



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Key Reported Road Casualties Scotland 2020

## Key findings

- There were 4,992 road casualties reported in 2020. This is 2,726 or 35% lower than 2019 and the lowest number of casualties since annual records began in 1950. Of these, there were 142 fatalities, 1,539 people were seriously injured and 3,311 people were slightly injured.
- These casualty reductions will have been greatly influenced by the general reduction in motor traffic seen over the course of the pandemic. The UK government's Department for Transport (DfT) estimate that motor traffic volume dropped by 23% in Scotland in 2020 compared with the previous year<sup>1</sup>.
- The number of fatalities decreased by 24, from 166 in 2019 to 142 in 2020. This latest drop follows on from a long-term downward trend. Since 2000, the number of people killed decreased by 56%, and in the last decade the number decreased by 32%.
- Car users had the highest number of casualties in 2020 (2,742), followed by pedestrians (799) and pedal cyclists (599). Compared to last year, the total reported casualties decreased across all modes except pedal cyclists which increased by 2%. Bus and Coach casualties saw the largest decrease in the number of casualties (-58%).
- These mode-specific findings will reflect, in part, changes in travel habits observed during to the pandemic. In 2020, DfT estimate that cycling on the road network increased by 46% across Great Britain (with estimates for Scotland, which tend to be more volatile, suggesting a 61% increase over the same period)<sup>2</sup>. Bus passenger numbers are estimated to have dropped by 53% in 2020<sup>3</sup>.
- Scotland's previous road safety framework included 5 national casualty reduction targets due for delivery in 2020. Provisionally, all 5 targets have been met. Prior to the casualty reductions seen in 2020, Scotland was not on track to meet the two targets relating to serious injuries.

Table 1: Casualty reduction targets from Scotland's 2009 Road Safety Framework

Target	2020 target reduction	2020 achieved reduction
People killed	40%	51%
People seriously injured	55%	68%
Children (aged < 16) killed	50%	76%
Children (aged < 16) seriously injured	65%	77%
Slight injury rate per 100m vehicle kms	10%	68%

<sup>1</sup> Road traffic estimates in Great Britain 2020: Table TRA0103

<sup>2</sup> Road traffic estimates in Great Britain 2020: Table TRA0403

<sup>3</sup> Quarterly bus statistics: January to March 2021: Table BUS0106

Statistics in this publication are provisional. Final figures will be published in Reported Road Casualties Scotland in October 2021. Figures may change as a result of late returns and amendments to the data. These changes are likely to be small.

Comparisons of the number of serious and slight casualties after 2019 to earlier years should be made with caution. In 2019, Police Scotland adopted a new accident recording system, which changed how the severity of casualties in accidents are recorded. This publication includes further information on this change.

## Contents

Key findings.....	2
Introduction .....	5
Changes in road transport due to the COVID-19 pandemic .....	7
Reported number of accidents .....	8
Reported number of casualties .....	10
Casualties by type of road .....	13
Casualties by mode of transport .....	14
Casualties by gender and age .....	16
Casualties by Police Force division and Local Authority area .....	18
Progress towards casualty reduction targets for 2020 .....	20
Annex A: Background, sources and definitions.....	25
About this publication.....	30

## Introduction

This bulletin presents provisional statistics of reported injury road accidents in Scotland in 2020. These statistics are based on information Police Scotland collect for all road accidents where someone has been injured. Accidents in which there are no injuries, or accidents not reported to the police are therefore not included in these figures.

Final figures will be published in October 2021. The figures published here are provisional due to possible late returns and amendments. Final figures will be published in Reported Road Casualties Scotland in October and in figures included in later years' publications. The differences between the provisional and final numbers are likely to be small. More information on the data is available in Annex A.

In 2019, Police Scotland started to use a new accident recording system. The introduction of this new system has changed the way casualty severity is recorded and as a result comparisons of the number of serious and slight casualties to earlier years should be made with caution. This publication includes adjusted figures, produced by the Department for Transport, that allow users to make comparisons to previous years.

Other breakdowns, such as severity by mode of transport and type of road are presented on the basis of the unadjusted figures as reported by Police Scotland.

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

## Changes in severity reporting and ‘adjustments’ to figures

In the summer of 2019, Police Scotland started using CRASH (Collision Reporting and Sharing), an injury-based reporting system. Before the introduction of CRASH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either ‘slight’ or ‘serious’). CRASH is an injury-based recording system where the officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level from ‘slight’ to ‘serious’.

Since CRASH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury-based reporting system tends to result in more casualties being classified as ‘serious’, which means that the number of serious and slight casualties are not comparable with earlier years.

The Department for Transport has carried out analysis to show what historical figures would have looked like if CRASH had been used previously. These experimental statistics are used to report on changes in sections 2 and 3 of this publication. More information on the methodology used to produce these adjusted figures is available from the [Department for Transport](#).

## Changes in road transport due to the COVID-19 pandemic

Due to the impact of COVID-19 and the associated restrictions on daily activity, there have been changes in people's travel behaviour over the course of 2020. A number of these changes are relevant to the discussion of reported road casualties.

- In 2020 there was a significant drop in the volume of motor traffic in Scotland. The UK government's Department for Transport (DfT) estimates that motor traffic volume dropped by 23% in Scotland in 2020 compared with the previous year<sup>4</sup>.

In general terms, reductions in traffic should lead to smaller numbers of interactions between road users. Therefore, all else being equal, we would expect to see a decrease in the number of accidents as a result.

- DfT produce estimates of cycling on the road network, which suggests that cycling on the road network increased by 46% across Great Britain. The DfT also produce estimates for Scotland, although these tend to be more volatile. These estimates suggest a 61% increase in road cycling for Scotland over the same period<sup>5</sup>.
- The latest quarterly bus statistics, also from DfT, suggest that bus use has dropped significantly. Total bus passenger numbers in Scotland were down 53% in 2020 compared with 2019<sup>6</sup>.

In addition to the above National Statistics, Transport Scotland has published [weekly reports on transport trends across all main modes](#) throughout the pandemic.

---

<sup>4</sup> Road traffic estimates in Great Britain 2020: Table TRA0103

<sup>5</sup> Road traffic estimates in Great Britain 2020: Table TRA0403

<sup>6</sup> Quarterly bus statistics: January to March 2021: Table BUS0106

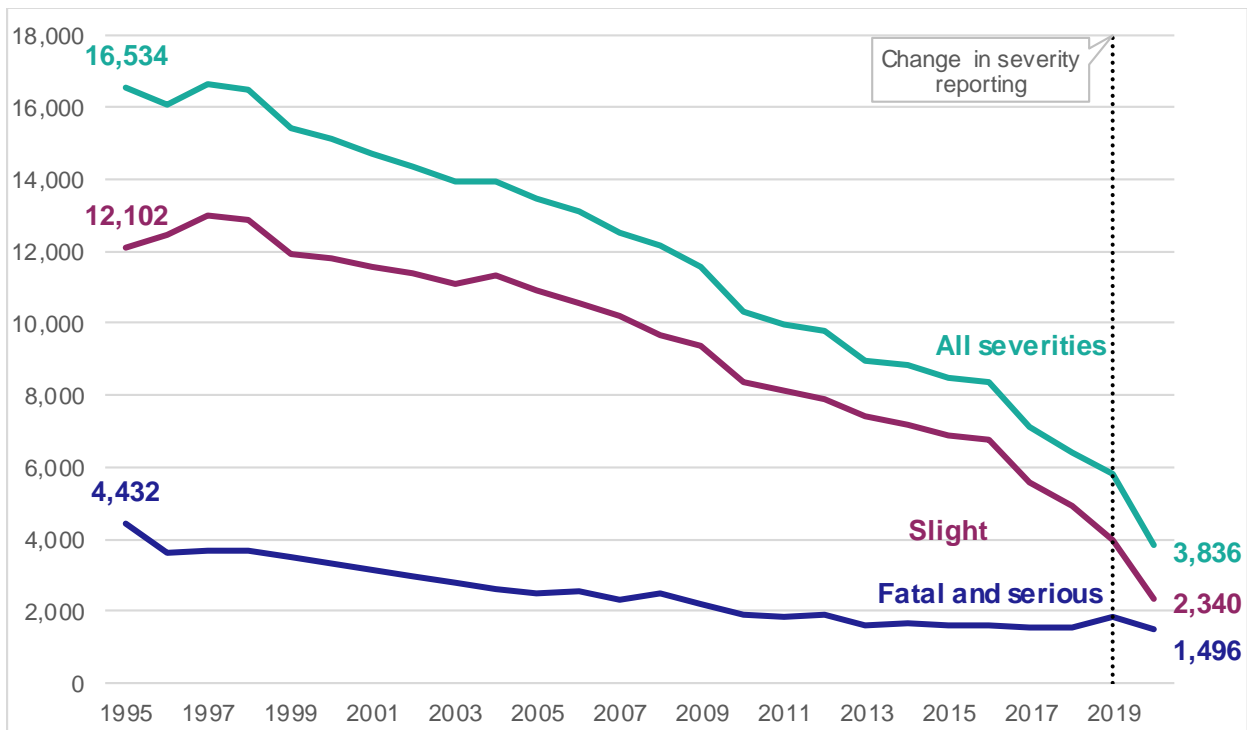
## Reported number of accidents

Figure 1 shows the downward trend of injury road accidents recorded by the police. In 2020, there were 3,836 accidents in which someone was killed or injured. This was 34% lower than in 2019 and the lowest number since records began. There were 132 fatal accidents in 2020, 27 (17%) less than in 2019. In 2020, there were 1,364 serious injury accidents; and 2,340 slight injury accidents.

Due to changes in severity reporting the number of reported serious and slight accidents are not directly comparable to those reported in previous years. As outlined above, Police Scotland’s move to an injury-based reporting system has resulted in changes in severity reporting. Figure 2 shows how many serious accidents there would have been in previous years if they had been recorded using an injury-based reporting system.

These experimental statistics, produced by the Department for Transport, make it possible to compare the most recent statistics to previous years. On the basis of the adjusted figures, the number of serious accidents in 2020 decreased by 37% on 2019, and the number of slight accidents decreased by 30%.

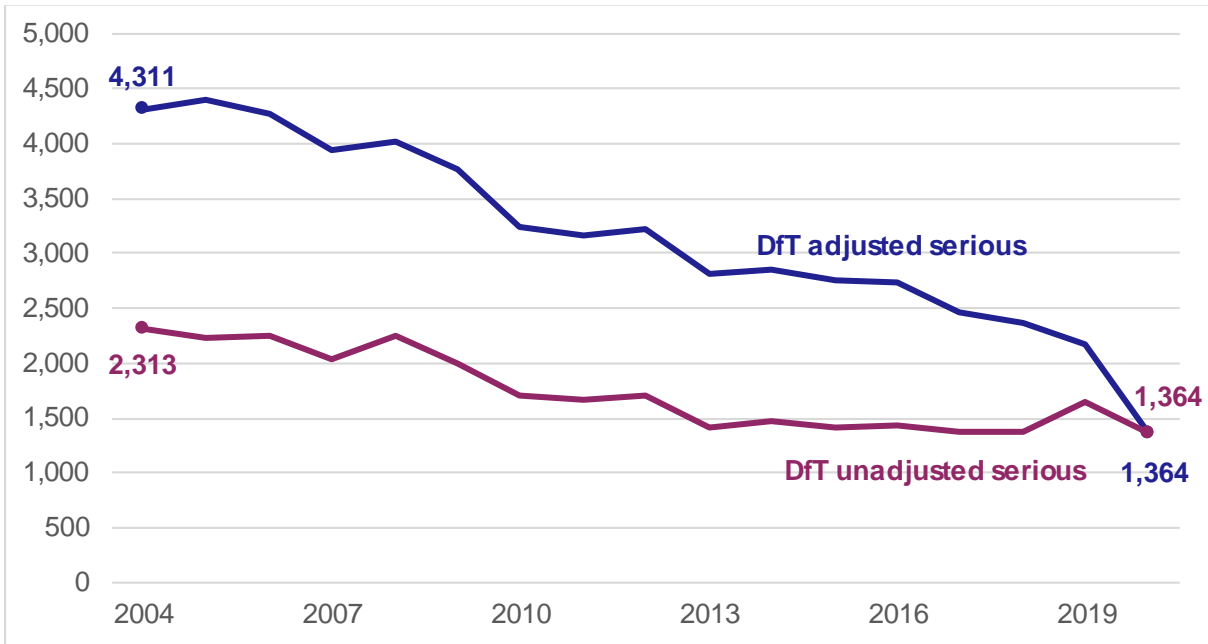
Figure 1: Number of reported injury road accidents broken down by severity, 1999 – 2020.



Note: Due to changes in the way casualty severity is recorded, figures for the number of serious and slight accidents are not comparable with previous years.



Figure 2: Number of serious road accidents, adjusted and unadjusted, 2004 – 2020.



Source: Department for Transport (DfT). The adjusted figures in this chart are Experimental Statistics, the unadjusted figures are National Statistics. Figures in this chart may not match those reported elsewhere in this publication as Transport Scotland allows changes to be made to data for previous reporting years, and DfT does not.

## Reported number of casualties

Figure 3 shows that in 2020, 142 people were killed in road accidents in Scotland: 24 (14%) less than 2019. Since 1978, there has been a clear, steady, long-term downward trend. More recent years' figures have fluctuated around a less pronounced downward trend. 2020 had the lowest number of fatalities ever recorded and 2017 was the second-lowest with 145 fatalities.

Figure 3: Total number of reported road fatalities, 1950 – 2020.

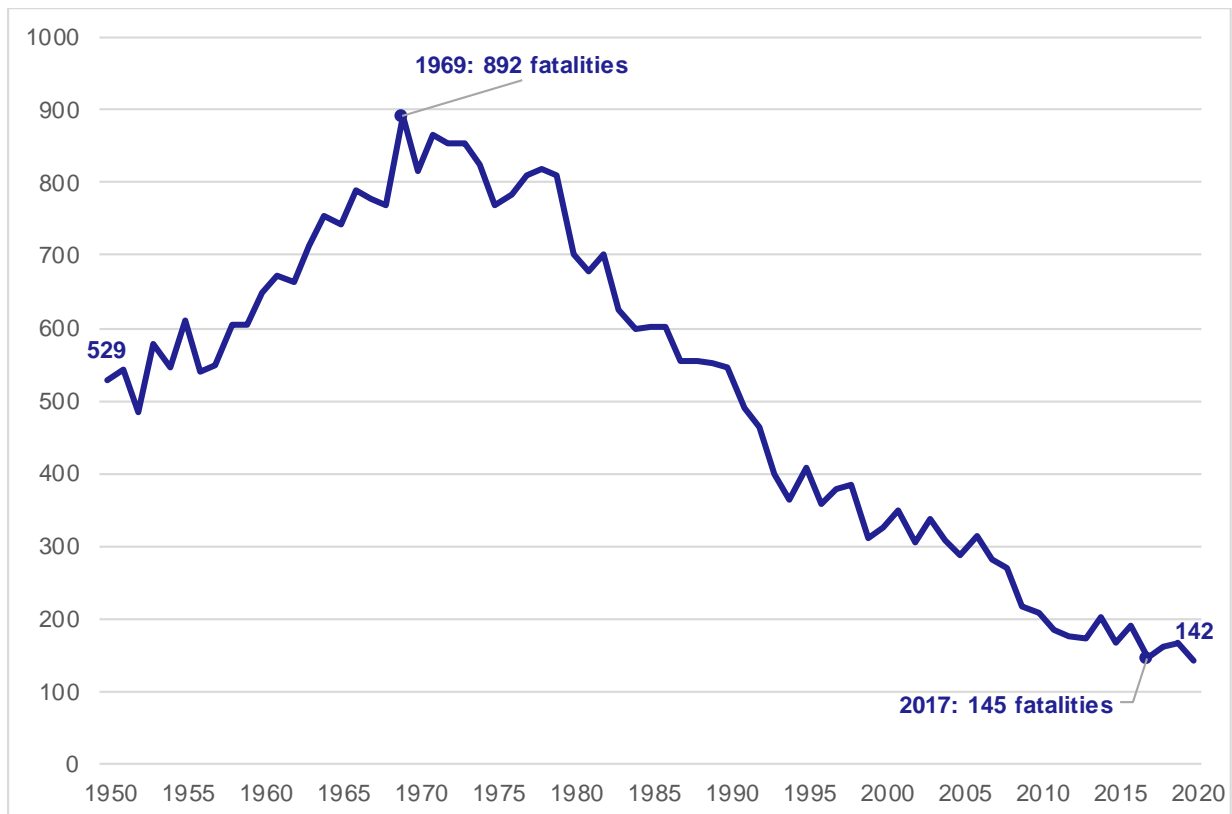
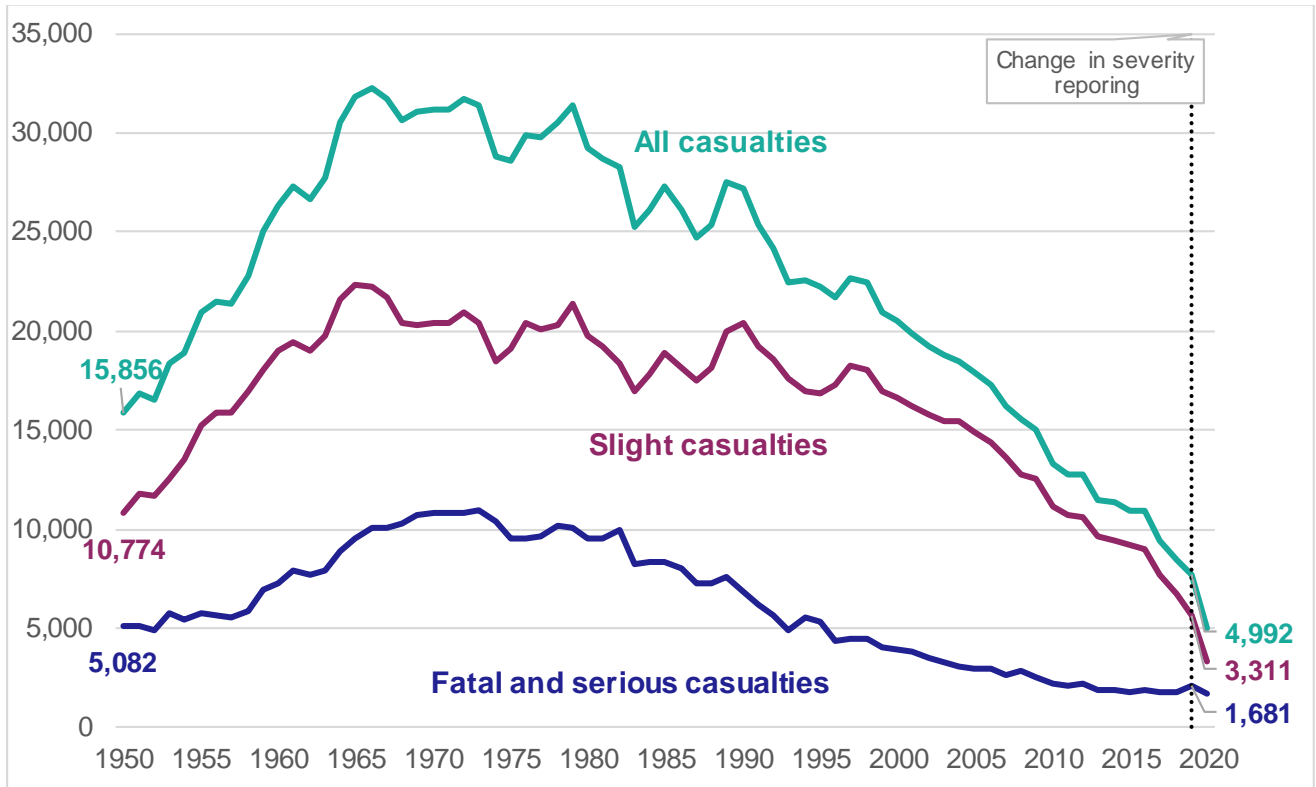


Figure 4 shows that there were a total of 4,992 casualties (of all severities) reported in 2020: 2,726 (35%) fewer than in 2019 and the lowest number since annual records began in 1950. Between circa 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction, with numbers falling below 12,000 in 2013, which was half the level of the early 1990s.

Figure 4: Number of reported road casualties broken down by severity, 1950 – 2020.

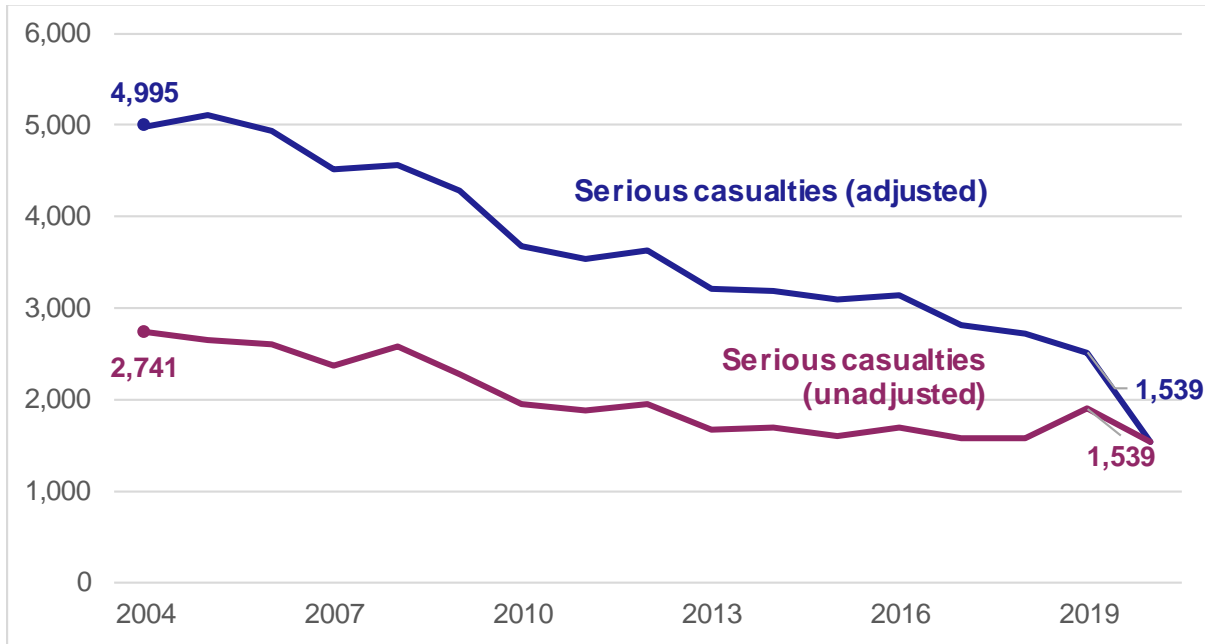


Note: Due to changes in the way casualty severity is recorded, serious and slight figures in 2019 and 2020 are not comparable with previous years.

In 2020, 1,539 people were seriously injured in road accidents. As outlined above, this figure cannot be directly compared to the reported figures for previous years. Figure 5 uses adjusted figures to show how many serious casualties there would have been in previous years if they had been recorded using an injury-based reporting system. On the basis of these adjusted figures, the number of people seriously injured in 2020 decreased by 40% on 2019. Figure 4 shows that the longer-term trend for fatal and serious casualties has generally been downward since the early 1980s.

There were 3,311 people reported as slightly injured in 2020. Once again, this figure cannot be directly compared to the reported figures for previous years. On the basis of the adjusted figures produced by DfT, the number of people slightly injured in road accidents in 2020 decreased by 19% on 2019. Figure 4 shows that the number of slight casualties has shown a clear downward trend since the mid-1990s.

Figure 5: Number of serious road casualties, adjusted and unadjusted, 2004 – 2020.



Source: Department for Transport (DfT). The adjusted figures in this chart are Experimental Statistics, the unadjusted figures are National Statistics. Figures in this chart may not match those reported elsewhere in this publication as Transport Scotland allows changes to be made to data for previous reporting years, and DfT does not.

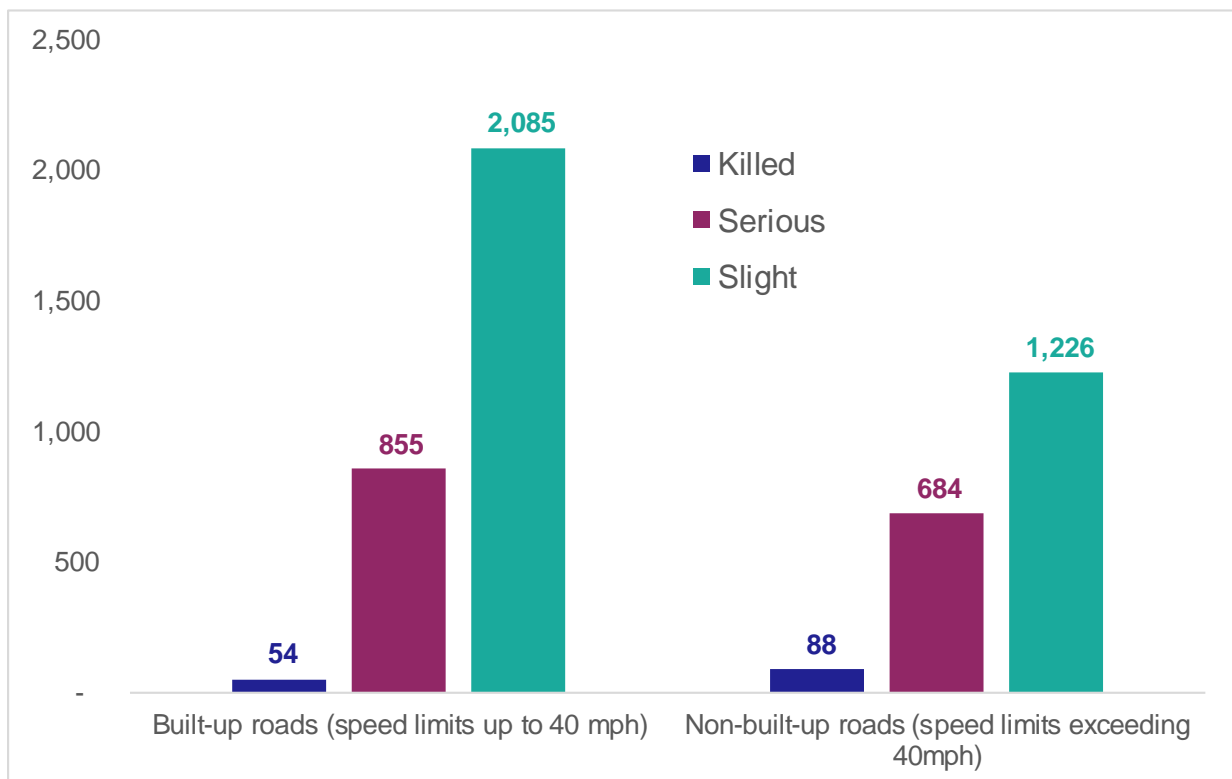
## Casualties by type of road

Figure 6 shows the number of casualties by road type. Built-up roads are those which have speed limits of up to 40 miles per hour (ignoring temporary speed limits on roads for which the normal speed limit is over 40 mph); non-built up roads have speed limits exceeding 40 miles per hour.

In 2020, non built-up roads accounted for two-fifths of the total number of reported casualties (40%: 1,998 out of 4,992). However, they accounted for just over three-fifths of those killed (62%: 88 out of 142) and over two fifths of the total number of seriously injured (44%: 684 out of 1,539). This will be at least in part due to the higher average speed on non built-up roads, and also because these roads make up two-thirds of Scotland’s road network.

Compared with the 2004-08 average, total casualties on non built-up roads and built-up roads have reduced by similar proportions (72% and 70% respectively.) However, the reduction in fatalities on non built-up roads was greater (at 58%) than for built-up roads (at 34%).

Figure 6: Number of casualties by road type, 2020.



## Casualties by mode of transport

In 2020 there were 2,742 car users reported injured in road accidents; over half of all road casualties (55%: 2,742 out of 4,992) and a 41% fall from 2019. Of these, 72 were killed, a decrease of 5% from 2019, and 629 seriously injured.

There were 799 pedestrian casualties<sup>7</sup> recorded in 2020, a sixth of all casualties (16%: 799 out of 4,992) and down by 464 (37%) since 2019. Four per cent of pedestrian casualties were killed (34 out of 799) and 40% seriously injured (323 out of 799).

Pedal cycle casualty numbers in 2020 increased by 2% and motorcycle casualties decreased by 20%. In 2020, 417 motorcycle casualties were reported, of whom 242 (58%) suffered serious injuries and 16 died, a decrease of 9 fatalities on 2019. There were 599 pedal cyclist casualties recorded in 2020, 11 died (one fatality more than in 2019).

A total of 84 bus and coach users were reported injured (a decrease of 58% on 2019), of whom 20 were seriously injured, none died.

Together, all other modes of transport accounted for 7% of casualties in 2020 (351 out of 4,992), for 6% of those killed (9 out of 142) and for 5% of those seriously injured (83 out of 1,539).

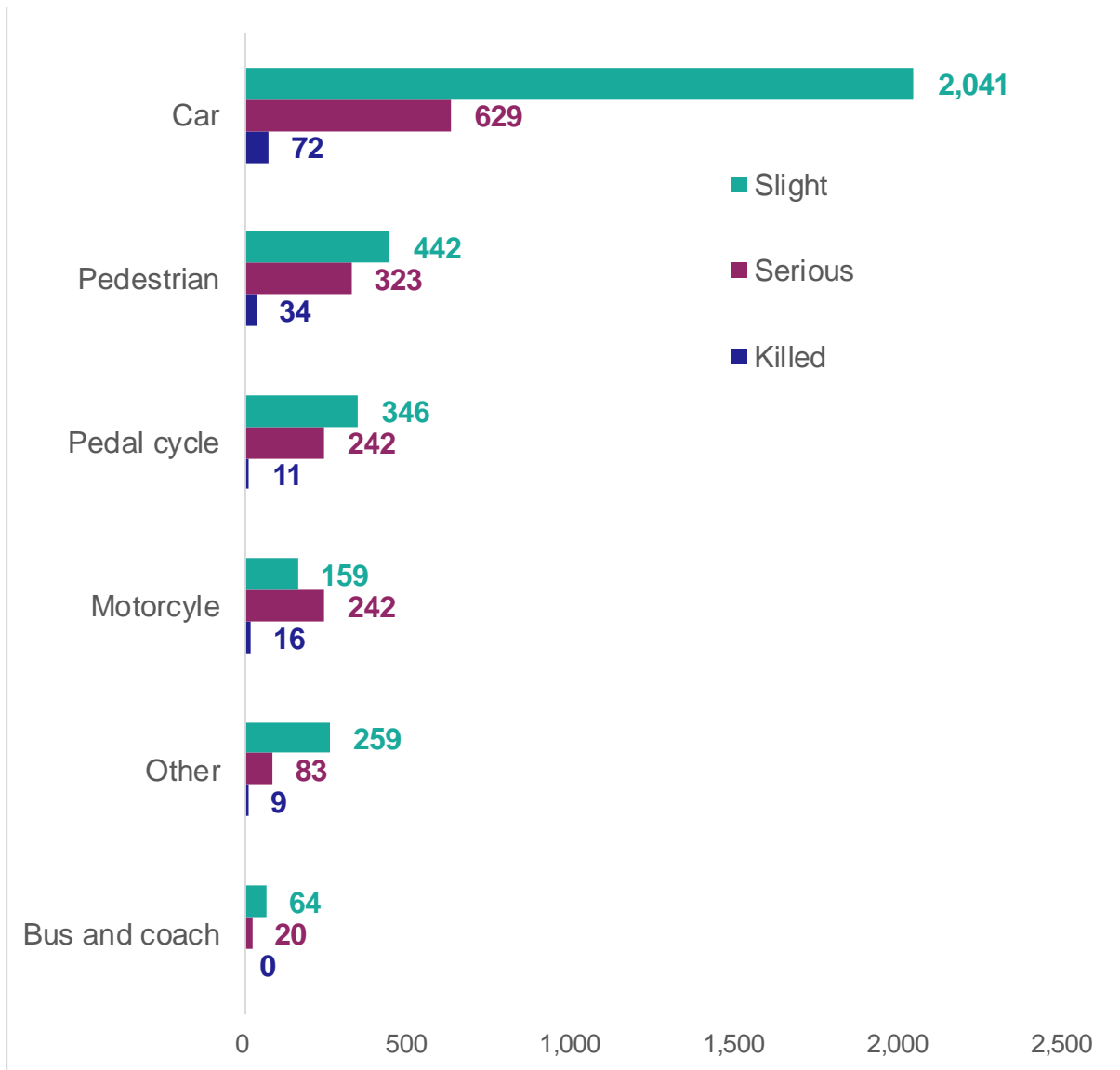
Figures on numbers of casualties by mode should be compared with data on mode use since changes could be due to more or fewer people travelling by a particular mode. Information on mode use is published in the 'road traffic' and 'personal travel' sections of Scottish Transport Statistics (STS). Due to the COVID-19 pandemic, there have been significant changes to people's travel behaviour in 2020. Some of these are set out earlier in this publication.

As outlined above, the number of serious and slight casualties cannot be directly compared to previously recorded figures due to changes in severity reporting. We will have adjusted figures, broken down by mode, available for inclusion in Reported Road Casualties, which is due to be published later in the year.

---

<sup>7</sup> In addition to people walking, this category includes people riding toy cycles on the footway, people pushing bicycles, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Figure 7: Number of casualties by mode of transport, 2020.

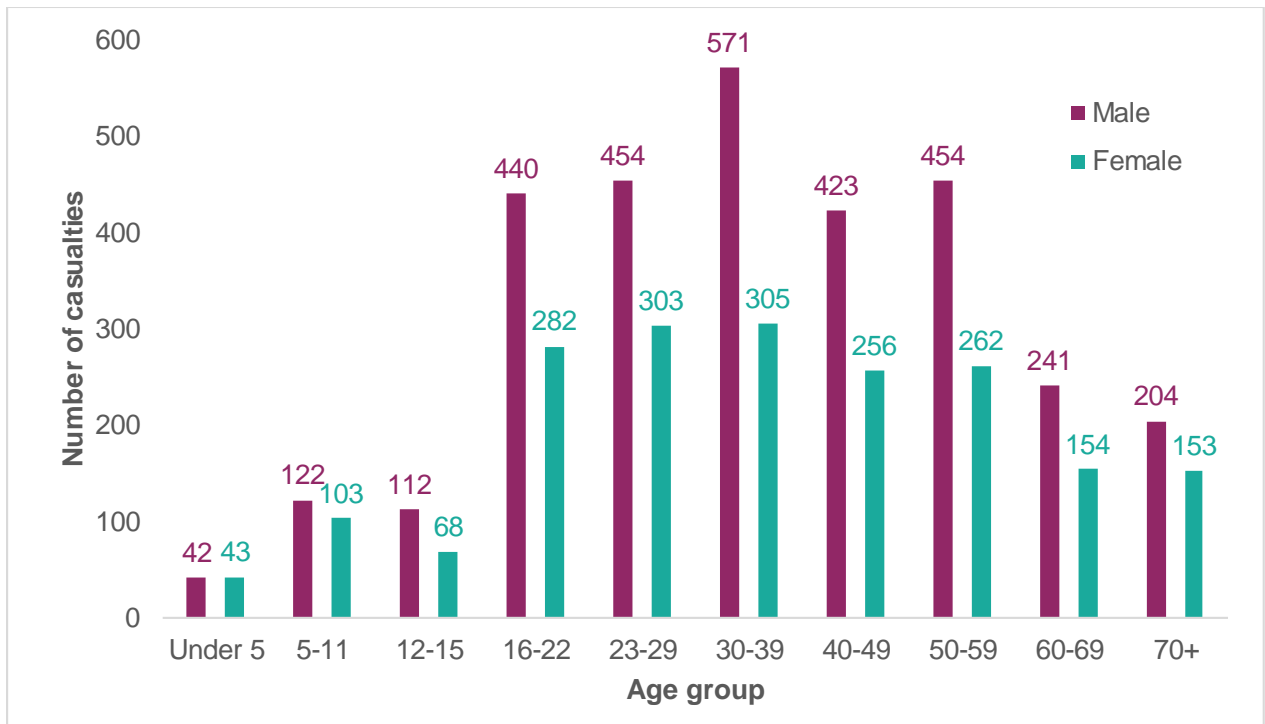


## Casualties by gender and age

Figure 8 shows the number of reported casualties by gender and age. This figure does not account for differences between age groups in the level of exposure to risk; for example, we do control for the number of people in each group with driving licences or for the overall number of people in each age group.

In 2020, male fatalities rose by 2 to 111). Female fatalities fell by 26, 46% (to 31). Fourteen per cent (722) of all casualties were aged 16–22, a fall of 28% on 2019, of which 440 were male and 282 were female.

Figure 8: Number of casualties by gender and age, 2020.



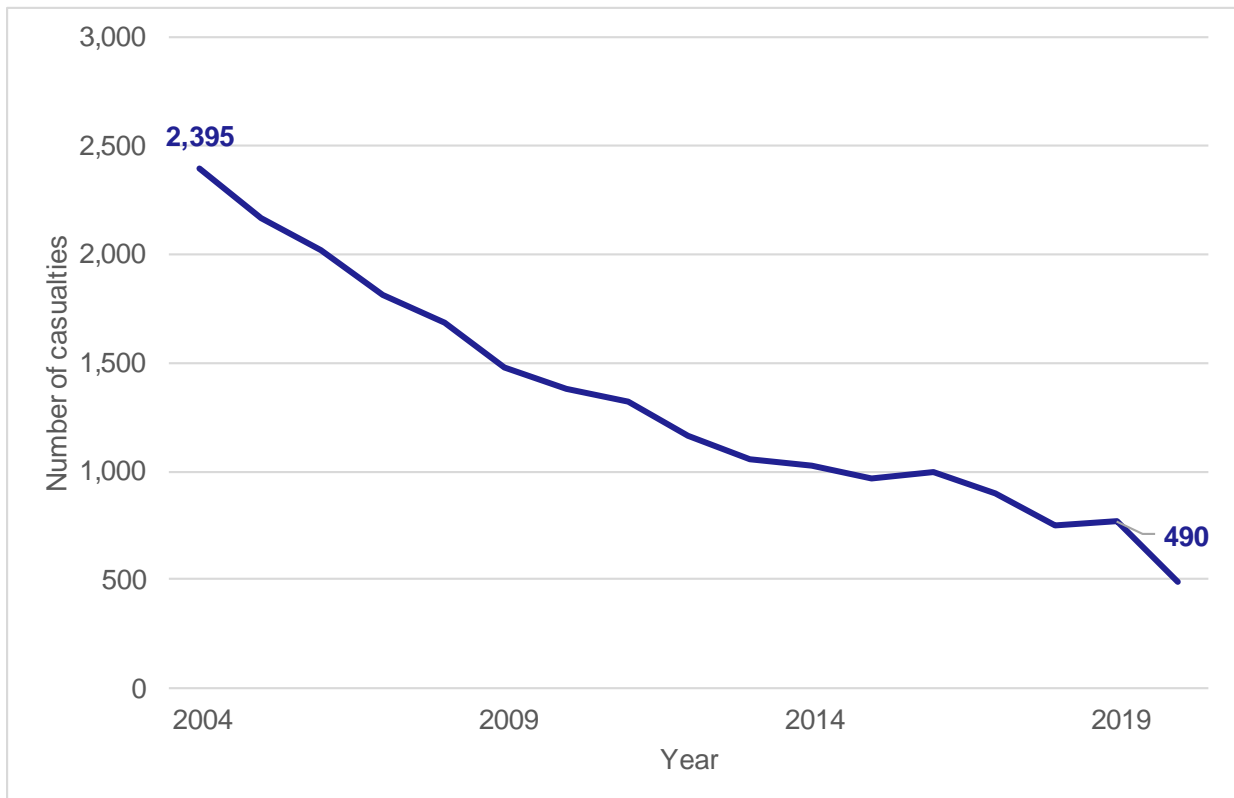


## Child Casualties

Casualties under the age of 16 are classified as child casualties. Figure 9 shows that there were 490 child casualties reported in 2020, representing 10% of all casualties (490 out of 4,992) and a decrease of 278 (or 36%) from 2019. Of these, 6 died, four more than in 2019. Three of the children killed in 2020 were pedestrians, two were car passengers and one was a pedal cyclist. The numbers of fatalities are small, so care should be taken when drawing conclusions from year-on-year changes and trends should be looked at over the longer term.

There were 223 child pedestrian casualties recorded in 2020. They accounted for 28% of all pedestrian casualties of all ages (223 out of 799). Of the child pedestrian casualties, 80 were seriously injured (3 died). The number killed was one more than in 2019. In 2020, there were 181 child casualties in cars, 7% of all car user casualties (181 out of 2,742). Of the child casualties in cars, 30 were seriously injured (two died). In 2020, there were 60 child pedal cycle casualties (10% of the total of 599 pedal cycle casualties of all ages) including 24 who were seriously injured, there was one child pedal cyclist killed in 2020, one more than 2019.

Figure 9: Number of child casualties, 2004 – 2020.



## Casualties by Police Force division and Local Authority area

Figures 10 and 11 show the average number of reported numbers of casualties in each Police Force division and each Local Authority area for 2016-2020. Since numbers for individual police force divisions and local authorities can be low, late returns and amendments can result in higher percentage changes than those seen in the national figures. In addition, there can be quite large percentage year-to-year fluctuations in the figures for local authority areas within Scotland, particularly for those with the lower numbers. We therefore present the average figures for the last five years.

For both police force divisions and local authorities, the highest number of casualties are seen in urban, densely populated areas. Figure 11 shows that Glasgow City and City of Edinburgh have the highest number of road casualties in the 2016-2020 period. Orkney Islands, Shetland Islands and Na h-Eileanan Siar have the lowest number of casualties.

Figure 10: Average number of reported road casualties by Police Force division, 2016-2020.

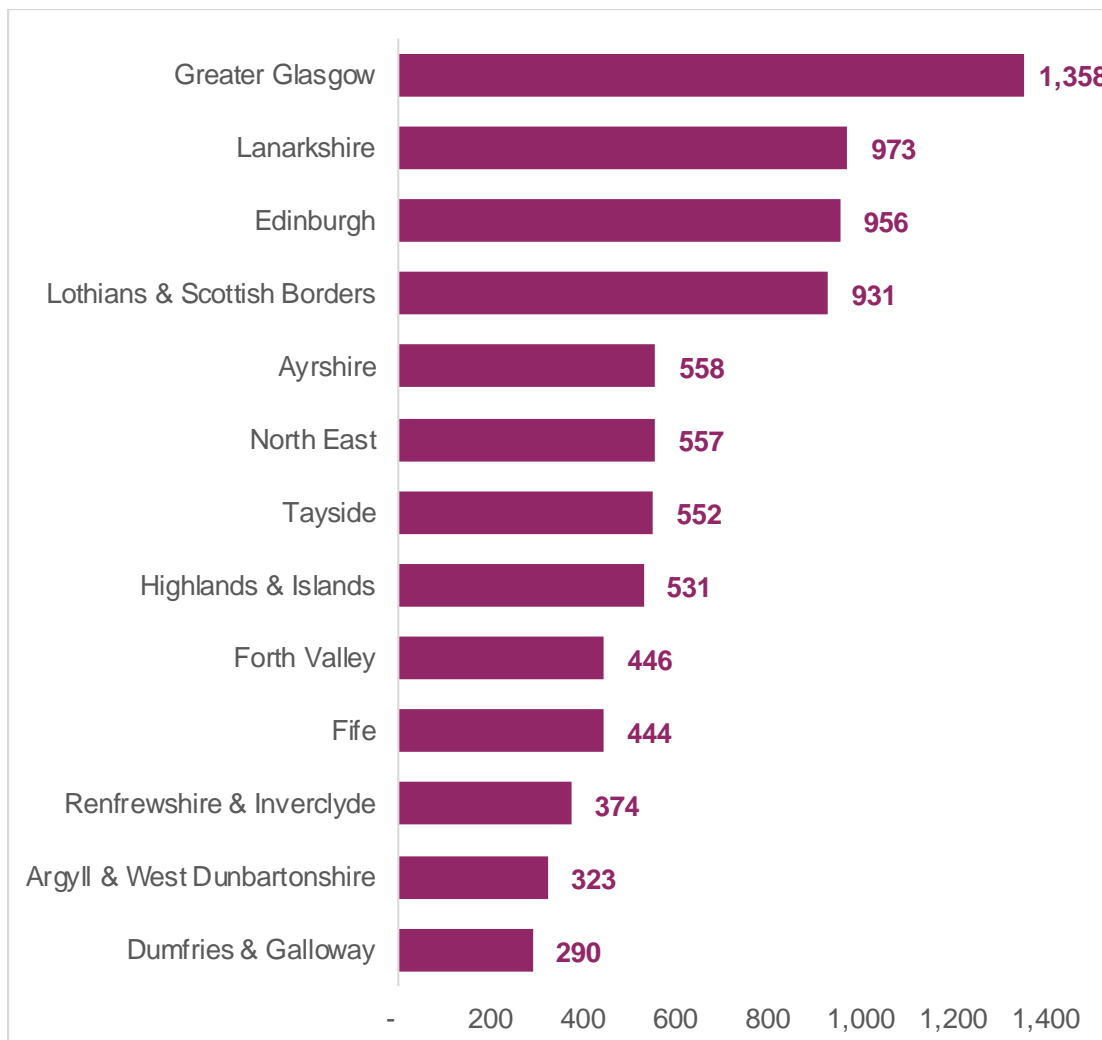
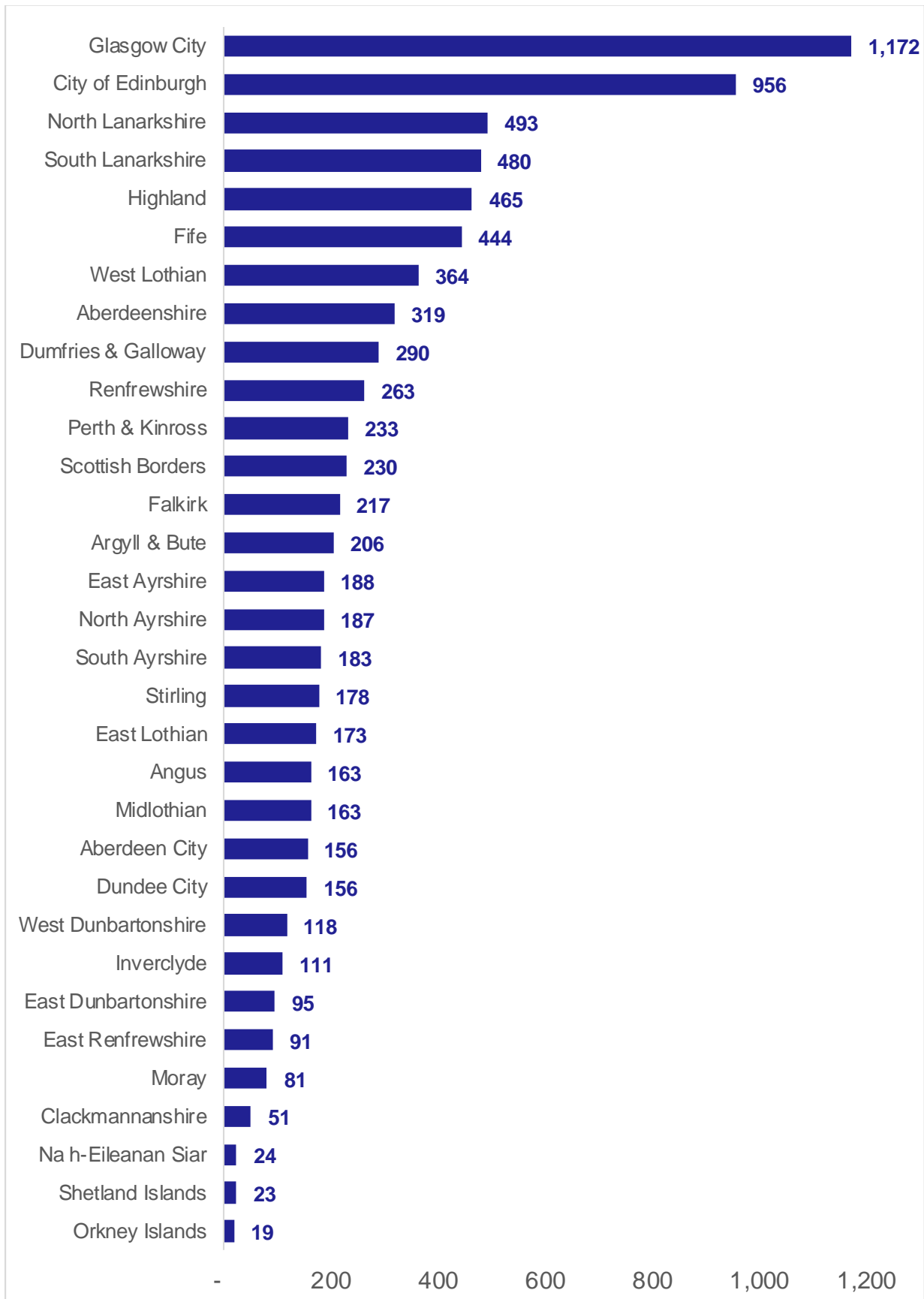


Figure 11: Average number of reported road casualties by Local Authority, 2016-2020.



## Progress towards casualty reduction targets for 2020

### Introduction

The Scottish Government recently published a new [Road Safety Framework to 2030](#).

The previous road safety framework was launched in June 2009 and included Scotland-specific targets due for delivery in 2020. These targets and milestones are included in Table 2. Each reduction target is assessed against the 2004/08 average.

In addition to the above four targets a pre-existing target (a ten per cent reduction in the slight casualty rate) continued to be adopted. Progress is assessed towards a milestone in 2015 and the final target by means of an indicative trend based on a constant annual percentage reduction.

Table 2: Casualty reduction targets in Scotland's 2009 Road Safety Framework.

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

As outlined above, the number of serious and slight casualties cannot be directly compared to previously recorded figures due to changes in severity reporting.

Progress against the serious casualty reduction targets are therefore based on adjusted figures, produced by the Department for Transport. The adjusted figures show how many slight and serious casualties there would have been in previous years if they had been recorded using the same sort of reporting system that Police Scotland use currently.

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

There were 142 people killed in 2020, a 51% reduction from the 2004-08 baseline average. Provisionally, the decrease seen to 2020 has exceeded the framework target for 2020 (a reduction of 40% from 2004-08). Figure 12 shows that the total number of fatalities in 2020 was below the indicative line required to achieve the target and has been for the past few years.

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

Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, there were 1,539 serious injuries in 2020, a 68% reduction since the adjusted 2004-08 baseline level.

Figure 13 shows that, provisionally, the reduction has exceeded the framework target for 2020 (a reduction of 55% from 2004-08). Prior to the casualty reductions in 2020, Scotland was not on track to meet this target.

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

Due to small numbers and year-to-year fluctuations this target is measured using a three-year average. An average of 4 children a year were killed in the 2018-2020 period, a 76% reduction from the 2004-2008 baseline. Figure 14 shows that the reduction has provisionally exceeded the 2020 target.

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

Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, there were 144 serious injuries in 2020, a 77% reduction since the adjusted 2004-08 baseline level. Figure 15 shows that the decrease has provisionally exceeded the framework target for 2020 (a reduction of 65% from 2004-08). Prior to the casualty reductions in 2020, Scotland was not on track to meet the target.

## **Target: 10% reduction in the slightly injured rate by 2020**

Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, the casualty rate for slight injuries in 2020 was, 9 per million vehicle kilometres, a 68% reduction since the adjusted 2004-08 baseline level. Figure 16 shows that the decrease has provisionally exceeded the framework target for 2020 (a reduction of 10% from 2004-08).

Figure 12: Progress towards casualties killed reduction target.

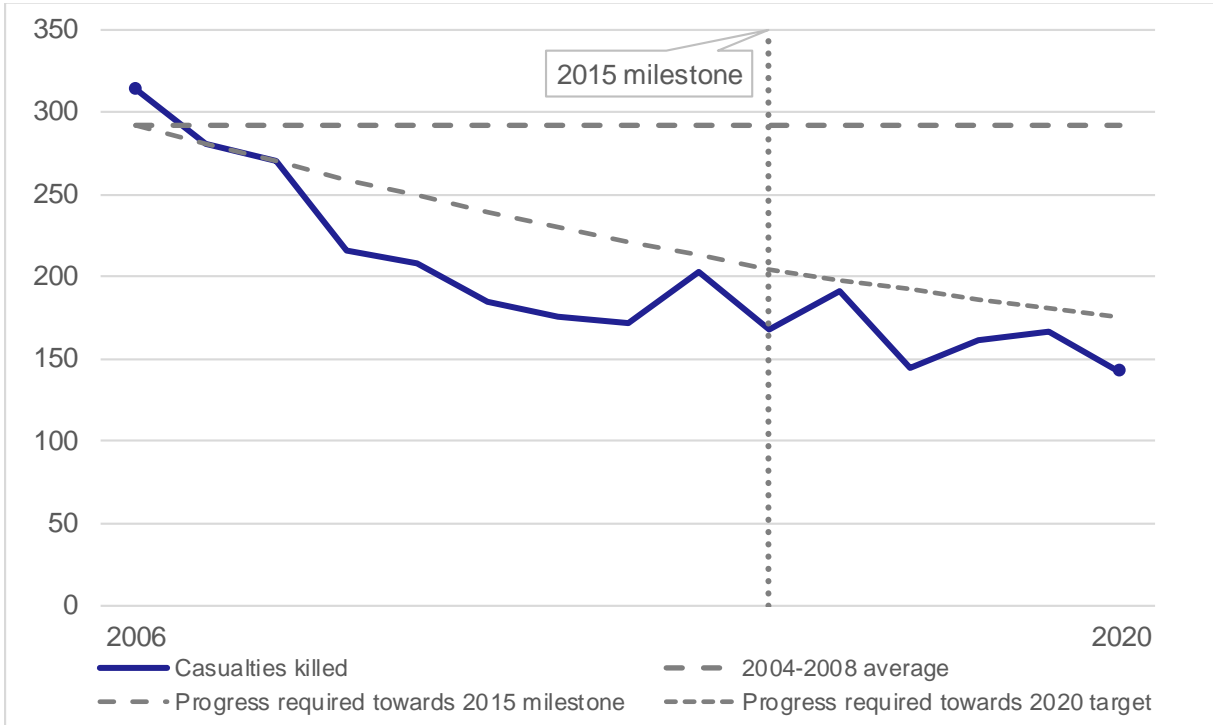


Figure 13: Progress towards casualties seriously injured reduction target.

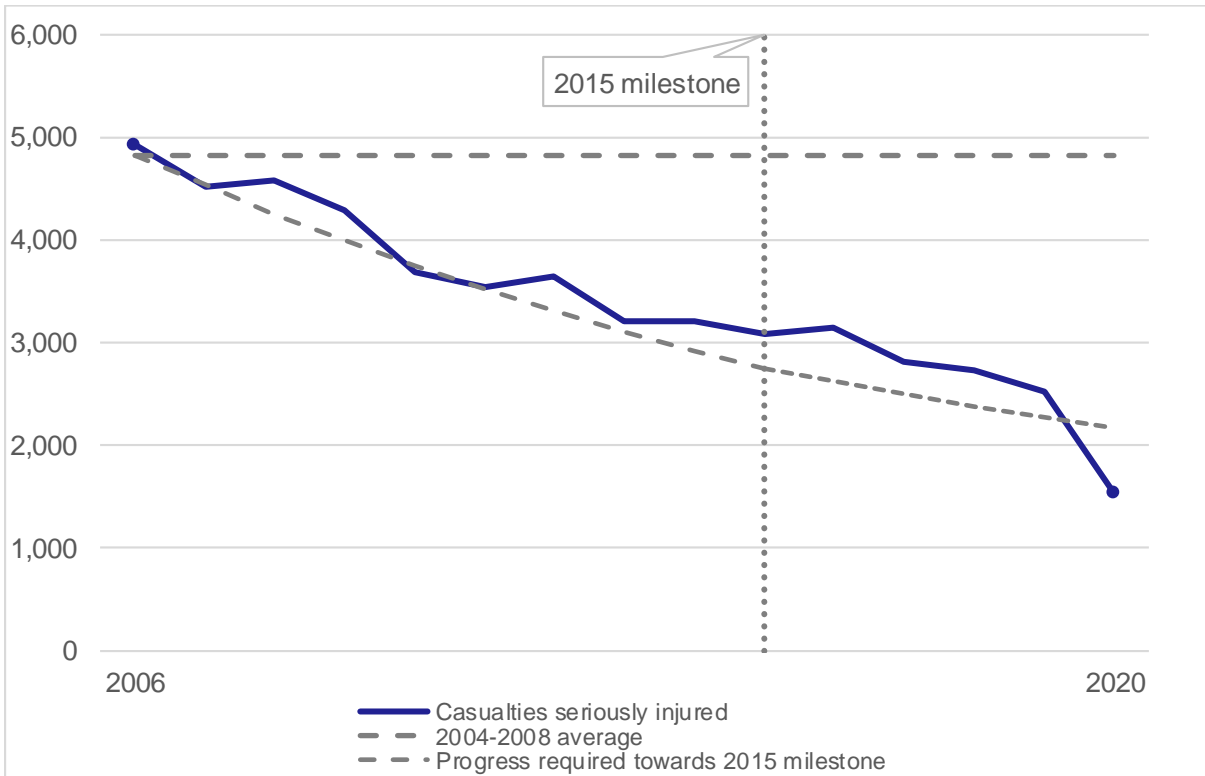


Figure 14: Progress towards children killed reduction target.

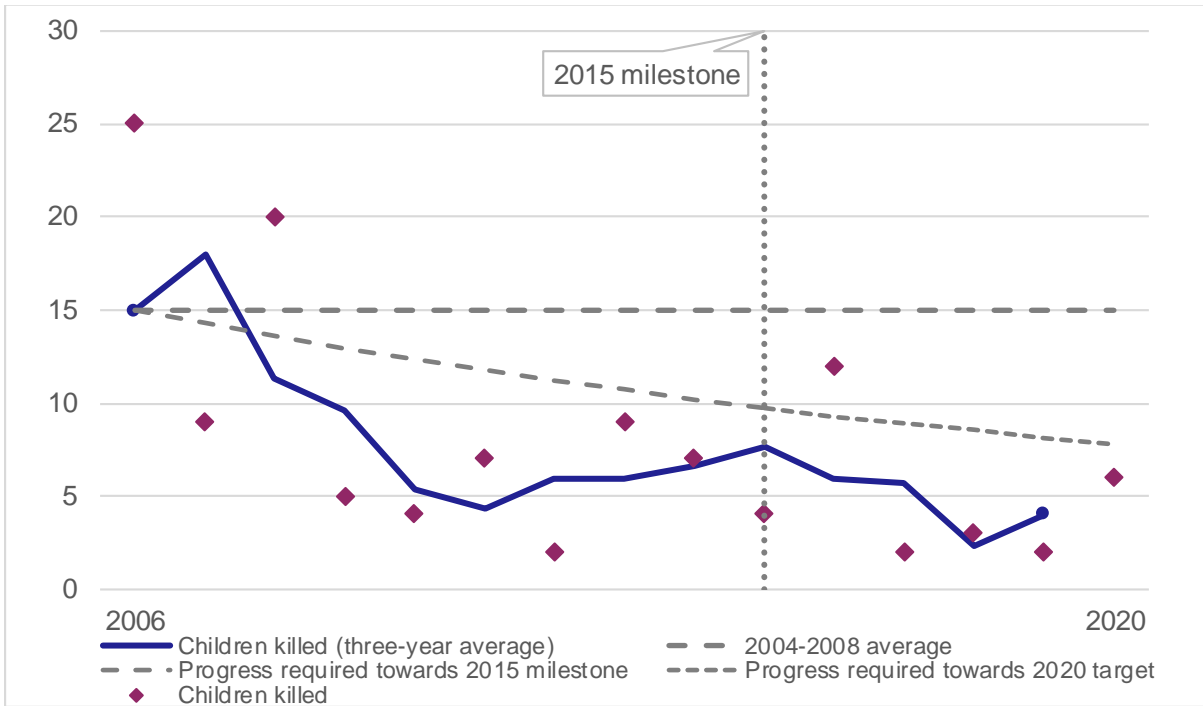


Figure 15: Progress towards children seriously injured reduction target.

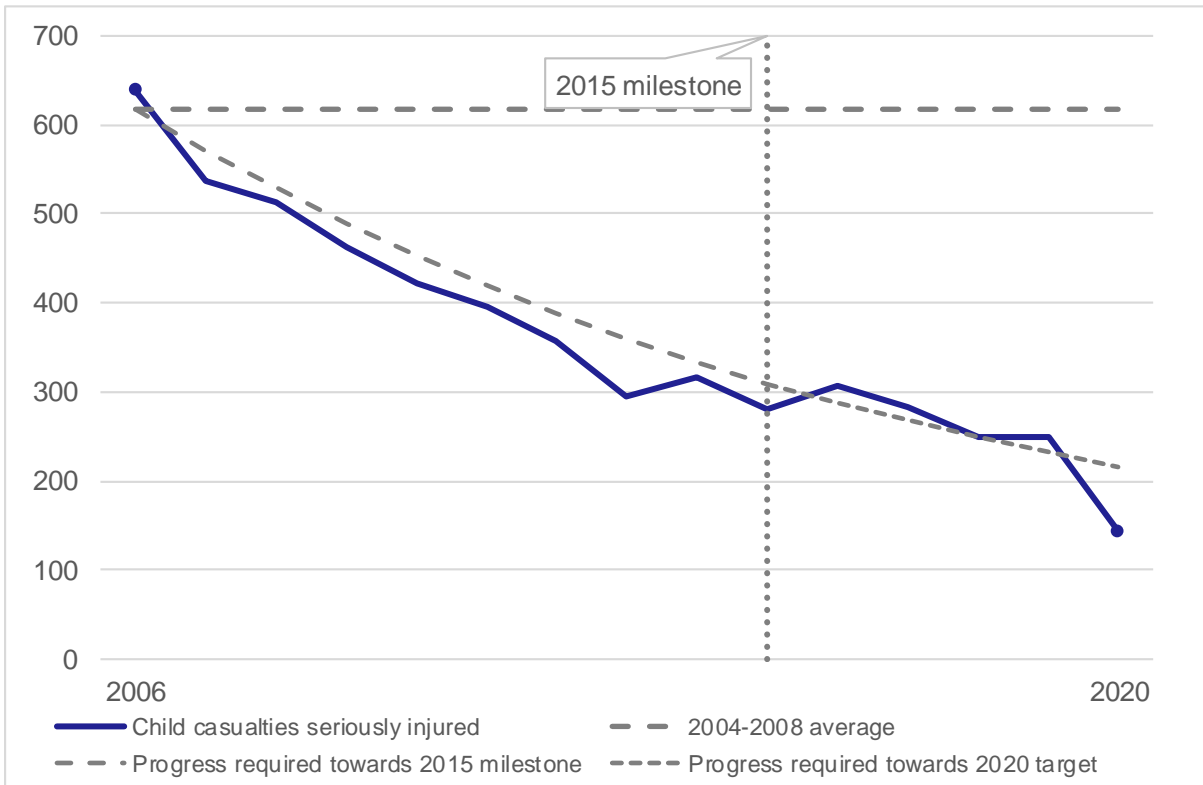
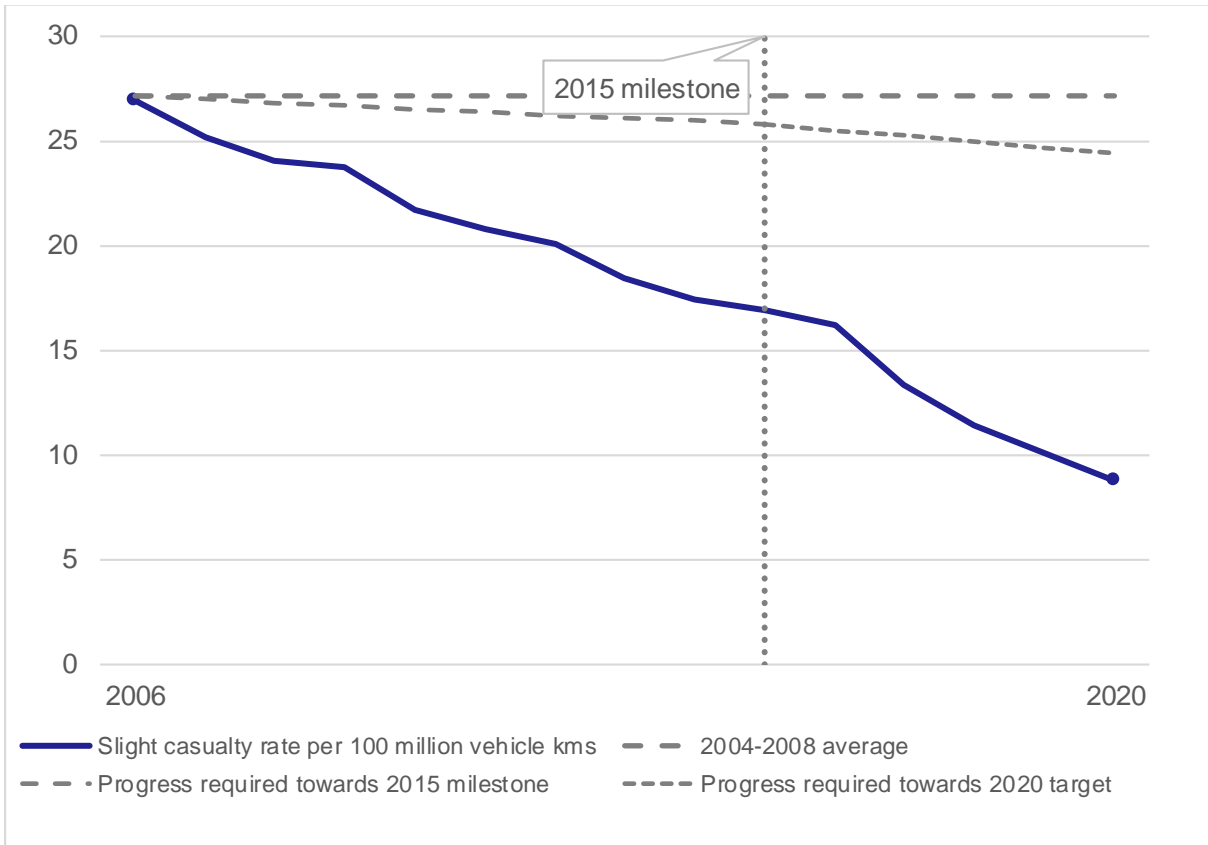


Figure 16: Progress towards slightly injured casualty rate reduction target.





## Annex A: Background, sources and definitions

### Sources of the data

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

There could be many non-fatal injury accidents which are not reported to the police, and as a result these statistics are expected to undercount the true number of road casualties. More information about this undercounting is provided in [Reported Road Casualties Scotland 2010](#), in the section entitled *Estimating under-counting of Road Casualties in Scotland*.

### Severity reporting

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. From the middle of 2019, Police Scotland have used the CRASH system for recording severity details of accidents. Table 2 lists the options for determining how severe an injury is. The introduction of CRASH means that the severity of injuries is recorded more accurately than before and has led to an increase in the recorded number of serious injuries. Figures recorded from 2019 onwards are therefore not directly comparable with those recorded prior to the introduction of CRASH.

Table 3: Classification of injury severity using the CRASH reporting system

Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed
Broken neck or back	Very Serious	Serious
Severe head injury, unconscious	Very Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious
Internal injuries	Very Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious
Loss of arm or leg (or part)	Moderately Serious	Serious
Fractured pelvis or upper leg	Moderately Serious	Serious
Other chest injury (not bruising)	Moderately Serious	Serious
Deep penetrating wound	Moderately Serious	Serious
Multiple severe injuries, conscious	Moderately Serious	Serious
Fractured lower leg / ankle / foot	Less Serious	Serious
Fractured arm / collarbone / hand	Less Serious	Serious
Deep cuts / lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts / lacerations / abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

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

- 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:
  - an injury for which a person is detained in hospital as an in-patient, or
  - any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment, or
- any injury causing death 30 or more days after the accident;

- a **serious accident** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;
- a **slight injury** is any injury which is neither fatal nor serious - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;
- a **slight accident** is one in which at least one person suffers “slight” injuries, but no-one is seriously injured, or fatally injured.

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (e.g. on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some accidents.

Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only a slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in a serious injury.

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of accidents categorised as serious. For example, the distinction between serious and slight injuries could be affected by factors such as changes in hospitals’ admission policies. All else being equal, the number of serious injury cases would rise, and the number of slight injury cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury.

The increase in the number of serious injury accidents in 1994 was partly attributed to a change in the health boards’ policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35 per cent higher than in the previous year. There could also be changes in hospitals’ procedures that would reduce the numbers of serious injury cases.

## Provisional data

Data used in this publication were extracted from Transport Scotland's reported road accident statistical database in May 2021. The figures published here are marked as provisional, as late returns and amendments will be included in the final figures published in Reported Road Casualties Scotland in October and in figures included in later years' publications. Table 3 shows the difference between the provisional and final number of casualties. In most years, the difference between the provisional and final figures is less than 0.5%.

Table 3: Difference between the provisional and final number of recorded casualties, broken down by severity, 2001 – 2019.

Year	Number of casualties				Rate (%)			
	Killed	Seriously injured	Slightly injured	All severities	Killed	Seriously injured	Slightly injured	All severities
2001	0	1	4	5		0.0%	0.0%	0.0%
2002	1	9	0	10	0.3%	0.3%		0.1%
2003	-1	9	29	37	-0.3%	0.3%	0.2%	0.2%
2004	-1	30	130	159	-0.3%	1.1%	0.8%	0.9%
2005	0	58	-29	29		2.2%	-0.2%	0.2%
2006	0	31	159	190		1.2%	1.1%	1.1%
2007	-1	66	85	150	-0.4%	2.8%	0.6%	0.9%
2008	-2	33	-18	13	-0.7%	1.3%	-0.1%	0.1%
2009	0	0	17	17			0.1%	0.1%
2010	0	4	6	10		0.2%	0.1%	0.1%
2011	0	2	5	7		0.1%	0.0%	0.1%
2012	4	15	82	101	2.3%	0.8%	0.8%	0.8%
2013	0	5	0	5		0.3%		0.0%
2014	-3	5	23	28	-1.5%	0.3%	0.2%	0.2%
2015	0	-1	13	18		-0.1%	0.1%	0.2%
2016	0	4	16	20		0.2%	0.2%	0.2%
2017	0	9	28	37		0.6%	0.4%	0.4%
2018	1	1	7	9	0.6%	0.1%	0.1%	0.1%
2019	-3	15	32	44	-1.8%	0.7%	0.6%	0.6%

## On evaluating progress against targets Reported Road Casualties

One way of assessing progress towards the targets is to compare actual casualty numbers in each year with an indicative line that starts at the baseline figure in 2004-08 and falls, by a constant percentage reduction in each subsequent year, to the target for 2020. This is the approach adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 2006 as that is the middle year of the baseline period. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2020.

The method adopted to produce the indicative target lines shown in Figures 12, 13 and 14 involves a constant percentage reduction in each year after 2006 to the 2015 milestone, then a constant percentage reduction between 2015 and 2020. The resulting indicative target lines represent the percentages of the baseline averages which are shown in the table below. They are not straight lines, because of the compounding over the years effect of constant annual percentage reductions (to two decimal places, the falls are: 3.89% p.a. for killed to meet the 2015 milestone and 3.02% between 2015 and 2020. For seriously injured casualties the falls are 6.06% and 4.61%. For child killed 4.67% and 4.37% or seriously injured 7.41% and 6.90%.

## About this publication

### 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.

### How to access background or source data

The data collected for this statistical bulletin:

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

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at [ScotStat](#)

Details of future publications can be found at [forthcoming publications](#)

### Correspondence and enquiries

For enquiries about this publication please contact Andrew Knight, Transport Scotland Analytical Services, Telephone: 0131 244 7256, e-mail: [transtat@transport.gov.scot](mailto:transtat@transport.gov.scot)

### Complaints and suggestions

If you are not satisfied with our service or have any comments or suggestions, please write to the Chief Statistician, 3WR, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail [statistics.enquiries@scotland.gov.uk](mailto:statistics.enquiries@scotland.gov.uk).

## Most recent editions of Transport Statistics publications

All [Transport Statistics Publications](#) are available on the Transport Scotland website.

Title	Last published
Scottish Transport Statistics	February 2021
Transport and Travel in Scotland	September 2020
Reported Road Casualties Scotland	October 2020
Key Reported Road Casualties Scotland	June 2021



**TRANSPORT  
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2021

ISSN 1351 3869 / ISBN 978-1-911672-10-4

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk)

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at [info@transport.gov.scot](mailto:info@transport.gov.scot)

This document is also available on the Transport Scotland website: [www.transport.gov.scot](http://www.transport.gov.scot)

Published by Transport Scotland, June 2021

Follow us:



transcotland



@transcotland

**transport.gov.scot**



**Scottish Government  
Riaghaltas na h-Alba  
gov.scot**