

# Statistical Bulletin

## Transport Series

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### Key Reported Road Casualties Scotland 2013

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 2013. Final figures will be published in October 2014.

#### 1. Main Points

- 1.1 There were a total of **11,493** road casualties reported in 2013, (1,229 or 10% fewer than 2012), the lowest figure recorded. Of which there were:
- **172 fatalities:** 6 (or 3%) fewer than 2012
  - **1,667 seriously injured:** 315 (or 16%) fewer than 2012
  - **9,654 slightly injured:** 908 (or 9%) fewer than 2012 **[Table 2]**

- 1.2 By mode, in 2013 there were:

- 6,960 **car** users injured (-9% on 2012); including 89 fatalities (15 more than 2012).
- 1,744 **pedestrian** casualties (-12% on 2012); including 37 fatalities (23 fewer than 2012),
- 770 **motorcycle** casualties (-11% on 2012) ; including 23 fatalities (2 more than 2012)
- 882 **pedal cycle** casualties (-3% on 2012); including 13 fatalities (4 more than 2012)
- 394 **bus** and **coach** user casualties in 2013 (11% fewer than 2012). **[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.

- 1.3 In 2013 there were 1,062 child casualties reported, 109 (9%) fewer than in 2012. This included **9** fatalities (5 pedestrians, 2 cyclists and 2 car passengers). **[Table 4]** This is 7 more than last year but conclusions on trend cannot be made from a single year's data as the numbers are small and fluctuate from year to year. Trends using a three year average are included in table 7.

- 1.4 **Male** fatalities fell by 8 per cent (to 120). **Female** fatalities increased by 4 to 52. 16 per cent (1,889) of all casualties were aged 16–22, a decrease of 18 per cent on 2012, of which 1,088 were male and 801 were female. Casualties aged under 5 increased by 6 per cent, from 182 to 193 between 2012 and 2013. **[Table 12]**

- 1.5 There are 5 **national targets for casualty reductions by 2020** – a reduction compared to the 2004-2008 baseline has been achieved in each case:

- 172 people were **killed** in 2013, a reduction of **41 per cent** (2020 target: 40% reduction). This updates National Indicator 32: "Reduce deaths on Scotland's roads." **[Table 5]**
- 1,667 people were **seriously injured** in 2013, a reduction of **36 per cent** (2020 target: 55% reduction) **[Table 6]**
- On average, there were 6 **children killed** each year between 2011 and 2013: a reduction of **61 per cent** (2020 target: 50% reduction). **[Table 7]**
- There were 143 **children seriously injured** in 2013: a reduction of **56 per cent** (2020 target: 65% reduction). **[Table 8]**
- the 2012 **slight casualty rate** was 24.25 casualties per 100 million vehicle kilometres, a reduction of **25 per cent** (2020 target: 10% reduction) **[Table 9]**

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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 2013. These figures were extracted from Transport Scotland's reported road accident statistical database (based on 'Stats19' statistical returns made by police forces) on 5 May 2013. Final 2013 figures will appear in *Reported Road Casualties Scotland 2013*, which will be published in October 2014 and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2012 and earlier years may differ slightly from those published previously. Further information about the differences between the main figures in the publications can be found in section 10.2.

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. An article on under counting in the statistics is included in *Reported Road Casualties Scotland 2010* <http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/1199237-08.htm>

2.3 The Scottish Road Safety Framework published on 15 June 2009, outlined Scotland specific road safety targets. The **casualty reduction targets** for 2020 are described in section 10.5. 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 2013* is one of a series of Transport Statistics publications. A comprehensive statistical picture of transport activity is given in the compendium *Scottish Transport Statistics* volume and the *Key Transport Statistics* card with Scottish Household Survey transport data being released in late summer. *Key Reported Road Casualties Scotland 2013* is followed in October by *Reported Road Casualties Scotland*, a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties. See the link below for more details: <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. In 2013, there were 8,981 accidents in which someone was killed or injured, 8 per cent fewer than in 2012 and the lowest number since records began. There were 159 fatal accidents in 2013, five (3%) fewer than in 2012 and the lowest number since records of fatal accidents began in 1970. In 2013, there were 1,425 serious injury accidents - a decrease of 312 (18%) on 2012 - and 7,397 slight injury accidents reported in 2013 - 6 per cent fewer than 2012.

**Table 1: Injury Road Accidents by Severity, 1970 – 2013**

	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	10,203	12,507
2008	245	2,242	2,487	9,672	12,159
2009	196	1,998	2,194	9,362	11,556
2010	189	1,713	1,902	8,393	10,295
2011	175	1,676	1,851	8,134	9,985
2012	164	1,737	1,901	7,886	9,787
2013 prov.	159	1,425	1,584	7,397	8,981

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 2013, 172 people were **killed** in road accidents in Scotland, six (3%) fewer than 2012 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 have fluctuated around a less pronounced downward trend.

4.2 In 2013 there were 1,667 people **seriously injured** in road accidents: 315 (16%) fewer than in 2012. The long-term trend, has generally been downward since the early 1980s.

4.3 There were 9,654 people reported as **slightly injured** in 2013 which was 908 (9%) fewer than in 2012. Between 1970 and the late 1990s, the figures fluctuated between 17,000 and 21,000. However, there has been a clear downward trend since 1997.

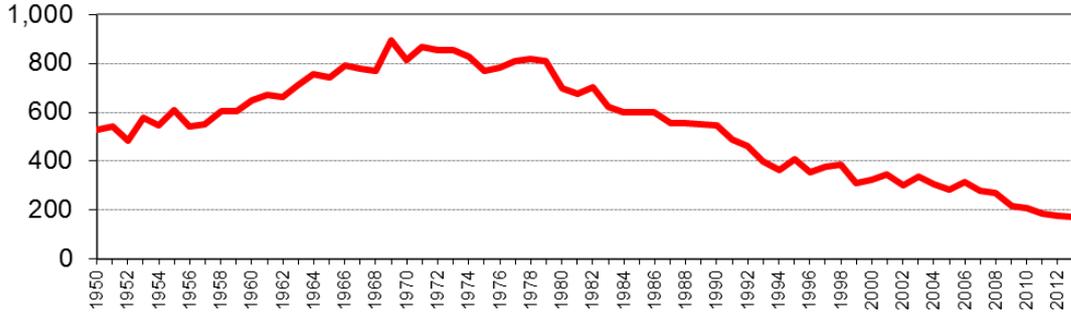
**Table 2: Casualties by Severity, 1950 – 2013**

	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	13,573	16,239
2008	270	2,575	2,845	12,747	15,592
2009	216	2,287	2,503	12,540	15,043
2010	208	1,969	2,177	11,161	13,338
2011	185	1,880	2,065	10,720	12,785
2012	178	1,982	2,160	10,562	12,722
2013 <i>prov.</i>	172	1,667	1,839	9,654	11,493
<i>2004 - 2008 average</i>	292	2,605	2,897	14,200	17,097
<i>2009 - 2013 average</i>	192	1,957	2,149	10,927	13,076
<u>2013 percentage change:</u>					
on 2012	-3%	-16%	-15%	-9%	-10%
on 04-08 average	-41%	-36%	-37%	-32%	-33%

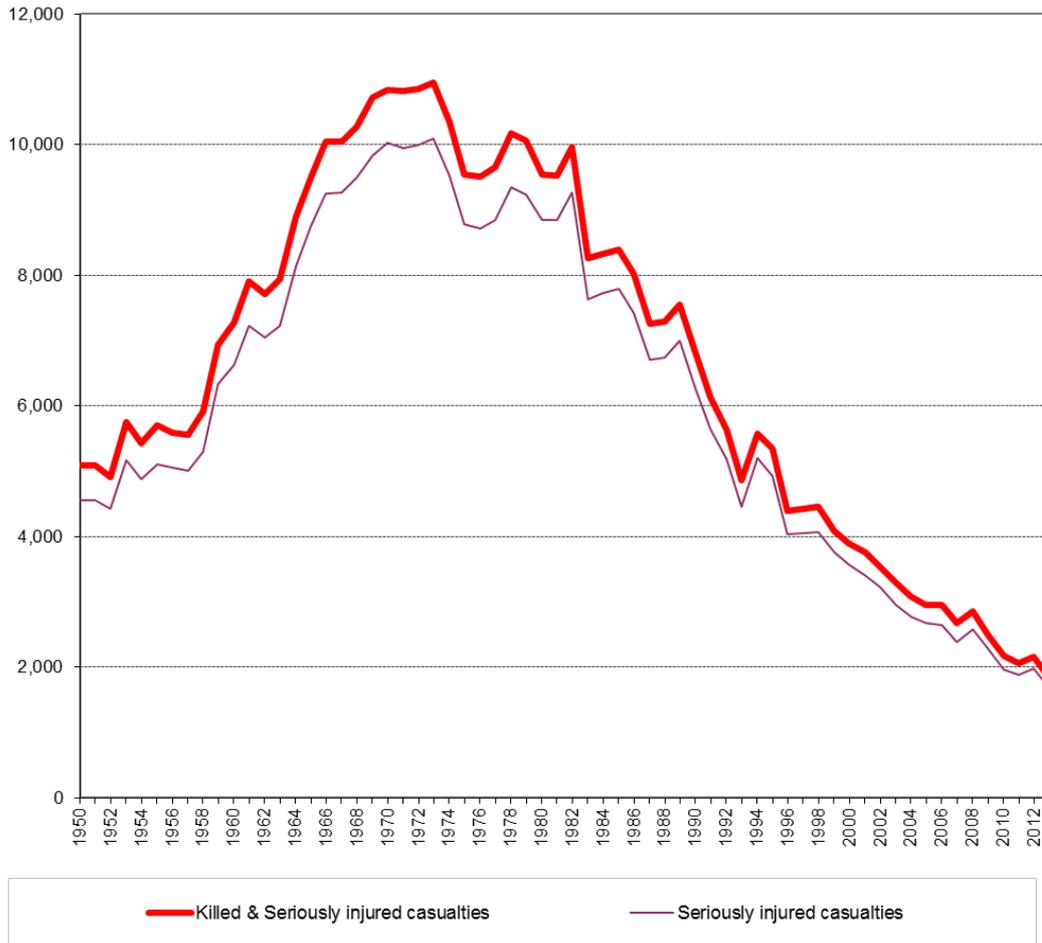
1. Figures for 2012 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.
2. Although regular records of the numbers of casualties began in 1947, the level of severity was only collected from 1950 and the number of injury road accidents weren't collected until 1970.

4.4 There were a total of 11,493 casualties (of all severities) reported in 2013: 1,229 (10%) fewer than in 2012 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 12,000 in 2013 to the lowest level recorded, and half the level of the early 1990s.

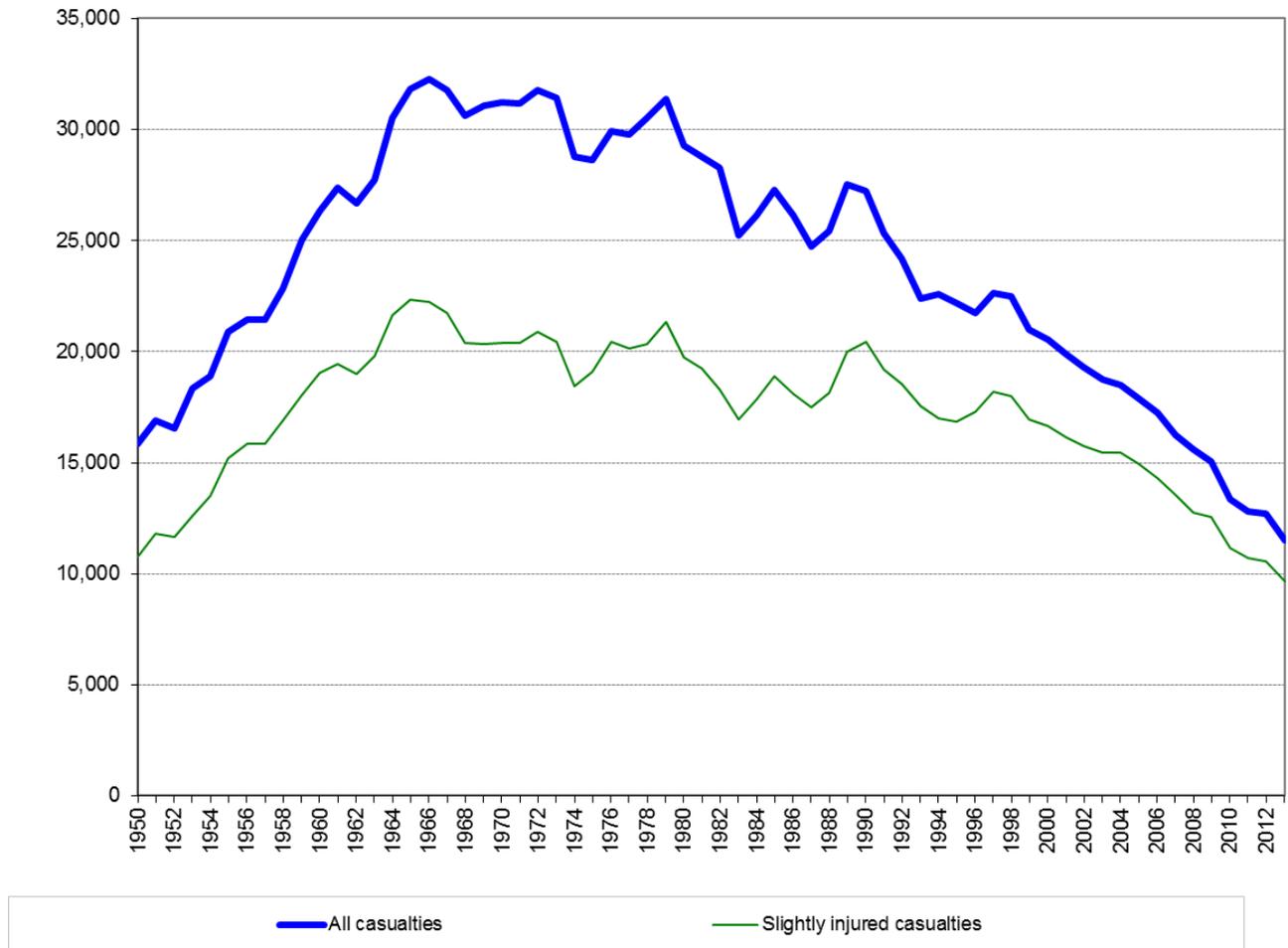
**Figure 1: Number of casualties killed from 1950 to 2013**



**Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2013**



**Figure 3: All casualties and Slightly injured casualties, 1950 - 2013**



## 5. Casualties by Type of Road (Table 3)

5.1 In 2013, **non built-up roads** (roads with a speed limit of over 40mph, see 10.4 for more detail) accounted for two-fifths of the total number of reported casualties (40%: 4,595 out of 11,493). However, they accounted for almost three quarters of those killed (73%: 126 out of 172) and a half of the total number of killed and seriously injured combined (52%: 951 out of 1,839). 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. These roads also make up two thirds of Scotland’s road network.

5.2 Compared with the 2004-08 average, there has been a greater reduction in casualties on **non built-up roads** (36%) than built-up roads (30%). However, the reduction in non built-up roads fatalities was smaller at 40 per cent than non built-up at 44 per cent. There was a 36% reduction in those seriously injured for both built-up and non built-up roads.

**Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2011-2013 & 2004-08 average**

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
<b>Pedestrian</b>									
2004-08 average	46	609	2,723	18	47	133	65	656	2,855
2011	35	478	1,961	8	37	103	43	515	2,064
2012	44	437	1,899	16	26	87	60	463	1,986
2013 <i>prov.</i>	23	368	1,659	14	34	85	37	402	1,744
% change on 2012	*	-16%	-13%	*	*	-2%	-38%	-13%	-12%
on 04-08 average	*	-40%	-39%	*	*	-36%	-43%	-39%	-39%
<b>Pedal cycle</b>									
2004-08 average	5	111	673	4	23	83	9	134	756
2011	3	120	733	4	36	91	7	156	824
2012	5	135	792	4	33	114	9	168	906
2013 <i>prov.</i>	2	118	777	11	30	105	13	148	882
% change on 2012	*	-13%	-2%	*	*	-8%	*	-12%	-3%
on 04-08 average	*	6%	15%	*	*	26%	*	10%	17%
<b>Motorcycle</b>									
2004-08 average	6	159	561	36	212	489	42	371	1,049
2011	9	114	427	24	179	381	33	293	808
2012	3	132	433	18	210	434	21	342	867
2013 <i>prov.</i>	5	123	422	18	156	348	23	279	770
% change on 2012	*	-7%	-3%	*	-26%	-20%	*	-18%	-11%
on 04-08 average	*	-23%	-25%	*	-26%	-29%	*	-25%	-27%
<b>Car</b>									
2004-08 average	21	337	4,762	141	920	5,844	162	1,258	10,606
2011	12	209	3,759	77	549	4,018	89	758	7,777
2012	12	271	3,661	62	577	4,006	74	848	7,667
2013 <sup>3</sup> <i>prov.</i>	14	180	3,367	75	540	3,591	89	720	6,960
% change on 2012	*	-34%	-8%	21%	-6%	-10%	20%	-15%	-9%
on 04-08 average	*	-47%	-29%	-47%	-41%	-39%	-45%	-43%	-34%
<b>Bus/Coach</b>									
2004-08 average	0	50	669	0	5	80	1	55	749
2011	1	46	413	0	5	93	1	51	506
2012	1	37	335	0	7	106	1	44	441
2013 <i>prov.</i>	1	28	317	1	6	77	2	34	394
% change on 2012	*	*	-5%	*	*	-27%	*	*	-11%
on 04-08 average	*	*	-53%	*	*	-3%	*	-38%	-47%
<b>Other modes of transport</b>									
2004-08 average	4	42	489	10	90	591	14	132	1,080
2011	3	36	388	9	71	418	12	107	806
2012	1	35	400	12	82	455	13	117	855
2013 <i>prov.</i>	1	25	354	7	59	389	8	84	743
% change on 2012	*	*	-12%	*	-28%	-15%	*	-28%	-13%
on 04-08 average	*	*	-28%	*	-34%	-34%	*	-37%	-31%
<b>All casualties</b>									
2004-08 average	82	1,309	9,877	209	1,297	7,220	292	2,605	17,097
2011	63	1,003	7,681	122	877	5,104	185	1,880	12,785
2012	66	1,047	7,520	112	935	5,202	178	1,982	12,722
2013 <sup>3</sup> <i>prov.</i>	46	842	6,896	126	825	4,595	172	1,667	11,493
% change on 2012	-30%	-20%	-8%	13%	-12%	-12%	-3%	-16%	-10%
on 04-08 average	-44%	-36%	-30%	-40%	-36%	-36%	-41%	-36%	-33%

1 Figures for 2012 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.

3 There are two cases where the speed limit is unknown.

## 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 (STS). Traffic estimates in table 5.3 of STS show car traffic volumes fell by 2 per cent between 2008 and 2012. Over the same period motorcycle/moped use fell by 8 per cent and cycling volumes increased by 14 per cent. Data for 2013 will be published in August as part of the replacement for the *Transport and Travel in Scotland* publication.

6.2 In 2013 there were 6,960 **car users** reported injured in road accidents; three fifths of all casualties (61%: 6,960 out of 11,493) and a 9 per cent fall on 2012. Of these, 89 were killed and 720 seriously injured (an increase of 20% and a decrease of 15% on 2012 respectively). Non built-up roads accounted for more than half of all car user casualties (52%: 3,591 out of 6,960) but a much higher percentage of car user fatalities (84%: 75 out of 89) and those seriously injured (75%: 540 out of 720). Again likely due to higher average speeds on these types of roads.

6.3 There were 1,744 **pedestrian** casualties recorded in 2013, almost a sixth of all casualties (15%: 1,744 out of 11,493). Two per cent of pedestrian casualties were killed (37 out of 1,744) and 23 per cent seriously injured (402 out of 1,744). 95 per cent of pedestrian casualties occurred on **built-up** roads (1,659 out of 1,744). 56 per cent of pedestrian casualties on **non built-up** roads were killed or seriously injured (48 out of 85) compared with 24 per cent on built-up roads (391 out of 1,659).

6.4 Together, **all other modes of transport** accounted for a quarter (24%) of casualties in 2013 (2,789 out of 11,493), for a slightly higher proportion of those killed (27%: 46 out of 172) and a third of those seriously injured (33%: 545 out of 1,667).

6.5 Motorcycle and Pedal Cycle casualty numbers decreased in 2013 compared to 2012, by 11 per cent and 3 per cent respectively. In 2013, 770 **motorcycle** casualties were reported, of whom 279 (36% and a decrease of 18% on 2012) suffered serious injuries, 23 died, an increase of two on 2012. There were 882 **pedal cyclist** casualties recorded in 2013, 148 (17% and a decrease of 12% on 2012) were seriously injured and 13 died (four more than in 2012). There are now more cyclists on the roads which will impact on cycling casualty numbers with numbers increasing by around 24 per cent in the last ten years, as shown by the National Travel Survey and Traffic estimates published in Scottish Transport Statistics.

6.6 A total of 394 **bus and coach** users were reported injured (a reduction of 11% on 2012), of whom 34 (10 fewer than 2012) were seriously injured, two died.

## 7. Child Casualties (Table 4)

7.1 There were 1,062 **child** casualties reported in 2013 representing 9 per cent of all casualties (1,062 out of 11,493) and a reduction of 109 (or 9%) on 2012. Of these, 143 were seriously injured and 9 died. This was 7 more deaths than in 2012 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 464 child **pedestrian** casualties recorded in 2013. They accounted for 27 per cent of all pedestrian casualties of all ages (464 out of 1,744). Of the child pedestrian casualties, 92 were seriously injured (5 died). The number killed was four more than in 2012 and the number of seriously injured was 41 fewer than in 2012.

7.3 In 2013, there were 414 child casualties in **cars**, 6 per cent of all car user casualties (414 out of 6,960). Of the child casualties in cars, 34 were seriously injured (2 died): no change in the number of serious but 2 more killed than in 2012. In 2013, there were 110 child **pedal cycle** casualties (12% of the total of 882 pedal cycle casualties of all ages) including 11 who were seriously injured (2 died).

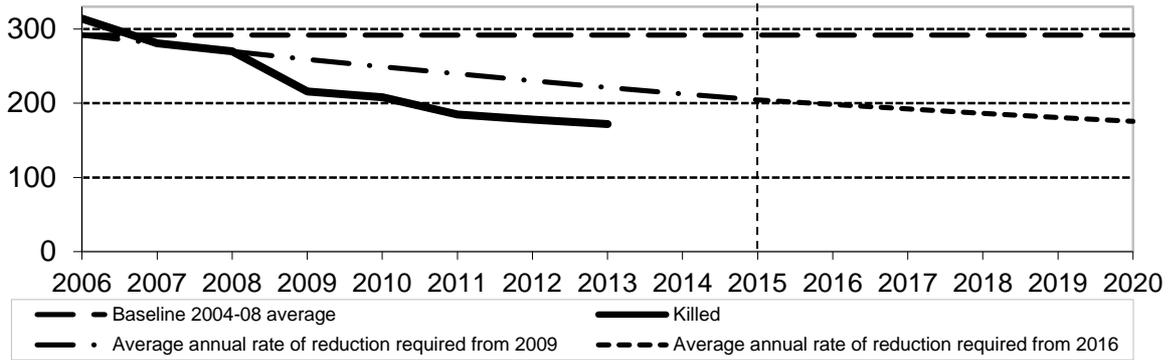
**Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2010-2012 & 2004-08 average**

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
<b>Pedestrian</b>									
2004-08 average	4	210	976	2	9	21	6	218	997
2011	2	135	631	0	4	15	2	139	646
2012	1	128	514	0	5	10	1	133	524
2013 prov.	3	88	452	2	4	12	5	92	464
% change on 2012	*	-31%	-12%	*	*	*	*	-31%	-11%
on 04-08 average	*	-58%	-54%	*	*	*	*	-58%	-53%
<b>Pedal cycle</b>									
2004-08 average	2	27	194	1	2	9	2	29	203
2011	0	21	130	0	2	5	0	23	135
2012	1	18	115	0	3	7	1	21	122
2013 prov.	1	9	104	1	2	6	2	11	110
% change on 2012	*	*	-10%	*	*	*	*	*	-10%
on 04-08 average	*	*	-46%	*	*	*	*	*	-46%
<b>Car</b>									
2004-08 average	1	18	316	6	44	353	6	62	670
2011	1	8	204	4	26	256	5	34	460
2012	0	14	224	0	20	227	0	34	451
2013 prov.	0	7	210	2	27	204	2	34	414
% change on 2012	*	*	-6%	*	*	-10%	*	*	-8%
on 04-08 average	*	*	-34%	*	*	-42%	*	-45%	-38%
<b>Bus/Coach</b>									
2004-08 average	0	3	68	0	0	20	0	3	88
2011	0	3	42	0	1	11	0	4	53
2012	0	1	33	0	0	10	0	1	43
2013 prov.	0	1	27	0	2	24	0	3	51
% change on 2012	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	-60%	*	*	*	*	*	-42%
<b>Other</b>									
2004-08 average	1	9	39	0	3	23	1	13	62
2011	0	3	19	0	0	3	0	3	22
2012	0	1	17	0	5	14	0	6	31
2013 prov.	0	2	9	0	1	14	0	3	23
% change on 2012	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	*	*	*	*	*	*	-63%
<b>All child casualties</b>									
2004-08 average	7	267	1,593	8	59	426	15	325	2,019
2011	3	170	1,026	4	33	290	7	203	1,316
2012	2	162	903	0	33	268	2	195	1,171
2013 prov.	4	107	802	5	36	260	9	143	1,062
% change on 2012	*	-34%	-11%	*	*	-3%	*	-27%	-9%
on 04-08 average	*	-60%	-50%	*	-39%	-39%	*	-56%	-47%

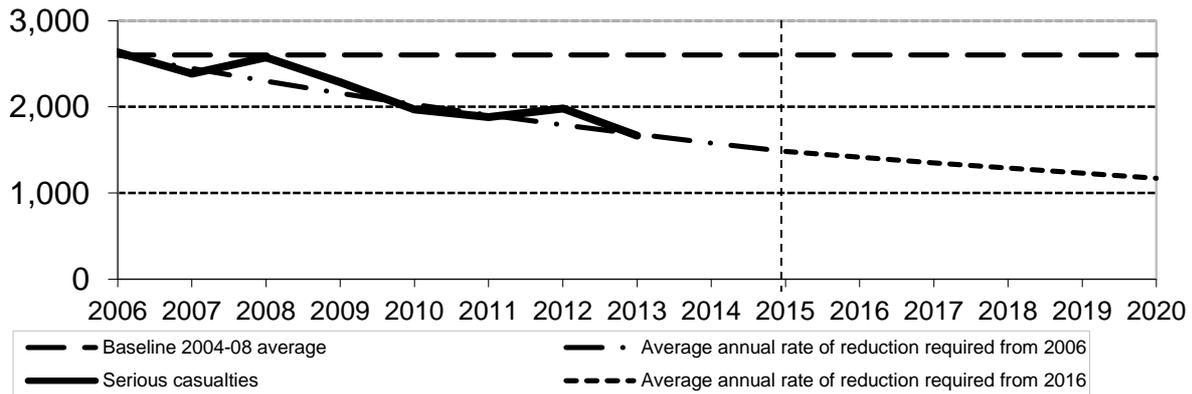
1 Figures for 2012 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

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

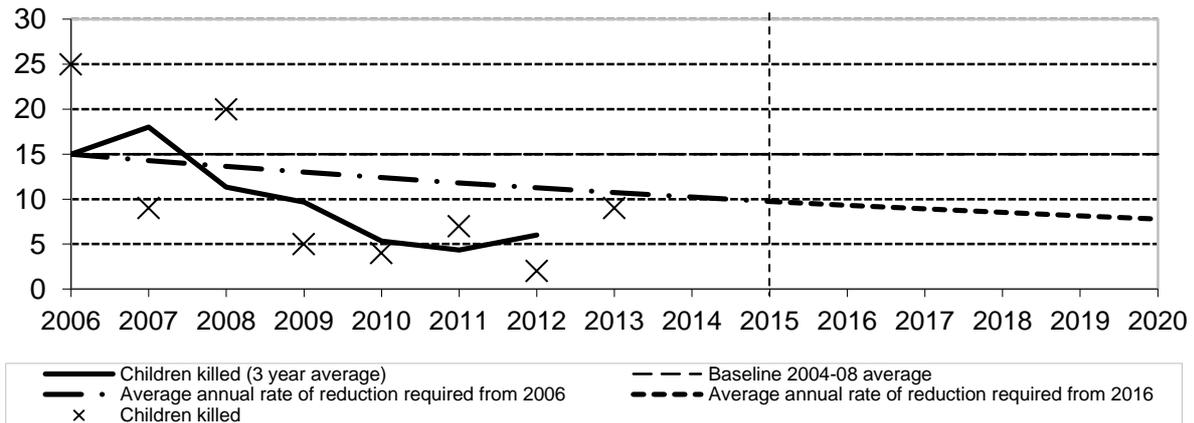
**Figure 4: Progress towards the 2020 casualty reduction targets**  
**(A) Reported casualties killed**



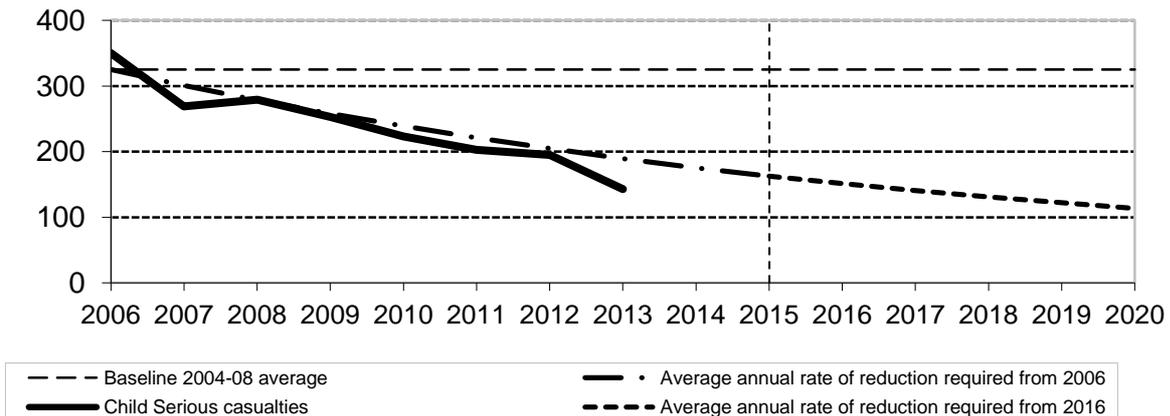
**(B) Reported seriously Injured casualties**



**(C) Reported children killed**



**(D) Reported child seriously Injured casualties**



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

### Target: 40% reduction in those killed by 2020

8.1 There were 172 people killed in 2013, **41 per cent** below the 2004-08 baseline average level. Section 10.5 shows the relevant "indicative line" figure for 2013 (the reduction needed to achieve the 2020 target by means of a constant annual percentage reduction) is 24.2 per cent below the 2004-08 baseline average. *Table 5* shows that car and pedestrian fatalities were below this line in 2013.

**Table 5: People killed by mode of transport, 1994 – 2013**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	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	43	7	33	89	1	9	3	185
2012	60	9	21	74	1	13	0	178
2013 <i>prov.</i>	37	13	23	89	2	5	3	172
2004-08 average	65	9	42	162	1	12	2	292
2009-13 average	47	8	31	95	1	8	2	157
<i>Numbers in 2013 implied by target</i>	49	7	32	122	1	9	2	221
<u>2013 % change:</u>	*	*	*	20%	*	*	*	-3%
on 2012								
on 04-08 ave	-43%	*	*	-45%	*	*	*	-41%

\* 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 1,667 serious injuries in 2013, 36 per cent below the 2004-08 baseline level. Two fifths of those seriously injured in 2013 were **car users**. The 2013 figure for serious car casualties (720) was 43 per cent below the 2004-08 average. There were 402 seriously injured **pedestrians** reported in 2013, 39 per cent fewer than the 2004-08 average. **Goods vehicle** serious casualties were 45 per cent lower, **bus/coach** users seriously injured, 38 per cent lower and **motorcycle** serious casualties were 25 per cent lower. Serious casualties for **pedal cyclists** were 12 per cent lower than in 2012 and 10 per cent higher than in the 2004-2008 baseline period.

**Table 6: People seriously injured by mode of transport, 1994 – 2013**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users
1994-98 ave	1,272	238	324	2,292	93	156	84	4,460
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	903	52	60	40	1,969
2011	515	156	293	758	51	63	44	1,880
2012	463	168	342	848	44	68	49	1,982
2013 <i>prov.</i>	402	148	279	720	34	45	39	1,667
2004-08 average	656	134	371	1,258	55	82	51	2,605
2009-13 average	518	154	336	969	48	66	44	2,139
<i>Numbers in 2013 implied by target</i>	<i>424</i>	<i>87</i>	<i>239</i>	<i>813</i>	<i>36</i>	<i>53</i>	<i>33</i>	<i>1,683</i>
<u>2013 % change:</u> on 2012	-13%	-12%	-18%	-15%	-23%	-34%	*	-16%
on 04-08 ave	-39%	10%	-25%	-43%	-38%	-45%	-23%	-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: 50% reduction in children killed by 2020

8.3 Five of the nine children killed in 2013 were pedestrians, two were pedal cyclists and the other two were in cars. Due to small numbers and year-to-year fluctuations this target is measured using a three year average. An average of 6 children a year were killed in the 2011-2013 period, 61 per cent below the 2004-2008 baseline.

**Table 7: Children killed by mode of transport, 1994 - 2013**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users	3 year average <sup>3</sup>
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	2	-	-	5	-	-	-	7	4
2012	1	1	-	-	-	-	-	2	6
2013 prov.	5	2	-	2	-	-	-	9	
2004-08 average	6	2	0	6	-	0	0	15	
2009-13 average	2	1	0	2	-	-	-	5	
2011-13 average									6
2011-13 avg % change on 04-08 ave									-61%

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 143 children seriously injured in 2013, 56 per cent below the 2004-08 baseline level. About two-thirds of the 143 children recorded as seriously injured in 2013 were **pedestrians**: 92, 58 per cent below the 2004-08 average. There were 34 children seriously injured in cars recorded in 2013, 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 - 2013**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	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	139	23	2	34	4	0	1	203
2012	133	21	1	34	1	5	0	195
2013 prov.	92	11	1	34	3	0	2	143
2004-08 average	218	29	8	62	3	1	3	325
2009-13 average	154	22	3	45	3	1	2	231
<i>Numbers in 2013 implied by target</i>	127	17	5	36	2	1	2	190
<u>2013 % change:</u>	-31%	*	*	*	*	*	*	-27%
on 2012								
on 04-08 ave	-58%	*	*	-45%	*	*	*	-56%

\* 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 2012 slight casualty rate was 24.25 casualties per 100 million vehicle kilometres (As 2012 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole). This was 25 per cent below the 2004-08 baseline average and exceeds the 2020 target.

8.6 Almost two thirds of slight casualties reported in 2013 were **car users**. The total number of car user slight casualties recorded in 2013 was 6,151, 33 per cent below the 2004-08 average. There were 1,305 **pedestrian** slight casualties reported, a 39 per cent reduction compared to the 2004-08 average. **Bus and coach** user slight casualties

totalled 358 in 2013, 48 per cent fewer than the 2004-08 average. The recorded number of **pedal cyclist** slight casualties (721) was 18 per cent above the baseline average and similar to numbers at the turn of the century though cycling levels have increased by 30% over the period. Reported **goods vehicle** user slight casualties (388) were 23 per cent fewer than the baseline average and recorded **motorcyclist** slight casualties (468 in 2013) were 27 per cent below the 2004-08 average.

**Table 9: Slight casualties by mode of transport, 1994 - 2013**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users	Traffic	Slight 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	2,050	563	640	8,793	590	506	431	13,573	44,666	30.39
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,506	661	482	6,930	454	382	305	10,720	43,390	24.71
2012	1,463	729	504	6,745	396	411	314	10,562	43,549	24.25
2013 prov.	1,305	721	468	6,151	358	388	263	9,654		
2004-08 average	2,136	613	637	9,187	693	503	431	14,200		32.52
2009-13 average	1,602	648	547	7,522	460	414	353	11,546	..	..
Numbers in 2012 implied by target										31.41
2013 % change: on 2012	-11%	-1%	-7%	-9%	-10%	-6%	-16%	-9%	..	..
on 04-08 ave	-39%	18%	-27%	-33%	-48%	-23%	-39%	-32%	..	-25% <sup>3</sup>

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

3. Relates to 2012 data as 2013 traffic estimates not yet available.

## 9. Accidents and Casualties by Police Force division 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 division 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 division, council and severity, 04-08, 09-13 averages and 2013**

Police division Council	2004-08 average			2013 (provisional)			2009-2013 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
<b>Aberdeen City</b>	<b>5</b>	<b>74</b>	<b>423</b>	<b>4</b>	<b>95</b>	<b>350</b>	<b>6</b>	<b>85</b>	<b>379</b>
<b>Aberdeenshire &amp; Moray</b>	<b>36</b>	<b>164</b>	<b>783</b>	<b>25</b>	<b>164</b>	<b>591</b>	<b>22</b>	<b>191</b>	<b>707</b>
Aberdeenshire	30	131	608	22	125	469	18	160	562
Moray	6	33	175	3	39	122	4	31	146
<b>Tayside</b>	<b>28</b>	<b>234</b>	<b>986</b>	<b>15</b>	<b>145</b>	<b>641</b>	<b>21</b>	<b>164</b>	<b>757</b>
Dundee City	3	61	290	2	34	184	3	45	230
Angus	11	67	294	3	43	179	5	45	205
Perth & Kinross	14	105	401	10	68	278	12	74	322
<b>Argyll &amp; West Dunbartonshire</b>	<b>15</b>	<b>99</b>	<b>507</b>	<b>9</b>	<b>59</b>	<b>350</b>	<b>9</b>	<b>71</b>	<b>392</b>
Argyll & Bute	11	67	298	9	38	208	7	50	241
West Dunbartonshire	4	32	209	-	21	142	2	21	151
<b>Forth Valley</b>	<b>14</b>	<b>140</b>	<b>679</b>	<b>7</b>	<b>99</b>	<b>559</b>	<b>9</b>	<b>106</b>	<b>569</b>
Clackmannanshire	2	16	89	-	12	69	1	13	73
Stirling	7	65	288	4	55	239	5	49	231
Falkirk	5	58	302	3	32	251	4	44	265
<b>Dumfries &amp; Galloway</b>	<b>12</b>	<b>106</b>	<b>455</b>	<b>12</b>	<b>52</b>	<b>297</b>	<b>8</b>	<b>71</b>	<b>337</b>
<b>Ayrshire</b>	<b>20</b>	<b>143</b>	<b>812</b>	<b>12</b>	<b>78</b>	<b>541</b>	<b>12</b>	<b>102</b>	<b>611</b>
North Ayrshire	6	52	291	4	34	191	4	35	206
East Ayrshire	7	47	259	4	24	163	4	34	191
South Ayrshire	7	44	262	4	20	187	4	34	215
<b>Greater Glasgow</b>	<b>21</b>	<b>307</b>	<b>2,170</b>	<b>6</b>	<b>163</b>	<b>1,282</b>	<b>13</b>	<b>214</b>	<b>1,538</b>
Glasgow City	18	264	1,870	4	143	1,081	10	182	1,306
East Dunbartonshire	2	24	172	-	9	103	1	17	129
East Renfrewshire	2	19	129	2	11	98	2	15	104
<b>Lothians &amp; Scottish Borders</b>	<b>28</b>	<b>211</b>	<b>1,296</b>	<b>15</b>	<b>144</b>	<b>943</b>	<b>16</b>	<b>168</b>	<b>1,040</b>
West Lothian	9	64	463	5	40	369	3	53	385
Midlothian	3	36	226	5	24	163	3	26	191
East Lothian	4	31	208	1	21	154	2	25	171
Scottish Borders	12	80	399	4	59	257	8	64	293
<b>Edinburgh</b>	<b>9</b>	<b>177</b>	<b>1,403</b>	<b>8</b>	<b>127</b>	<b>1,159</b>	<b>8</b>	<b>145</b>	<b>1,176</b>
<b>Highlands &amp; Islands</b>	<b>29</b>	<b>148</b>	<b>754</b>	<b>21</b>	<b>63</b>	<b>512</b>	<b>21</b>	<b>93</b>	<b>594</b>
Highland	25	124	634	18	54	445	19	79	508
Orkney Islands	1	6	35	2	4	23	1	5	22
Shetland Islands	2	6	38	1	4	25	0	4	32
Eilean Siar	2	11	47	-	1	19	1	5	33
<b>Fife</b>	<b>15</b>	<b>134</b>	<b>663</b>	<b>11</b>	<b>70</b>	<b>421</b>	<b>9</b>	<b>86</b>	<b>487</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>9</b>	<b>94</b>	<b>634</b>	<b>4</b>	<b>44</b>	<b>374</b>	<b>5</b>	<b>69</b>	<b>460</b>
Inverclyde	1	31	194	-	12	120	1	20	144
Renfrewshire	8	63	441	4	32	254	4	48	315
<b>Lanarkshire</b>	<b>25</b>	<b>197</b>	<b>1,463</b>	<b>10</b>	<b>122</b>	<b>961</b>	<b>17</b>	<b>144</b>	<b>1,073</b>
North Lanarkshire	11	95	742	5	63	504	6	70	567
South Lanarkshire	15	102	721	5	59	457	10	75	506
<b>Scotland</b>	<b>268</b>	<b>2,226</b>	<b>13,026</b>	<b>159</b>	<b>1,425</b>	<b>8,981</b>	<b>177</b>	<b>1,710</b>	<b>10,121</b>

Note: Latest year is provisional, see paragraph 9.1

**Table 11: Casualties by police force division, council and severity, 04-08, 09-13 averages and 2013**

Police division Council	2004-08 average			2013 (provisional)			2009-2013 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
<b>Aberdeen City</b>	<b>6</b>	<b>82</b>	<b>496</b>	<b>4</b>	<b>99</b>	<b>393</b>	<b>6</b>	<b>93</b>	<b>432</b>
<b>Aberdeenshire &amp; Moray</b>	<b>41</b>	<b>206</b>	<b>1,053</b>	<b>26</b>	<b>222</b>	<b>778</b>	<b>23</b>	<b>237</b>	<b>922</b>
Aberdeenshire	33	166	824	23	175	623	20	199	736
Moray	7	41	230	3	47	155	4	38	186
<b>Tayside</b>	<b>30</b>	<b>278</b>	<b>1,291</b>	<b>16</b>	<b>175</b>	<b>845</b>	<b>22</b>	<b>193</b>	<b>975</b>
Dundee City	3	65	351	2	36	218	3	48	275
Angus	12	83	401	3	52	230	5	54	268
Perth & Kinross	15	131	539	11	87	397	14	91	432
<b>Argyll &amp; West Dunbartonshire</b>	<b>16</b>	<b>121</b>	<b>698</b>	<b>11</b>	<b>74</b>	<b>471</b>	<b>10</b>	<b>85</b>	<b>526</b>
Argyll & Bute	12	87	427	11	51	304	8	62	340
West Dunbartonshire	4	34	271	-	23	167	2	23	186
<b>Forth Valley</b>	<b>15</b>	<b>168</b>	<b>911</b>	<b>7</b>	<b>117</b>	<b>711</b>	<b>10</b>	<b>121</b>	<b>737</b>
Clackmannanshire	2	20	117	-	14	86	1	15	95
Stirling	7	82	392	4	66	302	5	58	303
Falkirk	5	66	401	3	37	323	4	48	339
<b>Dumfries &amp; Galloway</b>	<b>14</b>	<b>127</b>	<b>621</b>	<b>12</b>	<b>64</b>	<b>374</b>	<b>9</b>	<b>84</b>	<b>444</b>
<b>Ayrshire</b>	<b>22</b>	<b>173</b>	<b>1,078</b>	<b>13</b>	<b>85</b>	<b>693</b>	<b>13</b>	<b>120</b>	<b>806</b>
North Ayrshire	6	64	387	5	35	240	4	39	264
East Ayrshire	8	56	338	4	28	208	4	42	253
South Ayrshire	8	53	353	4	22	245	5	39	289
<b>Greater Glasgow</b>	<b>21</b>	<b>331</b>	<b>2,718</b>	<b>6</b>	<b>172</b>	<b>1,573</b>	<b>14</b>	<b>225</b>	<b>1,917</b>
Glasgow City	18	281	2,332	4	149	1,330	11	190	1,626
East Dunbartonshire	2	26	222	-	10	123	1	19	162
East Renfrewshire	2	24	165	2	13	120	2	16	128
<b>Lothians &amp; Scottish Borders</b>	<b>29</b>	<b>250</b>	<b>1,780</b>	<b>17</b>	<b>176</b>	<b>1,271</b>	<b>18</b>	<b>195</b>	<b>1,401</b>
West Lothian	9	78	659	5	47	500	4	59	523
Midlothian	3	41	297	5	26	228	3	28	261
East Lothian	4	36	267	3	27	208	3	31	222
Scottish Borders	12	95	557	4	76	335	8	77	395
<b>Edinburgh</b>	<b>9</b>	<b>188</b>	<b>1,673</b>	<b>8</b>	<b>130</b>	<b>1,370</b>	<b>8</b>	<b>151</b>	<b>1,383</b>
<b>Highlands &amp; Islands</b>	<b>33</b>	<b>189</b>	<b>1,111</b>	<b>24</b>	<b>82</b>	<b>718</b>	<b>25</b>	<b>117</b>	<b>876</b>
Highland	28	160	942	21	73	618	22	100	750
Orkney Islands	1	7	47	2	4	30	1	6	32
Shetland Islands	2	8	51	1	4	47	0	5	52
Eilean Siar	2	14	71	-	1	23	1	6	42
<b>Fife</b>	<b>18</b>	<b>159</b>	<b>872</b>	<b>11</b>	<b>85</b>	<b>550</b>	<b>10</b>	<b>102</b>	<b>638</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>9</b>	<b>106</b>	<b>823</b>	<b>5</b>	<b>45</b>	<b>474</b>	<b>6</b>	<b>74</b>	<b>592</b>
Inverclyde	2	36	256	-	12	150	1	22	183
Renfrewshire	8	70	567	5	33	324	5	52	409
<b>Lanarkshire</b>	<b>27</b>	<b>228</b>	<b>1,972</b>	<b>12</b>	<b>141</b>	<b>1,272</b>	<b>18</b>	<b>160</b>	<b>1,428</b>
North Lanarkshire	12	107	1,012	6	72	652	7	75	749
South Lanarkshire	16	121	960	6	69	620	11	85	679
<b>Scotland</b>	<b>292</b>	<b>2,605</b>	<b>17,097</b>	<b>172</b>	<b>1,667</b>	<b>11,493</b>	<b>192</b>	<b>1,957</b>	<b>13,077</b>

Note: Latest year is provisional, see paragraph 9.1

**Table 12 Casualties by gender, severity and age, 2003 – 2013**

Male															
	Killed	Serious	All severities										Total <sup>1</sup>	Child 0-15	Adult 16+
			Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+			
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	1,486	105	399	302	1,845	1,197	1,412	1,398	821	511	444	8,450	806	7,628
2010	146	1,275	109	375	336	1,459	1,050	1,275	1,272	817	461	377	7,541	820	6,711
2011	139	1,220	122	364	272	1,276	975	1,201	1,316	855	515	405	7,308	758	6,543
2012	130	1,300	94	317	245	1,322	1,028	1,147	1,237	937	445	448	7,223	656	6,564
2013	120	1,081	97	278	209	1,088	876	1,092	1,173	847	448	399	6,513	584	5,923

Female															
	Killed	Serious	All severities										Total <sup>1</sup>	Child 0-15	Adult 16+
			Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+			
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	931	1,074	953	760	482	579	6,917	756	6,156
2008	79	890	106	304	295	1,305	920	1,032	1,028	691	476	577	6,738	705	6,029
2009	54	801	96	283	288	1,240	901	1,013	992	717	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	46	659	82	226	249	967	713	872	828	599	424	501	5,471	557	4,904
2012	48	681	84	227	200	976	779	785	839	657	421	523	5,493	511	4,980
2013	52	584	85	210	172	801	689	744	724	628	415	488	4,969	467	4,489

All casualties <sup>2</sup>															
	Killed	Serious	All severities										Total <sup>1</sup>	Child 0-15	Adult 16+
			Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+			
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	2,232	2,630	2,429	1,639	1,003	1,041	16,239	1,817	14,393
2008	270	2,575	234	753	702	3,174	2,179	2,519	2,452	1,557	953	1,047	15,592	1,689	13,881
2009	216	2,287	201	682	590	3,085	2,098	2,425	2,390	1,538	997	1,000	15,043	1,473	13,533
2010	208	1,969	170	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338	1,377	11,936
2011	185	1,880	205	590	521	2,243	1,689	2,073	2,144	1,454	939	906	12,785	1,316	11,448
2012	178	1,982	182	544	445	2,298	1,807	1,932	2,076	1,595	866	971	12,722	1,171	11,545
2013	172	1,667	193	488	381	1,889	1,565	1,836	1,897	1,475	863	887	11,493	1,062	10,412

1. Includes unknown ages

2. Includes unknown 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 2010*, in the section entitled *Estimating under-counting of Road Casualties in 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.

### 10.2 Provisional data

Data used in this publication was extracted from Transport Scotland's reported road accident statistical database in May 2014. The figures published here are marked as provisional as late returns and amendments will be included in the final figures published in *Reported Road Casualties Scotland* in October and in figures included in later years publications.

The differences between the provisional and final numbers are likely to be small. The figures for previous years are included in the table below. Over the last three years, there was a difference of 4 more people killed in 2012 between the June and October publications. The figure published in *Reported Road Casualties Scotland* has been 0.1% higher for Serious and Slight casualties and all severities. Differences may be larger for some subsets of the data, for example the tables by mode, so small changes should be treated with caution.

Killed					Serious				
Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)	Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2002	304	305	1	0.3%	2002	3,204	3,213	9	0.3%
2003	332	331	-1	-0.3%	2003	2,931	2,940	9	0.3%
2004	307	306	-1	-0.3%	2004	2,712	2,742	30	1.1%
2005	286	286	0		2005	2,594	2,652	58	2.2%
2006	314	314	0		2006	2,594	2,625	31	1.2%
2007	282	281	-1	-0.4%	2007	2,316	2,382	66	2.8%
2008	272	270	-2	-0.7%	2008	2,535	2,568	33	1.3%
2009	216	216	0		2009	2,269	2,269	0	
2010	208	208	0		2010	1,960	1,964	4	0.2%
2011	186	186	0		2011	1,873	1,875	2	0.1%
2012	170	174	4	2.4%	2012	1,959	1,974	15	0.8%
10YA	288	288	-0.4	-0.1%	10YA	2,694.70	2,720	24.2	0.9%
5YA	210	211	-0.6	-0.3%	5YA	2,119.20	2,130	21.0	1.0%
3YA	188	189	0.0		3YA	1,931	1,938	2.0	0.1%
Slight					All Severities				
Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)	Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2002	15,730	15,730	0		2002	19,238	19,248	10	0.1%
2003	15,406	15,435	29	0.2%	2003	18,669	18,706	37	0.2%
2004	15,227	15,357	130	0.9%	2004	18,246	18,405	159	0.9%
2005	14,912	14,883	-29	-0.2%	2005	17,792	17,821	29	0.2%
2006	14,169	14,328	159	1.1%	2006	17,077	17,267	190	1.1%
2007	13,465	13,550	85	0.6%	2007	16,063	16,213	150	0.9%
2008	12,756	12,738	-18	-0.1%	2008	15,563	15,576	13	0.1%
2009	12,528	12,545	17	0.1%	2009	15,013	15,030	17	0.1%
2010	11,156	11,162	6	0.1%	2010	13,324	13,334	10	0.1%
2011	10,704	10,709	5	0.0%	2011	12,763	12,770	7	0.1%
2012	10,446	10,528	82	0.8%	2012	12,575	12,676	101	0.8%
10YA	14,650	14,697	38.4	0.3%	10YA	17,632	17,705	62.2	0.4%
5YA	11,518	11,536	19.0	0.2%	5YA	13,848	13,877	39.4	0.3%
3YA	10,769	10,800	9.3	0.1%	3YA	12,887	12,927	11.3	0.1%

### 10.3 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 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.

### 10.4 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.

### 10.5 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:

<b>Target</b>	<b>2015 milestone % reduction</b>	<b>2020 target % reduction</b>
<b>People killed</b>	30%	40%
<b>People seriously injured</b>	43%	55%
<b>Children (aged &lt; 16) killed *</b>	35%	50%
<b>Children (aged &lt; 16) seriously injured</b>	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.

### 10.6 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.

	<b>Killed</b>		<b>Serious</b>		<b>Child killed</b>		<b>Child serious</b>	
	% 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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	SHS Transport: Local Area Analysis	September 2013	Web only
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