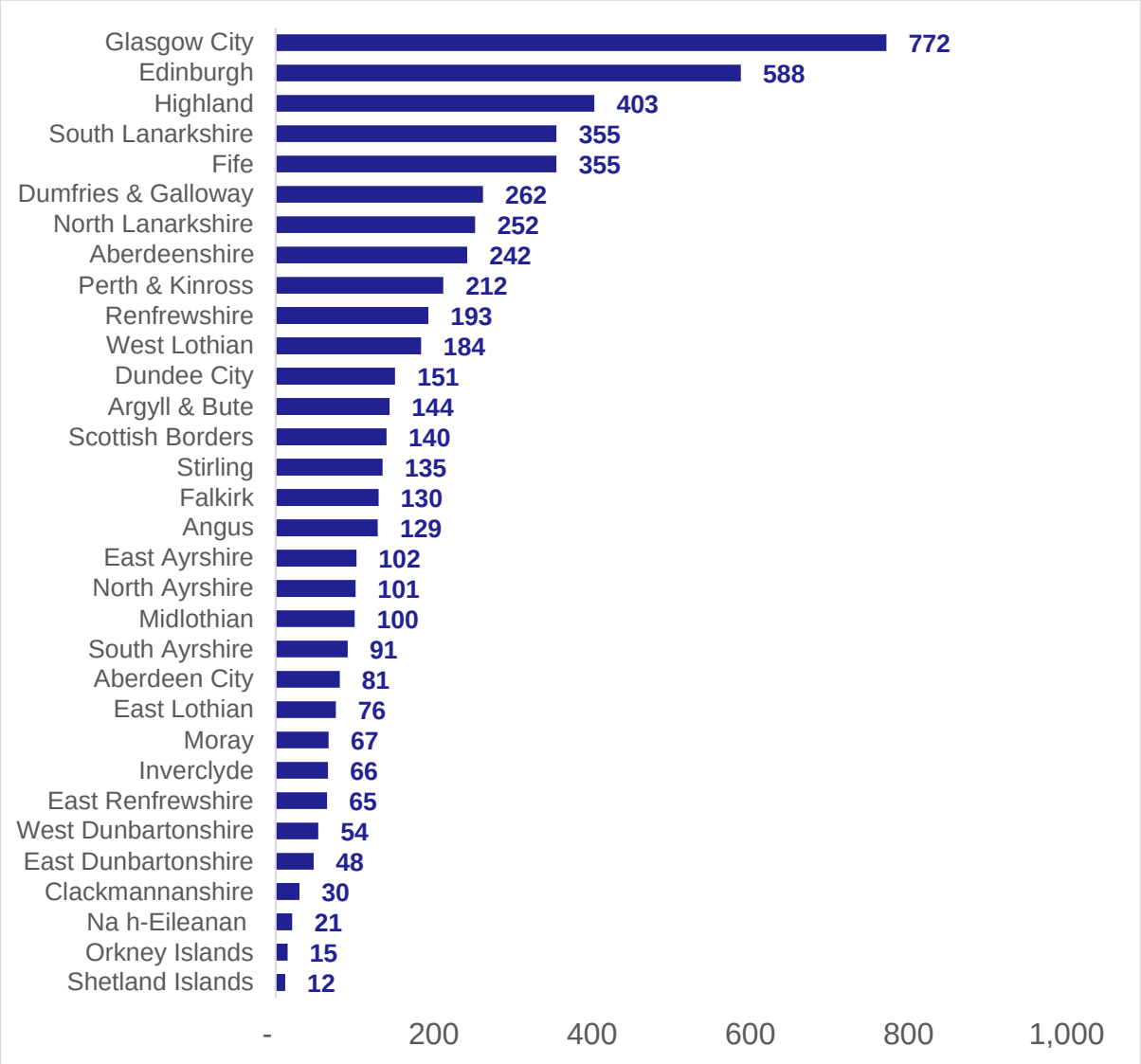


FIGURE 10: AVERAGE NUMBER OF REPORTED ROAD CASUALTIES BY LOCAL AUTHORITY, 2019-2023



Progress towards casualty reduction targets for 2030

Introduction

In early 2021, the Scottish Government 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. These targets are included in Table 2 and each reduction target is assessed against the 2014 to 2018 average.

TABLE 2: CASUALTY REDUCTION TARGETS IN SCOTLAND'S 2021 ROAD SAFETY FRAMEWORK

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

When reporting progress towards the two targets relating to serious injuries, years prior to 2020 (including the baseline period of 2014-2018) are reported on the basis of adjusted figures (see Introduction for more information).

Target: 50% reduction in those killed by 2030

There were 160 people killed in 2024, an 8% reduction since the adjusted 2014-18 baseline average. Provisionally, the number in 2024 is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline). Figure 11 shows that the total number of fatalities in 2024 was above the indicative line required to achieve the target.

Target: 50% reduction in those seriously injured by 2030

On the basis of adjusted figures, there were 1,931 serious injuries in 2024, a 29% reduction since the adjusted 2014-18 baseline level.

Provisionally, the number in 2024 is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline). Figure 12 shows that the reduction is above the indicative line required to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Target: 60% reduction in children killed by 2030

Due to small numbers and 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.

Provisionally, the number in 2022-2024 is on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline). Figure 13 provisionally shows the reduction is below the indicative line required to meet the framework target for 2030.

Target: 60% reduction in children seriously injured by 2030

On the basis of adjusted figures, there were 160 serious injuries in 2024, a 38% reduction since the adjusted 2014-18 baseline level.

Provisionally, the number in 2024 is not on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline). Figure 14 shows that the reduction is above the indicative line required to meet the framework target for 2030.

FIGURE 11: PROGRESS TOWARDS CASUALTIES KILLED REDUCTION TARGET

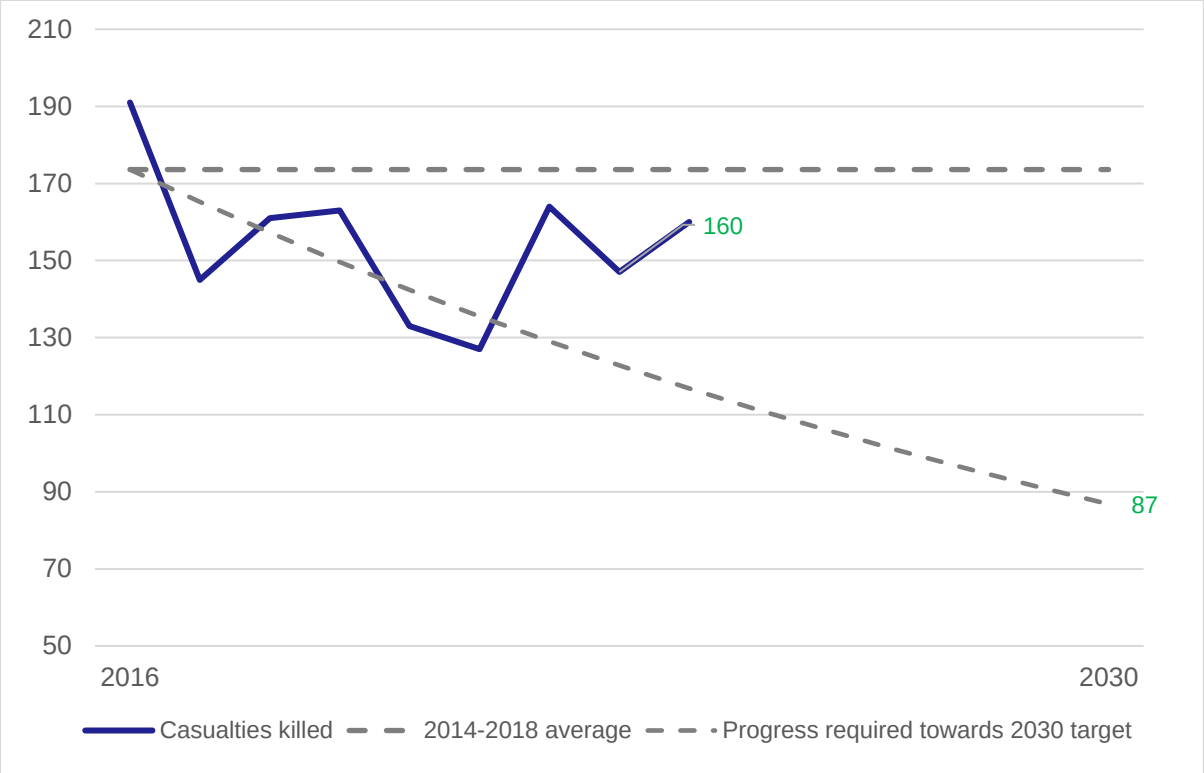


FIGURE 12: PROGRESS TOWARDS CASUALTIES SERIOUSLY INJURED REDUCTION TARGET

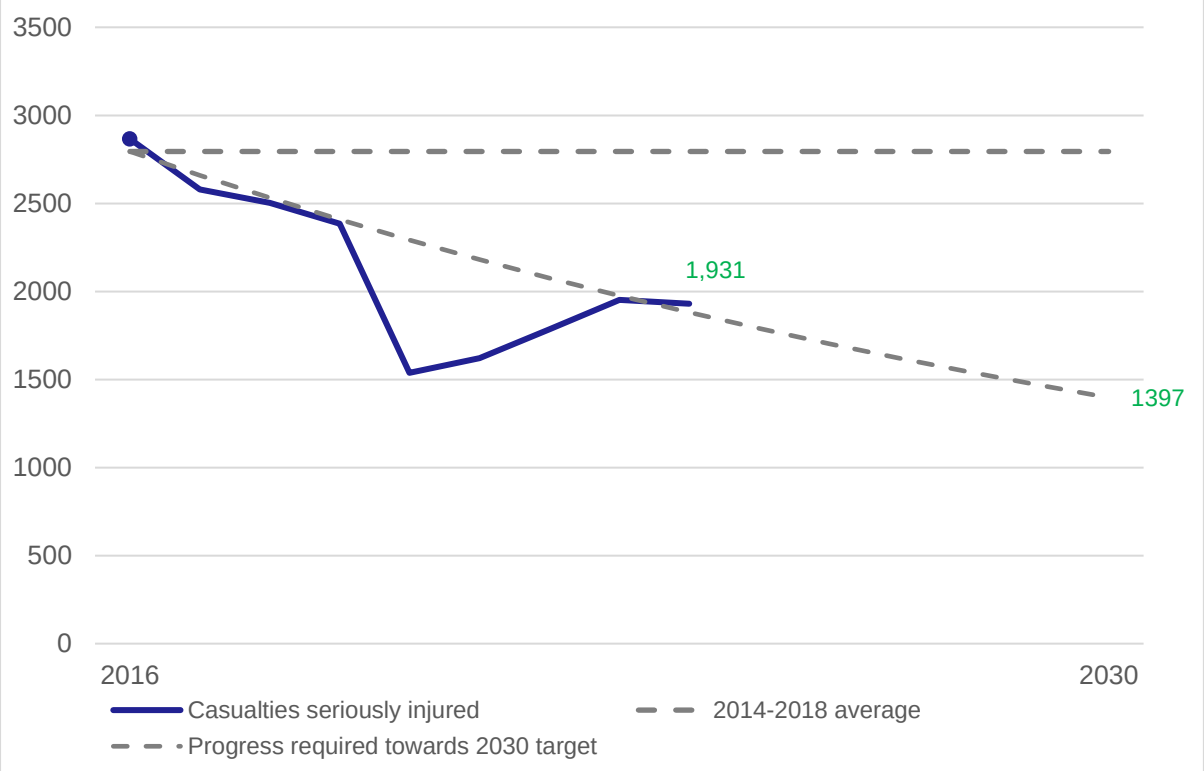


FIGURE 13: PROGRESS TOWARDS CHILDREN KILLED REDUCTION TARGET

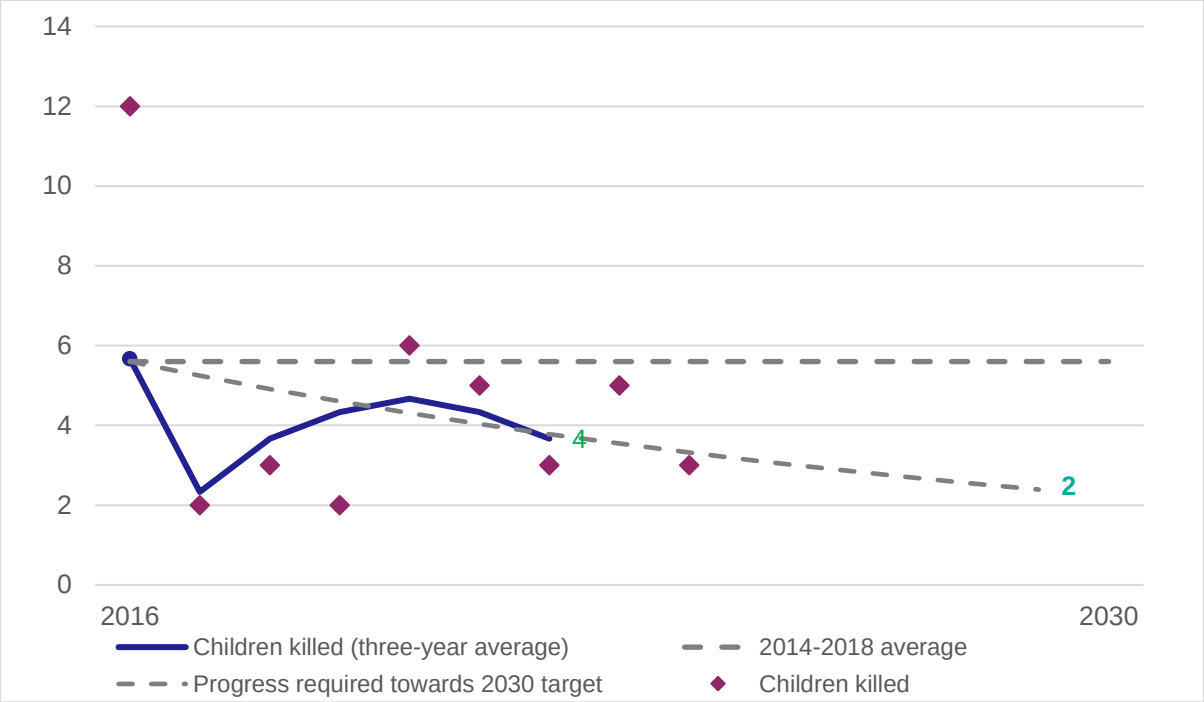
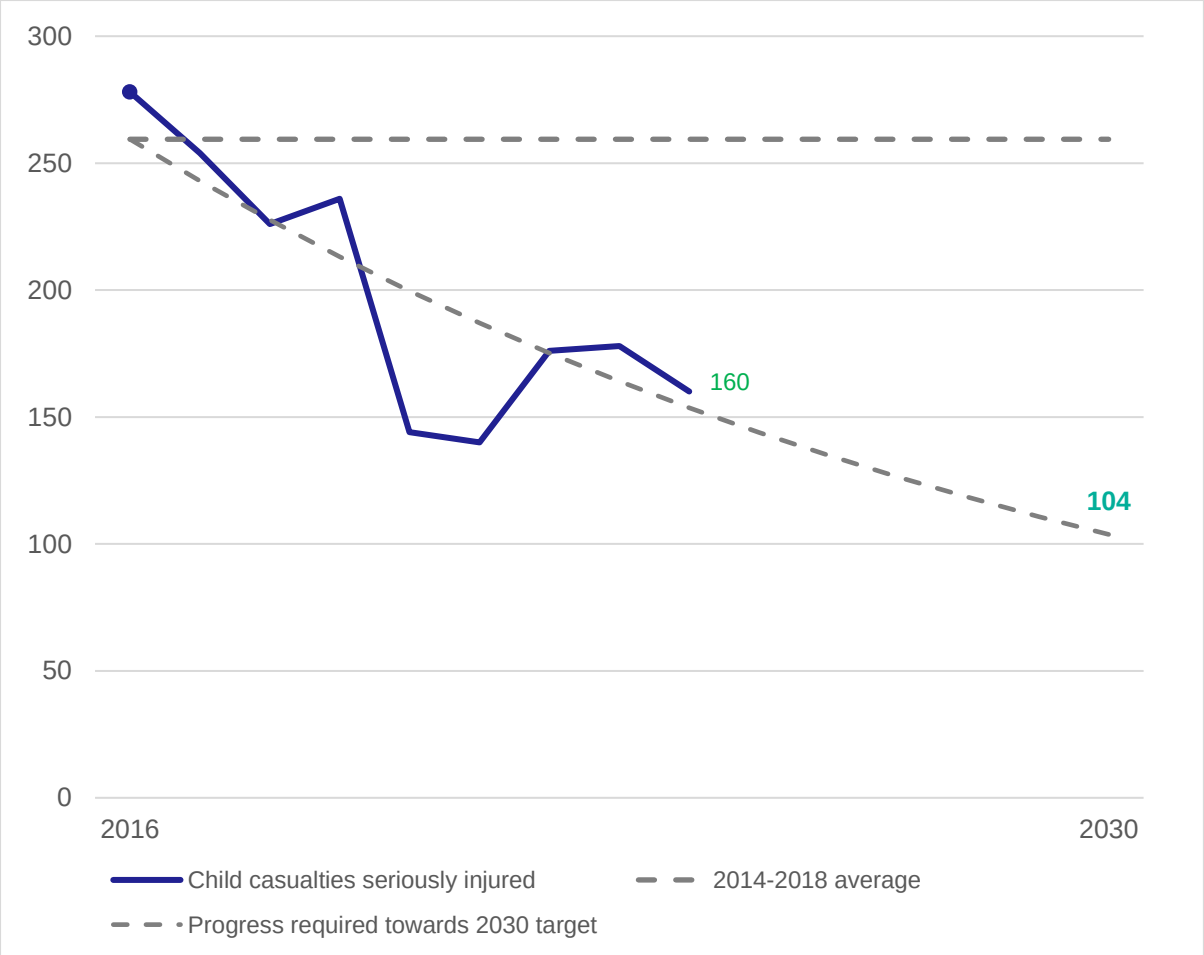


FIGURE 14: PROGRESS TOWARDS CHILDREN SERIOUSLY INJURED REDUCTION TARGET



Supporting information

Sources of the data

The figures in this bulletin were compiled from Stats19 statistical returns made by Police Scotland. These returns cover all collisions in which a vehicle is involved that occur on roads (including footways) and that result in personal injury. Only injury collisions reported to the police are included. The vehicle(s) involved in the collision need not be moving, and need not be in collision—for example, the returns include collisions involving people alighting from buses. Damage-only collisions, in which no people are injured, are not included in these statistics.

There could be many non-fatal injury collisions which are not reported to the police, and as a result these statistics are expected to undercount the true number of road casualties.

Stats 19 forms and guidance are available on the Department for Transport website.

Provisional data

Data used in this publication were extracted from Transport Scotland's reported road collision statistical database in May 2025. The figures published here are marked as provisional, as late returns and any further amendments will be included in the final figures published in Reported Road Casualties Scotland in October and in figures included in later years' publications.

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.

This publication incorporates more significant revisions than usual to fatalities figures for previous years.

These revisions are a 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.

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.

It recently 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, suicide, or physical assault. 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, suicide, or intentional assault. 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.

Results of the review

The figures within this publication have been updated in line with the information established in the review process. The overall impact of the changes is 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 3 and Table 4 below. These compare the revised figures to those published in our most recent previous publication, 'Reported Road Casualties 2023'.

TABLE 3: COMPARISON BETWEEN REVISED FATALITY FIGURES AND PREVIOUSLY PUBLISHED FIGURES

	2019	2020	2021	2022	2023
Previously published fatality numbers	164	141	139	171	155
Revised fatality numbers	163	133	127	164	147
Difference	-1	-8	-12	-7	-8

TABLE 4: COMPARISON BETWEEN REVISED FATAL COLLISION FIGURES AND PREVIOUSLY PUBLISHED FIGURES

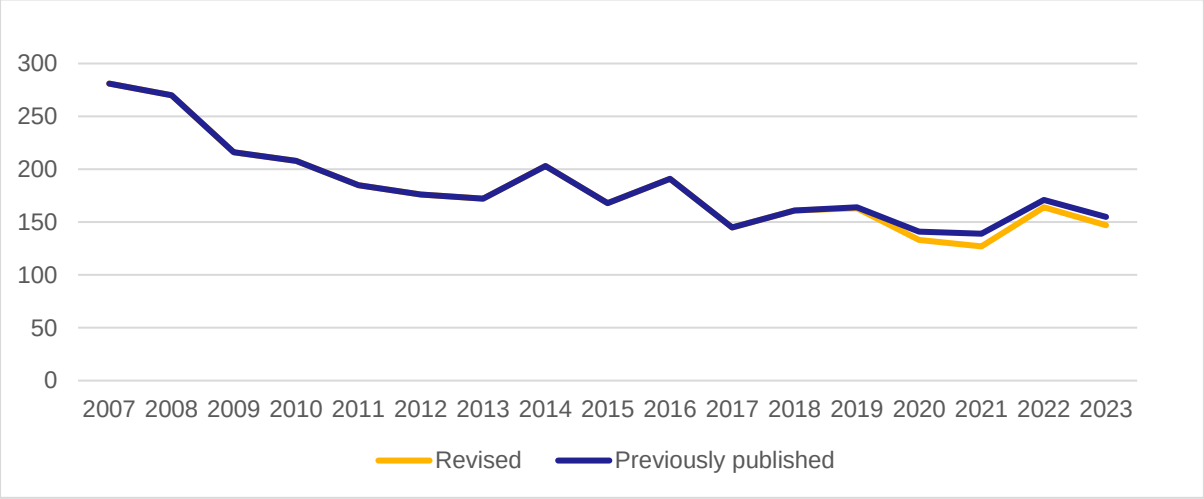
	2019	2020	2021	2022	2023
Previously published fatal collision numbers	157	131	134	151	151
Revised fatal collision numbers	156	123	122	143	143
Difference	-1	-8	-12	-8	-8

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

Figure 15 shows the revised findings for fatalities for 2019 onwards in the context of the longer term trend, as well as those published within our most recent road casualties publication '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 15: 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.

Approach to evaluating progress against casualty reduction targets within this publication

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 2014-

18 and falls, by a constant percentage reduction in each subsequent year, to the target for 2030. This is the approach previously adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 2016 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 2030.

The method adopted to produce the indicative target lines shown in Figures 11, 12, 13 and 14 involves a constant percentage reduction in each year from 2016 to 2030. The resulting indicative target lines represent the percentages of the baseline averages. They are not straight lines, because of the compounding effect of constant annual percentage reductions (to two decimal places, the falls are: 4.83% p.a. for killed and seriously injured to meet the 2030 target. For children killed and seriously injured the fall is 6.34% p.a..

The calculations themselves are contained within the spreadsheet accompanying this publication.

Severity reporting

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.

From the middle of 2019, Police Scotland have used the CRASH system for recording severity details of collisions. Table 4 lists the options for determining how severe an injury is. The introduction of CRASH means that the severity of injuries is recorded more accurately than before and has led to an increase in the recorded number of serious injuries. Figures recorded from 2019 onwards are therefore not directly comparable with those recorded prior to the introduction of CRASH. The adjustment methodology discussed in the Introduction is an attempt to account for this and provide comparable figures.

TABLE 5: 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 / ankle / foot	Less Serious	Serious
Fractured arm / collarbone / hand	Less Serious	Serious
Deep cuts / lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts / lacerations / abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

Before the introduction of CRASH, the police used the following classifications for determining collision severity:

- 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

- 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
- 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.

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 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 a slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in a 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 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 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.

Access to data

Almost all of the data collected for this statistical bulletin are available as part of a GB-wide dataset available on data.gov.uk

Further detail 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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