



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Key Reported Road Casualties Scotland 2017





# Statistical Bulletin

## Transport Series

13 June 2018



## Key Reported Road Casualties Scotland 2017

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 2017. Final figures will be published in October 2018.

### 1. Main Points

- 1.1 There were a total of **9,391** road casualties reported in 2017 this is 1,514 or 14% fewer than 2016 and the lowest number of casualties since records began in 1950. Of which there were:
- **146 fatalities:** 45 (or 24%) less than 2016
  - **1,580 seriously injured:** 119 (or 7%) less than 2016
  - **7,665 slightly injured:** 1,350 (or 15%) fewer than 2016 [Table 2].
- 1.2 By mode, in 2017 there were:
- 5,685 **car** user casualties (1,014, 15% less than 2016); including 65 fatalities (41 less than 2016)
  - 1,350 **pedestrian** casualties (317, 19% less than 2016); including 38 fatalities (6 more than 2016)
  - 618 **motorcycle** casualties (92, 13% less than 2016); including 29 fatalities (1 less than 2016)
  - 729 **pedal cycle** casualties (8% less than 2016); including 5 fatalities (3 less than 2016)
  - 355 **bus and coach** user casualties (53, 18% more than 2016) [Table 3].
- These figures take no account of changes in modal choice so changes could be because more or fewer people are travelling by a particular mode.
- 1.3 In 2017 there were 899 **child** casualties reported, 100 (10%) less than in 2016. This included **2** fatalities, 10 less than last year [Table 4]. 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 In 2017 **male** fatalities fell by 37, 28% (to 97). **Female** fatalities fell by 8, 14% (to 49). Fifteen per cent (1,384) of all casualties were aged 16–22, a fall of 14% on 2016, of which 785 were male and 599 were female. Casualties aged under 5 remained the same at 139 between 2016 and 2017 [Table 12].
- 1.5 Scotland's road safety framework to 2020 contains 5 **national targets for casualty reductions by 2020** – four of these targets are updated within this publication:
- 146 people were **killed** in 2017, a reduction of **50%** since the baseline (2020 target: 40% reduction) [Table 5]
  - 1,580 people were **seriously injured** in 2017, a reduction of **39%** since the baseline (2020 target: 55% reduction) [Table 6]
  - On average, there were **6 children killed** each year between 2015 and 2017: a reduction of **61%** since the baseline (2020 target: 50% reduction) [Table 7]
  - There were **152 children seriously injured** in 2017: a reduction of **53%** since the baseline (2020 target: 65% reduction) [Table 8]

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Figure 1: Killed from 1950 - 2017

Figure 2: Killed & seriously injured casualties and seriously injured casualties, 1950 - 2017

Figure 3: All casualties and slightly injured casualties, 1950 - 2017

Figure 4: Progress to casualty reduction target: Casualties killed

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Figure 6: Progress to casualty reduction target: Children killed

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Table 1: Injury road accidents by severity

Table 2: Casualties by severity

Table 3: Casualties by built-up and non built-up roads, mode of transport and severity

Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity

Table 5: People killed by mode of transport

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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 2017. These figures were extracted from Transport Scotland's reported road accident statistical database (based on 'Stats19' statistical returns made by police forces) on 18 May 2018. Final 2017 figures will appear in *Reported Road Casualties Scotland 2017*, which will be published in October 2018 and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2016 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 11.2.

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](#)

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 11.5. Progress towards them is covered in section 8, figures 4 to 7 and tables 5 to 9..

2.4 *Key Reported Road Casualties Scotland 2017* 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 latest transport and travel trends from Scottish Household Survey transport data published in *Transport and Travel in Scotland*. *Key Reported Road Casualties Scotland 2017* is followed in October by *Reported Road Casualties Scotland*, a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties. See [Transport Scotland statistical publications](#) for more details:

2.5 We welcome comments and feedback on these statistics. Any comments can be addressed to us using the contact details below.

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## Infographic Summary: 2017 Road Accidents And Casualties

9,391

road accident casualties in Scotland in 2017

14% fewer than the previous year



146

People were killed in road accidents

24% fewer than the previous year



1,580 people recorded as seriously injured in road accidents in 2017, 119 fewer than in 2016

7% fewer







7,665 people recorded as slightly injured in road accidents in 2017, 1,350 fewer than in 2016

15% fewer



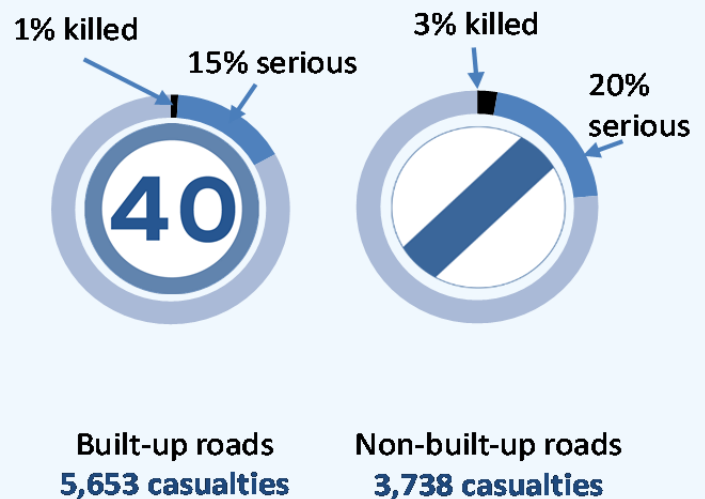
### Road accident casualties by mode of transport:

	Number of Casualties 2017	% change in casualties since 2016
	5,685	-15%
	1,350	-19%
	618	-13%
	729	-8%

### Road casualties in relation to 2020 targets:

	Actual % change in 2017 casualties from 2004-08 average	Casualty reduction milestone for 2015	Casualty reduction target for 2020
<b>Killed</b>	-50%	-30%	-40%
<b>Serious</b>	-39%	-43%	-55%
<b>Children killed</b>	-61%	-35%	-50%
<b>Children serious</b>	-53%	-50%	-65%

There were more casualties on built-up roads (roads with a speed limit of 40 mph or less), however, proportionally, casualties on non built-up roads were more severe



For web publication and further information, visit <http://bit.ly/KRRCS>



### 3. Reported numbers of Accidents (Table 1)

3.1 Table 1 shows the downward trend of injury road **accidents** recorded by the police. In 2017, there were 7,087 accidents in which someone was killed or injured, 15 per cent fewer than in 2016 and the lowest number since records began. There were 141 fatal accidents in 2017, 34 (19%) less than in 2016. In 2017, there were 1,364 serious injury accidents - a decrease of 70 (5%) from 2016; and 5,582 slight injury accidents reported in 2017, 17 per cent (1,171) fewer than 2016.

**Table 1: Injury Road Accidents by Severity, 1970 – 2017**

	Fatal	Serious	Fatal and Serious	Slight	All
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
1995	361	4,071	4,432	12,102	16,534
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	162	1,736	1,898	7,879	9,777
2013	159	1,427	1,586	7,391	8,977
2014	181	1,489	1,670	7,167	8,837
2015	157	1,421	1,578	6,901	8,479
2016	175	1,434	1,609	6,753	8,362
2017 <i>prov.</i>	141	1,364	1,505	5,582	7,087

### 4. Reported numbers of Casualties (Table 2)

4.1 In 2017, 146 people were **killed** in road accidents in Scotland: 45 (24%) fewer than 2016. Since 1978, there has been a clear, steady long-term downward trend. More recent years' figures have fluctuated around a less pronounced downward trend [Figure 1].

4.2 In 2017 there were 1,580 people **seriously injured** in road accidents: 119 (7%) less than in 2016. The long-term trend, has generally been downward since the early 1980s [Figure 2].

4.3 There were 7,665 people reported as **slightly injured** in 2017 which was 1,350 (15%) fewer than in 2016. 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 [Figure 3].

**Table 2: Casualties by Severity, 1950 – 2017**

	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	10,721	12,786
2012	176	1,981	2,157	10,555	12,712
2013	172	1,669	1,841	9,654	11,495
2014	203	1,702	1,905	9,401	11,306
2015	168	1,601	1,769	9,204	10,973
2016	191	1,699	1,890	9,015	10,905
2017 <i>prov.</i>	146	1,580	1,726	7,665	9,391
<i>2004 - 2008 average</i>	<i>292</i>	<i>2,605</i>	<i>2,897</i>	<i>14,200</i>	<i>17,097</i>
<i>2013 - 2017 average</i>	<i>176</i>	<i>1,650</i>	<i>1,826</i>	<i>8,988</i>	<i>10,814</i>
<b>2017 percentage change:</b>					
on 2016	-24%	-7%	-9%	-15%	-14%
on 04-08 average	-50%	-39%	-40%	-46%	-45%

1. Figures for 2016 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 9,391 casualties (of all severities) reported in 2017: 1,514 (14%) fewer than in 2016 and the lowest number since records began in 1950. 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 falling below 12,000 in 2013 which was half the level of the early 1990s [Figure 3].



Figure 1: Number of casualties killed, 1950 to 2017

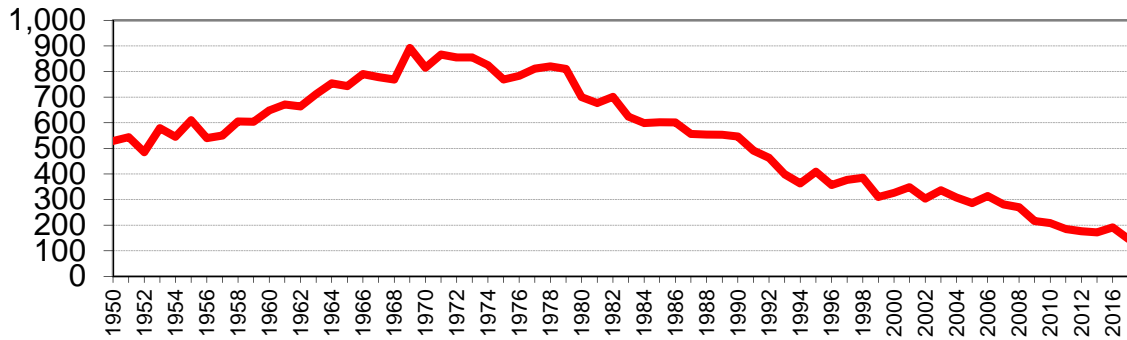


Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2017

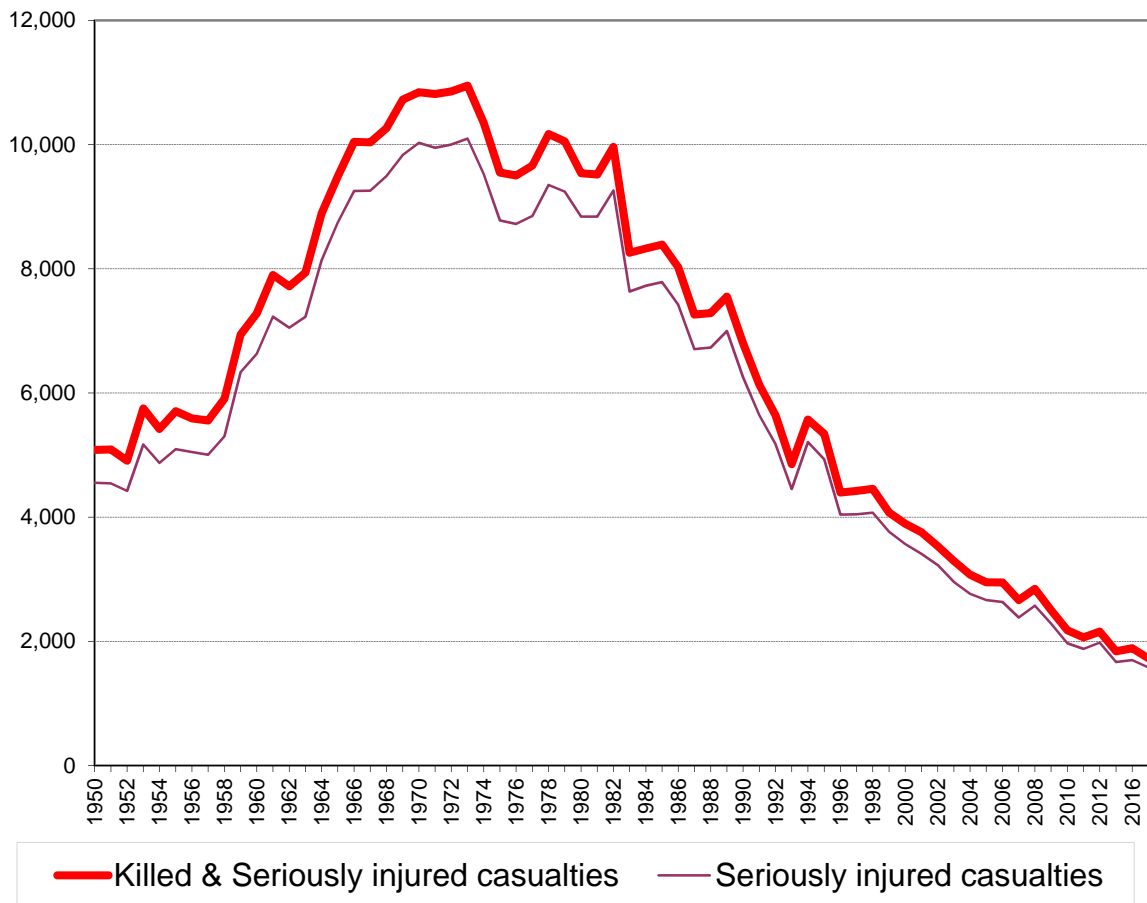
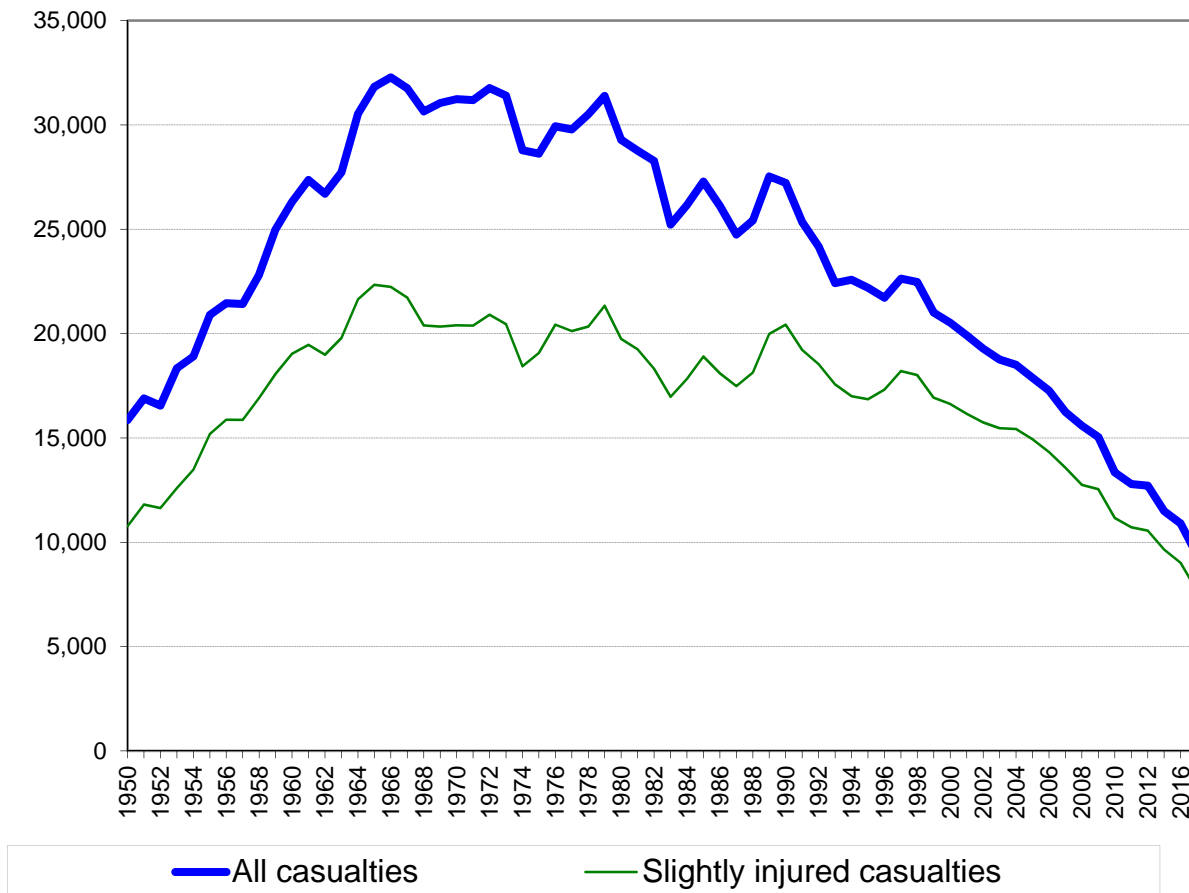


Figure 3: All casualties and Slightly injured casualties, 1950 - 2017



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

5.1 In 2017, **non built-up roads** (roads with a speed limit of over 40mph, see paragraph 11.4 for more detail) accounted for two-fifths of the total number of reported casualties (40%: 3,738 out of 9,391). However, they accounted for just over two thirds of those killed (70%: 102 out of 146) and almost half of the total number of seriously injured (47%: 750 out of 1,580). 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 (48%) than built-up roads (43%). The reduction in non built-up roads fatalities was also greater (at 51%) than for built-up roads at (47%). There was a 42% reduction in those seriously injured on non built-up roads compared to a 37% reduction on built-up roads.

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**Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2015-2017 & 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
2015	30	407	1,621	14	17	71	44	424	1,692
2016	23	380	1,604	9	19	63	32	399	1,667
2017 prov.	26	348	1,286	12	22	64	38	370	1,350
% change on 2016	*	-8%	-20%	*	*	2%	*	-7%	-19%
on 04-08 average	*	-43%	-53%	*	*	-52%	-41%	-44%	-53%
<b>Pedal cycle</b>									
2004-08 average	5	111	673	4	23	83	9	134	756
2015	2	129	691	3	35	106	5	164	797
2016	3	118	682	5	30	108	8	148	790
2017 prov.	3	132	635	2	39	94	5	171	729
% change on 2016	*	12%	-7%	*	*	-13%	*	16%	-8%
on 04-08 average	*	18%	-6%	*	*	13%	*	28%	-4%
<b>Motor cycle</b>									
2004-08 average	6	159	561	36	212	489	42	371	1,049
2015	3	101	396	24	157	339	27	258	735
2016	7	104	374	23	164	336	30	268	710
2017 prov.	3	119	316	26	161	302	29	280	618
% change on 2016	*	14%	-16%	*	-2%	-10%	*	4%	-13%
on 04-08 average	*	-25%	-44%	*	-24%	-38%	*	-24%	-41%
<b>Car</b>									
2004-08 average	21	337	4,762	141	920	5,844	162	1,258	10,606
2015	9	190	3,325	66	449	3,389	75	639	6,714
2016	8	204	3,334	98	558	3,365	106	762	6,699
2017 prov.	7	190	2,819	58	472	2,866	65	662	5,685
% change on 2016	*	-7%	-15%	-41%	-15%	-15%	-39%	-13%	-15%
on 04-08 average	*	-44%	-41%	-59%	-49%	-51%	-60%	-47%	-46%
<b>Bus/Coach</b>									
2004-08 average	0	50	669	0	5	80	1	55	749
2015	1	25	259	0	24	73	1	49	332
2016	0	28	227	3	14	75	3	42	302
2017 prov.	2	18	278	0	5	77	2	23	355
% change on 2016	*	*	22%	*	*	3%	*	*	18%
on 04-08 average	*	*	-58%	*	*	-3%	*	-58%	-53%
<b>Other modes of transport</b>									
2004-08 average	4	42	489	10	90	591	14	132	1,080
2015	3	24	330	13	43	373	16	67	703
2016	3	21	358	9	59	379	12	80	737
2017 prov.	3	23	319	4	51	335	7	74	654
% change on 2016	*	*	-11%	*	-14%	-12%	*	-8%	-11%
on 04-08 average	*	*	-35%	*	-43%	-43%	*	-44%	-39%
<b>All casualties</b>									
2004-08 average	82	1,309	9,877	209	1,297	7,220	292	2,605	17,097
2015	48	876	6,622	120	725	4,351	168	1,601	10,973
2016	44	855	6,579	147	844	4,326	191	1,699	10,905
2017 prov.	44	830	5,653	102	750	3,738	146	1,580	9,391
% change on 2016	*	-3%	-14%	-31%	-11%	-14%	-24%	-7%	-14%
on 04-08 average	-47%	-37%	-43%	-51%	-42%	-48%	-50%	-39%	-45%

1 Figures for 2016 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 since changes could be due to more or fewer people travelling by a particular mode. Information on mode use is published in the road traffic or personal travel sections of Scottish Transport Statistics (STS). Department for Transport (DfT) traffic estimates in STS showed that car traffic increased by 5% and motorcycle/moped traffic volume remained unchanged between 2012 and 2016. Over the same period cycling volumes increased by 14%. Latest Scottish data by mode covers 2016, data for 2017 will be published in August 2018 in [Transport and Travel in Scotland 2017](#).

6.2 In 2017 there were 5,685 **car users** reported injured in road accidents; three fifths of all road casualties (61%: 5,685 out of 9,391) and a 15% fall from 2016. Of these, 65 were killed and 662 seriously injured (decreases of 13% and 15% from 2016 respectively). Non built-up roads accounted for half of all car user casualties (50%: 2,866 out of 5,685) but a much higher percentage of car user fatalities (89%: 58 out of 65) and those seriously injured (71%: 472 out of 662). Again, this is likely due in part to higher average speeds on these types of roads.

6.3 There were 1,350 **pedestrian** casualties recorded in 2017, a seventh of all casualties (14%: 1,350 out of 9,391) and down by 317 (19%) since 2016. Three per cent of pedestrian casualties were killed (38 out of 1,350) and 27% seriously injured (370 out of 1,350). Ninety-five per cent of pedestrian casualties occurred on built-up roads (1,286 out of 1,350). Fifty-three per cent of pedestrian casualties on non built-up roads were killed or seriously injured (34 out of 64) compared with 29% on built-up roads (374 out of 1,286).

6.4 Together, **all other modes of transport** accounted for a quarter (25%) of casualties in 2017 (2,356 out of 9,391), for a slightly higher proportion of those killed (29%: 43 out of 146) and a third of those seriously injured (35%: 548 out of 1,580).

6.5 Motorcycle and pedal cycle casualty numbers in 2017 decreased by 13% and 8% respectively. In 2017, 618 **motorcycle** casualties were reported, of whom 280 (45% and an increase of 4% on 2016) suffered serious injuries, 29 died, a decrease of one on 2016. There were 729 **pedal cyclist** casualties recorded in 2017, 171 (23% and an increase of 16% on 2016) were seriously injured and 5 died (three less than in 2016). There are now more cyclists on the roads which will likely impact on cycling casualty numbers. There was an increase of 35% in pedal cycle traffic in the last ten years, as shown by the DfT traffic estimates published in [Scottish Transport Statistics](#)

6.6 A total of 355 **bus and coach** users were reported injured (an increase of 18% on 2016), of whom 23 (19 less than 2016) were seriously injured, two died.

## 7. Child Casualties (Table 4)

7.1 There were 899 **child** casualties reported in 2017 representing 10% of all casualties (899 out of 9,391) and a decrease of 100 (or 10%) from 2016. Of these, 152 were seriously injured and 2 died, 10 fewer deaths than in 2016. The 2 children killed in 2017 were pedestrians. 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 [Table 7].

7.2 There were 399 child **pedestrian** casualties recorded in 2017. They accounted for 30% of all pedestrian casualties of all ages (399 out of 1,350). Of the child pedestrian casualties, 106 were seriously injured (2 died). The number killed was one less than 2016 but the number of seriously injured was 1 more than in 2016.

7.3 In 2017, there were 329 child casualties in **cars**, 6% of all car user casualties (329 out of 5,685). Of the child casualties in cars, 29 were seriously injured (none died): a decrease of 17 in the number of serious and 7 less killed than in 2016. In 2017, there were 67 child **pedal cycle** casualties (9% of the total of 729 pedal cycle casualties of all ages) including 10 who were seriously injured, there were no children killed on a pedal cycle in 2017, one less than 2016.

**Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2015-2017 & 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
2015	1	95	450	2	2	10	3	97	460
2016	3	105	477	0	0	1	3	105	478
2017 prov.	1	103	390	1	3	9	2	106	399
% change on 2016	*	-2%	-18%	*	*	*	*	1%	-17%
on 04-08 average	*	-51%	-60%	*	*	*	*	-51%	-60%
<b>Pedal cycle</b>									
2004-08 average	2	27	194	1	2	9	2	29	203
2015	1	11	70	0	0	1	1	11	71
2016	1	8	53	0	0	2	1	8	55
2017 prov.	0	8	63	0	2	4	0	10	67
% change on 2016	*	*	19%	*	*	*	*	*	22%
on 04-08 average	*	*	-67%	*	*	*	*	*	-67%
<b>Car</b>									
2004-08 average	1	18	316	6	44	353	6	62	670
2015	0	7	192	0	20	180	0	27	372
2016	0	5	208	7	41	211	7	46	419
2017 prov.	0	10	189	0	19	140	0	29	329
% change on 2016	*	*	-9%	*	*	-34%	*	*	-21%
on 04-08 average	*	*	-40%	*	*	-60%	*	-53%	-51%
<b>Bus/Coach</b>									
2004-08 average	0	3	68	0	0	20	0	3	88
2015	0	2	41	0	0	1	0	2	42
2016	0	1	16	0	1	4	0	2	20
2017 prov.	0	0	54	0	0	20	0	0	74
% change on 2016	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	-21%	*	*	*	*	*	-16%
<b>Other</b>									
2004-08 average	1	9	39	0	3	23	1	13	62
2015	0	2	13	0	0	8	0	2	21
2016	1	2	9	0	4	18	1	6	27
2017 prov.	0	4	13	0	3	17	0	7	30
% change on 2016	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	*	*	*	*	*	*	-51%
<b>All child casualties</b>									
2004-08 average	7	267	1,593	8	59	426	15	325	2,019
2015	2	117	766	2	22	200	4	139	966
2016	5	121	763	7	46	236	12	167	999
2017 prov.	1	125	709	1	27	190	2	152	899
% change on 2016	*	3%	-7%	*	*	-19%	*	-9%	-10%
on 04-08 average	*	-53%	-56%	*	-54%	-55%	*	-53%	-55%

- 1 Figures for 2016 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.

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

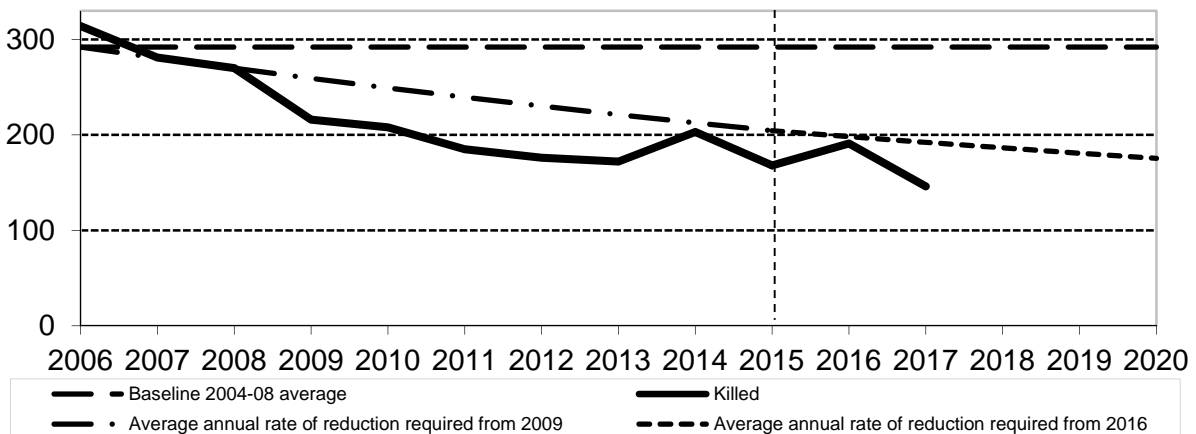
8.1 The following section provides information on the progress made towards each of the casualty reduction targets set out in Scotland's Road Safety Framework to 2020 (see section 11.5 for more information about the Framework).

8.2 Progress is assessed towards a milestone in 2015 and the final target by means of an indicative trend based on a constant annual percentage reduction (see section 11.6 for more information). Detailed tables for each of the targets, including a breakdown by mode and historic data are included in *Tables 5 to 9*.

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

8.3 There were 146 people killed in 2017, a **50%** reduction since the 2004-08 baseline average. The decrease seen to 2017 is greater than that required to achieve the 2020 milestone reduction (40%). *Figure 4* shows that the total number of fatalities in 2017 was below the indicative line required to achieve the target [Table 5].

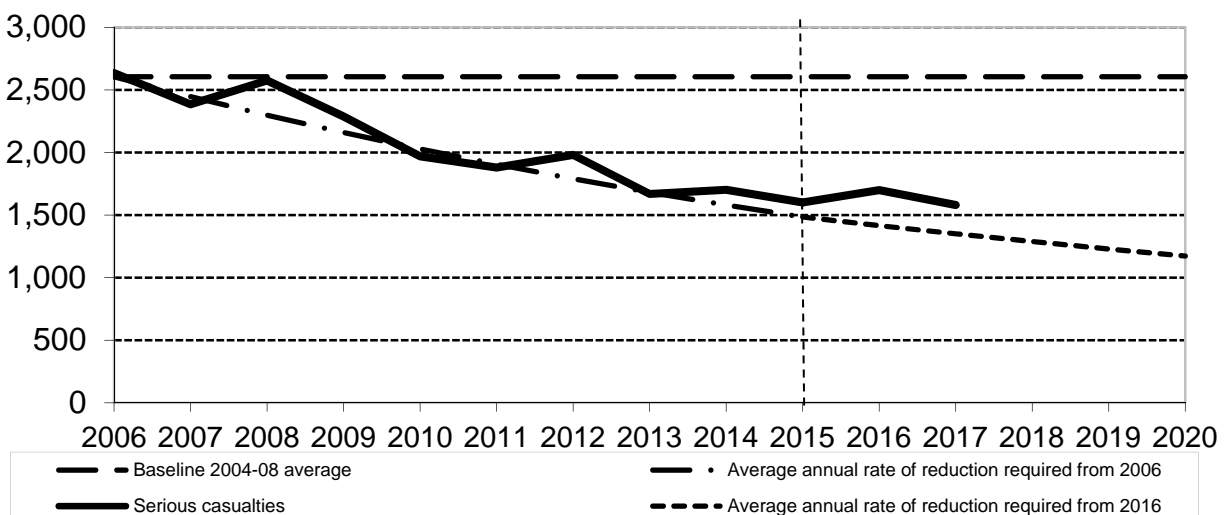
**Figure 4: Progress to casualty reduction target: Casualties killed**



### **Target: 55% reduction in those seriously injured by 2020**

8.4 There were 1,580 serious injuries in 2017, a **39%** reduction since the 2004-08 baseline level. The decrease seen to 2017 has not yet reached the framework target for 2020 (a reduction of 55% from 2004-08) [Table 6].

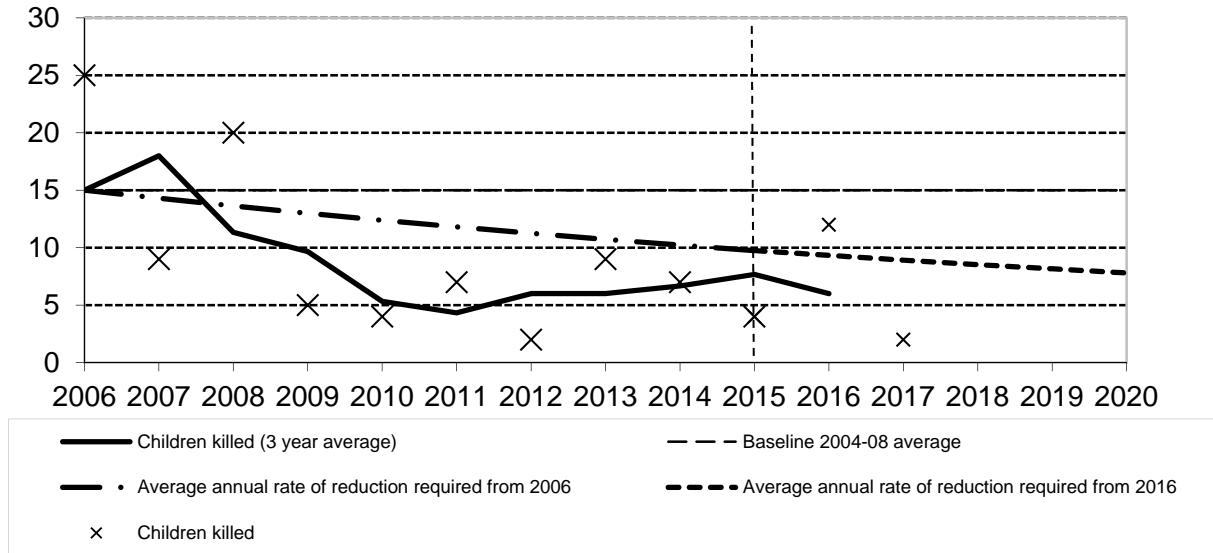
**Figure 5: Progress to casualty reduction target: Seriously injured casualties**



**Target: 50% reduction in children killed by 2020**

8.5 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 2015-2017 period, a **61%** reduction since the 2004-2008 baseline. The current reduction seen to 2017 is greater than that required to meet the 2020 target [Table 7].

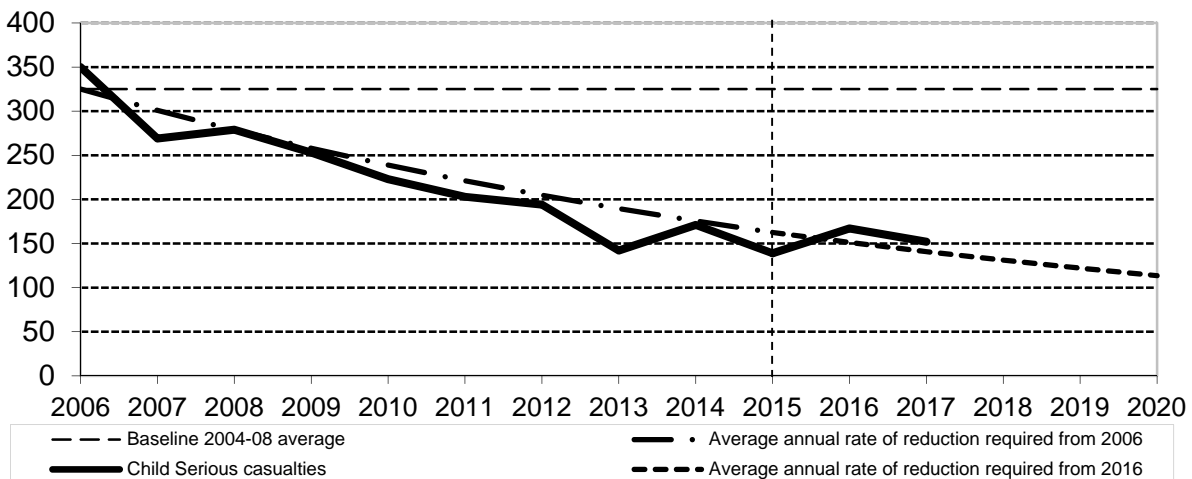
**Figure 6: Progress to casualty reduction target: Children killed**



**Target: 65% reduction in children seriously injured by 2020**

8.6 152 children were recorded as seriously injured in 2017, a **53%** reduction since the 2004-08 baseline. The decrease to 2017 is less than that required to achieve the 2020 milestone reduction (65%) [Table 8].

**Figure 7: Progress to casualty reduction target: Children seriously injured**

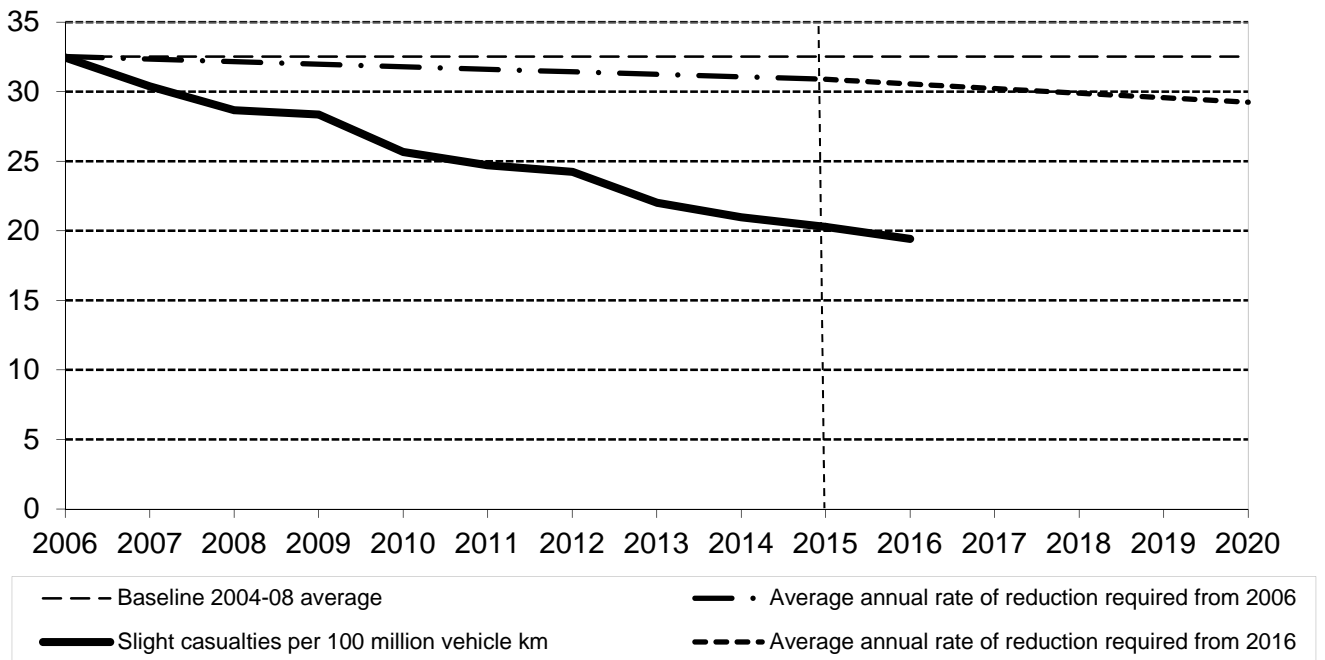


**Target: 10% reduction in slight casualties by 2020 (per 100 million vehicle kilometres)**

8.7 The results for this target have not been updated for 2017, as estimates of traffic volume for 2017 are not currently available.

8.8 The 2016 slight casualty rate was 19.41 casualties per 100 million vehicle kilometres. This was a **40%** reduction since the 2004-08 baseline and is therefore greater than the reduction required to achieve the 2020 target [Table 9].

**Figure 8: Progress to casualty reduction target: Slightly Injured casualties per 100 million vehicle km**





**Key Reported Road Casualties Scotland 2017**  
**Transport Scotland**

**Table 5: People killed by mode of transport, 1994 – 2017**

	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	59	9	21	73	1	13	0	176
2013	38	13	23	89	2	5	2	172
2014	59	8	30	94	1	2	9	203
2015	44	5	27	75	1	13	3	168
2016	32	8	30	106	3	6	6	191
2017 prov.	38	5	29	65	2	3	4	146
2004-08 average	65	9	42	162	1	12	2	292
2013-17 average	42	8	28	86	2	6	5	176
<i>Numbers in 2017 implied by target</i>	43	6	27	106	1	8	2	192
<u>2017 % change:</u>	*	*	*	-39%	*	*	*	-24%
on 2016								
on 04-08 ave	-41%	*	*	-60%	*	*	*	-50%

\* 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.

**Key Reported Road Casualties Scotland 2017**  
**Transport Scotland**

**Table 6: People seriously injured by mode of transport, 1994 – 2017**

	<b>Pede- strian</b>	<b>Pedal cycle</b>	<b>Motor cycle</b>	<b>Car</b>	<b>Bus/ coach</b>	<b>Goods<sup>1</sup></b>	<b>Other<sup>2</sup></b>	<b>All road users</b>
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	461	169	343	847	44	68	49	1,981
2013	402	149	281	719	34	45	39	1,669
2014	420	159	327	686	28	51	31	1,702
2015	424	164	258	639	49	46	21	1,601
2016	399	148	268	762	42	54	26	1,699
2017 prov.	370	171	280	662	23	42	32	1,580
2004-08 average	656	134	371	1,258	55	82	51	2,605
2013-17 average	403	158	283	694	35	48	30	1,650
<i>Numbers in 2017 implied by target</i>	340	70	192	652	29	42	26	1,351
<u>2017 % change:</u>	-7%	16%	4%	-13%	*	-22%	*	-7%
on 2016								
on 04-08 ave	-44%	28%	-24%	-47%	-58%	-49%	-37%	-39%

\* 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.

## Key Reported Road Casualties Scotland 2017 Transport Scotland

**Table 7: Children killed by mode of transport, 1994 – 2017**

	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	5	2	-	2	-	-	-	9	6
2014	3	-	-	4	-	-	-	7	7
2015	3	1	-	-	-	-	-	4	8
2016	3	1	1	7	-	-	-	12	6
2017 <i>prov.</i>	2	-	-	-	-	-	-	2	
2004-08 average	6	2	0	6	-	0	0	15	
2013-17 average	3	1	0	3	-	-	-	7	
2015-17 average									6
2015-17 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.

**Key Reported Road Casualties Scotland 2017**  
**Transport Scotland**

**Table 8: Children seriously injured by mode of transport, 1994 - 2017**

	<b>Pede- strian</b>	<b>Pedal cycle</b>	<b>Motor cycle</b>	<b>Car</b>	<b>Bus/ coach</b>	<b>Goods<sup>1</sup></b>	<b>Other<sup>2</sup></b>	<b>All road users</b>
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	67	6	2	5	356
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	132	21	1	34	1	5	0	194
2013	92	11	1	33	3	0	2	142
2014	116	18	4	27	2	1	3	171
2015	97	11	1	27	2	0	1	139
2016	105	8	4	46	2	2	0	167
2017 <i>prov.</i>	106	10	4	29	0	3	0	152
2004-08 average	218	29	8	62	3	1	3	325
2013-17 average	103	12	3	32	2	1	1	154
<i>Numbers in 2017 implied by target</i>	95	13	3	27	1	1	1	141
<u>2017 % change:</u> on 2016	1%	*	*	*	*	*	*	-9%
on 04-08 ave	-51%	*	*	-53%	*	*	*	-53%

\* 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.

## Key Reported Road Casualties Scotland 2017 Transport Scotland

**Table 9: Slight casualties by mode of transport, 1994 - 2017**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road		Slight
								users	Traffic	casualty rate
								numbers	mill veh-km	per 100 mill veh- km
1994-98 ave	3,009	1,034	580	10,859	912	583	501	17,478	37,653	46.42
1994	3,083	1,068	577	10,123	1,084	669	398	17,002	36,000	47.23
1995	3,048	1,031	576	10,321	802	579	498	16,855	36,737	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,581	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,168	45.98
1999	2,620	828	594	10,901	841	609	534	16,927	39,770	42.56
2000	2,607	708	655	10,675	854	542	582	16,623	39,561	42.02
2001	2,487	745	724	10,342	761	595	499	16,153	40,065	40.32
2002	2,423	676	711	10,050	801	621	460	15,742	41,535	37.90
2003	2,215	663	697	10,055	822	537	474	15,463	42,038	36.78
2004	2,328	648	599	10,024	849	561	419	15,428	42,705	36.13
2005	2,308	649	677	9,532	794	495	478	14,933	42,718	34.96
2006	2,104	640	658	9,272	706	484	456	14,320	44,119	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	453	385	304	10,721	43,390	24.71
2012	1,459	727	503	6,745	396	411	314	10,555	43,549	24.24
2013	1,296	724	471	6,157	358	391	257	9,654	43,840	22.02
2014	1,267	728	470	6,007	262	402	265	9,401	44,839	20.97
2015	1,224	628	450	6,000	282	411	209	9,204	45,374	20.28
2016	1,236	634	412	5,831	257	413	232	9,015	46,437	19.41
2017 prov.	942	553	309	4,958	330	353	220	7,665	..	..
2004-08 average	2,136	613	637	9,187	693	503	431	14,200	43,736	32.52
2013-17 average	1,193	653	422	5,791	298	394	237	8,988	..	..
<i>Rate in 2016 implied by target</i>										30.56
<u>2017 % change:</u> on 2016	-24%	-13%	-25%	-15%	28%	-15%	-5%	-15%	..	..
on 04-08 ave	-56%	-10%	-52%	-46%	-52%	-30%	-49%	-46%	..	-40% <sup>3</sup>

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

3. Relates to 2016 data as 2017 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 than the overall 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. Therefore, the annual average for 2013 -2017 is shown along with 2004-08 average and the figures for the latest year.

**Key Reported Road Casualties Scotland 2017**  
**Transport Scotland**

**Table 10: Accidents by police force division, council and severity, 04-08, 13-17 averages and 2017**

Police division Council	2004-08 average			2017 (provisional)			2013-2017 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
<b>North East<sup>1</sup></b>	<b>41</b>	<b>238</b>	<b>1,206</b>	<b>14</b>	<b>143</b>	<b>455</b>	<b>24</b>	<b>215</b>	<b>683</b>
Aberdeen City	5	74	423	2	30	149	4	66	235
Aberdeenshire	30	131	608	7	94	247	17	117	362
Moray	6	33	175	5	19	59	3	32	86
<b>Tayside</b>	<b>28</b>	<b>234</b>	<b>986</b>	<b>22</b>	<b>120</b>	<b>458</b>	<b>18</b>	<b>121</b>	<b>506</b>
Dundee City	3	61	290	1	32	118	1	31	147
Angus	11	67	294	9	32	137	6	34	142
Perth & Kinross	14	105	401	12	56	203	10	56	217
<b>Argyll &amp; West Dunbartonshire</b>	<b>15</b>	<b>99</b>	<b>507</b>	<b>6</b>	<b>69</b>	<b>288</b>	<b>8</b>	<b>63</b>	<b>319</b>
Argyll & Bute	11	67	298	4	46	174	6	44	196
West Dunbartonshire	4	32	209	2	23	114	2	19	123
<b>Forth Valley</b>	<b>14</b>	<b>140</b>	<b>679</b>	<b>6</b>	<b>87</b>	<b>405</b>	<b>7</b>	<b>92</b>	<b>482</b>
Clackmannanshire	2	16	89	1	7	49	0	10	62
Stirling	7	65	288	5	35	141	5	42	184
Falkirk	5	58	302	-	45	215	2	40	235
<b>Dumfries &amp; Galloway</b>	<b>12</b>	<b>106</b>	<b>455</b>	<b>11</b>	<b>43</b>	<b>236</b>	<b>11</b>	<b>51</b>	<b>280</b>
<b>Ayrshire</b>	<b>20</b>	<b>143</b>	<b>812</b>	<b>14</b>	<b>112</b>	<b>452</b>	<b>12</b>	<b>97</b>	<b>539</b>
North Ayrshire	6	52	291	4	37	164	4	36	181
East Ayrshire	7	47	259	2	30	130	3	26	169
South Ayrshire	7	44	262	8	45	158	5	35	189
<b>Greater Glasgow</b>	<b>21</b>	<b>307</b>	<b>2,170</b>	<b>7</b>	<b>175</b>	<b>1,253</b>	<b>10</b>	<b>176</b>	<b>1,366</b>
Glasgow City	18	264	1,870	7	143	1,070	9	149	1,176
East Dunbartonshire	2	24	172	-	14	88	1	12	96
East Renfrewshire	2	19	129	-	18	95	0	15	95
<b>Lothians &amp; Scottish Borders</b>	<b>28</b>	<b>211</b>	<b>1,296</b>	<b>16</b>	<b>156</b>	<b>784</b>	<b>17</b>	<b>148</b>	<b>891</b>
West Lothian	9	64	463	4	43	307	5	40	345
Midlothian	3	36	226	2	37	134	3	31	168
East Lothian	4	31	208	3	31	158	2	26	161
Scottish Borders	12	80	399	7	45	185	7	51	217
<b>Edinburgh</b>	<b>9</b>	<b>177</b>	<b>1,403</b>	<b>6</b>	<b>138</b>	<b>907</b>	<b>7</b>	<b>142</b>	<b>1,117</b>
<b>Highlands &amp; Islands</b>	<b>29</b>	<b>148</b>	<b>754</b>	<b>17</b>	<b>63</b>	<b>351</b>	<b>20</b>	<b>65</b>	<b>458</b>
Highland	25	124	634	15	53	305	16	54	389
Orkney Islands	1	6	35	1	4	12	1	4	19
Shetland Islands	2	6	38	1	3	16	1	3	23
Eilean Siar	2	11	47	-	3	18	1	4	26
<b>Fife</b>	<b>15</b>	<b>134</b>	<b>663</b>	<b>5</b>	<b>71</b>	<b>314</b>	<b>9</b>	<b>70</b>	<b>405</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>9</b>	<b>94</b>	<b>634</b>	<b>5</b>	<b>52</b>	<b>349</b>	<b>5</b>	<b>53</b>	<b>376</b>
Inverclyde	1	31	194	3	11	91	2	14	113
Renfrewshire	8	63	441	2	41	258	4	40	263
<b>Lanarkshire</b>	<b>25</b>	<b>197</b>	<b>1,463</b>	<b>12</b>	<b>135</b>	<b>835</b>	<b>14</b>	<b>134</b>	<b>928</b>
North Lanarkshire	11	95	742	6	67	443	5	65	473
South Lanarkshire	15	102	721	6	68	392	9	69	455
<b>Scotland</b>	<b>268</b>	<b>2,226</b>	<b>13,026</b>	<b>141</b>	<b>1,364</b>	<b>7,087</b>	<b>163</b>	<b>1,427</b>	<b>8,348</b>

1. In 2015 the police created a new North East division by combining Aberdeen, Moray and Aberdeenshire councils.

Note: Latest year is provisional, see paragraph 9.1

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**Table 11: Casualties by police force division, council and severity, 04-08, 13-17 averages and 2017**

Police division Council	2004-08 average			2017 (provisional)			2013-2017 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
<b>North East<sup>1</sup></b>	<b>46</b>	<b>288</b>	<b>1,550</b>	<b>14</b>	<b>184</b>	<b>606</b>	<b>26</b>	<b>266</b>	<b>875</b>
Aberdeen City	6	82	496	2	32	179	4	72	272
Aberdeenshire	33	166	824	7	120	338	18	153	488
Moray	7	41	230	5	32	89	4	41	115
<b>Tayside</b>	<b>30</b>	<b>278</b>	<b>1,291</b>	<b>23</b>	<b>148</b>	<b>625</b>	<b>18</b>	<b>143</b>	<b>657</b>
Dundee City	3	65	351	1	33	139	1	33	178
Angus	12	83	401	10	42	191	7	41	185
Perth & Kinross	15	131	539	12	73	295	11	69	294
<b>Argyll &amp; West Dunbartonshire</b>	<b>16</b>	<b>121</b>	<b>698</b>	<b>6</b>	<b>82</b>	<b>424</b>	<b>8</b>	<b>76</b>	<b>433</b>
Argyll & Bute	12	87	427	4	54	250	7	55	274
West Dunbartonshire	4	34	271	2	28	174	2	21	158
<b>Forth Valley</b>	<b>15</b>	<b>168</b>	<b>911</b>	<b>6</b>	<b>100</b>	<b>526</b>	<b>8</b>	<b>108</b>	<b>636</b>
Clackmannanshire	2	20	117	1	8	63	0	11	79
Stirling	7	82	392	5	44	185	6	53	251
Falkirk	5	66	401	-	48	278	2	45	306
<b>Dumfries &amp; Galloway</b>	<b>14</b>	<b>127</b>	<b>621</b>	<b>14</b>	<b>52</b>	<b>314</b>	<b>12</b>	<b>61</b>	<b>375</b>
<b>Ayrshire</b>	<b>22</b>	<b>173</b>	<b>1,078</b>	<b>15</b>	<b>131</b>	<b>619</b>	<b>13</b>	<b>116</b>	<b>718</b>
North Ayrshire	6	64	387	4	43	219	4	43	241
East Ayrshire	8	56	338	2	38	184	3	32	234
South Ayrshire	8	53	353	9	50	216	6	41	243
<b>Greater Glasgow</b>	<b>21</b>	<b>331</b>	<b>2,718</b>	<b>7</b>	<b>181</b>	<b>1,556</b>	<b>11</b>	<b>186</b>	<b>1,705</b>
Glasgow City	18	281	2,332	7	149	1,324	10	158	1,468
East Dunbartonshire	2	26	222	-	14	115	1	13	121
East Renfrewshire	2	24	165	-	18	117	0	15	116
<b>Lothians &amp; Scottish Borders</b>	<b>29</b>	<b>250</b>	<b>1,780</b>	<b>16</b>	<b>181</b>	<b>1,122</b>	<b>19</b>	<b>175</b>	<b>1,226</b>
West Lothian	9	78	659	4	50	442	5	45	480
Midlothian	3	41	297	2	42	183	4	35	227
East Lothian	4	36	267	3	34	224	3	31	220
Scottish Borders	12	95	557	7	55	273	7	64	299
<b>Edinburgh</b>	<b>9</b>	<b>188</b>	<b>1,673</b>	<b>6</b>	<b>144</b>	<b>1,083</b>	<b>7</b>	<b>149</b>	<b>1,320</b>
<b>Highlands &amp; Islands</b>	<b>33</b>	<b>189</b>	<b>1,111</b>	<b>17</b>	<b>83</b>	<b>492</b>	<b>21</b>	<b>83</b>	<b>626</b>
Highland	28	160	942	15	68	432	17	71	537
Orkney Islands	1	7	47	1	4	15	1	4	23
Shetland Islands	2	8	51	1	8	23	1	4	34
Eilean Siar	2	14	71	-	3	22	1	4	32
<b>Fife</b>	<b>18</b>	<b>159</b>	<b>872</b>	<b>5</b>	<b>82</b>	<b>424</b>	<b>10</b>	<b>81</b>	<b>534</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>9</b>	<b>106</b>	<b>823</b>	<b>5</b>	<b>54</b>	<b>445</b>	<b>6</b>	<b>56</b>	<b>480</b>
Inverclyde	2	36	256	3	12	117	2	14	149
Renfrewshire	8	70	567	2	42	328	4	42	331
<b>Lanarkshire</b>	<b>27</b>	<b>228</b>	<b>1,972</b>	<b>12</b>	<b>158</b>	<b>1,155</b>	<b>15</b>	<b>150</b>	<b>1,230</b>
North Lanarkshire	12	107	1,012	6	71	626	6	71	627
South Lanarkshire	16	121	960	6	87	529	10	79	602
<b>Scotland</b>	<b>292</b>	<b>2,605</b>	<b>17,097</b>	<b>146</b>	<b>1,580</b>	<b>9,391</b>	<b>176</b>	<b>1,650</b>	<b>10,814</b>

1. In 2015 the police created a new North East division by combining Aberdeen, Moray and Aberdeenshire councils.

Note: Latest year is provisional, see paragraph 9.1

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## 10. Casualties by Gender and Age

10.1 Table 12 shows the number of reported casualties by gender and age. This table does not account for differences between gender and age groups in the level of exposure to risk, for example, we do not account for the number of people in each group with driving licences.

10.2 In 2017 **male** fatalities fell by 37, 28% (to 97). **Female** fatalities fell by 8, 14% (to 49). Fifteen per cent (1,384) of all casualties were aged 16–22, a fall of 14% on 2016, of which 785 were male and 599 were female. Casualties aged under 5 remained the same at 139 between 2016 and 2017.

**Table 12 Casualties by gender, severity and age, 2004 – 2017**

		Male													
		All severities											Child	Adult	
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total <sup>1</sup>	0-15	16+
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	156	602	495	2,166	1,364	1,894	1,577	933	524	479	10,204	1,253	8,937
2006	244	1,672	151	557	451	2,100	1,377	1,662	1,511	946	505	447	9,723	1,159	8,548
2007	207	1,631	130	500	427	2,042	1,299	1,555	1,476	880	520	458	9,302	1,057	8,230
2008	191	1,684	127	449	407	1,870	1,256	1,485	1,424	866	477	469	8,843	983	7,847
2009	162	1,486	105	399	302	1,846	1,197	1,412	1,397	821	511	444	8,450	806	7,628
2010	146	1,275	110	375	336	1,459	1,050	1,275	1,272	817	461	377	7,541	821	6,711
2011	139	1,220	122	364	272	1,276	975	1,201	1,317	856	515	405	7,310	758	6,545
2012	128	1,303	94	315	245	1,321	1,028	1,144	1,237	937	445	448	7,217	654	6,560
2013	119	1,083	95	276	209	1,089	879	1,089	1,171	847	449	399	6,511	580	5,923
2014	149	1,095	87	266	222	1,103	907	1,034	1,125	828	452	406	6,436	575	5,855
2015	124	1,037	76	258	188	952	967	1,016	1,021	843	438	418	6,181	522	5,655
2016	134	1,111	84	276	198	844	905	1,036	1,007	918	439	409	6,126	558	5,558
2017	97	1,042	85	228	209	785	781	854	828	743	399	356	5,278	522	4,746

		Female													
		All severities											Child	Adult	
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total <sup>1</sup>	0-15	16+
2004	83	958	116	450	430	1,424	1,009	1,459	1,078	835	536	667	8,016	996	7,008
2005	77	919	111	375	418	1,375	928	1,293	1,114	820	544	671	7,658	904	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	95	328	332	1,376	931	1,073	952	762	483	579	6,917	755	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	423	501	5,470	557	4,903
2012	48	677	84	225	200	978	779	782	839	657	421	522	5,489	509	4,978
2013	53	584	87	209	172	804	690	743	723	629	415	490	4,974	468	4,494
2014	54	607	72	224	157	780	608	773	737	642	390	477	4,866	453	4,407
2015	44	562	57	218	166	739	683	711	728	658	392	426	4,782	441	4,337
2016	57	588	55	216	170	760	720	689	684	643	409	419	4,770	441	4,324
2017	49	538	52	167	156	599	615	588	595	588	334	406	4,110	375	3,725

		All casualties <sup>2</sup>													
		All severities											Child	Adult	
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total <sup>1</sup>	0-15	16+
2004	308	2,766	307	1,119	969	3,463	2,402	3,529	2,597	1,811	1,108	1,151	18,502	2,395	16,061
2005	286	2,666	273	977	913	3,541	2,294	3,187	2,692	1,753	1,068	1,153	17,885	2,163	15,688
2006	314	2,635	264	902	855	3,560	2,285	2,919	2,634	1,727	1,024	1,066	17,269	2,021	15,215
2007	281	2,385	228	829	759	3,419	2,231	2,628	2,430	1,642	1,003	1,041	16,239	1,816	14,394
2008	270	2,575	234	753	702	3,175	2,178	2,519	2,452	1,557	953	1,047	15,592	1,689	13,881
2009	216	2,287	201	682	590	3,086	2,098	2,425	2,389	1,538	997	1,000	15,043	1,473	13,533
2010	208	1,969	171	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338	1,378	11,936
2011	185	1,880	205	590	521	2,243	1,689	2,073	2,145	1,455	938	906	12,786	1,316	11,449
2012	176	1,981	182	540	445	2,299	1,807	1,926	2,076	1,595	866	970	12,712	1,167	11,539
2013	172	1,669	186	485	381	1,893	1,569	1,832	1,894	1,476	864	889	11,495	1,052	10,417
2014	203	1,702	161	490	379	1,883	1,515	1,807	1,862	1,470	842	883	11,306	1,030	10,262
2015	168	1,601	136	476	354	1,691	1,650	1,728	1,749	1,501	830	844	10,973	966	9,993
2016	191	1,699	139	492	368	1,604	1,626	1,729	1,693	1,562	848	828	10,905	999	9,890
2017	146	1,580	139	395	365	1,384	1,396	1,442	1,424	1,331	733	762	9,391	899	8,472

Notes: 1. Includes unknown ages; 2. Includes unknown gender; 3. 2017 data are provisional.



## 11. Sources and definitions

### 11.1 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.

### 11.2 Provisional data

Data used in this publication were extracted from Transport Scotland's reported road accident statistical database in May 2018. 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 four years, there was a difference of 4 more people killed in 2012 between the June and October publications. The 3 year average figure published in Reported Road Casualties Scotland has been 0.5% higher for Serious and 0.4% higher for 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)
2001	347	347	0		2001	3,405	3,406	1	0.0%
2002	304	305			2002	3,204	3,213		
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%
2013	172	172	0		2013	1,667	1,672	5	0.3%
2014	203	200	-3	-1.5%	2014	1,694	1,699	5	0.3%
2015	168	168	0		2015	1,597	1,596	-1	-0.1%
2016	191	191	0		2016	1,693	1,697	4	0.2%
10YA	238	238	-0	-0.1%	10YA	2,216	2,232	16	0.7%
5YA	181	181	0	0.1%	5YA	1,722	1,728	6	0.3%
3YA	187	186	-1	-0.5%	3YA	1,661	1,664	3	0.2%
Slight					All Severities				
Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)	Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	16,137	16,141	4	0.0%	2001	19,889	19,894	5	0.0%
2002	15,730	15,730			2002	19,238	19,248		
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%
2013	9,654	9,654	0		2013	11,493	11,498	5	0.0%
2014	9,346	9,369	23	0.2%	2014	11,240	11,268	28	0.2%
2015	9,191	9,204	13	0.1%	2015	10,950	10,968	18	0.2%
2016	8,997	9,013	16	0.2%	2016	10,881	10,901	20	0.2%
10YA	12,241	12,280	39	0.3%	10YA	14,694	14,750	56	0.4%
5YA	9,527	9,554	27	0.3%	5YA	11,428	11,462	34	0.3%
3YA	9,178	9,195	17	0.2%	3YA	11,024	11,046	22	0.2%

### 11.3 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.

11.4 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 40 mph).

**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.

11.5 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 were adopted from 2010. These targets and milestones are:

Target	2015 milestone % reduction	2020 target % reduction
<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.

11.6 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 2004-08 and falls, by a constant percentage reduction in each subsequent year, to the target for 2020. 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% 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% and 4.61%. For child killed 4.67% and 4.37 or seriously injured 7.41% and 6.90.

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	<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%

## **SCOTTISH GOVERNMENT STATISTICIAN GROUP**

### **OUR AIM**

To provide relevant and reliable information, analysis and advice that meet the needs of government, business and the people of Scotland.

### **OBJECTIVES**

1. To produce statistics and analysis relevant to user needs by
  - Developing our understanding of customer requirements to ensure statistics are kept relevant and analysis is well targeted;
  - Developing the range of statistics and analysis we produce;
  - Where practicable improving timeliness;
  - Providing more statistics disaggregated by age, gender and ethnicity;
  - Developing more data for small areas through the Neighbourhood Statistics project;
  - Contributing to production of comparable statistics across the UK and internationally.
2. To ensure effective use of our statistics by
  - Contributing more directly to policy processes inside and where possible outside government;
  - Improving access to and presentation of data and analysis;
  - Improving the advice provided on statistics.
3. To work effectively with users and providers by
  - Maintaining arrangements to consult and involve users and providers;
  - Involving users and providers in planning developments in outputs and processes;
  - Minimising the burden on data providers through dropping or streamlining collections as appropriate, to ensure the benefits of the information justify the costs of collection.
4. To develop the quality of statistics by
  - Assuring and improving quality as an integral part of data collection and analysis and through regular reviews in line with National Statistics quality strategy;
  - Developing statistical methods, systems and classifications;
  - Working with the rest of the Government Statistical Service to develop joint approaches/solutions where appropriate.
5. To assure the integrity of statistics by
  - Maintaining and promoting integrity through implementation of the National Statistics Code of Practice and related protocols;
  - Safeguarding the confidentiality of data subjects.
6. To ensure the efficient and effective delivery of statistics products and services by
  - Making best use of all sources including administrative sources;
  - Working with other analysts to maximise the contribution of our own and other analysts' work;
  - Ensuring value for money;
  - Making best use of Information and Communications Technology;
  - Ensuring effective communication within the Statistician Group.
7. To develop our workforce and competences
  - Ensuring recruitment of staff with the necessary skills and potential;
  - Ensuring development of expertise amongst existing staff;
  - Promoting and upholding the standards of the statistics profession.

### **This is a National Statistics publication**

"This is a National Statistics publication. It has been produced to high professional standards set out in the [National Statistics Code of Practice Protocol](#).

These statistics undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference."

Details of pre-release access will be provided in the Scottish Government Statistics Website under 'Forthcoming Releases'

## A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be interpreted to mean that the statistics: meet identified user needs; are produced, managed and disseminated to high standards; and are explained well.

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### How to access background or source data

The data collected for this statistical bulletin:

- are available in more detail through Scottish Neighbourhood Statistics
- are available as part of a GB dataset on [data.gov.uk](http://data.gov.uk)
- may be made available on request, subject to consideration of legal and ethical factors. Please contact [Transtat@transport.gov.scot](mailto:Transtat@transport.gov.scot) for further information.
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