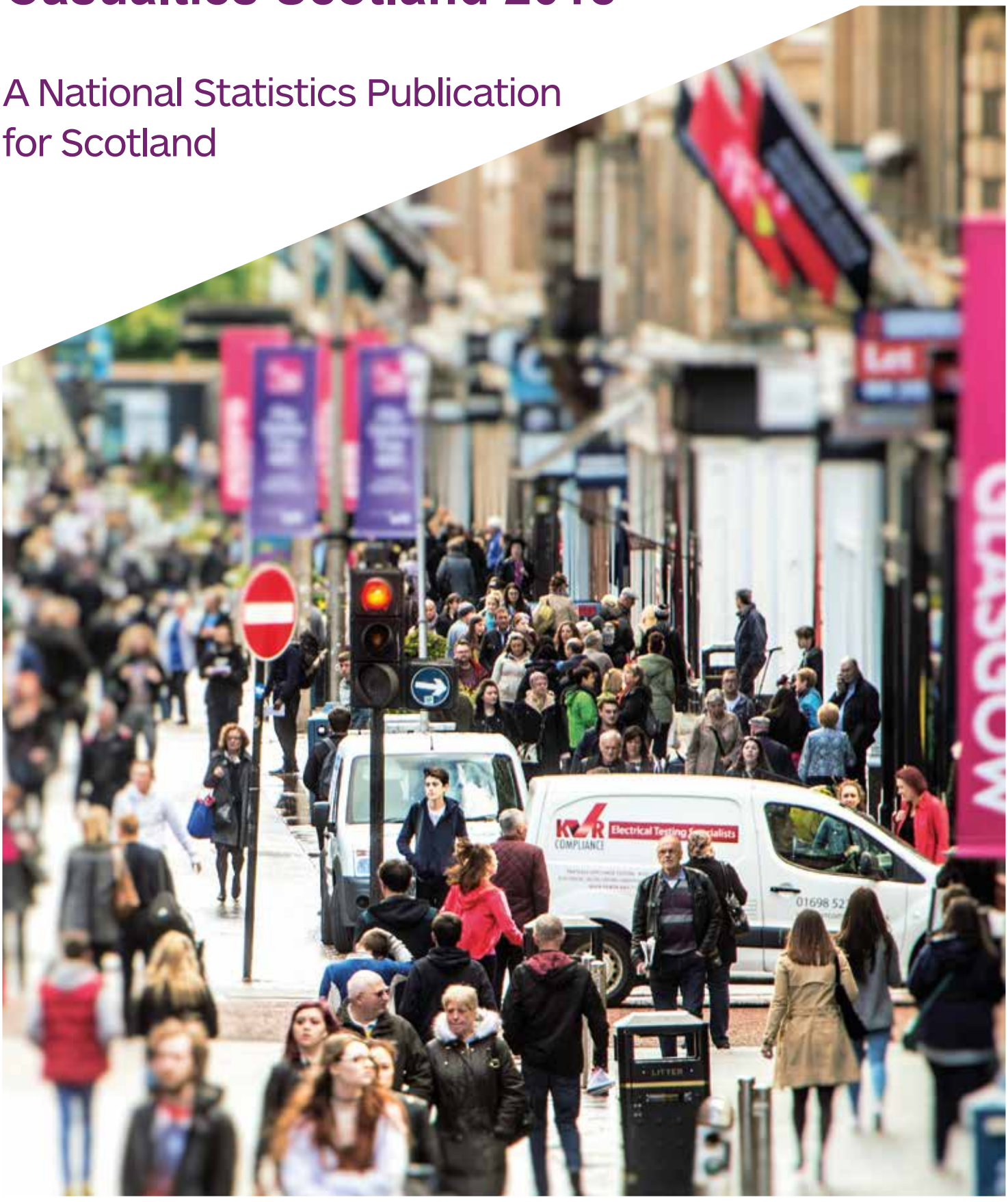
Reported Road Casualties Scotland 2018

A National Statistics Publication for Scotland



REPORTED ROAD CASUALTIES SCOTLAND

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Conventions

Symbols used: the following are used throughout:

..	not available
- or 0	nil or less than half the final digit shown
n/a	not applicable

Rounding: in some tables, where figures have been rounded independently, the sum of constituent items may not appear to agree exactly with the total shown.

Enquiries

Enquiries of a routine nature, or on the availability of the next edition of the publication, can be made to the Transport Statistics branch, by contacting:

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E-mail: transtat@transport.gov.scot

Major enquiries or suggestions for improvement to the publication should be addressed to the transport statistician – Andrew Paterson - at the address above.

Readers may request further analyses of the road accident statistics held in the Scottish Government Transport Statistics branch database, but three points should be noted:

1. The Transport Statistics branch does *not* answer requests for local information: these should be addressed to Police Scotland or the appropriate Council.

2. The amount of information that can be provided in response to requests may be limited, depending upon the resources that are available to carry out the work, and on any restrictions that may be necessary to maintain the confidentiality of the data.

3. A charge may be made, depending upon the amount of staff time required to answer a request.

Web and Excel versions of the publication

Go to: http://www.transportscotland.gov.uk/analysis/statistics/publications/reported-road-casualties-scotland-previous-editions

Some extra road accident statistics tables are available via:
https://www.transport.gov.scot/our-approach/statistics#42762

A separate page, just before the end of this publication, provides more information about what is available from the Transport Statistics Web site.

Contents

List of tables in the Statistical Tables section

Drink-drive Accidents and Casualties

Reported Casualties

Preface

This publication presents detailed statistics about the circumstances of personal **injury road accidents** in Scotland that were **reported by the police** using the Stats 19 statistical returns (described in more detail in *Appendix B*). Each accident is classified according to the severity of the injury to the most seriously injured person involved in the accident. These statistics are used to inform public debate and support policy on road safety (through education and engineering programs).

This publication also includes statistics related to further analysis on specific road safety topics. For example:

- **Valuation of road accident and casualties**: Table 9 presents estimates of the value of preventing reported road accidents in GB and Scotland, based on DfT analysis.
- **Drink drive estimates**: Table 22 presents estimates of the levels of accidents and casualties involving drivers and riders with illegal alcohol levels using Procurator Fiscal data.

In addition to the statistical tables and commentary the publication contains 2 articles discussing further analysis of the statistics:

- Article 1 examines progress towards **casualty reduction targets**;
- Article 2 describes **contributory factors** attributed to reported road accidents and casualties.

Review of Stats 19
National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection.

Stats19 is currently under review, having previously been reviewed in 2008. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) (https://www.gov.uk/government/publications/committees-and-user-groups-ontransport-statistics/the-transport-statistics-user-group).

The review is seeking to:

- Make recommendations for modifications to Stats19 variables with a view to improving the quality/value of the data to users and to reducing reporting burdens on the police
- Identify areas where the Stats19 specification can be streamlined and modernised in order to reduce burdens, including improving validation at source and therefore overall increase the quality of data collected and speed up the ability to report/ produce findings
- Consider the scope and opportunities for better use of technology, data sharing and matching to modernise road casualty data. This is both with a view to reducing the amount of data needing to manually rather than automatically input by the police, but also to enrich the data available to generate insight to improve road safety interventions.
- Develop a roadmap for any longer term data changes needed to improve the evidence base for road safety interventions.

The review will run through 2019 before producing recommendations on modifications to the data collection which will be consulted upon.

For further information please contact: STATS19REVIEW@dft.gov.uk

UK Statistics Authority assessment
These statistics were assessed during the summer of 2010 by the UKSA against the Code of Practice for Official Statistics. Their final report is published on their website at http://www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/assessment-report-61---statistics-on-transport-in-scotland.pdf

Further details on the role of the UKSA and the assessment process can be found at: http://bit.ly/2wwEM1S

The status of the statistics

Most of the data used in this publication were extracted from the Road Accidents statistical database on the **10 September 2019**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Road Casualty Statistics in* June) because they were extracted on a different date and wouldn't incorporate any later changes (e.g. due to late returns or late corrections). Any late returns will be incorporated into the next available publication.

The information held in Transport Scotland's Road Accident Statistics database was collected by the police following each accident, and subsequently reported to Transport Scotland. Transport Scotland's statistics may differ slightly from the local authorities as changes or corrections that local authorities may have made, for use at local level, to their own data may not always be accounted for in the Transport Scotland database.

The years covered in the tables

Some tables present a time series so that any trends can be identified. However, more detailed tables provide figures in the form of 5-year annual averages (e.g. 2014-2018), and do not present figures for the latest single year. This smooths out levels of variation often present with low numbers of accidents and casualties. If readers require versions of the detailed tables for single years, these can be provided on request.

Road casualty reduction targets

In many of the tables, the latest figures are compared with the annual averages for 2004-08. This is to allow comparison against the 2020 Scottish specific casualty reduction targets published within the Scottish Road Safety Framework in 2009.

Article 1 discusses these targets in more detail, monitoring progress and exploring differences between modes of travel.

Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or accident or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain. Care should be taken when using these estimates and a detailed description can be found in Appendix D of this publication.

Other Scottish Transport Statistics

Reported Road Casualties Scotland is one of a series of Transport Statistics publications. Details of other Transport Scotland statistics can be found at http://www.transportscotland.gov.uk/analysis/statistics.

Key articles from previous editions of Reported Road Casualties Scotland

Article	Version of RRCS where article can be found
Estimating under- counting of Road Casualties in Scotland	RRCS 2010 http://bit.ly/2xSFW9v
Priorities in Scotland's Road Safety Framework to 2020- An assessment of relative levels and trends	RRCS 2011 http://bit.ly/2yHMoz6
Comparison of police casualty statistics with other sources	RRCS 2011 http://bit.ly/2yHMoz6
Vulnerable road users	RRCS 2012 http://bit.ly/2yqZLrx
In Focus: Pedal and motorcycle casualties	RRCS 2013 http://bit.ly/2yXQcxb
Road User Factsheet	RRCS 2017 https://bit.ly/2IVRkbl

We welcome suggestions for improving the usefulness of the data and the publications. Comments and enquiries should be sent to the address below.

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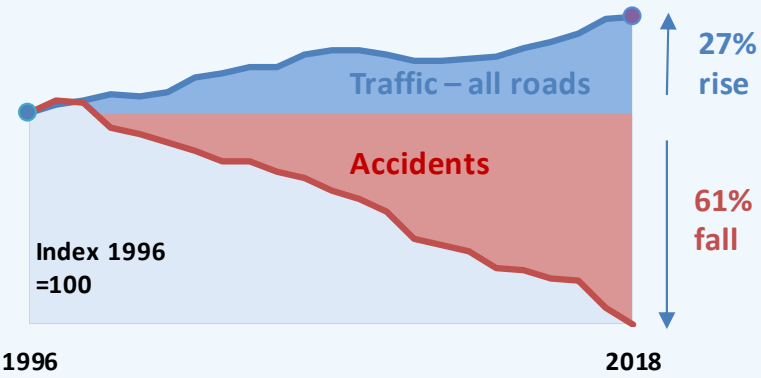
SUMMARY

Reported Road Casualties 2018 – Key Points and Trends

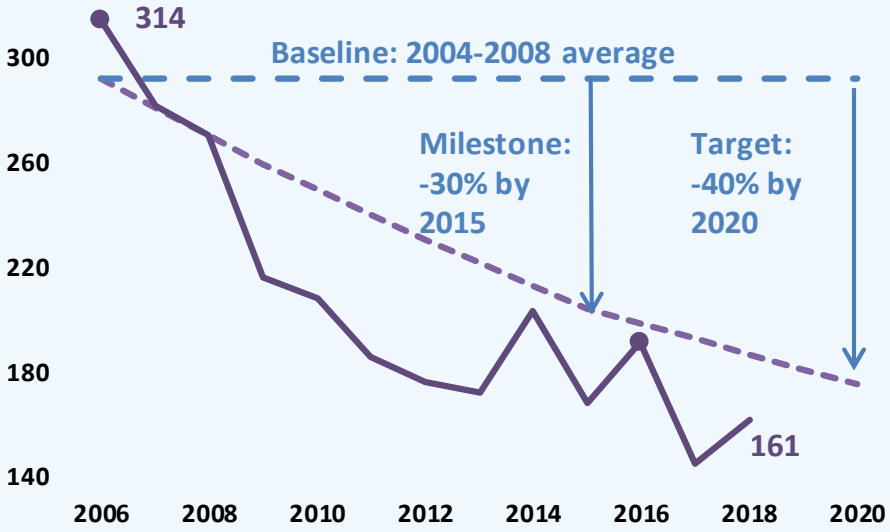
Key figures – **casualties** in 2018

161 killed	↑	+11%
1,582 seriously injured	↓	-1%
6,668 slightly injured	↓	-13%
8,411 total casualties	↓	-11%

Since 1995 in Scotland, **road traffic** has continued to rise, while **accidents** have fallen.



Scotland has met the **2015 milestone** and is on track to meet the **2020 target** for reductions in casualties killed based on a 2004-2008 average baseline.

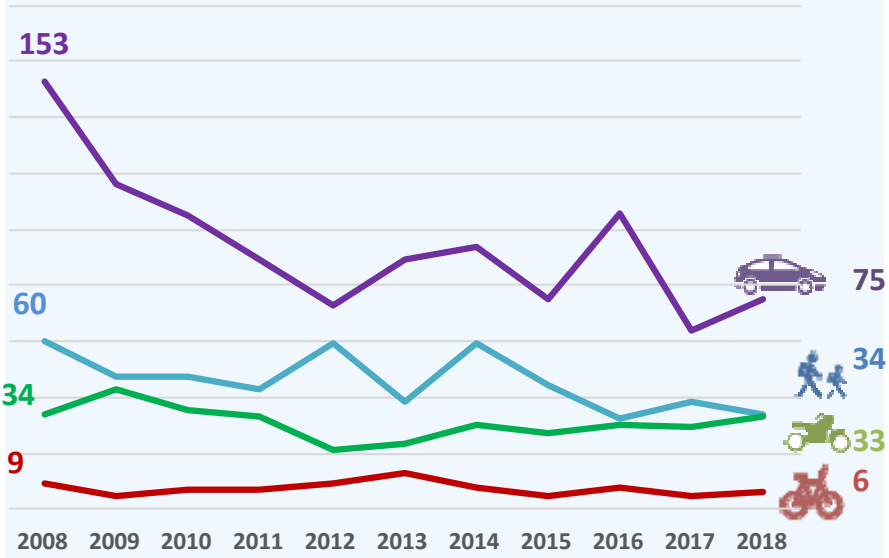


Number of killed and serious casualties in 2018		Change since 2017
	742	+2%
	396	-5%
	316	+2%
	162	-8%

Child casualties of all severities have **more than halved** in the past decade

1,689 (2008) → 753 (2018)

Context – historical trends show **large decreases** in car and pedestrian fatalities over the past ten years



"other" modes not shown

Road accident fatalities in 2018 by local authority

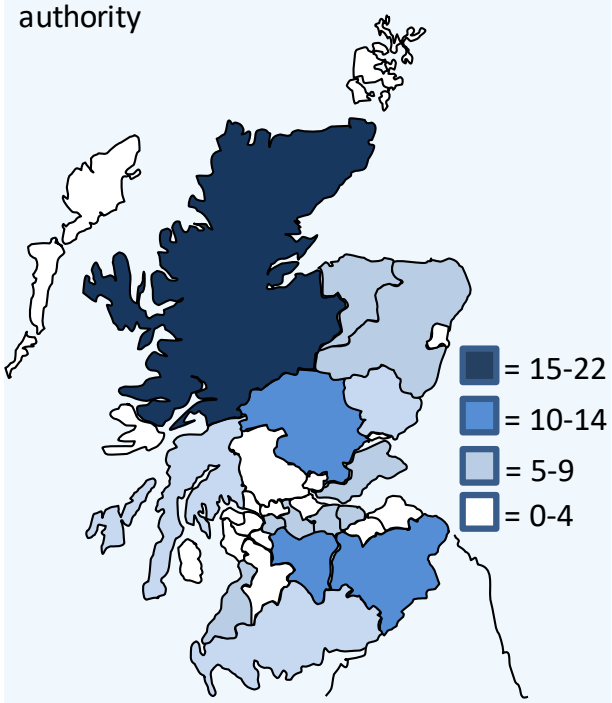


Table A: Summary of reported road injury accident and reported casualty statistics: 2008 to 2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Accidents											
Fatal	245	196	189	175	162	159	181	157	175	140	150
Fatal & serious	2,487	2,194	1,902	1,850	1,898	1,584	1,669	1,578	1,607	1,518	1,519
All severities	12,159	11,556	10,295	9,985	9,777	8,974	8,833	8,477	8,354	7,118	6,423
Accidents on built-up[1] roads											
Fatal	82	56	56	61	64	44	67	47	44	44	43
Fatal & serious	1,359	1,089	981	1,014	1,049	850	921	880	859	836	791
All severities	7,464	6,991	6,341	6,359	6,165	5,747	5,703	5,401	5,465	4,592	4,031
Accidents on non built-up[1] roads											
Fatal	163	140	133	114	98	115	114	110	131	96	107
Fatal & serious	1,128	1,105	921	836	849	734	748	698	748	682	728
All severities	4,695	4,565	3,954	3,626	3,612	3,227	3,130	3,076	2,889	2,526	2,392
Drink-drive accidents and casualties[2]											
Accidents	660	660	530	490	440	330	340	340	410	270	..
Casualties (all severities)	960	920	750	680	580	450	460	470	580	410	..
Fatal casualties	40	30	20	20	10	20	20	20	30	10	..
Killed by mode of transport											
Pedestrian	60	47	47	43	59	38	59	44	32	38	34
Pedal cycle	9	5	7	7	9	13	8	5	8	5	6
Motorcycle	34	43	35	33	21	23	30	27	30	29	33
Car	153	116	105	89	73	89	94	75	106	64	75
Other (eg taxi, bus, goods)	14	5	14	13	14	9	12	17	15	9	13
All modes of transport	270	216	208	185	176	172	203	168	191	145	161
Seriously injured casualties by mode											
Pedestrian	645	509	457	515	461	401	420	424	397	380	362
Pedal cycle	155	152	138	156	169	149	159	164	148	171	156
Motorcycle	396	332	319	291	343	281	327	258	268	281	283
Car	1,203	1,135	903	758	847	718	686	638	762	662	667
Other (eg taxi, bus, goods)	176	159	152	158	161	118	109	118	122	100	114
All modes of transport	2,575	2,287	1,969	1,878	1,981	1,667	1,701	1,602	1,697	1,594	1,582
Slightly injured casualties by mode											
Pedestrian	1,888	1,643	1,509	1,507	1,459	1,295	1,266	1,222	1,233	945	857
Pedal cycle	566	647	636	661	727	724	728	628	634	552	475
Motorcycle	612	646	491	482	503	471	469	450	411	310	324
Car	8,314	8,328	7,293	6,930	6,745	6,157	6,006	6,000	5,829	4,981	4,337
Other (eg taxi, bus, goods)	1,367	1,276	1,232	1,142	1,121	1,006	929	907	902	906	675
All modes of transport	12,747	12,540	11,161	10,722	10,555	9,653	9,398	9,207	9,009	7,694	6,668
All casualties by mode, by sex and by age											
Pedestrian	2,593	2,199	2,013	2,065	1,979	1,734	1,745	1,690	1,662	1,363	1,253
Pedal cycle	730	804	781	824	905	886	895	797	790	728	637
Motorcycle	1,042	1,021	845	806	867	775	826	735	709	620	640
Car	9,670	9,579	8,301	7,777	7,665	6,964	6,786	6,713	6,697	5,707	5,079
Other (eg taxi, bus, goods)	1,557	1,440	1,398	1,313	1,296	1,133	1,050	1,042	1,039	1,015	802
All modes of transport	**15,592**	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,897**	**9,433**	**8,411**
Male	8,843	8,450	7,541	7,310	7,217	6,509	6,433	6,183	6,121	5,298	4,838
Female	6,738	6,587	5,787	5,469	5,489	4,973	4,865	4,784	4,767	4,134	3,563
Child: 0 - 15	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	753
Young adult: 16-22	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,690	1,605	1,398	1,099
Adult: 23-59	8,706	8,450	7,713	7,360	7,404	6,770	6,651	6,630	6,603	5,615	5,016
Older adults: 60+	2,000	1,997	1,732	1,845	1,836	1,752	1,725	1,673	1,674	1,497	1,516
Child[4] killed by mode of transport											
Pedestrian	4	1	1	2	1	5	3	3	3	2	2
Pedal cycle	2	1	1	-	1	2	-	1	1	-	-
Car	13	3	1	5	-	2	4	-	7	-	-
Other (eg m/c, taxi, bus...)	1	-	1	-	-	-	-	-	1	-	1
All modes of transport	20	5	4	7	2	9	7	4	12	2	3
Child[4] seriously injured casualties by mode											
Pedestrian	194	155	150	139	132	91	116	97	105	107	96
Pedal cycle	18	26	23	23	21	11	18	11	8	10	15
Car	56	62	40	34	34	33	27	27	46	29	29
Other (eg m/c, taxi, bus...)	11	10	10	7	7	6	10	5	8	7	2
All modes of transport	279	253	223	203	194	141	171	140	167	153	142
All child[4] casualties by mode											
Pedestrian	831	674	642	646	521	462	499	460	478	401	334
Pedal cycle	150	148	146	135	121	112	81	71	55	67	64
Car	569	548	506	460	451	404	389	373	419	328	316
Other (eg m/c, taxi, bus...)	139	103	84	75	74	74	60	67	47	104	39
All modes of transport	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	753
Accident costs (£ million)[3]	1,785	1,586	1,430	1,347	1,341	1,218	1,278	1,169	1,229	1,045	1,029

1. Built-up roads have a speed limit of up to 40mph; Non built-up roads have a speed limit of over 40mph
2. Estimates, adjusted for under-reporting as described in the text accompanying Table 22. The latest year's estimates are not yet available.
3. Estimated total costs (including damage only accidents) at 2017 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury accidents and casualties injured in those accidents by police force division, council and severity: 2018

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
North East [1]	**15**	**146**	**263**	**424**	**19**	**189**	**364**	**572**	**33**
Aberdeen City	2	41	92	135	2	43	107	152	8
Aberdeenshire	8	90	142	240	8	121	219	348	20
Moray	5	15	29	49	9	25	38	72	5
Tayside	**16**	**118**	**272**	**406**	**16**	**140**	**378**	**534**	**58**
Dundee City	1	24	71	96	1	26	86	113	17
Angus	2	37	87	126	2	39	115	156	16
Perth & Kinross	13	57	114	184	13	75	177	265	25
Argyll & West Dunbartonsh	**9**	**63**	**168**	**240**	**9**	**71**	**234**	**314**	**26**
Argyll & Bute	8	42	106	156	8	48	151	207	13
West Dunbartonshire	1	21	62	84	1	23	83	107	13
Forth Valley	**7**	**78**	**242**	**327**	**10**	**93**	**341**	**444**	**45**
Clackmannanshire	1	12	23	36	1	12	33	46	7
Stirling	4	38	85	127	5	44	132	181	16
Falkirk	2	28	134	164	4	37	176	217	22
Dumfries & Galloway	**6**	**67**	**186**	**259**	**7**	**83**	**268**	**358**	**25**
Ayrshire	**8**	**107**	**320**	**435**	**8**	**124**	**442**	**574**	**77**
North Ayrshire	2	36	109	147	2	42	148	192	34
East Ayrshire	5	37	121	163	5	45	164	214	27
South Ayrshire	1	34	90	125	1	37	130	168	16
Greater Glasgow	**9**	**173**	**857**	**1,039**	**10**	**187**	**1,103**	**1,300**	**110**
Glasgow City	9	148	753	910	10	161	970	1,141	95
East Dunbartonshire	-	11	48	59	-	11	57	68	6
East Renfrewshire	-	14	56	70	-	15	76	91	9
Lothians & Scottish Borde	**19**	**161**	**523**	**703**	**19**	**188**	**783**	**990**	**87**
West Lothian	4	51	228	283	4	53	341	398	32
Midlothian	1	26	92	119	1	28	128	157	15
East Lothian	2	36	90	128	2	42	152	196	27
Scottish Borders	12	48	113	173	12	65	162	239	13
Edinburgh	**5**	**116**	**651**	**772**	**5**	**121**	**821**	**947**	**81**
Highlands & Islands	**24**	**84**	**330**	**438**	**25**	**100**	**478**	**603**	**33**
Highland	22	77	295	394	23	90	435	548	32
Orkney Islands	-	3	7	10	-	4	11	15	-
Shetland Islands	1	1	11	13	1	3	14	18	-
Eilean Siar	1	3	17	21	1	3	18	22	1
Fife	**9**	**80**	**238**	**327**	**10**	**97**	**320**	**427**	**45**
Renfrewshire & Inverclyde	**4**	**55**	**230**	**289**	**4**	**57**	**297**	**358**	**34**
Inverclyde	-	17	62	79	-	17	79	96	10
Renfrewshire	4	38	168	210	4	40	218	262	24
Lanarkshire	**19**	**121**	**624**	**764**	**19**	**132**	**839**	**990**	**99**
North Lanarkshire	5	70	307	382	5	76	402	483	50
South Lanarkshire	14	51	317	382	14	56	437	507	49
Scotland	**150**	**1,369**	**4,904**	**6,423**	**161**	**1,582**	**6,668**	**8,411**	**753**
Police force area									
Northern	24	84	330	**438**	25	100	478	**603**	33
Grampian	15	146	263	**424**	19	189	364	**572**	33
Tayside	16	118	272	**406**	16	140	378	**534**	58
Fife	9	80	238	**327**	10	97	320	**427**	45
Lothian borders	24	277	1,174	**1,475**	24	309	1,604	**1,937**	168
Central	7	78	242	**327**	10	93	341	**444**	45
Strathclyde	49	519	2,199	**2,767**	50	571	2,915	**3,536**	346
Dumfries galloway	6	67	186	**259**	7	83	268	**358**	25
Scotland	**150**	**1,369**	**4,904**	**6,423**	161	**1,582**	**6,668**	**8,411**	**753**
of which:									
Built up roads	43	748	3,240	4,031	43	800	4,069	4,912	575
Non- built up roads	107	621	1,664	2,392	118	782	2,599	3,499	178

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

Table B: Summary of reported injury accidents by council and severity

Note: A road accident may contain one or more casualties who are injured, each accident is recorded once in the tables below, irrespective of the number of casualties. Accident severity is based on the severity of the most severely injured casualty from that accident. For more information see appendix D.

Fatal **Accidents - where one or more people injured**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aberdeen City	3	3	7	7	7	4	6	4	3	2	2
Aberdeenshire	21	21	22	10	14	22	22	18	16	7	8
Angus	12	7	6	5	5	3	6	8	6	9	2
Argyll & Bute	10	5	15	4	4	9	4	6	8	4	8
Clackmannanshire	2	2	2	2	0	0	0	0	0	1	1
Dumfries & Galloway	9	9	4	9	7	12	10	9	12	11	6
Dundee City	4	5	5	2	2	2	1	1	1	1	1
East Ayrshire	7	4	5	4	3	4	2	1	4	2	5
East Dunbartonshire	2	2	4	0	0	1	1	1	0	0	0
East Lothian	2	5	3	1	0	1	2	3	3	3	2
East Renfrewshire	1	1	1	2	2	2	0	0	0	0	0
Edinburgh, City of	13	6	4	9	13	8	10	3	9	6	5
Eilean Siar	1	0	2	1	2	1	4	1	0	0	1
Falkirk	4	3	1	1	10	3	2	3	1	0	2
Fife	13	6	13	11	6	11	10	12	9	5	9
Glasgow City	15	18	10	13	7	4	13	15	7	7	9
Highland	30	24	21	18	13	17	19	14	17	15	22
Inverclyde	2	2	1	1	1	0	1	2	2	3	0
Midlothian	3	3	1	2	2	5	0	3	6	2	1
Moray	4	4	4	4	3	3	2	2	5	5	5
North Ayrshire	6	4	5	4	2	3	3	4	5	4	2
North Lanarkshire	11	10	2	11	4	5	5	7	3	6	5
Orkney Islands	2	0	0	0	4	2	2	0	1	1	0
Perth & Kinross	13	9	17	16	10	10	13	6	10	12	13
Renfrewshire	9	2	1	7	8	4	8	1	3	2	4
Scottish Borders	9	12	8	6	9	4	6	6	11	7	12
Shetland Islands	0	0	1	0	0	1	1	3	0	1	1
South Ayrshire	6	3	7	3	3	4	2	5	7	7	1
South Lanarkshire	15	16	11	10	9	5	12	5	17	6	14
Stirling	5	5	4	6	4	4	7	8	2	5	4
West Dunbartonshire	2	1	1	4	3	0	2	1	3	2	1
West Lothian	9	4	1	2	5	5	5	5	4	4	4
Total	**245**	**196**	**189**	**175**	**162**	**159**	**181**	**157**	**175**	**140**	**150**

Serious

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aberdeen City	113	73	70	95	94	97	77	69	56	33	41
Aberdeenshire	185	184	169	154	170	124	138	115	113	96	90
Angus	58	49	46	48	40	42	32	32	32	33	37
Argyll & Bute	79	67	50	48	46	38	48	35	53	46	42
Clackmannanshire	20	13	15	7	16	12	7	10	13	7	12
Dumfries & Galloway	85	104	60	75	66	53	65	48	44	43	67
Dundee City	58	62	39	50	42	35	38	21	27	31	24
East Ayrshire	52	37	40	33	34	23	23	29	26	30	37
East Dunbartonshire	22	17	19	16	23	9	15	11	11	14	11
East Lothian	18	30	29	24	23	21	31	24	25	31	36
East Renfrewshire	24	17	25	11	12	11	13	15	16	18	14
Edinburgh, City of	173	136	126	162	175	127	145	144	157	138	116
Eilean Siar	13	7	6	4	5	1	5	4	5	3	3
Falkirk	66	49	43	37	59	32	39	43	42	45	28
Fife	95	100	88	79	91	70	71	63	77	73	80
Glasgow City	300	212	200	169	187	143	153	155	153	144	148
Highland	92	102	80	83	79	54	54	49	61	53	77
Inverclyde	34	24	21	23	22	12	15	16	14	11	17
Midlothian	29	30	27	26	22	24	29	36	27	37	26
Moray	40	28	28	22	36	37	42	32	29	22	15
North Ayrshire	48	50	23	34	33	34	36	44	28	37	36
North Lanarkshire	88	92	70	57	66	63	66	62	68	68	70
Orkney Islands	7	6	4	2	8	4	3	1	6	4	3
Perth & Kinross	95	90	69	68	74	68	63	47	44	56	57
Renfrewshire	61	57	57	49	46	32	34	44	47	42	38
Scottish Borders	78	71	74	57	58	58	54	56	44	45	48
Shetland Islands	4	5	2	4	6	4	2	3	5	3	1
South Ayrshire	47	49	36	35	27	21	32	38	41	45	34
South Lanarkshire	112	105	74	72	63	60	74	67	74	68	51
Stirling	62	47	46	50	48	55	44	43	31	36	38
West Dunbartonshire	24	24	23	22	16	21	14	13	24	23	21
West Lothian	60	61	54	59	49	40	26	52	39	43	51
Total	**2,242**	**1,998**	**1,713**	**1,675**	**1,736**	**1,425**	**1,488**	**1,421**	**1,432**	**1,378**	**1,369**

Note: Care should be taken when comparing low figures for some of the smaller areas in some of the tables due to relatively large fluctuations from year to year.

Table B: Summary of reported injury accidents by council and severity (cont'd)

All severities **Accidents - where one or more people injured**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aberdeen City	514	445	350	364	385	349	273	229	175	155	135
Aberdeenshire	692	687	599	518	533	462	419	347	334	252	240
Angus	286	232	192	220	202	178	141	145	111	135	126
Argyll & Bute	288	282	275	232	211	208	193	227	178	174	156
Clackmannanshire	85	77	69	64	84	69	62	62	69	48	36
Dumfries & Galloway	419	388	360	319	320	303	311	278	269	236	259
Dundee City	270	281	219	237	227	185	168	126	135	120	96
East Ayrshire	230	215	201	204	173	162	164	205	179	131	163
East Dunbartonshire	141	147	141	140	114	102	101	94	93	88	59
East Lothian	193	174	199	159	170	154	178	158	158	158	128
East Renfrewshire	109	103	104	116	97	98	92	93	95	95	70
Edinburgh, City of	1,285	1,192	1,179	1,181	1,167	1,157	1,263	1,110	1,140	905	772
Eilean Siar	60	39	42	35	28	20	37	32	24	17	21
Falkirk	310	303	240	261	270	248	229	250	235	216	164
Fife	576	588	556	447	421	420	410	428	452	317	327
Glasgow City	1,651	1,511	1,336	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910
Highland	586	616	475	488	514	443	432	379	383	309	394
Inverclyde	195	146	165	155	136	120	130	110	112	91	79
Midlothian	221	207	193	177	216	165	188	189	166	134	119
Moray	194	197	141	137	129	119	92	81	74	60	49
North Ayrshire	248	225	177	230	205	188	179	192	186	165	147
North Lanarkshire	639	664	585	569	512	510	482	451	483	444	382
Orkney Islands	36	27	27	13	22	23	24	12	25	11	10
Perth & Kinross	375	396	330	293	313	279	224	201	175	204	184
Renfrewshire	370	312	320	354	336	254	257	258	289	260	210
Scottish Borders	383	363	307	274	263	255	221	221	202	185	173
Shetland Islands	20	42	30	32	30	25	24	25	26	16	13
South Ayrshire	220	266	198	219	202	190	200	193	205	157	125
South Lanarkshire	670	596	511	514	454	455	503	456	466	395	382
Stirling	285	254	229	220	214	239	169	196	177	141	127
West Dunbartonshire	148	173	161	145	133	142	111	119	128	114	84
West Lothian	460	408	384	384	380	370	313	404	331	308	283
Total	**12,159**	**11,556**	**10,295**	**9,985**	**9,777**	**8,974**	**8,833**	**8,477**	**8,354**	**7,118**	**6,423**

Note: Care should be taken when comparing low figures for some of the smaller areas in some of the tables due to relatively large fluctuations from year to year.

Table B: Summary of reported casualties injured in accidents by council and severity

Note: The following tables contain all casualties resulting from accidents; therefore the total number of casualties will be equal to or more than the number of accidents in a given year.

Killed **Casualties - number of people injured in accidents**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aberdeen City	3	4	7	7	8	4	6	5	3	2	2
Aberdeenshire	26	22	26	11	14	23	25	19	17	7	8
Angus	13	7	6	5	5	3	6	8	6	10	2
Argyll & Bute	13	5	15	5	4	11	4	6	9	4	8
Clackmannanshire	2	3	2	2	0	0	0	0	0	1	1
Dumfries & Galloway	10	10	5	9	7	12	11	11	14	14	7
Dundee City	4	5	5	2	2	2	1	1	1	1	1
East Ayrshire	8	5	5	4	3	4	2	1	4	2	5
East Dunbartonshire	2	2	4	0	0	1	1	1	0	0	0
East Lothian	3	8	3	1	0	3	4	3	3	3	2
East Renfrewshire	1	2	1	2	2	2	0	0	0	0	0
Edinburgh, City of	13	7	4	10	13	8	11	3	9	6	5
Eilean Siar	1	0	2	1	2	1	4	1	0	0	1
Falkirk	4	3	1	1	10	3	5	3	1	0	4
Fife	14	6	13	11	7	11	12	12	10	5	10
Glasgow City	15	18	11	13	7	4	18	15	8	7	10
Highland	34	28	26	21	16	20	20	14	18	15	23
Inverclyde	2	2	1	1	1	0	1	2	2	3	0
Midlothian	3	3	1	3	4	5	0	3	8	2	1
Moray	6	5	4	4	3	3	2	2	6	5	9
North Ayrshire	6	4	5	4	2	4	4	4	5	4	2
North Lanarkshire	13	10	2	11	6	6	5	8	3	6	5
Orkney Islands	2	0	0	0	5	2	2	0	1	1	0
Perth & Kinross	14	9	19	18	12	11	13	7	10	12	13
Renfrewshire	9	2	2	7	8	5	9	1	3	2	4
Scottish Borders	9	13	9	6	10	4	7	7	12	7	12
Shetland Islands	0	0	1	0	0	1	1	3	0	1	1
South Ayrshire	6	3	10	3	4	4	2	6	8	8	1
South Lanarkshire	17	18	12	11	9	6	13	5	18	6	14
Stirling	6	5	4	6	4	4	7	11	2	5	5
West Dunbartonshire	2	1	1	4	3	0	2	1	3	2	1
West Lothian	9	6	1	2	5	5	5	5	7	4	4
Total	**270**	**216**	**208**	**185**	**176**	**172**	**203**	**168**	**191**	**145**	**161**

Serious

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aberdeen City	133	82	75	99	109	101	88	74	64	35	43
Aberdeenshire	232	224	202	191	205	174	176	154	142	122	121
Angus	64	60	54	57	45	51	37	36	39	43	39
Argyll & Bute	111	73	66	58	63	51	55	51	63	54	48
Clackmannanshire	23	14	19	10	19	14	7	10	14	8	12
Dumfries & Galloway	105	120	67	84	83	65	73	60	57	52	83
Dundee City	59	65	41	52	47	37	42	21	29	32	26
East Ayrshire	59	44	50	43	43	27	24	31	39	38	45
East Dunbartonshire	22	21	22	16	26	10	15	11	14	14	11
East Lothian	20	39	34	29	24	27	36	27	30	34	42
East Renfrewshire	25	19	25	12	12	13	13	15	17	18	15
Edinburgh, City of	183	141	132	166	188	130	152	150	168	144	121
Eilean Siar	16	7	10	5	8	1	6	4	5	3	3
Falkirk	69	55	43	43	64	37	41	47	51	48	37
Fife	114	114	119	90	100	85	81	71	87	84	97
Glasgow City	321	224	210	177	189	149	168	166	159	150	161
Highland	114	128	102	98	101	73	69	61	83	68	90
Inverclyde	39	26	21	26	25	12	15	16	16	12	17
Midlothian	34	35	29	27	23	26	35	38	36	42	28
Moray	48	40	35	24	44	45	47	35	46	35	25
North Ayrshire	53	62	25	39	36	35	45	56	36	43	42
North Lanarkshire	98	94	77	59	72	72	72	65	77	72	76
Orkney Islands	7	6	5	2	11	4	5	1	6	4	4
Perth & Kinross	116	109	80	90	88	87	74	52	58	73	75
Renfrewshire	66	66	62	52	46	33	37	45	51	43	40
Scottish Borders	91	91	86	64	69	75	61	60	69	55	65
Shetland Islands	5	5	3	5	7	4	2	3	5	8	3
South Ayrshire	50	55	50	38	30	23	38	45	48	50	37
South Lanarkshire	126	121	83	79	72	70	83	70	83	87	56
Stirling	76	54	57	57	55	66	57	59	38	45	44
West Dunbartonshire	24	26	25	22	19	23	14	14	25	28	23
West Lothian	72	67	60	64	58	47	33	54	42	50	53
Total	**2,575**	**2,287**	**1,969**	**1,878**	**1,981**	**1,667**	**1,701**	**1,602**	**1,697**	**1,594**	**1,582**

Note: Care should be taken when comparing low figures for some of the smaller areas in some of the tables due to relatively large fluctuations from year to year.

Table B: Summary of reported casualties injured in accidents by council and severity (cont'd)

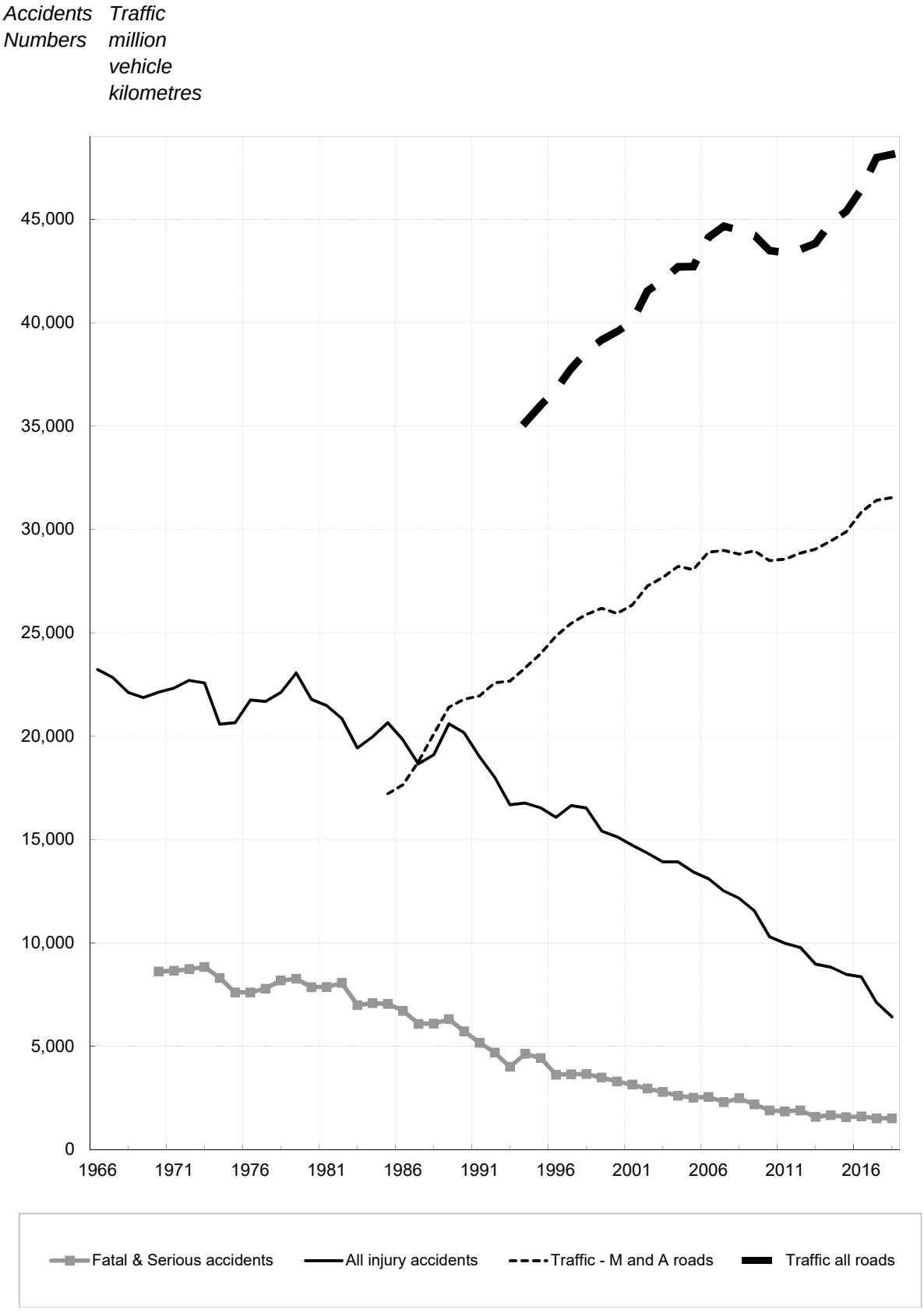
All severities **Casualties - number of people injured in accidents**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aberdeen City	594	498	407	412	449	392	313	270	211	185	152
Aberdeenshire	896	907	794	664	689	619	578	459	442	346	348
Angus	362	308	247	290	263	229	182	174	149	189	156
Argyll & Bute	436	387	396	319	297	304	255	322	240	250	207
Clackmannanshire	110	97	91	88	113	86	87	78	81	62	46
Dumfries & Galloway	552	533	459	424	428	381	399	401	385	314	358
Dundee City	320	343	254	297	264	219	207	145	178	141	113
East Ayrshire	296	286	270	266	234	208	226	275	272	185	214
East Dunbartonshire	183	185	182	178	144	121	117	119	133	115	68
East Lothian	241	230	247	207	219	208	242	220	204	224	196
East Renfrewshire	133	125	122	154	121	120	109	115	117	117	91
Edinburgh, City of	1,533	1,402	1,394	1,372	1,376	1,367	1,475	1,322	1,345	1,081	947
Eilean Siar	96	49	55	40	42	24	47	38	28	21	22
Falkirk	401	395	299	335	342	320	301	313	321	279	217
Fife	732	766	725	595	549	549	526	565	606	428	427
Glasgow City	2,010	1,880	1,693	1,581	1,645	1,331	1,574	1,537	1,576	1,332	1,141
Highland	846	943	725	685	779	616	581	507	542	436	548
Inverclyde	262	182	205	208	170	150	186	147	146	117	96
Midlothian	293	280	263	224	309	230	251	254	219	183	157
Moray	232	268	171	164	169	152	122	94	112	91	72
North Ayrshire	304	312	230	281	259	235	241	262	249	220	192
North Lanarkshire	851	880	762	749	702	661	635	592	631	627	483
Orkney Islands	44	35	38	26	33	30	29	15	28	14	15
Perth & Kinross	488	521	450	400	392	398	296	238	242	296	265
Renfrewshire	460	392	414	483	430	324	319	321	365	331	262
Scottish Borders	530	505	398	368	370	333	295	294	302	274	239
Shetland Islands	24	72	55	46	41	47	29	33	37	23	18
South Ayrshire	275	362	271	286	281	249	247	247	259	215	168
South Lanarkshire	869	760	705	671	640	618	655	594	607	534	507
Stirling	383	332	310	294	278	302	227	292	247	186	181
West Dunbartonshire	175	213	201	180	166	167	137	158	156	174	107
West Lothian	661	595	505	498	518	502	414	576	467	443	398
Total	**15,592**	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,897**	**9,433**	**8,411**

Note: Care should be taken when comparing low figures for some of the smaller areas in some of the tables due to relatively large fluctuations from year to year.

Commentary

Figure 1 Reported accidents by severity, 1966 to 2018



Commentary

1. Trends in the reported numbers of Injury Road Accidents and Casualties

1.1 Main Points

Table 1 shows the long-term trends in the reported numbers of injury road accidents and casualties, the population of Scotland, the number of vehicles licensed, the length of the road network and the volume of traffic. Information on the severities of the accidents, and of the injuries suffered by the casualties, is provided in Table 2. The numbers of injury road accidents were first recorded separately in 1966, while the numbers of casualties are available back to 1938 with annual collection of data starting in 1950. Figures 1 to 7 illustrate the trends in the reported numbers of injury road accidents and casualties including (in some cases) indications of the likely range of random year–to-year variations (see section 1.4). As mentioned in the introduction, injury accidents not reported by the public to the police won't appear in the returns. Note that each accident will result in one or more casualties. For example a fatal accident could result in two fatalities and a serious injury which would count as one accident and 3 casualties.

Accidents

- In 2018, there were 150 **fatal accidents,** 10 (7%) more than in 2017.
- **Serious injury accidents** between 2017 and 2018 decreased by 9 (1%) to 1,369.
- **Slight injury accidents** fell by 696 (12%) between 2017 and 2018 to 4,904.

Casualties

- There were 161 people **killed** in road accidents in Scotland in 2018, 16 (11%) more than in 2017.
- 1,582 people were **seriously injured** in road accidents in 2018, 12 (1%) less than in 2017.
- 6,668 people were **slightly injured** in road accidents in 2018**,** 1,026 (13%) fewer than in 2017.
- There were a **total number of 8,411 casualties** in 2018 – 1,022 (11%) fewer than in 2017.

The reductions in the numbers of accidents and casualties in recent years are notable particularly given the rise in vehicle and subsequent traffic e.g. in 2018 the number of vehicles licensed in Scotland was about an eighth higher than in 2008 and traffic on Scottish roads was estimated to have grown by eight per cent since 2008.

1.2 Reported Accidents

In 1966 there were just over 23,200 injury road accidents and the annual total remained around this level until 1973. Numbers then dropped considerably in 1974 and 1975 to about 20,600. This was the time of a fuel crisis when a national speed limit of 50 mph was introduced and the volume of traffic in Great Britain fell by 3% in 1974. Accident numbers increased again in 1976 and reached a peak of nearly 23,100 in 1979.

In the early 1980s numbers began to fall, and did so particularly sharply in 1983 when the total number of injury accidents fell by 7% in a single year to 19,400, serious accidents fell by 13% to just over 6,400, and fatal accidents fell by 11% to 568. The 1981 Transport Act came into force in 1983 and changed the law relating to drink driving, with the introduction of evidential breath testing. Compulsory front seat belt wearing and new procedures for licensing learner motorcyclists were also introduced in 1983. After 1983 the total number of injury accidents increased again to over 20,600 in 1985, and the number of serious accidents rose to just over 6,500 while fatal accidents continued a downward trend.

By 1987 the total number of injury accidents had fallen to under 18,700, but in 1989 it rose to just over 20,600. 1989 was the most recent peak in the total number of injury accidents. Since 1989, the total number of injury accidents has fallen in 26 out of 29 years, and in 2018 it was at the lowest level ever recorded. The 2018 figure of 6,423 was 695 less than in 2017.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 150 in 2018. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,369 in 2018. The number of **slight accidents** did not share such a clear downward trend between 1970 and 1998, oscillating between 12,000 and 15,000 with a recent peak level of 14,443 in 1990. However, they fell below 12,000 in 1999, and the 2018 figure of 4,904 was the lowest since slight accident numbers were first recorded in 1970.

1.3 Reported Casualties

As the numbers of accidents have fallen, so have the numbers of casualties. Therefore, this section does not repeat the previous section's detailed analysis of how the numbers have changed. Details can be found in Table 2.

Numbers killed

In 2018 there were 161 people killed in road accidents in Scotland, an increase of 11% on 2017. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend, particularly between 1982 and 1994. Since then, figures have been fluctuating around a less pronounced downwards trend. The number in 2018 was 8% below the average for the previous five years (176).

Numbers seriously injured

In 2018 there were 1,582 people seriously injured in road accidents: 12 (1%) less than in 2017. The long term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and generally fell since the early 1980s. The long-term downwards trend appeared to level-off at around 4,050 in the mid to late nineties, but the downward trend subsequently resumed.

Numbers slightly injured

In 2018 there were 6,668 people slightly injured, 1,026 (13%) fewer than in 2017, and the lowest number since records began. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2000 to 2018 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2018 there was a total of 8,411 casualties, 1,022 (11%) fewer than in 2017 (the lowest number recorded). Between about 1970 and 1990, the figures fluctuated around a general downward trend. Subsequently, the casualty figures fell markedly from the level of the most recent short-term peak (over 27,000 in both 1989 and 1990), before appearing to level off. However, the downward trend resumed from 1999 to 2018.

Government targets for reductions in the numbers of road accident casualties

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.

Article 1 provides details of progress against the Scottish national casualty reduction targets for 2020. It contains charts and tables for each of the five targets showing the main trends in casualty numbers in comparison to the 2004-08 baseline averages. It also shows the numbers that might be expected in each year up to 2020 if the targets were to be achieved by means of a constant percentage reduction in each year.

Previous targets

In 1987 the UK Government adopted a target to reduce road casualties by one third from the 1981-85 annual average by the year 2000. The number of people killed on the roads in Scotland in 2000 was 49% below the 1981-85 average number of fatalities per year, and therefore the target of a one-third reduction by the year 2000 was exceeded for fatalities. For seriously injured casualties, the 2000 figure was 57% below the 1981-85 average, so the target was bettered for seriously injured casualties. However, the figure of 16,618 slight casualties in 2000 was only 9% below the 1981-85 average and so the target of a one-third reduction was not achieved for slight casualties. And, the total number of casualties in 2000 was 24% below the 1981-85 average, and therefore the target of a one-third reduction in the total number of casualties was not met.

In March 2000, the UK Government, the then Scottish Executive and the National Assembly for Wales announced a new national road safety strategy and casualty reduction targets for 2010**.** The number of people killed or seriously injured on the roads in Scotland in 2010 was 55% below the 1994-98 average, and therefore the target of a 40% reduction by the year 2010 was exceeded for fatalities. For children killed or seriously injured, the 2010 figure was 73% below the 1994-98 average, a greater reduction than the 2010 target of a 50% fall. The slight casualty rate of 25.67 casualties per 100 million vehicle kilometres in 2010 was 45% below the 1994-98 baseline average of 46.42 – a greater reduction than the 2010 target of a 10% fall.

Figure 2

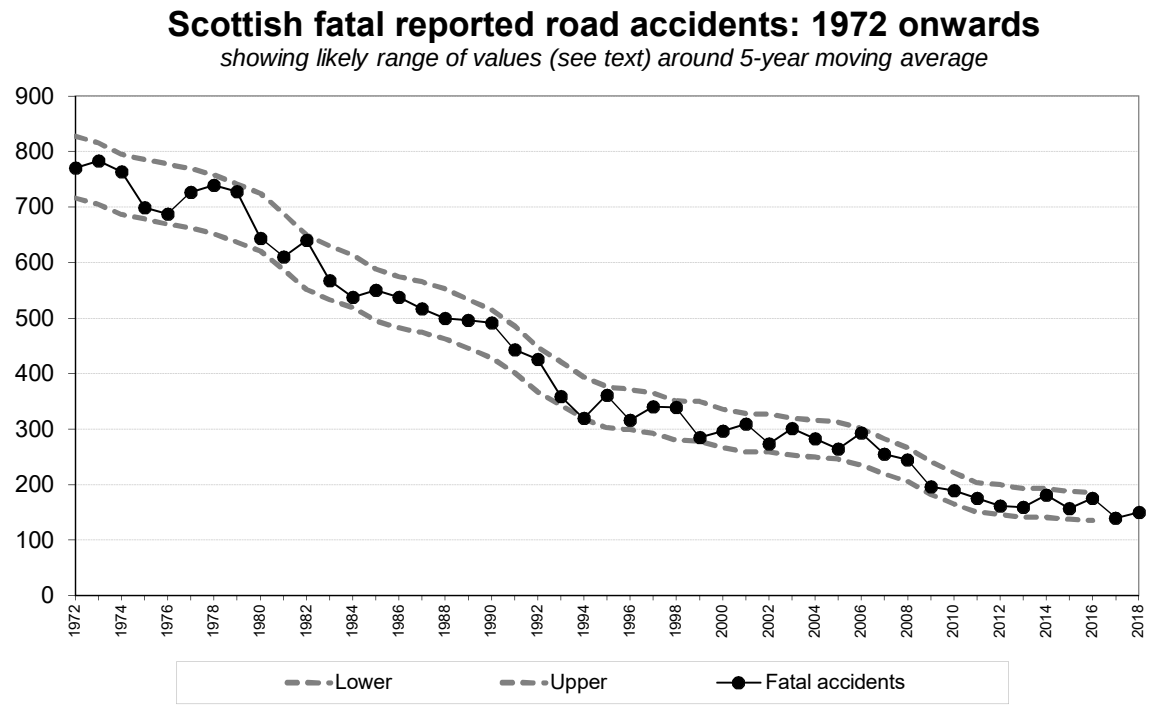
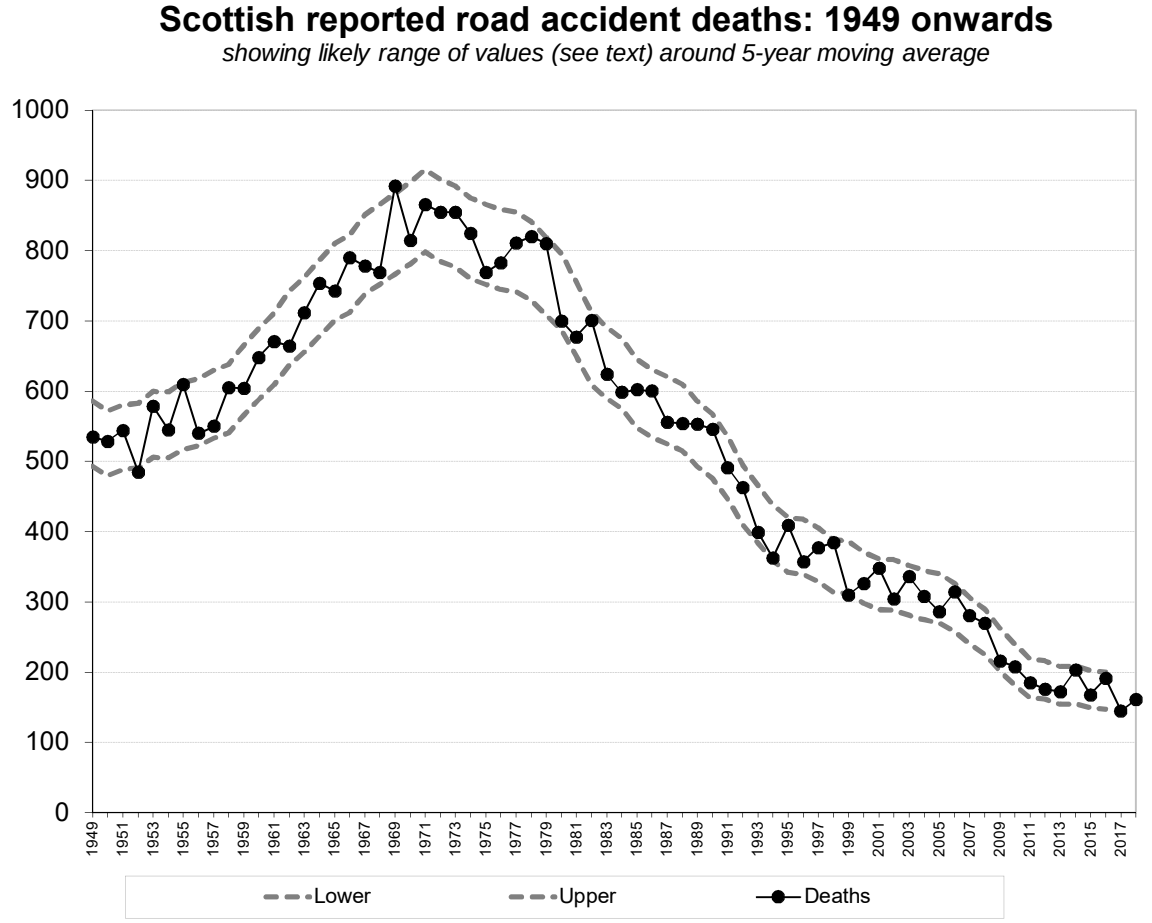


Figure 3



1.4 The likely range of random year-to-year variation in some road accident and casualty numbers for Scotland as a whole *(see Figures 2 to 5)*

Because road accidents may occur at random, the numbers of accidents, and the numbers of casualties in those accidents, can fluctuate from year to year. Figures 2 to 5 show, for Scotland as a whole, the numbers of:

- fatal road accidents (1972 to 2018);
- road deaths (1949 to 2018);
- people killed or seriously injured (1950 to 2018);
- children killed or seriously injured (1981 to 2018).

The number of years covered by each chart reflects the availability of the relevant figures. The black dots are the values in each year, and the black lines indicate the year-to-year variation. The grey dashed lines show the likely range of random year-to-year variation in the figures: based on statistical theory, one would expect that only about 5% of years would have figures outwith these ranges. Appendix G describes how these ranges were produced: the limits of the likely ranges of values are calculated in a similar way to 95% confidence intervals. It also explains why they cannot be produced for all years.

Fatal accidents, and deaths in road accidents *(see Figures 2 and 3)*

Figures 2 and 3 show that the number of fatal accidents is within its likely range of values in every year, and the number of road deaths is within its likely range of values in all but three years. These results are reasonable: one would expect a few years' figures to be outside the likely range of random year-to-year variation, given that there are over 40 years' figures for fatal accidents and over 60 years' figures for road accident deaths. Figures 2 and 3 therefore show that, despite the large percentage changes such as the falls in deaths of 19% between 1998 and 1999, and of 13% between 2001 and 2002, the figures almost always remain within the expected ranges. Hence, one should not put too much weight on a single large percentage change.

Killed or seriously injured (KSI) casualties *(see Figure 4)*

Figure 4 has many years' figures (around a third) outwith the calculated likely range of values. The reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers. For example, the sharp fall shown in 1983 may be partly due to the introduction of seat belt wearing (for drivers and front seat passengers in most cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices where more casualties were kept in overnight for observation.

Such factors change the underlying rate of occurrence of accidents and/or casualties, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random variation cannot take account of the effect of such changes.
Only Figure 4 has figures outwith the calculated interval due to the likely ranges of random year-to-year variation calculated for small numbers being quite wide in percentage terms. This is because, for a Poisson process (see Appendix G), by definition, the greater the frequency of occurrence of events, the smaller the

Figure 4

Killed and seriously injured reported casualties
showing likely range of values (see text) around 5-year moving average

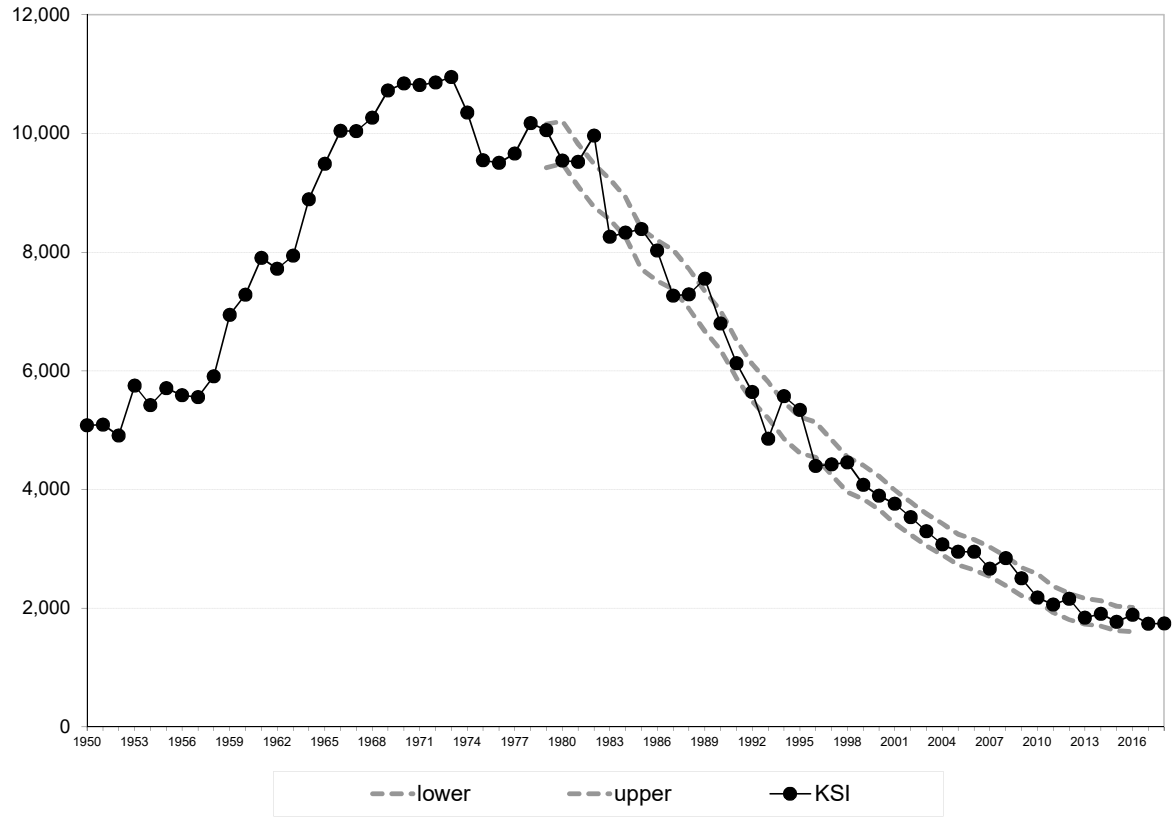
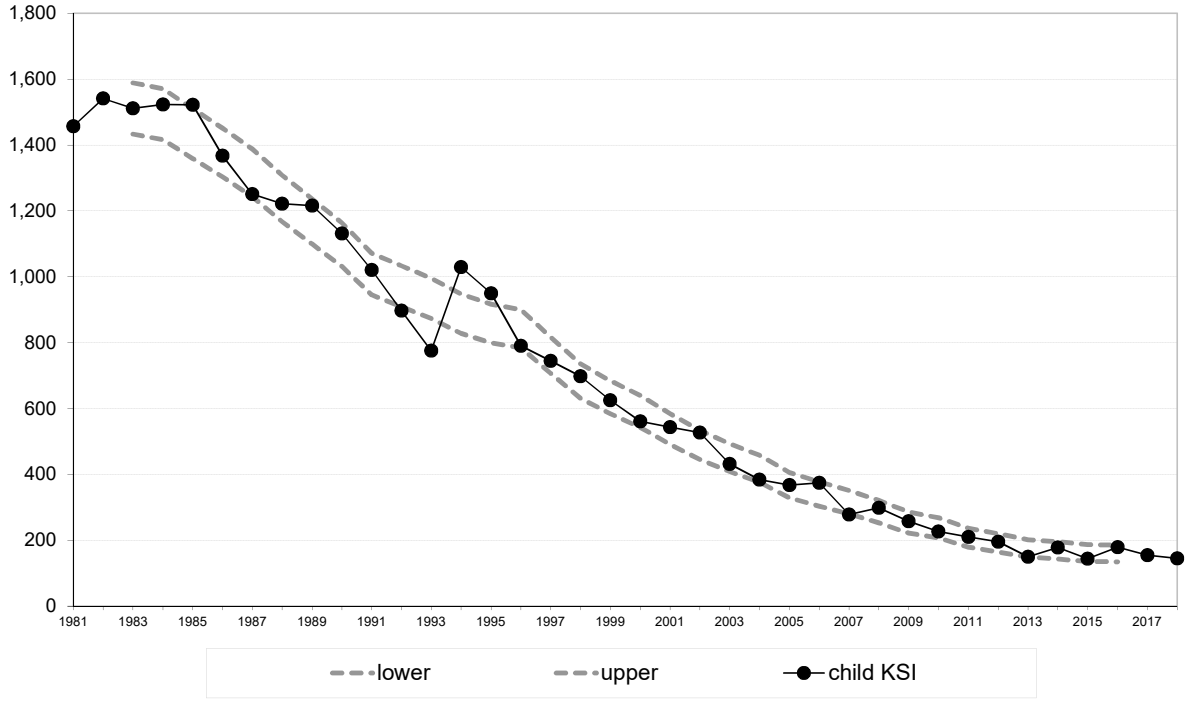


Figure 5

Reported child (0-15) casualties: killed or seriously injured
showing likely range of values (see text) around 5-year moving average



proportion that the standard deviation of the frequency (which is the square root of that number) represents of that number. For example:

- with 100 cases, the square root is 10 – or 10% of the value;
- with 400 cases, the square root is 20 – 5% of the value;
- with 10,000 cases, the square root is 100 – only 1% of the value.

As a result, if a factor (like the introduction of the compulsory wearing of front seat belts) were to cause the same percentage fall in each of the four types of accident and casualty numbers used in the charts, the following might be observed. The percentage fall could be *within* the relatively wide percentage range of likely random variation around the *smaller* numbers, but *outwith* the relatively narrow percentage range of likely random variation around the *larger* numbers. The ranges in Figures 2, 3 and 5 appear to be sufficiently wide to encompass the effects of changes such as those mentioned above. That is, the effects of the changes in their first years may fall within the likely range of random variation.

Of course, over the longer-term, such changes should make significant contributions to the reductions in casualty numbers and their severity. However, the intervals in Figure 4 include a much smaller than expected proportion of the figures. This is because the likely range of random variation for KSI casualties represents only a small percentage of the total, and factors like those mentioned above appear to have had a greater percentage effect than that in their first years.

Children killed or seriously injured *(see Figure 5)*

Figure 5 shows that the year-to-year fluctuations in the numbers of children killed or seriously injured (for the years for which figures are readily available) are generally within the expected ranges. The exceptions are around 1994, when health boards' policies changed, with the result that more child casualties were admitted to hospitals for overnight observation. This changed the classification of many injuries from slight to serious.

When changes in operational practice or to administrative processes have a marked effect on the statistics, the resulting year-to-year changes can be much greater than those expected to arise due to normal random year-to-year variation – so it is not surprising that there are figures outwith the expected ranges around 1994.

2. Reported Accidents

2.1 Accidents by road type and severity *(see Table 4)*

Table 4 shows separate figures for trunk roads and for local authority roads. Trunk roads accounted for a minority of the total numbers of accidents in 2018: 33% of fatal accidents, 20% of serious accidents, and 19% of all accidents. The trunk road network's shares of accident numbers in previous years were broadly similar.

Accident trends for different types of road will be affected by developments in the surrounding area (new city and town bypasses, construction of new roads with high average traffic flows etc.) Therefore, figures do *not* provide an accurate measure of the comparative change in the road safety performance of different types of road.

Several changes were made to the trunk road network with effect from 1st April 1996. Appendix E refers to them, and explains why the 1994-98 averages for trunk roads and for local authority major roads have been calculated by counting accidents which occurred prior to 1st April 1996 on the basis of whether they occurred on roads which were part of the post- 1 April 1996 trunk road network.

2.2 Accident rates (see Table 5)

Accident rates showing the number of accidents per 100 million vehicle kilometres are contained in parts (b) and (c) of table 5. These are calculated by dividing the numbers of accidents on each type of road by the estimated volumes of traffic on those roads, which were provided by the Department for Transport, and which are available for all types of road with effect from 1993. The five year average accident rates were calculated by dividing the total number of accidents which occurred in each five year period by the total of the estimated volumes of traffic for the same period, rather than by calculating the averages of the individual accident rates for the five years.

Accident rates have fallen markedly since the early 1990s. The overall fatal accident rate has dropped from 0.66 per 100 million vehicle kilometres in 2005 to 0.31 in 2018; the serious accident rate fell from 5.12 to 2.84; and the overall accident rate (all severities) reduced from 29.71 per 100 million vehicle kilometres to 13.34. Motorways had consistently lower accident rates than A roads. Leaving aside the relatively low rate for fatal accidents, minor roads (taken together as a group) tend to have higher accident rates than major roads, and accident rates tend to be higher for built-up roads (roads with speed limits of up to 40 mph) than for non built-up roads (ones with higher speed limits).

Part C of the table shows that estimated accident rates vary considerably by police force area. Some of this variation may be attributed to the distribution of traffic by road type within individual areas.

2.3 Accidents by month by road type (see Table 6)

The numbers of injury accidents over the years 2014-2018 were fairly evenly spread throughout the year, with minor peaks in August and November. Serious accidents varied a little more between the months, and their peak, which occurred in June, was 17% above the monthly average. (Months are standardised to 30 days to allow comparison)

On average, there were 13 fatal accidents per month in the years 2014 to 2018. The number did not vary greatly between the months: the lowest average was 10, and the highest was 16.

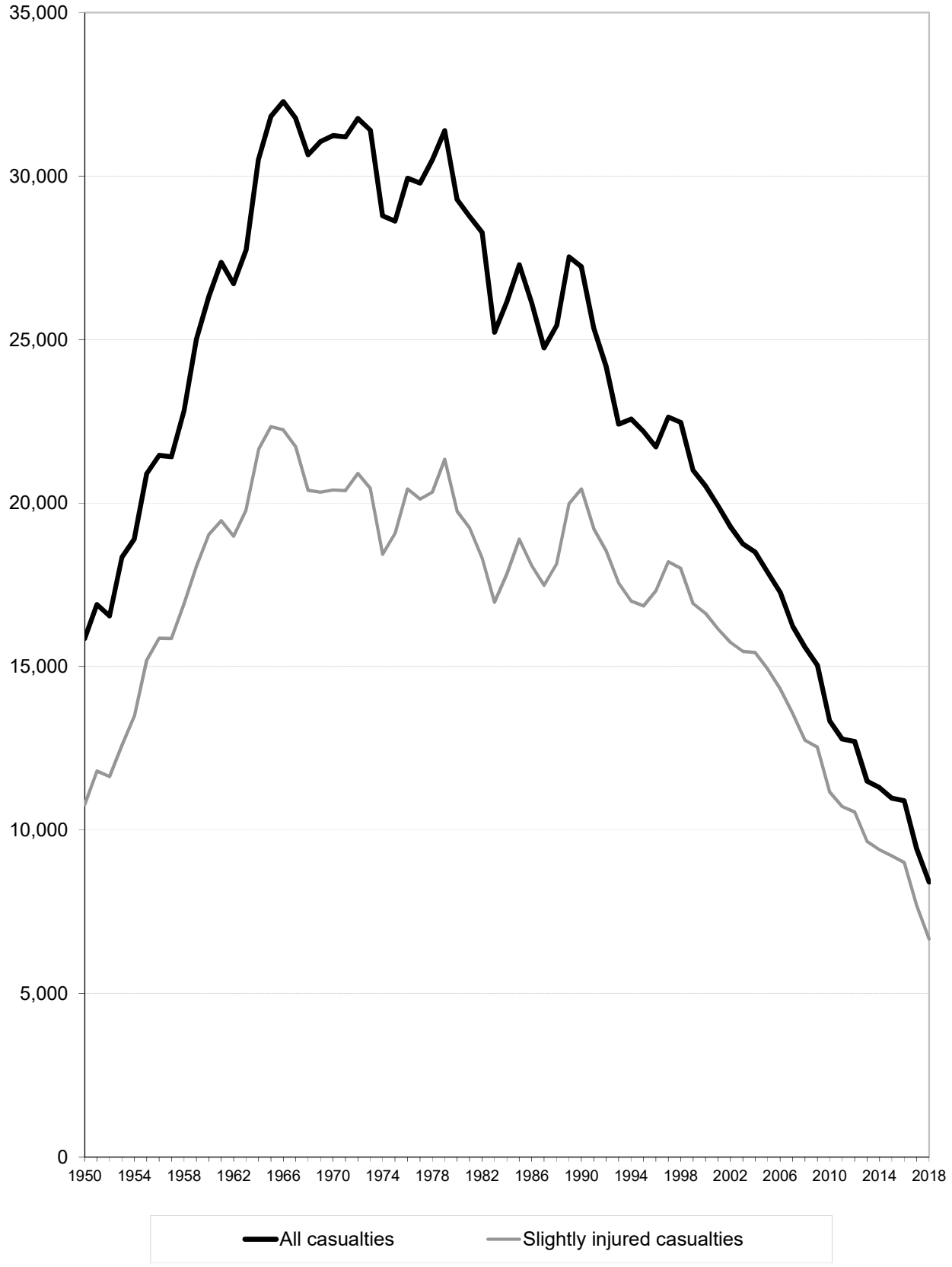
2.4 Accidents by light condition and road surface condition (see Table 7)

The light and road surface conditions and the type of road (e.g. built-up) contribute to the severity of an accident. Severity rates are higher on non built-up roads than on built-up roads, likely due to the higher average speed. Severity rates are also higher in darkness than in daylight, likely due to poorer visibility.

For example, taking the annual averages for 2014-2018, 4.9% of injury road accidents on non built-up roads in darkness (35 out of 720) resulted in one (or more) deaths compared with 1.4% of accidents on built-up roads in darkness (19 out of

Figure 6

Reported casualties: Total and Slightly injured - from 1950



1,318) and 3.7% of accidents on non built-up roads in daylight (76 out of 2,082). However, the percentage of accidents classified as serious is lower for built-up roads in darkness than for built-up roads in daylight.

Severity rates did not appear to be higher when the road surface condition was wet, damp or flooded, or affected by snow, frost or ice. For example, taking the annual averages for 2014 to 2018, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 23.7% (345 out of 1,453) compared with 20.2% (235 out of 1,162) when the surface was wet and 15.2% (28 out of 184) when it was affected by snow, frost or ice.

2.5 Car driver accident rates (see Table 18b)

This table includes all car drivers involved in injury accidents regardless of whether they were injured or not, on the basis of whatever information is known about their ages and their sex. For example, someone whose sex was known, but whose age was not known, will be included in the all ages total for the appropriate sex. The grand total includes those for whom neither the age nor the sex was known.

As the car driver accident rates that are shown for each sex and age group are on a per head of population basis, rather than being based upon the numbers of driving licence holders or upon the distance driven, they can provide only a general indication of the relative accident rates for each group. The statistics do *not* provide a measure of the relative risk of each group as car drivers, because they do not take account of the differing levels of car driving by each group.

Age & Gender

Car driver accident rates per head of population vary markedly by age and sex. In 2018, the overall rate was 1.7 accidents per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 3.0 per thousand population in 2018. This rate is almost one and a half times those of females of the same age (2.0 per thousand in 2018).

The overall male car driver accident rate in 2018 was 2.2 per thousand population; slightly lower than 2017 with rates for all age groups except 60+ being lower than the previous year. The overall female car driver accident rate in 2018 was 1.4 per thousand population and all age groups except 60+ showing decreases from the previous year.

Between 2008 and 2018, the male car driver accident rate fell from 4.4 to 2.2 per thousand population, while the female car driver accident rate has declined slowly from 2.5 per thousand population to 1.4 per thousand in 2018. As a result, the overall, ratio of male to female car driver accident rates has fallen from 1.8 : 1 for 2008 to 1.6 : 1 in 2018.

3. Reported Casualties

3.1 Casualties by type of road (*see Table 23)*

In 2018, non built-up roads accounted for two-fifths of the total number of casualties (42%: 3,499 out of 8,411). However, because speeds are higher on non built-up

roads than elsewhere (the definition is roads with a speed limit of more than 40mph), they accounted for almost three quarters of those killed (73%: 118 out of 161) and for just under half of the total number of seriously injured (49%: 782 out of 1,582).

Compared with 2008, the fall in the total number of casualties has been 47% for non built-up roads and 45% for those elsewhere. The difference in the numbers killed on non built-up roads is lower than those on built-up ones (down by 37% for non built-up roads compared with a reduction of 48% elsewhere). Over the years, some traffic will have been transferred away from built-up roads by the opening of city and town bypasses, and by the construction of non built-up roads with higher average traffic volumes. Therefore, these figures do *not* provide an accurate measure of the comparative change in the road safety performance of built-up and non built-up roads.

3.2 Casualties by mode of transport (see Table 23)

A total of 5,079 car users were injured in road accidents in 2018, representing 60% of all casualties. Of these car users, 75 died. There were 1,253 pedestrian casualties (15% of the total), of whom 34 died, 637 pedal cycle casualties (8% of the total), of whom 6 died, and 640 motorcycle casualties (8% of the total), of whom 33 died. Because of the numbers of car user, pedestrian, pedal cyclist and motorcyclist casualties, the figures for each of these four groups of road users are the subject of separate sections, which follow this one, and are followed by a section on child casualties, which gives details of their modes of transport.

Together, all the modes of transport other than the four mentioned above accounted for 802 casualties in 2018 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 230 bus and coach users injured in 2018, of whom 35 suffered serious injuries (two died). There were also 319 casualties who were travelling in light goods vehicles, 73 people in heavy goods vehicles, 104 users of taxis, 20 users of minibuses and 56 people with another means of transport.

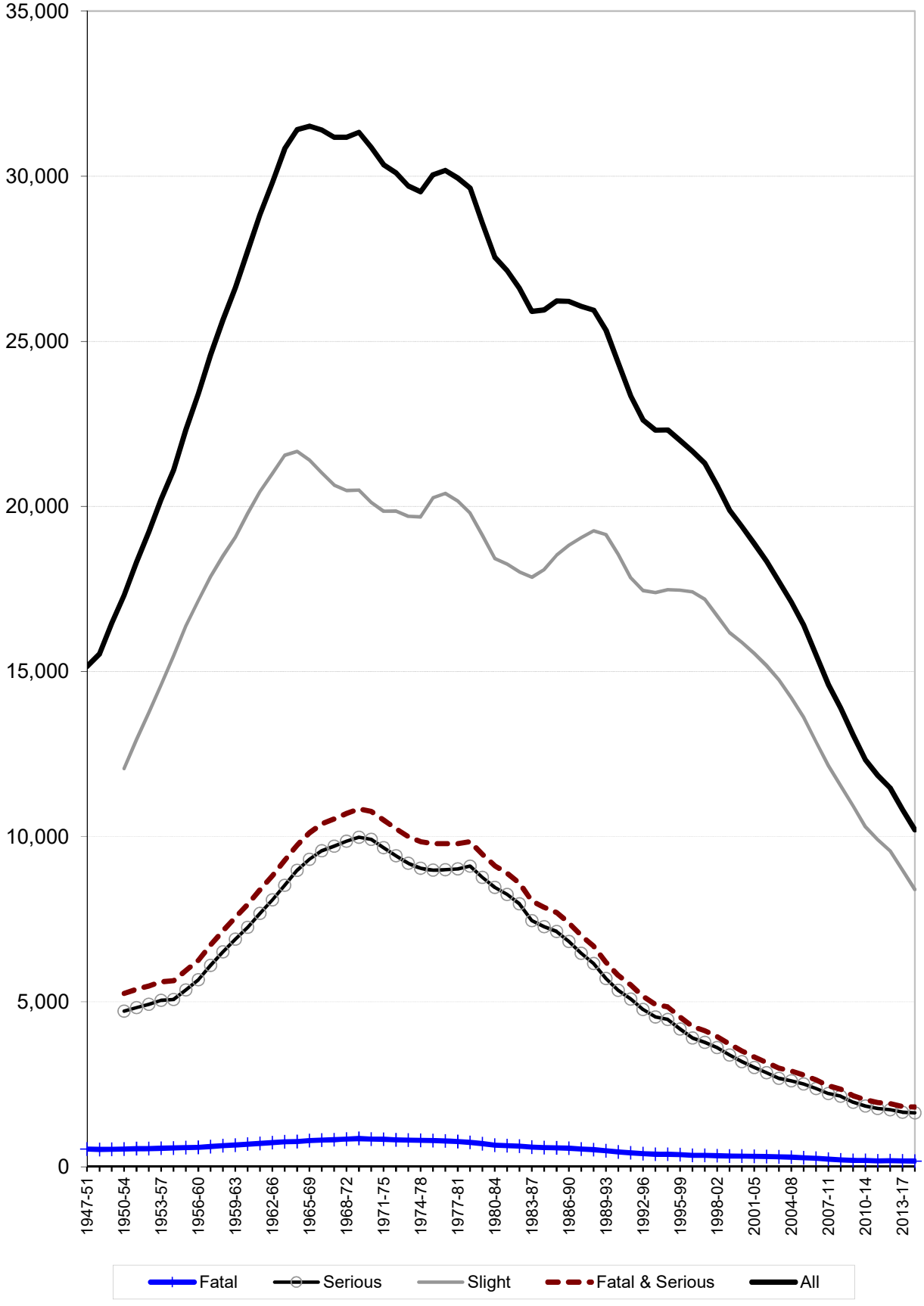
3.3 Car user casualties

A total of 5,079 car users were injured in road accidents in 2018, representing 60% of all casualties. Of these people, a total of 667 were seriously injured, 75 died. Non built-up roads accounted for just over a half of all car user casualties (52%: 2,669 out of 5,079). Perhaps because average speeds are higher on non-built up roads, they accounted for much higher percentages of the total numbers of car users who were killed (88%: 66 out of 75) or were seriously injured (71%: 472 out of 667). *(see Table 23)*

The number of car users killed in 2018 was 17% more than the 2017 figure. The number who were seriously injured rose by 1% and the total number of casualties of all severities was down by 11%. Since 2008, the number killed has dropped by 51%, and there have been falls of 45% in the number who were seriously injured and of 47% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2014-2018, the casualty rate for 16-22 year old car users was 2.43 per thousand population. This was much higher than the

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2014-18)



rate for car users in the older age groups, which varied from 0.73 to 2.05 per thousand population. *(see Table 32)*

On average, over the years 2014-2018, 71% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 58% of those car users who were seriously injured, but for only 36% of the total number of car user casualties of all severities, where more casualties occurred on roads with a 30 mph limit (41%). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 5pm to 6pm average of 399 (the average over the years 2014-2018) was 36% higher than the average of 294 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in September and most in November. November had 16% more adult car user casualties than September (annual averages over the years 2014-2018; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2014-2018 with 14% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 1,253 pedestrian casualties in 2018: 15% of all casualties. Of these, 362 were seriously injured and 34 died. Presumably due to the number of pedestrians and because of their greater vulnerability, a higher proportion of the total number of people who were killed (21%) and seriously injured (23%) were pedestrians. In addition, 29% of pedestrian casualties were seriously injured (362 out of 1,253) compared with serious for all modes of 19% (1,582 out of 8,411). 95% of pedestrian casualties occurred on built-up roads (1,196 out of 1,253) in 2018. *(see Table 23)*

The number of pedestrians seriously injured was 4% lower than 2017 and the overall number of pedestrian casualties was 8% lower. Since 2008, the number of pedestrians killed has fallen by 43%, the number who were seriously injured has dropped by 44%, and there has been a 52% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2014 to 2018, the pedestrian fatality rate was highest for those aged 70+ (0.02 per thousand population). However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.19 and 0.84 per thousand population, respectively). The corresponding casualty rates for the 5-11 age-group were slightly lower. *(see Tables 23 & 32)*

The overall pedestrian 'all severities' casualty rate for males was 0.34 per thousand population, compared with 0.24 per thousand for females, using the averages for the period 2014 to 2018. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2014 to 2018, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from 4pm to 7pm. *(see Table 28)*

November and December were the peak months for adult pedestrian casualties, with each having 41-42% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 32% more than the monthly average (annual averages over the years 2014-2018; months standardised to 30 days). *(see Table 29)*

Thursday and Friday have the highest numbers of adult pedestrian casualties; respectively 3% and 29% more than the daily average over the period 2014 to 2018. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 637 pedal cycle casualties in 2018, 91 less than the previous year. The number of seriously injured pedal cycle casualties in 2018 was 156, 9% lower than in 2017. There were 6 pedal cycle fatalities in 2018, one more than 2017. Since 2008 there has been a 13% decrease in all pedal cycle casualties, the number who were seriously injured has increased by one, and the number of fatalities has fluctuated between 5 and 13. In 2018, 87% of pedal cycle casualties were on built-up roads *(see Table 23).* But 59% of all fatalities over the last five years were on non-built up roads. It should be noted that pedal cycle traffic [1] is estimated to have increased by 15 per cent since 2008.

In terms of the averages for the period 2014 to 2018, the pedal cycle casualty rate per head of population was highest for those aged 30-39 and 40-49 (both 0.24 per thousand population) and 23-25 and 26-29 (0.19 and 0.21 per thousand respectively). Of course, it must be remembered that, as noted earlier, per capita casualty rates do not provide a measure of the relative risk, because they do not take account of the levels of usage of (in this case) pedal cycles. *(see Table 32)*

Adult pedal cycle casualties

Using the averages for the period 2014 to 2018, on weekdays, the peak numbers of adult pedal cycle casualties were from 4 pm to 7 pm and from 7 am to 9 am. At weekends the numbers were smaller, but appear to peak between 11 am to 12 mid-day. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were August and September which were 23-27% more than the monthly average (2014-2018 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Wednesday, 27% higher than the daily average, over the years 2014-2018. There were substantially fewer adult pedal cycle casualties on Sunday, 43% less than the daily average. *(see Table 30)*

[1] Scottish Transport Statistics chapter 5 table 5.3

3.6 Motorcyclist casualties

A total of 640 motorcyclists were injured in road accidents in 2018, representing 8% of all casualties. Of these, 283 were seriously injured and 33 died. 53% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for almost 66% of those seriously injured, and 85% of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2018 was 3% higher than in the previous year. The number killed rose by 4 and the number seriously injured increased by 2. The total number of motorcycle casualties rose each year from 1999 to a peak in 2001; since then, it has tended to decline. As a result, the figure for all casualties in 2018 was 39% lower than in 2008. One less motorcyclist died in 2018 than in 2008. *(see Table 23)*

On average, over the years 2014 to 2018, the motorcyclist casualty rate was highest for the 16-22 and 23-25 age groups (both 0.25 per thousand population) followed by the 26-29 and 40-49 year old age groups (both 0.21 per thousand population respectively); other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2014 to 2018, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak month of the year was June (94 casualties), amidst a general peak from May to September *(see Table 29)* and there were more casualties at the weekend than on any of the other days *(see Table 30).*

3.7 Child (0-15) casualties

There were 753 child casualties in 2018, representing 9% of the total number of casualties of all ages. Of the child casualties, 142 were seriously injured, and 3 died *(see Table 24)*.

There was one more child killed in 2018 than in 2017 and a fall of 7% in the number of children seriously injured. The total number of child casualties fell by 16% since 2017. Since 2008, the number of children killed has fallen by 17 and there has been a reduction of 49% in child seriously injured casualties. *(see Table A and Table 25)*

In terms of the averages for the period 2014 to 2018, on weekdays, the peak time for child casualties was from 3pm to 5pm, with 29% of all weekday casualties in those two hours. A further 27% occurred in the three hours between 5pm and 8pm There was a smaller peak in the morning, between 8am and 9am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7pm *(see Table 27)*

August was the peak month for child casualties, with 19% more than in an average month. February had 8% and September 12% more than an average month. (2014-2018 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2014 to 2018, Thursday was the peak day of the week for child casualties, with 17% more than an average day. Sunday, on the other hand, had 22% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2018, there were 334 child pedestrian casualties. They accounted for 27% of all pedestrian casualties of all ages (334 out of 1,253). Of the child pedestrian casualties, 96 were seriously injured and 2 died. *(see Table 24)*

There were 64 child pedal cycle casualties in 2018 (10% of the total of 637 pedal cycle casualties of all ages). The child pedal cycle casualties included 15 who were seriously injured, none died. *(see Table 24)*

In 2018, there were 316 child casualties in cars, 6% of the total number of car user casualties of all ages (316 out of 5,079). Of the child casualties in cars, 29 were seriously injured (none died). *(see Tables 23 and 25)*

Child (0-15) casualty rates (per head of population)

Children's casualty rates (per head of population) increase with age: using the averages for the years 2014-2018 taken together, for children aged 0-4 the rate was 0.49 per thousand population, whereas it was 1.08 per thousand for those aged 5-11 and for the 12-15 age group it was 1.59 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 27% of that for 5-11 and 17% of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys seriously injured in the 0-4 age group was three times that for girls. The difference between the sexes was even more pronounced in the case of the driver or rider casualty rates. *(see Table 34)*

The overall child pedestrian casualty rate at 0.48 per thousand child population was almost two times higher than the corresponding rate for adult pedestrian casualties. *(see Table 32)*

3.8 Casualty rates for local authority roads by local authority area, and the likely range of random year-to-year variation in these figures (see Appendix H)

There can be some large percentage year-to-year fluctuations in the numbers of some types of casualty for local authority areas. In order to illustrate this, the table and charts in Appendix H were initially prepared in 2006 and published in *Road Accidents Scotland 2005.* They have now been updated using data for 2014 to 2018. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2016:

- (all ages) killed casualty rate;
- (all ages) seriously injured casualty rate;
- child killed and seriously injured casualty rate(combined in one chart due to small numbers);
- slight casualty rate

These figures were calculated (or taken) from the data in two of the tables in this publication:

- the numbers of children killed and seriously injured, and the total number of people killed and seriously injured – Table 40; and
- the number of slight casualties, the estimated volume of traffic (in millions of vehicle kilometres) and the resulting slight casualty rate – Table 41.

The table in Appendix H also shows the likely upper and lower limits of the ranges within which these casualty rates would be expected to fall, given the likely random statistical variation that might affect the number of casualties in that year. Based on statistical theory, one would expect that the actual figures would be outwith these ranges in only about 5% of cases. The text in Appendix H describes how the ranges were calculated, using the annual averages for 2014 to 2018, as that is the five year period centred on 2016 (the year to which the casualty rates relate). That is why the table and charts are not for 2018: the calculation of ranges for 2018 would require the annual averages for 2016 to 2020. When the table and charts were prepared, 2016 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2018, casualty rates based upon the 2014-2018 annual averages, and the likely ranges of values within which the 2016 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2014-2018 annual averages). The 2016 rates are identified by black diamonds, the rates based upon the 2014-2018 annual averages by small circles, and the likely ranges of values by the thin bars which extend to either side of the small circles. (In any case where the 5 year average is zero, there is *no* likely *range* of values as, by definition, the value for 2016 could only be zero). For example, the slight casualty rate chart shows that (for local authority roads in 2016):

- Moray had the lowest slight casualty rate (8.3 per 100 million vehicle-kilometres) and Glasgow the highest (60.9 per 100 million vehicle kilometres), as can be seen from the table;

- Orkney and North Ayrshire had the widest likely ranges of values. This is due to their having relatively few slight casualties (2014-2018 annual averages of 15 and 140, respectively). The smaller the casualty numbers are, the greater in *percentage* terms the potential random year-to-year variation (this is discussed in Section 1.4 and Appendix G). Edinburgh and Glasgow have much narrower likely ranges of values, because their numbers of slight casualties on local authority roads are much larger (2014-2018 annual averages of 980 and 1,114 respectively). The Scotland figure (at the foot of the chart) has a very narrow likely range of values, because it is based on an annual average of 6,775 in 2014-18.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Glasgow had a slight casualty rate (61 per 100 million vehicle-kilometres) which was above the higher limit (of 57 per 100 million vehicle-kilometres) of the estimated likely range of values – in other words, the slight casualty rate that year was unusually high, compared with what would have been expected on the basis of the casualty numbers for the five-year period.

4. Motorists, breath testing and drink-driving

4.1 Breath testing of drivers *(see Tables 19, 20 and 21)*

These tables cover all motorists who were known to be involved in injury road accidents (excluding, for example, those untraced drivers involved in hit and run accidents). Here, a motorist is defined as the driver or the rider of a motor vehicle (including, for example, motorcyclists)

In 2018, 55% of motorists involved in injury accidents were asked for a breath test (this ranged from 41% to 75% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 3% of those drivers breathalysed. This represented 1.6% of the total number of motorists involved in accidents (including those who were not asked for a breath test). There has been a general downward trend in these percentages in the last couple of years as seen in table 19.

Tables 20 and 21 show the time and day of the accident (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2018, of the 176 positive / refused cases, 35% occurred between 9 pm and 3 am [19% between 9 pm and midnight, plus 16% between midnight and 3 am.] Table 20 shows that, using 2014 to 2018 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 25%) between midnight and 6 am, but varied depending upon the day of the week, from 7% (the average for 3 am to 6 am for Mondays to Thursdays) to 18-19% (3 am to 6 am on Saturdays and Sundays). Table 20 shows that although the period from 9 pm to midnight had the second highest number of positive / refused cases, the equivalent percentages were not as high, because between 9 pm and midnight there were many more motorists involved in accidents than between midnight and 3 am.

4.2 Drink-drive accidents and casualties (*see Table 22)*

Table 22 shows the estimates (made by the Department for Transport) of the numbers of injury road accidents involving illegal alcohol levels. They are higher than the number of drivers with positive breath test results (or who refused to take the breath test) because they include allowances for the numbers of cases where drivers were not breath tested because of the severity of their injuries, or because they left the scene of the accident. Information about the blood alcohol levels of road users who died within 12 hours of being injured in a road accident is supplied by the Procurators Fiscal.

The estimates show that the numbers of drink-drive accidents fell by 60% and the number of casualties by 49% between 2007 and 2017 (the latest year for which estimates are available): from a rounded estimate of 670 to roughly 270 (accidents) and from around 940 to some 410 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to be the a third of the number in 2017 as it was in 2007 at 10. The number of serious casualties is estimated to have dropped by almost half (from roughly 150 in 2007 to some 80 in 2017).

5. Comparisons of Scottish figures against those of other countries

5.1 Casualty rates: against England & Wales (*see Tables C to F on the pages which follow)*

Historically, killed casualty rates per head of population in Scotland have been above those for England & Wales, whereas the serious and total casualty rate is usually lower in Scotland than in England & Wales. In 2018, Scotland's casualty rates were 8% higher (killed), 28% lower (serious) and 40% lower (all severities).

Child rates

In 2018, the Scottish rates were 10% lower (serious) than those in England and Wales and 31% lower (all severities). In the case of serious and all casualties this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2004-08 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2014-2018, child fatality rates in Scotland were on average 40% higher than England and Wales, however, in 3 of the five years the rates were lower.

It should be noted that the ratio of the fatality rates for Scotland and for England and Wales can fluctuate markedly from year to year, particularly for the child fatality rates due to the relatively small numbers in Scotland, (which may be subject to year-to-year changes which are large in percentage terms). Therefore, subsequent paragraphs do not refer to the fatality rates for children using different modes of transport. In addition, it should be remembered that the rates for some other sub-groups may be affected by year-to-year fluctuations: for example, the numbers are relatively small for most categories of child killed and seriously injured casualties in Scotland.

Mode of transport

The casualty rates of car users in Scotland have for many years been substantially higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. However, in 2018, although Scotland's car user fatality rate was 17% higher than that of England & Wales, the seriously injured rate was 16% lower and the all severity car user rate was 38% lower. For child car users, the seriously injured rate was 6% higher in Scotland and the all severities rate was 32% less than that of England and Wales.

In 2018, the pedestrian killed rate per capita was 13% lower in Scotland than England & Wales, and the serious and all severities rates were 27% and 36% lower respectively. The child pedestrian casualty rates in Scotland were lower for killed (5%), seriously injured was the same and it was lower for all severities (19%) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2018 for seriously injured (52% lower) and for all severities (59% lower). The child pedal cycle casualty serious and all severities rates were also lower in Scotland than in England & Wales. These differences may reflect the fact that, according to the National Travel Survey, on average, people in Scotland do not travel as far by bicycle as people in England and Wales.

Further information about the numbers of casualties in England and Wales, and for Great Britain as a whole, can be found in *Reported Road Casualties Great Britain 2018,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2017 & 2018 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2017 and 2018 (provisional) with the fatality rates of some countries in Western Europe and some developed countries world-wide. The comparisons involve a total of up to 44 countries (including Scotland, and counting *each* of the UK, Great Britain, England, Wales and Northern Ireland as an individual country). The fatality rates were calculated on a per capita basis (the statistics given are rates per million population), and the countries were then listed in order of their fatality rates in Table G sections (a), (b), (c) and (d). In cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables. A table of car user fatality rates which were calculated on a per motor vehicle basis is no longer shown due to a lack of consistent data.

Tables G and H were provided by the Department for Transport, which obtained the figures for foreign countries from the International Road Traffic and Accident Database (IRTAD) Web site, the address of which is:
http://stats.oecd.org/index.aspx?r=528201&erroCode=403&lastaction=login_submit#

In accordance with the commonly agreed international definition, most countries define a fatality as being due to a road accident if death occurs within 30 days of the accident. However, the official road accident statistics of some countries limit the

fatalities to those occurring within shorter periods after the accident. The numbers of deaths, and the death rates, which appear in the IRTAD tables take account of the adjustment factors used by the Economic Commission for Europe and the European Conference of Ministers of Transport to represent standardised 30-day numbers of deaths.

Latest Results

In 2018, Scotland's provisional overall road death rate of 30 per million population was the fifth lowest of the 42 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as a separate country, but *not* counting the overall GB and UK figures).

Pedestrians

In 2017, Scotland's pedestrian fatality rate was 7 per million population. Scotland ranked thirteenth of the 41 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 12 per million population: the fifth lowest of 40 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 34 countries (including Scotland, England, Wales and Northern Ireland as separate countries, but not counting the overall GB and UK figures) are shown, for each of four broad age-groups, in Table H. Again, the ordering takes account of decimal places not shown in the table. In most cases, Scotland has one of the lowest rates per capita. The Scottish rate is the second lowest for casualties aged 0-14. It was the third lowest for those aged 15-24, sixth lowest for those aged 25-64 and fourth lowest for 65+ (in each case, *not* counting the overall GB and UK figures).

International comparisons of road safety are based on road death rates, as this is the only basis for which there is an international standard definition. As indicated above, the OECD IRTAD tables provide comparable figures for each country, after making adjustments to the data for countries which do not collect their figures on the standard basis. One should not try to compare different countries' overall road accident casualty rates (i.e. the total numbers killed or injured, relative to the population of each country) because there is no internationally-adopted standard definition of an injury road accident. There are considerable differences between countries in the coverage of their injury road accident statistics. For example, many countries count only accidents which result in someone being admitted to hospital – so their figures would not include the kinds of accident which, in Britain, are classified as causing only slight injuries or certain types of serious injury. Because many countries' definitions of injury road accidents are much narrower than the definition used in the UK, their reported numbers of injury road accidents will appear low relative to ours – so comparing the reported numbers of people injured in road accidents may provide a misleading impression of different countries' road safety records.

Table C: Reported casualties in Scotland, England & Wales by severity

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages						
(a) Numbers						
2004-08 ave	**292**	**2,605**	**17,097**	**3,016**	**28,513**	**257,789**
2014	203	1,701	11,302	1,575	21,113	183,237
2015	168	1,602	10,977	1,568	20,547	175,239
2016	191	1,697	10,897	1,601	22,407	170,501
2017	145	1,594	9,433	1,647	23,242	161,566
2018	161	1,582	8,411	1,624	23,931	152,203
2014-2018 ave	**174**	**1,635**	**10,204**	**1,603**	**22,248**	**168,549**
(b) Per cent changes:						
2018 on 2017	11.0	-0.8	-10.8	-1.4	3.0	-5.8
2018 on 2004-08 ave.	-44.8	-39.3	-50.8	-46.1	-16.1	-41.0
2014-18 ave. on 04-08 ave	-40.5	-37.2	-40.3	-46.8	-22.0	-34.6
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2014	7	171	1,029	46	1,858	15,703
2015	4	140	971	49	1,771	15,133
2016	12	167	999	57	1,864	14,963
2017	2	153	900	46	1,945	14,808
2018	3	142	753	45	1,948	13,502
2014-2018 ave	**6**	**155**	**930**	**49**	**1,877**	**14,822**
(b) Per cent changes:						
2018 on 2017	50.0	-7.2	-16.3	-2.2	0.2	-8.8
2018 on 2004-08 ave.	-80.5	-56.4	-62.7	-68.8	-38.5	-48.2
2014-18 ave. on 04-08 ave	-63.6	-52.5	-53.9	-66.3	-40.8	-43.2

Table D: Reported casualties in Scotland, England & Wales by severity

Rates per 1,000 population : All ages and child casualties

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages									
(a) Rates per 1,000 population									
2004-08 ave	**.06**	**.51**	**3.33**	**.06**	**.53**	**4.78**	**102**	**96**	**70**
2014	.04	.32	2.11	.03	.37	3.19	138	86	66
2015	.03	.30	2.04	.03	.35	3.03	115	84	67
2016	.04	.31	2.01	.03	.38	2.90	129	82	69
2017	.03	.29	1.74	.03	.40	2.75	95	74	63
2018	.03	.29	1.55	.03	.40	2.57	108	72	60
2014-2018 ave	.03	.30	1.89	.03	.38	2.89	117	79	65
(b) Per cent changes:									
2018 on 2017	10.8	-1.0	-11.1	-2.0	2.3	-6.4			
2018 on 2004-08 ave.	-47.8	-42.6	-53.5	-50.8	-23.4	-46.1			
2014-18 ave. on 04-08 ave	-43.3	-40.2	-43.2	-50.8	-27.8	-39.5			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
2004-08 ave	**.02**	**.35**	**2.18**	**.01**	**.31**	**2.51**	**119**	**115**	**87**
2014	.01	.19	1.13	.00	.17	1.45	181	110	78
2015	.00	.15	1.06	.00	.16	1.38	98	95	77
2016	.01	.18	1.10	.01	.17	1.37	253	108	80
2017	.00	.17	.98	.00	.17	1.32	53	96	74
2018	.00	.15	.82	.00	.17	1.19	82	90	69
2014-2018 ave	**.01**	**.17**	**1.02**	**.00**	**.17**	**1.34**	140	100	76
(b) Per cent changes:									
2018 on 2017	49.7	-7.4	-16.5	-3.2	-0.9	-9.7			
2018 on 2004-08 ave.	-80.3	-55.9	-62.3	-71.3	-43.6	-52.5			
2014-18 ave. on 04-08 ave	-63.1	-51.8	-53.3	-68.4	-44.5	-46.8			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2018

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	34	362	1,253	423	5,420	21,185
Pedal cycle	6	156	637	93	3,551	16,914
Car	75	667	5,079	699	8,661	88,784
Bus/coach	2	35	230	6	309	3,571
Other	44	362	1,212	403	5,990	21,749
Total	**161**	**1,582**	**8,411**	**1,624**	**23,931**	**152,203**
2. Child casualties[1]						
Pedestrian	2	96	334	26	1,180	5,088
Pedal cycle	0	15	64	5	311	1,891
Car	0	29	316	14	338	5,685
Bus/coach	0	0	19	0	24	558
Other	1	2	20	0	95	280
Total	**3**	**142**	**753**	**45**	**1,948**	**13,502**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2018

Rate per 1,000 population : All ages and child casualties

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages									*percentages*
Pedestrian	.01	.07	.23	.01	.09	.36	87	73	64
Pedal cycle	.00	.03	.12	.00	.06	.29	70	48	41
Car	.01	.12	.93	.01	.15	1.50	117	84	62
Bus/coach	.00	.01	.04	.00	.01	.06	362	123	70
Other	.01	.07	.22	.01	.10	.37	119	66	61
Total	**.03**	**.29**	**1.55**	.03	.40	2.57	**108**	**72**	**60**
2. Child casualties[1]									
Pedestrian	.00	.10	.36	.00	.10	.45	95	100	81
Pedal cycle	-	.02	.07	.00	.03	.17	n/a	59	42
Car	-	.03	.34	.00	.03	.50	n/a	106	68
Bus/coach	-	-	.02	-	.00	.05	n/a	n/a	42
Other	.00	.00	.02	-	.01	.02	n/a	26	88
Total	**.00**	**.15**	**.82**	**.00**	**.17**	**1.19**	**82**	**90**	**69**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) All road users 2017 and 2018 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2018 (Provisional [3])

	Numbers killed	Per million population Rate	Index
Norway	108	20	69
England	1,521	27	92
Switzerland	233	27	93
Great Britain	1,785	28	93
United Kingdom	1,840	28	94
Northern Ireland	55	29	99
Scotland	**161**	**30**	**100**
Denmark	175	30	102
Ireland	148	31	103
Sweden	324	32	108
Wales	103	33	111
Japan	4,166	33	111
Israel	316	36	120
Malta	18	38	128
Spain	1,806	39	131
Netherlands	678	39	133
Germany	3,275	40	134
Finland	225	41	138
Slovakia	229	42	142
Slovenia	91	44	149
Australia	1,145	46	155
Austria	409	46	157
Canada	1,804	49	164
France	3,259	49	164
Estonia	67	51	172
Iceland	18	52	174
Belgium	604	53	179
Italy	3,310	55	185
Portugal	606	59	199
Luxembourg	36	60	202
Lithuania	170	61	204
Cyprus	53	61	207
Czech Republic	656	62	209
Greece	690	64	217
Hungary	629	64	217
Republic of Korea	3,781	73	247
Poland	2,862	75	255
Latvia	148	77	258
Croatia	317	77	261
New Zealand	380	78	263
Serbia	546	78	263
Romania	1,867	96	323
Bulgaria	682	97	327
USA	36,750	112	379

(a) All road users 2017

	Numbers killed	Per million population Rate	Index
Norway	106	20	75
Sweden	252	25	94
Scotland	**146**	**27**	**100**
Switzerland	230	27	102
England	1,544	28	103
Great Britain	1,793	28	104
United Kingdom	1,856	28	104
Denmark	175	30	113
Wales	103	33	122
Irish Republic	159	33	123
Northern Ireland	63	34	125
Japan	4,431	35	130
Netherlands	613	36	133
Estonia	48	36	136
Germany	3,180	39	143
Spain	1,830	39	146
Malta	19	41	153
Israel	364	42	155
Luxembourg	25	42	157
Finland	238	43	161
Austria	414	47	175
Iceland	16	47	176
Australia	1,225	50	185
Slovenia	104	50	187
Canada	1,841	50	187
Slovakia	276	51	189
France	3,448	52	192
Belgium	609	54	199
Cyprus	46	54	200
Czech Republic	577	55	203
Italy	3,378	56	207
Portugal	602	58	217
Hungary	625	64	237
Lithuania	192	67	250
Greece	731	68	252
Latvia	136	70	259
Poland	2,831	75	277
New Zealand	379	79	294
Croatia	331	80	296
Republic of Korea	4,182	81	302
Serbia	579	82	306
Bulgaria	682	96	357
Romania	1,951	99	369
United States of America	37,133	114	424

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

3. The 2018 figures presented for Scotland, Great Britain and the United Kingdom use Scotland's finalised fatality numbers.

Table G: Fatality rates per capita, for (c) Pedestrians and (d) Car users - 2017;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Iceland	0	0	0
Norway	10	2	27
Denmark	20	3	50
Sweden	37	4	53
Netherlands	64	4	53
Slovenia	10	5	69
Finland	27	5	70
Switzerland	47	6	80
Germany	483	6	84
Ireland	30	6	90
Luxembourg	4	7	97
Australia	167	7	97
Scotland	**38**	**7**	**100**
Wales	22	7	100
France	484	7	103
Great Britain	470	7	105
United Kingdom	485	7	105
England	410	7	105
Spain	351	8	108
Estonia	10	8	109
Northern Ireland	15	8	114
New Zealand	39	8	116
Canada	299	8	117
Belgium	95	8	119
Austria	74	8	120
Italy	600	10	141
Greece	118	11	156
Czech Republic	129	12	174
Portugal	130	13	180
Israel	112	13	183
Japan	1,637	13	184
Croatia	56	13	192
Cyprus	14	16	234
Hungary	170	17	248
USA	5977	18	262
Serbia	141	20	286
Poland	873	23	328
Lithuania	68	24	341

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	928	7	61
Switzerland	78	9	77
Norway	56	11	89
Netherlands	194	11	95
Scotland	**65**	**12**	**100**
England	669	12	100
Great Britain	787	12	102
Israel	107	12	102
United Kingdom	823	12	104
Sweden	130	13	109
Republic of Korea	793	15	129
Wales	53	17	142
Spain	799	17	143
Denmark	99	17	144
Germany	1,434	17	145
Ireland	89	19	155
Northern Ireland	36	19	161
Portugal	204	20	165
Estonia	27	21	171
Austria	182	21	173
Luxembourg	13	22	184
Slovenia	48	23	194
Australia	593	24	201
Italy	1,464	24	202
Finland	133	24	202
Belgium	285	25	210
Czech Republic	279	26	220
France	1,767	26	221
Greece	286	27	222
Iceland	9	27	222
Hungary	277	28	236
Latvia	59	30	253
Lithuania	87	31	255
Canada	1122	31	256
Poland	1,295	34	285
Serbia	271	38	321
USA	13363	41	343
Romania	812	41	345

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2017;

(a) 0-14 years	Per million pop	Index
Luxembourg	0	0
Scotland	**1**	**100**
Portugal	2	180
Denmark	3	270
Great Britain	4	317
England	4	327
United Kingdom	4	329
Norway	4	369
Sweden	5	393
Japan	5	393
Switzerland	5	413
Spain	5	432
Italy	5	454
Netherlands	5	466
Germany	6	477
Wales	6	492
Austria	6	547
Australia	7	596
Belgium	7	628
Czech Republic	7	630
Greece	8	667
France	8	732
Finland	9	773
Korea	9	784
Slovenia	10	840
Poland	10	844
Israel	11	982
Canada	13	1103
New Zealand	14	1203
Lithuania	14	1228
Serbia	17	1451
United States	19	1624
Chile	21	1808
Iceland	30	2587

(b) 15-24 years	Per million pop	Index
Norway	19	63
Japan	26	84
Scotland	**31**	**100**
Netherlands	33	108
Sweden	35	113
England	39	125
Great Britain	39	125
United Kingdom	39	127
Switzerland	41	132
Korea	41	133
Spain	45	144
Denmark	46	148
Portugal	47	153
Germany	54	174
Wales	54	176
Lithuania	57	183
Italy	63	205
Serbia	64	206
Iceland	64	206
Austria	66	212
Belgium	68	219
Israel	70	227
Finland	71	230
Czech Republic	71	230
Canada	71	231
Slovenia	71	231
Australia	74	240
France	84	271
Luxembourg	85	276
Chile	100	323
Greece	101	326
Poland	101	327
New Zealand	119	385
United States	153	493

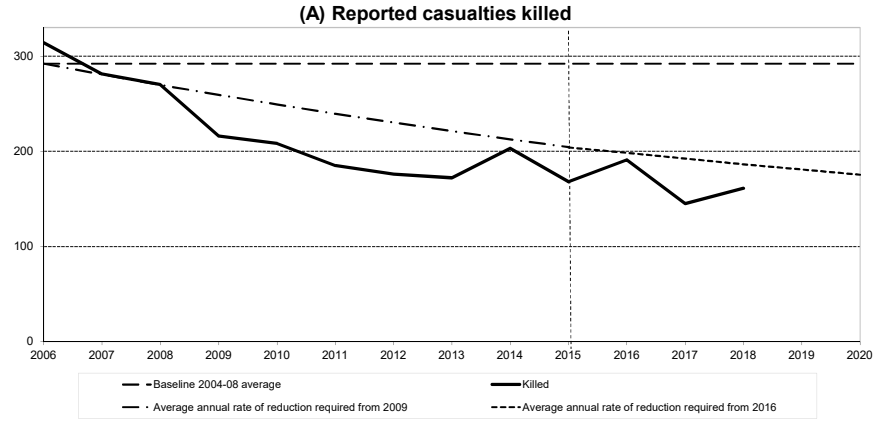
(c) 25-64 years		
Norway	21	70
Japan	24	82
Switzerland	24	83
Sweden	25	84
Netherlands	29	98
Scotland	**29**	**100**
Denmark	29	101
England	30	101
Great Britain	30	101
United Kingdom	30	102
Wales	32	109
Germany	36	125
Israel	38	129
Finland	40	135
Spain	43	146
Luxembourg	44	150
Iceland	45	154
Austria	49	167
Australia	50	171
Canada	53	180
France	53	182
Italy	55	186
Slovenia	56	192
Czech Republic	58	197
Belgium	58	198
Portugal	65	223
Korea	67	229
Greece	71	243
Lithuania	74	253
Poland	77	263
New Zealand	86	295
Serbia	89	305
Chile	121	413
United States	132	450

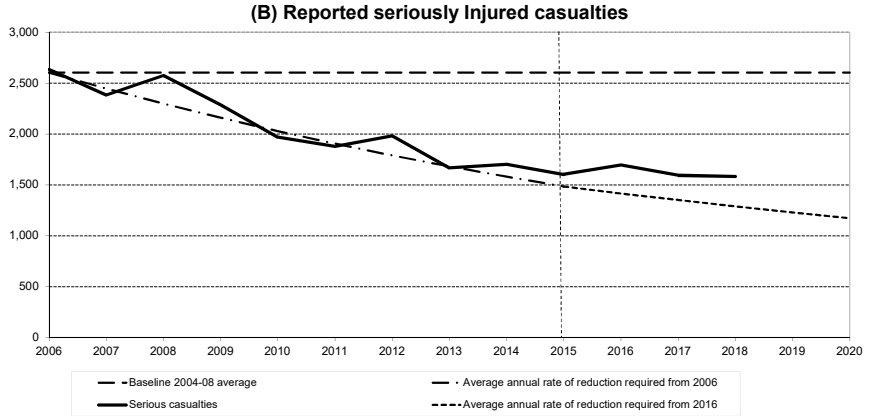
(d) 65+ years		
Norway	37	93
England	39	100
Sweden	39	100
Scotland	**40**	**100**
Great Britain	40	101
United Kingdom	40	101
Wales	45	114
Switzerland	46	116
Denmark	47	118
Luxembourg	48	120
Spain	53	133
Slovenia	54	136
Germany	57	144
Canada	60	152
Netherlands	60	152
Austria	62	157
Iceland	63	160
Finland	63	161
France	68	171
Japan	71	180
Belgium	72	182
Czech Republic	75	191
Australia	80	202
Italy	82	208
Greece	83	210
Portugal	84	212
Lithuania	91	230
Israel	95	241
New Zealand	95	242
Poland	107	271
Serbia	121	307
United States	133	338
Chile	151	383
Korea	250	633

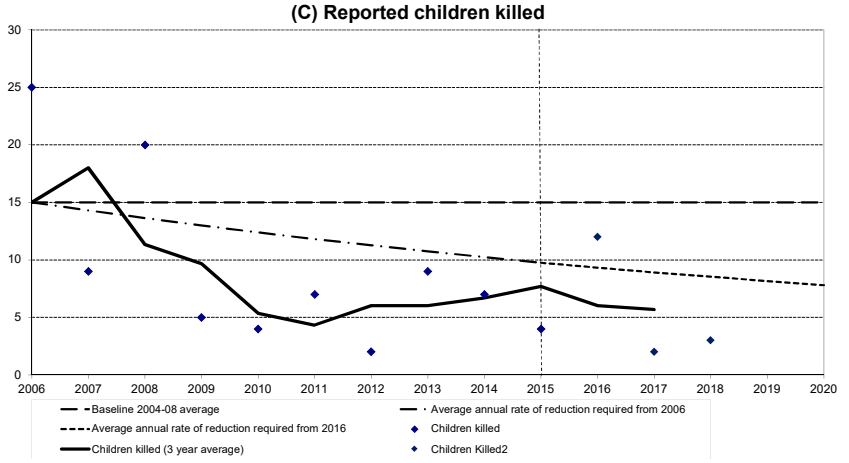
Article 1

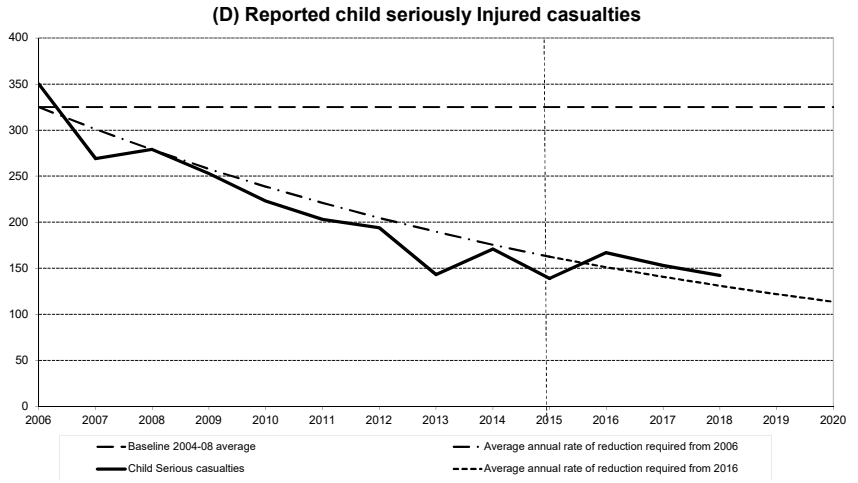
Casualty Reduction
Targets: Scotland's Road Safety Framework to 2020

Figure 8 Progress towards the 2020 casualty reduction targets









Article 1: Casualty Reduction Targets: Scotland's Road Safety Framework to 2020

1. Introduction

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.

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

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 four main targets differ to those used previously, in that deaths have been separated out from serious injuries. In recent years the trends for deaths and serious injuries have differed and are therefore worth mentioning separately.

The targets are deliberately challenging, particularly for child deaths as the child fatality rate in Scotland is higher than in England and Wales. The child fatality target itself will be monitored using a 3 year rolling average due to the small numbers of fatalities each year.

To illustrate the reductions necessary the following table shows the 2004 to 2008 baseline, the latest position as well as the level of casualties inferred by the 2015 milestones and 2020 targets.

	2004-2008 average	2018	2015 milestone	2020 target
People killed	292	161	204	175
People seriously injured	2,605	1,582	1,484	1,172
Children (aged < 16) killed	15	6[1]	10	8
Children (aged < 16) seriously injured	325	142	163	114

1. 2016-18 average

Charts showing indicative lines of progress are in figure 8. More detail about the calculation of these indicative lines is included in section 5 of this article.

2 Summary of Progress

The 2018 figures show:

- 161 people were reported as killed in 2018, **45 per cent (131) below the 2004-2008 average** of 292.
- 1,582 people were reported as seriously injured in 2018, **39 per cent (1,023) below the 2004-2008 average** of 2,605.
- 3 children were reported as killed in 2018, meaning the average for the 2018-2018 period was 6 a year, this is **63 per cent (9) below the 2004-2008 average** of 15.
- 142 children were reported as seriously injured in 2018, **56 per cent (183) below the 2004-2008 average** of 325.

- The slight casualty rate of 13.85 casualties per 100 million vehicle kilometres in 2018 was **57 per cent below the 2004-2008 baseline** average of 32.47.

Figure 8 shows progress towards the casualty reduction targets for 2020.

3 Commentary

Numbers killed

As shown in Table Ia a reduction of 8.8 per cent compared to the 2015 milestone of 204 was required in 2018 to reach the target. The figure for 2018 is 161 which is 21% below the 2015 milestone figure of 204.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of 13.2 per cent compared to the 2015 milestone of 1,484 was required in 2018 to reach this target. The 2018 figure of 1,582 is 7 per cent greater than this and therefore above the trajectory required to meet the target.

Children killed

The number of child fatalities is relatively small and the average of 6 over the last three years meets the 50 per cent reduction target set for 2020. Table Ib shows that the average number of child fatalities for 2016-2018 for each mode (apart from 'other') is below the 2004-2008 baseline.

Child pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of 2 per year in 2016-2018.

Pedal Cycle child fatalities have fallen from an average of 2 per year in the baseline period to an average of zero in the last three years. The number of child fatalities as passengers in cars has fallen as well from an average of 6 per year in the baseline period to 2 per year in the 2016-2018 period,.

Children seriously injured

As shown in Table Ia below, a reduction of 19.3 per cent compared to the 2015 milestone of 163 was required in 2018 to remain on the trajectory for this target. The 2018 figure of 142 is 13 per cent below the trajectory.

Slightly injured casualties

Because of the limited availability of detailed reliable road traffic estimates for Scotland, Table Ib shows the *numbers* of slight casualties (rather than slight casualty *rates*) for categories of road user. The table also shows the overall total volume of traffic and the overall slight casualty rate.

Table Ib shows that slight injuries per million vehicle kilometres are 57 per cent below the 2004-2008 average.

The number of slight casualties has fallen compared to the baseline for all modes of transport. The largest reductions are seen for pedestrian, bus / coach and motorcycle, 60 per cent, 72 and 49 per cent respectively. Car users make up almost two thirds of slight casualties and

there has been a reduction of 53% compared to the baseline period. Pedal cycles on the other hand have shown a 23 per cent decrease on the 2004-2008 average.

4. Other statistics for monitoring progress

Table 40 in the main section of this publication shows the baseline figures for each local authority area for the four targets relating to numbers killed and seriously injured (separately for trunk roads, local authority roads and all roads), along with the corresponding figures for each of the past 10 years and the latest five years' averages. ***Table 41*** provides figures for each local authority area related to the numbers slightly injured, and ***Table 42*** shows figures for each Police Force division related to all five targets. In addition, many other tables include the 2004-2008 baseline averages.

5. Assessing progress towards the casualty reduction targets

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 (mid point of the 2004 to 2008 average) and falls, by a constant percentage reduction in each subsequent year, to the milestone for 2015 and from there 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 8 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 annum 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 children seriously injured 7.41% and 6.90%.

Table Ia Constant percentage reductions needed to achieve 2015 and 2020 targets

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

Table Ib: Reported killed casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**65**	**9**	**42**	**162**	**1**	**12**	**2**	**292**
2011	43	7	33	89	1	9	3	185
2012	59	9	21	73	1	13	-	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	38	5	29	64	2	3	4	145
2018	34	6	33	75	2	5	6	161
14-18 ave	**41**	**6**	**30**	**83**	**2**	**6**	**6**	**174**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2018 on 2017	-11	20	14	17	-	67	50	11
2018 on 2004-08 average	-47	-35	-21	-54	150	-57	150	-45

Reported seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**656**	**134**	**371**	**1,258**	**55**	**82**	**51**	**2,605**
2011	515	156	291	758	51	63	44	1,878
2012	461	169	343	847	44	68	49	1,981
2013	401	149	281	718	34	45	39	1,667
2014	420	159	327	686	28	50	31	1,701
2015	424	164	258	638	49	46	23	1,602
2016	397	148	268	762	42	54	26	1,697
2017	380	171	281	662	23	45	32	1,594
2018	362	156	283	667	35	53	26	1,582
14-18 ave	**397**	**160**	**283**	**683**	**35**	**50**	**28**	**1,635**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2018 on 2017	-5	-9	1	1	52	18	-19	-1
2018 on 2004-08 average	-45	16	-24	-47	-36	-35	-49	-39

Reported children (0-15) killed by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**6**	**2**	**0**	**6**	**-**	**0**	**0**	**15**
2011	2	-	-	5	-	-	-	7
2012	1	1	-	-	-	-	-	2
2013	5	2	-	2	-	-	-	9
2014	3	-	-	4	-	-	-	7
2015	3	1	-	-	-	-	-	4
2016	3	1	1	7	-	-	-	12
2017	2	-	-	-	-	-	-	2
2018	2	-	-	-	-	-	1	3
14-18 ave	**3**	**0**	**0**	**2**	**-**	**-**	**0**	**6**
2020 target	*3*	*1*	*0*	*3*	*-*	*0*	*0*	*8*
16-18 ave	**2**	**0**	**0**	**2**	**-**	**-**	**0**	**6**
Percent changes:								
16-2018 on 2004-08 average	-61	-86	-17	-62	-	-100	67	-63

Reported child (0-15) seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**218**	**29**	**8**	**62**	**3**	**1**	**3**	**325**
2011	139	23	2	34	4	-	1	203
2012	132	21	1	34	1	5	-	194
2013	91	11	1	33	3	-	2	141
2014	116	18	4	27	2	1	3	171
2015	97	11	1	27	2	-	2	140
2016	105	8	4	46	2	2	-	167
2017	107	10	4	29	-	3	-	153
2018	96	15	1	29	-	-	1	142
14-18 ave	**104**	**12**	**3**	**32**	**1**	**1**	**1**	**155**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2018 on 2017	-10	50	-75	-	n/a	-100	n/a	-7
2018 on 2004-08 average	-56	-49	-87	-53	-100	-100	-71	-56

Reported slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
2004-08 average	**2,135**	**613**	**637**	**9,187**	**693**	**503**	**431**	**14,200**	**43,736**	**32.47**
2011	1,507	661	482	6,930	453	385	304	10,722	43,390	24.71
2012	1,459	727	503	6,745	396	411	314	10,555	43,549	24.24
2013	1,295	724	471	6,157	358	391	257	9,653	43,840	22.02
2014	1,266	728	469	6,006	262	402	265	9,398	44,839	20.96
2015	1,222	628	450	6,000	282	411	214	9,207	45,374	20.29
2016	1,233	634	411	5,829	257	413	232	9,009	46,459	19.39
2017	945	552	310	4,981	332	354	220	7,694	47,986	16.03
2018	857	475	324	4,337	193	334	148	6,668	48,137	13.85
13-17 ave	**1,105**	**603**	**393**	**5,431**	**265**	**383**	**216**	**8,395**	**45,341**	**18.52**
2020 target										*29.22*
Percent changes:										
2018 on 2017	-9	-14	5	-13	-42	-6	-33	-13	0	-14
2018 on 2004-08 average	-60	-23	-49	-53	-72	-34	-66	-53	10	-57

1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport

Article 2: Contributory Factors

Article 2. Contributory factors to reported road accidents

Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the road accident reporting system and presents Scottish results from the twelfth year of collection.

- ***Driver/rider errors or reactions*** were reported in 65 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 32%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 10% of all reported accidents and 16% of fatal accidents.
- ***Pedestrian only*** factors were reported in 18% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 31% and 24% of fatal accidents respectively).

1. Introduction

1.1 From 2005, all police forces across Great Britain reported contributory factors as part of the stats19 collection. These were developed to provide insight into why and how road accidents occur. Their aim is to help identify the key actions and failures that led directly to the actual impact: to aid investigation of how it might have been prevented. Care should always be taken when interpreting the factors as they:

- ***reflect the reporting officer's opinion at the time of reporting the accident*** (or the opinion of a person whose duties include deciding which CFs should be recorded based on the officer's report).
- are based on the information which was available at that time, so ***may not be the result of subsequent extensive investigation*** (indeed, subsequent enquiries could result in the reporting officer's opinion changing).

1.2 A reporting office attending the scene of a road accident may select up to 6 contributory factors (from a list of 77) to assign to that accident. Multiple factors may be listed against any participant or vehicles in the accident, (therefore percentages in the tables provided may not sum to 100).

1.3 Because of this, analysis of contributory factor information requires careful consideration; figures will differ depending on the focus of the analysis. Care should be taken when interpreting tables provided here which consider different aspects of the data (i.e. accidents, vehicles/participants, casualties and frequencies).

1.4 This article presents analysis from accidents in Scotland reported to the police in 2014, with the following background note describing the collection of the contributory factor system in more detail.

1.5 Note that most tables are by individual contributory factor so care needs to be taken when carrying out analysis. Adding together numbers for individual contributory factors will result in some double counting e.g. some accidents will have 'exceeding speed limit' and 'driving too fast for the conditions' recorded as a factor.

2. Accidents

Categories

2.2 Each of the 77 contributory factors fits into one of nine categories. Figure 11 shows the percentage of accidents reported to the police with associated contributory factors in each these categories.

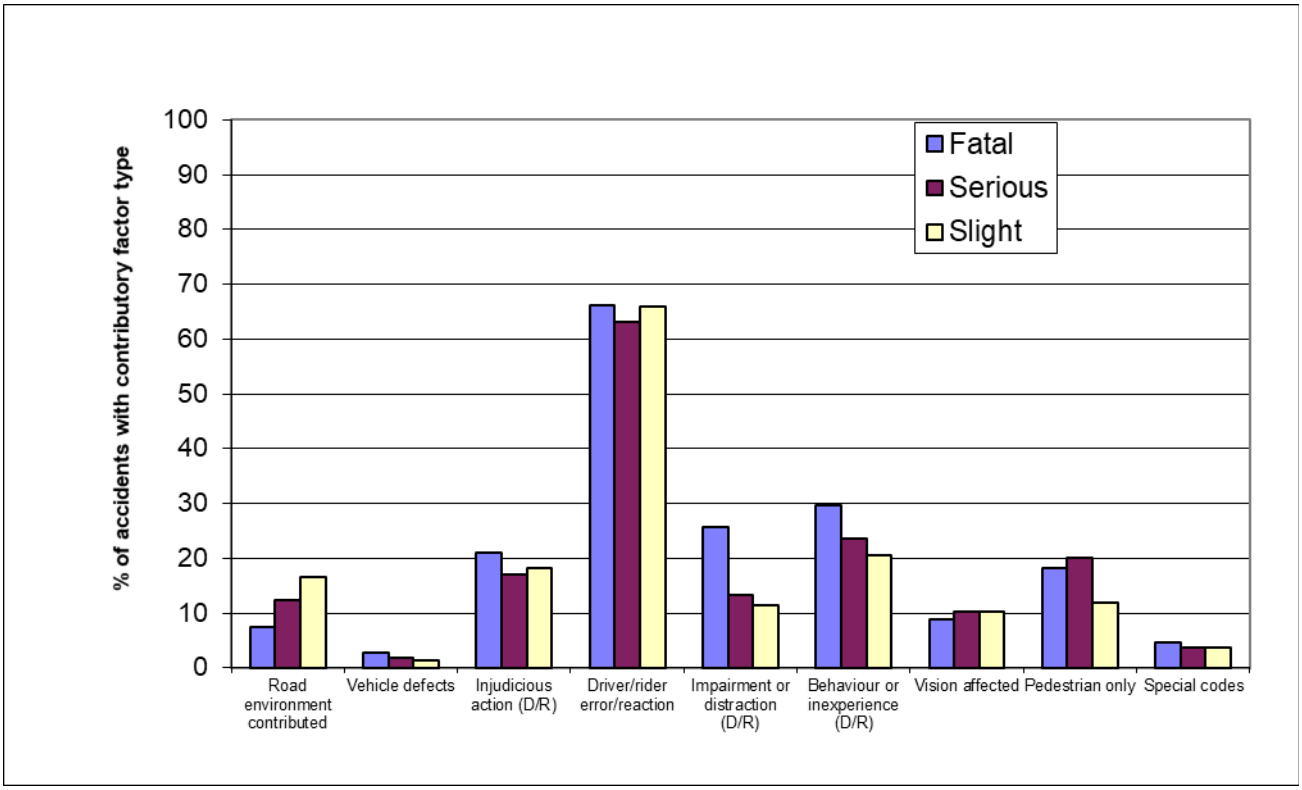
- ***Driver/rider error*** was the most frequently reported category for each type of severity of accident and was reported in 65 per cent of accidents reported to the police).

- ***Pedestrian*** contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the accident), were reported in 14 per cent of reported accidents, rising to 18 per cent of fatal accidents.

- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 14 per cent of all reported accidents, increasing to 17 per cent of fatal accidents.

- ***Road environment*** factors were reported in 15 per cent of reported accidents.

Figure 11: Contributory factor type: Reported accidents by severity, 2018



Factors

2.3 On average there were more than two contributory factors listed per reported accident with more factors recorded for fatal accidents and fewer for slight accidents. Table M shows the numbers (and percentages) of reported accidents in which each contributory factor was reported.

- ***Failed to look properly*** was the most frequently reported contributory factor, involved in 32 per cent of all reported accidents. This was followed *by failed to judge other person's path/speed (18%), loss of control* and C*areless/reckless or in a hurry* (both 15%), *poor turn/manoeuvre* (12%) *and* S*lippery road* (10%)*,* were also in the top six.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 10% of all reported accidents and 16% of fatal accidents (Note that the individual percentages for each of these factors cannot simply be added together to obtain combined totals.)

- For fatal accidents, ***loss of control*** was the most frequently reported driver/rider factor involved in 31% of accidents. *Failed to look properly* was reported in 24%, c*areless / reckless /in a hurry* in (17%), failed to judge other persons path/speed, *poor turn or manoeuvre and exceeding the speed limit* in 11%*. Pedestrian wearing dark clothing at night and Pedestrian impaired by alcohol* were involved in 8% and 6% of fatal accidents respectively.

2.4 Table M also shows how the incidence of some CFs varies with the severity of the accident. For example: loss of control is cited in 15% of all accidents for which CFs were recorded but 31% of fatal accidents; slippery road due to weather is cited in 10% of all accidents but 3% of fatal ones; failed to look properly is cited in 32% of all accidents but 24% of fatal ones and exceeding speed limit is cited in 4% of all accidents but 11% of fatal ones.

2.5 Note that repeats of the same contributory factor within an accident are excluded from the table however an accident will appear more than once if more than one different contributory factor is reported.

Changes over time

2.6 Table N compares the top 10 contributory factors listed in 2018 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 11 years of collection.

3. Vehicle & pedestrians

3.1 Table O shows the number and percentage of vehicles assigned each type of contributory factor (for each vehicle involved in an accident reported to the police). Table P shows this for pedestrians only.

3.2 Tables O & P show that:

- *Failed to look properly* was the most frequently reported factor both overall (reported in 18% of all vehicles' factors), and for every vehicle except motorcyclists.

- *L*oss of control (19%) was the most commonly reported factor for **motorcyclists**.

- *Failed to judge other person's path/speed* was the second most common factor reported for **cars or taxis** (11%).

- *Failed to judge other person's speed* was the second most common factor associated with **cyclists** (associated with 7% of bicycles).
- *Failed to judge other person's speed/path* was the second most common factor reported for **good vehicles** (reported in 13%).
- *Travelling too fast for the conditions* was associated with a total of 4% of all vehicles involved in reported accidents.
- **Pedestrians** involved in accidents were most likely to have *failed to look properly* as an associated contributory factor (recorded in 51% of all pedestrian accidents), followed by careless/reckless or in a hurry (20%), failed to judge vehicle speed/path (15%), crossed road masked by stationary/parked vehicle (13%) and impaired by alcohol (11%).

3.3 Table O also shows that many contributory factors were rarely recorded for most vehicles, for example:

- ***loss of control*** was recorded for 19% of motorcycles but only 1% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 9% of buses but for only 3% of all vehicles involved.

3.4 On average, fewer contributory factors were recorded for pedal cycles (an average of 0.76 per cycle involved in a reported accident) and bus or coaches (an average of 0.63), compared to an overall average of 1.04 factors per vehicles.

3.5 Note that percentages differ from Tables M & N which presents the percentage of accidents with each contributory factor. As more than one vehicle may be involved in an accident, the average number of factors associated with an individual vehicle is generally lower.

Pairing of factors

3.6 Table Q shows the most frequent pairs of contributory factors assigned to the same reported road accident participant in 2018.

- The most frequently-occurring combination is *driver/rider failed to look properly* + (*driver/rider) failed to judge other person's path/speed*, which was recorded on 461 occasions.
- As would be expected, the CFs identified (earlier) as most frequent to appear in several of the most frequently-occurring combinations – for example, (driver/rider) failed to look properly occurs in the first three of the most frequently-occurring combinations.

3.7 However, the numbers indicate that even the most frequently-occurring combination of CFs arose in only a small proportion of all accidents.

4 Casualties

4.1 Tables R & S show the number (and percentage) of fatal and seriously injured casualties involved in accidents where each contributory factor was reported. Unsurprisingly the pattern is similar to that seen in Tables M & N showing the number of accidents with

each factor reported. Comparison shows that accidents with *pedestrian only* factors reported had lower numbers of casualties per accident.

4.2 Note a casualty will appear in the tables against each (unique) factor associated with the accident (resulting in the casualty) and therefore may appear more than once. As with the accident tables, repeats of the same contributory factor within an accident are excluded.

Fatalities

4.3 Table R shows the Contributory Factors associated with the largest numbers of deaths were:

- loss of control – 47 deaths (representing 29% of all deaths in accidents for which CFs were recorded);
- (driver/rider) failed to look properly – 35 deaths (22%);
- (driver/rider) careless / reckless /in a hurry - 29 deaths (18% of fatalities) ;
- (driver/rider) poor turn or manoeuvre - 19 deaths (12%);
- Failed to judge other persons path/speed (driver/rider)– 17 deaths (11%);
- Exceeding the speed limit – 16 deaths (10%);
- (driver/rider) Illness or disability (mental/physic) – 15 deaths (9%)

Seriously injured

4.4 Table S shows the CFs associated with the largest numbers of serious injured were:

- (driver/rider) failed to look properly – 447 serious injuries (representing 30% of all serious injuries in accidents for which CFs were recorded) ;
- loss of control – 289 serious injuries (19%);
- (driver/rider) careless / reckless / in a hurry – 256 (17%);
- failed to judge other person's path/speed– 244 (16%);
- poor turn or manoeuvre– 191 (13%);
- pedestrian failed to look properly – 184 (12%)

5 Overall frequencies of recording

5.1 In 2018 at least one contributory factor was recorded in 99.9% of reported accidents where a police officer attended the scene (5,501) - there were 3 accidents without a contributory factor. A total of 11,714 factors were recorded, resulting in an average of 2.1 factors per accident.

5.2 Around 87% (10,203) of all factors listed were related to vehicles (and their drivers/rider) and the road environment. Around 12% (1,370) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (47 or 0.2%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2018. (Note that figures differ from earlier tables as repeats of factors within the same accident are counted). It is apparent that some CFs are not used often – for example, many were used fewer than 100 times.

5.4 Note that data relating to all reported CFs were used to produce Tables O to T. In cases where the same CF applies to more than one vehicle in the same accident, it is counted once for each of them. These tables therefore differ from Tables M & N (which exclude repeats of the same CF within an accident).

Possible vs. Very likely

5.5 Reporting officers record whether it was thought **very likely** or just **possible** that a factor contributed to the occurrence of the accident. Table T also shows how often each CF was described as very likely, and how often as possible.

5.6 Overall, almost two thirds of CFs (69%) were described as very likely, but the percentage varied markedly between different CFs. Excluding those used fewer than 100 times, the following were described as **very likely** on at least 82% of occasions on which they were used:

- Crossed road masked by stationary/parked (91%)
- Disobeyed Give Way or Stop sign or marking (86%)
- Pedestrian failed to look properly (83%)
- Pedestrian impaired by alcohol (82%)

and the following were described as very likely on fewer than 63% of the occasions on which they were used:

- Road layout (eg bend, hill, narrow c-way (63%)
- Sudden braking (62%)
- Rain, sleet, snow or fog (60%)
- Fatigue (56%)
- Driver/rider Illness or disability (mental/physic) (52%)
- Exceeding speed limit (51%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 10 years. It is clear that the contributory factor information can provide useful indications of the circumstances that may have led to a reported road accident. These can also be attributed to the different participants within the accident, which can help build a picture of how the accident may have occurred.

However, there are limitations to the system and care should be taken when both analysing and interpreting the results. This should help ensure that the data is used in the correct manner and that consistent messages/results are achieved by users.

We welcome comments on the analysis presented here or any questions regarding the contributory factor system.

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Background: The collection of Contributory Factor data

B1. Guidance on recording road accidents is provided in the Department for Transport's *Stats20* document which includes the following points on CFs:

- CFs reflect the reporting officer's opinion at the time of reporting, and may not be the result of extensive investigation;
- subsequent enquiries could result in a change in the reporting officer's opinion;
- the CFs are largely subjective, and depend upon the skill and experience of the investigating officer to reconstruct the events which led directly to the accident;
- the need to exercise judgement when recording CFs is unavoidable;
- CFs should be identified on the basis of evidence from sources such as witness statements and vehicle and site inspections;
- the evidence may be of variable quality, so the officer should record very likely or possible for each CF;
- when there is conflicting evidence (e.g. conflicting witness statements), the reporting officer should decide on the most credible account of the accident and base the codes on this, taking into account all other available evidence.

B2. Some CFs may be less likely than others to be recorded, since clear evidence of them may not be available, or may be very difficult to obtain, after an accident has occurred (e.g. in the case of the nervous, uncertain or panic factor). Participants and witnesses may provide incomplete or conflicting accounts of what happened. The CF data therefore depend upon the skill and experience of the reporting officer to reconstruct the events which led directly to the accident, and so are more subjective in nature than other Stats 19 data. This should be kept in mind when using these results.

B3. Regardless of the number of vehicles that were involved in the accident, *at most six* sets of CF data can be recorded per accident. Each set contains three pieces of information:

- a **factor** which is thought to have contributed to the occurrence of the accident – selected from list of 77 , such as:
    - exceeding speed limit (CF code 306);
    - travelling too fast for the conditions (307);
    - failed to look properly (405);
    - impaired by alcohol (501);
    - impaired by drugs (illicit or medicinal) (502)

- the **participant** in the accident to whom the factor is related:
    - whether this is a:
        - Vehicle – in which case the factor may relate to the driver/rider or to the road environment;
        - Casualty – a pedestrian or a passenger in a vehicle; or
        - Uninjured pedestrian.
    - if a Vehicle or a Casualty, the relevant Stats 19 reference

- whether it was thought very **likely** or just **possible** that this factor contributed to the occurrence of the accident

Therefore more than one factor may be recorded for the same participant and any given factor may be recorded for two or more different participants, subject to the limit of a maximum of six sets of CF data per accident.

B4. Appendix B of this publication illustrates the CF codes and their descriptions, including a brief set of completion instructions for the reporting officer. More detailed information is available in the DfT's Stats 20 document (pages 10; 84 -101) and the procedure for allocating them – for example:

- the CFs may be recorded in any order (so nothing can be inferred from the order in which they appear);
- more than one CF may be related to the same road user; and
- the same CF may be related to more than one road user.

Worked example

B5. Clearly, there could be a lot of CF information in the case of an accident which involved several vehicles, if it was thought that several of them contributed to its occurrence. The following is an example of the potential complexity of the CF data. Car 1 is rapidly travelling along a straight road when Car 2 suddenly appears in front of it, having emerged from a pub car park. The driver of Car 1 brakes sharply, to avoid a collision. As Car 2 drives off, Car 1 is hit from behind by a motorcycle, whose rider and passenger are both killed. The following *might* be recorded as the CF data for this accident:

CF no.	Participant	Contributory Factor	How likely?
1	Car 1	Exceeding speed limit	Possible
2	Car 2	Impaired by alcohol	Possible
3	Car 2	Failed to look properly	Very likely
4	Car 1	Sudden braking	Very likely
5	Motorcycle	Following too close	Very likely
6	Motorcycle	Exceeding speed limit	Possible

This accident has *three* participants and *six* CFs, two of which are the *same* (exceeding speed limit) but apply to *different* participants (Car 1 and Motorcycle). This example will be referred to from time to time, when describing some of the CF results.

Quality

B6. As the CFs were added to the Stats 19 data specification at the start of 2005, the results for 2005 could have been affected by teething troubles. In June 2006, the Liaison Group on Road Accident Statistics (LGRAS) discussed a paper on aspects of the quality of the data. It also remains the case the recording of CFs varies between Police Forces. In 2009, there were around 2.1 CFs per accident for Scotland; varying between 1.5 and 2.6 between Forces. In addition, while most Police Forces' CFs are allocated by the reporting officer, in one Force they are allocated by a small team of specialist crash investigators. It may be that a higher degree of accuracy exists for fatal and serious accidents than for slight accidents, as the former may be attended by more experienced road policing officers.

B7. On introduction inconsistencies arose between the CF code and the Type of Participant code (around 3-4% in 2005). The most frequent problem was the combination of the CF code for pedestrian failed to look properly with the Type of Participant code for a Vehicle. In such cases, it wasn't possible to deduce (from the data) which was incorrect. Since then additional quality assurance was introduced leading to an improvement in quality (currently around 1% of cases).

B8. There may be other changes in some of the patterns of the reporting of CFs, as a result of such discussions, the introduction of additional computer cross-checks of the data, Police Forces' increasing experience of the collection and recording of such information, and the use of the data by the Police, local authorities and central government.

Table M: Contributory Factors: Reported accidents[1,2] by severity, 2018

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Road environment contributed [4]	**11**	*7*	**157**	*12*	**677**	*17*	**845**	*15*
Poor or defective road surface	2	*1*	14	*1*	33	*1*	49	*1*
Deposit on road (eg oil, mud, chippings)	1	*1*	21	*2*	47	*1*	69	*1*
Slippery road (due to weather)	3	*2*	81	*6*	445	*11*	529	*10*
Inadequate/masked signs or road markings	1	*1*	8	*1*	31	*1*	40	*1*
Defective traffic signals	0	*0*	0	*0*	3	*0*	3	*0*
Traffic calming (eg road humps, chicanes	0	*0*	1	*0*	5	*0*	6	*0*
Temporary road layout (eg contraflow)	0	*0*	4	*0*	11	*0*	15	*0*
Road layout (eg bend, hill, narrow c-way	4	*3*	31	*2*	114	*3*	149	*3*
Animal or other object in carriageway	2	*1*	11	*1*	64	*2*	77	*1*
Sunken,raised or slippery inspection cover	0	*0*	0	*0*	2	*0*	2	*0*
Vehicle defects [4]	**4**	*3*	**23**	*2*	**56**	*1*	**83**	*2*
Tyres illegal, defective or under-inflated	1	*1*	10	*1*	19	*0*	30	*1*
Defective lights or indicators	1	*1*	4	*0*	5	*0*	10	*0*
Defective brakes	2	*1*	5	*0*	20	*0*	27	*0*
Defective steering or suspension	0	*0*	4	*0*	7	*0*	11	*0*
Overloaded or poorly loaded vehicle/trai	1	*1*	1	*0*	5	*0*	7	*0*
Injudicious action (driver/rider) [4]	**31**	*21*	**216**	*17*	**741**	*18*	**988**	*18*
Disobeyed automatic traffic signal	2	*1*	13	*1*	60	*1*	75	*1*
Disobeyed Give Way or Stop sign or marki	2	*1*	21	*2*	106	*3*	129	*2*
Disobeyed double white line	1	*1*	3	*0*	7	*0*	11	*0*
Disobeyed pedestrian crossing facility	0	*0*	6	*0*	11	*0*	17	*0*
Illegal turn or direction of travel	1	*1*	6	*0*	26	*1*	33	*1*
Exceeding speed limit	16	*11*	63	*5*	147	*4*	226	*4*
Travelling too fast for the conditions	8	*5*	82	*6*	267	*7*	357	*6*
Following too close	1	*1*	30	*2*	196	*5*	227	*4*
Vehicle travelling along pavement	1	*1*	6	*0*	6	*0*	13	*0*
Cyclist entering road from pavement	0	*0*	10	*1*	21	*1*	31	*1*
Driver/rider error or reaction [4]	**98**	*66*	**806**	*63*	**2,690**	*66*	**3,594**	*65*
Junction overshoot	0	*0*	23	*2*	102	*3*	125	*2*
Junction restart	1	*1*	3	*0*	18	*0*	22	*0*
Poor turn or manoeuvre	17	*11*	169	*13*	469	*12*	655	*12*
Failed to signal / misleading signal	1	*1*	14	*1*	54	*1*	69	*1*
Failed to look properly (D/R)	35	*24*	397	*31*	1,343	*33*	1,775	*32*
Failed to judge other pers path/speed (D/R)	17	*11*	212	*17*	779	*19*	1,008	*18*
Too close to cyclist,horse or pedestrian	2	*1*	20	*2*	35	*1*	57	*1*
Sudden braking	2	*1*	34	*3*	215	*5*	251	*5*
Swerved	6	*4*	57	*4*	142	*3*	205	*4*
Loss of control	46	*31*	223	*17*	529	*13*	798	*15*
Impairment or distraction (driver/rider) [4]	**38**	*26*	**169**	*13*	**469**	*12*	**676**	*12*
Impaired by alcohol (D/R)	5	*3*	54	*4*	127	*3*	186	*3*
Impaired by drugs (illicit/medicinal) (D/R)	6	*4*	13	*1*	54	*1*	73	*1*
Fatigue	9	*6*	36	*3*	66	*2*	111	*2*
Uncorrected defective eyesight	0	*0*	3	*0*	5	*0*	8	*0*
Illness or disability (mental/physic) (D/R)	13	*9*	31	*2*	77	*2*	121	*2*
Not display lights at night / in poor vi	1	*1*	2	*0*	11	*0*	14	*0*
Cyclist wearing dark clothing at night	0	*0*	5	*0*	33	*1*	38	*1*
Driver using mobile phone	5	*3*	1	*0*	11	*0*	17	*0*
Distraction in vehicle	8	*5*	29	*2*	88	*2*	125	*2*
Distraction outside vehicle	1	*1*	21	*2*	61	*1*	83	*2*
Behaviour or inexperience (driver/rider) [4]	**44**	*30*	**300**	*24*	**837**	*21*	**1,181**	*21*
Aggressive driving	13	*9*	35	*3*	82	*2*	130	*2*
Careless / reckless /in a hurry (D/R)	25	*17*	205	*16*	612	*15*	842	*15*
Nervous / uncertain / panic	0	*0*	15	*1*	65	*2*	80	*1*
Driving too slow for condits / slow vehi	0	*0*	4	*0*	5	*0*	9	*0*
Inexperienced or learner driver/rider	7	*5*	42	*3*	108	*3*	157	*3*
Inexperience of driving on the left	4	*3*	21	*2*	27	*1*	52	*1*
Inexperience with type of vehicle	7	*5*	13	*1*	25	*1*	45	*1*

Contributory factor reported in accident	Fatal		Serious		Slight		All accidents	
	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]
Vision affected [4]	**13**	*9*	**130**	*10*	**420**	*10*	**563**	*10*
Stationary or parked vehicle	2	*1*	28	*2*	104	*3*	134	*2*
Vegetation	2	*1*	4	*0*	12	*0*	18	*0*
Road layout (eg bend, winding rd, hill c	2	*1*	14	*1*	47	*1*	63	*1*
Buildings, road signs, street furniture	1	*1*	4	*0*	18	*0*	23	*0*
Dazzling headlights	1	*1*	5	*0*	17	*0*	23	*0*
Dazzling sun	2	*1*	43	*3*	133	*3*	178	*3*
Rain, sleet, snow or fog	0	*0*	29	*2*	100	*2*	129	*2*
Spray from other vehicles	0	*0*	1	*0*	2	*0*	3	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	0	*0*	2	*0*	2	*0*
Vehicle blind spot	3	*2*	15	*1*	28	*1*	46	*1*
Pedestrian only [4]	**27**	*18*	**257**	*20*	**485**	*12*	**769**	*14*
Crossed road masked by stationary/parked	3	*2*	49	*4*	82	*2*	134	*2*
Pedestrian failed to look properly	5	*3*	181	*14*	342	*8*	528	*10*
Ped. failed to judge vehicles path or sp	4	*3*	60	*5*	91	*2*	155	*3*
Wrong use of pedestrian crossing facility	3	*2*	22	*2*	36	*1*	61	*1*
Dangerous action in carriageway (eg playing)	6	*4*	19	*1*	35	*1*	60	*1*
Pedestrian impaired by alcohol	9	*6*	37	*3*	66	*2*	112	*2*
Ped. impaired by drugs (illicit/medicina	3	*2*	10	*1*	13	*0*	26	*0*
Ped. careless / reckless /in a hurry	3	*2*	62	*5*	140	*3*	205	*4*
Pedestrian wearing dark clothing at nigh	12	*8*	34	*3*	37	*1*	83	*2*
Ped. disability or illness, mental/physical	1	*1*	14	*1*	9	*0*	24	*0*
Special codes [4]	**7**	*5*	**46**	*4*	**148**	*4*	**201**	*4*
Stolen vehicle	2	*1*	7	*1*	24	*1*	33	*1*
Vehicle in course of crime	3	*2*	4	*0*	25	*1*	32	*1*
Emergency vehicle on call	0	*0*	3	*0*	17	*0*	20	*0*
Vehicle door opened or closed negligentl	0	*0*	2	*0*	6	*0*	8	*0*
Other	4	*3*	30	*2*	83	*2*	117	*2*
Total reported accidents[1]	148		1,276		4,074		5,498	*100*
Number of Contributory Factors [5]	360		2,850		8,504		11,714	
Average number of CFs per accident [1,5]	2.4		2.2		2.1		2.1	

[1] Includes only accidents where a police officer attended the scene.

[2] Includes only one count of a CF per accident.

[3] Columns won't sum to 100 per cent as accidents can have more than one CF.

[4] Accidents with more than one CF in a category are only counted once in the category total.

[5] Includes all contributory factors e.g. if two cars are involved in the same accident and both are exceeding the speed limit this would count as 2 CFs.

Table N: Contributory factors: Reported Accidents: 2014-2018 comparison[1]

Contributory factor reported in accident[2]	2014		2015		2016		2017		2018	
	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]
Failed to look properly (D/R)	2,199	*30*	2,198	*31*	2,342	*33*	1,956	*32*	1,775	*32*
Failed to judge other pers path/speed (D/R)	1,414	*19*	1,374	*19*	1,341	*19*	1,175	*19*	1,008	*18*
Careless / reckless /in a hurry (D/R)	861	*12*	966	*14*	1,130	*16*	907	*15*	842	*15*
Loss of control	1,261	*17*	1,176	*16*	1,076	*15*	910	*15*	798	*15*
Poor turn or manoeuvre	837	*11*	875	*12*	800	*11*	709	*12*	655	*12*
Slippery road (due to weather)	890	*12*	910	*13*	729	*10*	604	*10*	529	*10*
Pedestrian failed to look properly	690	*9*	677	*9*	668	*9*	562	*9*	528	*10*
Travelling too fast for the conditions	596	*8*	549	*8*	512	*7*	417	*7*	357	*6*
Sudden braking	388	*5*	357	*5*	324	*5*	271	*4*	251	*5*
Following too close	325	*4*	327	*5*	342	*5*	231	*4*	227	*4*
Total reported accidents[1]	7,338	***100***	7,138	***100***	7,074	***100***	6,083	***100***	5,498	***100***

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2. Includes only the ten most frequently reported contributory factor citied in 2018. Factors not shown may also have been reported.

3. Columns won't sum to 100 per cent as accidents can have more than one CF

Table O: Contributory factors: vehicles [1], 2018

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**13**	***3***	**101**	***17***	**628**	***8***	**11**	***4***	**76**	***8***	**8**	***6***	**837**	***9***
Poor or defective road surface	3	*1*	18	*3*	25	*0*	0	*0*	1	*0*	0	*0*	47	*0*
Deposit on road (eg oil, mud, chippings)	0	*0*	23	*4*	46	*1*	0	*0*	2	*0*	0	*0*	71	*1*
Slippery road (due to weather)	6	*1*	44	*7*	444	*6*	2	*1*	50	*5*	5	*4*	551	*6*
Inadequate/masked signs or road markings	0	*0*	2	*0*	35	*0*	2	*1*	3	*0*	1	*1*	43	*0*
Defective traffic signals	0	*0*	0	*0*	3	*0*	0	*0*	0	*0*	0	*0*	3	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	8	*0*	0	*0*	0	*0*	0	*0*	8	*0*
Temporary road layout (eg contraflow)	0	*0*	1	*0*	10	*0*	0	*0*	4	*0*	0	*0*	15	*0*
Road layout (eg bend, hill, narrow c-way	4	*1*	16	*3*	118	*2*	6	*2*	18	*2*	3	*2*	165	*2*
Animal or other object in carriageway	0	*0*	10	*2*	56	*1*	1	*0*	9	*1*	0	*0*	76	*1*
Sunken,raised or slippery inspection cover	0	*0*	0	*0*	1	*0*	0	*0*	1	*0*	0	*0*	2	*0*
		0		*0*		*0*		*0*		*0*		*0*		*0*
Vehicle defects [3]	**11**	***2***	**4**	***1***	**51**	***1***	**2**	***1***	**13**	*1*	**2**	***2***	**83**	***1***
Tyres illegal, defective or under-inflated	1	*0*	1	*0*	21	*0*	0	*0*	6	*1*	1	*1*	30	*0*
Defective lights or indicators	3	*1*	2	*0*	5	*0*	0	*0*	0	*0*	0	*0*	10	*0*
Defective brakes	6	*1*	1	*0*	18	*0*	0	*0*	2	*0*	0	*0*	27	*0*
Defective steering or suspension	1	*0*	0	*0*	8	*0*	2	*1*	0	*0*	0	*0*	11	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	0	*0*	1	*0*	0	*0*	5	*1*	1	*1*	7	*0*
Injudicious action (driver/rider) [3]	**50**	***10***	**66**	***11***	**771**	***10***	**12**	***5***	**83**	***9***	**6**	***5***	**988**	***10***
Disobeyed automatic traffic signal	5	*1*	2	*0*	63	*1*	1	*0*	7	*1*	2	*2*	80	*1*
Disobeyed Give Way or Stop sign or marki	4	*1*	0	*0*	110	*1*	0	*0*	14	*2*	1	*1*	129	*1*
Disobeyed double white line	0	*0*	0	*0*	7	*0*	0	*0*	4	*0*	0	*0*	11	*0*
Disobeyed pedestrian crossing facility	1	*0*	0	*0*	15	*0*	0	*0*	1	*0*	0	*0*	17	*0*
Illegal turn or direction of travel	3	*1*	0	*0*	28	*0*	0	*0*	3	*0*	0	*0*	34	*0*
Exceeding speed limit	0	*0*	28	*5*	191	*3*	0	*0*	8	*1*	0	*0*	227	*2*
Travelling too fast for the conditions	7	*1*	25	*4*	305	*4*	0	*0*	29	*3*	1	*1*	367	*4*
Following too close	4	*1*	19	*3*	187	*3*	10	*4*	25	*3*	2	*2*	247	*3*
Vehicle travelling along pavement	0	*0*	1	*0*	8	*0*	1	*0*	2	*0*	1	*1*	13	*0*
Cyclist entering road from pavement	28	*6*	0	*0*	3	*0*	0	*0*	0	*0*	0	*0*	31	*0*
Driver/rider error or reaction [3]	**128**	***26***	**249**	***41***	**2,771**	***37***	**64**	***25***	**333**	***36***	**37**	***29***	**3,582**	***36***
Junction overshoot	5	*1*	6	*1*	104	*1*	1	*0*	7	*1*	3	*2*	126	*1*
Junction restart	0	*0*	3	*0*	18	*0*	0	*0*	1	*0*	0	*0*	22	*0*
Poor turn or manoeuvre	17	*4*	56	*9*	507	*7*	10	*4*	66	*7*	9	*7*	665	*7*
Failed to signal / misleading signal	4	*1*	3	*0*	53	*1*	1	*0*	7	*1*	2	*2*	70	*1*
Failed to look properly (D/R)	93	*19*	74	*12*	1,426	*19*	27	*11*	179	*20*	18	*14*	1,817	*18*
Failed to judge other pers path/speed (D/R)	34	*7*	58	*10*	824	*11*	15	*6*	121	*13*	12	*9*	1,064	*11*
Too close to cyclist,horse or pedestrian	0	*0*	1	*0*	39	*1*	2	*1*	12	*1*	2	*2*	56	*1*
Sudden braking	3	*1*	32	*5*	185	*2*	23	*9*	20	*2*	1	*1*	264	*3*
Swerved	10	*2*	18	*3*	159	*2*	2	*1*	14	*2*	1	*1*	204	*2*
Loss of control	21	*4*	115	*19*	618	*8*	3	*1*	38	*4*	5	*4*	800	*8*
Impairment or distraction (driver/rider) [3]	**36**	***7***	**22**	***4***	**533**	***7***	**8**	***3***	**59**	***6***	**3**	***2***	**661**	***7***
Impaired by alcohol (D/R)	2	*0*	6	*1*	157	*2*	0	*0*	14	*2*	0	*0*	179	*2*
Impaired by drugs (illicit/medicinal) (D/R)	4	*1*	2	*0*	65	*1*	0	*0*	1	*0*	0	*0*	72	*1*
Fatigue	2	*0*	1	*0*	87	*1*	1	*0*	20	*2*	0	*0*	111	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	7	*0*	0	*0*	0	*0*	0	*0*	7	*0*
Illness or disability (mental/physic) (D/R)	1	*0*	2	*0*	103	*1*	3	*1*	6	*1*	1	*1*	116	*1*
Not display lights at night / in poor vi	10	*2*	1	*0*	1	*0*	0	*0*	0	*0*	0	*0*	12	*0*
Cyclist wearing dark clothing at night	28	*6*	6	*1*	2	*0*	0	*0*	0	*0*	0	*0*	36	*0*
Driver using mobile phone	0	*0*	0	*0*	14	*0*	0	*0*	2	*0*	1	*1*	17	*0*
Distraction in vehicle	0	*0*	1	*0*	108	*1*	1	*0*	14	*2*	1	*1*	125	*1*
Distraction outside vehicle	0	*0*	5	*1*	66	*1*	3	*1*	14	*2*	0	*0*	88	*1*
Behaviour or inexperience (driver/rider) [3]	**33**	***7***	**95**	***16***	**932**	***13***	**22**	***9***	**87**	***9***	**10**	***8***	**1,179**	***12***
Aggressive driving	0	*0*	8	*1*	112	*2*	2	*1*	8	*1*	0	*0*	130	*1*
Careless / reckless /in a hurry (D/R)	30	*6*	38	*6*	681	*9*	17	*7*	74	*8*	8	*6*	848	*9*
Nervous / uncertain / panic	2	*0*	9	*1*	68	*1*	0	*0*	1	*0*	1	*1*	81	*1*
Driving too slow for condits / slow vehi	0	*0*	2	*0*	6	*0*	0	*0*	1	*0*	0	*0*	9	*0*
Inexperienced or learner driver/rider	2	*0*	28	*5*	122	*2*	1	*0*	2	*0*	2	*2*	157	*2*
Inexperience of driving on the left	1	*0*	10	*2*	35	*0*	3	*1*	3	*0*	0	*0*	52	*1*
Inexperience with type of vehicle	1	*0*	13	*2*	26	*0*	2	*1*	3	*0*	0	*0*	45	*0*
Vision affected [3]	**15**	***3***	**19**	***3***	**444**	***6***	**11**	***4***	**56**	***6***	**9**	***7***	**554**	***6***
Stationary or parked vehicle	8	*2*	0	*0*	117	*2*	2	*1*	12	*1*	2	*2*	141	*1*
Vegetation	0	*0*	1	*0*	13	*0*	0	*0*	2	*0*	1	*1*	17	*0*
Road layout (eg bend, winding rd, hill c	2	*0*	8	*1*	46	*1*	3	*1*	7	*1*	2	*2*	68	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	19	*0*	1	*0*	3	*0*	0	*0*	23	*0*
Dazzling headlights	0	*0*	1	*0*	21	*0*	0	*0*	1	*0*	0	*0*	23	*0*
Dazzling sun	2	*0*	4	*1*	151	*2*	1	*0*	24	*3*	0	*0*	182	*2*
Rain, sleet, snow or fog	4	*1*	7	*1*	112	*2*	2	*1*	6	*1*	3	*2*	134	*1*
Spray from other vehicles	0	*0*	0	*0*	2	*0*	0	*0*	0	*0*	1	*1*	3	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	0	*0*	2	*0*	0	*0*	0	*0*	0	*0*	2	*0*
Vehicle blind spot	2	*0*	3	*0*	27	*0*	4	*2*	10	*1*	1	*1*	47	*0*
Special codes [3]	**3**	***1***	**10**	***2***	**117**	***2***	**2**	***1***	**19**	***2***	**5**	***4***	**156**	***2***
Stolen vehicle	1	*0*	4	*1*	25	*0*	0	*0*	3	*0*	0	*0*	33	*0*
Vehicle in course of crime	0	*0*	1	*0*	28	*0*	0	*0*	3	*0*	0	*0*	32	*0*
Emergency vehicle on call	0	*0*	0	*0*	13	*0*	0	*0*	4	*0*	2	*2*	19	*0*
Vehicle door opened or closed negligentl	0	*0*	0	*0*	5	*0*	0	*0*	1	*0*	0	*0*	6	*0*
Other	2	*0*	7	*1*	56	*1*	2	*1*	8	*1*	3	*2*	78	*1*
Number of vehicle Contributory Factors [2]	**367**		**727**		**7,946**		**157**		**906**		**100**		**10,203**	
Total number of vehicles involved	484	100%	607	100%	7,454	100%	251	100%	916	100%	129	100%	9,841	100%
Average number of CFs per vehicle	0.76		1.20		1.07		0.63		0.99		0.78		1.04	

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2. Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle.

3. Vehicles with more than one CF in a category are only counted once in the category total.

Table P: Contributory factors: pedestrians [1,2], 2018

	Number	%
Pedestrian failed to look properly	525	*51*
Ped. careless / reckless /in a hurry	205	*20*
Ped. failed to judge vehicles path or sp	151	*15*
Crossed road masked by stationary/parked	136	*13*
Pedestrian impaired by alcohol	111	*11*
Pedestrian wearing dark clothing at nigh	83	*8*
Wrong use of pedestrian crossing facility	62	*6*
Dangerous action in carriageway (eg playing)	60	*6*
Ped. impaired by drugs (illicit/medicina	26	*3*
Ped. disability or illness, mental/physical	23	*2*
All	1,382	
Number of Contributory Factors [3]	1,382	
Total number of pedestrians involved[1]	1,025	
Average number of CFs per pedestrian	1.35	

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.
2. Includes pedestrians injured and non injured in the accident
3. Excludes pedestrians incorrectly attributed a vehicle factor or special code

Table Q: Most common pairs of contributory factors reported together [1], 2018

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	461
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	284
Poor turn or manoeuvre	Failed to look properly (D/R)	282
Slippery road (due to weather)	Loss of control	152
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	140
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	129
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	127
Travelling too fast for the conditions	Loss of control	122
Slippery road (due to weather)	Travelling too fast for the conditions	116
Loss of control	Careless / reckless /in a hurry (D/R)	116
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	105
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	102
Crossed road masked by stationary/parked	Pedestrian failed to look properly	102

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

NOTE: the basis upon which the combinations are produced is described in the text.
However, an additional example may be helpful.
Suppose that the "defective brakes" CF has been allocated to participant A,
the "failed to look properly" CF has been allocated to two participants A and B, and
the "failed to judge other person's path/speed" CF has been allocated to participants A, B and C,
The following combinations of CFs would be allocated to the same participant:

A defective brakes + A failed to look …
A defective brakes + A failed to judge …
A failed to look ... + A failed to judge …
B failed to look ... + B failed to judge …

Table R: Contributory factors: Casualties in reported accidents - fatalities [1], 2018

	Person who was killed						as a % of all fatalities
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	0	2	0	0	2	*1*
Deposit on road (eg oil, mud, chippings)	0	0	0	1	0	1	*1*
Slippery road (due to weather)	0	0	1	2	0	3	*2*
Inadequate/masked signs or road markings	0	0	0	0	1	1	*1*
Road layout (eg bend, hill, narrow c-way	0	1	1	1	1	4	*3*
Animal or other object in carriageway	0	0	1	1	0	2	*1*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	1	0	0	1	*1*
Defective lights or indicators	1	0	0	0	0	1	*1*
Defective brakes	1	0	0	1	0	2	*1*
Overloaded or poorly loaded vehicle/trai	0	0	0	1	0	1	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	1	1	0	0	0	2	*1*
Disobeyed Give Way or Stop sign or marki	0	0	0	4	0	4	*3*
Disobeyed double white line	0	0	0	0	1	1	*1*
Illegal turn or direction of travel	0	0	0	1	0	1	*1*
Exceeding speed limit	2	0	7	7	0	16	*10*
Travelling too fast for the conditions	0	1	1	6	0	8	*5*
Following too close	0	0	0	0	1	1	*1*
Vehicle travelling along pavement	0	0	0	1	0	1	*1*
Driver/rider error or reaction							
Junction restart	0	0	0	1	0	1	*1*
Poor turn or manoeuvre	1	0	5	9	4	19	*12*
Failed to signal / misleading signal	0	0	0	1	0	1	*1*
Failed to look properly (D/R)	14	2	8	9	2	35	*22*
Failed to judge other pers path/speed (D/R)	4	1	5	6	1	17	*11*
Too close to cyclist,horse or pedestrian	1	1	0	0	0	2	*1*
Sudden braking	0	0	1	0	1	2	*1*
Swerved	0	0	0	6	0	6	*4*
Loss of control	1	2	17	26	1	47	*29*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	0	0	1	5	0	6	*4*
Impaired by drugs (illicit/medicinal) (D/R)	0	0	2	3	1	6	*4*
Fatigue	0	0	1	9	4	14	*9*
Illness or disability (mental/physic) (D/R)	0	0	0	15	0	15	*9*
Not display lights at night / in poor vi	1	0	0	0	0	1	*1*
Driver using mobile phone	0	0	0	4	1	5	*3*
Distraction in vehicle	2	0	1	6	0	9	*6*
Distraction outside vehicle	1	0	0	0	0	1	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	1	0	2	10	0	13	*8*
Careless / reckless /in a hurry (D/R)	2	0	7	15	5	29	*18*
Inexperienced or learner driver/rider	2	0	1	5	0	8	*5*
Inexperience of driving on the left	0	0	2	4	2	8	*5*
Inexperience with type of vehicle	1	0	3	3	0	7	*4*
Vision affected							
Stationary or parked vehicle	1	0	0	0	1	2	*1*
Vegetation	1	0	0	1	0	2	*1*
Road layout (eg bend, winding rd, hill c	0	1	0	1	0	2	*1*
Buildings, road signs, street furniture	1	0	0	0	0	1	*1*
Dazzling headlights	1	0	0	0	0	1	*1*
Dazzling sun	1	0	1	0	0	2	*1*
Vehicle blind spot	3	0	0	0	0	3	*2*
Pedestrian only							
Crossed road masked by stationary/parked	3	0	0	0	0	3	*2*
Pedestrian failed to look properly	5	0	0	0	0	5	*3*
Ped. failed to judge vehicles path or sp	4	0	0	0	0	4	*3*
Wrong use of pedestrian crossing facility	3	0	0	0	0	3	*2*
Dangerous action in carriageway (eg playing)	5	1	0	0	0	6	*4*
Pedestrian impaired by alcohol	8	1	0	0	0	9	*6*
Ped. impaired by drugs (illicit/medicina	3	0	0	0	0	3	*2*
Ped. careless / reckless /in a hurry	2	0	0	1	0	3	*2*
Pedestrian wearing dark clothing at nigh	11	1	0	0	0	12	*8*
Ped. disability or illness, mental/physical	1	0	0	0	0	1	*1*
Special codes							
Stolen vehicle	1	0	1	0	0	2	*1*
Total Road fatalities	34	6	33	76	11	**160**	100%

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

NB: As described in the text, an accident will be counted once for each combination of CF (excluding "repeats") and death. For example, an accident with four different CFs and three deaths would be counted twelve times in this table - each death would be counted against the first CF, then against the second CF, and so on. As a result, the percentages would total far more than 100%. However, "repeats" are excluded: if the same CF applies to two different participants, each death will be counted only once against that CF.

Table S: Contributory factors: Casualties in reported accidents - seriously injured [1], 2018

	Person who was seriously injured						as a % of all seriously injured casualties
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	2	10	3	0	**15**	*1*
Deposit on road (eg oil, mud, chippings)	0	0	13	8	0	**21**	*1*
Slippery road (due to weather)	5	3	16	63	6	**93**	*6*
Inadequate/masked signs or road markings	1	0	2	3	2	**8**	*1*
Traffic calming (eg road humps, chicanes	0	0	0	1	0	**1**	*0*
Temporary road layout (eg contraflow)	0	0	0	3	1	**4**	*0*
Road layout (eg bend, hill, narrow c-way	2	3	12	18	3	**38**	*3*
Animal or other object in carriageway	0	0	5	8	0	**13**	*1*
Vehicle defects							
Tyres illegal, defective or under-inflated	1	0	0	14	1	**16**	*1*
Defective lights or indicators	1	2	1	0	0	**4**	*0*
Defective brakes	2	2	1	0	0	**5**	*0*
Defective steering or suspension	1	1	0	1	7	**10**	*1*
Overloaded or poorly loaded vehicle/trai	0	0	0	0	1	**1**	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	3	0	2	10	1	**16**	*1*
Disobeyed Give Way or Stop sign or marki	1	5	1	18	0	**25**	*2*
Disobeyed double white line	0	0	0	4	2	**6**	*0*
Disobeyed pedestrian crossing facility	4	0	0	1	1	**6**	*0*
Illegal turn or direction of travel	1	0	0	10	1	**12**	*1*
Exceeding speed limit	4	1	18	60	4	**87**	*6*
Travelling too fast for the conditions	2	2	19	75	7	**105**	*7*
Following too close	0	3	8	14	5	**30**	*2*
Vehicle travelling along pavement	6	0	1	0	0	**7**	*0*
Cyclist entering road from pavement	0	10	0	0	0	**10**	*1*
Driver/rider error or reaction							
Junction overshoot	0	3	3	19	1	**26**	*2*
Junction restart	0	0	3	0	0	**3**	*0*
Poor turn or manoeuvre	18	23	55	86	9	**191**	*13*
Failed to signal / misleading signal	0	2	6	7	0	**15**	*1*
Failed to look properly (D/R)	78	77	106	167	19	**447**	*30*
Failed to judge other pers path/speed (D/R)	16	39	61	114	14	**244**	*16*
Too close to cyclist,horse or pedestrian	5	12	1	3	1	**22**	*1*
Sudden braking	0	3	20	6	5	**34**	*2*
Swerved	2	4	13	45	7	**71**	*5*
Loss of control	13	10	62	188	16	**289**	*19*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	7	3	4	45	5	**64**	*4*
Impaired by drugs (illicit/medicinal) (D/R)	0	1	1	20	1	**23**	*2*
Fatigue	0	0	1	46	9	**56**	*4*
Uncorrected defective eyesight	3	0	0	0	0	**3**	*0*
Illness or disability (mental/physic) (D/R)	1	0	3	33	3	**40**	*3*
Not display lights at night / in poor vi	0	1	1	0	0	**2**	*0*
Cyclist wearing dark clothing at night	0	2	3	0	0	**5**	*0*
Driver using mobile phone	0	0	0	9	0	**9**	*1*
Distraction in vehicle	3	2	1	38	2	**46**	*3*
Distraction outside vehicle	7	2	1	9	2	**21**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	12	1	5	28	3	**49**	*3*
Careless / reckless /in a hurry (D/R)	34	27	32	144	19	**256**	*17*
Nervous / uncertain / panic	1	1	6	8	0	**16**	*1*
Driving too slow for condits / slow vehi	1	0	1	3	0	**5**	*0*
Inexperienced or learner driver/rider	6	4	16	22	2	**50**	*3*
Inexperience of driving on the left	0	1	11	12	5	**29**	*2*
Inexperience with type of vehicle	1	1	7	7	1	**17**	
Vision affected							
Stationary or parked vehicle	15	4	5	5	0	**29**	*2*
Vegetation	0	1	1	1	1	**4**	*0*
Road layout (eg bend, winding rd, hill c	2	1	6	5	1	**15**	*1*
Buildings, road signs, street furniture	1	1	0	1	1	**4**	*0*
Dazzling headlights	1	0	1	3	0	**5**	*0*
Dazzling sun	6	14	6	19	0	**45**	*3*
Rain, sleet, snow or fog	9	2	5	18	3	**37**	*2*
Spray from other vehicles	0	0	0	1	0	**1**	*0*
Vehicle blind spot	7	2	4	1	1	**15**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	49	1	0	0	0	**50**	*3*
Pedestrian failed to look properly	182	0	0	2	0	**184**	*12*
Ped. failed to judge vehicles path or sp	57	1	0	2	1	**61**	*4*
Wrong use of pedestrian crossing facility	23	0	0	0	0	**23**	*2*
Dangerous action in carriageway (eg playing)	19	0	0	0	0	**19**	*1*
Pedestrian impaired by alcohol	37	0	0	0	0	**37**	*2*
Ped. impaired by drugs (illicit/medicina	10	0	0	0	0	**10**	*1*
Ped. careless / reckless /in a hurry	65	0	0	0	0	**65**	*4*
Pedestrian wearing dark clothing at nigh	34	1	0	0	0	**35**	*2*
Ped. disability or illness, mental/physical	13	0	0	0	1	**14**	*1*
Special codes							
Stolen vehicle	1	0	1	7	0	**9**	*1*
Vehicle in course of crime	4	0	0	3	0	**7**	*0*
Emergency vehicle on call	1	0	1	0	1	**3**	*0*
Vehicle door opened or closed negligentl	0	0	0	1	1	**2**	*0*
Other	7	1	5	10	15	**38**	*3*
All serious injuries	329	128	272	656	102	**1,487**	100%

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

NB: As described in the text, an accident will be counted once for each combination of CF (excluding "repeats") and serious injury. For example, an accident with four different CFs and three serious injury would be counted twelve times in this table - each serious injury would be counted against the first CF, then against the second CF, and so on. As a result, the percentages would total far more than 100%. However, "repeats" are excluded: if the same CF applies to two different participants, each serious injury will be counted only once against that CF.

Table T: Contributory factors: ranked[1,2], 2018

Rank	Contributory Factor reported in each accident	Number			As a % of all contributory factors[1]
		Very likely	Possible	Total	
1	Failed to look properly (D/R)	1,373	450	1,823	16%
2	Failed to judge other pers path/speed (D/R)	725	343	1,068	9%
3	Careless / reckless /in a hurry (D/R)	594	256	850	7%
4	Loss of control	639	163	802	7%
5	Poor turn or manoeuvre	496	171	667	6%
6	Slippery road (due to weather)	406	149	555	5%
7	Pedestrian failed to look properly	440	93	533	5%
8	Travelling too fast for the conditions	183	185	368	3%
9	Sudden braking	164	100	264	2%
10	Following too close	122	125	247	2%
11	Exceeding speed limit	116	111	227	2%
12	Ped. careless / reckless /in a hurry	153	56	209	2%
13	Swerved	147	58	205	2%
14	Impaired by alcohol (D/R)	148	38	186	2%
15	Dazzling sun	118	66	184	2%
16	Road layout (eg bend, hill, narrow c-way	105	62	167	1%
17	Inexperienced or learner driver/rider	100	57	157	1%
18	Ped. failed to judge vehicles path or sp	102	54	156	1%
19	Stationary or parked vehicle	96	50	146	1%
20	Crossed road masked by stationary/parked	125	12	137	1%
21	Rain, sleet, snow or fog	81	55	136	1%
22	Aggressive driving	104	27	131	1%
23	Disobeyed Give Way or Stop sign or marki	111	18	129	1%
24	Junction overshoot	91	35	126	1%
25	Distraction in vehicle	45	80	125	1%
26	Other	86	36	122	1%
27	Illness or disability (mental/physic) (D/R)	63	58	121	1%
28	Pedestrian impaired by alcohol	92	20	112	1%
29	Fatigue	62	49	111	1%
30	Distraction outside vehicle	41	47	88	1%
31	Pedestrian wearing dark clothing at nigh	58	26	84	1%
32	Nervous / uncertain / panic	21	60	81	1%
33	Disobeyed automatic traffic signal	56	24	80	1%
34	Animal or other object in carriageway	47	32	79	1%
35	Impaired by drugs (illicit/medicinal) (D/R)	51	22	73	1%
36	Deposit on road (eg oil, mud, chippings)	50	21	71	1%
37	Failed to signal / misleading signal	32	38	70	1%
38	Road layout (eg bend, winding rd, hill c	35	34	69	1%
39	Wrong use of pedestrian crossing facility	52	10	62	1%
40	Dangerous action in carriageway (eg playing)	53	8	61	1%
41	Too close to cyclist,horse or pedestrian	41	16	57	0%
42	Inexperience of driving on the left	41	11	52	0%
43	Poor or defective road surface	31	18	49	0%
44	Vehicle blind spot	19	28	47	0%
45	Inexperience with type of vehicle	22	23	45	0%
46	Inadequate/masked signs or road markings	22	21	43	0%
47	Cyclist wearing dark clothing at night	21	17	38	0%
48	Illegal turn or direction of travel	29	5	34	0%
49	Stolen vehicle	28	5	33	0%
50	Vehicle in course of crime	30	2	32	0%
51	Cyclist entering road from pavement	28	3	31	0%
52	Tyres illegal, defective or under-inflated	16	14	30	0%
53	Defective brakes	7	20	27	0%
54	Ped. impaired by drugs (illicit/medicina	16	10	26	0%
55	Ped. disability or illness, mental/physical	11	13	24	0%
56	Buildings, road signs, street furniture	9	14	23	0%
57	Dazzling headlights	11	12	23	0%
58	Junction restart	18	4	22	0%
59	Emergency vehicle on call	16	4	20	0%
60	Vegetation	6	12	18	0%
61	Disobeyed pedestrian crossing facility	11	6	17	0%
62	Driver using mobile phone	4	13	17	0%
63	Temporary road layout (eg contraflow)	9	6	15	0%
64	Not display lights at night / in poor vi	11	3	14	0%
65	Vehicle travelling along pavement	10	3	13	0%
66	Defective steering or suspension	3	8	11	0%
67	Disobeyed double white line	11	.	11	0%
68	Defective lights or indicators	6	4	10	0%
69	Driving too slow for condits / slow vehi	3	6	9	0%
70	Uncorrected defective eyesight	3	5	8	0%
71	Vehicle door opened or closed negligentl	7	1	8	0%
72	Traffic calming (eg road humps, chicanes	7	1	8	0%
73	Overloaded or poorly loaded vehicle/trai	4	3	7	0%
74	Spray from other vehicles	1	2	3	0%
75	Defective traffic signals	2	1	3	0%
76	Sunken,raised or slippery inspection cover	2	.	2	0%
77	Visor/windscreen dirty/scratched/frosted	2	.	2	0%
	All	**8,101**	**3,613**	**11,714**	100%

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.
2. Includes all contributory factors reported, even where the same CF is assigned more than once to an accident (i.e. to more than one particpant). Therefore the total differs from earlier tables.
(D/R) indicates Driver/Rider

STATISTICAL TABLES

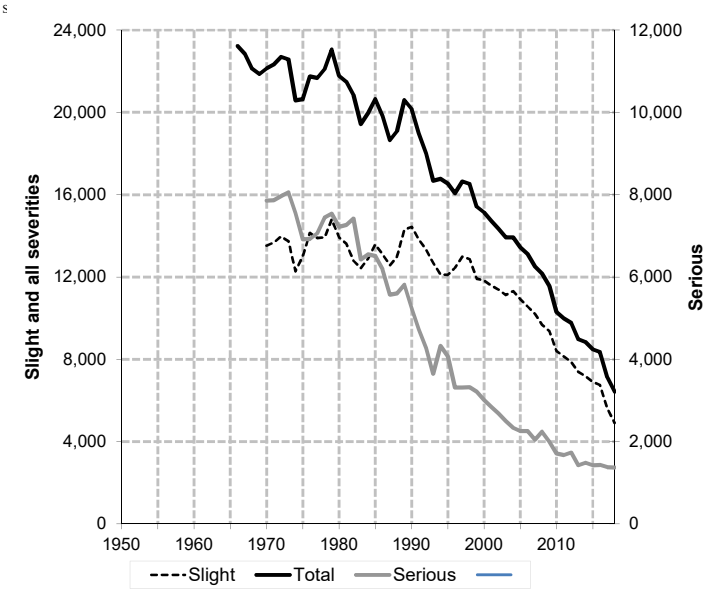
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2018

Year	Population	Vehicles licensed[1]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury accidents	Vehicles involved	Casualties
	Million	*Million*	*Thousand km*	*Million vehicle km*	*Million vehicle km*	*Number*	*Number*	*Number*
1953	5.100	..	..		..	..	..	18,343
1954	5.104	..	..		..	..	..	18,901
1955	**5.111**	**..**	**44.1**	**..**	**..**	**..**	**..**	**20,899**
1956	5.120	..	44.4	..	..	..	..	21,459
1957	5.125	..	44.6	..	..	..	..	21,417
1958	5.141	..	44.8	..	..	..	..	22,830
1959	5.163	..	45.0	..	..	..	..	25,011
1960	**5.178**	**..**	**45.2**	..	**..**	**..**	**..**	**26,315**
1961	5.184	..	45.4	..	..	..	..	27,362
1962	5.198	0.775	45.6	..	..	..	..	26,703
1963	5.205	0.836	45.8	..	..	..	..	27,728
1964	5.209	0.900	45.9	..	..	..	..	30,527
1965	**5.210**	**0.951**	**46.2**	**..**	**..**	**..**	**..**	**31,827**
1966	5.201	0.991	46.4	..	..	23,225	..	32,280
1967	5.198	1.035	46.4	..	..	22,838	..	31,760
1968	5.200	1.065	46.4	..	..	22,120	..	30,649
1969	5.208	1.106	47.0	..	..	21,863	31,885	31,056
1970	**5.214**	**1.124**	**47.2**	..	**..**	**22,133**	**33,430**	**31,240**
1971	5.236	1.135	47.5	..	..	22,332	32,165	31,194
1972	5.231	1.181	47.9	..	..	22,703	32,832	31,762
1973	5.234	1.252	48.0	..	..	22,580	32,951	31,404
1974	5.241	1.274	48.3	..	..	20,581	30,073	28,783
1975	**5.232**	**1.304**	**48.3**	**..**	**..**	**20,652**	**30,613**	**28,621**
1976	5.233	1.314	48.9	..	..	21,751	32,547	29,933
1977	5.226	..	48.9	..	..	21,678	32,893	29,783
1978	5.212	1.308	48.9	..	..	22,107	33,965	30,506
1979	5.204	1.353	49.3	..	..	23,064	35,512	31,387
1980	**5.193**	**1.398**	**49.4**	..	**..**	**21,788**	**33,626**	**29,286**
1981	5.180	1.397	50.0	..	..	21,485	33,311	28,766
1982	5.165	1.416	50.2	..	..	20,850	32,192	28,273
1983	5.148	1.448	50.4	..	..	19,434	29,918	25,224
1984	5.139	1.489	50.6	..	..	19,974	31,236	26,158
1985	**5.128**	**1.514**	**50.7**	**..**	**17,219**	**20,644**	**32,446**	**27,287**
1986	5.112	1.546	50.8	..	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	..	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	..	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	..	21,404	20,605	33,221	27,532
1990	**5.081**	**1.788**	**51.7**	..	**21,786**	**20,171**	**32,423**	**27,228**
1991	5.083	1.830	51.9	..	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	..	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	**5.104**	**1.910**	**52.8**	**36,736**	**23,987**	**16,534**	**27,232**	**22,194**
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	**5.063**	**2.188**	**53.9**	**39,561**	**25,937**	**15,132**	**25,557**	**20,518**
2001	5.064	2.262	54.1	40,065	26,342	14,724	24,872	19,911
2002	5.055	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.057	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.6	42,705	28,209	13,919	23,403	18,502
2005	**5.095**	**2.531**	**54.8**	**42,718**	**28,055**	**13,438**	**22,476**	**17,885**
2006	5.117	2.564	55.0	44,119	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.2	44,666	28,986	12,507	20,804	16,239
2008	5.169	2.665	55.3	44,470	28,810	12,159	20,220	15,592
2009	5.194	2.684	55.5	44,219	28,961	11,556	19,387	15,043
2010	**5.222**	**2.685**	**55.6**	**43,488**	**28,496**	**10,295**	**17,242**	**13,338**
2011	5.255	2.691	55.8	43,390	28,565	9,985	16,752	12,785
2012	5.314	2.717	55.9	43,549	28,853	9,777	16,530	12,712
2013	5.328	2.759	56.0	43,840	29,048	8,974	15,301	11,492
2014	5.348	2.821	56.1	44,839	29,446	8,833	15,290	11,302
2015	5.373	2.863	56.2	45,374	29,872	8,477	14,676	10,977
2016	5.405	2.919	56.2	46,459	30,848	8,354	14,751	10,897
2017	5.425	2.962	56.4	47,986	31,407	7,118	12,673	9,433
2018	5.438	2.991	56.3	48,137	31,541	6,423	11,399	8,411
2004-08 average	5.121	2.567	55.0	43,736	28,592	13,027	21,772	17,097
2014-2018 average	5.398	2.911	56.2	46,559	30,623	7,841	13,758	10,204
Per cent changes:								
2018 on 2017	0.2	1.0	-0.1	0.3	0.4	-9.8	-10.1	-10.8
2018 on 2004-08 ave	6.2	16.5	2.4	10.1	10.3	-50.7	-47.6	-50.8

1. Figures from 1993 onwards are on a different basis from those for previous years, due to a change in the source of the data.

Table 2(a): Reported accidents by severity,1950-2018



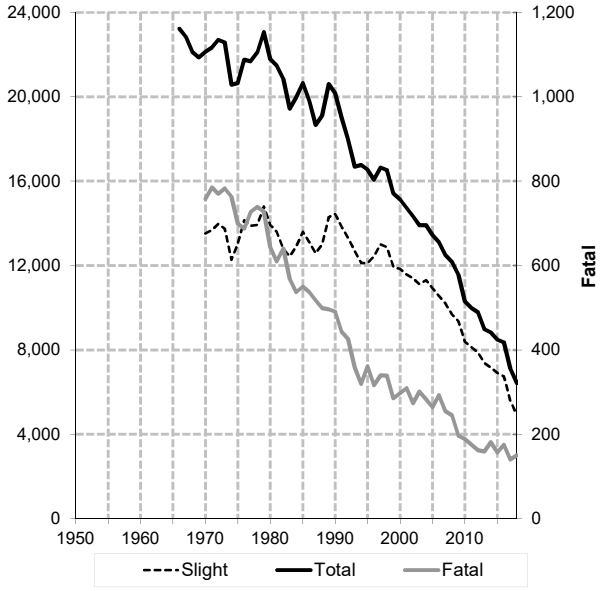
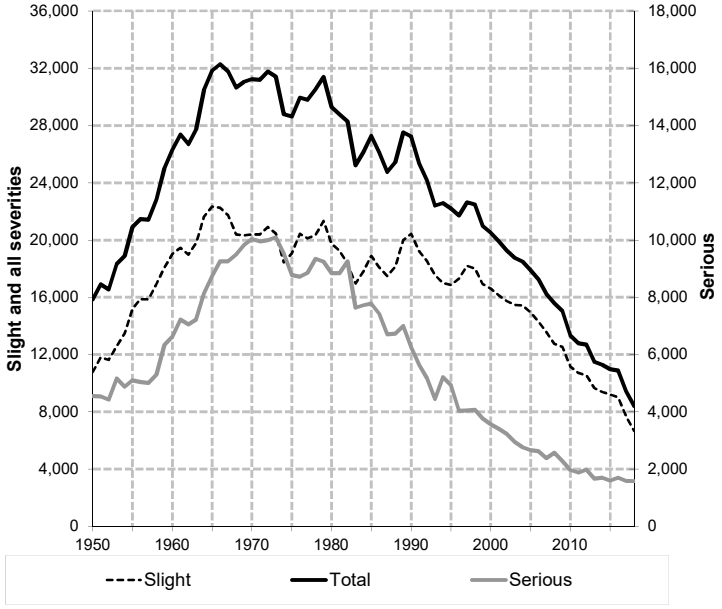
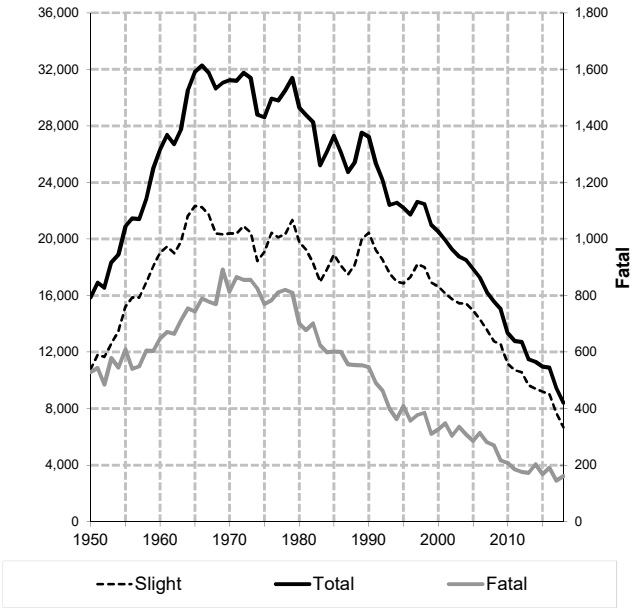


Table 2(b): Reported casualties by severity,1950-2018





Reported accidents and casualties by severity
Years: 1938 to 2018

	Accidents					Casualties				
Year	Fatal	Serious	Slight	Fatal & Serious	All Severities	Killed	Serious injury	Slight injury	Killed & Serious	All Severities
										numbers
1938	..	..	..	..	..	655	5,309	14,451	5,964	20,415
1947	..	..	..	..	..	554	..	..	..	14,655
1948	..	..	..	..	..	534	..	..	..	13,635
1949	..	..	..	..	..	535	..	..	..	14,706
1950	**..**	**..**	**..**	**..**	**..**	**529**	**4,553**	**10,774**	**5,082**	**15,856**
1951	..	..	..	..	..	544	4,545	11,806	5,089	16,895
1952	..	..	..	..	..	485	4,424	11,638	4,909	16,547
1953	..	..	..	..	..	579	5,170	12,594	5,749	18,343
1954	..	..	..	..	..	545	4,875	13,481	5,420	18,901
1955	**..**	**..**	**..**	**..**	**..**	**610**	**5,096**	**15,193**	**5,706**	**20,899**
1956	..	..	..	..	..	540	5,049	15,870	5,589	21,459
1957	..	..	..	..	..	550	5,006	15,861	5,556	21,417
1958	..	..	..	..	..	605	5,302	16,923	5,907	22,830
1959	..	..	..	..	..	604	6,336	18,071	6,940	25,011
1960	**..**	**..**	**..**	**..**	**..**	**648**	**6,632**	**19,035**	**7,280**	**26,315**
1961	..	..	..	..	..	671	7,228	19,463	7,899	27,362
1962	..	..	..	..	..	664	7,052	18,987	7,716	26,703
1963	..	..	..	..	..	712	7,227	19,789	7,939	27,728
1964	..	..	..	..	..	754	8,136	21,637	8,890	30,527
1965	**..**	**..**	**..**	**..**	**..**	**743**	**8,744**	**22,340**	**9,487**	**31,827**
1966	..	..	..	..	23,225	790	9,253	22,237	10,043	32,280
1967	..	..	..	..	22,838	778	9,258	21,724	10,036	31,760
1968	..	..	..	..	22,120	769	9,493	20,387	10,262	30,649
1969	..	..	..	..	21,863	892	9,831	20,333	10,723	31,056
1970	**758**	**7,860**	**13,515**	**8,618**	**22,133**	**815**	**10,027**	**20,398**	**10,842**	**31,240**
1971	785	7,867	13,680	8,652	22,332	866	9,947	20,381	10,813	31,194
1972	770	7,965	13,968	8,735	22,703	855	10,000	20,907	10,855	31,762
1973	783	8,056	13,741	8,839	22,580	855	10,094	20,455	10,949	31,404
1974	763	7,548	12,270	8,311	20,581	825	9,522	18,436	10,347	28,783
1975	**699**	**6,912**	**13,041**	**7,611**	**20,652**	**769**	**8,779**	**19,073**	**9,548**	**28,621**
1976	687	6,923	14,141	7,610	21,751	783	8,720	20,430	9,503	29,933
1977	727	7,063	13,888	7,790	21,678	811	8,850	20,122	9,661	29,783
1978	739	7,442	13,926	8,181	22,107	820	9,349	20,337	10,169	30,506
1979	728	7,536	14,800	8,264	23,064	810	9,241	21,336	10,051	31,387
1980	**644**	**7,218**	**13,926**	**7,862**	**21,788**	**700**	**8,839**	**19,747**	**9,539**	**29,286**
1981	610	7,265	13,610	7,875	21,485	677	8,840	19,249	9,517	28,766
1982	640	7,421	12,789	8,061	20,850	701	9,260	18,312	9,961	28,273
1983	568	6,429	12,437	6,997	19,434	624	7,633	16,967	8,257	25,224
1984	537	6,547	12,890	7,084	19,974	599	7,727	17,832	8,326	26,158
1985	**550**	**6,507**	**13,587**	**7,057**	**20,644**	**602**	**7,786**	**18,899**	**8,388**	**27,287**
1986	537	6,182	13,100	6,719	19,819	601	7,422	18,094	8,023	26,117
1987	517	5,568	12,572	6,085	18,657	556	6,707	17,485	7,263	24,748
1988	499	5,602	12,996	6,101	19,097	554	6,732	18,139	7,286	25,425
1989	496	5,814	14,295	6,310	20,605	553	6,998	19,981	7,551	27,532
1990	**491**	**5,237**	**14,443**	**5,728**	**20,171**	**546**	**6,252**	**20,430**	**6,798**	**27,228**
1991	443	4,724	13,837	5,167	19,004	491	5,638	19,217	6,129	25,346
1992	426	4,268	13,314	4,694	18,008	463	5,176	18,534	5,639	24,173
1993	359	3,651	12,675	4,010	16,685	399	4,454	17,561	4,853	22,414
1994	319	4,324	12,125	4,643	16,768	363	5,208	17,002	5,571	22,573
1995	**361**	**4,071**	**12,102**	**4,432**	**16,534**	**409**	**4,930**	**16,855**	**5,339**	**22,194**
1996	316	3,315	12,442	3,631	16,073	357	4,041	17,318	4,398	21,716
1997	340	3,312	12,994	3,652	16,646	377	4,047	18,205	4,424	22,629
1998	339	3,318	12,862	3,657	16,519	385	4,072	18,010	4,457	22,467
1999	285	3,209	11,921	3,494	15,415	310	3,765	16,927	4,075	21,002
2000	**297**	**3,007**	**11,828**	**3,304**	**15,132**	**326**	**3,568**	**16,624**	**3,894**	**20,518**
2001	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	2,331	11,305	2,614	13,919	308	2,766	15,428	3,074	18,502
2005	**264**	**2,252**	**10,922**	**2,516**	**13,438**	**286**	**2,666**	**14,933**	**2,952**	**17,885**
2006	293	2,257	10,560	2,550	13,110	314	2,635	14,320	2,949	17,269
2007	255	2,049	10,203	2,304	12,507	281	2,385	13,573	2,666	16,239
2008	245	2,242	9,672	2,487	12,159	270	2,575	12,747	2,845	15,592
2009	196	1,998	9,362	2,194	11,556	216	2,287	12,540	2,503	15,043
2010	**189**	**1,713**	**8,393**	**1,902**	**10,295**	**208**	**1,969**	**11,161**	**2,177**	**13,338**
2011	175	1,675	8,135	1,850	9,985	185	1,878	10,722	2,063	12,785
2012	162	1,736	7,879	1,898	9,777	176	1,981	10,555	2,157	12,712
2013	159	1,425	7,390	1,584	8,974	172	1,667	9,653	1,839	11,492
2014	181	1,488	7,164	1,669	8,833	203	1,701	9,398	1,904	11,302
2015	157	1,421	6,899	1,578	8,477	168	1,602	9,207	1,770	10,977
2016	175	1,432	6,747	1,607	8,354	191	1,697	9,009	1,888	10,897
2017	140	1,378	5,600	1,518	7,118	145	1,594	7,694	1,739	9,433
2018	150	1,369	4,904	1,519	6,423	161	1,582	6,668	1,743	8,411
2004-08 average	268	2,226	10,532	2,494	13,027	292	2,605	14,200	2,897	17,097
2014 to 2018 average	161	1,418	6,263	1,578	7,841	174	1,635	8,395	1,809	10,204
Per cent changes:										
2018 on 2017	7.1	-0.7	-12.4	0.1	-9.8	11.0	-0.8	-13.3	0.2	-10.8
2018 on 04-08 average	-44.0	-38.5	-53.4	-39.1	-50.7	-44.8	-39.3	-53.0	-39.8	-50.8

Table 3

Accidents by police force division and severity
Years:2004-08 and 2014-2018 averages, 2014 to 2018

		Fatal	Serious	Slight	Fatal & Serious	All severities
North East	**2004-08 average**	**41**	**238**	**926**	**279**	**1,206**
	2014	30	257	497	287	784
	2015	24	216	417	240	657
	2016	24	198	361	222	583
	2017	14	151	302	165	467
	2018	15	146	263	161	424
	2014-2018 average	**21**	**194**	**368**	**215**	**583**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2014	20	133	380	153	533
	2015	15	100	357	115	472
	2016	17	103	301	120	421
	2017	22	120	317	142	459
	2018	16	118	272	134	406
	2014-2018 average	**18**	**115**	**325**	**133**	**458**
Argyll & West Dunbartonshire	**2004-08 average**	**15**	**99**	**393**	**114**	**507**
	2014	6	62	236	68	304
	2015	7	48	291	55	346
	2016	11	77	218	88	306
	2017	6	69	213	75	288
	2018	9	63	168	72	240
	2014-2018 average	**8**	**64**	**225**	**72**	**297**
Forth Valley	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2014	9	90	361	99	460
	2015	11	96	401	107	508
	2016	3	86	392	89	481
	2017	6	88	311	94	405
	2018	7	78	242	85	327
	2014-2018 average	**7**	**88**	**341**	**95**	**436**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2014	10	65	236	75	311
	2015	9	48	221	57	278
	2016	12	44	213	56	269
	2017	11	43	182	54	236
	2018	6	67	186	73	259
	2014-2018 average	**10**	**53**	**208**	**63**	**271**
Ayrshire	**2004-08 average**	**20**	**143**	**648**	**163**	**812**
	2014	7	91	445	98	543
	2015	10	111	469	121	590
	2016	16	95	459	111	570
	2017	13	112	328	125	453
	2018	8	107	320	115	435
	2014-2018 average	**11**	**103**	**404**	**114**	**518**
Greater Glasgow	**2004-08 average**	**21**	**307**	**1,842**	**328**	**2,170**
	2014	14	181	1,241	195	1,436
	2015	16	181	1,196	197	1,393
	2016	7	180	1,280	187	1,467
	2017	7	176	1,077	183	1,260
	2018	9	173	857	182	1,039
	2014-2018 average	**11**	**178**	**1,130**	**189**	**1,319**

Table 3

Accidents by police force division and severity
Years:2004-08 and 2014-2018 averages, 2014 to 2018

		Fatal	Serious	Slight	Fatal & Serious	All severities
Lothians & Scottish Borders	**2004-08 average**	**28**	**211**	**1,057**	**239**	**1,296**
	2014	13	140	747	153	900
	2015	17	168	787	185	972
	2016	24	135	698	159	857
	2017	16	156	613	172	785
	2018	19	161	523	180	703
	2014-2018 average	**18**	**152**	**674**	**170**	**843**
Edinburgh	**2004-08 average**	**9**	**177**	**1,217**	**186**	**1,403**
	2014	10	145	1,108	155	1,263
	2015	3	144	963	147	1,110
	2016	9	157	974	166	1,140
	2017	6	138	761	144	905
	2018	5	116	651	121	772
	2014-2018 average	**7**	**140**	**891**	**147**	**1,038**
Highlands & Islands	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2014	26	64	427	90	517
	2015	18	57	373	75	448
	2016	18	77	363	95	458
	2017	17	63	273	80	353
	2018	24	84	330	108	438
	2014-2018 average	**21**	**69**	**353**	**90**	**443**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2014	10	71	329	81	410
	2015	12	63	353	75	428
	2016	9	77	366	86	452
	2017	5	73	239	78	317
	2018	9	80	238	89	327
	2014-2018 average	**9**	**73**	**305**	**82**	**387**
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**94**	**532**	**103**	**634**
	2014	9	49	329	58	387
	2015	3	60	305	63	368
	2016	5	61	335	66	401
	2017	5	53	293	58	351
	2018	4	55	230	59	289
	2014-2018 average	**5**	**56**	**298**	**61**	**359**
Lanarkshire	**2004-08 average**	**25**	**197**	**1,241**	**222**	**1,463**
	2014	17	140	828	157	985
	2015	12	129	766	141	907
	2016	20	142	787	162	949
	2017	12	136	691	148	839
	2018	19	121	624	140	764
	2014-2018 average	**16**	**134**	**739**	**150**	**889**

Reported accidents by road type and severity 2004-08 and 2014 to 2018 averages, 2014 to 2018

Severity/Year	Trunk			Local Authority					All Roads	Trunk % of total
				Major roads		Minor roads				
	Non built up	Built up	Total	Non built up	Built up	Non Built up	Built up	Total		
(a) numbers										
Fatal										
2014	54	4	58	38	19	22	44	123	181	32
2015	47	5	52	45	16	18	26	105	157	33
2016	62	2	64	46	17	23	25	111	175	37
2017	37	1	38	41	21	18	22	102	140	27
2018	46	3	49	41	19	20	21	101	150	33
Serious										
2014	200	38	238	229	252	205	564	1,250	1,488	16
2015	221	35	256	189	266	178	532	1,165	1,421	18
2016	210	28	238	224	257	183	530	1,194	1,432	17
2017	216	30	246	193	279	177	483	1,132	1,378	18
2018	237	33	270	208	227	176	488	1,099	1,369	20
All Severities										
2014	1,258	207	1,465	989	1,737	883	3,759	7,368	8,833	17
2015	1,308	199	1,507	958	1,672	810	3,530	6,970	8,477	18
2016	1,242	202	1,444	901	1,756	746	3,507	6,910	8,354	17
2017	1,081	166	1,247	772	1,524	673	2,902	5,871	7,118	18
2018	1,048	171	1,219	707	1,316	637	2,544	5,204	6,423	19
(b) annual averages										
Fatal										
2004-08 average[(1)]	75	5	79	67	30	45	45	189	268	30
2014 to 2018 average	49	3	52	42	18	20	28	108	161	33
Serious										
2004-08 average[(1)]	320	54	374	374	352	306	821	1,852	2,226	17
2014 to 2018 average	217	33	250	209	256	184	519	1,168	1,418	18
All Severities										
2004-08 average[(1)]	1,763	326	2,089	1,699	2,436	1,457	5,345	10,937	13,026	16
2014 to 2018 average	1,187	189	1,376	865	1,601	750	3,248	3,998	7,841	18
(c) Per cent changes										
2018 on 2017										
Fatal	24	200	29	0	-10	11	-5	-1	7	
Serious	10	10	10	8	-19	-1	1	-3	-1	
All Severities	-3	3	-2	-8	-14	-5	-12	-11	-10	
2018 on 2004-08 average										
Fatal	-39	-35	-38	-39	-38	-56	-54	-46	-44	
Serious	-26	-38	-28	-44	-35	-42	-41	-41	-39	
All Severities	-41	-48	-42	-58	-46	-56	-52	-52	-51	
2014 to 2018 average on 2004-08 average										
Fatal	-34	-35	-34	-37	-39	-56	-39	-43	-40	
Serious	-32	-39	-33	-44	-27	-40	-37	-37	-36	
All Severities	-33	-42	-34	-49	-34	-49	-39	-63	-40	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2014 to 2018 averages, 2008 to 2018

	Major roads						Minor roads					All roads
	Motor-ways	Trunk A roads [1]		LA A roads [1]			B roads		C & Unclassified			
		Non built up	Built up	Non built up	Built up	All major roads	Non built up	Built up	Non built up	Built up	All minor roads	
Fatal												
2004-08 ave	**9**	**66**	**5**	**67**	**30**	**177**	**32**	**9**	**14**	**36**	**91**	**268**
2008	9	50	2	68	28	157	27	14	9	38	88	245
2009	11	52	1	45	17	126	20	11	12	27	70	196
2010	4	48	5	44	23	124	27	9	10	19	65	189
2011	10	37	5	41	22	115	18	11	8	23	60	175
2012	5	29	3	38	18	93	16	7	10	36	69	162
2013	8	48	5	36	16	113	13	2	10	21	46	159
2014	8	46	4	38	19	115	14	11	8	33	66	181
2015	9	38	5	45	16	113	10	4	8	22	44	157
2016	9	53	2	46	17	127	17	2	6	23	48	175
2017	4	33	1	41	21	100	11	5	7	17	40	140
2018	9	37	3	41	19	109	12	6	8	15	41	150
2014 to 2018 ave	**8**	**41**	**3**	**42**	**18**	**113**	**13**	**6**	**7**	**22**	**48**	**161**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
2008	45	245	49	357	364	1,060	197	133	121	731	1,182	2,242
2009	53	272	37	342	282	986	166	105	132	609	1,012	1,998
2010	51	231	42	279	275	878	128	86	99	522	835	1,713
2011	38	200	34	268	287	827	138	113	78	519	848	1,675
2012	41	193	33	286	304	857	132	109	99	539	879	1,736
2013	31	168	30	249	230	708	105	97	66	449	717	1,425
2014	31	169	38	229	252	719	132	100	73	464	769	1,488
2015	51	170	35	189	266	711	115	85	63	447	710	1,421
2016	39	171	28	224	257	719	122	97	61	433	713	1,432
2017	42	174	30	193	279	718	114	94	63	389	660	1,378
2018	44	193	33	208	227	705	124	109	52	379	664	1,369
2014 to 2018 ave	**41**	**175**	**33**	**209**	**256**	**714**	**121**	**97**	**62**	**422**	**703**	**1,418**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
2008	456	1,247	320	1,557	2,221	5,801	883	773	552	4,150	6,358	12,159
2009	402	1,277	264	1,542	2,005	5,490	840	732	504	3,990	6,066	11,556
2010	406	1,127	256	1,304	1,912	5,005	665	751	452	3,422	5,290	10,295
2011	377	997	260	1,220	1,962	4,816	637	784	395	3,353	5,169	9,985
2012	383	947	215	1,239	1,873	4,657	617	708	426	3,369	5,120	9,777
2013	330	936	213	1,109	1,728	4,316	513	650	339	3,156	4,658	8,974
2014	355	903	207	989	1,737	4,191	560	679	323	3,080	4,642	8,833
2015	438	870	199	958	1,672	4,137	499	672	311	2,858	4,340	8,477
2016	389	853	202	901	1,756	4,101	471	664	275	2,843	4,253	8,354
2017	347	734	166	772	1,524	3,543	413	566	260	2,336	3,575	7,118
2018	320	728	171	707	1,316	3,242	406	487	231	2,057	3,181	6,423
2014 to 2018 ave	**370**	**818**	**189**	**865**	**1,601**	**3,843**	**470**	**614**	**280**	**2,635**	**3,998**	**7,841**

(b) Reported accident rates by severity and road class for built-up and non built-up roads
rates per 100 million vehicle km [1]
Years: 2004-08 and 2014-2017 averages, 2008 to 2018

	Major roads						Minor roads					All roads
	Motor-ways	Trunk A roads		LA A roads		All major roads	B roads		C & Unclassified		All minor roads	
		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		
Fatal												
04-08ave	**0.13**	**0.74**	**0.49**	**0.87**	**0.67**	**0.62**	**1.20**	**0.71**	**0.32**	**0.52**	**0.60**	**0.61**
2008	0.13	0.56	0.21	0.87	0.62	0.54	0.98	1.06	0.20	0.54	0.56	0.55
2009	0.17	0.58	0.10	0.57	0.38	0.44	0.75	0.86	0.27	0.39	0.46	0.44
2010	0.06	0.55	0.53	0.57	0.51	0.44	1.01	0.72	0.23	0.28	0.43	0.43
2011	0.15	0.42	0.53	0.53	0.49	0.40	0.70	0.88	0.19	0.34	0.40	0.40
2012	0.07	0.33	0.31	0.50	0.41	0.32	0.64	0.56	0.24	0.53	0.47	0.37
2013	0.11	0.55	0.52	0.47	0.36	0.39	0.52	0.16	0.23	0.31	0.31	0.36
2014	0.11	0.53	0.41	0.48	0.42	0.39	0.53	0.87	0.17	0.48	0.43	0.40
2015	0.12	0.43	0.52	0.56	0.36	0.38	0.37	0.32	0.17	0.32	0.28	0.35
2016	0.11	0.58	0.20	0.56	0.37	0.41	0.62	0.16	0.13	0.33	0.31	0.38
2017	0.05	0.38	0.06	0.55	0.39	0.32	0.41	0.32	0.17	0.20	0.24	0.29
2018	0.11	0.42	0.17	0.57	0.36	0.35	0.47	0.35	0.21	0.18	0.25	0.31
14-18ave	**0.10**	**0.47**	**0.23**	**0.54**	**0.38**	**0.37**	**0.48**	**0.40**	**0.17**	**0.29**	**0.30**	**0.34**
Serious												
04-08ave	**0.88**	**2.96**	**5.71**	**4.80**	**7.73**	**3.84**	**7.23**	**10.37**	**2.71**	**9.83**	**7.44**	**5.09**
2008	0.67	2.76	5.20	4.57	8.10	3.68	7.17	10.12	2.68	10.33	7.55	5.04
2009	0.80	3.04	3.88	4.34	6.22	3.40	6.24	8.19	3.02	8.77	6.63	4.52
2010	0.78	2.63	4.44	3.60	6.08	3.08	4.81	6.90	2.27	7.75	5.57	3.94
2011	0.58	2.27	3.58	3.44	6.42	2.90	5.35	9.04	1.84	7.67	5.72	3.86
2012	0.57	2.22	3.39	3.73	6.92	2.97	5.28	8.69	2.40	7.91	5.98	3.99
2013	0.43	1.92	3.13	3.25	5.24	2.44	4.17	7.85	1.53	6.68	4.85	3.25
2014	0.42	1.94	3.94	2.91	5.63	2.44	4.96	7.92	1.59	6.73	5	3.32
2015	0.68	1.91	3.65	2.35	5.91	2.38	4.24	6.74	1.36	6.49	4.58	3.13
2016	0.5	1.87	2.84	2.71	5.58	2.33	4.44	7.74	1.31	6.22	4.57	3.08
2017	0.52	2.01	1.65	2.58	5.17	2.29	4.26	6	1.56	4.69	3.98	2.87
2018	0.52	2.18	1.89	2.91	4.31	2.24	4.83	6.34	1.34	4.49	4	2.84
14-18ave	**0.53**	**1.98**	**2.53**	**2.69**	**5.28**	**2.33**	**4.54**	**6.87**	**1.43**	**5.64**	**4.41**	**3.04**
All severities												
04-08ave	**7.08**	**14.68**	**34.74**	**21.83**	**53.55**	**21.77**	**34.16**	**65.84**	**13.08**	**64.29**	**44.91**	**29.78**
2008	6.82	14.05	33.98	19.93	49.43	20.14	32.13	58.79	12.22	58.62	40.60	27.34
2009	6.06	14.25	27.72	19.56	44.26	18.96	31.56	57.06	11.53	57.47	39.76	26.13
2010	6.24	12.85	27.08	16.82	42.28	17.56	25.00	60.27	10.38	50.83	35.28	23.67
2011	5.74	11.34	27.35	15.68	43.88	16.86	24.72	62.73	9.33	49.55	34.87	23.01
2012	5.36	10.91	22.10	16.16	42.62	16.14	24.66	56.47	10.32	49.45	34.84	22.45
2013	4.54	10.68	22.20	14.46	39.36	14.86	20.37	52.62	7.86	46.93	31.49	20.47
2014	4.78	10.35	21.44	12.59	38.79	14.23	21.03	53.78	7.06	44.7	30.16	19.70
2015	5.86	9.77	20.73	11.93	37.15	13.85	18.40	53.29	6.70	41.48	28	18.68
2016	4.97	9.31	20.45	10.91	38.1	13.29	17.14	52.98	5.91	40.85	27.24	17.98
2017	4.31	8.49	9.13	10.31	28.23	11.28	15.43	36.14	6.44	28.15	21.56	14.83
2018	3.76	8.21	9.77	9.9	25.01	10.28	15.81	28.34	5.97	24.38	19.17	13.34
14-18ave	**4.70**	**9.23**	**14.58**	**11.16**	**33.01**	**12.55**	**17.57**	**43.45**	**6.43**	**35.15**	**25.09**	**16.84**

1. Traffic estimates are based on an "urban/rural" split which differs slightly from the "built-up/non built-up" classification used for the number of accidents. Therefore, these rates are approximations: the "non-built up" rate is the number of accidents on "non-built up" roads divided by the estimated volume of traffic on "rural" roads, for example. The figures given in this table take account of any revisions to the traffic estimates for previous years.

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2014-2018 averages

Severity/ Police force area	Motorways	Trunk A roads	Local Authority A roads(1)	All Major Roads	Minor Roads	All Roads
Reported accident rate per 100 million vehicle km - for 2004-08 average						
Fatal						
North East [1]	-	0.7	1.3	1.0	0.7	0.9
Tayside	0.1	0.7	0.9	0.7	0.6	0.7
Argyll & West Dunbartonshire	-	1.5	1.0	1.2	0.4	1.0
Forth Valley	0.1	1.0	0.7	0.5	0.4	0.5
Dumfries & Galloway	0.1	1.0	0.6	0.6	0.9	0.6
Ayrshire	-	0.6	0.8	0.7	0.8	0.7
Greater Glasgow	0.1	0.7	0.8	0.4	0.5	0.5
Lothians & Scottish Borders	0.2	0.5	0.9	0.6	0.7	0.6
Edinburgh	0.1	0.2	0.4	0.3	0.4	0.3
Highlands & Islands	-	1.1	0.8	1.0	1.0	1.0
Fife	-	0.4	0.6	0.5	0.6	0.5
Renfrewshire & Inverclyde	0.2	0.4	0.4	0.3	0.7	0.5
Lanarkshire	0.2	0.3	0.8	0.5	0.5	0.5
Scotland	**0.1**	**0.7**	**0.8**	**0.6**	**0.6**	**0.6**
Serious						
North East [1]	-	2.9	5.8	4.3	5.6	4.9
Tayside	1.4	2.9	6.7	4.1	8.9	5.5
Argyll & West Dunbartonshire	-	6.0	6.7	6.4	6.8	6.5
Forth Valley	0.8	6.2	6.0	4.1	5.9	4.7
Dumfries & Galloway	1.3	4.6	7.3	3.9	12.6	5.4
Ayrshire	0.5	3.2	5.3	3.9	7.5	5.2
Greater Glasgow	0.9	6.8	7.3	3.9	10.2	6.6
Lothians & Scottish Borders	0.5	2.8	5.1	3.4	7.9	4.8
Edinburgh	0.6	1.1	7.0	4.6	7.8	5.9
Highlands & Islands	-	3.8	5.2	4.3	6.5	4.8
Fife	1.0	2.4	4.9	3.5	6.8	4.7
Renfrewshire & Inverclyde	0.8	3.5	5.5	3.2	7.2	4.7
Lanarkshire	0.8	1.3	4.9	2.5	6.0	3.6
Scotland	**0.9**	**3.2**	**5.9**	**3.8**	**7.4**	**5.1**
All severities						
North East [1]	-	14.6	28.7	21.4	28.7	24.7
Tayside	4.8	11.6	27.1	16.5	39.3	23.3
Argyll & West Dunbartonshire	-	28.6	36.2	32.3	36.2	33.4
Forth Valley	4.2	22.1	28.4	18.5	31.3	22.6
Dumfries & Galloway	5.4	19.0	32.6	16.7	55.0	23.1
Ayrshire	5.7	16.4	29.2	21.3	44.7	29.3
Greater Glasgow	11.1	42.0	53.7	30.7	67.5	46.8
Lothians & Scottish Borders	4.9	15.4	27.8	18.9	52.4	29.3
Edinburgh	9.0	11.9	55.6	37.6	59.7	47.0
Highlands & Islands	-	20.1	22.3	20.9	36.5	24.5
Fife	5.6	11.1	23.9	17.0	34.0	23.3
Renfrewshire & Inverclyde	8.3	26.0	33.9	22.3	47.8	32.1
Lanarkshire	6.8	14.5	34.4	18.9	43.2	27.0
Scotland	**7.1**	**16.6**	**33.5**	**21.8**	**44.9**	**29.8**

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

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2014-2018 averages

Severity/ Police force area	Motorways	Trunk A roads	Local Authority A roads(1)	All Major Roads	Minor Roads	All Roads
Reported accident rate per 100 million vehicle km - for 2014-2018 average						
Fatal						
North East [1]	-	0.3	0.7	0.5	0.3	0.4
Tayside	-	0.4	0.6	0.4	0.4	0.4
Argyll & West Dunbartonshire	-	0.7	0.4	0.6	0.3	0.5
Forth Valley	0.1	0.8	0.2	0.2	0.2	0.2
Dumfries & Galloway	0.2	0.6	0.7	0.5	0.3	0.5
Ayrshire	-	0.4	0.5	0.4	0.3	0.4
Greater Glasgow	0.0	-	0.4	0.2	0.3	0.2
Lothians & Scottish Borders	0.2	0.5	0.5	0.5	0.2	0.4
Edinburgh	0.1	-	0.2	0.1	0.4	0.2
Highlands & Islands	-	0.6	0.8	0.6	0.5	0.6
Fife	0	0.3	0.5	0.4	0.2	0.3
Renfrewshire & Inverclyde	0.1	0.2	0.1	0.1	0.5	0.3
Lanarkshire	0.2	0.2	0.5	0.3	0.3	0.3
Scotland	**0.1**	**0.4**	**0.5**	**0.4**	**0.3**	**0.3**
Serious						
North East [1]	-	2.0	4.7	3.3	4.5	3.8
Tayside	0.5	1.5	3.1	1.9	4.0	2.6
Argyll & West Dunbartonshire	-	4.3	4.0	4.1	3.5	3.9
Forth Valley	0.8	4.3	3.2	2.4	3.4	2.7
Dumfries & Galloway	0.6	2.2	3.9	1.9	5.5	2.5
Ayrshire	0.8	2.4	4.0	3.0	4.7	3.6
Greater Glasgow	0.4	9.2	5.1	2.3	5.5	3.6
Lothians & Scottish Borders	0.7	2.0	3.6	2.5	4.7	3.2
Edinburgh	0.6	1.3	5.0	3.2	6.5	4.6
Highlands & Islands	-	1.9	2.1	2.0	2.4	2.0
Fife	0.4	1.7	2.6	2.0	3.2	2.4
Renfrewshire & Inverclyde	0.3	2.0	3.3	1.8	4.1	2.6
Lanarkshire	0.5	1.2	3.2	1.5	3.9	2.3
Scotland	**0.5**	**2.1**	**3.7**	**2.3**	**4.4**	**3.0**
All severities						
North East [1]	-	6.7	13.3	9.8	13.5	11.4
Tayside	2.2	5.4	11.9	7.3	17.2	10.2
Argyll & West Dunbartonshire	-	17.1	17.9	17.5	20.6	18.3
Forth Valley	4.5	15.5	16.6	11.6	17.5	13.5
Dumfries & Galloway	2.9	11.2	18.6	9.4	29.1	12.7
Ayrshire	6.2	11.0	21.3	14.9	23.6	18.0
Greater Glasgow	6.2	65.9	34.7	17.6	39.5	26.6
Lothians & Scottish Borders	5.4	10.4	17.2	12.5	28.7	17.8
Edinburgh	6.5	11.0	38.1	25.0	46.1	34.0
Highlands & Islands	-	10.7	12.9	11.5	18.4	13.1
Fife	3.3	9.6	12.8	10.3	17.2	12.9
Renfrewshire & Inverclyde	4.6	15.3	18.1	11.9	25.7	17.1
Lanarkshire	4.3	9.6	21.4	10.9	23.9	15.2
Scotland	**4.7**	**9.9**	**19.6**	**12.6**	**25.1**	**16.8**

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

Table 6

Accidents by severity, month and road type, 2014 to 2018 average (figures adjusted for 30 day months)

		Trunk M & A	M & A NBUP	Minor NBUP	M & A BUP	Minor BUP	Total	Trunk M & A	M & A NBUP	Minor NBUP	M & A BUP	Minor BUP	Total
								%	%	%	%	%	%
Fatal	**January**	3	3	2	2	3	13	6.8	6.5	7.8	9.6	11.5	8.0
	February	4	3	1	1	1	10	7.4	8.2	3.2	8.2	2.4	6.3
	March	4	2	1	2	2	10	7.5	4.7	5.8	8.5	6.4	6.5
	April	5	3	2	1	2	12	8.9	6.3	8.1	4.4	7.4	7.3
	May	4	4	2	1	3	15	7.9	10.3	10.7	6.4	11.5	9.3
	June	5	4	4	1	1	15	8.9	10.6	18.1	6.6	5.2	9.6
	July	4	6	1	2	2	14	8.3	14.5	3.9	8.5	6.4	9.1
	August	6	4	3	1	2	16	11.3	10.3	13.6	5.3	7.2	9.9
	September	3	3	2	2	1	11	6.6	6.3	11.1	9.9	5.2	7.2
	October	3	4	1	1	3	12	6.0	9.3	4.9	7.5	11.5	7.8
	November	5	3	1	2	4	15	10.1	6.3	4.0	13.2	13.3	9.2
	December	5	3	2	2	3	15	10.2	7.0	8.8	11.7	12.2	9.7
	Year total	51	42	20	18	27	158	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	18	11	13	23	41	107	7.3	5.6	7.3	9.1	8.0	7.6
	February	17	14	13	21	43	108	6.9	6.6	6.9	8.4	8.4	7.7
	March	17	16	10	19	38	100	6.8	7.8	5.3	7.7	7.4	7.1
	April	18	16	15	18	40	106	7.2	7.9	8.3	7.0	7.8	7.6
	May	23	25	15	20	42	125	9.5	12.1	8.4	7.8	8.2	9.0
	June	25	21	22	23	45	136	10.1	10.4	12.2	9.0	8.8	9.7
	July	26	19	16	20	41	121	10.5	9.0	8.7	8.0	8.0	8.7
	August	26	20	20	20	45	130	10.4	9.8	10.8	8.0	8.8	9.3
	September	21	22	18	19	44	124	8.7	10.8	9.9	7.4	8.6	8.9
	October	17	17	15	22	44	115	6.9	8.3	8.1	8.9	8.7	8.3
	November	21	13	14	23	48	119	8.5	6.1	7.9	9.0	9.4	8.5
	December	18	11	11	25	40	105	7.2	5.6	6.1	9.8	7.9	7.5
	Year total	246	205	181	252	512	1,397	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	116	66	57	136	273	648	8.5	7.8	7.7	8.6	8.5	8.4
	February	112	62	60	145	271	651	8.3	7.3	8.2	9.2	8.5	8.4
	March	100	60	50	131	267	607	7.4	7.0	6.8	8.3	8.3	7.9
	April	105	69	58	113	238	583	7.7	8.1	7.8	7.2	7.4	7.5
	May	113	78	60	132	263	647	8.4	9.1	8.1	8.4	8.2	8.4
	June	113	76	76	130	258	653	8.3	9.0	10.3	8.2	8.1	8.5
	July	117	77	69	125	241	630	8.6	9.1	9.4	7.9	7.5	8.1
	August	133	79	74	133	273	692	9.8	9.2	10.0	8.4	8.5	9.0
	September	107	76	66	122	281	652	7.9	8.9	9.0	7.7	8.8	8.4
	October	112	74	55	134	268	644	8.3	8.7	7.5	8.5	8.4	8.3
	November	119	66	62	144	305	696	8.8	7.7	8.3	9.1	9.5	9.0
	December	109	69	52	134	263	627	8.0	8.1	7.0	8.5	8.2	8.1
	Year total	1,356	852	739	1,579	3,203	7,730	100.0	100.0	100.0	100.0	100.0	100.0

Note: As figures in this table have been adjusted to be 30 day months they may not be comparable with other tables in this publication

Table 7

Accidents by light condition, road surface condition(1), severity
Built-up and non built-up roads,
2004-08 and 2014-2018 averages, 2014 to 2018

		Built-up			Non Built-up			Total		
		Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total
Daylight	**2004-08 ave**	**46**	**813**	**5,813**	**119**	**704**	**3,468**	**166**	**1,517**	**9,281**
	2014	37	617	4,164	79	468	2,340	116	1,085	6,504
	2015	24	580	3,983	72	431	2,241	96	1,011	6,224
	2016	30	577	4,067	84	469	2,155	114	1,046	6,222
	2017	29	573	3,399	72	460	1,908	101	1,033	5,307
	2018	28	529	2,988	74	479	1,767	102	1,008	4,755
	2014-18 ave	**30**	**575**	**3,720**	**76**	**461**	**2,082**	**106**	**1,037**	**5,802**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	2014	30	237	1,539	35	166	790	65	403	2,329
	2015	23	253	1,418	38	157	835	61	410	2,253
	2016	14	238	1,398	47	148	734	61	386	2,132
	2017	15	219	1,193	24	126	618	39	345	1,811
	2018	15	219	1,043	33	142	625	48	361	1,668
	2014-18 ave	**19**	**233**	**1,318**	**35**	**148**	**720**	**55**	**381**	**2,039**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	2014	27	553	3,554	64	348	1,536	91	901	5,090
	2015	26	522	3,375	65	306	1,505	91	828	4,880
	2016	28	514	3,607	71	361	1,545	99	875	5,152
	2017	20	528	3,007	59	332	1,374	79	860	4,381
	2018	28	495	2,699	70	380	1,307	98	875	4,006
	2014-18 ave	**26**	**522**	**3,248**	**66**	**345**	**1,453**	**92**	**868**	**4,702**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	2014	39	295	2,072	47	267	1,448	86	562	3,520
	2015	20	301	1,908	42	247	1,340	62	548	3,248
	2016	16	286	1,734	59	225	1,159	75	511	2,893
	2017	22	253	1,452	36	229	983	58	482	2,435
	2018	15	237	1,194	36	208	880	51	445	2,074
	2014-18 ave	**22**	**274**	**1,672**	**44**	**235**	**1,162**	**66**	**510**	**2,834**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2014	1	5	74	3	19	144	4	24	218
	2015	1	10	116	3	35	230	4	45	346
	2016	-	15	124	1	31	185	1	46	309
	2017	2	11	133	1	25	168	3	36	301
	2018	-	16	129	1	32	192	1	48	321
	2014-18 ave	**1**	**11**	**115**	**2**	**28**	**184**	**3**	**40**	**299**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2014	67	854	5,703	114	634	3,130	181	1,488	8,833
	2015	47	833	5,401	110	588	3,076	157	1,421	8,477
	2016	44	815	5,465	131	617	2,889	175	1,432	8,354
	2017	44	792	4,592	96	586	2,526	140	1,378	7,118
	2018	43	748	4,031	107	621	2,392	150	1,369	6,423
	2014-18 ave	**49**	**808**	**5,038**	**112**	**609**	**2,803**	**161**	**1,418**	**7,841**

1. Separate codes for the road surface conditions 'Oil or Diesel' and 'Mud' were used between 1999 and 2004, inclusive. With effect from 2005, 'Oil or diesel' and 'mud' have been recorded under 'Special Conditions at Site'. The accidents for which these codes were used are included in the 'All conditions' figures, but not under any of the categories 'Dry', 'Wet/Damp/Flood' or 'Snow/Frost/Ice', so these changes should have had very little or no effect on the time series.

Table 8

Accidents by junction detail and severity separately for built-up and non built-up roads
Years: 2014-2018 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	24	336	1,507	1,868	49.0	41.6	36.1	37.1
	Roundabout	1	48	368	418	2.9	5.9	8.8	8.3
	Mini-roundabout	1	7	50	58	2.0	0.9	1.2	1.2
	T/Y staggered junc	14	267	1,319	1,601	29.4	33.1	31.5	31.8
	Slip road	0	3	35	38	0	0.4	0.8	0.8
	Cross roads	4	78	492	574	8.2	9.6	11.8	11.4
	Junction>4 arms(not rd'about)	0	9	64	74	0.8	1.1	1.5	1.5
	Private drive	1	14	69	84	1.6	1.7	1.7	1.7
	Other junction	3	46	276	326	6.1	5.7	6.6	6.5
	Total	49	808	4,181	5,038	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	89	435	1,431	1,955	80.1	71.3	68.7	69.7
	Roundabout	1	20	134	155	1.1	3.3	6.4	5.5
	Mini-roundabout	0	0	0	1	0	0.1	0.0	0.0
	T/Y staggered junc	10	90	257	357	9.1	14.8	12.3	12.7
	Slip road	2	12	97	111	2.2	2.0	4.6	4.0
	Cross roads	2	17	48	67	1.6	2.8	2.3	2.4
	Junction>4 arms(not rd'about)	0	1	5	6	0	0.2	0.2	0.2
	Private drive	3	15	46	63	2.3	2.4	2.2	2.3
	Other junction	4	20	64	88	3.6	3.2	3.1	3.1
	Total	112	609	2,082	2,803	100.0	100.0	100.0	100.0
Total built-up/non built-up									
	More than 20m from junction	113	771	2,938	3,822	70.6	54.4	46.9	48.7
	Roundabout	3	68	502	573	1.6	4.8	8.0	7.3
	Mini-roundabout	1	7	50	59	0.6	0.5	0.8	0.7
	T/Y staggered junc	25	357	1,575	1,957	15.3	25.2	25.2	25.0
	Slip road	2	15	132	150	1.5	1.1	2.1	1.9
	Cross roads	6	94	540	641	3.6	6.7	8.6	8.2
	Junction>4 arms(not rd'about)	0	10	69	79	0.2	0.7	1.1	1.0
	Private drive	3	29	115	147	2.1	2.0	1.8	1.9
	Other junction	7	66	340	413	4.4	4.7	5.4	5.3
	Total	161	1,418	6,263	7,841	100.0	100.0	100.0	100.0

Accident Costs: Details of Calculations

The Department for Transport estimate the values assigned to the cost of road casualties and accidents in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and accidents in road schemes.

The valuation of casualty costs calculated for Great Britain for all levels of severity are based on a willingness to pay human cost approach. This is intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost.

Types of Costs

The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs.

The cost of an accident also includes:

- the cost of damage to vehicles and property; and
- the cost of police and insurance administration.

A summary of the DfT's latest findings can be found in *Reported Road Casualties GB: 2018*.
https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2018

Scotland analysis

The average cost per accident in Scotland and the total cost of all accidents in Scotland are presented in Tables 10 and 11. These are calculated using the GB casualty costs and the number of casualties by severity in accidents in Scotland. The average costs per accident for Great Britain and Scotland differ because of differences in the average numbers of casualties per accident, and the proportions of fatal and serious casualties in an accident.

Also estimated are the number of damage only accidents and their average costs.

Figures are presented in constant 2018 prices. Therefore estimates of values in earlier years have been calculated by applying 2018 values to previous years.

Further information the methodology can be obtained from the DfT:

Integrated Transport Economics and Appraisal Division
Department for Transport
Zone 3/04
Great Minster House
76 Marsham Street
LONDON
SW1P 4DR

Email: itea@dft.gsi.gov.uk
Tel: 020 7944 6177

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2018 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,958,303	220,058	16,964	70,791

(b) Costs per accident by element of cost and severity

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		727,321	28,847	3,522	
Medical/ambulance		6,289	17,323	1,494	
Pain, grief, suffering		1,428,125	196,654	16,780	
Police and damage to property costs for GB:					
Police/administration		21,378	2,489	645	42
Insurance		359	224	136	64
Damage to property	Total	13,061	5,921	3,511	2,237
	- Motorways	20,202	17,237	8,721	3,041
	- Non built-up roads	15,881	7,240	4,799	3,165
	- Built-up roads	9,364	5,019	2,960	2,117
Total costs per accident for GB		2,196,534	251,458	26,087	2,344

Note: Police costs have been updated following a survey in 2011 of police forces in England, Scotland and Wales.

Table 10

Cost per accident by road type and severity in Scotland (£) for 2018 at 2018 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,263,909	279,823	28,722	204,366	3,207	26,066
Built-up roads	2,033,931	244,366	23,967	86,306	2,159	6,659
Motorways	2,662,075	260,571	33,700	138,818	3,083	18,866
All roads	**2,221,872**	**259,831**	**25,852**	**127,007**	**2,372**	**10,680**
Trunk roads only	2,384,546	278,809	29,855	179,648	2,895	20,333

Table 11

Total estimated accident costs in Scotland (£ million) at 2018 prices, by severity
Years: 2008 to 2018

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2008	48.4	714.0	620.3	**1,382.7**	558.6	578.4	245.7	402.0	**1,784.6**
2009	50.6	638.8	515.7	**1,205.1**	446.8	517.4	240.9	380.7	**1,585.8**
2010	33.2	585.6	470.2	**1,089.0**	436.6	437.6	214.8	340.6	**1,429.6**
2011	41.1	488.7	484.2	**1,013.9**	380.6	425.4	207.9	333.1	**1,347.0**
2012	32.8	486.6	495.8	**1,015.2**	362.9	449.0	203.3	325.3	**1,340.5**
2013	36.5	476.5	404.8	**917.8**	360.2	369.6	188.0	299.8	**1,217.7**
2014	36.2	478.4	467.4	**982.0**	418.4	380.3	183.3	295.7	**1,277.6**
2015	49.5	429.8	407.2	**886.5**	343.9	364.7	177.9	282.6	**1,169.2**
2016	45.6	508.8	394.2	**948.7**	402.3	373.3	173.0	280.5	**1,229.2**
2017	29.1	404.7	373.2	**807.0**	300.9	358.5	147.6	238.1	**1,045.1**
2018	44.4	423.4	347.9	**815.8**	333.3	355.7	126.8	213.4	**1,029.1**

Vehicles involved in reported injury accidents by type
Years: 2004-08 and 2014-18 averages and 2008-18

Year	Pedal cycle	Motor cycle [1, 2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
2004-08 average	**782**	**1,076**	**16,306**	**440**	**84**	**956**	**931**	**707**	**490**	**21,772**
2008	768	1,050	15,061	367	65	796	918	654	541	20,220
2009	821	1,040	14,578	391	79	697	760	554	467	19,387
2010	810	860	12,805	355	57	611	752	546	446	17,242
2011	855	827	12,400	387	52	617	785	465	364	16,752
2012	934	891	12,214	333	54	520	806	453	325	16,530
2013	919	791	11,220	327	39	469	876	408	252	15,301
2014	924	846	11,191	310	43	433	878	419	246	15,290
2015	829	757	10,935	270	37	389	886	384	189	14,676
2016	809	728	11,077	304	52	396	909	322	154	14,751
2017	752	630	9,406	264	37	320	787	305	172	12,673
2018	657	657	8,367	201	32	298	759	273	155	11,399
14-18 ave average	**794**	**724**	**10,195**	**270**	**40**	**367**	**844**	**341**	**183**	**13,758**
Per cent changes:										
2018 on 2017	-13	4	-11	-24	-14	-7	-4	-10	-10	-10
2018 on 2004-08 average	-16	-39	-49	-54	-62	-69	-18	-61	-68	-48

1. Motorcycle includes all two wheeled motor vehicles.
2. A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2007 to 2018, and 2004-08 and 2014-2018 averages

	Pedal cycle	Motorcycle [3]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious accidents							*number*
04-08 average	**151**	**429**	**2,751**	**158**	**165**	**173**	**3,925**
2007	159	440	2,492	119	164	157	3,618
2008	179	451	2,668	164	161	149	3,883
2009	165	381	2,443	121	131	134	3,461
2010	152	359	1,980	108	134	150	2,967
2011	172	336	1,895	122	127	113	2,841
2012	189	375	1,964	123	146	121	2,971
2013	174	305	1,676	92	116	114	2,527
2014	177	370	1,727	74	163	110	2,686
2015	185	291	1,709	70	157	109	2,556
2016	165	303	1,810	97	148	85	2,645
2017	189	318	1,660	60	144	75	2,489
2018	169	331	1,682	81	144	89	2,548
2014-18 average	**177**	**323**	**1,718**	**76**	**151**	**94**	**2,585**
(b) vehicles involved - all severities of reported accident							
04-08 average	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
2007	740	1,109	15,998	910	924	643	20,804
2008	768	1,050	15,428	861	918	654	20,220
2009	821	1,040	14,969	776	760	554	19,387
2010	810	860	13,160	668	752	546	17,242
2011	855	827	12,787	669	785	465	16,752
2012	934	891	12,547	574	806	453	16,530
2013	919	791	11,547	508	876	408	15,301
2014	924	846	11,501	476	878	419	15,290
2015	829	757	11,205	426	886	384	14,676
2016	809	728	11,381	448	909	322	14,751
2017	752	630	9,670	357	787	305	12,673
2018	657	657	8,568	330	759	273	11,399
2014-18 average	**794**	**724**	**10,465**	**407**	**844**	**341**	**13,758**
(c) traffic volumes [(2)]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
2007	240	326	34,545	650	6,125	2,781	44,666
2008	273	315	34,357	630	6,145	2,751	44,470
2009	287	322	34,392	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
2011	305	295	33,578	609	6,122	2,482	43,390
2012	310	290	33,777	585	6,121	2,466	43,549
2013	329	286	33,811	607	6,319	2,487	43,840
2014	369	297	34,415	610	6,676	2,473	44,839
2015	342	293	34,669	588	6,979	2,504	45,374
2016	288	289	35,342	561	7,435	2,543	46,459
2017	290	305	36,206	582	8,008	2,595	47,986
2018	313	307	36,413	509	7,998	2,597	48,137
2014-18 average	**320**	**298**	**35,409**	**570**	**7,419**	**2,542**	**46,559**

1. Includes a small number of 'unknown' and 'other' types of vehicles.
2. There may be slight differences between the vehicle types used for road accident statistics and those used for the traffic estimates.
3. A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2007 to 2018, and 2004-08 and 2014-2018 averages

	Pedal cycle	Motorcycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious accidents							*per million vehicle kilometres*
2004-08 ave.	**0.61**	**1.37**	**0.08**	**0.26**	**0.03**	**0.06**	**0.09**
2007	0.66	1.35	0.07	0.18	0.03	0.06	0.08
2008	0.66	1.43	0.08	0.26	0.03	0.05	0.09
2009	0.57	1.18	0.07	0.19	0.02	0.05	0.08
2010	0.51	1.24	0.06	0.17	0.02	0.06	0.07
2011	0.56	1.14	0.06	0.20	0.02	0.05	0.07
2012	0.61	1.29	0.06	0.21	0.02	0.05	0.07
2013	0.53	1.07	0.05	0.15	0.02	0.05	0.06
2014	0.48	1.25	0.05	0.12	0.02	0.04	0.06
2015	0.54	0.99	0.05	0.12	0.02	0.04	0.06
2016	0.57	1.05	0.05	0.17	0.02	0.03	0.06
2017	0.65	1.04	0.05	0.10	0.02	0.03	0.05
2018	0.54	1.08	0.05	0.16	0.02	0.03	0.05
2014-18 average	**0.55**	**1.08**	**0.05**	**0.13**	**0.02**	**0.04**	**0.06**
(e) vehicle involvement rates: all severities of accident							*per million vehicle kilometres*
2004-08 ave.	**3.13**	**3.44**	**0.49**	**1.70**	**0.16**	**0.26**	**0.50**
2007	3.09	3.41	0.46	1.40	0.15	0.23	0.47
2008	2.82	3.34	0.45	1.37	0.15	0.24	0.45
2009	2.86	3.23	0.44	1.22	0.13	0.22	0.44
2010	2.71	2.97	0.39	1.03	0.12	0.21	0.40
2011	2.80	2.80	0.38	1.10	0.13	0.19	0.39
2012	3.01	3.07	0.37	0.98	0.13	0.18	0.38
2013	2.79	2.76	0.34	0.84	0.14	0.16	0.35
2014	2.50	2.85	0.33	0.78	0.13	0.17	0.34
2015	2.43	2.58	0.32	0.72	0.13	0.15	0.32
2016	2.81	2.52	0.32	0.80	0.12	0.13	0.32
2017	2.59	2.06	0.27	0.61	0.10	0.12	0.26
2018	2.10	2.14	0.24	0.65	0.09	0.11	0.24
2014-18 average	**2.48**	**2.43**	**0.30**	**0.71**	**0.11**	**0.13**	**0.30**

1. Includes a small number of 'unknown' and 'other' types of vehicles.

2. There may be slight differences between the vehicle types used for road accident statistics and those used for the traffic estimates.

(a) Vehicles involved in reported injury accidents by manoeuvre and type of vehicle
Separately for built-up and non built-up roads
Years: 2014-2018 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	1	0	139	8	1	1	30	3	2	186
Parked	1	2	417	11	2	11	36	9	4	493
Slowing or stopping	12	26	462	17	2	52	28	7	3	610
Moving off	20	12	371	19	1	54	31	9	6	524
U turn	0	1	80	8	0	1	8	1	1	99
Turning/waiting turn left	18	12	303	8	1	12	23	8	4	388
Turning/waiting turn right	45	23	869	29	3	20	54	9	8	1,060
Changing lane	8	4	71	4	0	4	8	4	1	105
Overtaking	33	37	145	7	1	6	12	5	2	249
Going round bend	23	33	312	6	0	8	16	9	3	411
Waiting/going ahead	528	239	3,201	125	11	156	222	53	46	4,581
Total[(2)]	**691**	**388**	**6,371**	**243**	**23**	**327**	**469**	**117**	**80**	**8,709**
Non built-up										
Reversing	0	0	5	-	0	0	2	2	1	10
Parked	0	1	31	-	1	1	8	10	2	54
Slowing or stopping	1	15	322	2	1	2	32	14	4	393
Moving off	1	3	72	1	0	1	6	5	2	91
U turn	0	1	15	0	-	-	1	0	0	18
Turning/waiting turn left	1	4	57	0	0	0	5	2	4	75
Turning/waiting turn right	7	7	248	2	1	2	27	9	15	316
Changing lane	1	4	75	1	0	0	9	15	3	108
Overtaking	1	39	154	0	1	1	15	5	3	218
Going round bend	13	125	787	5	3	8	59	30	19	1,049
Waiting/going ahead	75	138	2,057	16	11	24	211	131	49	2,712
Total[(2)]	**103**	**335**	**3,824**	**27**	**17**	**40**	**375**	**224**	**103**	**5,049**
Total										
Reversing	1	1	143	8	2	1	32	5	3	196
Parked	1	2	448	11	3	13	44	20	6	547
Slowing or stopping	13	40	784	19	3	54	61	22	7	1,003
Moving off	22	15	443	20	2	55	37	13	8	615
U turn	1	2	95	9	0	1	9	1	1	118
Turning/waiting turn left	19	16	359	9	1	13	28	10	8	463
Turning/waiting turn right	52	29	1,117	31	4	22	81	18	23	1,376
Changing lane	10	8	146	4	1	4	17	18	4	212
Overtaking	34	75	299	8	1	8	27	10	5	468
Going round bend	37	157	1,100	11	3	16	75	40	22	1,460
Waiting/going ahead	604	377	5,258	141	21	180	433	184	95	7,292
Total[(2)]	**794**	**724**	**10,195**	**270**	**40**	**367**	**844**	**341**	**183**	**13,758**

1. Motorcycle includes all two wheeled motor vehicles.
2. Totals include a small number of cases where the manoeuvre is unknown

(b) Vehicles involved in reported injury accidents by junction detail and type of vehicle
Separately for built-up and non built-up roads
Years: 2014-2018 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	169	120	2,246	96	10	139	169	51	33	3,033
Roundabout	92	47	533	15	2	17	33	13	6	759
Mini roundabout	11	4	76	2	-	3	6	1	2	105
T/Y or staggered junction	261	133	2,054	68	5	96	157	32	24	2,830
Slip road	4	3	55	2	-	2	4	1	-	70
Crossroads	84	39	780	37	3	39	53	10	8	1,053
Multiple junction	11	4	97	5	-	5	6	1	1	130
Private drive	14	9	112	3	-	3	10	2	2	156
Other junction	45	29	417	15	2	23	30	6	4	572
Total[(2)]	**691**	**388**	**6,371**	**243**	**23**	**327**	**469**	**117**	**80**	**8,709**
Non built-up										
Over 20m from junction	63	233	2,528	19	13	25	255	157	68	3,362
Roundabout	14	17	231	1	1	2	15	13	1	294
Mini roundabout	-	-	1	-	-	-	-	-	-	2
T/Y or staggered junction	14	50	540	3	2	6	55	24	15	709
Slip road	2	7	185	1	-	2	14	13	3	229
Crossroads	2	5	108	1	1	2	13	5	3	139
Multiple junction	-	1	9	-	-	-	-	-	-	10
Private drive	1	11	92	1	-	1	11	8	5	129
Other junction	5	12	131	1	-	3	12	5	8	176
Total[(2)]	**103**	**335**	**3,824**	**27**	**17**	**40**	**375**	**224**	**103**	**5,049**
Total										
Over 20m from junction	232	354	4,775	115	22	163	424	208	102	6,395
Roundabout	107	64	763	16	3	19	48	26	8	1,053
Mini roundabout	11	5	77	2	-	3	6	1	2	107
T/Y or staggered junction	276	183	2,594	71	7	102	212	55	39	3,538
Slip road	6	10	240	3	1	4	18	14	3	299
Crossroads	86	44	888	38	4	41	66	14	11	1,191
Multiple junction	11	4	106	5	-	5	6	1	1	141
Private drive	15	20	204	4	-	4	21	10	7	285
Other junction	50	41	548	16	2	26	42	11	11	748
Total[(2)]	**794**	**724**	**10,195**	**270**	**40**	**367**	**844**	**341**	**183**	**13,758**

1. Motorcycle includes all two wheeled motor vehicles.
2. Totals include a small number of cases where the junction detail is unknown

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2014-2018 average

	Type of Accident					Type of Accident				
	Single vehicle	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**	**Single vehicle**	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**
					numbers					*percentages*
Built-up										
Reversing	4	83	47	4	139	1	8	1	0	2
Parked	2	6	191	218	417	1	1	5	20	7
Slowing or stopping	7	58	276	121	462	3	6	7	11	7
Moving off	7	74	260	31	371	3	7	7	3	6
U Turn	1	4	70	6	80	0	0	2	1	1
Turning/wtg turn left	11	45	223	23	303	4	4	6	2	5
Turning/wtg turn right	11	100	691	66	869	4	10	17	6	14
Changing lane	1	4	59	7	71	0	0	2	1	1
Overtaking	2	29	96	18	145	1	3	2	2	2
Going round bend	83	36	165	29	312	31	4	4	3	5
Going/waiting go ahead	143	596	1,897	565	3,201	53	58	48	52	50
Total	**271**	**1,036**	**3,975**	**1,089**	**6,371**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	1	1	2	1	5	0	2	0	0	0
Parked	1	-	18	12	31	0	1	1	1	1
Slowing or stopping	6	1	150	164	322	1	3	8	16	8
Moving off	1	1	59	11	72	0	3	3	1	2
U Turn	-	-	12	3	15	0	1	1	0	0
Turning/wtg turn left	5	1	43	8	57	1	3	2	1	2
Turning/wtg turn right	6	-	189	52	248	1	-	10	5	7
Changing lane	7	-	51	17	75	1	1	3	2	2
Overtaking	13	2	101	38	154	2	5	5	4	4
Going round bend	395	3	324	66	787	50	7	16	7	21
Going/waiting go ahead	359	29	1,032	637	2,057	45	75	52	63	54
Total	**795**	**39**	**1,983**	**1,008**	**3,824**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	4	84	50	5	143	0	8	1	0	1
Parked	2	6	209	230	448	0	1	4	11	4
Slowing or stopping	13	60	426	285	784	1	6	7	14	8
Moving off	8	75	319	41	443	1	7	5	2	4
U Turn	1	4	82	8	95	0	0	1	0	1
Turning/wtg turn left	17	46	266	31	359	2	4	5	2	4
Turning/wtg turn right	17	100	881	118	1,117	2	9	15	6	11
Changing lane	8	4	110	24	146	1	0	2	1	1
Overtaking	15	31	197	56	299	1	3	3	3	3
Going round bend	478	39	488	95	1,100	45	4	8	5	11
Going/waiting go ahead	502	625	2,929	1,202	5,258	47	58	49	57	52
Total	**1,066**	**1,075**	**5,958**	**2,096**	**10,195**	**100**	**100**	**100**	**100**	**100**

1. Totals include a small number of cases where the manoeuvre is unknown.

Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred [1]
Year: 2018

	North East [6]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider							
Postcode, invalid or not known	1	-	-	4	1	-	6
Driver from elsewhere in the UK	-	-	-	-	-	-	-
Scottish driver, distance not known [5]	-	-	-	-	-	-	1
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	-	-	-	-	-	-	1
Up to 2 km	18	18	8	8	9	18	68
Over 2 up to 5 km	13	4	1	3	1	5	48
Over 5 up to 10 km	3	4	3	3	-	3	39
Over 10 up to 20 km	4	3	2	1	-	6	4
Over 20 up to 50 km	-	2	1	4	1	-	2
Over 50 km	1	-	4	-	-	1	1
Total	**40**	**31**	**19**	**23**	**12**	**33**	**170**
Motorcycle rider							
Postcode, invalid or not known	7	2	2	2	-	-	3
Driver from elsewhere in the UK	1	2	5	-	5	2	-
Scottish driver, distance not known [5]	-	-	-	1	-	1	1
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	3	-	4	-	4	-	-
Up to 2 km	12	9	4	4	6	8	18
Over 2 up to 5 km	12	11	2	9	3	4	9
Over 5 up to 10 km	6	5	3	6	6	7	17
Over 10 up to 20 km	4	9	5	5	5	9	12
Over 20 up to 50 km	12	7	11	4	3	8	6
Over 50 km	4	6	9	6	7	4	1
Total	**61**	**51**	**45**	**37**	**39**	**43**	**67**
Car driver							
Postcode, invalid or not known	30	28	12	20	11	27	113
Driver from elsewhere in the UK	4	21	16	11	23	3	18
Scottish driver, distance not known [5]	2	-	4	6	1	18	21
Vehicle parked and unattended	13	-	5	-	5	18	40
Non - UK driver [4]	3	-	9	1	3	-	5
Up to 2 km	116	120	57	121	54	161	398
Over 2 up to 5 km	81	88	43	76	53	111	295
Over 5 up to 10 km	100	61	33	76	49	87	252
Over 10 up to 20 km	77	63	32	55	52	100	135
Over 20 up to 50 km	73	69	36	58	37	69	75
Over 50 km	48	61	36	23	26	23	24
Total	**547**	**511**	**283**	**447**	**314**	**617**	**1,376**
Other driver or rider [2]							
Postcode, invalid or not known	11	8	5	8	4	5	28
Driver from elsewhere in the UK	8	7	6	2	21	3	5
Scottish driver, distance not known [5]	-	1	3	1	-	1	3
Vehicle parked and unattended	1	-	1	-	-	3	5
Non - UK driver [4]	2	-	1	-	2	-	3
Up to 2 km	11	12	4	18	11	14	29
Over 2 up to 5 km	11	13	9	13	6	10	55
Over 5 up to 10 km	12	10	3	7	6	16	51
Over 10 up to 20 km	19	9	6	15	8	12	35
Over 20 up to 50 km	22	19	13	15	13	18	25
Over 50 km	12	25	7	9	9	4	8
Total	**109**	**104**	**58**	**88**	**80**	**86**	**247**
All drivers and riders							
Postcode, invalid or not known	49	38	19	34	16	32	150
Driver from elsewhere in the UK	13	30	27	13	49	8	23
Scottish driver, distance not known [5]	2	1	7	8	1	20	26
Vehicle parked and unattended	14	-	6	-	5	21	45
Non - UK driver [4]	8	-	14	1	9	-	9
Up to 2 km	157	159	73	151	80	201	513
Over 2 up to 5 km	117	116	55	101	63	130	407
Over 5 up to 10 km	121	80	42	92	61	113	359
Over 10 up to 20 km	104	84	45	76	65	127	186
Over 20 up to 50 km	107	97	61	81	54	95	108
Over 50 km	65	92	56	38	42	32	34
Total	**757**	**697**	**405**	**595**	**445**	**779**	**1,860**

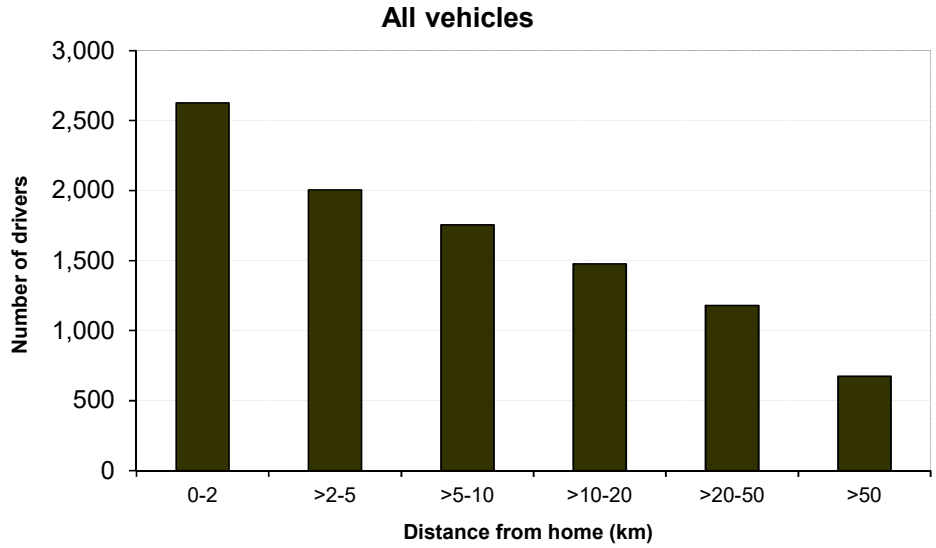
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
4. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
5. Due to a problem with the methodology in producing this table, there was an error in with these figures in previous editions of this table.
6. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

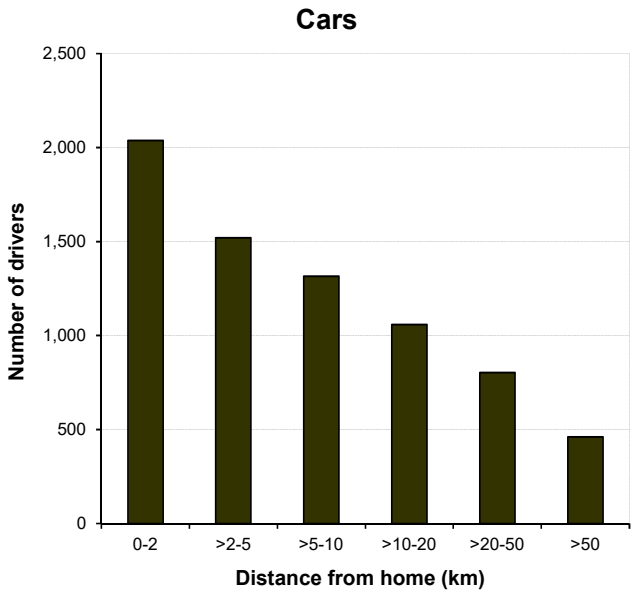
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2018

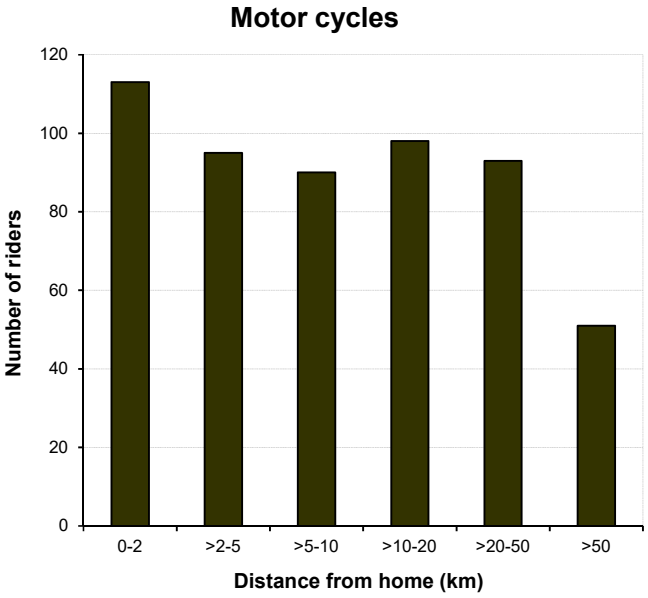
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	2	9	16	1	-	-	40
Driver from elsewhere in the UK	1	2	2	-	-	-	5
Scottish driver, distance not known [5]	-	-	1	-	1	2	5
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	-	2	-	-	-	-	3
Up to 2 km	28	61	10	11	10	19	286
Over 2 up to 5 km	4	50	5	4	3	5	146
Over 5 up to 10 km	7	18	1	3	4	5	93
Over 10 up to 20 km	5	6	4	-	3	2	40
Over 20 up to 50 km	5	2	-	2	1	1	21
Over 50 km	-	4	5	1	1	-	18
Total	**52**	**154**	**44**	**22**	**23**	**34**	**657**
Motorcycle rider							
Postcode, invalid or not known	6	6	36	-	-	-	64
Driver from elsewhere in the UK	8	1	5	1	-	-	30
Scottish driver, distance not known [5]	-	-	1	1	1	1	7
Vehicle parked and unattended	-	1	-	-	-	-	1
Non - UK driver [4]	3	1	-	-	-	-	15
Up to 2 km	8	10	5	5	8	16	113
Over 2 up to 5 km	9	13	1	9	2	11	95
Over 5 up to 10 km	9	15	5	3	5	3	90
Over 10 up to 20 km	14	12	4	5	7	7	98
Over 20 up to 50 km	12	8	5	4	3	10	93
Over 50 km	4	3	4	-	2	1	51
Total	**73**	**70**	**66**	**28**	**28**	**49**	**657**
Car driver							
Postcode, invalid or not known	58	90	163	23	24	48	647
Driver from elsewhere in the UK	27	10	26	7	2	26	194
Scottish driver, distance not known [5]	-	-	2	2	8	26	90
Vehicle parked and unattended	27	40	-	-	21	22	191
Non - UK driver [4]	13	15	-	1	-	1	51
Up to 2 km	219	179	42	117	127	326	2,037
Over 2 up to 5 km	175	160	37	80	98	223	1,520
Over 5 up to 10 km	146	133	46	93	66	173	1,315
Over 10 up to 20 km	117	110	54	74	52	137	1,058
Over 20 up to 50 km	98	73	58	43	29	85	803
Over 50 km	47	41	67	26	12	27	461
Total	**927**	**851**	**495**	**466**	**439**	**1,094**	**8,367**
Other driver or rider [2]							
Postcode, invalid or not known	11	44	31	4	8	18	185
Driver from elsewhere in the UK	10	3	6	3	1	15	90
Scottish driver, distance not known [5]	-	-	1	-	-	4	14
Vehicle parked and unattended	6	1	-	-	-	9	26
Non - UK driver [4]	10	3	-	1	-	2	24
Up to 2 km	28	16	8	4	10	26	191
Over 2 up to 5 km	28	43	5	10	15	25	243
Over 5 up to 10 km	27	65	8	12	10	31	258
Over 10 up to 20 km	41	53	14	19	5	44	280
Over 20 up to 50 km	33	40	18	11	8	28	263
Over 50 km	15	9	27	4	4	11	144
Total	**209**	**277**	**118**	**68**	**61**	**213**	**1,718**
All drivers and riders							
Postcode, invalid or not known	77	149	246	28	32	66	936
Driver from elsewhere in the UK	46	16	39	11	3	41	319
Scottish driver, distance not known [5]	-	-	5	3	10	33	116
Vehicle parked and unattended	33	42	-	-	21	31	218
Non - UK driver [4]	26	21	-	2	-	3	93
Up to 2 km	283	266	65	137	155	387	2,627
Over 2 up to 5 km	216	266	48	103	118	264	2,004
Over 5 up to 10 km	189	231	60	111	85	212	1,756
Over 10 up to 20 km	177	181	76	98	67	190	1,476
Over 20 up to 50 km	148	123	81	60	41	124	1,180
Over 50 km	66	57	103	31	19	39	674
Total	**1,261**	**1,352**	**723**	**584**	**551**	**1,390**	**11,399**

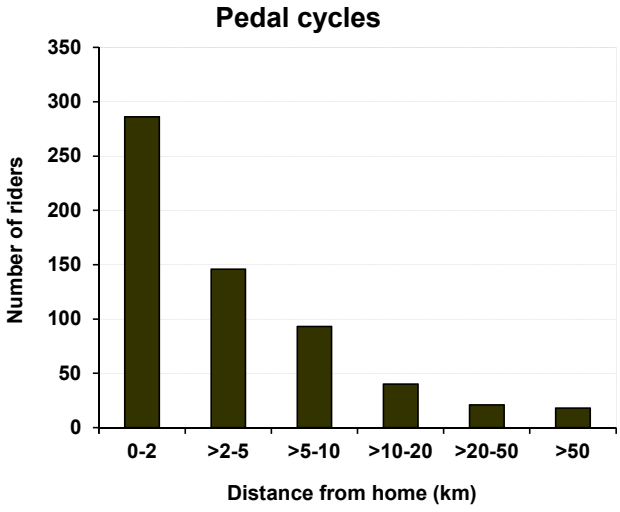
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
4. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
5. Due to a problem with the methodology in producing this table, there was an error in with these figures in previous editions of this table.

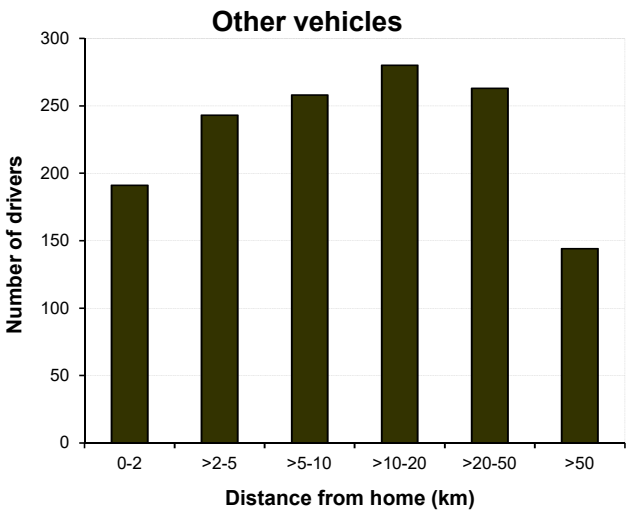
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2018











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2014-2018 average

	Age of Driver						Age of Driver					
	17-25	26-34	35-59	60 and over	not known or under 17	Total	17-25	26-34	35-59	60 and over	not known or under 17	Total
						numbers						*percentages*
Built-up												
Reversing	17	23	57	26	16	139	2	2	2	3	4	2
Parked	33	69	111	26	179	417	3	6	4	3	40	7
Slowing or stopping	79	90	204	71	18	462	7	7	8	7	4	7
Moving off	63	70	155	67	17	371	6	6	6	7	4	6
U Turn	13	16	34	13	4	80	1	1	1	1	1	1
Turning/wtg turn left	47	52	132	52	20	303	4	4	5	5	4	5
Turning/wtg turn right	159	170	363	147	30	869	14	14	14	15	7	14
Changing lane	13	13	26	8	11	71	1	1	1	1	3	1
Overtaking	28	26	51	27	13	145	3	2	2	3	3	2
Going round bend	81	63	114	45	9	312	7	5	4	5	2	5
Going/wtg go ahead	584	629	1,347	509	133	3,201	52	52	52	51	30	50
Total[(1)]	**1,117**	**1,221**	**2,594**	**990**	**449**	**6,371**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	1	1	2	1	0	5	0	0	0	0	0	0
Parked	4	3	12	5	6	31	0	1	1	1	10	1
Slowing or stopping	60	68	150	38	5	322	7	10	10	6	9	8
Moving off	9	13	30	19	1	72	1	2	2	3	2	2
U Turn	3	2	7	3	0	15	0	0	0	1	0	0
Turning/wtg turn left	11	10	26	9	1	57	1	1	2	2	1	2
Turning/wtg turn right	38	37	108	63	2	248	4	5	7	10	4	7
Changing lane	17	17	28	10	3	75	2	2	2	2	5	2
Overtaking	42	28	57	22	6	154	5	4	4	4	9	4
Going round bend	252	138	279	108	10	787	29	20	18	18	17	21
Going/wtg go ahead	433	387	869	342	25	2,057	50	55	55	55	42	54
Total[(1)]	**870**	**706**	**1,568**	**621**	**60**	**3,824**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	18	24	59	26	16	143	1	1	1	2	3	1
Parked	37	72	123	31	185	448	2	4	3	2	36	4
Slowing or stopping	139	158	355	109	23	784	7	8	9	7	5	8
Moving off	72	83	184	86	18	443	4	4	4	5	4	4
U Turn	16	18	41	16	4	95	1	1	1	1	1	1
Turning/wtg turn left	58	62	158	61	20	359	3	3	4	4	4	4
Turning/wtg turn right	197	208	470	210	32	1,117	10	11	11	13	6	11
Changing lane	29	30	54	18	14	146	2	2	1	1	3	1
Overtaking	70	54	107	49	19	299	4	3	3	3	4	3
Going round bend	333	201	393	154	19	1,100	17	10	9	10	4	11
Going/wtg go ahead	1,017	1,017	2,216	851	158	5,258	51	53	53	53	31	52
Total[(1)]	**1,987**	**1,927**	**4,162**	**1,611**	**509**	**10,195**	**100**	**100**	**100**	**100**	**100**	**100**

1. Totals include a small number of cases where the manoeuvre is unknown

Car drivers involved in reported injury accidents by age and severity of accident
Years:2004-08 and 2014-18 ave and 2008 to 2018

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**2004-08 average**	**81**	**50**	**112**	**53**	**299**	**27.1**	**16.8**	**37.4**	**17.6**	100
	2008	66	53	97	61	283	23.3	18.7	34.3	21.6	100
	2009	61	22	87	35	205	29.8	10.7	42.4	17.1	100
	2010	55	34	86	45	220	25.0	15.5	39.1	20.5	100
	2011	41	28	84	42	196	20.9	14.3	42.9	21.4	100
	2012	28	26	53	34	145	19.3	17.9	36.6	23.4	100
	2013	32	29	70	45	182	17.6	15.9	38.5	24.7	100
	2014	42	20	81	46	193	21.8	10.4	42.0	23.8	100
	2015	37	36	55	32	161	23.0	22.4	34.2	19.9	100
	2016	40	44	73	46	204	19.6	21.6	35.8	22.5	100
	2017	25	27	55	40	149	16.8	18.1	36.9	26.8	100
	2018	27	22	58	43	154	17.5	14.3	37.7	27.9	100
	2014 to 2018 average	**34**	**30**	**64**	**41**	**172**	**19.9**	**17.3**	**37.4**	**24.0**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	100
	2008	587	388	956	338	2,311	25.4	16.8	41.4	14.6	100
	2009	545	373	889	336	2,186	24.9	17.1	40.7	15.4	100
	2010	421	292	707	256	1,715	24.5	17.0	41.2	14.9	100
	2011	344	260	698	296	1,633	21.1	15.9	42.7	18.1	100
	2012	354	310	719	343	1,765	20.1	17.6	40.7	19.4	100
	2013	260	238	608	285	1,435	18.1	16.6	42.4	19.9	100
	2014	297	253	592	305	1,492	19.9	17.0	39.7	20.4	100
	2015	293	307	592	276	1,509	19.4	20.3	39.2	18.3	100
	2016	309	258	583	326	1,557	19.8	16.6	37.4	20.9	100
	2017	275	275	563	289	1,471	18.7	18.7	38.3	19.6	100
	2018	247	258	590	328	1,500	16.5	17.2	39.3	21.9	100
	2014 to 2018 average	**284**	**270**	**584**	**305**	**1,506**	**18.9**	**17.9**	**38.8**	**20.2**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**10.7**	100
	2008	3,140	2,217	5,461	1,353	12,467	25.2	17.8	43.8	10.9	100
	2009	3,030	2,332	5,081	1,477	12,187	24.9	19.1	41.7	12.1	100
	2010	2,471	2,088	4,744	1,337	10,870	22.7	19.2	43.6	12.3	100
	2011	2,228	2,041	4,644	1,454	10,571	21.1	19.3	43.9	13.8	100
	2012	2,222	1,895	4,506	1,403	10,304	21.6	18.4	43.7	13.6	100
	2013	1,928	1,864	4,187	1,374	9,603	20.1	19.4	43.6	14.3	100
	2014	1,908	1,843	4,076	1,376	9,506	20.1	19.4	42.9	14.5	100
	2015	1,854	1,849	3,877	1,337	9,265	20.0	20.0	41.8	14.4	100
	2016	1,813	1,736	3,861	1,361	9,316	19.5	18.6	41.4	14.6	100
	2017	1,521	1,443	3,110	1,166	7,786	19.5	18.5	39.9	15.0	100
	2018	1,246	1,262	2,642	1,085	6,713	18.6	18.8	39.4	16.2	100
	2014 to 2018 average	**1,668**	**1,627**	**3,513**	**1,265**	**8,517**	**19.6**	**19.1**	**41.2**	**14.9**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	100
	2008	3,793	2,658	6,514	1,752	15,061	25.2	17.6	43.3	11.6	100
	2009	3,636	2,727	6,057	1,848	14,578	24.9	18.7	41.5	12.7	100
	2010	2,947	2,414	5,537	1,638	12,805	23.0	18.9	43.2	12.8	100
	2011	2,613	2,329	5,426	1,792	12,400	21.1	18.8	43.8	14.5	100
	2012	2,604	2,231	5,278	1,780	12,214	21.3	18.3	43.2	14.6	100
	2013	2,220	2,131	4,865	1,704	11,220	19.8	19.0	43.4	15.2	100
	2014	2,247	2,116	4,749	1,727	11,191	20.1	18.9	42.4	15.4	100
	2015	2,184	2,192	4,524	1,645	10,935	20.0	20.0	41.4	15.0	100
	2016	2,162	2,038	4,517	1,733	11,077	19.5	18.4	40.8	15.6	100
	2017	1,821	1,745	3,728	1,495	9,406	19.4	18.6	39.6	15.9	100
	2018	1,520	1,542	3,290	1,456	8,367	18.2	18.4	39.3	17.4	100
	2014 to 2018 average	**1,987**	**1,927**	**4,162**	**1,611**	**10,195**	**19.5**	**18.9**	**40.8**	**15.8**	100

1. Including drivers under 17 and those whose age is not known.

Car drivers involved in reported injury accidents by age and sex[1]
Years:2004-08 and 2014 to 2018 averages, 2008 to 2018

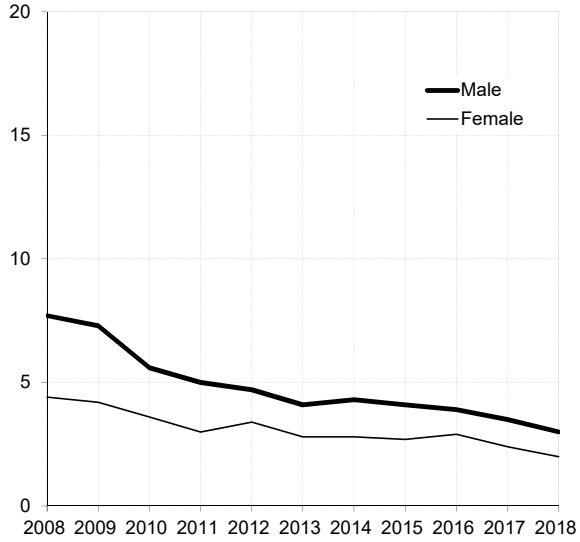
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.7**	**6.2**	**4.6**	**2.6**	**4.9**
	2008	2,364	1,549	3,709	1,229	8,889	7.7	5.5	4.1	2.4	4.4
	2009	2,257	1,536	3,429	1,284	8,532	7.3	5.4	3.8	2.4	4.2
	2010	1,765	1,379	3,116	1,125	7,414	5.6	4.8	3.5	2.1	3.6
	2011	1,605	1,303	3,186	1,233	7,354	5.0	4.4	3.5	2.2	3.5
	2012	1,485	1,230	2,959	1,186	6,887	4.7	4.1	3.3	2.1	3.3
	2013	1,314	1,125	2,758	1,105	6,341	4.1	3.7	3.1	1.9	3.0
	2014	1,355	1,161	2,653	1,110	6,331	4.3	3.8	3.0	1.9	3.0
	2015	1,307	1,231	2,551	1,059	6,194	4.1	3.9	2.9	1.8	2.9
	2016	1,226	1,198	2,499	1,109	6,127	3.9	3.8	2.8	1.8	2.8
	2017	1,081	1,027	2,104	945	5,250	3.5	3.2	2.4	1.5	2.4
	2018	901	905	1,901	935	4,800	3.0	2.7	2.1	1.5	2.2
	2014 to 2018 average	**1,174**	**1,104**	**2,342**	**1,032**	**5,740**	**3.7**	**3.5**	**2.6**	**1.7**	**2.7**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.5**	**4.0**	**2.9**	**0.8**	**2.7**
	2008	1,350	1,047	2,636	520	5,563	4.4	3.6	2.8	0.8	2.5
	2009	1,301	1,078	2,496	557	5,447	4.2	3.6	2.6	0.8	2.4
	2010	1,142	976	2,258	503	4,887	3.6	3.3	2.4	0.7	2.2
	2011	974	958	2,119	555	4,615	3.0	3.1	2.2	0.8	2.0
	2012	1,088	918	2,156	589	4,760	3.4	3.0	2.3	0.9	2.1
	2013	882	892	1,987	598	4,376	2.8	2.8	2.1	0.9	1.9
	2014	870	857	1,989	616	4,350	2.8	2.7	2.1	0.9	1.9
	2015	845	853	1,899	582	4,201	2.7	2.6	2.0	0.8	1.8
	2016	903	817	1,967	618	4,344	2.9	2.5	2.1	0.9	1.9
	2017	734	708	1,602	547	3,632	2.4	2.1	1.7	0.7	1.6
	2018	606	631	1,372	520	3,153	2.0	1.9	1.5	0.7	1.4
	2014 to 2018 average	**792**	**773**	**1,766**	**577**	**3,936**	**2.6**	**2.4**	**1.9**	**0.8**	**1.7**
Total [4]	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**6.7**	**5.2**	**3.8**	**1.6**	**3.8**
	2008	3,793	2,658	6,514	1,752	15,061	6.2	4.6	3.5	1.5	3.5
	2009	3,636	2,727	6,057	1,848	14,578	5.9	4.7	3.3	1.5	3.4
	2010	2,947	2,414	5,537	1,638	12,805	4.7	4.1	3.0	1.3	2.9
	2011	2,613	2,329	5,426	1,792	12,400	4.1	3.9	2.9	1.5	2.8
	2012	2,604	2,231	5,278	1,780	12,214	4.1	3.7	2.9	1.4	2.7
	2013	2,220	2,131	4,865	1,704	11,220	3.5	3.4	2.7	1.3	2.5
	2014	2,247	2,116	4,749	1,727	11,191	3.6	3.4	2.6	1.3	2.5
	2015	2,184	2,192	4,524	1,645	10,935	3.5	3.4	2.5	1.3	2.4
	2016	2,162	2,038	4,517	1,733	11,077	3.4	3.1	2.5	1.3	2.4
	2017	1,821	1,745	3,728	1,495	9,406	3.0	2.6	2.0	1.1	2.0
	2018	1,520	1,542	3,290	1,456	8,367	2.5	2.3	1.8	1.1	1.7
	2014 to 2018 average	**1,987**	**1,927**	**4,162**	**1,611**	**10,195**	**3.2**	**3.0**	**2.3**	**1.2**	**2.2**
Male to Female Ratio	**2004-08 average**	**1.9**	**1.5**	**1.5**	**2.4**	**1.7**	**1.9**	**1.6**	**1.6**	**3.3**	**1.8**
	2008	1.8	1.5	1.4	2.4	1.6	1.8	1.5	1.5	3.0	1.8
	2009	1.7	1.4	1.4	2.3	1.6	1.7	1.5	1.5	3.0	1.8
	2010	1.5	1.4	1.4	2.2	1.5	1.6	1.5	1.5	3.0	1.6
	2011	1.6	1.4	1.5	2.2	1.6	1.7	1.4	1.6	2.8	1.8
	2012	1.4	1.3	1.4	2.0	1.4	1.4	1.4	1.4	2.3	1.6
	2013	1.5	1.3	1.4	1.8	1.4	1.5	1.3	1.5	2.1	1.6
	2014	1.6	1.4	1.3	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2015	1.5	1.4	1.3	1.8	1.5	1.5	1.5	1.5	2.3	1.6
	2016	1.4	1.5	1.3	1.8	1.4	1.3	1.5	1.3	2.0	1.5
	2017	1.5	1.5	1.3	1.7	1.4	1.5	1.5	1.4	2.1	1.5
	2018	1.5	1.4	1.4	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2014 to 2018 average	**1.5**	**1.4**	**1.3**	**1.8**	**1.5**	**1.4**	**1.5**	**1.4**	**2.1**	**1.6**

1. In some cases, a driver's age and/or sex was not known. Such drivers are counted in the table on the basis of whatever details are known - i.e. in the appropriate age-groups if their ages are known, and in the appropriate sex category if their sex is known. The 'all ages' totals include those whose ages were not traced, and the 'both sexes' totals include those of unknown sex. The grand totals include those for whom neither the age nor the sex was known, most of whom will be the drivers of cars which were parked at the time of the accident.
2. Including drivers whose age is not known.
3. Excludes drivers under 17 and those where ages and sex are not known.
4. Including drivers whose age is not known.

Car drivers involved in reported injury accidents by age and sex
Years: 2008 to 2018

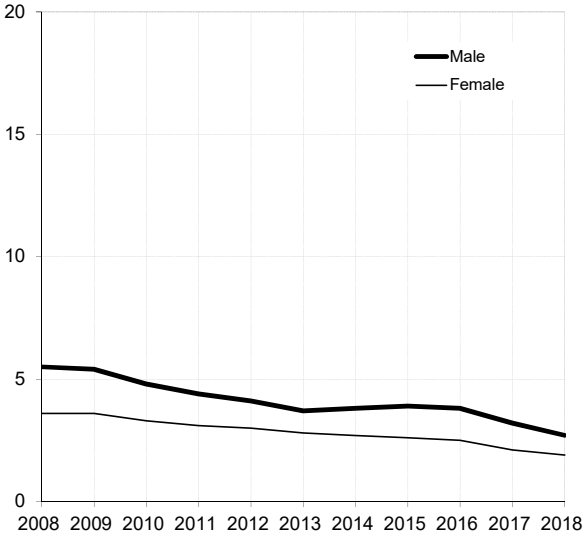
(a) 17-25

Rate per thousand population



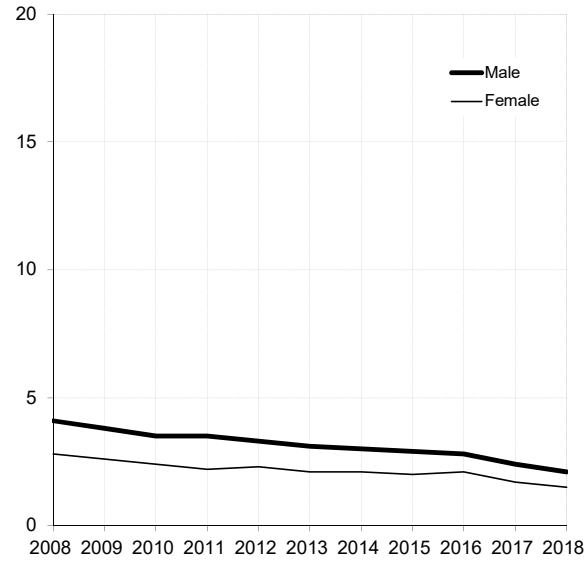
(b) 26-34

Rate per thousand population



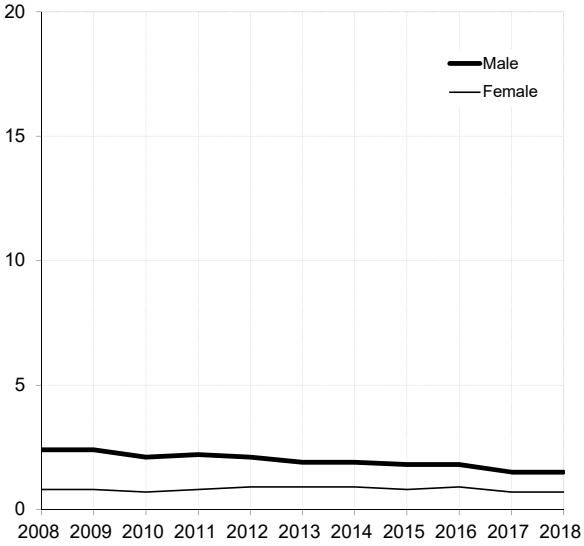
(c) 35-59

Rate per thousand population



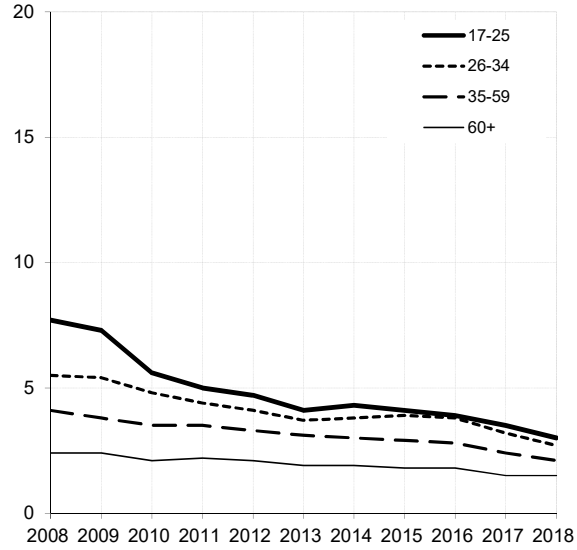
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

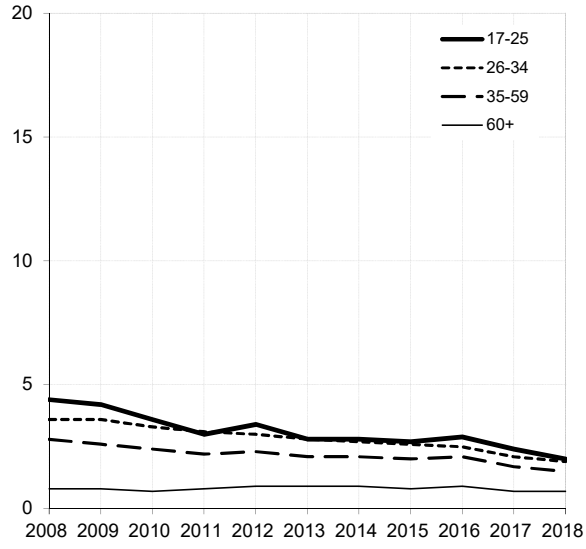


Table 19
Motorists involved in accidents by police force division [1]
Years: 2004-08 and 2014-18 averages, 2014 to 2018

	North East [2]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow	Lothians & Borders Scottish	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Motorists involved														
04-08 ave	**1,882**	**1,589**	**823**	**1,112**	**720**	**1,296**	**3,538**	**2,113**	**2,178**	**1,143**	**1,100**	**1,047**	**2,445**	**20,985**
2014	1,223	861	493	787	496	866	2,385	1,474	1,963	788	680	638	1,704	14,358
2015	1,054	730	542	872	446	975	2,335	1,603	1,717	693	715	614	1,548	13,844
2016	925	690	512	823	449	943	2,538	1,448	1,798	728	773	682	1,628	13,937
2017	738	776	483	710	407	795	2,125	1,317	1,391	590	543	584	1,462	11,921
2018	717	666	386	572	433	746	1,690	1,207	1,198	679	562	528	1,356	10,740
14-18 ave	**931**	**745**	**483**	**753**	**446**	**865**	**2,215**	**1,410**	**1,613**	**696**	**655**	**609**	**1,540**	**12,960**
Breath test requested														
04-08 ave	**1,197**	**1,310**	**492**	**602**	**512**	**707**	**1,809**	**1,291**	**1,195**	**825**	**749**	**525**	**1,350**	**12,563**
2014	633	634	263	509	370	507	1,275	934	1,090	467	445	358	975	8,460
2015	470	542	290	570	301	564	1,103	1,100	991	438	504	301	760	7,934
2016	451	504	231	518	319	487	1,004	926	970	451	531	292	797	7,481
2017	330	598	260	448	312	464	857	868	769	346	340	289	741	6,622
2018	342	498	211	334	309	421	673	744	625	474	390	214	693	5,928
14-18 ave	**445**	**555**	**251**	**476**	**322**	**489**	**982**	**914**	**889**	**435**	**442**	**291**	**793**	**7,285**
Positive/refused														
04-08 ave	**51**	**36**	**20**	**26**	**19**	**31**	**67**	**43**	**28**	**35**	**32**	**25**	**60**	**474**
2014	27	17	12	9	11	13	32	22	17	7	14	13	29	223
2015	19	19	12	24	8	11	30	29	16	9	16	8	25	226
2016	21	18	12	19	9	19	34	31	17	21	12	7	31	251
2017	14	25	4	12	5	11	26	14	15	12	6	18	29	191
2018	14	14	1	12	3	12	23	16	12	17	13	14	25	176
14-18 ave	**19**	**19**	**8**	**15**	**7**	**13**	**29**	**22**	**15**	**13**	**12**	**12**	**28**	**213**
Breath test requested as a percent of those involved														
04-08 ave	**63.6**	**82.5**	**59.7**	**54.1**	**71.1**	**54.5**	**51.1**	**61.1**	**54.9**	**72.2**	**68.1**	**50.1**	**55.2**	**59.9**
2014	51.8	73.6	53.3	64.7	74.6	58.5	53.5	63.4	55.5	59.3	65.4	56.1	57.2	58.9
2015	44.6	74.2	53.5	65.4	67.5	57.8	47.2	68.6	57.7	63.2	70.5	49.0	49.1	57.3
2016	48.8	73.0	45.1	62.9	71.0	51.6	39.6	64.0	53.9	62.0	68.7	42.8	49.0	53.7
2017	44.7	77.1	53.8	63.1	76.7	58.4	40.3	65.9	55.3	58.6	62.6	49.5	50.7	55.5
2018	47.7	74.8	54.7	58.4	71.4	56.4	39.8	61.6	52.2	69.8	69.4	40.5	51.1	55.2
14-18 ave	**47.8**	**74.6**	**51.9**	**63.2**	**72.2**	**56.5**	**44.4**	**64.9**	**55.1**	**62.6**	**67.5**	**47.7**	**51.5**	**56.2**
Positive/refused as a percent of motorists involved														
04-08 ave	**2.7**	**2.3**	**2.4**	**2.3**	**2.7**	**2.4**	**1.9**	**2.0**	**1.3**	**3.1**	**2.9**	**2.4**	**2.5**	**2.3**
2014	2.2	2.0	2.4	1.1	2.2	1.5	1.3	1.5	0.9	0.9	2.1	2.0	1.7	1.6
2015	1.8	2.6	2.2	2.8	1.8	1.1	1.3	1.8	0.9	1.3	2.2	1.3	1.6	1.6
2016	2.3	2.6	2.3	2.3	2.0	2.0	1.3	2.1	0.9	2.9	1.6	1.0	1.9	1.8
2017	1.9	3.2	0.8	1.7	1.2	1.4	1.2	1.1	1.1	2.0	1.1	3.1	2.0	1.6
2018	2.0	2.1	0.3	2.1	0.7	1.6	1.4	1.3	1.0	2.5	2.3	2.7	1.8	1.6
14-18 ave	**2.0**	**2.5**	**1.7**	**2.0**	**1.6**	**1.5**	**1.3**	**1.6**	**1.0**	**1.9**	**1.9**	**2.0**	**1.8**	**1.6**
Positive/refused as a percent of those where breath test requested														
04-08 ave	**4.3**	**2.8**	**4.0**	**4.3**	**3.8**	**4.4**	**3.7**	**3.3**	**2.3**	**4.2**	**4.3**	**4.8**	**4.4**	**3.8**
2014	4.3	2.7	4.6	1.8	3.0	2.6	2.5	2.4	1.6	1.5	3.1	3.6	3.0	2.6
2015	4.0	3.5	4.1	4.2	2.7	2.0	2.7	2.6	1.6	2.1	3.2	2.7	3.3	2.8
2016	4.7	3.6	5.2	3.7	2.8	3.9	3.4	3.3	1.8	4.7	2.3	2.4	3.9	3.4
2017	4.2	4.2	1.5	2.7	1.6	2.4	3.0	1.6	2.0	3.5	1.8	6.2	3.9	2.9
2018	4.1	2.8	0.5	3.6	1.0	2.9	3.4	2.2	1.9	3.6	3.3	6.5	3.6	3.0
14-18 ave	**4.3**	**3.4**	**3.3**	**3.2**	**2.2**	**2.7**	**3.0**	**2.4**	**1.7**	**3.0**	**2.8**	**4.1**	**3.5**	**2.9**

1. From 2013 "other motor vehicles" and "other non-motor vehicles" categories have been combined on the data collection forms. This means that there are a very small number of non-motor vehicle drivers included in the table.
Other changes to historic data for example new information provided by police will also result in differences in the historic data compared to previous publications.
2. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

Motorists involved in reported injury accidents, breath tested and breath test results, by day and time, 2014-2018 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	30	34	80	114	347
	03-06	24	17	31	53	196
	06-09	294	262	94	64	1,598
	09-12	288	312	277	189	1,930
	12-15	346	460	434	338	2,616
	15-18	545	618	394	314	3,505
	18-21	286	328	260	228	1,958
	21-24	103	144	149	107	811
	Total	**1,914**	**2,177**	**1,720**	**1,406**	**12,960**
Breath test requested	00-03	18	23	54	64	213
	03-06	13	11	18	32	114
	06-09	165	151	58	40	908
	09-12	161	175	160	110	1,088
	12-15	189	258	249	190	1,452
	15-18	291	335	221	187	1,907
	18-21	163	186	146	136	1,122
	21-24	60	86	93	62	481
	Total	**1,060**	**1,226**	**1,000**	**822**	**7,285**
Positive/refused	00-03	3	4	12	16	45
	03-06	2	1	6	10	24
	06-09	1	2	4	3	15
	09-12	1	2	3	2	12
	12-15	2	1	4	4	14
	15-18	4	4	5	4	29
	18-21	3	7	7	7	34
	21-24	4	6	11	7	41
	Total	**21**	**26**	**52**	**54**	**213**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	60	67	68	56	61
	03-06	56	64	59	60	58
	06-09	56	58	61	63	57
	09-12	56	56	58	58	56
	12-15	55	56	57	56	56
	15-18	53	54	56	60	54
	18-21	57	57	56	60	57
	21-24	58	60	63	58	59
	Total	**55**	**56**	**58**	**58**	**56**
Positive/refused as a percentage of motorists involved	00-03	11	11	16	14	13
	03-06	7	5	18	19	12
	06-09	0	1	5	5	1
	09-12	0	1	1	1	1
	12-15	0	0	1	1	1
	15-18	1	1	1	1	1
	18-21	1	2	3	3	2
	21-24	4	4	7	7	5
	Total	**1**	**1**	**3**	**4**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	18	16	23	25	21
	03-06	13	7	30	32	21
	06-09	1	1	8	8	2
	09-12	1	1	2	2	1
	12-15	1	0	1	2	1
	15-18	1	1	2	2	2
	18-21	2	4	5	5	3
	21-24	7	7	11	12	8
	Total	**2**	**2**	**5**	**7**	**3**

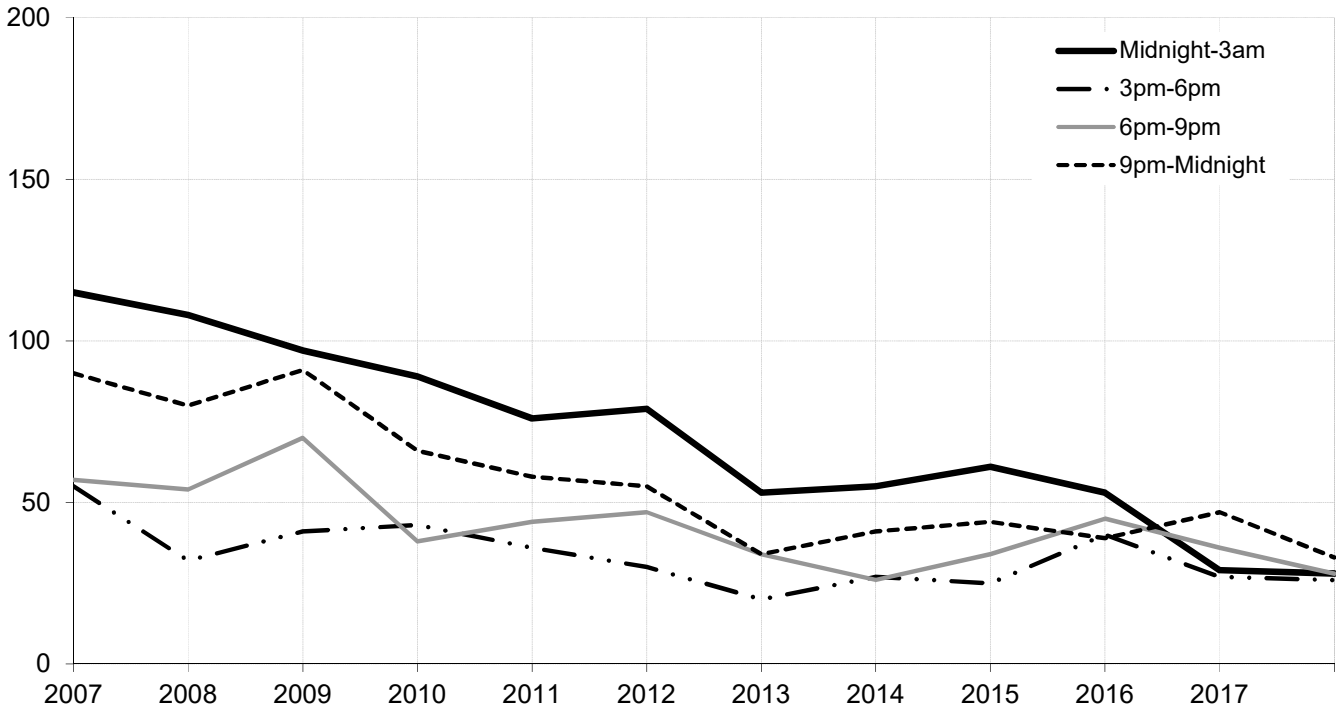
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-08 and 2014-18 averages, 2014 to 2018

		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2004-08 average**	**754**	**391**	**2,520**	**2,996**	**4,125**	**5,400**	**3,201**	**1,598**	**20,985**
	2014	423	241	1,806	2,076	2,826	3,924	2,206	856	14,358
	2015	413	205	1,601	2,084	2,805	3,752	2,090	894	13,844
	2016	336	210	1,873	2,084	2,819	3,645	2,070	900	13,937
	2017	303	160	1,423	1,837	2,386	3,244	1,819	749	11,921
	2018	262	165	1,285	1,568	2,243	2,958	1,603	656	10,740
	2014 to 2018 average	**347**	**196**	**1,598**	**1,930**	**2,616**	**3,505**	**1,958**	**811**	**12,960**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,401**	**3,179**	**1,959**	**1,020**	**12,563**
	2014	269	147	1,075	1,257	1,629	2,257	1,300	526	8,460
	2015	251	113	907	1,195	1,590	2,099	1,223	556	7,934
	2016	205	119	1,003	1,152	1,522	1,857	1,137	486	7,481
	2017	184	102	830	967	1,285	1,760	1,059	435	6,622
	2018	155	91	723	869	1,235	1,560	893	402	5,928
	2014 to 2018 average	**213**	**114**	**908**	**1,088**	**1,452**	**1,907**	**1,122**	**481**	**7,285**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	2007	115	54	28	27	43	55	57	90	469
	2008	108	57	38	36	29	32	54	80	434
	2009	97	55	27	23	27	41	70	91	431
	2010	89	54	24	18	15	43	38	66	347
	2011	76	44	26	19	18	36	44	58	321
	2012	79	30	16	13	17	30	47	55	287
	2013	53	27	17	11	16	20	34	34	212
	2014	55	33	16	11	14	27	26	41	223
	2015	61	19	18	15	10	25	34	44	226
	2016	53	25	19	11	19	40	45	39	251
	2017	29	20	13	10	9	27	36	47	191
	2018	28	21	11	11	18	26	28	33	176
	2014 to 2018 average	**45**	**24**	**15**	**12**	**14**	**29**	**34**	**41**	**213**
(b) Percentages										
Breath test requested	**2004-08 average**	**65.0**	**63.5**	**59.4**	**59.0**	**58.2**	**58.9**	**61.2**	**63.8**	**59.9**
as percent of motorists	2014	63.6	61.0	59.5	60.5	57.6	57.5	58.9	61.4	58.9
involved	2015	60.8	55.1	56.7	57.3	56.7	55.9	58.5	62.2	57.3
	2016	61.0	56.7	53.6	55.3	54.0	50.9	54.9	54.0	53.7
	2017	60.7	63.8	58.3	52.6	53.9	54.3	58.2	58.1	55.5
	2018	59.2	55.2	56.3	55.4	55.1	52.7	55.7	61.3	55.2
	2014 to 2018 average	**61.3**	**58.3**	**56.8**	**56.4**	**55.5**	**54.4**	**57.3**	**59.3**	**56.2**
Positive/refused as	**2004-08 average**	**15.6**	**16.2**	**1.3**	**0.9**	**0.7**	**0.9**	**2.1**	**5.7**	**2.3**
percent of motorists	2014	13.0	13.7	0.9	0.5	0.5	0.7	1.2	4.8	1.6
involved	2015	14.8	9.3	1.1	0.7	0.4	0.7	1.6	4.9	1.6
	2016	15.8	11.9	1.0	0.5	0.7	1.1	2.2	4.3	1.8
	2017	9.6	12.5	0.9	0.5	0.4	0.8	2.0	6.3	1.6
	2018	10.7	12.7	0.9	0.7	0.8	0.9	1.7	5.0	1.6
	2014 to 2018 average	**13.0**	**12.0**	**1.0**	**0.6**	**0.5**	**0.8**	**1.7**	**5.0**	**1.6**
Positive/refused as	**2004-08 average**	**24.0**	**25.5**	**2.2**	**1.5**	**1.2**	**1.5**	**3.4**	**8.9**	**3.8**
percent of those where	2014	20.4	22.4	1.5	0.9	0.9	1.2	2.0	7.8	2.6
breath test requested	2015	24.3	16.8	2.0	1.3	0.6	1.2	2.8	7.9	2.8
	2016	25.9	21.0	1.9	1.0	1.2	2.2	4.0	8.0	3.4
	2017	15.8	19.6	1.6	1.0	0.7	1.5	3.4	10.8	2.9
	2018	18.1	23.1	1.5	1.3	1.5	1.7	3.1	8.2	3.0
	2014 to 2018 average	**21.2**	**20.6**	**1.7**	**1.1**	**1.0**	**1.5**	**3.0**	**8.5**	**2.9**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2007 to 2018

(a) Late afternoon/evening to night time (3pm-3am)



(b) Early morning to early afternoon (3am-3pm)

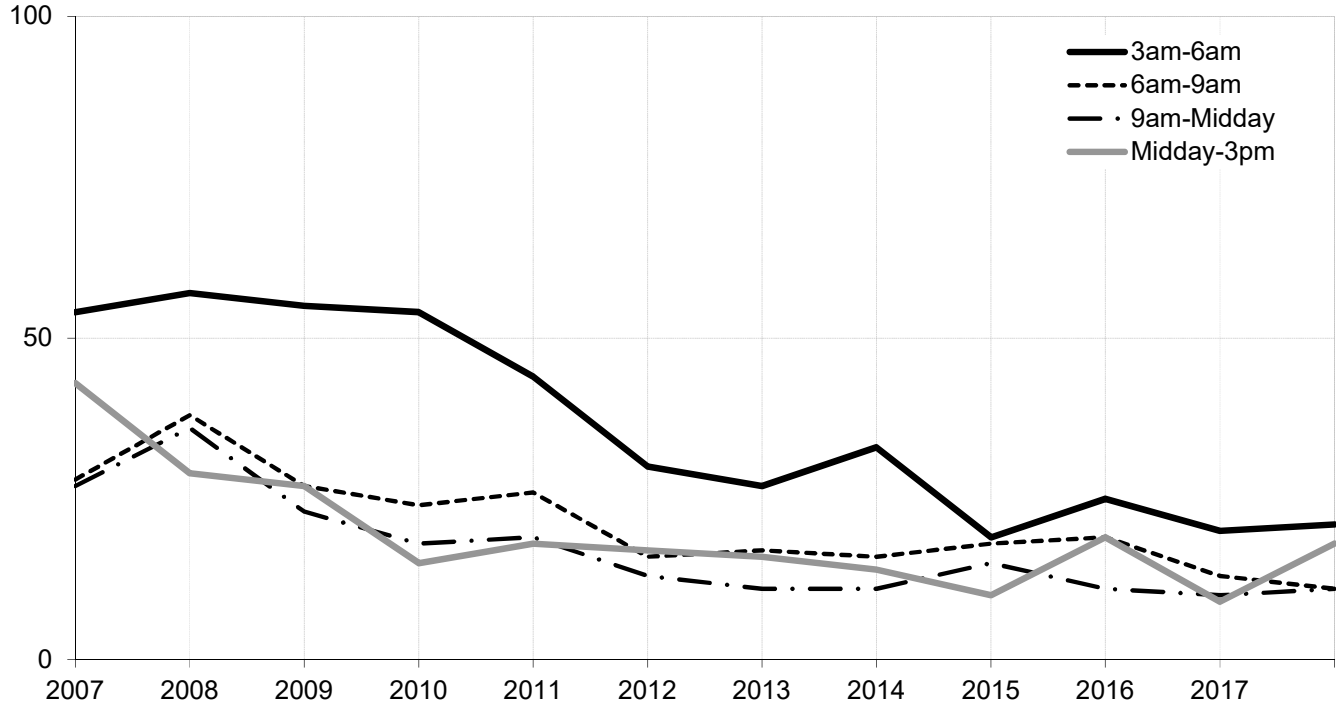
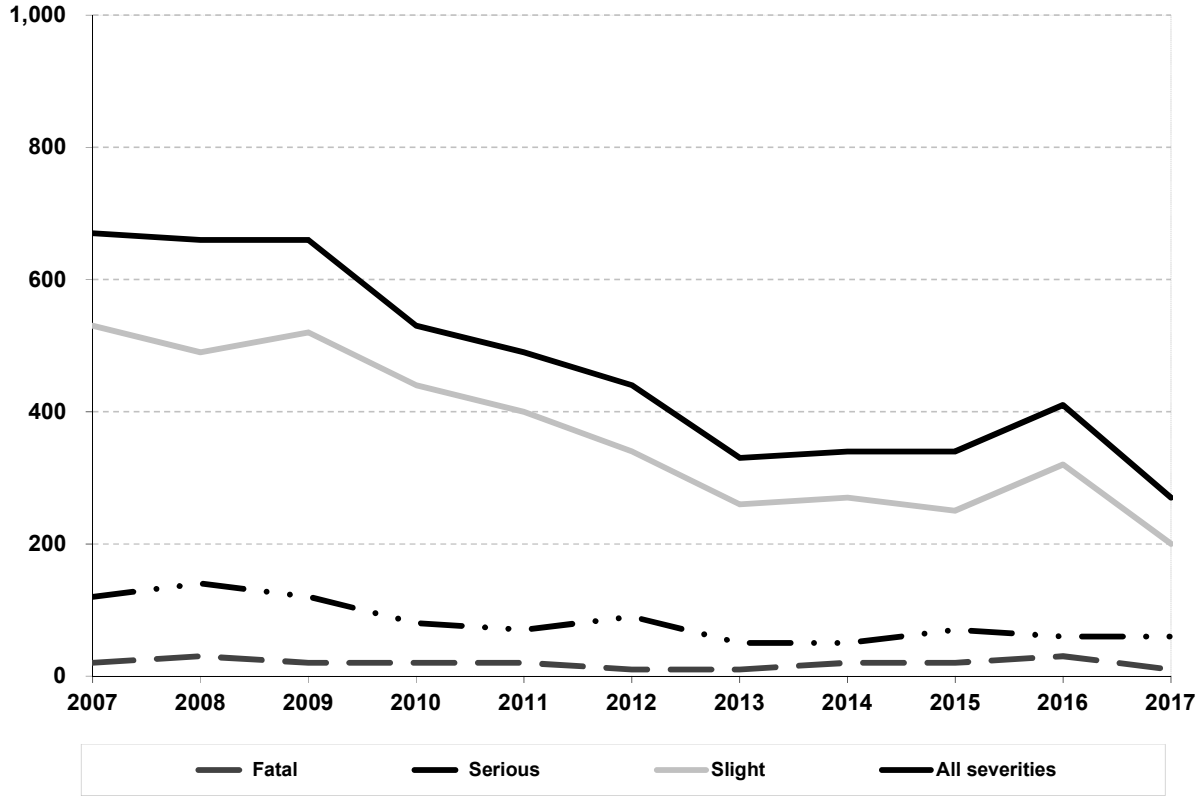


Table 22

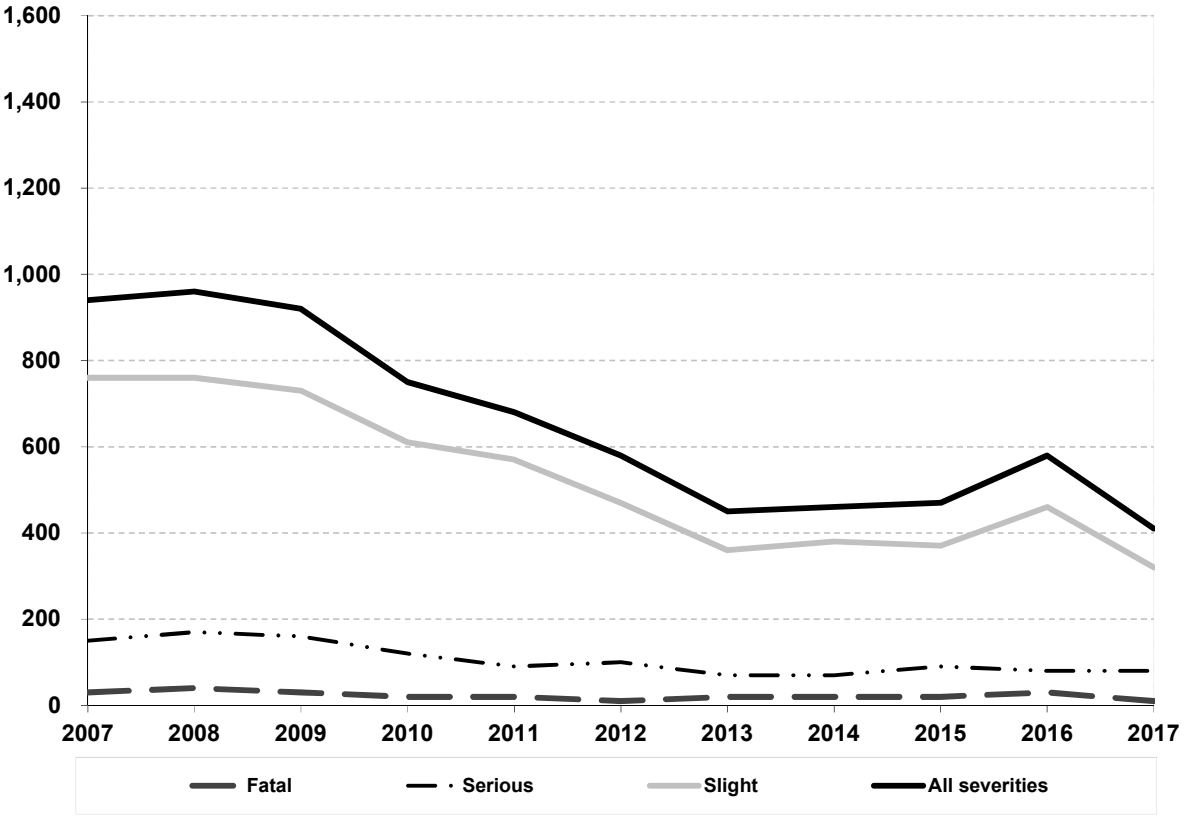
(a) Estimated number of reported drink drive *accidents*

Years: 2008 to 2018



(b) Estimated number of reported drink drive *casualties*

Years: 2008 to 2018



Drink-drive accidents and casualties

Drink-drive estimates: background

1. The Department for Transport (DfT) annually estimates the number of reported drink drive accidents: i.e. those reported injury road accidents involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from 05/12/2014). DfT published GB final figures in https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/827834/drink-drive-final-estimates-2017.pdf in August 2018. Scotland estimates are presented in Reported Road Casualties GB Table ras51019 which was updated with 2017 data in September 2019. Because of the uncertainty involved figures are rounded to the nearest ten. https://www.gov.uk/government/statistical-data-sets/reported-drinking-and-driving-ras51#table-ras51019

2. The DfT's publication outlines the estimation methods in detail. It draws on Stats 19 reported road accident data (where motor vehicle drivers or riders failed or refused to provide a sample of breath) and Procurators Fiscal (and Coroners in England and Wales) data on blood alcohol levels of drivers who died within 12 hours of being injured in a road accident. The estimates include allowances for the numbers of cases where drivers or riders are not breath tested due to the accident being a hit and run accident. Drink drive casualties are defined here as any casualties resulting from a drink drive accident.

3. Estimates for 2018 are not yet available because of the timing of the provision of the data regarding blood alcohol levels of fatalities from Procurators Fiscal (and Coroners in England and Wales) to DfT. At this stage the sample of 2018 data is insufficient to allow a breakdown by country.

4. There are no estimates for Scotland of the number of alcohol-related injury road accidents which involve *legal* alcohol levels (i.e. alcohol levels up to and including the current drink-drive limit of 80mg of alcohol per 100ml of blood), nor are there any estimates for Scotland of the numbers of *non*-injury (damage only) road accidents involving illegal alcohol levels.

5. The figures here differ from the number of drivers with positive (or refused) breath tests. While the Police aim to breath test all drivers involved in an accident this isn't always possible (e.g. hit and run drivers or due to severity of casualty). Recently, just under two thirds of motorists involved in injury road accidents in Scotland have been breath tested.

Table 22 Estimated number of reported drink drive accidents and casualties, 2007 to 2017

Number of accidents/casualties

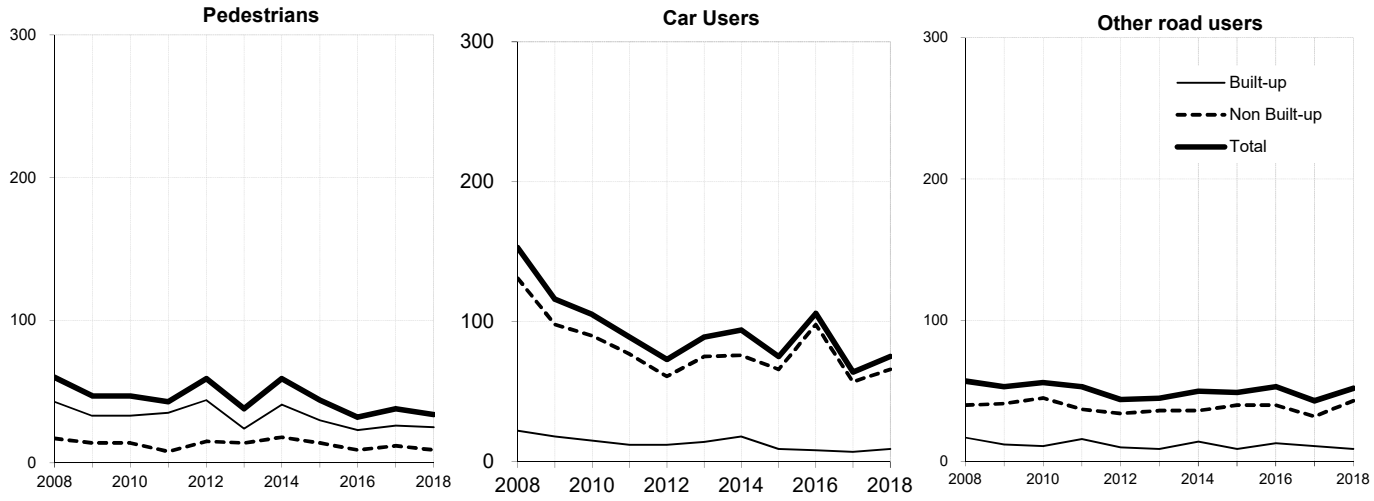
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
2004-08 Average	30	130	520	690	30	170	790	990
2007	20	120	530	670	30	150	760	940
2008	30	140	490	660	40	170	760	960
2009	20	120	520	660	30	160	730	920
2010	20	80	440	530	20	120	610	750
2011	20	70	400	490	20	90	570	680
2012	10	90	340	440	10	100	470	580
2013	10	50	260	330	20	70	360	450
2014	20	50	270	340	20	70	380	460
2015	20	70	250	340	20	90	370	470
2016	30	60	320	410	30	80	460	580
2017	10	60	200	270	10	80	320	410
2013-17 average	20	60	260	340	20	80	380	470

Note: individual columns may not sum to totals due to rounding.

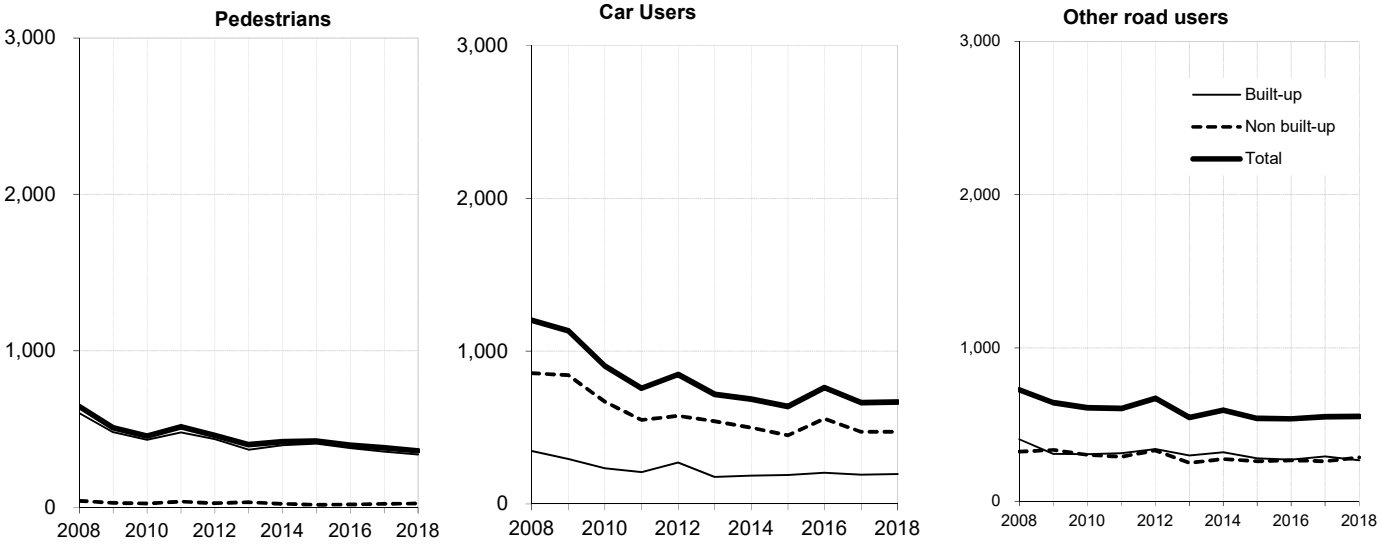
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2008 to 2018

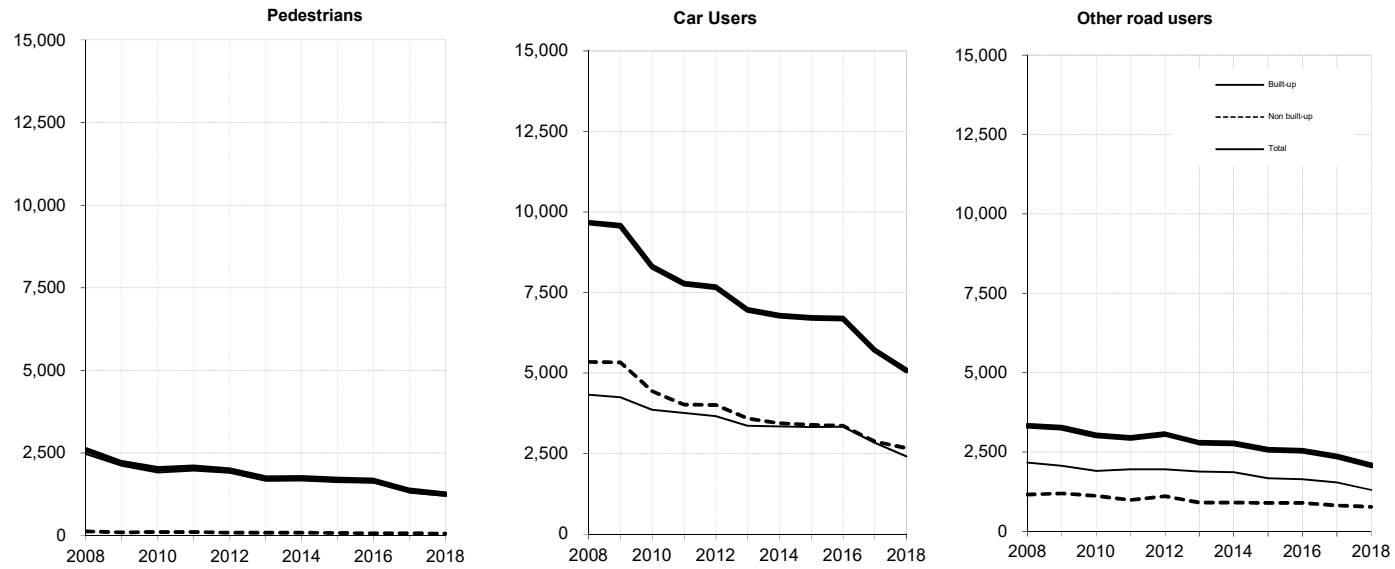
(a) Killed



(b) Serious



(c) All Severities



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**2004-08 average**	**46**	**609**	**2,723**	**18**	**47**	**133**	**65**	**656**	**2,855**
	2008	43	603	2,469	17	42	124	60	645	2,593
	2009	33	481	2,107	14	28	92	47	509	2,199
	2010	33	432	1,911	14	25	102	47	457	2,013
	2011	35	478	1,962	8	37	103	43	515	2,065
	2012	44	435	1,893	15	26	86	59	461	1,979
	2013	24	369	1,653	14	32	81	38	401	1,734
	2014	41	398	1,662	18	22	83	59	420	1,745
	2015	30	407	1,619	14	17	71	44	424	1,690
	2016	23	378	1,599	9	19	63	32	397	1,662
	2017	26	357	1,298	12	23	65	38	380	1,363
	2018	25	338	1,196	9	24	57	34	362	1,253
	2014 to 2018 average	**29**	**376**	**1,475**	**12**	**21**	**68**	**41**	**397**	**1,543**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	2008	4	125	644	5	30	86	9	155	730
	2009	3	123	704	2	29	100	5	152	804
	2010	1	115	688	6	23	93	7	138	781
	2011	3	120	733	4	36	91	7	156	824
	2012	5	136	791	4	33	114	9	169	905
	2013	2	120	783	11	29	103	13	149	886
	2014	3	124	789	5	35	106	8	159	895
	2015	2	129	691	3	35	106	5	164	797
	2016	3	118	682	5	30	108	8	148	790
	2017	3	132	634	2	39	94	5	171	728
	2018	2	118	554	4	38	83	6	156	637
	2014 to 2018 average	**3**	**124**	**670**	**4**	**35**	**99**	**6**	**160**	**769**
Motorcycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	2008	7	176	543	27	220	499	34	396	1,042
	2009	8	121	499	35	211	522	43	332	1,021
	2010	6	122	400	29	197	445	35	319	845
	2011	9	112	425	24	179	381	33	291	806
	2012	3	132	433	18	211	434	21	343	867
	2013	5	124	428	18	157	347	23	281	775
	2014	6	144	463	24	183	363	30	327	826
	2015	3	101	396	24	157	339	27	258	735
	2016	7	104	373	23	164	336	30	268	709
	2017	3	119	316	26	162	304	29	281	620
	2018	5	97	302	28	186	338	33	283	640
	2014 to 2018 average	**5**	**113**	**370**	**25**	**170**	**336**	**30**	**283**	**706**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	2008	22	347	4,325	131	856	5,345	153	1,203	9,670
	2009	18	293	4,249	98	842	5,330	116	1,135	9,579
	2010	15	233	3,865	90	670	4,436	105	903	8,301
	2011	12	209	3,759	77	549	4,018	89	758	7,777
	2012	12	271	3,660	61	576	4,005	73	847	7,665
	2013	14	177	3,368	75	541	3,596	89	718	6,964
	2014	18	186	3,343	76	500	3,443	94	686	6,786
	2015	9	189	3,325	66	449	3,388	75	638	6,713
	2016	8	204	3,332	98	558	3,365	106	762	6,697
	2017	7	191	2,835	57	471	2,872	64	662	5,707
	2018	9	195	2,410	66	472	2,669	75	667	5,079
	2014 to 2018 average	**10**	**193**	**3,049**	**73**	**490**	**3,147**	**83**	**683**	**6,196**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**0**	**10**	**191**	**0**	**5**	**37**	**0**	**15**	**228**
	2008	-	8	153	-	6	24	-	14	177
	2009	-	6	185	-	4	40	-	10	225
	2010	-	8	162	1	2	43	1	10	205
	2011	1	13	151	-	10	47	1	23	198
	2012	-	13	129	-	3	36	-	16	165
	2013	1	11	139	-	1	13	1	12	152
	2014	1	6	142	-	-	22	1	6	164
	2015	1	7	120	-	2	17	1	9	137
	2016	-	8	129	1	4	26	1	12	155
	2017	-	8	133	-	2	31	-	10	164
	2018	-	6	83	1	1	21	1	7	104
	2014 to 2018 average	**0**	**7**	**121**	**0**	**2**	**23**	**1**	**9**	**145**
Minibus	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	2008	1	1	30	2	7	28	3	8	58
	2009	-	1	16	-	14	60	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	-	14	-	2	8	-	2	22
	2012	-	5	30	-	10	39	-	15	69
	2013	-	3	12	1	12	41	1	15	53
	2014	1	-	11	-	2	25	1	2	36
	2015	-	-	8	-	6	26	-	6	34
	2016	-	1	18	2	2	30	2	3	48
	2017	-	-	9	-	2	8	-	2	17
	2018	-	-	4	2	4	16	2	4	20
	2014 to 2018 average	**0**	**0**	**10**	**1**	**3**	**21**	**1**	**3**	**31**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	2008	1	57	513	-	2	74	1	59	587
	2009	-	32	430	-	4	43	-	36	473
	2010	-	39	416	1	13	124	1	52	540
	2011	1	46	412	-	5	93	1	51	505
	2012	1	37	335	-	7	106	1	44	441
	2013	1	28	317	1	6	77	2	34	394
	2014	1	24	257	-	4	34	1	28	291
	2015	1	25	259	-	24	73	1	49	332
	2016	-	28	227	3	14	75	3	42	302
	2017	2	18	278	-	5	79	2	23	357
	2018	-	27	208	2	8	22	2	35	230
	2014 to 2018 average	**1**	**24**	**246**	**1**	**11**	**57**	**2**	**35**	**302**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	2008	2	12	140	4	30	209	6	42	349
	2009	-	12	99	4	39	239	4	51	338
	2010	-	6	100	3	33	192	3	39	292
	2011	1	6	114	5	29	198	6	35	312
	2012	-	8	141	7	28	211	7	36	352
	2013	-	7	144	4	20	188	4	27	332
	2014	-	6	135	-	26	213	-	32	348
	2015	-	11	136	5	24	218	5	35	354
	2016	-	5	165	5	36	226	5	41	391
	2017	-	6	125	2	29	198	2	35	323
	2018	1	5	109	4	34	210	5	39	319
	2014 to 2018 average	**0**	**7**	**134**	**3**	**30**	**213**	**3**	**36**	**347**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**9**	**57**	**3**	**23**	**151**	**4**	**32**	**209**
	2008	0	9	54	2	14	137	2	23	191
	2009	1	5	57	0	17	106	1	22	163
	2010	1	5	28	4	16	134	5	21	162
	2011	0	3	32	3	25	113	3	28	145
	2012	1	5	36	5	27	104	6	32	140
	2013	0	2	23	1	16	86	1	18	109
	2014	0	3	28	2	15	78	2	18	106
	2015	1	4	31	7	7	85	8	11	116
	2016	0	1	14	1	12	68	1	13	82
	2017	1	2	24	0	8	55	1	10	79
	2018	0	5	20	0	9	53	0	14	73
	2014 to 2018 average	**0**	**3**	**23**	**2**	**10**	**68**	**2**	**13**	**91**
Other	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	2008	2	16	90	0	14	105	2	30	195
	2009	0	8	78	0	17	87	0	25	165
	2010	3	11	92	0	17	63	3	28	155
	2011	1	14	77	1	5	54	2	19	131
	2012	0	4	64	0	14	65	0	18	129
	2013	0	3	37	0	9	56	0	12	93
	2014	2	12	40	5	11	65	7	23	105
	2015	1	2	35	1	6	34	2	8	69
	2016	3	6	32	0	5	29	3	11	61
	2017	2	7	27	2	13	48	4	20	75
	2018	1	9	26	2	6	30	3	15	56
	2014 to 2018 average	**2**	**7**	**32**	**2**	**8**	**41**	**4**	**15**	**73**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	2008	82	1,354	8,961	188	1,221	6,631	270	2,575	15,592
	2009	63	1,082	8,424	153	1,205	6,619	216	2,287	15,043
	2010	59	972	7,681	149	997	5,657	208	1,969	13,338
	2011	63	1,001	7,679	122	877	5,106	185	1,878	12,785
	2012	66	1,046	7,512	110	935	5,200	176	1,981	12,712
	2013	47	844	6,904	125	823	4,588	172	1,667	11,492
	2014	73	903	6,870	130	798	4,432	203	1,701	11,302
	2015	48	875	6,620	120	727	4,357	168	1,602	10,977
	2016	44	853	6,571	147	844	4,326	191	1,697	10,897
	2017	44	840	5,679	101	754	3,754	145	1,594	9,433
	2018	43	800	4,912	118	782	3,499	161	1,582	8,411
	2014 to 2018 average	**50**	**854**	**6,130**	**123**	**781**	**4,074**	**174**	**1,635**	**10,204**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

Mode of Transport	Built-up			Non built-up			Total		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Change in numbers: 2018 on 2017									
Pedestrian	-1	-19	-102	-3	1	-8	-4	-18	-110
Pedal cycle	-1	-14	-80	2	-1	-11	1	-15	-91
Motorcycle[1]	2	-22	-14	2	24	34	4	2	20
Car	2	4	-425	9	1	-203	11	5	-628
Taxi	-	-2	-50	1	-1	-10	1	-3	-60
Minibus	-	-	-5	2	2	8	2	2	3
Bus/coach	-2	9	-70	2	3	-57	-	12	-127
Light goods	1	-1	-16	2	5	12	3	4	-4
Heavy goods	-1	3	-4	-	1	-2	-1	4	-6
Other	-1	2	-1	-	-7	-18	-1	-5	-19
Total	-1	-40	-767	17	28	-255	16	-12	-1,022
(c) Per cent changes: [2]									
2018 on 2017									
Pedestrian	-4	-5	-8	-25	4	-12	-11	-5	-8
Pedal cycle	*	-11	-13	*	-3	-12	*	-9	-13
Motorcycle[(1)]	*	-18	-4	8	15	11	14	1	3
Car	*	2	-15	16	0	-7	17	1	-11
Taxi	n/a	*	-38	n/a	*	-32	n/a	-30	-37
Minibus	n/a	n/a	*	n/a	*	*	n/a	*	18
Bus/coach	*	50	-25	n/a	*	-72	*	52	-36
Light goods	n/a	*	-13	*	17	6	*	11	-1
Heavy goods	*	*	-17	n/a	*	-4	*	40	-8
Other	*	*	-4	*	-54	-38	*	-25	-25
Total	-2	-5	-14	17	4	-7	11	-1	-11
2018 on 2004-08 average									
Pedestrian	-46	-44	-56	-51	-48	-57	-47	-45	-56
Pedal cycle	*	6	-18	*	68	0	*	16	-16
Motorcycle [1]	*	-39	-46	-21	-12	-31	-21	-24	-39
Car	-57	-42	-49	-53	-49	-54	-54	-47	-52
Taxi	*	*	-56	*	*	-44	*	-54	-54
Minibus	*	*	-87	*	*	-64	*	*	-73
Bus/coach	*	-46	-69	*	*	-72	*	-36	-69
Light goods	*	-53	-17	*	-14	-18	*	-22	-18
Heavy goods	*	*	-65	*	-61	-65	*	-56	-65
Other	*	-24	-67	*	-62	-71	*	-45	-69
Total	-48	-39	-50	-44	-40	-52	-45	-39	-51

* A percentage changes is not shown if the denominator is 10 or fewer.
1. Motorcycle includes all two wheeled motor vehicles
2. Care should be taken when using per cent changes due to the small numbers involved.

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**2004-08 average**	**11**	**25**	**82**	**20**	**75**	**273**	**65**	**656**	**2,855**
	2008	12	19	72	18	66	240	60	645	2,593
	2009	8	17	57	14	53	198	47	509	2,199
	2010	7	15	63	16	49	201	47	457	2,013
	2011	2	24	63	8	56	194	43	515	2,065
	2012	12	15	57	17	35	179	59	461	1,979
	2013	8	21	56	16	51	179	38	401	1,734
	2014	7	17	54	24	53	202	59	420	1,745
	2015	8	12	43	12	40	145	44	424	1,690
	2016	7	11	38	12	29	146	32	397	1,662
	2017	8	14	39	16	36	127	38	380	1,363
	2018	7	16	35	9	37	107	34	362	1,253
	2014 to 2018 average	**7**	**14**	**42**	**15**	**39**	**145**	**41**	**397**	**1,543**
Pedal cycle	**2004-08 average**	**3**	**16**	**56**	**4**	**32**	**125**	**9**	**134**	**756**
	2008	3	18	53	5	33	115	9	155	730
	2009	2	25	75	2	36	136	5	152	804
	2010	5	19	68	6	30	132	7	138	781
	2011	4	26	61	4	40	123	7	156	824
	2012	3	22	79	3	41	155	9	169	905
	2013	9	21	76	11	36	149	13	149	886
	2014	5	24	68	5	45	154	8	159	895
	2015	2	25	76	2	41	147	5	164	797
	2016	3	23	75	4	35	131	8	148	790
	2017	1	30	69	3	49	124	5	171	728
	2018	3	29	62	3	44	113	6	156	637
	2014 to 2018 average	**3**	**26**	**70**	**3**	**43**	**134**	**6**	**160**	**769**
Motorcycle [1]	**2004-08 average**	**32**	**174**	**392**	**36**	**222**	**522**	**42**	**371**	**1,049**
	2008	23	182	400	27	234	545	34	396	1,042
	2009	34	177	436	40	219	559	43	332	1,021
	2010	26	169	360	32	208	471	35	319	845
	2011	22	153	313	27	178	402	33	291	806
	2012	17	178	345	19	217	448	21	343	867
	2013	15	129	268	16	155	356	23	281	775
	2014	23	150	289	24	201	417	30	327	826
	2015	23	134	280	24	165	370	27	258	735
	2016	21	139	287	23	177	364	30	268	709
	2017	25	135	254	27	174	333	29	281	620
	2018	24	145	259	25	188	350	33	283	640
	2014 to 2018 average	**23**	**141**	**274**	**25**	**181**	**367**	**30**	**283**	**706**
Car	**2004-08 average**	**117**	**717**	**4,090**	**140**	**914**	**5,764**	**162**	**1,258**	**10,606**
	2008	105	659	3,673	131	866	5,289	153	1,203	9,670
	2009	80	641	3,804	100	824	5,312	116	1,135	9,579
	2010	78	523	3,037	91	675	4,412	105	903	8,301
	2011	59	436	2,778	79	564	4,024	89	758	7,777
	2012	49	456	2,715	57	599	4,013	73	847	7,665
	2013	59	432	2,480	80	547	3,702	89	718	6,964
	2014	66	401	2,257	80	494	3,397	94	686	6,786
	2015	51	330	2,140	68	466	3,415	75	638	6,713
	2016	77	450	2,239	96	575	3,406	106	762	6,697
	2017	47	371	1,890	59	481	2,949	64	662	5,707
	2018	53	367	1,804	70	488	2,684	75	667	5,079
	2014 to 2018 average	**59**	**384**	**2,066**	**75**	**501**	**3,170**	**83**	**683**	**6,196**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

		Rural no dual ge 41mph			All rural			All roads		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**-**	**4**	**19**	**0**	**5**	**34**	**0**	**15**	**228**
	2008	-	2	8	-	3	19	-	14	177
	2009	-	4	26	-	4	39	-	10	225
	2010	-	2	21	1	3	37	1	10	205
	2011	-	9	24	-	11	38	1	23	198
	2012	-	1	23	-	2	35	-	16	165
	2013	-	-	5	-	-	16	1	12	152
	2014	-	-	16	-	-	20	1	6	164
	2015	-	2	8	-	2	23	1	9	137
	2016	-	1	14	1	3	24	1	12	155
	2017	-	1	23	-	2	29	-	10	164
	2018	1	1	14	1	2	21	1	7	104
	2014 to 2018 average	**0**	**1**	**15**	**0**	**2**	**23**	**1**	**9**	**145**
Minibus	**2004-08 average**	**1**	**5**	**31**	**1**	**7**	**47**	**1**	**8**	**74**
	2008	2	7	27	2	7	29	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2012	-	8	27	-	12	45	-	15	69
	2013	1	9	34	1	11	41	1	15	53
	2014	-	2	20	-	2	25	1	2	36
	2015	-	2	8	-	6	26	-	6	34
	2016	2	2	21	2	2	24	2	3	48
	2017	-	2	8	-	2	8	-	2	17
	2018	2	4	16	2	4	17	2	4	20
	2014 to 2018 average	**1**	**2**	**15**	**1**	**3**	**20**	**1**	**3**	**31**
Bus/coach	**2004-08 average**	**-**	**3**	**45**	**0**	**6**	**90**	**1**	**55**	**749**
	2008	-	2	36	-	3	86	1	59	587
	2009	-	2	35	-	4	55	-	36	473
	2010	1	13	115	1	16	142	1	52	540
	2011	-	3	52	-	5	79	1	51	505
	2012	-	7	89	-	10	122	1	44	441
	2013	1	5	56	1	7	95	2	34	394
	2014	-	1	21	-	5	41	1	28	291
	2015	-	24	69	1	27	107	1	49	332
	2016	1	8	46	3	17	76	3	42	302
	2017	-	4	69	1	6	95	2	23	357
	2018	1	7	14	2	8	21	2	35	230
	2014 to 2018 average	**0**	**9**	**44**	**1**	**13**	**68**	**2**	**35**	**302**
Light goods	**2004-08 average**	**5**	**29**	**173**	**7**	**38**	**254**	**8**	**50**	**387**
	2008	3	24	150	5	32	221	6	42	349
	2009	1	29	163	3	39	240	4	51	338
	2010	2	18	117	3	34	192	3	39	292
	2011	5	23	147	5	32	212	6	35	312
	2012	7	22	136	7	30	215	7	36	352
	2013	3	16	119	4	18	190	4	27	332
	2014	-	23	126	-	27	207	-	32	348
	2015	4	19	135	5	28	228	5	35	354
	2016	3	28	149	5	34	225	5	41	391
	2017	2	28	136	2	29	202	2	35	323
	2018	2	29	137	5	35	212	5	39	319
	2014 to 2018 average	**2**	**25**	**137**	**3**	**31**	**215**	**3**	**36**	**347**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2014-2018 averages, 2008 to 2018

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**14**	**100**	**3**	**26**	**159**	**4**	**32**	**209**
	2008	1	9	87	2	17	142	2	23	191
	2009	-	12	75	1	18	124	1	22	163
	2010	4	10	85	5	19	134	5	21	162
	2011	1	17	68	3	26	116	3	28	145
	2012	3	19	60	6	28	112	6	32	140
	2013	1	10	50	1	17	96	1	18	109
	2014	2	9	48	2	15	88	2	18	106
	2015	4	3	55	8	10	93	8	11	116
	2016	1	8	46	1	12	75	1	13	82
	2017	-	6	35	1	8	60	1	10	79
	2018	-	7	33	-	12	54	-	14	73
	2014 to 2018 average	**1**	**7**	**43**	**2**	**11**	**74**	**2**	**13**	**91**
Other	**2004-08 average**	**0**	**13**	**76**	**1**	**18**	**107**	**1**	**27**	**182**
	2008	-	12	78	1	19	110	2	30	195
	2009	-	14	66	-	17	89	-	25	165
	2010	-	16	52	2	22	84	3	28	155
	2011	-	4	42	2	8	64	2	19	131
	2012	-	13	50	-	15	73	-	18	129
	2013	-	7	37	-	10	63	-	12	93
	2014	4	9	51	5	13	69	7	23	105
	2015	1	6	28	1	6	43	2	8	69
	2016	-	5	24	-	7	35	3	11	61
	2017	1	10	40	2	13	53	4	20	75
	2018	2	6	25	3	11	42	3	15	56
	2014 to 2018 average	**2**	**7**	**34**	**2**	**10**	**48**	**4**	**15**	**73**
Total	**2004-08 average**	**170**	**999**	**5,065**	**211**	**1,343**	**7,374**	**292**	**2,605**	**17,097**
	2008	149	934	4,584	191	1,280	6,796	270	2,575	15,592
	2009	125	935	4,792	160	1,228	6,811	216	2,287	15,043
	2010	123	786	3,937	158	1,057	5,830	208	1,969	13,338
	2011	93	696	3,553	128	922	5,258	185	1,878	12,785
	2012	91	741	3,581	109	989	5,397	176	1,981	12,712
	2013	97	650	3,181	130	852	4,887	172	1,667	11,492
	2014	107	636	2,950	140	855	4,620	203	1,701	11,302
	2015	93	557	2,842	121	791	4,597	168	1,602	10,977
	2016	115	675	2,939	147	891	4,506	191	1,697	10,897
	2017	84	601	2,563	111	800	3,980	145	1,594	9,433
	2018	95	611	2,399	120	829	3,621	161	1,582	8,411
	2014 to 2018 average	**99**	**616**	**2,739**	**128**	**833**	**4,265**	**174**	**1,635**	**10,204**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2018

		2004-08 average					2018				
		All severities					All severities				
Mode of Transport	Age	Killed	Serious	Male	Female	All[1]	Killed	Serious	Male	Female	All[1]
Pedestrian	0-4	-	24	64	34	99	-	5	24	7	33
	5-7	1	41	115	53	168	-	14	31	19	50
	8-11	2	62	184	105	289	-	36	57	43	100
	12-15	2	91	252	189	441	2	41	89	62	151
	16-19	4	57	166	108	274	1	10	42	28	70
	20-24	4	47	148	91	239	2	21	39	34	73
	25-29	2	35	106	60	166	2	18	46	31	77
	30-39	6	63	195	110	305	2	33	99	42	141
	40-49	5	53	147	100	247	1	38	94	38	132
	50-59	5	51	112	82	194	5	47	85	66	151
	60-69	6	48	85	77	162	6	37	62	48	110
	70-79	12	47	66	75	141	5	43	49	51	100
	80+	14	36	54	67	122	8	19	25	36	61
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**34**	**362**	**744**	**506**	**1,253**
	Child 0-15	6	218	615	381	997	2	96	201	131	334
	Adult 16+	59	437	1,080	769	1,850	32	266	541	374	915
Pedal cycle	0-4	-	-	5	1	5	-	-	-	1	1
	5-7	-	5	27	8	35	-	2	8	2	10
	8-11	1	10	60	19	79	-	7	26	6	32
	12-15	1	13	72	12	84	-	6	18	3	21
	16-19	1	8	35	6	42	-	1	17	6	23
	20-24	-	7	44	14	58	-	4	29	10	39
	25-29	1	12	59	15	74	-	9	47	30	77
	30-39	1	26	129	28	157	-	25	98	22	120
	40-49	2	26	102	19	121	2	38	107	28	135
	50-59	1	14	47	12	58	1	45	94	27	121
	60-69	-	7	22	3	26	-	14	32	6	38
	70-79	-	3	9	2	11	2	2	7	4	11
	80+	1	1	3	-	4	1	3	5	1	6
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**6**	**156**	**491**	**146**	**637**
	Child 0-15	2	29	163	40	203	-	15	52	12	64
	Adult 16+	7	104	452	99	551	6	141	436	134	570
Motorcycle [3]	0-4	-	-	-	-	1	-	-	-	-	-
	5-7	-	-	-	-	1	-	-	-	-	-
	8-11	-	1	2	1	3	-	-	-	-	-
	12-15	-	6	13	4	17	-	1	2	1	3
	16-19	1	42	140	12	152	-	13	40	5	45
	20-24	4	33	93	14	107	3	20	51	9	60
	25-29	4	39	94	10	104	1	19	57	3	60
	30-39	14	100	241	32	273	7	42	114	11	125
	40-49	12	97	229	27	255	5	61	114	9	123
	50-59	4	39	90	11	101	11	81	130	15	145
	60-69	1	10	26	2	28	5	40	59	6	65
	70-79	-	2	4	1	5	1	6	11	-	11
	80+	-	-	1	-	1	-	-	-	1	1
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**33**	**283**	**579**	**60**	**640**
	Child 0-15	-	8	15	6	21	-	1	2	1	3
	Adult 16+	41	362	917	109	1,026	33	282	576	59	635
Car/taxi driver	0-4	-	-	-	-	1	-	-	-	-	1
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	3	-	4	-	-	-	-	-
	16-19	14	97	512	268	780	3	29	110	96	206
	20-24	18	123	590	461	1,050	6	40	240	203	443
	25-29	10	76	422	357	779	5	44	214	194	408
	30-39	18	135	776	722	1,498	5	59	343	327	671
	40-49	13	137	696	611	1,307	7	52	288	295	583
	50-59	10	104	457	378	835	5	79	276	246	522
	60-69	8	64	271	165	437	6	53	170	159	329
	70-79	9	42	165	89	254	9	44	130	85	215
	80+	7	21	73	30	103	7	30	89	38	127
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**53**	**430**	**1,862**	**1,646**	**3,510**
	Child 0-15	-	1	4	1	6	-	-	-	-	1
	Adult 16+	106	800	3,961	3,080	7,043	53	430	1,860	1,643	3,504

1. Includes those whose sex was 'not known'.
2. Includes those whose age was 'not known'.
3. Motorcycles includes all two wheeled motor vehicles.

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2018

		2004-08 average					2018				
				All severities					All severities		
Mode of Transport	**Age**	**Killed**	**Serious**	**Male**	**Female**	**All [1]**	**Killed**	**Serious**	**Male**	**Female**	**All [1]**
Car/taxi passenger	0-4	2	10	67	58	127	-	7	40	35	75
	5-7	1	10	57	58	115	-	2	23	26	49
	8-11	1	12	89	94	182	-	7	56	38	94
	12-15	3	29	100	149	249	-	13	39	61	100
	16-19	17	106	364	393	757	2	32	88	104	192
	20-24	8	68	242	275	517	3	33	98	118	216
	25-29	2	35	139	156	295	1	28	66	88	154
	30-39	5	43	168	260	428	1	26	95	127	222
	40-49	3	40	119	234	353	1	14	44	94	138
	50-59	3	38	73	226	299	2	17	33	102	135
	60-69	3	33	46	176	222	5	20	28	94	122
	70-79	5	30	31	128	159	3	26	25	90	115
	80+	3	16	16	54	70	5	18	13	37	50
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**23**	**244**	**654**	**1,018**	**1,673**
	Child 0-15	6	61	312	359	673	-	29	158	160	318
	Adult 16+	49	410	1,198	1,901	3,099	23	214	490	854	1,344
Bus/coach/minibus	0-4	-	1	15	13	29	1	-	5	4	11
	5-7	-	1	7	7	14	-	-	-	2	2
	8-11	-	-	9	11	20	-	-	2	2	4
	12-15	-	2	18	19	36	-	-	2	4	6
	16-19	-	2	12	20	33	-	-	3	4	7
	20-24	-	3	16	23	39	-	-	5	6	11
	25-29	-	2	18	22	41	-	2	6	5	11
	30-39	1	4	44	54	99	-	3	9	8	17
	40-49	-	6	42	50	91	-	3	11	9	20
	50-59	-	8	38	59	97	1	13	28	23	51
	60-69	-	9	30	82	112	1	7	21	27	48
	70-79	1	15	21	101	123	1	5	6	22	28
	80+	-	12	16	70	87	-	6	11	21	32
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**4**	**39**	**110**	**138**	**250**
	Child 0-15	-	4	49	50	99	1	-	9	12	23
	Adult 16+	1	59	238	482	721	3	39	100	125	225
Goods vehicles	0-4	-	-	-	1	1	-	-	2	-	3
	5-7	-	-	2	1	2	-	-	2	1	3
	8-11	-	-	1	-	1	-	-	1	1	2
	12-15	-	1	2	1	3	-	-	1	-	1
	16-19	-	2	22	3	25	-	2	11	-	11
	20-24	2	7	52	4	55	-	3	29	3	32
	25-29	1	9	66	6	72	-	7	45	5	50
	30-39	2	19	148	9	158	1	11	97	9	106
	40-49	2	19	135	11	146	1	11	66	6	72
	50-59	2	15	85	6	91	2	11	66	5	71
	60-69	1	8	32	2	35	1	5	28	4	32
	70-79	-	1	3	1	5	-	2	6	1	7
	80+	-	-	1	-	1	-	1	1	1	2
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**5**	**53**	**355**	**36**	**392**
	Child 0-15	-	1	5	3	8	-	-	6	2	9
	Adult 16+	11	80	544	42	587	5	53	349	34	383
All users [4]	0-4	2	36	151	108	263	1	12	71	47	124
	5-7	2	58	208	129	337	-	19	65	50	115
	8-11	4	87	347	231	579	-	50	142	90	232
	12-15	6	145	464	376	840	2	61	151	131	282
	16-19	37	318	1,262	813	2,074	6	87	311	243	554
	20-24	36	289	1,200	884	2,084	14	123	494	383	877
	25-29	19	211	919	631	1,551	10	129	486	357	843
	30-39	48	393	1,733	1,224	2,957	17	200	863	550	1,414
	40-49	37	382	1,501	1,059	2,560	18	220	735	481	1,216
	50-59	26	274	920	777	1,697	27	297	723	488	1,211
	60-69	20	181	519	511	1,030	24	176	402	345	747
	70-79	28	142	302	398	701	21	129	235	254	489
	80+	25	87	165	224	391	21	78	145	135	280
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**161**	**1,582**	**4,838**	**3,563**	**8,411**
	Child 0-15	15	325	1,171	844	2,019	3	142	429	318	753
	Adult 16+	276	2,276	8,521	6,521	15,046	158	1,439	4,394	3,236	7,631

1. Includes those whose sex was 'not known'.
2. Includes those whose age was 'not known'.
3. Motorcycles includes all two wheeled motor vehicles.
4. Includes other types of road user not shown separately

Table 25

Child and adult pedestrian, pedal cycle, car and other casualties by severity
Years: 2004-08, 2014-2018 averages, 2014-2018

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2014	3	116	499	56	304	1,241
	2015	3	97	460	41	327	1,230
	2016	3	105	478	29	292	1,180
	2017	2	107	401	36	272	960
	2018	2	96	334	32	266	915
	2014-18 average	**3**	**104**	**434**	**39**	**292**	**1,105**
	% ch on 04-08 av: 2018	*-67*	*-56*	*-66*	*-45*	*-39*	*-51*
	% ch on 04-08 av: 1418	*-57*	*-52*	*-56*	*-34*	*-33*	*-40*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2014	0	18	81	8	141	814
	2015	1	11	71	4	153	725
	2016	1	8	55	7	140	731
	2017	0	10	67	5	160	657
	2018	0	15	64	6	141	570
	2014-18 average	**0**	**12**	**68**	**6**	**147**	**699**
	% ch on 04-08 av: 2018	*0*	*-49*	*-68*	*-12*	*35*	*3*
	% ch on 04-08 av: 1418	*-83*	*-58*	*-67*	*-12*	*41*	*27*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2014	4	27	389	90	658	6,390
	2015	0	27	373	75	609	6,330
	2016	7	46	419	99	715	6,272
	2017	0	29	328	64	632	5,367
	2018	0	29	316	75	637	4,748
	2014-18 average	**2**	**32**	**365**	**81**	**650**	**5,821**
	% ch on 04-08 av: 2018	*0*	*-53*	*-53*	*-52*	*-47*	*-52*
	% ch on 04-08 av: 1418	*-65*	*-49*	*-45*	*-48*	*-46*	*-41*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2014	0	10	60	42	426	1,814
	2015	0	5	67	44	371	1,708
	2016	1	8	47	44	382	1,699
	2017	0	7	104	38	373	1,526
	2018	1	2	39	45	395	1,398
	2014-18 average	**0**	**6**	**63**	**43**	**389**	**1,629**
	% ch on 04-08 av: 2018	*25*	*-87*	*-74*	*-19*	*-27*	*-49*
	% ch on 04-08 av: 1418	*-50*	*-59*	*-58*	*-23*	*-28*	*-40*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2014	7	171	1,029	196	1,529	10,259
	2015	4	140	971	164	1,460	9,993
	2016	12	167	999	179	1,529	9,882
	2017	2	153	900	143	1,437	8,510
	2018	3	142	753	158	1,439	7,631
	2014-18 average	**6**	**155**	**930**	**168**	**1,479**	**9,255**
	% ch on 04-08 av: 2018	*-81*	*-56*	*-63*	*-43*	*-37*	*-49*
	% ch on 04-08 av: 1418	*-64*	*-52*	*-54*	*-39*	*-35*	*-38*

This table does not include any casualties whose ages were unknown. The 'other' category includes all road users excluding pedestrians, pedal cyclists and car users.

Table 26

Reported casualties by mode of motor transport, casualty class and severity
Years: 2004-08 and 2014-18 averages, 2014-18

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motorcycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2014	28	305	766	2	22	60
	2015	25	243	692	2	15	43
	2016	29	254	670	1	14	39
	2017	26	265	589	3	16	31
	2018	30	274	612	3	9	28
	2014-18 ave	**28**	**268**	**666**	**2**	**15**	**40**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2014	63	444	4,612	31	242	2,174
	2015	54	435	4,654	21	203	2,059
	2016	73	487	4,569	33	275	2,128
	2017	49	433	3,890	15	229	1,817
	2018	52	426	3,465	23	241	1,614
	2014-18 ave	**58**	**445**	**4,238**	**25**	**238**	**1,958**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2014	1	1	71	-	5	93
	2015	-	3	52	1	6	85
	2016	1	6	79	-	6	76
	2017	-	4	78	-	6	86
	2018	1	4	45	-	3	59
	2014-18 ave	**1**	**4**	**65**	**0**	**5**	**80**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2014	1	1	17	-	1	19
	2015	-	-	13	-	6	21
	2016	1	1	12	1	2	36
	2017	-	-	2	-	2	15
	2018	-	1	8	2	3	12
	2014-18 ave	**0**	**1**	**10**	**1**	**3**	**21**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	2014	-	3	32	1	25	259
	2015	-	3	27	1	46	305
	2016	-	5	34	3	37	268
	2017	1	1	25	1	22	332
	2018	-	5	18	2	30	212
	2014-18 ave	**0**	**3**	**27**	**2**	**32**	**275**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2014	-	27	268	-	5	80
	2015	4	25	261	1	10	93
	2016	5	31	300	-	10	91
	2017	2	25	235	-	10	88
	2018	3	31	248	2	8	71
	2014-18 ave	**3**	**28**	**262**	**1**	**9**	**85**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2014	2	15	83	-	3	23
	2015	7	10	95	1	1	21
	2016	1	8	65	-	5	17
	2017	1	9	65	-	1	14
	2018	-	12	58	-	2	15
	2014-18 ave	**2**	**11**	**73**	**0**	**2**	**18**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2014	7	18	81	-	5	24
	2015	2	5	52	-	3	17
	2016	3	9	46	-	2	15
	2017	4	16	57	-	4	18
	2018	2	11	39	1	4	17
	2014-18 ave	**4**	**12**	**55**	**0**	**4**	**18**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2014	102	814	5,930	34	308	2,732
	2015	92	724	5,846	27	290	2,644
	2016	113	801	5,775	38	351	2,670
	2017	83	753	4,941	19	290	2,401
	2018	88	764	4,493	33	300	2,028
	2014-18 ave	**96**	**771**	**5,397**	**30**	**308**	**2,495**

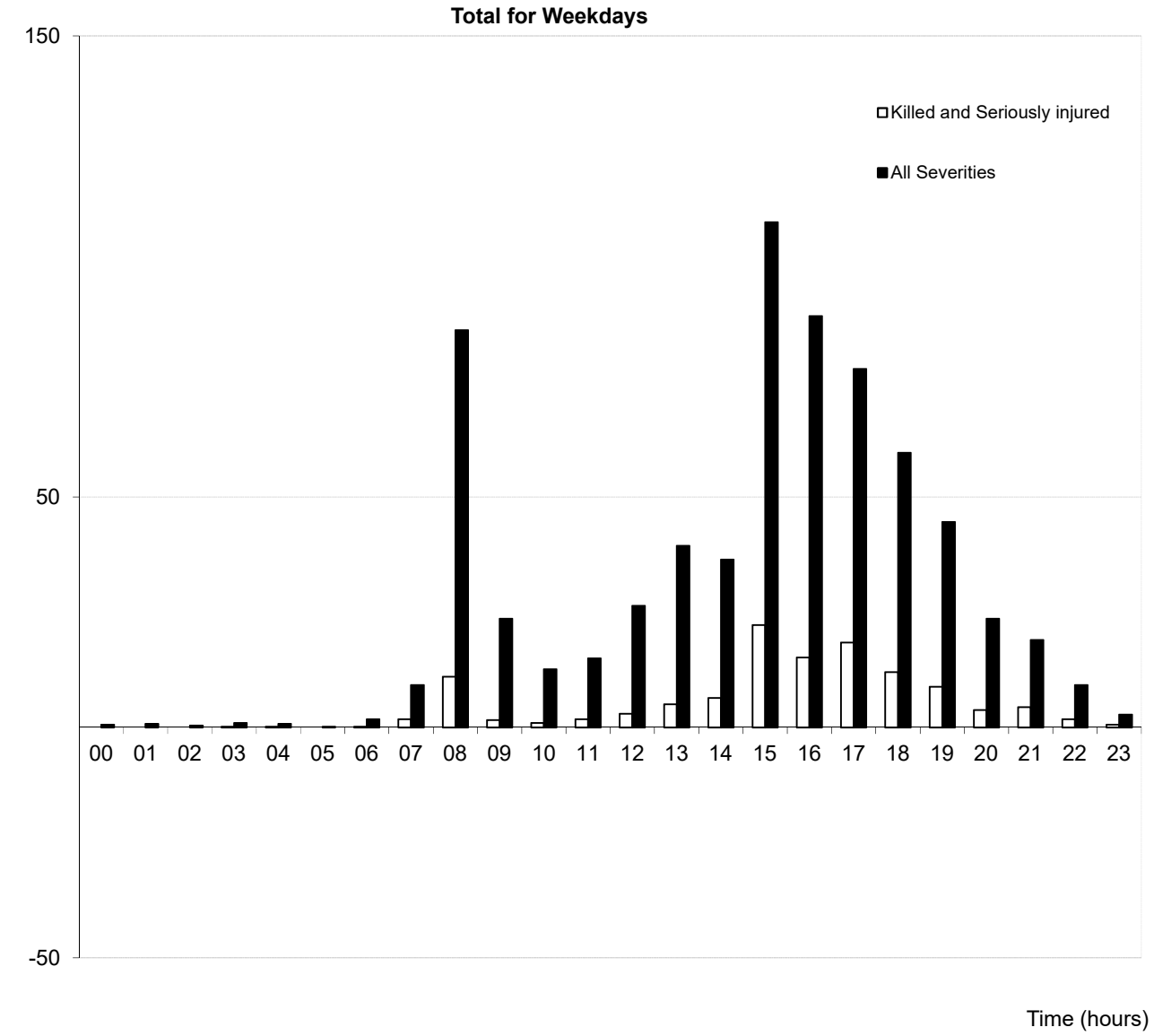
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

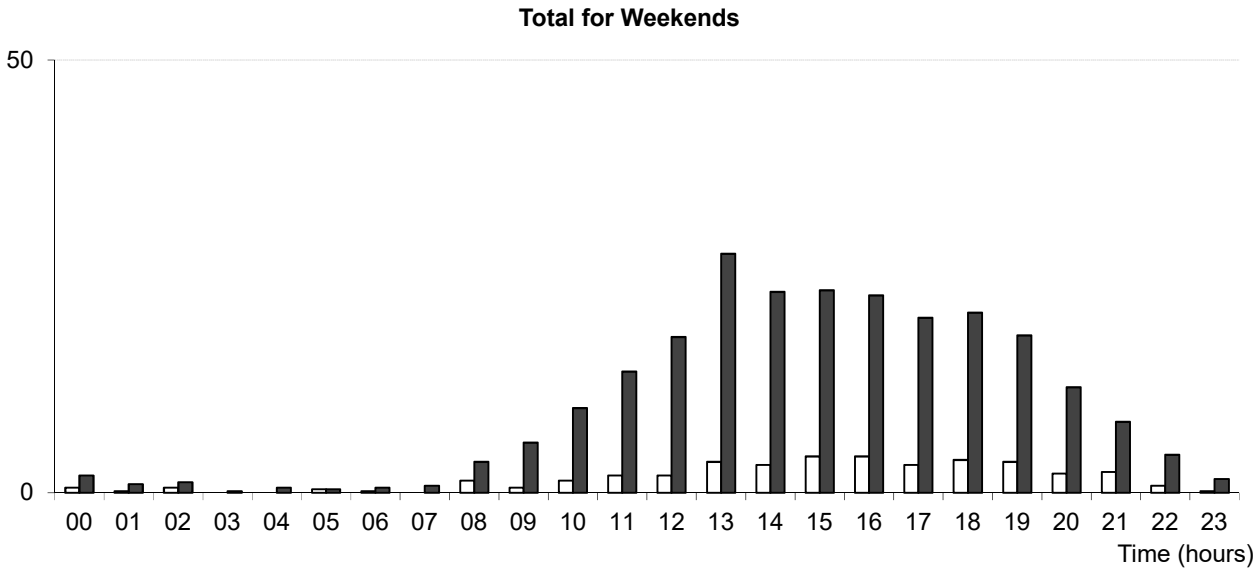
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2014-2018 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	0	-	-	0	-	-	-	-	-	-	1
01.00 to 01.59	-	-	-	1	-	-	-	-	-	-	1
02.00 to 02.59	-	-	-	0	-	-	-	-	-	-	0
03.00 to 03.59	-	-	0	0	-	-	-	0	-	-	1
04.00 to 04.59	0	-	-	0	-	-	-	0	-	-	1
05.00 to 05.59	-	-	-	-	-	-	-	0	-	-	0
06.00 to 06.59	-	1	-	1	-	-	-	-	-	-	2
07.00 to 07.59	5	1	0	2	-	-	1	-	-	-	9
08.00 to 08.59	47	4	-	20	-	-	14	0	-	-	86
09.00 to 09.59	10	2	0	10	-	-	1	0	-	-	24
10.00 to 10.59	3	0	-	7	-	0	1	0	-	-	13
11.00 to 11.59	5	0	-	9	0	-	1	0	-	-	15
12.00 to 12.59	11	2	0	10	-	-	2	0	-	-	26
13.00 to 13.59	23	2	0	13	0	-	1	0	-	-	39
14.00 to 14.59	14	2	1	17	-	0	2	0	-	-	36
15.00 to 15.59	71	9	-	23	1	1	3	0	0	0	110
16.00 to 16.59	46	7	1	30	2	-	2	0	-	0	89
17.00 to 17.59	41	7	0	25	0	1	3	0	-	-	78
18.00 to 18.59	31	4	-	21	1	-	0	1	0	1	60
19.00 to 19.59	24	3	0	16	-	-	0	1	-	-	45
20.00 to 20.59	11	2	0	9	-	-	0	0	-	0	24
21.00 to 21.59	8	2	-	9	0	-	-	0	-	-	19
22.00 to 22.59	2	1	1	6	-	-	-	0	-	-	9
23.00 to 23.59	0	0	-	2	-	0	-	-	-	-	3
Total	**355**	**50**	**5**	**233**	**4**	**3**	**32**	**6**	**0**	**2**	**690**
Total for Weekends											
00.00 to 00.59	1	-	-	1	0	-	-	-	-	-	2
01.00 to 01.59	0	-	0	0	-	-	-	-	-	-	1
02.00 to 02.59	-	-	-	1	-	-	-	0	-	-	1
03.00 to 03.59	0	-	-	-	-	-	-	-	-	-	0
04.00 to 04.59	-	-	-	1	-	-	-	-	-	-	1
05.00 to 05.59	-	-	-	0	-	-	-	-	-	-	0
06.00 to 06.59	-	0	-	0	-	-	-	-	-	-	1
07.00 to 07.59	-	0	-	0	-	-	-	-	0	-	1
08.00 to 08.59	1	0	-	3	-	-	-	-	-	-	4
09.00 to 09.59	1	1	-	4	-	-	-	-	-	-	6
10.00 to 10.59	2	-	0	7	-	-	0	-	-	-	10
11.00 to 11.59	4	1	-	8	-	-	0	1	-	-	14
12.00 to 12.59	5	1	0	11	-	-	-	0	-	-	18
13.00 to 13.59	7	1	-	17	0	-	2	0	-	-	28
14.00 to 14.59	6	2	-	14	0	0	1	0	-	-	23
15.00 to 15.59	7	3	-	13	-	-	0	0	-	-	23
16.00 to 16.59	8	1	-	13	0	-	-	0	-	0	23
17.00 to 17.59	9	1	-	10	0	-	0	0	-	-	20
18.00 to 18.59	9	2	-	9	0	-	0	-	-	-	21
19.00 to 19.59	8	1	0	9	-	-	0	-	-	-	18
20.00 to 20.59	5	2	0	4	-	-	0	-	-	-	12
21.00 to 21.59	4	1	-	3	1	-	-	0	-	-	8
22.00 to 22.59	1	0	-	3	-	-	0	-	-	-	4
23.00 to 23.59	1	-	-	1	-	-	-	-	-	-	2
Total	**80**	**18**	**1**	**132**	**2**	**0**	**5**	**2**	**0**	**0**	**241**

1. Child 0-15 years
2. Motor cycle includes all two wheeled motor vehicles
'0' represents 0.1 to 0.4 and '-'=zero.

Reported child casualties by time of day
Years: 2014 - 2018 average





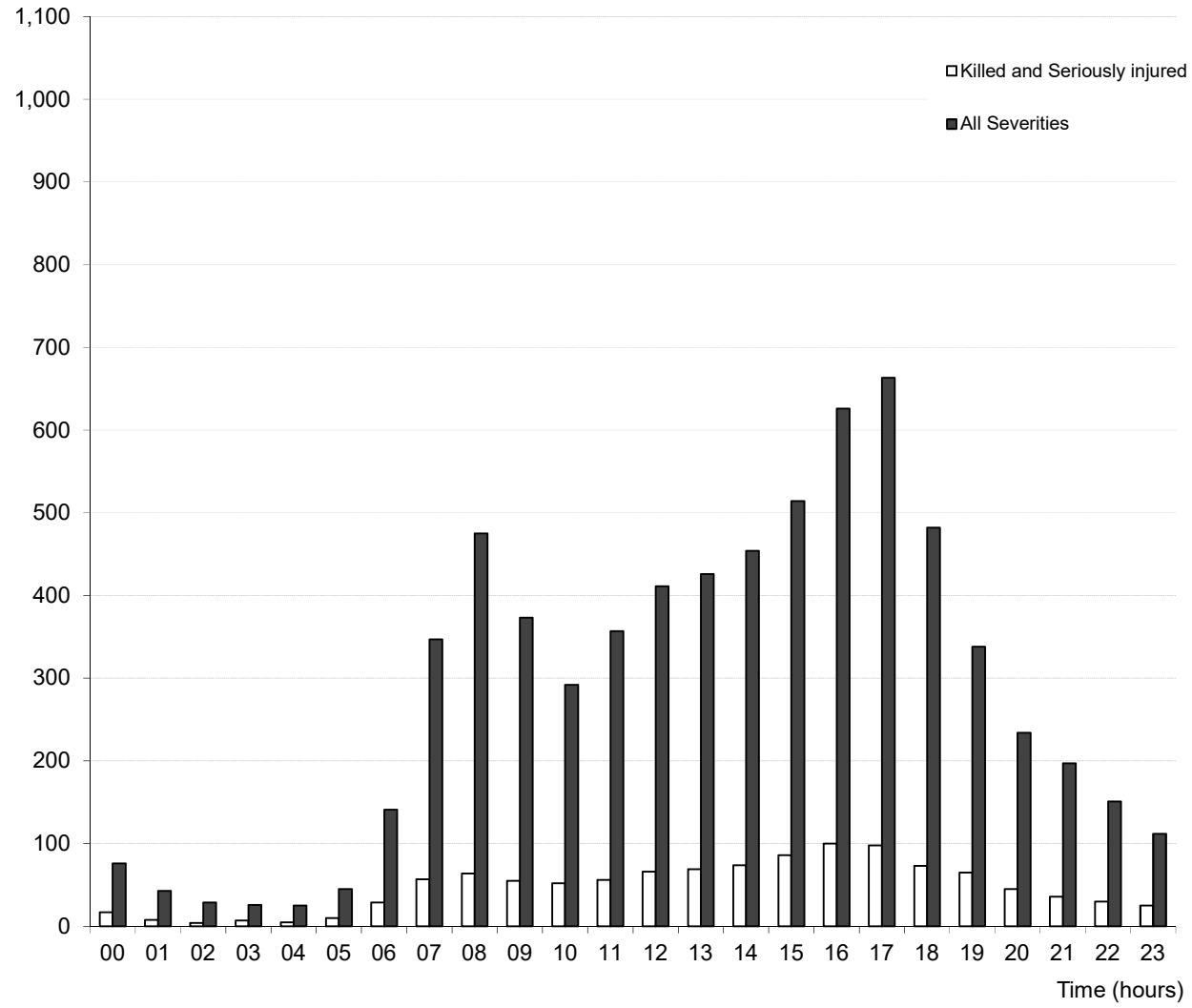
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2014-2018 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	10	3	3	53	2	-	1	2	1	-	76
01.00 to 01.59	5	1	1	32	2	-	-	1	1	-	43
02.00 to 02.59	3	1	-	21	1	-	-	1	1	-	29
03.00 to 03.59	2	-	-	20	1	-	-	2	1	-	26
04.00 to 04.59	2	-	1	17	1	-	-	2	1	-	25
05.00 to 05.59	3	5	4	25	1	-	2	4	2	-	45
06.00 to 06.59	7	18	10	86	1	-	2	12	4	2	141
07.00 to 07.59	29	48	27	202	2	-	7	22	6	3	347
08.00 to 08.59	46	57	24	294	5	1	12	25	8	4	475
09.00 to 09.59	49	35	19	218	3	2	11	23	8	5	373
10.00 to 10.59	41	20	17	175	3	2	11	16	3	4	292
11.00 to 11.59	47	22	25	213	6	2	18	14	5	5	357
12.00 to 12.59	54	28	27	243	6	2	22	18	8	3	411
13.00 to 13.59	57	26	32	260	5	-	16	20	6	4	426
14.00 to 14.59	55	28	33	279	5	2	22	19	7	4	454
15.00 to 15.59	68	34	36	314	5	2	23	25	4	3	514
16.00 to 16.59	78	45	48	390	8	1	24	23	3	5	626
17.00 to 17.59	81	73	59	399	7	3	14	21	2	4	663
18.00 to 18.59	59	52	36	300	3	2	9	15	2	3	482
19.00 to 19.59	46	30	28	212	5	-	4	8	1	2	338
20.00 to 20.59	28	14	20	161	2	1	2	4	-	2	234
21.00 to 21.59	28	9	14	133	5	-	2	4	1	2	197
22.00 to 22.59	20	10	9	102	4	-	3	3	-	-	151
23.00 to 23.59	12	4	3	81	6	1	1	2	1	1	112
Total	**831**	**562**	**476**	**4,231**	**89**	**23**	**205**	**288**	**79**	**55**	**6,839**
Total for Weekends											
00.00 to 00.59	20	1	2	51	4	-	1	1	-	-	79
01.00 to 01.59	15	1	1	37	7	1	-	1	-	-	64
02.00 to 02.59	8	-	2	34	3	-	-	1	-	-	49
03.00 to 03.59	10	-	1	26	3	-	-	1	-	-	41
04.00 to 04.59	3	-	-	19	2	-	-	1	-	-	25
05.00 to 05.59	3	1	1	15	-	-	-	1	-	-	22
06.00 to 06.59	2	1	1	24	-	-	-	2	1	-	30
07.00 to 07.59	3	3	3	30	1	-	-	3	2	-	45
08.00 to 08.59	3	5	3	37	-	-	1	3	-	-	53
09.00 to 09.59	6	12	6	58	1	-	2	3	1	1	91
10.00 to 10.59	9	13	13	71	-	-	7	2	1	1	116
11.00 to 11.59	9	15	16	94	1	-	4	5	1	2	147
12.00 to 12.59	17	12	25	107	2	-	3	3	-	1	169
13.00 to 13.59	15	10	24	121	2	1	9	4	1	1	188
14.00 to 14.59	13	11	25	126	3	-	4	3	-	2	187
15.00 to 15.59	13	8	25	121	2	-	3	3	1	1	177
16.00 to 16.59	17	8	22	117	1	-	6	2	1	2	176
17.00 to 17.59	18	10	18	111	1	-	3	1	-	1	163
18.00 to 18.59	20	8	13	103	3	1	3	2	1	1	156
19.00 to 19.59	16	6	7	89	3	-	9	2	-	1	133
20.00 to 20.59	13	5	8	61	2	-	1	2	-	1	92
21.00 to 21.59	16	2	3	49	2	-	1	2	-	2	77
22.00 to 22.59	12	2	3	51	2	-	-	2	-	-	73
23.00 to 23.59	14	2	2	39	4	-	1	1	1	-	63
Total	**274**	**137**	**223**	**1,590**	**49**	**5**	**60**	**51**	**12**	**16**	**2,416**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2014-2018 average

Total for Weekdays



Total for Weekends

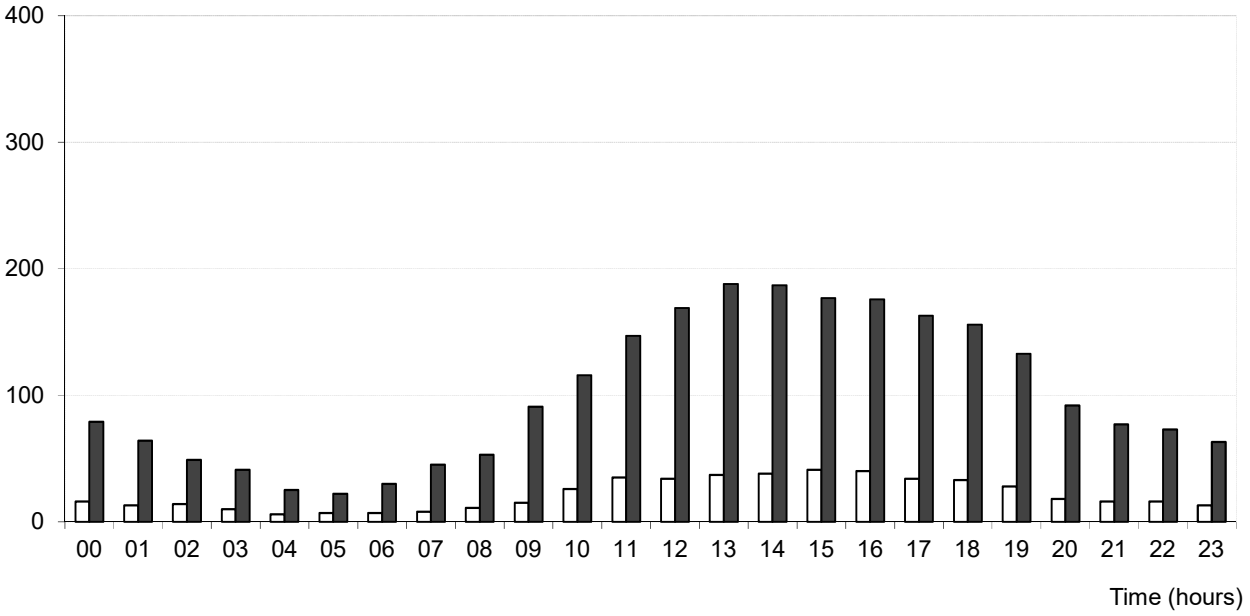


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2014 to 2018 average (figures adjusted for 30 day months)

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/coach	Light goods	Heavy goods	Other	Total
Child (0-15	January	37	1	-	26	1	-	3	1	-	-	68
	February	39	2	-	31	1	0	8	1	-	0	83
	March	42	3	0	25	1	1	1	0	-	-	73
	April	30	6	1	37	1	0	2	1	0	-	77
	May	37	8	1	27	0	-	2	1	-	0	75
	June	39	8	1	27	1	1	1	1	-	0	80
	July	27	10	1	38	0	0	2	1	0	0	79
	August	32	10	1	40	0	0	7	1	-	0	91
	September	42	9	1	26	1	0	4	1	-	0	86
	October	36	5	0	29	-	-	3	-	0	0	74
	November	39	2	-	30	0	-	2	0	-	-	73
	December	31	2	-	24	0	0	2	1	-	-	59
	Year Total	429	66	6	360	7	3	37	8	1	2	918
Adult	January	121	40	27	490	13	1	22	31	9	4	759
	February	101	52	32	495	9	6	22	37	7	6	767
	March	86	51	41	459	14	3	27	26	8	6	721
	April	75	52	54	454	15	2	18	25	7	3	704
	May	74	60	87	464	8	1	19	24	5	7	749
	June	71	67	92	469	13	3	18	25	8	8	774
	July	62	61	81	474	11	3	25	28	9	9	764
	August	84	73	83	499	12	1	25	27	6	6	816
	September	74	71	78	449	13	1	17	27	7	6	742
	October	84	63	52	484	9	2	28	28	8	4	764
	November	128	59	33	522	11	2	16	29	9	5	815
	December	129	40	27	480	8	1	24	27	7	6	748
	Year Total	1090	690	687	5,739	136	28	260	334	89	70	9,123
Total	January	158	42	27	517	14	1	25	33	9	4	829
	February	140	54	32	527	10	6	30	37	7	7	851
	March	128	54	42	485	15	4	28	27	8	6	795
	April	104	58	55	491	16	3	20	25	7	3	782
	May	111	69	88	492	8	1	20	25	5	7	826
	June	110	75	94	497	14	4	19	26	8	8	855
	July	89	71	82	512	12	4	27	29	9	10	846
	August	116	84	84	539	12	1	32	28	6	6	909
	September	117	80	78	477	14	2	22	28	7	7	830
	October	120	69	53	514	9	2	31	28	9	5	839
	November	167	61	33	553	12	2	18	29	9	5	890
	December	160	42	27	505	8	1	26	27	7	6	809
	Year Total	1522	758	695	6,108	143	31	298	343	90	72	10,059

NB: As the figures in this table have been adjusted to be for '30 day' months, they will differ slightly from those appearing in other tables.
Includes those whose ages were not known

Table 30

Reported child/adult casualties by day of the week and mode of transport
Years: 2014 to 2018 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	70	9	1	41	1	1	2	0	0	0	124
	Tuesday	63	10	1	47	1	-	4	1	0	0	127
	Wednesday	66	10	1	40	1	1	8	3	-	0	130
	Thursday	81	9	1	53	1	1	10	0	-	0	156
	Friday	75	11	1	53	2	0	9	2	-	1	154
	Saturday	52	9	0	69	1	0	4	1	-	0	138
	Sunday	27	9	1	63	1	-	1	1	0	-	103
	Total	434	68	6	365	7	3	37	8	1	2	930
Adult												
	Monday	152	93	85	815	18	4	35	59	19	11	1,290
	Tuesday	153	122	86	810	17	4	41	62	16	9	1,320
	Wednesday	161	127	93	834	14	6	45	59	12	10	1,360
	Thursday	163	119	102	826	17	4	38	51	15	12	1,346
	Friday	203	102	109	946	23	6	46	58	17	13	1,523
	Saturday	161	80	107	859	23	2	40	28	7	7	1,315
	Sunday	114	57	116	731	25	3	20	23	4	9	1,101
	Total	1,105	699	699	5,821	138	28	265	338	90	71	9,255
Total (1)												
	Monday	223	102	86	857	18	4	36	59	20	11	1,418
	Tuesday	216	133	87	858	17	4	46	63	16	9	1,449
	Wednesday	227	137	94	874	15	7	53	61	12	11	1,490
	Thursday	244	128	103	880	18	5	48	51	15	12	1,505
	Friday	278	114	111	1,002	25	6	55	59	17	14	1,681
	Saturday	213	89	107	930	25	2	44	29	8	7	1,454
	Sunday	141	66	117	795	26	3	21	24	4	9	1,207
	Total	1,543	769	706	6,196	145	31	302	347	91	73	10,204

(1) Includes those whose ages were not known

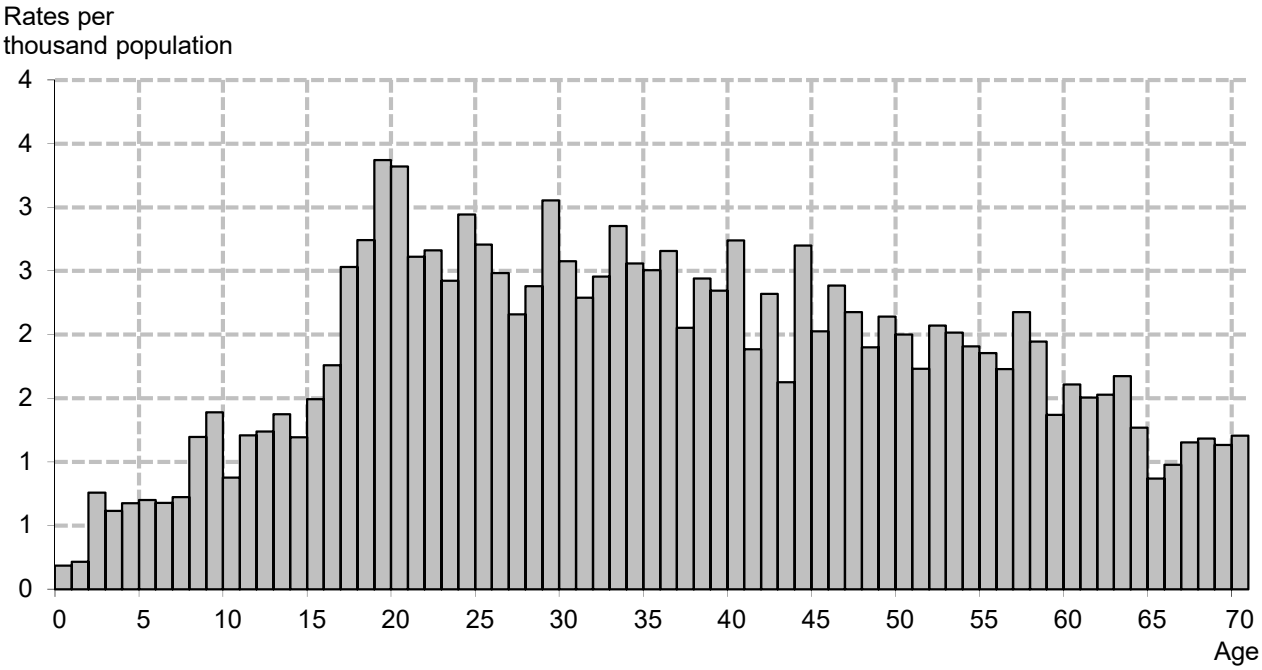
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2004-08 and 2014-2018 averages, 2014 to 2018

Year	0-4	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	All Ages [1]
Population											*thousands*
2004-08 average	**270.7**	**403.9**	**253.7**	**465.9**	**449.0**	**708.4**	**784.7**	**675.6**	**534.4**	**593.8**	**5,140.1**
2014 [2]	291.9	396.5	222.7	468.0	507.8	658.6	764.6	753.3	621.4	662.9	5,347.6
2015	291.2	403.2	217.9	460.3	518.6	668.0	745.6	768.1	630.0	670.0	5,373.0
2016	287.2	411.6	217.0	454.4	526.9	679.7	729.9	777.5	639.1	681.3	5,404.7
2017	282.1	416.8	218.5	445.7	529.9	694.1	710.1	785.9	634.1	707.5	5,424.8
2018	276.9	419.9	222.7	437.3	526.5	709.3	691.8	791.3	636.7	725.7	5,438.1
2014-2018 average	**285.8**	**409.6**	**219.8**	**453.2**	**521.9**	**681.9**	**728.4**	**775.2**	**632.2**	**689.5**	**5,397.6**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
2014	161	490	378	1,883	1,515	1,807	1,860	1,469	842	883	11,302
2015	139	477	355	1,690	1,649	1,732	1,748	1,501	830	843	10,977
2016	139	492	368	1,605	1,626	1,728	1,688	1,561	848	826	10,897
2017	136	397	367	1,398	1,402	1,451	1,429	1,333	735	762	9,433
2018	124	347	282	1,099	1,175	1,414	1,216	1,211	747	769	8,411
2014-2018 average	140	441	350	1,535	1,473	1,626	1,588	1,415	800	817	10,204
2018 Male	71	207	151	610	681	863	735	723	402	380	4,838
2018 Female	47	140	131	489	494	550	481	488	345	389	3,563
Casualty rates											*rates per thousand population*
2004-08 average	**0.97**	**2.30**	**3.32**	**7.31**	**5.11**	**4.22**	**3.28**	**2.52**	**1.94**	**1.83**	**3.34**
2014	0.55	1.24	1.70	4.02	2.98	2.74	2.43	1.95	1.36	1.33	2.11
2015	0.48	1.18	1.63	3.67	3.18	2.59	2.34	1.95	1.32	1.26	2.04
2016	0.48	1.2	1.7	3.53	3.09	2.54	2.31	2.01	1.33	1.21	2.02
2017	0.48	0.95	1.68	3.14	2.65	2.09	2.01	1.7	1.16	1.08	1.74
2018	0.45	0.83	1.27	2.51	2.23	1.99	1.76	1.53	1.17	1.06	1.55
2014-2018 average	**0.49**	**1.08**	**1.59**	**3.39**	**2.82**	**2.38**	**2.18**	**1.83**	**1.27**	**1.18**	**1.89**
Male											
2004-08 average	**1.09**	**2.68**	**3.59**	**8.73**	**6.01**	**5.06**	**3.93**	**2.77**	**2.04**	**1.98**	**3.92**
2014	0.58	1.31	1.94	4.67	3.60	3.20	3.03	2.25	1.50	1.45	2.48
2015	0.52	1.26	1.69	4.09	3.75	3.11	2.82	2.25	1.43	1.47	2.37
2016	0.57	1.31	1.79	3.66	3.46	3.1	2.84	2.43	1.41	1.4	2.33
2017	0.58	1.08	1.88	3.48	2.97	2.52	2.41	1.95	1.30	1.17	2.01
2018	0.50	0.97	1.32	2.74	2.59	2.47	2.19	1.88	1.30	1.21	1.83
2014-2018 average	**0.55**	**1.18**	**1.72**	**3.74**	**3.27**	**2.87**	**2.67**	**2.15**	**1.39**	**1.33**	**2.20**
Female											
2004-08 average	**0.82**	**1.83**	**3.02**	**5.98**	**4.15**	**3.35**	**2.63**	**2.27**	**1.83**	**1.74**	**2.77**
2014	0.51	1.16	1.44	3.37	2.38	2.30	1.87	1.66	1.22	1.24	1.77
2015	0.41	1.1	1.57	3.25	2.61	2.09	1.9	1.67	1.21	1.1	1.73
2016	0.39	1.07	1.6	3.4	2.72	1.99	1.81	1.61	1.25	1.07	1.72
2017	0.38	0.82	1.46	2.78	2.32	1.68	1.63	1.46	1.03	1.01	1.48
2018	0.35	0.68	1.21	2.28	1.88	1.53	1.35	1.2	1.05	0.95	1.28
2014-2018 average	**0.41**	**0.96**	**1.46**	**3.02**	**2.38**	**1.91**	**1.72**	**1.52**	**1.15**	**1.07**	**1.59**

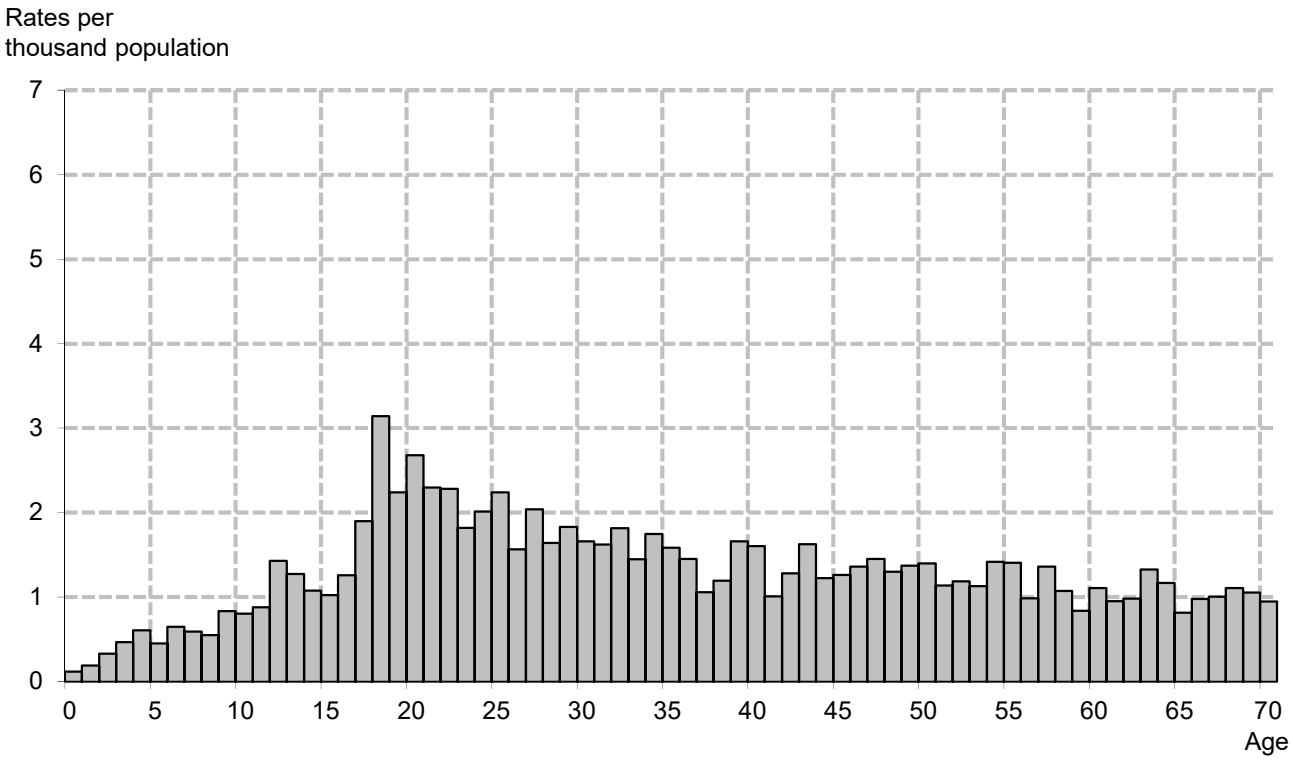
1. Includes those whose ages were 'not known'.
2. Minor revisions have been made to the population estimates for indvidual age groups. Overall estimates for Scotland are unchanged.

Reported casualty rates per thousand population, by age and sex
Year: 2018

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2014-2018 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	-	10	30	41	-	0.04	0.11	0.14
	5 - 11	2	52	155	208	-	0.13	0.38	0.51
	12 - 15	1	42	142	185	-	0.19	0.65	0.84
	16 - 22	1	39	137	178	-	0.09	0.30	0.39
	23-25	1	15	52	67	-	0.06	0.23	0.30
	26-29	1	21	59	81	-	0.07	0.20	0.27
	30 - 39	5	34	126	165	0.01	0.05	0.18	0.24
	40 - 49	5	37	109	151	0.01	0.05	0.15	0.21
	50 - 59	6	39	113	158	0.01	0.05	0.15	0.20
	60 - 69	7	39	73	119	0.01	0.06	0.12	0.19
	70 & over	13	68	105	186	0.02	0.10	0.15	0.27
	Total [1]	**41**	**397**	**1,105**	**1,543**	**0.01**	**0.07**	**0.20**	**0.29**
	Child 0-15	3	104	328	434	-	0.11	0.36	0.47
	Adult 16+	39	292	774	1,105	0.01	0.07	0.17	0.25
Pedal Cycle	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	7	30	37	-	0.02	0.07	0.09
	12 - 15	-	5	24	30	-	0.02	0.11	0.14
	16 - 22	1	10	60	70	-	0.02	0.13	0.15
	23-25	-	5	37	42	-	0.02	0.16	0.19
	26-29	-	8	56	64	-	0.03	0.19	0.21
	30 - 39	1	29	136	166	-	0.04	0.20	0.24
	40 - 49	1	44	128	174	-	0.06	0.18	0.24
	50 - 59	1	35	95	131	-	0.05	0.12	0.17
	60 - 69	1	12	25	38	-	0.02	0.04	0.06
	70 & over	1	4	9	14	-	0.01	0.01	0.02
	Total [1]	**6**	**160**	**603**	**769**	**-**	**0.03**	**0.11**	**0.14**
	Child 0-15	-	12	55	68	-	0.01	0.06	0.07
	Adult 16+	6	147	546	699	-	0.03	0.12	0.16
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	3	2	5	-	0.01	0.01	0.02
	16 - 22	2	36	75	113	-	0.08	0.17	0.25
	23-25	2	21	34	56	0.01	0.09	0.15	0.25
	26-29	2	23	37	62	0.01	0.08	0.12	0.21
	30 - 39	6	43	62	111	0.01	0.06	0.09	0.16
	40 - 49	6	63	84	152	0.01	0.09	0.12	0.21
	50 - 59	8	66	71	145	0.01	0.09	0.09	0.19
	60 - 69	3	24	20	47	-	0.04	0.03	0.07
	70 & over	1	5	6	12	-	0.01	0.01	0.02
	Total [1]	**30**	**283**	**393**	**706**	**0.01**	**0.05**	**0.07**	**0.13**
	Child 0-15	-	3	3	6	-	-	-	0.01
	Adult 16+	30	280	389	699	0.01	0.06	0.09	0.16
Car	0 - 4	1	6	75	82	-	0.02	0.26	0.29
	5 - 11	1	14	165	179	-	0.03	0.40	0.44
	12 - 15	1	12	91	104	-	0.05	0.42	0.47
	16 - 22	14	123	963	1,100	0.03	0.27	2.13	2.43
	23-25	7	46	410	463	0.03	0.20	1.82	2.05
	26-29	6	48	463	517	0.02	0.16	1.56	1.74
	30 - 39	10	94	915	1,019	0.01	0.14	1.34	1.49
	40 - 49	9	81	837	927	0.01	0.11	1.15	1.27
	50 - 59	8	86	715	809	0.01	0.11	0.92	1.04
	60 - 69	8	73	403	485	0.01	0.12	0.64	0.77
	70 & over	18	100	385	502	0.03	0.14	0.56	0.73
	Total [1]	**83**	**683**	**5,431**	**6,196**	**0.02**	**0.13**	**1.01**	**1.15**
	Child 0-15	2	32	331	365	-	0.03	0.36	0.40
	Adult 16+	81	650	5,091	5,821	0.02	0.15	1.14	1.30

1. Includes those whose age was 'not known'
2. Motorcycle includes all two wheeled motor vehicles

Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2014-2018 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	3	3	-	-	0.01	0.01
	12 - 15	-	-	2	3	-	-	0.01	0.01
	16 - 22	-	1	10	10	-	-	0.02	0.02
	23-25	-	-	7	7	-	-	0.03	0.03
	26-29	-	1	7	8	-	-	0.02	0.03
	30 - 39	-	1	24	26	-	-	0.04	0.04
	40 - 49	-	1	31	32	-	-	0.04	0.04
	50 - 59	-	2	30	32	-	-	0.04	0.04
	60 - 69	-	2	15	16	-	-	0.02	0.03
	70 & over	-	1	5	6	-	-	0.01	0.01
	Total [1]	**1**	**9**	**135**	**145**	**-**	**-**	**0.03**	**0.03**
	Child 0-15	-	-	6	7	-	-	0.01	0.01
	Adult 16+	1	8	129	138	-	-	0.03	0.03
Minibus	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	-	3	3	-	-	0.01	0.01
	23-25	-	-	2	3	-	-	0.01	0.01
	26-29	-	-	1	1	-	-	-	-
	30 - 39	-	1	5	6	-	-	0.01	0.01
	40 - 49	-	1	4	5	-	-	0.01	0.01
	50 - 59	-	1	4	5	-	-	0.01	0.01
	60 - 69	-	-	2	3	-	-	-	-
	70 & over	-	-	2	2	-	-	-	-
	Total [1]	**1**	**3**	**27**	**31**	**-**	**-**	**-**	**0.01**
	Child 0-15	-	-	3	3	-	-	-	-
	Adult 16+	1	3	24	28	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	11	11	-	-	0.04	0.04
	5 - 11	-	-	6	6	-	-	0.01	0.01
	12 - 15	-	1	19	20	-	-	0.09	0.09
	16 - 22	-	1	17	18	-	-	0.04	0.04
	23-25	-	-	7	7	-	-	0.03	0.03
	26-29	-	1	10	11	-	-	0.03	0.04
	30 - 39	-	2	22	25	-	-	0.03	0.04
	40 - 49	-	2	29	32	-	-	0.04	0.04
	50 - 59	-	5	35	41	-	0.01	0.05	0.05
	60 - 69	-	9	44	53	-	0.01	0.07	0.08
	70 & over	1	14	64	79	-	0.02	0.09	0.11
	Total [1]	**2**	**35**	**265**	**302**	**-**	**0.01**	**0.05**	**0.06**
	Child 0-15	-	1	36	37	-	-	0.04	0.04
	Adult 16+	2	34	229	265	-	0.01	0.05	0.06
Light goods	0 - 4	-	-	2	3	-	-	0.01	0.01
	5 - 11	-	1	3	4	-	-	0.01	0.01
	12 - 15	-	-	1	2	-	-	0.01	0.01
	16 - 22	-	3	26	29	-	0.01	0.06	0.06
	23-25	-	2	22	25	-	0.01	0.10	0.11
	26-29	-	4	38	43	-	0.01	0.13	0.14
	30 - 39	1	6	74	80	-	0.01	0.11	0.12
	40 - 49	1	9	64	74	-	0.01	0.09	0.10
	50 - 59	1	6	52	59	-	0.01	0.07	0.08
	60 - 69	-	3	20	24	-	0.01	0.03	0.04
	70 & over	-	1	4	6	-	-	0.01	0.01
	Total [1]	**3**	**36**	**307**	**347**	**-**	**0.01**	**0.06**	**0.06**
	Child 0-15	-	1	7	8	-	-	0.01	0.01
	Adult 16+	3	35	300	338	-	0.01	0.07	0.08

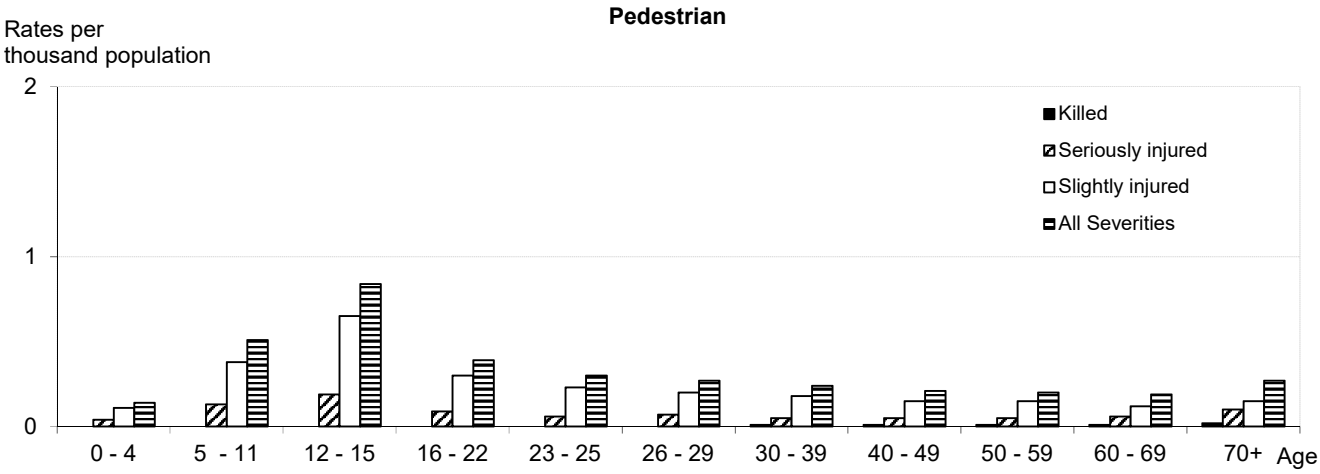
1. Includes those whose age was 'not known'

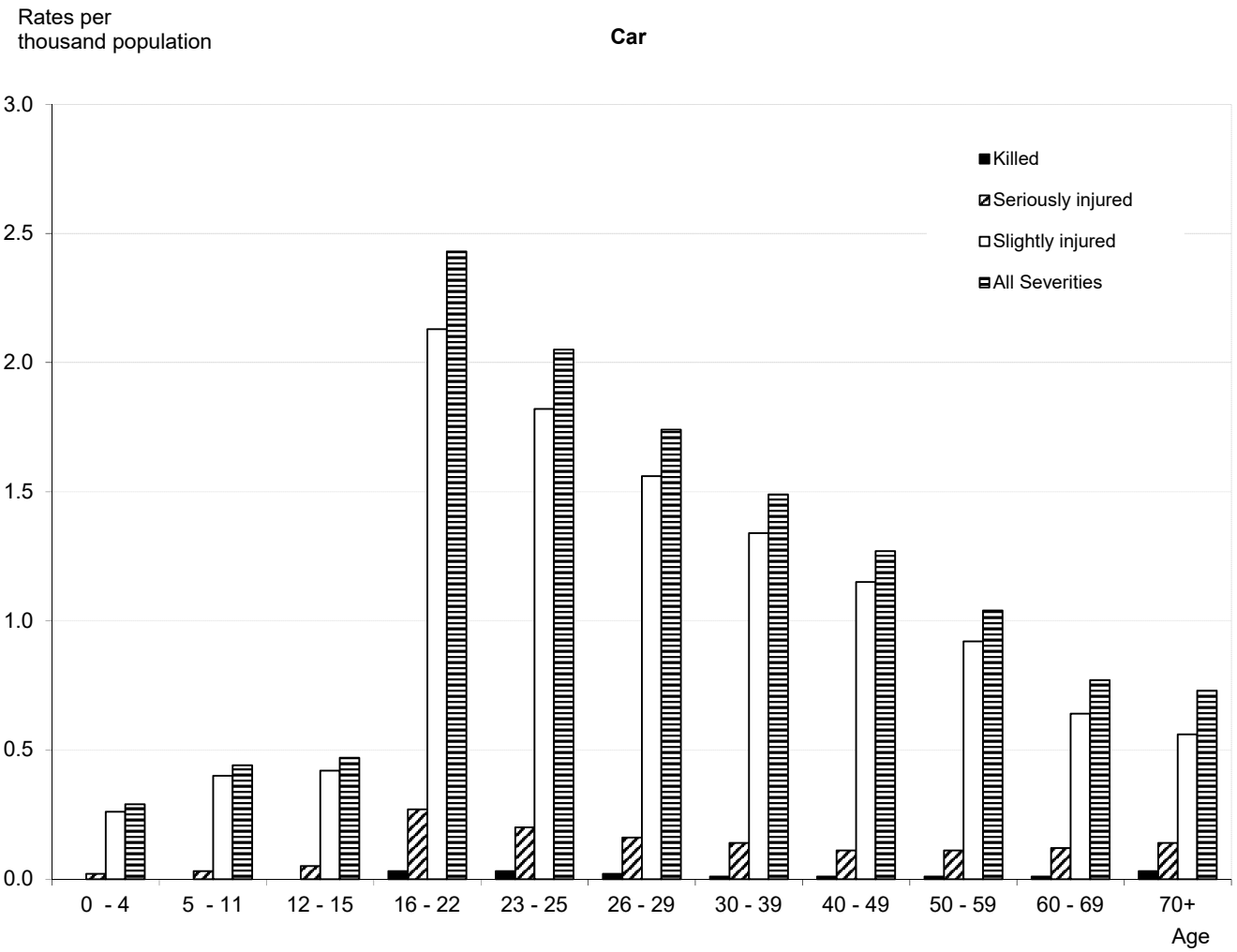
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2014-2018 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	-	4	4	-	-	0.01	0.01
	23-25	-	-	4	4	-	-	0.02	0.02
	26-29	-	1	5	6	-	-	0.02	0.02
	30 - 39	-	1	13	15	-	-	0.02	0.02
	40 - 49	1	4	24	30	-	0.01	0.03	0.04
	50 - 59	-	4	17	22	-	-	0.02	0.03
	60 - 69	-	2	6	9	-	-	0.01	0.01
	70 & over	-	-	1	1	-	-	-	-
	Total [1]	**2**	**13**	**76**	**91**	**-**	**-**	**0.01**	**0.02**
	Child 0-15	-	-	1	1	-	-	-	-
	Adult 16+	2	13	75	90	-	-	0.02	0.02
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	1	-	-	-	-
	12 - 15	-	-	1	1	-	-	-	0.01
	16 - 22	-	2	8	10	-	-	0.02	0.02
	23-25	1	-	2	3	-	-	0.01	0.01
	26-29	-	1	3	4	-	-	0.01	0.01
	30 - 39	-	2	11	14	-	-	0.02	0.02
	40 - 49	-	2	10	12	-	-	0.01	0.02
	50 - 59	1	3	10	14	-	-	0.01	0.02
	60 - 69	-	2	5	7	-	-	0.01	0.01
	70 & over	1	2	4	7	-	-	0.01	0.01
	Total [1]	**4**	**15**	**54**	**73**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	1	1	2	-	-	-	-
	Adult 16+	4	15	53	71	-	-	0.01	0.02
Total	0 - 4	1	18	121	140	-	0.06	0.42	0.49
	5 - 11	3	73	365	441	0.01	0.18	0.89	1.08
	12 - 15	2	64	285	350	0.01	0.29	1.30	1.59
	16 - 22	18	214	1,302	1,535	0.04	0.47	2.87	3.39
	23-25	11	90	576	676	0.05	0.40	2.55	3.00
	26-29	11	108	678	797	0.04	0.36	2.29	2.69
	30 - 39	22	214	1,390	1,626	0.03	0.31	2.04	2.38
	40 - 49	25	243	1,320	1,588	0.03	0.33	1.81	2.18
	50 - 59	25	247	1,142	1,415	0.03	0.32	1.47	1.83
	60 - 69	20	167	613	800	0.03	0.26	0.97	1.27
	70 & over	35	196	586	817	0.05	0.28	0.85	1.18
	Total [1]	**174**	**1,635**	**8,395**	**10,204**	**0.03**	**0.30**	**1.56**	**1.89**
	Child 0-15	6	155	770	930	0.01	0.17	0.84	1.02
	Adult 16+	168	1,479	7,608	9,255	0.04	0.33	1.70	2.06

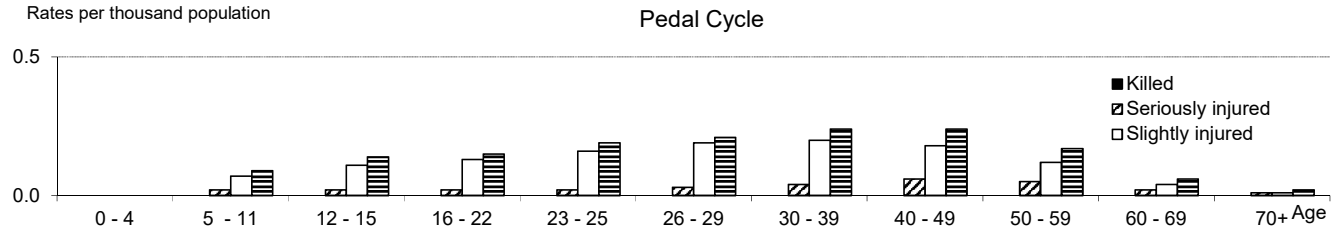
(1) Includes those whose age was 'not known'

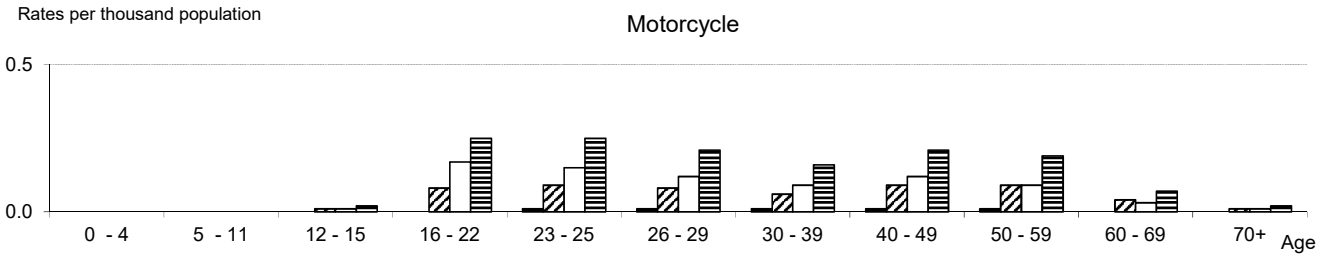
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2014-2018 average

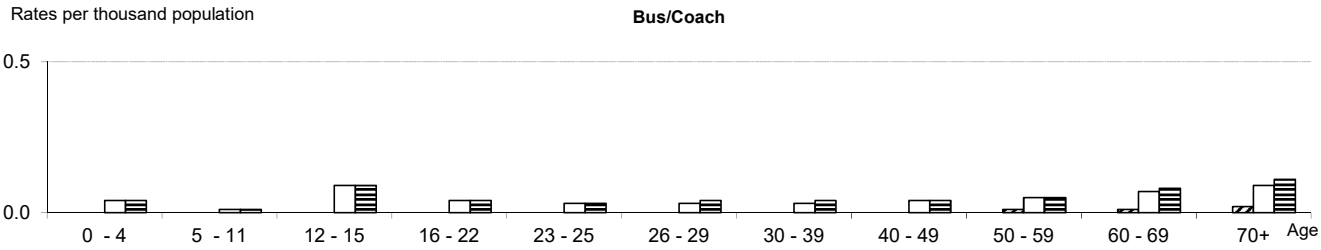


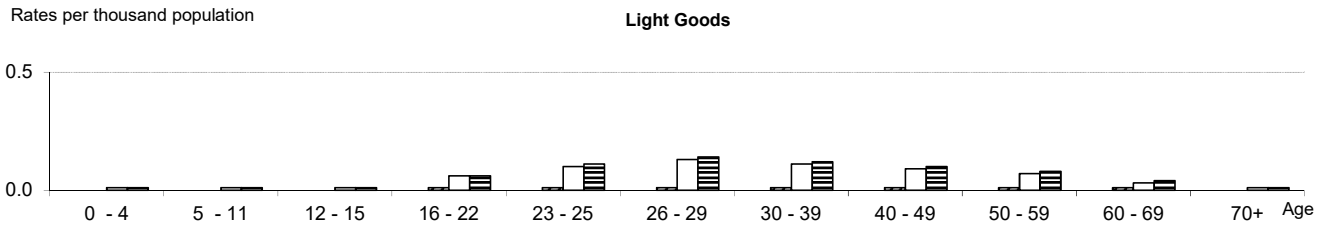


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2014-2018 average









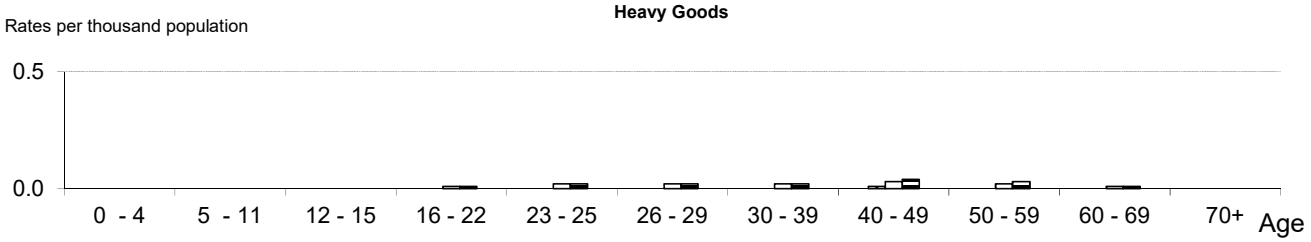


Table 33

Reported casualties by speed limit, mode of transport and severity
2014 to 2018 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	**Pedestrians**	2	24	3	1	7	4	41
	Pedal cycle	0	2	1	1	3	0	6
	Motorcycle	0	4	1	1	24	1	30
	Car users	0	6	4	3	59	11	83
	Bus/coach	0	1	-	-	1	0	2
	Other	-	2	1	0	6	2	11
	Total	3	38	9	6	100	17	174
Serious								
	Pedestrians	36	327	13	3	16	3	397
	Pedal cycle	13	104	7	4	29	2	160
	Motorcycle	7	88	18	8	148	15	283
	Car users	9	150	34	22	399	69	683
	Bus/coach	2	20	2	3	7	1	35
	Other	2	20	2	2	43	8	77
	Total	69	708	77	41	642	98	1,635
All Severities								
	Pedestrians	163	1,277	35	10	45	13	1,543
	Pedal cycle	66	568	35	10	85	5	769
	Motorcycle	19	302	49	21	285	30	706
	Car users	117	2,536	396	228	2,200	719	6,196
	Bus/coach	29	203	14	10	41	6	302
	Other	18	262	41	24	249	94	687
	Total	412	5,149	570	303	2,904	867	10,204

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2014-2018 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	7	27	-	3	13	-	10	42
5 - 11	1	33	125	-	18	83	2	52	208
12 - 15	1	24	106	-	19	79	1	42	185
16 - 22	1	24	99	-	16	79	1	39	178
23 - 25	-	9	39	-	6	28	1	15	67
26 - 29	1	12	45	-	9	36	1	21	81
30 - 39	4	24	104	1	10	61	5	34	165
40 - 49	4	23	94	1	14	57	5	37	151
50 - 59	4	23	86	2	16	72	6	39	158
60 - 69	4	19	64	3	20	55	7	39	119
70 & over	6	32	93	7	36	93	13	68	186
Total [1]	**26**	**231**	**884**	**15**	**166**	**658**	**41**	**397**	**1,543**
Child 0-15	2	64	258	1	40	176	3	104	435
Adult 16+	24	167	624	14	125	481	39	292	1,106
Driver or rider									
0 - 4	-	-	1	-	-	1	-	-	2
5 - 11	-	5	28	-	2	9	-	7	37
12 - 15	-	8	32	-	-	2	-	8	34
16 - 22	8	87	525	2	25	329	11	111	854
23 - 25	7	42	269	1	12	181	8	55	450
26 - 29	7	54	345	1	15	213	8	69	558
30 - 39	13	111	726	3	37	437	16	148	1,164
40 - 49	16	141	757	2	39	427	18	180	1,185
50 - 59	14	141	652	2	37	358	16	177	1,010
60 - 69	7	71	311	3	26	172	10	97	482
70 & over	11	49	240	4	28	139	14	77	379
Total [1]	**83**	**708**	**3,890**	**19**	**222**	**2,270**	**102**	**930**	**6,162**
Child 0-15	-	13	61	-	2	11	1	15	73
Adult 16+	82	695	3,824	19	219	2,256	101	914	6,082
Passenger vehicle/pillion									
0 - 4	1	4	53	-	3	43	1	7	99
5 - 11	-	8	94	-	7	101	1	15	196
12 - 15	-	7	56	-	7	75	1	14	130
16 - 22	4	32	236	2	31	267	7	64	503
23 - 25	1	12	79	1	9	80	2	21	159
26 - 29	1	9	72	-	9	87	1	18	158
30 - 39	1	15	132	-	17	166	2	32	299
40 - 49	-	11	92	2	15	161	2	26	252
50 - 59	2	10	73	2	21	174	4	31	247
60 - 69	1	8	51	3	23	147	3	31	199
70 & over	2	11	60	6	40	191	8	51	252
Total [1]	13	127	1,001	17	181	1,495	30	309	2,499
Child 0-15	**1**	**18**	**203**	**1**	**17**	**219**	**2**	**36**	**425**
Adult 16+	12	109	795	16	164	1,273	28	273	2,069

1. Includes those whose sex and/or age was not known.

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2014-2018 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	-	.05	.19	.00	.02	.09	.00	.04	.15
5 - 11	.01	.16	.60	.00	.09	.41	.00	.13	.51
12 - 15	.01	.21	.94	.00	.17	.74	.00	.19	.84
16 - 22	.00	.10	.43	.00	.07	.35	.00	.09	.39
23 - 25	.00	.08	.35	.00	.05	.25	.00	.06	.30
26 - 29	.01	.08	.31	.00	.06	.24	.00	.07	.27
30 - 39	.01	.07	.31	.00	.03	.18	.01	.05	.24
40 - 49	.01	.07	.27	.00	.04	.15	.01	.05	.21
50 - 59	.01	.06	.23	.00	.04	.18	.01	.05	.20
60 - 69	.01	.06	.21	.01	.06	.17	.01	.06	.19
70 & over	.02	.11	.32	.02	.09	.24	.02	.10	.27
Total [1]	**.01**	**.09**	**.34**	**.01**	**.06**	**.24**	**.01**	**.07**	**.29**
Child 0-15	.00	.14	.55	.00	.09	.39	.00	.11	.48
Adult 16+	.01	.08	.29	.01	.05	.21	.01	.07	.25
Driver or rider									
0 - 4	-	.00	.00	-	-	.00	-	.00	.01
5 - 11	.00	.02	.14	.00	.01	.04	.00	.02	.09
12 - 15	.00	.07	.28	-	-	.02	.00	.03	.16
16 - 22	.04	.38	2.28	.01	.11	1.47	.02	.25	1.88
23 - 25	.06	.38	2.40	.01	.11	1.60	.04	.24	2.00
26 - 29	.05	.37	2.34	.01	.10	1.43	.03	.23	1.88
30 - 39	.04	.33	2.17	.01	.11	1.26	.02	.22	1.71
40 - 49	.04	.40	2.14	.01	.11	1.14	.02	.25	1.63
50 - 59	.04	.37	1.73	.01	.09	.90	.02	.23	1.30
60 - 69	.02	.23	1.01	.01	.08	.53	.02	.15	.76
70 & over	.04	.17	.81	.01	.07	.35	.02	.11	.55
Total [1]	**.03**	**.27**	**1.48**	**.01**	**.08**	**.82**	**.02**	**.17**	**1.14**
Child 0-15	.00	.03	.13	.00	.00	.03	.00	.02	.08
Adult 16+	.04	.32	1.77	.01	.09	.97	.02	.20	1.36
Passenger vehicle/pillion									
0 - 4	.00	.03	.36	.00	.02	.31	.00	.03	.35
5 - 11	.00	.04	.45	.00	.03	.51	.00	.04	.48
12 - 15	.00	.06	.50	.00	.07	.69	.00	.06	.59
16 - 22	.02	.14	1.03	.01	.14	1.20	.01	.14	1.11
23 - 25	.01	.11	.70	.01	.08	.71	.01	.09	.71
26 - 29	.01	.06	.49	.00	.06	.58	.00	.06	.53
30 - 39	.00	.05	.40	.00	.05	.48	.00	.05	.44
40 - 49	.00	.03	.26	.00	.04	.43	.00	.04	.35
50 - 59	.00	.03	.19	.01	.05	.44	.00	.04	.32
60 - 69	.00	.03	.17	.01	.07	.45	.01	.05	.31
70 & over	.01	.04	.20	.01	.10	.48	.01	.07	.36
Total [1]	**.01**	**.05**	**.38**	**.01**	**.07**	**.54**	**.01**	**.06**	**.46**
Child 0-15	.00	.04	.43	.00	.04	.49	.00	.04	.46
Adult 16+	.01	.05	.37	.01	.07	.55	.01	.06	.46

1. Includes those whose sex and/or age was not known.

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2014-18 averages and 2014 to 2018

Child pedestrian

		On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	**2004-08 average**	**62**	**6**	**49**	**410**	**47**	**574**
	2014	41	3	29	182	21	276
	2015	45	5	33	180	25	288
	2016	44	4	15	190	18	271
	2017	38	5	21	163	10	237
	2018	35	4	15	126	18	198
	2014-18 average	**41**	**4**	**23**	**168**	**18**	**254**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2014	6	1	12	109	6	134
	2015	11	1	11	86	4	113
	2016	6	2	18	104	8	138
	2017	6	-	8	95	8	117
	2018	1	-	11	73	2	87
	2014-18 average	**6**	**1**	**12**	**93**	**6**	**118**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2014	-	-	-	-	22	22
	2015	-	-	-	-	16	16
	2016	-	-	-	-	14	14
	2017	-	-	-	-	16	16
	2018	-	-	-	-	13	13
	2014-18 average	**-**	**-**	**-**	**-**	**16**	**16**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2014	1	-	1	4	43	49
	2015	-	-	-	5	23	28
	2016	1	-	-	6	30	37
	2017	-	-	-	4	15	19
	2018	1	-	1	3	19	24
	2014-18 average	**1**	**-**	**0**	**4**	**26**	**31**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2014	48	4	42	295	92	481
	2015	56	6	44	271	68	445
	2016	51	6	33	300	70	460
	2017	44	5	29	262	49	389
	2018	37	4	27	202	52	322
	2014-18 average	**47**	**5**	**35**	**266**	**66**	**419**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2014-18 averages and 2014 to 2018

Adult pedestrian

		On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	**2004-08 average**	**155**	**9**	**145**	**624**	**97**	**1,030**
	2014	120	19	102	397	57	695
	2015	159	7	106	388	59	719
	2016	157	7	105	383	40	692
	2017	104	10	59	323	44	540
	2018	85	7	92	289	37	510
	2014-18 average	**125**	**10**	**93**	**356**	**47**	**631**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	2014	7	5	16	80	6	114
	2015	12	2	27	77	13	131
	2016	7	2	15	78	8	110
	2017	10	2	16	66	6	100
	2018	8	2	17	71	3	101
	2014-18 average	**9**	**3**	**18**	**74**	**7**	**111**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2014	-	-	-	-	124	124
	2015	1	-	-	-	147	148
	2016	-	-	-	-	129	129
	2017	-	-	-	-	102	102
	2018	-	-	-	-	102	102
	2014-18 average	**0**	**-**	**-**	**-**	**121**	**121**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2014	2	-	6	36	174	218
	2015	3	-	3	21	139	166
	2016	6	-	5	27	134	172
	2017	4	-	1	21	126	152
	2018	2	1	1	11	118	133
	2014-18 average	**3**	**0**	**3**	**23**	**138**	**168**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2014	129	24	124	513	361	1,151
	2015	175	9	136	486	358	1,164
	2016	170	9	125	488	311	1,103
	2017	118	12	76	410	278	894
	2018	95	10	110	371	260	846
	2014-18 average	**137**	**13**	**114**	**454**	**314**	**1,032**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Aberdeen City	**2004-08 average**	**2**	**1**	**3**	**4**	**6**	**8**	**3**	**7**	**22**	**42**	**74**	**82**	**62**	**15**	**35**	**124**	**261**	**434**	**496**
	2014	2	1	3	4	6	10	3	6	19	50	78	88	44	9	24	71	165	269	313
	2015	1	-	4	4	5	5	-	6	24	39	69	74	37	-	19	79	135	233	270
	2016	1	-	2	2	3	14	-	3	10	37	50	64	35	1	8	48	119	176	211
	2017	-	-	2	2	2	2	-	4	8	21	33	35	17	3	5	51	109	168	185
	2018	-	-	2	2	2	3	1	1	14	24	40	43	13	4	8	45	82	139	152
	2014-18 average	**1**	**0**	**3**	**3**	**4**	**7**	**1**	**4**	**15**	**34**	**54**	**61**	**29**	**3**	**13**	**59**	**122**	**197**	**226**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	*-35*	*-43*	*-46*	*-48*	*-79*	*-73*	*-77*	*-64*	*-69*	*-68*	*-69*
	14-18 av	-	-	-	-	-	-	-	-	*-31*	*-18*	*-27*	*-26*	*-53*	*-77*	*-63*	*-53*	*-53*	*-55*	*-54*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	2014	5	16	4	20	25	26	59	63	4	24	150	176	80	186	197	21	94	498	578
	2015	4	14	1	15	19	26	61	44	7	16	128	154	97	143	137	19	63	362	459
	2016	4	12	1	13	17	20	52	46	7	17	122	142	81	133	139	26	63	361	442
	2017	1	4	2	6	7	27	36	40	6	13	95	122	75	89	101	24	57	271	346
	2018	1	7	-	7	8	19	25	51	8	18	102	121	73	72	137	28	38	275	348
	2014-18 average	**3**	**11**	**2**	**12**	**15**	**24**	**47**	**49**	**6**	**18**	**119**	**143**	**81**	**125**	**142**	**24**	**63**	**353**	**435**
	% ch on 04-08 av: 2018	-	*-72*	-	*-74*	*-76*	*-45*	*-54*	*2*	-	*-3*	*-22*	*-27*	*-55*	*-71*	*-46*	*-30*	*-68*	*-58*	*-58*
	14-18 av	-	*-58*	-	*-54*	*-54*	*-32*	*-14*	*-2*	-	*-5*	*-9*	*-14*	*-50*	*-50*	*-44*	*-41*	*-47*	*-47*	*-47*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	2014	2	4	-	4	6	5	7	12	4	9	32	37	23	32	50	34	43	159	182
	2015	3	5	-	5	8	1	9	15	2	9	35	36	15	44	55	12	48	159	174
	2016	1	2	3	5	6	12	10	13	2	2	27	39	22	37	35	20	35	127	149
	2017	1	6	3	9	10	10	12	14	3	4	33	43	30	45	38	35	41	159	189
	2018	-	2	-	2	2	3	9	13	10	4	36	39	11	37	57	30	21	145	156
	2014-18 average	**1**	**4**	**1**	**5**	**6**	**6**	**9**	**13**	**4**	**6**	**33**	**39**	**20**	**39**	**47**	**26**	**38**	**150**	**170**
	% ch on 04-08 av: 2018	-	-	-	-	*-83*	*-75*	*-62*	*-43*	-	*-73*	*-49*	*-53*	*-79*	*-64*	*-43*	*-47*	*-77*	*-58*	*-61*
	14-18 av	-	-	-	-	*-47*	*-47*	*-60*	*-41*	-	*-63*	*-54*	*-53*	*-61*	*-62*	*-53*	*-54*	*-58*	*-57*	*-58*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Argyll & Bute	**2004-08 average**	**8**	**4**	**1**	**5**	**12**	**38**	**23**	**9**	**8**	**10**	**49**	**87**	**185**	**100**	**44**	**47**	**52**	**242**	**427**
	2014	3	1	-	1	4	26	17	6	2	4	29	55	123	57	21	24	30	132	255
	2015	4	2	-	2	6	33	8	5	2	3	18	51	152	63	33	36	38	170	322
	2016	4	4	1	5	9	30	12	11	5	5	33	63	108	42	44	24	22	132	240
	2017	2	1	1	2	4	20	19	5	5	5	34	54	98	67	30	26	29	152	250
	2018	5	3	-	3	8	30	10	3	4	1	18	48	111	29	21	20	26	96	207
	2014-18 average	**4**	**2**	**0**	**3**	**6**	**28**	**13**	**6**	**4**	**4**	**26**	**54**	**118**	**52**	**30**	**26**	**29**	**136**	**255**
	% ch on 04-08 av: 2018	-	-	-	-	*-34*	*-21*	*-56*	-	-	-	*-63*	*-45*	*-40*	*-71*	*-52*	*-57*	*-50*	*-60*	*-52*
	14-18 av	-	-	-	-	*-49*	*-27*	*-42*	-	-	-	*-46*	*-38*	*-36*	*-48*	*-32*	*-44*	*-44*	*-44*	*-40*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	2014	-	-	-	-	-	-	2	-	4	1	7	7	1	10	5	37	34	86	87
	2015	-	-	-	-	-	-	1	2	2	5	10	10	-	12	7	37	22	78	78
	2016	-	-	-	-	-	-	4	1	4	5	14	14	3	13	11	18	36	78	81
	2017	-	-	1	1	1	1	2	1	2	2	7	8	4	13	4	18	23	58	62
	2018	-	1	-	1	1	-	2	2	2	6	12	12	1	9	6	8	22	45	46
	2014-18 average	**-**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**4**	**10**	**10**	**2**	**11**	**7**	**24**	**27**	**69**	**71**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	-	*-41*	*-41*	-	*-72*	*-55*	*-66*	*-55*	*-62*	*-61*
	14-18 av	-	-	-	-	-	-	-	-	-	-	*-51*	*-50*	-	*-64*	*-51*	*0*	*-44*	*-41*	*-40*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	2014	4	5	2	7	11	29	14	16	3	11	44	73	138	63	106	38	54	261	399
	2015	9	2	-	2	11	24	10	16	4	6	36	60	155	60	90	25	71	246	401
	2016	5	9	-	9	14	19	17	10	5	6	38	57	150	73	73	31	58	235	385
	2017	9	5	-	5	14	22	11	7	4	8	30	52	135	61	53	23	42	179	314
	2018	6	1	-	1	7	34	13	20	3	13	49	83	149	62	87	21	39	209	358
	2014-18 average	**7**	**4**	**0**	**5**	**11**	**26**	**13**	**14**	**4**	**9**	**39**	**65**	**145**	**64**	**82**	**28**	**53**	**226**	**371**
	% ch on 04-08 av: 2018	-	-	-	-	*-51*	*-29*	*-46*	*-32*	-	*-26*	*-38*	*-35*	*-36*	*-42*	*-38*	*-56*	*-58*	*-46*	*-42*
	14-18 av	-	-	-	-	*-21*	*-47*	*-46*	*-53*	-	*-50*	*-50*	*-49*	*-37*	*-41*	*-42*	*-42*	*-43*	*-42*	*-40*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Dundee City	**2004-08 average**	**1**	**-**	**2**	**2**	**3**	**8**	**2**	**1**	**9**	**45**	**56**	**65**	**46**	**8**	**3**	**52**	**243**	**306**	**351**
	2014	-	-	1	1	1	6	1	-	8	27	36	42	18	4	-	32	153	189	207
	2015	-	-	1	1	1	4	-	-	1	16	17	21	16	-	-	27	102	129	145
	2016	-	-	1	1	1	3	-	-	7	19	26	29	19	-	-	32	127	159	178
	2017	-	-	1	1	1	4	-	-	5	23	28	32	15	-	-	21	105	126	141
	2018	-	-	1	1	1	4	-	-	3	19	22	26	13	-	-	18	82	100	113
	2014-18 average	**-**	**-**	**1**	**1**	**1**	**4**	**0**	**-**	**5**	**21**	**26**	**30**	**16**	**1**	**-**	**26**	**114**	**141**	**157**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	*-57*	*-61*	*-60*	*-71*	-	-	*-65*	*-66*	*-67*	*-68*
	14-18 av	-	-	-	-	-	-	-	-	-	*-53*	*-54*	*-54*	*-64*	-	-	*-50*	*-53*	*-54*	*-55*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	2014	1	1	-	1	2	2	6	1	5	10	22	24	40	57	23	37	69	186	226
	2015	-	1	-	1	1	7	6	4	6	8	24	31	71	68	45	32	59	204	275
	2016	2	2	-	2	4	17	10	5	3	4	22	39	87	56	40	23	66	185	272
	2017	-	-	2	2	2	6	9	6	8	9	32	38	34	38	25	35	53	151	185
	2018	1	4	-	4	5	12	13	5	2	13	33	45	57	39	26	27	65	157	214
	2014-18 average	**1**	**2**	**0**	**2**	**3**	**9**	**9**	**4**	**5**	**9**	**27**	**35**	**58**	**52**	**32**	**31**	**62**	**177**	**234**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	*-14*	*-58*	-	*-16*	*-31*	*-20*	*15*	*-52*	*-64*	*-22*	*-34*	*-46*	*-37*
	14-18 av	-	-	-	-	-	-	*-42*	*-65*	-	*-43*	*-45*	*-37*	*17*	*-37*	*-56*	*-10*	*-37*	*-39*	*-31*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	2014	-	-	1	1	1	-	1	1	4	9	15	15	-	5	16	40	56	117	117
	2015	-	1	-	1	1	-	1	1	3	6	11	11	-	6	21	35	57	119	119
	2016	-	-	-	-	-	-	4	-	4	6	14	14	-	20	4	42	67	133	133
	2017	-	-	-	-	-	-	1	2	4	7	14	14	-	7	13	41	54	115	115
	2018	-	-	-	-	-	-	1	1	3	6	11	11	-	3	6	25	34	68	68
	2014-18 average	**-**	**0**	**0**	**0**	**0**	**-**	**2**	**1**	**4**	**7**	**13**	**13**	**-**	**8**	**12**	**37**	**54**	**110**	**110**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	*-50*	*-58*	*-58*	-	*-87*	*-78*	*-64*	*-66*	*-69*	*-69*
	14-18 av	-	-	-	-	-	-	-	-	-	*-43*	*-50*	*-50*	-	*-65*	*-56*	*-48*	*-47*	*-50*	*-50*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
East Lothian	**2004-08 average**	**2**	**2**	**1**	**3**	**4**	**4**	**8**	**8**	**3**	**12**	**32**	**36**	**43**	**49**	**58**	**23**	**95**	**225**	**267**
	2014	3	1	-	1	4	5	1	8	9	13	31	36	45	25	49	33	90	197	242
	2015	1	2	-	2	3	3	8	6	3	7	24	27	47	31	43	20	79	173	220
	2016	2	-	1	1	3	4	9	2	5	10	26	30	42	39	27	23	73	162	204
	2017	2	1	-	1	3	6	7	7	6	8	28	34	53	43	41	24	63	171	224
	2018	1	1	-	1	2	6	4	9	10	13	36	42	41	20	37	36	62	155	196
	2014-18 average	**2**	**1**	**0**	**1**	**3**	**5**	**6**	**6**	**7**	**10**	**29**	**34**	**46**	**32**	**39**	**27**	**73**	**172**	**217**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	*8*	*14*	*18*	*-4*	*-59*	*-36*	*55*	*-34*	*-31*	*-27*
	14-18 av	-	-	-	-	-	-	-	-	-	*-15*	*-8*	*-5*	*7*	*-35*	*-32*	*17*	*-22*	*-24*	*-19*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	2014	-	-	-	-	-	2	1	3	2	5	11	13	3	5	15	25	61	106	109
	2015	-	-	-	-	-	1	-	1	4	9	14	15	10	7	10	35	53	105	115
	2016	-	-	-	-	-	-	-	2	8	7	17	17	11	3	13	36	54	106	117
	2017	-	-	-	-	-	3	-	1	6	8	15	18	12	2	8	40	55	105	117
	2018	-	-	-	-	-	3	-	3	1	8	12	15	7	5	16	16	47	84	91
	2014-18 average	**-**	**-**	**-**	**-**	**-**	**2**	**0**	**2**	**4**	**7**	**14**	**16**	**9**	**4**	**12**	**30**	**54**	**101**	**110**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	-	*-45*	*-36*	*-46*	*-54*	*-29*	*-59*	*-41*	*-45*	*-45*
	14-18 av	-	-	-	-	-	-	-	-	-	-	*-37*	*-34*	*-34*	*-59*	*-45*	*-22*	*-32*	*-33*	*-33*
Edinburgh, City of	**2004-08 average**	**1**	**1**	**7**	**8**	**9**	**7**	**6**	**5**	**71**	**97**	**180**	**188**	**109**	**57**	**38**	**632**	**837**	**1,564**	**1,673**
	2014	1	1	9	10	11	8	1	5	51	87	144	152	137	36	35	469	798	1,338	1,475
	2015	-	-	3	3	3	9	1	4	38	98	141	150	132	29	25	395	741	1,190	1,322
	2016	-	2	7	9	9	7	3	5	60	93	161	168	95	16	20	481	733	1,250	1,345
	2017	-	1	5	6	6	4	2	3	57	78	140	144	82	17	20	383	579	999	1,081
	2018	-	-	5	5	5	11	4	3	37	66	110	121	97	25	25	320	480	850	947
	2014-18 average	**0**	**1**	**6**	**7**	**7**	**8**	**2**	**4**	**49**	**84**	**139**	**147**	**109**	**25**	**25**	**410**	**666**	**1,125**	**1,234**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	*-48*	*-32*	*-39*	*-36*	*-11*	*-56*	*-35*	*-49*	*-43*	*-46*	*-43*
	14-18 av	-	-	-	-	-	-	-	-	*-32*	*-13*	*-23*	*-22*	*-0*	*-57*	*-35*	*-35*	*-20*	*-28*	*-26*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious						All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Eilean Siar	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**8**	**1**	**3**	**2**	**14**	**14**	**-**	**32**	**11**	**13**	**15**	**71**	**71**
	2014	-	2	2	4	4	-	2	2	-	2	6	6	-	17	11	8	11	47	47
	2015	-	1	-	1	1	-	3	1	-	-	4	4	-	23	2	11	2	38	38
	2016	-	-	-	-	-	-	2	1	1	1	5	5	-	9	6	4	9	28	28
	2017	-	-	-	-	-	-	1	-	-	2	3	3	-	6	1	9	5	21	21
	2018	-	-	1	1	1	-	1	1	1	-	3	3	-	7	6	7	2	22	22
	2014-18 average	**-**	**1**	**1**	**1**	**1**	**-**	**2**	**1**	**0**	**1**	**4**	**4**	**-**	**12**	**5**	**8**	**6**	**31**	**31**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	-	*-78*	*-78*	-	*-78*	*-45*	*-48*	*-86*	*-69*	*-69*
	14-18 av	-	-	-	-	-	-	-	-	-	-	*-69*	*-69*	-	*-61*	*-53*	*-42*	*-60*	*-56*	*-56*
Falkirk	**2004-08 average**	**1**	**2**	**2**	**4**	**5**	**5**	**14**	**9**	**13**	**26**	**61**	**66**	**35**	**67**	**45**	**86**	**167**	**366**	**401**
	2014	-	4	1	5	5	4	5	7	9	16	37	41	37	46	23	79	116	264	301
	2015	1	1	1	2	3	8	3	4	10	22	39	47	55	39	25	73	121	258	313
	2016	-	-	1	1	1	6	11	6	12	16	45	51	38	58	32	71	122	283	321
	2017	-	-	-	-	-	7	9	1	8	23	41	48	37	54	20	55	113	242	279
	2018	-	3	1	4	4	4	6	4	7	16	33	37	37	33	19	46	82	180	217
	2014-18 average	**0**	**2**	**1**	**2**	**3**	**6**	**7**	**4**	**9**	**19**	**39**	**45**	**41**	**46**	**24**	**65**	**111**	**245**	**286**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	*-57*	-	*-45*	*-38*	*-46*	*-44*	*7*	*-51*	*-58*	*-47*	*-51*	*-51*	*-46*
	14-18 av	-	-	-	-	-	-	*-51*	-	*-28*	*-27*	*-36*	*-32*	*18*	*-32*	*-48*	*-25*	*-34*	*-33*	*-29*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	2014	4	5	3	8	12	20	11	11	15	24	61	81	97	83	70	92	184	429	526
	2015	5	5	2	7	12	7	12	14	13	25	64	71	103	86	70	108	198	462	565
	2016	4	5	1	6	10	13	17	16	21	20	74	87	132	106	69	106	193	474	606
	2017	-	3	2	5	5	12	11	12	19	30	72	84	67	55	62	88	156	361	428
	2018	-	8	2	10	10	21	21	21	10	24	76	97	80	58	62	69	158	347	427
	2014-18 average	**3**	**5**	**2**	**7**	**10**	**15**	**14**	**15**	**16**	**25**	**69**	**84**	**96**	**78**	**67**	**93**	**178**	**415**	**510**
	% ch on 04-08 av: 2018	-	-	-	*-32*	*-46*	*2*	*-46*	*-39*	*-40*	*-50*	*-45*	*-39*	*-29*	*-70*	*-60*	*-39*	*-46*	*-54*	*-51*
	14-18 av	-	-	-	*-51*	*-47*	*-29*	*-63*	*-57*	*-7*	*-49*	*-50*	*-47*	*-15*	*-60*	*-57*	*-18*	*-40*	*-45*	*-41*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Glasgow City	**2004-08 average**	**1**	**0**	**16**	**17**	**18**	**14**	**4**	**3**	**74**	**186**	**267**	**281**	**211**	**35**	**17**	**637**	**1,431**	**2,120**	**2,332**
	2014	-	-	18	18	18	6	4	1	39	118	162	168	173	29	15	395	962	1,401	1,574
	2015	-	-	15	15	15	2	1	-	74	89	164	166	161	19	10	440	907	1,376	1,537
	2016	1	2	5	7	8	8	2	2	37	110	151	159	158	21	16	427	954	1,418	1,576
	2017	-	1	6	7	7	16	1	1	49	83	134	150	162	17	10	379	764	1,170	1,332
	2018	2	-	8	8	10	6	4	-	56	95	155	161	115	12	2	377	635	1,026	1,141
	2014-18 average	**1**	**1**	**10**	**11**	**12**	**8**	**2**	**1**	**51**	**99**	**153**	**161**	**154**	**20**	**11**	**404**	**844**	**1,278**	**1,432**
	% ch on 04-08 av: 2018	-	-	*-51*	*-52*	*-43*	*-57*	-	-	*-24*	*-49*	*-42*	*-43*	*-46*	*-66*	*-89*	*-41*	*-56*	*-52*	*-51*
	14-18 av	-	-	*-36*	*-34*	*-34*	*-46*	-	-	*-31*	*-47*	*-43*	*-43*	*-27*	*-44*	*-39*	*-37*	*-41*	*-40*	*-39*
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	2014	13	5	2	7	20	37	16	7	2	7	32	69	274	111	72	15	109	307	581
	2015	6	8	-	8	14	38	7	8	3	5	23	61	240	80	83	20	84	267	507
	2016	11	7	-	7	18	50	16	15	1	1	33	83	299	77	90	17	59	243	542
	2017	9	5	1	6	15	44	9	4	2	9	24	68	244	85	43	7	57	192	436
	2018	9	11	3	14	23	41	19	20	1	9	49	90	249	103	113	7	76	299	548
	2014-18 average	**10**	**7**	**1**	**8**	**18**	**42**	**13**	**11**	**2**	**6**	**32**	**74**	**261**	**91**	**80**	**13**	**77**	**262**	**523**
	% ch on 04-08 av: 2018	*-49*	-	-	*40*	*-17*	*-49*	*-38*	*-18*	-	*-58*	*-38*	*-44*	*-49*	*-31*	*-26*	*-66*	*-45*	*-35*	*-42*
	14-18 av	*-46*	-	-	*-16*	*-35*	*-48*	*-56*	*-56*	-	*-71*	*-60*	*-54*	*-46*	*-39*	*-47*	*-36*	*-44*	*-43*	*-45*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	2014	1	-	-	0	1	2	1	2	3	7	13	15	61	3	10	16	96	125	186
	2015	1	-	1	1	2	3	-	2	2	9	13	16	40	1	14	11	81	107	147
	2016	-	-	2	2	2	-	2	1	1	12	16	16	32	7	9	14	84	114	146
	2017	1	-	2	2	3	3	1	-	3	5	9	12	40	3	1	15	58	77	117
	2018	-	-	-	-	-	6	-	1	4	6	11	17	26	1	5	17	47	70	96
	2014-18 average	**1**	**-**	**1**	**1**	**2**	**3**	**1**	**1**	**3**	**8**	**12**	**15**	**40**	**3**	**8**	**15**	**73**	**99**	**138**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	*-65*	*-59*	*-53*	*-58*	*-91*	*-70*	*-38*	*-66*	*-64*	*-63*
	14-18 av	-	-	-	-	-	-	-	-	-	*-55*	*-54*	*-58*	*-36*	*-74*	*-53*	*-47*	*-47*	*-49*	*-46*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Midlothian	**2004-08 average**	**0**	**1**	**1**	**3**	**3**	**9**	**8**	**4**	**4**	**17**	**33**	**41**	**47**	**53**	**38**	**39**	**118**	**249**	**297**
	2014	-	-	-	-	-	10	5	3	4	13	25	35	56	27	19	38	111	195	251
	2015	2	1	-	1	3	7	6	4	8	13	31	38	54	34	14	51	101	200	254
	2016	5	2	1	3	8	6	2	8	4	16	30	36	43	22	24	42	88	176	219
	2017	-	1	1	2	2	7	7	4	7	17	35	42	34	27	21	22	79	149	183
	2018	1	-	-	0	1	4	2	-	10	12	24	28	31	25	9	31	61	126	157
	2014-18 average	**2**	**1**	**0**	**1**	**3**	**7**	**4**	**4**	**7**	**14**	**29**	**36**	**44**	**27**	**17**	**37**	**88**	**169**	**213**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	*-30*	*-27*	*-32*	*-35*	*-53*	*-77*	*-21*	*-48*	*-49*	*-47*
	14-18 av	-	-	-	-	-	-	-	-	-	*-17*	*-12*	*-14*	*-8*	*-49*	*-55*	*-7*	*-26*	*-32*	*-28*
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	2014	-	2	-	2	2	11	17	10	1	8	36	47	34	35	27	2	24	88	122
	2015	1	1	-	1	2	13	6	10	-	6	22	35	23	21	29	4	17	71	94
	2016	-	6	-	6	6	15	7	16	4	4	31	46	35	19	36	7	15	77	112
	2017	2	2	1	3	5	12	4	12	2	5	23	35	35	12	22	7	15	56	91
	2018	5	4	-	4	9	9	10	3	2	1	16	25	22	17	14	3	16	50	72
	2014-18 average	**2**	**3**	**0**	**3**	**5**	**12**	**9**	**10**	**2**	**5**	**26**	**38**	**30**	**21**	**26**	**5**	**17**	**68**	**98**
	% ch on 04-08 av: 2018	-	-	-	-	-	*-13*	-	*-74*	-	-	*-47*	*-38*	*-64*	*-65*	*-76*	*-82*	*-65*	*-70*	*-69*
	14-18 av	-	-	-	-	-	*15*	-	*-11*	-	-	*-15*	*-7*	*-51*	*-57*	*-56*	*-73*	*-62*	*-59*	*-57*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	2014	1	2	1	3	4	8	13	8	3	13	37	45	53	30	49	27	82	188	241
	2015	2	2	-	2	4	23	9	5	3	16	33	56	80	33	32	35	82	182	262
	2016	3	2	-	2	5	11	3	6	4	12	25	36	59	28	51	34	77	190	249
	2017	1	2	1	3	4	20	3	6	7	7	23	43	69	24	26	38	63	151	220
	2018	1	1	-	1	2	11	1	8	3	19	31	42	43	11	26	27	85	149	192
	2014-18 average	**2**	**2**	**0**	**2**	**4**	**15**	**6**	**7**	**4**	**13**	**30**	**44**	**61**	**25**	**37**	**32**	**78**	**172**	**233**
	% ch on 04-08 av: 2018	-	-	-	-	-	*-37*	-	*-44*	-	*-6*	*-34*	*-35*	*-55*	*-72*	*-60*	*-43*	*-39*	*-49*	*-50*
	14-18 av	-	-	-	-	-	*-16*	-	*-54*	-	*-34*	*-36*	*-31*	*-36*	*-36*	*-44*	*-32*	*-44*	*-41*	*-40*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
North Lanarkshire	**2004-08 average**	**2**	**4**	**5**	**10**	**12**	**10**	**10**	**15**	**21**	**50**	**96**	**107**	**121**	**95**	**99**	**230**	**467**	**891**	**1,012**
	2014	2	1	2	3	5	6	9	6	18	33	66	72	89	52	40	155	299	546	635
	2015	1	3	4	7	8	6	4	4	19	32	59	65	85	37	43	140	287	507	592
	2016	-	2	1	3	3	8	8	12	10	39	69	77	104	51	51	153	272	527	631
	2017	1	3	2	5	6	6	5	8	20	33	66	72	93	55	40	162	277	534	627
	2018	-	1	4	5	5	8	3	6	17	42	68	76	81	28	36	98	240	402	483
	2014-18 average	**1**	**2**	**3**	**5**	**5**	**7**	**6**	**7**	**17**	**36**	**66**	**72**	**90**	**45**	**42**	**142**	**275**	**503**	**594**
	% ch on 04-08 av: 2018	-	-	-	-	*-58*	*-23*	-	*-61*	*-21*	*-15*	*-29*	*-29*	*-33*	*-71*	*-64*	*-57*	*-49*	*-55*	*-52*
	14-18 av	-	-	-	-	*-54*	*-35*	-	*-53*	*-21*	*-28*	*-32*	*-32*	*-25*	*-53*	*-57*	*-38*	*-41*	*-44*	*-41*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	2014	-	2	-	2	2	-	4	1	-	-	5	5	-	15	5	7	2	29	29
	2015	-	-	-	-	-	-	1	-	-	-	1	1	-	12	1	2	-	15	15
	2016	-	1	-	1	1	-	4	-	2	-	6	6	-	16	4	4	4	28	28
	2017	-	-	1	1	1	-	1	-	2	1	4	4	-	5	3	3	3	14	14
	2018	-	-	-	-	-	-	3	1	-	-	4	4	-	6	5	1	3	15	15
	2014-18 average	**-**	**1**	**0**	**1**	**1**	**-**	**3**	**0**	**1**	**0**	**4**	**4**	**-**	**11**	**4**	**3**	**2**	**20**	**20**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	-	-	-	-	*-75*	-	-	*-71*	*-68*	*-68*
	14-18 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-54*	-	-	*-76*	*-57*	*-57*
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	2014	6	7	-	7	13	24	16	14	9	11	50	74	109	67	41	36	43	187	296
	2015	6	1	-	1	7	16	10	7	9	10	36	52	76	32	28	44	58	162	238
	2016	6	1	3	4	10	24	16	5	7	6	34	58	105	37	24	34	42	137	242
	2017	3	7	2	9	12	24	17	15	12	5	49	73	112	64	44	48	28	184	296
	2018	6	6	1	7	13	35	16	14	4	6	40	75	102	53	45	36	29	163	265
	2014-18 average	**5**	**4**	**1**	**6**	**11**	**25**	**15**	**11**	**8**	**8**	**42**	**66**	**101**	**51**	**36**	**40**	**40**	**167**	**267**
	% ch on 04-08 av: 2018	-	-	-	-	*-16*	*-19*	*-54*	*-39*	*-72*	*-62*	*-54*	*-43*	*-42*	*-54*	*-57*	*-44*	*-63*	*-55*	*-51*
	14-18 av	-	-	-	-	*-29*	*-43*	*-57*	*-52*	*-43*	*-52*	*-52*	*-49*	*-42*	*-57*	*-65*	*-39*	*-48*	*-54*	*-50*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Renfrewshire	**2004-08 average**	**2**	**1**	**5**	**6**	**8**	**9**	**4**	**9**	**18**	**31**	**61**	**70**	**97**	**30**	**45**	**134**	**261**	**470**	**567**
	2014	1	3	5	8	9	1	5	2	15	14	36	37	49	25	35	76	134	270	319
	2015	-	-	1	1	1	7	1	6	6	25	38	45	60	20	28	70	143	261	321
	2016	-	1	2	3	3	8	4	7	9	23	43	51	68	18	28	83	168	297	365
	2017	1	-	1	1	2	4	2	5	11	21	39	43	61	9	33	80	148	270	331
	2018	-	2	2	4	4	7	3	1	10	19	33	40	52	9	15	64	122	210	262
	2014-18 average	**0**	**1**	**2**	**3**	**4**	**5**	**3**	**4**	**10**	**20**	**38**	**43**	**58**	**16**	**28**	**75**	**143**	**262**	**320**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	*-43*	*-38*	*-46*	*-43*	*-46*	*-70*	*-66*	*-52*	*-53*	*-55*	*-54*
	14-18 av	-	-	-	-	-	-	-	-	*-42*	*-34*	*-38*	*-38*	*-40*	*-46*	*-38*	*-44*	*-45*	*-44*	*-44*
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	2014	2	4	1	5	7	12	19	16	1	13	49	61	58	75	80	17	65	237	295
	2015	1	5	1	6	7	15	20	13	4	8	45	60	64	107	56	10	57	230	294
	2016	4	8	-	8	12	20	25	17	1	6	49	69	79	95	69	14	45	223	302
	2017	-	7	-	7	7	8	26	14	4	3	47	55	63	99	70	11	31	211	274
	2018	5	5	2	7	12	14	37	7	4	3	51	65	63	94	40	11	31	176	239
	2014-18 average	**2**	**6**	**1**	**7**	**9**	**14**	**25**	**13**	**3**	**7**	**48**	**62**	**65**	**94**	**63**	**13**	**46**	**215**	**281**
	% ch on 04-08 av: 2018	-	-	-	-	*-3*	*-32*	*-2*	*-68*	-	*-78*	*-31*	*-31*	*-48*	*-52*	*-72*	*-29*	*-63*	*-60*	*-57*
	14-18 av	-	-	-	-	*-27*	*-33*	*-32*	*-39*	-	*-51*	*-35*	*-35*	*-46*	*-52*	*-55*	*-19*	*-45*	*-51*	*-50*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	2014	-	-	1	1	1	-	2	-	-	-	2	2	-	17	2	5	5	29	29
	2015	-	2	1	3	3	-	2	-	1	-	3	3	-	18	3	10	2	33	33
	2016	-	-	-	-	-	-	3	1	-	1	5	5	-	26	5	2	4	37	37
	2017	-	1	-	1	1	-	4	4	-	-	8	8	-	14	7	1	1	23	23
	2018	-	-	1	1	1	-	3	-	-	-	3	3	-	15	1	-	2	18	18
	2014-18 average	**-**	**1**	**1**	**1**	**1**	**-**	**3**	**1**	**0**	**0**	**4**	**4**	**-**	**18**	**4**	**4**	**3**	**28**	**28**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	-	-	-	-	*-51*	-	-	-	*-65*	*-65*
	14-18 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-42*	-	-	-	*-45*	*-45*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
South Ayrshire	**2004-08 average**	**3**	**3**	**2**	**5**	**8**	**15**	**8**	**10**	**9**	**11**	**38**	**53**	**89**	**41**	**76**	**61**	**87**	**264**	**353**
	2014	1	-	1	1	2	9	5	5	4	15	29	38	52	20	55	51	69	195	247
	2015	1	4	1	5	6	14	6	12	6	7	31	45	65	38	43	45	56	182	247
	2016	2	5	1	6	8	7	7	16	8	10	41	48	60	42	38	52	67	199	259
	2017	4	4	-	4	8	14	5	14	8	9	36	50	66	27	43	39	40	149	215
	2018	1	-	-	0	1	9	5	9	5	9	28	37	41	20	23	49	35	127	168
	2014-18 average	**2**	**3**	**1**	**3**	**5**	**11**	**6**	**11**	**6**	**10**	**33**	**44**	**57**	**29**	**40**	**47**	**53**	**170**	**227**
	% ch on 04-08 av: 2018	-	-	-	-	-	*-40*	-	*-10*	-	*-20*	*-26*	*-30*	*-54*	*-51*	*-70*	*-19*	*-60*	*-52*	*-52*
	14-18 av	-	-	-	-	-	*-29*	-	*12*	-	*-11*	*-13*	*-18*	*-36*	*-28*	*-47*	*-22*	*-39*	*-35*	*-36*
South Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	2014	4	2	7	9	13	12	17	9	13	32	71	83	120	93	68	120	254	535	655
	2015	1	3	1	4	5	12	13	6	9	30	58	70	120	78	44	110	242	474	594
	2016	7	4	7	11	18	13	22	6	14	28	70	83	101	93	52	126	235	506	607
	2017	1	4	1	5	6	9	28	16	7	27	78	87	82	90	58	112	192	452	534
	2018	6	3	5	8	14	13	6	3	8	26	43	56	122	56	46	107	176	385	507
	2014-18 average	**4**	**3**	**4**	**7**	**11**	**12**	**17**	**8**	**10**	**29**	**64**	**76**	**109**	**82**	**54**	**115**	**220**	**470**	**579**
	% ch on 04-08 av: 2018	-	-	-	*-31*	*-10*	*-38*	*-79*	*-81*	*-51*	*-35*	*-57*	*-54*	*-37*	*-65*	*-57*	*-29*	*-50*	*-50*	*-47*
	14-18 av	-	-	-	*-36*	*-28*	*-44*	*-39*	*-49*	*-37*	*-29*	*-36*	*-37*	*-43*	*-49*	*-50*	*-23*	*-37*	*-39*	*-40*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	2014	4	2	1	3	7	21	15	9	6	6	36	57	75	62	18	28	44	152	227
	2015	6	1	4	5	11	32	11	4	5	7	27	59	113	63	21	40	55	179	292
	2016	2	-	-	0	2	11	17	1	3	6	27	38	73	70	15	40	49	174	247
	2017	2	1	2	3	5	16	7	4	6	12	29	45	51	45	14	26	50	135	186
	2018	3	-	2	2	5	16	16	3	3	6	28	44	59	49	17	26	30	122	181
	2014-18 average	**3**	**1**	**2**	**3**	**6**	**19**	**13**	**4**	**5**	**7**	**29**	**49**	**74**	**58**	**17**	**32**	**46**	**152**	**227**
	% ch on 04-08 av: 2018	-	-	-	-	-	*-38*	*-48*	-	-	*-42*	*-50*	*-46*	*-41*	*-65*	*-54*	*-45*	*-57*	*-58*	*-54*
	14-18 av	-	-	-	-	-	*-26*	*-57*	-	-	*-29*	*-48*	*-41*	*-26*	*-58*	*-54*	*-32*	*-34*	*-48*	*-42*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2014-2018 averages, 2014-18

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
West Dunbartonshire	**2004-08 average**	**2**	**1**	**1**	**3**	**4**	**7**	**5**	**1**	**8**	**14**	**28**	**34**	**49**	**34**	**1**	**85**	**102**	**222**	**271**
	2014	2	-	-	0	2	3	2	-	5	4	11	14	32	15	1	45	44	105	137
	2015	-	1	-	1	1	1	1	-	6	6	13	14	29	16	1	46	66	129	158
	2016	1	1	1	2	3	4	2	1	8	10	21	25	36	9	2	54	55	120	156
	2017	-	-	2	2	2	9	4	-	10	5	19	28	26	46	1	46	55	148	174
	2018	1	-	-	0	1	7	-	1	6	9	16	23	33	3	1	38	32	74	107
	2014-18 average	**1**	**0**	**1**	**1**	**2**	**5**	**2**	**0**	**7**	**7**	**16**	**21**	**31**	**18**	**1**	**46**	**50**	**115**	**146**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	-	-	-	*-35*	*-42*	*-33*	*-32*	*-91*	-	*-55*	*-69*	*-67*	*-60*
	14-18 av	-	-	-	-	-	-	-	-	-	*-51*	*-42*	*-40*	*-36*	*-48*	-	*-46*	*-50*	*-48*	*-46*
West Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	2014	1	-	4	4	5	1	10	8	7	7	32	33	50	82	45	57	180	364	414
	2015	2	1	2	3	5	12	9	5	9	19	42	54	89	111	54	73	249	487	576
	2016	5	1	1	2	7	5	9	5	4	19	37	42	64	99	61	59	184	403	467
	2017	-	3	1	4	4	2	9	6	5	28	48	50	39	76	76	36	216	404	443
	2018	2	2	-	2	4	6	17	7	4	19	47	53	56	76	42	39	185	342	398
	2014-18 average	**2**	**1**	**2**	**3**	**5**	**5**	**11**	**6**	**6**	**18**	**41**	**46**	**60**	**89**	**56**	**53**	**203**	**400**	**460**
	% ch on 04-08 av: 2018	-	-	-	-	-	-	*-27*	*-49*	-	*-40*	*-36*	*-32*	*5*	*-49*	*-58*	*-25*	*-39*	*-44*	*-40*
	14-18 av	-	-	-	-	-	-	*-53*	*-55*	-	*-42*	*-44*	*-40*	*12*	*-41*	*-44*	*2*	*-33*	*-34*	*-30*
Scotland	**2004-08 average**	**90**	**125**	**77**	**202**	**292**	**492**	**479**	**384**	**383**	**867**	**2,113**	**2,605**	**3,060**	**2,482**	**2,092**	**3,040**	**6,423**	**14,037**	**17,097**
	2014	63	71	69	140	203	306	291	242	269	593	1,395	1,701	2,071	1,393	1,227	2,130	4,481	9,231	11,302
	2015	58	67	43	110	168	329	230	209	283	551	1,273	1,602	2,189	1,331	1,086	2,095	4,276	8,788	10,977
	2016	70	79	42	121	191	335	300	240	271	551	1,362	1,697	2,139	1,336	1,096	2,147	4,179	8,758	10,897
	2017	40	62	43	105	145	318	253	216	296	511	1,276	1,594	1,836	1,198	933	1,905	3,561	7,597	9,433
	2018	56	65	40	105	161	342	255	221	252	512	1,240	1,582	1,785	981	953	1,647	3,045	6,626	8,411
	2014-18 average	**57**	**69**	**47**	**116**	**174**	**326**	**266**	**226**	**274**	**544**	**1,309**	**1,635**	**2,004**	**1,248**	**1,059**	**1,985**	**3,908**	**8,200**	**10,204**
	% ch on 04-08 av: 2018	*-38*	*-48*	*-48*	*-48*	*-45*	*-31*	*-47*	*-42*	*-34*	*-41*	*-41*	*-39*	*-42*	*-60*	*-54*	*-46*	*-53*	*-53*	*-51*
	14-18 av	*-36*	*-45*	*-39*	*-42*	*-41*	*-34*	*-45*	*-41*	*-28*	*-37*	*-38*	*-37*	*-35*	*-50*	*-49*	*-35*	*-39*	*-42*	*-40*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 37

Reported casualties by police force division, council and severity
Years: 2004-08, 2014-18 averages and 2018

		2004-08 average			Numbers in 2018			2014-18 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East	**North East**	46	288	1,550	19	189	572	24	241	759
	Aberdeen City	6	82	496	2	43	152	4	61	226
	Aberdeenshire	33	166	824	8	121	348	15	143	435
	Moray	7	41	230	9	25	72	5	38	98
Tayside	**Tayside**	30	278	1,291	16	140	534	18	135	594
	Dundee City	3	65	351	1	26	113	1	30	157
	Angus	12	83	401	2	39	156	6	39	170
	Perth & Kinross	15	131	539	13	75	265	11	66	267
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	16	121	698	9	71	314	8	75	401
	Argyll & Bute	12	87	427	8	48	207	6	54	255
	West Dunbartonshire	4	34	271	1	23	107	2	21	146
Forth Valley	**Forth Valley**	15	168	911	10	93	444	9	104	584
	Clackmannanshire	2	20	117	1	12	46	0	10	71
	Stirling	7	82	392	5	44	181	6	49	227
	Falkirk	5	66	401	4	37	217	3	45	286
Dumf/Galloway	**Dumfries & Galloway**	14	127	621	7	83	358	11	65	371
Ayrshire	**Ayrshire**	22	173	1,078	8	124	574	12	123	694
	North Ayrshire	6	64	387	2	42	192	4	44	233
	East Ayrshire	8	56	338	5	45	214	3	35	234
	South Ayrshire	8	53	353	1	37	168	5	44	227
G'ter Glasgow	**Greater Glasgow**	21	331	2,718	10	187	1,300	12	189	1,652
	Glasgow City	18	281	2,332	10	161	1,141	12	161	1,432
	East Dunbartonshire	2	26	222	-	11	68	0	13	110
	East Renfrewshire	2	24	165	-	15	91	-	16	110
Loth/S'Borders	**Lothians/Scot Borders**	29	250	1,780	19	188	990	20	178	1,170
	West Lothian	9	78	659	4	53	398	5	46	460
	Midlothian	3	41	297	1	28	157	3	36	213
	East Lothian	4	36	267	2	42	196	3	34	217
	Scottish Borders	12	95	557	12	65	239	9	62	281
Edinburgh	**Edinburgh**	9	188	1,673	5	121	947	7	147	1,234
	Edinburgh, City of	9	188	1,673	5	121	947	7	147	1,234
Highlands/Isles	**Highlands & Islands**	33	189	1,111	25	100	603	21	87	602
	Highland	28	160	942	23	90	548	18	74	523
	Orkney Islands	1	7	47	-	4	15	1	4	20
	Shetland Islands	2	8	51	1	3	18	1	4	28
	Eilean Siar	2	14	71	1	3	22	1	4	31
Fife	**Fife**	18	159	872	10	97	427	10	84	510
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	9	106	823	4	57	358	5	58	458
	Inverclyde	2	36	256	-	17	96	2	15	138
	Renfrewshire	8	70	567	4	40	262	4	43	320
Lanarkshire	**Lanarkshire**	27	228	1,972	19	132	990	17	148	1,173
	North Lanarkshire	12	107	1,012	5	76	483	5	72	594
	South Lanarkshire	16	121	960	14	56	507	11	76	579
Scotland	**Total Scotland**	292	2,605	17,097	161	1,582	8,411	174	1,635	10,204

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2014-18 averages and 2018

		2018 % change on 2004-08 ave			2014-18 % change on 2004-08 ave			2018 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East	**North East**	-59	-34	-63	-49	-16	-51	0.03	0.32	0.98
	Aberdeen City	-	-48	-69	-	-26	-54	0.01	0.19	0.67
	Aberdeenshire	-76	-27	-58	-54	-14	-47	0.03	0.46	1.33
	Moray	-	-38	-69	-	-7	-57	0.09	0.26	0.75
Tayside	**Tayside**	-47	-50	-59	-39	-51	-54	0.04	0.34	1.28
	Dundee City	-	-60	-68	-	-54	-55	0.01	0.17	0.76
	Angus	-83	-53	-61	-47	-53	-58	0.02	0.34	1.34
	Perth & Kinross	-16	-43	-51	-29	-49	-50	0.09	0.50	1.75
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-45	-41	-55	-51	-38	-43	0.05	0.40	1.79
	Argyll & Bute	-34	-45	-52	-49	-38	-40	0.09	0.56	2.40
	West Dunbartonshire	-	-33	-60	-	-40	-46	0.01	0.26	1.20
Forth Valley	**Forth Valley**	-32	-45	-51	-39	-38	-36	0.03	0.30	1.45
	Clackmannanshire	-	-41	-61	-	-50	-40	0.02	0.23	0.89
	Stirling	-	-46	-54	-	-41	-42	0.05	0.47	1.92
	Falkirk	-	-44	-46	-	-32	-29	0.02	0.23	1.35
Dumf/Galloway	**Dumfries & Galloway**	-51	-35	-42	-21	-49	-40	0.05	0.56	2.41
Ayrshire	**Ayrshire**	-64	-28	-47	-48	-29	-36	0.02	0.34	1.55
	North Ayrshire	-	-35	-50	-	-31	-40	0.01	0.31	1.42
	East Ayrshire	-	-20	-37	-	-37	-31	0.04	0.37	1.76
	South Ayrshire	-	-30	-52	-	-18	-36	0.01	0.33	1.49
G'ter Glasgow	**Greater Glasgow**	-53	-43	-52	-43	-43	-39	0.01	0.23	1.57
	Glasgow City	-43	-43	-51	-34	-43	-39	0.02	0.26	1.82
	East Dunbartonshire	-	-58	-69	-	-50	-50	-	0.10	0.63
	East Renfrewshire	-	-36	-45	-	-34	-33	-	0.16	0.96
Loth/S'Borders	**Lothians/Scot Borders**	-35	-25	-44	-32	-29	-34	0.04	0.38	2.00
	West Lothian	-	-32	-40	-	-40	-30	0.02	0.29	2.19
	Midlothian	-	-32	-47	-	-14	-28	0.01	0.31	1.72
	East Lothian	-	18	-27	-	-5	-19	0.02	0.40	1.85
	Scottish Borders	-3	-31	-57	-27	-35	-50	0.10	0.56	2.07
Edinburgh	**Edinburgh**	-	-36	-43	-	-22	-26	0.01	0.23	1.83
	Edinburgh, City of	-	-36	-43	-	-22	-26	0.01	0.23	1.83
Highlands/Isles	**Highlands & Islands**	-24	-47	-46	-36	-54	-46	0.08	0.33	1.96
	Highland	-17	-44	-42	-35	-54	-45	0.10	0.38	2.33
	Orkney Islands	-	-	-68	-	-	-57	-	0.18	0.68
	Shetland Islands	-	-	-65	-	-	-45	0.04	0.13	0.78
	Eilean Siar	-	-78	-69	-	-69	-56	0.04	0.11	0.82
Fife	**Fife**	-46	-39	-51	-47	-47	-41	0.03	0.26	1.15
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-46	-57	-	-45	-44	0.02	0.22	1.40
	Inverclyde	-	-53	-63	-	-58	-46	-	0.22	1.23
	Renfrewshire	-	-43	-54	-	-38	-44	0.02	0.22	1.47
Lanarkshire	**Lanarkshire**	-31	-42	-50	-39	-35	-41	0.03	0.20	1.50
	North Lanarkshire	-58	-29	-52	-54	-32	-41	0.01	0.22	1.42
	South Lanarkshire	-10	-54	-47	-28	-37	-40	0.04	0.18	1.59
Scotland	**Total Scotland**	-45	-39	-51	-41	-37	-40	0.03	0.29	1.55

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 38

Reported pedestrian casualties by police force division, council and severity
Years: 2004-08, 2014-18 averages and 2018

		2004-08 average			Numbers in 2018			2014-18 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East	**North East**	7	52	234	3	35	76	5	38	96
	Aberdeen City	3	33	144	2	22	44	2	20	52
	Aberdeenshire	4	13	61	1	12	25	3	14	34
	Moray	1	6	29	-	1	7	0	5	10
Tayside	**Tayside**	5	56	192	2	22	73	3	24	89
	Dundee City	2	28	98	1	11	35	1	12	42
	Angus	1	12	46	-	6	15	1	5	19
	Perth & Kinross	2	16	48	1	5	23	1	7	27
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	2	20	90	1	13	28	1	13	44
	Argyll & Bute	0	7	32	-	3	13	0	4	17
	West Dunbartonshire	2	13	59	1	10	15	1	9	27
Forth Valley	**Forth Valley**	4	28	133	2	16	60	1	20	70
	Clackmannanshire	0	4	24	1	3	10	0	3	12
	Stirling	1	10	40	1	5	21	1	6	23
	Falkirk	2	14	69	-	8	29	0	11	35
Dumf/Galloway	**Dumfries & Galloway**	1	17	62	-	9	25	1	6	27
Ayrshire	**Ayrshire**	3	41	161	2	27	85	2	26	92
	North Ayrshire	1	16	64	-	11	35	1	8	33
	East Ayrshire	1	12	50	2	11	31	0	9	28
	South Ayrshire	2	12	46	-	5	19	1	9	30
G'ter Glasgow	**Greater Glasgow**	13	164	699	6	83	288	8	92	365
	Glasgow City	12	149	631	6	74	261	8	82	326
	East Dunbartonshire	1	9	40	-	4	17	-	4	19
	East Renfrewshire	1	6	28	-	5	10	-	5	21
Loth/S'Borders	**Lothians/Scot Borders**	5	45	198	-	31	102	3	30	118
	West Lothian	2	16	73	-	14	47	1	12	49
	Midlothian	1	11	41	-	3	14	0	6	22
	East Lothian	1	8	40	-	10	29	1	7	28
	Scottish Borders	1	11	44	-	4	12	1	5	19
Edinburgh	**Edinburgh**	5	78	388	4	44	201	3	57	265
	Edinburgh, City of	5	78	388	4	44	201	3	57	265
Highlands/Isles	**Highlands & Islands**	3	21	89	4	8	38	3	8	47
	Highland	3	16	69	2	6	31	2	6	37
	Orkney Islands	0	2	9	-	1	3	0	1	4
	Shetland Islands	0	1	5	1	-	1	0	0	3
	Eilean Siar	-	2	6	1	1	3	0	1	3
Fife	**Fife**	4	28	128	3	18	68	2	18	70
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	4	36	153	2	15	62	3	20	79
	Inverclyde	1	13	54	-	5	19	1	4	24
	Renfrewshire	3	23	100	2	10	43	2	16	55
Lanarkshire	**Lanarkshire**	7	70	328	5	41	147	6	45	182
	North Lanarkshire	4	39	183	3	26	81	3	25	96
	South Lanarkshire	3	32	145	2	15	66	3	21	86
Scotland	**Total Scotland**	65	656	2,855	34	362	1,253	41	397	1,543

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2014-18 averages and 2018

		2018 % change on 2004-08 ave			2014-18 % change on 2004-08 ave			2018 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East	**North East**	-	-32	-68	-	-32	-68	0.01	0.06	0.13
	Aberdeen City	-	-33	-70	-	-33	-70	0.01	0.10	0.19
	Aberdeenshire	-	-9	-59	-	-9	-59	0.00	0.05	0.10
	Moray	-	-	-76	-	-	-76	-	0.01	0.07
Tayside	**Tayside**	-	-61	-62	-	-61	-62	0.00	0.05	0.18
	Dundee City	-	-61	-64	-	-61	-64	0.01	0.07	0.24
	Angus	-	-50	-67	-	-50	-67	-	0.05	0.13
	Perth & Kinross	-	-68	-52	-	-68	-52	0.01	0.03	0.15
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-	-35	-69	-	-35	-69	0.01	0.07	0.16
	Argyll & Bute	-	-	-59	-	-	-59	-	0.03	0.15
	West Dunbartonshire	-	-21	-74	-	-21	-74	0.01	0.11	0.17
Forth Valley	**Forth Valley**	-	-43	-55	-	-43	-55	0.01	0.05	0.20
	Clackmannanshire	-	-	-58	-	-	-58	0.02	0.06	0.19
	Stirling	-	-	-48	-	-	-48	0.01	0.05	0.22
	Falkirk	-	-42	-58	-	-42	-58	-	0.05	0.18
Dumf/Galloway	**Dumfries & Galloway**	-	-47	-59	-	-47	-59	-	0.06	0.17
Ayrshire	**Ayrshire**	-	-33	-47	-	-33	-47	0.01	0.07	0.23
	North Ayrshire	-	-33	-46	-	-33	-46	-	0.08	0.26
	East Ayrshire	-	-10	-38	-	-10	-38	0.02	0.09	0.25
	South Ayrshire	-	-58	-59	-	-58	-59	-	0.04	0.17
G'ter Glasgow	**Greater Glasgow**	-55	-49	-59	-55	-49	-59	0.01	0.10	0.35
	Glasgow City	-48	-50	-59	-48	-50	-59	0.01	0.12	0.42
	East Dunbartonshire	-	-	-58	-	-	-58	-	0.04	0.16
	East Renfrewshire	-	-	-65	-	-	-65	-	0.05	0.11
Loth/S'Borders	**Lothians/Scot Borders**	-	-31	-48	-	-31	-48	-	0.06	0.21
	West Lothian	-	-10	-36	-	-10	-36	-	0.08	0.26
	Midlothian	-	-72	-66	-	-72	-66	-	0.03	0.15
	East Lothian	-	-	-28	-	-	-28	-	0.09	0.27
	Scottish Borders	-	-63	-73	-	-63	-73	-	0.03	0.10
Edinburgh	**Edinburgh**	-	-43	-48	-	-43	-48	0.01	0.08	0.39
	Edinburgh, City of	-	-43	-48	-	-43	-48	0.01	0.08	0.39
Highlands/Isles	**Highlands & Islands**	-	-62	-57	-	-62	-57	0.01	0.03	0.12
	Highland	-	-62	-55	-	-62	-55	0.01	0.03	0.13
	Orkney Islands	-	-	-	-	-	-	-	0.05	0.14
	Shetland Islands	-	-	-	-	-	-	0.04	-	0.04
	Eilean Siar	-	-	-	-	-	-	0.04	0.04	0.11
Fife	**Fife**	-	-36	-47	-	-36	-47	0.01	0.05	0.18
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-59	-60	-	-59	-60	0.01	0.06	0.24
	Inverclyde	-	-61	-65	-	-61	-65	-	0.06	0.24
	Renfrewshire	-	-57	-57	-	-57	-57	0.01	0.06	0.24
Lanarkshire	**Lanarkshire**	-	-42	-55	-	-42	-55	0.01	0.06	0.22
	North Lanarkshire	-	-33	-56	-	-33	-56	0.01	0.08	0.24
	South Lanarkshire	-	-53	-55	-	-53	-55	0.01	0.05	0.21
Scotland	**Total Scotland**	-47	-45	-56	-47	-45	-56	0.01	0.07	0.23

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 39a

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2018

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian							
Postcode blank, invalid or not known	4	0	0	4	3	1	8
Casualty from elsewhere in the UK	0	1	0	1	1	0	2
Scottish casualty, distance not known [4]	0	0	0	1	0	1	7
Non - UK casualty [3]	1	0	1	0	0	0	1
Up to 2 km	40	49	19	36	17	59	148
Over 2 up to 5 km	11	12	2	9	2	10	53
Over 5 up to 10 km	7	4	2	6	1	6	35
Over 10 up to 20 km	7	4	0	3	1	2	17
Over 20 up to 50 km	4	3	3	0	0	6	11
Over 50 km	2	0	1	0	0	0	6
Total	**76**	**73**	**28**	**60**	**25**	**85**	**288**
Pedal cycle user							
Postcode blank, invalid or not known	3	0	0	1	1	0	4
Casualty from elsewhere in the UK	0	0	0	0	0	0	0
Scottish casualty, distance not known [4]	0	0	0	0	0	0	1
Non - UK casualty [3]	0	0	0	0	0	0	1
Up to 2 km	16	18	8	8	9	18	66
Over 2 up to 5 km	13	4	1	3	1	5	47
Over 5 up to 10 km	3	4	3	3	0	3	39
Over 10 up to 20 km	3	3	2	1	0	5	5
Over 20 up to 50 km	0	2	0	2	1	0	2
Over 50 km	1	0	5	0	0	1	1
Total	**39**	**31**	**19**	**18**	**12**	**32**	**166**
Motor cycle user							
Postcode blank, invalid or not known	8	2	2	0	1	1	1
Casualty from elsewhere in the UK	1	2	5	0	5	2	0
Scottish casualty, distance not known [4]	0	0	0	1	0	1	3
Non - UK casualty [3]	4	0	4	0	4	0	0
Up to 2 km	13	10	3	5	6	8	16
Over 2 up to 5 km	12	10	2	9	3	3	8
Over 5 up to 10 km	6	6	4	6	6	7	17
Over 10 up to 20 km	4	7	5	5	6	9	7
Over 20 up to 50 km	11	7	12	4	2	8	4
Over 50 km	4	8	8	6	6	4	1
Total	**63**	**52**	**45**	**36**	**39**	**43**	**57**
Car user							
Postcode blank, invalid or not known	25	13	5	8	5	4	10
Casualty from elsewhere in the UK	1	16	17	12	29	0	4
Scottish casualty, distance not known [4]	3	0	1	1	1	7	14
Non - UK casualty [3]	2	0	5	0	2	0	2
Up to 2 km	47	57	29	59	29	75	241
Over 2 up to 5 km	55	71	34	56	38	83	155
Over 5 up to 10 km	66	55	27	54	40	74	120
Over 10 up to 20 km	58	39	25	40	48	79	84
Over 20 up to 50 km	65	50	31	42	20	32	30
Over 50 km	28	44	26	21	26	23	14
Total	**350**	**345**	**200**	**293**	**238**	**377**	**674**
Other [2]							
Postcode blank, invalid or not known	5	0	0	1	1	0	2
Casualty from elsewhere in the UK	2	2	0	0	11	2	4
Scottish casualty, distance not known [4]	0	0	1	1	0	1	3
Non - UK casualty [3]	6	0	1	0	1	0	4
Up to 2 km	6	2	4	8	7	15	28
Over 2 up to 5 km	5	5	1	5	3	6	27
Over 5 up to 10 km	3	3	1	3	3	5	21
Over 10 up to 20 km	6	4	2	6	5	3	13
Over 20 up to 50 km	6	8	6	10	9	5	10
Over 50 km	5	9	6	3	4	0	3
Total	**44**	**33**	**22**	**37**	**44**	**37**	**115**
All casualties							
Postcode blank, invalid or not known	45	15	7	14	11	6	25
Casualty from elsewhere in the UK	4	21	22	13	46	4	10
Scottish casualty, distance not known [4]	3	0	2	4	1	10	28
Non - UK casualty [3]	13	0	11	0	7	0	8
Up to 2 km	122	136	63	116	68	175	499
Over 2 up to 5 km	96	102	40	82	47	107	290
Over 5 up to 10 km	85	72	37	72	50	95	232
Over 10 up to 20 km	78	57	34	55	60	98	126
Over 20 up to 50 km	86	70	52	58	32	51	57
Over 50 km	40	61	46	30	36	28	25
Total	**572**	**534**	**314**	**444**	**358**	**574**	**1,300**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus, bus or coach, etc.
3. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
4. Due to a problem with the methodology in producing this table, there was an error with these figures in previous editions of this table.
4. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

Table 39a cont'd

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2018

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Postcode blank, invalid or not known	4	19	4	2	0	5	54
Casualty from elsewhere in the UK	0	5	0	0	1	2	13
Scottish casualty, distance not known [4]	0	0	0	1	0	1	11
Non - UK casualty [3]	8	10	0	0	0	0	21
Up to 2 km	63	86	22	41	44	100	724
Over 2 up to 5 km	11	39	2	5	11	18	185
Over 5 up to 10 km	5	15	0	6	2	10	99
Over 10 up to 20 km	7	9	2	3	3	7	65
Over 20 up to 50 km	2	12	2	7	1	3	54
Over 50 km	2	6	6	3	0	1	27
Total	**102**	**201**	**38**	**68**	**62**	**147**	**1,253**
Pedal cycle user							
Postcode blank, invalid or not known	2	4	9	1	0	0	25
Casualty from elsewhere in the UK	1	2	4	0	0	0	7
Scottish casualty, distance not known [4]	0	0	1	0	1	1	4
Non - UK casualty [3]	0	6	0	0	0	0	7
Up to 2 km	28	57	12	11	10	19	280
Over 2 up to 5 km	4	48	6	3	3	5	143
Over 5 up to 10 km	6	18	2	3	5	4	93
Over 10 up to 20 km	5	6	5	1	3	2	41
Over 20 up to 50 km	5	2	0	2	1	2	19
Over 50 km	0	4	5	1	0	0	18
Total	**51**	**147**	**44**	**22**	**23**	**33**	**637**
Motor cycle user							
Postcode blank, invalid or not known	4	2	16	0	0	0	37
Casualty from elsewhere in the UK	8	1	9	0	0	0	33
Scottish casualty, distance not known [4]	0	0	1	0	1	3	10
Non - UK casualty [3]	4	3	0	0	0	0	19
Up to 2 km	9	9	7	5	8	14	113
Over 2 up to 5 km	9	12	1	9	2	10	90
Over 5 up to 10 km	11	15	5	3	5	3	94
Over 10 up to 20 km	14	13	6	6	7	6	95
Over 20 up to 50 km	12	7	7	4	3	10	91
Over 50 km	4	3	12	0	1	1	58
Total	**75**	**65**	**64**	**27**	**27**	**47**	**640**
Car user							
Postcode blank, invalid or not known	23	15	52	2	3	11	176
Casualty from elsewhere in the UK	29	3	35	5	1	10	162
Scottish casualty, distance not known [4]	0	0	8	1	4	17	57
Non - UK casualty [3]	14	8	0	0	0	1	34
Up to 2 km	130	78	37	58	64	204	1,108
Over 2 up to 5 km	124	74	29	57	58	142	976
Over 5 up to 10 km	100	66	59	63	45	122	891
Over 10 up to 20 km	115	68	53	48	24	105	786
Over 20 up to 50 km	77	38	66	30	17	51	549
Over 50 km	39	18	64	16	3	18	340
Total	**651**	**368**	**403**	**280**	**219**	**681**	**5,079**
Other [2]							
Postcode blank, invalid or not known	6	11	5	0	1	2	34
Casualty from elsewhere in the UK	5	6	2	0	2	5	41
Scottish casualty, distance not known [4]	0	0	1	0	0	3	10
Non - UK casualty [3]	5	6	0	1	0	0	24
Up to 2 km	20	52	4	4	6	8	164
Over 2 up to 5 km	14	32	2	4	7	16	127
Over 5 up to 10 km	15	24	4	11	7	19	119
Over 10 up to 20 km	17	13	5	5	3	17	99
Over 20 up to 50 km	23	20	11	4	1	9	122
Over 50 km	6	2	20	1	0	3	62
Total	**111**	**166**	**54**	**30**	**27**	**82**	**802**
All casualties							
Postcode blank, invalid or not known	39	51	86	5	4	18	326
Casualty from elsewhere in the UK	43	17	50	5	4	17	256
Scottish casualty, distance not known [4]	0	0	11	2	6	25	92
Non - UK casualty [3]	31	33	0	1	0	1	105
Up to 2 km	250	282	82	119	132	345	2,389
Over 2 up to 5 km	162	205	40	78	81	191	1,521
Over 5 up to 10 km	137	138	70	86	64	158	1,296
Over 10 up to 20 km	158	109	71	63	40	137	1,086
Over 20 up to 50 km	119	79	86	47	23	75	835
Over 50 km	51	33	107	21	4	23	505
Total	**990**	**947**	**603**	**427**	**358**	**990**	**8,411**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus, bus or coach, etc.
3. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
4. Due to a problem with the methodology in producing this table, there was an error with these figures in previous editions of this table.

Table 39b

Casualties[1] involved in reported accidents 2018: Council of residence vs. council of accident location **ACCIDENT LOCATION**

Percentages

CASUALTY RESIDENCE	LOCATION OF ACCIDENT															
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City	Eilean Siar	Falkirk	Fife	Glasgow City
																Column Percentages
Aberdeen City	**81.5**	12.1	1.3	-	-	-	-	-	-	-	-	0.2	-	-	1.0	-
Aberdeenshire	14.1	**81.0**	4.0	1.1	-	-	-	-	-	-	-	0.1	-	-	-	0.1
Angus	0.7	0.3	**75.5**	1.1	-	0.6	10.8	-	-	-	-	-	-	-	1.5	-
Argyll & Bute	-	-	-	**55.5**	-	-	-	-	1.6	-	-	-	-	0.5	-	0.2
Clackmannanshire	-	-	0.7	-	**71.4**	-	-	-	-	-	-	-	-	2.0	0.5	0.1
Dumfries & Galloway	-	-	-	1.6	-	**75.4**	-	2.5	-	-	-	-	-	-	-	-
Dundee City	-	0.3	13.2	1.1	-	-	**77.5**	-	-	-	-	0.4	-	-	1.7	0.3
East Ayrshire	-	-	-	-	-	0.9	-	**70.8**	-	-	8.0	-	-	-	-	0.4
East Dunbartonshire	-	-	-	0.5	2.4	-	-	-	**66.7**	-	1.1	0.1	-	1.0	0.5	4.2
East Lothian	-	-	-	-	-	-	-	0.5	-	**67.8**	-	4.9	-	-	-	-
East Renfrewshire	-	-	-	-	-	-	-	2.5	-	-	**54.5**	-	-	0.5	0.2	2.6
Edinburgh, City of	0.7	0.3	0.7	-	-	0.6	-	-	-	10.6	-	**69.0**	-	1.0	1.0	0.2
Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**100.0**	-	-	-
Falkirk	-	-	-	-	7.1	-	0.9	-	-	-	-	1.4	-	**75.1**	0.7	0.3
Fife	0.7	1.0	0.7	1.1	7.1	0.3	1.8	-	-	0.6	-	2.5	-	0.5	**85.9**	0.5
Glasgow City	-	0.7	-	6.6	4.8	1.2	-	4.0	15.9	-	17.0	0.5	-	2.0	0.5	**71.4**
Highland	-	1.3	-	3.8	-	0.3	-	-	-	-	-	0.1	-	-	0.2	0.2
Inverclyde	-	-	-	1.6	-	-	0.9	0.5	1.6	-	-	0.1	-	-	-	0.2
Midlothian	-	0.3	-	0.5	-	-	-	-	-	5.0	-	8.0	-	-	-	0.1
Moray	-	1.6	-	-	-	-	-	-	-	-	-	-	-	0.5	-	-
North Ayrshire	-	-	-	2.2	-	-	-	4.0	-	0.6	1.1	-	-	-	-	0.8
North Lanarkshire	0.7	-	-	2.7	-	0.6	1.8	1.5	4.8	-	-	1.6	-	7.0	0.2	5.1
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	-	-	3.3	0.5	2.4	0.6	4.5	-	-	-	-	0.7	-	0.5	2.4	0.5
Renfrewshire	-	-	-	3.3	-	0.9	-	-	1.6	-	11.4	0.1	-	0.5	-	3.9
Scottish Borders	-	-	-	-	-	0.6	-	-	-	5.6	-	0.4	-	-	0.2	0.1
Shetland Islands	-	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	-	0.5	-	2.4	-	10.4	-	-	-	-	-	-	-	-
South Lanarkshire	0.7	-	-	1.6	-	0.9	-	2.5	-	0.6	6.8	0.5	-	1.0	0.7	4.1
Stirling	-	-	-	0.5	4.8	-	-	-	3.2	-	-	0.5	-	2.5	0.7	0.5
West Dunbartonshire	-	-	-	2.7	-	0.6	-	-	4.8	-	-	-	-	0.5	0.2	3.3
West Lothian	-	0.3	-	-	-	0.6	-	0.5	-	2.2	-	7.5	-	4.0	0.5	0.2
Elsewhere in UK	0.7	0.3	0.7	11.0	-	13.5	1.8	0.5	-	7.2	-	1.5	-	1.0	1.2	0.8
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**135**	**306**	**151**	**182**	**42**	**334**	**111**	**202**	**63**	**180**	**88**	**854**	**18**	**201**	**411**	**1,039**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2017:Council of residence vs council of accident location **SEVERITY/ROAD TYPE/AREA**

		LOCATION OF ACCIDENT															
		Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Orkney Islands	Perth & Kinross	Renfrew-shire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbarton-shire	West Lothian
																	Column Percentages
CASUALTY RESIDENCE	Aberdeen City	0.5	-	-	-	0.6	-	-	0.8	-	-	-	-	-	0.6	-	-
	Aberdeenshire	1.7	-	-	8.1	-	-	-	0.4	-	-	-	0.6	0.2	-	-	0.3
	Angus	0.2	-	-	-	-	-	-	5.5	-	-	-	0.6	-	-	-	0.3
	Argyll & Bute	-	-	-	-	-	-	-	-	0.4	0.5	-	-	0.2	1.8	8.8	-
	Clackmannanshire	-	-	-	-	-	0.2	-	0.4	-	-	-	-	0.4	6.1	-	1.1
	Dumfries & Galloway	-	-	0.7	-	-	-	-	-	-	1.8	-	1.9	2.3	-	1.0	-
	Dundee City	0.7	-	0.7	-	-	-	-	7.8	-	-	-	-	0.2	-	-	-
	East Ayrshire	-	-	-	-	5.6	-	-	-	-	-	-	17.4	1.9	-	-	0.3
	East Dunbartonshire	0.2	1.1	-	-	-	1.8	-	-	1.2	-	-	-	0.4	0.6	-	-
	East Lothian	-	-	8.2	-	-	-	-	-	-	2.3	-	-	-	-	-	1.7
	East Renfrewshire	-	-	-	-	-	0.9	-	-	4.0	0.5	-	-	2.7	1.2	-	0.6
	Edinburgh, City of	0.5	-	19.2	-	-	0.2	-	2.0	0.4	5.4	-	-	0.4	1.8	-	7.2
	Eilean Siar	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Falkirk	0.5	-	-	-	-	2.7	-	0.4	-	0.5	-	0.6	-	13.9	1.0	6.7
	Fife	0.5	1.1	2.7	-	-	1.1	-	9.8	-	3.2	-	1.3	0.2	0.6	-	0.3
	Glasgow City	1.7	2.3	0.7	-	-	5.5	-	2.7	9.6	0.9	-	0.6	6.9	7.9	12.7	2.5
	Highland	**71.9**	-	-	4.8	-	-	-	2.4	-	-	-	-	-	4.2	-	-
	Inverclyde	-	**83.0**	-	-	1.7	-	-	-	3.6	-	-	0.6	0.2	-	-	-
	Midlothian	-	-	**57.5**	-	-	-	-	-	-	5.4	-	-	-	0.6	-	0.3
	Moray	3.7	-	-	**82.3**	-	0.2	-	1.2	-	-	-	-	-	-	-	-
	North Ayrshire	0.5	1.1	-	-	**79.7**	0.2	-	-	3.2	-	-	7.1	0.8	0.6	1.0	-
	North Lanarkshire	1.5	1.1	-	-	2.8	**75.9**	-	-	1.6	0.9	-	0.6	8.0	2.4	3.9	4.5
	Orkney Islands	1.0	-	-	-	-	-	**100.0**	0.4	-	-	-	-	-	-	-	-
	Perth & Kinross	1.5	-	-	-	-	-	-	**53.7**	-	-	-	-	0.2	0.6	-	0.3
	Renfrewshire	0.7	5.7	-	-	4.0	1.1	-	0.4	**69.2**	-	-	-	0.2	-	4.9	0.8
	Scottish Borders	0.5	-	8.2	-	-	-	-	-	-	**65.2**	-	-	0.6	-	-	-
	Shetland Islands	0.2	-	-	-	-	-	-	-	-	0.5	**92.9**	-	-	-	-	-
	South Ayrshire	0.2	-	-	-	3.4	-	-	-	0.4	-	-	**63.2**	0.4	-	-	-
	South Lanarkshire	0.2	2.3	-	1.6	1.7	6.4	-	2.4	0.8	1.4	-	2.6	**69.4**	1.2	-	1.4
	Stirling	-	-	-	-	-	0.9	-	0.8	-	-	-	-	0.4	**46.1**	-	0.6
	West Dunbartonshire	0.5	1.1	-	-	-	-	-	-	4.4	-	-	0.6	-	1.2	**65.7**	0.3
	West Lothian	0.2	-	0.7	-	-	1.8	-	2.0	-	1.4	-	0.6	1.3	4.2	-	**70.5**
	Elsewhere in UK	9.2	1.1	1.4	3.2	0.6	0.9	-	7.1	1.2	10.4	7.1	1.3	2.5	4.2	1.0	0.6
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**402**	**88**	**146**	**62**	**177**	**439**	**15**	**255**	**250**	**221**	**14**	**155**	**477**	**165**	**102**	**359**

1. Where postcode of casualty is known.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Aberdeen City	**2004-08 average**	**-**	**-**	**-**	**-**	**10**	**10**	**2**	**4**	**6**	**8**	**74**	**82**
	2008	-	-	-	-	16	16	1	2	3	10	123	133
	2009	-	-	-	-	5	5	1	3	4	11	71	82
	2010	-	-	-	3	10	13	2	5	7	17	58	75
	2011	-	2	2	-	11	11	2	5	7	16	83	99
	2012	-	-	-	2	19	21	1	7	8	11	98	109
	2013	-	1	1	2	7	9	-	4	4	11	90	101
	2014	-	-	-	-	7	7	2	4	6	10	78	88
	2015	-	-	-	-	8	8	1	4	5	5	69	74
	2016	-	-	-	-	10	10	1	2	3	14	50	64
	2017	-	-	-	-	2	2	-	2	2	2	33	35
	2018	-	-	-	-	1	1	-	2	2	3	40	43
	2014-18 average	**-**	**-**	**-**	**-**	**6**	**6**	**1**	**3**	**4**	**7**	**54**	**61**
	% ch on 04-08 av: 2018	-	-	-	-	*-90*	*-90*	*-100*	*-47*	*-64*	*-64*	*-46*	*-48*
	% ch on 04-08 av: 1418	-	-	-	-	*-44*	*-44*	*-56*	*-26*	*-36*	*-19*	*-27*	*-26*
Aberdeenshire	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	2008	1	5	6	3	12	15	3	23	26	52	180	232
	2009	-	1	1	3	17	20	4	18	22	43	181	224
	2010	-	-	-	2	6	8	4	22	26	49	153	202
	2011	-	-	-	1	13	14	4	7	11	34	157	191
	2012	-	1	1	-	12	12	3	11	14	38	167	205
	2013	-	2	2	3	11	14	8	15	23	48	126	174
	2014	1	1	2	5	8	13	5	20	25	26	150	176
	2015	-	-	-	2	6	8	4	15	19	26	128	154
	2016	-	1	1	-	10	10	4	13	17	20	122	142
	2017	-	-	-	-	5	5	1	6	7	27	95	122
	2018	-	-	-	1	9	10	1	7	8	19	102	121
	2014-18 average	**0**	**0**	**1**	**2**	**8**	**9**	**3**	**12**	**15**	**24**	**119**	**143**
	% ch on 04-08 av: 2018	*-100*	*-100*	*-100*	*-58*	*-12*	*-21*	*-85*	*-74*	*-76*	*-45*	*-22*	*-27*
	% ch on 04-08 av: 1418	*0*	*-75*	*-67*	*-33*	*-25*	*-27*	*-56*	*-54*	*-54*	*-32*	*-9*	*-14*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Angus	**2004-08 average**	**-**	**0**	**0**	**-**	**8**	**8**	**3**	**9**	**12**	**12**	**71**	**83**
	2008	-	-	-	-	2	2	2	11	13	8	56	64
	2009	-	-	-	-	5	5	1	6	7	7	53	60
	2010	-	-	-	2	4	6	1	5	6	9	45	54
	2011	-	-	-	1	6	7	1	4	5	9	48	57
	2012	-	-	-	-	3	3	-	5	5	8	37	45
	2013	-	-	-	-	5	5	2	1	3	6	45	51
	2014	-	-	-	-	2	2	2	4	6	5	32	37
	2015	-	-	-	-	4	4	3	5	8	1	35	36
	2016	-	-	-	-	1	1	1	5	6	12	27	39
	2017	-	-	-	1	2	3	1	9	10	10	33	43
	2018	-	-	-	-	3	3	-	2	2	3	36	39
	2014-18 average	**-**	**-**	**-**	**0**	**2**	**3**	**1**	**5**	**6**	**6**	**33**	**39**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	-	*-61*	*-61*	*-100*	*-78*	*-83*	*-75*	*-49*	*-53*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	-	*-68*	*-66*	*-50*	*-46*	*-47*	*-47*	*-54*	*-53*
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	2008	-	1	1	4	6	10	7	6	13	54	57	111
	2009	-	-	-	1	4	5	3	2	5	33	40	73
	2010	-	-	-	-	1	1	8	7	15	34	32	66
	2011	1	-	1	1	2	3	5	-	5	32	26	58
	2012	-	-	-	-	5	5	4	-	4	34	29	63
	2013	-	-	-	-	-	-	10	1	11	25	26	51
	2014	-	-	-	-	3	3	3	1	4	26	29	55
	2015	-	-	-	-	1	1	4	2	6	33	18	51
	2016	-	3	3	1	1	2	4	5	9	30	33	63
	2017	-	-	-	-	5	5	2	2	4	20	34	54
	2018	-	-	-	1	1	2	5	3	8	30	18	48
	2014-18 average	**-**	**1**	**1**	**0**	**2**	**3**	**4**	**3**	**6**	**28**	**26**	**54**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	*-29*	*-76*	*-64*	*-34*	*-35*	*-34*	*-21*	*-63*	*-45*
	% ch on 04-08 av: 1418	-	*200*	*200*	*-71*	*-48*	*-54*	*-53*	*-43*	*-49*	*-27*	*-46*	*-38*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Clackmannanshire	**2004-08 average**	**-**	**0**	**0**	**-**	**4**	**4**	**-**	**2**	**2**	**-**	**20**	**20**
	2008	-	1	1	-	4	4	-	2	2	-	23	23
	2009	-	-	-	-	3	3	-	3	3	-	14	14
	2010	-	-	-	-	3	3	-	2	2	-	19	19
	2011	-	-	-	-	1	1	1	1	2	-	10	10
	2012	-	-	-	-	2	2	-	-	-	1	18	19
	2013	-	-	-	-	2	2	-	-	-	1	13	14
	2014	-	-	-	-	1	1	-	-	-	-	7	7
	2015	-	-	-	-	1	1	-	-	-	-	10	10
	2016	-	-	-	-	-	-	-	-	-	-	14	14
	2017	-	-	-	-	2	2	-	1	1	1	7	8
	2018	-	-	-	-	1	1	-	1	1	-	12	12
	2014-18 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**0**	**0**	**0**	**10**	**10**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	-	*-72*	*-72*	-	*-55*	*-55*	-	*-41*	*-41*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	-	*-72*	*-72*	-	*-82*	*-82*	-	*-51*	*-50*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	2008	-	-	-	1	7	8	5	5	10	35	70	105
	2009	-	-	-	4	6	10	8	2	10	47	73	120
	2010	-	-	-	-	4	4	3	2	5	25	42	67
	2011	-	-	-	3	3	6	8	1	9	26	58	84
	2012	-	-	-	3	3	6	1	6	7	25	58	83
	2013	-	-	-	1	-	1	6	6	12	22	43	65
	2014	-	-	-	1	4	5	4	7	11	29	44	73
	2015	-	-	-	2	2	4	9	2	11	24	36	60
	2016	-	-	-	1	3	4	5	9	14	19	38	57
	2017	-	-	-	-	-	-	9	5	14	22	30	52
	2018	-	-	-	2	8	10	6	1	7	34	49	83
	2014-18 average	**-**	**-**	**-**	**1**	**3**	**5**	**7**	**5**	**11**	**26**	**39**	**65**
	% ch on 04-08 av: 2018	*-100*	-	*-100*	*-52*	*5*	*-15*	*-32*	*-82*	*-51*	*-29*	*-38*	*-35*
	% ch on 04-08 av: 1418	*-100*	-	*-100*	*-71*	*-55*	*-61*	*-25*	*-14*	*-21*	*-47*	*-50*	*-49*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Dundee City	**2004-08 average**	**0**	**-**	**0**	**1**	**14**	**15**	**1**	**2**	**3**	**8**	**56**	**65**
	2008	1	-	1	-	10	10	1	3	4	5	54	59
	2009	-	-	-	1	13	14	3	2	5	9	56	65
	2010	-	-	-	1	10	11	2	3	5	7	34	41
	2011	-	-	-	-	11	11	-	2	2	5	47	52
	2012	-	-	-	-	7	7	1	1	2	4	43	47
	2013	-	-	-	-	4	4	1	1	2	5	32	37
	2014	-	-	-	1	3	4	-	1	1	6	36	42
	2015	-	-	-	1	5	6	-	1	1	4	17	21
	2016	-	-	-	-	8	8	-	1	1	3	26	29
	2017	-	-	-	-	4	4	-	1	1	4	28	32
	2018	-	-	-	-	4	4	-	1	1	4	22	26
	2014-18 average	**-**	**-**	**-**	**0**	**5**	**5**	**-**	**1**	**1**	**4**	**26**	**30**
	% ch on 04-08 av: 2018	*-100*	-	*-100*	*-100*	*-71*	*-73*	*-100*	*-50*	*-64*	*-51*	*-61*	*-60*
	% ch on 04-08 av: 1418	*-100*	-	*-100*	*-50*	*-65*	*-64*	*-100*	*-50*	*-64*	*-49*	*-54*	*-54*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	2008	-	-	-	2	5	7	1	7	8	11	48	59
	2009	-	-	-	-	-	-	3	2	5	11	33	44
	2010	-	-	-	1	6	7	1	4	5	12	38	50
	2011	-	-	-	1	4	5	-	4	4	5	38	43
	2012	-	-	-	-	1	1	-	3	3	10	33	43
	2013	-	-	-	-	2	2	1	3	4	3	24	27
	2014	-	-	-	-	6	6	1	1	2	2	22	24
	2015	-	-	-	-	3	3	-	1	1	7	24	31
	2016	-	-	-	2	3	5	2	2	4	17	22	39
	2017	-	-	-	-	3	3	-	2	2	6	32	38
	2018	-	-	-	3	6	9	1	4	5	12	33	45
	2014-18 average	**-**	**-**	**-**	**1**	**4**	**5**	**1**	**2**	**3**	**9**	**27**	**35**
	% ch on 04-08 av: 2018	-	-	-	*400*	*-23*	*7*	*-64*	*-17*	*-34*	*50*	*-31*	*-20*
	% ch on 04-08 av: 1418	-	-	-	*67*	*-46*	*-38*	*-71*	*-58*	*-63*	*10*	*-45*	*-37*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
East Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**-**	**6**	**6**	**-**	**2**	**2**	**-**	**26**	**26**
	2008	-	-	-	-	2	2	-	2	2	-	22	22
	2009	-	-	-	-	4	4	-	2	2	-	21	21
	2010	-	-	-	-	3	3	-	4	4	-	22	22
	2011	-	-	-	-	-	-	-	-	-	-	16	16
	2012	-	-	-	-	3	3	-	-	-	-	26	26
	2013	-	-	-	-	2	2	-	1	1	-	10	10
	2014	-	-	-	-	1	1	-	1	1	-	15	15
	2015	-	-	-	-	1	1	-	1	1	-	11	11
	2016	-	-	-	-	1	1	-	-	-	-	14	14
	2017	-	-	-	-	5	5	-	-	-	-	14	14
	2018	-	-	-	-	1	1	-	-	-	-	11	11
	2014-18 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**0**	**0**	**-**	**13**	**13**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	-	*-83*	*-83*	-	*-100*	*-100*	-	*-58*	*-58*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	-	*-69*	*-69*	-	*-75*	*-75*	-	*-50*	*-50*
East Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	2008	-	-	-	-	-	-	2	1	3	1	19	20
	2009	-	-	-	3	2	5	-	8	8	10	29	39
	2010	-	1	1	-	3	3	-	3	3	8	26	34
	2011	-	1	1	-	2	2	-	1	1	5	24	29
	2012	-	-	-	-	1	1	-	-	-	2	22	24
	2013	-	1	1	-	2	2	-	3	3	3	24	27
	2014	-	-	-	-	4	4	3	1	4	5	31	36
	2015	-	-	-	-	-	-	1	2	3	3	24	27
	2016	-	-	-	-	1	1	2	1	3	4	26	30
	2017	-	-	-	-	3	3	2	1	3	6	28	34
	2018	-	-	-	-	10	10	1	1	2	6	36	42
	2014-18 average	**-**	**-**	**-**	**-**	**4**	**4**	**2**	**1**	**3**	**5**	**29**	**34**
	% ch on 04-08 av: 2018	-	-	-	*-100*	*100*	*92*	*-44*	*-62*	*-55*	*50*	*14*	*18*
	% ch on 04-08 av: 1418	-	-	-	*-100*	*-28*	*-31*	*0*	*-54*	*-32*	*20*	*-8*	*-5*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
East Renfrewshire	**2004-08 average**	**-**	**-**	**-**	**-**	**2**	**2**	**0**	**2**	**2**	**2**	**22**	**24**
	2008	-	-	-	-	1	1	-	1	1	4	21	25
	2009	-	-	-	-	3	3	-	2	2	4	15	19
	2010	-	-	-	-	4	4	-	1	1	5	20	25
	2011	-	-	-	-	2	2	-	2	2	-	12	12
	2012	-	-	-	-	3	3	-	2	2	1	11	12
	2013	-	-	-	-	1	1	-	2	2	-	13	13
	2014	-	-	-	-	3	3	-	-	-	2	11	13
	2015	-	-	-	-	3	3	-	-	-	1	14	15
	2016	-	-	-	-	1	1	-	-	-	-	17	17
	2017	-	-	-	-	3	3	-	-	-	3	15	18
	2018	-	-	-	-	2	2	-	-	-	3	12	15
	2014-18 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**-**	**-**	**2**	**14**	**16**
	% ch on 04-08 av: 2018	-	-	-	-	*-17*	*-17*	*-100*	*-100*	*-100*	*67*	*-45*	*-36*
	% ch on 04-08 av: 1418	-	-	-	-	*0*	*0*	*-100*	*-100*	*-100*	*0*	*-37*	*-34*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	2008	-	-	-	-	24	24	1	12	13	5	178	183
	2009	-	-	-	-	17	17	-	7	7	2	139	141
	2010	-	-	-	-	15	15	1	3	4	4	128	132
	2011	-	-	-	1	15	16	2	8	10	3	163	166
	2012	-	-	-	-	19	19	-	13	13	8	180	188
	2013	-	-	-	-	8	8	3	5	8	3	127	130
	2014	-	-	-	-	16	16	1	10	11	8	144	152
	2015	-	-	-	-	9	9	-	3	3	9	141	150
	2016	-	1	1	-	8	8	-	9	9	7	161	168
	2017	-	-	-	-	12	12	-	6	6	4	140	144
	2018	-	-	-	1	9	10	-	5	5	11	110	121
	2014-18 average	**-**	**0**	**0**	**0**	**11**	**11**	**0**	**7**	**7**	**8**	**139**	**147**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	*400*	*-64*	*-61*	*-100*	*-39*	*-44*	*49*	*-39*	*-36*
	% ch on 04-08 av: 1418	-	*-67*	*-67*	*0*	*-57*	*-57*	*-75*	*-20*	*-24*	*5*	*-23*	*-22*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Eilean Siar	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**2**	**2**	**-**	**14**	**14**
	2008	-	-	-	-	2	2	-	1	1	-	16	16
	2009	-	-	-	-	2	2	-	-	-	-	7	7
	2010	-	-	-	-	-	-	-	2	2	-	10	10
	2011	-	-	-	-	1	1	-	1	1	-	5	5
	2012	-	-	-	-	-	-	-	2	2	-	8	8
	2013	-	-	-	-	1	1	-	1	1	-	1	1
	2014	-	-	-	-	-	-	-	4	4	-	6	6
	2015	-	-	-	-	-	-	-	1	1	-	4	4
	2016	-	-	-	-	-	-	-	-	-	-	5	5
	2017	-	-	-	-	-	-	-	-	-	-	3	3
	2018	-	-	-	-	-	-	-	1	1	-	3	3
	2014-18 average	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2018	-	-	-	-	*-100*	*-100*	-	*-58*	*-58*	-	*-78*	*-78*
	% ch on 04-08 av: 1418	-	-	-	-	*-100*	*-100*	-	*-50*	*-50*	-	*-69*	*-69*
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	2008	-	-	-	-	7	7	-	4	4	4	65	69
	2009	-	-	-	-	7	7	-	3	3	8	47	55
	2010	-	-	-	-	5	5	-	1	1	8	35	43
	2011	-	-	-	-	3	3	1	-	1	4	39	43
	2012	-	-	-	-	2	2	2	8	10	7	57	64
	2013	1	-	1	-	2	2	1	2	3	3	34	37
	2014	-	2	2	-	4	4	-	5	5	4	37	41
	2015	-	-	-	-	6	6	1	2	3	8	39	47
	2016	-	1	1	-	3	3	-	1	1	6	45	51
	2017	-	-	-	-	6	6	-	-	-	7	41	48
	2018	-	-	-	-	8	8	-	4	4	4	33	37
	2014-18 average	**-**	**1**	**1**	**-**	**5**	**5**	**0**	**2**	**3**	**6**	**39**	**45**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	*-100*	*-18*	*-20*	*-100*	*-9*	*-23*	*-17*	*-46*	*-44*
	% ch on 04-08 av: 1418	-	*50*	*50*	*-100*	*-45*	*-46*	*-75*	*-45*	*-50*	*21*	*-36*	*-32*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Fife	**2004-08 average**	**0**	**2**	**2**	**1**	**18**	**19**	**4**	**15**	**18**	**21**	**139**	**159**
	2008	-	1	1	1	11	12	1	13	14	9	105	114
	2009	-	-	-	-	20	20	-	6	6	8	106	114
	2010	-	-	-	3	8	11	5	8	13	25	94	119
	2011	-	-	-	-	18	18	-	11	11	8	82	90
	2012	-	-	-	-	11	11	-	7	7	11	89	100
	2013	-	-	-	-	2	2	2	9	11	17	68	85
	2014	-	1	1	-	4	4	4	8	12	20	61	81
	2015	1	-	1	-	7	7	5	7	12	7	64	71
	2016	1	-	1	2	7	9	4	6	10	13	74	87
	2017	-	-	-	-	12	12	-	5	5	12	72	84
	2018	-	1	1	3	6	9	-	10	10	21	76	97
	2014-18 average	**0**	**0**	**1**	**1**	**7**	**8**	**3**	**7**	**10**	**15**	**69**	**84**
	% ch on 04-08 av: 2018	*-100*	*-38*	*-44*	*275*	*-67*	*-53*	*-100*	*-32*	*-46*	*2*	*-45*	*-39*
	% ch on 04-08 av: 1418	*100*	*-75*	*-56*	*25*	*-61*	*-57*	*-32*	*-51*	*-47*	*-29*	*-50*	*-47*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	2008	-	1	1	-	48	48	-	15	15	8	313	321
	2009	-	1	1	-	40	40	1	17	18	11	213	224
	2010	-	1	1	2	31	33	1	10	11	11	199	210
	2011	-	1	1	1	29	30	3	10	13	6	171	177
	2012	-	-	-	1	29	30	-	7	7	13	176	189
	2013	-	-	-	-	12	12	-	4	4	5	144	149
	2014	-	1	1	-	28	28	-	18	18	6	162	168
	2015	-	-	-	-	17	17	-	15	15	2	164	166
	2016	-	1	1	-	25	25	1	7	8	8	151	159
	2017	-	-	-	-	18	18	-	7	7	16	134	150
	2018	-	-	-	-	19	19	2	8	10	6	155	161
	2014-18 average	**-**	**0**	**0**	**-**	**21**	**21**	**1**	**11**	**12**	**8**	**153**	**161**
	% ch on 04-08 av: 2018	*-*	*-100*	*-100*	*-*	*-63*	*-63*	*100*	*-52*	*-43*	*-57*	*-42*	*-43*
	% ch on 04-08 av: 1418	*-*	*-75*	*-75*	*-*	*-58*	*-58*	*-40*	*-34*	*-34*	*-46*	*-43*	*-43*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Highland	**2004-08 average**	**1**	**1**	**2**	**4**	**6**	**10**	**18**	**10**	**28**	**81**	**80**	**160**
	2008	2	1	3	3	1	4	18	16	34	61	53	114
	2009	2	-	2	2	3	5	20	8	28	75	53	128
	2010	-	-	-	5	7	12	13	13	26	49	53	102
	2011	-	-	-	-	2	2	10	11	21	43	55	98
	2012	-	-	-	-	4	4	11	5	16	49	52	101
	2013	2	-	2	1	1	2	13	7	20	42	31	73
	2014	-	-	-	1	2	3	13	7	20	37	32	69
	2015	-	-	-	2	2	4	6	8	14	38	23	61
	2016	-	-	-	1	1	2	11	7	18	50	33	83
	2017	-	-	-	2	2	4	9	6	15	44	24	68
	2018	-	-	-	-	4	4	9	14	23	41	49	90
	2014-18 average	**-**	**-**	**-**	**1**	**2**	**3**	**10**	**8**	**18**	**42**	**32**	**74**
	% ch on 04-08 av: 2018	*-100*	*-100*	*-100*	*-100*	*-38*	*-61*	*-49*	*40*	*-17*	*-49*	*-38*	*-44*
	% ch on 04-08 av: 1418	*-100*	*-100*	*-100*	*-68*	*-66*	*-67*	*-46*	*-16*	*-35*	*-48*	*-60*	*-54*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**36**
	2008	-	-	-	-	7	7	-	2	2	10	29	39
	2009	-	-	-	-	4	4	-	2	2	6	20	26
	2010	-	-	-	-	3	3	1	-	1	3	18	21
	2011	-	-	-	1	2	3	-	1	1	7	19	26
	2012	-	-	-	1	2	3	1	-	1	4	21	25
	2013	-	-	-	-	2	2	-	-	-	2	10	12
	2014	-	-	-	1	2	3	1	-	1	2	13	15
	2015	-	1	1	-	3	3	1	1	2	3	13	16
	2016	-	-	-	-	1	1	-	2	2	-	16	16
	2017	-	-	-	-	1	1	1	2	3	3	9	12
	2018	-	-	-	-	-	-	-	-	-	6	11	17
	2014-18 average	**-**	**0**	**0**	**0**	**1**	**2**	**1**	**1**	**2**	**3**	**12**	**15**
	% ch on 04-08 av: 2018	*-*	*-*	*-*	*-100*	*-100*	*-100*	*-100*	*-100*	*-100*	*-33*	*-59*	*-53*
	% ch on 04-08 av: 1418	*-*	*-*	*-*	*-50*	*-70*	*-68*	*0*	*0*	*0*	*-69*	*-54*	*-58*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Midlothian	**2004-08 average**	**-**	**-**	**-**	**1**	**5**	**6**	**0**	**3**	**3**	**9**	**33**	**41**
	2008	-	-	-	2	5	7	-	3	3	5	29	34
	2009	-	-	-	-	4	4	1	2	3	7	28	35
	2010	-	-	-	-	8	8	-	1	1	7	22	29
	2011	-	-	-	-	4	4	-	3	3	1	26	27
	2012	-	-	-	-	2	2	4	-	4	4	19	23
	2013	-	1	1	1	4	5	-	5	5	6	20	26
	2014	-	-	-	-	1	1	-	-	-	10	25	35
	2015	-	-	-	-	2	2	2	1	3	7	31	38
	2016	-	-	-	-	4	4	5	3	8	6	30	36
	2017	-	-	-	-	4	4	-	2	2	7	35	42
	2018	-	-	-	-	1	1	1	-	1	4	24	28
	2014-18 average	**-**	**-**	**-**	**-**	**2**	**2**	**2**	**1**	**3**	**7**	**29**	**36**
	% ch on 04-08 av: 2018	-	-	-	*-100*	*-81*	*-84*	*150*	*-100*	*-67*	*-53*	*-27*	*-32*
	% ch on 04-08 av: 1418	-	-	-	*-100*	*-56*	*-63*	*300*	*-54*	*-7*	*-21*	*-12*	*-14*
Moray	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	2008	-	1	1	-	2	2	2	4	6	10	38	48
	2009	-	-	-	1	-	1	2	3	5	18	22	40
	2010	-	-	-	-	5	5	1	3	4	11	24	35
	2011	-	-	-	-	1	1	1	3	4	10	14	24
	2012	-	-	-	2	2	4	1	2	3	15	29	44
	2013	-	-	-	1	3	4	1	2	3	9	36	45
	2014	-	-	-	-	7	7	-	2	2	11	36	47
	2015	-	-	-	1	1	2	1	1	2	13	22	35
	2016	-	1	1	2	4	6	-	6	6	15	31	46
	2017	-	1	1	1	1	2	2	3	5	12	23	35
	2018	1	-	1	-	-	-	5	4	9	9	16	25
	2014-18 average	**0**	**0**	**1**	**1**	**3**	**3**	**2**	**3**	**5**	**12**	**26**	**38**
	% ch on 04-08 av: 2018	-	*-100*	*25*	*-100*	*-100*	*-100*	*178*	*-26*	*25*	*-13*	*-47*	*-38*
	% ch on 04-08 av: 1418	-	*-50*	*-25*	*100*	*-35*	*-23*	*-11*	*-41*	*-33*	*15*	*-15*	*-7*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
North Ayrshire	**2004-08 average**	**-**	**0**	**0**	**3**	**8**	**11**	**1**	**5**	**6**	**17**	**47**	**64**
	2008	-	-	-	2	4	6	2	4	6	10	43	53
	2009	-	-	-	2	5	7	2	2	4	12	50	62
	2010	-	-	-	-	4	4	1	4	5	6	19	25
	2011	-	-	-	1	6	7	-	4	4	6	33	39
	2012	-	-	-	-	5	5	-	2	2	12	24	36
	2013	-	-	-	-	1	1	3	1	4	12	23	35
	2014	-	-	-	1	3	4	1	3	4	8	37	45
	2015	-	-	-	-	-	-	2	2	4	23	33	56
	2016	-	-	-	1	6	7	3	2	5	11	25	36
	2017	-	-	-	1	2	3	1	3	4	20	23	43
	2018	-	-	-	-	3	3	1	1	2	11	31	42
	2014-18 average	**-**	**-**	**-**	**1**	**3**	**3**	**2**	**2**	**4**	**15**	**30**	**44**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	*-100*	*-62*	*-72*	*0*	*-81*	*-69*	*-37*	*-34*	*-35*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	*-79*	*-64*	*-68*	*60*	*-59*	*-41*	*-16*	*-36*	*-31*
North Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	2008	1	1	2	-	15	15	5	8	13	17	81	98
	2009	-	-	-	-	16	16	3	7	10	8	86	94
	2010	-	-	-	-	15	15	-	2	2	7	70	77
	2011	-	-	-	-	12	12	1	10	11	4	55	59
	2012	-	-	-	-	13	13	-	6	6	7	65	72
	2013	-	-	-	-	20	20	1	5	6	3	69	72
	2014	-	-	-	-	16	16	2	3	5	6	66	72
	2015	-	-	-	-	14	14	1	7	8	6	59	65
	2016	-	-	-	-	10	10	-	3	3	8	69	77
	2017	-	-	-	-	9	9	1	5	6	6	66	72
	2018	-	-	-	-	7	7	-	5	5	8	68	76
	2014-18 average	**-**	**-**	**-**	**-**	**11**	**11**	**1**	**5**	**5**	**7**	**66**	**72**
	% ch on 04-08 av: 2018	*-100*	*-100*	*-100*	*-100*	*-64*	*-65*	*-100*	*-48*	*-58*	*-23*	*-29*	*-29*
	% ch on 04-08 av: 1418	*-100*	*-100*	*-100*	*-100*	*-43*	*-44*	*-64*	*-52*	*-54*	*-35*	*-32*	*-32*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Orkney Islands	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**7**	**7**
	2008	-	-	-	-	-	-	-	2	2	-	7	7
	2009	-	-	-	-	-	-	-	-	-	-	6	6
	2010	-	-	-	-	1	1	-	-	-	-	5	5
	2011	-	-	-	-	-	-	-	-	-	-	2	2
	2012	-	-	-	-	1	1	-	5	5	-	11	11
	2013	-	-	-	-	-	-	-	2	2	-	4	4
	2014	-	-	-	-	1	1	-	2	2	-	5	5
	2015	-	-	-	-	-	-	-	-	-	-	1	1
	2016	-	-	-	-	-	-	-	1	1	-	6	6
	2017	-	-	-	-	-	-	-	1	1	-	4	4
	2018	-	-	-	-	-	-	-	-	-	-	4	4
	2014-18 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2018	-	-	-	-	*-100*	*-100*	-	*-100*	*-100*	-	*-43*	*-43*
	% ch on 04-08 av: 1418	-	-	-	-	*-67*	*-67*	-	*0*	*0*	-	*-43*	*-43*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	2008	1	-	1	1	11	12	7	7	14	34	82	116
	2009	-	-	-	2	4	6	3	6	9	37	72	109
	2010	-	-	-	-	3	3	12	7	19	24	56	80
	2011	1	-	1	2	2	4	10	8	18	36	54	90
	2012	-	-	-	-	5	5	6	6	12	30	58	88
	2013	-	-	-	-	7	7	5	6	11	20	67	87
	2014	-	-	-	4	1	5	6	7	13	24	50	74
	2015	1	-	1	1	6	7	6	1	7	16	36	52
	2016	-	1	1	5	2	7	6	4	10	24	34	58
	2017	-	-	-	1	3	4	3	9	12	24	49	73
	2018	-	-	-	1	2	3	6	7	13	35	40	75
	2014-18 average	**0**	**0**	**0**	**2**	**3**	**5**	**5**	**6**	**11**	**25**	**42**	**66**
	% ch on 04-08 av: 2018	*-100*	*-100*	*-100*	*-58*	*-76*	*-72*	*-27*	*-3*	*-16*	*-19*	*-54*	*-43*
	% ch on 04-08 av: 1418	*0*	*-50*	*-33*	*0*	*-67*	*-52*	*-34*	*-22*	*-29*	*-43*	*-52*	*-49*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Renfrewshire	**2004-08 average**	**-**	**1**	**1**	**-**	**9**	**9**	**2**	**6**	**8**	**9**	**61**	**70**
	2008	-	-	-	-	8	8	2	7	9	6	60	66
	2009	-	-	-	-	8	8	1	1	2	10	56	66
	2010	-	-	-	-	7	7	2	-	2	10	52	62
	2011	-	-	-	-	2	2	2	5	7	7	45	52
	2012	-	1	1	-	5	5	2	6	8	3	43	46
	2013	-	-	-	-	4	4	2	3	5	-	33	33
	2014	-	-	-	-	4	4	1	8	9	1	36	37
	2015	-	-	-	-	5	5	-	1	1	7	38	45
	2016	-	1	1	-	5	5	-	3	3	8	43	51
	2017	-	-	-	-	5	5	1	1	2	4	39	43
	2018	-	-	-	-	3	3	-	4	4	7	33	40
	2014-18 average	**-**	**0**	**0**	**-**	**4**	**4**	**0**	**3**	**4**	**5**	**38**	**43**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	-	*-66*	*-66*	*-100*	*-33*	*-49*	*-19*	*-46*	*-43*
	% ch on 04-08 av: 1418	-	*-75*	*-75*	-	*-50*	*-50*	*-78*	*-43*	*-51*	*-37*	*-38*	*-38*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	2008	-	-	-	2	7	9	2	7	9	23	68	91
	2009	-	-	-	4	5	9	5	8	13	25	66	91
	2010	-	1	1	3	3	6	3	6	9	20	66	86
	2011	-	-	-	1	2	3	1	5	6	17	47	64
	2012	-	-	-	1	4	5	-	10	10	12	57	69
	2013	-	-	-	-	5	5	1	3	4	20	55	75
	2014	-	-	-	-	1	1	2	5	7	12	49	61
	2015	-	-	-	1	2	3	1	6	7	15	45	60
	2016	-	-	-	1	7	8	4	8	12	20	49	69
	2017	-	-	-	1	1	2	-	7	7	8	47	55
	2018	-	-	-	-	3	3	5	7	12	14	51	65
	2014-18 average	**-**	**-**	**-**	**1**	**3**	**3**	**2**	**7**	**9**	**14**	**48**	**62**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	*-100*	*-61*	*-63*	*92*	*-29*	*-3*	*-32*	*-31*	*-31*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	*0*	*-63*	*-59*	*-8*	*-33*	*-27*	*-33*	*-35*	*-35*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Shetland Islands	**2004-08 average**	**-**	**0**	**0**	**-**	**0**	**0**	**-**	**2**	**2**	**-**	**8**	**8**
	2008	-	-	-	-	-	-	-	-	-	-	5	5
	2009	-	-	-	-	-	-	-	-	-	-	5	5
	2010	-	-	-	-	1	1	-	1	1	-	3	3
	2011	-	-	-	-	-	-	-	-	-	-	5	5
	2012	-	-	-	-	-	-	-	-	-	-	7	7
	2013	-	-	-	-	-	-	-	1	1	-	4	4
	2014	-	-	-	-	-	-	-	1	1	-	2	2
	2015	-	-	-	-	-	-	-	3	3	-	3	3
	2016	-	-	-	-	1	1	-	-	-	-	5	5
	2017	-	-	-	-	1	1	-	1	1	-	8	8
	2018	-	-	-	-	-	-	-	1	1	-	3	3
	2014-18 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	-	*-100*	*-100*	-	*-50*	*-50*	-	*-63*	*-63*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	-	*100*	*100*	-	*-40*	*-40*	-	*-48*	*-48*
South Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	2008	-	-	-	-	5	5	2	4	6	11	39	50
	2009	-	-	-	-	3	3	2	1	3	10	45	55
	2010	-	1	1	-	3	3	4	6	10	18	32	50
	2011	-	-	-	-	2	2	-	3	3	11	27	38
	2012	-	-	-	2	-	2	2	2	4	6	24	30
	2013	-	-	-	-	2	2	3	1	4	8	15	23
	2014	-	-	-	1	5	6	1	1	2	9	29	38
	2015	-	-	-	-	3	3	1	5	6	14	31	45
	2016	-	-	-	-	4	4	2	6	8	7	41	48
	2017	-	-	-	-	2	2	4	4	8	14	36	50
	2018	-	-	-	-	3	3	1	-	1	9	28	37
	2014-18 average	**-**	**-**	**-**	**0**	**3**	**4**	**2**	**3**	**5**	**11**	**33**	**44**
	% ch on 04-08 av: 2018	*-100*	-	*-100*	*-100*	*-53*	*-57*	*-71*	*-100*	*-88*	*-40*	*-26*	*-30*
	% ch on 04-08 av: 1418	*-100*	-	*-100*	*-67*	*-47*	*-49*	*-47*	*-33*	*-39*	*-29*	*-13*	*-18*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Lanarkshire	**2004-08 average**	**0**	**0**	**1**	**2**	**15**	**17**	**4**	**12**	**16**	**21**	**100**	**121**
	2008	-	1	1	2	19	21	2	15	17	22	104	126
	2009	-	1	1	2	12	14	4	14	18	24	97	121
	2010	-	-	-	1	13	14	1	11	12	19	64	83
	2011	-	-	-	-	14	14	1	10	11	13	66	79
	2012	-	-	-	-	7	7	3	6	9	7	65	72
	2013	-	1	1	-	8	8	1	5	6	15	55	70
	2014	1	-	1	-	6	6	4	9	13	12	71	83
	2015	-	-	-	1	5	6	1	4	5	12	58	70
	2016	-	-	-	1	12	13	7	11	18	13	70	83
	2017	-	1	1	-	15	15	1	5	6	9	78	87
	2018	-	1	1	-	6	6	6	8	14	13	43	56
	2014-18 average	**0**	**0**	**1**	**0**	**9**	**9**	**4**	**7**	**11**	**12**	**64**	**76**
	% ch on 04-08 av: 2018	*-100*	*150*	*67*	*-100*	*-61*	*-65*	*50*	*-31*	*-10*	*-38*	*-57*	*-54*
	% ch on 04-08 av: 1418	*0*	*0*	*0*	*-78*	*-42*	*-46*	*-5*	*-36*	*-28*	*-44*	*-36*	*-37*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	2008	-	1	1	1	4	5	3	3	6	21	55	76
	2009	-	-	-	-	3	3	1	4	5	16	38	54
	2010	-	-	-	-	2	2	1	3	4	25	32	57
	2011	-	-	-	-	5	5	1	5	6	18	39	57
	2012	-	-	-	2	2	4	1	3	4	22	33	55
	2013	-	-	-	1	2	3	4	-	4	21	45	66
	2014	-	-	-	-	7	7	4	3	7	21	36	57
	2015	-	-	-	2	2	4	6	5	11	32	27	59
	2016	-	-	-	-	2	2	2	-	2	11	27	38
	2017	-	-	-	2	3	5	2	3	5	16	29	45
	2018	-	-	-	1	2	3	3	2	5	16	28	44
	2014-18 average	**-**	**-**	**-**	**1**	**3**	**4**	**3**	**3**	**6**	**19**	**29**	**49**
	% ch on 04-08 av: 2018	*-100*	*-100*	*-100*	*25*	*-63*	*-52*	*-6*	*-52*	*-32*	*-38*	*-50*	*-46*
	% ch on 04-08 av: 1418	*-100*	*-100*	*-100*	*25*	*-41*	*-32*	*6*	*-38*	*-19*	*-26*	*-48*	*-41*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**1**	**6**	**7**	**2**	**3**	**4**	**7**	**28**	**34**
	2008	-	-	-	-	4	4	-	2	2	7	17	24
	2009	-	-	-	-	8	8	-	1	1	5	21	26
	2010	-	-	-	-	4	4	-	1	1	4	21	25
	2011	1	-	1	-	5	5	3	1	4	2	20	22
	2012	-	-	-	-	3	3	-	3	3	3	16	19
	2013	-	-	-	-	5	5	-	-	-	6	17	23
	2014	-	-	-	-	3	3	2	-	2	3	11	14
	2015	-	-	-	-	5	5	-	1	1	1	13	14
	2016	-	-	-	-	3	3	1	2	3	4	21	25
	2017	-	-	-	1	4	5	-	2	2	9	19	28
	2018	-	-	-	-	4	4	1	-	1	7	16	23
	2014-18 average	**-**	**-**	**-**	**0**	**4**	**4**	**1**	**1**	**2**	**5**	**16**	**21**
	% ch on 04-08 av: 2018	-	*-100*	*-100*	*-100*	*-35*	*-43*	*-38*	*-100*	*-76*	*3*	*-42*	*-33*
	% ch on 04-08 av: 1418	-	*-100*	*-100*	*-75*	*-39*	*-43*	*-50*	*-62*	*-57*	*-29*	*-42*	*-40*
West Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	2008	-	-	-	-	6	6	3	6	9	3	69	72
	2009	-	-	-	-	5	5	2	4	6	4	63	67
	2010	-	-	-	-	8	8	-	1	1	1	59	60
	2011	-	-	-	-	9	9	-	2	2	4	60	64
	2012	-	-	-	-	5	5	1	4	5	-	58	58
	2013	-	-	-	-	6	6	-	5	5	1	46	47
	2014	-	-	-	-	3	3	1	4	5	1	32	33
	2015	-	1	1	-	4	4	2	3	5	12	42	54
	2016	1	-	1	2	4	6	5	2	7	5	37	42
	2017	-	-	-	-	8	8	-	4	4	2	48	50
	2018	-	-	-	-	3	3	2	2	4	6	47	53
	2014-18 average	**0**	**0**	**0**	**0**	**4**	**5**	**2**	**3**	**5**	**5**	**41**	**46**
	% ch on 04-08 av: 2018	*-100*	*-100*	*-100*	*-*	*-67*	*-67*	*43*	*-75*	*-57*	*25*	*-36*	*-32*
	% ch on 04-08 av: 1418	*0*	*-50*	*-33*	*-*	*-51*	*-47*	*43*	*-63*	*-47*	*8*	*-44*	*-40*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2014-2018 averages and 2008-2018

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Scotland	**2004-08 average**	**3**	**12**	**15**	**27**	**299**	**325**	**90**	**202**	**292**	**492**	**2,113**	**2,605**
	2008	6	14	20	24	255	279	72	198	270	446	2,129	2,575
	2009	2	3	5	25	228	253	70	146	216	461	1,826	2,287
	2010	-	4	4	23	200	223	67	141	208	418	1,551	1,969
	2011	3	4	7	14	189	203	57	128	185	332	1,546	1,878
	2012	-	2	2	14	180	194	44	132	176	347	1,634	1,981
	2013	3	6	9	10	131	141	68	104	172	317	1,350	1,667
	2014	2	5	7	15	156	171	63	140	203	306	1,395	1,701
	2015	2	2	4	13	127	140	58	110	168	329	1,273	1,602
	2016	2	10	12	19	148	167	70	121	191	335	1,362	1,697
	2017	-	2	2	10	143	153	40	105	145	318	1,276	1,594
	2018	1	2	3	13	129	142	56	105	161	342	1,240	1,582
	2014-18 average	**1**	**4**	**6**	**14**	**141**	**155**	**57**	**116**	**174**	**326**	**1,309**	**1,635**
	% ch on 04-08 av: 2018	*-69*	*-84*	*-81*	*-51*	*-57*	*-56*	*-38*	*-48*	*-45*	*-31*	*-41*	*-39*
	% ch on 04-08 av: 1418	*-56*	*-66*	*-64*	*-47*	*-53*	*-52*	*-36*	*-42*	*-41*	*-34*	*-38*	*-37*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Aberdeen City	**2004-08 average**	**52**	**357**	**409**	**275**	**1,109**	**1,384**	**19**	**32**	**30**
	2009	52	360	412	253	1,075	1,329	21	33	31
	2010	53	272	325	255	1,053	1,308	21	26	25
	2011	44	262	306	258	1,039	1,297	17	25	24
	2012	40	292	332	263	1,040	1,303	15	28	25
	2013	41	246	287	260	1,041	1,301	16	24	22
	2014	32	187	219	264	1,067	1,331	12	18	16
	2015	31	160	191	263	1,075	1,338	12	15	14
	2016	20	124	144	273	1,092	1,365	7	11	11
	2017	15	133	148	267	1,117	1,384	6	12	11
	2018	10	97	107	271	1,118	1,390	4	9	8
	2014-18 average	**22**	**140**	**162**	**268**	**1,094**	**1,362**	**8**	**13**	**12**
	% ch 04-08 av: 2018	*-81*	*-73*	*-74*	*-1*	*1*	*0*	*-80*	*-73*	*-74*
	% ch 04-08 av: 1418	*-58*	*-61*	*-60*	*-3*	*-1*	*-2*	*-57*	*-60*	*-60*
Aberdeenshire	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	2009	123	538	661	829	1,933	2,762	15	28	24
	2010	116	450	566	822	1,894	2,716	14	24	21
	2011	82	380	462	824	1,859	2,683	10	20	17
	2012	79	391	470	861	1,825	2,686	9	21	18
	2013	70	352	422	872	1,860	2,732	8	19	15
	2014	49	328	377	902	1,945	2,847	5	17	13
	2015	67	219	286	908	1,984	2,892	7	11	10
	2016	57	226	283	948	2,008	2,956	6	11	10
	2017	47	170	217	1,040	2,105	3,146	5	8	7
	2018	53	166	219	952	2,066	3,017	6	8	7
	2014-18 average	**55**	**222**	**276**	**950**	**2,022**	**2,972**	**6**	**11**	**9**
	% ch 04-08 av: 2018	*-56*	*-67*	*-65*	*13*	*7*	*9*	*-61*	*-69*	*-68*
	% ch 04-08 av: 1418	*-55*	*-56*	*-56*	*13*	*5*	*7*	*-60*	*-58*	*-59*
Angus	**2004-08 average**	**38**	**268**	**306**	**316**	**728**	**1,044**	**12**	**37**	**29**
	2009	38	203	241	324	752	1,075	12	27	22
	2010	34	153	187	335	740	1,075	10	21	17
	2011	30	198	228	334	731	1,065	9	27	21
	2012	34	179	213	343	722	1,065	10	25	20
	2013	20	155	175	357	725	1,082	6	21	16
	2014	16	123	139	370	749	1,119	4	16	12
	2015	11	119	130	358	762	1,120	3	16	12
	2016	9	95	104	367	774	1,141	2	12	9
	2017	19	117	136	372	802	1,174	5	15	12
	2018	8	107	115	364	795	1,159	2	13	10
	2014-18 average	**13**	**112**	**125**	**366**	**776**	**1,143**	**3**	**14**	**11**
	% ch 04-08 av: 2018	*-79*	*-60*	*-62*	*15*	*9*	*11*	*-82*	*-63*	*-66*
	% ch 04-08 av: 1418	*-66*	*-58*	*-59*	*16*	*7*	*9*	*-71*	*-61*	*-63*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Argyll & Bute	**2004-08 average**	**139**	**189**	**328**	**354**	**538**	**892**	**39**	**35**	**37**
	2009	138	171	309	359	541	900	38	32	34
	2010	132	183	315	352	532	884	37	34	36
	2011	124	132	256	353	526	879	35	25	29
	2012	78	152	230	351	516	866	22	29	27
	2013	120	122	242	355	525	879	34	23	28
	2014	94	102	196	362	542	904	26	19	22
	2015	115	150	265	376	551	927	31	27	29
	2016	74	94	168	392	561	952	19	17	18
	2017	76	116	192	419	566	985	18	21	19
	2018	76	75	151	456	517	973	17	14	16
	2014-18 average	**87**	**107**	**194**	**401**	**547**	**948**	**22**	**20**	**21**
	% ch 04-08 av: 2018	*-45*	*-60*	*-54*	*29*	*-4*	*9*	*-58*	*-59*	*-58*
	% ch 04-08 av: 1418	*-37*	*-43*	*-41*	*13*	*2*	*6*	*-45*	*-44*	*-44*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**297**	**297**	**-**	**32**	**32**
	2009	-	80	80	-	316	316	-	25	25
	2010	-	70	70	-	313	313	-	22	22
	2011	3	73	76	-	314	314	-	23	24
	2012	3	91	94	-	310	310	-	29	30
	2013	1	71	72	-	301	301	-	24	24
	2014	1	79	80	0	312	312	-	25	26
	2015	-	68	68	0	316	316	-	22	22
	2016	3	64	67	0	320	320	-	20	21
	2017	3	50	53	0	334	334	-	15	16
	2018	1	32	33	16	320	336	6	10	10
	2014-18 average	**2**	**59**	**60**	**3**	**320**	**323**	**51**	**18**	**19**
	% ch 04-08 av: 2018	*-*	*-66*	*-65*	*-*	*8*	*13*	*-*	*-69*	*-69*
	% ch 04-08 av: 1418	*-*	*-38*	*-36*	*-*	*8*	*9*	*-*	*-43*	*-42*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**14**	**43**	**24**
	2009	147	256	403	1,290	708	1,998	11	36	20
	2010	118	269	387	1,274	700	1,974	9	38	20
	2011	113	218	331	1,270	693	1,963	9	31	17
	2012	95	243	338	1,252	676	1,927	8	36	18
	2013	112	192	304	1,272	684	1,956	9	28	16
	2014	105	210	315	1,311	709	2,020	8	30	16
	2015	122	208	330	1,349	724	2,073	9	29	16
	2016	126	188	314	1,387	737	2,124	9	26	15
	2017	104	144	248	1,467	777	2,244	7	19	11
	2018	109	159	268	1,444	768	2,212	8	21	12
	2014-18 average	**113**	**182**	**295**	**1,392**	**743**	**2,135**	**8**	**24**	**14**
	% ch 04-08 av: 2018	*-38*	*-48*	*-44*	*14*	*9*	*12*	*-45*	*-52*	*-50*
	% ch 04-08 av: 1418	*-35*	*-40*	*-38*	*10*	*5*	*8*	*-41*	*-43*	*-43*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Dundee City	**2004-08 average**	**37**	**247**	**284**	**185**	**701**	**885**	**20**	**35**	**32**
	2009	22	251	273	182	703	885	12	36	31
	2010	24	184	208	180	687	867	13	27	24
	2011	23	220	243	178	688	865	13	32	28
	2012	24	191	215	186	685	871	13	28	25
	2013	15	165	180	182	676	858	8	24	21
	2014	12	152	164	169	693	862	7	22	19
	2015	12	111	123	168	695	863	7	16	14
	2016	16	132	148	173	703	877	9	19	17
	2017	11	97	108	171	713	884	6	14	12
	2018	9	77	86	174	725	899	5	11	10
	2014-18 average	**12**	**114**	**126**	**171**	**706**	**877**	**7**	**16**	**14**
	% ch 04-08 av: 2018	*-75*	*-69*	*-70*	*-6*	*3*	*1*	*-74*	*-70*	*-70*
	% ch 04-08 av: 1418	*-67*	*-54*	*-56*	*-8*	*1*	*-1*	*-65*	*-54*	*-55*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**355**	**670**	**1,025**	**11**	**35**	**27**
	2009	49	188	237	375	674	1,050	13	28	23
	2010	44	171	215	366	668	1,033	12	26	21
	2011	32	187	219	365	662	1,027	9	28	21
	2012	25	163	188	365	647	1,012	7	25	19
	2013	38	139	177	359	656	1,015	11	21	17
	2014	37	163	200	374	679	1,053	10	24	19
	2015	64	179	243	369	691	1,060	17	26	23
	2016	68	161	229	352	704	1,056	19	23	22
	2017	28	117	145	349	761	1,110	8	15	13
	2018	44	120	164	381	740	1,122	12	16	15
	2014-18 average	**48**	**148**	**196**	**365**	**715**	**1,080**	**13**	**21**	**18**
	% ch 04-08 av: 2018	*13*	*-49*	*-40*	*7*	*11*	*9*	*6*	*-54*	*-45*
	% ch 04-08 av: 1418	*24*	*-37*	*-28*	*3*	*7*	*5*	*21*	*-41*	*-32*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	2009	-	162	162	-	547	547	-	30	30
	2010	-	156	156	-	534	534	-	29	29
	2011	-	162	162	-	533	533	-	30	30
	2012	-	118	118	-	529	529	-	22	22
	2013	-	110	110	-	525	525	-	21	21
	2014	-	101	101	0	542	542	-	19	19
	2015	-	107	107	0	544	544	-	20	20
	2016	-	119	119	0	553	553	-	22	22
	2017	-	101	101	0	581	581	-	17	17
	2018	-	57	57	0	588	588	-	10	10
	2014-18 average	**-**	**97**	**97**	**0**	**562**	**562**	**-**	**17**	**17**
	% ch 04-08 av: 2018	*-*	*-71*	*-71*	*-*	*8*	*8*	*-*	*-73*	*-73*
	% ch 04-08 av: 1418	*-*	*-50*	*-50*	*-*	*3*	*3*	*-*	*-51*	*-51*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
East Lothian	**2004-08 average**	**37**	**190**	**227**	**382**	**493**	**875**	**10**	**39**	**26**
	2009	24	159	183	359	503	862	7	32	21
	2010	35	175	210	354	501	855	10	35	25
	2011	31	146	177	355	498	852	9	29	21
	2012	42	153	195	349	484	833	12	32	23
	2013	22	156	178	349	488	836	6	32	21
	2014	37	165	202	359	508	868	10	32	23
	2015	43	147	190	362	516	877	12	29	22
	2016	36	135	171	391	524	915	9	26	19
	2017	45	142	187	414	589	1,003	11	24	19
	2018	34	118	152	407	598	1,005	8	20	15
	2014-18 average	**39**	**141**	**180**	**387**	**547**	**933**	**10**	**26**	**19**
	% ch 04-08 av: 2018	*-8*	*-38*	*-33*	*6*	*21*	*15*	*-14*	*-49*	*-42*
	% ch 04-08 av: 1418	*5*	*-26*	*-21*	*1*	*11*	*7*	*4*	*-33*	*-26*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**541**	**690**	**7**	**24**	**20**
	2009	11	93	104	181	565	747	6	16	14
	2010	11	85	96	172	556	728	6	15	13
	2011	13	127	140	208	547	755	6	23	19
	2012	8	99	107	205	537	741	4	18	14
	2013	7	98	105	209	536	745	3	18	14
	2014	1	95	96	214	552	766	0	17	13
	2015	9	91	100	230	557	787	4	16	13
	2016	11	89	100	237	567	804	5	16	12
	2017	9	90	99	234	572	806	4	16	12
	2018	4	72	76	288	525	812	1	14	9
	2014-18 average	**7**	**87**	**94**	**241**	**554**	**795**	**3**	**16**	**12**
	% ch 04-08 av: 2018	*-64*	*-44*	*-45*	*93*	*-3*	*18*	*-81*	*-42*	*-54*
	% ch 04-08 av: 1418	*-38*	*-32*	*-32*	*61*	*3*	*15*	*-62*	*-33*	*-41*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	2009	92	1,162	1,254	725	2,253	2,978	13	52	42
	2010	103	1,155	1,258	677	2,207	2,885	15	52	44
	2011	68	1,128	1,196	712	2,190	2,902	10	52	41
	2012	94	1,081	1,175	700	2,179	2,879	13	50	41
	2013	117	1,112	1,229	719	2,169	2,888	16	51	43
	2014	128	1,184	1,312	715	2,230	2,945	18	53	45
	2015	123	1,046	1,169	755	2,254	3,009	16	46	39
	2016	88	1,080	1,168	779	2,287	3,066	11	47	38
	2017	78	853	931	777	2,291	3,067	10	37	30
	2018	86	735	821	933	2,258	3,192	9	33	26
	2014-18 average	**101**	**980**	**1,080**	**792**	**2,264**	**3,056**	**13**	**43**	**35**
	% ch 04-08 av: 2018	*-15*	*-47*	*-44*	*35*	*-2*	*7*	*-37*	*-46*	*-48*
	% ch 04-08 av: 1418	*0*	*-29*	*-27*	*15*	*-1*	*2*	*-13*	*-28*	*-29*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Eilean Siar	**2004-08 average**	**-**	**55**	**55**	**-**	**197**	**197**	**-**	**28**	**28**
	2009	-	42	42	-	206	206	-	20	20
	2010	-	43	43	-	203	203	-	21	21
	2011	-	34	34	-	202	202	-	17	17
	2012	-	32	32	-	203	203	-	16	16
	2013	-	22	22	-	206	206	-	11	11
	2014	-	37	37	0	214	214	-	17	17
	2015	-	33	33	0	219	219	-	15	15
	2016	-	23	23	0	246	246	-	9	9
	2017	-	18	18	0	230	230	-	8	8
	2018	-	18	18	0	226	226	-	8	8
	2014-18 average	**-**	**26**	**26**	**0**	**227**	**227**	**-**	**11**	**11**
	% ch 04-08 av: 2018	*-*	*-67*	*-67*	*-*	*15*	*15*	*-*	*-71*	*-71*
	% ch 04-08 av: 1418	*-*	*-53*	*-53*	*-*	*15*	*15*	*-*	*-59*	*-59*
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	2009	27	310	337	550	955	1,505	5	32	22
	2010	22	233	255	531	949	1,479	4	25	17
	2011	25	266	291	537	952	1,489	5	28	20
	2012	29	239	268	577	944	1,521	5	25	18
	2013	31	249	280	580	945	1,526	5	26	18
	2014	33	222	255	581	974	1,555	6	23	16
	2015	46	217	263	608	983	1,592	8	22	17
	2016	32	237	269	647	998	1,645	5	24	16
	2017	30	201	231	639	1,028	1,666	5	20	14
	2018	33	143	176	649	1,018	1,667	5	14	11
	2014-18 average	**35**	**204**	**239**	**625**	**1,000**	**1,625**	**6**	**20**	**15**
	% ch 04-08 av: 2018	*14*	*-52*	*-47*	*17*	*10*	*13*	*-3*	*-57*	*-53*
	% ch 04-08 av: 1418	*20*	*-32*	*-28*	*13*	*8*	*10*	*7*	*-37*	*-34*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	2009	82	564	646	879	2,015	2,894	9	28	22
	2010	84	509	593	848	2,000	2,848	10	25	21
	2011	68	426	494	839	2,000	2,839	8	21	17
	2012	61	381	442	820	1,980	2,800	7	19	16
	2013	55	398	453	833	1,992	2,825	7	20	16
	2014	73	360	433	842	2,059	2,902	9	17	15
	2015	91	391	482	841	2,076	2,917	11	19	17
	2016	115	394	509	878	2,105	2,983	13	19	17
	2017	55	284	339	895	2,206	3,101	6	13	11
	2018	59	261	320	1,023	2,038	3,060	6	13	10
	2014-18 average	**79**	**338**	**417**	**896**	**2,097**	**2,993**	**9**	**16**	**14**
	% ch 04-08 av: 2018	*-33*	*-57*	*-54*	*19*	*3*	*8*	*-43*	*-58*	*-57*
	% ch 04-08 av: 1418	*-10*	*-44*	*-40*	*4*	*6*	*5*	*-14*	*-47*	*-43*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Glasgow City	**2004-08 average**	**196**	**1,837**	**2,033**	**1,276**	**2,123**	**3,399**	**15**	**87**	**60**
	2009	162	1,476	1,638	1,302	2,089	3,390	12	71	48
	2010	220	1,252	1,472	1,288	2,042	3,329	17	61	44
	2011	163	1,228	1,391	1,313	2,027	3,341	12	61	42
	2012	168	1,281	1,449	1,481	2,011	3,492	11	64	41
	2013	92	1,086	1,178	1,522	2,014	3,537	6	54	33
	2014	167	1,221	1,388	1,510	2,056	3,566	11	59	39
	2015	159	1,197	1,356	1,499	2,039	3,537	11	59	38
	2016	149	1,260	1,409	1,548	2,069	3,617	10	61	39
	2017	146	1,029	1,175	1,572	2,079	3,651	9	50	32
	2018	107	863	970	1,543	2,089	3,632	7	41	27
	2014-18 average	**146**	**1,114**	**1,260**	**1,534**	**2,066**	**3,600**	**9**	**54**	**35**
	% ch 04-08 av: 2018	*-46*	*-53*	*-52*	*21*	*-2*	*7*	*-55*	*-52*	*-55*
	% ch 04-08 av: 1418	*-26*	*-39*	*-38*	*20*	*-3*	*6*	*-38*	*-38*	*-42*
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	2009	406	381	787	1,556	1,067	2,623	26	36	30
	2010	322	275	597	1,530	1,055	2,586	21	26	23
	2011	265	301	566	1,535	1,044	2,580	17	29	22
	2012	286	376	662	1,528	1,024	2,552	19	37	26
	2013	257	266	523	1,546	1,044	2,590	17	25	20
	2014	224	268	492	1,557	1,086	2,643	14	25	19
	2015	196	236	432	1,614	1,105	2,719	12	21	16
	2016	238	203	441	1,675	1,123	2,798	14	18	16
	2017	191	162	353	1,720	1,164	2,884	11	14	12
	2018	199	236	435	1,732	1,211	2,943	11	19	15
	2014-18 average	**210**	**221**	**431**	**1,659**	**1,138**	**2,797**	**13**	**19**	**15**
	% ch 04-08 av: 2018	*-48*	*-36*	*-42*	*16*	*16*	*16*	*-55*	*-45*	*-50*
	% ch 04-08 av: 1418	*-46*	*-40*	*-43*	*11*	*9*	*10*	*-51*	*-45*	*-48*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	2009	30	124	154	75	458	533	40	27	29
	2010	37	146	183	72	447	519	51	33	35
	2011	49	132	181	72	443	515	68	30	35
	2012	33	111	144	71	438	509	46	25	28
	2013	42	96	138	71	436	507	60	22	27
	2014	58	112	170	72	449	522	80	25	33
	2015	36	93	129	73	451	524	50	21	25
	2016	32	96	128	75	456	532	42	21	24
	2017	36	66	102	67	474	541	54	14	19
	2018	20	59	79	68	472	540	29	13	15
	2014-18 average	**36**	**85**	**122**	**71**	**461**	**532**	**51**	**18**	**23**
	% ch 04-08 av: 2018	*-62*	*-64*	*-64*	*-13*	*3*	*0*	*-56*	*-65*	*-64*
	% ch 04-08 av: 1418	*-31*	*-49*	*-44*	*-9*	*0*	*-1*	*-24*	*-49*	*-44*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Midlothian	**2004-08 average**	**38**	**214**	**252**	**141**	**497**	**638**	**27**	**43**	**40**
	2009	31	211	242	141	520	661	22	41	37
	2010	34	199	233	135	517	652	25	39	36
	2011	29	165	194	136	517	653	21	32	30
	2012	45	237	282	140	504	644	32	47	44
	2013	53	146	199	138	504	642	38	29	31
	2014	46	170	216	143	523	666	32	32	32
	2015	45	168	213	136	534	671	33	31	32
	2016	32	143	175	141	544	685	23	26	26
	2017	27	112	139	143	574	717	19	20	19
	2018	26	102	128	145	572	717	18	18	18
	2014-18 average	**35**	**139**	**174**	**142**	**550**	**691**	**25**	**25**	**25**
	% ch 04-08 av: 2018	*-32*	*-52*	*-49*	*3*	*15*	*12*	*-34*	*-59*	*-55*
	% ch 04-08 av: 1418	*-8*	*-35*	*-31*	*0*	*11*	*8*	*-9*	*-41*	*-36*
Moray	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	2009	59	164	223	269	460	729	22	36	31
	2010	36	96	132	263	451	714	14	21	18
	2011	30	106	136	264	444	708	11	24	19
	2012	38	84	122	265	446	711	14	19	17
	2013	34	70	104	266	451	716	13	16	15
	2014	23	50	73	270	471	740	9	11	10
	2015	9	48	57	274	477	751	3	10	8
	2016	20	40	60	286	483	769	7	8	8
	2017	21	30	51	287	511	797	7	6	6
	2018	8	30	38	299	500	800	3	6	5
	2014-18 average	**16**	**40**	**56**	**283**	**488**	**772**	**6**	**8**	**7**
	% ch 04-08 av: 2018	*-84*	*-77*	*-79*	*8*	*11*	*10*	*-85*	*-80*	*-81*
	% ch 04-08 av: 1418	*-67*	*-70*	*-69*	*2*	*8*	*6*	*-67*	*-72*	*-71*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	2009	70	176	246	326	456	782	21	39	31
	2010	55	145	200	318	452	770	17	32	26
	2011	66	172	238	317	450	766	21	38	31
	2012	50	171	221	309	435	744	16	39	30
	2013	40	156	196	308	433	740	13	36	26
	2014	44	148	192	316	448	764	14	33	25
	2015	55	147	202	320	452	772	17	33	26
	2016	45	163	208	326	459	784	14	36	27
	2017	48	125	173	319	487	806	15	26	21
	2018	31	117	148	316	489	805	10	24	18
	2014-18 average	**45**	**140**	**185**	**319**	**467**	**786**	**14**	**30**	**23**
	% ch 04-08 av: 2018	*-60*	*-51*	*-53*	*4*	*6*	*5*	*-61*	*-54*	*-56*
	% ch 04-08 av: 1418	*-42*	*-42*	*-42*	*5*	*2*	*3*	*-45*	*-42*	*-43*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
North Lanarkshire	**2004-08 average**	**109**	**785**	**894**	**1,138**	**1,867**	**3,005**	**10**	**42**	**30**
	2009	103	673	776	1,154	1,871	3,025	9	36	26
	2010	77	606	683	1,161	1,840	3,001	7	33	23
	2011	77	602	679	1,129	1,829	2,959	7	33	23
	2012	106	518	624	1,414	1,822	3,235	7	28	19
	2013	89	494	583	1,402	1,819	3,222	6	27	18
	2014	81	477	558	1,253	1,867	3,120	6	26	18
	2015	78	441	519	1,191	1,875	3,066	7	24	17
	2016	96	455	551	1,217	1,893	3,110	8	24	18
	2017	86	463	549	1,289	2,007	3,296	7	23	17
	2018	73	329	402	1,323	2,063	3,386	6	16	12
	2014-18 average	**83**	**433**	**516**	**1,255**	**1,941**	**3,196**	**7**	**22**	**16**
	% ch 04-08 av: 2018	*-33*	*-58*	*-55*	*16*	*11*	*13*	*-42*	*-62*	*-60*
	% ch 04-08 av: 1418	*-24*	*-45*	*-42*	*10*	*4*	*6*	*-31*	*-47*	*-46*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**30**	**30**
	2009	-	29	29	-	137	137	-	21	21
	2010	-	33	33	-	135	135	-	24	24
	2011	-	24	24	-	133	133	-	18	18
	2012	-	17	17	-	131	131	-	13	13
	2013	-	24	24	-	133	133	-	18	18
	2014	-	22	22	0	139	139	-	16	16
	2015	-	14	14	0	142	142	-	10	10
	2016	-	21	21	0	145	145	-	14	14
	2017	-	9	9	0	148	148	-	6	6
	2018	-	11	11	0	143	143	-	8	8
	2014-18 average	**-**	**15**	**15**	**0**	**144**	**144**	**-**	**11**	**11**
	% ch 04-08 av: 2018	*-*	*-72*	*-72*	*-*	*7*	*7*	*-*	*-74*	*-74*
	% ch 04-08 av: 1418	*-*	*-61*	*-61*	*-*	*8*	*8*	*-*	*-64*	*-64*
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	2009	148	255	403	1,332	960	2,292	11	27	18
	2010	118	233	351	1,299	945	2,244	9	25	16
	2011	101	191	292	1,324	933	2,257	8	20	13
	2012	111	181	292	1,296	918	2,215	9	20	13
	2013	109	191	300	1,322	933	2,254	8	20	13
	2014	79	130	209	1,363	968	2,331	6	13	9
	2015	54	125	179	1,381	989	2,371	4	13	8
	2016	75	99	174	1,467	1,005	2,472	5	10	7
	2017	85	126	211	1,608	1,012	2,620	5	12	8
	2018	61	116	177	1,679	914	2,594	4	13	7
	2014-18 average	**71**	**119**	**190**	**1,500**	**978**	**2,477**	**5**	**12**	**8**
	% ch 04-08 av: 2018	*-51*	*-57*	*-55*	*24*	*-4*	*12*	*-60*	*-55*	*-60*
	% ch 04-08 av: 1418	*-43*	*-56*	*-52*	*11*	*3*	*7*	*-48*	*-57*	*-55*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Renfrewshire	**2004-08 average**	**86**	**403**	**489**	**676**	**761**	**1,436**	**13**	**53**	**34**
	2009	57	267	324	711	766	1,477	8	35	22
	2010	60	290	350	693	759	1,452	9	38	24
	2011	73	351	424	699	757	1,456	10	46	29
	2012	68	308	376	689	753	1,442	10	41	26
	2013	51	235	286	703	755	1,457	7	31	20
	2014	47	226	273	732	778	1,510	6	29	18
	2015	53	222	275	758	786	1,543	7	28	18
	2016	60	251	311	774	797	1,571	8	31	20
	2017	56	230	286	771	827	1,598	7	28	18
	2018	45	173	218	806	837	1,643	6	21	13
	2014-18 average	**52**	**220**	**273**	**768**	**805**	**1,573**	**7**	**27**	**17**
	% ch 04-08 av: 2018	*-48*	*-57*	*-55*	*19*	*10*	*14*	*-56*	*-61*	*-61*
	% ch 04-08 av: 1418	*-39*	*-45*	*-44*	*14*	*6*	*10*	*-47*	*-48*	*-49*
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	2009	100	301	401	390	808	1,198	26	37	33
	2010	71	232	303	382	798	1,180	19	29	26
	2011	60	238	298	388	792	1,180	15	30	25
	2012	63	228	291	386	779	1,165	16	29	25
	2013	56	198	254	387	787	1,174	14	25	22
	2014	44	183	227	394	817	1,211	11	22	19
	2015	48	179	227	406	836	1,241	12	21	18
	2016	55	166	221	419	853	1,271	13	19	17
	2017	55	157	212	404	895	1,299	14	18	16
	2018	44	118	162	410	880	1,291	11	13	13
	2014-18 average	**49**	**161**	**210**	**407**	**856**	**1,263**	**12**	**19**	**17**
	% ch 04-08 av: 2018	*-55*	*-66*	*-64*	*4*	*11*	*9*	*-57*	*-70*	*-67*
	% ch 04-08 av: 1418	*-50*	*-54*	*-53*	*3*	*8*	*6*	*-51*	*-58*	*-56*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	2009	-	67	67	-	203	203	-	33	33
	2010	-	51	51	-	202	202	-	25	25
	2011	-	41	41	-	202	202	-	20	20
	2012	-	34	34	-	200	200	-	17	17
	2013	-	42	42	-	204	204	-	21	21
	2014	-	26	26	0	210	210	-	12	12
	2015	-	27	27	0	215	215	-	13	13
	2016	-	32	32	0	220	220	-	15	15
	2017	-	14	14	0	224	224	-	6	6
	2018	-	14	14	0	219	219	-	6	6
	2014-18 average	**-**	**23**	**23**	**0**	**218**	**218**	**-**	**10**	**10**
	% ch 04-08 av: 2018	*-*	*-66*	*-66*	*-*	*8*	*8*	*-*	*-68*	*-68*
	% ch 04-08 av: 1418	*-*	*-45*	*-45*	*-*	*8*	*8*	*-*	*-49*	*-49*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
South Ayrshire	**2004-08 average**	**70**	**221**	**292**	**389**	**590**	**979**	**18**	**37**	**30**
	2009	90	214	304	381	602	983	24	36	31
	2010	51	160	211	384	595	979	13	27	22
	2011	55	190	245	384	590	974	14	32	25
	2012	63	184	247	379	572	951	17	32	26
	2013	50	172	222	379	568	946	13	30	23
	2014	42	165	207	387	585	973	11	28	21
	2015	50	146	196	395	592	986	13	25	20
	2016	51	152	203	406	601	1,007	13	25	20
	2017	48	109	157	409	620	1,029	12	18	15
	2018	31	99	130	422	610	1,032	7	16	13
	2014-18 average	**44**	**134**	**179**	**404**	**602**	**1,006**	**11**	**22**	**18**
	% ch 04-08 av: 2018	*-56*	*-55*	*-55*	*9*	*3*	*6*	*-59*	*-57*	*-58*
	% ch 04-08 av: 1418	*-37*	*-39*	*-39*	*4*	*2*	*3*	*-39*	*-40*	*-40*
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	2009	116	505	621	1,197	1,294	2,491	10	39	25
	2010	110	500	610	1,162	1,282	2,444	9	39	25
	2011	93	488	581	1,163	1,273	2,436	8	38	24
	2012	103	456	559	1,219	1,258	2,476	8	36	23
	2013	104	438	542	1,236	1,254	2,490	8	35	22
	2014	104	455	559	1,261	1,296	2,557	8	35	22
	2015	107	412	519	1,264	1,311	2,575	8	31	20
	2016	81	425	506	1,328	1,335	2,662	6	32	19
	2017	72	369	441	1,395	1,361	2,755	5	27	16
	2018	103	334	437	1,501	1,265	2,766	7	26	16
	2014-18 average	**93**	**399**	**492**	**1,350**	**1,313**	**2,663**	**7**	**30**	**18**
	% ch 04-08 av: 2018	*-39*	*-49*	*-47*	*33*	*-1*	*15*	*-54*	*-48*	*-54*
	% ch 04-08 av: 1418	*-44*	*-39*	*-40*	*19*	*3*	*10*	*-53*	*-41*	*-46*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**736**	**1,225**	**15**	**31**	**25**
	2009	73	200	273	499	751	1,249	15	27	22
	2010	65	184	249	481	747	1,228	14	25	20
	2011	63	168	231	478	733	1,211	13	23	19
	2012	56	163	219	470	718	1,188	12	23	18
	2013	52	180	232	468	719	1,187	11	25	20
	2014	50	113	163	485	744	1,229	10	15	13
	2015	75	147	222	500	753	1,253	15	20	18
	2016	60	147	207	544	765	1,309	11	19	16
	2017	33	103	136	544	783	1,326	6	13	10
	2018	40	92	132	554	783	1,337	7	12	10
	2014-18 average	**52**	**120**	**172**	**525**	**765**	**1,291**	**10**	**16**	**13**
	% ch 04-08 av: 2018	*-44*	*-60*	*-56*	*13*	*6*	*9*	*-51*	*-63*	*-60*
	% ch 04-08 av: 1418	*-28*	*-48*	*-43*	*8*	*4*	*5*	*-33*	*-50*	*-46*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
West Dunbartonshire	**2004-08 average**	**40**	**192**	**232**	**193**	**431**	**624**	**21**	**44**	**37**
	2009	48	138	186	209	438	646	23	32	29
	2010	28	147	175	204	429	634	14	34	28
	2011	35	119	154	205	431	637	17	28	24
	2012	34	110	144	206	434	639	17	25	23
	2013	30	114	144	206	432	638	15	26	23
	2014	27	94	121	213	443	656	13	21	18
	2015	28	115	143	220	444	665	13	26	22
	2016	31	97	128	223	451	674	14	22	19
	2017	17	127	144	220	455	674	8	28	21
	2018	25	58	83	228	459	687	11	13	12
	2014-18 average	**26**	**98**	**124**	**221**	**450**	**671**	**12**	**22**	**18**
	% ch 04-08 av: 2018	*-38*	*-70*	*-64*	*18*	*6*	*10*	*-48*	*-72*	*-67*
	% ch 04-08 av: 1418	*-37*	*-49*	*-47*	*14*	*4*	*7*	*-45*	*-51*	*-50*
West Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**51**	**33**
	2009	35	487	522	700	1,046	1,747	5	47	30
	2010	34	410	444	682	1,034	1,716	5	40	26
	2011	56	376	432	675	1,042	1,717	8	36	25
	2012	51	404	455	671	1,038	1,709	8	39	27
	2013	38	412	450	688	1,039	1,726	6	40	26
	2014	48	328	376	693	1,071	1,764	7	31	21
	2015	75	442	517	724	1,085	1,808	10	41	29
	2016	54	364	418	724	1,105	1,828	7	33	23
	2017	37	352	389	730	1,175	1,904	5	30	20
	2018	48	293	341	753	1,193	1,946	6	25	18
	2014-18 average	**52**	**356**	**408**	**725**	**1,126**	**1,850**	**7**	**32**	**22**
	% ch 04-08 av: 2018	*2*	*-44*	*-40*	*9*	*16*	*13*	*-7*	*-52*	*-47*
	% ch 04-08 av: 1418	*11*	*-32*	*-29*	*5*	*9*	*7*	*5*	*-38*	*-34*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	2009	2,333	10,207	12,540	16,546	27,673	44,219	14	37	28
	2010	2,094	9,067	11,161	16,222	27,266	43,488	13	33	26
	2011	1,871	8,851	10,722	16,313	27,077	43,390	11	33	25
	2012	1,887	8,668	10,555	16,791	26,757	43,549	11	32	24
	2013	1,746	7,907	9,653	16,987	26,853	43,840	10	29	22
	2014	1,702	7,696	9,398	17,112	27,727	44,839	10	28	21
	2015	1,802	7,405	9,207	17,342	28,032	45,374	10	26	20
	2016	1,734	7,275	9,009	17,977	28,482	46,459	10	26	19
	2017	1,478	6,216	7,694	18,519	29,467	47,986	8	21	16
	2018	1,387	5,281	6,668	19,138	28,998	48,137	7	18	14
	2014-18 average	**1,621**	**6,775**	**8,395**	**18,018**	**28,541**	**46,559**	**9**	**24**	**18**
	% ch 04-08 av: 2018	*-44*	*-55*	*-53*	*18*	*6*	*10*	*-52*	*-57*	*-57*
	% ch 04-08 av: 1418	*-35*	*-42*	*-41*	*11*	*4*	*6*	*-41*	*-44*	*-44*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
North East	**2004-08 average**	**46**	**288**	**3**	**27**	**335**	**4,885**	**7**
	2009	31	346	1	26	377	4,820	8
	2010	37	312	-	26	349	4,738	7
	2011	22	314	2	26	336	4,688	7
	2012	25	358	1	37	383	4,700	8
	2013	30	320	3	27	350	4,749	7
	2014	33	311	2	27	344	4,919	7
	2015	26	263	-	18	289	4,981	6
	2016	26	252	2	26	278	5,091	5
	2017	14	192	1	9	206	5,327	4
	2018	19	189	1	11	208	5,207	4
	2014-18 average	**24**	**241**	**1**	**18**	**265**	**5,105**	**5**
	% ch 04-08 av: 2018	*-59*	*-34*	*-62*	*-59*	*-38*	*7*	*-42*
	% ch 04-08 av: 1418	*-49*	*-16*	*-54*	*-33*	*-21*	*5*	*-24*
Tayside	**2004-08 average**	**30**	**278**	**1**	**33**	**308**	**4,236**	**7**
	2009	21	234	-	25	255	4,252	6
	2010	30	175	-	20	205	4,186	5
	2011	25	199	1	22	224	4,187	5
	2012	19	180	-	15	199	4,151	5
	2013	16	175	-	16	191	4,194	5
	2014	20	153	-	11	173	4,312	4
	2015	16	109	1	17	125	4,353	3
	2016	17	126	1	16	143	4,490	3
	2017	23	148	-	11	171	4,678	4
	2018	16	140	-	10	156	4,652	3
	2014-18 average	**18**	**135**	**0**	**13**	**154**	**4,497**	**3**
	% ch 04-08 av: 2018	*-47*	*-50*	*-*	*-70*	*-49*	*10*	*-54*
	% ch 04-08 av: 1418	*-39*	*-51*	*-67*	*-61*	*-50*	*6*	*-53*
Argyll & West Dunbartonshire	**2004-08 average**	**16**	**121**	**0**	**13**	**138**	**1,517**	**9**
	2009	6	99	-	13	105	1,547	7
	2010	16	91	-	5	107	1,518	7
	2011	9	80	2	8	89	1,516	6
	2012	7	82	-	8	89	1,506	6
	2013	11	74	-	5	85	1,517	6
	2014	6	69	-	6	75	1,560	5
	2015	7	65	-	6	72	1,592	5
	2016	12	88	3	5	100	1,626	6
	2017	6	82	-	10	88	1,659	5
	2018	9	71	-	6	80	1,660	5
	2014-18 average	**8**	**75**	**1**	**7**	**83**	**1,619**	**5**
	% ch 04-08 av: 2018	*-45*	*-41*	*-*	*-52*	*-42*	*9*	*-47*
	% ch 04-08 av: 1418	*-51*	*-38*	*50*	*-48*	*-40*	*7*	*-43*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Forth Valley	**2004-08 average**	**15**	**168**	**1**	**20**	**183**	**3,003**	**6**
	2009	11	123	-	13	134	3,070	4
	2010	7	119	-	10	126	3,020	4
	2011	9	110	-	9	119	3,014	4
	2012	14	138	-	8	152	3,019	5
	2013	7	117	1	7	124	3,014	4
	2014	12	105	2	12	117	3,095	4
	2015	14	116	-	11	130	3,161	4
	2016	3	103	1	5	106	3,274	3
	2017	6	101	-	13	107	3,327	3
	2018	10	93	-	12	103	3,340	3
	2014-18 average	**9**	**104**	**1**	**11**	**113**	**3,239**	**3**
	% ch 04-08 av: 2018	*-32*	*-45*	*-*	*-39*	*-44*	*11*	*-49*
	% ch 04-08 av: 1418	*-39*	*-38*	*-40*	*-46*	*-39*	*8*	*-43*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**141**	**1,972**	**7**
	2009	10	120	-	10	130	1,998	7
	2010	5	67	-	4	72	1,974	4
	2011	9	84	-	6	93	1,963	5
	2012	7	83	-	6	90	1,927	5
	2013	12	65	-	1	77	1,956	4
	2014	11	73	-	5	84	2,020	4
	2015	11	60	-	4	71	2,073	3
	2016	14	57	-	4	71	2,124	3
	2017	14	52	-	-	66	2,244	3
	2018	7	83	-	10	90	2,212	4
	2014-18 average	**11**	**65**	**-**	**5**	**76**	**2,135**	**4**
	% ch 04-08 av: 2018	*-51*	*-35*	*-*	*-15*	*-36*	*12*	*-43*
	% ch 04-08 av: 1418	*-21*	*-49*	*-*	*-61*	*-46*	*8*	*-50*
Ayrshire	**2004-08 average**	**22**	**173**	**1**	**26**	**195**	**2,767**	**7**
	2009	12	161	-	10	173	2,815	6
	2010	20	125	1	14	145	2,782	5
	2011	11	120	-	14	131	2,767	5
	2012	9	109	-	8	118	2,707	4
	2013	12	85	-	5	97	2,701	4
	2014	8	107	-	16	115	2,790	4
	2015	11	132	-	6	143	2,818	5
	2016	17	123	-	16	140	2,847	5
	2017	14	131	-	8	145	2,946	5
	2018	8	124	-	15	132	2,959	4
	2014-18 average	**12**	**123**	**-**	**12**	**135**	**2,872**	**5**
	% ch 04-08 av: 2018	*-64*	*-28*	*-*	*-42*	*-32*	*7*	*-37*
	% ch 04-08 av: 1418	*-48*	*-29*	*-*	*-53*	*-31*	*4*	*-33*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Greater Glasgow	**2004-08 average**	**21**	**331**	**2**	**59**	**352**	**4,634**	**8**
	2009	22	264	1	47	286	4,684	6
	2010	16	257	1	40	273	4,592	6
	2011	15	205	1	32	220	4,629	5
	2012	9	227	-	36	236	4,762	5
	2013	7	172	-	15	179	4,806	4
	2014	19	196	1	32	215	4,873	4
	2015	16	192	-	21	208	4,869	4
	2016	8	190	1	27	198	4,973	4
	2017	7	182	-	26	189	5,038	4
	2018	10	187	-	22	197	5,032	4
	2014-18 average	**12**	**189**	**0**	**26**	**201**	**4,957**	**4**
	% ch 04-08 av: 2018	*-53*	*-43*	*-*	*-63*	*-44*	*9*	*-48*
	% ch 04-08 av: 1418	*-43*	*-43*	*-78*	*-57*	*-43*	*7*	*-46*
Lothians & Scottish Borders	**2004-08 average**	**29**	**250**	**1**	**29**	**279**	**4,423**	**6**
	2009	30	232	-	23	262	4,468	6
	2010	14	209	2	25	223	4,404	5
	2011	12	184	1	18	196	4,402	4
	2012	19	174	-	13	193	4,350	4
	2013	17	175	2	18	192	4,379	4
	2014	16	165	-	9	181	4,509	4
	2015	18	179	1	9	197	4,598	4
	2016	30	177	1	19	207	4,700	4
	2017	16	181	-	17	197	4,923	4
	2018	19	188	-	17	207	4,959	4
	2014-18 average	**20**	**178**	**0**	**14**	**198**	**4,738**	**4**
	% ch 04-08 av: 2018	*-35*	*-25*	*-*	*-41*	*-26*	*12*	*-34*
	% ch 04-08 av: 1418	*-32*	*-29*	*-60*	*-51*	*-29*	*7*	*-34*
Edinburgh	**2004-08 average**	**9**	**188**	**1**	**25**	**197**	**2,986**	**7**
	2009	7	141	-	17	148	2,978	5
	2010	4	132	-	15	136	2,885	5
	2011	10	166	-	16	176	2,902	6
	2012	13	188	-	19	201	2,879	7
	2013	8	130	-	8	138	2,888	5
	2014	11	152	-	16	163	2,945	6
	2015	3	150	-	9	153	3,009	5
	2016	9	168	1	8	177	3,066	6
	2017	6	144	-	12	150	3,067	5
	2018	5	121	-	10	126	3,192	4
	2014-18 average	**7**	**147**	**0**	**11**	**154**	**3,056**	**5**
	% ch 04-08 av: 2018	*-44*	*-36*	*-*	*-61*	*-36*	*7*	*-40*
	% ch 04-08 av: 1418	*-24*	*-22*	*-67*	*-57*	*-22*	*2*	*-24*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Highlands & Islands	**2004-08 average**	**33**	**189**	**2**	**12**	**222**	**3,075**	**7**
	2009	28	146	2	7	174	3,169	5
	2010	29	120	-	14	149	3,125	5
	2011	22	110	-	3	132	3,117	4
	2012	23	127	-	5	150	3,086	5
	2013	24	82	2	3	106	3,134	3
	2014	27	82	-	4	109	3,206	3
	2015	18	69	-	4	87	3,296	3
	2016	19	99	-	3	118	3,409	3
	2017	17	83	-	5	100	3,485	3
	2018	25	100	-	4	125	3,531	4
	2014-18 average	**21**	**87**	**-**	**4**	**108**	**3,385**	**3**
	% ch 04-08 av: 2018	*-24*	*-47*	*-*	*-67*	*-44*	*15*	*-51*
	% ch 04-08 av: 1418	*-36*	*-54*	*-*	*-67*	*-51*	*10*	*-56*
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**178**	**2,847**	**6**
	2009	6	114	-	20	120	2,894	4
	2010	13	119	-	11	132	2,848	5
	2011	11	90	-	18	101	2,839	4
	2012	7	100	-	11	107	2,800	4
	2013	11	85	-	2	96	2,825	3
	2014	12	81	1	4	93	2,902	3
	2015	12	71	1	7	83	2,917	3
	2016	10	87	1	9	97	2,983	3
	2017	5	84	-	12	89	3,101	3
	2018	10	97	1	9	107	3,060	3
	2014-18 average	**10**	**84**	**1**	**8**	**94**	**2,993**	**3**
	% ch 04-08 av: 2018	*-46*	*-39*	*-44*	*-53*	*-40*	*8*	*-44*
	% ch 04-08 av: 1418	*-47*	*-47*	*-56*	*-57*	*-47*	*5*	*-50*
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**106**	**1**	**14**	**115**	**1,974**	**6**
	2009	4	92	-	12	96	2,010	5
	2010	3	83	-	10	86	1,971	4
	2011	8	78	-	5	86	1,971	4
	2012	9	71	1	8	80	1,951	4
	2013	5	45	-	6	50	1,964	3
	2014	10	52	-	7	62	2,031	3
	2015	3	61	1	8	64	2,067	3
	2016	5	67	1	6	72	2,103	3
	2017	5	55	-	6	60	2,139	3
	2018	4	57	-	3	61	2,183	3
	2014-18 average	**5**	**58**	**0**	**6**	**64**	**2,105**	**3**
	% ch 04-08 av: 2018	*-57*	*-46*	*-*	*-78*	*-47*	*11*	*-52*
	% ch 04-08 av: 1418	*-43*	*-45*	*-50*	*-57*	*-45*	*7*	*-48*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2014-2018 averages and 2009 to 2018

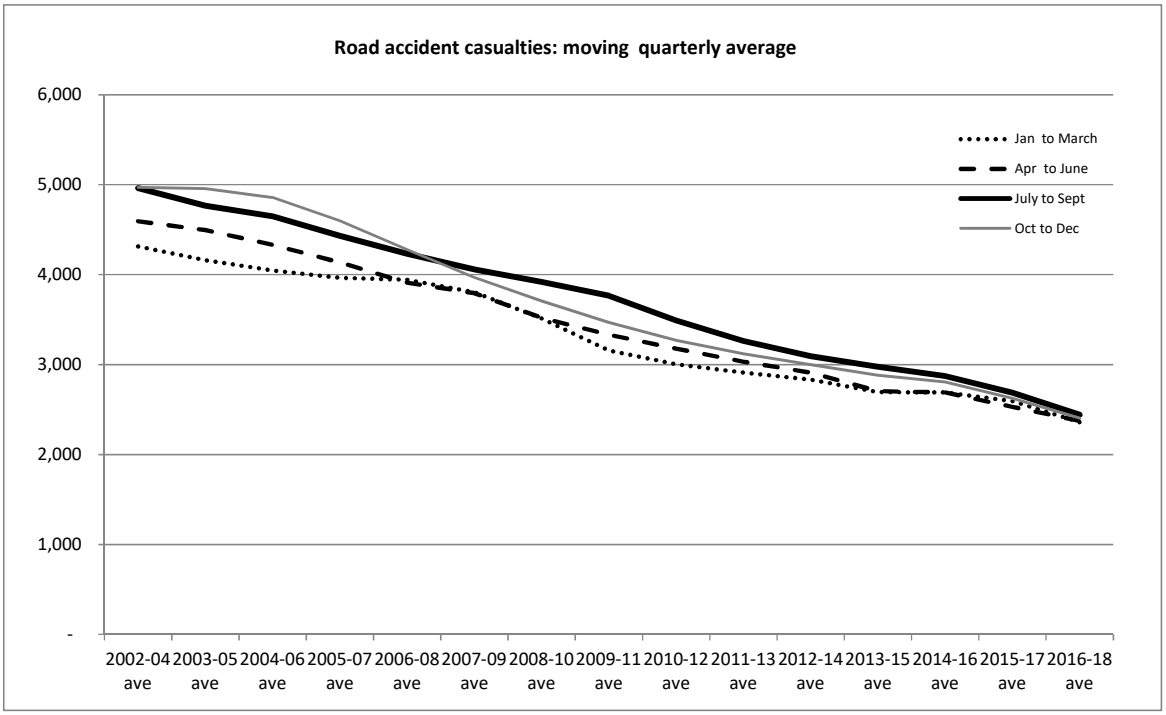
		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Lanarkshire	**2004-08 average**	**27**	**228**	**2**	**37**	**255**	**5,417**	**5**
	2009	28	215	1	30	243	5,516	4
	2010	14	160	-	29	174	5,445	3
	2011	22	138	-	26	160	5,395	3
	2012	15	144	-	20	159	5,712	3
	2013	12	142	1	28	154	5,712	3
	2014	18	155	1	22	173	5,677	3
	2015	13	135	-	20	148	5,641	3
	2016	21	160	-	23	181	5,773	3
	2017	12	159	1	24	171	6,052	3
	2018	19	132	1	13	151	6,151	2
	2014-18 average	**17**	**148**	**1**	**20**	**165**	**5,859**	**3**
	% ch 04-08 av: 2018	*-31*	*-42*	*-38*	*-65*	*-41*	*14*	*-48*
	% ch 04-08 av: 1418	*-39*	*-35*	*-63*	*-45*	*-35*	*8*	*-40*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**2,897**	**43,736**	**7**
	2009	216	2,287	5	253	2,503	44,219	6
	2010	208	1,969	4	223	2,177	43,488	5
	2011	185	1,878	7	203	2,063	43,390	5
	2012	176	1,981	2	194	2,157	43,549	5
	2013	172	1,667	9	141	1,839	43,840	4
	2014	203	1,701	7	171	1,904	44,839	4
	2015	168	1,602	4	140	1,770	45,374	4
	2016	191	1,697	12	167	1,888	46,459	4
	2017	145	1,594	2	153	1,739	47,986	4
	2018	161	1,582	3	142	1,743	48,137	4
	2014-18 average	**174**	**1,635**	**6**	**155**	**1,809**	**46,559**	**4**
	% ch 04-08 av: 2018	*-45*	*-39*	*-81*	*-56*	*-40*	*10*	*-45*
	% ch 04-08 av: 1418	*-41*	*-37*	*-64*	*-52*	*-38*	*6*	*-41*

Reported casualties by severity and quarter
Years: 1981 to 2018

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(a) Killed						*numbers*				*percentage*
1981	151	156	166	204	677	169	-11	-8	-2	21
1982	155	172	181	193	701	175	-12	-2	3	10
1983	174	133	152	165	624	156	12	-15	-3	6
1984	122	122	178	177	599	150	-19	-19	19	18
1985	128	155	157	162	602	151	-15	3	4	8
1986	124	130	154	193	601	150	-17	-13	2	28
1987	116	126	145	169	556	139	-17	-9	4	22
1988	123	117	143	171	554	139	-11	-16	3	23
1989	145	112	148	148	553	138	5	-19	7	7
1990	134	119	137	156	546	137	-2	-13	0	14
1991	104	92	146	149	491	123	-15	-25	19	21
1992	106	113	113	131	463	116	-8	-2	-2	13
1993	100	103	93	103	399	100	0	3	-7	3
1994	88	82	86	107	363	91	-3	-10	-5	18
1995	91	77	125	116	409	102	-11	-25	22	13
1996	86	83	98	90	357	89	-4	-7	10	1
1997	85	91	94	107	377	94	-10	-3	0	14
1998	70	82	127	106	385	96	-27	-15	32	10
1999	82	73	82	73	310	78	6	-6	6	-6
2000	73	65	97	91	326	82	-10	-20	19	12
2001	78	83	106	81	348	87	-10	-5	22	-7
2002	65	70	97	72	304	76	-14	-8	28	-5
2003	70	81	83	102	336	84	-17	-4	-1	21
2004	70	71	80	87	308	77	-9	-8	4	13
2005	56	64	72	94	286	72	-22	-10	1	31
2006	64	62	94	94	314	79	-18	-21	20	20
2007	70	66	75	70	281	70	0	-6	7	0
2008	61	57	76	76	270	68	-10	-16	13	13
2009	61	42	64	49	216	54	13	-22	19	-9
2010	43	42	64	59	208	52	-17	-19	23	13
2011	51	44	47	43	185	46	10	-5	2	-7
2012	44	46	47	39	176	44	0	5	7	-11
2013	32	45	54	41	172	43	-26	5	26	-5
2014	45	53	50	55	203	51	-11	4	-1	8
2015	35	48	41	44	168	42	-17	14	-2	5
2016	46	50	57	38	191	48	-4	5	19	-20
2017	27	39	35	44	145	36	-26	8	-3	21
2018	27	37	52	45	161	40	-33	-8	29	12
(b) Seriously injured										
1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
2000	823	872	955	918	3,568	892	-8	-2	7	3
2001	799	794	898	919	3,410	853	-6	-7	5	8
2002	693	813	919	804	3,229	807	-14	1	14	0
2003	648	744	787	778	2,957	739	-12	1	6	5
2004	610	704	759	693	2,766	692	-12	2	10	0
2005	560	627	706	773	2,666	667	-16	-6	6	16
2006	523	627	759	726	2,635	659	-21	-5	15	10
2007	575	603	601	606	2,385	596	-4	1	1	2
2008	582	690	648	655	2,575	644	-10	7	1	2
2009	523	612	639	513	2,287	572	-9	7	12	-10
2010	400	528	573	468	1,969	492	-19	7	16	-5
2011	414	495	519	450	1,878	470	-12	5	11	-4
2012	438	505	547	491	1,981	495	-12	2	10	-1
2013	365	410	488	404	1,667	417	-12	-2	17	-3
2014	392	450	464	395	1,701	425	-8	6	9	-7
2015	351	388	440	423	1,602	401	-12	-3	10	6
2016	410	427	433	427	1,697	424	-3	1	2	1
2017	377	411	438	368	1594	399	-5	3	10	-8
2018	304	445	432	401	1582	396	-23	13	9	1

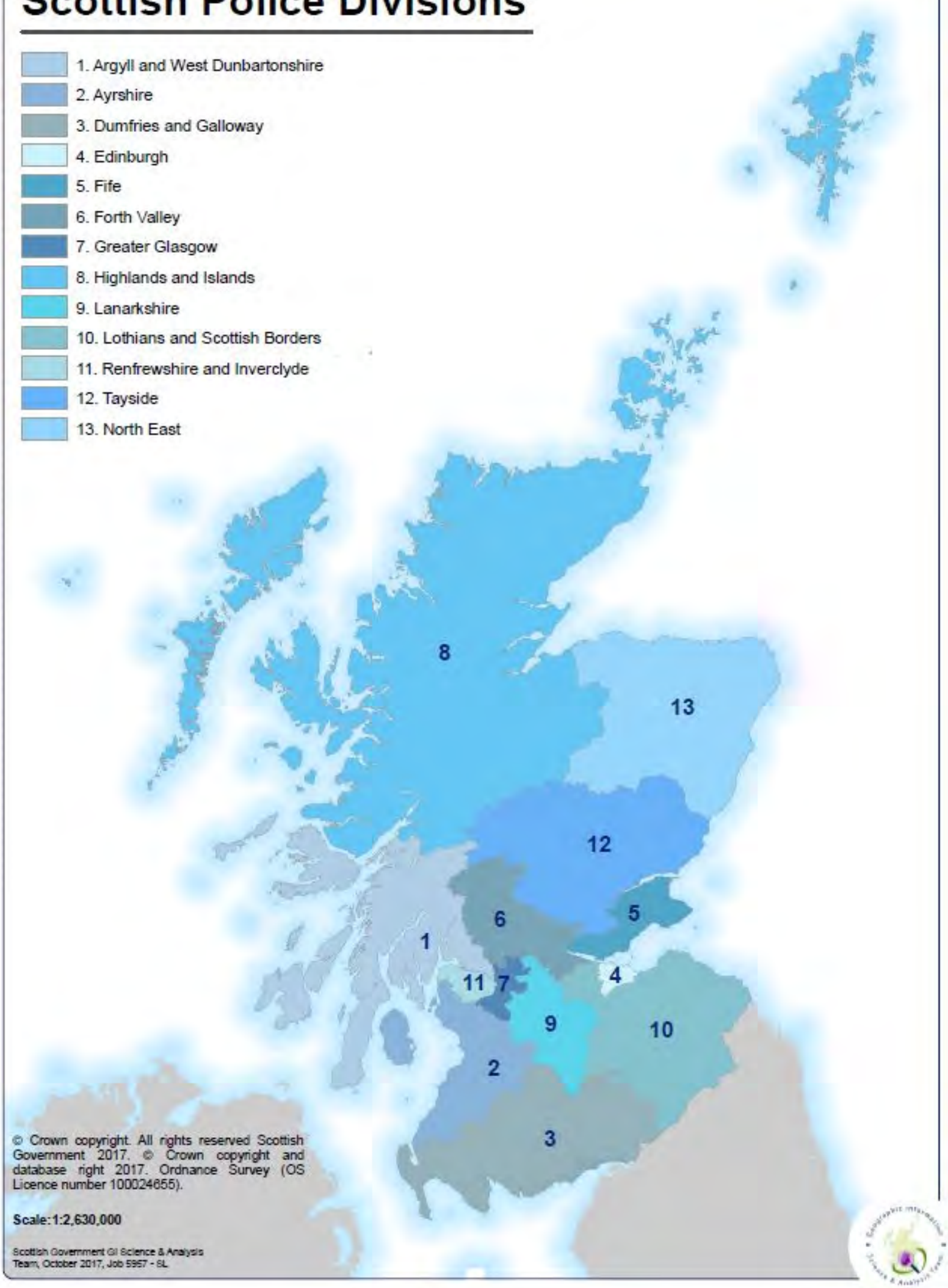
Reported casualties by severity and quarter
Years: 1981 to 2018

	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Percentage difference from average per quarter for that year: Jan to March	Apr to June	July to Sept	Oct to Dec
(c) All severities										
						numbers				*percentage*
1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
1983	5,384	6,176	6,796	6,868	25,224	6,306	-15	-2	8	9
1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
1985	5,684	6,623	7,802	7,178	27,287	6,822	-17	-3	14	5
1986	5,745	6,207	6,656	7,509	26,117	6,529	-12	-5	2	15
1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
1992	5,886	5,701	6,453	6,133	24,173	6,043	-3	-6	7	1
1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
1998	5,060	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
2005	4,070	4,315	4,550	4,950	17,885	4,471	-9	-3	2	11
2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,945	3,078	3,486	3,276	12,785	3,196	-8	-4	9	2
2012	3,018	3,230	3,275	3,189	12,712	3,178	-5	2	3	0
2013	2,771	2,786	3,034	2,901	11,492	2,873	-4	-3	6	1
2014	2,714	2,714	2,964	2,910	11,302	2,826	-4	-4	5	3
2015	2,601	2,613	2,923	2,840	10,977	2,744	-5	-5	7	3
2016	2,753	2,743	2,729	2,672	10,897	2,724	1	1	0	-2
2017	2,426	2,231	2,413	2,363	9,433	2,358	3	-5	2	0
2018	1,899	2,148	2,187	2,177	8,411	2,103	-10	2	4	4



Appendices

Scottish Police Divisions



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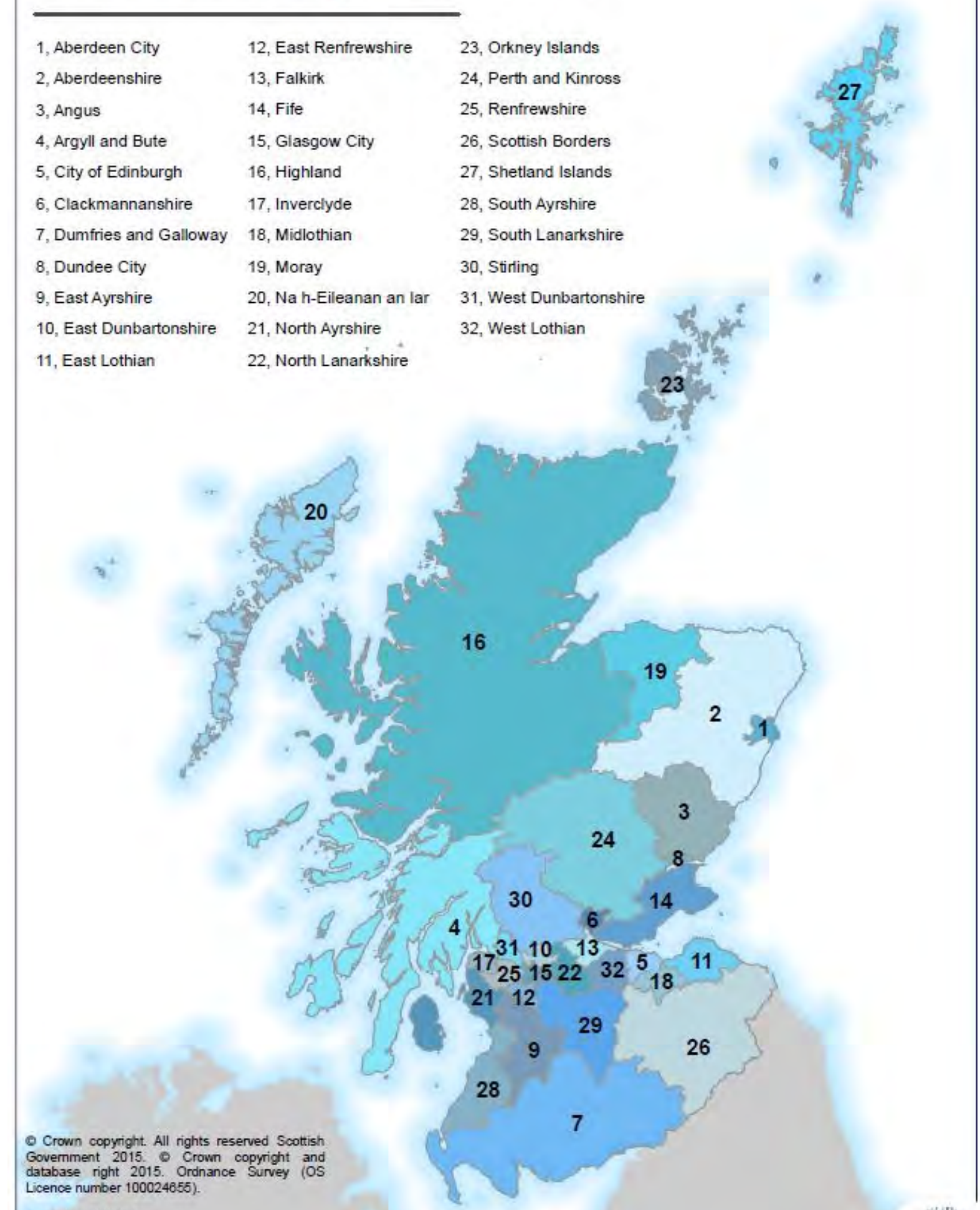
Scottish Government GI Science & Analysis Team, October 2017, Job 5957 - SL

Local Authority Boundaries

1, Aberdeen City
2, Aberdeenshire
3, Angus
4, Argyll and Bute
5, City of Edinburgh
6, Clackmannanshire
7, Dumfries and Galloway
8, Dundee City
9, East Ayrshire
10, East Dunbartonshire
11, East Lothian
12, East Renfrewshire
13, Falkirk
14, Fife
15, Glasgow City
16, Highland
17, Inverclyde
18, Midlothian
19, Moray
20, Na h-Eileanan an Iar
21, North Ayrshire
22, North Lanarkshire
23, Orkney Islands
24, Perth and Kinross
25, Renfrewshire
26, Scottish Borders
27, Shetland Islands
28, South Ayrshire
29, South Lanarkshire
30, Stirling
31, West Dunbartonshire
32, West Lothian



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Scottish Government GI Science & Analysis Team, November 2015, Job 5717 - LA

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Appendix A – Calendar of events affecting road traffic

1964-65: Road Traffic Act 1964 – Wider powers for speed limits. Trial 70 mph speed limit on motorway and other previously de-restricted roads. 50 mph speed limit on selected roads during summer.

1967: Seat belts compulsory on new cars – Permanent 70 mph speed limit on all roads. An offence to drink and attempt to drive with over 80 mg of alcohol per 100 ml of blood.

1968-69: Transport Act 1968 allowed regulations on length of drivers' working hours – 3 year old vehicles need test certificate.

1970: New regulations on lorry and PSV drivers' hours of work.

1973: Reorganisation of local government in Scotland, 9 regions and 3 islands areas and 53 districts.

1973-74: Safety helmets compulsory for 2-wheeled motor vehicle users – 50 mph national maximum speed limit, later motorway 70 mph, dual carriageway 60 mph – Vehicle lighting regulations.

1974: Road traffic act 1974 placed a duty on authorities to study road accidents and take measures to prevent them.

1975: Temporary 50 and 60 mph limits extended.

1976: Licensing Scotland Act 1976 – extension of licensing hours until 11pm – effective from 13 December 1976.

1977: 50 and 60 mph limits raised to 60 and 70 mph.

1977: Licensing Scotland Act 1976 – extension of Sunday opening – effective from October 1977.

1978: 60 and 70 mph limits permanent – New rules on maximum hours which may be worked by goods vehicle drivers.

1982: New 2-part motorcycle test from 29 March – Application of 2 year limit on provisional motorcycle licence took effect from 1 October.

1983: Transport Act 1981 introduced evidential breath testing and made seat belt wearing law for drivers and front seat passengers of most cars and light vans. Learner motorcyclists now only allowed to ride machines of up to 125 cc.

1984: Regulations introduced requiring spray reducing devices to be fitted to lorries and trailers.

1985: In December, Scottish Police Authorities introduced a policy of breath testing all drivers in an accident wherever possible.

1986: Deregulation of buses from 26 October 1986 as a result of the Transport Act 1985.

1986: All new cars manufactured from 1 October to be fitted with rear seat belts. Seat belt legislation made permanent. European Road Safety Year.

1987: Legal requirement introduced requiring all newly registered cars to be fitted with rear seat belts or child restraints from 1 April. Government sets a target to achieve a one-third reduction in road accident casualties by the year 2000.

1988: All coaches first used from 1 April 1974 using a motorway must have 70 mph limiters fitted by 1 April 1991.

1989: Penalty points increased for careless driving, driving without insurance and failing to stop after or to report an accident. Seat belt wearing by rear child passengers became law in cars where appropriate restraints have been fitted and are available. Accompanied motorcycle testing became mandatory.

1990: Compulsory basic training for motorcyclists introduced and learner drivers banned from carrying pillion passengers. High Risk Offenders Scheme for problem drink-drivers extended. New regulations requiring those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Scottish Road Safety Year.

1991: Seat belt wearing by rear adult passengers became law in cars where belts are fitted and available. New road hump regulations introduced to reduce traffic speed.

1992: Subsequent to the Road Traffic Act 1991, new road traffic offences and penalties came into force, including retesting of dangerous drivers. The Traffic Calming Act 1992 came into force enabling

roads authorities to introduce a wide range of traffic calming measures. Requirement for minimum tread depth of 1.6 mm introduced for cars and light vans. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters.

1993: First speed enforcement cameras introduced in Scotland. The MOT test extended, including new checks on mirrors, windscreen condition, fuel tanks, seat and door security and number plates.

1994: First 20 mph zones introduced in Scotland. Traffic Calming (Scotland) Regulations came into force.

1995: Pass Plus scheme introduced for new drivers which encourages new drivers to take more lessons by offering discount on motor insurance.

1996: Local Government etc. (Scotland) Act 1994 implemented with the creation of 32 unitary authorities replacing the previous regions and districts.

1996: Driving theory test introduced from 1 July for car and motorcycle learners. Road Traffic (New Drivers) Act 1996 – requires newly qualified drivers to retake the driving test if they acquire 6 or more penalty points within 2 years of passing their test – effective from 1 June 1997. Requirement for coaches and minibuses to be fitted with seat belts when carrying children on organised trips, including journeys between home and school – effective from February, 1997. End of concession, where seat belts are fitted, whereby 3 children could share a double seat.

1997: New Zebra, Pelican and Puffin crossing regulations introduced, with Puffin crossings prescribed for the first time.

1998: New Road Humps regulations came into force giving local authorities wider powers to establish road humps.

1999: Amendment to the Road Traffic Regulation Act 1984 gave local authorities power to introduce traffic calmed 20 mph zones and 20 mph speed limits, with or without traffic calming measures, at suitable locations. Revised Highway Code published.

2000: The Government announced a new road safety strategy and casualty reduction targets for the period to 2010 in "To*morrow's Roads – Safer for Everyone"*. A review of speed policy was conducted and reported in '*New Directions in Speed Management'*.

2001: Amendment to the Road Traffic Regulation Act 1984 made it clear that school crossing patrols can stop traffic for children of all ages and adults and gave local authorities greater flexibility in the times that school crossing patrols can operate. Scottish Executive awarded nearly £15 million to local authorities for cycling, walking and safer streets projects, including safer routes to school schemes.

2002: New Home Zones (Scotland) Regulations came into force. These set out the procedures local authorities must follow when designating home zones.

2003: Revised guidance on school transport issued to local authorities. Scottish School Travel Advisory Group report published. Scottish Executive provided the funding to implement the report's key recommendation to create school travel co-ordinator posts within each Scottish local authority.

2004: Publication of the first three year review of the GB road safety strategy and casualty reduction targets, set out in "*Tomorrow's Roads – Safer for Everyone*".

2006: Road Safety Act passed. The Act made provision for a wide range of road safety matters, including drink driving, speeding, driver training and driver and vehicle licensing. Revised guidance on setting local speed limits issued to local authorities.

2007: Publication of the second three year review of the GB road safety strategy and casualty reduction targets, set out in "*Tomorrow's Roads – Safer for Everyone*". Publication of DfT Child Road Safety Strategy, which included measures by the Scottish Government to reduce child road casualties.

2008: GB consultation – *Learning to Drive* – published, on changes to the driver training and testing regime. GB consultation on *Road Safety Compliance*, covering speeding, drink driving, seat belts, drug driving and careless driving, published.

2009: Scotland's Road Safety Framework to 2020 published. The Framework sets Scottish specific targets for casualty reductions in the period to 2020, in line with an aspirational vision of a future where no-one is killed on Scotland's roads and the injury rate is greatly reduced.

2009/2010: ACPOS launched a Vehicle Forfeiture Scheme for Drink Drivers.

2010: Have You Clicked? Year long campaign launched on 19 April.

2010: 25 years of Road Safety Scotland. 2010 marks the 25th anniversary of Road Safety Scotland (RSS), previously operating as the Scottish Road Safety Campaign (SRSC)

2011: Launch of the United Nations Decade of Action for Road Safety 2011-2020.

2011: Publication of National Debate on Young Drivers' Safety presenting the findings of a national debate on young driver issues undertaken across Scotland.

2011: Publication of the New Strategic Framework for Road Safety by the UK Government.

2012: Devolution of powers to the Scottish Parliament in relation to the Drink-Drive alcohol blood limit, and certain national speed limits

2013: UK Government introduced changes for drivers guilty of offences such as tailgating or middle-lane hogging with fixed penalty notices of a £100 fine and three penalty points being issued. Existing fixed penalty fines for most driving offences, including mobile phone use and not wearing a seat belt rise from £60 to £100.

2013: Publication of a review of the Guide to Improving School Transport and its accompanying report were issued to all local authorities in Scotland.

2014: Transport Minister, Keith Brown, announced plans to legislate in the next Scottish Parliament to ensure that seatbelts are provided on all dedicated school transport in Scotland.

2014: Following consultation that showed overwhelming support, Ministers reduced the drink drive limit from 80 mg per 100 ml of blood to 50 mg per 100 ml

2014: The A9 average speed camera system went live on 28 October alongside an increase in the HGV speed limit on the single carriageway sections between Perth and Inverness.

2015: Publication of "Good Practice Guide on 20 mph Speed Restrictions"

2015: Scottish Road Safety Week pilot undertaken.

2015: British Road Safety Statement published by the UK Government.

2016: The output of the Mid-term Review of *Scotland's Road Safety Framework is published.*

2016: An updated *Strategic Road Safety Plan* for the trunk road network is published

2016: Scotland Act 2016 devolves speed limit, traffic sign and parking regulation powers to the Scottish Parliament.

2017: The Scottish Government announces plans to create a new criminal offence of drug driving.

2017: The Seat Belts on School Transport (Scotland) Bill is introduced to the Scottish Parliament by Gillian Martin MSP, with support from the Scottish Government. This aims to make a legal requirement for fitting seat belts on all dedicated school transport. National guidance with information on seat belt fitting, wearing and monitoring is published in June 2018 ahead of the Act coming into effect on 1 August 2018.

2018: The Scottish Government announces commitment to bring forward the necessary secondary legislation that will specify 17 drug types to be included as part of the new offence and the associated limits for each drug type, in Scotland in 2019.

2018: Learner drivers can now take motorway driving lessons

2019: European Parliament approves new minimum EU vehicle safety requirements that will come into force from May 2022 for new models and from May 2024 for existing models. European Commission publishes its Staff Working Document EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero". From 1 July vehicle manufacturers must install a noise-emitting device– which sounds like a traditional engine – in new electric and hybrid vehicles. In July DfT publishes its revised Road Safety Statement and two-year action plan. From 21 October, Scotland adopts a 'zero tolerance' approach to the eight drugs most associated with illegal use, with limits set at a level where any claims of accidental exposure can be ruled out. Meanwhile, a list of other drugs associated with medical use will have limits based on impairment and road safety risk.

Appendix B

The collection of road accident statistics, and examples of forms that could be used to collect the data

1. Introduction

This Appendix describes briefly the arrangements for collecting road accident statistics. It then provides examples of paper forms that could be used to collect the data.

2. The collection of road accident statistics

The Road Accident statistics are compiled from returns made by police forces. For each injury road accident known to have occurred in their areas, the police authorities complete a statistical return (named **Stats 19**), which provides details of the accident circumstances, separate information for each vehicle which was involved in the accident, and separate information for each person who was injured in the accident. Examples of the forms appear later and show details collected with effect from 2005, following the implementation of the changes recommended in the 2002 Quality Review (see Appendix C).

The statistical returns cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in death or personal injury, *if they become known to the police*. It should be noted that the vehicle need not be moving, and need not be in collision – for example, the returns include accidents involving people alighting from buses. Road accidents in which no-one is injured (damage only accidents) are *not* covered by this definition, so the Transport Scotland (TS) does not receive details of such accidents, and this publication cannot give any figures for them.

Full guidance on the completion of the Stats 19 statistical returns, including detailed notes and definitions of the coverage of the returns and of the information to be provided in each field, is given in a document produced by the Department for Transport (DfT), called *Instructions for the Completion of Road Accident Reports* (which is also referred to as the **Stats 20**).

The returns for accidents in Scotland are submitted to TS every month by the police authorities, either directly or with the assistance of a local Council. All the returns should first be subject to the validity and consistency checks specified in a document called *Procedures for Submitting Road Accident Data to The Scottish Executive*. (also known as the Scottish Edition of **Stats 21**). TS also applies these checks, and clears any errors that it finds with the police. The returns are added to the TS Transport Statistics branch's database, which contains statistical information about all injury road accidents in Scotland since 1979.

The Transport Statistics branch's records for accidents which occurred on Motorways and A roads are copied to the Trunk Road Network Management Directorate of Transport Scotland, which maintains a database of information about trunk roads. From all the Motorway and A road accidents, the ones which occurred on trunk roads are identified using their road numbers and their grid co-ordinates, and the information about them added onto the Trunk Road Network Management Directorate database. The TS is subsequently informed which of these accidents occurred on trunk roads, and its database is updated accordingly.

Similar returns are made throughout Great Britain. TS sends a copy of the Scottish data to DfT, which holds a database of accident records for the whole of Great Britain.

Copies of the Stats 19 illustrative forms (see below) the Stats 20 and Stats 21 documents, a detailed list of all changes made at the start of 2005, and other documentation are available from the TS Transport Statistics Web site: see Data Sources and Methodology at: https://www.transport.gov.scot/our-approach/statistics#42755

A further review of the Stats 19 system took place in 2008. More changes were made to the collection of the data which took effect from 2013. A summary of the changes made by SCRAS can be found here http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/research/DfT_2008_review_of_STATS_19.pdf

3. Examples of forms that could be used to collect the road accident statistics data

This Appendix provides examples of paper forms that could have been used to collect the data for the road accident statistics returns. Two types of form are shown:

a. the illustrative Stats 19 form – this shows only the information which is now collected for national statistical purposes;
b. an example of a more sophisticated form, which was developed by Middlesex University – this shows both the information needed for national statistical purposes and examples of the kinds of other details which may be obtained for local use.

In both cases, separate pages are used for information about the Attendant Circumstances, the Vehicles involved and the Casualties. For example, the illustrative Stats 19 form has a separate page for each Vehicle and a separate page for each Casualty. The Middlesex University form can hold details of two Casualties on one page, and details of two Vehicles (side by side) spread over two pages. What is sometimes referred to as an accident book would contain a number of such pages (when an accident involves more vehicles or more casualties than the book allows for, the officer can attach extra pages for the other vehicles and casualties). The Middlesex University form's pages differ in size, so that one can turn quickly to a particular page of the accident book.

In practice, each Police Force uses its own system, which may not involve the use of paper forms. For example, details of an accident may be recorded on a Personal Digital Assistant by an officer at the scene, or the information may be keyed into a computer by the officer or by the clerical staff whom the officer telephones to report the accident. However, some police forces have recorded the information required for statistical purposes using forms which were, for example:

a. based on the illustrative Stats 19, with slight modifications to include boxes to collect additional information for local use, such as codes for the reporting officer, the Police beat on which the accident occurred, and the school attended (if a casualty was a school pupil en route to or from school); or

b. in effect, a data preparation coding form with (e.g.) boxes for all the statistical information about the Attendant Circumstances, up to three Vehicles and up to four Casualties, *and* some information for local use, all on *one* double-sided A4 sheet. Anyone completing such a form would have to refer to a separate document for details of the codes for variables such as Road Class, Type of Vehicle and Pedestrian Location.
As well as such forms, the Police Force would, of course, hold other information about the accident (for example, in the officer's notebook, reports and administrative records).

4. The illustrative Stats 19 form **(2013 onwards)**

The first four pages of forms in this Appendix together make up the illustrative Stats 19 form. As mentioned, this shows only the information that is collected for the national road accident statistics. With the exception of the Contributory Factors, the forms show each variable's reference number (e.g. 1.7 for the Date on the Attendant Circumstance form; 2.5 for the Type of Vehicle on the Vehicle form), which identifies the relevant section in the Stats 20 *Instructions for the Completion of the Road Accident Reports*. A new version of the form is produced following recommendations of each Quality Review.

The recommendations from the latest review in 2008 has been implemented from January 2013. A revised illustrative STATS 19 form and the accompanying STATS 20 and STATS 21 guidance can be found here
https://www.transport.gov.scot/our-approach/statistics#42755

5. **The Middlesex University form** (based on the 1999-2004 Stats 19 specification)

The form shown on the remaining pages of this Appendix was developed by Middlesex University, as part of a research project *The Development of Improved Methods for Representing Road Accident Data*, funded by the Engineering and Physical Sciences Research Council. The research objectives included:

a. to define the accident attributes required for the more effective diagnosis and design of accident remedial schemes and to integrate these with the data required for the compilation of national accident statistics;

b. to investigate methods of data collection and to design a police accident report form which includes the required attributes and reflects an intuitive perception of the causes of particular accidents.

The researchers surveyed Police Forces, explored their methods of data collection, assessed the kinds of forms used, identified a number of deficiencies in their design, and developed the form which appears here. This was used on a small-scale trial basis by some officers in eight Police Forces: many found the form easy to complete once they were familiar with it. The researchers concluded that it would be difficult to produce a single form that satisfied the requirements of each police force, but forms based on sound principles of graphic design would be easier to complete and less prone to errors.

The researchers also considered an electronic version of the form for the internet, designed to be independent of platform, relatively easy to produce, and to include data validation and help menus.

The Middlesex University form is based on the Stats 19 specification that applied from 1999 to 2004, therefore does not take account of changes made with from 2005. The form also shows the kinds of information that may be collected for local use (e.g. boxes for the officer to tick to indicate whether the driving licence, insurance certificate are in order).

We are grateful to the researchers for permission to reproduce the form. For further information please contact:

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STATS19 (2013)
(For completion by Police)

Accident Record Attendant Circumstances

1.1 Record Type [1]
11 New accident record
15 Amended accident record

1.2 Police Force

1.3 Accident Ref No

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
13 digit OS Grid Co-ordinates
Easting

1.12 1st Road Class
1 Motorway
2 A(M)
3 A
4 B
5 C
6 Unclassified

1.13 1st Road Number

1.14 Road Type
1 Roundabout
2 One way street
3 Dual carriageway
6 Single carriageway
7 Slip road
9 Unknown

1.15 Speed Limit (mph) [0]

1.16 Junction Detail [0]
00 Not at or within 20 metres of junction
01 Roundabout
02 Mini roundabout
03 T or staggered junction
05 Slip road
06 Crossroads
07 Junction more than 4 arms(not
08 Using private drive or entrance
09 Other junction

Junction Accidents Only

1.17 Junction Control
1 Authorised person
2 Automatic traffic signal
3 Stop sign
4 Give way or uncontrolled

1.18 2nd Road Class
1 Motorway
2 A(M)
3 A
4 B
5 C
6 Unclassified

1.19 2nd Road Number

1.20a Pedestrian Crossing – Human Control
0 None within 50 metres
1 Control by school crossing patrol
2 Control by other authorised person

1.20b Pedestrian Crossing - Physical Facilities
0 No physical crossing facility within 50 metres
1 Zebra crossing
4 Pelican, puffin, toucan or similar junction pedestrian light crossing
5 Pedestrian phase at traffic signal junction
7 Footbridge or subway
8 Central refuge – no other controls

1.21 Light Conditions
1 Daylight
4 Darkness: street lights present and
5 Darkness: street lights present but
6 Darkness: no street lighting
7 Darkness: street lighting unknown

1.22 Weather
1 Fine without high winds
2 Raining without high winds
3 Snowing without high winds
4 Fine with high winds
5 Raining with high winds
6 Snowing with high winds
7 Fog or mist – if hazard
8 Other

1.23 Road Surface Condition
1 Dry
2 Wet / Damp
3 Snow
4 Frost / Ice
5 Flood (surface water over 3cm deep)

1.24 Special Conditions at Site
0 None
1 Automatic traffic signal out
2 Automatic traffic signal partially
3 Permanent road signing or marking defective or obscured
4 Roadworks
5 Road surface defective
6 Oil or diesel
7 Mud

1.25 Carriageway Hazards
0 None
1 Dislodged vehicle load in carriageway
2 Other object in carriageway
3 Involvement with previous accident
6 Pedestrian in carriageway – not
7 Any animal in carriageway (except ridden horse)

1.26 Did A Police Officer Attend Accident and Complete Record?
1 Yes
2 No – accident was reported 'over the counter'

What Factors Contributed To The Accident?

Select **up to six** Factors from the grid, relevant to the accident.

Factors may be shown in any order, but an indication must be given of whether each Factor is **very likely (A)** or **possible (B)**.

Only include factors which have contributed to the accident. (I.e. do NOT include "Poor road surface" unless it was relevant to the accident)

More than one factor may be related to the same road user

The same factor may be related to more than one road user, if appropriate

The participant should be identified by the STATS19 vehicle or casualty reference number, preceded by "V" if factor applies to a vehicle, driver/rider or the road environment (eg V002), or "C" for a pedestrian or passenger casualty (eg C001). Enter "U000" if an uninjured pedestrian contributed

	1st	2nd	3rd	4th	5th	6th
Factor in the accident						
Which participant? (eg V001, C001, U000)						
Very likely (A) or possible (B)						

Road Environment Contributed	**Vehicle Defects**	**Driver/Rider Only** (Includes Pedal Cyclists and Horse Riders)					**Pedestrian Only** (Casualty or Uninjured)	**Special Codes**
		Injudicious Action	**Driver/Rider Error or Reaction**	**Impairment or Distraction**	**Behaviour or Inexperience**	**Vision Affected by**		
Poor or defective road surface 101	Tyres illegal, defective or under inflated 201	Disobeyed automatic traffic signal 301	Junction overshoot 401	Impaired by alcohol 501	Aggressive driving 601	Stationary or parked vehicle(s) 701	Crossed road masked by stationary or parked vehicle 801	Stolen vehicle 901
Deposit on road (eg. oil, mud, chippings) 102	Defective lights or indicators 202	Disobeyed Give Way or Stop sign or markings 302	Junction restart 402	Impaired by drugs (illicit or medicinal) 502	Careless/Reckless/In a hurry 602	Vegetation 702	Failed to look properly 802	Vehicle in course of crime 902
Slippery road (due to weather) 103	Defective brakes 203	Disobeyed double white line 303	Poor turn or manoeuvre 403	Fatigue 503	Nervous/Uncertain/ Panic 603	Road layout (eg. bend, winding road, hill crest) 703	Failed to judge vehicle's path or speed 803	Emergency vehicle on call 903
Inadequate/Masked signs or road markings 104	Defective steering or suspension 204	Disobeyed pedestrian crossing facility 304	Failed to signal/ Misleading signal 404	Uncorrected, defective eyesight 504	Driving too slow for conditions or slow veh (eg tractor) 604	Buildings, road signs, street furniture 704	Wrong use of pedestrian crossing facility 804	Vehicle door opened or closed negligently 904
Defective traffic signals 105	Defective or missing mirrors 205	Illegal turn or direction of travel 305	Failed to look properly 405	Illness or disability, mental or physical 505	Inexperienced or learner driver/rider 605	Dazzling headlights 705	Dangerous action in carriageway (eg playing) 805	
Traffic calming (eg speed cushions, road humps, chicanes) 106	Overloaded or poorly loaded vehicle or trailer 206	Exceeding speed limit 306	Failed to judge other person's path or speed 406	Not displaying lights at night or in poor visibility 506	Inexperience of driving on the left 606	Dazzling sun 706	Impaired by alcohol 806	
Temporary road layout (eg contraflow) 107		Travelling too fast for conditions 307	Too close to cyclist, horse or pedestrian 407	Rider wearing dark clothing at night 507	Inexperience with type of vehicle 607	Rain, sleet, snow, or fog 707	Impaired by drugs (illicit or medicinal) 807	
Road layout (eg bend, hill, narrow carriageway) 108		Following too close 308	Sudden braking 408	Driver using mobile phone 508		Spray from other vehicles 708	Careless/Reckless/In a hurry 808	
Animal or object in carriageway 109		Vehicle travelling along pavement 309	Swerved 409	Distraction in vehicle 509		Visor or windscreen dirty or scratched or frosted etc 709	Pedestrian wearing dark clothing at night 809	
Sunken, raised road marking or slippery inspection cover 110		Cyclist entering road from pavement 310	Loss of control 410	Distraction outside vehicle 510		Vehicle blind spot 710	Disability or illness, mental or physical 810	Other – Please specify below 999

2.1 Record Type [2]

21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

01 Pedal cycle
02 M/cycle 50cc and under
03 Motorcycle over 50cc and up to 125cc
04 Motorcycle over 125cc and up to 500cc
05 Motorcycle over 500cc
08 Taxi/Private hire car
09 Car
10 Minibus (8 – 16 pass seats)
11 Bus/coach(17/more pass seats)
16 Ridden horse
17 Agricultural vehicle (includes diggers etc.)
18 Tram / Light
19 Van/Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw and over
22 Mobility scooter
23 Electric motorcycle
97 Motorcycle unknown cc
98 Goods veh unknown wght
90 Other vehicle

2.5a Text description of other vehicle e.g. fire engine

2.6 Towing and Articulation

0 No tow or articulation
1 Articulated vehicle
2 Double or multiple trailer
3 Caravan
4 Single trailer
5 Other tow

2.7 Manoeuvres

01 Reversing
02 Parked
03 Waiting to go ahead but held up
04 Slowing or stopping
05 Moving off
06 U turn
07 Turning left
08 Waiting to turn left
09 Turning right
10 Waiting to turn right
11 Changing lane to left
12 Changing
13 Overtaking vehicle on its offside
14
15 Overtaking
16
bend
17 Going ahead hand bend
18 Going ahead

2.8 Vehicle Movement Compass Point From [ ] To [ ]

1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
Parked [0][0]

2.9 Vehicle Location at Time of Accident - Restricted Lane/ Away from Main Carriageway

00 On main c'way – not in restricted lane
01 Tram / Light rail track
02 Bus lane
03 Busway (including guided busway)
04 Cycle lane (on main carriageway)
05 Cycleway or shared use footway (not part of main carriageway)
06 On lay-by or hard shoulder
07 Entering lay-by or hard shoulder
08 Leaving lay-by or hard shoulder
09 Footway (pavement)

2.10 Junction Location of Vehicle

0 Not at, or within 20 metres of, junction
1 Approaching junction or waiting/parked at junction approach
2 Cleared junction or waiting/parked at junction exit
3 Leaving roundabout
4 Entering roundabout
5 Leaving main road
6 Entering main road
7 Entering from slip road
8 Mid junction – on roundabout or on main road

2.11 Skidding and Overturning

0 No skidding, jack-knifing or overturning
1 Skidded
2 Skidded and overturned
3 Jack-knifed
4 Jack-knifed and overturned
5 Overturned

2.12 Hit Object in Carriageway

00 None
01 Previous accident
02 Roadworks
04 Parked vehicle
05 Bridge – roof
06 Bridge – side
07 Bollard / Refuge
08
09 Central island roundabout
10 Kerb
11 Other object
12 Any animal (except ridden horse)

2.13 Vehicle Leaving Carriageway

0 Did not leave carriageway
1 Left carriageway nearside
2 Left carriageway nearside and rebounded
3 Left carriageway straight ahead at junction
4 Left carriageway offside onto central reservation
5 Left carriageway offside onto central reservation and rebounded
6 Left carriageway offside and crossed central reservation
7 Left carriageway offside
8 Left carriageway offside and rebounded

2.14 Hit Object Off Carriageway

00 None
01 Road sign / Traffic signal
02 Lamp post
03 Telegraph pole / Electricity pole
04 Tree
05 Bus stop / Bus shelter
06 Central crash barrier
07 Nearside or offside crash barrier
08 Submerged in water (completely)
09 Entered ditch
10 Other permanent object
11 Wall or fence

2.16 First Point of Impact

0 Did not impact
1 Front
2 Back
3 Offside
4 Nearside

2.21 Sex of Driver

1 Male
2 Female
3 Not known

2.22 Age of Driver Estimated if necessary Years

2.23 Breath Test

0 Not applicable
1 Positive
2 Negative
3 Not requested
4 Refused to provide
5 Driver not at
6 Not provided (medical

2.24 Hit and Run

0 Other
1 Hit and Run
2 Non-stop not hit

2.26 Vehicle Registration Mark (VRM)

2.35 Was Vehicle Left Hand Drive

1 No
2 Yes

2.27 Driver Postcode

Special codes:
1 Unknown
2 Non-UK resident
3 Parked and

2.29 Journey Purpose of Driver/Rider

1 Journey as part of work
2 Commuting to/from work
3 Taking pupil to/from school
4 Pupil riding to/from school
5 Other
6 Not known

STATS19 (2013)

Casualty Record

(For completion by Police)

3.1 Record Type [3]

31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

3.6 Casualty Class

1 Driver or rider
2 Vehicle or pillion passenger
3 Pedestrian

3.7 Sex of Casualty

1 Male
2 Female

3.8 Age of Casualty Estimated if necessary Years

3.9 Severity of Casualty

1 Fatal
2 Serious

Pedestrian Casualties only

3.10 Pedestrian Location

01 In carriageway, crossing on crossing facility
02 In carriageway, crossing within zig-lines at crossing approach
03 In carriageway, crossing within zig-lines at crossing exit
04 In carriageway, crossing elsewhere within 50 metres of pedestrian
05 In carriageway, crossing elsewhere
06 On footway or verge
07 On refuge, central island or central reservation
08 In centre of carriageway, not on central island or central
09 In carriageway, not crossing
10 Unknown or other

3.11 Pedestrian Movement

1 Crossing from driver's nearside
2 Crossing from driver's nearside – by parked or stationary vehicle
3 Crossing from driver's offside
4 Crossing from driver's offside – by parked or stationary vehicle
5 In carriageway, stationary – not (standing or playing)
6 In carriageway, stationary – not (standing or playing), masked by parked or stationary vehicle
7 Walking along in carriageway – facing traffic
8 Walking along in carriageway – back traffic
9 Unknown or other

Pedestrian Casualties only

3.12 Pedestrian Direction

Compass point bound

1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
9 Unknown
0 Standing still

3.19 Pedestrian Road Maintenance Worker

Work activity carried out on road (eg delivery services, maintenance, traffic control

0 No
1 Yes
2 Not known

3.14 Seatbelt In Use

0 Not applicable
1 Worn and independently confirmed
2 Worn but not independently confirmed
3 Not worn
4 Unknown

3.20 Cycle Helmet Worn

0 Not cyclist
1 Yes
2 No
3 Not known

3.15 Car Passenger

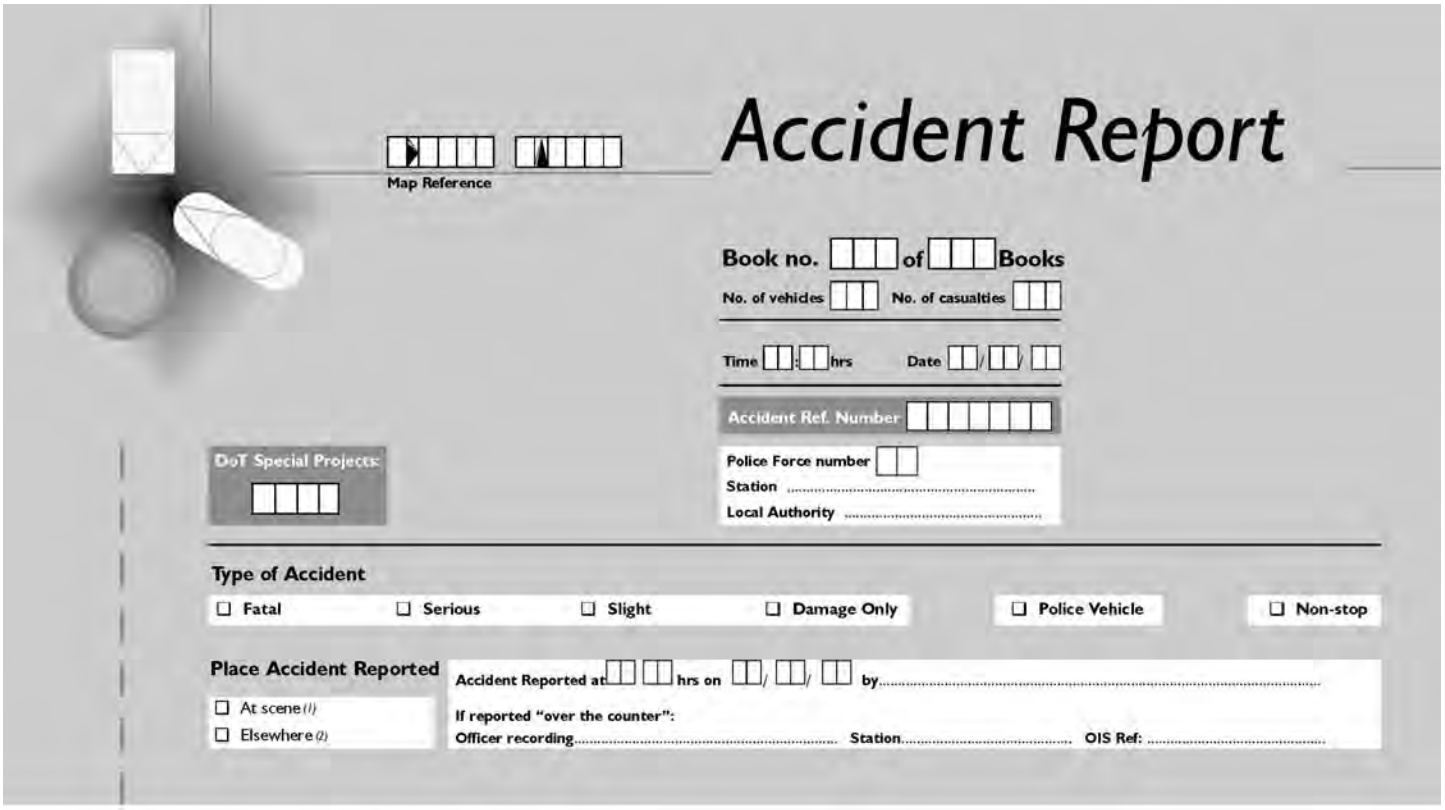
0 Not a car passenger
1 Front seat passenger
2 Rear seat passenger

3.16 Bus or Coach Passenger

0 Not a bus or coach passenger
1 Boarding
2 Alighting
3 Standing passenger
4 Seated passenger

3.18 Casualty Postcode

Special codes:
1 Unknown
2 Non-UK resident



Accident Report

Map Reference

Book no. ☐☐☐ of ☐☐☐ Books

No. of vehicles ☐☐ No. of casualties ☐☐☐

Time ☐☐:☐☐ hrs Date ☐☐/☐☐/☐☐

Accident Ref. Number ☐☐☐☐☐☐

DoT Special Projects: ☐☐☐☐

Police Force number ☐☐

Station .....

Local Authority .....

Type of Accident

☐ Fatal ☐ Serious ☐ Slight ☐ Damage Only ☐ Police Vehicle ☐ Non-stop

Place Accident Reported

☐ At scene (1)

☐ Elsewhere (2)

Accident Reported at ☐☐ ☐☐ hrs on ☐☐/☐☐/☐☐ by.....

If reported "over the counter":

Officer recording..... Station..... OIS Ref: .....

Casualty Ref. No. ☐☐☐ ☐ Slight (3) ☐ Serious (2) ☐ Fatal (1)

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)

Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

Casualty in/on or first hit by Vehicle Ref no. ☐☐

Injuries.....

Statement Taken? ☐ Yes ☐ No

Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No

If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

Casualty Ref. No. ☐☐☐ ☐ Slight (3) ☐ Serious (2) ☐ Fatal (1)

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)

Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

Casualty in/on or first hit by Vehicle Ref no. ☐☐

Injuries.....

Statement Taken? ☐ Yes ☐ No

Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No

If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

Casualty ref. no. ☐☐☐

Casualty class

- ☐ Driver/rider (1)
- ☐ Vehicle/pillion Passenger (2)
- ☐ Pedestrian (3)

Car passenger

- ☐ Boarding (1)
- ☐ Alighting (2)
- ☐ Standing (3)
- ☐ Seated (4)

Position in Vehicle

Position in Vehicle

Location

- ☐ Crossing from Driver's nearside (1)
- ☐ Crossing from driver's offside (2)
- ☐ In carriageway stationary–not crossing (3)
- ☐ Walking along in c'way–facing traffic (4)
- ☐ Walking along in c'way–back to traffic (5)
- ☐ Unknown or other (6)

Masked by parked/stationary vehicles?

- ☐ Yes (1)
- ☐ No (2)

- ☐ On footway or verge (6)
- ☐ On refuge, central island or reservation (7)
- ☐ In centre of c'way not on refuge, etc. (8)
- ☐ In carriageway
- ☐ Unknown or other (10)

Direction

- ☐ Standing Still (0)
- ☐ Walking
- ☐ Unknown (9)

- ☐ on pedestrian crossing facility (1)
- ☐ crossing within zig-zag lines at crossing approach (2)
- ☐ crossing within zig-zag lines at crossing exit (3)
- ☐ within 50m of crossing (4)
- ☐ crossing elsewhere (5)
- ☐ not crossing (9)

Casualty Records

Vehicle Records

Vehicle Ref. No. ☐☐☐ Reg. No. ☐☐☐☐☐☐☐ Ref No. of Other Vehicle Hit ☐☐☐

DRIVER

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ Tel .....

☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)

Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER

Mr / Mrs / Miss Name.....

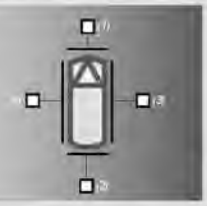
Address.....

Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No

Vehicle fail to stop? ☐ Yes (0) ☐ No (1) ☐ Yes - not hit (2)

Parts Damaged



- ☐ none (0)
- ☐ roof (5)
- ☐ underside (6)
- ☐ all four sides (7)

Insurance Co. .....

Cert. No. .....

Driver No. .....

Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other

HORT/1 issued? ☐ Yes ☐ No

Vehicle Colour Make/Model (if M/C include cc)

Vehicle removed by

Vehicle Ref. No. ☐☐☐ Reg. No. ☐☐☐☐☐☐☐ Ref No. of Other Vehicle Hit ☐☐☐

DRIVER

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ Tel .....

☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)

Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER

Mr / Mrs / Miss Name.....

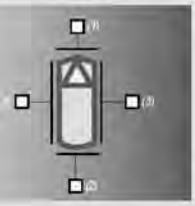
Address.....

Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No

Vehicle fail to stop? ☐ Yes (0) ☐ No (1) ☐ Yes - not hit (2)

Parts Damaged



- ☐ none (0)
- ☐ roof (5)
- ☐ underside (6)
- ☐ all four sides (7)

Insurance Co. .....

Cert. No. .....

Driver No. .....

Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other

HORT/1 issued? ☐ Yes ☐ No

Vehicle Colour Make/Model (if M/C include cc)

Vehicle removed by

Vehicle ref. no:

Type of Vehicle

- Pedal cycle (1)
- Moped (2)
- Motorcycle
  - under 125cc (3)
  - over 125cc (4)
- Taxi (8)
- Car (9)
- Minibus (8-16 seats) (10)
- Bus or Coach (over 17 seats) (11)
- Other motor vehicle (14)
- Other non-motor vehicle (15)
- Ridden horse (16)
- Agricultural vehicles (inc. diggers, etc.)(17)
- Tram/Light rail (18)
- Goods Vehicle
  - under 3.5T (19)
  - over 3.5T (20)
  - over 7.5T (21)

Towing and Articulation

- No tow or articulation (0)
- Articulated vehicle (1)
- Double or multiple trailer (2)
- Caravan (3)
- Single trailer (4)
- Other tow (5)

Manoeuvres

- Reversing (1)
- Parked (2)
- Stopping (4)
- Starting (5)
- Waiting
  - to go ahead (7)
  - to turn left (8)
  - to turn right (10)
- Turning
  - left (7)
  - right (9)
- Changing Lane
  - to left (11)
  - to right (12)
- Overtaking
- Going ahead
  - left hand bend (16)
  - right hand bend (17)
  - other (18)
  - moving vehicle on its offside (13)
  - stationary vehicle on its offside (14)
  - on nearside (15)

Vehicle Movement

- Moving
- Parked
  - at kerb (0)
  - not at kerb

Vehicle Orientation

indicate From and To

Vehicle Location at First Impact

On Restricted lane – away from main c'way

- Tram/light rail track (6)
- Bus lane (7)
- Busway (including guided bus way) (8)
- Cycle lane (on main c'way) (9)
- Cycleway (separated from main c'way) (10)
- On lay-by or hard shoulder (11)
- Entering lay-by or hard shoulder (12)
- Leaving lay-by or hard shoulder (13)
- Footway (pavement) (14)

On Road

- Leaving the main road (1)
- Entering the main road (2)
- On the main road (3)
- On the minor road (4)

Junction Location of Vehicle at First Impact

- Not at junction (or within 20 metres) (0)
- Vehicle approaching junction or parked at junction approach (1)
- Vehicle in middle of junction (2)
- Vehicle cleared junction or parked at junction exit (3)
- Did not impact (4)

Skidding and Jack-knifing

- No skidding, jack-kniling (0)
- Skidded (1)
- Jack-knifed (3)

Did the vehicle Overturn?

- Yes (1)
- No (2)

Hit Object In Carriageway

- None (0)
- Previous Accident (1)
- Road works (2)
- Parked vehicle
  - lit (3)
  - unlit (4)
- Bridge
  - side (6)
  - roof (5)
- Bollard / Refuge (7)
- Open door of vehicle (8)
- Central island of roundabout (9)
- Kerb (10)
- Other object (11)

Vehicle Leaving Carriageway

- Did not leave c'way (0)
- Left c'way nearside (1)
- Left c'way straight ahead at junction (2)
- Left c'way offside
  - onto central reservation (4)
  - crossed central reservation (6)
  - none of the above (7)

Did the vehicle rebound?

- Yes (1)
- No (2)

First Point of Impact

- Did not impact (0)
- Front (1)
- Back (2)
- Offside (3)
- Nearside (4)

Hit Object Off Carriageway

- None (0)
- Road sign / Traffic signal (1)
- Lamp post (2)
- Telegraph pole / Electricity pole (3)
- Tree (4)
- Bus stop / Bus shelter (5)
- Central crash barrier (6)
- Nearside or offside crash barrier (7)
- Submerged in water (completely) (8)
- Entered ditch (9)
- Other permanent object (10)

Breath Test

- Not applicable (0)
- Positive (1)
- Negative (2)
- Not requested (3)
- Refused to provide (4)
- Driver not contacted at time (5)
- Doctor refused permission (6)

Vehicle Records

Statements

Witnesses

1 Mr / Mrs / Miss Name ..... Age

Address ..... Postcode

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

2 Mr / Mrs / Miss Name ..... Age

Address ..... Postcode

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

3 Mr / Mrs / Miss Name ..... Age

Address ..... Postcode

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

Other Explanations (if O.I.C. not obtaining statements):

Driver ref. no. .....

Driver ref. no. .....

Casualty ref. no. .....

Casualty ref. no. .....

Exact location to nearest junction | Parish/Town

Apparent Circumstances of Accident

Property Damaged/Animal Injured

Owners: | **Owners informed at time?** ☐ Yes ☐ No

1st Road Class
- ☐ Motorway (1)
- ☐ A (M) (2)
- ☐ A (3)
- ☐ B (4)
- ☐ C (5)
- ☐ Unclassified (6)

1st Road No.: ☐☐☐☐

Speed Limit of 1st Road: ☐☐

Road Type
- ☐ Roundabout (1)
- ☐ One way street (2)
- ☐ Dual Carriageway
  - ☐ 2 lanes (3)
  - ☐ 3 or more lanes (4)
- ☐ Single carriageway
  - ☐ single track road (5)
  - ☐ 2 lanes–two way capacity (6)
  - ☐ 3 lanes–two way capacity (7)
  - ☐ 4 or more lanes–two way capacity (8)
- ☐ Unknown (9)

Pedestrian Crossing
- ☐ No crossing facility within 50 metres (0)
- ☐ Crossing facility available
  - Human Control
    - ☐ Controlled by school crossing patrol (1)
    - ☐ Controlled by other authorised person (2)
  - Physical Facilities
    - ☐ Zebra Crossing (3)
    - ☐ Pelican, puffin, toucan or similar non-junction pedestrian light crossing (4)
    - ☐ Pedestrian phase at traffic signal junction (5)
    - ☐ Central Refuge–no other controls (6)
    - ☐ Footbridge or subway (7)

Junction Detail
- ☐ Not at or within 20m of junction (0)
- ☐ Roundabout (1)
- ☐ Mini roundabout (2)
- ☐ T or staggered junction (3)
- ☐ Slip road (5)
- ☐ Crossroads (6)
- ☐ Multiple junction (7)
- ☐ Using private drive or entrance (8)
- ☐ Other junction (9)

Junction Control
- ☐ Authorised person (1)
- ☐ Automatic traffic signal (2)
- ☐ Stop sign (3)
- ☐ Give way sign or markings (4)
- ☐ Uncontrolled (5)

2nd Road Class
- ☐ Motorway (1)
- ☐ A (M) (2)
- ☐ A (3)
- ☐ B (4)
- ☐ C (5)
- ☐ Unclassified (6)

2nd Road Number ☐☐☐☐

Weather Conditions
- ☐ Fine (1)
- ☐ Raining (2)
- ☐ Snowing (3)
- ☐ Fog or mist–if hazard (4)
- ☐ Other (5)
- ☐ Unknown (6)

Were there high winds? ☐ Yes (1) ☐ No (2)

Road Surface
- ☐ Dry (1)
- ☐ Wet/Damp (2)
- ☐ Snow (3)
- ☐ Frost/Ice (4)
- ☐ Flood (5) (surface over 3cm)
- ☐ Oil or diesel (6)
- ☐ Mud (7)

Light Conditions
- ☐ Daylight (1)
- ☐ Darkness (2)
  - Lighting
    - ☐ present (3)
      - ☐ lit (6)
      - ☐ unlit (7)
    - ☐ not present (4)
    - ☐ unknown (5)

Special Conditions at Site
- ☐ None (0)
- ☐ Automatic traffic signal out (1)
- ☐ Automatic traffic signal partially defective (2)
- ☐ Permanent road signing defective or obscured (3)
- ☐ Road works present (4)
- ☐ Road surface defective (5)

Carriageway Hazards
- ☐ None (0)
- ☐ Dislodged vehicle load in c'way (1)
- ☐ Other object in c'way (2)
- ☐ Involvement with previous accident (3)
- ☐ Dog in c'way (4)
- ☐ Other animal or pedestrian in c'way (5)

Attendant Circumstances

Accident Causation Factors

☐ Vehicle ☐ Casualty — Ref. No. ☐☐☐

What went wrong?

Pedestrian Pathology
- ☐ Pedestrian entered c'way without due care (driver/rider not to blame) (7)
- ☐ Passenger fell in or near PSV (8)

Perception
- ☐ Failed to stop (mandatory sign) (1)
- ☐ Failed to give way (2)
- ☐ Failed to avoid pedestrian (pedestrian not to blame) (3)
- ☐ Failed to avoid vehicle / object in c'way (9)
- ☐ Failure to signal / misleading signal (5)
- ☐ Loss of control of vehicle (6)

Manoeuvres
- ☐ Swerved to avoid object in c'way (9)
- ☐ Sudden braking (10)
- ☐ Poor turn / manoeuvre (11)
- ☐ Poor overtaking (12)
- ☐ Drove wrong way (e.g. one-way street) (13)
- ☐ Opening door carelessly (14)
- ☐ Other (please supply details) (15)

Why?

....A/B/C	**Person** impaired by alcohol (1)	
....A/B/C	Person impaired by drugs (2)	
....A/B/C	Person impaired by fatigue (3)	
....A/B/C	Person impaired by illness (4)	
....A/B/C	Person distracted due to stress/emotional state of mind (5)	
....A/B/C	Person distracted by physical distraction in/on vehicle (6)	
....A/B/C	Person distracted by physical distraction outside vehicle (7)	
....A/B/C	Person was panicking (8)	
....A/B/C	Person was careless/thoughtless/reckless (9)	
....A/B/C	Person was nervous/uncertain (10)	
....A/B/C	Person was in a hurry (11)	
....A/B/C	Person failed to judge other person's path/speed (12)	
....A/B/C	Person's Disability (13)	
....A/B/C	Person failed to look (14)	
....A/B/C	Person looked but did not see (15)	
....A/B/C	Person did not pay attention (16)	
....A/B/C	Person hit wore dark/inconspicuous clothing (17)	
....A/B/C	Person other (please supply details) (18)	
....A/B/C	**Pedestrian** crossed from behind parked vehicle, etc. (19)	
....A/B/C	Pedestrian ignored lights at crossing (20)	
....A/B/C	**Driver** driving at excessive speed (21)	
....A/B/C	Driver following too close (22)	
....A/B/C	Driver's inexperience of driving (23)	
....A/B/C	Driver's inexperience of vehicle (24)	
....A/B/C	Driver interacted or competed with other road users (25)	
....A/B/C	Driver was driving aggressively (26)	
....A/B/C	Driver lacked judgement of own path (27)	
....A/B/C	**Vehicle**'s tyres had the wrong pressure (28)	
....A/B/C	Vehicle's tyres were deflated before impact (29)	
....A/B/C	Vehicle's tyres were worn/insufficient tread (30)	
....A/B/C	Vehicle had defective lights or signals (31)	
....A/B/C	Vehicle had defective brakes (32)	
....A/B/C	Vehicle other (please supply details) (33)	
....A/B/C	**Site** had poor road surface (34)	
....A/B/C	Site had poor/no street lighting (35)	
....A/B/C	Site had inadequate signing (36)	
....A/B/C	Site had steep hill (37)	
....A/B/C	Site had narrow road (38)	
....A/B/C	Site had bending/winding road (39)	
....A/B/C	Site had roadworks (40)	
....A/B/C	Slippery road at site (41)	
....A/B/C	High winds at site (42)	
....A/B/C	Earlier accident at site (43)	
....A/B/C	Other at site (please supply details) (44)	
....A/B/C	**Obscuration** of view due to obscured windows (45)	
....A/B/C	Obscuration of view due to glare from sun (46)	
....A/B/C	Obscuration of view due to glare from headlights (47)	
....A/B/C	Obscuration due to bend/winding road (48)	
....A/B/C	Obscuration due to stationary/parked vehicle (49)	
....A/B/C	Obscuration due to moving vehicle (50)	
....A/B/C	Obscuration due to buildings, fences, vegetation, etc. (51)	
....A/B/C	Obscuration due to Weather (e.g. mist or sleet) (52)	
....A/B/C	Failed to see pedestrian or vehicle in blindspot (53)	
....A/B/C	**Animal** out of control (54)	

Details of any **OTHER** factors:

Reporting Officers Submissions

The O.I.C. must indicate the actions that C.J.O. should complete:
- ☐ Send N.I.P. Vehicle No.: ☐☐
- ☐ Send 1216 Vehicle No.: ☐☐
- ☐ DQ1 Drivers:
- ☐ VQ1 Vehicle No.: ☐☐
- ☐ Obtain Statements/ Send Questionnaires
- ☐ Other (specify):

Tick if included:
- ☐ Proforma Statement
- ☐ Witness Statements
- ☐ Sketch Plan Copy of PNB
- ☐ Contemp Notes
- ☐ Other (specify):

Reporting Officer

Name:

Signature:

Force No.: ☐☐

Area Supervisor's Decision

Comments:

Tick if included:
- ☐ **Registration & Return to O.I.C**
- ☐ **To C.J.O. for:** ☐ Prosecution ☐ Caution - Letter ☐ NFA - Letter ☐ Obtain further evidence

Supervisor

Name:

Signature:

Force No.: ☐☐

Form XYZcf4 — Criminal Justice CJ 00/00

Appendix C

Consultation & reviews

1. Introduction

This Appendix describes the arrangements for consulting users and providers of the road accident statistics. It also discusses the regular reviews of the Stats 19 road accident statistics specification, describing the changes to the Stats 19 specification in 2005 and the future recommendations resulting from the recent (2008) review.

2. The Liaison Group on Road Accident Statistics (LGRAS)

Transport Scotland (TS) consults the Liaison Group on Road Accident Statistics (LGRAS), whose members include representatives of each Police Force and of the Association of Chief Police Officers (Scotland), of some individual local authorities and of the Society of Chief Officers of Transportation in Scotland, and of other types of user of the statistics, including the Royal Society for the Prevention of Accidents, the Institute of Road Safety Officers in Scotland, a transport consultant, and an academic researcher. LGRAS meets, on average, once a year. It discusses matters such as the arrangements for the supply of the road accident statistics data, the quality of the information collected and implications of using the data for certain purposes, the likely availability of other information, proposals for changes to the Stats 19 road accident statistics specification, and improvements.

Further details of LGRAS (including papers and minutes) are available at:
https://www.transport.gov.scot/our-approach/statistics#42757

3. The Standing Committee on Road Accident Statistics (SCRAS)

Users and providers of reported road accident statistics across Great Britain are consulted via the Standing Committee on Road Accident Statistics (SCRAS), chaired by the Department for Transport (DfT). Its members include representatives Police Scotland, TS, and other interested parties from across Great Britain. SCRAS is responsible for reviewing the GB-wide Stats 19 road accident statistics specification (see below) and discusses other aspects of the collection and use of the road accident statistics.

Further information is available from Anil Bhagat at the DfT (Tel: 020 7944 3078) or http://tinyurl.com/pqjh3ez .

4. Reviews of the Stats 19 road accident statistics specification

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews (led by SCRAS) as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection. The results of the most recent review, including results of the public consultation were published by the DfT on 5 August 2010. The review made a number of recommendations for change to the process, coverage and definition of the Stats 19 collection system which was implemented in 2013. Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http:/dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

The review process

Scoping papers and questionnaires are published on the DfT's website and users and providers of road accident statistics across Great Britain are invited to provide their views and to suggest other possible improvements.

SCRAS and its working groups then consider all the suggestions for changes, and produced interim recommendations, (usually discussed at LGRAS). Subsequently, SCRAS and its working groups revise and further develop proposals for changes.

The 2002 review resulted in changes implemented at the start of 2005 (see Appendix B for detail of these. Copies of the list of changes, and the guidance notes (Stats 19, Stats 20 and Stats 21) are available from the Methods and Background section of:
https://www.transport.gov.scot/our-approach/statistics#42755

The report of the 2002 review is available from the National Statistics website – go to:
http://tinyurl.com/8hkl8sf

The variables and code-lists used from 1999 to 2004 inclusive were shown in Appendix B of *Road Accidents Scotland 2004*. A summary of the changes which took effect from January 2005 appeared in Section 6 of Appendix C of *Road Accidents Scotland 2005*.

Appendix D

Definitions used in road accident statistics, and some other points to note

1. 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 (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some accidents. Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in serious injury.

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of accidents which is categorised as serious. For example, the distinction between serious and slight injuries could be affected by factors such as changes in hospitals' admission policies. All else being equal, the number of serious injury cases would rise, and the number of slight injury cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury. The increase in the number of serious injury accidents in 1994 was partly attributed to a change in the health boards' policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35% 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.

2. Other definitions

Accident: The statistical returns include only those accidents which result in personal injury, which occur on roads (including footways), in which a vehicle is concerned, and which become known to the police. The vehicle need not be moving and it need not be in collision. The statistics are therefore of injury road accidents only: damage-only accidents are not included in the figures.

Adults*:* People aged 16 and over.

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). Therefore, an accident on a motorway in an urban area would *not* be counted as occurring on a built-up road, because the speed limit on the motorway is 70mph. An accident on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a built-up road, because the normal speed limit is 70mph.

Buses and coaches*:* Include works' buses and (in past years) trams and trolley buses. Vehicles are coded according to their construction, irrespective of their use at the time of the accident. Thus, vehicles of bus construction which are privately licensed are included under 'buses and coaches', while Public Service Vehicle licensed minibuses are included under minibuses.

Cars*:* Include estate cars and three-wheeled cars.

Casualty*:* A person killed or injured in an accident. One accident may give rise to several casualties.

Children*:* People under 16 years old.

Darkness*:* From half an hour after sunset to half an hour before sunrise, ie 'lighting-up time'.

Drivers*:* Persons in control of vehicles other than pedal cycles and two-wheeled motor vehicles.

Goods vehicles*:* Vans, lorries, tankers, milk floats, tractor units travelling without their trailer units.

Heavy goods vehicles*:* From 1994, heavy goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of more than 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of more than 1.5 tons (1.52 tonnes).

Junction*:* A place at which two or more roads meet, whatever the angle of the axes of the roads (including roundabouts), or within 20 metres of such a place.

***Killed**:* Sustained injuries which caused death less than 30 days after the accident.

***Light goods vehicles**:* From 1994, light goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of up to 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of 1.5 tons (1.52 tonnes) or less.

***Major roads**:* Motorways and A roads.

***Minor roads**:* B roads, C roads and unclassified roads.

***Motorcycles**:* Includes all two wheeled motor vehicles.

***Motorists**:* The drivers or riders of motor vehicles (including, for example, motorcyclists).

***Motorways**:* Include A(M) roads.

***Non built-up roads**:* Roads for which the normal speed limit (*ignoring* any temporary speed limits) is more than 40mph.

***Other vehicles**:* Include ambulances, fire engines, pedestrian-controlled vehicles with motors, railway trains or engines, refuse vehicles, road rollers, tractors, excavators, mobile cranes, tower wagons, army tanks, etc – and from 1999, motor caravans. Other non-motor vehicles include those drawn by an animal, ridden horses, invalid carriages without motor, street barrows, etc.

***Passengers**:* Occupants of vehicles, other than the person in control, including pillion passengers.

***Pedal cycles**:* Including toy cycles ridden on the carriageway, tandems and tricycles. Pedal cyclists includes any passengers of pedal cycles.

***Pedestrians**:* Includes people riding toy cycles on the footway, people pushing bicycles, people pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

***Riders**:* People in control of pedal cycles or two-wheeled motor vehicles.

***Road users**:* Pedestrians and vehicle riders, drivers and passengers.

***Trunk roads**:* Roads for whose upkeep Scottish Government Ministers are responsible.

***Users of a vehicle**:* All occupants, ie driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

***Vehicles involved in accidents**:* Any vehicle directly involved in an accident where at least one injury is sustained by a pedestrian or vehicle driver, rider or passenger. Vehicles which collide after the initial accident which caused injury are not included, unless they aggravate the degree of injury or lead to further casualties.

3. Some other points to note

Driver and casualty postcodes, and estimated distances between homes and the locations of accidents

Postcodes were added to the Stats 19 returns in 1999. It was accepted that their collection would have to be phased in, as they became readily available from police administrative systems. Indeed, the Stats 20 instructions state if the postcode is not immediately available, leave blank. As a result, blank (or the not known code) is used more often than should be the case in future. There are also codes for non-UK residents and for parked and unattended vehicles.

The straight line (or as the crow flies) distance between the location of the accident and the home of a driver, rider or casualty was estimated using the postcode of the person's home. The grid co-ordinates of the centre of the postcode were obtained from the General Register Office for Scotland's postcode directory file. These were taken as an approximation to the grid co-ordinates of the person's home, and used in conjunction with the grid co-ordinates of the location of the accident (as reported by the police) to estimate the distance. A similar approach was used in the small proportion of cases where there was only the start of a postcode (eg the police might record EH10 if they knew that someone lived in Edinburgh 10, but they could not provide the full postcode) or where only the postal district or postcode sector could be matched with the postcode directory. A distance could not be estimated if the postcode were blank, coded not known or non-UK resident, did not contain a valid postal district, or were for a place outwith Scotland.

Vehicle type: coding of motor caravans

The vehicle type code formerly used for 'Minibus/motor caravan' (code 10) was changed in 1999:

- ***Minibus**:* the code 10 category now covers only minibuses;
- ***Motor caravans*** are not identified as a separate category – they are now included with 'Other motor vehicles' (code 14)

As a result, the figures for the categories described in the tables as minibus and other are on different bases for (a) 1998 and earlier years and (b) 1999 and later years. The scale of the discontinuity is not known, because motor caravans have not been identified separately in the statistical returns. However, it is likely that this change has contributed to the fall in the minibus figures between 1998 and 1999, and the rise in the other figures.

Other changes to Stats 19 codes

Changes to the code lists for Stats 19 variables may affect the comparability of the data recorded for the detailed codes. However, they seldom affect the categories for which results are reported in *Reported Road Casualties Scotland*. For example, when the *Scottish Executive (SE)* converted its data for 2004 and earlier years to be on the basis of the new (2005 onwards) code-lists:

- in some cases SE could determine the new code value from the old codes which had been recorded. This was straightforward in cases where only one *new* code corresponded to any particular old code (or combination of old codes). For example, with effect from the start of 2005, the old Road Type codes 3 (dual carriageway – 2 lanes) and 4 (dual carriageway – 3 or more lanes) were replaced by a single new code 3

(dual carriageway) – so the new code value had to be 3 whenever the old code was either 3 or 4.

- in other cases, it was impossible to deduce the new code value from data recorded on the old basis. For example, with effect from the start of 2005, the old Type of Vehicle code 04 (motorcycle over 125 cc) was replaced by *two* new codes (04 – motorcycle over 125 cc and up to 500 cc and 05 – motorcycle over 500 cc). In such a case, SE could *not* derive the correct 2005 code for every over 125 cc motorcycle involved in an accident in 2004 or earlier years, because it did not know their engine capacities. All that SE could do was to allocate whichever of the new codes was the more likely to be correct. DfT's vehicle licensing statistics show many more motorcycles over 500 cc than over 125 cc and up to 500 cc. Therefore, SE allocated a new code 05 (i.e. over 500 cc) whenever the old code was 04. However, **the *Road Accidents Scotland* tables were unaffected because they grouped all types of motorcycle together** (so it did not matter, for the purposes of those tables, which detailed motorcycle code had been allocated). For similar reasons, changes to other variables' code-lists in 1999 or 2005 should not affect the figures published in *Road Accidents Scotland*

4. Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or accident or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain.

These estimates are based on data from a very small cross-section of the roads in Scotland: traffic counts taken at under 800 sites per year plus data from automatic traffic counters at about two dozen sites in Scotland (which are combined with data from similar sites in England and Wales).

DfT's estimates are based on an urban/rural classification of roads, *not* on the built-up/non built-up classification of roads used in the traffic estimates that were made up to 2002 (which is still used for the accident and casualty statistics). In general:

- an *urban* road is a road (other than a Motorway) that lies within the boundaries of an urban area with a population of 10,000 or more in 2001;
- a *built-up* road is one that has a speed limit of 40 m.p.h. or less

As traffic on a particular road can be classed as rural whilst accidents occurring on it classed as built-up, it would be incorrect to estimate an area's accident rate for built-up roads by dividing its number of accidents on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up accident rates are provided in Table 5 *only* for Scotland *as a whole* – and these estimates may *not* be precise, due to the nature of the classifications.

The DfT traffic estimates provide only a *rough* indication of the likely total volume of traffic in each Council area. These are *not* National Statistics. For example, DfT believes that its estimates of the volume of traffic on minor roads (i.e. B, C and unclassified roads) for Scotland *as a whole* are of acceptable quality. However, the 320 or so counts now taken per year at minor road sites across Scotland represent an average of 10 per local authority per year – clearly too few to be the basis of reliable estimates for individual local authority areas for each year. DfT therefore estimate the total volume of traffic on minor roads in individual local authority areas in other ways (outlined in *Scottish Transport Statistics)*. The resulting estimates, which are consistent with the overall totals for Scotland

as a whole, provide only a broad indication of the likely total volume of traffic on minor roads in each local authority area. As a result:

- it is not possible for DfT to quantify the possible margins of error around them;
- they are not classed as National Statistics;
- more detailed breakdowns of the estimates for individual local authority areas (e.g. separately for B, C and unclassified roads; or for urban roads and rural roads) are not published

In addition, DfT's estimates of traffic on major roads in each local authority area are also not classed as National Statistics. They too are based on limited data: as manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site. Therefore, DfT notes that there could be large errors in its traffic estimates for the major roads in some of the smaller local authority areas. Similar considerations apply to DfT's estimates of the total volume of traffic on all roads in each area, which are produced by adding together its estimates of traffic on major roads and on minor roads.

In conclusion: DfT provides its estimates of the volume of traffic in each local authority area as the best that it can produce from the limited amount of data available to it – rough indications of the likely volume of traffic in each area, for use with caution, as no better estimates are available.

Appendix E

Local Government Reorganisation and the Trunk Road Network

1. Introduction

This Appendix explains how statistics for the areas of the new Councils were produced for the period prior to local government reorganisation on 1 April 1996. It then describes the trunk road network the changes made to it then, and their effect on the statistics. The next section is about identifying accidents which occurred prior to 1 April 1996 on the roads which formed the post- 1 April 1996 trunk road network, so that figures could be produced on a consistent basis pre- and post-1996. Subsequent sections explain how the effect of the change for individual Council areas can be assessed, how the 1994-98 averages for trunk roads and local authority roads were calculated, and how accident and casualty rates for 1995 and earlier years were calculated. The final section mentions how the statistics for some types of road in some areas may be affected by the opening of new roads.

2. Local Government re-organisation

The reorganisation of local government established new Councils with effect from 1st April 1996, to replace the former Regions, Districts and Island Areas.Statistics for the areas covered by the new Councils for earlier years (back to 1981) were derived in three ways:

a. in the case of the former Island Areas, by allocating all the accidents which occurred in each Island Area to the relevant Council.
b. in those cases where a whole District fell in a new Council's area, by allocating all the accidents which occurred in that District to the area of the new Council.
c. in the case of accidents occurring in the five Districts which had major parts falling in several new Councils' areas, by a special exercise, which used the grid co-ordinates recorded for each individual accident to allocate it to the area of one of the new Councils, using a computer mapping system. This was successful for 99% of accidents for these five Districts, consistently over all years from 1981. The remaining 1% of the accidents in the five Districts were assigned to the new Council in which the majority of the District's accidents fell. This should cause only a very small error (considerably less than 1%) for any of the new Councils, in any year.

3. The Trunk Road Network

Trunk roads are those roads for whose upkeep Scottish Ministers are responsible. The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

a. provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
b. define nationally important routes which will be developed in line with strategic national transport demands; and
c. ensure that those roads which are of predominantly local importance are managed locally.

Currently, the trunk road network in Scotland consists of all the Motorways plus some (but not all) of the A roads. In some cases, the trunk road network may include the whole of a particular road; in other cases, only certain stretches of a road may be part of the trunk road network. For example, only that part of the A7 which runs south of the junction with the

A6091 near Galashiels is part of the current trunk road network: the northern part is *not* a trunk road.

4. Changes to the trunk road network in April 1996, and their effect on the statistics

Following the review of the trunk road network, several changes were made with effect from 1st April 1996 (coinciding with the reorganisation of local government). Some roads (or stretches of road) which had previously been part of the trunk road network were transferred to local authority control: examples include the A7 from near Edinburgh to near Galashiels, and the A91 from the M90 to St Andrews. Some roads which had previously been the responsibility of local authorities became part of the new trunk road network: examples include the A720 Edinburgh City bypass east of the M8 extension and the A95 from Aviemore to Keith. The overall result was that, on 1st April 1996, about 214 miles of road ceased to be trunk road, and about 361 miles of road became trunk road.

Because of these changes to the trunk road network, the original figures for the numbers of accidents which occurred on trunk roads before and after 1st April 1996 were on different bases, and a comparison could be misleading. Comparisons of the figures for local authority roads could also be misleading, particularly when one looked at the figures for the areas covered by certain Councils, because they may relate to significantly different road networks before and after 1 April 1996.

5. Identifying accidents which occurred before April 1996 on the roads which formed the post- 1 April 1996 trunk road network, to enable comparison of the numbers before and after 1996

In order to get figures for some of the years before 1996 which were on the basis of the post- 1 April 1996 road network, a special exercise was undertaken. This identified, from among the accidents which took place between 1st January 1992 and 31st March 1996, those which occurred on the stretches of road which form the new trunk road network (i.e. the trunk road network that took effect from 1st April 1996). As a result, the information that is available in the Transport Statistics branch database enables figures to be produced for the numbers of road accidents on trunk roads, and on local authority roads, using the following definitions of the status of the road:

a. status *at the time* of the accident - these figures are available for all years
b. status in terms of the *old* network - available up to 31 March 1996 only
c. status in terms of the *new* network - available for all years from 1992

It should be noted that the definitions under (b) and (c) above should, strictly speaking, be expanded:

i. For accidents which occurred *before* 31st March 1996, (b) is actually the status *at the time* of the accident (rather than the status *at 31 March 1996*): the two will differ in the case of any roads whose status changed *before* 31 March 1996. For example, if a road ceased to be a trunk road on (say) 15 May 1994, then definition (b) would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.
ii. For accidents which occurred *after* 1st April 1996, © is actually the status *at the time* of the accident (rather than the status *at 1 April 1996*): the two will differ in the case of any roads whose status changed *after* 1 April 1996. For example, if a road ceased to be a trunk road on (say) 8 July 1996, then definition © would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.

6. Assessing the effect of the April 1996 changes on the figures for trunk roads and for local authority roads, for individual local authority areas

Because data for 1992 to 1995 are available both on the basis of the old trunk road network and on the basis of the new trunk road network, one can see the extent of the change in the number of accidents on the trunk road network that was caused by the transfer of roads (or stretches of roads) between the trunk road network and the local authority road network. Similarly, one can compare the figures on the two bases for the local authority road network to see the extent of the change in the total number of accidents on that network that was caused by the transfers.

1992-95 averages on both bases were included in, for example, Tables 4 and 40© of *Road Accidents Scotland 2000*. The figures in the first of these tables showed that the April 1996 changes had little effect on the trunk road network's overall share of the total number of accidents in Scotland as a whole. However, the figures in the second table showed that the changes did have a noticeable effect on the trunk road network's share in some parts of Scotland. For example, the 1992-95 annual average number of casualties, on all types of road, in the area which is now covered by Highland Council was 1,079. Of these, an average of 423 (39%) occurred on the roads which formed the pre- 1 April 1996 trunk road network, and 495 (46%) occurred on the roads which formed the post- 1 April 1996 trunk road network. Therefore, the April 1996 changes could have a noticeable effect on the 1994-98 averages for trunk roads and local authority major roads for some local authority areas.

7. How the statistics for some types of road in some areas may be affected by the opening of new roads

Finally, it should be noted that analysis by type of road does *not* take account of changes in the numbers of accidents which result from *traffic* transferring from one kind of road to another when a new road opens. For example, when a new road is built, the majority of the traffic which uses it may be traffic that previously used another road. In some cases (eg when a motorway is constructed to replace an existing trunk road) the original road which carried the traffic may cease to be a trunk road when the new road opens, because the new road replaces it as a trunk road. However, the records of the accidents which occurred on the original road will continue to show that they occurred on the original road: they will *not* be amended to be counted against the new road. In such a case, when the statistics are analysed on the basis of the new networks, those accidents which occurred on the original road will be counted as occurring on what is now part of the new local authority road network, and those accidents which occurred on the new road will be counted as occurring on the new trunk road network. When one looks at series of figures for the new networks for a number of years, which span the year of the change, the figures for the new local authority network would fall, and the figures for the new trunk road network might rise, in the year in which the new road was opened, because of the transfer of traffic from the original road (which was a trunk road then, but is now part of the local authority road network) to the new road (which is part of the new trunk road network).

APPENDIX F
Frequency of use of values of most STATS 19 variables: 2018

This annex lists most of the "Stats 19" variables, showing the values which were used in the returns for the latest year and the number of times each was used. Variables such as "grid co-ordinates" and "road number" are not listed, because they have many possible values.

Reported attendant circumstances variables

Police Force	
Northern	438
Grampian	424
Tayside	406
Fife	327
Lothian & Borders	1,475
Central	327
Strathclyde	2,767
Dumfries & Galloway	259

Month	
January	554
February	501
March	455
April	460
May	549
June	581
July	515
August	606
September	545
October	547
November	578
December	532

Severity of Accident	
Fatal	150
Serious	1,369
Slight	4,904

Local Authority	
Aberdeen City	135
Aberdeenshire	240
Angus	126
Argyll & Bute	156
Clackmannanshire	36
Dumfries & Galloway	259
Dundee City	96
East Ayrshire	163
East Dunbartonshire	59
East Lothian	128
East Renfrewshire	70
Edinburgh, City of	772
Eilean Siar	21
Falkirk	164
Fife	327
Glasgow City	910
Highland	394
Inverclyde	79
Midlothian	119
Moray	49
North Ayrshire	147
North Lanarkshire	382
Orkney Islands	10
Perth & Kinross	184
Renfrewshire	210
Scottish Borders	173
Shetland Islands	13
South Ayrshire	125
South Lanarkshire	382
Stirling	127
West Dunbartonshire	84
West Lothian	283

Speed Limit	
20	577
30	3,100
40	356
50	233
60	1,716
70	441

Junction Control	
Not at or near junction	3,097
Authorised person	16
Automatic traffic signal	594
Stop sign	37
Give way or uncontrolled	2,676
Unknown	3

Weather Conditions	
Fine	4,838
Raining	876
Snowing	148
Fine high winds	100
Raining high winds	151
Snowing high winds	41
Fog mist	28
Other	113
Unknown	128

First road class	
Motorway	303
A(m)	17
A	2,922
B	893
C	235
Unclassified	2,053

Second road class	
No second road class	3,149
Motorway	64
A(m)	1
A	511
B	260
C	115
Unclassified	2,323

Light Conditions	
Daylight	4,755
Dknss:lights present lit	1,047
Dknss:lights present unlit	45
Dknss: no lights	539
Dknss: lights unknown	37

Pedestrian Crossing - Human Control	
None within 50 metres	6,355
School crossing patrol	30
Other authorised person	38

Road Type	
Roundabout	335
One way street	118
Dual carriageway	1,026
Single carriageway	4,842
Slip road	64
Unknown	38

Pedestrian Crossing - Physical Facilities	
None within 50m	5,335
Zebra crossing	76
Pelican, puffin or similar	366
Pedestrian phase at lights	526
Footbridge or subway	7
Central refuge	108
Unknown	5

Junction Detail	
Not at or within 20 metres	3,098
Roundabout	461
Mini Roundabout	45
T or staggered junction	1,623
Slip Road	114
Crossroads	501
Junction >4 arms (not rd'bt)	66
Private drive	147
Other junction	368

Road Surface Conditions	
Dry	4,006
Wet or damp	2,051
Snow	154
Frost or ice	167
Flood over 3cm deep	23
Unknown	22

Special Conditions at site	
None	6,240
Automatic traffic signal out	9
Automat traffic sig part defective	4
Road sign defective or obscured	15
Roadworks	85
Road surface defective	23
Oil or diesel	29
Mud	16

Carriageway hazards	
None	6,265
Veh load in cgwy	5
Other object in cgwy	66
Involved prev accdnt	15
Ped in cgwy not inj	18
Animal in cgwy-not horse	52

Did a police officer attend?	
Yes	5,501
No-accident reported over counter	911

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force

Northern	723
Grampian	757
Tayside	697
Fife	584
Lothian & Borders	2,613
Central	595
Strathclyde	4,985
Dumfries & Galloway	445

Month

January	919
February	867
March	800
April	823
May	997
June	1,050
July	935
August	1,095
September	975
October	959
November	1,058
December	921

Breath test

Not applicable	148
Positive	150
Negative	5,805
Not requested	3,210
Refused to provide	28
Driver not contacted	1,492
Not provided (medical)	564
Unknown	2

Sex of driver

Male	7,415
Female	3,429
Not traced	555

Vehicle Reference Number

1	6,423
2	4,097
3	648
4	156
5	36
6	16
7	6
8	4
9	3
10	2
11	1
12	1
13	1
14	1
15	1
16	1
17	1
18	1

Type of Vehicle

Pedal cycle	657
Moped	24
Motorcycle to 125cc	168
Motorcycle over 125cc	155
Motorcycle over 500cc	293
Taxi	201
Car	8,367
Minibus (8-16 pass)	32
Bus coach (17 or more pass)	298
Ridden horse	2
Agricultural vehicle	53
Tram light rail	5
Van/Goods to 3.5t mgw	759
Goods 3.5t to 7.5t mgw	58
Goods 7.5t mgw and over	215
Mobility scooter	4
Other vehicle	75
Motorcycle unknown cc	17
Goods vehicle unknown wgt	13

Manoeuvres

Reversing	157
Parked	458
Wtg go ahd held up	642
Slowing/stopping	904
Moving off	499
U turn	106
Turning left	323
Wtg turn left	56
Turning right	946
Wtg turn right	204
Changing lang left	89
Changing lane rght	89
Overtkg mvg veh offs	257
Overtkg sty veh offs	111
Overtkg nrsde	81
Ahead lh bend	585
Ahead rh bend	603
Ahead other	5,281
Unknown	1

Junction location of vehicle

Unknown	18
Not at or within 20 metres	5,280
Approach junction or wait/park approach	3,008
Cleared junction or wait/park at exit	526
Leaving roundabout	205
Entering roundabout	330
Leaving main road	178
Entering main road	321
Entering from slip rd	57
Mid-junction on roundabout/main road	1,476

Skidding and overturning

None	9,845
Skidding	884
Skid overtd	284
Jacknifed	12
Jacknifed overturned	1
Overturned	368
Unknown	5

Hit object in carriageway

Unknown	8
None	10,910
Previous accident	4
Road works	6
Parked vehicle	176
Bridge roof	3
Bridge side	22
Bollard refuge	40
Open door vehicle	15
Central island roundaboutt	18
Kerb	124
Other object	53
Animal excluding ridden horse	20

Vehicle leaving carriageway

Unknown	4
Did not leave c'way	9,574
Left c'way nearside	934
Left c'way nearside rebound	116
Left c'way ahead junction	59
Left c'way offside onto central reservation	52
Left c'way offside onto central res & rebound	22
Left c'way offside and crossed central res	10
Left c'way offside	558
Left c'way offside and rebounded	70

Hit object off carriageway

Unknown	10
None	10,067
Road sign traffic signal	98
Lamp post	88
Telegraph pole electricity pole	34
Tree	164
Bus stop bus shelter	5
Central crash barrier	79
Nearside or offside crash barrier	134
Submerged in water	5
Entered ditch	134
Other permanent object	149
Wall or fence	432

First point of impact

Unknown	7
None	517
Front	5,728
Back	1,979
Offside	1,672
Nrside	1,496

Towing and Articulation

No towing or articulation	11,194
Articulated vehicle	117
Double or multiple trailer	7
Caravan	4
Single trailer	64
Other tow	7
Unknown	6

Hit and run

Other	10,819
Hit run	426
Non-stop vehicle, not hit	134
Unknown	20

Vehicle location at time of acc - Lane

Unknown	12
On main carriageway	11,090
Tram light rail track	6
Bus lane	61
Busway	3
Cycle lane	40
Cycleway	7
On lay-by hard shldr	54
Entering lay-by hard shldr	15
Leaving lay-by hard shldr	32
Footway	79

Journey Purpose of driver/rider

Journey part of work	1,875
Commuting to/from work	1,486
Taking pupil to/from school	95
Pupil riding to/from school	17
Other	4,054
Not known	3,864

Was vehicle left hand drive

No	11,338
Yes	51
Unknown	10

Vehicle movement from/to	
Unknown	12
Parked	461
U turn frm n	14
N to ne	9
N to e	83
N to se	32
N to s	1,775
N to sw	32
N to w	223
N to nw	6
Ne to n	9
U turn frm ne	4
Ne to e	2
Ne to se	28
Ne to s	26
Ne to sw	350
Ne to w	23
Ne to nw	59
E to n	233
E to ne	3
U turn frm e	31
E to se	10
E to s	91
E to sw	21
E to w	1,857
E to nw	23
Se to n	16
Se to ne	64
Se to e	3
U turn frm se	5
Se to s	1
Se to sw	26
Se to w	8
Se to nw	355
S to n	1,822
S to ne	39
S to e	270
S to se	4
U turn frm s	20
S to sw	10
S to w	85
S to nw	22
Sw to n	17
Sw to ne	367
Sw to e	20
Sw to se	56
Sw to s	4
U turn frm sw	5
Sw to w	4
Sw to nw	27
W to n	76
W to ne	6
W to e	1,899
W to se	18
W to s	242
W to sw	11
U turn frm w	29
W to nw	3
Nw to n	4
Nw to ne	19
Nw to e	19
Nw to se	322
Nw to s	16
Nw to sw	61
Nw to w	3
U turn frm nw	4

Age of driver	
Unknown	717
0	12
5	3
6	6
7	2
8	4
9	12
10	6
11	10
12	2
13	6
14	9
15	6
16	16
17	94
18	200
19	211
20	225
21	206
22	220
23	207
24	233
25	234
26	226
27	246
28	210
29	247
30	251
31	221
32	238
33	215
34	215
35	210
36	211
37	191
38	209
39	218
40	230
41	151
42	178
43	161
44	182
45	203
46	208
47	219
48	203
49	207
50	212
51	210
52	199

Age of driver	
53	205
54	215
55	207
56	190
57	167
58	170
59	137
60	162
61	120
62	116
63	114
64	111
65	65
66	76
67	83
68	77
69	74
70	79
71	76
72	64
73	61
74	49
75	42
76	38
77	57
78	37
79	40
80	37
81	35
82	26
83	35
84	31
85	25
86	9
87	9
88	14
89	12
90	9
91	6
92	2
93	1
98	3
99	1

Reported casualty variables

Police Force	
Northern	603
Grampian	572
Tayside	534
Fife	427
Lothian & Borders	1,937
Central	444
Strathclyde	3,536
Dumfries & Galloway	358

Month	
January	688
February	621
March	590
April	646
May	716
June	786
July	686
August	792
September	709
October	715
November	765
December	697

Sex of casualty	
Unknown	10
Male	4,838
Female	3,563

Road user	
Pedestrian	1,253
Pedal cycle	637
Motor cycle	640
Car	5,079
Taxi	104
Minibus	20
Bus/Coach	230
Light goods vehicle	319
Heavy goods vehicle	73
Other	55

Severity of casualty	
Killed	161
Serious	1,582
Slight	6,668

Bus or coach passenger	
Not psv passenger	8,186
Boarding	13
Alighting	14
Standing passenger	65
Seated passenger	132

Use of seatbelt	
Not applicable	1,253
Worn independently confirm	666
Worn not independently confirm	1,829
Not worn	99
Unknown	4,564

Pedestrian direction	
Not pedestrian	7158
Pedestrian standing still	150
Heading North	256
Heading North East	27
Heading East	234
Heading South East	39
Heading South	211
Heading South West	32
Heading West	195
Heading North West	39
Unknown	70

Casualty Class	
Driver or rider	5,127
Passenger - vehicle/pillion	2,031
Pedestrian	1,253

Pedestrian location	
Not pedestrian	7,009
In carriageway, crossing pedestrian crossing	138
In carriageway, crossing in zig zag crossing approach	8
In carriageway, crossing in zig zag crossing exit	6
In carriageway crossing elsewhere within 50 metres	140
In carriageway crossing elsewhere	584
Footway or verge	111
On refuge, central island or central reservation	8
Centre carriageway not refuge, central island or reservation	59
In carriageway not crossing	151
Unknown other	197

Pedestrian movement	
Not pedestrian	7,158
Crossing driver nearside	431
Crossing driver nearside mskd	114
Crossing driver offside	290
Crossing driver offside masked	81
In carriageway stationary not crossing	78
In carriageway stationary not crossing masked	16
Walking in carriageway facing traffic	22
Walking in carriageway back to traffic	31
Unknown	190

Car passenger	
Not car passenger	6,671
Front seat car passenger	1,151
Rear seat car passenger	589

Pedestrian road maintenance worker	
Not a pedestrian	7,161
No	1,236
Yes	13
Not known	1

Cycle helmet worn	
Not cyclist	7,613
Yes	329
No	168
Not known	301

Age of casualty	
Unknown	27
0	14
1	11
2	31
3	31
4	37
5	34
6	40
7	41
8	52
9	68
10	51
11	61
12	76
13	75
14	63
15	68
16	81
17	124
18	170
19	179
20	200
21	171
22	174
23	151
24	181
25	184
26	159
27	165
28	152
29	183
30	159
31	142
32	154
33	153
34	149
35	143
36	145
37	109
38	125
39	135
40	134
41	88
42	115
43	105
44	128
45	114
46	137
47	138
48	120
49	137
50	135

Age of casualty	
51	115
52	129
53	129
54	135
55	132
56	107
57	136
58	112
59	81
60	97
61	85
62	84
63	96
64	77
65	52
66	58
67	64
68	68
69	66
70	57
71	60
72	49
73	67
74	47
75	47
76	40
77	49
78	37
79	36
80	42
81	42
82	19
83	32
84	25
85	24
86	14
87	18
88	14
89	16
90	8
91	11
92	3
93	2
94	1
95	3
96	1
97	1
98	3
99	1

Casualty Reference Number	
1	6,423
2	1,340
3	398
4	136
5	52
6	22
7	10
8	5
9	4
10	2
11	1
12	1
13	1
14	1
15	1
16	1
17	1
18	1
19	1
20	1
21	1
22	1
23	1
24	1
25	1
26	1
27	1
28	1
29	1

Vehicle Reference Number	
1	4,723
2	3,427
3	209
4	40
5	5
6	6
18	1

Appendix G

The calculation of the likely range of random year-to-year variation in road accident and casualty numbers for Scotland as a whole

1. Introduction

This Appendix describes the methods that were used to calculate the likely range of random year-to-year variation in road accident and casualty numbers for Scotland as a whole that are shown in Figures 2, 3, 4 and 5. Two different methods were used: a simple method for Figures 2, 3 and 5, and a more complex method for Figure 4.

2. Calculating the likely ranges of values for Figures 2, 3 and 5

In the case of Figures 2, 3 and 5, the likely ranges of values were calculated on the assumption that the numbers are the outcome of a Poisson process. This is a process in which events occur at random, with the probability of an event occurring depending upon the underlying rate of their occurrence (*not* upon how long it has been since a previous event, *nor* upon the number of events that have occurred in a recent period). For the purpose of producing these charts, it was assumed that the underlying rate of occurrence in each year is the same as the value of the 5-year moving average centred on that year. (That is why there are no grey dashed lines for the last two years: one cannot calculate a 5-year moving average centred on 2004 until one has the values for 2005 and 2006).

A characteristic of a Poisson distribution is that the mean and the (statistical) variance are the same. Because the numbers are all much larger than 100, the assumption of asymptotic normality applies, and one would expect only about 5% of cases to fall outwith a 95% confidence interval range of plus or minus two standard deviations. Therefore, the upper and lower limits shown on the chart were calculated simply as the moving average plus and minus twice the standard deviation (for smaller numbers, exact ranges could have been calculated using the inverse Chi-square distribution).In the case of Figures 2, 3 and 5, the standard deviation was taken to be the square root of the assumed variance (i.e. the square root of the assumed underlying rate, and therefore the square root of the moving average).

In terms of statistical theory, this approach is appropriate for the number of fatal accidents (shown in Figure 2). However, it is a simplification in the case of the numbers of casualties of various types (shown in Figures 3, 4 and 5), because they have *two* random elements: the occurrence of an accident, and the number of casualties in it. The numbers of casualties would therefore be expected to have a greater range of statistical variability than that resulting from a simple Poisson process. However, as it happens, the simple approach appears to suffice for Figures 3 and 5 (probably because the numbers involved are relatively small, and therefore, as discussed in Section 1.4 of the Commentary, the calculated ranges are quite wide in percentage terms) – but the larger numbers in Figure 4 require a more complex method of calculation of the likely range of values.

3. Calculating the likely range of values for Figure 4

An initial version of Figure 4 was produced using the approach described above – i.e. the numbers of casualties were assumed to be the result of a Poisson process whose underlying rate for each year was the moving average for that year. The standard deviation was simply calculated from the square root of the moving average, and the ranges were simply +/- twice this standard deviation. However, the initial version of the chart showed that this approach under-estimated greatly the variability of the figures, as over half the years (53%) had values which were outwith the calculated ranges.

It was noted earlier that the variation in the number of casualties is likely to be greater than that which would result from a simple Poisson process. A method to deal with this extra-Poisson variation is discussed in a paper by Washington State Department of Health, *Guidelines for using Confidence Intervals for Public Health Assessment* (published in 2002 and available at https://www.doh.wa.gov/Portals/1/Documents/1500/ConfIntGuide.pdf). The paper discussed the statistical problem of multiple admissions. For example, an asthma patient may be admitted many times, so that multiple admissions for an individual person are not likely to be independent of each other. A person who is hospitalised once for asthma is more likely to be hospitalised for asthma again than someone who has never been hospitalised for asthma. Therefore, the total count of admissions may not follow a Poisson distribution, and it is typical for the total count in such a situation to exhibit greater variability than would be expected from a Poisson process. As a result, simple methods of estimation (like those used to produce Figures 2, 3 and 5) will produce intervals which are too narrow.

The method proposed in the paper for calculating the variance in such a case is shown below.

For crude or age-specific rates, the rate is given by

$$\hat{R} = d/P \qquad (18)$$

where d is the number of hospitalizations and P is the population.

Then the variance of the rate is given by

$$\widehat{\mathrm{var}}(\hat{R}) = \frac{(\sum_{j=1}^{P} d_j^2) - d^2/P}{P(P-1)} \qquad (19)$$

where d_j is the number of hospital admissions for individual j. The summation only needs to be performed over the people in the population who have at least one hospital admission, since $d_j = 0$ for people who are not hospitalized, and they make no contribution to the sum.

There is a clear analogy here with the road casualty figures. In our terms:

- *d* is the number of killed and seriously injured casualties;
- d_j is the number of killed and seriously injured casualties for accident *j*;and
- *P* is the total number of injury accidents (including slight accidents)

We want to calculate the variance of *d*.

Because $R = d / P$ it follows that $d = R * P$
and the variance of *d* can be calculated from the variance of *R*.

The calculation of the variance of *R* requires one to sum the squares of the d_js – i.e. the squares of the numbers of people who were killed or seriously injured in each injury accident. These numbers were extracted from the Transport Scotland's computer database, which holds details of individual injury accidents back to 1979. For example, in 1979 there were 23,064 injury accidents. 14,800 of these had only slight casualties, 7,077 had one KSI casualty, 843 had two KSI casualties, 195 had three KSI casualties, and so on. The sum of the squares of the d_js is then simply (7,077 * 1^2) + (843 * 2^2) + (195 * 3^2) + and so on. The variance of *R* can therefore be calculated for each year for 1979 onwards. Because figures for the numbers of casualties in each injury accident are not available for earlier years, it is not possible to calculate variances on this basis for years before 1979.

There is an added complication in our case as the total number of injury accidents (our *P*), which was assumed to be the result of a Poisson process, is *also* subject to random year-to-year variation, and therefore also has a variance associated with it. The standard deviation here can be calculated in the simple way, just the square root of the moving average value.

Then, because $d = R * P$, the variance of *d* is calculated as the variance of *R* plus the variance of *P*. (There is no covariance between the d_j and the P_j, because the value of P_j is equal to one for every value of d_j, since each P_j is a single injury accident). The likely ranges of values are then calculated in the usual way, with the interval being +/- twice the standard deviation.

Figure 4 was prepared on this basis. This method appears to produce more realistic measures of the variability of the number of KSI casualties, but there are many years' figures (around a third) outwith the calculated ranges. The likely reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers, as discussed in Section 1.4 of the Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values.The method used to calculate the likely range of random year-to-year variation cannot take account of the effect of such changes.

Appendix H

Illustrating the likely ranges of random year-to-year variation in casualty rates for local authority roads for each local authority area

The following table and the accompanying charts were first published as Table 41 (b) in *Road Accidents Scotland 2005* in November 2006 and have now been updated using data for 2014 to 2018. They were initially prepared following a discussion, at a meeting of Liaison Group on Road Accident Statistics in June 2006, of the possible inclusion in *Road Accidents Scotland* of charts which compare road accident or casualty rates by local authority area, using a method which was described in a paper by Paul Hewson (Exeter University) in the June 2004 edition of *Traffic Engineering and Control*. This involves the production of so-called caterpillar plots. These are charts which show:

- the values in the latest year (or period) for each area, in order from lowest to highest (though in this case Local Authorities are grouped within police force area for ease of comparison); and
- the likely range of random statistical variation around each value (these indicate the likely maximum range of year-to-year variation in the figures due to the random nature of accidents – based on statistical theory, one would expect only 5% of values to be outwith this range)

Such charts allow one to see (for example) the kinds of areas which have the lowest rates, and whether certain areas' figures differ significantly (e.g. one can be sure that the values for two areas *do* differ significantly if there is *no* overlap between their likely ranges of random variation). Members of the Group felt that it would be useful to include such charts, but with some changes – for example, the local authorities should appear in the standard *Road Accidents Scotland* order, and the values should be provided in a table, for the benefit of those who wished to use the numbers.

The likely ranges of random year-to-year variation were calculated by assuming that the numbers of casualties are the outcome of a Poisson process (as in the Hewson paper). However, the method of calculation was simpler than that used by Hewson. The main features of the approach, which was applied using the numbers for each of the three types of casualty for each local authority area, are described below.

First, it was assumed that the annual average for a five year period provides the best estimate of the underlying rate of occurrence of casualties for the single year in the middle of that period. For example, it was assumed that the annual average for 2014 to 2018 provides the best estimate of the underlying rate of occurrence of casualties around 2016. This figure was then taken as representing the number of casualties that one would expect to arise in 2016, on the basis that these numbers are the outcome of a Poisson process.

A characteristic of a Poisson distribution is that the values of the mean and the (statistical) variance are the same. The annual average number of casualties for 2014 to 2018 was therefore used as the estimate of the variance of the number of casualties, and its square root was used as the estimate of the standard deviation of the number of casualties.

The likely range of random year-to-year variation around the expected number of casualties for 2016 was then estimated using the underlying rate for 2016 (the annual average for 2014 to 2018) and the estimated standard deviation. The ranges were calculated in a similar way to 95% confidence intervals – i.e.:

- if the relevant casualty count was less than 100, the ranges (like exact confidence intervals) were calculated using the inverse Chi-squared distribution, as a result of which:

    - the ranges are not symmetric about the expected number of casualties;
    - in cases where the numbers are small, it is not possible for the lower limit of the range to have a value of less than zero

- if the relevant casualty count was 100 or more, the Normal approximation was used – i.e. the range was based on the expected number of casualties plus or minus twice the estimated standard deviation

The estimated upper and lower limits to the likely ranges of casualty numbers were then divided by the traffic estimates (in 100s of million vehicle kilometres) to get the likely ranges of values of casualty rates (per 100 million vehicle-kilometres). As the traffic estimates tend to change only slightly from year to year, it was assumed, for simplicity, that they are not affected by any random variation (so there was no need to widen the confidence limits accordingly).

Two points should be noted:

- the calculation of the limits used the expected number of casualties (rather than the actual number of casualties) in 2016 in order to show how the actual casualty rate that arose in that year compares with the likely range of values for that year. This makes it easy to see which (if any) local authority areas had, by chance, casualty rates in 2016 that were particularly high (compared with the rates that would have been expected on the basis of the casualty numbers for the five year period centred on that year), and which areas had, by chance, particularly low casualty rates in 2016;
- the figures cover only local authority roads, in order that any comparison of the figures for different local authorities is not affected by the casualty rates of any trunk roads in those areas. Transport Scotland is responsible for the trunk road network – not local authorities. In general, Motorways and trunk A roads have lower accident rates than other types of road (as can be seen from Table 5[c]), so areas which have a higher proportion of traffic on (say) Motorways may tend to have lower casualty rates. Therefore, any comparison of the casualty rates for a number of local authority areas (such as the four large cities) will be more meaningful if the figures relate only to local authority roads and therefore are unaffected by any differences in the proportions of traffic on (say) Motorways in those areas.

The table presents the estimated limits of the likely ranges of values in 2016 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2016. The four charts show the numbers graphically. It will be seen that most of the actual rates fall within the likely ranges of values – but the following numbers of cases do not:

- (all ages) fatal casualty rate - one case;
- slight casualty rate - seven cases

Such out of range numbers are *not* a cause of concern, given that one would expect about 5% of cases to be outwith the estimated ranges (with 32 local authorities, one would expect

a couple of cases outwith the likely ranges for each of the three casualty rates). While seven out of range cases of the slight casualty rate is more than one would expect, it is *not* so many as to suggest that something is wrong with the method of calculating the ranges. Most of the out of range cases are only *slightly* outwith the likely ranges; and there is *no* suggestion of any clear bias in the figures, because some of them are above the upper limit and others are below the lower limit. In any case, one might expect that there would be more cases of out of range values for the slight casualty rate, because the numbers of casualties from which it is calculated are much higher than the numbers from which the other two rates are calculated. As mentioned in Appendix G) the larger the number, the smaller that the level of likely random variation is as a percentage of the value, and therefore the more likely it is that external factors (e.g. the results of various road safety measures) will have an effect which is greater than that which would be expected due to random year-to-year variation alone – and, therefore, the more likely it is that there will be out-of-range values.

http://www.transportscotland.gov.uk/analysis/statistics

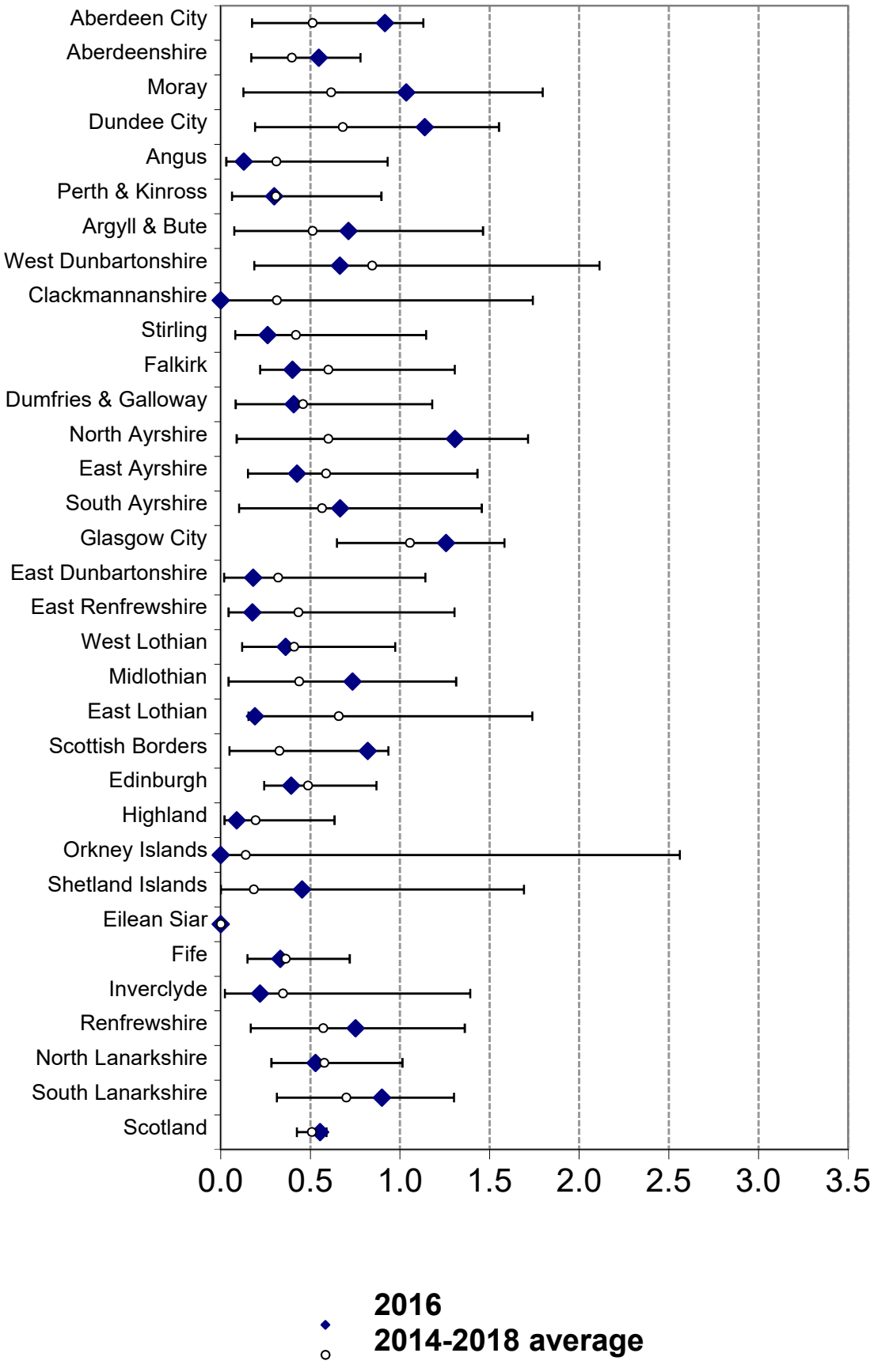
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres by police force division, council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2016 rates, with the likely range of values around the 2014-2018 annual average casualty numbers

		Likely range of values			Likely range of values			Likely range of values			Likely range of values	
	Child Killed and Seriously Injured casualty rate 2016	Lower	Upper	All ages Killed casualty rate 2016	Lower	Upper	All ages Seriously injured casualty rate 2016	Lower	Upper	Slight casualty rate 2016	Lower	Upper
North East												
Aberdeen City	0.92	0.17	1.13	0.18	0.04	0.73	4.58	3.71	6.44	11.4	10.7	14.9
Aberdeenshire	0.55	0.17	0.78	0.65	0.31	1.04	6.08	4.85	6.96	11.3	9.5	12.4
Moray	1.04	0.13	1.80	1.24	0.13	1.80	6.42	3.40	7.68	8.3	5.8	11.0
Tayside												
Dundee City	1.14	0.19	1.55	0.14	0.00	0.79	3.70	2.35	5.31	18.8	13.2	19.1
Angus	0.13	0.03	0.93	0.65	0.21	1.50	3.49	2.87	5.90	12.3	11.8	17.1
Perth & Kinross	0.30	0.06	0.90	0.40	0.20	1.26	3.38	3.05	5.75	9.9	10.0	14.4
Argyll & West Dunbartonshire												
Argyll & Bute	0.71	0.08	1.46	0.89	0.08	1.46	5.88	3.10	6.96	16.8	15.9	23.3
West Dunbartonshire	0.67	0.19	2.11	0.44	0.01	1.24	4.66	2.03	5.77	21.5	17.7	26.5
Forth Valley												
Clackmannanshire	0.00	0.01	1.74	0.00	0.00	1.15	4.38	1.50	5.75	20.0	13.9	23.6
Stirling	0.26	0.08	1.15	0.00	0.05	1.05	3.53	2.54	5.44	19.2	12.9	18.5
Falkirk	0.40	0.22	1.31	0.10	0.02	0.72	4.51	2.77	5.33	23.7	17.6	23.2
Dumfries & Galloway	0.41	0.08	1.18	1.22	0.18	1.48	5.16	3.73	7.18	25.5	20.9	28.0
Ayrshire												
North Ayrshire	1.31	0.09	1.71	0.44	0.05	1.55	5.45	4.25	9.04	35.5	25.0	34.9
East Ayrshire	0.43	0.15	1.43	0.28	0.03	1.01	3.13	2.43	5.41	22.9	17.4	24.0
South Ayrshire	0.67	0.10	1.46	1.00	0.10	1.46	6.82	3.77	7.70	25.3	18.5	26.1
Greater Glasgow												
Glasgow City	1.26	0.65	1.58	0.34	0.27	0.95	7.30	6.24	8.59	60.9	50.8	57.1
East Dunbartonshire	0.18	0.02	1.14	0.00	0.00	0.66	2.53	1.23	3.96	21.5	14.0	21.1
East Renfrewshire	0.18	0.04	1.30	0.00	0.00	0.00	3.00	1.32	4.13	15.7	12.6	19.4
Lothians & Scottish Borders												
West Lothian	0.36	0.12	0.97	0.18	0.05	0.78	3.35	2.61	4.94	32.9	28.3	34.9
Midlothian	0.74	0.04	1.31	0.55	0.00	1.01	5.51	3.53	7.57	26.3	21.1	29.5
East Lothian	0.19	0.15	1.74	0.19	0.00	1.02	4.96	3.55	7.61	25.8	21.6	30.1
Scottish Borders	0.82	0.05	0.94	0.94	0.29	1.61	5.74	4.13	7.43	19.5	15.9	21.7
Edinburgh	0.39	0.24	0.87	0.39	0.11	0.61	7.04	5.13	7.17	47.2	40.6	46.0
Highlands & Islands												
Highland	0.09	0.02	0.63	0.62	0.30	1.39	2.94	1.92	3.97	18.1	16.9	22.0
Orkney Islands	0.00	0.00	2.56	0.69	0.00	3.25	4.14	0.76	7.11	14.5	5.8	17.2
Shetland Islands	0.45	0.00	1.69	0.00	0.01	2.56	2.27	0.50	4.70	14.5	6.5	15.6
Eilean Siar	0.00	-	-	0.00	0.01	2.45	2.03	0.48	4.51	9.3	7.3	16.5
Fife	0.33	0.15	0.72	0.29	0.13	0.69	3.52	2.56	4.16	18.7	14.4	17.8
Renfrewshire & Inverclyde												
Inverclyde	0.22	0.02	1.39	0.44	0.01	1.21	3.51	1.35	4.55	21.1	14.7	22.8
Lanarkshire												
Renfrewshire	0.75	0.17	1.36	0.38	0.08	1.09	5.40	3.29	6.41	31.5	23.8	31.0
North Lanarkshire	0.53	0.28	1.01	0.16	0.07	0.56	3.65	2.61	4.30	24.0	20.2	24.4
South Lanarkshire	0.90	0.31	1.30	0.82	0.21	1.10	5.24	3.75	6.22	31.8	27.4	33.4
Scotland	0.55	0.42	0.59	0.42	0.33	0.48	4.78	4.34	4.84	25.5	23.2	24.3

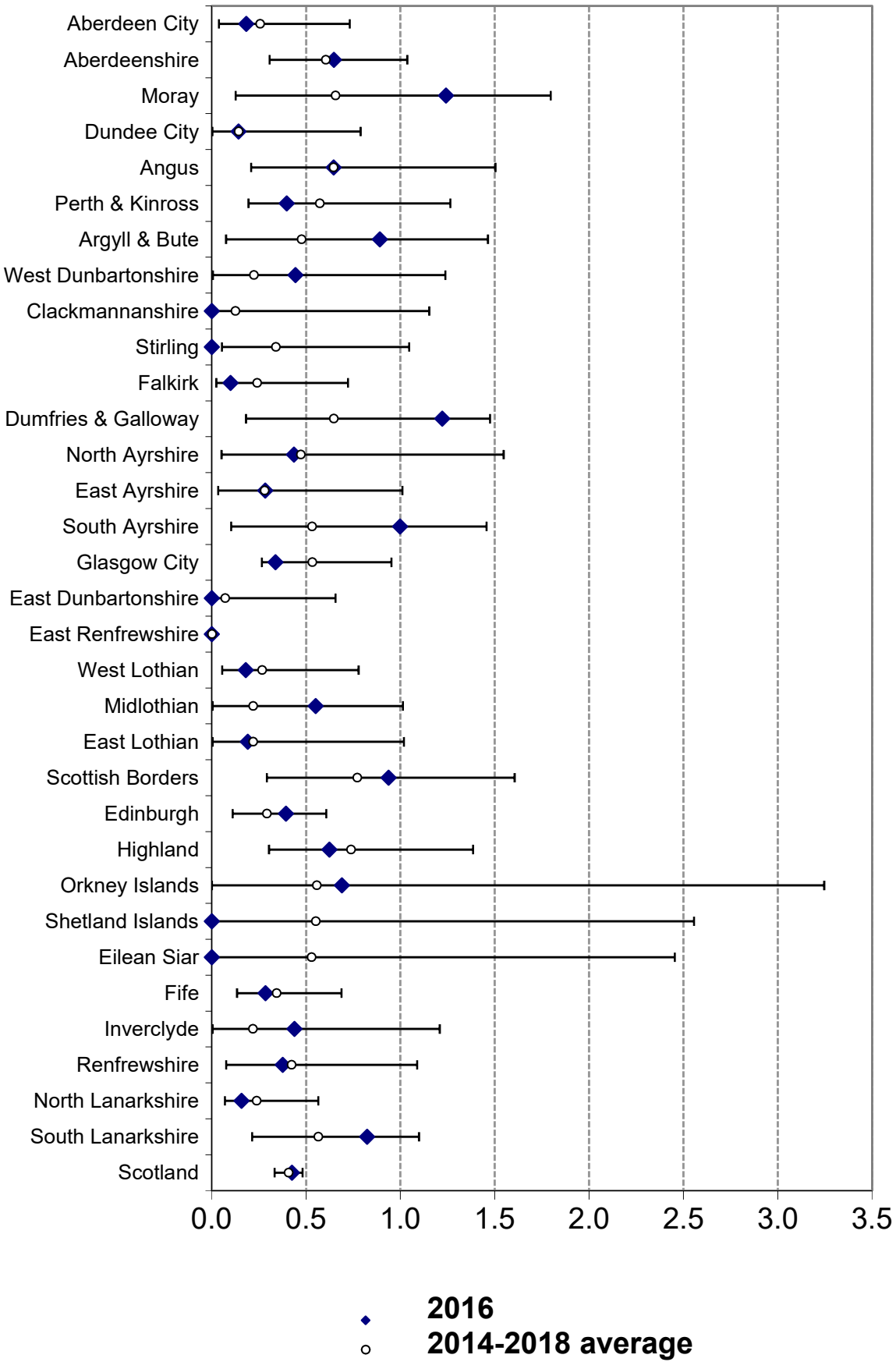
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2016 and likely range of values (see text) around the 2014-2018 average



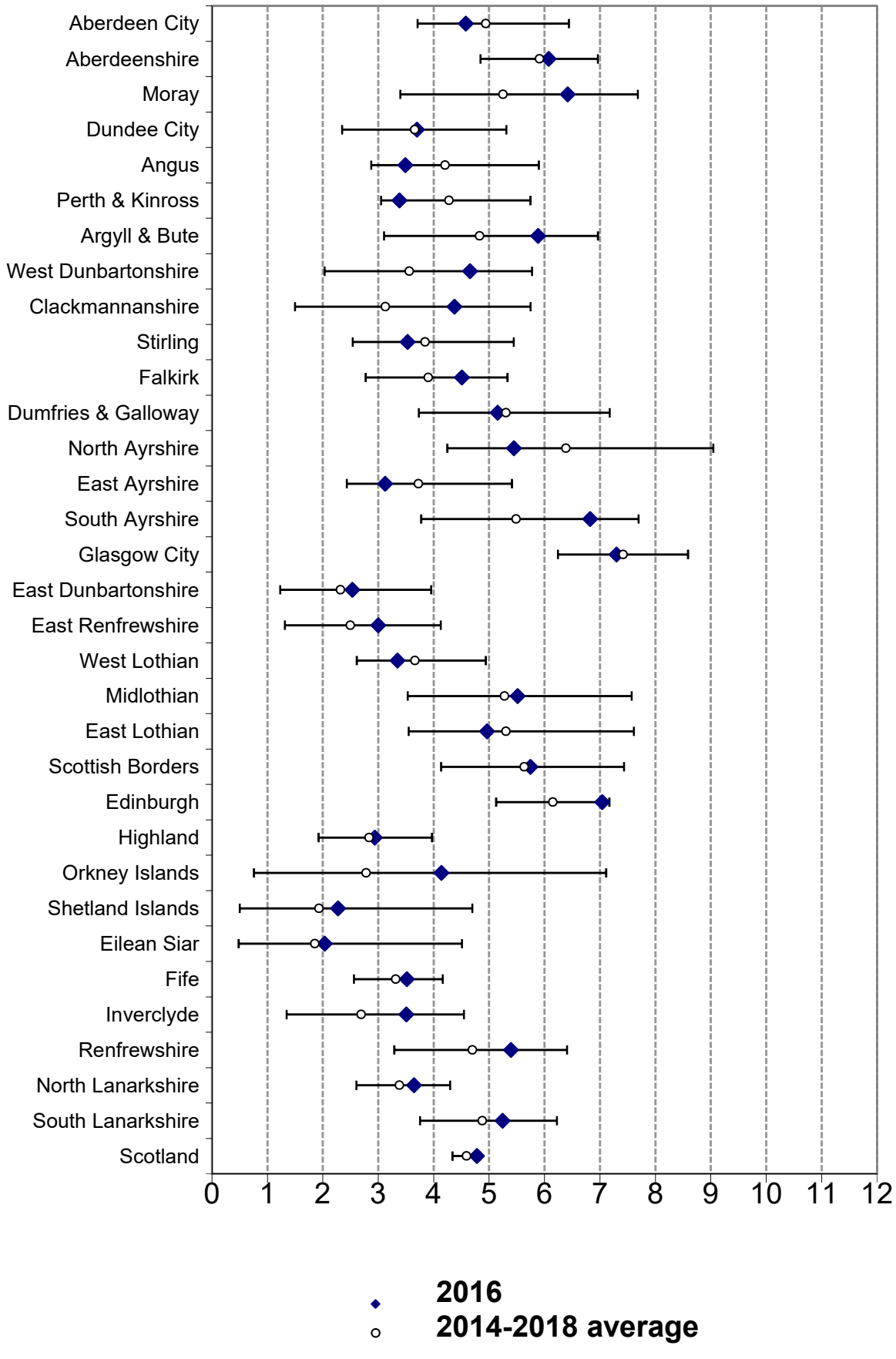
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2016 and likely range of values (see text) around the 2014-2018 average



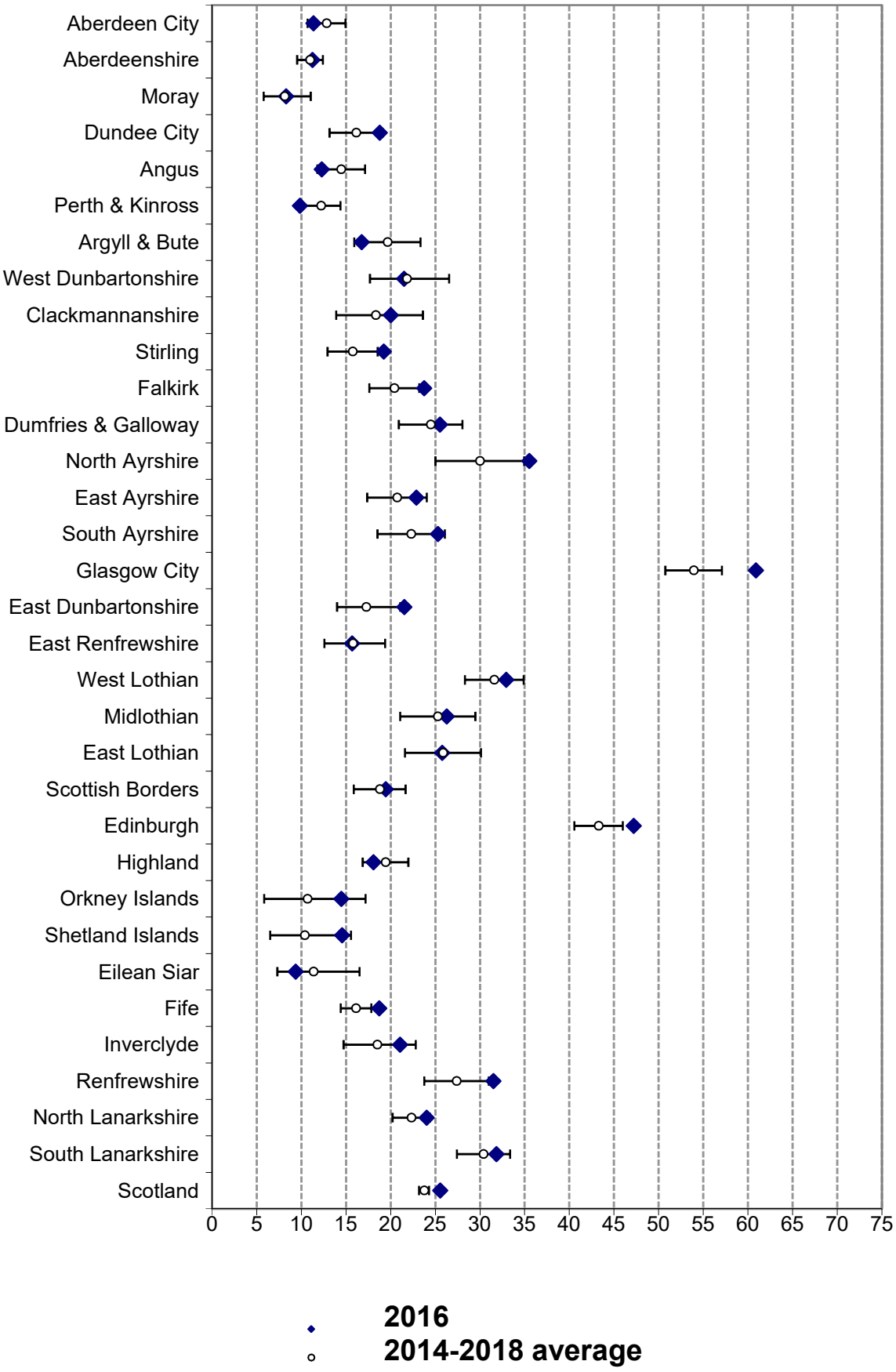
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2016 and likely range of values (see text) around the 2014-2018 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2016 and likely range of values (see text) around the 2014-2018 average



Appendix I

Scottish Parliamentary Questions

This Appendix lists the most recent Scottish Parliamentary Questions on road accident and casualty statistics for which answers were drafted by the Transport Statistics branch. It does *not* provide a complete list of all Parliamentary Questions relating to road accidents, because it excludes (for example) questions which were:

- about accidents and casualties on trunk roads in Scotland – answers to which were drafted by Transport Scotland's Trunk Roads and Bus Operations section as it is responsible for the trunk road network;
- about matters such as safety cameras, accidents involving school buses, or the number of people involved in road accidents who were convicted of certain offences – answers to which were drafted by the parts of the Scottish Government with responsibility for the relevant policy areas (Transport Statistics contributed to some of these answers – e.g. by providing whatever relevant statistics it held, or by explaining why the information requested was not available from the Stats 19 returns);
- asked at the Westminster Parliament – answers to which were drafted by the Department for Transport, whose GB-wide database includes a copy of the Scottish Stats 19 data

However, although its coverage is not comprehensive, this Appendix should be of interest to some users of *Reported Road Casualties Scotland* because it provides examples of the kinds of uses that are made of the Stats 19 data.

Almost all the answers can be found in previous editions of Reported Road casualties Scotland http://bit.ly/2qHwqB3 or via http://tinyurl.com/9b9ef8j

Question:	**Answer (*)**	**Reference**
May 2015 to August 2019		
…to ask the Scottish Government how many (a) deaths, (b) serious injuries and (c) minor injuries there have been each year since 1999 in incidents that involved (i) whisky road tankers, (ii) HGVs on the A9 between Perth and Inverness and (iii) freight trains on the main line between Perth and Inverness, and what information it has on casualty rate per tonne-mile for (A) HGVs and (B) freight trains.	Information provided(#)	S4W-25465
…to ask the Scottish Government how many road deaths there were in the 12 months (a) prior to and (b) following the lowering of the legal alcohol limit from 80mg to 50mg per 100ml of blood.	Information provided(#)	S4W-29247
…to ask the Scottish Government how many road traffic accidents there have been in Moray (a) in each of the last five years and (b) since January 2016, broken down by the (i) category of accident and (ii) number of (A) injuries and (B) fatalities.	Information provided(#)	S5W-04653
…to ask the Scottish Government how many road accidents involving (a) trucks and (b) other heavy goods vehicles have been recorded in the Lothian parliamentary region in each of the last 10 years.	Information provided(#)	S5W-04815
…to ask the Scottish Government how many cyclists have been involved in road traffic accidents in each year since 1999, broken down by local authority area, and what information it has regarding how many of the cyclists were wearing a helmet, also broken down by the cost to each NHS board of treating those who (i) wore and (ii) did not wear a helmet.	Information provided(#)	S5W-12702
…to ask the Scottish Government, further to the answer to question S5W-12702 by Humza Yousaf on 27 November 2017, what information it has on the type of casualties and injuries sustained, including whether these were head injuries, and whether it considers that the wearing of helmets may have reduced the severity of, or prevented, casualties or head injuries.	Information not available	S5W-13344

…to ask the Scottish Government, following reports on 22 January 2018 that 99% of drivers on the A90 obeyed the speed limit in the third quarter of 2017, when it will publish accident statistics for that period.	Information provided(#)	S5W-15014
…to ask the Scottish Government how many bicycle-related road traffic accidents have occurred in each year since 2012.	Information provided(#)	S5W-15494
…To ask the Scottish Government how may (a) collisions and (b) other accidents there have been on the (i) A1, (ii) A68 and (iii) A7 in each year since 2007, also broken down by how many led to (A) fatal and (B) serious injury and the number of people (1) killed and (2) seriously injured.	Information provided	S5W-19477
…To ask the Scottish Government how many (a) children and (b) adults have been injured outside schools in incidents involving vehicles in each year since 2007, also broken down by local authority area.	Information Provided(#)	S5W-22656

(*) – the entries in this column are as follows:
information provided – this category includes cases where:

- only some of the information that was requested was available – e.g. questions about:
    - the numbers of road accidents and hit-and-run incidents – because the Stats 19 returns cover only *injury* accidents which were *reported to the Police*, so do *not* cover *all* accidents/incidents; or
    - the causes of accidents since 1999 – because Contributory Factors were only added to Stats 19 at the start of 2005.
- the only information that could be provided was on a different basis from that which was requested

information not available – this category includes cases where the information requested:

- does not exist; or
- is not held centrally; or
- cannot be obtained from the Transport Statistics road accident statistics system without disproportionate cost, because the system is not designed to provide it

($) – the answer referred to a publicly-available source (e.g. *Reported Road Casualties Scotland*, or another question which had been answered previously) which contained some or all of the information which was requested. The answer may also have provided some information that was not available from the publicly-available source.

(#) – the answer explained that the statistics which were provided were based upon the data which are held in the central road accident statistics database and which were collected by the police at the time of the accident and subsequently reported in the Stats 19 returns. They may differ from any figures which the local authorities would provide now, because they do not take account of any subsequent changes or corrections that local authorities may have made to the statistical information, for use at local level, about the location of each accident, based upon their knowledge of the roads and areas concerned.

Index

Index of tables (Statistical Tables section)

NB: there are no entries in this index for some topics which appear in many tables, such as severity and built up/non-built up

Statistics Provided in More Detail in Previous Editions

Accidents by road type	Chart (1993 edition page 19)
Accident rates by road type	(1) Scotland, England and Wales (1993 edition pages 20, 21) (2) Regions of Scotland (1993 edition pages 22, 23) (3) Accident rates based on 4 rate average (traffic, population, vehicles licensed, road length) by Region of Scotland (1993 edition pages 24 to
Accidents by time of day and day of week	1993 edition pages 28, 29, 86, 87 1994 edition pages 11, 36, 37
Accidents by month and light condition	1993 edition pages 30 to 33
Accidents by time of day, season and road condition	1993 edition pages 34 to 36 1994 edition pages 38 to 39
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School: pupils on journey to/from, by severity	2013 edition page 208
School: pupils on journey to/from, by mode	2013 edition page 208

ERRORS IN THE PREVIOUS EDITION

This list covers errors which occurred in the preparation of the tables or the commentary in *Reported Road Casualties Scotland*.

We apologise for the following errors, which we have found in the previous edition.

Table A Page 11 The figures for accident costs were for injury road accidents and did not include damage only costs. The correct figures were shown in table 11 of the publication.

Any problems or inconveniences resulting from these errors are regretted.

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT's annual ***Regional Transport Statistics*** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the "first port of call" for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: **http://tinyurl.com/nm8re6m**

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: **http://new.wales.gov.uk**

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: **www.drdni.gov.uk/index/statistics.htm**

TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the The Institute of Logistics and Transport (then known as The Chartered Institute of Transport).

From its inception TSUG has had strong links with the government departments responsible for transport statistics. It has developed an excellent working relationship with the Transport Analytical Services Team of Transport Scotland.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through greater publicity.
- to facilitate a network for sharing ideas, information and expertise.

The main activities of TSUG are:

- The production of a regular Newsletter containing news and reviews of matters relating to transport statistics and the TSUG membership.
- The organisation of Seminars addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an annual seminar in Edinburgh and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The maintenance of a Website which TSUG Members can use to find out about and book on TSUG seminars, and access an information archive.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

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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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Office of the Chief Statistician, Telephone: 0131 244 0442,
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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

☒ may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transportscotland.gsi.gov.uk for further information.

☐ cannot be made available by Scottish Government for further analysis as Scottish Government is not the data controller.

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Details of forthcoming publications can be found at www.scotland.gov.uk/statistics

Most recent editions of Transport Statistics Publications - available here
http://www.transportscotland.gov.uk/statistics/statistical-publications

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