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Reported Road Casualties Scotland 2021

A National Statistics Publication for Scotland

Contents

Supporting Information

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.

Given their size and detail, the tables referred to throughout the text are published separately. These tables are available as excel files on the Reported Road Casualties publication page.

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.

The status of the statistics

Most of the data used in this publication were extracted from Transport Scotland's Road Accidents statistical database on the **12 September 2022**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Reported 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.

In mid-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, making direct comparisons difficult. For the years 2004 to 2019, this publication uses figures for slight casualties, slight accidents, serious casualties, and serious accidents that have been adjusted in order to maximise comparability with figures for the most recent years. This does mean that the figures for serious and slight accident and casualties are not comparable prior to 2004. More information is set out in the following section.

Changes in severity reporting and 'adjustments' to figures

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

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

The Department for Transport has carried out analysis which adjusts historical figures so that they reflect the numbers that would have been reported if CRASH had been used to record the casualty severity in those years. Within this publication, these adjusted figures are used to report on serious casualties, serious accidents, slight casualties, and slight accident for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 and 2021, but not with figures for years prior to 2004.

As the adjustments relate only to serious and slight casualties, figures for total casualties and fatalities are unaffected

More information on the methodology used to produce these adjusted figures is available from the Department for Transport.

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. 2017-2021), 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 th period 2014-18. This is to allow comparison against the baseline period for the Scotland's 2030 casualty reduction targets published within the Road Safety Framework to 2030.

This publication discusses these targets in more detail, monitoring progress and exploring differences between modes of travel. Due to the changes in casualty severity recording, progress against some of the targets is measured using the adjusted figures produced by the Department for Transport, which show what historical figures would have looked like if the CRASH system had been used previously.

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.

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.

The most recent STATS19 review started in autumn 2018 and has made a number of recommendations on changes to STATS19 going forward. These were based on evidence and detailed discussion with the review group.

Key recommendations can be found in the full STATS19 review report.

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

Office for Statistics Regulation compliance check

In 2019, these statistics were assessed against the Code of Practice for Official Statistics by the Office for Statistics Regulation (OSR). The outcome of the review was that these statistics should continue to be classified as national statistics. More information about the findings of the review is available on the OSR website.

Further details on the role of the UKSA and the assessment process can also be found via the OSR website.

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 2014 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
Casualty rates for local authority roads by local authority area, and the likely range of random year-to-year variation in these figures	RRCS 2018 https://bit.ly/2SW0GZg

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

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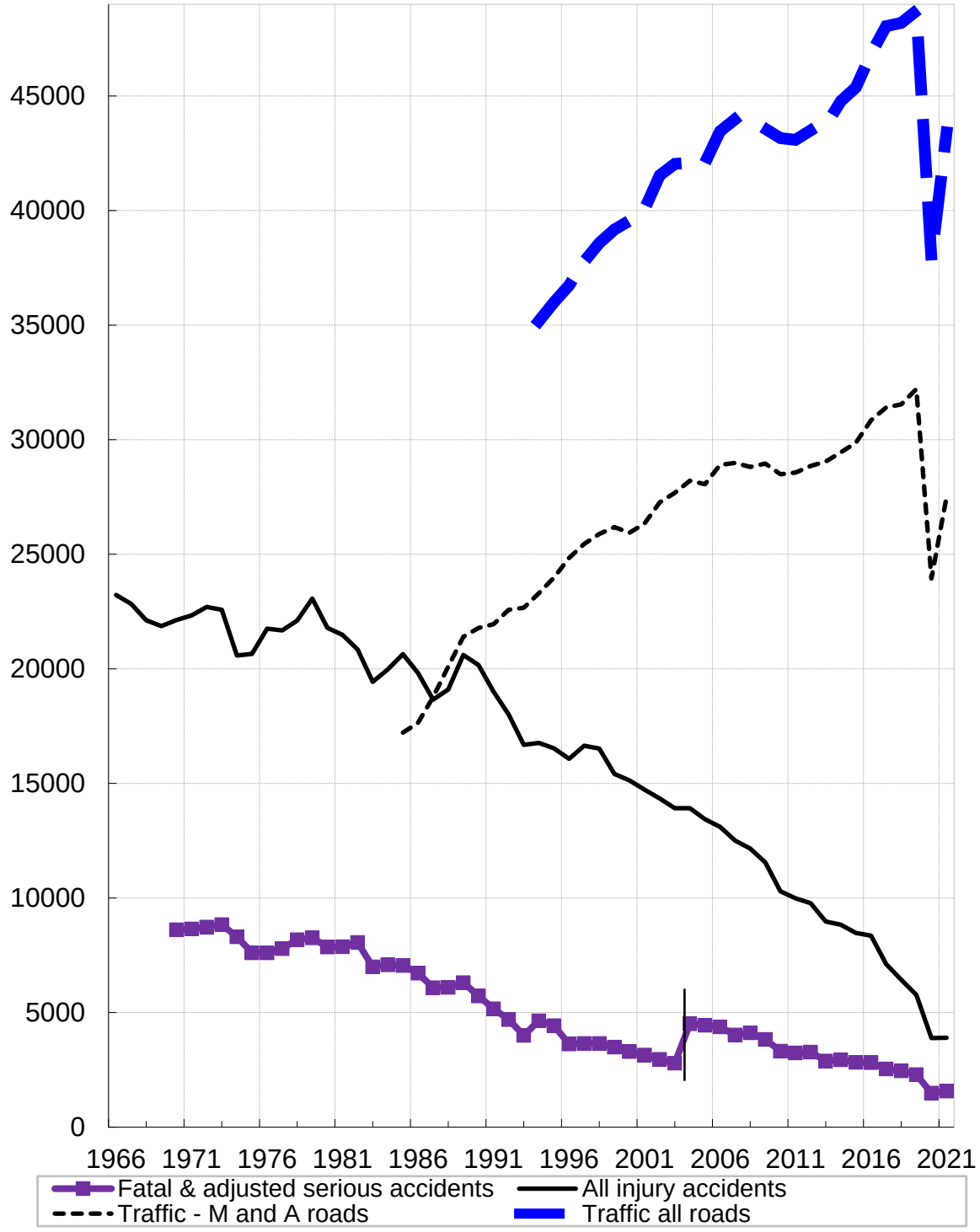
Figure 1 - Reported accidents by severity 1966 to 2021



Note for Figure 1: Due to changes in the way casualty severities are recorded, figures for serious accidents prior to 2004 are not comparable with later years.

Trends in the reported numbers of Injury Road Accidents and Casualties

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.

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.

As outlined in the Supporting Information section, Police Scotland's move to CRASH, an injury-based reporting system, has resulted in changes in severity reporting for serious and slight casualties and accidents. For years 2004-2019, this publication uses figures that have been adjusted for comparability. Table 2 provides a comparison between the adjusted figures and the figures 'as recorded'.

Accidents

- In 2021, there were 135 fatal accidents, 4 (3%) more than in 2020.
- In 2021 there were 1,443 serious injury accidents.
- In 2021 there were 2,321 slight injury accidents.

Casualties

- There were 140 people killed in road accidents in Scotland in 2021, 1 fewer than in 2020.
- 1,615 people were seriously injured in road accidents in 2021.

- 3,348 people were slightly injured in road accidents in 2021.
- There were a total number of 5,103 casualties in 2021 – 47 (1%) more than in 2020.

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 2021 the number of vehicles licensed in Scotland was about fourteen per cent higher than in 2011. Prior to the coronavirus pandemic, motor traffic had been increasing steadily.

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 seatbelt 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 28 out of 32 years, and in 2020 it was at the lowest level ever recorded. The 2021 figure of 3,899 was 9 more than in 2020.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 135 in 2021. For **serious accidents**, the trend has also been downwards. 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. The 2021 figure was 2,321.

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 2021 there were 140 people killed in road accidents in Scotland, one fewer than in 2020. 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 2021 was the lowest since records began.

Numbers seriously injured

In 2021 there were 1,615 people seriously injured in road accidents. The long-term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and has generally fallen since the early 1980s. The long-term downward trend appeared to level off at around 4,050 in the mid to late nineties, but the downward trend subsequently resumed. The number of people seriously injured in 2021 increased by 5% on 2020.

Numbers slightly injured

In 2021 there were 3,348 people slightly injured. 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, 2004 to 2021 showed consecutive falls continuing downward trend. The number of people slightly injured in road accidents in 2021 decreased by 1% on 2020.

Total numbers of casualties

In 2021 there was a total of 5,103 casualties, 47 (1%) more than in 2020 (the second 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 2020.

Reported Accidents by road type and severity

Table 4 shows separate figures for trunk roads and local authority roads. Trunk roads accounted for a minority of the total number of accidents in 2021: 30% of fatal accidents, 20% of serious accidents, and 20% of all accidents. The trunk road network's share 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.

Accident rates

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 0.0063 per 100 million vehicle kilometres in 2005 to 0.0031 in 2020 and the overall accident rate (all severities) reduced from 31.93 per 100 million vehicle kilometres to 8.98. 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.

Accidents by month by road type

Table 6 refers.

The numbers of injury accidents over the years 2017-2021 were fairly evenly spread throughout the year, with minor peaks in January and July. (Months are standardised to 30 days to allow comparison).

On average, there were 12 fatal accidents per month in the years 2017 to 2021. Over the five year period, the number did not vary greatly between the months: the lowest average was 9, and the highest was 16.

Accidents by light condition and road type

Table 7 refers.

Using annual averages over the period 2017-2021, 5.4% of injury road accidents on non built-up roads in darkness (32 out of 590) resulted in one or more deaths compared with 1.7% of accidents on built-up roads in darkness (18 out of 1,065) and 4.3% of accidents on non built-up roads in daylight (72 out of 1,676).

Car driver accident rates

Table 18b refers.

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 shown for each sex and age group are on a per head of population basis, rather than based on the numbers of driving licence holders or on 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 2021, the overall rate was 1 accident per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 1.9 per thousand population

in 2021. This rate is over one and a half times those of females of the same age (1.1 per thousand in 2021).

The overall male car driver accident rate in 2021 was 1.3 per thousand population; the same as 2020 with rates for all age groups being the same as the previous year except for over 60 which was slightly higher. The overall female car driver accident rate in 2021 was 0.7 per thousand population and younger age groups showed slight decreases while older ages showed slight increases from the previous year.

Between 2011 and 2021, the male car driver accident rate fell from 3.5 to 1.3 per thousand population, while the female car driver accident rate has declined slowly from 2.0 to 0.7 per thousand in 2021. As a result, the overall, ratio of male to female car driver accident rates has increased from 1.8: 1 for 2011 to 1.9 : 1 in 2021.

Reported casualties by type of road

Table 23 refers.

In 2021, non built-up roads accounted for two-fifths of the total number of casualties (44%: 2,237 out of 5,103). 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 (69%: 97 out of 140) and for just under half of the total number of seriously injured (46%: 747 out of 1,615).

Compared with 2011, the fall in the total number of casualties has been 56% for non built-up roads and 63% for those elsewhere. The difference in the numbers killed on built-up roads is higher than those on non built-up ones (down by 20% for non built-up roads compared with a reduction of 32% 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.

Casualties by mode of transport

Table 23 refers.

A total of 2,905 car users were injured in road accidents in 2021, representing 57% of all casualties. Of these car users, 55 died. There were 770 pedestrian casualties (15% of the total), of whom 37 died, 512 pedal cycle casualties (10% of the total), of whom 10 died, and 455 motorcycle casualties (9% of the total), of whom 30 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 461 casualties in 2021 (9% of the total), and for smaller percentages of the numbers of seriously injured. These included 79 bus and coach users injured in 2021, of whom 27 suffered serious injuries (2 died). There were also 167 casualties who were travelling in light goods vehicles(2 died), 45 people in heavy goods vehicles(1 died), 67 users of taxis(one died), 20 users of minibuses(one died) and 83 people with another means of transport(1 died).

Car user casualties

A total of 2,905 car users were injured in road accidents in 2021, representing 57% of all casualties. Of these people, a total of 709 were seriously injured, 55 died. Non built-up roads accounted for over a half of all car user casualties (56%: 1,635 out of 2,905). 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 (85%: 47 out of 55) or were seriously injured (65%: 448 out of 709). *(see Table 23)*

The number of car users killed in 2021 was 16 less than the 2020 figure and the total number of casualties of all severities was down by 5%. Since 2011, the number killed has dropped by 38%, and there has been a fall of 63% in the total number of car user casualties. *(see Table 23)*

Looking at the annual average over the years 2017-2021, the casualty rate for 16-22 year old car users was 1.61 per thousand population. This was much higher than the rate for car users in the older age groups, which varied from 0.52 to 1.42 per thousand population. *(see Table 32)*

On average, over the years 2017-2021, 68% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 36% of the total number of car user casualties of all severities, where more casualties occurred on roads with a 30 mph limit (37%). *(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 276 (the average over the years 2017-2021) was 60% higher than the average of 173 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in April and most in August. August had 30% more adult car user casualties than April (annual averages over the years 2017-2021; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2017-2021 with 18% more than the average daily number of adult car user casualties. *(see Table 30)*

Pedestrian casualties

There were 770 pedestrian casualties in 2021: 15% of all casualties. Of these, 302 were seriously injured and 37 died. Presumably due to their greater vulnerability, a higher proportion of the total number of people who were killed (26%) and seriously injured (19%) were pedestrians. In addition, 39% of pedestrian casualties were seriously injured (302 out of 770) compared with serious for all modes of 32% (1,615 out of 5,103). 94% of pedestrian casualties occurred on built-up roads (724 out of 770) in 2021. *(see Table 23)*

The overall number of pedestrian casualties was 5% lower than 2020. Since 2011, the number of pedestrians killed has fallen by 6 and there has been a 63% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2017 to 2021, the 12-15 age-group had the highest 'all severities' pedestrian casualty rates (0.59 per thousand population). *(see Tables 23 & 32)*

The overall pedestrian 'all severities' casualty rate for males was 0.24 per thousand population, compared with 0.16 per thousand for females, using the averages for the period 2017 to 2021. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2017 to 2021, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from 5pm to 7pm. *(see Table 28)*

November and December were the peak months for adult pedestrian casualties, with each having 46% and 42% respectively more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 30% more than the monthly average (annual averages over the years 2017-2021; months standardised to 30 days). *(see Table 29)*

Friday has the highest numbers of adult pedestrian casualties; 24% more than the daily average over the period 2017 to 2021. *(see Table 30)*

Pedal Cycle Casualties

There were 512 pedal cycle casualties in 2021, 98 less than the previous year. The number of seriously injured pedal cycle casualties in 2021 was 196. There were 10 pedal cycle fatalities in 2021, one less than 2020. Since 2011 there has been a 38% decrease in all pedal cycle casualties and the number of fatalities has fluctuated between 5 and 13. In 2021, 83% of pedal cycle casualties were on built-up roads *(see Table 23).* It should be noted that pedal cycle traffic is estimated to have seen a decrease of 27% in 2021 compared with 2020.

In terms of the averages for the period 2017 to 2021, the pedal cycle casualty rate per head of population was highest for those aged 23-25 (0.19 per thousand population) and 40-49 (0.18 per thousand). 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 2017 to 2021, on weekdays, the peak numbers of adult pedal cycle casualties occurred from 3 pm to 6 pm and from 8 am to 9 am. At weekends the numbers were smaller, but appear to peak between 2 pm to 7 pm. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were June and August which were 24-31% more than the monthly average (2017-2021 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Tuesday, 19% higher than the daily average, over the years 2017-2021. There were substantially fewer adult pedal cycle casualties on Sunday, 39% less than the daily average. *(see Table 30)*

Motorcyclist casualties

A total of 455 motorcyclists were injured in road accidents in 2021, representing 9% of all casualties. Of these, 277 were seriously injured and 30 died. 56% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for almost 61% of those seriously injured, and 83% of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2021 was 9% higher than in the previous year and the number killed increased by 14. 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 2021 was 44% lower than in 2011. Three fewer motorcyclists died in 2021 than in 2011. *(see Table 23)*

On average, over the years 2017 to 2021, the motorcyclist casualty rate was highest for the 23-25 age group (0.19 per thousand population) followed by the 40-49 year old age group (0.18 per thousand population); other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2017 to 2021, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak months of the year were June (71 casualties) and August (67 casualties, amidst a general peak from May to September *(see Table 29)* and there were more casualties on Saturday and Sunday than on any of the other days *(see Table 30).*

Child (0-15) casualties

There were 494 child casualties in 2021, representing 10% of the total number of casualties of all ages. Of the child casualties, 140 were seriously injured, and five died *(see Table 24)*.

There was one less child killed in 2021 than in 2020. The total number of child casualties increased by one on 2020. Since 2011, the number of children killed has fallen by two. *(see Table A and Table 25)*

In terms of the averages for the period 2017 to 2021, on weekdays, the peak time for child casualties was from 3 pm to 6 pm, with 42% of all weekday casualties in those three hours. A further 17% occurred in the three hours between 6 pm and 9 pm There was another peak in the morning, between 8 am and 9 am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7 pm *(see Table 27)*

August was the peak month for child casualties, with 34% more than in an average month. September had 11% more than an average month. (2017-2021 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2017 to 2021, Friday was the peak day of the week for child casualties, with 21% more than an average day. Sunday, on the other hand, had 24% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2021, there were 243 child pedestrian casualties. They accounted for 32% of all pedestrian casualties of all ages (243 out of 770). Of the child pedestrian casualties, 94 were seriously injured and 1 died. *(see Table 24)*

There were 59 child pedal cycle casualties in 2021 (12% of the total of 512 pedal cycle casualties of all ages). The child pedal cycle casualties included 17 who were seriously injured, one died. *(see Table 24)*

In 2021, there were 172 child casualties in cars, 6% of the total number of car user casualties of all ages (172 out of 2,972). Of the child casualties in cars, 24 were seriously injured (two 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 2017-2021 taken together, for children aged 0-4 the rate was 0.40 per thousand population, whereas it was 0.74 per thousand for those aged 5-11 and for the 12-15 age group it was 1.15 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 32% of that for 5-11 and 19% of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys in the 0-4 age group was 14% higher than that for girls. The difference between the sexes was even more pronounced in driver or rider casualty rates. *(see Table 34)*

The overall child pedestrian casualty rate at 0.20 per thousand child population was over one and a half times the corresponding rate for adult pedestrian casualties. *(see Table 32)*

Motorists, breath testing and drink-driving

Breath testing of drivers

Tables 19, 20, and 21 refer.

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 2021, 50% of motorists involved in injury accidents were asked for a breath test (this ranged from 35% to 66% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 3.5% of those drivers breathalysed. This represented 1.7% of the total number of motorists involved in accidents (including those who were not asked for a breath test). Although there was a general downward trend in these percentages, in the last couple of years these have been rising 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 2021, of the 107 positive / refused cases, 35% occurred between 9 pm and 3 am (20% between 9 pm and midnight, plus 15% between midnight and 3 am). Table 20 shows that, using 2017 to 2021 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 12%) 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 Monday-Thursday) to 17% (3 am to 6 am on Saturdays). Table 20 shows that, although the period from 9 pm to midnight had the 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.

Drink-drive accidents and casualties

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) as 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 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 and casualties fell by 64% and 66% respectively between 2010 and 2020 (the latest year for which estimates are available): from a rounded estimate of 630 to roughly 190 (accidents) and from around 740 to some 250 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to have double from 10 in 2010 to 20 in 2020. The adjusted number of serious casualties is estimated to have dropped by 71% (from roughly 210 in 2010 to some 60 in 2020).

Comparisons of Scottish figures against those of other countries

Casualty rates: against England & Wales

Tables C to F refer.

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 2021, Scotland's casualty rates were 8% higher (killed), 6% lower (serious) and 44% lower (all severities).

Child rates

In 2021, the Scottish rates were 16% lower (serious) than those in England and Wales and 41% lower (all severities). In the case of serious and all severities this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2014-18 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2017-2021, child fatality rates in Scotland were on average 3% higher than England and Wales, however, in three 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 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 typically been substantially higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. In 2021, Scotland's car user fatality rate was 4% lower than that of England & Wales, the seriously injured rate was 14% lower and the all severity car user rate was 53% lower. For child car users, the seriously injured rate was 23% lower in Scotland and the all severities rate was 47% less than that of England and Wales.

In 2021, the pedestrian killed rate per thousand was 24% higher in Scotland than England & Wales, and the serious and all severities rates were 30% and 46% lower respectively. The child pedestrian casualty rates in Scotland were lower for killed (22%) and all severities (25%) but higher for seriously injured (2%) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2021 for seriously injured (49% lower) and for all severities (65% lower). The child pedal cycle casualty serious rate was 43% lower and the all severities rate 54% lower in Scotland than in England & 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 2021 which is published by the Department for Transport.

Road deaths: International comparison 2020 & 2021 (provisional)

Tables G and H refer.

Introduction

This section compares Scotland's road death rates in 2020 and 2021 (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 count *each* of the UK, Great Britain, England, Wales and Northern Ireland as individual countries). 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).

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 2021, Scotland's provisional overall road death rate of 26 per million population was the ninth lowest of the 40 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as separate countries, but *not* counting the overall GB and UK figures).

Pedestrians

In 2020, Scotland's pedestrian fatality rate was 6 per million population. Scotland ranked 17 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 14 per million population: the twelfth lowest of 41 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 31 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 fourth lowest for casualties aged 0-14. It was the lowest for those aged 15-24, sixth lowest for those aged 25-64 and fifth 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.

Casualty Reduction Targets: Scotland's Road Safety Framework to 2030

Introduction

Transport Scotland recently published a new Road Safety Framework to 2030 The following section provides information on the progress made towards the four main casualty reduction targets outlined in the framework. Each reduction target is assessed against a baseline of the 2014-201818 average.

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

As outlined previously, 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.

To illustrate the reductions necessary the following table shows the 2014 to 2018 baseline, the latest position, as well as the level of casualties inferred by the 2030 targets.

	2014-2018 average	2021	2030 target
People killed	174	140	87
People seriously injured	2,908	1,615	1,454
Children (aged < 16) killed (3 year average)	6	4	2
Children (aged < 16) seriously injured	278	140	111

Charts showing performance are presented in figure 8. More detail about the calculation of these indicative lines is included in the methodology of assessment section.

Summary of Progress

The 2021 figures show:

- 140 people were reported as killed in 2021, 19 per cent (34) below the 2014-2018 average of 174.
- 1,615 people were reported as seriously injured in 2021, 44 per cent (1,293) below the 2014-2018 average of 2,908.
- 5 children were reported as killed in 2021, meaning the average for the 2019-2021 period was 4 a year, this is 23 per cent (2) below the 2014-2018 average of 6.
- 140 children were reported as seriously injured in 2021, 50 per cent (138) below the 2014-2018 average of 278.

Figure 8 shows progress towards the casualty reduction targets for 2021.

Figure 8 (A) - Reported casualties killed

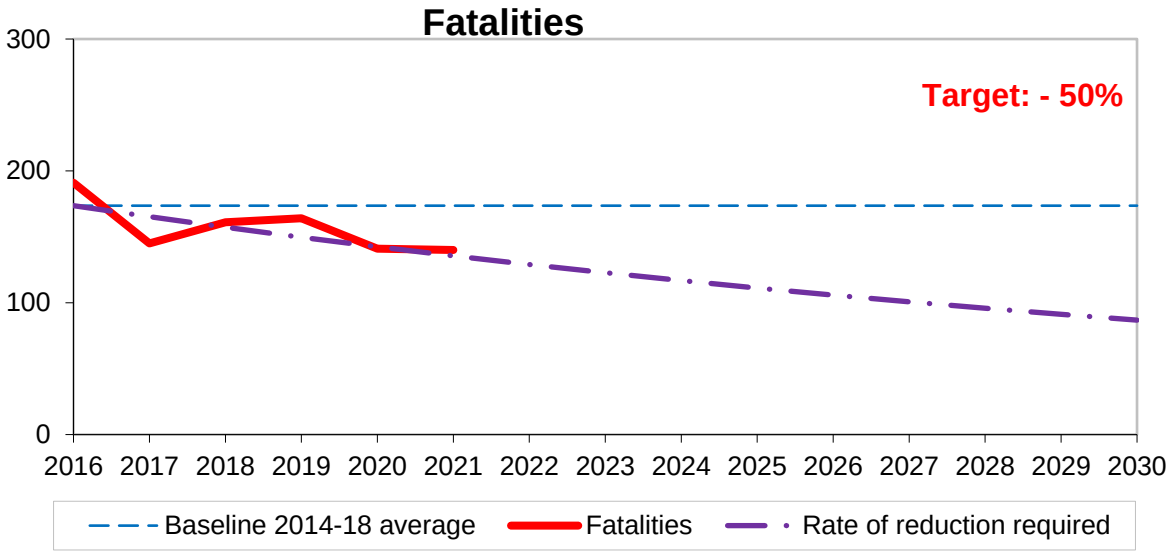


Figure 8 (B) - Reported seriously injured

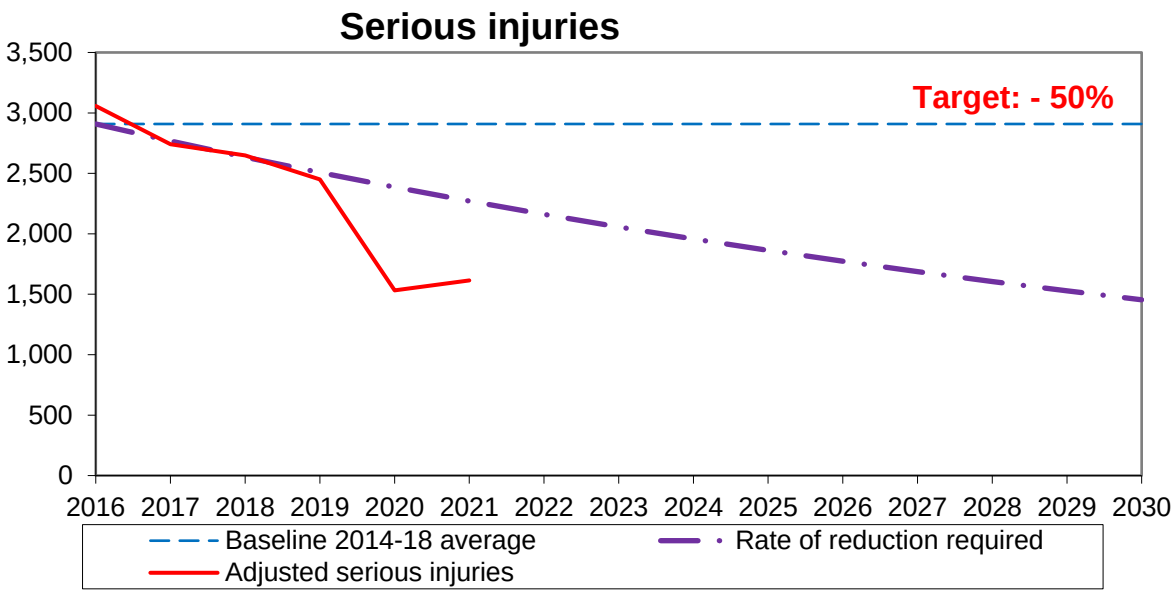


Figure 8 (C) - Reported children killed

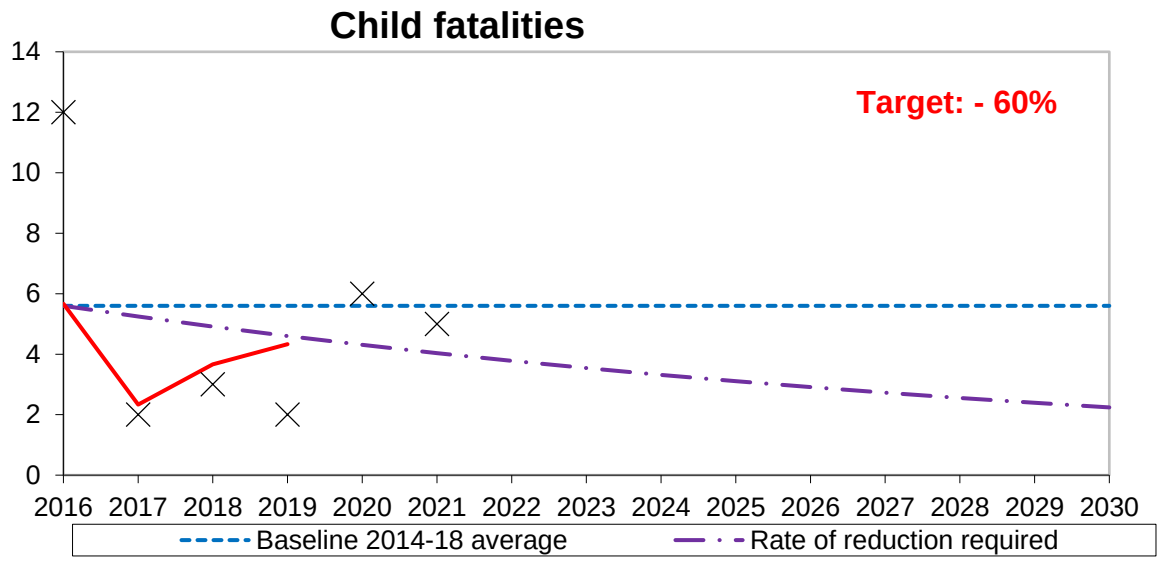
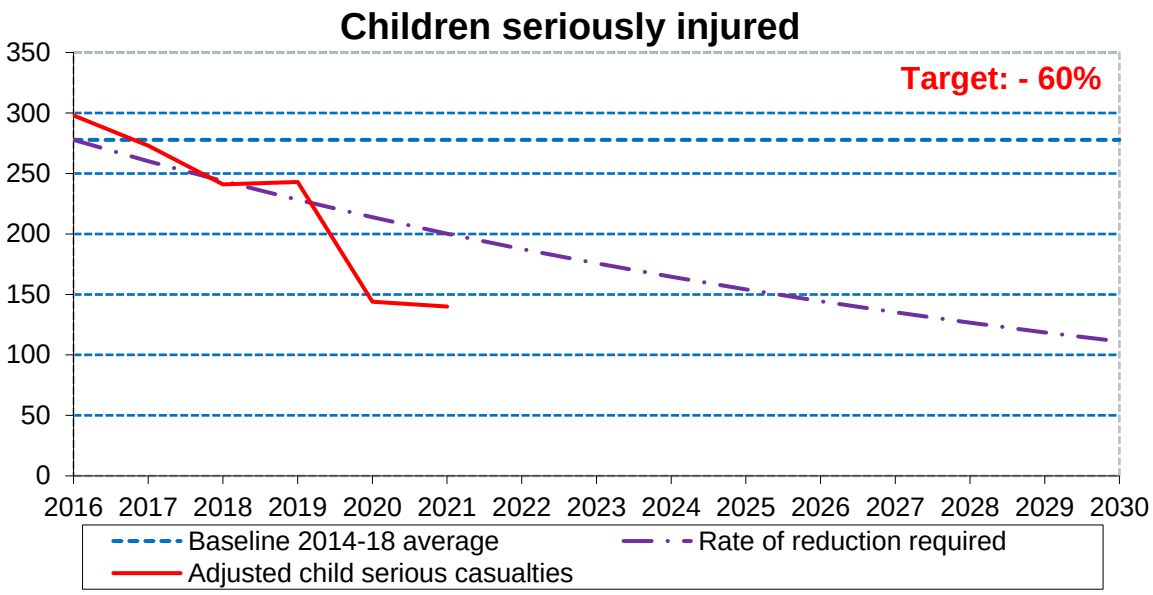


Figure 8 (D) - Reported child seriously Injured casualties



Commentary

Numbers killed

There were 140 people killed in 2021, a 19% reduction from the 2014-18 baseline average. The decrease seen to 2021 is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Figure 8(A) shows that the total number of fatalities in 2021 was above the indicative line required to achieve the target.

Numbers Seriously Injured

There were 1,615 serious injuries in 2021, a 44% reduction since the 2014-18 baseline level.

Figure 8(B) shows that, provisionally, the reduction is on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Children killed

Due to the relatively small numbers involved and the impact of year-to-year fluctuations this target is measured using a three-year average. An average of 4 children a year were killed in the 2019-2021 period, a 23% reduction from the 2014-2018 baseline. Figure 8(C) shows that the reduction is currently on track to meet the framework target for 2030.

Children seriously injured

There were 140 child serious injuries in 2021, a 50% reduction since the adjusted 2014-18 baseline level. Figure 8(D) shows that the reduction is currently on track to meet the framework target for 2030 (a reduction of 65% from 2014-18 baseline).

Other statistics for monitoring progress

Table 40 shows the baseline figures for each local authority area relating to the targets for the numbers killed (separately for trunk roads, local authority roads and all roads), along with the corresponding figures for each of the past ten years and the latest five years' averages. Table 42 shows figures for each Police Force division related to all killed and children killed.

Method for 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 2016 (mid-point of the 2014 to 2018 average) and falls, by a constant percentage reduction in each subsequent year, to the target for 2030. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2030.

The method adopted to produce the indicative target lines shown in Figure 8 involves a constant percentage reduction in each year after 2016 to 2030. 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: 4.83% per annum for both killed and serious to meet the 2030 target. For both children killed and seriously injured casualties the fall is 6.34%.

Table Ia Constant percentage reductions needed to achieve 2030 targets

	Killed and Serious (50% reduction)		**Child killed and serious (60% reduction)**	
	% baseline (milestone from 2016)	% reduction from baseline (milestone)	% baseline (milestone from 2016)	% reduction from baseline (milestone)
2016	100%		100%	
2017	95.17%	4.83%	93.66%	6.34%
2018	90.57%	9.43%	87.73%	12.27%
2019	86.20%	13.80%	82.17%	17.83%
2020	82.03%	17.97%	76.97%	23.03%
2021	78.07%	21.93%	72.09%	27.91%
2022	74.30%	25.70%	67.52%	32.48%
2023	70.71%	29.29%	63.25%	36.75%
2024	67.30%	32.70%	59.24%	40.76%
2025	64.04%	35.96%	55.49%	44.51%
2026	60.95%	39.05%	51.97%	48.03%
2027	58.01%	41.99%	48.68%	51.32%
2028	55.20%	44.80%	45.59%	54.41%
2029	52.54%	47.46%	42.71%	57.29%
2030	50.00%	50.00%	40.00%	60.00%

The likely range of random year-to-year variation in road accident and casualty numbers for Scotland as a whole

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 2021);
- road deaths (1949 to 2021);
- people killed or seriously injured (1950 to 2021);
- children killed or seriously injured (1981 to 2021).

The number of years covered by each chart reflects the availability of the relevant figures. The blue dots are the values in each year, and the blue 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. It should be noted that figures for combined fatal and serious, serious and slight severities prior to 2004 cannot be compared to later years due to changes in the way casualty severities were recorded from 2004 onwards.

Figure 2 - Scottish fatal reported road accidents: 1972 onwards

Figure 2 Scottish fatal reported road accidents: 1972 onwards
showing likely range of values (see text) around 5-year moving average

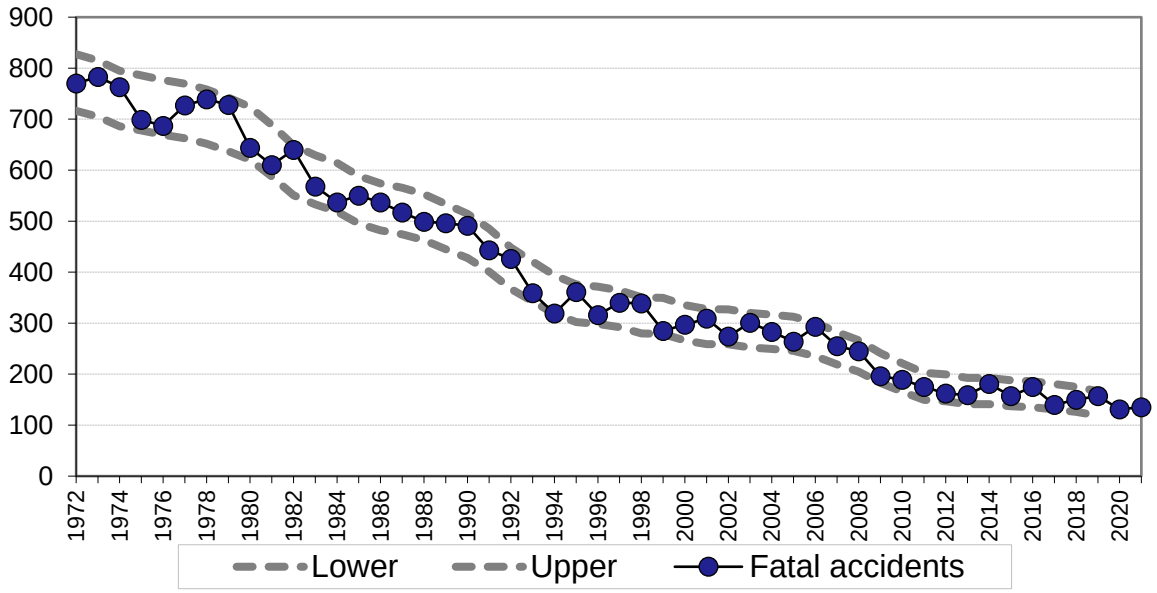


Figure 3 Scottish reported road accident deaths:1949 onwards

Figure 3 Scottish reported road accident deaths: 1949 onwards

showing likely range of values (see text) around 5-year moving average

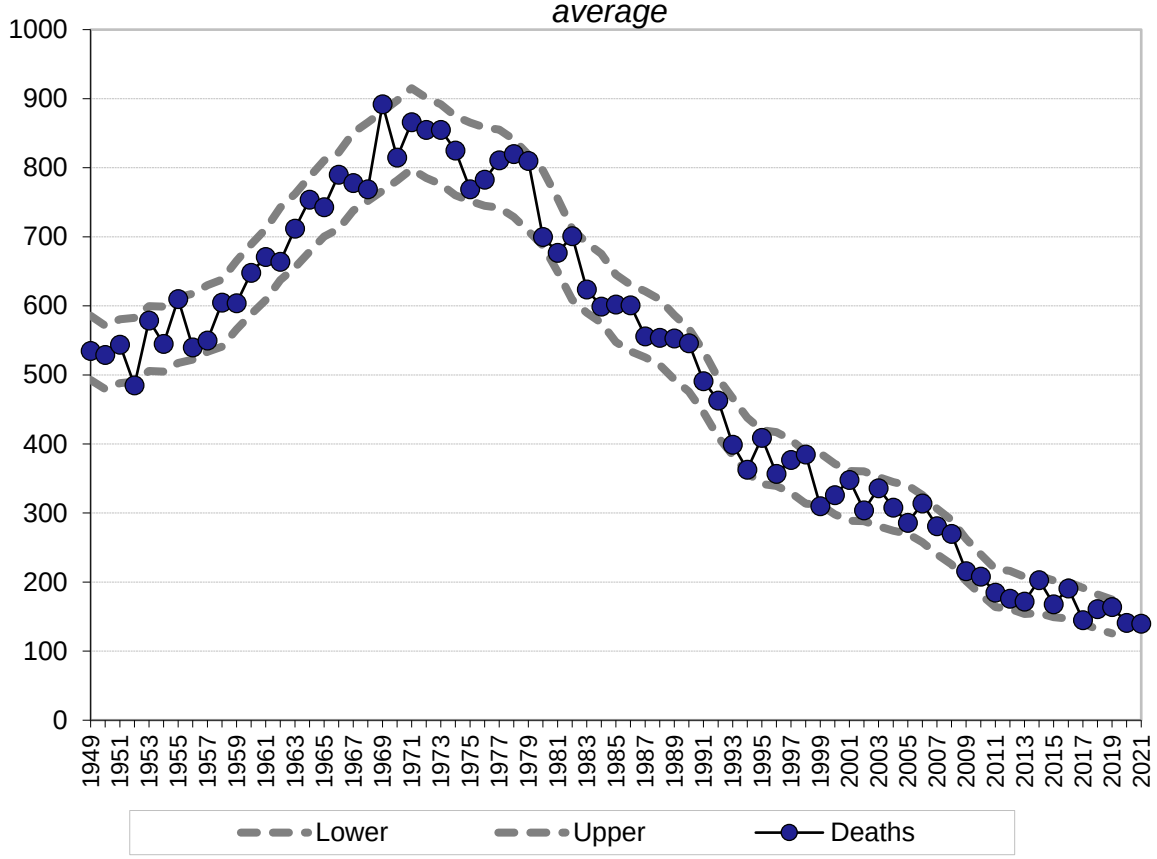
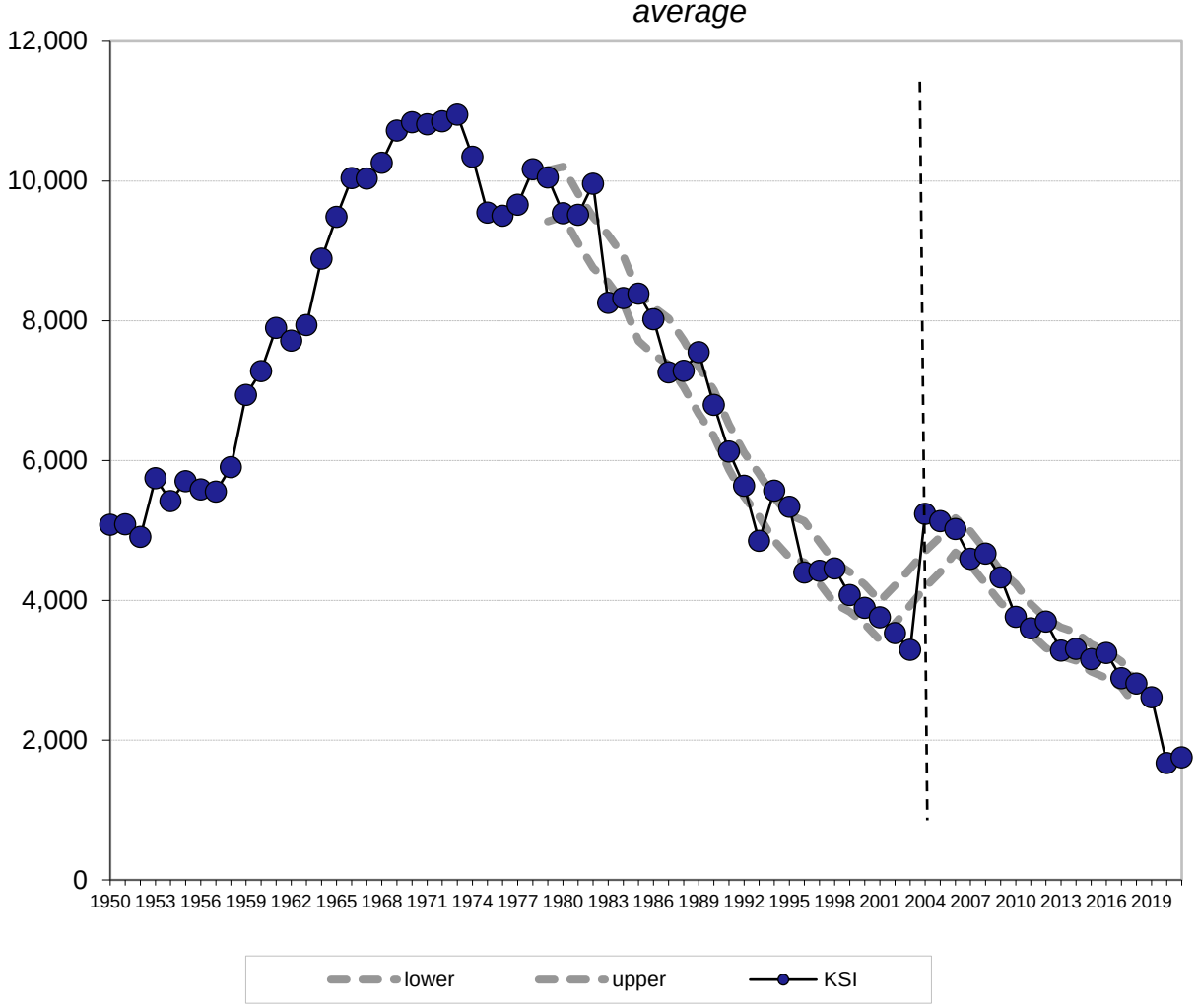


Figure 4 Killed and seriously injured reported casualties

Figure 4 Killed and adjusted seriously injured reported casualties

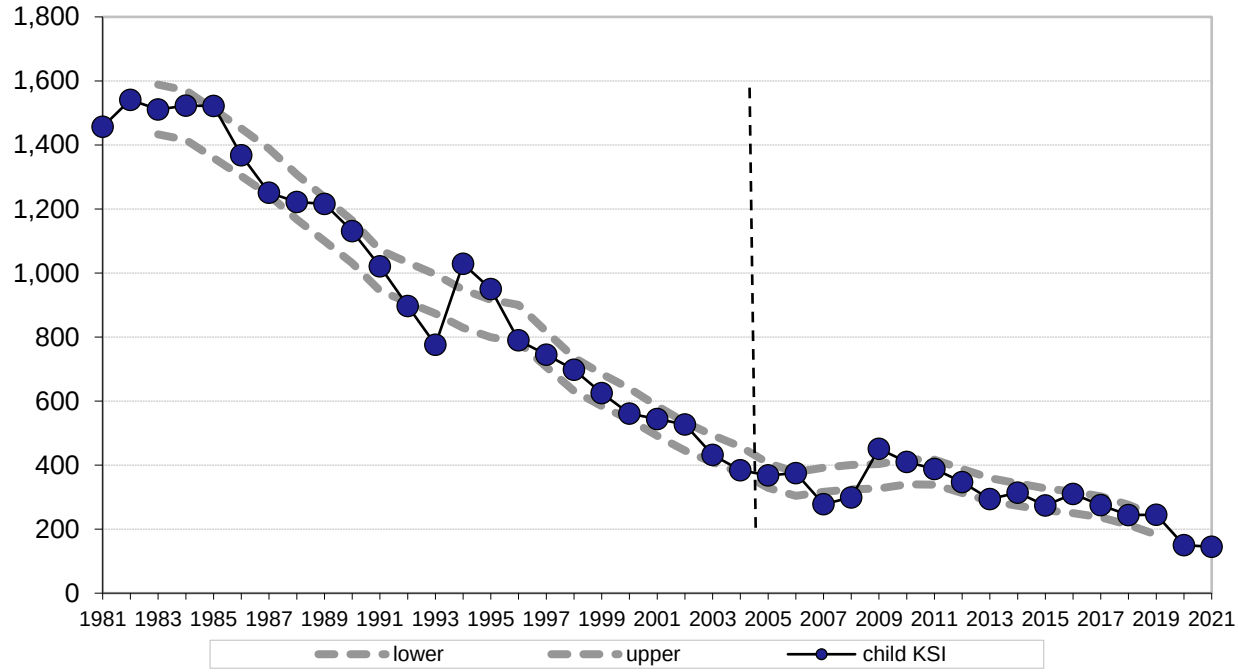
showing likely range of values (see text) around 5-year moving average



Note for figure 4: Due to changes in the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Figure 5 Reported child (0-15) casualties: killed or seriously injured

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



Note for figure 5: Due to changes in the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Fatal accidents, and deaths in road accidents

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

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 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 was seen in their first years.

Children killed or seriously injured

Figure 5 shows 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 due to normal random year-to-year variation – so it is not surprising there are figures outwith the expected ranges around 1994.

Contributory factors to reported road accidents

Summary

This section 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 seventeenth year of collection.

- Driver/rider errors or reactions were reported in 57% of all reported accidents with failed to look properly the most common type (involved in 28%).
- Travelling too fast for the conditions or excessive speed was reported in 11% of all reported accidents and 18% of fatal accidents.
- Pedestrian only factors were reported in 21% of fatal accidents whilst failed to look properly and loss of control were the most frequently reported driver/rider factors (involved in 27% and 26% of fatal accidents respectively).

Introduction

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 opinion changing).

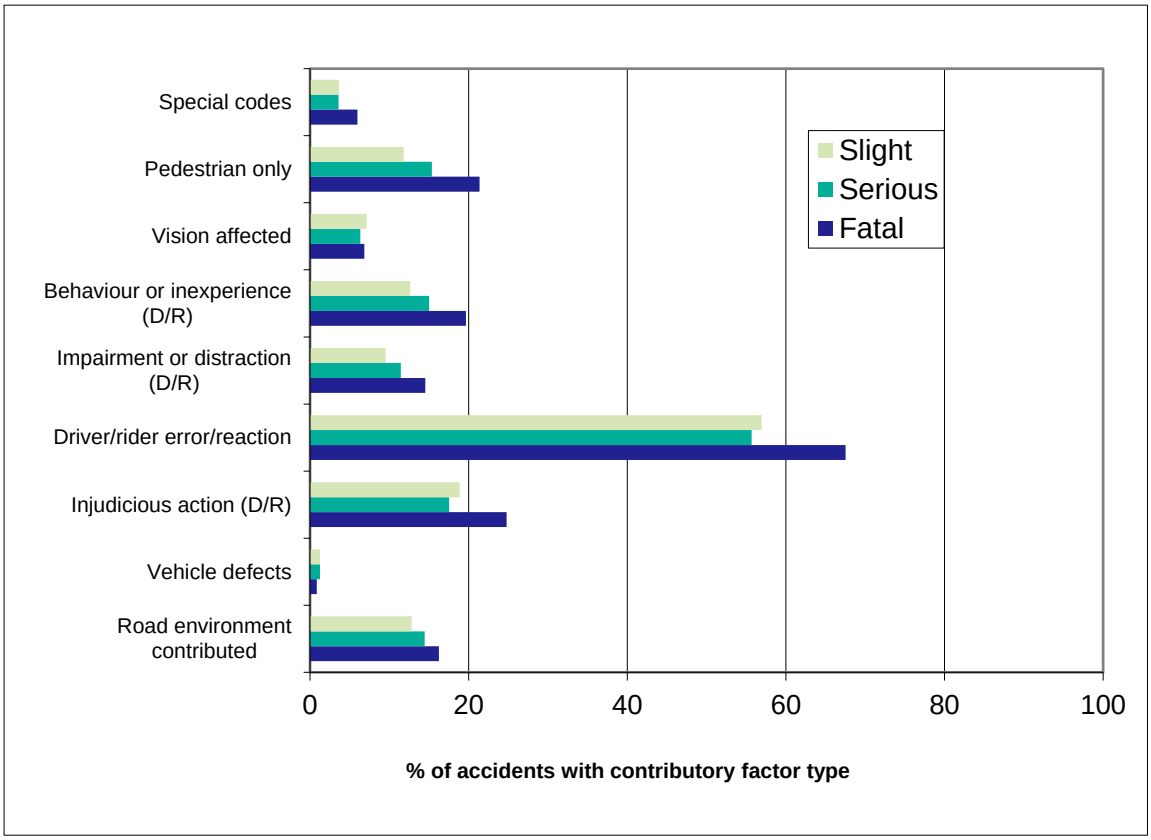
A reporting office attending the scene of a road accident may select up to 6 contributory factors (from a list of 77) to assign to that accident. Multiple factors may be listed against any participant or vehicles in the accident, (therefore percentages in the tables provided may not sum to 100).

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).

This section presents analysis from accidents in Scotland reported to the police in 2021, with the following background note describing the collection of the contributory factor system in more detail.

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.

Figure 11 - Contributory factor type: Reported accidents by severity, 2021



Accidents

Categories

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 57% 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% of reported accidents, rising to 21% of fatal accidents.
- Injudicious action (including travelling too fast for conditions, following too close or exceeding speed limit) was involved in 19% of all reported accidents and 25% of fatal accidents.
- Road environment factors were reported in 14% of reported accidents.

Factors

On average there were 1.6 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 28 % of all reported accidents. This was followed by failed to judge other person's path/speed (12%), loss of control (11%), poor turn/manoeuvre (10%), Careless/reckless or in a hurry (9%),and Slippery road and Pedestrian failed to look properly (both 8%) were also in the top six.
- Travelling too fast for the conditions or excessive speed was reported in 11% of all reported accidents and 18% 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, failed to look properly was the most frequently reported driver/rider factor involved in 27% of accidents. Loss of control was reported in 26%, Poor turn or manoeuvre in 15% and Careless / reckless /in a hurry (D/R) and exceeding the speed limit both in 12%. Pedestrian failed to look properly were involved in 8% and Pedestrian impaired by alcohol were involved in 6% of fatal accidents respectively.

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 11% of all accidents for which CFs were recorded but 26% of fatal accidents and *exceeding speed limit* is cited in 4% of all accidents but 12% of fatal ones.

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

Table N compares the top ten contributory factors listed in 2021 against previous years. These top ten factors remained the same in all five years, though the order and frequency changed over the 17 years of collection.

Vehicle & pedestrians

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.

Tables O & P show that:

- Failed to look properly was the most frequently reported factor both overall (reported in 16% of all vehicles' factors), and for every vehicle except motorcyclists and bus and coaches.
- Loss of control (17%) 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 (8%).
- Cyclist entering road from pavement was the second most common factors associated with cyclists (associated with 5% of bicycles).
- Failed to judge other person's speed/path was the second most common factor reported for good vehicles (reported in 9%).
- Travelling too fast for the conditions was associated with a total of 3% 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 38% of all pedestrian accidents), followed by careless / reckless /in a hurry, impaired by alcohol and crossed road masked by stationary/parked vehicle (all 11%).

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

- loss of control was recorded for 17% of motorcycles but only 1% of vehicles in the bus/coach/minibus grouping;
- sudden braking was recorded for 8% of buses but for only 1% of all vehicles involved.

On average, fewer contributory factors were recorded for pedal cycles (an average of 0.44 per pedal cycle involved in a reported accident) and bus or coaches (an average of 0.42), compared to an overall average of 0.81 factors per all vehicles.

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

Table Q shows the most frequent pairs of contributory factors assigned to the same reported road accident participant in 2021.

- 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 123 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.

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

Casualties

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.

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

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

- (driver/rider) failed to look properly– 34 deaths (representing 28% of all deaths in accidents for which CFs were recorded);
- loss of control – 33 deaths (27%);
- Exceeding the speed limit – 17 deaths (14%);
- Poor turn or manoeuvre – 17 deaths (14%);
- Careless / reckless /in a hurry (D/R) – 14 deaths (11%);
- Travelling too fast for the conditions – 13 deaths (11%)
- Failed to judge other pers path/speed (D/R) – 13 deaths (11%);

Seriously injured

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

- (driver/rider) failed to look properly – 327 (representing 24% of all serious injuries in accidents for which CFs were recorded);
- loss of control – 194 serious injuries (14%);
- Poor turn or manoeuvre – 179 (13%)
- (driver/rider) failed to judge other persons path/speed –156 serious injuries (11%) ;
- (driver/rider) careless / reckless / in a hurry – 146 (11%);
- Slippery road (due to weather) – 108 (8%)
- Pedestrian failed to look properly – 104 (8%)
- Travelling too fast for the conditions – 97 (7%)

Overall frequencies of recording

In 2021 at least one contributory factor was recorded in 99.8% of reported accidents where a police officer attended the scene (2,291. A total of 4,961 factors were recorded, resulting in an average of 1.7 factors per accident.

Around 86% (4,253) of all factors listed related to vehicles (and their drivers/rider) and the road environment. Around 10% (488) related to pedestrians who were casualties. Relatively few related to uninjured pedestrians (29 or 0.6%).

Table T presents a ranking of all 77 factors by the frequency of reporting in 2021. (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 – many were used fewer than 100 times.

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

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.

Overall, just over three quarters of CFs (75%) 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 75% of occasions on which they were used:

- Pedestrian failed to look properly (89%)
- Disobeyed Give Way or Stop sign or marking (88%)
- Loss of control (87%)
- Impaired by alcohol (D/R) (86%)
- (driver/rider) failed to look properly (83%)
- Poor turn or manoeuvre (79%)
- (driver/rider) Careless / reckless /in a hurry (75%)
- (driver/rider) Failed to judge other persons path/speed (75%)

and the following were described as very likely between 62 and 72 of the occasions on which they were used:

- Exceeding speed limit (72%)
- Travelling too fast for the conditions (69%)
- Slippery road (due to weather) (67%)
- Following too close (62%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 17 years. It is clear 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 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

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.

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.

Regardless of the number of vehicles 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 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.

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

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

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.

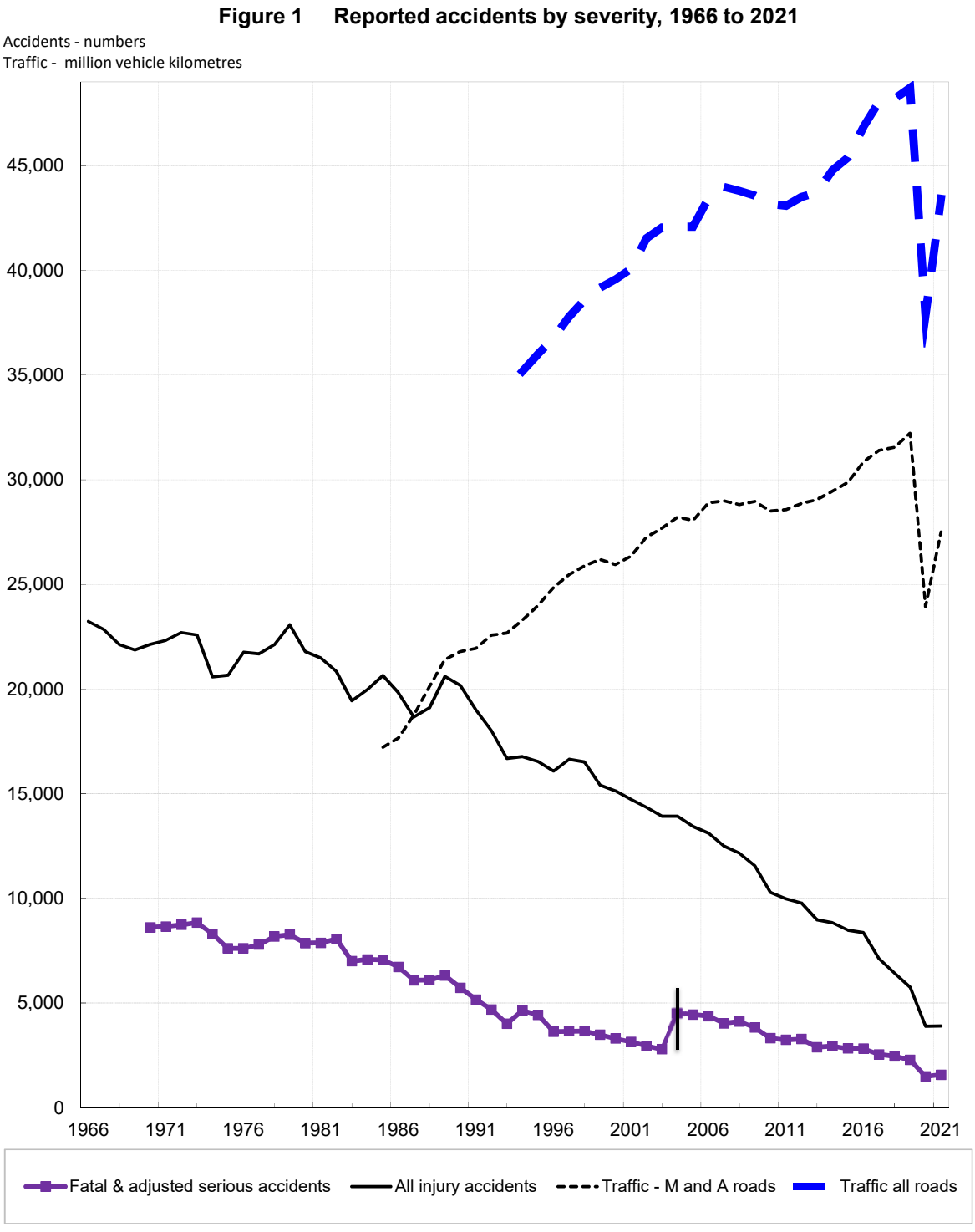
On introduction inconsistencies arose between the CF code and the Type of Participant code (around 3-4% in 2005). The most frequent problem was the combination of the CF code for pedestrian failed to look properly with the Type of Participant code for a Vehicle. In such cases, it wasn't possible to deduce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

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.

Contents

Figure 1 Reported accidents by severity, 1966 to 2021

Accidents *Traffic*
Numbers *million*



Due to changes in the the way casualty severities are recorded, serious figures prior to 2004 are not comparable with previous years.

Figure 2 Scottish fatal reported road accidents: 1972 onwards
showing likely range of values (see text) around 5-year moving average

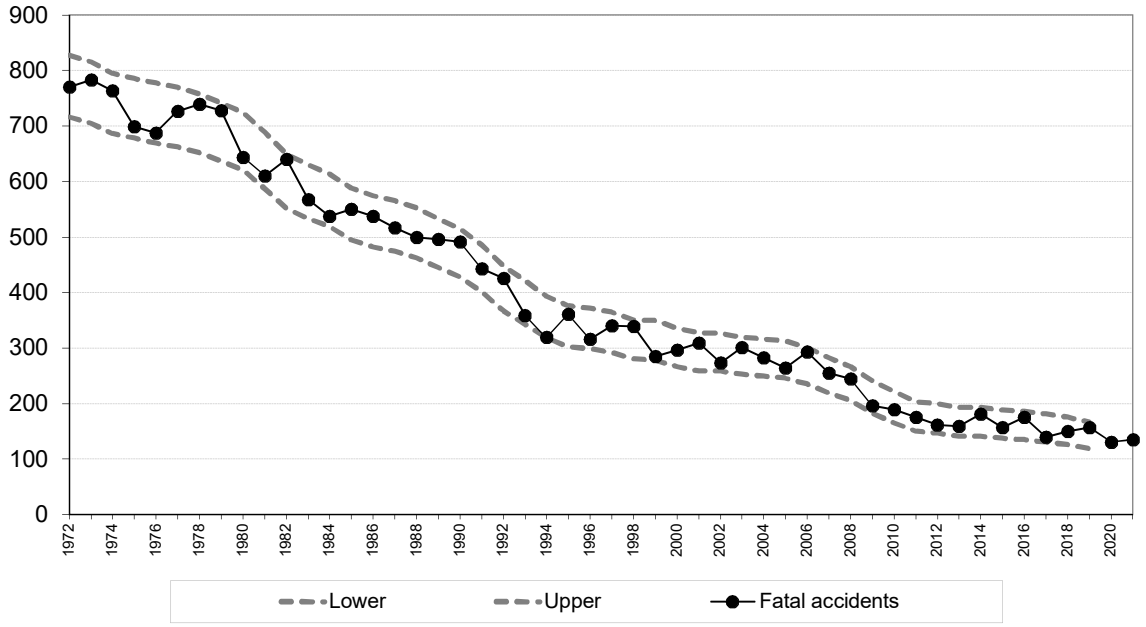


Figure 3 Scottish reported road accident deaths: 1949 onwards
showing likely range of values (see text) around 5-year moving average

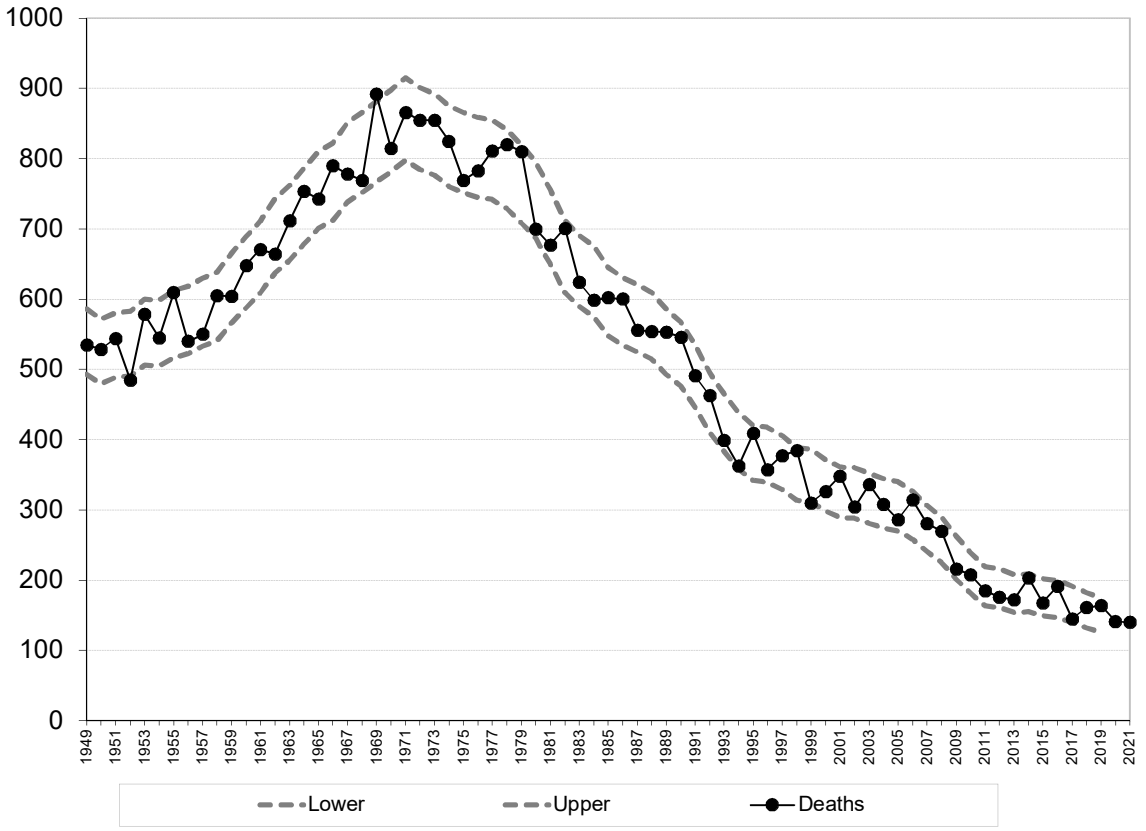
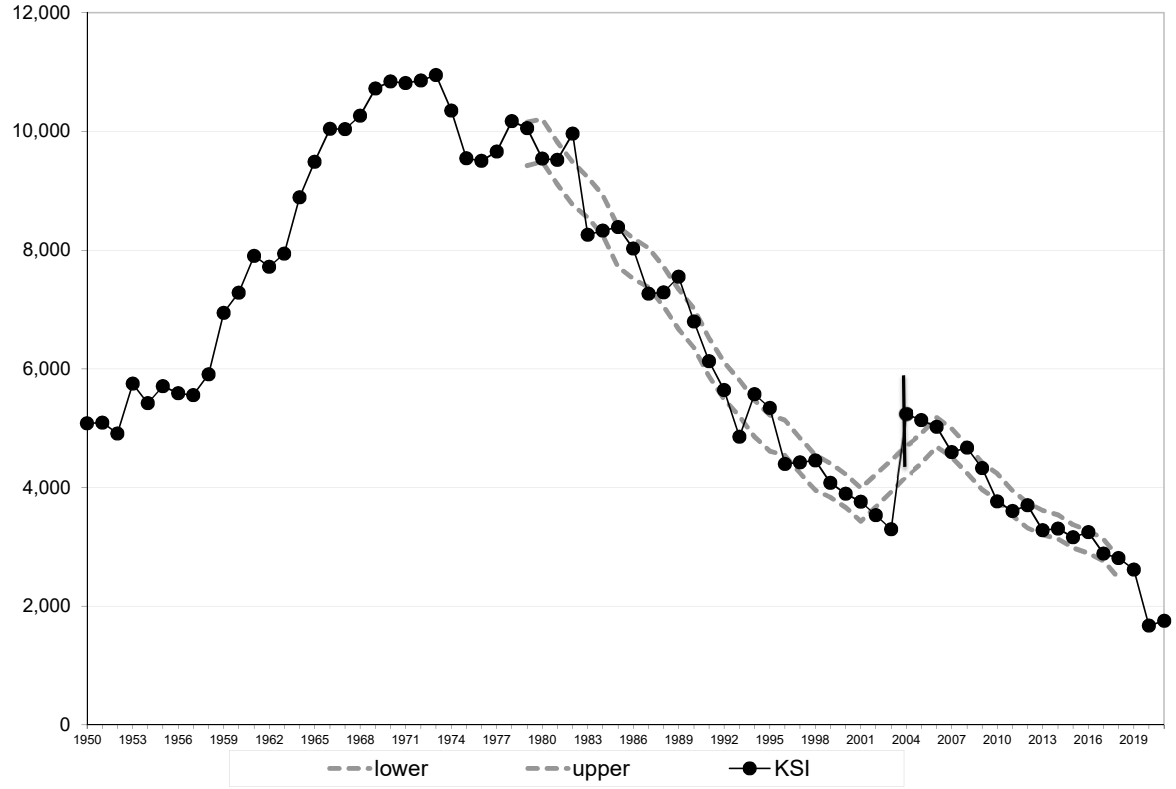
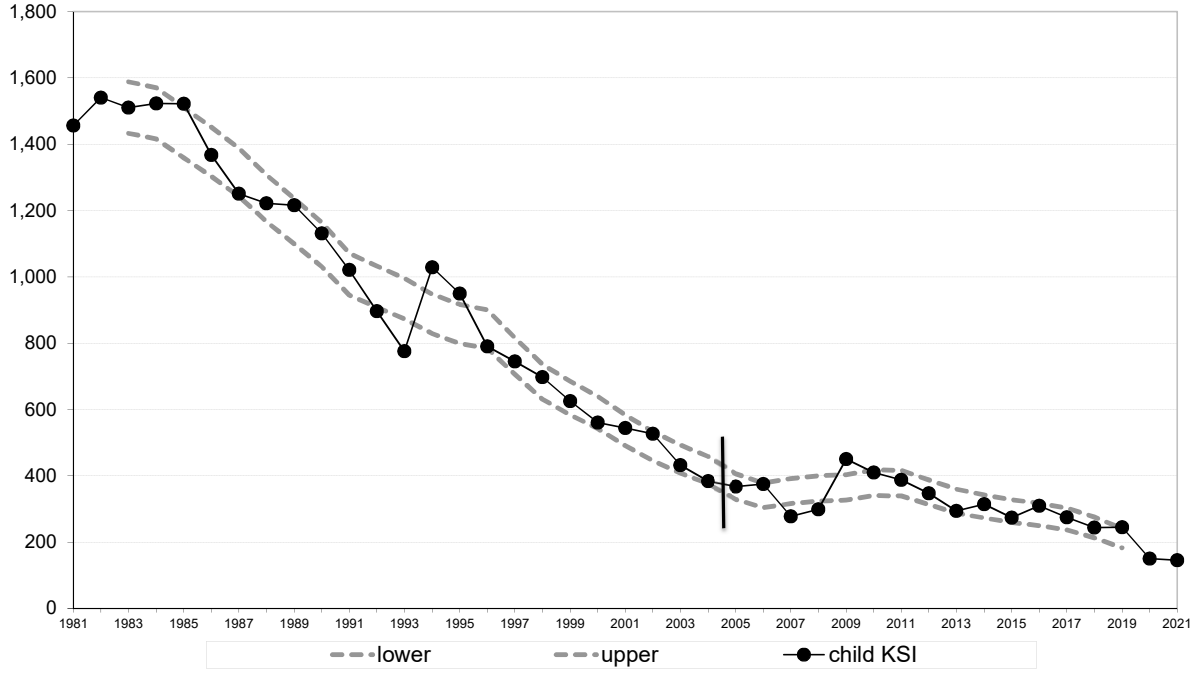


Figure 4 Killed and adjusted seriously injured reported casualties
showing likely range of values (see text) around 5-year moving average



Due to changes in the the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

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



Due to changes in the the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Figure 6

Reported casualties: Total and Slightly injured - from 1950

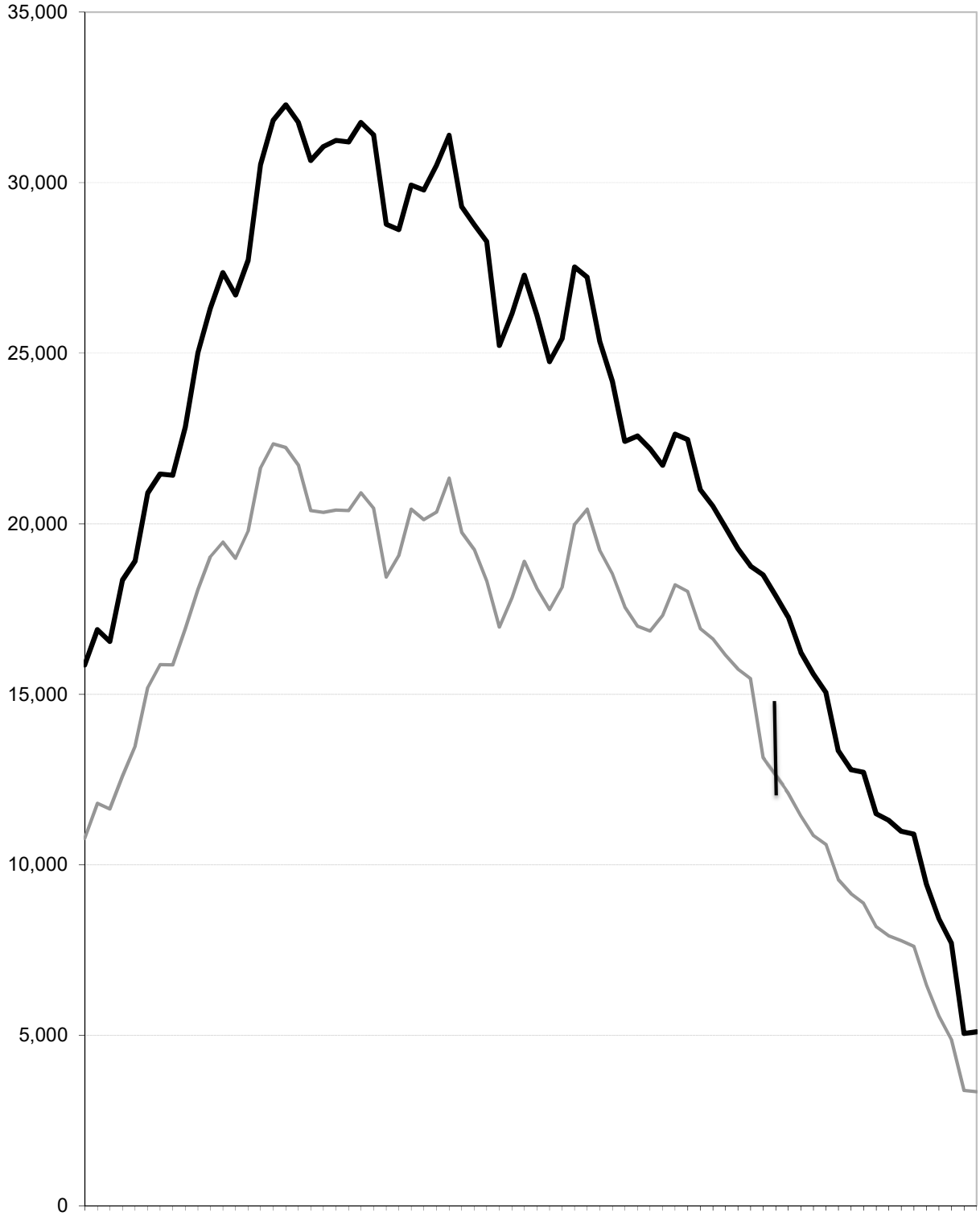
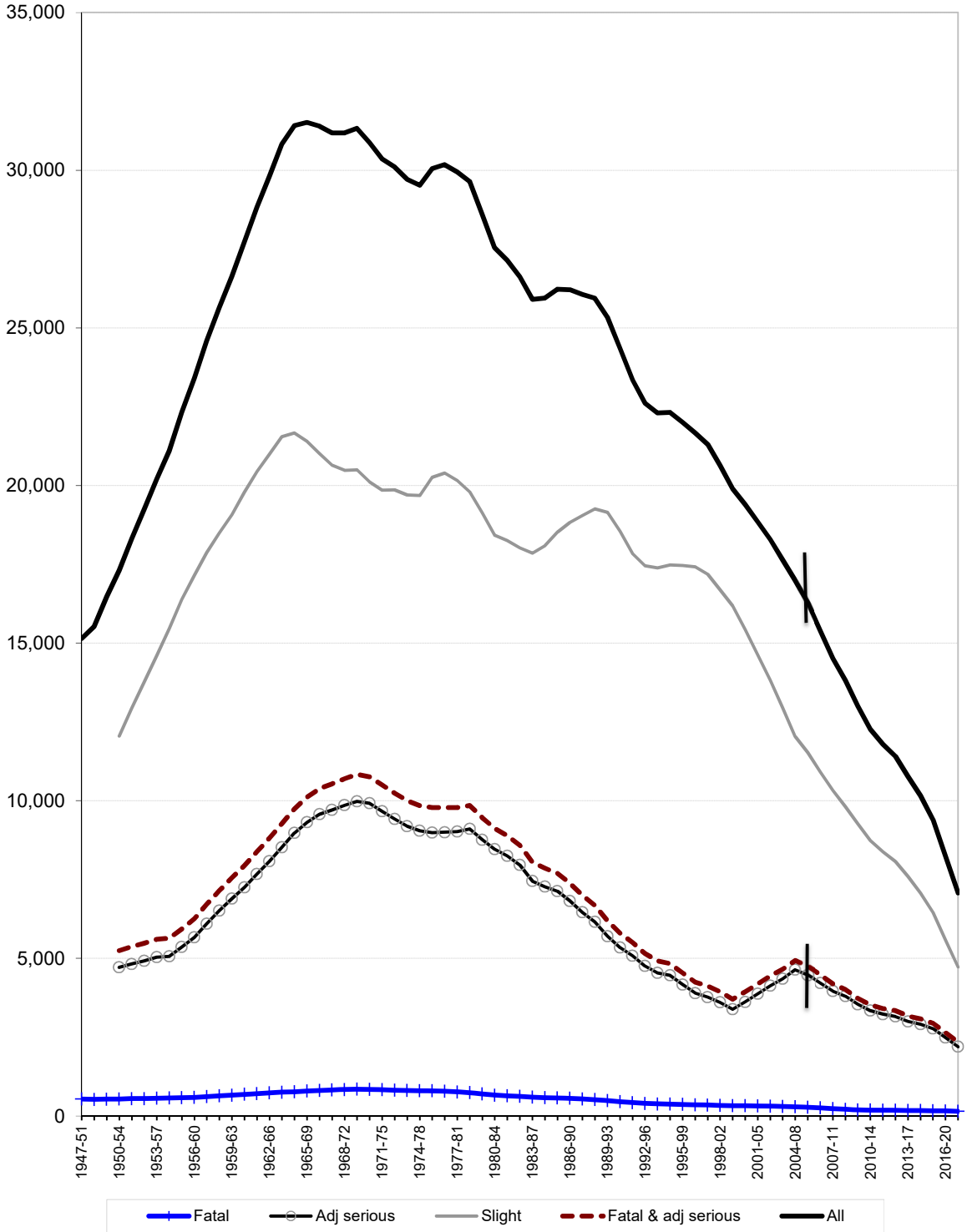


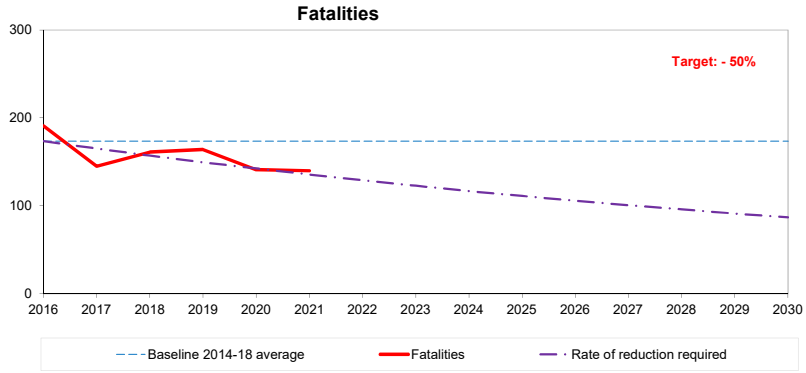
Figure 7 Reported casualties: 5 year moving average (1947-51 to 2017-21)

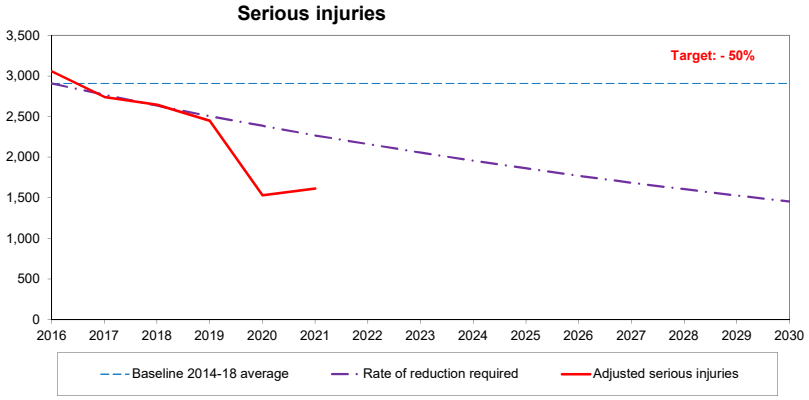


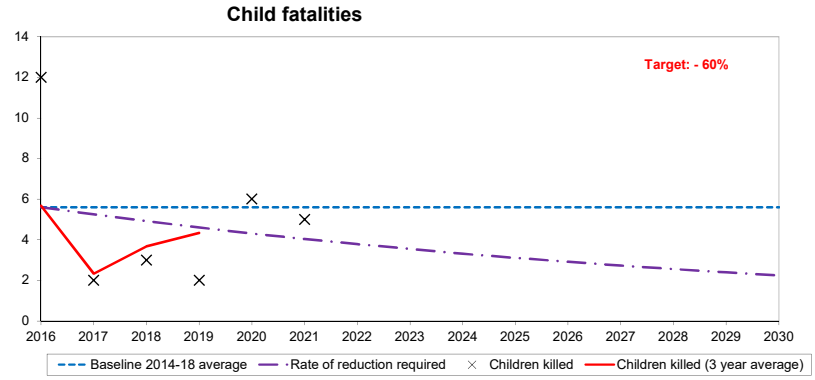
Due to changes in the the way casualty severities are recorded, serious and slight figures prior to 2004 are not comparable with previous years.

Figure 8a

Progress towards the 2030 casualty reduction targets







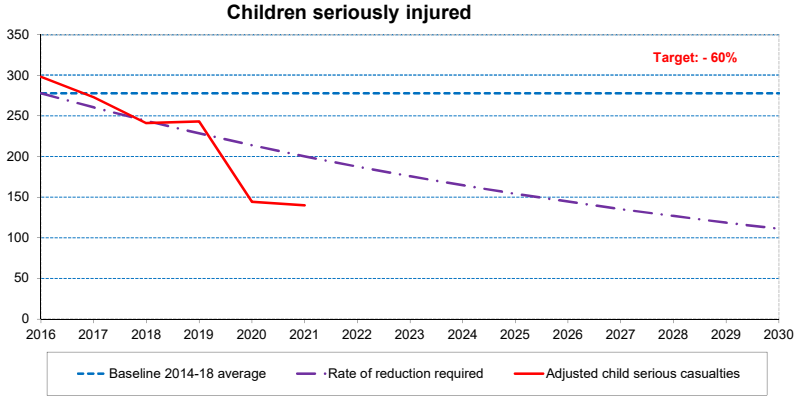
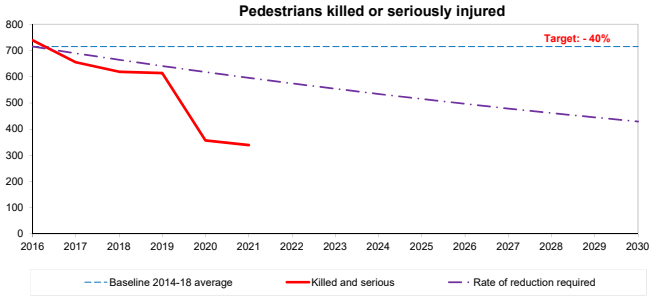
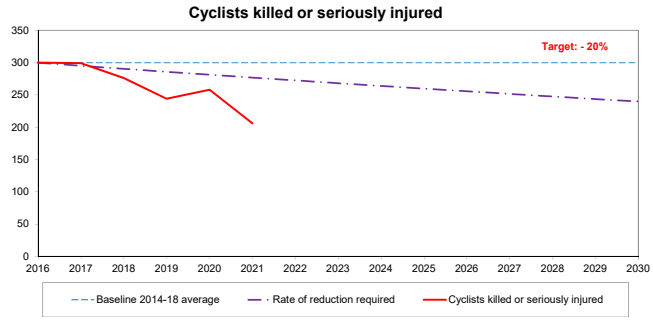
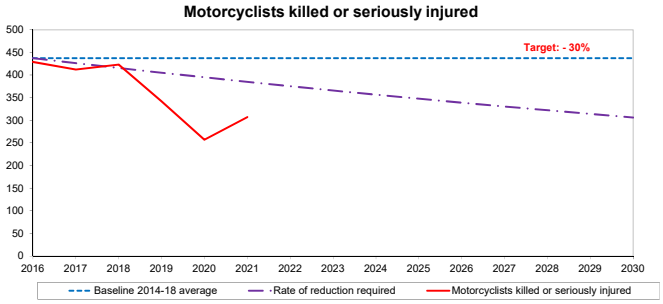


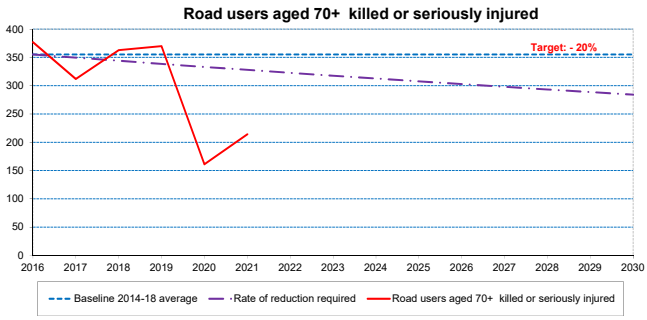
Figure 8B

Progress towards the 2030 casualty reduction targets









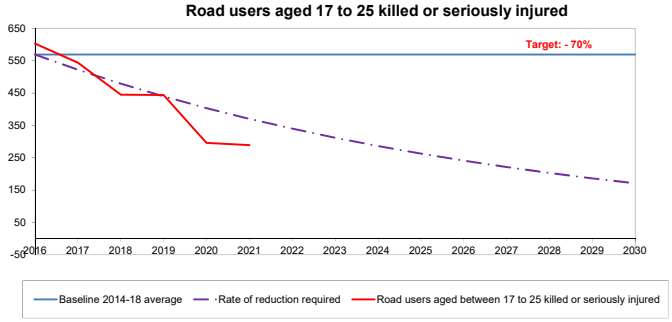


Table 1a DfT serious/slight adjusted and unadjusted accidents, 2004 to 2021

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2014-18 average	**2,558**	**5,088**	**1,412**	**6,234**	**7,646**
2004	4,233	9,333	2,313	11,253	13,566
2005	4,186	8,929	2,238	10,877	13,115
2006	4,083	8,629	2,240	10,472	12,712
2007	3,770	8,314	2,028	10,056	12,084
2008	3,876	7,999	2,241	9,634	11,875
2009	3,632	7,708	1,998	9,342	11,340
2010	3,129	6,969	1,709	8,389	10,098
2011	3,065	6,723	1,668	8,120	9,788
2012	3,118	6,392	1,714	7,796	9,510
2013	2,732	6,066	1,420	7,378	8,798
2014	2,762	5,850	1,481	7,131	8,612
2015	2,674	5,624	1,419	6,879	8,298
2016	2,645	5,514	1,428	6,731	8,159
2017	2,401	4,514	1,365	5,550	6,915
2018	2,309	3,938	1,367	4,880	6,247
2019	2,137	3,381	1,626	3,892	5,518
2020	1,360	2,399	1,360	2,399	3,759
2021	1,443	2,321	1,443	2,321	3,764
2021 change on 2020	**-36.4**	**-29.0**			**-31.9**
2020 change on 14-18 average	**-43.6**	**-54.4**			**-50.8**

Source: Department for Transport.
The unadjusted figures in this table are National Statistics
The adjusted figures in this table are Experimental Statistics

Unadjusted figures in this table may not match those in other tables in this publication as DfT close their database each year but Transport Scotland keep theirs open.

Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced.

More information on the change and the adjustment process is available at the following address.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833813/annex-update-severity-adjustments-methodology.pdf

Table 1b DfT serious/slight adjusted and unadjusted casualties, 2004 to 2021

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2014-18 average	**2,908**	**7,071**	**1,628**	**8,352**	**9,979**
2004	4,931	13,152	2,741	15,342	18,083
2005	4,849	12,625	2,643	14,831	17,474
2006	4,707	12,105	2,614	14,198	16,812
2007	4,313	11,444	2,364	13,393	15,757
2008	4,399	10,862	2,571	12,690	15,261
2009	4,112	10,593	2,281	12,424	14,705
2010	3,558	9,558	1,964	11,152	13,116
2011	3,416	9,153	1,871	10,698	12,569
2012	3,521	8,877	1,956	10,442	12,398
2013	3,109	8,184	1,662	9,631	11,293
2014	3,103	7,924	1,691	9,336	11,027
2015	2,992	7,779	1,597	9,174	10,771
2016	3,057	7,616	1,693	8,980	10,673
2017	2,741	6,469	1,577	7,633	9,210
2018	2,649	5,566	1,580	6,635	8,215
2019	2,450	4,878	1,842	5,486	7,328
2020	1,532	3,383	1,532	3,383	4,915
2021	1,615	3,348	1,615	3,348	4,963
2021 change on 2020	**5.4**	**-1.0**			**1.0**
2020 change on 14-18 average	**-44.5**	**-52.7**			**-50.3**

Source: Department for Transport.
The unadjusted figures in this table are National Statistics
The adjusted figures in this table are Experimental Statistics

Unadjusted figures in this table may not match those in other tables in this publication as DfT close their database each year but Transport Scotland keep theirs open.

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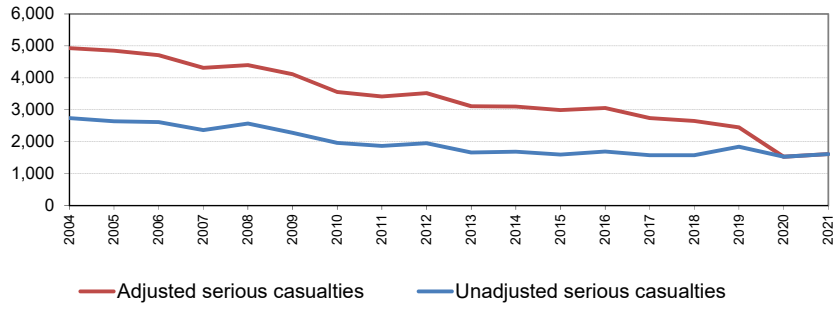
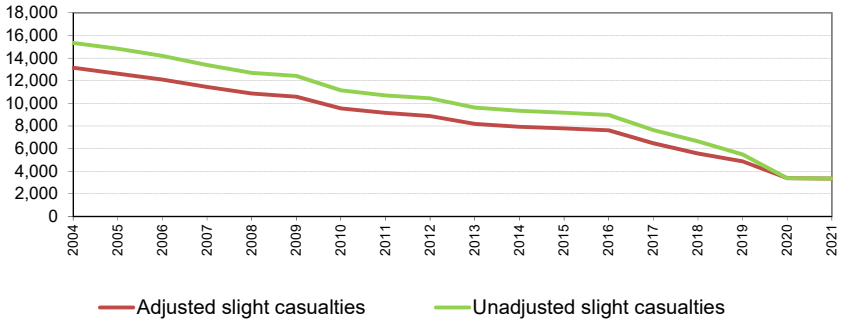
Figure A: DfT Adjusted/unadjusted serious casualties, 2004 to 2021



Source: Department for Transport.
The unadjusted figures in this chart are National Statistics
The adjusted figures in this chart are Experimental Statistics

Figure B: DfT Adjusted/unadjusted slight casualties, 2004 to 2021



Source: Department for Transport.
The unadjusted figures in this chart are National Statistics
The adjusted figures in this chart are Experimental Statistics

Table A: Summary of reported road injury accident and reported casualty statistics: 2011 to 202

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Accidents															
Fatal	255	245	196	189	175	162	159	181	157	175	140	150	157	131	135
Fatal & adjusted serious	4,025	4,121	3,828	3,318	3,240	3,280	2,891	2,943	2,831	2,820	2,541	2,459	2,294	1,491	1,578
All severities	12,507	12,159	11,556	10,295	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,890	3,899
Accidents on built-up[1] roads															
Fatal	71	82	56	56	61	64	44	67	47	44	44	43	52	50	42
Fatal & adjusted serious	2,207	2,263	1,971	1,772	1,823	1,859	1,632	1,701	1,623	1,620	1,464	1,352	1,290	857	859
All severities	7,782	7,464	6,991	6,341	6,359	6,165	5,747	5,703	5,401	5,466	4,592	4,037	3,664	2,497	2,399
Accidents on non built-up[1] roads															
Fatal	184	163	140	133	114	98	115	114	110	131	96	107	105	81	93
Fatal & adjusted serious	1,819	1,858	1,857	1,545	1,417	1,421	1,259	1,242	1,209	1,200	1,077	1,107	1,003	634	719
All severities	4,725	4,695	4,565	3,954	3,626	3,612	3,227	3,130	3,076	2,889	2,526	2,395	2,109	1,393	1,500
Drink-drive accidents and casualties[2]															
Accidents	670	660	660	530	490	440	330	340	340	410	270	280	230	190	..
Casualties (all severities)	940	960	920	750	680	580	450	460	470	580	410	400	350	250	..
Fatal casualties	30	40	30	20	20	10	20	20	20	30	10	20	20	20	..
Killed by mode of transport															
Pedestrian	60	60	47	47	43	59	38	59	44	32	38	34	44	34	37
Pedal cycle	4	9	5	7	7	9	13	8	5	8	5	6	9	11	10
Motorcycle	40	34	43	35	33	21	23	30	27	30	29	33	25	16	30
Car	160	153	116	105	89	73	89	94	75	106	64	75	75	71	55
Other (eg taxi, bus, goods)	17	14	5	14	13	14	9	12	17	15	9	13	11	9	8
All modes of transport	281	270	216	208	185	176	172	203	168	191	145	161	164	141	140
Adjusted seriously injured casualties by mode															
Pedestrian	1,068	1,074	888	809	869	807	721	732	727	707	617	585	570	323	302
Pedal cycle	254	264	272	265	285	316	299	309	302	292	294	270	235	247	196
Motorcycle	556	582	530	469	435	499	422	466	400	399	383	390	317	241	277
Car	2,100	2,142	2,107	1,713	1,531	1,598	1,419	1,370	1,330	1,421	1,227	1,197	1,159	620	709
Other (eg taxi, bus, goods)	335	337	314	301	295	302	247	225	233	238	221	206	169	101	131
All modes of transport	4,313	4,399	4,112	3,558	3,416	3,521	3,109	3,103	2,992	3,057	2,741	2,649	2,450	1,532	1,615
Slightly injured casualties by mode															
Pedestrian	1,549	1,449	1,241	1,154	1,144	1,086	973	949	914	914	697	627	599	455	431
Pedal cycle	448	454	514	508	532	572	570	572	488	489	420	360	315	352	306
Motorcycle	444	423	441	340	337	343	327	324	308	280	203	216	171	162	148
Car	7,685	7,343	7,297	6,477	6,143	5,905	5,443	5,281	5,289	5,152	4,368	3,786	3,277	2,085	2,141
Other (eg taxi, bus, goods)	1,318	1,193	1,101	1,080	998	970	872	799	780	781	780	578	516	329	322
All modes of transport	11,444	10,862	10,593	9,558	9,153	8,877	8,184	7,924	7,779	7,616	6,469	5,566	4,878	3,383	3,348
All casualties by mode, by sex and by age															
Pedestrian	2,704	2,593	2,199	2,013	2,065	1,979	1,734	1,745	1,690	1,663	1,363	1,256	1,252	812	770
Pedal cycle	714	730	804	781	824	905	886	895	797	790	728	638	591	610	512
Motorcycle	1,061	1,042	1,021	845	806	867	775	826	735	709	620	640	522	419	455
Car	10,063	9,670	9,579	8,301	7,777	7,665	6,964	6,786	6,713	6,697	5,707	5,085	4,614	2,776	2,905
Other (eg taxi, bus, goods)	1,697	1,557	1,440	1,398	1,313	1,296	1,133	1,050	1,042	1,039	1,015	805	726	439	461
All modes of transport	**16,239**	**15,592**	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,898**	**9,433**	**8,424**	**7,705**	**5,056**	**5,103**
Male	9,302	8,843	8,450	7,541	7,310	7,217	6,509	6,433	6,183	6,122	5,298	4,845	4,344	3,095	3,080
Female	6,917	6,738	6,587	5,787	5,469	5,489	4,973	4,865	4,784	4,767	4,134	3,569	3,351	1,961	2,023
Child: 0 - 15	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	493	494
Young adult: 16-22	3,419	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,690	1,605	1,398	1,100	1,007	732	705
Adult: 23-59	8,931	8,706	8,450	7,713	7,360	7,404	6,770	6,651	6,630	6,604	5,615	5,026	4,476	3,069	3,019
Older adults: 60+	2,044	2,000	1,997	1,732	1,845	1,836	1,752	1,725	1,673	1,674	1,497	1,517	1,439	762	884
Child[4] killed by mode of transport															
Pedestrian	4	4	1	1	2	1	5	3	3	3	2	2	2	3	1
Pedal cycle	1	2	1	1	-	1	2	-	1	1	-	-	-	1	1
Car	4	13	3	1	5	-	2	4	-	7	-	-	-	2	2
Other (eg m/c, taxi, bus...)	-	1	-	1	-	-	-	-	-	1	-	1	-	-	1
All modes of transport	9	20	5	4	7	2	9	7	4	12	2	3	2	6	5
Child[4] adjusted seriously injured casualties by mode															
Pedestrian	326	324	265	257	248	216	173	201	179	190	175	152	149	80	94
Pedal cycle	55	41	48	46	45	40	30	31	23	17	23	26	31	24	17
Car	111	106	112	87	75	75	69	58	59	79	57	57	57	30	24
Other (eg m/c, taxi, bus...)	20	23	21	16	13	14	13	17	9	13	18	6	6	10	5
All modes of transport	513	494	446	406	381	345	285	307	270	298	273	241	243	144	140
All child[4] casualties by mode															
Pedestrian	882	831	674	642	646	521	462	499	460	478	401	334	332	226	243
Pedal cycle	174	150	148	146	135	121	112	81	71	55	67	64	74	60	59
Car	633	569	548	506	460	451	404	389	373	419	328	316	306	181	171
Other (eg m/c, taxi, bus...)	127	139	103	84	75	74	74	60	67	47	104	40	57	26	21
All modes of transport	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	493	494
Accident costs(£ million)[3]					1,454	1,447	1,315	1,379	1,262	1,327	1,128	1,112	1,148	893	910

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: 2021

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
North East [1]	**17**	**120**	**90**	**227**	**17**	**135**	**139**	**291**	**16**
Aberdeen City	2	27	31	60	2	27	35	64	5
Aberdeenshire	12	80	47	139	12	92	86	190	7
Moray	3	13	12	28	3	16	18	37	4
Tayside	**9**	**150**	**225**	**384**	**9**	**165**	**320**	**494**	**44**
Dundee City	1	38	74	113	1	39	93	133	15
Angus	3	48	71	122	3	51	104	158	10
Perth & Kinross	5	64	80	149	5	75	123	203	19
Argyll & West Dunbartonsl	**11**	**55**	**69**	**135**	**11**	**66**	**104**	**181**	**12**
Argyll & Bute	9	36	47	92	9	45	71	125	8
West Dunbartonshire	2	19	22	43	2	21	33	56	4
Forth Valley	**10**	**78**	**113**	**201**	**10**	**92**	**156**	**258**	**21**
Clackmannanshire	1	11	7	19	1	13	11	25	1
Stirling	5	28	41	74	5	39	53	97	5
Falkirk	4	39	65	108	4	40	92	136	15
Dumfries & Galloway	**9**	**66**	**74**	**149**	**9**	**76**	**118**	**203**	**18**
Ayrshire	**16**	**100**	**116**	**232**	**17**	**110**	**194**	**321**	**41**
North Ayrshire	4	34	54	92	4	36	87	127	18
East Ayrshire	6	32	32	70	7	37	60	104	14
South Ayrshire	6	34	30	70	6	37	47	90	9
Greater Glasgow	**11**	**214**	**418**	**643**	**11**	**233**	**568**	**812**	**83**
Glasgow City	9	183	360	552	9	198	490	697	65
East Dunbartonshire	1	13	22	36	1	14	34	49	10
East Renfrewshire	1	18	36	55	1	21	44	66	8
Lothians & Scottish Borde	**15**	**160**	**281**	**456**	**15**	**176**	**458**	**649**	**75**
West Lothian	5	57	107	169	5	62	185	252	35
Midlothian	2	25	68	95	2	26	116	144	18
East Lothian	-	32	58	90	-	32	81	113	15
Scottish Borders	8	46	48	102	8	56	76	140	7
Edinburgh	**3**	**148**	**331**	**482**	**3**	**158**	**415**	**576**	**50**
Highlands & Islands	**16**	**103**	**129**	**248**	**17**	**130**	**199**	**346**	**24**
Highland	13	88	106	207	14	115	166	295	17
Orkney Islands	2	4	7	13	2	4	10	16	4
Shetland Islands	-	5	3	8	-	5	5	10	-
Eilean Siar	1	6	13	20	1	6	18	25	3
Fife	**2**	**76**	**138**	**216**	**2**	**84**	**206**	**292**	**25**
Renfrewshire & Inverclyde	**3**	**52**	**86**	**141**	**5**	**56**	**123**	**184**	**18**
Inverclyde	1	15	20	36	1	16	31	48	9
Renfrewshire	2	37	66	105	4	40	92	136	9
Lanarkshire	**13**	**121**	**251**	**385**	**14**	**134**	**348**	**496**	**67**
North Lanarkshire	6	50	144	200	7	52	183	242	38
South Lanarkshire	7	71	107	185	7	82	165	254	29
Scotland	**135**	**1,443**	**2,321**	**3,899**	**140**	**1,615**	**3,348**	**5,103**	**494**
of which:									
Built up roads	42	817	1,540	2,399	43	868	1,955	2,866	390
Non- built up roads	93	626	781	1,500	97	747	1,393	2,237	103

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

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen City	3	7	7	7	4	6	4	3	2	2	3	1	2
Aberdeenshire	21	22	10	14	22	22	18	16	7	8	8	7	12
Angus	7	6	5	5	3	6	8	6	9	2	3	3	3
Argyll & Bute	5	15	4	4	9	4	6	8	4	8	9	6	9
Clackmannanshire	2	2	2	0	0	0	0	0	1	1	4	3	1
Dumfries & Galloway	9	4	9	7	12	10	9	12	11	6	7	5	9
Dundee City	5	5	2	2	2	1	1	1	1	1	1	2	1
East Ayrshire	4	5	4	3	4	2	1	4	2	5	6	2	6
East Dunbartonshire	2	4	0	0	1	1	1	0	0	0	1	1	1
East Lothian	5	3	1	0	1	2	3	3	3	2	1	2	0
East Renfrewshire	1	1	2	2	2	0	0	0	0	0	1	1	1
Edinburgh, City of	6	4	9	13	8	10	3	9	6	5	6	6	3
Eilean Siar	0	2	1	2	1	4	1	0	0	1	2	1	1
Falkirk	3	1	1	10	3	2	3	1	0	2	4	2	4
Fife	6	13	11	6	11	10	12	9	5	9	14	11	2
Glasgow City	18	10	13	7	4	13	15	7	7	9	9	13	9
Highland	24	21	18	13	17	19	14	17	15	22	21	13	13
Inverclyde	2	1	1	1	0	1	2	2	3	0	1	3	1
Midlothian	3	1	2	2	5	0	3	6	2	1	1	0	2
Moray	4	4	4	3	3	2	2	5	5	5	5	4	3
North Ayrshire	4	5	4	2	3	3	4	5	4	2	2	1	4
North Lanarkshire	10	2	11	4	5	5	7	3	6	5	5	8	6
Orkney Islands	0	0	0	4	2	2	0	1	1	0	2	1	2
Perth & Kinross	9	17	16	10	10	13	6	10	12	13	6	3	5
Renfrewshire	2	1	7	8	4	8	1	3	2	4	2	1	2
Scottish Borders	12	8	6	9	4	6	6	11	7	12	6	5	8
Shetland Islands	0	1	0	0	1	1	3	0	1	1	1	0	0
South Ayrshire	3	7	3	3	4	2	5	7	7	1	2	2	6
South Lanarkshire	16	11	10	9	5	12	5	17	6	14	12	8	7
Stirling	5	4	6	4	4	7	8	2	5	4	5	9	5
West Dunbartonshire	1	1	4	3	0	2	1	3	2	1	1	2	2
West Lothian	4	1	2	5	5	5	5	4	4	4	6	5	5
Total	**196**	**189**	**175**	**162**	**159**	**181**	**157**	**175**	**140**	**150**	**157**	**131**	135

Adjusted serious

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen City	138	121	138	139	136	113	97	74	54	61	52	38	27
Aberdeenshire	288	251	229	236	189	194	157	153	128	123	97	69	80
Angus	86	74	78	70	68	51	55	46	51	56	43	40	48
Argyll & Bute	113	99	88	84	73	77	78	80	76	68	82	30	36
Clackmannanshire	24	23	18	28	23	16	20	24	15	16	13	8	11
Dumfries & Galloway	162	122	125	119	101	116	100	91	83	114	80	37	66
Dundee City	94	68	81	71	62	64	38	50	48	37	48	48	38
East Ayrshire	68	64	63	59	47	49	61	55	48	60	38	29	32
East Dunbartonshire	36	37	34	39	23	30	24	26	26	20	28	12	13
East Lothian	54	60	49	49	47	57	51	48	56	54	47	28	32
East Renfrewshire	30	36	29	27	24	26	28	29	31	25	24	12	18
Edinburgh, City of	298	289	329	342	306	329	313	334	274	234	236	130	148
Eilean Siar	13	12	8	10	5	12	10	8	6	7	13	4	6
Falkirk	88	72	71	91	70	69	76	74	72	51	39	25	39
Fife	183	162	138	149	133	128	130	143	118	122	127	95	76
Glasgow City	394	358	320	361	286	323	314	322	286	277	248	179	183
Highland	229	169	177	163	146	140	128	142	117	155	141	88	88
Inverclyde	40	42	42	38	29	34	31	31	24	27	34	12	15
Midlothian	63	55	50	60	46	58	63	50	54	45	38	20	25
Moray	63	48	43	54	53	51	41	37	30	22	25	19	13
North Ayrshire	82	51	64	65	61	63	71	55	60	56	58	37	34
North Lanarkshire	169	144	132	134	128	126	118	126	127	114	108	64	50
Orkney Islands	11	9	6	6	8	7	4	10	6	5	7	2	4
Perth & Kinross	147	115	108	118	107	93	78	68	81	84	71	48	64
Renfrewshire	93	95	93	86	64	68	78	82	76	65	67	36	37
Scottish Borders	133	120	103	103	97	89	95	79	78	73	65	41	46
Shetland Islands	14	10	10	10	9	6	8	10	6	3	8	4	5
South Ayrshire	88	61	68	58	50	63	62	68	66	53	51	30	34
South Lanarkshire	183	139	144	134	125	145	133	139	120	108	108	75	71
Stirling	84	80	78	78	86	63	72	60	56	57	49	30	28
West Dunbartonshire	44	41	40	35	39	28	30	40	37	29	23	20	19
West Lothian	120	102	109	102	91	74	113	89	92	90	66	50	57
Total	**3,632**	**3,129**	**3,065**	**3,118**	**2,732**	**2,762**	**2,674**	**2,645**	**2,401**	**2,309**	**2,137**	**1,360**	**1,443**

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

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen City	445	350	364	385	349	273	229	175	155	137	118	71	60
Aberdeenshire	687	599	518	533	462	419	347	334	252	242	199	118	139
Angus	232	192	220	202	178	141	145	111	135	126	98	127	122
Argyll & Bute	282	275	232	211	208	193	227	178	174	156	143	81	92
Clackmannanshire	77	69	64	84	69	62	62	69	48	34	35	23	19
Dumfries & Galloway	388	360	319	320	303	311	278	269	236	259	199	119	149
Dundee City	281	219	237	227	185	168	126	135	120	96	130	147	113
East Ayrshire	215	201	204	173	162	164	205	179	131	163	103	87	70
East Dunbartonshire	147	141	140	114	102	101	94	93	88	59	73	45	36
East Lothian	174	199	159	170	154	178	158	158	158	128	106	82	90
East Renfrewshire	103	104	116	97	98	92	93	95	95	71	67	50	55
Edinburgh, City of	1,192	1,179	1,181	1,167	1,157	1,263	1,110	1,140	905	772	741	438	482
Eilean Siar	39	42	35	28	20	37	32	24	17	21	25	13	20
Falkirk	303	240	261	270	248	229	250	235	216	166	129	85	108
Fife	588	556	447	421	420	410	428	452	317	328	304	245	216
Glasgow City	1,511	1,336	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910	867	591	552
Highland	616	475	488	514	443	432	379	383	309	393	338	215	207
Inverclyde	146	165	155	136	120	130	110	112	91	79	99	42	36
Midlothian	207	193	177	216	165	188	189	166	134	119	116	73	95
Moray	197	141	137	129	119	92	81	75	60	50	54	30	28
North Ayrshire	225	177	230	205	188	179	192	186	165	147	129	93	92
North Lanarkshire	664	585	569	512	510	482	451	483	444	382	345	191	200
Orkney Islands	27	27	13	22	23	24	12	25	11	10	24	9	13
Perth & Kinross	396	330	293	313	279	224	201	175	204	184	128	130	149
Renfrewshire	312	320	354	336	254	257	258	289	260	211	163	120	105
Scottish Borders	363	307	274	263	255	221	221	202	185	173	149	84	102
Shetland Islands	42	30	32	30	25	24	25	26	16	13	20	11	8
South Ayrshire	266	198	219	202	190	200	193	205	157	125	122	77	70
South Lanarkshire	596	511	514	454	455	503	456	466	395	383	334	230	185
Stirling	254	229	220	214	239	169	196	177	141	127	127	80	74
West Dunbartonshire	173	161	145	133	142	111	119	128	114	85	74	45	43
West Lothian	408	384	384	380	370	313	404	331	308	283	214	138	169
Total	**11,556**	**10,295**	**9,985**	**9,777**	**8,974**	**8,833**	**8,477**	**8,355**	**7,118**	**6,432**	**5,773**	**3,890**	**3,899**

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

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen City	4	7	7	8	4	6	5	3	2	2	3	1	2
Aberdeenshire	22	26	11	14	23	25	19	17	7	8	10	7	12
Angus	7	6	5	5	3	6	8	6	10	2	3	3	3
Argyll & Bute	5	15	5	4	11	4	6	9	4	8	9	7	9
Clackmannanshire	3	2	2	0	0	0	0	0	1	1	4	3	1
Dumfries & Galloway	10	5	9	7	12	11	11	14	14	7	8	5	9
Dundee City	5	5	2	2	2	1	1	1	1	1	1	2	1
East Ayrshire	5	5	4	3	4	2	1	4	2	5	7	2	7
East Dunbartonshire	2	4	0	0	1	1	1	0	0	0	1	1	1
East Lothian	8	3	1	0	3	4	3	3	3	2	1	2	0
East Renfrewshire	2	1	2	2	2	0	0	0	0	0	1	1	1
Edinburgh, City of	7	4	10	13	8	11	3	9	6	5	6	6	3
Eilean Siar	0	2	1	2	1	4	1	0	0	1	2	1	1
Falkirk	3	1	1	10	3	5	3	1	0	4	4	2	4
Fife	6	13	11	7	11	12	12	10	5	10	15	12	2
Glasgow City	18	11	13	7	4	18	15	8	7	10	9	14	9
Highland	28	26	21	16	20	20	14	18	15	23	21	17	14
Inverclyde	2	1	1	1	0	1	2	2	3	0	1	3	1
Midlothian	3	1	3	4	5	0	3	8	2	1	1	0	2
Moray	5	4	4	3	3	2	2	6	5	9	5	4	3
North Ayrshire	4	5	4	2	4	4	4	5	4	2	2	1	4
North Lanarkshire	10	2	11	6	6	5	8	3	6	5	5	8	7
Orkney Islands	0	0	0	5	2	2	0	1	1	0	2	1	2
Perth & Kinross	9	19	18	12	11	13	7	10	12	13	6	3	5
Renfrewshire	2	2	7	8	5	9	1	3	2	4	2	1	4
Scottish Borders	13	9	6	10	4	7	7	12	7	12	6	5	8
Shetland Islands	0	1	0	0	1	1	3	0	1	1	1	0	0
South Ayrshire	3	10	3	4	4	2	6	8	8	1	2	2	6
South Lanarkshire	18	12	11	9	6	13	5	18	6	14	13	10	7
Stirling	5	4	6	4	4	7	11	2	5	5	5	9	5
West Dunbartonshire	1	1	4	3	0	2	1	3	2	1	1	2	2
West Lothian	6	1	2	5	5	5	5	7	4	4	7	6	5
Total	**216**	**208**	**185**	**176**	**172**	**203**	**168**	**191**	**145**	**161**	**164**	**141**	**140**

Adjusted serious

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen City	149	130	146	157	143	127	104	83	58	64	58	39	27
Aberdeenshire	343	297	274	282	248	245	203	191	161	163	127	88	92
Angus	103	85	92	80	80	59	61	56	64	61	49	49	51
Argyll & Bute	129	124	106	107	94	90	103	97	88	79	100	37	45
Clackmannanshire	26	28	22	32	26	17	21	26	17	17	13	8	13
Dumfries & Galloway	191	135	144	146	118	130	117	114	99	138	96	41	76
Dundee City	100	71	85	77	65	68	38	54	48	40	55	50	39
East Ayrshire	79	79	77	72	53	54	68	75	58	70	41	41	37
East Dunbartonshire	41	42	35	43	24	31	25	30	27	20	34	12	14
East Lothian	67	68	56	53	56	68	58	55	63	66	54	32	32
East Renfrewshire	33	37	31	28	27	28	29	31	32	26	24	16	21
Edinburgh, City of	299	300	341	362	319	344	330	353	285	250	246	134	158
Eilean Siar	14	17	9	15	6	14	10	9	7	7	15	4	6
Falkirk	99	76	79	100	77	73	82	88	79	62	46	27	40
Fife	205	202	156	167	155	145	144	163	134	147	147	109	84
Glasgow City	417	377	336	374	298	346	331	335	301	301	250	187	198
Highland	284	217	204	207	178	165	152	178	144	182	180	106	115
Inverclyde	44	43	47	43	30	36	34	35	26	27	38	12	16
Midlothian	69	61	54	65	53	66	69	62	62	48	43	21	26
Moray	82	58	47	64	64	58	46	56	45	33	36	22	16
North Ayrshire	99	57	71	71	65	75	87	68	69	65	63	40	36
North Lanarkshire	179	157	141	146	141	136	128	141	141	125	126	73	52
Orkney Islands	11	11	7	8	9	10	4	11	6	6	9	2	4
Perth & Kinross	176	137	139	136	133	108	86	86	104	109	92	53	75
Renfrewshire	105	105	105	89	69	74	82	89	80	70	69	38	40
Scottish Borders	160	139	118	122	121	104	107	113	93	95	87	50	56
Shetland Islands	16	13	12	12	11	6	9	12	11	6	8	4	5
South Ayrshire	100	78	75	65	55	72	72	79	75	58	58	33	37
South Lanarkshire	208	162	158	154	143	161	142	157	144	119	123	85	82
Stirling	96	97	91	91	102	81	94	70	68	67	62	38	39
West Dunbartonshire	48	45	41	39	42	29	32	42	48	32	27	20	21
West Lothian	139	113	118	117	104	86	123	98	106	96	75	61	62
Total	**4,112**	**3,558**	**3,416**	**3,521**	**3,109**	**3,103**	**2,992**	**3,057**	**2,741**	**2,649**	**2,450**	**1,532**	**1,615**

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

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen City	498	407	412	449	392	313	270	211	185	154	148	86	64
Aberdeenshire	907	794	664	689	619	578	459	442	346	352	290	166	190
Angus	308	247	290	263	229	182	174	149	189	156	132	191	158
Argyll & Bute	387	396	319	297	304	255	322	240	250	207	209	119	125
Clackmannanshire	97	91	88	113	86	87	78	81	62	44	42	26	25
Dumfries & Galloway	533	459	424	428	381	399	401	385	314	358	254	153	203
Dundee City	343	254	297	264	219	207	145	178	141	113	169	181	133
East Ayrshire	286	270	266	234	208	226	275	272	185	214	145	123	104
East Dunbartonshire	185	182	178	144	121	117	119	133	115	68	104	56	49
East Lothian	230	247	207	219	208	242	220	204	224	196	139	104	113
East Renfrewshire	125	122	154	121	120	109	115	117	117	92	77	57	66
Edinburgh, City of	1,402	1,394	1,372	1,376	1,367	1,475	1,322	1,345	1,081	947	893	508	576
Eilean Siar	49	55	40	42	24	47	38	28	21	22	32	16	25
Falkirk	395	299	335	342	320	301	313	321	279	219	169	100	136
Fife	766	725	595	549	549	526	565	606	428	428	415	346	292
Glasgow City	1,880	1,693	1,581	1,645	1,331	1,574	1,537	1,576	1,332	1,141	1,096	743	697
Highland	943	725	685	779	616	581	507	542	436	547	505	296	295
Inverclyde	182	205	208	170	150	186	147	146	117	96	146	49	48
Midlothian	280	263	224	309	230	251	254	219	183	157	155	98	144
Moray	268	171	164	169	152	122	94	113	91	75	82	44	37
North Ayrshire	312	230	281	259	235	241	262	249	220	192	170	109	127
North Lanarkshire	880	762	749	702	661	635	592	631	627	483	483	247	242
Orkney Islands	35	38	26	33	30	29	15	28	14	15	28	10	16
Perth & Kinross	521	450	400	392	398	296	238	242	296	265	190	172	203
Renfrewshire	392	414	483	430	324	319	321	365	331	263	209	150	136
Scottish Borders	505	398	368	370	333	295	294	302	274	239	223	109	140
Shetland Islands	72	55	46	41	47	29	33	37	23	18	24	12	10
South Ayrshire	362	271	286	281	249	247	247	259	215	168	173	98	90
South Lanarkshire	760	705	671	640	618	655	594	607	534	508	431	319	254
Stirling	332	310	294	278	302	227	292	247	186	181	163	112	97
West Dunbartonshire	213	201	180	166	167	137	158	156	174	108	102	55	56
West Lothian	595	505	498	518	502	414	576	467	443	398	307	201	252
Total	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,898**	**9,433**	**8,424**	**7,705**	**5,056**	**5,103**

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities
1. All Ages						
(a) Numbers						
2014-18 ave	**174**	**2,908**	**10,207**	**1,603**	**28,518**	**168,549**
2017	145	2,741	9,433	1,647	27,118	161,566
2018	161	2,649	8,424	1,624	27,667	152,203
2019	164	2,450	7,705	1,587	26,743	145,568
2020	141	1,532	5,056	1,317	21,183	110,592
2021	140	1,615	5,103	1,415	24,275	123,103
2017-2021 ave	**150**	**2,197**	**7,144**	**1,518**	**25,397**	**138,606**
(b) Per cent changes:						
2021 on 2020	-0.7	5.4	0.9	7.4	14.6	11.3
2021 on 2014-18 ave	-19.4	-44.5	-50.0	-11.7	-14.9	-27.0
2017-21 ave. on 14-18 ave	-13.5	-24.4	-30.0	-5.3	-10.9	-17.8
2. Reported child casualties						
(a) Numbers						
2014-18 ave	**6**	**278**	**931**	**48**	**2,452**	**14,821**
2017	2	273	900	57	2,345	14,963
2018	3	241	754	46	2,335	14,808
2019	2	243	769	45	2,286	13,502
2020	6	144	493	37	1,680	12,816
2021	5	140	494	31	2,096	10,430
2017-2021 ave	**4**	**208**	**682**	**43**	**2,148**	**13,304**
(b) Per cent changes:						
2021 on 2020	-16.7	-2.8	0.2	-16.2	24.7	-18.6
2021 on 2014-18 ave	-10.7	-49.6	-46.9	-35.4	-14.5	-29.6
2017-21 ave. on 14-18 ave	-35.7	-25.1	-26.7	-10.0	-12.4	-10.2

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	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities
1. All Ages									
(a) Rates per 1,000 population [2]									
2014-18 ave	**.03**	**.54**	**1.89**	**.03**	**.49**	**2.89**	**117**	**110**	**65**
2017	.03	.51	1.74	.03	.46	2.75	95	109	63
2018	.03	.49	1.55	.03	.47	2.57	108	104	60
2019	.03	.45	1.41	.03	.45	2.45	112	100	58
2020	.03	.28	.92	.02	.35	1.85	117	79	50
2021	.03	.29	.93	.02	.41	2.06	108	73	45
2017-2021 ave	.03	.40	1.31	.03	.43	2.34	108	94	56
(b) Per cent changes:									
2021 on 2020	-1.0	5.2	0.7	7.4	14.6	11.3	-7.8	-8.2	-9.6
2021 on 2014-18 ave	-20.6	-45.3	-50.8	-13.8	-16.9	-28.7	-7.8	-34.2	-30.9
2017-21 ave. on 14-18 ave	-14.4	-25.2	-30.7	-7.0	-12.5	-19.2	-8.0	-14.5	-14.3

2. Mid-year population estimates for 2021 were not available, estimates for 2020 used instead.

2. Reported child casualties [1]									
(a) Rates per 1,000 population [2]									
2014-18 ave	**.01**	**.30**	**1.02**	**.00**	**.22**	**1.34**	**141**	**137**	**76**
2017	.00	.30	.98	.01	.21	1.34	43	142	73
2018	.00	.26	.82	.00	.21	1.31	80	127	63
2019	.00	.26	.83	.00	.20	1.19	55	131	70
2020	.01	.16	.54	.00	.15	1.12	202	107	48
2021	.01	.15	.54	.00	.18	.91	202	84	59
2017-2021 ave	.00	.23	.74	.00	.19	1.17	103	120	63
(b) Per cent changes:									
2021 on 2020	-16.2	-2.2	0.8	-16.2	24.7	-18.6	0.0	-21.6	23.8
2021 on 2014-18 ave	-10.4	-49.4	-46.7	-37.3	-17.0	-31.7	43.0	-39.0	-22.0
2017-21 ave. on 14-18 ave	-35.9	-25.2	-26.9	-12.1	-14.4	-12.3	-27.1	-12.6	-16.6

1. Child 0-15 years

2. Mid-year population estimates for 2021 were not available, estimates for 2020 used instead.

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2021

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	37	302	770	324	4,729	15,884
Pedal cycle	10	196	512	101	4,158	15,946
Car	55	709	2,905	622	8,978	67,761
Bus/coach	2	27	79	3	166	1,683
Other	36	381	837	365	6,244	21,829
Total	**140**	**1,615**	**5,103**	**1,415**	**24,275**	**123,103**
2. Child casualties [1]						
Pedestrian	1	94	243	16	1,158	4,057
Pedal cycle	1	17	59	2	375	1,596
Car	2	24	171	10	392	4,066
Bus/coach	-	2	5	-	17	221
Other	1	3	16	3	152	490
Total	**5**	**140**	**494**	**31**	**2,096**	**10,430**

1. Child 0-15 years

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2021

Rate per 1,000 population [2] : 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	.06	.14	.01	.08	.27	124	70	53
Pedal cycle	.00	.04	.09	.00	.07	.27	108	51	35
Car	.01	.13	.53	.01	.15	1.13	96	86	47
Bus/coach	.00	.00	.01	.00	.00	.03	727	177	51
Other	.01	.07	.15	.01	.10	.37	107	66	42
Total	**.03**	**.29**	**.93**	.02	.41	2.06	**108**	**73**	**45**
2. Child casualties [1]									
Pedestrian	.00	.10	.27	.00	.10	.36	78	102	75
Pedal cycle	.00	.02	.06	.00	.03	.14	626	57	46
Car	.00	.03	.19	.00	.03	.36	250	77	53
Bus/coach	-	.00	.01	-	.00	.02	n/a	143	28
Other	.00	.00	.02	.00	.01	.04	417	25	41
Total	**.01**	**.15**	**.54**	**.00**	**.18**	**.91**	**202**	**84**	**59**

1. Child 0-15 years

2. Mid-year population estimates for 2021 were not available, estimates for 2020 used instead.

Table G: Fatality rates per capita, for (a) All road users 2020 and 2021 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2021 (Provisional [3])

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	80	15	57
Malta	9	17	67
Sweden	201	19	74
Denmark	130	22	85
Switzerland	200	23	88
England	1,329	23	89
Great Britain	1,558	24	91
United Kingdom	1,608	24	91
Iceland	9	24	92
Japan	3,205	26	98
Scotland	**140**	**26**	**100**
Northern Ireland	50	26	101
Wales	86	27	103
Irish Republic	137	27	105
Germany	2,562	31	118
Spain	1,508	32	122
Netherlands	582	33	127
Luxembourg	24	37	143
Israel	364	39	149
Finland	223	40	154
Austria	362	40	155
Estonia	55	41	158
Slovakia	226	42	159
France	2,944	43	166
Australia	1,122	44	167
Belgium	516	45	171
Italy	2,875	49	186
Portugal	514	50	191
Cyprus	45	50	191
Czech Republic	531	51	193
Lithuania	148	53	203
Slovenia	114	54	207
Hungary	544	56	214
Greece	613	58	220
Poland	2,245	59	225
New Zealand	318	62	238
Croatia	292	73	277
Serbia	521	76	290
Latvia	147	78	298
Bulgaria	561	81	311
Romania	1,779	93	356
United States of America	42,915	129	495
Canada	[no data]	[no data]	[no data]
Republic of Korea	[no data]	[no data]	[no data]

(b) All road users 2020

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	93	17	**66**
Sweden	204	20	**76**
Iceland	8	22	**84**
England	1,246	22	**84**
Great Britain	1,460	22	**86**
Wales	71	22	**86**
United Kingdom	1,516	23	**86**
Malta	12	23	**89**
Japan	3,219	26	**98**
Scotland	**141**	**26**	**100**
Switzerland	227	26	**101**
Denmark	163	28	**107**
Spain	1,366	29	**110**
Northern Ireland	56	30	**113**
Ireland	147	30	**113**
Germany	2,719	33	**125**
Israel	305	33	**125**
Netherlands	610	35	**134**
France	2,541	38	**144**
Slovenia	80	38	**146**
Austria	344	39	**148**
Finland	221	40	**153**
Italy	2,395	40	**153**
Slovakia	224	41	**155**
Luxembourg	26	42	**159**
Australia	1,093	43	**163**
Belgium	499	43	**166**
Estonia	60	45	**173**
Canada	1,747	46	**176**
Hungary	462	47	**181**
Portugal	495	48	**184**
Czech Republic	517	48	**185**
Greece	578	54	**206**
Cyprus	48	54	**207**
Croatia	237	58	**223**
Republic of Korea	3,081	60	**227**
New Zealand	318	62	**238**
Lithuania	175	63	**239**
Poland	2,491	66	**251**
Bulgaria	463	67	**255**
Serbia	492	71	**272**
Latvia	139	73	**279**
Romania	1,646	85	**326**
USA	38,680	116	**445**

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 2020 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 - 2020;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Iceland	0	0	0
Netherlands	35	2	32
Sweden	25	2	39
Norway	14	3	42
Northern Ireland	6	3	51
Slovenia	7	3	54
Denmark	23	4	63
Finland	22	4	64
Switzerland	36	4	67
Germany	376	5	73
England	292	5	83
United Kingdom	352	5	84
Australia	136	5	85
Great Britain	346	5	85
Spain	260	5	88
Belgium	65	6	91
Austria	51	6	92
France	391	6	93
Scotland	**34**	**6**	**100**
New Zealand	32	6	101
Wales	20	6	101
Luxembourg	4	6	102
Ireland	33	7	107
Italy	409	7	111
Greece	76	7	114
Canada	286	8	121
Czech Republic	95	9	143
Slovakia	49	9	144
Israel	83	9	145
Croatia	38	9	151
Japan	1,203	10	153
Portugal	101	10	158
Estonia	14	11	169
Hungary	107	11	176
Bulgaria	94	14	218
Cyprus	13	15	234
Poland	631	16	264
Serbia	127	18	295
Lithuania	52	19	299
USA	6,610	20	321
Republic of Korea	1093	21	339
Latvia	43	23	364
Romania	587	30	490
Malta	[no data]	[no data]	[no data]

(d) Car users

	Numbers killed	Per million population Rate	Index
Estonia	7	5	39
Japan	689	5	40
Norway	41	8	56
Wales	26	8	61
Switzerland	71	8	61
England	518	9	68
Great Britain	618	9	70
United Kingdom	651	10	72
Sweden	106	10	76
Israel	103	11	83
Netherlands	198	11	84
Republic of Korea	589	11	84
Spain	544	11	85
Scotland	**74**	**14**	**100**
Iceland	5	14	101
Denmark	80	14	101
Ireland	70	14	104
Germany	1170	14	104
Luxembourg	9	14	105
Austria	146	16	121
Italy	1,018	17	127
Northern Ireland	33	17	129
Slovenia	38	18	134
France	1,243	18	136
Greece	205	19	142
Belgium	221	19	142
Portugal	198	19	142
Cyprus	18	20	149
Australia	524	20	151
Hungary	221	23	167
Finland	127	23	170
Slovakia	128	23	173
Czech Republic	268	25	185
Canada	1010	27	196
Lithuania	80	29	211
Poland	1162	30	224
Croatia	126	31	230
Serbia	221	32	236
Romania	617	32	237
Latvia	64	34	249
Bulgaria	260	37	277
USA	13,472	41	300
New Zealand	211	41.5	306
Malta	[no data]	[no data]	[no data]

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2019;

Note: This table has not been updated for 2020 as the figures were not available in time for publication

(a) 0-14 years	Per million pop	Index
Australia	86	0
Austria	16	0
Belgium	26	0
Canada	**79**	**100**
Chile	131	163
Colombia	133	239
Czech Republic	64	255
Denmark	63	381
Finland	34	405
France	64	601
Germany	42	683
Great Britain	29	696
Greece	59	723
Hungary	70	751
Iceland	0	762
Ireland	80	834
Israel	97	848
Italy	48	882
Japan	30	883
Korea	41	1126
Lithuania	71	1169
Luxembourg	0	1476
New Zealand	103	1564
Northern Ireland	81	1705
Norway	22	1736
Poland	75	1790
Serbia	131	1828
Slovenia	95	2038
Spain	25	2344
Sweden	38	2661
Switzerland	31	2668
United Kingdom	31	4799
United States	181	..

(b) 15-24 years	Per million pop	Index
Scotland	**25**	**100**
Switzerland	26	104
Wales	27	105
Great Britain	35	137
Sweden	35	139
England	36	143
Japan	37	147
Iceland	42	164
Korea	49	195
Norway	50	196
Spain	60	235
Denmark	65	257
Ireland	75	294
Germany	83	327
Israel	89	352
Hungary	99	390
Austria	100	393
Portugal	103	404
Australia	110	433
Finland	112	440
Italy	113	444
Greece	116	455
Belgium	131	517
Serbia	136	536
France	137	540
Luxembourg	140	552
Lithuania	160	628
New Zealand	162	637
Czech Republic	168	660
Chile	181	710
Poland	200	787
United States	215	845
Northern Ireland	..	..
United Kingdom	..	..

(c) 25-64 years		
Wales	21	66
England	26	83
Great Britain	27	86
Switzerland	28	88
Japan	31	98
Iceland	31	99
Scotland	**32**	**100**
Norway	33	103
Sweden	35	110
Ireland	49	155
Germany	51	162
Denmark	52	164
Spain	59	185
Finland	65	203
Israel	66	207
Austria	69	218
Luxembourg	73	230
Australia	74	232
Korea	78	247
Italy	78	247
France	81	254
Portugal	83	263
Belgium	94	295
Greece	97	306
Czech Republic	99	310
Hungary	113	354
Lithuania	119	373
New Zealand	131	411
Serbia	134	421
Poland	136	429
United States	191	601
Chile	196	615
United Kingdom	..	..
Northern Ireland	..	..

(d) 65+ years		
Wales	39	75
Iceland	39	75
England	44	83
Great Britain	44	84
Luxembourg	45	86
Scotland	**53**	**100**
Norway	57	107
Sweden	59	112
Finland	74	140
Switzerland	79	150
Denmark	92	175
Germany	94	179
Spain	96	183
Ireland	97	184
Japan	103	196
Israel	113	214
France	118	225
Australia	120	227
Belgium	126	238
Italy	127	241
Greece	128	243
Czech Republic	132	250
Austria	132	250
Hungary	143	272
New Zealand	155	295
Lithuania	161	306
Portugal	168	318
Poland	176	333
Serbia	200	379
United States	206	391
Chile	241	457
Korea	314	595
Northern Ireland	..	..
United Kingdom	..	..

Table Ib: Reported killed casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**41**	**6**	**31**	**84**	**2**	**6**	**4**	**174**
2013	38	13	24	90	2	5	-	172
2014	59	8	31	95	1	2	7	203
2015	44	5	28	75	1	13	2	168
2016	32	8	31	108	3	6	3	191
2017	38	5	29	64	2	3	4	145
2018	34	6	34	77	2	5	3	161
2019	44	9	25	75	3	6	2	164
2020	34	11	17	71	-	7	1	141
2021	37	10	31	56	2	3	1	140
17-21 ave	**37**	**8**	**27**	**69**	**2**	**5**	**2**	**150**
2030 target	*21*	*3*	*15*	*42*	*1*	*3*	*2*	*87*
Percent changes:								
2021 on 2020	9	-9	82	-21	n/a	-57	-	-1
2021 on 2014-18 average	-11	56	1	-33	11	-48	-74	-19

Adjusted seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**674**	**294**	**429**	**1,315**	**68**	**101**	**29**	**2,908**
2013	721	299	446	1,439	75	99	30	3,109
2014	732	309	487	1,376	57	102	40	3,103
2015	727	302	419	1,337	82	102	23	2,992
2016	707	292	423	1,429	75	109	22	3,057
2017	617	294	407	1,230	65	94	34	2,741
2018	585	270	406	1,203	61	99	25	2,649
2019	570	235	340	1,168	36	82	19	2,450
2020	323	247	253	621	20	49	19	1,532
2021	302	196	288	713	27	54	35	1,615
17-21 ave	**480**	**248**	**339**	**987**	**42**	**76**	**26**	**2,197**
2030 target	*337*	*147*	*214*	*658*	*34*	*51*	*14*	*1,454*
Percent changes:								
2021 on 2020	-7	-21	14	15	35	10	84	5
2021 on 2014-18 average	-55	-33	-33	-46	-60	-47	23	-44

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**2.6**	**0.4**	**0.2**	**2.4**	**-**	**-**	**-**	**5.6**
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
2019	2	-	-	-	-	-	-	2
2020	3	1	-	2	-	-	-	6
2021	1	1	-	3	-	-	-	5
17-21 ave	**2.0**	**0.4**	**-**	**1.2**	**-**	**-**	**-**	**3.6**
2030 target	*2*	*0*	*0*	*1*	-	-	-	*3*
19-21 ave	**2.0**	**0.7**	**-**	**1.7**	**-**	**-**	**-**	**4.3**
Percent changes:								
19-2021 on 2014-18 average	-23	67	-100	-31	-	#DIV/0!	#DIV/0!	-23

Adjusted 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
2014-18 average	**179**	**24**	**5**	**62**	**4**	**2**	**1**	**278**
2013	173	30	2	71	7	1	1	285
2014	201	31	9	58	4	2	2	307
2015	179	23	2	59	5	1	1	270
2016	190	17	5	79	4	4	0	298
2017	175	23	5	58	9	4	-	273
2018	152	26	2	58	1	1	1	241
2019	150	31	4	57	2	0	-	243
2020	80	24	5	30	1	-	4	144
2021	94	17	1	25	2	-	1	140
17-21 ave	**130**	**24**	**4**	**45**	**3**	**1**	**1**	**208**
2030 target	*108*	*14*	*3*	*37*	*3*	*1*	*1*	*167*
Percent changes:								
2021 on 2020	18	-29	-80	-17	100	n/a	-75	-3
2021 on 2014-18 average	-48	-29	-79	-60	-54	-100	19	-50

Adjusted 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*
2014-18 average	**820**	**466**	**388**	**4,798**	**231**	**328**	**41**	**7,071**	**46,645**	**15.16**
2013	973	570	453	5,475	317	334	62	8,184	43,711	18.72
2014	949	572	465	5,310	230	341	58	7,924	44,776	17.70
2015	914	488	421	5,309	249	354	44	7,779	45,374	17.14
2016	914	489	408	5,190	223	356	36	7,616	46,843	16.26
2017	697	420	343	4,382	287	303	37	6,469	48,045	13.46
2018	627	360	303	3,798	166	285	28	5,566	48,187	11.55
2019	599	315	279	3,290	153	204	38	4,878	48,713	10.01
2020	455	352	216	2,097	65	156	42	3,383	37,883	8.93
2021	431	306	203	2,156	50	155	47	3,348	43,410	7.71
17-21 ave	**562**	**351**	**269**	**3,145**	**144**	**221**	**38**	**4,729**	**45,247**	10.45
2020 target										*13.64*
Percent changes:										
2021 on 2020	-5	-13	-6	3	-23	-1	12	-1	15	-14
2021 on 2014-18 average	-47	-34	-48	-55	-78	-53	16	-53	-7	-49

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

Table J Comparison of sources: NRS road deaths, hospitals emergency admissions & Police Stats 19 data

	All ages								Children[4]		
			Police Stats 19 statistics[3]								
			reported road casualties			reported road deaths		KSI			
	NRS: deaths from road traffic accidents1	Hospital emergency admissions resulting from Road Traffic Accidents[2]	Killed	Seriously injured	Killed & Seriously Injured (KSI)	NRS: difference	NRS: %	% of hospitals emergency admiss.	Hospital emergency admissions resulting from Road Traffic Accidents[2]	Police Stats 19 statistics[3] Killed & Seriously Injured (KSI)	Police Stats 19 statistics[3] % of hospitals emergency admiss.
1980	753	8,744	700	8,839	9,539	-53	93%	109%			
1981	732	9,080	677	8,840	9,517	-55	92%	105%			
1982	749	8,664	701	9,260	9,961	-48	94%	115%			
1983	656	7,512	624	7,633	8,257	-32	95%	110%			
1984	621	7,650	599	7,727	8,326	-22	96%	109%			
1985	614	7,521	602	7,786	8,388	-12	98%	112%			
1986	615	7,065	601	7,422	8,023	-14	98%	114%			
1987	586	6,349	556	6,707	7,263	-30	95%	114%			
1988	564	6,546	554	6,732	7,286	-10	98%	111%			
1989	564	6,665	553	6,998	7,551	-11	98%	113%			
1990	555	6,461	546	6,252	6,798	-9	98%	105%			
1991	521	6,148	491	5,638	6,129	-30	94%	100%			
1992	472	5,890	463	5,176	5,639	-9	98%	96%			
1993	410	5,399	399	4,454	4,853	-11	97%	90%			
1994	359	5,411	363	5,208	5,571	4	101%	103%			
1995	427	5,321	409	4,930	5,339	-18	96%	100%			
1996	367	5,106	357	4,041	4,398	-10	97%	86%	996	790	79%
1997	389	5,316	377	4,047	4,424	-12	97%	83%	1,116	745	67%
1998	390	5,289	385	4,072	4,457	-5	99%	84%	1,079	698	65%
1999	324	4,941	310	3,765	4,075	-14	96%	82%	1,012	625	62%
2000	343	4,904	326	3,568	3,894	-17	95%	79%	978	561	57%
2001	369	4,881	348	3,410	3,758	-21	94%	77%	893	544	61%
2002	321	4,700	304	3,229	3,533	-17	95%	75%	865	527	61%
2003	351	4,426	336	2,957	3,293	-15	96%	74%	776	432	56%
2004	326	4,373	308	2,766	3,074	-18	94%	70%	693	384	55%
2005	294	4,389	286	2,666	2,952	-8	97%	67%	696	368	53%
2006	327	4,304	314	2,635	2,949	-13	96%	69%	633	375	59%
2007	295	3,902	281	2,385	2,666	-14	95%	68%	452	278	62%
2008	274	3,656	270	2,575	2,845	-4	99%	78%	366	299	82%
2009	241		216	2,287	2,503	-25	90%			258	
2010	219		208	1,969	2,177	-11	95%			227	
2011	204		185	1,880	2,065	-19	91%			210	
2012	189		178	1,980	2,158						
2013	185		172	1,672	1,844						
2014	212										
Change from 2002 to 2012											
	-41%		-41%	-39%	-39%					-100%	
Overall averages											
1980 - 2008							96%	93%			
1980 - 1995							96%	107%			
1996 - 2008							96%	76%			63%

1 Deaths caused by road transport accidents including off road and car parks from 2000 (NRS Web site Table 6.10 Deaths from road transport accidents

2 Financial years from 1996 onwards (www.isdscotland.org/unintentional_injuries). Figures prior to 1996 raken from Table 1 of TRL report 420 Linkage of STATS19 and Scottish hospital in-patient data

3 Figures on the same basis as the rest of this publication

4 Children covers ages 0-15 inclusive in the Police (Stats 19) statistics, and ages 0-14 inclusive in the hospitals emergency admissions figures

Table K Comparison of sources: hospitals emergency admissions and Police Stats19 data

Hospital emergency admissions[1]

	All ages						Children (0-14)				
	Pedest-rians	Pedal cyclists	Motor-cyclists	Car	Other	All types of road user [2]	Pedest-rians	Pedal cyclists	Car	Other	All types of road user [2]
1996-97	1,370	435	352	2,382	567	5,106	590	198	139	69	996
1997-98	1,264	643	481	2,308	620	5,316	552	357	136	71	1,116
1998-99	1,168	681	421	2,426	593	5,289	470	390	145	74	1,079
1999-00	1,126	663	518	2,027	607	4,941	473	379	108	52	1,012
2000-01	987	623	522	2,180	592	4,904	419	349	133	77	978
2001-02	999	544	591	2,198	549	4,881	424	286	129	54	893
2002-03	937	502	569	2,121	571	4,700	390	269	139	67	865
2003-04	804	507	528	2,032	551	4,422	322	273	129	52	776
2004-05	855	451	524	1,934	600	4,364	331	203	82	75	691
2005-06	894	420	526	1,937	585	4,362	336	190	105	61	692

Reported killed and seriously injured (Police Stats 19 figures[1])

	All ages						Children (0-15)				
	Pedest-rians	Pedal cyclists	Motor-cyclists	Car	Other	All types of road user	Pedest-rians	Pedal cyclists	Car	Other	All types of road user
1996	1,279	216	300	2,293	310	4,398	540	100	118	32	790
1997	1,211	210	358	2,365	280	4,424	505	78	138	24	745
1998	1,156	210	371	2,390	330	4,457	455	64	153	26	698
1999	1,143	189	431	2,004	308	4,075	430	69	108	18	625
2000	997	176	475	1,978	268	3,894	378	65	94	24	561
2001	918	171	454	1,952	263	3,758	353	56	110	25	544
2002	893	152	456	1,782	250	3,533	340	46	111	30	527
2003	775	139	417	1,700	262	3,293	273	48	93	18	432
2004	750	128	395	1,581	220	3,074	247	40	77	20	384
2005	743	132	405	1,457	215	2,952	244	30	25	69	368
2006	749	141	410	1,433	216	2,949	248	40	17	70	375
2007	654	151	421	1,270	170	2,666	185	29	9	55	278
2008	705	164	430	1,356	190	2,845	198	20	12	69	299
2009	556	157	375	1,252	164	2,504	156	27	10	65	258
2010	504	145	354	1,008	166	2,176	151	24	11	41	227
2011	557	163	326	845	171	2,062	141	23	7	39	210
2012	517	176	363	918	174	2,148	133	22	7	34	196
	As a percentage of hospital admissions										
1996	93%	50%	85%	96%	55%	86%	92%	51%	85%	46%	79%
1997	96%	33%	74%	102%	45%	83%	91%	22%	101%	34%	67%
1998	99%	31%	88%	99%	56%	84%	97%	16%	106%	35%	65%
1999	102%	29%	83%	99%	51%	82%	91%	18%	100%	35%	62%
2000	101%	28%	91%	91%	45%	79%	90%	19%	71%	31%	57%
2001	92%	31%	77%	89%	48%	77%	83%	20%	85%	46%	61%
2002	95%	30%	80%	84%	44%	75%	87%	17%	80%	45%	61%
2003	96%	27%	79%	84%	48%	74%	85%	18%	72%	35%	56%
2004	88%	28%	75%	82%	37%	70%	75%	20%	94%	27%	56%
2005	83%	31%	77%	75%	37%	68%	73%	16%	24%	113%	53%

1 From ISD, identified using SMR admission type code 32 "Patient injury, Road Traffic Accident"
Road user type are bases on ICD10 diagnosis codes:
V01-V09 = "Pedestrian injured in transport accident"
V10-V19 = "Pedal cyclist injured in transport accident"
V20-V29 = "Motorcycle rider injured in transport accident"
V40-V49 = "Car occupant injured in transport accident"
the "Other" category includes users of (e.g.) buses, goods vehicles, etc - and any "road accident" deaths which are due to suicide or natural causes (which should not be counted in the "Police" figures)
Figures on the same basis as figures appearing on ISD Web site "Unintentional Injuries" Table 9b

2 May differ slightly from the overall total in Table J, due to late returns and amendments

Comparison of sources: Scottish Household Survey & Police Stats 19

Age	Road casualties - all severities (Police Stats 19 figures)[1] 2008-2012 average	Scottish Household Survey 2008 - 2012 average	Police Stats 19 as a % of SHS	Road casualties - all severities (Police Stats 19 figures)[1] 2008 - 2012 average	Scottish Household Survey 2008 - 2012 average	Police Stats 19 as a % of SHS
	percentages of adults		%	*percentages of adults*		%
All types of road user				**Pedestrians**		
16-22	0.553	2.835	20%	0.072	0.233	31%
23-29	0.395	1.768	22%	0.041	0.076	54%
30-39	0.340	1.448	23%	0.035	0.063	55%
40-49	0.282	1.352	21%	0.026	0.058	46%
50-59	0.218	1.092	20%	0.023	0.068	34%
60-69	0.158	0.749	21%	0.024	0.057	42%
70+	0.153	0.491	31%	0.035	0.071	49%
All adults	0.320	1.342	24%	0.050	0.085	59%
Pedal cyclists				**Others - drivers/riders and passengers**		
16-22	0.017	0.094	19%	0.464	2.508	18%
23-29	0.024	0.168	14%	0.330	1.524	22%
30-39	0.026	0.176	15%	0.279	1.209	23%
40-49	0.021	0.158	14%	0.235	1.136	21%
50-59	0.011	0.105	11%	0.184	0.919	20%
60-69	0.005	0.051	11%	0.129	0.641	20%
70+	0.002	0.000	n/a	0.116	0.420	28%
All adults	0.019	0.109	17%	0.252	1.148	22%

1 Derived from Table 32

Note that the SHS and Police Stats 19 figures are not on the same basis - for example:

(a) the SHS respondent is asked whether he/she was injured in a road accident in the past year. An injury obtained 13-14 months ago might be counted, if the respondent couldn't remember exactly when, which could inflate the SHS figures

(b) the word *injury* is subjective - what an SHS respondent regards as an injury may differ from what the Police would count as an injury, which could also affect the comparison

(c) the SHS data relate only to adult members of Scottish households; the Stats 19 data will include non-Scots who were injured in Scotland, and exclude Scots injured elsewhere

Table M: Contributory Factors: Reported accidents[1,2] by severity, 2021

	Fatal		Serious [6]		Slight [6]		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]	**19**	*16*	**173**	*14*	**214**	*13*	**406**	*14*
Poor or defective road surface	2	*2*	20	*2*	12	*1*	34	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	25	*2*	15	*1*	40	*1*
Slippery road (due to weather)	12	*10*	95	*8*	132	*8*	239	*8*
Inadequate/masked signs or road markings	1	*1*	10	*1*	15	*1*	26	*1*
Defective traffic signals	0	*0*	2	*0*	6	*0*	8	*0*
Traffic calming (eg road humps, chicanes	0	*0*	2	*0*	2	*0*	4	*0*
Temporary road layout (eg contraflow)	0	*0*	4	*0*	2	*0*	6	*0*
Road layout (eg bend, hill, narrow c-way	2	*2*	18	*2*	26	*2*	46	*2*
Animal or other object in carriageway	3	*3*	12	*1*	19	*1*	34	*1*
Sunken,raised or slippery inspection cov	0	*0*	0	*0*	2	*0*	2	*0*
Vehicle defects [4]	**1**	*1*	**15**	*1*	**21**	*1*	**37**	*1*
Tyres illegal, defective or under-inflat	0	*0*	6	*1*	7	*0*	13	*0*
Defective lights or indicators	0	*0*	0	*0*	1	*0*	1	*0*
Defective brakes	1	*1*	4	*0*	4	*0*	9	*0*
Defective steering or suspension	0	*0*	4	*0*	7	*0*	11	*0*
Defective or missing mirrors	0	*0*	0	*0*	1	*0*	1	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	1	*0*	1	*0*	2	*0*
Injudicious action (driver/rider) [4]	**29**	*25*	**210**	*18*	**315**	*19*	**554**	*19*
Disobeyed automatic traffic signal	1	*1*	10	*1*	29	*2*	40	*1*
Disobeyed Give Way or Stop sign or marki	4	*3*	31	*3*	71	*4*	106	*4*
Disobeyed double white line	1	*1*	4	*0*	4	*0*	9	*0*
Disobeyed pedestrian crossing facility	0	*0*	4	*0*	7	*0*	11	*0*
Illegal turn or direction of travel	1	*1*	9	*1*	9	*1*	19	*1*
Exceeding speed limit	14	*12*	68	*6*	46	*3*	128	*4*
Travelling too fast for the conditions	11	*9*	72	*6*	85	*5*	168	*6*
Following too close	1	*1*	23	*2*	65	*4*	89	*3*
Vehicle travelling along pavement	1	*1*	4	*0*	5	*0*	10	*0*
Cyclist entering road from pavement	1	*1*	8	*1*	11	*1*	20	*1*
Driver/rider error or reaction [4]	**79**	*68*	**667**	*56*	**950**	*57*	**1,696**	*57*
Junction overshoot	0	*0*	14	*1*	25	*1*	39	*1*
Junction restart	1	*1*	9	*1*	12	*1*	22	*1*
Poor turn or manoeuvre	17	*15*	151	*13*	135	*8*	303	*10*
Failed to signal / misleading signal	1	*1*	10	*1*	15	*1*	26	*1*
Failed to look properly (D/R)	32	*27*	301	*25*	497	*30*	830	*28*
Failed to judge other pers path/speed (D	13	*11*	130	*11*	226	*14*	369	*12*
Too close to cyclist,horse or pedestrian	1	*1*	11	*1*	19	*1*	31	*1*
Sudden braking	1	*1*	32	*3*	38	*2*	71	*2*
Swerved	7	*6*	19	*2*	31	*2*	57	*2*
Loss of control	30	*26*	152	*13*	158	*9*	340	*11*
Impairment or distraction (driver/rider) [4]	**17**	*15*	**137**	*11*	**159**	*10*	**313**	*10*
Impaired by alcohol (D/R)	4	*3*	44	*4*	64	*4*	112	*4*
Impaired by drugs (illicit/medicinal) (D	5	*4*	23	*2*	27	*2*	55	*2*
Fatigue	1	*1*	11	*1*	14	*1*	26	*1*
Uncorrected defective eyesight	0	*0*	1	*0*	3	*0*	4	*0*
Illness or disability (mental/physic) (D	3	*3*	29	*2*	29	*2*	61	*2*
Not display lights at night / in poor vi	0	*0*	2	*0*	1	*0*	3	*0*
Cyclist wearing dark clothing at night	0	*0*	2	*0*	4	*0*	6	*0*
Driver using mobile phone	1	*1*	4	*0*	3	*0*	8	*0*
Distraction in vehicle	2	*2*	22	*2*	20	*1*	44	*1*
Distraction outside vehicle	1	*1*	7	*1*	7	*0*	15	*1*
Behaviour or inexperience (driver/rider) [4]	**23**	*20*	**180**	*15*	**211**	*13*	**414**	*14*
Aggressive driving	7	*6*	28	*2*	32	*2*	67	*2*
Careless / reckless /in a hurry (D/R)	14	*12*	120	*10*	136	*8*	270	*9*
Nervous / uncertain / panic	0	*0*	10	*1*	12	*1*	22	*1*
Driving too slow for condits / slow vehi	0	*0*	0	*0*	1	*0*	1	*0*
Inexperienced or learner driver/rider	5	*4*	25	*2*	37	*2*	67	*2*
Inexperience of driving on the left	0	*0*	2	*0*	4	*0*	6	*0*
Inexperience with type of vehicle	2	*2*	5	*0*	2	*0*	9	*0*

	Fatal		Serious [6]		Slight [6]		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Vision affected [4]	**8**	*7*	**76**	*6*	**119**	*7*	**203**	*7*
Stationary or parked vehicle	0	*0*	25	*2*	29	*2*	54	*2*
Vegetation	0	*0*	3	*0*	4	*0*	7	*0*
Road layout (eg bend, winding rd, hill c	1	*1*	11	*1*	13	*1*	25	*1*
Buildings, road signs, street furniture	0	*0*	4	*0*	4	*0*	8	*0*
Dazzling headlights	1	*1*	3	*0*	5	*0*	9	*0*
Dazzling sun	4	*3*	21	*2*	40	*2*	65	*2*
Rain, sleet, snow or fog	1	*1*	6	*1*	18	*1*	25	*1*
Spray from other vehicles	0	*0*	0	*0*	2	*0*	2	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	1	*0*	4	*0*	5	*0*
Vehicle blind spot	2	*2*	5	*0*	5	*0*	12	*0*
Pedestrian only [4]	**25**	*21*	**184**	*15*	**197**	*12*	**406**	*14*
Crossed road masked by stationary/parked	0	*0*	35	*3*	28	*2*	63	*2*
Pedestrian failed to look properly	9	*8*	102	*9*	114	*7*	225	*8*
Ped. failed to judge vehicles path or sp	3	*3*	20	*2*	22	*1*	45	*2*
Wrong use of pedestrian crossing facilit	1	*1*	7	*1*	11	*1*	19	*1*
Dangerous action in carriageway (eg play)	3	*3*	14	*1*	7	*0*	24	*1*
Pedestrian impaired by alcohol	7	*6*	28	*2*	29	*2*	64	*2*
Ped. impaired by drugs (illicit/medicinal)	2	*2*	12	*1*	8	*0*	22	*1*
Ped. careless / reckless /in a hurry	4	*3*	30	*3*	31	*2*	65	*2*
Pedestrian wearing dark clothing at nigh	5	*4*	14	*1*	5	*0*	24	*1*
Ped. disability or illness, mental/physi	6	*5*	4	*0*	5	*0*	15	*1*
Special codes [4]	**7**	*6*	**43**	*4*	**61**	*4*	**111**	*4*
Stolen vehicle	1	*1*	3	*0*	8	*0*	12	*0*
Vehicle in course of crime	2	*2*	14	*1*	14	*1*	30	*1*
Emergency vehicle on call	0	*0*	1	*0*	12	*1*	13	*0*
Vehicle door opened or closed negligentl	1	*1*	0	*0*	3	*0*	4	*0*
Other	5	*4*	25	*2*	29	*2*	59	*2*
Total reported accidents[1]	117		1,198		1,669		2,984	*100*
Number of Contributory Factors [5]	262		1988		2586		4836	
Average number of CFs per accident [1,5]	2.2		1.7		1.5		1.6	

[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 M: Contributory Factors: Reported accidents[1] by severity, 2021

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident [2]	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Road environment contributed	19	*16*	173	*14*	214	*13*	406	***14***
Vehicle defects	1	*1*	15	*1*	21	*1*	37	***1***
Injudicious action (D/R)	29	*25*	210	*18*	315	*19*	554	***19***
Driver/rider error/reaction	79	*68*	667	*56*	950	*57*	1,696	***57***
Impairment or distraction (D/R)	17	*15*	137	*11*	159	*10*	313	***10***
Behaviour or inexperience (D/R)	23	*20*	180	*15*	211	*13*	414	***14***
Vision affected	8	*7*	76	*6*	119	*7*	203	***7***
Pedestrian only	25	*21*	184	*15*	197	*12*	406	***14***
Special codes	7	***6***	43	***4***	61	***4***	111	***4***
Total reported accidents[1]	117	*100%*	**1,198**	*100%*	**1,669**	*100%*	**2,984**	*100%*
Number of Contributory Factors[4]	**262**		**1,988**		**2,586**		**4,836**	
Average number of CFs per accident[1,2]	2.2		1.7		1.5		1.6	

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

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

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

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

Figure 11: Contributory factor type: Reported accidents by severity, 2021

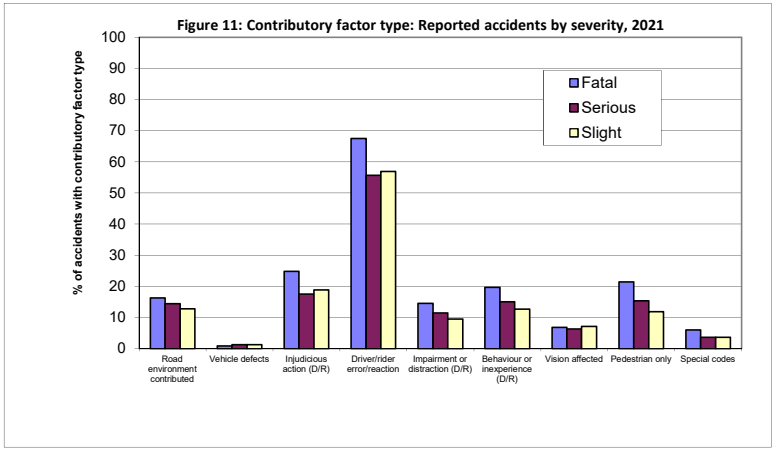


Table N: Contributory factors: Reported Accidents: 2017-2021 comparison[1]

Contributory factor reported in accident[2]	2017		2018		2019		2020		2021	
	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)	1956	*32*	1775	*32*	1247	*30*	675	*29*	830	*28*
Failed to judge other pers path/speed (D	1175	*19*	1008	*18*	687	*17*	271	*12*	369	*12*
Loss of control	910	*15*	803	*15*	582	*14*	294	*13*	340	*11*
Poor turn or manoeuvre	709	*12*	655	*12*	477	*12*	227	*10*	303	*10*
Careless / reckless /in a hurry (D/R)	907	*15*	844	*15*	572	*14*	200	*9*	270	*9*
Slippery road (due to weather)	604	*10*	530	*10*	390	*9*	233	*10*	239	*8*
Pedestrian failed to look properly	562	*9*	530	*10*	388	*9*	180	*8*	225	*8*
Travelling too fast for the conditions	417	*7*	357	*6*	258	*6*	151	*6*	168	*6*
Following too close	231	*4*	227	*4*	171	*4*	90	*4*	89	*3*
Sudden braking	271	*4*	251	*5*	166	*4*	56	*2*	71	*2*
Total reported accidents[1]	6,082	***100***	5,505	***100***	4,130	***100***	2,324	***100***	2,984	***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 2021. 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], 2021

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**11**	***3***	**48**	***12***	**257**	***7***	**3**	***3***	**23**	***5***	**4**	***2***	**346**	***7***
Poor or defective road surface	3	*1*	9	*2*	11	*0*	2	*2*	1	*0*	1	*1*	27	*1*
Deposit on road (eg oil, mud, chippings)	1	*0*	10	*3*	15	*0*	0	*0*	4	*1*	0	*0*	30	*1*
Slippery road (due to weather)	5	*1*	18	*5*	174	*5*	0	*0*	15	*3*	3	*2*	215	*4*
Inadequate/masked signs or road markings	0	*0*	1	*0*	19	*1*	1	*1*	3	*1*	0	*0*	24	*0*
Defective traffic signals	0	*0*	0	*0*	9	*0*	0	*0*	0	*0*	0	*0*	9	*0*
Traffic calming (eg road humps, chicanes	0	*0*	1	*0*	2	*0*	0	*0*	0	*0*	0	*0*	3	*0*
Temporary road layout (eg contraflow)	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Road layout (eg bend, hill, narrow c-way	1	*0*	9	*2*	30	*1*	1	*1*	4	*1*	0	*0*	45	*1*
Animal or other object in carriageway	1	*0*	6	*2*	21	*1*	0	*0*	1	*0*	0	*0*	29	*1*
Sunken,raised or slippery inspection cov	0	*0*	0	*0*	1	*0*	0	*0*	0	*0*	0	*0*	1	*0*
Vehicle defects [3]	**3**	***1***	**4**	***1***	**25**	***1***	**0**	***0***	**2**	***0***	**3**	***2***	**37**	***1***
Tyres illegal, defective or under-inflat	0	*0*	1	*0*	11	*0*	0	*0*	1	*0*	0	*0*	13	*0*
Defective lights or indicators	1	*0*	0	*0*	0	*0*	0	*0*	0	*0*	0	*0*	1	*0*
Defective brakes	0	*0*	2	*1*	5	*0*	0	*0*	1	*0*	1	*1*	9	*0*
Defective steering or suspension	2	*1*	1	*0*	7	*0*	0	*0*	0	*0*	1	*1*	11	*0*
Defective or missing mirrors	0	*0*	0	*0*	0	*0*	0	*0*	0	*0*	1	*1*	1	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	0	*0*	2	*0*	0	*0*	0	*0*	0	*0*	2	*0*
Injudicious action (driver/rider) [3]	**38**	***11***	**52**	***13***	**411**	***11***	**4**	***4***	**35**	***8***	**14**	***9***	**554**	***11***
Disobeyed automatic traffic signal	3	*1*	4	*1*	33	*1*	0	*0*	0	*0*	0	*0*	40	*1*
Disobeyed Give Way or Stop sign or marki	6	*2*	4	*1*	87	*2*	0	*0*	6	*1*	3	*2*	106	*2*
Disobeyed double white line	0	*0*	2	*1*	7	*0*	0	*0*	0	*0*	0	*0*	9	*0*
Disobeyed pedestrian crossing facility	0	*0*	0	*0*	9	*0*	0	*0*	1	*0*	1	*1*	11	*0*
Illegal turn or direction of travel	0	*0*	0	*0*	15	*0*	0	*0*	2	*0*	2	*1*	19	*0*
Exceeding speed limit	0	*0*	20	*5*	101	*3*	2	*2*	3	*1*	4	*2*	130	*2*
Travelling too fast for the conditions	7	*2*	15	*4*	130	*3*	1	*1*	17	*4*	2	*1*	172	*3*
Following too close	4	*1*	11	*3*	76	*2*	2	*2*	14	*3*	1	*1*	108	*2*
Vehicle travelling along pavement	2	*1*	1	*0*	4	*0*	0	*0*	1	*0*	2	*1*	10	*0*
Cyclist entering road from pavement	18	*5*	0	*0*	2	*0*	0	*0*	0	*0*	0	*0*	20	*0*
Driver/rider error or reaction [3]	**57**	***17***	**173**	***44***	**1,244**	***33***	**22**	***20***	**154**	***34***	**46**	***28***	**1,696**	***32***
Junction overshoot	4	*1*	0	*0*	34	*1*	0	*0*	2	*0*	0	*0*	40	*1*
Junction restart	0	*0*	0	*0*	22	*1*	0	*0*	2	*0*	0	*0*	24	*0*
Poor turn or manoeuvre	13	*4*	55	*14*	211	*6*	3	*3*	23	*5*	8	*5*	313	*6*
Failed to signal / misleading signal	1	*0*	0	*0*	21	*1*	0	*0*	3	*1*	1	*1*	26	*0*
Failed to look properly (D/R)	36	*11*	45	*11*	645	*17*	7	*6*	94	*21*	22	*13*	849	*16*
Failed to judge other pers path/speed (D	12	*4*	28	*7*	296	*8*	4	*4*	42	*9*	7	*4*	389	*7*
Too close to cyclist,horse or pedestrian	0	*0*	2	*1*	24	*1*	0	*0*	2	*0*	3	*2*	31	*1*
Sudden braking	0	*0*	12	*3*	48	*1*	9	*8*	3	*1*	3	*2*	75	*1*
Swerved	1	*0*	3	*1*	48	*1*	1	*1*	3	*1*	1	*1*	57	*1*
Loss of control	7	*2*	67	*17*	238	*6*	1	*1*	18	*4*	11	*7*	342	*7*
Impairment or distraction (driver/rider) [3]	**9**	***3***	**14**	***4***	**254**	***7***	**3**	***3***	**28**	***6***	**5**	***3***	**313**	***6***
Impaired by alcohol (D/R)	2	*1*	4	*1*	96	*3*	0	*0*	7	*2*	3	*2*	112	*2*
Impaired by drugs (illicit/medicinal) (D	1	*0*	4	*1*	46	*1*	0	*0*	4	*1*	0	*0*	55	*1*
Fatigue	0	*0*	1	*0*	21	*1*	0	*0*	4	*1*	0	*0*	26	*0*
Uncorrected defective eyesight	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Illness or disability (mental/physic) (D	2	*1*	0	*0*	51	*1*	1	*1*	7	*2*	0	*0*	61	*1*
Not display lights at night / in poor vi	1	*0*	0	*0*	1	*0*	0	*0*	0	*0*	1	*1*	3	*0*
Cyclist wearing dark clothing at night	3	*1*	1	*0*	1	*0*	0	*0*	0	*0*	1	*1*	6	*0*
Driver using mobile phone	0	*0*	0	*0*	5	*0*	1	*1*	2	*0*	0	*0*	8	*0*
Distraction in vehicle	0	*0*	1	*0*	34	*1*	1	*1*	8	*2*	0	*0*	44	*1*
Distraction outside vehicle	0	*0*	3	*1*	11	*0*	0	*0*	1	*0*	0	*0*	15	*0*
Behaviour or inexperience (driver/rider) [3]	**7**	***2***	**43**	***11***	**312**	***8***	**4**	***4***	**35**	***8***	**13**	***8***	**414**	***8***
Aggressive driving	1	*0*	4	*1*	57	*2*	0	*0*	5	*1*	0	*0*	67	*1*
Careless / reckless /in a hurry (D/R)	6	*2*	21	*5*	210	*6*	3	*3*	27	*6*	7	*4*	274	*5*
Nervous / uncertain / panic	0	*0*	1	*0*	17	*0*	1	*1*	1	*0*	2	*1*	22	*0*
Driving too slow for condits / slow vehi	0	*0*	0	*0*	0	*0*	0	*0*	0	*0*	1	*1*	1	*0*
Inexperienced or learner driver/rider	0	*0*	20	*5*	42	*1*	0	*0*	2	*0*	3	*2*	67	*1*
Inexperience of driving on the left	0	*0*	0	*0*	5	*0*	0	*0*	1	*0*	0	*0*	6	*0*
Inexperience with type of vehicle	0	*0*	0	*0*	6	*0*	0	*0*	0	*0*	3	*2*	9	*0*
Vision affected [3]	**5**	***1***	**6**	***2***	**134**	***4***	**3**	***3***	**19**	***4***	**7**	***4***	**174**	***3***
Stationary or parked vehicle	2	*1*	2	*1*	41	*1*	1	*1*	1	*0*	0	*0*	47	*1*
Vegetation	0	*0*	0	*0*	5	*0*	0	*0*	1	*0*	0	*0*	6	*0*
Road layout (eg bend, winding rd, hill c	3	*1*	1	*0*	16	*0*	0	*0*	1	*0*	1	*1*	22	*0*
Buildings, road signs, street furniture	1	*0*	0	*0*	3	*0*	1	*1*	1	*0*	3	*2*	9	*0*
Dazzling headlights	0	*0*	0	*0*	6	*0*	0	*0*	2	*0*	0	*0*	8	*0*
Dazzling sun	0	*0*	2	*1*	41	*1*	1	*1*	10	*2*	1	*1*	55	*1*
Rain, sleet, snow or fog	1	*0*	1	*0*	21	*1*	0	*0*	1	*0*	0	*0*	24	*0*
Spray from other vehicles	0	*0*	0	*0*	2	*0*	0	*0*	0	*0*	0	*0*	2	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	0	*0*	3	*0*	0	*0*	0	*0*	1	*1*	4	*0*
Vehicle blind spot	0	*0*	0	*0*	6	*0*	0	*0*	3	*1*	1	*1*	10	*0*
Special codes [3]	**1**	***0***	**4**	***1***	**63**	***2***	**2**	***2***	**4**	***1***	**8**	***5***	**82**	***2***
Stolen vehicle	0	*0*	1	*0*	10	*0*	0	*0*	0	*0*	1	*1*	12	*0*
Vehicle in course of crime	0	*0*	0	*0*	27	*1*	0	*0*	2	*0*	1	*1*	30	*1*
Emergency vehicle on call	0	*0*	0	*0*	8	*0*	0	*0*	2	*0*	3	*2*	13	*0*
Vehicle door opened or closed negligentl	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Other	1	*0*	3	*1*	21	*1*	2	*2*	2	*0*	3	*2*	32	*1*
Number of vehicle Contributory Factors [2]	**152**		**397**		**3,183**		**46**		**361**		**114**		**4,253**	
Total number of vehicles involved	342	100%	392	100%	3,777	100%	110	100%	457	100%	164	100%	5,242	100%
Average number of CFs per vehicle	0.44		1.01		0.84		0.42		0.79		0.70		0.81	

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], 2021

	Number	%
Pedestrian failed to look properly	227	*38*
Ped. careless / reckless /in a hurry	67	*11*
Pedestrian impaired by alcohol	64	*11*
Crossed road masked by stationary/parked	63	*11*
Ped. failed to judge vehicles path or sp	45	*8*
Pedestrian wearing dark clothing at nigh	24	*4*
Dangerous action in carriageway (eg play	24	*4*
Ped. impaired by drugs (illicit/medicina	22	*4*
Wrong use of pedestrian crossing facilit	20	*3*
Ped. disability or illness, mental/physi	15	*3*
All	571	
Number of Contributory Factors [3]	571	
Total number of pedestrians involved[1]	600	
Average number of CFs per pedestrian	0.95	

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], 2021

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D	123
Poor turn or manoeuvre	Failed to look properly (D/R)	81
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	74
Travelling too fast for the conditions	Loss of control	49
Slippery road (due to weather)	Loss of control	46
Slippery road (due to weather)	Travelling too fast for the conditions	40
Disobeyed Give Way or Stop sign or marki	Failed to look properly (D/R)	38
Failed to judge other pers path/speed (D	Careless / reckless /in a hurry (D/R)	34
Poor turn or manoeuvre	Failed to judge other pers path/speed (D	32
Poor turn or manoeuvre	Loss of control	32
Exceeding speed limit	Loss of control	31
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	30
Loss of control	Careless / reckless /in a hurry (D/R)	29
Crossed road masked by stationary/parked	Pedestrian failed to look properly	28
Exceeding speed limit	Careless / reckless /in a hurry (D/R)	26
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	24
Exceeding speed limit	Impaired by alcohol (D/R)	23
Loss of control	Inexperienced or learner driver/rider	22
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	22
Pedestrian failed to look properly	Pedestrian impaired by alcohol	21
Failed to look properly (D/R)	Dazzling sun	20
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	20

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], 2021

	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	1	1	0	0	0	2	*2*
Slippery road (due to weather)	2	1	2	7	0	12	*10*
Inadequate/masked signs or road markings	0	0	1	0	0	1	*1*
Road layout (eg bend, hill, narrow c-way	0	0	1	0	1	2	*2*
Animal or other object in carriageway	1	0	1	1	0	3	*2*
Vehicle defects							
Defective brakes	0	0	1	0	0	1	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	1	0	0	0	0	1	*1*
Disobeyed Give Way or Stop sign or marki	0	1	1	2	0	4	*3*
Disobeyed double white line	0	0	0	1	0	1	*1*
Illegal turn or direction of travel	0	0	0	1	0	1	*1*
Exceeding speed limit	3	0	2	12	0	17	*14*
Travelling too fast for the conditions	2	0	2	9	0	13	*11*
Following too close	0	0	1	0	0	1	*1*
Vehicle travelling along pavement	1	0	0	0	0	1	*1*
Cyclist entering road from pavement	0	1	0	0	0	1	*1*
Driver/rider error or reaction							
Junction restart	0	0	1	0	0	1	*1*
Poor turn or manoeuvre	1	1	7	8	0	17	*14*
Failed to signal / misleading signal	0	0	0	1	0	1	*1*
Failed to look properly (D/R)	15	2	9	8	0	34	*28*
Failed to judge other pers path/speed (D	2	2	4	5	0	13	*11*
Too close to cyclist,horse or pedestrian	0	1	0	0	0	1	*1*
Sudden braking	0	0	0	1	0	1	*1*
Swerved	0	0	1	4	2	7	*6*
Loss of control	2	1	8	21	1	33	*27*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	1	0	2	1	0	4	*3*
Impaired by drugs (illicit/medicinal) (D	0	0	1	6	0	7	*6*
Fatigue	0	0	0	1	0	1	*1*
Illness or disability (mental/physical) (D	0	1	0	2	0	3	*2*
Driver using mobile phone	0	0	0	1	0	1	*1*
Distraction in vehicle	0	0	0	1	1	2	*2*
Distraction outside vehicle	1	0	0	0	0	1	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	2	0	2	5	0	9	*7*
Careless / reckless /in a hurry (D/R)	3	0	3	8	0	14	*11*
Inexperienced or learner driver/rider	0	0	4	2	0	6	*5*
Inexperience with type of vehicle	1	0	0	1	0	2	*2*
Vision affected							
Road layout (eg bend, winding rd, hill crest	1	0	0	0	0	1	*1*
Dazzling headlights	1	0	0	0	0	1	*1*
Dazzling sun	0	2	0	1	1	4	*3*
Rain, sleet, snow or fog	1	0	0	0	0	1	*1*
Vehicle blind spot	2	0	0	0	0	2	*2*
Pedestrian only							
Pedestrian failed to look properly	9	0	0	0	0	9	*7*
Ped. failed to judge vehicles path or speed	3	0	0	0	0	3	*2*
Wrong use of pedestrian crossing facility	1	0	0	0	0	1	*1*
Dangerous action in carriageway (eg playing in road)	3	0	0	0	0	3	*2*
Pedestrian impaired by alcohol	7	0	0	0	0	7	*6*
Ped. impaired by drugs (illicit/medicinal	2	0	0	0	0	2	*2*
Ped. careless / reckless /in a hurry	2	0	1	1	0	4	*3*
Pedestrian wearing dark clothing at night	5	0	0	0	0	5	*4*
Ped. disability or illness, mental/physical	5	1	0	0	0	6	*5*
Special codes							
Stolen vehicle	1	0	0	0	0	**1**	*1*
Vehicle in course of crime	1	0	0	1	0	**2**	*2*
Vehicle door opened or closed negligently	1	0	0	0	0	**1**	*1*
Other	2	0	1	1	1	5	*4*
Total Road fatalities	33	9	25	50	5	**122**	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], 2021

	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	2	2	9	8	1	**22**	*2*
Deposit on road (eg oil, mud, chippings)	0	1	14	10	0	**25**	*2*
Slippery road (due to weather)	7	6	14	75	6	**108**	*8*
Inadequate/masked signs or road markings	3	3	0	5	1	**12**	*1*
Defective traffic signals	0	0	0	2	0	**2**	*0*
Traffic calming (eg road humps, chicanes	0	0	2	0	0	**2**	*0*
Temporary road layout (eg contraflow)	3	0	0	0	1	**4**	*0*
Road layout (eg bend, hill, narrow c-way	1	2	7	7	2	**19**	*1*
Animal or other object in carriageway	0	1	5	7	0	**13**	*1*
Vehicle defects							
Tyres illegal, defective or under-inflat	0	0	1	8	0	**9**	*1*
Defective brakes	1	0	1	2	0	**4**	*0*
Defective steering or suspension	0	1	1	1	1	**4**	*0*
Overloaded or poorly loaded vehicle/trai	0	0	0	1	0	**1**	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	3	0	1	6	0	**10**	*1*
Disobeyed Give Way or Stop sign or marki	2	7	6	19	0	**34**	*3*
Disobeyed double white line	0	0	2	6	0	**8**	*1*
Disobeyed pedestrian crossing facility	4	0	0	0	0	**4**	*0*
Illegal turn or direction of travel	1	0	0	9	2	**12**	*1*
Exceeding speed limit	9	2	12	64	4	**91**	*7*
Travelling too fast for the conditions	4	6	10	68	9	**97**	*7*
Following too close	0	1	5	17	2	**25**	*2*
Vehicle travelling along pavement	2	1	1	0	1	**5**	*0*
Cyclist entering road from pavement	0	8	0	0	0	**8**	*1*
Driver/rider error or reaction							
Junction overshoot	1	3	0	10	1	**15**	*1*
Junction restart	0	2	2	5	0	**9**	*1*
Poor turn or manoeuvre	9	18	55	85	12	**179**	*13*
Failed to signal / misleading signal	0	3	1	7	0	**11**	*1*
Failed to look properly (D/R)	47	63	71	135	11	**327**	*24*
Failed to judge other pers path/speed (D	12	18	32	90	4	**156**	*11*
Too close to cyclist,horse or pedestrian	2	9	0	0	0	**11**	*1*
Sudden braking	0	0	12	14	8	**34**	*3*
Swerved	1	1	2	22	6	**32**	*2*
Loss of control	6	6	43	119	20	**194**	*14*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	6	6	1	34	4	**51**	*4*
Impaired by drugs (illicit/medicinal) (D	2	2	5	22	0	**31**	*2*
Fatigue	0	0	1	12	3	**16**	*1*
Uncorrected defective eyesight	0	0	0	1	0	**1**	*0*
Illness or disability (mental/physic) (D	0	0	0	27	7	**34**	*3*
Not display lights at night / in poor vision	1	0	1	0	0	**2**	*0*
Cyclist wearing dark clothing at night	0	2	0	0	0	**2**	*0*
Driver using mobile phone	1	0	0	2	1	**4**	*0*
Distraction in vehicle	3	0	3	17	7	**30**	*2*
Distraction outside vehicle	1	0	3	2	1	**7**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	11	1	5	26	2	**45**	*3*
Careless / reckless /in a hurry (D/R)	16	18	19	75	18	**146**	*11*
Nervous / uncertain / panic	0	0	1	15	0	**16**	*1*
Inexperienced or learner driver/rider	0	1	11	18	2	**32**	*2*
Inexperience of driving on the left	0	0	0	6	2	**8**	*1*
Inexperience with type of vehicle	0	0	0	3	2	**5**	*0*
Vision affected							
Stationary or parked vehicle	15	1	4	4	1	**25**	*2*
Vegetation	2	0	1	0	0	**3**	*0*
Road layout (eg bend, winding rd, hill crest)	3	2	2	4	0	**11**	*1*
Buildings, road signs, street furniture	2	1	0	0	1	**4**	*0*
Dazzling headlights	1	1	1	0	0	**3**	*0*
Dazzling sun	1	8	4	7	4	**24**	*2*
Rain, sleet, snow or fog	2	1	1	2	0	**6**	*0*
Visor/windscreen dirty/scratched/frosted	0	0	0	1	0	**1**	*0*
Vehicle blind spot	5	0	0	0	0	**5**	*0*
Pedestrian only							
Crossed road masked by stationary/parked	35	1	1	0	0	**37**	*3*
Pedestrian failed to look properly	99	2	1	1	1	**104**	*8*
Ped. failed to judge vehicles path or speed	19	0	1	1	0	**21**	*2*
Wrong use of pedestrian crossing facility	7	0	0	0	0	**7**	*1*
Dangerous action in carriageway (eg playing in road)	13	0	0	0	1	**14**	*1*
Pedestrian impaired by alcohol	25	1	1	1	0	**28**	*2*
Ped. impaired by drugs (illicit/medicinal	9	0	0	4	0	**13**	*1*
Ped. careless / reckless /in a hurry	27	1	2	3	1	**34**	*3*
Pedestrian wearing dark clothing at night	14	0	0	0	0	**14**	*1*
Ped. disability or illness, mental/physical	2	0	0	1	1	**4**	*0*
Special codes							
Stolen vehicle	1	0	0	2	0	**3**	*0*
Vehicle in course of crime	7	0	1	8	0	**16**	*1*
Emergency vehicle on call	0	0	0	1	0	**1**	*0*
Other	5	2	2	8	9	**26**	*2*
All serious injuries	253	144	244	606	110	**1,357**	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], 2021

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)	706	143	849	17%
2	Failed to judge other pers path/speed (D	290	99	389	8%
3	Loss of control	297	45	342	7%
4	Poor turn or manoeuvre	248	65	313	6%
5	Careless / reckless /in a hurry (D/R)	206	68	274	6%
6	Slippery road (due to weather)	167	83	250	5%
7	Pedestrian failed to look properly	201	26	227	5%
8	Travelling too fast for the conditions	118	54	172	3%
9	Exceeding speed limit	93	37	130	3%
10	Impaired by alcohol (D/R)	96	16	112	2%
11	Following too close	67	41	108	2%
12	Disobeyed Give Way or Stop sign or marki	93	13	106	2%
13	Sudden braking	46	29	75	2%
14	Aggressive driving	57	10	67	1%
15	Ped. careless / reckless /in a hurry	50	17	67	1%
16	Inexperienced or learner driver/rider	49	18	67	1%
17	Dazzling sun	34	31	65	1%
18	Pedestrian impaired by alcohol	55	9	64	1%
19	Crossed road masked by stationary/parked	60	3	63	1%
20	Illness or disability (mental/physic) (D	44	17	61	1%
21	Other	46	14	60	1%
22	Swerved	40	17	57	1%
23	Stationary or parked vehicle	41	16	57	1%
24	Impaired by drugs (illicit/medicinal) (D	34	21	55	1%
25	Road layout (eg bend, hill, narrow c-way	27	27	54	1%
26	Ped. failed to judge vehicles path or sp	30	15	45	1%
27	Distraction in vehicle	12	32	44	1%
28	Junction overshoot	32	8	40	1%
29	Deposit on road (eg oil, mud, chippings)	25	15	40	1%
30	Disobeyed automatic traffic signal	30	10	40	1%
31	Animal or other object in carriageway	28	6	34	1%
32	Poor or defective road surface	20	14	34	1%
33	Vehicle in course of crime	31	0	31	1%
34	Too close to cyclist,horse or pedestrian	20	11	31	1%
35	Inadequate/masked signs or road markings	10	18	28	1%
36	Fatigue	12	14	26	1%
37	Failed to signal / misleading signal	11	15	26	1%
38	Rain, sleet, snow or fog	13	13	26	1%
39	Road layout (eg bend, winding rd, hill c	12	13	25	1%
40	Pedestrian wearing dark clothing at nigh	14	10	24	0%
41	Junction restart	16	8	24	0%
42	Dangerous action in carriageway (eg play	22	2	24	0%
43	Ped. impaired by drugs (illicit/medicina	16	6	22	0%
44	Nervous / uncertain / panic	15	7	22	0%
45	Wrong use of pedestrian crossing facilit	18	2	20	0%
46	Cyclist entering road from pavement	18	2	20	0%
47	Illegal turn or direction of travel	13	6	19	0%
48	Ped. disability or illness, mental/physi	7	8	15	0%
49	Distraction outside vehicle	7	8	15	0%
50	Emergency vehicle on call	12	2	14	0%
51	Tyres illegal, defective or under-inflat	8	5	13	0%
52	Stolen vehicle	12	0	12	0%
53	Vehicle blind spot	5	7	12	0%
54	Disobeyed pedestrian crossing facility	9	2	11	0%
55	Defective traffic signals	10	1	11	0%
56	Defective steering or suspension	4	7	11	0%
57	Vehicle travelling along pavement	9	1	10	0%
58	Inexperience with type of vehicle	6	3	9	0%
59	Buildings, road signs, street furniture	7	2	9	0%
60	Disobeyed double white line	8	1	9	0%
61	Defective brakes	3	6	9	0%
62	Dazzling headlights	3	6	9	0%
63	Driver using mobile phone	5	3	8	0%
64	Temporary road layout (eg contraflow)	1	6	7	0%
65	Vegetation	3	4	7	0%
66	Cyclist wearing dark clothing at night	2	4	6	0%
67	Inexperience of driving on the left	3	3	6	0%
68	Visor/windscreen dirty/scratched/frosted	4	1	5	0%
69	Uncorrected defective eyesight	3	1	4	0%
70	Traffic calming (eg road humps, chicanes	2	2	4	0%
71	Vehicle door opened or closed negligentl	2	2	4	0%
72	Not display lights at night / in poor vi	3	0	3	0%
73	Overloaded or poorly loaded vehicle/trai	2	0	2	0%
74	Sunken,raised or slippery inspection cov	1	1	2	0%
75	Spray from other vehicles	1	1	2	0%
76	Driving too slow for condits / slow vehi	1	0	1	0%
77	Defective or missing mirrors	1	-	1	0%
	Defective lights or indicators	0	1	1	0%
	All	**3,727**	**1,234**	**4,961**	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

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2021

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	42,078	28,209	13,919	23,403	18,502
2005	**5.095**	**2.531**	**54.8**	**42,086**	**28,055**	**13,438**	**22,476**	**17,885**
2006	5.117	2.564	55.0	43,456	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.2	43,988	28,986	12,507	20,804	16,239
2008	5.169	2.665	55.3	43,799	28,810	12,159	20,220	15,592
2009	5.194	2.684	55.5	43,566	28,961	11,556	19,387	15,043
2010	**5.222**	**2.685**	**55.6**	**43,160**	**28,495**	**10,295**	**17,242**	**13,338**
2011	5.255	2.691	55.8	43,085	28,566	9,985	16,752	12,785
2012	5.314	2.717	55.9	43,498	28,852	9,777	16,530	12,712
2013	5.328	2.759	56.0	43,711	29,048	8,974	15,301	11,492
2014	5.348	2.821	56.1	44,776	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	46,843	30,848	8,355	14,752	10,898
2017	5.425	2.962	56.4	48,045	31,405	7,118	12,673	9,433
2018	5.438	2.991	56.6	48,187	31,542	6,432	11,411	8,424
2019	5.463	3.041	56.7	48,713	32,211	5,773	10,188	7,705
2020	5.466	3.042	57.0	37,883	23,941	3,890	6,675	5,056
2021	5.480	3.064		43,410	27,502	3,899	6,832	5,103
2014-18 average	5.398	2.911	56.3	46,645	30,623	7,843	13,760	10,207
2017-2021 average	5.454	3.020	45.3	45,247	29,320	5,422	9,556	7,144
Per cent changes:								
2021 on 2020	0.3	0.7	-100.0	14.6	14.9	0.2	2.4	0.9
2021 on 2014-18 ave	1.5	5.2	-100.0	-6.9	-10.2	-50.3	-50.4	-50.0

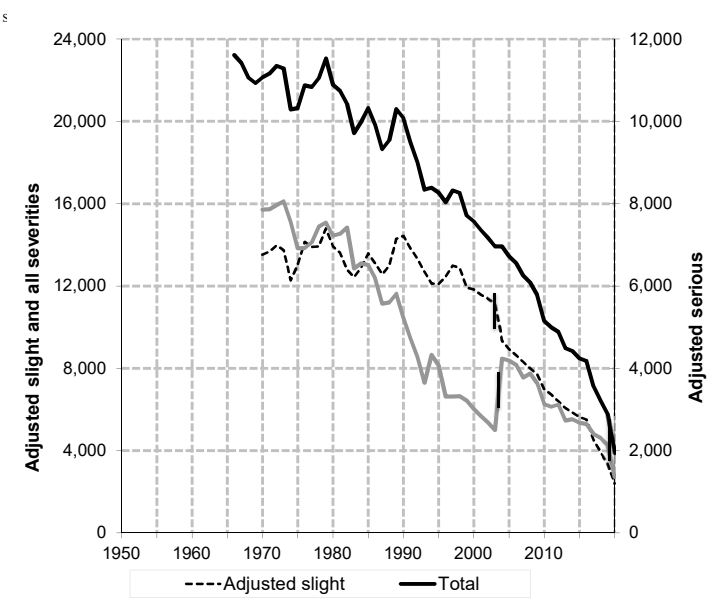
1. Figures from 1993 onwards are on a different basis from those for previous years, due to a change in the source of the data.

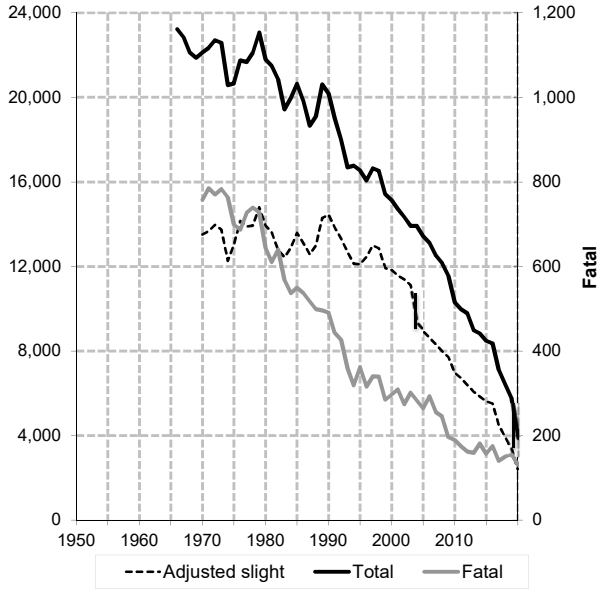
Reported accidents and casualties by severity
Years: 1938 to 2021

	Accidents					Casualties				
Year	Fatal	Adjusted serious	Adjusted slight	Fatal and adjusted serious	All severities	Killed	Adjusted serious injury	Adjusted slight injury	Killed and adjusted 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 [1]	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	4,233	9,333	4,516	13,919	308	4,931	13,152	5,239	18,502
2005	**264**	**4,186**	**8,929**	**4,450**	**13,438**	**286**	**4,849**	**12,625**	**5,135**	**17,890**
2006	293	4,083	8,629	4,376	13,110	314	4,707	12,105	5,021	17,269
2007	255	3,770	8,314	4,025	12,507	281	4,313	11,444	4,594	16,239
2008	245	3,876	7,999	4,121	12,159	270	4,399	10,862	4,669	15,592
2009	196	3,632	7,708	3,828	11,556	216	4,112	10,593	4,328	15,043
2010	**189**	**3,129**	**6,969**	**3,318**	**10,295**	**208**	**3,558**	**9,558**	**3,766**	**13,338**
2011	175	3,065	6,723	3,240	9,985	185	3,416	9,153	3,601	12,785
2012	162	3,118	6,392	3,280	9,777	176	3,521	8,877	3,697	12,712
2013	159	2,732	6,066	2,891	8,974	172	3,109	8,184	3,281	11,492
2014	181	2,762	5,850	2,943	8,833	203	3,103	7,924	3,306	11,302
2015	157	2,674	5,624	2,831	8,477	168	2,992	7,779	3,160	10,977
2016	175	2,645	5,514	2,820	8,355	191	3,057	7,616	3,248	10,898
2017	140	2,401	4,514	2,541	7,118	145	2,741	6,469	2,886	9,433
2018	150	2,309	3,938	2,459	6,432	161	2,649	5,566	2,810	8,424
2019	157	2,137	3,381	2,294	5,773	164	2,450	4,878	2,614	7,705
2020	131	1,360	2,399	1,491	3,890	141	1,532	3,383	1,673	5,056
2021	135	1,443	2,321	1,578	3,899	140	1,615	3,348	1,755	5,103
2014-18 average	161	2,558	5,088	2,719	7,843	174	2,908	7,071	3,082	10,207
2017-2021 average	143	1,930	3,311	2,072	5,422	150	2,197	4,729	2,348	7,144
Per cent changes:										
2021 on 2020	3.1	6.1	-3.3	5.8	0.2	-0.7	5.4	-1.0	4.9	0.9
2021 on 2014-18 ave	-15.9	-43.6	-54.4	-42.0	-50.3	-19.4	-44.5	-52.6	-43.1	-50.0

1. Due to changes in severity reporting, the number of serious and slight casualties prior to 2004 cannot be compared directly to those reported in previous years.

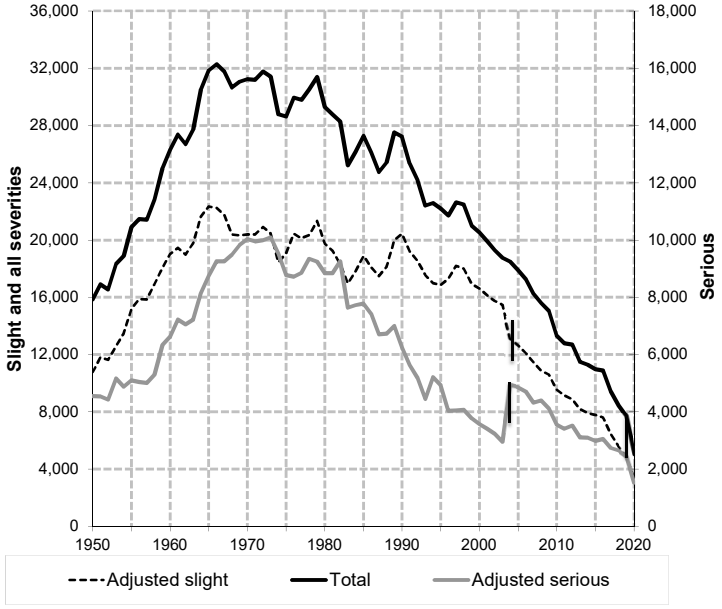
Table 2(a): Reported accidents by severity,1950-2021





Due to changes in the the way casualty severities are recorded, figures for serious and slight casualties in 2005 onwards are not comparable with previous years.

Table 2(b): Reported casualties by severity,1950-2021



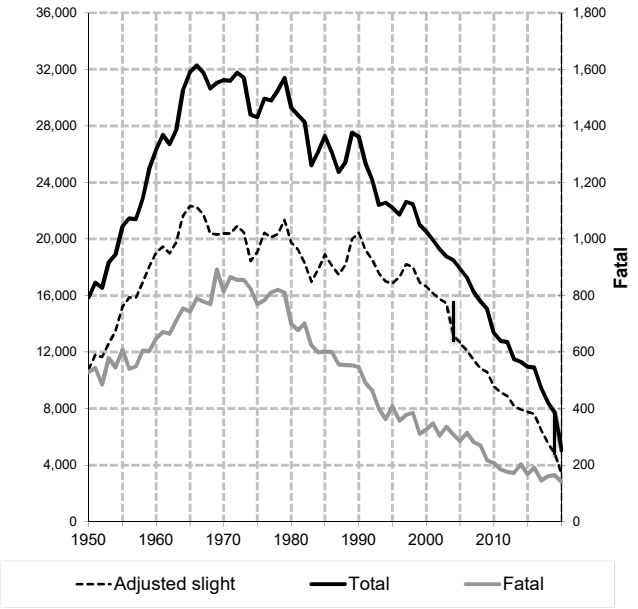


Table 3a

Accidents by police force division and severity
Years:2014-18 and 2017-2021 averages, 2017 to 2021

		Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
North East [1]	**2014-18 average**	**21**	**267**	**288**	**288**	**584**
	2017	14	212	240	**226**	467
	2018	15	206	201	**221**	429
	2019	16	174	172	**190**	371
	2020	12	126	81	**138**	219
	2021	17	120	90	**137**	227
	2017-2021 average	**15**	**168**	**157**	**182**	**343**
Tayside	**2014-18 average**	**18**	**180**	**255**	**198**	**458**
	2017	22	180	239	**202**	459
	2018	16	177	213	**193**	406
	2019	10	162	172	**172**	356
	2020	8	136	260	**144**	404
	2021	9	150	225	**159**	384
	2017-2021 average	**13**	**161**	**222**	**174**	**402**
Argyll/W.Dunb'shire	**2014-18 average**	**8**	**109**	**179**	**117**	**297**
	2017	6	114	168	**120**	288
	2018	9	97	133	**106**	241
	2019	10	105	101	**115**	217
	2020	8	50	68	**58**	126
	2021	11	55	69	**66**	135
	2017-2021 average	**9**	**84**	**108**	**93**	**201**
Forth Valley	**2014-18 average**	**7**	**148**	**279**	**155**	**436**
	2017	6	143	256	**149**	405
	2018	7	124	194	**131**	327
	2019	13	101	170	**114**	291
	2020	14	63	111	**77**	188
	2021	10	78	113	**88**	201
	2017-2021 average	**10**	**102**	**169**	**112**	**282**
Dumfries & Galloway	**2014-18 average**	**10**	**101**	**159**	**110**	**271**
	2017	11	83	142	**94**	236
	2018	6	114	138	**120**	259
	2019	7	80	108	**87**	199
	2020	5	37	77	**42**	119
	2021	9	66	74	**75**	149
	2017-2021 average	**8**	**76**	**108**	**84**	**192**
Ayrshire	**2014-18 average**	**11**	**178**	**328**	**189**	**518**
	2017	13	174	263	**187**	453
	2018	8	169	258	**177**	435
	2019	10	147	197	**157**	354
	2020	5	96	156	**101**	257
	2021	16	100	116	**116**	232
	2017-2021 average	**10**	**137**	**198**	**148**	**346**
Greater Glasgow	**2014-18 average**	**11**	**357**	**946**	**368**	**1,319**
	2017	7	343	903	**350**	1,260
	2018	9	321	706	**330**	1,040
	2019	11	301	671	**312**	1007
	2020	15	203	468	**218**	686
	2021	11	214	418	**225**	643
	2017-2021 average	**11**	**276**	**633**	**287**	**927**

Table 3a

Accidents by police force division and severity
Years:2014-18 and 2017-2021 averages, 2017 to 2021

		Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
Lothians & Borders	**2014-18 average**	**18**	**281**	**541**	**299**	**843**
	2017	16	280	475	**296**	785
	2018	19	261	419	**280**	703
	2019	14	217	340	**231**	585
	2020	12	139	226	**151**	377
	2021	15	160	281	**175**	456
	2017-2021 average	**15**	**211**	**348**	**226**	**581**
Edinburgh	**2014-18 average**	**7**	**297**	**731**	**304**	**1,038**
	2017	6	274	613	**280**	905
	2018	5	234	531	**239**	772
	2019	6	236.4	483.6	**242**	741
	2020	6	130	302	**136**	438
	2021	3	148	331	**151**	482
	2017-2021 average	**5**	**205**	**452**	**210**	**668**
Highlands & Islands	**2014-18 average**	**21**	**158**	**263**	**179**	**443**
	2017	17	135	200	**152**	353
	2018	24	170	242	**194**	437
	2019	26	169	210	**195**	407
	2020	15	98	135	**113**	248
	2021	16	103	129	**119**	248
	2017-2021 average	**20**	**135**	**183**	**155**	**339**
Fife	**2014-18 average**	**9**	**128**	**250**	**137**	**387**
	2017	5	118	194	**123**	317
	2018	9	122	196	**131**	328
	2019	14	127	163	**141**	304
	2020	11	95	139	**106**	245
	2021	2	76	138	**78**	216
	2017-2021 average	**8**	**108**	**166**	**116**	**282**
Renfrewshire/Inverclyde	**2014-18 average**	**5**	**103**	**249**	**109**	**359**
	2017	5	100	244	**105**	351
	2018	4	92	192	**96**	290
	2019	3	101	155	**104**	262
	2020	4	48	110	**52**	162
	2021	3	52	86	**55**	141
	2017-2021 average	**4**	**79**	**157**	**82**	**241**
Lanarkshire	**2014-18 average**	**16**	**251**	**620**	**267**	**889**
	2017	12	247	577	**259**	839
	2018	19	222	517	**241**	765
	2019	17	217	439	**234**	679
	2020	16	139	266	**155**	421
	2021	13	121	251	**134**	385
	2017-2021 average	**15**	**189**	**410**	**205**	**618**

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

Reported accidents by road type and severity
2014-18 and 2017 to 2021 averages, 2017 to 2021

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										
2017	37	1	38	41	21	18	22	102	140	27
2018	46	3	49	41	19	20	21	101	150	33
2019	46	3	49	37	17	22	32	108	157	31
2020	38	1	39	25	22	18	27	92	131	30
2021	36	4	40	34	13	23	25	95	135	30
Adjusted serious										
2017	371	55	426	316	475	293	890	1,975	2,401	18
2018	391	54	444	320	412	289	844	1,865	2,309	19
2019	339	39	378	330	383	230	816	1,759	2,137	18
2020	182	32	214	202	256	169	519	1,146	1,360	16
2021	253	32	285	208	270	169	511	1,158	1,443	20
All Severities										
2017	1,081	166	1,247	772	1,524	673	2,902	5,871	7,118	18
2018	1,046	171	1,217	711	1,319	638	2,547	5,215	6,432	19
2019	880	134	1,014	710	1,180	519	2,350	4,759	5,773	18
2020	516	98	614	467	780	410	1,619	3,276	3,890	16
2021	673	101	774	467	762	384	1,512	3,125	3,899	20
(b) annual averages										
Fatal										
2014-18 average	49	3	52	42	18	20	28	108	161	33
2017 to 2021 average	41	2	43	36	18	20	25	100	143	30
Adjusted serious										
2014-18 average	391	57	447	347	468	318	979	2,111	2,558	17
2017 to 2021 average	307	42	349	275	359	230	716	1,581	1,930	18
All Severities										
2014-18 average	1,187	189	1,376	866	1,601	750	3,249	6,467	7,843	18
2017 to 2021 average	839	134	973	625	1,113	525	2,186	4,449	5,422	18
(c) Per cent changes										
2021 on 2020										
Fatal	-5	300	3	36	-41	28	-7	3	3	
Adjusted serious	39	0	33	3	5	0	-2	1	6	
All Severities	30	3	26	0	-2	-6	-7	-5	0	
2021 on 2014-18 average										
Fatal	-27	33	-23	-19	-29	14	-9	-12	-16	
Adjusted serious	-35	-43	-36	-40	-42	-47	-48	-45	-44	
All Severities	-43	-47	-44	-46	-52	-49	-53	-52	-50	
2017 to 2021 average on 2014-18 average										
Fatal	-17	-20	-18	-16	0	0	-8	-8	-11	
Serious [1]	-21	-25	-22	-21	-23	-28	-27	-25	-25	
All Severities	-29	-29	-29	-28	-30	-30	-33	-31	-31	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2014-18 and 2017 to 2021 averages, 2012 to 2021

	Major roads						Minor roads			All roads
	Motor-ways	Trunk A roads [1]		LA A roads [1]						
		Non built up	Built up	Non built up	Built up	All major roads	Built up	Non built up	All minor roads	
Fatal										
2014-18 ave	**8**	**41**	**3**	**42**	**18**	**113**	**28**	**20**	**48**	**161**
2012	5	29	3	38	18	93	43	26	69	162
2013	8	48	5	36	16	113	23	23	46	159
2014	8	46	4	38	19	115	44	22	66	181
2015	9	38	5	45	16	113	26	18	44	157
2016	9	53	2	46	17	127	25	23	48	175
2017	4	33	1	41	21	100	22	18	40	140
2018	9	37	3	41	19	109	21	20	41	150
2019	10	36	3	37	17	103	32	22	54	157
2020	8	30	1	25	22	86	27	18	45	131
2021	13	23	4	34	13	87	25	23	48	135
2017 to 2021 ave	**9**	**32**	**2**	**36**	**18**	**97**	**25**	**20**	**46**	**143**
Adjusted serious										
2014-18 ave	**84**	**306**	**57**	**347**	**468**	**1,261**	**979**	**318**	**1,297**	**2,558**
2012	89	339	56	479	542	1,505	1197	416	1,613	3,118
2013	70	322	57	431	458	1,338	1073	322	1,395	2,732
2014	73	311	62	382	476	1,304	1096	362	1,458	2,762
2015	104	318	59	351	487	1,318	1030	326	1,356	2,674
2016	81	304	54	365	488	1,293	1034	319	1,353	2,645
2017	80	291	55	316	475	1,217	890	293	1,183	2,401
2018	84	307	54	320	412	1,176	844	289	1,133	2,309
2019	87	251	39	330	383	1,090	816	230	1,046	2,137
2020	33	149	32	202	256	672	519	169	688	1,360
2021	69	184	32	208	270	763	511	169	680	1,443
2017 to 2021 ave	**71**	**236**	**42**	**275**	**359**	**984**	**716**	**230**	**946**	**1,930**
All severities										
2014-18 ave	**370**	**817**	**189**	**866**	**1,601**	**3,844**	**3,249**	**750**	**3,999**	**7,843**
2012	383	947	215	1,239	1,873	4,657	4,077	1,043	5,120	9,777
2013	330	936	213	1,109	1,728	4,316	3,806	852	4,658	8,974
2014	355	903	207	989	1,737	4,191	3,759	883	4,642	8,833
2015	438	870	199	958	1,672	4,137	3,530	810	4,340	8,477
2016	389	853	202	901	1,755	4,100	3,509	746	4,255	8,355
2017	347	734	166	772	1,524	3,543	2,902	673	3,575	7,118
2018	320	726	171	711	1,319	3,247	2,547	638	3,185	6,432
2019	297	583	134	710	1,180	2,904	2,350	519	2,869	5,773
2020	139	377	98	467	780	1,861	1,619	410	2,029	3,890
2021	238	435	101	467	762	2,003	1,512	384	1,896	3,899
2017 to 2021 ave	**268**	**571**	**134**	**625**	**1,113**	**2,712**	**2,186**	**525**	**2,711**	**5,422**

1. Due to changes in the the way casualty severities are recorded, figures for serious casualties in 2019 and 2020 are not comparable with previous years.

(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: 2014-18 and 2017-2021 averages, 2012 to 2021

	Major roads						Minor roads			All roads
	Motor-ways	Trunk A roads		LA A roads		All major roads			All minor roads	
		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		Built up[1]	Non Built up[1]		
Fatal										
14-18ave	**0.10**	**0.47**	**0.23**	**0.55**	**0.38**	**0.37**	**1.11**	**0.15**	**0.30**	**0.34**
2012	0.07	0.33	0.31	0.50	0.41	0.32	0.58	0.36	0.47	0.37
2013	0.11	0.55	0.52	0.47	0.36	0.39	0.95	0.19	0.31	0.36
2014	0.11	0.53	0.41	0.48	0.42	0.39	1.74	0.17	0.43	0.40
2015	0.12	0.43	0.52	0.56	0.36	0.38	1.02	0.14	0.28	0.35
2016	0.11	0.58	0.20	0.56	0.37	0.41	0.98	0.17	0.30	0.37
2017	0.05	0.38	0.05	0.55	0.38	0.32	0.89	0.13	0.24	0.29
2018	0.11	0.42	0.17	0.58	0.36	0.35	0.89	0.14	0.25	0.31
2019	0.12	0.40	0.17	0.51	0.31	0.32	1.35	0.16	0.33	0.32
2020	0.13	0.45	0.08	0.45	0.53	0.36	1.52	0.15	0.32	0.35
2021	0.18	0.29	0.25	0.60	0.26	0.32	1.17	0.17	0.30	0.31
17-21ave	**0.11**	**0.39**	**0.14**	**0.54**	**0.36**	**0.33**	**1.15**	**0.15**	**0.29**	**0.32**
Adjusted serious										
14-18ave	**1.07**	**3.46**	**4.35**	**4.49**	**9.59**	**4.12**	**39.28**	**2.35**	**8.09**	**5.48**
2012	1.24	3.91	5.73	6.25	12.33	5.22	16.28	5.71	11.02	7.17
2013	0.96	3.67	5.94	5.62	10.43	4.60	44.46	2.63	9.51	6.25
2014	0.99	3.57	6.38	4.86	10.63	4.43	43.27	2.83	9.51	6.17
2015	1.39	3.57	6.1	4.37	10.81	4.41	40.25	2.52	8.75	5.89
2016	1.04	3.32	5.49	4.42	10.59	4.19	40.5	2.37	8.46	5.65
2017	0.99	3.37	3	4.26	8.69	3.88	36.12	2.07	7.11	5
2018	0.99	3.46	3.04	4.52	7.73	3.73	35.93	2.02	6.81	4.79
2019	1.01	2.76	2.26	4.51	7.09	3.39	34.50	1.63	6.34	4.39
2020	0.52	2.25	2.43	3.64	6.19	2.81	29.16	1.39	4.93	3.59
2021	0.93	2.35	1.97	3.65	5.5	2.77	23.96	1.23	4.27	3.32
17-21ave	**0.91**	**2.88**	**2.56**	**4.16**	**7.12**	**3.35**	**32.28**	**1.68**	**5.94**	**4.27**
All severities										
14-18ave	**4.70**	**9.23**	**14.52**	**11.21**	**32.84**	**12.55**	**130.40**	**5.54**	**24.96**	**16.81**
2012	5.36	10.91	22.10	16.16	42.62	16.14	55.42	14.31	34.96	22.48
2013	4.54	10.68	22.20	14.46	39.36	14.86	157.66	6.96	31.77	20.53
2014	4.78	10.35	21.44	12.59	38.79	14.23	148.36	6.9	30.28	19.73
2015	5.86	9.77	20.73	11.93	37.15	13.85	137.92	6.26	28	18.68
2016	4.97	9.31	20.45	10.91	38.08	13.29	137.45	5.55	26.6	17.84
2017	4.31	8.5	9.06	10.4	27.88	11.28	117.75	4.75	21.49	14.82
2018	3.76	8.2	9.69	10.04	24.77	10.29	108.44	4.46	19.14	13.35
2019	3.43	6.41	7.69	9.71	21.86	9.02	99.37	3.67	17.39	11.85
2020	2.21	5.68	7.43	8.41	18.85	7.77	90.96	3.37	14.55	10.27
2021	3.20	5.55	6.21	8.19	15.52	7.28	70.88	2.79	11.92	8.98
17-21ave	**3.44**	**6.95**	**8.09**	**9.46**	**22.05**	**9.25**	**98.55**	**3.83**	**17.02**	**11.98**

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.
2. Due to changes in the the way casualty severities are recorded, figures for serious casualties in 2019 and 2020 are not comparable with previous years.

(c) Reported accident rates on all roads by police force area and severity
Years: 2014-18 and 2017-2021 averages

Severity/ Police force area	Trunk roads	Local Authority roads	All Roads
Reported accident rate per 100 million vehicle km - for 2014-18 average			
Fatal			
North East [1]	0.3	0.5	0.4
Tayside	0.3	0.5	0.4
Argyll & West Dunbartonshire	0.7	0.3	0.5
Forth Valley	0.2	0.2	0.2
Dumfries & Galloway	0.4	0.5	0.5
Ayrshire	0.4	0.4	0.4
Greater Glasgow	0.0	0.3	0.2
Lothians & Scottish Borders	0.4	0.4	0.4
Edinburgh	0.0	0.3	0.2
Highlands & Islands	0.6	0.6	0.6
Fife	0.3	0.3	0.3
Renfrewshire & Inverclyde	0.1	0.3	0.3
Lanarkshire	0.2	0.4	0.3
Scotland	**0.3**	**0.4**	**0.3**
Serious			
North East [1]	2.8	6.1	5.2
Tayside	1.9	5.9	4.0
Argyll & West Dunbartonshire	7.0	6.6	6.7
Forth Valley	2.5	5.7	4.6
Dumfries & Galloway	2.4	8.8	4.7
Ayrshire	3.8	7.5	6.1
Greater Glasgow	1.2	10.8	7.3
Lothians & Scottish Borders	2.6	7.7	5.9
Edinburgh	2.2	12.7	9.9
Highlands & Islands	4.0	5.2	4.6
Fife	2.3	5.0	4.2
Renfrewshire & Inverclyde	2.0	6.9	4.9
Lanarkshire	1.3	6.6	4.3
Scotland	**2.5**	**7.4**	**5.5**
All severities			
North East [1]	6.7	13.2	11.3
Tayside	4.7	15.0	10.3
Argyll & West Dunbartonshire	17.1	19.2	18.4
Forth Valley	7.0	17.0	13.5
Dumfries & Galloway	6.8	23.0	12.6
Ayrshire	10.5	22.1	17.7
Greater Glasgow	6.6	38.6	27.0
Lothians & Scottish Borders	8.2	22.9	17.8
Edinburgh	8.9	43.7	34.6
Highlands & Islands	10.7	14.9	12.9
Fife	7.6	15.0	12.8
Renfrewshire & Inverclyde	8.4	23.0	17.1
Lanarkshire	5.5	22.8	15.1
Scotland	**7.6**	**22.6**	**16.8**

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: 2014-18 and 2017-2021 averages

Severity/ Police force area	Trunk roads	Local Authority roads	All Roads
Reported accident rate per 100 million vehicle km - for 2017-21 avera			
Fatal			
North East [1]	0.3	0.3	0.3
Tayside	0.2	0.4	0.3
Argyll & West Dunbartonshire	0.7	0.5	0.6
Forth Valley	0.3	0.4	0.3
Dumfries & Galloway	0.3	0.5	0.4
Ayrshire	0.3	0.4	0.4
Greater Glasgow	0.1	0.3	0.2
Lothians & Scottish Borders	0.3	0.4	0.3
Edinburgh	0.0	0.2	0.2
Highlands & Islands	0.5	0.6	0.6
Fife	0.2	0.3	0.3
Renfrewshire & Inverclyde	0.1	0.2	0.2
Lanarkshire	0.2	0.4	0.3
Scotland	**0.2**	**0.4**	**0.3**
Serious			
North East [1]	2.1	3.7	3.2
Tayside	1.7	5.6	3.8
Argyll & West Dunbartonshire	5.6	5.4	5.5
Forth Valley	1.8	4.1	3.3
Dumfries & Galloway	2.0	6.6	3.6
Ayrshire	3.2	5.8	4.9
Greater Glasgow	1.2	8.7	5.9
Lothians & Scottish Borders	1.9	5.9	4.6
Edinburgh	1.6	9.3	7.0
Highlands & Islands	3.3	4.7	4.0
Fife	1.8	4.6	3.7
Renfrewshire & Inverclyde	1.6	5.6	3.9
Lanarkshire	1.1	5.1	3.3
Scotland	**2.0**	**5.7**	**4.3**
All severities			
North East [1]	4.3	7.5	6.6
Tayside	4.2	14.0	9.4
Argyll & West Dunbartonshire	11.7	13.9	13.0
Forth Valley	4.8	11.5	9.1
Dumfries & Galloway	5.2	16.4	9.2
Ayrshire	7.5	15.1	12.3
Greater Glasgow	5.2	28.4	19.9
Lothians & Scottish Borders	5.8	16.1	12.6
Edinburgh	5.8	29.9	23.0
Highlands & Islands	8.2	11.8	10.1
Fife	5.1	11.9	9.7
Renfrewshire & Inverclyde	5.8	16.5	11.9
Lanarkshire	4.2	16.1	10.7
Scotland	**5.6**	**16.1**	**12.0**

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

Table 6

Accidents by severity, month and road type, 2017 to 2021 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	2	1	3	3	11	6	5.5	6.8	17.1	10.1	8.1
	February	3	2	1	1	2	10	7	6.1	6.3	4.7	9.3	6.8
	March	3	2	1	1	2	9	7.8	5	5.8	6.4	7	6.5
	April	3	2	1	1	1	9	8	6.3	7	4.4	5.6	6.6
	May	2	3	2	1	3	11	5.5	9.4	7.8	6.4	10.1	7.7
	June	3	1	2	1	1	9	6.6	4	12	6.6	4	6.3
	July	6	6	2	2	1	16	14.2	16.1	9.7	9.6	4.6	11.7
	August	5	5	2	1	2	14	11.9	14.4	8.7	3.2	7.7	10.2
	September	2	2	4	2	2	12	5.2	6.9	19.1	13.3	6.4	8.8
	October	4	3	1	1	3	13	10.5	10	3.9	5.3	13.2	9.2
	November	3	2	2	2	3	12	8	6.9	8	13.3	10.4	8.8
	December	4	3	1	2	3	13	9.2	9.4	4.9	9.6	11.6	9.1
	Year total	42	35	20	18	25	140	100	100	100	100	100	100
Adjusted serious	**January**	28	17	16	29	54	145	8.2	6.4	7	8.2	7.7	7.6
	February	26	18	18	30	58	150	7.5	6.8	7.8	8.4	8.2	7.9
	March	21	19	16	27	55	138	6.2	7	6.8	7.7	7.8	7.3
	April	22	21	19	23	53	139	6.4	7.8	8.6	6.6	7.6	7.3
	May	29	30	20	30	56	164	8.5	11	8.7	8.3	7.9	8.6
	June	32	28	24	35	58	178	9.4	10.3	10.5	9.9	8.2	9.3
	July	35	25	22	28	56	166	10.1	9.2	9.8	8	7.9	8.7
	August	36	29	25	30	66	187	10.4	10.8	11.2	8.4	9.4	9.8
	September	32	27	22	30	60	171	9.3	10.1	9.9	8.4	8.5	9
	October	28	21	18	34	60	162	8.1	7.9	7.8	9.7	8.6	8.5
	November	30	18	16	32	71	166	8.6	6.5	6.9	9.1	10.1	8.8
	December	25	17	11	26	58	136	7.2	6.2	4.9	7.3	8.2	7.2
	Year total	343	272	227	354	706	1902	100	100	100	100	100	100
Total	**January**	84	45	40	94	186	451	8.8	7.3	7.8	8.6	8.6	8.4
	February	79	49	44	98	178	448	8.2	8.0	8.6	8.9	8.2	8.4
	March	65	46	33	83	180	406	6.8	7.4	6.4	7.6	8.3	7.6
	April	61	47	40	77	160	385	6.4	7.6	7.7	7	7.4	7.2
	May	80	54	40	93	167	434	8.4	8.7	7.7	8.4	7.7	8.1
	June	79	57	52	92	176	456	8.3	9.2	10	8.4	8.1	8.5
	July	93	55	49	87	158	442	9.7	8.9	9.5	8.0	7.3	8.3
	August	94	64	52	95	191	497	9.8	10.4	10.1	8.7	8.9	9.3
	September	82	56	48	95	186	467	8.6	9.1	9.2	8.6	8.6	8.7
	October	82	54	40	99	188	463	8.6	8.7	7.8	9	8.7	8.7
	November	84	47	42	99	210	482	8.8	7.5	8.1	9	9.8	9
	December	72	45	37	85	177	416	7.5	7.3	7.2	7.7	8.2	7.8
	Year total	955	621	518	1,098	2,155	5,346	100	100	100	100	100	100

BUP=Built-up NBUP=Non Built-up

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,
2014-18 and 2017-2021 averages, 2017 to 2021

		Built-up			Non Built-up			Total		
		Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total
Daylight	**2014-18 ave**	**30**	**1069**	**3,721**	**76**	**783**	**2,082**	**106**	**1,852**	**5,803**
	2017	29	1023	3,399	72	748	1,908	101	1,771	5,307
	2018	28	932	2,991	74	749	1,767	102	1,681	4,758
	2019	30	891	2,689	81	669	1,558	111	1,560	4,247
	2020	24	556	1,778	47	396	980	71	952	2,758
	2021	27	613	1,790	66	478	1,122	93	1,091	2,912
	2017-21 ave	**28**	**803**	**2,529**	**68**	**608**	**1,467**	**96**	**1,411**	**3,996**
Darkness	**2014-18 ave**	**19**	**434**	**1,319**	**35**	**273**	**721**	**55**	**706**	**2,040**
	2017	15	397	1,193	24	232	618	39	630	1,811
	2018	15	377	1,046	33	251	628	48	628	1,674
	2019	22	347	975	24	230	551	46	577	1,526
	2020	26	251	719	34	157	413	60	408	1,132
	2021	15	204	609	27	148	378	42	352	987
	2017-21 ave	**19**	**315**	**908**	**28**	**204**	**518**	**47**	**519**	**1,426**
Dry	**2014-18 ave**	**26**	**980**	**3,250**	**66**	**572**	**1,454**	**92**	**1,552**	**4,703**
	2017	20	950	3,007	59	550	1,374	79	1,500	4,381
	2018	28	880	2,704	70	583	1,309	98	1,463	4,013
	2019	32	819	2,446	62	514	1,183	94	1,333	3,629
	2020	28	503	1,562	34	308	711	62	811	2,273
	2021	29	561	1,716	59	411	930	88	972	2,646
	2017-21 ave	**27**	**743**	**2,287**	**57**	**473**	**1,101**	**84**	**1,216**	**3,388**
Wet/damp/flood	**2014-18 ave**	**22**	**498**	**1,672**	**44**	**423**	**1,162**	**66**	**921**	**2,834**
	2017	22	443	1,452	36	376	983	58	819	2,435
	2018	15	400	1,195	36	350	881	51	750	2,076
	2019	20	397	1,152	42	346	820	62	743	1,972
	2020	22	295	909	44	223	596	66	518	1,505
	2021	13	241	627	30	185	484	43	426	1,111
	2017-21 ave	**18**	**355**	**1,067**	**38**	**296**	**753**	**56**	**651**	**1,820**
Snow/frost/ice	**2014-18 ave**	**1**	**24**	**115**	**2**	**59**	**184**	**3**	**83**	**299**
	2017	2	26	133	1	55	168	3	81	301
	2018	-	28	129	1	63	192	1	91	321
	2019	-	23	65	1	38	106	1	61	171
	2020	-	9	24	3	22	86	3	31	110
	2021	-	15	56	4	30	86	4	45	142
	2017-21 ave	**0**	**20**	**81**	**2**	**42**	**128**	**2**	**62**	**209**
All conditions	**2014-18 ave**	**49**	**1,503**	**5,040**	**112**	**1,055**	**2,803**	**161**	**2,558**	**7,843**
	2017	44	1420	4,592	96	981	2,526	140	2,401	7,118
	2018	43	1309	4,037	107	1000	2,395	150	2,309	6,432
	2019	52	1238	3,664	105	898	2,109	157	2,137	5,773
	2020	50	807	2,497	81	553	1,393	131	1,360	3,890
	2021	42	817	2,399	93	626	1,500	135	1,443	3,899
	2017-21 ave	**46**	**1,118**	**3,438**	**96**	**812**	**1,985**	**143**	**1,930**	**5,422**

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: 2017-2021 average

		Fatal	Adjusted serious	Adjusted slight	All severities	Fatal %	Adjusted serious %	Adjusted slight %	All severities %
Built-up	More than 20m from junction	23	452	789	1,275	49.4	40.4	35.1	37.1
	Roundabout	1	71	199	274	2.6	6.4	8.8	8.0
	Mini-roundabout	1	11	28	40	1.7	1	1.3	1.2
	T/Y staggered junc	11	350	698	1,067	23.8	31.3	31.1	31.0
	Slip road	0	5	17	22	0.4	0.4	0.7	0.6
	Cross roads	5	114	265	386	10.4	10.2	11.8	11.2
	Junction>4 arms(not rd'about)	1	16	45	62	1.3	1.4	2	1.8
	Private drive	1	17	37	55	2.6	1.5	1.7	1.6
	Other junction	4	83	168	257	7.8	7.4	7.5	7.5
	Total	46	1118	2245	3438	100	100	100	100
Non Built-up	More than 20m from junction	77	579	725	1388	79.9	71.3	68	69.9
	Roundabout	1	26	70	97	0.8	3.2	6.6	4.9
	Mini-roundabout	-	0	0	0	-	0	0	0.0
	T/Y staggered junc	9	115	135	261	9.5	14.2	12.7	13.2
	Slip road	2	18	41	61	1.7	2.2	3.8	3.1
	Cross roads	2	22	27	52	2.1	2.7	2.5	2.6
	Junction>4 arms(not rd'about)	0	2	3	5	0.4	0.2	0.3	0.3
	Private drive	2	16	20	37	1.7	1.9	1.9	1.9
	Other junction	4	35	44	83	3.9	4.3	4.2	4.2
	Total	96	812	1065	1,985	100.0	100	100	100.0
Total built-up/non built-up	More than 20m from junction	100	1031	1514	2662	70	53.4	45.7	49.1
	Roundabout	2	97	269	371	1.4	5	8.1	6.8
	Mini-roundabout	1	11	29	40	0.6	0.6	0.9	0.7
	T/Y staggered junc	20	465	833	1,329	14.2	24.1	25.2	24.5
	Slip road	2	23	57	83	1.3	1.2	1.7	1.5
	Cross roads	7	136	292	438	4.8	7.1	8.8	8.1
	Junction>4 arms(not rd'about)	1	18	48	67	0.7	0.9	1.4	1.2
	Private drive	3	33	57	93	2.0	1.7	1.7	1.7
	Other junction	7	118	212	341	5.2	6.1	6.4	6.3
	Total	143	1930	3311	5,422	100.0	100	100	100.0

Accident Costs: Details of Calculations

Tables 9 to 11 refer.

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: 2021.

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 2021 prices. Therefore estimates of values in earlier years have been calculated by applying 2021 values to previous years.

Further information on 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.gov.uk
Tel: 020 7944 6177

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2021 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	2,114,526	237,614	18,318	83,752

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		776,776	30,991	3,676	
Medical/ambulance		6,281	18,634	1,559	
Pain, grief, suffering		1,521,673	211,543	17,514	
Police and damage to property costs for GB:					
Police/administration		22,865	2,658	686	45
Insurance		388	241	147	70
Damage to property	Total	14,152	6,353	3,738	2,407
	- Motorways	21,813	18,612	9,416	3,284
	- Non built-up roads	17,148	7,817	5,182	3,417
	- Built-up roads	10,111	5,419	3,197	2,286
Total costs per accident for GB		2,342,203	270,421	27,320	2,522

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 2021 at 2021 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,298,804	287,268	31,116	283,928	3,462	35,333
Built-up roads	2,211,344	262,648	25,599	145,398	2,331	9,982
Motorways	2,695,437	289,634	38,284	256,293	3,329	32,743
All roads	**2,309,788**	**273,510**	**27,985**	**197,858**	**2,575**	**15,754**
Trunk roads only	2,480,742	291,404	33,958	256,551	3,137	28,369

Table 11

Total estimated accident costs in Scotland (£ million) at 2021 prices, by severity
Years: 2011 to 2021

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2011	44.3	527.6	522.7	**1,094.6**	410.9	459.3	224.4	359.6	**1,454.3**
2012	35.4	525.3	535.3	**1,096.0**	391.8	484.7	219.5	351.2	**1,447.3**
2013	39.4	514.5	437.1	**990.9**	388.9	399.1	202.9	323.7	**1,314.6**
2014	39.1	516.5	504.6	**1,060.1**	451.8	410.6	197.8	319.2	**1,379.4**
2015	53.5	464.0	439.6	**957.1**	371.3	393.7	192.0	305.2	**1,262.2**
2016	49.3	549.4	425.8	**1,024.5**	434.4	403.3	186.8	302.9	**1,327.3**
2017	31.4	437.0	402.9	**871.3**	324.9	387.0	159.3	257.1	**1,128.4**
2018	48.0	457.5	375.9	**881.5**	359.8	384.5	137.1	230.7	**1,112.1**
2019 1	51.6	455.7	433.3	**940.6**	369.7	458.7	112.2	207.6	**1,148.2**
2020 1	32.6	349.6	370.8	**753.0**	314.6	371.3	67.1	140.4	**893.4**
2021 1	61.0	365.1	345.3	**771.4**	311.8	394.7	65.0	138.7	**910.2**

1. Due to changes in the the way casualty severities are recorded, figures for serious and slight accidents in 2019 and 2020 onwards are not comparable with p

Vehicles involved in reported injury accidents by type
Years: 2014-18 and 2017-21 averages and 2011-2021

Year	Pedal cycle	Motor cycle [1, 2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
2014-18 average	**794**	**724**	**10,196**	**270**	**40**	**367**	**844**	**341**	**183**	**13,760**
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	910	322	154	14,752
2017	752	630	9,406	264	37	320	787	305	172	12,673
2018	658	657	8,373	203	32	299	760	274	155	11,411
2019	606	537	7,491	250	27	246	603	239	189	10,188
2020	627	426	4,664	126	13	113	394	146	166	6,675
2021	523	458	4,769	134	16	134	432	146	220	6,832
2017-21 average	**633**	**542**	**6,941**	**195**	**25**	**222**	**595**	**222**	**180**	**9,556**
Per cent changes:										
2021 on 2020	-17	8	2	6	23	19	10	0	33	2
2021 on 2014-18 average	-34	-37	-53	-50	-60	-64	-49	-57	20	-50

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: 2010 to 2021, and 2014-18 and 2017-2021 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*
14-18 average	**314**	**450**	**3,109**	**131**	**262**	**134**	**4,476**
2010	285	516	3,618	184	218	213	5,176
2011	307	484	3,521	196	222	167	5,025
2012	343	536	3,569	188	245	170	5,153
2013	330	451	3,193	159	230	161	4,615
2014	333	514	3,246	135	271	159	4,761
2015	326	439	3,215	128	272	154	4,601
2016	312	438	3,300	156	268	124	4,659
2017	314	419	2,948	114	251	115	4,235
2018	288	440	2,834	123	246	121	4,127
2019	261	361	2,670	91	224	102	3,783
2020	269	271	1,582	47	143	65	2,434
2021	213	314	1,730	58	149	66	2,613
2017-21 average	**269**	**361**	**2,353**	**86**	**202**	**94**	**3,438**
(b) vehicles involved - all severities of reported accident							
14-18 average	**794**	**724**	**10,467**	**408**	**844**	**341**	**13,760**
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	910	322	14,752
2017	752	630	9,670	357	787	305	12,673
2018	658	657	8,576	331	760	274	11,411
2019	606	537	7,741	273	603	239	10,188
2020	627	426	4,790	126	394	146	6,675
2021	523	458	4,903	150	432	146	6,832
2017-21 average	**633**	**542**	**7,136**	**247**	**595**	**222**	**9,556**
(c) traffic volumes [(2)]							*million vehicle kilometres*
14-18 average	**317**	**280**	**35,350**	**540**	**7,602**	**2,555**	**46,645**
2010	285	287	33,318	637	6,083	2,549	43,160
2011	291	293	33,323	597	6,099	2,481	43,085
2012	323	264	33,551	610	6,275	2,475	43,498
2013	319	277	33,640	605	6,377	2,492	43,711
2014	358	288	34,293	608	6,750	2,479	44,776
2015	331	285	34,596	587	7,066	2,511	45,374
2016	290	266	35,488	514	7,721	2,562	46,843
2017	294	280	36,076	525	8,257	2,614	48,045
2018	311	282	36,299	466	8,218	2,610	48,187
2019	365	291	36,678	514	8,277	2,587	48,713
2020	597	219	27,032	377	7,398	2,259	37,883
2021	435	243	31,063	424	8,745	2,500	43,410
2017-21 average	**400**	**263**	**33,430**	**461**	**8,179**	**2,514**	**45,247**

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: 2010 to 2021, and 2014-18 and 2017-2021 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*
14-18 average	**0.99**	**1.61**	**0.09**	**0.24**	**0.03**	**0.05**	**0.10**
2010	**1.00**	**1.80**	**0.11**	**0.29**	**0.04**	**0.08**	**0.12**
2011	**1.05**	**1.65**	**0.11**	**0.33**	**0.04**	**0.07**	**0.12**
2012	**1.06**	**2.03**	**0.11**	**0.31**	**0.04**	**0.07**	**0.12**
2013	**1.04**	**1.63**	**0.09**	**0.26**	**0.04**	**0.06**	**0.11**
2014	**0.93**	**1.78**	**0.09**	**0.22**	**0.04**	**0.06**	**0.11**
2015	**0.98**	**1.54**	**0.09**	**0.22**	**0.04**	**0.06**	**0.10**
2016	**1.07**	**1.64**	**0.09**	**0.30**	**0.03**	**0.05**	**0.10**
2017	**1.07**	**1.50**	**0.08**	**0.22**	**0.03**	**0.04**	**0.09**
2018	**0.93**	**1.56**	**0.08**	**0.26**	**0.03**	**0.05**	**0.09**
2019	**0.71**	**1.24**	**0.07**	**0.18**	**0.03**	**0.04**	**0.08**
2020	**0.45**	**1.24**	**0.06**	**0.12**	**0.02**	**0.03**	**0.06**
2021	**0.49**	**1.29**	**0.06**	**0.14**	**0.02**	**0.03**	**0.06**
2017-21 average	**0.67**	**1.37**	**0.07**	**0.19**	**0.02**	**0.04**	**0.08**
(e) vehicle involvement rates: all severities of accident							*per million vehicle kilometres*
14-18 average	**2.51**	**2.58**	**0.30**	**0.76**	**0.11**	**0.13**	**0.29**
2010	**2.84**	**2.99**	**0.39**	**1.05**	**0.12**	**0.21**	**0.40**
2011	**2.94**	**2.82**	**0.38**	**1.12**	**0.13**	**0.19**	**0.39**
2012	**2.90**	**3.37**	**0.37**	**0.94**	**0.13**	**0.18**	**0.38**
2013	**2.88**	**2.85**	**0.34**	**0.84**	**0.14**	**0.16**	**0.35**
2014	**2.58**	**2.93**	**0.34**	**0.78**	**0.13**	**0.17**	**0.34**
2015	**2.50**	**2.66**	**0.32**	**0.73**	**0.13**	**0.15**	**0.32**
2016	**2.79**	**2.73**	**0.32**	**0.87**	**0.12**	**0.13**	**0.31**
2017	**2.56**	**2.25**	**0.27**	**0.68**	**0.10**	**0.12**	**0.26**
2018	**2.12**	**2.33**	**0.24**	**0.71**	**0.09**	**0.10**	**0.24**
2019	**1.66**	**1.84**	**0.21**	**0.53**	**0.07**	**0.09**	**0.21**
2020	**1.05**	**1.94**	**0.18**	**0.33**	**0.05**	**0.06**	**0.18**
2021	**1.20**	**1.88**	**0.16**	**0.35**	**0.05**	**0.06**	**0.16**
2017-21 average	**1.58**	**2.06**	**0.21**	**0.54**	**0.07**	**0.09**	**0.21**

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. Due to changes in the the way casualty severities are recorded, figures for serious casualties in 2019 are not comparable with previous years.

(a) Vehicles involved in reported injury accidents by manoeuvre and type of vehicle
Separately for built-up and non built-up roads
Years: 2017-2021 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	1	0	92	5	0	0	20	2	3	124
Parked	1	1	282	8	2	7	24	6	5	336
Slowing or stopping	9	16	279	11	1	33	18	5	4	376
Moving off	16	8	254	14	1	33	19	4	5	355
U turn	-	1	54	5	0	0	5	0	1	67
Turning/waiting turn left	14	10	212	6	0	8	18	6	5	279
Turning/waiting turn right	38	16	635	26	2	13	37	5	7	778
Changing lane	9	3	46	3	0	1	3	2	0	68
Overtaking	25	24	98	4	0	3	8	2	3	168
Going round bend	25	23	238	6	0	8	14	7	3	325
Waiting/going ahead	406	167	2,054	86	8	88	149	32	43	3,032
Total[(2)]	**545**	**269**	**4,244**	**174**	**16**	**195**	**315**	**71**	**81**	**5,910**
Non built-up										
Reversing	-	-	3	0	0	-	1	0	1	6
Parked	-	0	30	-	1	1	6	7	3	50
Slowing or stopping	3	13	228	2	1	2	23	9	4	284
Moving off	1	2	47	1	0	1	4	2	3	61
U turn	-	0	9	0	-	-	2	0	0	12
Turning/waiting turn left	1	5	40	-	0	1	4	2	4	57
Turning/waiting turn right	6	4	196	2	0	1	20	6	16	252
Changing lane	1	4	54	-	-	0	8	10	3	81
Overtaking	1	32	124	0	1	1	13	3	4	179
Going round bend	12	104	538	4	1	5	44	23	16	748
Waiting/going ahead	64	107	1,424	13	5	15	154	87	44	1,913
Total[(2)]	**89**	**272**	**2,697**	**22**	**9**	**27**	**280**	**151**	**99**	**3,646**
Total										
Reversing	1	0	95	6	1	0	22	2	4	130
Parked	1	1	313	8	3	8	30	13	8	385
Slowing or stopping	11	29	507	12	2	35	42	15	9	661
Moving off	17	11	301	14	1	34	23	6	8	416
U turn	-	2	63	6	0	0	6	1	1	79
Turning/waiting turn left	15	15	252	6	1	8	22	7	9	336
Turning/waiting turn right	44	20	831	28	2	14	57	11	23	1,030
Changing lane	10	7	101	3	0	2	11	12	3	149
Overtaking	26	56	223	4	1	4	21	5	7	347
Going round bend	37	127	776	11	1	13	58	30	19	1,073
Waiting/going ahead	470	274	3,478	98	12	103	303	119	88	4,946
Total[(2)]	**633**	**542**	**6,941**	**195**	**25**	**222**	**595**	**222**	**180**	**9,556**

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: 2017-2021 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	134	84	1,518	62	7	81	115	31	36	2,069
Roundabout	71	31	335	10	1	13	19	9	4	493
Mini roundabout	7	4	51	1	-	3	4	-	1	72
T/Y or staggered junction	198	92	1,335	54	4	54	104	18	20	1,879
Slip road	3	1	30	3	1	-	3	1	1	41
Crossroads	67	25	517	27	1	24	36	6	8	710
Multiple junction	14	4	73	5	-	3	7	1	2	109
Private drive	9	6	74	2	-	1	7	1	2	101
Other junction	42	22	313	11	2	17	20	4	7	437
Total[(2)]	**545**	**269**	**4,244**	**174**	**16**	**195**	**315**	**71**	**81**	**5,910**
Non built-up										
Over 20m from junction	58	185	1,800	16	6	17	194	113	64	2,454
Roundabout	10	13	133	1	-	2	12	6	3	179
Mini roundabout	-	-	1	-	-	-	-	-	-	1
T/Y or staggered junction	13	39	392	2	1	4	38	16	17	524
Slip road	1	5	100	1	-	1	9	6	2	125
Crossroads	2	4	83	1	-	1	9	2	2	106
Multiple junction	-	2	8	-	-	-	-	-	-	10
Private drive	1	8	54	-	-	-	7	3	3	77
Other junction	4	16	125	1	-	2	10	4	7	169
Total[(2)]	**89**	**272**	**2,697**	**22**	**9**	**27**	**280**	**151**	**99**	**3,646**
Total										
Over 20m from junction	192	269	3,318	78	13	98	310	144	101	4,523
Roundabout	81	44	468	11	1	14	31	15	7	672
Mini roundabout	7	4	51	1	-	3	4	-	1	72
T/Y or staggered junction	211	132	1,727	56	5	58	142	34	38	2,403
Slip road	4	6	130	3	1	1	12	6	3	167
Crossroads	68	29	600	28	2	25	45	8	10	816
Multiple junction	14	5	80	5	-	3	7	1	3	119
Private drive	10	14	127	2	-	1	14	4	5	178
Other junction	45	38	438	12	2	18	30	8	14	606
Total[(2)]	**633**	**542**	**6,941**	**195**	**25**	**222**	**595**	**222**	**180**	**9,556**

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: 2017-2021 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	2	56	29	4	92	1	8	1	1	2
Parked	1	3	134	144	282	1	0	5	21	7
Slowing or stopping	5	39	167	68	279	3	5	6	10	7
Moving off	6	50	180	18	254	3	7	7	3	6
U Turn	1	4	47	2	54	0	1	2	0	1
Turning/wtg turn left	10	36	152	13	212	6	5	6	2	5
Turning/wtg turn right	9	78	496	51	635	5	11	19	8	15
Changing lane	1	2	39	5	46	1	0	1	1	1
Overtaking	1	17	66	14	98	0	2	3	2	2
Going round bend	53	29	139	17	238	31	4	5	3	6
Going/waiting go ahead	86	408	1,220	340	2,054	49	57	46	50	48
Total	**175**	**722**	**2,669**	**678**	**4,244**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	-	-	2	1	3	-	1	0	0	0
Parked	1	-	14	15	30	0	1	1	2	1
Slowing or stopping	5	1	103	119	228	1	4	7	16	8
Moving off	1	1	40	6	47	0	3	3	1	2
U Turn	-	-	8	2	9	-	1	1	0	0
Turning/wtg turn left	6	1	27	6	40	1	2	2	1	2
Turning/wtg turn right	6	-	153	38	196	1	-	11	5	7
Changing lane	4	-	35	15	54	1	1	3	2	2
Overtaking	8	2	78	37	124	2	5	6	5	5
Going round bend	237	4	240	57	538	47	11	17	8	20
Going/waiting go ahead	232	25	701	467	1,424	46	71	50	61	53
Total	**500**	**35**	**1,400**	**761**	**2,697**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	2	57	31	5	95	0	8	1	0	1
Parked	2	3	147	160	313	0	0	4	11	5
Slowing or stopping	10	40	269	187	507	2	5	7	13	7
Moving off	7	51	220	24	301	1	7	5	2	4
U Turn	1	4	55	4	63	0	1	1	0	1
Turning/wtg turn left	16	37	180	19	252	2	5	4	1	4
Turning/wtg turn right	14	78	649	89	831	2	10	16	6	12
Changing lane	5	3	74	19	101	1	0	2	1	2
Overtaking	9	19	144	51	223	1	3	4	4	3
Going round bend	290	32	379	75	776	43	4	9	5	11
Going/waiting go ahead	318	432	1,921	807	3,478	47	57	47	56	50
Total	**675**	**756**	**4,070**	**1,440**	**6,941**	**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: 2021

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider							
Postcode, invalid or not known	2	2	3	13	-	7	9
Driver from elsewhere in the UK	-	1	-	1	-	-	2
Scottish driver, distance not known [4]	-	-	-	-	-	-	2
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	9	15	6	8	8	4	52
Over 2 up to 5 km	3	6	1	-	3	5	31
Over 5 up to 10 km	3	6	1	4	-	4	17
Over 10 up to 20 km	1	3	-	2	1	1	5
Over 20 up to 50 km	1	1	2	1	1	2	1
Over 50 km	-	2	1	1	3	1	-
Total	**19**	**36**	**14**	**30**	**16**	**24**	**119**
Motorcycle rider							
Postcode, invalid or not known	2	1	3	2	-	-	4
Driver from elsewhere in the UK	1	3	5	-	4	1	-
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	8	7	1	2	3	1	23
Over 2 up to 5 km	6	7	-	6	4	6	7
Over 5 up to 10 km	5	4	1	4	2	2	8
Over 10 up to 20 km	8	10	-	7	4	5	6
Over 20 up to 50 km	4	5	3	5	-	9	3
Over 50 km	5	3	9	3	8	3	1
Total	**39**	**40**	**22**	**29**	**25**	**27**	**52**
Car driver							
Postcode, invalid or not known	19	18	22	27	5	43	68
Driver from elsewhere in the UK	2	9	13	3	21	3	9
Scottish driver, distance not known [4]	-	-	-	1	-	-	1
Vehicle parked and unattended	4	23	1	7	7	17	47
Up to 2 km	49	121	31	62	29	61	240
Over 2 up to 5 km	44	91	18	47	20	48	180
Over 5 up to 10 km	32	74	12	38	19	45	135
Over 10 up to 20 km	52	58	18	27	13	48	82
Over 20 up to 50 km	52	44	18	22	17	24	45
Over 50 km	15	55	25	9	20	10	11
Total	**269**	**493**	**158**	**243**	**151**	**299**	**818**
Other driver or rider [2]							
Postcode, invalid or not known	13	7	9	9	4	12	17
Driver from elsewhere in the UK	-	9	-	2	12	3	1
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	1	5	-	1	-	2	6
Up to 2 km	6	12	5	7	9	11	24
Over 2 up to 5 km	10	10	2	4	4	4	38
Over 5 up to 10 km	7	7	2	2	3	5	28
Over 10 up to 20 km	8	11	2	3	2	8	25
Over 20 up to 50 km	15	17	5	14	8	15	20
Over 50 km	8	17	6	2	7	4	6
Total	**68**	**95**	**31**	**44**	**49**	**64**	**165**
All drivers and riders							
Postcode, invalid or not known	36	28	37	51	9	62	98
Driver from elsewhere in the UK	3	22	18	6	37	7	12
Scottish driver, distance not known [4]	-	-	-	1	-	-	3
Vehicle parked and unattended	5	28	1	8	7	19	53
Up to 2 km	72	155	43	79	49	77	339
Over 2 up to 5 km	63	114	21	57	31	63	256
Over 5 up to 10 km	47	91	16	48	24	56	188
Over 10 up to 20 km	69	82	20	39	20	62	118
Over 20 up to 50 km	72	67	28	42	26	50	69
Over 50 km	28	77	41	15	38	18	18
Total	**395**	**664**	**225**	**346**	**241**	**414**	**1,154**

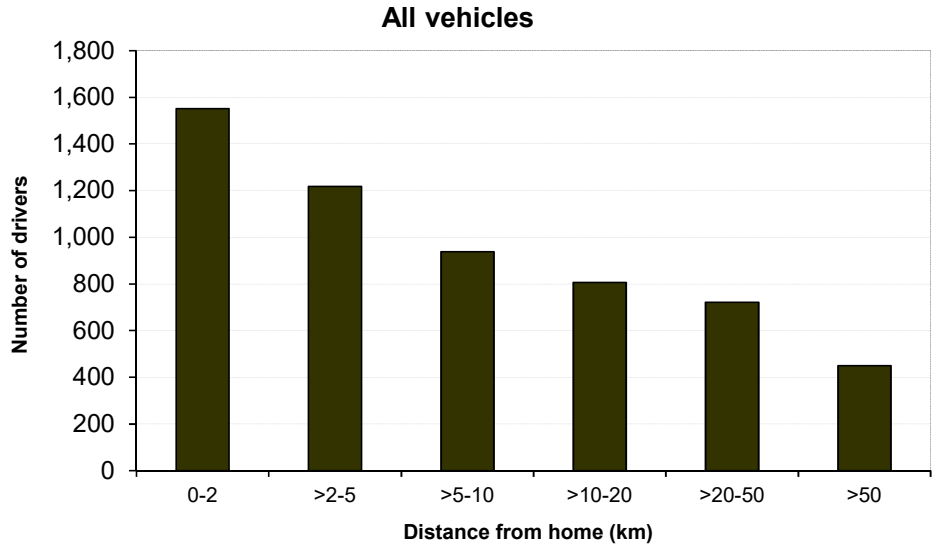
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
4. 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.
5. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

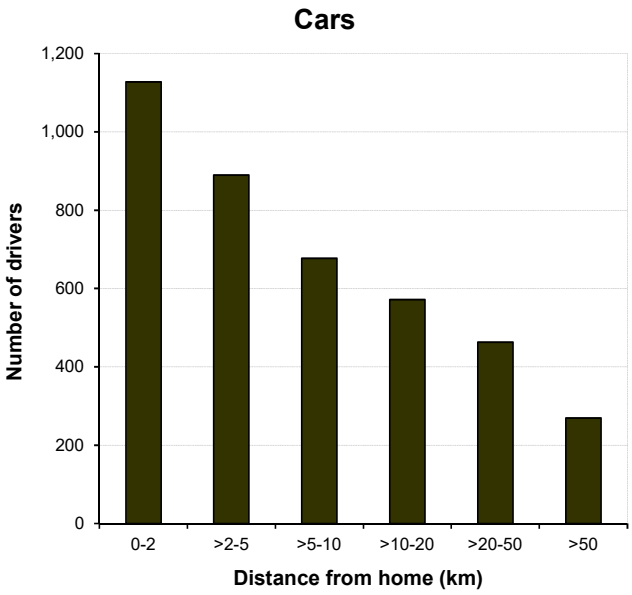
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2021

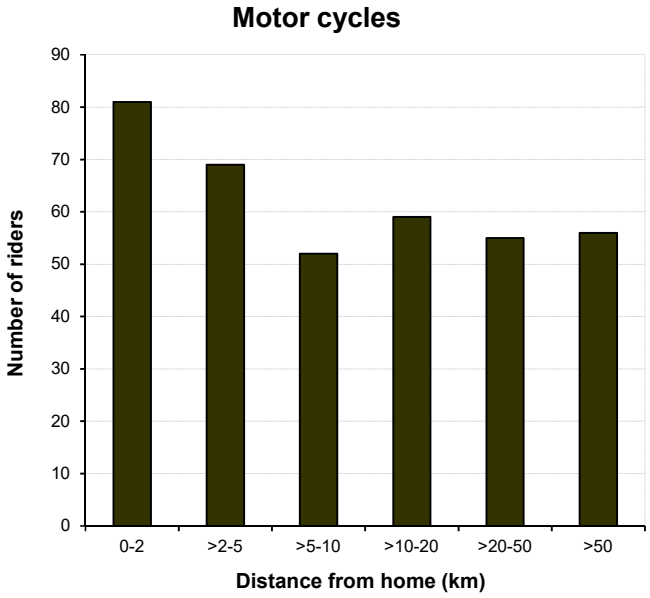
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	-	11	2	1	5	2	57
Driver from elsewhere in the UK	-	-	5	1	-	-	10
Scottish driver, distance not known [4]	-	-	-	-	-	-	2
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	20	66	1	7	5	18	219
Over 2 up to 5 km	7	37	2	4	1	9	109
Over 5 up to 10 km	7	18	1	3	3	3	70
Over 10 up to 20 km	6	1	1	1	1	6	29
Over 20 up to 50 km	4	-	-	2	1	1	17
Over 50 km	-	1	1	-	-	-	10
Total	**44**	**134**	**13**	**19**	**16**	**39**	**523**
Motorcycle rider							
Postcode, invalid or not known	-	4	7	2	1	6	32
Driver from elsewhere in the UK	22	2	14	-	-	2	54
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	8	10	3	5	3	7	81
Over 2 up to 5 km	11	10	2	4	2	4	69
Over 5 up to 10 km	3	6	4	5	6	2	52
Over 10 up to 20 km	4	5	3	4	1	2	59
Over 20 up to 50 km	12	2	4	6	1	1	55
Over 50 km	5	1	15	2	-	1	56
Total	**65**	**40**	**52**	**28**	**14**	**25**	**458**
Car driver							
Postcode, invalid or not known	20	35	51	40	35	80	463
Driver from elsewhere in the UK	20	11	34	5	-	11	141
Scottish driver, distance not known [4]	-	-	-	-	1	-	3
Vehicle parked and unattended	16	17	3	4	6	11	163
Up to 2 km	125	135	37	53	40	145	1,128
Over 2 up to 5 km	103	103	35	61	46	94	890
Over 5 up to 10 km	96	67	32	42	27	58	677
Over 10 up to 20 km	87	55	28	30	20	54	572
Over 20 up to 50 km	79	46	36	29	9	42	463
Over 50 km	28	21	41	12	3	19	269
Total	**574**	**490**	**297**	**276**	**187**	**514**	**4,769**
Other driver or rider [2]							
Postcode, invalid or not known	15	16	6	15	4	15	142
Driver from elsewhere in the UK	15	2	7	-	3	3	57
Scottish driver, distance not known [4]	-	-	-	-	1	-	1
Vehicle parked and unattended	3	-	-	1	-	2	21
Up to 2 km	15	17	1	5	4	8	124
Over 2 up to 5 km	14	28	7	5	4	20	150
Over 5 up to 10 km	22	35	3	3	3	19	139
Over 10 up to 20 km	19	28	7	11	5	18	147
Over 20 up to 50 km	15	33	7	10	14	13	186
Over 50 km	18	15	17	7	1	7	115
Total	**136**	**174**	**55**	**57**	**39**	**105**	**1,082**
All drivers and riders							
Postcode, invalid or not known	35	66	66	58	45	103	694
Driver from elsewhere in the UK	57	15	60	6	3	16	262
Scottish driver, distance not known [4]	-	-	-	-	2	-	6
Vehicle parked and unattended	19	17	3	5	6	13	184
Up to 2 km	168	228	42	70	52	178	1,552
Over 2 up to 5 km	135	178	46	74	53	127	1,218
Over 5 up to 10 km	128	126	40	53	39	82	938
Over 10 up to 20 km	116	89	39	46	27	80	807
Over 20 up to 50 km	110	81	47	47	25	57	721
Over 50 km	51	38	74	21	4	27	450
Total	**819**	**838**	**417**	**380**	**256**	**683**	**6,832**

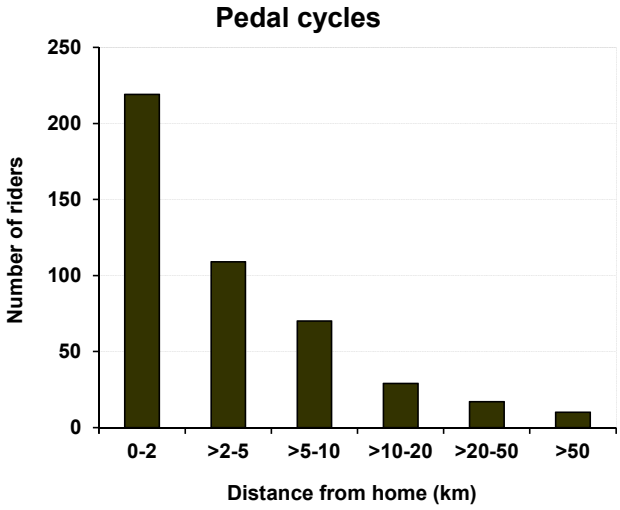
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
4. 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.

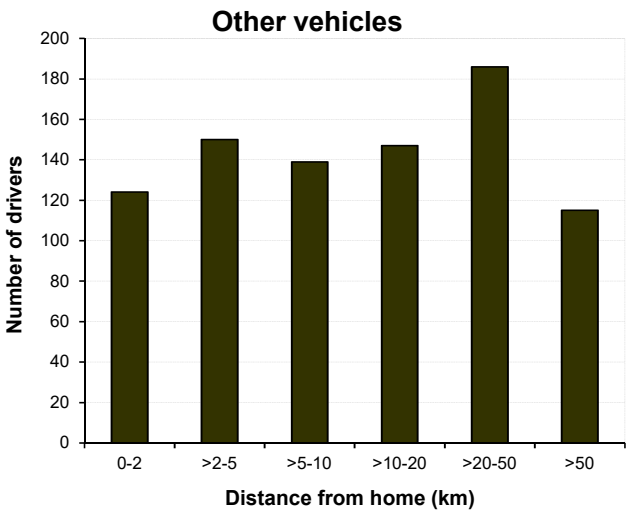
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2021











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2017-2021 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	12	14	35	20	11	92	2	2	2	3	3	2
Parked	13	23	53	15	178	282	2	3	3	2	51	7
Slowing or stopping	46	59	117	47	11	279	6	7	7	7	3	7
Moving off	40	49	106	49	10	254	6	6	6	7	3	6
U Turn	11	11	19	10	2	54	2	1	1	1	1	1
Turning/wtg turn left	37	39	91	34	11	212	5	5	6	5	3	5
Turning/wtg turn right	109	126	258	120	21	635	15	16	16	17	6	15
Changing lane	8	8	18	6	7	46	1	1	1	1	2	1
Overtaking	19	19	32	18	10	98	3	2	2	3	3	2
Going round bend	55	56	83	39	6	238	8	7	5	5	2	6
Going/wtg go ahead	372	409	836	357	81	2,054	52	50	51	50	23	48
Total[(1)]	**721**	**813**	**1,647**	**714**	**349**	**4,244**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	1	1	1	0	0	3	0	0	0	0	0	0
Parked	3	3	12	4	7	30	1	1	1	1	19	1
Slowing or stopping	41	46	106	31	3	228	7	9	10	7	8	8
Moving off	6	9	19	13	1	47	1	2	2	3	3	2
U Turn	2	1	4	3	0	9	0	0	0	1	0	0
Turning/wtg turn left	9	8	15	7	1	40	2	2	1	1	2	2
Turning/wtg turn right	31	32	76	56	1	196	5	6	7	12	3	7
Changing lane	12	13	21	7	2	54	2	3	2	1	5	2
Overtaking	30	23	48	19	4	124	5	4	4	4	12	5
Going round bend	161	97	195	82	4	538	28	19	18	17	10	20
Going/wtg go ahead	289	277	586	257	15	1,424	50	54	54	54	39	53
Total[(1)]	**583**	**510**	**1,085**	**480**	**38**	**2,697**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	12	15	36	20	11	95	1	1	1	2	3	1
Parked	16	26	66	20	185	313	1	2	2	2	48	5
Slowing or stopping	87	105	223	78	14	507	7	8	8	7	4	7
Moving off	46	58	125	62	11	301	4	4	5	5	3	4
U Turn	12	12	23	13	2	63	1	1	1	1	1	1
Turning/wtg turn left	46	48	106	40	12	252	4	4	4	3	3	4
Turning/wtg turn right	140	158	334	176	23	831	11	12	12	15	6	12
Changing lane	19	21	39	13	9	101	2	2	1	1	2	2
Overtaking	49	42	80	37	14	223	4	3	3	3	4	3
Going round bend	215	152	278	121	10	776	17	12	10	10	3	11
Going/wtg go ahead	660	686	1,422	614	96	3,478	51	52	52	51	25	50
Total[(1)]	**1,304**	**1,323**	**2,731**	**1,195**	**388**	**6,941**	**100**	**100**	**100**	**100**	**100**	**100**

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

Table 18a **CAR DRIVERS**

Car drivers involved in reported injury accidents by age and severity of accident
Years:2014-18 and 2017-21 ave and 2011 to 2021

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**2014-18 average**	**34**	**30**	**64**	**41**	**172**	**19.9**	**17.3**	**37.4**	**24.0**	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
	2019	27	20	60	63	176	15.3	11.4	34.1	35.8	100
	2020	27	23	60	33	154	17.5	14.9	39	21.4	100
	2021	24	17	52	30	127	18.9	13.4	40.9	23.6	100
	2017 to 2021 average	**26**	**22**	**57**	**42**	**152**	**17.1**	**14.3**	**37.5**	**27.5**	100
Adjusted serious	**2014-18 average**	**551**	**509**	**1,124**	**542**	**2,859**	**19.3**	**17.8**	**39.3**	**19.0**	100
	2011	684	537	1,368	547	3,206	21.3	16.8	42.7	17.1	100
	2012	689	571	1,378	597	3,320	20.8	17.2	41.5	18.0	100
	2013	567	497	1,223	537	2,908	19.5	17.1	42.0	18.5	100
	2014	608	513	1,192	559	2,970	20.5	17.3	40.1	18.8	100
	2015	586	579	1,186	529	2,978	19.7	19.4	39.8	17.8	100
	2016	589	500	1,171	579	3,005	19.6	16.6	39.0	19.3	100
	2017	518	497	1,048	501	2,718	19.1	18.3	38.5	18.4	100
	2018	451	454	1,024	541	2,622	17.2	17.3	39.0	20.6	100
	2019	419	418	930	526	2,409	17.4	17.3	38.6	21.8	100
	2020	297	266	512	264	1,388	21.4	19.2	36.9	19.0	100
	2021	286	280	621	314	1,560	18.3	17.9	39.8	20.1	100
	2017 to 2021 average	**394**	**383**	**827**	**429**	**2,139**	**18**	**18**	**39**	**20**	**100**
Adjusted slight	**2014-18 average**	**551**	**509**	**1,124**	**542**	**2,859**	**19.3**	**17.8**	**39.3**	**19.0**	100
	2011	684	537	1,368	547	3,206	21.3	16.8	42.7	17.1	100
	2012	689	571	1,378	597	3,320	20.8	17.2	41.5	18.0	100
	2013	567	497	1,223	537	2,908	19.5	17.1	42.0	18.5	100
	2014	608	513	1,192	559	2,970	20.5	17.3	40.1	18.8	100
	2015	586	579	1,186	529	2,978	19.7	19.4	39.8	17.8	100
	2016	589	500	1,171	579	3,005	19.6	16.6	39.0	19.3	100
	2017	518	497	1,048	501	2,718	19.1	18.3	38.5	18.4	100
	2018	451	454	1,024	541	2,622	17.2	17.3	39.0	20.6	100
	2019	419	418	930	526	2,409	17.4	17.3	38.6	21.8	100
	2020	297	266	512	264	1,388	21.4	19.2	36.9	19.0	100
	2021	286	280	621	314	1,560	18.3	17.9	39.8	20.1	100
	2017 to 2021 average	**394**	**383**	**827**	**429**	**2,139**	**18**	**18**	**39**	**20**	**100**
Total	**2014-18 average**	**1,987**	**1,927**	**4,162**	**1,611**	**10,196**	**19.5**	**18.9**	**40.8**	**15.8**	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	1,522	1,545	3,291	1,456	8,373	18.2	18.5	39.3	17.4	100
	2019	1,341	1,421	2,955	1,367	7,491	17.9	19.0	39.4	18.2	100
	2020	950	962	1,811	780	4,664	20.4	20.6	38.8	16.7	100
	2021	887	941	1,872	876	4,769	18.6	19.7	39.3	18.4	100
	2017 to 2021 average	**1,304**	**1,323**	**2,731**	**1,195**	**6,941**	**18.8**	**19.1**	**39.4**	**17.2**	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:2014-18 and 2017 to 2021 averages, 2011 to 2021

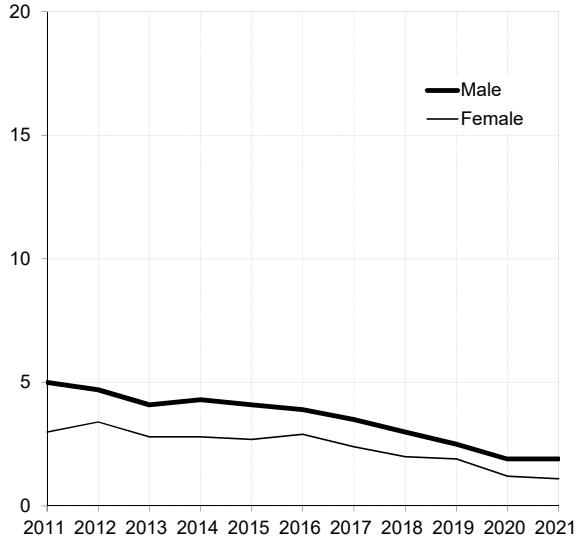
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2014-18 average**	**1,174**	**1,105**	**2,342**	**1,032**	**5,741**	**3.7**	**3.5**	**2.6**	**1.7**	**2.7**
	2011	1,605	1,303	3,186	1,233	7,354	5.0	4.4	3.5	2.2	3.5
	2012	1,485	1,230	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	902	908	1,902	935	4,804	3.0	2.7	2.1	1.5	2.2
	2019	762	818	1,705	857	4,195	2.5	2.4	1.9	1.3	1.9
	2020	564	562	1,101	524	2,764	1.9	1.7	1.2	0.8	1.3
	2021	540	589	1,087	570	2,794	1.9	1.7	1.2	0.9	1.3
	2017 to 2021 average	**770**	**781**	**1,580**	**766**	**3,961**	**2.6**	**2.3**	**1.8**	**1.2**	**1.8**
Female	**2014-18 average**	**792**	**773**	**1,766**	**577**	**3,936**	**2.6**	**2.4**	**1.9**	**0.8**	**1.7**
	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	607	631	1,372	520	3,154	2.0	1.9	1.5	0.7	1.4
	2019	551	592	1,239	506	2,903	1.9	1.7	1.3	0.7	1.2
	2020	352	389	698	243	1,683	1.2	1.1	0.7	0.3	0.7
	2021	320	340	771	302	1,735	1.1	1.0	0.8	0.4	0.7
	2017 to 2021 average	**513**	**532**	**1,136**	**424**	**2,621**	**1.8**	**1.6**	**1.2**	**0.6**	**1.1**
Total [4]	**2014-18 average**	**1,987**	**1,927**	**4,162**	**1,611**	**10,196**	**3.2**	**3.0**	**2.3**	**1.2**	**2.2**
	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	1,522	1,545	3,291	1,456	8,373	2.5	2.3	1.8	1.1	1.8
	2019	1,341	1,421	2,955	1,367	7,491	2.3	2.1	1.6	1.0	1.6
	2020	950	962	1,811	780	4,664	1.6	1.4	1.0	0.6	1.0
	2021	887	941	1,872	876	4,769	1.6	1.4	1.0	0.6	1.0
	2017 to 2021 average	**1,304**	**1,323**	**2,731**	**1,195**	**6,941**	**2.2**	**2.0**	**1.5**	**0.9**	**1.5**
Male	**2014-18 average**	**1.5**	**1.4**	**1.3**	**1.8**	**1.5**	**1.4**	**1.5**	**1.4**	**2.1**	**1.6**
Female	2011	1.6	1.4	1.5	2.2	1.6	1.7	1.4	1.6	2.8	1.8
Ratio	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
	2019	1.4	1.4	1.4	1.7	1.4	1.3	1.4	1.5	1.9	1.6
	2020	1.6	1.4	1.6	2.2	1.6	1.6	1.5	1.7	2.7	1.9
	2021	1.7	1.7	1.4	1.9	1.6	1.7	1.7	1.5	2.3	1.9
	2017 to 2021 average	**1.5**	**1.5**	**1.4**	**1.8**	**1.5**	**1.4**	**1.4**	**1.5**	**2.0**	**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: 2011 to 2021

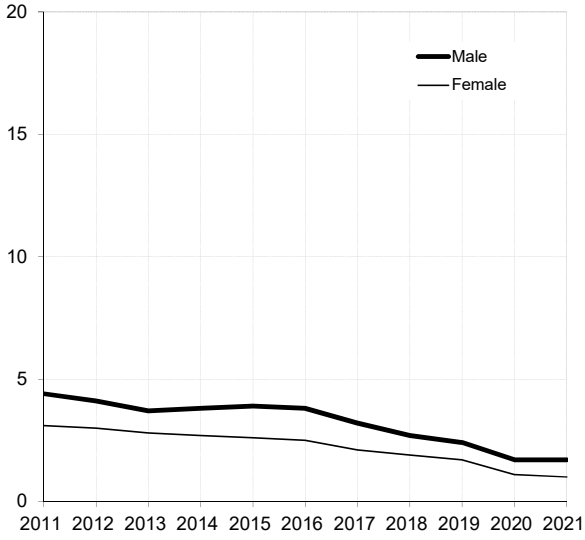
(a) 17-25

Rate per thousand population



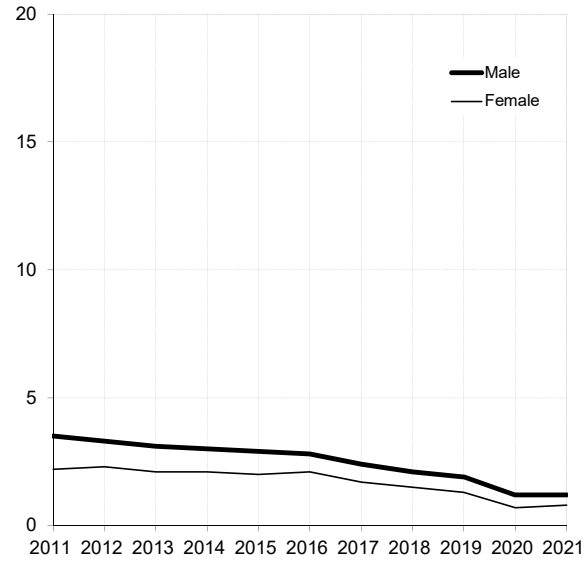
(b) 26-34

Rate per thousand population



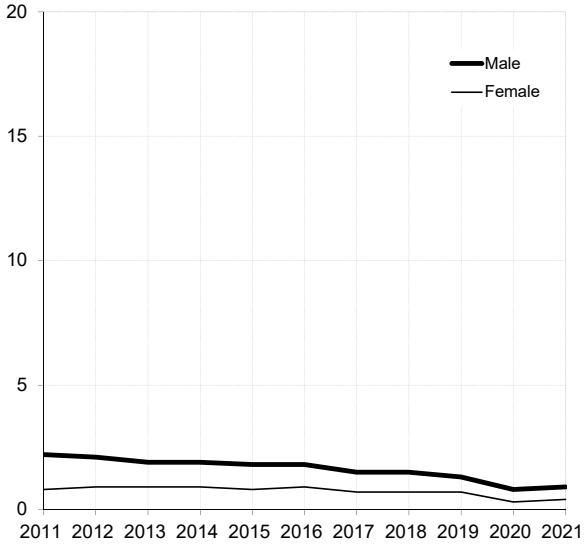
(c) 35-59

Rate per thousand population



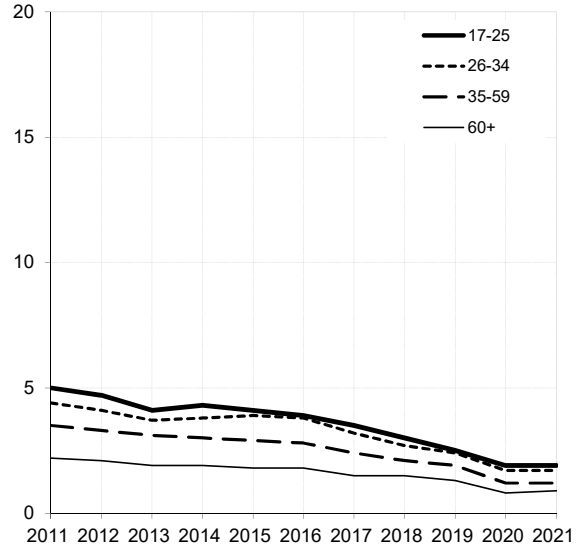
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

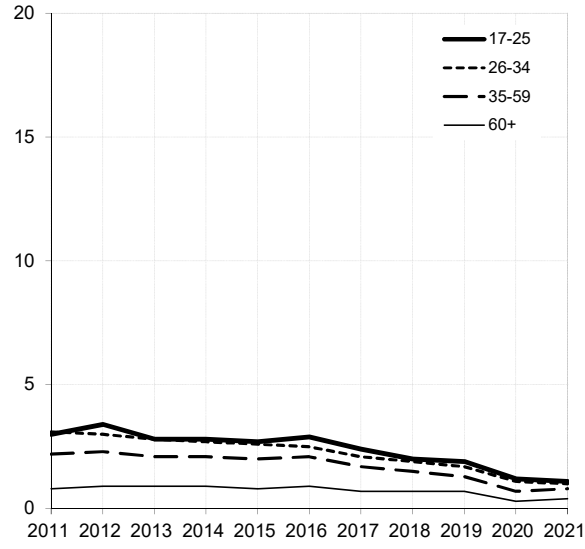


Table 19
Motorists involved in accidents by police force division [1]
Years: 2014-18 and 2017-21 averages, 2017 to 2021

	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														
14-18 ave	**933**	**745**	**483**	**753**	**446**	**865**	**2,215**	**1,410**	**1,613**	**695**	**655**	**610**	**1,540**	**12,962**
2017	738	776	483	710	407	795	2,125	1,317	1,391	590	543	584	1,462	11,921
2018	724	666	387	571	433	746	1,691	1,207	1,198	677	564	530	1,357	10,751
2019	630	598	347	490	320	592	1,706	978	1,100	665	502	454	1,194	9,576
2020	347	621	200	308	194	400	1,066	602	616	375	383	257	677	6,046
2021	370	618	204	305	221	385	1,020	770	701	393	349	240	632	6,208
17-21 ave	**562**	**656**	**324**	**477**	**315**	**584**	**1,522**	**975**	**1,001**	**540**	**468**	**413**	**1,064**	**8,900**
Breath test requested														
14-18 ave	**446**	**555**	**251**	**476**	**322**	**489**	**982**	**914**	**889**	**435**	**442**	**291**	**793**	**7,286**
2017	330	598	260	448	312	464	857	868	769	346	340	289	741	6,622
2018	346	498	212	334	309	421	673	744	625	472	390	214	693	5,931
2019	280	409	169	278	217	320	584	609	593	399	332	187	556	4,933
2020	188	369	126	156	135	213	354	382	350	247	212	116	294	3,142
2021	172	342	104	167	145	164	355	441	379	214	197	88	305	3,073
17-21 ave	**263**	**443**	**174**	**277**	**224**	**316**	**565**	**609**	**543**	**336**	**294**	**179**	**518**	**4,740**
Positive/refused														
14-18 ave	**19**	**19**	**8**	**15**	**7**	**13**	**29**	**22**	**15**	**13**	**12**	**12**	**28**	**214**
2017	14	25	4	12	5	11	26	14	15	12	6	18	29	191
2018	14	14	2	12	3	12	23	16	12	17	13	14	25	177
2019	10	15	5	9	12	9	22	16	7	20	6	7	30	168
2020	6	17	2	7	6	4	17	16	14	14	12	8	10	133
2021	4	15	3	6	6	8	14	14	14	4	2	4	13	107
17-21 ave	**10**	**17**	**3**	**9**	**6**	**9**	**20**	**15**	**12**	**13**	**8**	**10**	**21**	**155**
Breath test requested as a percent of those involved														
14-18 ave	**47.8**	**74.6**	**52.0**	**63.2**	**72.2**	**56.5**	**44.4**	**64.9**	**55.1**	**62.5**	**67.5**	**47.7**	**51.5**	**56.2**
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	47.8	74.8	54.8	58.5	71.4	56.4	39.8	61.6	52.2	69.7	69.1	40.4	51.1	55.2
2019	44.4	68.4	48.7	56.7	67.8	54.1	34.2	62.3	53.9	60.0	66.1	41.2	46.6	51.5
2020	54.2	59.4	63.0	50.6	69.6	53.3	33.2	63.5	56.8	65.9	55.4	45.1	43.4	52.0
2021	46.5	55.3	51.0	54.8	65.6	42.6	34.8	57.3	54.1	54.5	56.4	36.7	48.3	49.5
17-21 ave	**46.8**	**67.6**	**53.7**	**58.0**	**71.0**	**54.2**	**37.1**	**62.5**	**54.3**	**62.1**	**62.8**	**43.3**	**48.6**	**53.3**
Positive/refused as a percent of motorists involved														
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**
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	1.9	2.1	0.5	2.1	0.7	1.6	1.4	1.3	1.0	2.5	2.3	2.6	1.8	1.6
2019	1.6	2.5	1.4	1.8	3.8	1.5	1.3	1.6	0.6	3.0	1.2	1.5	2.5	1.8
2020	1.7	2.7	1.0	2.3	3.1	1.0	1.6	2.7	2.3	3.7	3.1	3.1	1.5	2.2
2021	1.1	2.4	1.5	2.0	2.7	2.1	1.4	1.8	2.0	1.0	0.6	1.7	2.1	1.7
17-21 ave	**1.7**	**2.6**	**1.0**	**1.9**	**2.0**	**1.5**	**1.3**	**1.6**	**1.2**	**2.5**	**1.7**	**2.5**	**2.0**	**1.7**
Positive/refused as a percent of those where breath test requested														
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**
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	4.0	2.8	0.9	3.6	1.0	2.9	3.4	2.2	1.9	3.6	3.3	6.5	3.6	3.0
2019	3.6	3.7	3.0	3.2	5.5	2.8	3.8	2.6	1.2	5.0	1.8	3.7	5.4	3.4
2020	3.2	4.6	1.6	4.5	4.4	1.9	4.8	4.2	4.0	5.7	5.7	6.9	3.4	4.2
2021	2.3	4.4	2.9	3.6	4.1	4.9	3.9	3.2	3.7	1.9	1.0	4.5	4.3	3.5
17-21 ave	**3.6**	**3.9**	**1.8**	**3.3**	**2.9**	**2.8**	**3.6**	**2.5**	**2.3**	**4.0**	**2.7**	**5.7**	**4.1**	**3.3**

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, 2017-2021 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	21	22	45	74	224
	03-06	16	13	22	35	133
	06-09	186	171	54	47	1,016
	09-12	197	212	189	123	1,313
	12-15	243	349	313	241	1,874
	15-18	378	435	281	218	2,448
	18-21	193	214	189	165	1,339
	21-24	75	97	102	77	574
	Total	**1,308**	**1,513**	**1,196**	**979**	**8,921**
Breath test requested	00-03	12	14	28	39	130
	03-06	9	8	13	18	76
	06-09	102	93	31	31	561
	09-12	102	111	104	68	693
	12-15	127	187	166	125	986
	15-18	197	215	154	117	1,272
	18-21	102	116	108	93	727
	21-24	40	57	57	43	318
	Total	**691**	**801**	**662**	**535**	**4,763**
Positive/refused	00-03	2	2	6	10	27
	03-06	1	1	4	6	15
	06-09	2	2	2	2	13
	09-12	1	1	2	2	8
	12-15	1	1	2	4	12
	15-18	3	2	5	4	23
	18-21	3	4	7	5	27
	21-24	3	6	10	5	32
	Total	**15**	**20**	**38**	**39**	**156**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	59	62	62	53	58
	03-06	57	59	61	52	57
	06-09	55	55	57	66	55
	09-12	52	53	55	55	53
	12-15	52	54	53	52	53
	15-18	52	49	55	54	52
	18-21	53	54	57	57	54
	21-24	54	59	56	57	55
	Total	**53**	**53**	**55**	**55**	**53**
Positive/refused as a percentage of motorists involved	00-03	9	11	14	14	12
	03-06	7	6	17	16	11
	06-09	1	1	4	5	1
	09-12	0	0	1	2	1
	12-15	1	0	1	1	1
	15-18	1	1	2	2	1
	18-21	2	2	3	3	2
	21-24	4	7	10	7	6
	Total	**1**	**1**	**3**	**4**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	16	18	22	26	20
	03-06	13	11	27	30	19
	06-09	1	2	7	8	2
	09-12	1	1	2	3	1
	12-15	1	1	1	3	1
	15-18	1	1	3	4	2
	18-21	3	3	6	5	4
	21-24	7	11	17	12	10
	Total	**2**	**2**	**6**	**7**	**3**

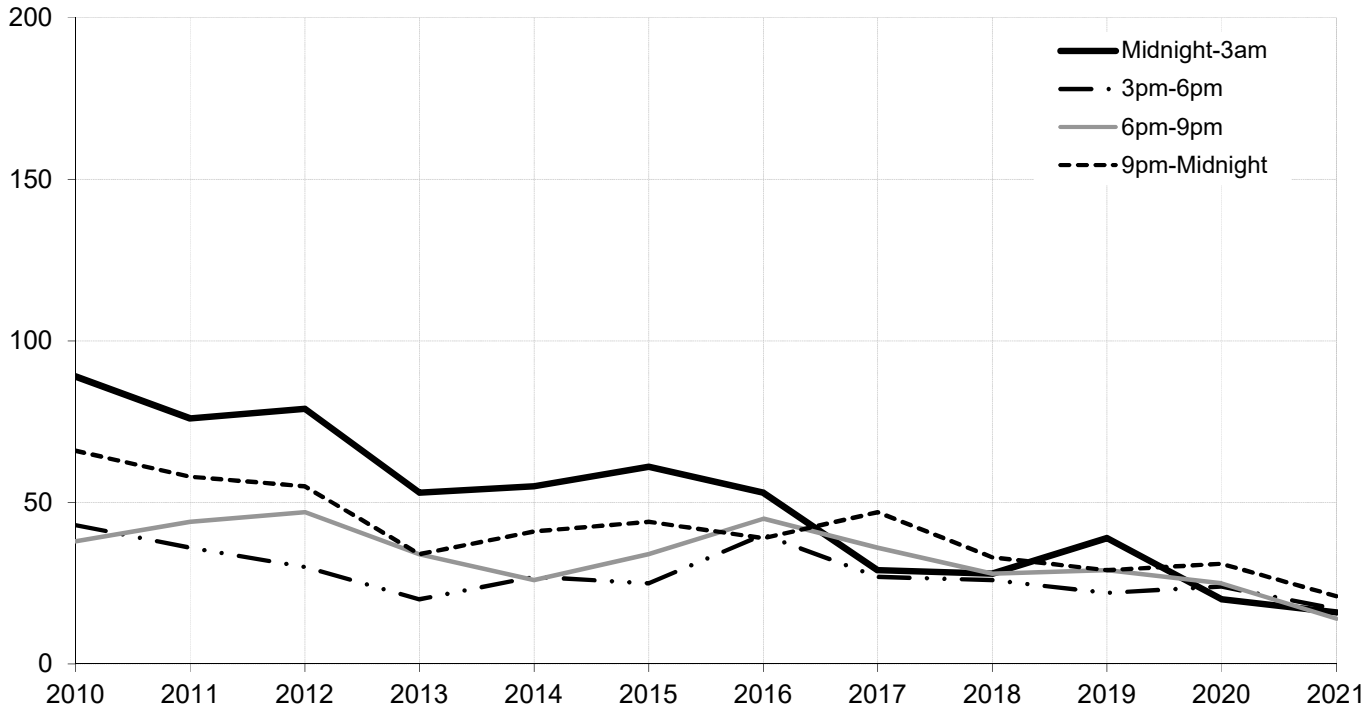
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2014-18 and 2017-21 averages, 2017 to 2021

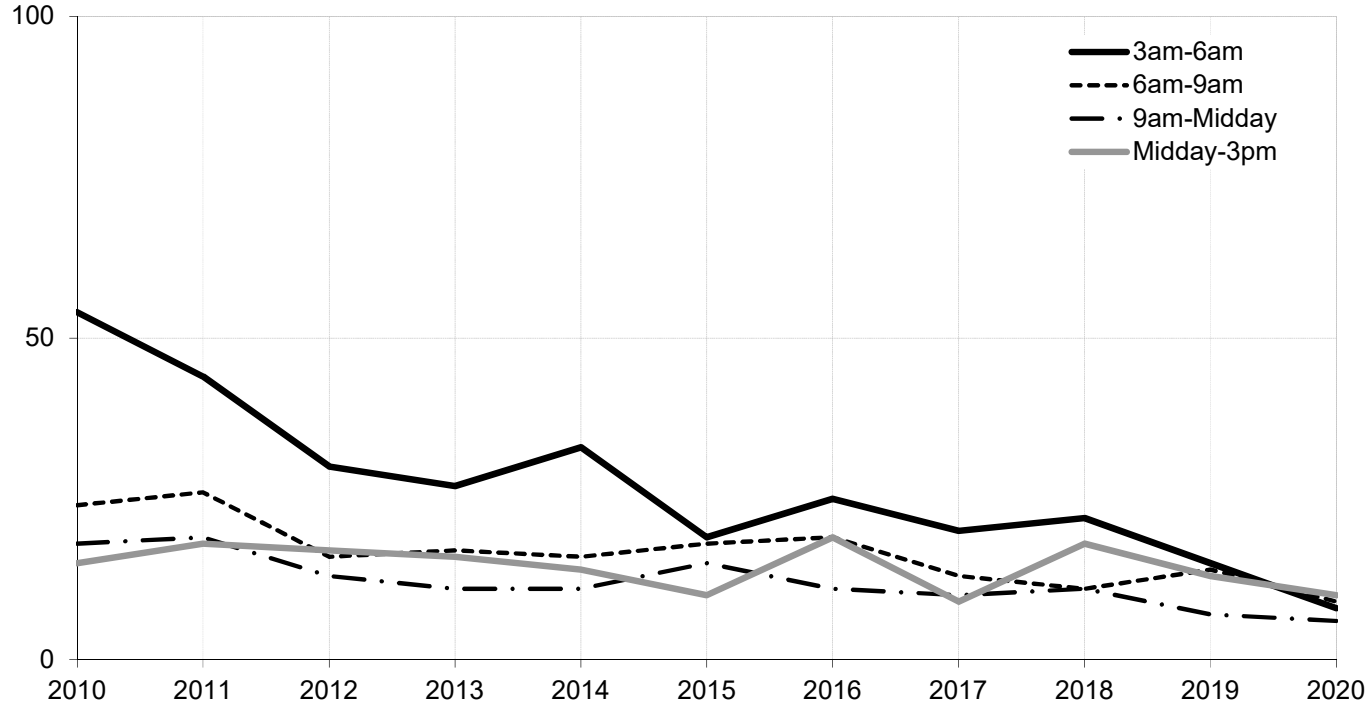
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2014-18 average**	**348**	**196**	**1,598**	**1,930**	**2,616**	**3,505**	**1,958**	**812**	**12,962**
	2017	303	160	1,423	1,837	2,386	3,244	1,819	749	11,921
	2018	264	166	1,288	1,566	2,244	2,958	1,605	660	10,751
	2019	271	133	1,157	1,389	2,011	2,617	1,378	620	9,578
	2020	130	118	612	829	1,373	1,629	930	425	6,046
	2021	145	88	586	931	1,345	1,765	942	406	6,213
	2017 to 2021 average	**223**	**133**	**1,013**	**1,310**	**1,872**	**2,443**	**1,335**	**572**	**8,902**
Breath tests requested	**2014-18 average**	**213**	**115**	**908**	**1,088**	**1,452**	**1,907**	**1,122**	**481**	**7,286**
	2017	184	102	830	967	1,285	1,760	1,059	435	6,622
	2018	155	92	726	867	1,235	1,561	893	402	5,931
	2019	158	77	617	712	1,039	1,336	694	300	4,935
	2020	77	63	318	411	709	816	506	242	3,142
	2021	67	43	305	494	641	859	459	205	3,076
	2017 to 2021 average	**128**	**75**	**559**	**690**	**982**	**1,266**	**722**	**317**	**4,741**
Positive/refused	**2014-18 average**	**45**	**24**	**15**	**12**	**14**	**29**	**34**	**41**	**214**
	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	22	11	11	18	26	28	33	177
	2019	39	15	14	7	13	22	29	29	168
	2020	20	8	9	6	10	24	25	31	133
	2021	16	8	14	6	11	17	14	21	107
	2014-18 average	**26**	**15**	**12**	**8**	**12**	**23**	**26**	**32**	**155**
(b) Percentages										
Breath test requested as %	**2014-18 average**	**61.2**	**58.4**	**56.8**	**56.4**	**55.5**	**54.4**	**57.3**	**59.3**	**56.2**
involved	2017	60.7	63.8	58.3	52.6	53.9	54.3	58.2	58.1	55.5
	2018	58.7	55.4	56.4	55.4	55.0	52.8	55.6	60.9	55.2
	2019	58.3	57.9	53.3	51.3	51.7	51.1	50.4	48.4	51.5
	2020	59.2	53.4	52.0	49.6	51.6	50.1	54.4	56.9	52.0
	2021	46.2	48.9	52.0	53.1	47.7	48.7	48.7	50.5	49.5
	2017 to 2021 average	**57.6**	**56.7**	**55.2**	**52.7**	**52.5**	**51.8**	**54.1**	**55.4**	**53.3**
Positive/refused as %	**2014-18 average**	**13.0**	**12.1**	**1.0**	**0.6**	**0.5**	**0.8**	**1.7**	**5.0**	**1.6**
involved	2017	9.6	12.5	0.9	0.5	0.4	0.8	2.0	6.3	1.6
	2018	10.6	13.3	0.9	0.7	0.8	0.9	1.7	5.0	1.6
	2019	14.4	11.3	1.2	0.5	0.6	0.8	2.1	4.7	1.8
	2020	15.4	6.8	1.5	0.7	0.7	1.5	2.7	7.3	2.2
	2021	11.0	9.1	2.4	0.6	0.8	1.0	1.5	5.2	1.7
	2017 to 2021 average	**11.9**	**11.0**	**1.2**	**0.6**	**0.7**	**0.9**	**2.0**	**5.6**	**1.7**
Positive/refused as %	**2014-18 average**	**21.2**	**20.8**	**1.7**	**1.1**	**1.0**	**1.5**	**3.0**	**8.5**	**2.9**
breath test requested	2017	15.8	19.6	1.6	1.0	0.7	1.5	3.4	10.8	2.9
	2018	18.1	23.9	1.5	1.3	1.5	1.7	3.1	8.2	3.0
	2019	24.7	19.5	2.3	1.0	1.3	1.6	4.2	9.7	3.4
	2020	26.0	12.7	2.8	1.5	1.4	2.9	4.9	12.8	4.2
	2021	23.9	18.6	4.6	1.2	1.7	2.0	3.1	10.2	3.5
	2017 to 2021 average	**20.6**	**19.4**	**2.2**	**1.2**	**1.2**	**1.8**	**3.7**	**10.2**	**3.3**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2010 to 2021

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



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



Drink-drive accidents and casualties

Table 22 refers

The numbers of drink-drive accidents and casualties fell by 64% and 66% respectively between 2010 and 2020 (the latest year for which estimates are available): from a rounded estimate of 530 to roughly 190 (accidents) and from around 740 to some 250 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to be double the number in 2020 (20) as it was in 2010. The number of adjusted serious casualties is estimated to have dropped by 71% (from roughly 210 in 2010 to some 60 in 2020).

Drink-drive estimates: background

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 the 5th December 2014).

DfT published GB final figures in July 2022. Scotland estimates are presented in Reported Road Casualties GB Table ras51019 which was updated with 2020 data in July 2022. Because of the uncertainty involved figures are rounded to the nearest ten.

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.

Estimates for 2021 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 2021 data is insufficient to allow a breakdown by country.

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.

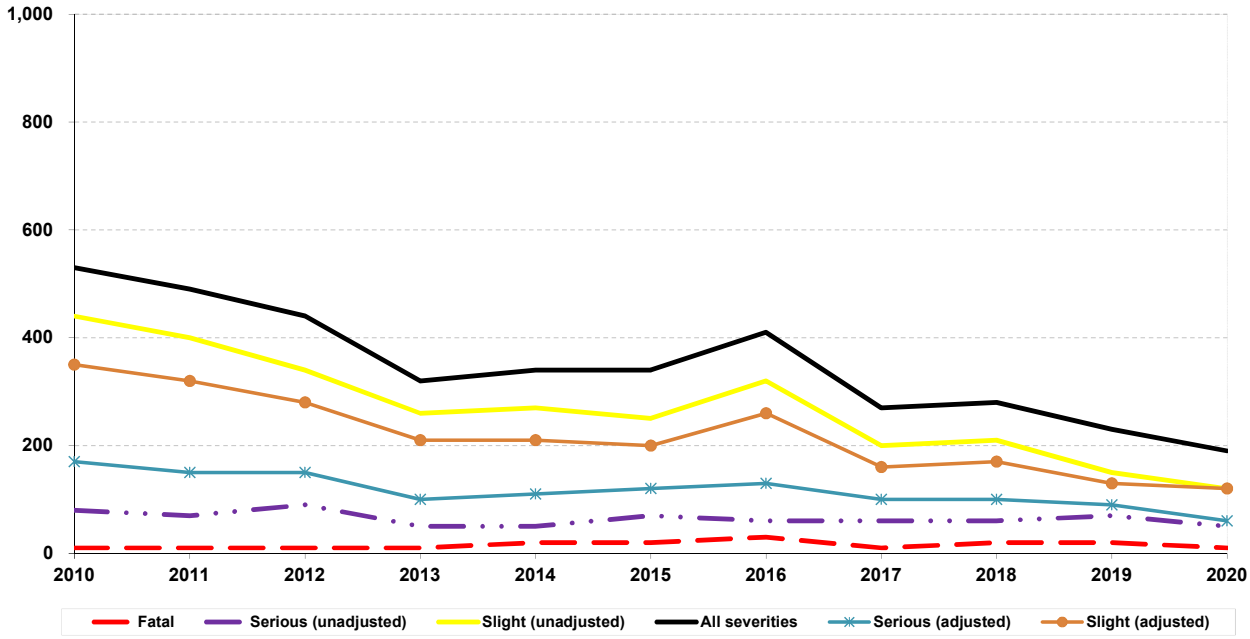
The figures here differ from the number of drivers with positive (or refused) breath tests. While the Police aim to breath test all drivers involved in an accident this isn't always possible (e.g. hit and run drivers or due to severity of casualty). Recently, just under two thirds of motorists involved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

Table 22
Accidents which involved motor vehicle drivers or riders with illegal alcohol levels(1), by severity of accident; and casualties in such accidents, by severity
Years: 2002 to 2020

	Number of accidents						Number of casualties					
	Fatal	Serious (unadjusted)	Serious (adjusted)	Slight (unadjusted)	Slight (adjusted)	All severities	Fatal	Serious (unadjusted)	Serious (adjusted)	Slight (unadjusted)	Slight (adjusted)	All severities
2002	40	160	..	620	..	820	50	240	..	970	..	1,270
2003	40	180	..	530	..	750	50	230	..	850	..	1,130
2004	30	140	..	540	..	720	40	180	..	850	..	1,060
2005	30	130	240	500	390	660	30	170	310	780	650	990
2006	30	130	240	550	440	720	30	160	300	780	640	980
2007	20	120	230	530	420	670	30	150	280	760	620	930
2008	30	140	240	490	390	660	30	170	300	750	620	950
2009	20	120	220	520	410	660	20	150	280	730	610	910
2010	10	80	170	440	350	530	10	110	210	610	510	740
2011	10	70	150	400	320	490	10	90	180	570	470	670
2012	10	90	150	340	280	440	10	100	180	470	400	580
2013	10	50	100	260	210	320	20	70	130	360	300	450
2014	20	50	110	270	210	340	20	70	130	380	320	470
2015	20	70	120	250	200	340	20	90	150	370	300	470
2016	30	60	130	320	260	410	30	80	160	460	380	580
2017	10	60	100	200	160	270	10	80	130	320	260	410
2018	20	60	100	210	170	280	20	70	120	310	260	400
2019	20	70	90	150	130	230	20	90	110	240	220	350
2020	10	50	60	120	120	190	20	60	60	180	170	250

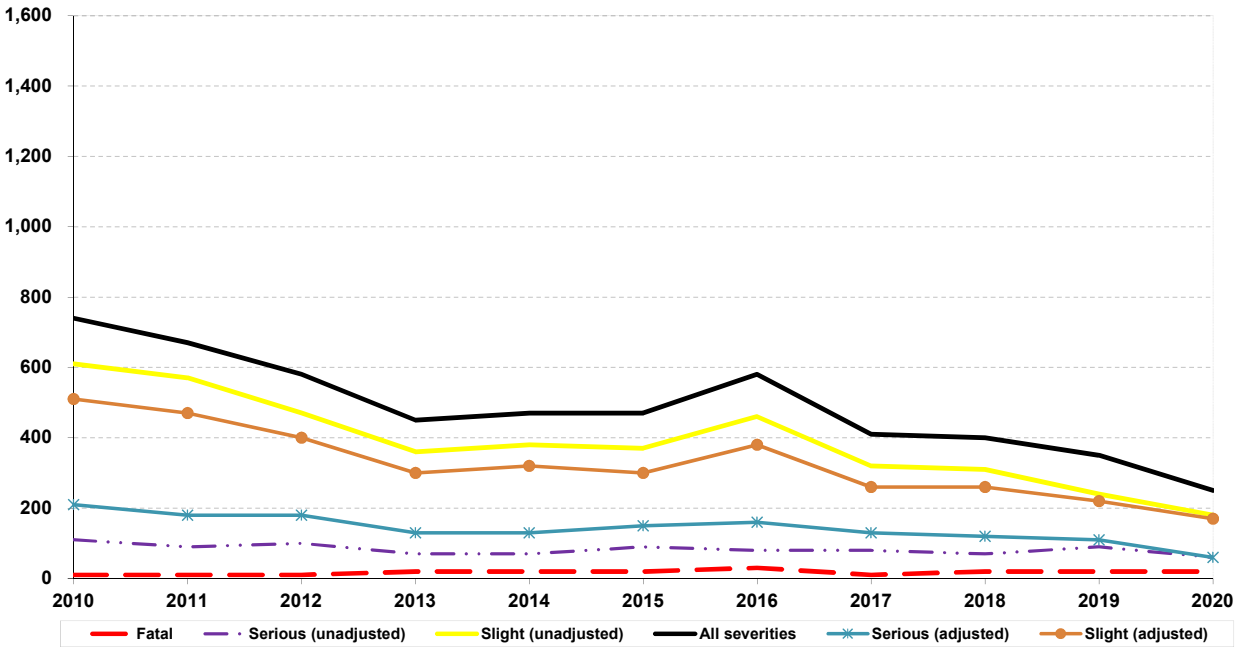
(a) Estimated number of reported drink drive *accidents*

Years: 2010 to 2020



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

Years: 2010 to 2020



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2017-2021 averages, 2011 to 2021

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted Serious	All Severities	Killed	Adjusted Serious	All Severities
(a) Numbers										
Pedestrian	**2014-18 average**	**29**	**641**	**1,476**	**12**	**33**	**68**	**41**	**674**	**1,543**
	2011	35	814	1,962	8	56	103	43	869	2,065
	2012	44	767	1,893	15	40	86	59	807	1,979
	2013	24	678	1,653	14	43	81	38	721	1,734
	2014	41	696	1,662	18	36	83	59	732	1,745
	2015	30	696	1,619	14	31	71	44	727	1,690
	2016	23	676	1,600	9	31	63	32	707	1,663
	2017	26	584	1,298	12	33	65	38	617	1,363
	2018	25	553	1,199	9	32	57	34	585	1,256
	2019	33	534	1,189	11	36	63	44	570	1,252
	2020	20	292	741	14	31	71	34	323	812
	2021	23	284	724	14	18	46	37	302	770
	2017 to 2021 average	**25**	**450**	**1,030**	**12**	**30**	**60**	**37**	**480**	**1,091**
Pedal cycle	**2014-18 average**	**3**	**241**	**670**	**4**	**53**	**99**	**6**	**294**	**770**
	2011	3	235	733	4	50	91	7	285	824
	2012	5	262	791	4	54	114	9	316	905
	2013	2	251	783	11	48	103	13	299	886
	2014	3	259	789	5	51	106	8	309	895
	2015	2	246	691	3	56	106	5	302	797
	2016	3	241	682	5	51	108	8	292	790
	2017	3	238	634	2	55	94	5	294	728
	2018	2	219	555	4	52	83	6	270	638
	2019	3	200	521	6	35	70	9	235	591
	2020	5	196	517	6	51	93	11	247	610
	2021	3	157	426	7	39	86	10	196	512
	2017 to 2021 average	**3**	**202**	**531**	**5**	**46**	**85**	**8**	**248**	**616**
Motorcycle [1]	**2014-18 average**	**5**	**183**	**370**	**25**	**225**	**336**	**30**	**408**	**706**
	2011	9	190	425	24	246	381	33	435	806
	2012	3	211	433	18	288	434	21	499	867
	2013	5	200	428	18	222	347	23	422	775
	2014	6	229	463	24	238	363	30	466	826
	2015	3	181	396	24	219	339	27	400	735
	2016	7	176	373	23	224	336	30	399	709
	2017	3	175	316	26	208	304	29	383	620
	2018	5	155	302	28	235	338	33	390	640
	2019	6	130	257	19	187	265	25	317	522
	2020	7	105	209	9	136	210	16	241	419
	2021	5	109	201	25	168	254	30	277	455
	2017 to 2021 average	**5**	**135**	**257**	**21**	**187**	**274**	**27**	**322**	**531**
Car	**2014-18 average**	**10**	**422**	**3,049**	**73**	**887**	**3,148**	**83**	**1,309**	**6,198**
	2011	12	464	3,759	77	1,066	4,018	89	1,531	7,777
	2012	12	528	3,660	61	1,071	4,005	73	1,598	7,665
	2013	14	421	3,368	75	999	3,596	89	1,419	6,964
	2014	18	432	3,343	76	938	3,443	94	1,370	6,786
	2015	9	437	3,325	66	894	3,388	75	1,330	6,713
	2016	8	456	3,332	98	966	3,365	106	1,421	6,697
	2017	7	408	2,835	57	819	2,872	64	1,227	5,707
	2018	9	378	2,412	66	819	2,673	75	1,197	5,085
	2019	6	353	2,120	69	806	2,494	75	1,159	4,614
	2020	20	214	1,372	51	406	1,404	71	620	2,776
	2021	8	261	1,270	47	448	1,635	55	709	2,905
	2017 to 2021 average	**10**	**323**	**2,002**	**58**	**660**	**2,216**	**68**	**982**	**4,217**

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: 2014-18 and 2017-2021 averages, 2011 to 2021

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Taxi	**2014-18 average**	**0**	**16**	**121**	**0**	**5**	**24**	**1**	**21**	**145**
	2011	1	23	151	-	15	47	1	38	198
	2012	-	23	129	-	9	36	-	32	165
	2013	1	20	139	-	4	13	1	23	152
	2014	1	17	142	-	4	22	1	20	164
	2015	1	15	120	-	4	17	1	19	137
	2016	-	17	129	1	7	26	1	24	155
	2017	-	18	133	-	6	31	-	25	164
	2018	-	13	83	1	4	22	1	16	105
	2019	-	19	115	-	4	24	-	23	139
	2020	-	11	55	1	1	12	1	12	67
	2021	1	8	57	-	3	10	1	11	67
	2017 to 2021 average	**0**	**14**	**89**	**0**	**4**	**20**	**1**	**17**	**108**
Minibus	**2014-18 average**	**0**	**1**	**10**	**1**	**5**	**21**	**1**	**6**	**31**
	2011	-	1	14	-	3	8	-	4	22
	2012	-	7	30	-	16	39	-	23	69
	2013	-	4	12	1	16	41	1	20	53
	2014	1	1	11	-	6	25	1	6	36
	2015	-	1	8	-	6	26	-	7	34
	2016	-	3	18	2	5	30	2	8	48
	2017	-	1	9	-	3	8	-	3	17
	2018	-	0	4	2	5	17	2	6	21
	2019	-	1	6	-	8	18	-	9	24
	2020	-	1	7	-	-	6	-	1	13
	2021	-	1	14	1	3	6	1	4	20
	2017 to 2021 average	**-**	**1**	**8**	**1**	**4**	**11**	**1**	**5**	**19**
Bus/coach	**2014-18 average**	**1**	**49**	**246**	**1**	**19**	**57**	**2**	**68**	**302**
	2011	1	80	412	-	16	93	1	97	505
	2012	1	63	335	-	23	106	1	86	441
	2013	1	60	317	1	15	77	2	75	394
	2014	1	49	257	-	8	34	1	57	291
	2015	1	49	259	-	33	73	1	82	332
	2016	-	50	227	3	25	75	3	75	302
	2017	2	49	278	-	16	79	2	65	357
	2018	-	51	208	2	11	22	2	61	230
	2019	3	29	167	-	7	32	3	36	199
	2020	-	15	55	-	5	30	-	20	85
	2021	2	23	73	-	4	6	2	27	79
	2017 to 2021 average	**1**	**33**	**156**	**0**	**9**	**34**	**2**	**42**	**190**
Light goods	**2014-18 average**	**0**	**18**	**134**	**3**	**57**	**213**	**3**	**74**	**347**
	2011	1	14	114	5	54	198	6	68	312
	2012	-	18	141	7	52	211	7	70	352
	2013	-	18	144	4	44	188	4	62	332
	2014	-	17	135	-	53	213	-	70	348
	2015	-	22	136	5	53	218	5	74	354
	2016	-	19	165	5	63	226	5	82	391
	2017	-	17	125	2	54	198	2	71	323
	2018	1	14	109	4	60	211	5	75	320
	2019	-	14	71	4	45	175	4	59	246
	2020	2	7	45	4	29	125	6	36	170
	2021	1	5	47	1	35	120	2	40	167
	2017 to 2021 average	**1**	**12**	**79**	**3**	**45**	**166**	**4**	**56**	**245**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2017-2021 averages, 2011 to 2021

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Heavy goods	**2014-18 average**	**0**	**6**	**23**	**2**	**21**	**68**	**2**	**27**	**91**
	2011	-	6	32	3	41	113	3	48	145
	2012	1	9	36	5	42	104	6	51	140
	2013	-	5	23	1	31	86	1	37	109
	2014	-	7	28	2	26	78	2	33	106
	2015	1	7	31	7	21	85	8	28	116
	2016	-	3	14	1	24	68	1	27	82
	2017	1	5	24	-	18	55	1	23	79
	2018	-	6	20	-	18	53	-	24	73
	2019	-	8	18	2	16	37	2	24	55
	2020	-	4	14	1	9	28	1	13	42
	2021	-	2	7	1	12	38	1	14	45
	2017 to 2021 average	**0**	**5**	**17**	**1**	**14**	**42**	**1**	**20**	**59**
Other	**2014-18 average**	**2**	**12**	**32**	**2**	**17**	**41**	**4**	**29**	**73**
	2011	1	23	77	1	18	54	2	41	131
	2012	-	12	64	-	28	65	-	40	129
	2013	-	9	37	-	22	56	-	30	93
	2014	2	16	40	5	24	65	7	40	105
	2015	1	9	35	1	14	34	2	23	69
	2016	3	11	32	-	12	29	3	22	61
	2017	2	11	27	2	23	48	4	34	75
	2018	1	13	26	2	12	30	3	25	56
	2019	2	9	29	-	10	34	2	19	63
	2020	-	9	29	1	10	33	1	19	62
	2021	-	18	47	1	17	36	1	35	83
	2017 to 2021 average	**1**	**12**	**32**	**1**	**14**	**36**	**2**	**26**	**68**
Total	**2014-18 average**	**50**	**1,588**	**6,132**	**123**	**1,321**	**4,075**	**174**	**2,909**	**10,207**
	2011	63	1,850	7,679	122	1,566	5,106	185	3,416	12,785
	2012	66	1,899	7,512	110	1,623	5,200	176	3,522	12,712
	2013	47	1,665	6,904	125	1,444	4,588	172	3,109	11,492
	2014	73	1,720	6,870	130	1,383	4,432	203	3,103	11,302
	2015	48	1,661	6,620	120	1,331	4,357	168	2,992	10,977
	2016	44	1,650	6,572	147	1,408	4,326	191	3,057	10,898
	2017	44	1,507	5,679	101	1,234	3,754	145	2,741	9,433
	2018	43	1,402	4,918	118	1,247	3,506	161	2,649	8,424
	2019	53	1,297	4,493	111	1,153	3,212	164	2,450	7,705
	2020	54	854	3,044	87	678	2,012	141	1,532	5,056
	2021	43	868	2,866	97	747	2,237	140	1,615	5,103
	2017 to 2021 average	**47**	**1,186**	**4,200**	**103**	**1,012**	**2,944**	**150**	**2,197**	**7,144**

2. Due to changes in the the way casualty severities are recorded, figures for serious casualties in 2019 and 2020 are not comparable with previous years

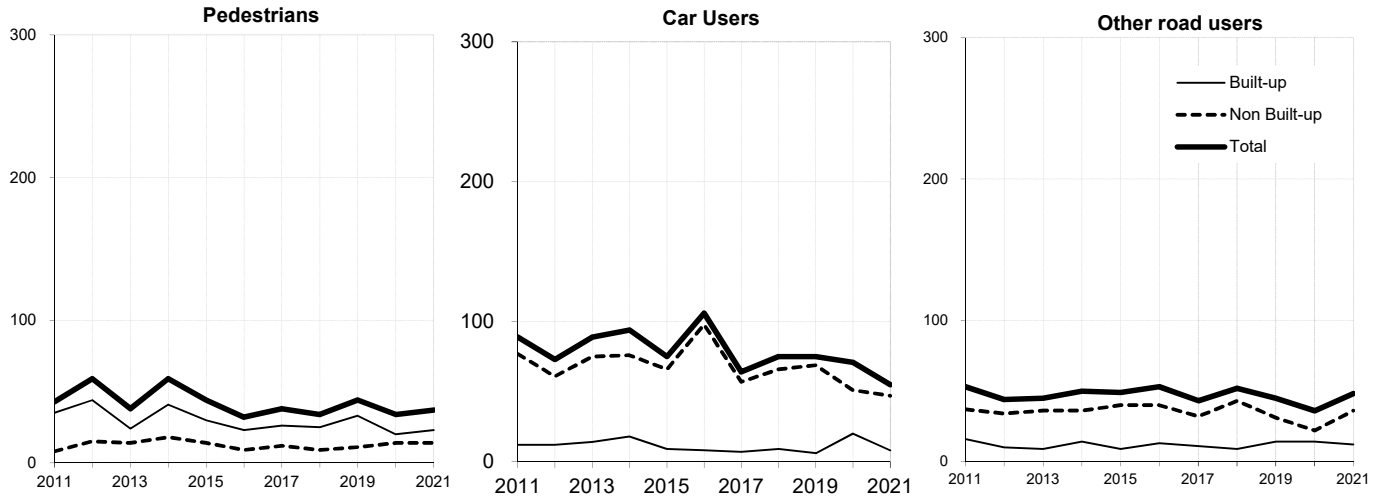
Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2017-2021 averages, 2011 to 2021

Mode of Transport	Built-up			Non built-up			Total		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(b) Change in numbers: 2021 on 2020									
Pedestrian	3	..	-17	-	..	-25	3	..	-42
Pedal cycle	-2	..	-91	1	..	-7	-1	..	-98
Motorcycle[1]	-2	..	-8	16	..	44	14	..	36
Car	-12	..	-102	-4	..	231	-16	..	129
Taxi	1	..	2	-1	..	-2	-	..	-
Minibus	-	..	7	1	..	-	1	..	7
Bus/coach	2	..	18	-	..	-24	2	..	-6
Light goods	-1	..	2	-3	..	-5	-4	..	-3
Heavy goods	-	..	-7	-	..	10	-	..	3
Other	-	..	18	-	..	3	-	..	21
Total	-11	..	-178	10	..	225	-1	..	47
(c) Per cent changes: [2]									
2021 on 2020									
Pedestrian	15	..	-2	0	..	-35	9	..	-5
Pedal cycle	*	..	-18	*	..	-8	-9	..	-16
Motorcycle(1)	*	..	-4	*	..	21	88	..	9
Car	-60	..	-7	-8	..	16	-23	..	5
Taxi	n/a	..	4	*	..	-17	*	..	0
Minibus	n/a	..	*	n/a	..	*	n/a	..	54
Bus/coach	n/a	..	33	n/a	..	-80	n/a	..	-7
Light goods	*	..	4	*	..	-4	*	..	-2
Heavy goods	n/a	..	-50	*	..	36	*	..	7
Other	n/a	..	62	*	..	9	*	..	34
Total	-20	..	-6	11	..	11	-1	..	1
2021 on 2014-18 average									
Pedestrian	-21	..	-51	13	..	-32	-11	..	-50
Pedal cycle	*	..	-36	*	..	-13	*	..	-33
Motorcycle [1]	*	..	-46	0	..	-24	1	..	-36
Car	-22	..	-58	-35	..	-48	-34	..	-53
Taxi	*	..	-53	*	..	-58	*	..	-54
Minibus	*	..	40	*	..	-72	*	..	-36
Bus/coach	*	..	-70	*	..	-89	*	..	-74
Light goods	*	..	-65	*	..	-44	*	..	-52
Heavy goods	*	..	-70	*	..	-44	*	..	-51
Other	*	..	47	*	..	-13	*	..	13
Total	-15	..	-53	-21	..	-45	-19	..	-50

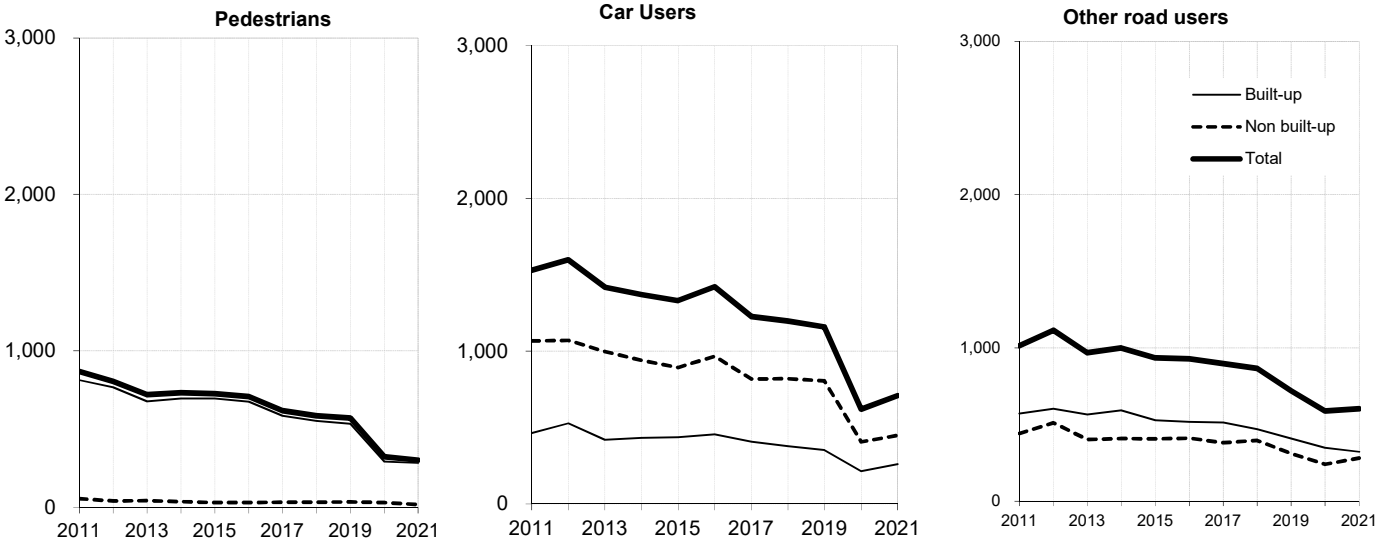
* A percentage changes is not shown if the denominator is 10 or fewer.
1. Motorcycle includes all two wheeled motor vehicles
2. Care should be taken when using per cent changes due to the small numbers involved.

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2010 to 2020

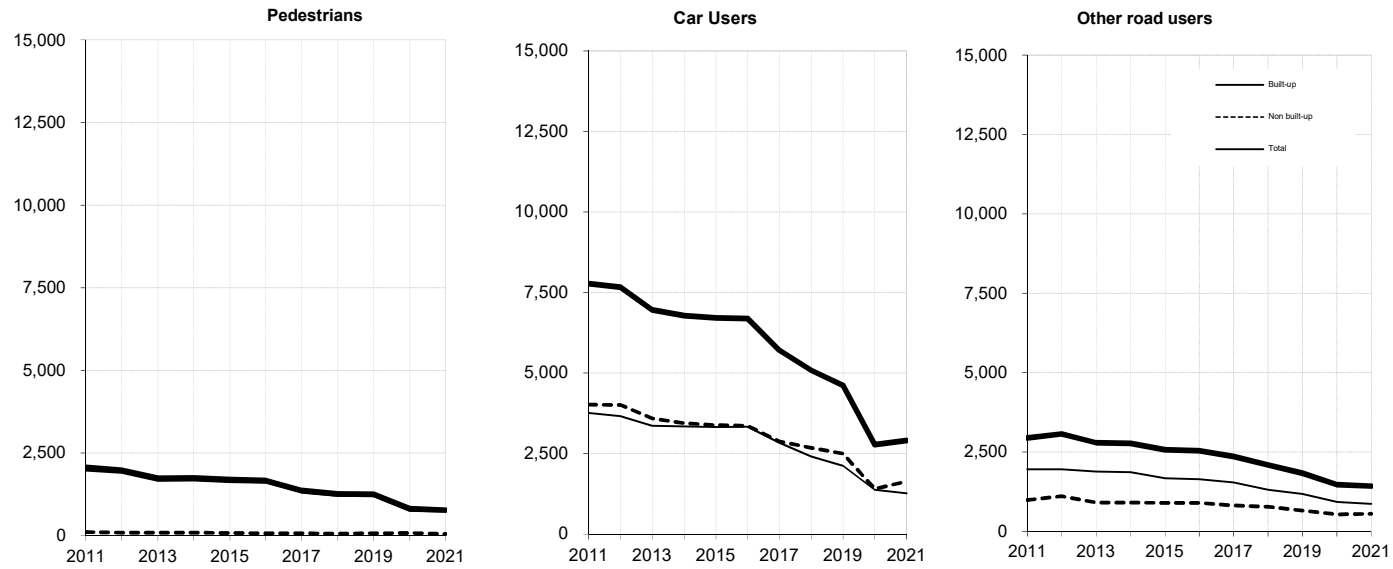
(a) Killed



(b) Adjusted serious



(c) All Severities



Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2017-2021 averages, 2011 to 2021

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(a) Numbers										
Pedestrian	**2014-18 average**	**7**	**21**	**42**	**15**	**64**	**146**	**41**	**674**	**1,543**
	2011	2	37	63	8	91	194	43	869	2,065
	2012	12	25	57	17	68	179	59	807	1,979
	2013	8	29	56	16	81	179	38	721	1,734
	2014	7	27	54	24	86	202	59	732	1,745
	2015	8	20	43	12	66	145	44	727	1,690
	2016	7	18	38	12	57	148	32	707	1,663
	2017	8	20	39	16	55	127	38	617	1,363
	2018	7	20	35	9	54	109	34	585	1,256
	2019	6	28	46	12	56	124	44	570	1,252
	2020	8	23	50	13	43	104	34	323	812
	2021	7	11	31	14	39	99	37	302	770
	2017 to 2021 average	**7**	**20**	**40**	**13**	**49**	**113**	**37**	**480**	**1,091**
Pedal cycle	**2014-18 average**	**3**	**39**	**71**	**3**	**66**	**135**	**6**	**294**	**770**
	2011	4	35	61	4	59	123	7	285	824
	2012	3	38	79	3	70	155	9	316	905
	2013	9	35	76	11	62	149	13	299	886
	2014	5	34	68	5	68	154	8	309	895
	2015	2	41	76	2	70	147	5	302	797
	2016	3	38	76	4	61	132	8	292	790
	2017	1	42	69	3	70	124	5	294	728
	2018	3	40	64	3	64	116	6	270	638
	2019	6	30	53	6	50	97	9	235	591
	2020	6	39	71	6	65	132	11	247	610
	2021	6	33	71	6	59	121	10	196	512
	2017 to 2021 average	**4**	**37**	**66**	**5**	**61**	**118**	**8**	**248**	**616**
Motorcycle [1]	**2014-18 average**	**23**	**185**	**274**	**25**	**241**	**367**	**30**	**408**	**706**
	2011	22	207	313	27	250	402	33	435	806
	2012	17	237	345	19	296	448	21	499	867
	2013	15	180	268	16	223	356	23	422	775
	2014	23	192	289	24	265	417	30	466	826
	2015	23	184	280	24	234	370	27	400	735
	2016	21	192	287	23	241	364	30	399	709
	2017	25	173	254	27	224	333	29	383	620
	2018	24	183	260	25	240	351	33	390	640
	2019	17	153	216	18	197	283	25	317	522
	2020	8	110	167	11	148	231	16	241	419
	2021	23	145	212	25	176	270	30	277	455
	2017 to 2021 average	**19**	**153**	**222**	**21**	**197**	**294**	**27**	**322**	**531**
Car	**2014-18 average**	**59**	**672**	**2,072**	**75**	**898**	**3,180**	**83**	**1,309**	**6,198**
	2011	59	826	2,778	79	1,074	4,024	89	1,531	7,777
	2012	49	821	2,715	57	1,094	4,013	73	1,598	7,665
	2013	59	774	2,480	80	1,015	3,702	89	1,419	6,964
	2014	66	716	2,257	80	919	3,397	94	1,370	6,786
	2015	51	640	2,140	68	907	3,415	75	1,330	6,713
	2016	77	751	2,242	96	990	3,412	106	1,421	6,697
	2017	47	619	1,890	59	836	2,950	64	1,227	5,707
	2018	53	632	1,832	70	841	2,724	75	1,197	5,085
	2019	57	607	1,665	68	830	2,509	75	1,159	4,614
	2020	39	321	1,003	53	431	1,473	71	620	2,776
	2021	35	320	1,042	47	470	1,658	55	709	2,905
	2017 to 2021 average	**46**	**500**	**1,486**	**59**	**682**	**2,263**	**68**	**982**	**4,217**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2017-2021 averages, 2011 to 2021

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Taxi	**2014-18 average**	**0**	**3**	**15**	**0**	**5**	**24**	**1**	**21**	**145**
	2011	-	12	24	-	15	38	1	38	198
	2012	-	6	23	-	8	35	-	32	165
	2013	-	2	5	-	3	16	1	23	152
	2014	-	3	16	-	3	20	1	20	164
	2015	-	3	8	-	5	23	1	19	137
	2016	-	3	14	1	6	24	1	24	155
	2017	-	4	23	-	6	29	-	25	164
	2018	1	3	15	1	4	22	1	16	105
	2019	-	4	12	-	6	18	-	23	139
	2020	1	1	7	1	2	8	1	12	67
	2021	-	2	7	1	2	10	1	11	67
	2017 to 2021 average	**0**	**3**	**13**	**1**	**4**	**17**	**1**	**17**	**108**
Minibus	**2014-18 average**	**1**	**4**	**15**	**1**	**5**	**20**	**1**	**6**	**31**
	2011	-	2	5	-	3	6	-	4	22
	2012	-	12	27	-	18	45	-	23	69
	2013	1	13	34	1	15	41	1	20	53
	2014	-	5	20	-	6	25	1	6	36
	2015	-	3	8	-	6	26	-	7	34
	2016	2	4	21	2	5	24	2	8	48
	2017	-	3	8	-	3	8	-	3	17
	2018	2	5	17	2	5	18	2	6	21
	2019	-	7	9	-	8	18	-	9	24
	2020	-	-	6	-	1	7	-	1	13
	2021	-	-	-	1	3	5	1	4	20
	2017 to 2021 average	**0**	**3**	**8**	**1**	**4**	**11**	**1**	**5**	**19**
Bus/coach	**2014-18 average**	**0**	**15**	**44**	**1**	**21**	**68**	**2**	**68**	**302**
	2011	-	10	52	-	14	79	1	97	505
	2012	-	22	89	-	27	122	1	86	441
	2013	1	12	56	1	18	95	2	75	394
	2014	-	4	21	-	10	41	1	57	291
	2015	-	33	69	1	39	107	1	82	332
	2016	1	15	46	3	28	76	3	75	302
	2017	-	14	69	1	19	95	2	65	357
	2018	1	8	14	2	11	21	2	61	230
	2019	-	6	26	2	14	48	3	36	199
	2020	-	-	10	-	6	33	-	20	85
	2021	-	4	5	-	5	8	2	27	79
	2017 to 2021 average	**0**	**7**	**25**	**1**	**11**	**41**	**2**	**42**	**190**
Light goods	**2014-18 average**	**2**	**44**	**137**	**3**	**57**	**215**	**3**	**74**	**347**
	2011	5	43	147	5	59	212	6	68	312
	2012	7	37	136	7	54	215	7	70	352
	2013	3	32	119	4	42	190	4	62	332
	2014	-	40	126	-	53	207	-	70	348
	2015	4	38	135	5	57	228	5	74	354
	2016	3	48	149	5	61	225	5	82	391
	2017	2	46	136	2	55	202	2	71	323
	2018	2	48	137	5	61	213	5	75	320
	2019	1	34	115	4	43	173	4	59	246
	2020	3	22	80	5	30	125	6	36	170
	2021	1	25	65	2	36	122	2	40	167
	2017 to 2021 average	**2**	**35**	**107**	**4**	**45**	**167**	**4**	**56**	**245**

Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2017-2021 averages, 2011 to 2021

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Heavy goods	**2014-18 average**	**1**	**14**	**43**	**2**	**24**	**74**	**2**	**27**	**91**
	2011	1	28	68	3	43	116	3	48	145
	2012	3	28	60	6	44	112	6	51	140
	2013	1	19	50	1	34	96	1	37	109
	2014	2	17	48	2	28	88	2	33	106
	2015	4	13	55	8	25	93	8	28	116
	2016	1	17	46	1	25	75	1	27	82
	2017	-	12	35	1	18	60	1	23	79
	2018	-	13	33	-	21	54	-	24	73
	2019	1	9	20	2	20	47	2	24	55
	2020	1	5	20	1	7	30	1	13	42
	2021	-	9	25	1	12	39	1	14	45
	2017 to 2021 average	**0**	**10**	**27**	**1**	**16**	**46**	**1**	**20**	**59**
Other	**2014-18 average**	**2**	**14**	**34**	**2**	**20**	**49**	**4**	**29**	**73**
	2011	-	15	42	2	22	64	2	41	131
	2012	-	23	50	-	29	73	-	40	129
	2013	-	16	37	-	23	63	-	30	93
	2014	4	20	51	5	26	69	7	40	105
	2015	1	13	28	1	16	43	2	23	69
	2016	-	11	24	-	15	35	3	22	61
	2017	1	19	40	2	24	53	4	34	75
	2018	2	11	26	3	19	43	3	25	56
	2019	-	8	21	1	13	38	2	19	63
	2020	1	8	28	1	12	36	1	19	62
	2021	1	11	25	1	19	41	1	35	83
	2017 to 2021 average	**1**	**11**	**28**	**2**	**17**	**42**	**2**	**26**	**68**
Total	**2014-18 average**	**99**	**1,011**	**2,746**	**128**	**1,401**	**4,277**	**174**	**2,909**	**10,207**
	2011	93	1,215	3,553	128	1,629	5,258	185	3,416	12,785
	2012	91	1,249	3,581	109	1,706	5,397	176	3,522	12,712
	2013	97	1,112	3,181	130	1,517	4,887	172	3,109	11,492
	2014	107	1,057	2,950	140	1,464	4,620	203	3,103	11,302
	2015	93	989	2,842	121	1,424	4,597	168	2,992	10,977
	2016	115	1,096	2,943	147	1,488	4,515	191	3,057	10,898
	2017	84	952	2,563	111	1,309	3,981	145	2,741	9,433
	2018	95	962	2,433	120	1,320	3,671	161	2,649	8,424
	2019	88	884	2,183	113	1,236	3,355	164	2,450	7,705
	2020	67	529	1,442	91	745	2,179	141	1,532	5,056
	2021	73	560	1,483	98	821	2,373	140	1,615	5,103
	2017 to 2021 average	**81**	**778**	**2,021**	**107**	**1,086**	**3,112**	**150**	**2,197**	**7,144**

Reported casualties by mode of transport, age-group, severity and sex
Years:2014-18 average, 2021

		2014-18 average					2021				
			All severities					All severities			
Mode of Transport	Age	Killed	Adjusted Serious	Male	Female	All[1]	Killed	Serious	Male	Female	All[1]
Pedestrian	0-4	-	17	27	13	41	1	11	19	7	26
	5-7	1	31	46	27	73	-	15	28	9	37
	8-11	1	55	79	56	135	-	31	50	33	83
	12-15	1	76	106	79	185	-	37	54	43	97
	16-19	-	43	59	47	106	3	20	21	26	47
	20-24	1	45	63	51	114	3	12	27	16	43
	25-29	1	46	61	45	106	1	15	25	18	43
	30-39	5	65	103	61	164	6	41	65	32	97
	40-49	5	64	95	58	152	6	27	53	23	76
	50-59	6	69	86	72	158	5	35	46	37	83
	60-69	7	60	64	55	119	6	22	21	34	55
	70-79	5	58	56	49	105	4	24	23	35	58
	80+	8	45	37	44	81	2	12	15	10	25
	All ages[2]	**41**	**674**	**884**	**658**	**1,543**	**37**	**302**	**447**	**323**	**770**
	Child 0-15	3	179	258	176	434	1	94	151	92	243
	Adult 16+	39	494	624	481	1,106	36	208	296	231	527
Pedal cycle	0-4	-	-	-	1	1	-	1	1	-	1
	5-7	-	4	6	3	9	-	1	2	1	3
	8-11	-	9	22	6	28	-	2	14	1	15
	12-15	-	11	28	2	30	1	13	35	5	40
	16-19	-	11	30	6	36	-	8	26	1	27
	20-24	-	18	42	18	60	-	13	36	8	44
	25-29	-	24	57	23	80	-	24	30	9	39
	30-39	1	58	133	33	166	-	34	74	22	96
	40-49	1	73	145	29	174	1	33	85	12	97
	50-59	1	59	110	21	132	1	38	72	17	89
	60-69	1	19	34	4	38	2	18	31	9	40
	70-79	1	6	9	2	11	3	10	14	3	17
	80+	-	1	2	1	3	2	1	4	-	4
	All ages[2]	**6**	**294**	**621**	**148**	**770**	**10**	**196**	**424**	**88**	**512**
	Child 0-15	-	24	56	11	68	1	17	52	7	59
	Adult 16+	6	269	563	136	700	9	179	372	81	453
Motorcycle[3]	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	4	5	1	5	-	1	1	-	1
	16-19	-	31	54	7	61	2	19	35	4	39
	20-24	3	46	80	9	89	2	18	37	4	41
	25-29	3	45	75	6	81	1	29	42	2	44
	30-39	6	62	100	11	111	4	50	70	3	73
	40-49	6	89	136	17	152	5	51	69	10	79
	50-59	8	91	129	16	145	10	68	102	8	110
	60-69	3	32	42	5	47	6	34	51	3	54
	70-79	1	6	9	1	10	-	7	11	1	12
	80+	-	1	1	1	2	-	-	2	-	2
	All ages[2]	**30**	**408**	**633**	**72**	**706**	**30**	**277**	**420**	**35**	**455**
	Child 0-15	-	4	5	1	6	-	1	1	-	1
	Adult 16+	30	403	627	71	699	30	276	419	35	454
Car/taxi driver	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	2	-	2	-	-	-	-	-
	16-19	4	70	172	134	307	4	21	64	50	114
	20-24	8	106	297	270	567	6	50	127	103	230
	25-29	7	90	262	245	507	3	41	119	110	229
	30-39	9	140	408	391	799	4	89	212	179	391
	40-49	8	132	381	379	760	7	66	162	146	308
	50-59	6	131	332	322	654	2	76	182	124	306
	60-69	6	96	199	164	362	1	43	94	78	172
	70-79	7	68	129	88	217	4	46	75	53	128
	80+	5	46	78	46	124	8	30	51	31	82
	All ages[2]	**59**	**882**	**2,261**	**2,041**	**4,304**	**39**	**462**	**1,086**	**874**	**1,960**
	Child 0-15	-	1	2	-	2	-	-	-	-	-
	Adult 16+	59	880	2,258	2,039	4,298	39	462	1,086	874	1,960

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:2014-18 average, 2021

		2014-18 average					2021				
				All severities					All severities		
Mode of Transport	Age	Killed	Adjusted serious	Male	Female	All [1]	Killed	Adjusted serious	Male	Female	All [1]
Car/taxi passenger	0-4	1	14	46	37	83	1	4	18	16	34
	5-7	-	12	33	42	76	-	8	12	24	36
	8-11	1	16	54	52	107	-	5	23	25	48
	12-15	1	20	43	61	105	1	7	26	28	54
	16-19	4	74	135	153	289	1	43	75	72	147
	20-24	4	57	120	140	259	2	36	58	92	150
	25-29	2	37	74	104	178	2	23	40	46	86
	30-39	1	48	102	143	246	1	27	52	68	120
	40-49	1	37	64	134	198	-	15	29	52	81
	50-59	2	38	48	139	187	1	30	27	64	91
	60-69	2	36	32	107	139	1	26	20	59	79
	70-79	3	35	24	90	114	5	24	10	46	56
	80+	4	21	13	41	53	2	10	5	24	29
	All ages [2]	**25**	**448**	**792**	**1,245**	**2,039**	**17**	**258**	**396**	**616**	**1,012**
	Child 0-15	2	62	177	193	370	2	24	79	93	172
	Adult 16+	23	384	613	1,050	1,663	15	234	316	523	839
Bus/coach/minibus	0-4	-	1	6	5	12	-	2	1	3	4
	5-7	-	-	1	2	3	-	1	1	-	1
	8-11	-	-	2	3	5	-	-	1	2	3
	12-15	-	3	8	12	20	1	-	1	1	2
	16-19	-	2	6	10	16	-	2	2	1	3
	20-24	-	2	4	7	11	-	-	2	2	4
	25-29	-	3	8	8	16	-	1	4	2	6
	30-39	-	5	15	15	31	-	1	4	-	4
	40-49	-	6	20	17	36	-	4	6	5	11
	50-59	-	10	22	23	46	-	4	10	11	21
	60-69	-	16	22	34	56	1	4	4	9	13
	70-79	-	12	12	28	39	1	6	5	12	17
	80+	1	14	11	31	42	-	6	4	6	10
	All ages [2]	**3**	**74**	**138**	**195**	**334**	**3**	**31**	**45**	**54**	**99**
	Child 0-15	-	5	18	22	40	1	3	4	6	10
	Adult 16+	3	69	120	172	293	2	28	41	48	89
Goods vehicles	0-4	-	1	1	1	3	-	-	1	-	1
	5-7	-	1	1	1	3	-	-	-	1	1
	8-11	-	1	1	1	2	-	-	1	-	1
	12-15	-	-	1	1	2	-	-	-	-	-
	16-19	-	3	12	1	13	-	3	6	-	6
	20-24	-	7	32	5	37	-	4	18	1	19
	25-29	-	13	54	7	60	-	7	31	1	32
	30-39	1	18	88	7	95	-	13	47	3	50
	40-49	3	25	93	11	104	1	10	33	4	37
	50-59	1	20	73	7	80	1	13	40	6	46
	60-69	1	10	28	4	32	1	3	16	-	16
	70-79	-	3	5	1	6	-	1	1	2	3
	80+	-	-	-	1	1	-	-	-	-	-
	All ages [2]	**6**	**101**	**390**	**48**	**438**	**3**	**54**	**194**	**18**	**212**
	Child 0-15	-	2	5	3	9	-	-	2	1	3
	Adult 16+	6	99	385	44	429	3	54	192	17	209
All users [4]	0-4	1	34	81	57	140	2	18	40	26	66
	5-7	1	47	89	75	164	-	25	43	35	78
	8-11	2	82	159	118	277	-	39	91	63	154
	12-15	2	115	194	156	350	3	58	119	77	196
	16-19	9	236	472	361	833	10	118	234	154	388
	20-24	17	284	643	500	1,143	13	135	314	227	541
	25-29	13	259	594	440	1,034	7	142	293	189	482
	30-39	22	401	962	664	1,627	15	264	546	309	855
	40-49	25	430	944	645	1,589	20	210	444	255	699
	50-59	25	424	811	604	1,415	20	269	489	270	759
	60-69	20	272	426	375	800	18	155	242	193	435
	70-79	17	190	249	259	508	18	121	141	154	295
	80+	18	130	145	164	309	14	61	83	71	154
	All ages [2]	**174**	**2,908**	**5,776**	**4,424**	**10,207**	**140**	**1,615**	**3,080**	**2,023**	**5,103**
	Child 0-15	6	278	522	406	931	5	140	293	201	494
	Adult 16+	168	2,627	5,245	4,011	9,258	135	1,475	2,786	1,822	4,608

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: 2014-18, 2017-2021 averages, 2017-2021

		Child (0-15)			Adult		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Pedestrian	**2014-18 average**	**2.6**	**179.4**	**434.4**	**38.8**	**493.5**	**1,106**
	2017	2	174.6	401	36	441.4	960
	2018	2	151.9	334	32	432.8	918
	2019	2	149.5	332	42	419.5	916
	2020	3	80	226	31	243	586
	2021	1	94	243	36	208	527
	2017-21 average	**2**	**130**	**307.2**	**35.4**	**348.9**	**781**
	% ch on 14-18 av: 2021	*-62*	*-48*	*-44*	*-7*	*-58*	*-52*
	% ch on 14-18 av: 1721	*-23*	*-28*	*-29*	*-9*	*-29*	*-29*
Pedal cycle	**2014-18 average**	**0.4**	**24.1**	**67.6**	**6**	**268.9**	**699.6**
	2017	0	22.5	67	5	269.8	657
	2018	0	26.2	64	6	243.3	571
	2019	0	30.8	74	9	203.5	515
	2020	1	24	60	10	223	550
	2021	1	17	59	9	179	453
	2017-21 average	**0.4**	**24.1**	**64.8**	**7.8**	**223.7**	**549**
	% ch on 14-18 av: 2021	*150*	*-29*	*-13*	*50*	*-33*	*-35*
	% ch on 14-18 av: 1721	*0*	*0*	*-4*	*30*	*-17*	*-21*
Car	**2014-18 average**	**2.2**	**62**	**365**	**80.6**	**1,245**	**5,823**
	2017	0	57.1	328	64	1,167	5,367
	2018	0	57.4	316	75	1,137	4,754
	2019	0	56.5	306	75	1101.3	4,302
	2020	2	30	181	69	590	2,595
	2021	2	24	171	53	685	2,733
	2017-21 average	**0.8**	**45**	**260.4**	**67.2**	**936.2**	**3,950**
	% ch on 14-18 av: 2021	*-9*	*-61*	*-53*	*-34*	*-45*	*-53*
	% ch on 14-18 av: 1721	*-64*	*-27*	*-29*	*-17*	*-25*	*-32*
Other	**2014-18 average**	**0.4**	**12.3**	**63.6**	**42.6**	**619.3**	**1,629**
	2017	0	18.2	104	38	583.9	1,526
	2018	1	5.6	40	45	589.9	1,400
	2019	0	6.5	57	36	479.2	1,189
	2020	0	10	26	25	332	832
	2021	1	5	21	37	403	895
	2017-21 average	**0.4**	**9.1**	**49.6**	**36.2**	**477.6**	**1,168**
	% ch on 14-18 av: 2021	*150*	*-59*	*-67*	*-13*	*-35*	*-45*
	% ch on 14-18 av: 1721	*0*	*-26*	*-22*	*-15*	*-23*	*-28*
All road users	**2014-18 average**	**5.6**	**277.8**	**931**	**168**	**2,627**	**9,258**
	2017	2	272.5	900	143	2,462	8,510
	2018	3	241.1	754	158	2,403	7,643
	2019	2	243.3	769	162	2,204	6,922
	2020	6	144	493	135	1388	4,563
	2021	5	140	494	135	1,475	4,608
	2017-21 average	**3.6**	**208.2**	**682**	**146.6**	**1986.4**	**6,449**
	% ch on 14-18 av: 2021	*-11*	*-50*	*-47*	*-20*	*-44*	*-50*
	% ch on 14-18 av: 1721	*-36*	*-25*	*-27*	*-13*	*-24*	*-30*

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: 2014-18, 2017-2021 averages, 2017-2021

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Motorcycle	**2014-18 average**	**27.6**	**384.7**	**665.8**	**2.2**	**23.1**	**40.2**
	2017	26	361.9	589	3	21	31
	2018	30	374.9	612	3	15.1	28
	2019	25	307.3	503	0	9.5	19
	2020	15	229	395	1	12	24
	2021	29	267	439	1	10	16
	2017-21 average	**25**	**308**	**507.6**	**1.6**	**13.5**	**23.6**
Car	**2014-18 average**	**58.2**	**872.6**	**4,239**	**24.6**	**436.5**	**1,959**
	2017	49	815.7	3,890	15	411.1	1,817
	2018	52	788.4	3,468	23	409	1,617
	2019	56	746.5	3069	19	412.4	1,545
	2020	50	420	1,849	21	200	927
	2021	38	456	1,932	17	253	973
	2017-21 average	**49**	**645.3**	**2,842**	**19**	**337.1**	**1,376**
Taxi	**2014-18 average**	**0.6**	**9.5**	**65.2**	**0.2**	**11.3**	**79.8**
	2017	0	11.4	78	0	13.1	86
	2018	1	8	46	0	8.2	59
	2019	0	15.1	65	0	8.2	74
	2020	0	6	33	1	6	34
	2021	1	6	28	0	5	39
	2017-21 average	**0.4**	**9.3**	**50**	**0.2**	**8.1**	**58.4**
Minibus	**2014-18 average**	**0.4**	**1.7**	**10.4**	**0.6**	**4.3**	**20.8**
	2017	0	0.2	2	0	3.1	15
	2018	0	1.9	8	2	3.7	13
	2019	0	4.2	9	0	4.6	15
	2020	0	0	5	0	1	8
	2021	0	0	4	1	4	16
	2017-21 average	**0**	**1.3**	**5.6**	**0.6**	**3.3**	**13.4**
Bus/coach	**2014-18 average**	**0.2**	**6**	**27.2**	**1.6**	**62**	**275.2**
	2017	1	3.6	25	1	61.5	332
	2018	0	6.8	18	2	54.4	212
	2019	1	4	27	2	32.1	172
	2020	0	2	11	0	18	74
	2021	0	1	6	2	26	73
	2017-21 average	**0.4**	**3.5**	**17.4**	**1.4**	**38.4**	**172.6**
Light goods	**2014-18 average**	**2.8**	**56.3**	**262.4**	**0.6**	**17.9**	**84.8**
	2017	2	50.8	235	0	20.4	88
	2018	3	58.9	248	2	15.7	72
	2019	2	39.5	176	2	19.2	70
	2020	5	26	123	1	10	47
	2021	2	27	127	0	13	40
	2017-21 average	**2.8**	**40.4**	**181.8**	**1**	**15.7**	**63.4**
Heavy goods	**2014-18 average**	**2.2**	**22.3**	**73.2**	**0.2**	**4.8**	**18**
	2017	1	19.3	65	0	3.4	14
	2018	0	20.9	58	0	3.3	15
	2019	2	22.2	50	0	1.4	5
	2020	1	13	36	0	0	6
	2021	1	13	41	0	1	4
	2017-21 average	**1**	**17.7**	**50**	**0**	**1.8**	**8.8**
Other	**2014-18 average**	**3.6**	**21.3**	**55**	**0.2**	**7.2**	**18.2**
	2017	4	25.5	57	0	8.2	18
	2018	2	17.3	39	1	7.2	17
	2019	2	15.7	51	0	3.1	12
	2020	1	14	49	0	5	13
	2021	1	31	73	0	4	10
	2017-21 average	**2**	**20.7**	**53.8**	**0.2**	**5.5**	**14**
All modes of transport	**2014-18 average**	**95.6**	**1374.3**	**5,398**	**30.2**	**567**	**2,496**
	2017	83	1288.5	4,941	19	541.8	2,401
	2018	88	1277	4,497	33	516.7	2,033
	2019	88	1154.5	3,950	23	490.4	1,912
	2020	72	710	2,501	24	252	1,133
	2021	72	801	2,650	21	316	1,171
	2017-21 average	**80.6**	**1046.2**	**3,708**	**24**	**423.4**	**1,730**

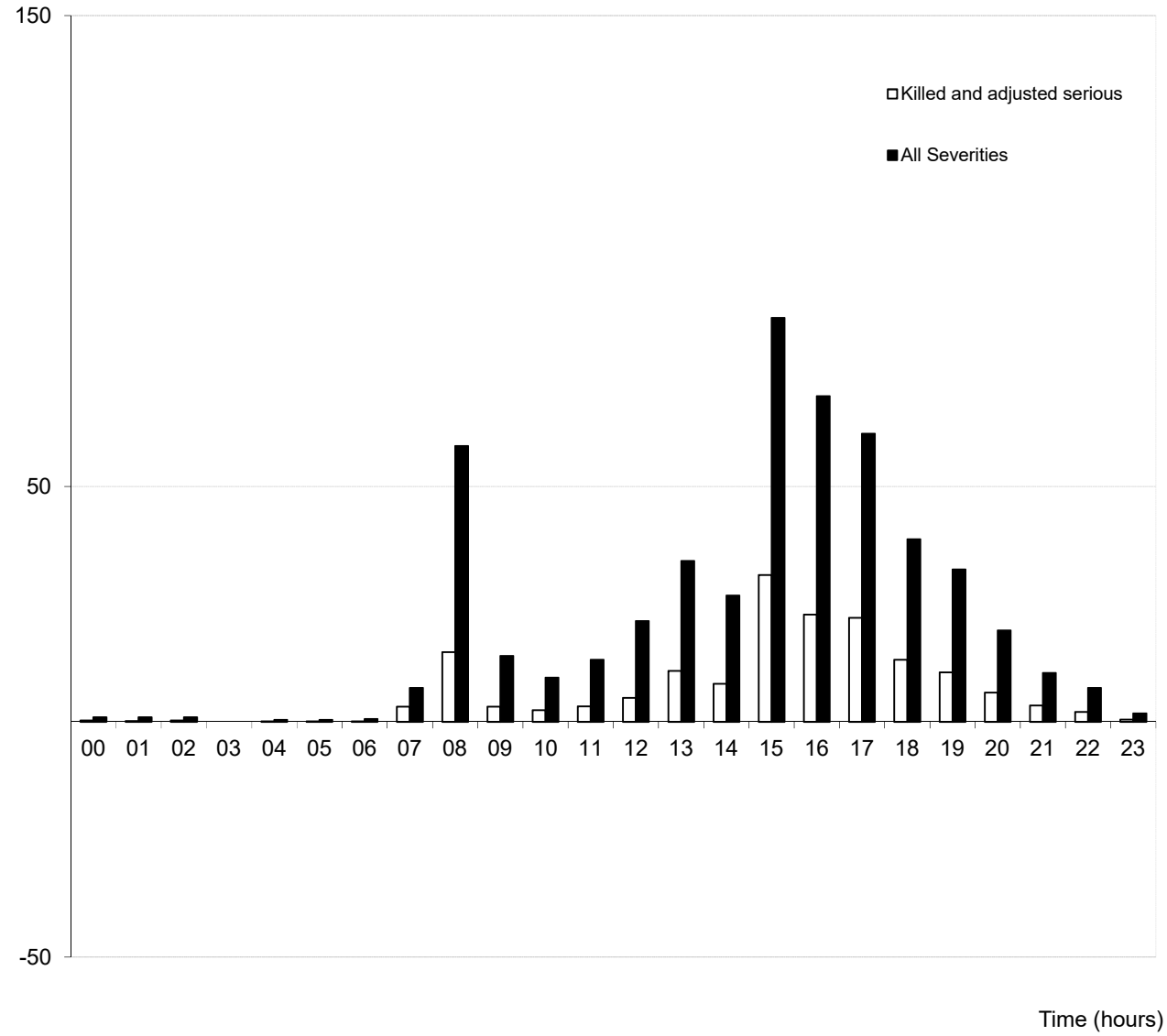
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2017-2021 average

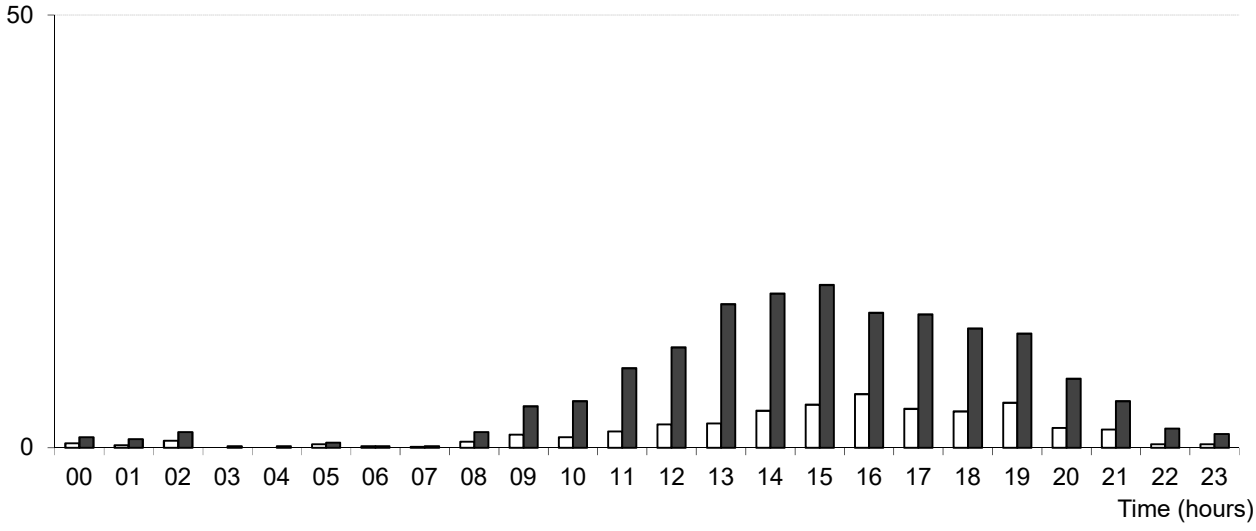
Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	-	-	-	1	-	-	-	-	-	-	1
01.00 to 01.59	-	-	-	1	-	-	-	0	-	-	1
02.00 to 02.59	-	-	-	1	-	-	-	-	0	-	1
03.00 to 03.59	-	-	-	-	-	-	-	-	-	-	-
04.00 to 04.59	-	-	-	-	-	-	-	0	-	-	0
05.00 to 05.59	-	-	-	0	-	-	-	0	-	-	0
06.00 to 06.59	-	0	-	0	-	-	-	-	-	-	1
07.00 to 07.59	3	1	-	3	-	-	0	0	-	-	7
08.00 to 08.59	28	5	-	11	0	0	13	0	-	0	59
09.00 to 09.59	7	0	-	6	-	-	0	0	-	-	14
10.00 to 10.59	4	-	-	5	-	-	0	0	-	-	9
11.00 to 11.59	3	-	0	10	0	-	1	-	-	-	13
12.00 to 12.59	11	2	-	7	-	-	2	-	-	-	21
13.00 to 13.59	18	2	0	11	2	-	-	-	-	0	34
14.00 to 14.59	11	3	0	10	0	-	2	0	-	-	27
15.00 to 15.59	53	8	0	20	0	1	2	0	-	0	86
16.00 to 16.59	37	7	0	22	1	1	1	1	-	0	69
17.00 to 17.59	30	8	-	20	0	-	1	0	-	0	61
18.00 to 18.59	19	4	0	13	1	-	0	1	0	-	39
19.00 to 19.59	15	3	0	14	-	-	0	0	-	-	32
20.00 to 20.59	8	3	0	8	-	-	0	0	-	-	19
21.00 to 21.59	3	1	1	5	-	-	-	-	-	-	10
22.00 to 22.59	1	1	-	4	-	-	-	-	-	0	7
23.00 to 23.59	0	0	-	1	-	0	-	-	-	-	2
Total	**252**	**50**	**3**	**174**	**5**	**3**	**23**	**4**	**0**	**1**	**515**
Total for Weekends											
00.00 to 00.59	0	-	-	1	-	-	-	0	-	-	1
01.00 to 01.59	0	-	-	1	-	-	-	-	-	-	1
02.00 to 02.59	0	-	-	1	-	-	-	-	-	0	2
03.00 to 03.59	0	-	-	-	-	-	-	-	-	-	0
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	-	0	-	-	-	-	-	-	-	-	0
07.00 to 07.59	-	-	-	-	-	-	-	-	0	-	0
08.00 to 08.59	-	0	-	2	-	-	-	-	-	-	2
09.00 to 09.59	1	0	-	3	-	-	-	-	-	-	5
10.00 to 10.59	1	-	-	4	-	-	0	0	-	-	5
11.00 to 11.59	2	1	-	6	-	-	0	0	-	-	9
12.00 to 12.59	4	1	-	6	-	0	-	-	-	1	12
13.00 to 13.59	5	1	0	10	0	-	0	-	-	0	17
14.00 to 14.59	5	2	0	10	-	0	1	-	-	-	18
15.00 to 15.59	6	3	-	9	-	-	1	-	-	0	19
16.00 to 16.59	5	1	-	9	-	-	-	0	-	0	16
17.00 to 17.59	6	2	-	7	-	0	0	0	-	-	15
18.00 to 18.59	6	2	-	6	0	-	0	-	-	-	14
19.00 to 19.59	7	1	-	5	0	-	1	-	-	-	13
20.00 to 20.59	3	1	0	3	-	-	0	-	-	-	8
21.00 to 21.59	2	0	-	2	1	-	-	-	-	-	5
22.00 to 22.59	1	0	-	1	-	-	0	-	-	-	2
23.00 to 23.59	1	-	-	1	-	-	-	-	-	-	2
Total	**55**	**15**	**1**	**87**	**2**	**1**	**4**	**1**	**0**	**2**	**167**

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: 2017 - 2021 average



Total for Weekends

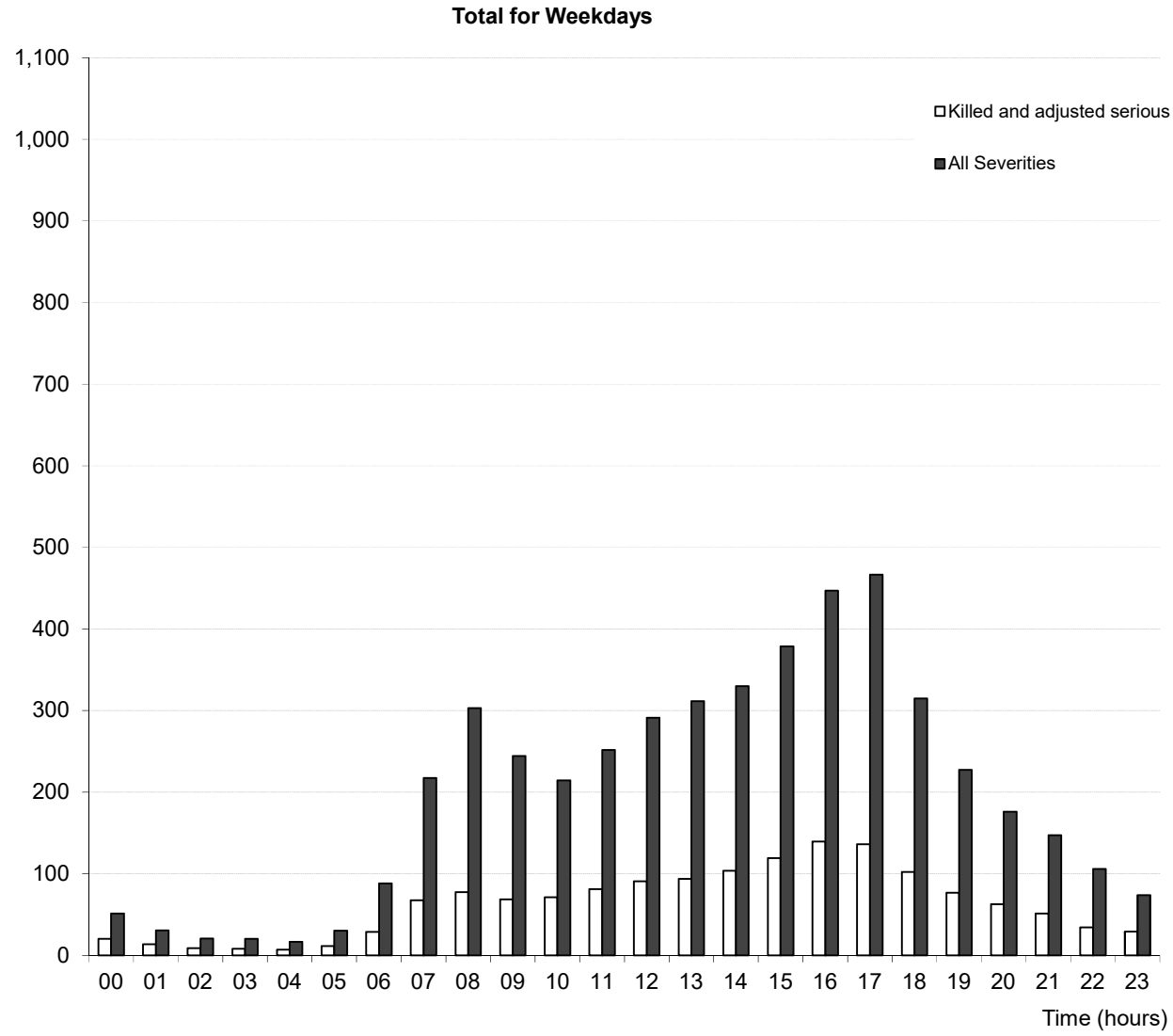


Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2017-2021 average

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	7	3	2	35	1	0	0	2	1	-	51
01.00 to 01.59	3	1	0	25	1	-	-	0	-	0	31
02.00 to 02.59	3	0	-	15	0	-	-	1	1	-	21
03.00 to 03.59	1	-	0	16	1	-	-	1	1	1	20
04.00 to 04.59	2	0	1	11	1	-	0	1	1	0	17
05.00 to 05.59	2	3	2	18	1	-	1	3	1	0	30
06.00 to 06.59	7	12	6	49	1	-	1	10	1	2	88
07.00 to 07.59	20	28	20	118	2	-	4	17	6	2	217
08.00 to 08.59	32	38	17	173	4	0	11	19	6	4	303
09.00 to 09.59	32	23	13	139	3	1	6	16	5	6	244
10.00 to 10.59	27	19	16	122	2	1	7	13	3	4	214
11.00 to 11.59	35	20	19	147	4	1	10	9	4	3	252
12.00 to 12.59	37	26	20	166	4	1	15	15	4	3	291
13.00 to 13.59	41	24	23	189	5	1	7	15	3	3	312
14.00 to 14.59	39	26	26	203	5	1	8	13	5	3	330
15.00 to 15.59	46	29	26	231	4	2	15	19	3	3	379
16.00 to 16.59	60	37	40	271	3	1	15	13	2	5	447
17.00 to 17.59	59	52	43	276	4	1	11	16	2	4	467
18.00 to 18.59	42	34	27	187	4	-	6	11	2	2	315
19.00 to 19.59	33	26	17	135	4	2	3	5	0	2	227
20.00 to 20.59	20	15	12	123	2	-	1	2	0	1	176
21.00 to 21.59	19	8	9	102	3	-	1	3	1	1	147
22.00 to 22.59	13	6	5	74	4	-	1	3	0	0	106
23.00 to 23.59	8	3	3	53	4	1	1	1	0	1	74
Total	**586**	**433**	**349**	**2,878**	**68**	**13**	**126**	**205**	**51**	**51**	**4,761**
Total for Weekends											
00.00 to 00.59	13	0	1	33	3	-	0	2	-	0	52
01.00 to 01.59	10	1	1	21	3	1	-	1	-	-	38
02.00 to 02.59	5	0	0	21	1	0	-	0	0	0	29
03.00 to 03.59	5	0	1	16	1	-	-	1	-	-	25
04.00 to 04.59	1	1	0	13	1	-	-	0	-	0	17
05.00 to 05.59	1	1	1	11	1	-	0	1	0	-	16
06.00 to 06.59	1	1	1	13	-	-	-	1	0	-	18
07.00 to 07.59	2	3	2	22	0	-	1	2	0	-	33
08.00 to 08.59	3	3	3	23	-	-	0	1	0	0	35
09.00 to 09.59	4	9	5	36	1	0	1	2	1	1	59
10.00 to 10.59	7	10	9	45	1	-	3	1	0	1	76
11.00 to 11.59	9	12	15	58	1	-	4	2	1	0	101
12.00 to 12.59	11	13	23	81	2	1	3	2	0	0	135
13.00 to 13.59	10	9	16	82	2	0	3	1	0	1	125
14.00 to 14.59	9	9	21	90	1	0	3	3	0	2	139
15.00 to 15.59	12	7	18	73	2	-	2	1	1	1	118
16.00 to 16.59	12	7	18	80	1	-	3	2	-	1	124
17.00 to 17.59	15	7	15	74	1	0	2	3	-	0	117
18.00 to 18.59	14	5	8	65	2	0	2	1	-	1	98
19.00 to 19.59	12	6	6	64	2	-	7	1	1	1	99
20.00 to 20.59	14	4	4	49	1	-	1	0	-	1	75
21.00 to 21.59	9	3	3	46	3	-	0	2	-	1	66
22.00 to 22.59	9	2	3	33	2	-	0	2	-	-	51
23.00 to 23.59	8	2	2	25	2	-	0	1	1	0	41
Total	**195**	**116**	**177**	**1,072**	**34**	**3**	**37**	**34**	**7**	**13**	**1,689**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2017 - 2021 average



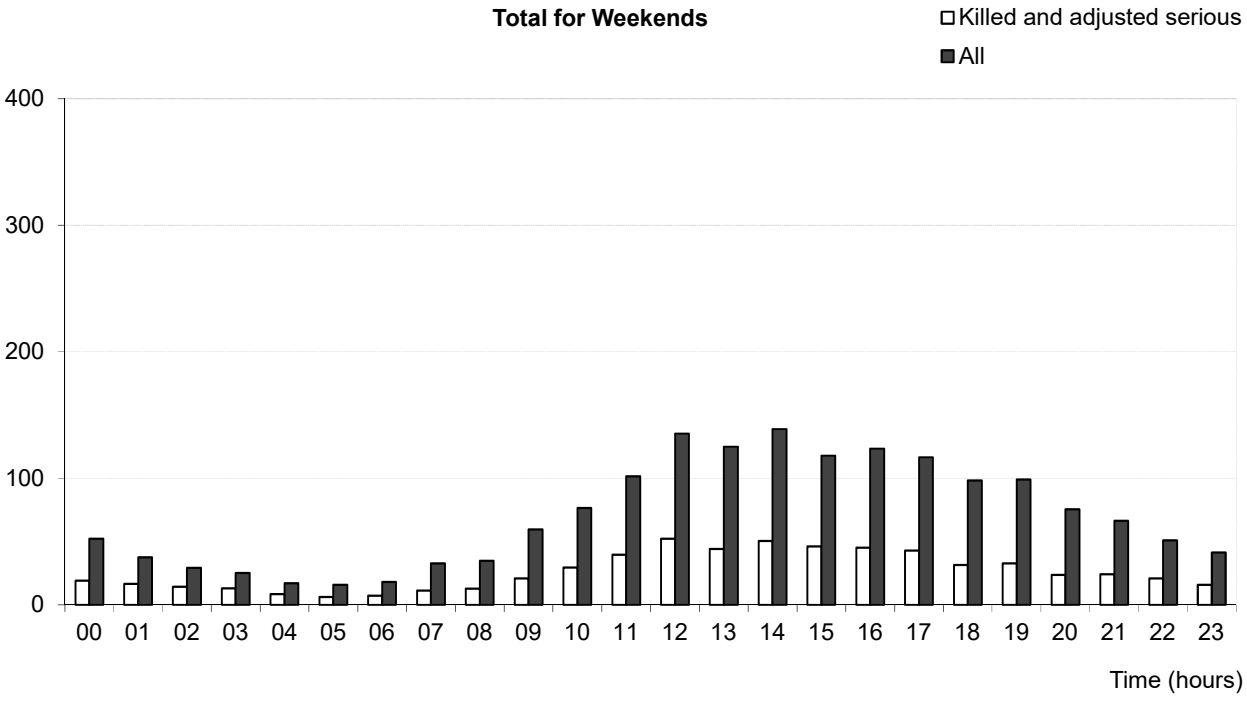


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2017 to 2021 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	25	2	0	21	1	0	2	0	-	1	54
	February	23	3	-	22	0	0	9	0	-	0	58
	March	27	3	1	15	0	1	1	0	-	0	48
	April	21	3	0	23	-	-	2	1	0	0	51
	May	23	8	1	20	-	-	1	1	-	-	53
	June	30	9	-	20	0	-	2	1	-	-	61
	July	16	10	1	27	0	1	1	-	0	1	57
	August	27	10	0	32	0	0	5	0	-	0	75
	September	32	7	0	20	1	0	0	1	-	0	62
	October	30	5	0	20	-	-	3	-	0	-	58
	November	29	3	-	21	1	-	1	0	-	-	54
	December	21	1	-	15	2	0	1	0	-	-	41
	Year Total	303	64	4	257	6	3	27	6	1	3	673
Adult	January	79	34	21	346	8	1	12	22	5	5	534
	February	69	39	25	336	9	2	15	25	6	5	532
	March	61	33	28	299	9	3	15	21	6	6	481
	April	47	42	43	277	8	2	13	18	4	2	457
	May	47	51	62	310	6	0	13	16	4	3	512
	June	48	56	71	310	8	1	14	17	3	7	535
	July	45	55	62	330	9	2	17	18	5	7	550
	August	62	59	67	351	9	1	16	21	4	5	594
	September	59	52	58	322	10	1	10	20	4	6	542
	October	69	48	37	339	7	0	15	20	6	7	547
	November	94	45	27	356	8	3	9	18	5	5	569
	December	91	27	17	318	8	1	13	20	5	6	505
	Year Total	770	541	518	3,894	100	15	161	236	57	64	6,357
Total	January	105	37	21	368	10	1	14	23	5	6	589
	February	92	42	25	358	10	2	24	26	6	5	590
	March	88	37	28	314	10	4	16	21	6	6	529
	April	69	45	44	301	8	2	15	19	5	3	509
	May	70	59	63	331	7	0	13	17	4	3	567
	June	78	65	71	331	8	1	15	18	3	7	598
	July	62	66	63	358	9	3	18	18	5	8	609
	August	88	69	68	383	9	1	21	21	4	5	669
	September	91	59	59	343	11	1	11	21	4	7	606
	October	98	53	37	359	7	0	18	20	6	7	605
	November	122	48	27	377	9	3	10	18	5	5	625
	December	113	28	17	334	9	1	14	21	5	6	547
	Year Total	1075	607	523	4,157	107	19	188	242	58	67	7,043

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: 2017 to 2021 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/coach	Light goods	Heavy goods	Other	Total
Child (0-15)	Monday	49	11	0	34	2	-	2	0	0	0	98
	Tuesday	48	8	1	32	0	0	3	0	-	0	93
	Wednesday	50	9	1	33	1	1	5	1	-	0	101
	Thursday	49	10	1	31	2	1	9	1	-	-	104
	Friday	56	12	0	45	1	0	3	1	-	0	118
	Saturday	31	9	0	46	1	1	1	1	-	1	93
	Sunday	24	6	0	41	0	-	2	0	0	0	74
	Total	307	65	4	260	7	3	27	6	1	3	682
Adult	Monday	105	76	64	559	12	2	21	43	12	8	900
	Tuesday	107	93	64	543	13	3	25	46	12	11	918
	Wednesday	114	90	68	561	13	2	24	35	10	10	927
	Thursday	122	92	75	550	14	4	24	43	9	9	943
	Friday	138	82	78	665	16	1	33	39	8	13	1,072
	Saturday	112	68	84	573	19	1	23	17	4	6	908
	Sunday	83	48	94	499	15	2	14	17	3	7	780
	Total	781	549	526	3,950	101	16	163	239	58	65	6,449
Total (1)	Monday	154	87	64	594	14	2	22	43	12	8	1,001
	Tuesday	156	101	65	576	13	3	28	47	12	11	1,013
	Wednesday	165	99	69	594	13	2	30	36	10	11	1,030
	Thursday	172	103	76	582	16	6	33	44	9	9	1,049
	Friday	193	94	79	711	17	2	36	40	8	14	1,193
	Saturday	144	77	84	620	20	2	25	18	4	7	1,002
	Sunday	106	54	94	541	16	2	16	17	3	8	857
	Total	1,091	616	531	4,217	108	19	190	245	59	68	7,144

(1) Includes those whose ages were not known

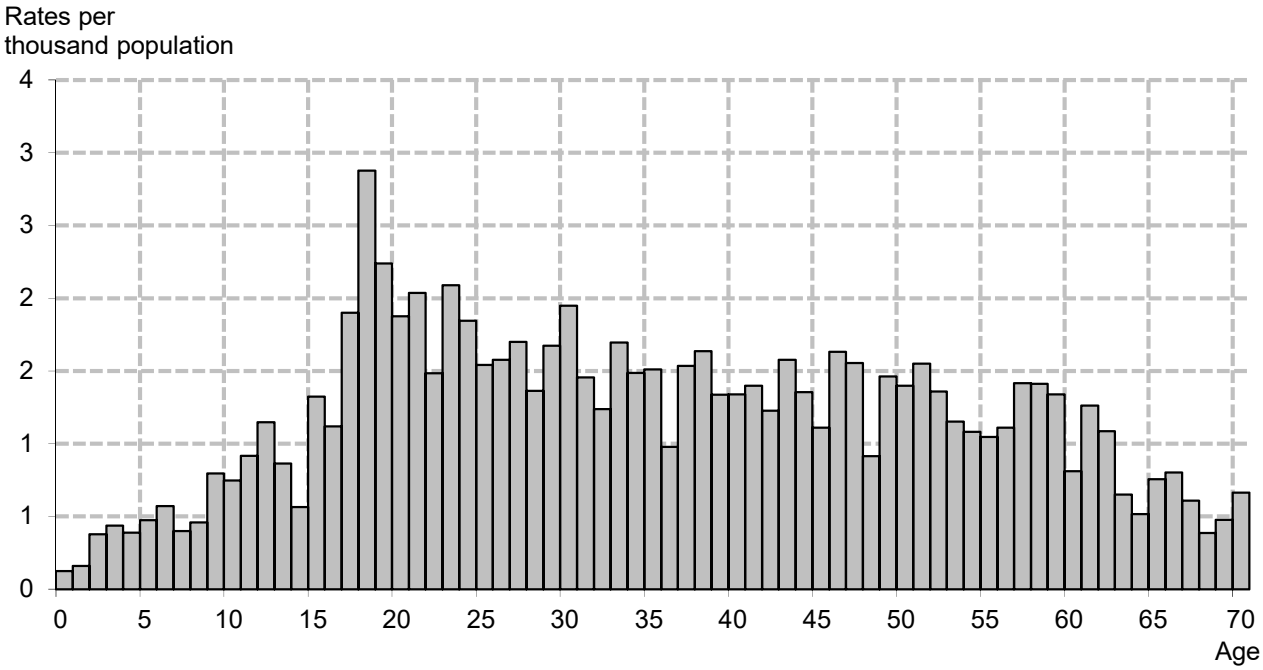
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2014-18 and 2017-2021 averages, 2017 to 2021

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*
2014-18 average	**285.8**	**409.6**	**219.8**	**453.2**	**521.9**	**681.9**	**728.4**	**775.2**	**632.2**	**689.5**	**5,397.6**
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
2019	271.7	421.3	228.4	430.7	525.3	722.0	680.9	794.2	644.1	744.7	5,463.3
2020	263.8	418.8	234.1	423.8	520.3	729.7	674.3	792.5	653.0	755.6	5,466.0
2021	255.4	416.5	239.5	417.0	511.6	743.3	670.8	791.2	666.1	768.4	5,479.9
2017-2021. average	**270.0**	**418.7**	**228.7**	**430.9**	**522.7**	**719.7**	**685.6**	**791.0**	**646.8**	**740.4**	**5,454.4**
Casualties											*number*
2014-18 average	**140**	**441**	**350**	**1,535**	**1,474**	**1,627**	**1,589**	**1,415**	**800**	**817**	**10,207**
2017	136	397	367	1,398	1,402	1,451	1,429	1,333	735	762	9,433
2018	125	348	281	1,100	1,180	1,415	1,219	1,212	747	770	8,424
2019	125	354	290	1,007	1,040	1,249	1,023	1,164	670	768	7,705
2020	85	226	182	732	771	887	688	723	403	359	5,056
2021	66	232	196	705	706	855	699	759	435	449	5,103
2017-2021. average	**107**	**311**	**263**	**988**	**1,020**	**1,171**	**1,012**	**1,038**	**598**	**622**	**7,144**
2021 Male	40	134	119	408	433	546	444	489	242	224	3,080
2021 Female	26	98	77	297	273	309	255	270	193	225	2,023
Casualty rates											*rates per thousand population*
2014-18 average	**0.49**	**1.08**	**1.59**	**3.39**	**2.82**	**2.39**	**2.18**	**1.83**	**1.27**	**1.18**	**1.89**
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	1.26	2.52	2.24	2	1.76	1.53	1.17	1.06	1.55
2019	0.46	0.84	1.27	2.34	1.98	1.73	1.5	1.47	1.04	1.03	1.41
2020	0.32	0.54	0.78	1.73	1.48	1.22	1.02	0.91	0.62	0.48	0.92
2021	0.26	0.56	0.82	1.69	1.38	1.15	1.04	0.96	0.65	0.58	0.93
2017-2021. average	**0.4**	**0.74**	**1.15**	**2.29**	**1.95**	**1.63**	**1.48**	**1.31**	**0.92**	**0.84**	**1.31**
Male											
2014-18 average	**1.03**	**2.65**	**4.13**	**8.89**	**5.15**	**5.18**	**4.25**	**2.44**	**1.69**	**1.58**	**3.70**
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	1.31	2.74	2.6	2.48	2.19	1.89	1.30	1.21	1.83
2019	0.43	0.97	1.33	2.59	2.17	2.11	1.85	1.77	1.18	1.12	1.63
2020	0.31	0.56	0.94	2.05	1.78	1.6	1.3	1.2	0.78	0.62	1.16
2021	0.30	0.63	0.97	1.92	1.68	1.49	1.35	1.28	0.75	0.66	1.15
2017-2021. average	0.43	0.84	1.28	2.57	2.24	2.03	1.83	1.62	1.06	0.95	1.55
Female											
2014-18 average	**0.78**	**1.80**	**3.50**	**6.22**	**3.58**	**3.52**	**2.82**	**1.95**	**1.57**	**1.58**	**2.66**
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	0.69	1.21	2.28	1.88	1.53	1.36	1.2	1.05	0.95	1.28
2019	0.46	0.71	1.2	2.07	1.79	1.37	1.17	1.18	0.91	0.96	1.2
2020	0.34	0.51	0.61	1.39	1.18	0.84	0.75	0.65	0.47	0.36	0.7
2021	0.21	0.48	0.66	1.45	1.08	0.82	0.74	0.66	0.56	0.52	0.72
2017-2021. average	**0.35**	**0.64**	**1.02**	**2.01**	**1.66**	**1.24**	**1.14**	**1.03**	**0.80**	**0.76**	**1.08**

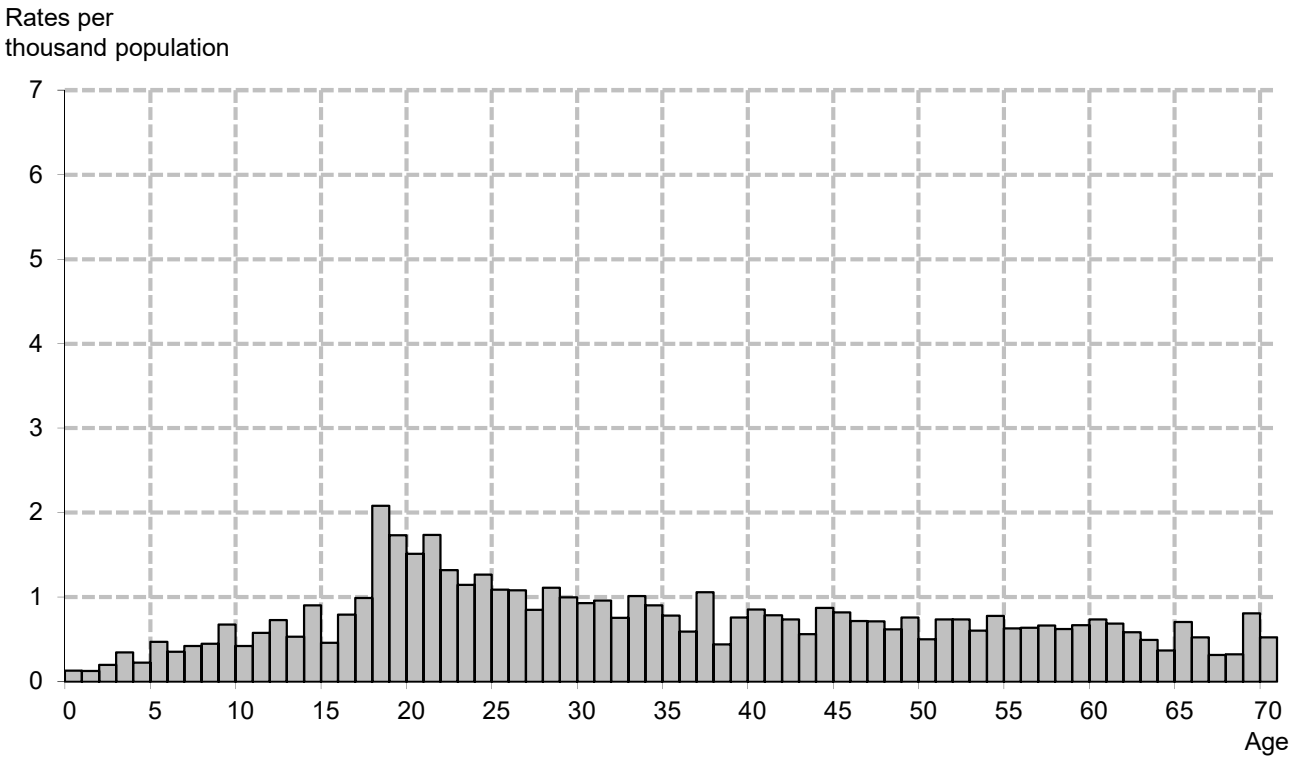
1. Includes those whose ages were 'not known'.
2. Minor revisions have been made to the population estimates for indvidual age groups. Overall estimates for Scotland are unchanged.

Reported casualty rates per thousand population, by age and sex
Year: 2021

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2017-2021 average

Mode of Transport	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	1	11	18	30	-	0	0	0.11
	5 - 11	-	60	82	143	-	0	0	0.34
	12 - 15	1	59	73	135	0.01	0	0	0.59
	16 - 22	2	46	61	111	0.01	0	0	0.26
	23-25	1	15	24	41	-	0	0	0.19
	26-29	1	22	27	51	-	0	0	0.17
	30 - 39	5	54	65	124	0.01	0	0	0.17
	40 - 49	5	44	58	109	0.01	0	0	0.16
	50 - 59	6	51	60	118	0.01	0	0	0.15
	60 - 69	5	46	39	92	0.01	0	0	0.14
	70 & over	10	71	53	135	0.01	0	0	0.18
	Total [1]	**37**	480	562	**1,091**	**0.01**	0	0	**0.20**
	Child 0-15	2	130	173	307	-	0	0	0.33
	Adult 16+	35	349	387	781	0.01	0	0	0.17
Pedal Cycle	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	10	18	29	-	0	0	0.07
	12 - 15	-	13	21	35	-	0	0	0.15
	16 - 22	-	19	38	58	-	0	0	0.14
	23-25	-	12	28	40	-	0	0	0.19
	26-29	-	16	29	45	-	0	0	0.15
	30 - 39	1	43	69	116	-	0	0	0.16
	40 - 49	1	52	66	120	-	0	0	0.18
	50 - 59	1	53	55	112	-	0	0	0.14
	60 - 69	1	19	18	39	-	0	0	0.06
	70 & over	2	10	6	18	-	0	0	0.02
	Total [1]	**8**	248	351	**616**	-	0	0	**0.11**
	Child 0-15	-	24	39	65	-	0	0	0.07
	Adult 16+	8	224	310	549	-	0	0	0.12
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	3	1	4	-	0	-	0.02
	16 - 22	1	35	31	68	-	0	0	0.16
	23-25	2	21	16	39	0.01	0	0	0.18
	26-29	2	24	16	43	0.01	0	0	0.14
	30 - 39	4	57	32	93	0.01	0	0	0.13
	40 - 49	4	60	30	95	0.01	0	0	0.14
	50 - 59	9	79	35	125	0.01	0	0	0.16
	60 - 69	4	34	12	50	0.01	0	0	0.08
	70 & over	1	9	4	14	-	0	0	0.02
	Total [1]	**27**	322	180	**531**	**-**	0	0	**0.10**
	Child 0-15	-	3	1	4	-	-	-	-
	Adult 16+	27	318	178	526	0.01	0	0	0.12
Car	0 - 4	1	11	55	67	-	0	0	0.25
	5 - 11	-	19	104	124	-	0	0	0.30
	12 - 15	-	15	54	69	-	0	0	0.30
	16 - 22	9	169	511	696	0.02	0	1	1.61
	23-25	5	70	232	309	0.02	0	1	1.42
	26-29	5	75	283	366	0.02	0	1	1.20
	30 - 39	9	142	559	715	0.01	0	1	0.99
	40 - 49	6	112	454	576	0.01	0	1	0.84
	50 - 59	7	136	411	557	0.01	0	1	0.70
	60 - 69	8	93	238	343	0.01	0	0	0.53
	70 & over	18	139	226	388	0.02	0	0	0.52
	Total [1]	**68**	982	3,131	**4,217**	**0.01**	**0**	**1**	**0.77**
	Child 0-15	1	45	212	260	-	0	0	0.28
	Adult 16+	67	936	2,913	3,950	0.01	0	1	0.87

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: 2017-2021 average

Road User	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	3	-	-	0	0.01
	12 - 15	-	-	3	3	-	-	0	0.01
	16 - 22	-	1	8	9	-	-	0	0.02
	23-25	-	-	5	5	-	-	0	0.02
	26-29	-	1	6	6	-	-	0	0.02
	30 - 39	-	3	16	19	-	-	0	0.03
	40 - 49	-	2	16	19	-	-	0	0.03
	50 - 59	-	5	17	22	-	0	0	0.03
	60 - 69	-	4	11	15	-	0	0	0.02
	70 & over	-	1	5	6	-	-	0	0.01
	Total [1]	**1**	17	89	**108**	**-**	-	0	**0.02**
	Child 0-15	-	1	6	7	-	-	0	0.01
	Adult 16+	1	17	82	101	-	-	0	0.02
Minibus	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	-	1	-	-	-	-
	16 - 22	-	-	-	1	-	-	-	-
	23-25	-	1	-	1	-	-	-	0.01
	26-29	-	-	1	1	-	-	-	-
	30 - 39	-	1	2	3	-	-	-	-
	40 - 49	-	1	3	4	-	-	-	0.01
	50 - 59	-	-	2	3	-	-	-	-
	60 - 69	-	1	2	3	-	-	-	-
	70 & over	-	-	1	1	-	-	-	-
	Total [1]	**1**	5	13	**19**	**-**	-	-	**-**
	Child 0-15	-	-	2	3	-	-	-	-
	Adult 16+	-	4	11	16	-	-	-	-
Bus/Coach	0 - 4	-	1	5	6	-	-	0	0.02
	5 - 11	-	-	5	6	-	-	0	0.01
	12 - 15	-	2	13	15	-	0	0	0.07
	16 - 22	-	3	10	13	-	0	0	0.03
	23-25	-	1	3	4	-	-	0	0.02
	26-29	-	1	5	6	-	-	0	0.02
	30 - 39	-	2	13	16	-	-	0	0.02
	40 - 49	-	3	16	19	-	-	0	0.03
	50 - 59	-	7	22	29	-	0	0	0.04
	60 - 69	-	6	19	26	-	0	0	0.04
	70 & over	1	15	32	49	-	0	0	0.07
	Total [1]	**2**	42	144	**190**	**-**	0	0	**0.03**
	Child 0-15	-	3	24	27	-	-	0	0.03
	Adult 16+	2	39	120	163	-	0	0	0.04
Light goods	0 - 4	-	-	2	2	-	-	0	0.01
	5 - 11	-	-	2	3	-	-	0	0.01
	12 - 15	-	-	1	1	-	-	-	-
	16 - 22	-	4	17	21	-	0	0	0.05
	23-25	-	3	15	18	-	0	0	0.08
	26-29	-	7	23	30	-	0	0	0.10
	30 - 39	1	14	46	61	-	0	0	0.09
	40 - 49	1	11	33	45	-	0	0	0.07
	50 - 59	1	10	32	43	-	0	0	0.05
	60 - 69	1	4	11	16	-	0	0	0.02
	70 & over	-	2	2	4	-	-	-	0.01
	Total [1]	**4**	56	184	**245**	**-**	0	0	**0.04**
	Child 0-15	-	1	5	6	-	-	-	0.01
	Adult 16+	4	55	179	239	-	0	0	0.05

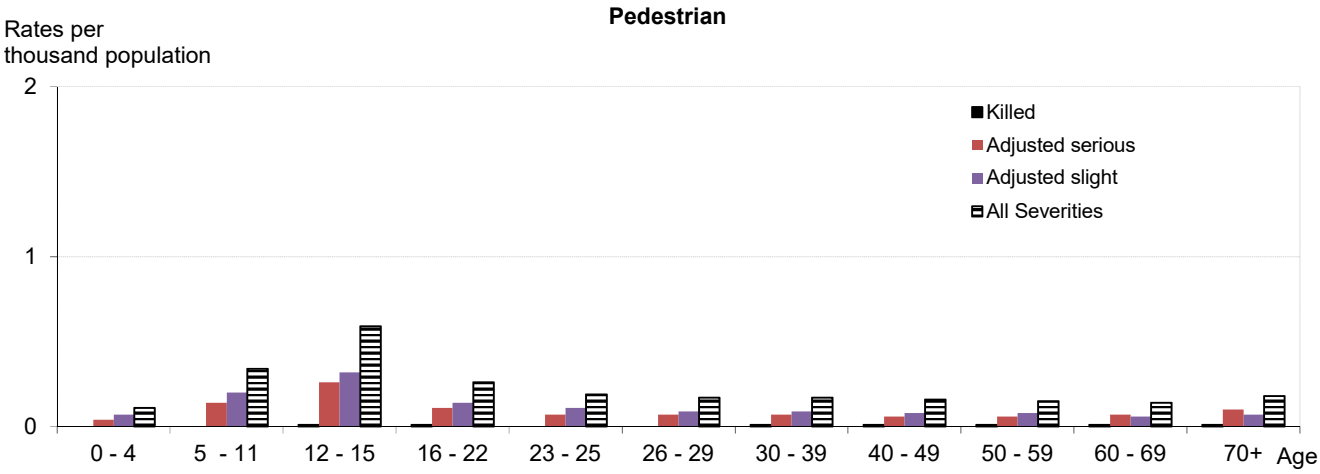
1. Includes those whose age was 'not known'

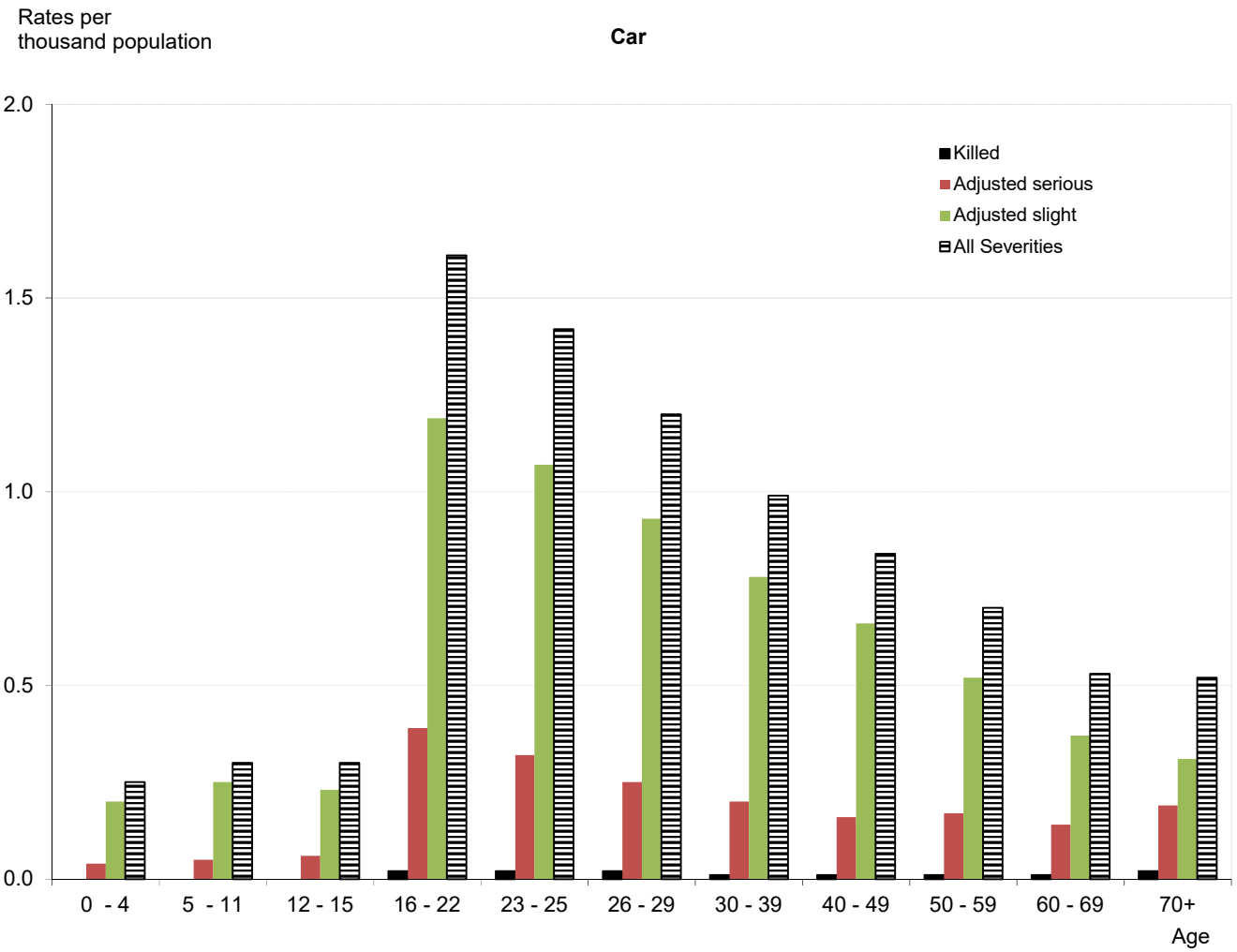
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2017-2021 average

Road User	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers				*rates per thousand population*
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	1	2	3	-	-	-	0.01
	23-25	-	1	1	2	-	-	0	0.01
	26-29	-	1	2	3	-	-	0	0.01
	30 - 39	-	3	8	11	-	-	0	0.02
	40 - 49	-	4	10	15	-	0	0	0.02
	50 - 59	-	6	10	17	-	0	0	0.02
	60 - 69	-	3	4	7	-	-	0	0.01
	70 & over	-	1	-	1	-	-	-	-
	Total [1]	**1**	19	37	**59**	-	-	0	**0.01**
	Child 0-15	-	-	1	1	-	-	-	-
	Adult 16+	1	19	36	58	-	-	0	0.01
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	1	1	2	-	-	-	-
	12 - 15	-	-	1	1	-	-	-	0.01
	16 - 22	-	3	5	8	-	0	0	0.02
	23-25	-	1	2	3	-	-	0	0.01
	26-29	-	2	2	5	-	0	0	0.02
	30 - 39	-	5	8	13	-	0	0	0.02
	40 - 49	-	3	7	11	-	-	0	0.02
	50 - 59	-	5	8	13	-	0	0	0.02
	60 - 69	-	4	3	7	-	0	-	0.01
	70 & over	1	3	2	6	-	-	-	0.01
	Total [1]	**2**	26	38	**68**	-	-	0	**0.01**
	Child 0-15	-	1	2	3	-	-	-	-
	Adult 16+	2	25	37	65	-	0	0	0.01
Total	0 - 4	1	24	81	107	0.01	0	0	0.40
	5 - 11	-	91	217	311	-	0	1	0.74
	12 - 15	2	92	166	263	0.01	0	1	1.15
	16 - 22	13	282	683	988	0.03	1	2	2.29
	23-25	8	125	327	463	0.04	1	2	2.13
	26-29	8	148	395	556	0.03	0	1	1.82
	30 - 39	20	324	817	1,171	0.03	0	1	1.63
	40 - 49	18	293	692	1,012	0.03	0	1	1.48
	50 - 59	24	352	652	1,038	0.03	0	1	1.31
	60 - 69	21	214	358	598	0.03	0	1	0.92
	70 & over	34	250	331	622	0.05	0	0	0.84
	Total [1]	**150**	2,197	4,729	**7,144**	**0.03**	0	1	**1.31**
	Child 0-15	4	208	465	682	-	0	1	0.74
	Adult 16+	147	1,986	4,254	6,449	0.03	0	1	1.42

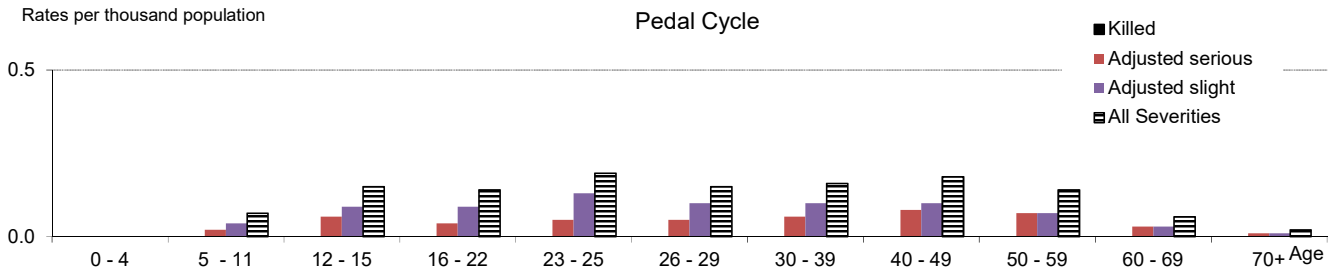
1. Includes those whose age was 'not known'

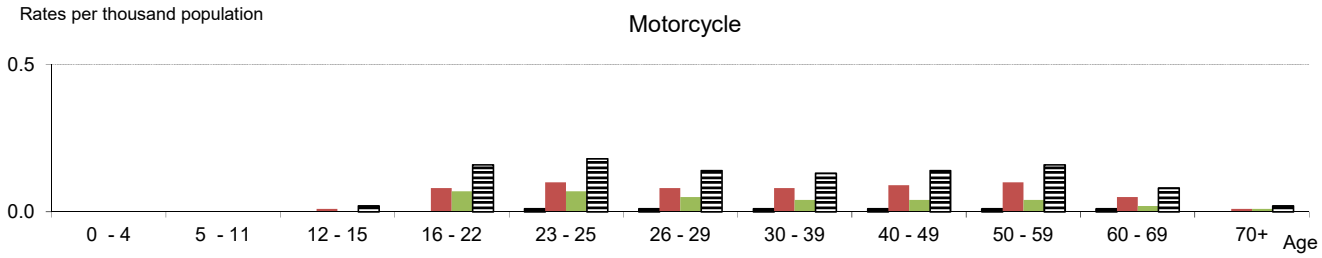
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2017-2021 average

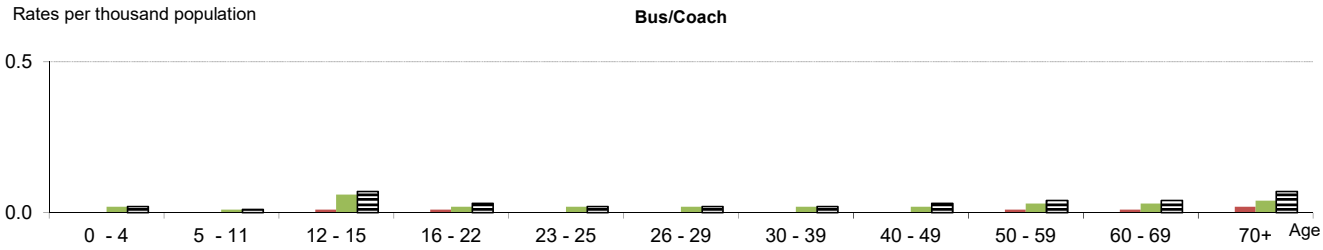


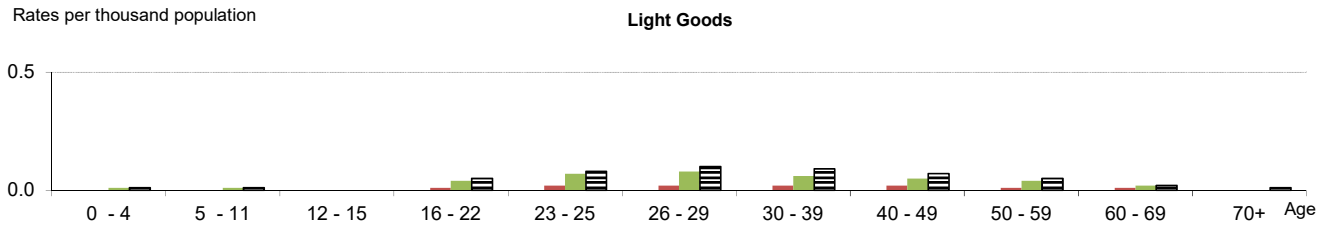


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2017-2021 average









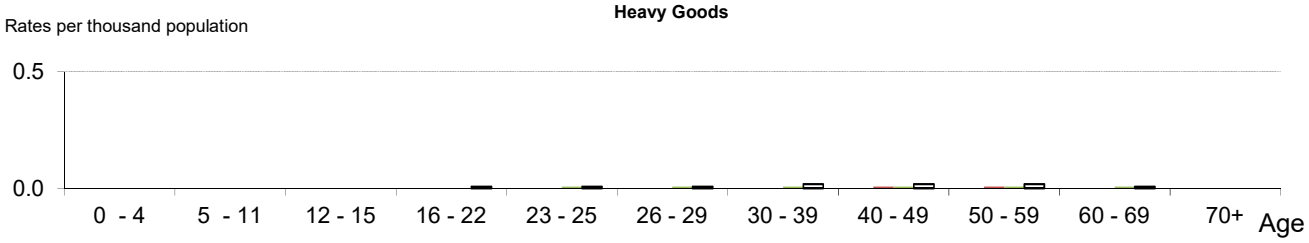


Table 33

Reported casualties by speed limit, mode of transport and severity
Years: 2017-2021 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	**Pedestrians**	4	18	3	2	6	3	37
	Pedal cycle	0	2	0	1	4	-	8
	Motorcycle	1	4	1	0	20	1	27
	Car users	1	5	4	2	46	10	68
	Bus/coach	1	0	0	-	0	0	2
	Other	-	1	1	0	4	2	8
	Total	6	32	9	6	81	16	150
Adjusted seriou	**Pedestrians**	82	351	16	3	22	5	480
	Pedal cycle	42	145	14	5	38	3	248
	Motorcycle	13	100	22	11	156	20	322
	Car users	23	239	60	35	512	112	982
	Bus/coach	9	19	5	1	7	1	42
	Other	4	32	7	4	60	16	124
	Total	173	888	124	60	797	156	2197
All Severities	**Pedestrians**	213	788	30	7	42	11	1,091
	Pedal cycle	119	378	33	10	72	4	616
	Motorcycle	27	191	39	17	229	29	531
	Car users	147	1,556	298	160	1,536	519	4,217
	Bus/coach	42	99	15	3	28	3	190
	Other	26	168	30	18	185	72	499
	Total	576	3,179	444	215	2,091	638	7,144

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2017-2021 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	8	20	-	3	9	1	11	30
5 - 11	-	39	88	-	21	55	-	60	143
12 - 15	1	34	77	1	24	58	1	59	135
16 - 22	2	27	62	1	19	50	2	46	111
23 - 25	1	8	23	-	7	18	1	15	41
26 - 29	1	14	31	-	8	20	1	22	51
30 - 39	4	40	84	-	14	40	5	54	124
40 - 49	4	30	70	1	15	39	5	44	109
50 - 59	3	27	63	2	24	55	6	51	118
60 - 69	2	22	46	3	24	45	5	46	92
70 & over	5	31	65	5	40	71	10	71	135
Total [1]	**24**	280	**630**	**14**	199	**459**	37	480	**1,091**
Child 0-15	1	81	185	1	49	122	2	130	308
Adult 16+	22	199	444	13	150	337	35	349	781
Driver or rider									
0 - 4	-	-	1	-	-	-	-	1	3
5 - 11	-	9	24	-	2	6	-	11	30
12 - 15	-	14	35	-	1	2	-	15	37
16 - 22	6	109	344	2	39	196	8	148	540
23 - 25	5	60	192	1	21	120	5	80	312
26 - 29	5	68	232	1	28	153	6	97	386
30 - 39	11	167	536	2	55	294	13	223	830
40 - 49	10	163	482	2	52	262	12	215	745
50 - 59	14	198	508	3	58	242	17	256	750
60 - 69	10	94	249	3	35	124	12	130	373
70 & over	11	77	203	5	40	108	16	118	310
Total [1]	**71**	960	**2,809**	**17**	332	**1,510**	**89**	1,293	**4,321**
Child 0-15	-	23	60	-	3	9	-	26	70
Adult 16+	71	937	2,746	17	329	1,499	88	1,266	4,246
Passenger vehicle/pillion									
0 - 4	-	6	39	-	6	36	1	12	76
5 - 11	-	12	68	-	9	71	-	21	139
12 - 15	-	8	38	-	11	53	-	19	91
16 - 22	2	46	157	1	42	180	3	88	337
23 - 25	1	14	50	1	14	60	2	29	110
26 - 29	1	16	59	-	14	61	1	30	120
30 - 39	2	25	98	1	23	119	3	47	217
40 - 49	-	14	59	-	19	100	1	34	158
50 - 59	1	14	49	1	31	121	2	45	170
60 - 69	1	9	35	3	29	98	4	38	133
70 & over	2	13	38	5	48	138	8	62	176
Total [1]	**11**	179	**693**	**13**	246	**1,039**	**24**	425	**1,733**
Child 0-15	-	26	144	1	27	160	1	53	306
Adult 16+	11	153	546	12	219	876	23	372	1,422

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: 2017-2021 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	.00	.06	.15	.00	.03	.07	.00	.04	.11
5 - 11	.00	.18	.41	-	.10	.27	.00	.14	.34
12 - 15	.01	.29	.66	.01	.22	.52	.01	.26	.59
16 - 22	.01	.12	.28	.00	.09	.23	.01	.11	.26
23 - 25	.01	.08	.21	.00	.07	.16	.00	.07	.19
26 - 29	.01	.09	.20	.00	.05	.13	.00	.07	.17
30 - 39	.01	.11	.24	.00	.04	.11	.01	.07	.17
40 - 49	.01	.09	.21	.00	.04	.11	.01	.06	.16
50 - 59	.01	.07	.16	.01	.06	.14	.01	.06	.15
60 - 69	.01	.07	.15	.01	.07	.14	.01	.07	.14
70 & over	.02	.10	.20	.01	.09	.17	.01	.10	.18
Total [1]	**.01**	**.11**	**.24**	**.00**	**.07**	**.16**	**.01**	**.09**	**.20**
Child 0-15	.00	.17	.39	.00	.11	.27	.00	.14	.34
Adult 16+	.01	.09	.20	.01	.06	.14	.01	.08	.17
Driver or rider									
0 - 4	-	.00	.01	-	.00	.00	-	.00	.01
5 - 11	-	.04	.11	-	.01	.03	-	.03	.07
12 - 15	.00	.12	.30	-	.01	.02	.00	.06	.16
16 - 22	.03	.50	1.57	.01	.18	.93	.02	.34	1.25
23 - 25	.04	.54	1.75	.01	.19	1.11	.02	.37	1.44
26 - 29	.03	.45	1.52	.01	.18	1.00	.02	.32	1.26
30 - 39	.03	.47	1.51	.01	.15	.80	.02	.31	1.15
40 - 49	.03	.49	1.44	.00	.15	.75	.02	.31	1.09
50 - 59	.04	.52	1.33	.01	.14	.59	.02	.32	.95
60 - 69	.03	.30	.80	.01	.11	.37	.02	.20	.58
70 & over	.03	.24	.63	.01	.10	.26	.02	.16	.42
Total [1]	**.03**	**.36**	**1.06**	**.01**	**.12**	**.54**	**.02**	**.24**	**.79**
Child 0-15	.00	.05	.13	-	.01	.02	.00	.03	.08
Adult 16+	.03	.43	1.26	.01	.14	.64	.02	.28	.94
Passenger vehicle/pillion									
0 - 4	.00	.05	.28	.00	.05	.28	.00	.05	.28
5 - 11	-	.05	.32	-	.05	.35	-	.05	.33
12 - 15	-	.07	.32	.00	.10	.48	.00	.08	.40
16 - 22	.01	.21	.72	.00	.20	.85	.01	.20	.78
23 - 25	.01	.13	.46	.01	.13	.55	.01	.13	.51
26 - 29	.01	.11	.39	.00	.09	.40	.00	.10	.39
30 - 39	.01	.07	.28	.00	.06	.33	.00	.07	.30
40 - 49	.00	.04	.18	.00	.05	.28	.00	.05	.23
50 - 59	.00	.04	.13	.00	.08	.30	.00	.06	.21
60 - 69	.00	.03	.11	.01	.09	.29	.01	.06	.21
70 & over	.01	.04	.12	.01	.12	.33	.01	.08	.24
Total [1]	**.00**	**.07**	**.26**	**.00**	**.09**	**.37**	**.00**	**.08**	**.32**
Child 0-15	.00	.06	.31	.00	.06	.36	.00	.06	.33
Adult 16+	.00	.07	.25	.01	.09	.37	.01	.08	.31

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 2014-18, 2017-21 averages and 2017 to 2021

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	2014-18 average	41	4	23	168	18	254
	2017	38	5	21	163	10	237
	2018	35	4	15	126	18	198
	2019	34	2	24	137	16	213
	2020	34	3	11	90	11	149
	2021	33	1	11	92	7	144
	2017-21 average	35	3	16	122	12	188
Crossing road-concealed by vehicle	2014-18 average	6	1	12	93	6	118
	2017	6	-	8	95	8	117
	2018	1	-	11	73	2	87
	2019	4	1	5	58	2	70
	2020	-	1	4	35	8	48
	2021	6	-	5	45	4	60
	2017-21 average	3	0	7	61	5	76
Standing/walking	2014-18 average	-	-	-	-	16	16
	2017	-	-	-	-	16	16
	2018	-	-	-	-	13	13
	2019	-	-	-	-	8	8
	2020	-	-	-	-	4	4
	2021	-	-	-	-	8	8
	2017-21 average	-	-	-	-	10	10
Other/unknown	2014-18 average	1	-	0	4	26	31
	2017	-	-	-	4	15	19
	2018	1	-	1	3	19	24
	2019	-	-	-	8	17	25
	2020	1	-	-	6	10	17
	2021	1	-	-	-	19	20
	2017-21 average	1	-	0	4	16	21
Total	2014-18 average	47	5	35	266	66	419
	2017	44	5	29	262	49	389
	2018	37	4	27	202	52	322
	2019	38	3	29	203	43	316
	2020	35	4	15	131	33	218
	2021	40	1	16	137	38	232
	2017-21 average	39	3	23	187	43	295

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2014-18, 2017-21 averages and 2017 to 2021

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	2014-18 average	125	10	93	356	47	631
	2017	104	10	59	323	44	540
	2018	85	7	92	290	37	511
	2019	116	6	61	302	64	549
	2020	78	2	34	183	32	329
	2021	82	3	35	152	24	296
	2017-21 average	93	6	56	250	40	445
Crossing road-concealed by vehicle	2014-18 average	9	3	18	74	7	111
	2017	10	2	16	66	6	100
	2018	8	2	17	71	3	101
	2019	7	1	14	48	2	72
	2020	5	-	5	31	1	42
	2021	5	-	4	23	2	34
	2017-21 average	7	1	11	48	3	70
Standing/walking	2014-18 average	0	-	-	-	121	121
	2017	-	-	-	-	102	102
	2018	-	-	-	-	102	102
	2019	-	-	-	-	93	93
	2020	-	-	-	-	78	78
	2021	-	-	-	-	79	79
	2017-21 average	-	-	-	-	91	91
Other/unknown	2014-18 average	3	0	3	23	138	168
	2017	4	-	1	21	126	152
	2018	2	1	1	11	120	135
	2019	6	-	1	19	123	149
	2020	3	-	-	14	87	104
	2021	1	-	-	10	55	66
	2017-21 average	3	0	1	15	102	121
Total	2014-18 average	137	13	114	454	314	1,032
	2017	118	12	76	410	278	894
	2018	95	10	110	372	262	849
	2019	129	7	76	369	282	863
	2020	86	2	39	228	198	553
	2021	88	3	39	185	160	475
	2017-21 average	103	7	68	313	236	727

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2017-2021 averages, 2017-21

		Killed					Adjusted 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	2014-18 average	1	-	3	3	4	10	1	6	21	48	77	87	29	3	13	59	122	197	227
	2017	-	-	2	2	2	5	1	4	14	34	53	58	17	3	5	51	109	168	185
	2018	-	-	2	2	2	5	2	3	20	34	58	64	13	4	8	45	84	141	154
	2019	1	-	2	2	3	4	1	3	21	29	55	58	10	4	7	54	73	138	148
	2020	-	-	1	1	1	3	-	2	16	18	36	39	5	-	4	37	40	81	86
	2021	-	-	2	2	2	1	-	3	10	13	26	27	3	1	3	23	34	61	64
	2017-21 average	0	-	2	2	2	4	1	3	16	26	46	49	10	2	5	42	68	118	127
	% ch on 14-18 av: 2021	-	-	-	-	-	-90	-	-	-53	-73	-66	-69	-90	-	-77	-61	-72	-69	-72
	17-21 av	-	-	-	-	-	-66	-	-	-24	-47	-40	-43	-67	-	-58	-29	-44	-40	-44
Aberdeenshire	2014-18 average	3	11	2	12	15	32	59	67	9	25	160	193	81	125	142	24	63	354	435
	2017	1	4	2	6	7	34	46	53	8	19	127	161	75	89	101	24	57	271	346
	2018	1	7	-	7	8	28	34	68	11	22	136	163	73	76	137	28	38	279	352
	2019	4	6	-	6	10	23	48	41	5	10	104	127	59	99	79	16	37	231	290
	2020	4	2	1	3	7	23	28	27	4	6	65	88	41	57	40	7	21	125	166
	2021	3	9	-	9	12	27	19	31	4	11	65	92	52	49	58	7	24	138	190
	2017-21 average	3	6	1	6	9	27	35	44	7	14	99	126	60	74	83	16	35	209	269
	% ch on 14-18 av: 2021	-	-15	-	-26	-21	-16	-68	-54	-	-56	-59	-52	-36	-61	-59	-70	-62	-61	-56
	17-21 av	-	-47	-	-49	-42	-16	-41	-34	-	-45	-38	-34	-26	-41	-42	-31	-44	-41	-38
Angus	2014-18 average	1	4	1	5	6	8	14	20	7	11	52	60	20	39	47	26	38	150	170
	2017	1	6	3	9	10	14	17	16	7	10	50	64	30	45	38	35	41	159	189
	2018	-	2	-	2	2	5	14	23	13	7	57	61	11	37	57	30	21	145	156
	2019	1	2	-	2	3	6	8	13	10	11	43	49	20	24	40	26	22	112	132
	2020	1	1	1	2	3	9	16	12	4	8	40	49	28	60	37	34	32	163	191
	2021	-	1	2	3	3	4	16	16	10	5	47	51	29	32	39	23	35	129	158
	2017-21 average	1	2	1	4	4	8	14	16	9	8	47	55	24	40	42	30	30	142	165
	% ch on 14-18 av: 2021	-	-	-	-	-	-	12	-18	-	-54	-10	-15	44	-18	-17	-12	-7	-14	-7
	17-21 av	-	-	-	-	-	-	-1	-17	-	-25	-9	-9	17	2	-10	13	-20	-5	-3
Argyll & Bute	2014-18 average	4	2	-	3	6	45	20	11	7	8	46	92	118	52	30	26	29	136	255
	2017	2	1	1	2	4	35	27	10	8	9	54	88	98	67	30	26	29	152	250
	2018	5	3	-	3	8	47	14	7	7	5	32	79	111	29	21	20	26	96	207
	2019	6	3	-	3	9	49	24	11	8	7	51	100	84	62	29	14	20	125	209
	2020	2	5	-	5	7	17	9	4	4	3	20	37	49	22	15	17	16	70	119
	2021	4	4	1	5	9	19	17	4	2	3	26	45	49	31	17	13	15	76	125
	2017-21 average	4	3	0	4	7	33	18	7	6	5	37	70	78	42	22	18	21	104	182
	% ch on 14-18 av: 2021	-	-	-	-	-	-58	-17	-64	-	-	-44	-51	-59	-40	-43	-50	-48	-44	-51
	17-21 av	-	-	-	-	-	-27	-10	-35	-	-	-21	-24	-34	-18	-25	-31	-27	-24	-29
Clackmannanshire	2014-18 average	-	-	-	-	-	-	4	2	5	7	19	19	2	11	7	24	27	69	70
	2017	-	-	1	1	1	1	4	2	4	6	16	17	4	13	4	18	23	58	62
	2018	-	1	-	1	1	-	3	3	3	8	17	17	-	9	6	8	21	44	44
	2019	-	2	2	4	4	-	5	-	4	4	13	13	-	10	2	11	19	42	42
	2020	-	1	2	3	3	1	2	1	4	-	7	8	1	4	5	9	7	25	26
	2021	-	1	-	1	1	-	4	3	4	2	13	13	-	7	5	7	6	25	25
	2017-21 average	-	1	1	2	2	0	4	2	4	4	13	14	1	9	4	11	15	39	40
	% ch on 14-18 av: 2021	-	-	-	-	-	-	-	-	-	-	-32	-33	-	-39	-	-70	-78	-64	-64
	17-21 av	-	-	-	-	-	-	-	-	-	-	-32	-30	-	-25	-	-55	-44	-44	-43
Dumfries & Galloway	2014-18 average	6	5	-	5	11	44	24	28	8	16	76	120	144	65	82	28	53	227	371
	2017	9	5	-	5	14	39	22	17	7	14	59	99	135	61	53	23	42	179	314
	2018	6	1	-	1	7	54	24	35	6	19	84	138	149	62	87	21	39	209	358
	2019	5	2	1	3	8	27	24	22	7	16	69	96	88	46	48	18	54	166	254
	2020	1	4	-	4	5	14	5	11	2	9	27	41	51	24	46	10	22	102	153
	2021	3	4	2	6	9	37	15	12	8	4	39	76	90	41	29	18	25	113	203
	2017-21 average	5	3	1	4	9	34	18	19	6	12	56	90	103	47	53	18	36	154	256
	% ch on 14-18 av: 2021	-	-	-	-	-21	-15	-37	-58	-	-75	-49	-36	-38	-37	-65	-35	-53	-50	-45
	17-21 av	-	-	-	-	-25	-22	-25	-32	-	-23	-27	-25	-29	-28	-36	-35	-31	-32	-31
Dundee City	2014-18 average	-	-	1	1	1	6	-	-	8	36	44	50	16	1	-	26	114	141	157
	2017	-	-	1	1	1	6	-	-	6	36	42	48	15	-	-	21	105	126	141
	2018	-	-	1	1	1	5	-	-	6	29	35	40	13	-	-	18	82	100	113
	2019	-	-	1	1	1	8	-	-	11	36	47	55	28	-	-	26	115	141	169
	2020	-	-	2	2	2	2	-	-	11	37	48	50	12	-	-	37	132	169	181
	2021	-	-	1	1	1	4	-	-	7	28	35	39	22	-	1	20	90	111	133
	2017-21 average	-	-	1	1	1	5	-	0	8	33	41	46	18	-	0	24	105	129	147
	% ch on 14-18 av: 2021	-	-	-	-	-	-	-	-	-	-22	-20	-21	36	-	-	-23	-21	-21	-15
	17-21 av	-	-	-	-	-	-	-	-	-	-7	-6	-6	11	-	-	-6	-8	-8	-6
East Ayrshire	2014-18 average	1	2	-	2	3	16	16	9	8	16	49	65	58	52	32	31	62	177	234
	2017	-	-	2	2	2	9	14	10	11	15	49	58	34	38	25	35	53	151	185
	2018	1	4	-	4	5	19	17	9	6	19	51	70	57	39	26	27	65	157	214
	2019	1	6	-	6	7	9	11	5	6	11	33	41	33	31	21	21	39	112	145
	2020	2	-	-	-	2	8	13	11	5	4	33	41	23	30	21	15	34	100	123
	2021	2	5	-	5	7	3	14	5	5	10	34	37	7	34	19	14	30	97	104
	2017-21 average	1	3	0	3	5	10	14	8	6	12	40	49	31	34	22	22	44	123	154
	% ch on 14-18 av: 2021	-	-	-	-	-	-81	-10	-	-	-37	-31	-43	-88	-34	-40	-55	-52	-45	-56
	17-21 av	-	-	-	-	-	-39	-11	-	-	-26	-19	-24	-47	-33	-30	-27	-29	-30	-34
East Dunbartonshire	2014-18 average	-	-	-	-	-	-	3	3	8	13	27	27	-	8	12	37	54	110	110
	2017	-	-	-	-	-	-	2	4	8	12	27	27	-	7	13	41	54	115	115
	2018	-	-	-	-	-	-	1	2	7	10	20	20	-	3	6	25	34	68	68
	2019	-	-	1	1	1	-	-	4	10	21	34	34	-	1	9	24	70	104	104
	2020	-	-	1	1	1	-	2	1	3	6	12	12	-	5	6	15	30	56	56
	2021	-	-	1	1	1	-	1	1	6	6	14	14	-	2	3	16	28	49	49
	2017-21 average	-	-	1	1	1	-	1	2	7	11	21	21	-	4	7	24	43	78	78
	% ch on 14-18 av: 2021	-	-	-	-	-	-	-	-	-	-53	-48	-48	-	-	-75	-56	-48	-56	-56
	17-21 av	-	-	-	-	-	-	-	-	-	-14	-20	-20	-	-	-38	-34	-19	-29	-29
East Lothian	2014-18 average	2	1	-	1	3	9	11	13	10	19	53	62	46	32	39	27	73	172	217
	2017	2	1	-	1	3	10	14	14	9	17	54	63	53	43	41	24	63	171	224
	2018	1	1	-	1	2	11	6	13	14	21	55	66	41	20	37	36	62	155	196
	2019	-	1	-	1	1	6	13	8	11	17	48	54	24	23	27	25	40	115	139
	2020	-	1	1	2	2	9	9	5	3	6	23	32	21	23	13	18	29	83	104
	2021	-	-	-	-	-	5	5	7	6	9	27	32	22	13	24	18	36	91	113
	2017-21 average	1	1	0	1	2	8	9	9	9	14	41	49	32	24	28	24	46	123	155
	% ch on 14-18 av: 2021	-	-	-	-	-	-	-54	-44	-	-54	-49	-48	-52	-59	-39	-34	-51	-47	-48
	17-21 av	-	-	-	-	-	-	-13	-26	-	-28	-22	-20	-29	-23	-28	-11	-37	-28	-29
East Renfrewshire	2014-18 average	-	-	-	-	-	3	1	4	8	14	27	29	9	4	12	30	54	101	110
	2017	-	-	-	-	-	4	-	2	10	15	28	32	12	2	8	40	55	105	117
	2018	-	-	-	-	-	3	1	6	4	12	23	26	7	5	16	16	48	85	92
	2019	-	-	1	1	1	2	-	4	9	9	23	24	6	2	10	30	29	71	77
	2020	-	-	1	1	1	-	-	3	5	8	16	16	3	-	9	19	26	54	57
	2021	-	-	1	1	1	1	-	2	5	13	20	21	2	1	11	19	33	64	66
	2017-21 average	-	-	1	1	1	2	0	3	7	12	22	24	6	2	11	25	38	76	82
	% ch on 14-18 av: 2021	-	-	-	-	-	-	-	-	-	-7	-25	-28	-	-	-11	-38	-39	-37	-40
	17-21 av	-	-	-	-	-	-	-	-	-	-17	-18	-18	-	-	-13	-18	-30	-25	-26
Edinburgh, City of	2014-18 average	-	1	6	7	7	18	6	8	104	177	294	312	109	25	25	410	666	1,125	1,234

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2017-2021 averages, 2017-21

			Killed					Adjusted 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
	17-21 av		-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	-	-	-	26	26
Falkirk	2014-18 average		-	2	1	2	3	10	12	8	16	31	67	77	41	46	24	65	111	246	287
		2017	-	-	-	-	-	10	16	5	14	34	68	79	37	54	20	55	113	242	279
		2018	-	3	1	4	4	9	9	7	11	26	53	62	37	33	19	48	82	182	219
		2019	-	2	2	4	4	4	11	4	10	17	42	46	23	33	9	38	66	146	169
		2020	-	-	2	2	2	4	1	1	12	9	23	27	9	18	8	25	40	91	100
		2021	1	1	2	3	4	6	4	4	10	16	34	40	33	13	11	27	52	103	136
	2017-21 average		0	1	1	3	3	7	8	4	11	20	44	51	28	30	13	39	71	153	181
	% ch on 14-18 av:	2021	-	-	-	-	-	-	-67	-	-36	-48	-49	-48	-19	-72	-54	-59	-53	-58	-53
	17-21 av		-	-	-	-	-	-	-32	-	-28	-34	-34	-34	-32	-34	-44	-41	-36	-38	-37
Fife	2014-18 average		3	5	2	7	10	25	24	25	25	47	122	147	96	78	67	93	178	415	511
		2017	-	3	2	5	5	19	18	21	28	47	115	134	67	55	62	88	156	361	428
		2018	-	8	2	10	10	29	26	29	18	44	117	147	80	59	62	69	158	348	428
		2019	3	6	6	12	15	25	35	18	19	49	122	147	77	79	53	67	139	338	415
		2020	4	1	7	8	12	18	19	16	17	39	91	109	68	53	41	61	123	278	346
		2021	1	1	-	1	2	14	11	15	15	29	70	84	60	43	49	40	100	232	292
	2017-21 average		2	4	3	7	9	21	22	20	19	42	103	124	70	58	53	65	135	311	382
	% ch on 14-18 av:	2021	-	-	-	-	-	-44	-54	-40	-41	-39	-42	-43	-37	-45	-26	-57	-44	-44	-43
	17-21 av		-	-	-	-	-	-16	-9	-20	-24	-12	-15	-15	-27	-26	-20	-30	-24	-25	-25
Glasgow City	2014-18 average		1	1	10	11	12	20	5	2	93	202	303	323	154	20	11	404	844	1,278	1,432
		2017	-	1	6	7	7	29	3	2	89	179	272	301	162	17	10	379	764	1,170	1,332
		2018	2	-	8	8	10	16	6	-	103	175	284	301	115	12	2	377	635	1,026	1,141
		2019	-	-	9	9	9	19	4	3	56	168	231	250	123	25	4	290	654	973	1,096
		2020	5	-	9	9	14	10	5	-	52	120	177	187	78	18	1	182	464	665	743
		2021	1	-	8	8	9	19	6	-	55	118	179	198	111	20	2	189	375	586	697
	2017-21 average		2	0	8	8	10	19	5	1	71	152	229	247	118	18	4	283	578	884	1002
	% ch on 14-18 av:	2021	-	-	-23	-27	-22	-5	-	-	-41	-42	-41	-39	-28	2	-81	-53	-56	-54	-51
	17-21 av		-	-	-23	-25	-16	-8	-	-	-24	-25	-24	-23	-23	-6	-64	-30	-32	-31	-30
Highland	2014-18 average		10	7	1	8	18	85	31	26	4	19	79	164	261	91	80	13	77	262	523
		2017	9	5	1	6	15	83	27	13	3	19	61	144	244	85	43	7	57	192	436
		2018	9	11	3	14	23	81	38	41	2	20	101	182	248	103	113	7	76	299	547
		2019	12	7	2	9	21	64	67	19	7	23	116	180	176	176	70	20	63	329	505
		2020	7	8	2	10	17	43	21	19	5	18	63	106	141	54	51	11	39	155	296
		2021	9	3	2	5	14	66	22	12	3	12	49	115	161	64	33	11	26	134	295
	2017-21 average		9	7	2	9	18	67	35	21	4	18	78	145	194	96	62	11	52	222	416
	% ch on 14-18 av:	2021	-	-	-	-	-22	-22	-28	-54	-	-36	-38	-30	-38	-30	-59	-14	-66	-49	-44
	17-21 av		-	-	-	-	0	-21	14	-20	-	-2	-1	-11	-26	6	-23	-13	-33	-15	-20
Inverclyde	2014-18 average		1	-	1	1	2	7	1	2	4	16	24	32	40	3	8	15	73	99	138
		2017	1	-	2	2	3	7	2	-	5	12	19	26	40	3	1	15	58	77	117
		2018	-	-	-	-	-	8	-	2	6	11	19	27	26	1	5	17	47	70	96
		2019	1	-	-	-	1	8	-	4	4	22	30	38	51	2	7	15	71	95	146
		2020	2	-	1	1	3	3	2	-	3	4	9	12	12	2	2	7	26	37	49
		2021	-	1	-	1	1	3	1	3	3	6	13	16	15	2	11	3	17	33	48
	2017-21 average		1	0	1	1	2	6	1	2	4	11	18	24	29	2	5	11	44	62	91
	% ch on 14-18 av:	2021	-	-	-	-	-	-	-	-	-	-62	-46	-49	-62	-	-	-79	-77	-67	-65
	17-21 av		-	-	-	-	-	-	-	-	-	-31	-26	-25	-28	-	-	-22	-40	-37	-34
Midlothian	2014-18 average		2	1	-	1	3	12	8	6	11	25	50	61	44	27	17	37	88	169	213
		2017	-	1	1	2	2	11	10	8	9	25	51	62	34	27	21	22	79	149	183
		2018	1	-	-	-	1	8	7	2	13	19	40	48	31	25	9	31	61	126	157
		2019	-	-	1	1	1	5	5	6	8	19	38	43	23	25	20	25	62	132	155
		2020	-	-	-	-	-	1	4	-	8	8	20	21	12	11	7	29	39	86	98
		2021	-	2	-	2	2	2	6	2	6	10	24	26	32	27	13	25	47	112	144
	2017-21 average		0	1	0	1	1	5	6	3	9	16	35	40	26	23	14	26	58	121	147
	% ch on 14-18 av:	2021	-	-	-	-	-	-83	-	-	-45	-59	-52	-58	-27	0	-25	-32	-47	-34	-32
	17-21 av		-	-	-	-	-	-56	-	-	-21	-33	-30	-35	-39	-15	-20	-28	-35	-28	-31
Moray	2014-18 average		2	3	-	3	5	15	10	13	2	7	33	48	30	21	26	5	18	69	99
		2017	2	2	1	3	5	17	5	14	3	6	28	45	35	12	22	7	15	56	91
		2018	5	4	-	4	9	11	11	5	2	4	22	33	22	17	17	3	16	53	75
		2019	4	1	-	1	5	11	14	3	2	7	25	36	21	31	7	5	18	61	82
		2020	3	1	-	1	4	3	9	6	2	2	19	22	10	20	9	2	3	34	44
		2021	1	2	-	2	3	3	4	5	2	2	13	16	12	10	8	3	4	25	37
	2017-21 average		3	2	0	2	5	9	9	7	2	4	22	30	20	18	13	4	11	46	66
	% ch on 14-18 av:	2021	-	-	-	-	-	-80	-62	-62	-	-	-60	-67	-60	-52	-69	-	-77	-64	-63
	17-21 av		-	-	-	-	-	-41	-17	-49	-	-	-34	-36	-33	-13	-52	-	-36	-34	-34
North Ayrshire	2014-18 average		2	2	-	2	4	22	9	12	7	23	51	73	61	25	37	32	78	172	233
		2017	1	2	1	3	4	27	7	10	11	15	42	69	69	24	26	38	63	151	220
		2018	1	1	-	1	2	15	3	11	6	30	49	65	43	11	26	27	85	149	192
		2019	-	1	1	2	2	11	10	9	9	25	52	63	41	24	24	27	54	129	170
		2020	-	-	1	1	1	10	1	7	5	17	30	40	33	4	14	13	45	76	109
		2021	-	3	1	4	4	12	3	4	5	12	24	36	41	14	17	10	45	86	127
	2017-21 average		0	1	1	2	3	15	5	8	7	20	40	55	45	15	21	23	58	118	164
	% ch on 14-18 av:	2021	-	-	-	-	-	-45	-	-68	-	-48	-53	-51	-33	-44	-54	-69	-42	-50	-45
	17-21 av		-	-	-	-	-	-31	-	-35	-	-15	-22	-25	-25	-39	-42	-29	-25	-31	-30
North Lanarkshire	2014-18 average		1	2	3	5	5	15	11	13	30	65	119	134	90	45	42	142	275	503	594
		2017	1	3	2	5	6	15	12	13	36	64	125	141	93	55	40	162	277	534	627
		2018	-	1	4	5	5	15	7	10	26	67	110	125	81	28	36	98	240	402	483
		2019	2	2	1	3	5	23	14	10	24	54	102	126	109	41	34	103	196	374	483
		2020	2	2	4	6	8	10	9	7	15	32	63	73	43	14	22	51	117	204	247
		2021	1	1	5	6	7	5	5	4	14	24	47	52	30	15	23	61	113	212	242
	2017-21 average		1	2	3	5	6	14	9	9	23	48	90	103	71	31	31	95	189	345	416
	% ch on 14-18 av:	2021	-	-	-	-	-	-67	-55	-68	-54	-63	-60	-61	-67	-66	-45	-57	-59	-58	-59
	17-21 av		-	-	-	-	-	-11	-15	-29	-24	-26	-25	-23	-21	-31	-26	-33	-31	-31	-30
Orkney Islands	2014-18 average		-	1	-	1	1	-	4	1	1	1	7	7	-	11	4	3	2	20	20
		2017	-	-	1	1	1	-	2	1	2	1	6	6	-	5	3	3	3	14	14
		2018	-	-	-	-	-	-	3	2	-	1	6	6	-	6	5	1	3	15	15
		2019	-	2	-	2	2	-	6	2	-	-	9	9	-	17	7	3	1	28	28
		2020	-	-	1	1	1	-	-	-	1	1	2	2	-	3	3	1	3	10	10
		2021	-	1	1	2	2	-	1	-	1	2	4	4	-	6	2	2	6	16	16
	2017-21 average		-	1	1	1	1	-	2	1	1	1	5	5	-	7	4	2	3	17	17
	% ch on 14-18 av:	2021	-	-	-	-	-	-	-	-	-	-	-	-	-	-44	-	-	-	-21	-21
	17-21 av		-	-	-	-	-	-	-	-	-	-	-	-	-	-31	-	-	-	-18	-18
Perth & Kinross	2014-18 average		5	4	1	6	11	36	21	15	13	13	62	98	101	51	36	40	40	167	267
		2017	3	7	2	9	12	36	25	16	18	9	68	104	112	64	44	48	28	184	296
		2018	6	6	1	7	13	45	24	19	9	11	64	109	102	53	45	36	29	163	265
		2019	2	2	2	4	6	42	16	11	10	13	50	92	79	42	17	26	26	111	190
		2020	1	2	-	2	3	18	11	10	5	9	35	53	44	40	33	24	31	128	172
		2021	2	3	-	3	5	17	17	15	9	17	58	75	78	34	29	24	38	125	203
	2017-21 average		3	4	1	5	8	32	19	14	10	12	55	87	83	47	34	32	30	142	225
	% ch on 14-18 av:	2021	-	-	-	-	-55	-53	-21	2	-31	29	-7	-24	-23	-33	-20	-39	-5	-25	-24
	17-21 av		-	-	-	-	-29	-12	-14	-2	-22	-10	-12	-12	-18	-8	-8	-20	-24	-15	-16
Renfrewshire	2014-18 average		-	1	2	3	4	12	5	8	17	37	67	79	58	16	28	75	143	262	320
		2017	1	-	1	1	2	11	3	10	18	38	69	80	61	9	33	80	148	270	331
		2018	-	2	2	4	4	13	4	4	16	32	56	70	52	9	15	65	122	211	263
		2019	-	-	2	2	2	9	3	2	17	38	60	69	43	18	8	52	88	166	209
		2020	-	-	1	1	1	3	2	3	6	24	35	38	20	6	3	28	93	130	150
		2021	3	-	1	1	4	11	5	3	8	13	29	40	45	12	9	21	49	91	136
	2017-21 average		1	0	1	2	3	9	3	4	13	29	50	59	44	11	14	49	100	174	218
	% ch on 14-18 av:	2021	-	-	-	-	-	-5	-	-	-53	-65	-57	-49	-22	-26	-68	-72	-66	-65	-57
	17-21 av		-	-	-	-	-	-18	-	-	-23	-21	-26	-25	-24	-33	-51	-34	-30	-34	-32
Scottish Borders	2014-18 average		2	6	1	7	9	22	40	24	4	12	80	102	65	94	63	13	46	215	281
		2017	-	7	-	7	7	17	39	25	5	7	77	93	63	99	70	11	31	211	274
		2018	5	5	2	7	12	21	49	14	5	7	75	95	63	94	40	11	31	176	239
		2019	-	4	2	6	6	18	35	25	1	7	69	87	54	74	54	6	35	169	223
		2020	3	2	-	2	5	9	14	19	2	6	41	50	17	33	39	4	16	92	109
		2021	2	4	2	6	8	21	24	6	1	4	35	56	40	56	21	9	14	100	140
	2017-21 average		2	4	1	6	8	17	32	18	3	6	59	76	47	71	45	8	25	150	197

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2017-2021 averages, 2017-21

			Killed					Adjusted 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
	% ch on 14-18 av: 2021		-	-	-	-	-6	-39	-75	-	-68	-56	-45	-39	-40	-67	-29	-69	-54	-50
	17-21 av		-	-	-	-	-24	-19	-24	-	-50	-26	-25	-28	-24	-29	-35	-45	-31	-30
Shetland Islands	2014-18 average		-	1	1	1	-	6	2	1	1	9	9	-	18	4	4	3	28	28
		2017	-	1	-	1	-	6	4	-	-	11	11	-	14	7	1	1	23	23
		2018	-	-	1	1	-	5	-	-	-	6	6	-	15	1	-	2	18	18
		2019	-	-	1	1	-	5	2	-	2	8	8	-	11	3	2	8	24	24
		2020	-	-	-	-	-	2	-	-	2	4	4	-	7	2	1	2	12	12
		2021	-	-	-	-	-	3	2	-	-	5	5	-	5	4	1	-	10	10
	2017-21 average		-	0	0	1	-	4	2	0	1	7	7	-	10	3	1	3	17	17
	% ch on 14-18 av: 2021		-	-	-	-	-	-	-	-	-	-	-	-	-72	-	-	-	-64	-64
	17-21 av		-	-	-	-	-	-	-	-	-	-	-	-	-42	-	-	-	-38	-38
South Ayrshire	2014-18 average		2	3	1	3	5	17	9	17	11	17	54	71	57	29	40	47	53	170	227
		2017	4	4	-	4	8	22	8	19	12	14	53	75	66	27	43	39	40	149	215
		2018	1	-	-	-	1	13	8	12	12	13	45	58	41	20	23	49	35	127	168
		2019	1	1	-	1	2	19	5	16	8	9	39	58	49	22	38	33	31	124	173
		2020	-	2	-	2	2	6	2	11	6	8	27	33	17	13	30	22	16	81	98
		2021	-	4	2	6	6	10	7	3	8	9	27	37	25	21	8	15	21	65	90
	2017-21 average		1	2	0	3	4	14	6	12	9	11	38	52	40	21	28	32	29	109	149
	% ch on 14-18 av: 2021		-	-	-	-	-	-42	-	-82	-29	-46	-50	-48	-56	-29	-80	-68	-61	-62	-60
	17-21 av		-	-	-	-	-	-18	-	-28	-17	-36	-29	-27	-30	-30	-30	-33	-46	-36	-35
South Lanarkshire	2014-18 average		4	3	4	7	11	24	28	16	23	54	121	145	109	82	54	115	220	471	580
		2017	1	4	1	5	6	18	38	22	19	47	126	144	82	90	58	112	192	452	534
		2018	6	3	5	8	14	27	14	10	21	46	91	119	122	56	46	107	177	386	508
		2019	3	8	2	10	13	21	22	17	18	45	101	123	84	63	50	82	152	347	431
		2020	1	4	5	9	10	12	22	11	13	27	73	85	52	58	30	67	112	267	319
		2021	3	3	1	4	7	24	12	6	15	25	58	82	69	40	18	46	81	185	254
	2017-21 average		3	4	3	7	10	20	22	13	17	38	90	110	82	61	40	83	143	327	409
	% ch on 14-18 av: 2021		-	-	-	-	-38	0	-57	-62	-34	-54	-52	-43	-37	-51	-66	-60	-63	-61	-56
	17-21 av		-	-	-	-	-11	-15	-23	-16	-25	-30	-25	-24	-25	-25	-25	-28	-35	-30	-29
Stirling	2014-18 average		3	1	2	3	6	27	20	7	8	13	49	76	74	58	17	32	46	152	227
		2017	2	1	2	3	5	21	12	7	9	19	47	68	51	45	14	26	50	135	186
		2018	3	-	2	2	5	23	22	6	6	10	44	67	59	49	17	26	30	122	181
		2019	4	-	1	1	5	28	17	2	7	9	34	62	57	48	4	27	27	106	163
		2020	4	3	2	5	9	16	11	7	1	3	22	38	37	25	23	13	14	75	112
		2021	2	3	-	3	5	9	15	3	6	6	30	39	26	28	8	17	18	71	97
	2017-21 average		3	1	1	3	6	19	15	5	6	9	35	55	46	39	13	22	28	102	148
	% ch on 14-18 av: 2021		-	-	-	-	-	-67	-27	-	-	-55	-38	-49	-65	-52	-53	-47	-61	-53	-57
	17-21 av		-	-	-	-	-	-29	-25	-	-	-29	-27	-28	-38	-33	-22	-32	-39	-33	-35
West Dunbartonshir	2014-18 average		1	-	1	1	2	8	4	1	11	13	29	37	31	18	1	46	50	115	147
		2017	-	-	2	2	2	11	10	-	15	12	37	48	26	46	1	46	55	148	174
		2018	1	-	-	-	1	11	1	1	8	12	22	32	33	4	1	38	32	75	108
		2019	1	-	-	-	1	3	4	-	9	11	24	27	13	6	-	37	46	89	102
		2020	-	1	1	2	2	6	-	-	5	9	14	20	11	3	-	17	24	44	55
		2021	1	-	1	1	2	7	3	-	2	9	14	21	18	8	-	9	21	38	56
	2017-21 average		1	0	1	1	2	7	4	0	8	11	22	30	20	13	0	29	36	79	99
	% ch on 14-18 av: 2021		-	-	-	-	-	-	-	-	-82	-29	-51	-43	-42	-56	-	-80	-58	-67	-62
	17-21 av		-	-	-	-	-	-	-	-	-32	-16	-23	-20	-35	-26	-	-36	-29	-32	-32
West Lothian	2014-18 average		2	1	2	3	5	11	22	16	12	41	91	101	60	89	56	53	203	400	460
		2017	-	3	1	4	4	6	19	20	9	51	100	106	39	76	76	36	216	404	443
		2018	2	2	-	2	4	11	25	12	8	40	85	96	56	76	42	39	185	342	398
		2019	-	4	3	7	7	8	15	9	8	34	67	75	50	64	32	36	125	257	307
		2020	1	4	1	5	6	2	25	7	6	21	59	61	29	60	35	24	53	172	201
		2021	4	1	-	1	5	14	15	7	6	20	48	62	51	51	32	40	78	201	252
	2017-21 average		1	3	1	4	5	8	20	11	8	33	72	80	45	65	43	35	131	275	320
	% ch on 14-18 av: 2021		-	-	-	-	-	27	-33	-55	-49	-51	-47	-39	-14	-43	-42	-24	-62	-50	-45
	17-21 av		-	-	-	-	-	-26	-12	-30	-35	-18	-21	-21	-24	-26	-22	-34	-35	-31	-30
Scotland	2014-18 average		57	69	47	116	174	561	435	386	499	1,027	2,347	2,908	2,003	1,250	1,060	1,985	3,910	8,204	10,207
		2017	40	62	43	105	145	528	417	348	505	943	2,213	2,741	1,836	1,198	933	1,905	3,561	7,597	9,433
		2018	56	65	40	105	161	553	389	363	454	890	2,096	2,649	1,783	987	956	1,650	3,048	6,641	8,424
		2019	52	62	50	112	164	476	438	282	400	854	1,973	2,450	1,528	1,131	732	1,471	2,843	6,177	7,705
		2020	43	45	53	98	141	266	246	202	275	543	1,266	1,532	904	682	556	977	1,937	4,152	5,056
		2021	43	58	39	97	140	349	258	182	297	529	1,266	1,615	1,187	700	524	934	1,758	3,916	5,103
	2017-21 average		47	58	45	103	150	435	350	275	386	752	1763	2197	1448	940	740	1387	2629	5697	7144
	% ch on 14-18 av: 2021		-25	-16	-18	-17	-19	-38	-41	-53	-40	-49	-46	-44	-41	-44	-51	-53	-55	-52	-50
	17-21 av		-18	-15	-5	-11	-13	-23	-20	-29	-23	-27	-25	-24	-28	-25	-30	-30	-33	-31	-30

Table 37

Reported casualties by police force division, council and severity
Years: 2014-18, 2017-21 averages and 2021

	2014-18 average			Numbers in 2021			2017-21 average		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	24	328	761	17	135	291	16	206	462
Aberdeen City	4	87	227	2	27	64	2	49	127
Aberdeenshire	15	193	435	12	92	190	9	126	269
Moray	5	48	99	3	16	37	5	30	66
Tayside	18	208	594	9	165	494	13	188	538
Dundee City	1	50	157	1	39	133	1	46	147
Angus	6	60	170	3	51	158	4	55	165
Perth & Kinross	11	98	267	5	75	203	8	87	225
Argyll/W.Dunbartonshire	8	128	401	11	66	181	9	99	281
Argyll & Bute	6	92	255	9	45	125	7	70	182
West Dunbartonshire	2	37	147	2	21	56	2	30	99
Forth Valley	9	172	584	10	92	258	11	119	368
Clackmannanshire	-	19	70	1	13	25	2	14	40
Stirling	6	76	227	5	39	97	6	55	148
Falkirk	3	77	287	4	40	136	3	51	181
Dumfries & Galloway	11	120	371	9	76	203	9	90	256
Ayrsh Ayrshire	12	209	694	17	110	321	11	156	467
North Ayrshire	4	73	233	4	36	127	3	55	164
East Ayrshire	3	65	234	7	37	104	5	49	154
South Ayrshire	5	71	227	6	37	90	4	52	149
Greater Glasgow	12	379	1,652	11	233	812	11	293	1,162
Glasgow City	12	323	1,432	9	198	697	10	247	1,002
East Dunbartonshire	-	27	110	1	14	49	1	21	78
East Renfrewshire	-	29	110	1	21	66	1	24	82
Lothians/Scot Borders	20	327	1,170	15	176	649	16	246	820
West Lothian	5	101	460	5	62	252	5	80	320
Midlothian	3	61	213	2	26	144	1	40	147
East Lothian	3	62	217	-	32	113	2	49	155
Scottish Borders	9	102	281	8	56	140	8	76	197
Edinburgh, City of	7	312	1,234	3	158	576	5	215	801
Highlands & Islands	21	189	602	17	130	346	21	165	473
Highland	18	164	523	14	115	295	18	145	416
Orkney Islands	1	7	20	2	4	16	1	5	17
Shetland Islands	1	9	28	-	5	10	1	7	17
Eilean Siar	1	9	31	1	6	25	1	8	23
Fife	10	147	511	2	84	292	9	124	382
Renfrewshire/Inverlclyde	5	110	458	5	56	184	4	83	309
Inverclyde	2	32	138	1	16	48	2	24	91
Renfrewshire	4	79	320	4	40	136	3	59	218
Lanarkshire	17	279	1,173	14	134	496	16	214	826
North Lanarkshire	5	134	594	7	52	242	6	103	416
South Lanarkshire	11	145	580	7	82	254	10	110	409
Scotland	174	2,908	10,207	140	1,615	5,103	150	2,197	7,144

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

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2014-18, 2017-21 averages and 2021

	2021 % change on 2014-18 ave			2017-21 % change on 2014-18 ave			2021 rates per 1,000 population		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	-28	-59	-62	-32	-37	-39	0.03	0.23	0.5
Aberdeen City	-	-69	-72	-	-43	-44	0.01	0.12	0.28
Aberdeenshire	-21	-52	-56	-42	-34	-38	0.05	0.35	0.72
Moray	-	-67	-63	-	-36	-34	0.03	0.17	0.38
Tayside	-51	-21	-17	-28	-10	-9	0.02	0.4	1.18
Dundee City	-	-21	-15	-	-6	-6	0.01	0.26	0.9
Angus	-	-15	-7	-	-9	-3	0.03	0.44	1.36
Perth & Kinross	-55	-24	-24	-29	-12	-16	0.03	0.49	1.32
Argyll/W.Dunbartonshire	-	-49	-55	-	-22	-30	0.06	0.38	1.04
Argyll & Bute	-	-51	-51	-	-24	-29	0.1	0.52	1.45
West Dunbartonshire	-	-43	-62	-	-20	-32	0.02	0.24	0.64
Forth Valley	-	-47	-56	-	-31	-37	0.03	0.3	0.84
Clackmannanshire	-	-33	-64	-	-30	-43	0.02	0.25	0.49
Stirling	-	-49	-57	-	-28	-35	0.05	0.42	1.04
Falkirk	-	-48	-53	-	-34	-37	0.02	0.25	0.85
Dumfries & Galloway	-21	-36	-45	-25	-25	-31	0.06	0.51	1.36
Ayrshir Ayrshire	47	-47	-54	-5	-25	-33	0.05	0.3	0.87
North Ayrshire	-	-51	-45	-	-25	-30	0.03	0.27	0.95
East Ayrshire	-	-43	-56	-	-24	-34	0.06	0.3	0.85
South Ayrshire	-	-48	-60	-	-27	-35	0.05	0.33	0.8
Greater Glasgow	-8	-38	-51	-8	-23	-30	0.01	0.28	0.97
Glasgow City	-22	-39	-51	-16	-23	-30	0.01	0.31	1.1
East Dunbartonshire	-	-48	-56	-	-20	-29	0.01	0.13	0.45
East Renfrewshire	-	-28	-40	-	-18	-26	0.01	0.22	0.68
Lothians/Scot Borders	-24	-46	-45	-21	-25	-30	0.03	0.35	1.28
West Lothian	-	-39	-45	-	-21	-30	0.03	0.33	1.36
Midlothian	-	-58	-32	-	-35	-31	0.02	0.27	1.52
East Lothian	-	-48	-48	-	-20	-29	-	0.29	1.03
Scottish Borders	-	-45	-50	-	-25	-30	0.07	0.48	1.21
Edinbu Edinburgh, City of	-	-49	-53	-	-31	-35	0.01	0.3	1.09
Highlands & Islands	-20	-31	-43	-2	-13	-21	0.05	0.42	1.12
Highland	-22	-30	-44	0	-11	-20	0.06	0.48	1.24
Orkney Islands	-	-	-21	-	-	-18	0.09	0.18	0.71
Shetland Islands	-	-	-64	-	-	-38	-	0.22	0.44
Eilean Siar	-	-	-20	-	-	-26	0.04	0.23	0.94
Fife Fife	-	-43	-43	-	-15	-25	0.01	0.22	0.78
Renfrewshire/Inverlclyde	-	-49	-60	-	-25	-33	0.02	0.22	0.72
Inverclyde	-	-49	-65	-	-25	-34	0.01	0.21	0.63
Renfrewshire	-	-49	-57	-	-25	-32	0.02	0.22	0.76
Lanarkshire	-16	-52	-58	-2	-23	-30	0.02	0.2	0.75
North Lanarkshire	-	-61	-59	-	-23	-30	0.02	0.15	0.71
South Lanarkshire	-38	-43	-56	-11	-24	-29	0.02	0.25	0.79
Scotland	-19	-44	-50	-13	-24	-30	0.03	0.29	0.93

Percentage changes are not shown if the baseline (2014-18 average) is less than 10

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

Table 38

Reported pedestrian casualties by police force division, council and severity
Years: 2014-18, 2017-21 averages and 2021

	2014-18 average			Numbers in 2021			2017-21 average		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	5	51	97	4	13	29	3	28	55
Aberdeen City	2	28	53	1	7	15	1	16	30
Aberdeenshire	3	18	34	3	3	9	1	10	17
Moray	0	6	10	-	3	5	1	3	8
Tayside	3	40	89	2	28	56	2	33	70
Dundee City	1	20	42	-	15	28	1	18	36
Angus	1	8	19	2	4	11	1	7	15
Perth & Kinross	1	12	27	-	9	17	1	9	20
Argyll/W.Dunbartonshire	1	20	44	2	9	22	1	15	32
Argyll & Bute	0	7	17	2	3	11	1	5	12
West Dunbartonshire	1	13	27	-	6	11	1	9	20
Forth Valley	1	32	70	1	11	31	2	21	48
Clackmannanshire	0	5	12	-	1	4	1	3	9
Stirling	1	10	23	-	2	8	1	7	15
Falkirk	0	17	35	1	8	19	0	11	24
Dumfries & Galloway	1	11	27	4	10	25	1	9	22
Ayrshire	2	42	92	4	26	52	2	36	69
North Ayrshire	1	14	33	-	8	18	0	14	27
East Ayrshire	0	14	28	2	9	19	1	12	22
South Ayrshire	1	14	30	2	9	15	1	10	20
Greater Glasgow	8	159	365	7	72	178	7	110	254
Glasgow City	8	142	326	6	62	151	6	96	224
East Dunbartonshire	-	8	19	1	6	16	1	8	16
East Renfrewshire	-	9	21	-	4	11	0	6	14
Lothians/Scot Borders	3	51	118	4	21	71	3	34	81
West Lothian	1	21	49	3	7	28	2	14	32
Midlothian	0	9	22	-	7	19	0	6	17
East Lothian	1	12	28	-	5	12	0	9	21
Scottish Borders	1	9	19	1	2	12	1	4	12
Edinburgh, City of	3	108	265	1	42	112	3	69	172
Highlands & Islands	3	17	47	2	14	31	3	14	33
Highland	2	14	37	2	10	23	2	12	28
Orkney Islands	0	1	4	-	3	6	0	1	3
Shetland Islands	0	1	3	-	-	-	0	0	1
Eilean Siar	0	1	3	-	1	2	0	1	2
Fife	2	30	70	2	13	38	4	26	59
Renfrewshire/Inverlclyde	3	33	79	-	15	38	2	26	59
Inverclyde	1	9	24	-	5	10	1	7	17
Renfrewshire	2	25	55	-	10	28	1	19	42
Lanarkshire	6	78	182	4	28	87	5	59	136
North Lanarkshire	3	42	96	3	14	47	3	33	72
South Lanarkshire	3	36	86	1	14	40	2	26	64
Scotland	41	674	1543	37	302	770	37	480	1,091

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

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2014-18, 2017-21 averages and 2021

	2021 % change on 2014-18 ave			2017-21 % change on 2014-18 ave			2021 rates per 1,000 population		
Police / Council	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
North East [1]	-	-75	-70	-	-45	-43	0.01	0.02	0.05
Aberdeen City	-	-75	-71	-	-44	-43	0	0.03	0.07
Aberdeenshire	-	-83	-74	-	-46	-49	0.01	0.01	0.03
Moray	-	-	-51	-	-	-25	-	0.03	0.05
Tayside	-	-30	-37	-	-16	-21	0	0.07	0.13
Dundee City	-	-24	-34	-	-10	-15	-	0.1	0.19
Angus	-	-	-43	-	-	-24	0.02	0.03	0.09
Perth & Kinross	-	-27	-38	-	-28	-28	-	0.06	0.11
Argyll/W.Dunbartonshire	-	-56	-50	-	-28	-27	0.01	0.05	0.13
Argyll & Bute	-	-	-35	-	-	-27	0.02	0.03	0.13
West Dunbartonshire	-	-55	-60	-	-29	-27	-	0.07	0.13
Forth Valley	-	-66	-56	-	-35	-31	0	0.04	0.1
Clackmannanshire	-	-	-66	-	-	-25	-	0.02	0.08
Stirling	-	-	-66	-	-	-36	-	0.02	0.09
Falkirk	-	-53	-45	-	-36	-29	0.01	0.05	0.12
Dumfries & Galloway	-	-12	-7	-	-17	-20	0.03	0.07	0.17
Ayrshire	-	-38	-43	-	-15	-24	0.01	0.07	0.14
North Ayrshire	-	-44	-46	-	-4	-19	-	0.06	0.13
East Ayrshire	-	-35	-32	-	-14	-20	0.02	0.07	0.16
South Ayrshire	-	-35	-50	-	-26	-35	0.02	0.08	0.13
Greater Glasgow	-	-55	-51	-	-31	-30	0.01	0.09	0.21
Glasgow City	-	-56	-54	-	-32	-31	0.01	0.1	0.24
East Dunbartonshire	-	-	-14	-	-	-13	0.01	0.06	0.15
East Renfrewshire	-	-	-47	-	-	-32	-	0.04	0.11
Lothians/Scot Borders	-	-59	-40	-	-33	-31	0.01	0.04	0.14
West Lothian	-	-66	-43	-	-31	-34	0.02	0.04	0.15
Midlothian	-	-	-14	-	-	-24	-	0.07	0.2
East Lothian	-	-60	-57	-	-23	-26	-	0.05	0.11
Scottish Borders	-	-	-37	-	-	-39	0.01	0.02	0.1
Edinburgh, City of	-	-61	-58	-	-37	-35	0	0.08	0.21
Highlands & Islands	-	-19	-34	-	-18	-29	0.01	0.05	0.1
Highland	-	-27	-39	-	-13	-26	0.01	0.04	0.1
Orkney Islands	-	-	-	-	-	-	-	0.13	0.27
Shetland Islands	-	-	-	-	-	-	-	-	-
Eilean Siar	-	-	-	-	-	-	-	0.04	0.08
Fife	-	-57	-45	-	-16	-15	0.01	0.03	0.1
Renfrewshire/Inverlclyde	-	-55	-52	-	-22	-25	-	0.06	0.15
Inverclyde	-	-	-58	-	-	-27	-	0.07	0.13
Renfrewshire	-	-59	-49	-	-22	-24	-	0.06	0.16
Lanarkshire	-	-64	-52	-	-25	-26	0.01	0.04	0.13
North Lanarkshire	-	-67	-51	-	-22	-25	0.01	0.04	0.14
South Lanarkshire	-	-61	-53	-	-28	-26	0	0.04	0.12
Scotland	-11	-55	-50	-10	-29	-29	0.01	0.06	0.14

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

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

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: 2021

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian							
Postcode blank, invalid or not known	7	2	1	9	1	13	13
Casualty from elsewhere in the UK	1	0	0	0	0	0	2
Scottish casualty, distance not known [4]	0	0	0	0	0	0	1
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	15	41	14	15	17	21	113
Over 2 up to 5 km	4	4	2	6	3	7	19
Over 5 up to 10 km	0	2	1	0	1	4	18
Over 10 up to 20 km	0	2	0	1	2	4	7
Over 20 up to 50 km	0	3	3	0	0	3	1
Over 50 km	2	2	1	0	1	0	4
Total	**29**	**56**	**22**	**31**	**25**	**52**	**178**
Pedal cycle user							
Postcode blank, invalid or not known	2	1	2	11	0	6	8
Casualty from elsewhere in the UK	0	1	0	1	0	0	2
Scottish casualty, distance not known [4]	0	0	0	0	0	0	2
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	9	15	5	8	8	4	52
Over 2 up to 5 km	3	6	1	0	3	5	31
Over 5 up to 10 km	3	6	1	4	0	4	17
Over 10 up to 20 km	1	3	0	2	1	1	5
Over 20 up to 50 km	1	1	2	1	1	2	1
Over 50 km	0	2	1	1	2	1	0
Total	**19**	**35**	**12**	**28**	**15**	**23**	**118**
Motor cycle user							
Postcode blank, invalid or not known	2	1	3	2	0	0	4
Casualty from elsewhere in the UK	1	3	5	0	4	1	0
Scottish casualty, distance not known [4]	0	0	0	0	0	0	0
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	8	7	1	2	3	1	22
Over 2 up to 5 km	6	7	0	6	4	6	7
Over 5 up to 10 km	5	4	1	4	2	2	8
Over 10 up to 20 km	9	10	0	7	4	5	7
Over 20 up to 50 km	4	5	3	6	0	8	3
Over 50 km	5	3	9	3	9	4	1
Total	**40**	**40**	**22**	**30**	**26**	**27**	**52**
Car user							
Postcode blank, invalid or not known	15	7	15	12	1	28	21
Casualty from elsewhere in the UK	0	7	9	3	25	1	4
Scottish casualty, distance not known [4]	0	0	0	0	0	0	2
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	32	73	16	31	16	37	134
Over 2 up to 5 km	20	47	19	34	11	35	84
Over 5 up to 10 km	23	56	11	31	16	36	83
Over 10 up to 20 km	42	52	16	15	15	38	48
Over 20 up to 50 km	34	38	13	17	8	15	25
Over 50 km	11	44	15	9	17	8	3
Total	**177**	**324**	**114**	**152**	**109**	**198**	**404**
Other [2]							
Postcode blank, invalid or not known	0	0	1	1	1	6	5
Casualty from elsewhere in the UK	0	6	0	2	9	1	0
Scottish casualty, distance not known [4]	0	0	0	0	0	0	0
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	5	5	2	5	3	2	16
Over 2 up to 5 km	2	7	2	1	5	3	18
Over 5 up to 10 km	2	4	0	0	1	1	5
Over 10 up to 20 km	4	3	1	2	1	2	9
Over 20 up to 50 km	7	6	3	6	3	5	6
Over 50 km	6	8	2	0	5	1	1
Total	**26**	**39**	**11**	**17**	**28**	**21**	**60**
All casualties							
Postcode blank, invalid or not known	26	11	22	35	3	53	51
Casualty from elsewhere in the UK	2	17	14	6	38	3	8
Scottish casualty, distance not known [4]	0	0	0	0	0	0	5
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	69	141	38	61	47	65	337
Over 2 up to 5 km	35	71	24	47	26	56	159
Over 5 up to 10 km	33	72	14	39	20	47	131
Over 10 up to 20 km	56	70	17	27	23	50	76
Over 20 up to 50 km	46	53	24	30	12	33	36
Over 50 km	24	59	28	13	34	14	9
Total	**291**	**494**	**181**	**258**	**203**	**321**	**812**

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: 2021

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Postcode blank, invalid or not known	1	8	7	5	13	10	90
Casualty from elsewhere in the UK	0	6	2	0	0	0	11
Scottish casualty, distance not known [4]	0	0	0	0	0	0	1
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	49	67	16	22	16	62	468
Over 2 up to 5 km	6	15	2	3	3	4	78
Over 5 up to 10 km	8	7	0	1	0	6	48
Over 10 up to 20 km	5	4	0	4	3	3	35
Over 20 up to 50 km	2	1	1	0	3	2	19
Over 50 km	0	4	3	3	0	0	20
Total	**71**	**112**	**31**	**38**	**38**	**87**	**770**
Pedal cycle user							
Postcode blank, invalid or not known	0	8	2	1	4	2	47
Casualty from elsewhere in the UK	0	0	5	1	0	0	10
Scottish casualty, distance not known [4]	0	0	0	0	0	0	2
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	20	67	1	7	5	19	220
Over 2 up to 5 km	7	38	2	4	1	9	110
Over 5 up to 10 km	7	17	1	3	3	3	69
Over 10 up to 20 km	6	1	1	1	1	6	29
Over 20 up to 50 km	4	0	0	1	1	1	16
Over 50 km	0	1	1	0	0	0	9
Total	**44**	**132**	**13**	**18**	**15**	**40**	**512**
Motor cycle user							
Postcode blank, invalid or not known	0	0	6	3	1	5	27
Casualty from elsewhere in the UK	21	2	13	0	0	2	52
Scottish casualty, distance not known [4]	0	0	0	0	0	1	1
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	7	10	3	5	3	7	79
Over 2 up to 5 km	11	10	2	5	2	4	70
Over 5 up to 10 km	3	5	4	5	6	2	51
Over 10 up to 20 km	5	5	3	4	1	2	62
Over 20 up to 50 km	12	2	4	5	1	1	54
Over 50 km	5	1	16	2	0	1	59
Total	**64**	**35**	**51**	**29**	**14**	**25**	**455**
Car user							
Postcode blank, invalid or not known	0	4	34	21	20	51	229
Casualty from elsewhere in the UK	22	8	24	6	0	6	115
Scottish casualty, distance not known [4]	0	0	0	0	0	0	2
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	74	53	19	31	18	59	593
Over 2 up to 5 km	74	52	25	41	27	70	539
Over 5 up to 10 km	79	36	26	33	11	41	482
Over 10 up to 20 km	57	25	31	23	16	35	413
Over 20 up to 50 km	69	21	29	22	8	25	324
Over 50 km	29	10	37	8	2	15	208
Total	**404**	**209**	**225**	**185**	**102**	**302**	**2,905**
Other [2]							
Postcode blank, invalid or not known	4	6	1	5	3	5	38
Casualty from elsewhere in the UK	11	1	4	0	0	1	35
Scottish casualty, distance not known [4]	0	0	0	0	1	0	1
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	11	30	0	3	2	8	92
Over 2 up to 5 km	6	17	3	3	1	4	72
Over 5 up to 10 km	12	13	1	2	1	12	54
Over 10 up to 20 km	7	8	3	5	3	5	53
Over 20 up to 50 km	6	10	3	2	4	5	66
Over 50 km	9	3	11	2	0	2	50
Total	**66**	**88**	**26**	**22**	**15**	**42**	**461**
All casualties							
Postcode blank, invalid or not known	5	26	50	35	41	73	431
Casualty from elsewhere in the UK	54	17	48	7	0	9	223
Scottish casualty, distance not known [4]	0	0	0	0	1	1	7
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	161	227	39	68	44	155	1,452
Over 2 up to 5 km	104	132	34	56	34	91	869
Over 5 up to 10 km	109	78	32	44	21	64	704
Over 10 up to 20 km	80	43	38	37	24	51	592
Over 20 up to 50 km	93	34	37	30	17	34	479
Over 50 km	43	19	68	15	2	18	346
Total	**649**	**576**	**346**	**292**	**184**	**496**	**5,103**

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 2021: Council of residence vs. council of accident location **ACCIDENT LOCATION**

Percentages

		LOCATION OF ACCIDENT															
		Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Eilean Siar	Falkirk	Fife	Glasgow City
																	Column Percentages
CASUALTY RESIDENCE	**Aberdeen City**	**85.7**	13.1	2.6	-	-	-	-	-	-	-	-	0.2	-	-	-	0.2
	Aberdeenshire	10.7	**75.4**	5.8	1.9	-	-	-	-	-	-	-	0.2	-	-	0.4	-
	Angus	-	2.3	**71.8**	-	-	0.5	11.6	-	2.1	0.9	-	-	-	-	0.4	-
	Argyll & Bute	-	-	-	**58.5**	-	0.5	-	-	-	-	-	-	-	-	-	-
	Clackmannanshire	-	-	-	-	**81.8**	-	-	-	-	-	-	-	-	4.4	3.5	-
	Dumfries & Galloway	-	-	-	-	-	**70.3**	-	1.2	-	-	-	-	-	-	-	0.3
	Dundee City	-	0.6	11.5	-	-	-	**82.2**	-	-	-	-	-	-	-	1.9	-
	East Ayrshire	-	-	-	0.9	-	0.5	-	**78.3**	-	2.7	4.9	0.5	-	-	-	0.6
	East Dunbartonshire	-	-	-	-	-	-	-	-	**68.1**	-	-	0.2	-	-	-	2.0
	East Lothian	-	-	-	-	-	-	-	-	-	**73.0**	-	3.6	-	0.9	-	-
	East Renfrewshire	-	-	-	0.9	-	1.0	-	1.2	-	-	**49.2**	0.2	-	-	-	2.8
	Edinburgh, City of	-	1.1	-	1.9	-	0.5	1.6	-	-	9.0	-	**76.1**	-	0.9	4.3	-
	Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	0.2	**95.0**	-	-	-
	Falkirk	-	-	-	0.9	4.5	1.0	-	-	2.1	0.9	-	1.1	-	**74.3**	1.2	0.2
	Fife	-	1.1	-	1.9	13.6	0.5	3.1	-	-	-	-	2.9	-	0.9	**79.0**	-
	Glasgow City	-	-	0.6	3.8	-	1.0	-	2.4	14.9	-	29.5	0.4	-	4.4	1.6	**75.5**
	Highland	-	0.6	-	0.9	-	0.5	-	-	-	0.9	-	0.4	-	0.9	0.4	0.2
	Inverclyde	-	-	-	-	-	-	-	-	2.1	-	-	-	-	-	-	0.8
	Midlothian	-	-	-	-	-	-	-	-	-	2.7	-	4.7	-	-	-	-
	Moray	-	2.9	0.6	0.9	-	-	-	-	-	-	-	-	-	-	-	0.2
	North Ayrshire	-	-	-	1.9	-	-	-	6.0	-	-	1.6	0.2	-	-	-	0.2
	North Lanarkshire	-	-	-	3.8	-	0.5	-	-	2.1	0.9	1.6	0.2	-	6.2	0.8	5.3
	Orkney Islands	-	-	-	-	-	0.5	-	-	-	-	-	-	-	-	-	-
	Perth & Kinross	-	-	3.8	2.8	-	0.5	-	-	-	-	-	-	-	1.8	0.8	0.2
	Renfrewshire	-	0.6	-	4.7	-	1.0	-	1.2	-	-	8.2	0.5	-	-	1.2	3.6
	Scottish Borders	1.8	-	-	-	-	2.6	-	-	-	4.5	-	0.7	-	-	-	0.2
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	South Ayrshire	-	1.1	-	-	-	1.0	-	6.0	-	-	-	-	-	-	-	0.3
	South Lanarkshire	-	0.6	-	1.9	-	0.5	-	2.4	-	-	3.3	0.7	-	0.9	-	4.3
	Stirling	-	-	-	0.9	-	-	-	-	6.4	-	-	0.4	-	1.8	0.8	0.5
	West Dunbartonshire	-	-	-	1.9	-	-	-	1.2	2.1	-	1.6	0.2	-	-	-	1.4
	West Lothian	-	-	0.6	-	-	1.0	-	-	-	0.9	-	3.5	-	1.8	1.2	0.6
	Elsewhere in UK	1.8	0.6	2.6	9.4	-	15.6	1.6	-	-	3.6	-	2.9	5.0	0.9	2.7	0.9
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**56**	**175**	**156**	**106**	**22**	**192**	**129**	**83**	**47**	**111**	**61**	**549**	**20**	**113**	**257**	**644**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2021: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	Renfrewshire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbartonshire	West Lothian
																	Column Percentages
CASUALTY RESIDENCE	**Aberdeen City**	0.4	-	-	9.1	-	-	-	1.0	-	-	-	-	-	1.2	-	-
	Aberdeenshire	1.6	-	-	6.1	-	-	-	2.6	-	-	-	-	0.5	-	-	0.8
	Angus	-	-	-	3.0	-	-	-	4.6	-	-	-	-	-	1.2	-	-
	Argyll & Bute	0.4	-	-	-	0.9	-	-	0.5	1.0	-	-	-	-	-	-	1.2
	Clackmannanshire	-	-	-	-	-	-	-	1.0	-	-	-	-	-	5.8	-	0.8
	Dumfries & Galloway	-	-	-	-	0.9	-	-	1.0	-	2.2	-	2.7	0.9	-	-	-
	Dundee City	0.4	-	-	-	-	-	-	7.2	-	-	-	-	-	3.5	-	-
	East Ayrshire	1.2	-	-	-	5.4	0.5	-	0.5	1.0	-	-	23.3	1.4	-	-	-
	East Dunbartonshire	0.4	-	-	3.0	1.8	3.4	-	-	2.9	-	-	-	0.5	1.2	2.0	0.4
	East Lothian	0.4	-	4.9	-	-	-	-	-	-	4.5	-	-	1.9	-	2.0	0.4
	East Renfrewshire	2.0	-	-	-	1.8	-	-	-	1.0	-	-	1.4	1.4	-	-	-
	Edinburgh, City of	-	-	12.0	-	-	1.0	-	3.6	-	4.5	-	-	1.4	2.3	2.0	8.4
	Eilean Siar	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Falkirk	0.4	-	-	-	-	2.5	-	2.1	-	2.2	-	-	0.5	10.5	-	4.8
	Fife	1.6	-	0.7	-	-	-	-	10.8	1.0	0.7	-	-	-	-	-	3.2
	Glasgow City	1.2	-	1.4	-	2.7	4.9	-	2.1	6.7	-	-	4.1	5.1	3.5	21.6	4.8
	Highland	**60.6**	-	-	3.0	-	-	-	3.1	-	-	-	-	-	-	-	-
	Inverclyde	-	**91.9**	-	-	5.4	-	-	-	13.3	-	-	-	0.9	-	-	-
	Midlothian	0.4	-	**64.1**	-	-	-	-	-	-	6.0	-	1.4	0.9	2.3	-	-
	Moray	0.8	-	-	**75.8**	-	-	-	0.5	-	-	-	-	-	-	-	-
	North Ayrshire	1.2	-	-	-	**69.4**	0.5	-	-	1.9	-	-	6.8	-	-	-	0.4
	North Lanarkshire	1.6	-	-	-	-	**72.5**	-	0.5	4.8	0.7	-	1.4	8.8	3.5	2.0	3.6
	Orkney Islands	0.4	-	-	-	-	-	**81.8**	-	-	-	-	-	-	1.2	-	-
	Perth & Kinross	0.8	-	-	-	-	-	-	**49.7**	1.0	0.7	-	-	0.5	1.2	-	-
	Renfrewshire	2.0	8.1	-	-	3.6	0.5	-	-	**56.2**	-	-	1.4	2.3	2.3	5.9	-
	Scottish Borders	-	-	2.8	-	-	-	-	1.0	-	**54.5**	-	-	-	-	-	-
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	**100.0**	-	-	-	-	-
	South Ayrshire	0.4	-	-	-	5.4	-	-	-	-	-	-	**52.1**	0.5	-	-	-
	South Lanarkshire	2.4	-	2.1	-	0.9	10.8	-	1.0	3.8	0.7	-	2.7	**67.1**	-	-	2.8
	Stirling	0.8	-	-	-	-	0.5	-	1.5	-	-	-	1.4	1.4	**50.0**	3.9	0.8
	West Dunbartonshire	-	-	-	-	-	-	-	-	5.7	-	-	-	0.9	3.5	**56.9**	-
	West Lothian	0.8	-	4.2	-	0.9	2.9	-	0.5	-	3.0	-	-	-	2.3	-	**64.4**
	Elsewhere in UK	16.7	-	7.7	-	0.9	-	18.2	5.1	-	20.1	-	1.4	3.2	4.7	3.9	3.2
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**251**	**37**	**142**	**33**	**111**	**204**	**11**	**195**	**105**	**134**	**8**	**73**	**216**	**86**	**51**	**250**

1. Where postcode of casualty is known.

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2017-2021 averages and 2011-2021

		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	**2014-18 average**	**0**	**0**	**0**	**0**	**7**	**8**	**1**	**3**	**4**	**10**	**77**	**87**
	2011	0	2	2	0	16	16	2	5	7	23	123	146
	2012	0	0	0	2	22	25	1	7	8	17	139	157
	2013	0	1	1	2	10	13	0	4	4	17	126	143
	2014	0	0	0	0	9	9	2	4	6	16	111	127
	2015	0	0	0	0	9	10	1	4	5	10	94	104
	2016	0	0	0	0	12	12	1	2	3	16	67	83
	2017	0	0	0	0	5	5	0	2	2	5	53	58
	2018	0	0	0	0	2	2	0	2	2	5	58	64
	2019	0	0	0	0	6	6	1	2	3	4	55	58
	2020	0	0	0	0	2	2	0	1	1	3	36	39
	2021	0	0	0	0	0	0	0	2	2	1	26	27
	2017-21 average	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**2**	**2**	**4**	**45**	**49**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-100*	*-100*	*-100*	*-29*	*-44*	*-90*	*-66*	*-69*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-66*	*-60*	*-60*	*-75*	*-36*	*-44*	*-66*	*-40*	*-43*
Aberdeenshire	**2014-18 average**	**0**	**0**	**1**	**2**	**11**	**13**	**3**	**12**	**15**	**32**	**160**	**193**
	2011	0	0	0	2	18	20	4	7	11	47	227	274
	2012	0	1	1	1	17	18	3	11	14	49	232	282
	2013	0	2	2	3	15	19	8	15	23	61	187	248
	2014	1	1	2	5	13	18	5	20	25	32	213	245
	2015	0	0	0	3	9	11	4	15	19	37	165	203
	2016	0	1	1	1	14	15	4	13	17	29	162	191
	2017	0	0	0	0	8	8	1	6	7	34	127	161
	2018	0	0	0	1	11	12	1	7	8	28	136	163
	2019	0	0	0	0	6	6	4	6	10	23	104	127
	2020	0	0	0	2	4	6	4	3	7	23	65	88
	2021	0	0	0	0	0	0	3	9	12	27	65	92
	2017-21 average	**0**	**0**	**0**	**1**	**6**	**6**	**3**	**6**	**9**	**27**	**99**	**126**
	% ch on 14-18 av. 2021	*-100*	*-100*	*-100*	*-100*	*-100*	*-100*	*0*	*-26*	*-21*	*-16*	*-59*	*-52*
	% ch on 14-18 av. 1721	*-100*	*-100*	*-100*	*-68*	*-46*	*-50*	*-13*	*-49*	*-42*	*-16*	*-38*	*-34*
Angus	**2014-18 average**	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**5**	**6**	**8**	**52**	**60**
	2011	0	0	0	1	9	10	1	4	5	13	78	92
	2012	0	0	0	0	7	7	0	5	5	13	66	80
	2013	0	0	0	0	8	8	2	1	3	9	71	80
	2014	0	0	0	0	5	5	2	4	6	8	51	59
	2015	0	0	0	0	7	7	3	5	8	3	58	61
	2016	0	0	0	0	2	3	1	5	6	13	44	56
	2017	0	0	0	1	4	5	1	9	10	14	50	64
	2018	0	0	0	0	5	5	0	2	2	5	57	61
	2019	0	0	0	0	7	7	1	2	3	6	43	49
	2020	0	0	0	0	3	3	1	2	3	9	40	49
	2021	0	0	0	0	2	2	0	3	3	4	47	51
	2017-21 average	**0**	**0**	**0**	**0**	**4**	**4**	**1**	**4**	**5**	**8**	**47**	**55**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-56*	*-60*	*-100*	*-40*	*-53*	*-52*	*-10*	*-15*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-34*	*-9*	*-11*	*-57*	*-28*	*-34*	*-9*	*-9*	*-9*
Argyll & Bute	**2014-18 average**	**0**	**1**	**1**	**1**	**4**	**5**	**4**	**3**	**6**	**45**	**46**	**92**
	2011	1	0	1	3	7	9	5	0	5	56	50	106
	2012	0	0	0	0	8	8	4	0	4	51	56	107
	2013	0	0	0	1	1	2	10	1	11	47	47	94
	2014	0	0	0	1	5	6	3	1	4	43	47	90
	2015	0	0	0	0	3	3	4	2	6	57	45	103
	2016	0	3	3	1	2	3	4	5	9	45	52	97
	2017	0	0	0	1	6	7	2	2	4	35	54	88
	2018	0	0	0	1	3	4	5	3	8	47	32	79
	2019	0	0	0	2	1	3	6	3	9	49	51	100
	2020	0	0	0	0	1	1	2	5	7	17	20	37
	2021	0	0	0	0	1	1	4	5	9	19	26	45
	2017-21 average	**0**	**0**	**0**	**1**	**2**	**3**	**4**	**4**	**7**	**33**	**37**	**70**
	% ch on 14-18 av. 2021	*0*	*-100*	*-100*	*-100*	*-72*	*-78*	*11*	*92*	*45*	*-58*	*-44*	*-51*
	% ch on 14-18 av. 1721	*0*	*-100*	*-100*	*-21*	*-38*	*-34*	*6*	*38*	*19*	*-27*	*-21*	*-24*
Clackmannanshire	**2014-18 average**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**19**	**19**
	2011	0	0	0	0	4	4	1	1	2	1	21	22
	2012	0	0	0	0	4	4	0	0	0	1	31	32
	2013	0	0	0	0	5	5	0	0	0	1	25	26
	2014	0	0	0	0	3	3	0	0	0	0	17	17
	2015	0	0	0	0	3	3	0	0	0	0	21	21
	2016	0	0	0	0	1	1	0	0	0	0	26	26
	2017	0	0	0	0	4	4	0	1	1	1	16	17
	2018	0	0	0	0	2	2	0	1	1	0	17	17
	2019	0	0	0	0	2	2	0	4	4	0	13	13
	2020	0	0	0	0	2	2	0	3	3	1	7	8
	2021	0	0	0	0	0	0	0	1	1	0	13	13
	2017-21 average	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**2**	**0**	**13**	**14**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*0*	*-100*	*-100*	*0*	*150*	*150*	*-100*	*-32*	*-33*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*0*	*-23*	*-23*	*0*	*400*	*400*	*37*	*-32*	*-30*
Dumfries & Galloway	**2014-18 average**	**0**	**0**	**0**	**2**	**6**	**8**	**6**	**5**	**11**	**44**	**76**	**120**
	2011	0	0	0	4	6	10	8	1	9	47	97	144
	2012	0	0	0	4	7	11	1	6	7	42	104	146
	2013	0	0	0	2	3	5	6	6	12	41	77	118
	2014	0	0	0	2	7	9	4	7	11	48	82	130
	2015	0	0	0	1	7	8	8	3	11	38	79	117
	2016	0	0	0	2	6	9	5	9	14	38	75	114
	2017	0	0	0	0	2	2	9	5	14	39	59	99
	2018	0	0	0	3	10	13	6	1	7	54	84	138
	2019	0	0	0	1	3	4	5	3	8	27	69	96
	2020	0	0	0	1	6	7	1	4	5	14	27	41
	2021	1	1	2	1	2	3	3	6	9	37	39	76
	2017-21 average	**0**	**0**	**0**	**1**	**5**	**6**	**5**	**4**	**9**	**34**	**56**	**90**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-42*	*-68*	*-63*	*-53*	*20*	*-21*	*-15*	*-49*	*-36*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-32*	*-27*	*-28*	*-25*	*-24*	*-25*	*-22*	*-27*	*-25*
Dundee City	**2014-18 average**	**0**	**0**	**0**	**1**	**8**	**8**	**0**	**1**	**1**	**6**	**44**	**50**
	2011	0	0	0	0	17	17	0	2	2	8	77	85
	2012	0	0	0	0	15	15	1	1	2	6	71	77
	2013	0	0	0	0	8	8	1	1	2	7	58	65
	2014	0	0	0	2	5	7	0	1	1	7	61	68
	2015	0	0	0	1	8	9	0	1	1	5	33	38
	2016	0	0	0	0	10	10	0	1	1	5	49	54
	2017	0	0	0	0	8	8	0	1	1	6	42	48
	2018	0	0	0	0	7	7	0	1	1	5	35	40
	2019	0	0	0	0	6	6	0	1	1	8	47	55
	2020	0	1	1	0	5	5	0	2	2	4	46	50
	2021	0	0	0	0	5	5	0	1	1	4	35	39
	2017-21 average	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**1**	**5**	**41**	**46**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-35*	*-40*	*0*	*0*	*0*	*-28*	*-20*	*-21*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-88*	*-20*	*-25*	*0*	*20*	*20*	*-9*	*-6*	*-6*
East Ayrshire	**2014-18 average**	**0**	**0**	**0**	**2**	**7**	**8**	**1**	**2**	**3**	**16**	**49**	**65**
	2011	0	0	0	2	8	9	0	4	4	11	66	77
	2012	0	0	0	0	3	3	0	3	3	14	58	72
	2013	0	0	0	0	4	5	1	3	4	8	46	53
	2014	0	0	0	0	10	10	1	1	2	7	47	54
	2015	0	0	0	1	5	6	0	1	1	17	52	68
	2016	0	0	0	3	5	8	2	2	4	27	47	75
	2017	0	0	0	0	5	5	0	2	2	9	49	58
	2018	0	0	0	4	8	12	1	4	5	19	51	70
	2019	0	0	0	0	4	4	1	6	7	9	33	41
	2020	0	0	0	1	3	4	2	0	2	8	33	41
	2021	0	0	0	1	7	8	2	5	7	3	34	37
	2017-21 average	**0**	**0**	**0**	**1**	**5**	**7**	**1**	**3**	**5**	**10**	**40**	**49**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-35*	*5*	*-3*	*150*	*150*	*150*	*-81*	*-31*	*-43*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-22*	*-18*	*-19*	*50*	*70*	*64*	*-39*	*-19*	*-24*
East Dunbartonshire	**2014-18 average**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**27**	**27**
	2011	0	0	0	0	1	1	0	0	0	0	35	35
	2012	0	0	0	0	4	4	0	0	0	0	43	43
	2013	0	0	0	0	4	4	0	1	1	0	24	24
	2014	0	0	0	0	3	3	0	1	1	0	31	31
	2015	0	0	0	0	3	3	0	1	1	0	25	25
	2016	0	0	0	0	3	3	0	0	0	0	30	30
	2017	0	0	0	0	7	7	0	0	0	0	27	27
	2018	0	0	0	0	2	2	0	0	0	0	20	20
	2019	0	0	0	0	9	9	0	1	1	0	34	34
	2020	0	0	0	0	2	2	0	1	1	0	12	12
	2021	0	0	0	0	2	2	0	1	1	0	14	14
	2017-21 average	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**1**	**1**	**0**	**21**	**21**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*0*	*-41*	*-41*	*0*	*150*	*150*	*0*	*-48*	*-48*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*0*	*30*	*30*	*0*	*50*	*50*	*0*	*-20*	*-20*

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2017-2021 averages and 2011-2021

		Child (0-15) killed Local Authority			Child (0-15) serious Local Authority			All ages killed Local Authority			All ages serious Local Authority		
		Trunk roads	All roads	All roads	Trunk roads	All roads	All roads	Trunk roads	All roads	All roads	Trunk roads	All roads	All roads
		roads			roads			roads			roads		
East Lothian	**2014-18 average**	**0**	**0**	**0**	**0**	**7**	**7**	**2**	**1**	**3**	**9**	**53**	**62**
	2011	0	1	1	0	6	7	0	1	1	9	47	56
	2012	0	0	0	0	4	4	0	0	0	9	44	53
	2013	0	1	1	0	4	5	0	3	3	6	50	56
	2014	0	0	0	0	9	9	3	1	4	9	58	68
	2015	0	0	0	1	2	3	1	2	3	9	49	58
	2016	0	0	0	0	4	4	2	1	3	8	48	55
	2017	0	0	0	1	6	7	2	1	3	10	54	63
	2018	0	0	0	0	13	13	1	1	2	11	55	66
	2019	0	0	0	0	4	4	0	1	1	6	48	54
	2020	0	0	0	0	3	3	0	2	2	9	23	32
	2021	0	0	0	0	3	3	0	0	0	5	27	32
	2017-21 average	**0**	**0**	**0**	**0**	**6**	**6**	**1**	**1**	**2**	**8**	**41**	**49**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-56*	*-58*	*-100*	*-100*	*-100*	*-46*	*-49*	*-48*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-53*	*-16*	*-18*	*-67*	*-17*	*-47*	*-13*	*-22*	*-20*
East Renfrewshire	**2014-18 average**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**3**	**27**	**29**
	2011	0	0	0	0	4	4	0	2	2	2	30	31
	2012	0	0	0	0	5	5	0	2	2	2	25	28
	2013	0	0	0	0	3	3	0	2	2	1	27	27
	2014	0	0	0	0	5	5	0	0	0	2	25	28
	2015	0	0	0	0	4	4	0	0	0	2	27	29
	2016	0	0	0	0	2	2	0	0	0	1	30	31
	2017	0	0	0	0	5	5	0	0	0	4	28	32
	2018	0	0	0	0	3	3	0	0	0	3	23	26
	2019	0	0	0	0	2	2	0	1	1	2	23	24
	2020	0	0	0	0	2	2	0	1	1	0	16	16
	2021	0	0	0	0	2	2	0	1	1	1	20	21
	2017-21 average	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**1**	**1**	**2**	**22**	**24**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-47*	*-47*	*0*	*0*	*0*	*-62*	*-26*	*-28*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-100*	*-28*	*-28*	*0*	*0*	*0*	*-23*	*-18*	*-18*
Edinburgh, City of	**2014-18 average**	**0**	**0**	**0**	**1**	**24**	**25**	**0**	**7**	**7**	**18**	**294**	**312**
	2011	0	0	0	1	32	34	2	8	10	9	332	341
	2012	0	0	0	1	33	34	0	13	13	18	344	362
	2013	0	0	0	0	24	24	3	5	8	16	302	319
	2014	0	0	0	1	33	34	1	10	11	23	322	344
	2015	0	0	0	1	24	25	0	3	3	23	306	330
	2016	0	1	1	1	22	23	0	9	9	15	338	353
	2017	0	0	0	0	22	22	0	6	6	12	273	285
	2018	0	0	0	2	19	21	0	5	5	19	231	250
	2019	0	0	0	2	15	17	1	5	6	27	218	246
	2020	0	1	1	0	11	11	0	6	6	6	128	134
	2021	0	0	0	0	19	19	0	3	3	5	153	158
	2017-21 average	**0**	**0**	**0**	**1**	**17**	**18**	**0**	**5**	**5**	**14**	**201**	**215**
	% ch on 14-18 av. 2021	*0*	*-100*	*-100*	*-100*	*-21*	*-24*	*-100*	*-56*	*-56*	*-73*	*-48*	*-49*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-7*	*-29*	*-28*	*0*	*-24*	*-24*	*-25*	*-32*	*-31*
Eilean Siar	**2014-18 average**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**9**	**9**
	2011	0	0	0	0	1	1	0	1	1	0	9	9
	2012	0	0	0	0	1	1	0	2	2	0	15	15
	2013	0	0	0	0	1	1	0	1	1	0	6	6
	2014	0	0	0	0	1	1	0	4	4	0	14	14
	2015	0	0	0	0	0	0	0	1	1	0	10	10
	2016	0	0	0	0	0	0	0	0	0	0	9	9
	2017	0	0	0	0	0	0	0	0	0	0	7	7
	2018	0	0	0	0	0	0	0	1	1	0	7	7
	2019	0	0	0	0	0	0	0	2	2	0	15	15
	2020	0	0	0	0	1	1	0	1	1	0	4	4
	2021	0	0	0	0	1	1	0	1	1	0	6	6
	2017-21 average	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**8**	**8**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*0*	*191*	*191*	*0*	*-17*	*-17*	*0*	*-36*	*-36*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*0*	*53*	*53*	*0*	*-17*	*-17*	*0*	*-17*	*-17*
Falkirk	**2014-18 average**	**0**	**1**	**1**	**0**	**9**	**9**	**0**	**2**	**3**	**10**	**67**	**77**
	2011	0	0	0	0	7	7	1	0	1	7	72	79
	2012	0	0	0	0	6	6	2	8	10	10	89	100
	2013	1	0	1	0	8	8	1	2	3	7	71	77
	2014	0	2	2	0	7	7	0	5	5	8	66	73
	2015	0	0	0	0	10	10	1	2	3	13	69	82
	2016	0	1	1	0	6	7	0	1	1	10	79	88
	2017	0	0	0	0	9	9	0	0	0	10	68	79
	2018	0	0	0	0	10	10	0	4	4	9	53	62
	2019	0	0	0	0	7	7	0	4	4	4	42	46
	2020	0	0	0	0	3	3	0	2	2	4	23	27
	2021	0	0	0	0	4	4	1	3	4	6	34	40
	2017-21 average	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**3**	**3**	**7**	**44**	**51**
	% ch on 14-18 av. 2021	*0*	*-100*	*-100*	*-100*	*-54*	*-54*	*400*	*25*	*54*	*-39*	*-49*	*-48*
	% ch on 14-18 av. 1721	*0*	*-100*	*-100*	*-100*	*-23*	*-24*	*0*	*8*	*8*	*-33*	*-34*	*-34*
Fife	**2014-18 average**	**0**	**0**	**1**	**1**	**14**	**15**	**3**	**7**	**10**	**25**	**122**	**147**
	2011	0	0	0	1	27	28	0	11	11	16	140	156
	2012	0	0	0	0	18	19	0	7	7	19	148	167
	2013	0	0	0	0	10	10	2	9	11	23	132	155
	2014	0	1	1	0	9	9	4	8	12	30	116	145
	2015	1	0	1	0	13	13	5	7	12	20	124	144
	2016	1	0	1	3	17	20	4	6	10	27	136	163
	2017	0	0	0	0	18	18	0	5	5	19	115	134
	2018	0	1	1	4	13	16	0	10	10	29	117	147
	2019	0	0	0	0	17	18	3	12	15	25	122	147
	2020	0	1	1	1	13	14	4	8	12	18	91	109
	2021	0	0	0	0	7	7	1	1	2	14	70	84
	2017-21 average	**0**	**0**	**0**	**1**	**14**	**15**	**2**	**7**	**9**	**21**	**103**	**124**
	% ch on 14-18 av. 2021	*-100*	*-100*	*-100*	*-100*	*-49*	*-54*	*-62*	*-86*	*-80*	*-44*	*-42*	*-43*
	% ch on 14-18 av. 1721	*-100*	*0*	*-50*	*-26*	*-2*	*-4*	*-38*	*0*	*-10*	*-16*	*-15*	*-15*
Glasgow City	**2014-18 average**	**0**	**0**	**0**	**0**	**39**	**39**	**1**	**11**	**12**	**20**	**303**	**323**
	2011	0	1	1	2	51	53	3	10	13	20	316	336
	2012	0	0	0	2	47	49	0	7	7	28	346	374
	2013	0	0	0	0	30	30	0	4	4	13	285	298
	2014	0	1	1	0	48	48	0	18	18	21	325	346
	2015	0	0	0	1	37	38	0	15	15	15	316	331
	2016	0	1	1	0	45	45	1	7	8	19	316	335
	2017	0	0	0	1	34	35	0	7	7	29	272	301
	2018	0	0	0	0	31	31	2	8	10	16	284	301
	2019	0	0	0	2	43	45	0	9	9	19	231	250
	2020	0	0	0	0	21	21	0	9	9	14	177	187
	2021	0	0	0	0	25	25	1	8	9	19	179	198
	2017-21 average	**0**	**0**	**0**	**1**	**31**	**31**	**0**	**8**	**10**	**19**	**229**	**247**
	% ch on 14-18 av. 2021	*0*	*-100*	*-100*	*-100*	*-36*	*-37*	*67*	*-27*	*-22*	*-5*	*-41*	*-39*
	% ch on 14-18 av. 1721	*0*	*-100*	*-100*	*65*	*-21*	*-20*	*167*	*-28*	*-16*	*-8*	*-24*	*-23*
Highland	**2014-18 average**	**0**	**0**	**0**	**3**	**6**	**8**	**10**	**8**	**18**	**85**	**79**	**164**
	2011	0	0	0	1	8	9	10	11	21	93	111	204
	2012	0	0	0	2	11	13	11	5	16	99	107	207
	2013	2	0	2	3	5	8	13	7	20	94	84	178
	2014	0	0	0	2	6	8	13	7	20	81	83	165
	2015	0	0	0	3	6	8	6	8	14	78	73	152
	2016	0	0	0	3	3	7	11	7	18	100	78	178
	2017	0	0	0	4	5	9	9	6	15	83	61	144
	2018	0	0	0	2	8	9	9	14	23	81	101	182
	2019	0	0	0	2	3	5	12	9	21	64	116	180
	2020	2	0	2	3	5	8	7	10	17	43	63	106
	2021	1	0	1	2	3	5	9	5	14	66	49	115
	2017-21 average	**1**	**0**	**1**	**3**	**5**	**7**	**9**	**9**	**18**	**67**	**78**	**145**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-26*	*-46*	*-39*	*-6*	*-40*	*-22*	*-22*	*-38*	*-30*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-5*	*-15*	*-12*	*-4*	*5*	*0*	*-21*	*-1*	*-11*
Inverclyde	**2014-18 average**	**0**	**0**	**0**	**1**	**3**	**4**	**1**	**1**	**2**	**7**	**24**	**32**
	2011	0	0	0	1	5	7	0	1	1	12	35	47
	2012	0	0	0	1	5	6	1	0	1	7	35	43
	2013	0	0	0	0	4	5	0	0	0	7	22	30
	2014	0	0	0	2	5	7	1	0	1	9	27	36
	2015	1	1	1	2	6	7	1	1	2	8	26	34
	2016	0	0	0	0	2	2	0	2	2	5	30	35
	2017	0	0	0	0	3	3	1	2	3	7	19	26
	2018	0	0	0	0	1	2	0	0	0	8	19	27
	2019	0	0	0	0	6	6	1	0	1	8	30	38
	2020	0	0	0	0	0	0	2	1	3	3	9	12
	2021	0	0	0	1	2	3	0	1	1	3	13	16
	2017-21 average	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**1**	**2**	**6**	**18**	**24**
	% ch on 14-18 av. 2021	*0*	*-100*	*-100*	*24*	*-41*	*-29*	*-100*	*0*	*-38*	*-60*	*-46*	*-49*
	% ch on 14-18 av. 1721	*0*	*-100*	*-100*	*-50*	*-32*	*-37*	*33*	*-20*	*0*	*-21*	*-26*	*-25*
Midlothian	**2014-18 average**	**0**	**0**	**0**	**0**	**5**	**5**	**2**	**1**	**3**	**12**	**50**	**61**
	2011	0	0	0	0	7	7	0	3	3	6	48	54
	2012	0	0	0	1	5	6	4	0	4	10	55	65
	2013	0	1	1	2	7	8	0	5	5	14	39	53
	2014	0	0	0	1	3	4	0	0	0	17	50	66
	2015	0	0	0	0	5	6	2	1	3	14	55	69
	2016	0	0	0	1	7	7	5	3	8	10	51	62
	2017	0	0	0	0	5	5	0	2	2	11	51	62
	2018	0	0	0	0	3	3	1	0	1	8	40	48
	2019	0	0	0	0	6	6	0	1	1	5	38	43
	2020	0	0	0	0	3	3	0	0	0	1	20	21
	2021	0	0	0	0	3	3	0	2	2	2	24	26
	2017-21 average	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**1**	**1**	**5**	**35**	**40**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-35*	*-41*	*-100*	*67*	*-29*	*-83*	*-30*	*-36*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-74*	*-11*	*-17*	*-88*	*-17*	*-57*	*-56*	*-30*	*-35*
Moray	**2014-18 average**	**0**	**0**	**1**	**1**	**3**	**4**	**2**	**3**	**5**	**15**	**33**	**48**
	2011	0	0	0	0	3	3	1	3	4	14	33	47
	2012	0	0	0	2	4	6	1	2	3	21	43	64
	2013	0	0	0	1	4	5	1	2	3	14	50	64
	2014	0	0	0	0	9	9	0	2	2	15	43	58
	2015	0	0	0	1	2	3	1	1	2	15	31	46
	2016	0	1	1	2	5	7	0	6	6	17	39	56
	2017	0	1	1	1	0	1	2	3	5	17	28	45
	2018	1	0	1	0	0	1	5	4	9	11	22	33
	2019	0	0	0	0	4	4	4	1	5	11	25	36
	2020	0	0	0	0	1	1	3	1	4	3	19	22
	2021	0	0	0	0	2	2	1	2	3	3	13	16
	2017-21 average	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**2**	**5**	**9**	**22**	**30**
	% ch on 14-18 av. 2021	*-100*	*-100*	*-100*	*-100*	*-37*	*-51*	*-38*	*-38*	*-38*	*-80*	*-60*	*-67*
	% ch on 14-18 av. 1721	*0*	*-50*	*-33*	*-68*	*-55*	*-58*	*88*	*-31*	*8*	*-41*	*-34*	*-36*

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2017-2021 averages and 2011-2021

		Child (0-15) killed Local Authority			Child (0-15) serious Local Authority			All ages killed Local Authority			All ages serious Local Authority		
		Trunk roads	All roads	All roads	Trunk roads	All roads	All roads	Trunk roads	All roads	All roads	Trunk roads	All roads	All roads
		roads			roads			roads			roads		
North Ayrshire	2014-18 average	0	0	0	1	6	7	2	2	4	22	51	73
	2011	0	0	0	2	12	14	0	4	4	18	54	71
	2012	0	0	0	1	9	10	0	2	2	19	52	71
	2013	0	0	0	0	5	5	3	1	4	19	46	65
	2014	0	0	0	2	6	8	1	3	4	16	60	75
	2015	0	0	0	0	3	3	2	2	4	33	54	87
	2016	0	0	0	1	8	9	3	2	5	19	49	68
	2017	0	0	0	1	5	6	1	3	4	27	42	69
	2018	0	0	0	0	8	8	1	1	2	15	49	65
	2019	0	0	0	2	6	8	0	2	2	11	52	63
	2020	0	0	0	0	3	3	0	1	1	10	30	40
	2021	0	0	0	0	4	4	0	4	4	12	24	36
	2017-21 average	**0**	**0**	**0**	**1**	**5**	**6**	**1**	**2**	**3**	**15**	**40**	**55**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-31*	*-41*	*-100*	*82*	*5*	*-46*	*-53*	*-51*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-31*	*-12*	*-14*	*-75*	*0*	*-32*	*-31*	*-22*	*-25*
North Lanarkshire	**2014-18 average**	**0**	**0**	**0**	**20**	**21**	**1**	**5**	**5**	**15**	**119**	**134**	
	2011	0	0	0	26	26	1	10	11	11	130	141	
	2012	0	0	0	22	22	0	6	6	18	129	146	
	2013	0	0	0	29	29	1	5	6	13	127	141	
	2014	0	0	0	24	24	2	3	5	16	121	136	
	2015	0	0	0	24	25	1	7	8	13	115	128	
	2016	0	0	0	19	20	0	3	3	17	124	141	
	2017	0	0	0	21	22	1	5	6	15	125	141	
	2018	0	0	0	13	14	0	5	5	15	110	125	
	2019	0	1	1	13	15	2	3	5	23	102	126	
	2020	0	1	1	14	14	2	6	8	10	63	73	
	2021	0	1	1	4	4	1	6	7	5	47	52	
	2017-21 average	**0**	**1**	**1**	**13**	**14**	**1**	**5**	**6**	**14**	**90**	**103**	
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-80*	*-61*	*23*	*30*	*-7*	*-50*	*-61*	
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*2*	*-36*	*-35*	*50*	*9*	*15*	*-11*	*-25*	*-23*
Orkney Islands	**2014-18 average**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**7**	**7**	
	2011	0	0	0	0	0	0	0	0	0	7	7	
	2012	0	0	0	1	1	0	5	5	0	8	8	
	2013	0	0	0	0	0	0	2	2	0	9	9	
	2014	0	0	0	1	1	0	2	2	0	10	10	
	2015	0	0	0	0	0	0	0	0	0	4	4	
	2016	0	0	0	0	0	0	1	1	0	11	11	
	2017	0	0	0	1	1	0	1	1	0	6	6	
	2018	0	0	0	0	0	0	0	0	0	6	6	
	2019	0	0	0	0	1	0	2	2	0	9	9	
	2020	0	0	0	0	1	0	1	1	0	2	2	
	2021	0	0	0	0	2	2	0	2	2	4	4	
	2017-21 average	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**5**	**5**	
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*0*	*332*	*332*	*0*	*150*	*150*	*0*	*-46*	*-46*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*0*	*96*	*96*	*0*	*50*	*50*	*0*	*-29*	*-29*
Perth & Kinross	**2014-18 average**	**0**	**0**	**0**	**3**	**5**	**8**	**5**	**6**	**11**	**36**	**62**	**98**
	2011	1	0	1	3	6	9	10	8	18	53	86	139
	2012	0	0	0	0	6	7	6	6	12	45	90	136
	2013	0	0	0	1	10	12	5	6	11	36	97	133
	2014	0	0	0	0	4	3	7	6	13	39	69	108
	2015	1	0	1	1	9	10	6	1	7	26	60	86
	2016	0	1	1	1	6	4	10	6	4	10	34	52	86
	2017	0	0	0	1	5	6	3	9	12	36	68	104
	2018	0	0	0	2	5	7	6	7	13	45	64	109
	2019	0	0	0	1	6	8	2	4	6	42	50	92
	2020	0	0	0	0	3	3	1	2	3	18	35	53
	2021	0	0	0	2	6	8	2	3	5	17	58	75
	2017-21 average	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**5**	**8**	**32**	**55**	**87**
	% ch on 14-18 av. 2021	*-100*	*-100*	*-100*	*-30*	*14*	*-1*	*-63*	*-46*	*-58*	*-53*	*-7*	*-24*
	% ch on 14-18 av. 1721	*-100*	*-100*	*-100*	*-53*	*-4*	*-22*	*-68*	*-11*	*-29*	*-12*	*-12*	*-12*
Renfrewshire	**2014-18 average**	**0**	**0**	**0**	**0**	**8**	**8**	**0**	**3**	**4**	**12**	**67**	**79**
	2011	0	0	0	0	8	9	2	5	7	15	90	105
	2012	0	1	1	0	9	9	2	6	8	9	80	89
	2013	0	0	0	0	8	9	2	3	5	5	64	69
	2014	0	0	0	0	8	8	1	8	9	6	67	74
	2015	0	0	0	0	9	9	0	1	1	13	69	82
	2016	0	1	1	0	10	10	0	3	3	14	75	89
	2017	0	0	0	0	10	10	1	1	2	11	69	80
	2018	0	0	0	0	5	5	0	4	4	13	56	70
	2019	0	1	1	0	9	9	0	2	2	9	60	69
	2020	0	0	0	0	6	6	0	1	1	3	35	38
	2021	0	0	0	0	3	3	1	4	5	11	29	40
	2017-21 average	**0**	**0**	**0**	**0**	**6**	**7**	**1**	**2**	**3**	**9**	**50**	**59**
	% ch on 14-18 av. 2021	*0*	*-100*	*-100*	*-100*	*-64*	*-64*	*650*	*-71*	*5*	*-5*	*-57*	*-49*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-39*	*-22*	*-22*	*100*	*-47*	*-32*	*-18*	*-26*	*-25*
Scottish Borders	**2014-18 average**	**0**	**0**	**0**	**1**	**5**	**6**	**2**	**7**	**9**	**22**	**80**	**102**
	2011	0	0	0	2	6	8	1	5	6	27	90	118
	2012	0	0	0	1	7	8	0	10	10	22	99	122
	2013	0	0	0	0	7	7	1	3	4	29	91	121
	2014	0	0	0	0	4	4	2	5	7	19	85	104
	2015	0	0	0	1	4	5	1	6	7	25	82	107
	2016	0	0	0	1	9	10	4	8	12	31	82	113
	2017	0	0	0	2	3	5	0	7	7	17	77	93
	2018	0	0	0	0	5	5	5	7	12	21	75	95
	2019	0	0	0	2	4	6	0	6	6	18	69	87
	2020	0	0	0	0	0	0	3	2	5	9	41	50
	2021	0	0	0	1	2	3	2	6	8	21	35	56
	2017-21 average	**0**	**0**	**0**	**1**	**3**	**4**	**2**	**6**	**8**	**17**	**59**	**76**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*3*	*-58*	*-46*	*-17*	*-9*	*-11*	*-6*	*-56*	*-46*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*0*	*-42*	*-35*	*-17*	*-15*	*-16*	*-24*	*-26*	*-25*
Shetland Islands	**2014-18 average**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**9**	**9**
	2011	0	0	0	0	1	1	0	0	0	0	12	12
	2012	0	0	0	0	0	0	0	0	0	0	12	12
	2013	0	0	0	0	0	0	0	1	1	0	11	11
	2014	0	0	0	0	0	0	0	1	1	0	6	6
	2015	0	0	0	0	1	1	0	3	3	0	9	9
	2016	0	0	0	0	2	2	0	0	0	0	12	12
	2017	0	0	0	0	1	1	0	1	1	0	11	11
	2018	0	0	0	0	0	0	0	1	1	0	6	6
	2019	0	0	0	0	0	0	0	1	1	0	8	8
	2020	0	0	0	0	1	1	0	0	0	0	4	4
	2021	0	0	0	0	0	0	0	0	0	0	5	5
	2017-21 average	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**7**	**7**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*0*	*-100*	*0*	*-100*	*-100*	*-100*	*0*	*-42*	*-42*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*0*	*-39*	*-39*	*0*	*-50*	*-50*	*0*	*-22*	*-22*
South Ayrshire	**2014-18 average**	**0**	**0**	**0**	**1**	**5**	**6**	**2**	**3**	**5**	**17**	**54**	**71**
	2011	0	0	0	1	6	6	0	3	3	20	55	75
	2012	0	0	0	2	4	6	2	2	4	14	51	65
	2013	0	0	0	0	5	5	3	1	4	16	40	55
	2014	0	0	0	1	6	8	1	1	2	15	57	72
	2015	0	0	0	0	5	5	1	5	6	21	51	72
	2016	0	0	0	0	5	5	2	6	8	15	64	79
	2017	0	0	0	0	4	4	4	4	8	22	53	75
	2018	0	0	0	1	4	5	1	0	1	13	45	58
	2019	0	0	0	0	4	5	1	1	2	19	39	58
	2020	0	0	0	0	2	2	0	2	2	6	27	33
	2021	0	0	0	0	1	1	0	6	6	10	27	37
	2017-21 average	**0**	**0**	**0**	**1**	**3**	**4**	**1**	**3**	**4**	**14**	**38**	**52**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-80*	*-82*	*-100*	*88*	*20*	*-42*	*-50*	*-48*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*60*	*-36*	*-26*	*-33*	*-19*	*-24*	*-18*	*-29*	*-27*
South Lanarkshire	**2014-18 average**	**0**	**0**	**1**	**1**	**16**	**17**	**4**	**7**	**11**	**24**	**121**	**145**
	2011	0	0	0	1	23	24	1	10	11	26	132	158
	2012	0	0	0	1	13	14	3	6	9	23	131	154
	2013	0	1	1	1	15	15	1	5	6	29	114	143
	2014	1	0	1	0	14	15	4	9	13	22	138	161
	2015	0	0	0	1	11	13	1	4	5	27	115	142
	2016	0	0	0	1	20	22	7	11	18	25	132	157
	2017	0	1	1	0	23	24	1	5	6	18	126	144
	2018	0	1	1	0	11	12	6	8	14	27	91	119
	2019	0	0	0	0	16	16	3	10	13	21	101	123
	2020	0	0	0	0	7	7	1	9	10	12	73	85
	2021	0	0	0	0	8	8	3	4	7	24	58	82
	2017-21 average	**0**	**0**	**0**	**0**	**13**	**13**	**3**	**7**	**10**	**20**	**90**	**110**
	% ch on 14-18 av. 2021	*-100*	*-100*	*-100*	*-100*	*-50*	*-52*	*-21*	*-46*	*-38*	*0*	*-52*	*-43*
	% ch on 14-18 av. 1721	*-100*	*0*	*-33*	*-91*	*-19*	*-22*	*-26*	*-3*	*-11*	*-15*	*-25*	*-24*
Stirling	**2014-18 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**3**	**6**	**27**	**49**	**76**
	2011	0	0	0	0	7	7	1	5	6	27	63	91
	2012	0	0	0	3	5	8	1	3	4	31	59	91
	2013	0	0	0	2	4	6	4	0	4	30	72	102
	2014	0	0	0	1	7	8	4	3	7	27	53	81
	2015	0	0	0	2	4	6	6	5	11	45	49	94
	2016	0	0	0	0	4	4	2	0	2	20	50	70
	2017	0	0	0	2	5	7	2	3	5	21	47	68
	2018	0	0	0	1	4	5	3	2	5	23	44	67
	2019	0	0	0	0	0	0	4	1	5	28	34	62
	2020	0	0	0	1	0	1	4	5	9	16	22	38
	2021	0	0	0	0	1	1	2	3	5	9	30	39
	2017-21 average	**0**	**0**	**0**	**1**	**2**	**3**	**3**	**3**	**6**	**19**	**35**	**55**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-79*	*-54*	*-41*	*15*	*-17*	*-67*	*-36*	*-49*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-36*	*-60*	*-55*	*-12*	*8*	*-3*	*-29*	*-27*	*-28*
West Dunbartonshire	**2014-18 average**	**0**	**0**	**0**	**0**	**6**	**7**	**1**	**1**	**2**	**8**	**29**	**37**
	2011	1	0	1	0	8	8	3	1	4	7	34	41
	2012	0	0	0	0	6	6	0	3	3	7	32	39
	2013	0	0	0	0	8	8	0	0	0	10	32	42
	2014	0	0	0	1	5	6	2	0	2	6	24	29
	2015	0	0	0	0	7	7	0	1	1	5	28	32
	2016	0	0	0	0	5	5	1	2	3	9	33	42
	2017	0	0	0	1	10	11	0	1	2	11	37	48
	2018	0	0	0	0	5	5	1	0	1	11	22	32
	2019	0	0	0	0	4	4	1	0	1	3	24	27
	2020	0	0	0	0	1	1	0	2	2	6	14	20
	2021	0	0	0	0	2	2	1	1	2	7	14	21
	2017-21 average	**0**	**0**	**0**	**0**	**4**	**5**	**1**	**1**	**2**	**7**	**22**	**30**
	% ch on 14-18 av. 2021	*0*	*0*	*0*	*-100*	*-68*	*-70*	*25*	*0*	*11*	*-13*	*-51*	*-43*
	% ch on 14-18 av. 1721	*0*	*0*	*0*	*-30*	*-31*	*-31*	*-25*	*0*	*-11*	*-8*	*-23*	*-20*
West Lothian	**2014-18 average**	**0**	**0**	**0**	**1**	**9**	**10**	**2**	**3**	**5**	**11**	**91**	**101**
	2011	0	0	0	0	15	15	0	2	2	10	108	118
	2012	0	0	0	0	13	13	1	4	5	6	111	117
	2013	0	0	0	0	14	14	0	5	5	4	99	104
	2014	0	0	0	0	8	8	1	4	5	6	79	86
	2015	0	1	1	1	9	9	2	3	5	21	101	123
	2016	1	0	1	2	9	11	5	2	7	11	87	98
	2017	0	0	0	0	13	13	0	4	4	6	100	106
	2018	0	0	0	0	7	7	2	2	4	11	85	96
	2019	0	0	0	0	8	8	0	7	7	8	67	75
	2020	0	0	0	0	6	6	1	5	6	2	59	61
	2021	1	0	1	1	8	9	4	1	5	14	48	62
	2017-21 average	**0**	**0**	**0**	**0**	**8**	**9**	**1**	**4**	**5**	**8**	**72**	**80**
	% ch on 14-18 av. 2021	*400*	*-100*	*150*	*54*	*-12*	*-8*	*100*	*-67*	*0*	*27*	*-47*	*-39*
	% ch on 14-18 av. 1721	*0*	*-100*	*-50*	*-55*	*-8*	*-11*	*-30*	*27*	*4*	*-26*	*-21*	*-21*
Scotland	**2014-18 average**	**1**	**4**	**6**	**25**	**253**	**278**	**57**	**116**	**174**	**561**	**2,347**	**2,908**
	2011	3	4	7	28	353	381	57	128	185	605	2,810	3,416
	2012	0	2	2	25	321	346	44	132	176	613	2,909	3,521
	2013	3	6	9	21	264	285	68	104	172	576	2,533	3,109
	2014	2	5	7	26	281	307	63	140	203	547	2,556	3,103
	2015	2	2	4	23	247	270	57	111	168	595	2,397	2,992
	2016	2	10	12	31	267	298	70	121	191	582	2,475	3,057
	2017	0	2	2	20	252	273	40	105	145	528	2,213	2,741
	2018	1	2	3	23	218	241	56	105	161	553	2,096	2,649
	2019	0	2	2	20	223	243	52	112	164	476	1,973	2,450
	2020	2	4	6	9	135	144	43	98	141	266	1266	1532
	2021	3	2	5	9	131	140	43	97	140	349	1266	1615
	2017-21 average	**1**	**2**	**4**	**16**	**192**	**208**	**47**	**103**	**150**	**435**	**1763**	**2197**
	% ch on 14-18 av. 2021	*114*	*-52*	*-11*	*-63*	*-48*	*-50*	*-26*	*-11*	*-19*	*-38*	*-46*	*-44*
	% ch on 14-18 av. 1721	*-14*	*-43*	*-36*	*-34*	*-24*	*-25*	*-18*	*-11*	*-13*	*-23*	*-25*	*-24*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2014-18 and 2017-2021 averages and 2012 to 2021

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted 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	**2014-18 average**	**18**	**116**	**133**	**268**	**1,062**	**1,329**	**7**	**11**	**10**
	2012	34	241	274	263	1,006	1,270	13	24	22
	2013	35	206	241	260	1,008	1,268	13	20	19
	2014	26	152	178	264	1,035	1,299	10	15	14
	2015	25	133	158	263	1,044	1,308	10	13	12
	2016	17	103	120	273	1,071	1,345	6	10	9
	2017	12	112	124	267	1,077	1,344	5	10	9
	2018	8	78	85	271	1,080	1,351	3	7	6
	2019	5	75	81	300	1,286	1,586	2	6	5
	2020	2	44	46	210	1,044	1,254	1	4	4
	2021	2	33	35	245	1,137	1,382	1	3	3
	2017-21 average	**6**	**68**	**74**	**259**	**1,125**	**1,383**	**2**	**6**	**5**
	% ch 14-18 av: 2021	*-89*	*-71*	*-74*	*-8*	*7*	*4*	*-88*	*-73*	*-75*
	% ch 14-08 av: 1721	*-67*	*-41*	*-44*	*-3*	*6*	*4*	*-66*	*-44*	*-46*
Aberdeenshire	**2014-18 average**	**45**	**176**	**221**	**950**	**2,113**	**3,063**	**5**	**8**	**7**
	2012	67	322	388	861	1,881	2,741	8	17	14
	2013	56	287	343	872	1,899	2,771	6	15	12
	2014	40	254	294	902	1,996	2,898	4	13	10
	2015	56	181	236	908	2,046	2,954	6	9	8
	2016	46	175	221	948	2,130	3,078	5	8	7
	2017	40	138	178	1040	2,216	3,257	4	6	5
	2018	44	131	176	952	2,176	3,127	5	6	6
	2019	30	115	145	901	2,362	3,262	3	5	4
	2020	14	57	71	636	1,926	2,562	2	3	3
	2021	22	64	86	743	2,145	2,888	3	3	3
	2017-21 average	**30**	**101**	**131**	**854**	**2,165**	**3,019**	**4**	**5**	**4**
	% ch 14-18 av: 2021	*-51*	*-64*	*-61*	*-22*	*2*	*-6*	*-38*	*-64*	*-59*
	% ch 14-08 av: 1721	*-33*	*-43*	*-41*	*-10*	*2*	*-1*	*-26*	*-44*	*-40*
Angus	**2014-18 average**	**10**	**90**	**100**	**366**	**763**	**1,130**	**3**	**12**	**9**
	2012	29	150	178	343	707	1,049	8	21	17
	2013	17	129	146	357	706	1,063	5	18	14
	2014	13	100	113	370	730	1,100	4	14	10
	2015	9	96	105	358	744	1,102	2	13	9
	2016	8	77	86	367	767	1,133	2	10	8
	2017	13	92	105	372	792	1,163	4	12	9
	2018	6	85	92	364	784	1,148	2	11	8
	2019	13	60	73	366	778	1,145	3	8	6
	2020	18	121	139	262	625	887	7	19	16
	2021	25	79	104	305	707	1,012	8	11	10
	2017-21 average	**15**	**87**	**102**	**334**	**737**	**1,071**	**5**	**12**	**10**
	% ch 14-18 av: 2021	*148*	*-12*	*4*	*-17*	*-7*	*-10*	*198*	*-5*	*16*
	% ch 14-08 av: 1721	*49*	*-3*	*2*	*-9*	*-3*	*-5*	*64*	*1*	*8*
Argyll & Bute	**2014-18 average**	**69**	**87**	**156**	**401**	**555**	**956**	**17**	**16**	**16**
	2012	61	125	186	351	521	872	17	24	21
	2013	98	101	199	355	528	882	28	19	23
	2014	76	84	160	362	545	908	21	15	18
	2015	91	121	211	376	555	931	24	22	23
	2016	59	75	134	392	571	963	15	13	14
	2017	61	96	158	419	577	996	15	17	16
	2018	59	61	120	456	527	983	13	12	12
	2019	29	71	100	459	527	985	6	13	10
	2020	30	45	75	323	413	737	9	11	10
	2021	26	45	71	400	465	865	6	10	8
	2017-21 average	**41**	**63**	**105**	**411**	**502**	**913**	**10**	**13**	**11**
	% ch 14-18 av: 2021	*-62*	*-48*	*-55*	*0*	*-16*	*-10*	*-62*	*-38*	*-50*
	% ch 14-08 av: 1721	*-40*	*-27*	*-33*	*3*	*-10*	*-5*	*-42*	*-19*	*-30*
Clackmannanshire	**2014-18 average**	**1**	**48**	**50**	**3**	**327**	**330**	**40**	**15**	**15**
	2012	3	78	81	-	316	316	-	25	26
	2013	1	59	60	-	307	307	-	19	19
	2014	1	65	66	0	319	319	-	20	21
	2015	-	57	57	0	324	324	-	18	18
	2016	3	52	55	0	333	333	-	16	17
	2017	3	41	44	0	336	336	-	12	13
	2018	-	26	26	16	324	340	-	8	8
	2019	-	23	23	16	329	345	-	7	7
	2020	0	15	15	11	263	274	0	6	5
	2021	-	11	11	13	295	308	-	4	4
	2017-21 average	**1**	**23**	**24**	**11**	**309**	**321**	**5**	**8**	**7**
	% ch 14-18 av: 2021	*-*	*-77*	*-78*	*325*	*-10*	*-7*	*-*	*-75*	*-76*
	% ch 14-08 av: 1721	*-58*	*-52*	*-52*	*259*	*-5*	*-3*	*-88*	*-49*	*-51*
Dumfries & Galloway	**2014-18 average**	**93**	**145**	**238**	**1,392**	**762**	**2,154**	**7**	**19**	**11**
	2012	78	196	274	1,252	690	1,942	6	28	14
	2013	91	153	244	1,272	695	1,966	7	22	12
	2014	85	169	254	1,311	721	2,032	6	23	12
	2015	97	168	265	1,349	738	2,087	7	23	13
	2016	107	151	257	1,387	763	2,150	8	20	12
	2017	87	115	201	1,467	800	2,267	6	14	9
	2018	89	123	212	1,444	790	2,234	6	16	9
	2019	56	89	145	1455	785	2,240	4	11	6
	2020	36	71	107	1066	627	1,692	3	11	6
	2021	50	68	118	1,341	710	2,051	4	10	6
	2017-21 average	**64**	**93**	**157**	**1,355**	**742**	**2,097**	**5**	**13**	**7**
	% ch 14-18 av: 2021	*-46*	*-53*	*-50*	*-4*	*-7*	*-5*	*-44*	*-50*	*-48*
	% ch 14-08 av: 1721	*-31*	*-36*	*-34*	*-3*	*-3*	*-3*	*-30*	*-34*	*-32*
Dundee City	**2014-18 average**	**11**	**92**	**102**	**171**	**662**	**832**	**6**	**14**	**12**
	2012	22	162	184	186	645	831	12	25	22
	2013	13	139	152	182	635	817	7	22	19
	2014	11	117	128	169	650	819	7	18	16
	2015	11	95	106	168	650	817	7	15	13
	2016	14	107	121	173	663	836	8	16	14
	2017	9	77	86	171	668	839	5	12	10
	2018	8	63	71	174	677	850	5	9	8
	2019	19	88	107	171	683	854	11	13	12
	2020	10	119	129	133	558	691	8	21	19
	2021	18	75	93	164	620	783	11	12	12
	2017-21 average	**13**	**84**	**97**	**163**	**641**	**804**	**8**	**13**	**12**
	% ch 14-18 av: 2021	*69*	*-18*	*-9*	*-4*	*-6*	*-6*	*77*	*-13*	*-4*
	% ch 14-08 av: 1721	*20*	*-8*	*-5*	*-5*	*-3*	*-3*	*26*	*-5*	*-2*
East Ayrshire	**2014-18 average**	**41**	**125**	**166**	**365**	**747**	**1,112**	**11**	**17**	**15**
	2012	21	138	159	365	673	1,037	6	21	15
	2013	33	117	151	359	678	1,037	9	17	15
	2014	32	137	169	374	705	1,079	9	19	16
	2015	54	150	205	369	720	1,089	15	21	19
	2016	58	136	193	352	749	1,101	16	18	18
	2017	25	99	124	349	790	1,139	7	13	11
	2018	37	102	139	381	769	1,150	10	13	12
	2019	21	70	92	383	765	1,148	6	9	8
	2020	13	67	80	287	616	903	5	11	9
	2021	2	58	60	343	705	1,048	1	8	6
	2017-21 average	**20**	**79**	**99**	**349**	**729**	**1,078**	**6**	**11**	**9**
	% ch 14-18 av: 2021	*-95*	*-54*	*-64*	*-6*	*-6*	*-6*	*-95*	*-51*	*-62*
	% ch 14-08 av: 1721	*-52*	*-36*	*-40*	*-4*	*-2*	*-3*	*-50*	*-35*	*-39*
East Dunbartonshire	**2014-18 average**	**-**	**83**	**83**	**0**	**548**	**548**	**-**	**15**	**15**
	2012	-	100	100	-	516	516	-	19	19
	2013	-	96	96	-	511	511	-	19	19
	2014	-	85	85	0	529	529	-	16	16
	2015	-	93	93	0	532	532	-	17	17
	2016	-	103	103	0	545	545	-	19	19
	2017	-	87	87	0	566	566	-	15	15
	2018	-	48	48	0	571	571	-	8	8
	2019	-	65	65	0	573	573	-	11	11
	2020	-	43	43	0	467	467	-	9	9
	2021	-	34	34	0	521	521	-	7	7
	2017-21 average	**-**	**55**	**55**	**0**	**539**	**539**	**-**	**10**	**10**
	% ch 14-18 av: 2021	*-*	*-59*	*-59*	*-*	*-5*	*-5*	*-*	*-57*	*-57*
	% ch 14-08 av: 1721	*-*	*-33*	*-33*	*-*	*-2*	*-2*	*-*	*-32*	*-32*
East Lothian	**2014-18 average**	**34**	**117**	**151**	**387**	**555**	**941**	**9**	**21**	**16**
	2012	35	130	165	349	493	841	10	26	20
	2013	19	130	149	349	493	842	5	26	18
	2014	33	138	170	359	516	875	9	27	19
	2015	37	122	159	362	525	887	10	23	18
	2016	32	113	146	391	543	934	8	21	16
	2017	38	113	152	414	590	1004	9	19	15
	2018	29	98	127	407	600	1006	7	16	13
	2019	16	59	75	419	599	1,018	4	10	7
	2020	12	58	70	308	485	793	4	12	9
	2021	17	64	81	372	561	932	5	11	9
	2017-21 average	**22**	**78**	**101**	**384**	**567**	**951**	**6**	**14**	**11**
	% ch 14-18 av: 2021	*-50*	*-45*	*-46*	*-4*	*1*	*-1*	*-48*	*-46*	*-46*
	% ch 14-08 av: 1721	*-34*	*-33*	*-33*	*-1*	*2*	*1*	*-33*	*-34*	*-34*
East Renfrewshire	**2014-18 average**	**6**	**74**	**80**	**241**	**543**	**784**	**2**	**14**	**10**
	2012	7	85	91	205	525	730	3	16	13
	2013	6	84	91	209	523	733	3	16	12
	2014	1	81	81	214	540	754	0	15	11
	2015	8	77	85	230	546	776	3	14	11
	2016	10	76	86	237	563	800	4	13	11
	2017	8	76	84	234	558	792	3	14	11
	2018	4	61	65	288	509	797	1	12	8
	2019	4	43	48	285	506	791	2	9	6
	2020	3	37	40	213	411	624	1	9	6
	2021	1	43	44	241	474	715	0	9	6
	2017-21 average	**4**	**52**	**56**	**252**	**492**	**744**	**2**	**11**	**8**
	% ch 14-18 av: 2021	*-83*	*-42*	*-45*	*0*	*-13*	*-9*	*-83*	*-34*	*-40*
	% ch 14-08 av: 1721	*-33*	*-30*	*-30*	*5*	*-10*	*-5*	*-36*	*-22*	*-26*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2014-18 and 2017-2021 averages and 2012 to 2021

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted 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
Edinburgh, City of	**2014-18 average**	**89**	**821**	**910**	**792**	**2,212**	**3,004**	**11**	**37**	**30**
	2012	84	913	997	700	2,124	2,824	12	43	35
	2013	104	934	1,037	719	2,114	2,833	14	44	37
	2014	113	1,002	1,116	715	2,174	2,889	16	46	39
	2015	109	881	989	755	2,197	2,951	14	40	34
	2016	80	903	983	779	2,247	3,026	10	40	32
	2017	67	707	774	777	2,237	3,014	9	32	26
	2018	78	612	690	933	2,205	3,138	8	28	22
	2019	75	539	613	961	2,197	3,158	8	25	19
	2020	31	337	368	703	1,765	2,468	4	19	15
	2021	59	356	415	836	1,921	2,757	7	19	15
	2017-21 average	**62**	**510**	**572**	**842**	**2,065**	**2,907**	**7**	**25**	**20**
	% ch 14-18 av: 2021	*-34*	*-57*	*-54*	*6*	*-13*	*-8*	*-37*	*-50*	*-50*
	% ch 14-08 av: 1721	*-31*	*-38*	*-37*	*6*	*-7*	*-3*	*-35*	*-33*	*-35*
Eilean Siar	**2014-18 average**	**-**	**21**	**21**	**0**	**236**	**236**	**-**	**9**	**9**
	2012	-	24	24	-	209	209	-	12	12
	2013	-	17	17	-	212	212	-	8	8
	2014	-	29	29	0	220	220	-	13	13
	2015	-	27	27	0	226	226	-	12	12
	2016	-	19	19	0	256	256	-	7	7
	2017	-	14	14	0	241	241	-	6	6
	2018	-	14	14	0	238	238	-	6	6
	2019	-	15	15	0	234	234	-	7	7
	2020	-	11	11	0	187	187	-	6	6
	2021	-	18	18	0	207	207	-	9	9
	2017-21 average	**-**	**14**	**14**	**0**	**221**	**221**	**-**	**7**	**7**
	% ch 14-18 av: 2021	*-*	*-13*	*-13*	*-*	*-12*	*-12*	*-*	*-1*	*-1*
	% ch 14-08 av: 1721	*-*	*-30*	*-30*	*-*	*-6*	*-6*	*-*	*-25*	*-25*
Falkirk	**2014-18 average**	**31**	**175**	**206**	**625**	**985**	**1,610**	**5**	**18**	**13**
	2012	26	205	230	577	925	1,502	4	22	15
	2013	27	212	240	580	925	1,506	5	23	16
	2014	29	188	218	581	956	1,537	5	20	14
	2015	41	187	228	608	968	1,576	7	19	14
	2016	28	203	232	647	993	1,641	4	20	14
	2017	27	174	200	639	1009	1,647	4	17	12
	2018	28	123	151	649	1000	1,648	4	12	9
	2019	19	95	114	657	990	1,647	3	10	7
	2020	5	66	71	470	807	1,277	1	8	6
	2021	26	66	92	528	912	1,440	5	7	6
	2017-21 average	**21**	**105**	**126**	**588**	**943**	**1,532**	**4**	**11**	**8**
	% ch 14-18 av: 2021	*-15*	*-62*	*-55*	*-15*	*-7*	*-11*	*0*	*-59*	*-50*
	% ch 14-08 av: 1721	*-32*	*-40*	*-39*	*-6*	*-4*	*-5*	*-27*	*-38*	*-36*
Fife	**2014-18 average**	**68**	**286**	**354**	**896**	**2,128**	**3,024**	**8**	**13**	**12**
	2012	53	321	374	820	2,000	2,819	6	16	13
	2013	49	334	383	833	2,006	2,839	6	17	13
	2014	63	305	369	842	2,081	2,923	8	15	13
	2015	78	331	409	841	2,104	2,945	9	16	14
	2016	101	332	433	878	2,162	3,040	11	15	14
	2017	48	240	288	895	2,229	3,124	5	11	9
	2018	51	220	270	1023	2,062	3,085	5	11	9
	2019	47	201	248	1070	2,049	3,119	4	10	8
	2020	46	179	225	752	1,657	2,409	6	11	9
	2021	45	161	206	876	1,880	2,755	5	9	7
	2017-21 average	**47**	**200**	**247**	**923**	**1,976**	**2,899**	**5**	**10**	**9**
	% ch 14-18 av: 2021	*-34*	*-44*	*-42*	*-2*	*-12*	*-9*	*-32*	*-36*	*-36*
	% ch 14-08 av: 1721	*-31*	*-30*	*-30*	*3*	*-7*	*-4*	*-33*	*-24*	*-27*
Glasgow City	**2014-18 average**	**133**	**958**	**1,091**	**1,534**	**2,024**	**3,558**	**9**	**47**	**31**
	2012	153	1,102	1,255	1,461	1,969	3,450	10	56	36
	2013	84	945	1,029	1,522	1,974	3,496	6	48	29
	2014	152	1,052	1,204	1,510	2,016	3,526	10	52	34
	2015	146	1,035	1,181	1,499	1,999	3,498	10	52	34
	2016	138	1,087	1,225	1,548	2,035	3,583	9	53	34
	2017	133	886	1,019	1,572	2,025	3,597	8	44	28
	2018	97	731	827	1,543	2,043	3,586	6	36	23
	2019	101	690	791	1605	2,040	3,645	6	34	22
	2020	63	479	542	1169	1,663	2,832	5	29	19
	2021	91	399	490	1,381	1,859	3,240	7	21	15
	2017-21 average	**97**	**637**	**734**	**1,454**	**1,926**	**3,380**	**7**	**33**	**22**
	% ch 14-18 av: 2021	*-32*	*-58*	*-55*	*-10*	*-8*	*-9*	*-24*	*-55*	*-51*
	% ch 14-08 av: 1721	*-27*	*-34*	*-33*	*-5*	*-5*	*-5*	*-23*	*-30*	*-29*
Highland	**2014-18 average**	**167**	**173**	**340**	**1,659**	**1,158**	**2,817**	**10**	**15**	**12**
	2012	206	267	472	1,528	1,033	2,561	13	26	18
	2013	205	213	418	1,546	1,047	2,592	13	20	16
	2014	180	217	396	1,557	1,091	2,648	12	20	15
	2015	156	184	339	1,614	1,114	2,727	10	16	12
	2016	188	158	346	1,675	1,150	2,825	11	14	12
	2017	152	124	276	1,720	1,204	2,923	9	10	9
	2018	158	183	341	1,732	1,230	2,963	9	15	12
	2019	98	197	295	1752	1,242	2,994	6	16	10
	2020	91	82	173	1289	1,010	2,298	7	8	8
	2021	86	80	166	1,561	1,163	2,725	6	7	6
	2017-21 average	**117**	**133**	**250**	**1,611**	**1,170**	**2,780**	**7**	**11**	**9**
	% ch 14-18 av: 2021	*-48*	*-54*	*-51*	*-6*	*0*	*-3*	*-45*	*-54*	*-49*
	% ch 14-08 av: 1721	*-30*	*-23*	*-26*	*-3*	*1*	*-1*	*-28*	*-24*	*-25*
Inverclyde	**2014-18 average**	**32**	**73**	**105**	**71**	**454**	**525**	**45**	**16**	**20**
	2012	30	97	126	71	433	504	42	22	25
	2013	37	84	120	71	430	501	52	19	24
	2014	51	98	149	72	444	516	71	22	29
	2015	31	80	111	73	446	519	43	18	21
	2016	27	82	109	75	457	532	36	18	20
	2017	32	56	88	67	464	531	48	12	17
	2018	18	50	68	68	462	530	26	11	13
	2019	41	62	103	200	343	544	21	18	19
	2020	7	27	34	164	283	447	4	10	8
	2021	12	19	31	186	315	501	6	6	6
	2017-21 average	**22**	**43**	**65**	**137**	**373**	**510**	**16**	**11**	**13**
	% ch 14-18 av: 2021	*-62*	*-74*	*-70*	*162*	*-31*	*-5*	*-86*	*-83*	*-69*
	% ch 14-08 av: 1721	*-31*	*-41*	*-38*	*93*	*-18*	*-3*	*-64*	*-29*	*-36*
Midlothian	**2014-18 average**	**30**	**118**	**148**	**142**	**551**	**693**	**21**	**21**	**21**
	2012	39	200	239	140	503	642	28	40	37
	2013	45	127	172	138	501	638	33	25	27
	2014	39	145	185	143	522	665	28	28	28
	2015	38	144	182	136	535	671	28	27	27
	2016	28	121	148	141	555	695	20	22	21
	2017	22	94	116	143	574	717	16	16	16
	2018	22	86	108	145	572	716	15	15	15
	2019	18	86	104	146	572	718	13	15	15
	2020	11	66	77	107	459	566	10	14	14
	2021	30	86	116	130	510	640	23	17	18
	2017-21 average	**21**	**83**	**104**	**134**	**537**	**671**	**15**	**16**	**16**
	% ch 14-18 av: 2021	*0*	*-27*	*-22*	*-8*	*-8*	*-8*	*9*	*-21*	*-15*
	% ch 14-08 av: 1721	*-31*	*-29*	*-30*	*-5*	*-3*	*-3*	*-27*	*-27*	*-27*
Moray	**2014-18 average**	**13**	**32**	**45**	**283**	**498**	**782**	**5**	**6**	**6**
	2012	32	68	100	265	453	718	12	15	14
	2013	29	54	83	266	454	719	11	12	12
	2014	19	40	59	270	475	745	7	8	8
	2015	7	39	46	274	482	757	2	8	6
	2016	17	32	49	286	499	785	6	6	6
	2017	16	25	41	287	523	809	6	5	5
	2018	6	24	30	299	512	812	2	5	4
	2019	6	34	40	300	510	809	2	7	5
	2020	4	14	18	249	420	669	2	3	3
	2021	8	10	18	282	483	765	3	2	2
	2017-21 average	**8**	**21**	**29**	**284**	**489**	**773**	**3**	**4**	**4**
	% ch 14-18 av: 2021	*-37*	*-69*	*-60*	*0*	*-3*	*-2*	*-37*	*-68*	*-59*
	% ch 14-08 av: 1721	*-37*	*-33*	*-35*	*0*	*-2*	*-1*	*-37*	*-32*	*-34*
North Ayrshire	**2014-18 average**	**37**	**118**	**155**	**319**	**469**	**788**	**12**	**25**	**20**
	2012	43	143	186	309	435	744	14	33	25
	2013	33	133	166	308	432	740	11	31	22
	2014	36	125	162	316	449	765	11	28	21
	2015	44	126	170	320	454	774	14	28	22
	2016	37	139	176	328	467	793	11	30	22
	2017	41	104	145	319	485	805	13	21	18
	2018	27	98	124	316	488	804	8	20	15
	2019	30	74	104	327	479	806	9	15	13
	2020	23	45	68	238	391	629	10	12	11
	2021	29	58	87	277	444	721	10	13	12
	2017-21 average	**30**	**76**	**106**	**295**	**457**	**753**	**10**	**17**	**14**
	% ch 14-18 av: 2021	*-22*	*-51*	*-44*	*-13*	*-5*	*-9*	*-10*	*-48*	*-39*
	% ch 14-08 av: 1721	*-19*	*-36*	*-32*	*-7*	*-2*	*-4*	*-13*	*-34*	*-29*
North Lanarkshire	**2014-18 average**	**74**	**378**	**451**	**1,255**	**1,920**	**3,174**	**6**	**20**	**14**
	2012	95	454	550	1,414	1,796	3,210	7	25	17
	2013	79	432	510	1,402	1,793	3,195	6	24	16
	2014	71	422	494	1,253	1,846	3,099	6	23	16
	2015	70	382	452	1,191	1,860	3,051	6	21	15
	2016	87	400	487	1,217	1,899	3,117	7	21	16
	2017	77	402	478	1,289	1,966	3,255	6	20	15
	2018	65	281	346	1,323	2,026	3,349	5	14	10
	2019	84	255	338	1318	2,021	3,338	6	13	10
	2020	31	135	166	986	1,639	2,625	3	8	6
	2021	24	159	183	1,154	1,853	3,007	2	9	6
	2017-21 average	**55**	**246**	**302**	**1,214**	**1,901**	**3,115**	**5**	**13**	**10**
	% ch 14-18 av: 2021	*-68*	*-58*	*-59*	*-8*	*-3*	*-5*	*-65*	*-58*	*-57*
	% ch 14-08 av: 1721	*-24*	*-35*	*-33*	*-3*	*-1*	*-2*	*-21*	*-34*	*-32*
Orkney Islands	**2014-18 average**	**-**	**12**	**12**	**0**	**149**	**149**	**-**	**8**	**8**
	2012	-	11	11	-	134	134	-	8	8
	2013	-	19	19	-	135	135	-	14	14
	2014	-	17	17	0	142	142	-	12	12
	2015	-	11	11	0	145	145	-	7	7
	2016	-	16	16	0	151	151	-	11	11
	2017	-	7	7	0	155	155	-	5	5
	2018	-	9	9	0	152	152	-	6	6
	2019	-	17	17	0	151	151	-	12	12
	2020	-	7	7	0	123	123	-	6	6
	2021	-	10	10	0	135	135	-	7	7
	2017-21 average	**-**	**10**	**10**	**0**	**143**	**143**	**-**	**7**	**7**
	% ch 14-18 av: 2021	*-*	*-17*	*-17*	*-*	*-3*	*-3*	*-*	*-8*	*-8*
	% ch 14-08 av: 1721	*-*	*-16*	*-16*	*-*	*-4*	*-4*	*-*	*-12*	*-12*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2014-18 and 2017-2021 averages and 2012 to 2021

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted 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
Perth & Kinross	**2014-18 average**	**58**	**96**	**154**	**1,500**	**998**	**2,498**	**4**	**10**	**6**
	2012	96	149	244	1,298	928	2,224	7	16	11
	2013	93	160	253	1,322	936	2,257	7	17	11
	2014	61	105	166	1,363	974	2,337	4	11	7
	2015	44	101	145	1,381	999	2,380	3	10	6
	2016	64	81	145	1,467	1035	2,501	4	8	6
	2017	71	100	171	1,608	1,040	2,647	4	10	6
	2018	51	91	142	1,679	943	2,622	3	10	5
	2019	33	54	87	1667	923	2,591	2	6	3
	2020	25	91	116	1214	738	1,952	2	12	6
	2021	59	64	123	1,351	812	2,163	4	8	6
	2017-21 average	**48**	**80**	**128**	**1,504**	**891**	**2,395**	**3**	**9**	**5**
	% ch 14-18 av: 2021	*1*	*-33*	*-20*	*-10*	*-19*	*-13*	*13*	*-18*	*-8*
	% ch 14-08 av: 1721	*-18*	*-16*	*-17*	*0*	*-11*	*-4*	*-18*	*-6*	*-13*
Renfrewshire	**2014-18 average**	**46**	**190**	**236**	**768**	**803**	**1,571**	**6**	**24**	**15**
	2012	62	271	333	689	751	1,440	9	36	23
	2013	46	204	250	703	751	1,454	6	27	17
	2014	42	193	234	732	777	1,508	6	25	16
	2015	47	190	237	758	786	1,544	6	24	15
	2016	54	218	272	774	807	1,581	7	27	17
	2017	49	197	246	771	818	1,589	6	24	16
	2018	39	150	188	806	828	1,634	5	18	12
	2019	34	101	135	817	822	1,639	4	12	8
	2020	17	94	111	609	670	1,280	3	14	9
	2021	31	61	92	714	757	1,471	4	8	6
	2017-21 average	**34**	**121**	**154**	**744**	**779**	**1,523**	**5**	**15**	**10**
	% ch 14-18 av: 2021	*-33*	*-68*	*-61*	*-7*	*-6*	*-6*	*-28*	*-66*	*-58*
	% ch 14-08 av: 1721	*-26*	*-36*	*-34*	*-3*	*-3*	*-3*	*-24*	*-34*	*-32*
Scottish Borders	**2014-18 average**	**40**	**128**	**168**	**407**	**871**	**1,277**	**10**	**15**	**13**
	2012	53	186	238	386	792	1,177	14	23	20
	2013	47	162	208	387	796	1,183	12	20	18
	2014	37	147	184	394	827	1,222	9	18	15
	2015	38	142	180	406	848	1,254	9	17	14
	2016	44	133	177	419	876	1,295	11	15	14
	2017	44	123	168	404	910	1,313	11	14	13
	2018	37	94	132	410	893	1,303	9	11	10
	2019	36	89	125	405	887	1,292	9	10	10
	2020	5	49	54	296	693	989	2	7	5
	2021	17	59	76	380	798	1,178	4	7	6
	2017-21 average	**28**	**83**	**111**	**379**	**836**	**1,215**	**7**	**10**	**9**
	% ch 14-18 av: 2021	*-58*	*-54*	*-55*	*-7*	*-8*	*-8*	*-55*	*-50*	*-51*
	% ch 14-08 av: 1721	*-31*	*-35*	*-34*	*-7*	*-4*	*-5*	*-26*	*-32*	*-31*
Shetland Islands	**2014-18 average**	**-**	**18**	**18**	**0**	**230**	**230**	**-**	**8**	**8**
	2012	-	25	25	-	209	209	-	12	12
	2013	-	35	35	-	212	212	-	16	16
	2014	-	22	22	0	219	219	-	10	10
	2015	-	21	21	0	225	225	-	9	9
	2016	-	25	25	0	233	233	-	11	11
	2017	-	11	11	0	238	238	-	5	5
	2018	-	11	11	0	234	234	-	5	5
	2019	-	15	15	0	233	233	-	6	6
	2020	-	8	8	0	189	189	-	4	4
	2021	-	5	5	0	208	208	-	2	2
	2017-21 average	**-**	**10**	**10**	**0**	**221**	**221**	**-**	**5**	**5**
	% ch 14-18 av: 2021	*-*	*-72*	*-72*	*-*	*-10*	*-10*	*-*	*-70*	*-70*
	% ch 14-08 av: 1721	*-*	*-45*	*-45*	*-*	*-4*	*-4*	*-*	*-42*	*-42*
South Ayrshire	**2014-18 average**	**38**	**113**	**151**	**404**	**617**	**1021**	**9**	**18**	**15**
	2012	53	157	210	379	580	959	14	27	22
	2013	42	147	190	379	573	952	11	26	20
	2014	36	137	173	387	593	980	9	23	18
	2015	43	125	168	395	601	996	11	21	17
	2016	43	129	172	406	622	1028	11	21	17
	2017	40	92	132	409	640	1,049	10	14	13
	2018	27	82	109	422	629	1,051	6	13	10
	2019	29	84	113	430	622	1,053	7	14	11
	2020	11	52	63	308	507	814	4	10	8
	2021	15	32	47	375	575	950	4	6	5
	2017-21 average	**24**	**68**	**93**	**389**	**594**	**983**	**6**	**12**	**9**
	% ch 14-18 av: 2021	*-60*	*-72*	*-69*	*-7*	*-7*	*-7*	*-57*	*-70*	*-66*
	% ch 14-08 av: 1721	*-36*	*-39*	*-38*	*-4*	*-4*	*-4*	*-33*	*-37*	*-36*
South Lanarkshire	**2014-18 average**	**81**	**342**	**423**	**1,350**	**1,352**	**2,702**	**6**	**25**	**16**
	2012	87	390	477	1,219	1,283	2,502	7	30	19
	2013	90	378	468	1,236	1,277	2,513	7	30	19
	2014	94	388	481	1,261	1,325	2,585	7	29	19
	2015	92	353	445	1,264	1,343	2,608	7	26	17
	2016	69	363	432	1,328	1,385	2,713	5	26	16
	2017	63	320	383	1,395	1,401	2,796	5	23	14
	2018	89	286	374	1,501	1,308	2,809	6	22	13
	2019	60	227	286	1535	1,301	2,836	4	17	10
	2020	39	185	224	1126	1,055	2,181	3	18	10
	2021	42	123	165	1,375	1,183	2,559	3	10	6
	2017-21 average	**59**	**228**	**287**	**1,386**	**1,250**	**2,636**	**4**	**18**	**11**
	% ch 14-18 av: 2021	*-48*	*-64*	*-61*	*2*	*-12*	*-5*	*-49*	*-59*	*-59*
	% ch 14-08 av: 1721	*-28*	*-33*	*-32*	*3*	*-8*	*-2*	*-30*	*-28*	*-31*
Stirling	**2014-18 average**	**44**	**100**	**144**	**525**	**779**	**1,304**	**8**	**13**	**11**
	2012	47	137	183	470	725	1,195	10	19	15
	2013	43	153	196	468	724	1,192	9	21	16
	2014	44	93	136	485	751	1,236	9	12	11
	2015	62	125	187	500	763	1,263	12	16	15
	2016	51	124	175	544	786	1,329	9	16	13
	2017	28	85	113	544	797	1,341	5	11	8
	2018	33	76	109	554	797	1,351	6	10	8
	2019	24	66	90	564	787	1,350	4	8	7
	2020	17	48	65	389	631	1,020	4	8	6
	2021	15	38	53	461	699	1,160	3	5	5
	2017-21 average	**23**	**63**	**86**	**502**	**742**	**1,245**	**5**	**8**	**7**
	% ch 14-18 av: 2021	*-66*	*-62*	*-63*	*-12*	*-10*	*-11*	*-61*	*-58*	*-59*
	% ch 14-08 av: 1721	*-46*	*-38*	*-40*	*-4*	*-5*	*-5*	*-44*	*-35*	*-37*
West Dunbartonshire	**2014-18 average**	**22**	**85**	**107**	**221**	**441**	**662**	**10**	**19**	**16**
	2012	30	94	124	206	424	630	15	22	20
	2013	26	99	125	206	422	628	13	23	20
	2014	24	81	106	213	433	646	11	19	16
	2015	24	99	124	220	435	655	11	23	19
	2016	26	85	111	223	444	667	12	19	17
	2017	15	109	124	220	445	664	7	24	19
	2018	21	51	73	228	449	677	9	11	11
	2019	9	64	73	231	446	678	4	14	11
	2020	5	28	33	171	363	534	3	8	6
	2021	10	23	33	207	406	613	5	6	5
	2017-21 average	**12**	**55**	**67**	**211**	**422**	**633**	**6**	**13**	**11**
	% ch 14-18 av: 2021	*-55*	*-73*	*-69*	*-6*	*-8*	*-7*	*-52*	*-71*	*-67*
	% ch 14-08 av: 1721	*-45*	*-35*	*-37*	*-4*	*-4*	*-4*	*-43*	*-32*	*-35*
West Lothian	**2014-18 average**	**46**	**305**	**351**	**725**	**1,116**	**1,841**	**6**	**27**	**19**
	2012	45	351	396	671	1,028	1,699	7	34	23
	2013	35	359	393	688	1,028	1,716	5	35	23
	2014	43	281	323	693	1,063	1,757	6	26	18
	2015	66	383	448	724	1,079	1,803	9	35	25
	2016	48	314	362	724	1,111	1,835	7	28	20
	2017	33	297	330	730	1,154	1,884	4	26	18
	2018	40	249	289	753	1,173	1,926	5	21	15
	2019	42	175	217	756	1,174	1,931	6	15	11
	2020	26	108	134	561	948	1,509	5	11	9
	2021	33	152	185	648	1,063	1,711	5	14	11
	2017-21 average	**35**	**196**	**231**	**690**	**1,103**	**1,792**	**5**	**18**	**13**
	% ch 14-18 av: 2021	*-28*	*-50*	*-47*	*-11*	*-5*	*-7*	*-20*	*-48*	*-43*
	% ch 14-08 av: 1721	*-24*	*-36*	*-34*	*-5*	*-1*	*-3*	*-20*	*-35*	*-32*
Scotland	**2014-18 average**	**1,376**	**5,694**	**7,071**	**18,018**	**28,627**	**46,645**	**8**	**20**	**15**
	2012	1,588	7,288	8,877	16,791	26,706	43,498	9	27	20
	2013	1,484	6,700	8,184	16,987	26,724	43,711	9	25	19
	2014	1,453	6,471	7,924	17,112	27,664	44,776	8	23	18
	2015	1,522	6,257	7,779	17,342	28,033	45,374	9	22	17
	2016	1,482	6,134	7,616	17,977	28,866	46,843	8	21	16
	2017	1,255	5,214	6,469	18,519	29,526	48,045	7	18	13
	2018	1,170	4,396	5,566	19,138	29,048	48,187	6	15	12
	2019	982	3897	4878	19468	29,215	48,713	5	13	10
	2020	595	2788	3383	14251	23,632	37,883	4	12	9
	2021	795	2,553	3,348	16,890	26,526	43,410	5	10	8
	2017-21 average	**959**	**3770**	**4729**	**17,659**	**27,586**	**45,247**	**5**	**14**	**10**
	% ch 14-18 av: 2021	*-42*	*-55*	*-53*	*-6*	*-7*	*-7*	*-38*	*-52*	*-49*
	% ch 14-08 av: 1721	*-30*	*-34*	*-33*	*-2*	*-4*	*-3*	*-29*	*-31*	*-31*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2014-18 and 2017-2021 averages and 2012 to 2021

		All Killed	All Serious	Child Killed	Child adjusted serious	Killed/adjusted serious casualties	Traffic estimates (million veh-km)	Killed/adjusted serious casualty rate (per 100 million veh-km)
North East	**2014-18 average**	**24**	**328**	**1**	**25**	**351**	**5,174**	**7**
	2012	25	503	1	48	528	4,729	11
	2013	30	454	3	37	484	4,798	10
	2014	33	430	2	35	463	4,942	9
	2015	26	353	-	24	379	5,018	8
	2016	26	330	2	34	358	5,207	7
	2017	14	265	1	14	279	5,410	5
	2018	19	260	1	15	279	5,290	5
	2019	18	221	-	16	239	5,657	4
	2020	12	149	-	9	161	4,485	4
	2021	17	135	-	2	152	5,035	3
	2017-21 average	**16**	**206**	**0**	**11**	**222**	**5,176**	**4**
	% ch 14-18 av: 2021	*-28*	*-59*	*-*	*-92*	*-57*	*-3*	*-56*
	% ch 14-18 av: 1721	*-32*	*-37*	*-67*	*-54*	*-37*	*0*	*-37*
Tayside	**2014-18 average**	**18**	**208**	**0**	**21**	**227**	**4,460**	**5**
	2012	19	293	-	28	312	4,105	8
	2013	16	279	-	28	295	4,138	7
	2014	20	234	-	19	254	4,256	6
	2015	16	185	1	27	201	4,300	5
	2016	17	197	1	23	214	4,471	5
	2017	23	216	-	20	239	4,650	5
	2018	16	210	-	19	226	4,621	5
	2019	10	197	-	20	207	4,590	5
	2020	8	152	1	11	160	3,530	5
	2021	9	165	-	15	174	3,958	4
	2017-21 average	**13**	**188**	**0**	**17**	**201**	**4,270**	**5**
	% ch 14-18 av: 2021	*-51*	*-21*	*-*	*-30*	*-23*	*-11*	*-14*
	% ch 14-18 av: 1721	*-28*	*-10*	*-50*	*-21*	*-11*	*-4*	*-7*
Argyll & West Dunbartonshire	**2014-18 average**	**8**	**128**	**1**	**11**	**136**	**1,618**	**8**
	2012	7	146	-	14	153	1,501	10
	2013	11	136	-	10	147	1,510	10
	2014	6	120	-	12	126	1,554	8
	2015	7	135	-	10	142	1,586	9
	2016	12	139	3	8	151	1,630	9
	2017	6	136	-	17	142	1,681	9
	2018	9	111	-	9	120	1,680	7
	2019	10	127	-	7	137	1,663	8
	2020	9	57	-	2	66	1,270	5
	2021	11	66	-	3	77	1,479	5
	2017-21 average	**9**	**99**	**-**	**8**	**108**	**1,546**	**7**
	% ch 14-18 av: 2021	*38*	*-49*	*-*	*-73*	*-44*	*-9*	*-38*
	% ch 14-18 av: 1721	*13*	*-22*	*-*	*-33*	*-20*	*-4*	*-17*
Forth Valley	**2014-18 average**	**9**	**172**	**1**	**17**	**181**	**3,244**	**6**
	2012	14	222	-	18	236	3,013	8
	2013	7	206	1	19	213	3,005	7
	2014	12	171	2	18	183	3,091	6
	2015	14	197	-	19	211	3,163	7
	2016	3	185	1	12	188	3,303	6
	2017	6	163	-	19	169	3,325	5
	2018	10	146	-	17	156	3,339	5
	2019	13	121	-	8	134	3,342	4
	2020	14	73	-	6	87	2,571	3
	2021	10	92	-	5	102	2,909	4
	2017-21 average	**11**	**119**	**-**	**11**	**130**	**3,097**	**4**
	% ch 14-18 av: 2021	*11*	*-47*	*-*	*-71*	*-44*	*-10*	*-37*
	% ch 14-18 av: 1721	*18*	*-31*	*-*	*-35*	*-28*	*-5*	*-25*
Dumfries & Galloway	**2014-18 average**	**11**	**120**	**-**	**8**	**131**	**2,154**	**6**
	2012	7	146	-	11	153	1,942	8
	2013	12	118	-	5	130	1,986	7
	2014	11	130	-	9	141	2,032	7
	2015	11	117	-	8	128	2,087	6
	2016	14	114	-	9	128	2,180	6
	2017	14	99	-	2	113	2,267	5
	2018	7	138	-	13	145	2,234	7
	2019	8	96	-	4	104	2,240	5
	2020	5	41	-	7	46	1,692	3
	2021	9	76	2	3	85	2,051	4
	2017-21 average	**9**	**90**	**0**	**6**	**99**	**2,097**	**5**
	% ch 14-18 av: 2021	*-21*	*-36*	*-*	*-63*	*-35*	*-5*	*-32*
	% ch 14-18 av: 1721	*-25*	*-25*	*-*	*-38*	*-25*	*-3*	*-23*
Ayrshire	**2014-18 average**	**12**	**209**	**-**	**20**	**221**	**2,920**	**8**
	2012	9	208	-	17	217	2,740	8
	2013	12	173	-	14	185	2,728	7
	2014	8	201	-	25	209	2,824	7
	2015	11	227	-	14	238	2,859	8
	2016	17	222	-	23	239	2,921	8
	2017	14	203	-	15	217	2,993	7
	2018	8	192	-	25	200	3,005	7
	2019	11	162	-	21	173	3,007	6
	2020	5	114	-	9	119	2,346	5
	2021	17	110	-	13	127	2,719	5
	2017-21 average	**11**	**156**	**-**	**17**	**167**	**2,814**	**6**
	% ch 14-18 av: 2021	*47*	*-47*	*-*	*-37*	*-42*	*-7*	*-38*
	% ch 14-18 av: 1721	*-5*	*-25*	*-*	*-19*	*-24*	*-4*	*-21*
Greater Glasgow	**2014-18 average**	**12**	**379**	**0**	**47**	**391**	**4,890**	**8**
	2012	9	445	-	58	454	4,696	10
	2013	7	350	-	37	357	4,740	8
	2014	19	404	1	56	423	4,809	9
	2015	16	386	-	45	402	4,806	8
	2016	8	397	1	50	405	4,928	8
	2017	7	360	-	46	367	4,955	7
	2018	10	347	-	36	357	4,954	7
	2019	11	308	-	57	319	5,009	6
	2020	16	215	-	25	231	3,923	6
	2021	11	233	-	29	244	4,476	5
	2017-21 average	**11**	**293**	**-**	**39**	**304**	**4,663**	**7**
	% ch 14-18 av: 2021	*-8*	*-38*	*-*	*-38*	*-38*	*-8*	*-32*
	% ch 14-18 av: 1721	*-8*	*-23*	*-*	*-17*	*-22*	*-5*	*-18*
Lothians & Scottish Borders	**2014-18 average**	**20**	**327**	**0**	**28**	**347**	**4,753**	**7**
	2012	19	356	-	32	375	4,360	9
	2013	17	333	2	34	350	4,379	8
	2014	16	323	-	25	339	4,518	7
	2015	18	356	1	23	374	4,615	8
	2016	30	327	1	33	357	4,799	8
	2017	16	324	-	30	340	4,919	7
	2018	19	305	-	29	324	4,952	7
	2019	15	259	-	25	274	4,998	6
	2020	13	164	-	12	177	3,857	5
	2021	15	176	1	18	191	4,483	4
	2017-21 average	**16**	**246**	**0**	**23**	**261**	**4,629**	**6**
	% ch 14-18 av: 2021	*-24*	*-46*	*150*	*-35*	*-45*	*-6*	*-41*
	% ch 14-18 av: 1721	*-21*	*-25*	*-50*	*-19*	*-25*	*-3*	*-23*
Edinburgh	**2014-18 average**	**7**	**312**	**0**	**25**	**319**	**3,004**	**11**
	2012	13	362	-	34	375	2,824	13
	2013	8	319	-	24	327	2,833	12
	2014	11	344	-	34	355	2,889	12
	2015	3	330	-	25	333	2,951	11
	2016	9	353	1	23	362	3,026	12
	2017	6	285	-	22	291	3,014	10
	2018	5	250	-	21	255	3,138	8
	2019	6	246	-	17	252	3,158	8
	2020	6	134	1	11	140	2,468	6
	2021	3	158	-	19	161	2,757	6
	2017-21 average	**5**	**215**	**0**	**18**	**220**	**2,907**	**8**
	% ch 14-18 av: 2021	*-58*	*-49*	*-*	*-34*	*-50*	*-8*	*-45*
	% ch 14-18 av: 1721	*-24*	*-31*	*0*	*-28*	*-31*	*-3*	*-29*
Highlands & Islands	**2014-18 average**	**21**	**189**	**-**	**10**	**211**	**3,432**	**6**
	2012	23	242	-	15	265	3,113	9
	2013	24	204	2	9	228	3,151	7
	2014	27	194	-	11	221	3,229	7
	2015	18	175	-	9	193	3,323	6
	2016	19	209	-	9	228	3,466	7
	2017	17	168	-	11	185	3,557	5
	2018	25	201	-	9	226	3,587	6
	2019	26	211	-	6	237	3,613	7
	2020	19	116	2	11	135	2,798	5
	2021	17	130	1	8	147	3,273	4
	2017-21 average	**21**	**165**	**1**	**9**	**186**	**3,305**	**6**
	% ch 14-18 av: 2021	*-20*	*-31*	*-*	*-18*	*-30*	*-5*	*-27*
	% ch 14-18 av: 1721	*-2*	*-13*	*-*	*-6*	*-12*	*-2*	*-10*
Fife	**2014-18 average**	**10**	**147**	**1**	**15**	**157**	**3,024**	**5**
	2012	7	167	-	19	174	2,819	6
	2013	11	155	-	10	166	2,839	6
	2014	12	145	1	9	157	2,923	5
	2015	12	144	1	13	156	2,945	5
	2016	10	163	1	20	173	3,040	6
	2017	5	134	-	18	139	3,124	4
	2018	10	147	1	16	157	3,085	5
	2019	15	147	-	18	162	3,119	5
	2020	12	109	1	14	121	2,409	5
	2021	2	84	-	7	86	2,755	3
	2017-21 average	**9**	**124**	**0**	**15**	**133**	**2,899**	**5**
	% ch 14-18 av: 2021	*-80*	*-43*	*-*	*-54*	*-45*	*-9*	*-40*
	% ch 14-18 av: 1721	*-10*	*-15*	*-50*	*-4*	*-15*	*-4*	*-11*
Renfrewshire & Inverclyde	**2014-18 average**	**5**	**110**	**0**	**13**	**116**	**2,097**	**6**
	2012	9	131	1	15	140	1,943	7
	2013	5	99	-	13	104	1,958	5
	2014	10	109	-	15	119	2,024	6
	2015	3	116	1	16	119	2,062	6
	2016	5	124	1	13	129	2,113	6
	2017	5	105	-	13	110	2,120	5
	2018	4	97	-	7	101	2,183	5
	2019	3	107	1	14	110	2,183	5
	2020	4	50	-	6	54	1,727	3
	2021	5	56	-	6	61	1,972	3
	2017-21 average	**4**	**83**	**0**	**9**	**87**	**2,033**	**4**
	% ch 14-18 av: 2021	*-7*	*-49*	*-*	*-53*	*-47*	*-6*	*-44*
	% ch 14-18 av: 1721	*-22*	*-25*	*-50*	*-27*	*-25*	*-3*	*-22*
Lanarkshire	**2014-18 average**	**17**	**279**	**1**	**38**	**295**	**5,676**	**5**
	2012	15	301	-	36	316	5,712	6
	2013	12	284	1	45	296	5,708	5
	2014	18	297	1	39	315	5,684	6
	2015	13	270	-	37	283	5,659	5
	2016	21	298	-	42	319	5,829	5
	2017	12	285	1	45	297	6,062	5
	2018	19	243	1	25	262	6,158	4
	2019	18	248	1	31	266	6,175	4
	2020	18	158	1	21	176	4,606	4
	2021	14	134	1	12	146	5,585	3
	2017-21 average	**16**	**214**	**1**	**27**	**230**	**5,791**	**4**
	% ch 14-18 av: 2021	*-16*	*-52*	*67*	*-68*	*-50*	*-5*	*-47*
	% ch 14-18 av: 1721	*-2*	*-23*	*67*	*-29*	*-22*	*-2*	*-20*
Scotland	**2014-18 average**	**174**	**2,908**	**6**	**278**	**3,082**	**46,645**	**7**
	2012	176	3,521	2	345	3,697	43,498	9
	2013	172	3,109	9	285	3,281	43,711	8
	2014	203	3,103	7	307	3,306	44,776	7
	2015	168	2,992	4	270	3,160	45,374	7
	2016	191	3,057	12	298	3,248	46,843	7
	2017	145	2,741	2	273	2,886	46,045	6
	2018	161	2,649	3	241	2,810	46,187	6
	2019	164	2450	2	243	2614	46,713	5
	2020	141	1532	6	144	1673	37,883	4
	2021	140	1,615	5	140	1,755	43,410	4
	2017-21 average	**150**	**2197**	**4**	**208**	**2348**	**45,247**	**5**
	% ch 14-18 av: 2021	*-19*	*-44*	*-11*	*-50*	*-43*	*-7*	*-39*
	% ch 14-18 av: 1721	*-13*	*-24*	*-36*	*-25*	*-24*	*-3*	*-21*

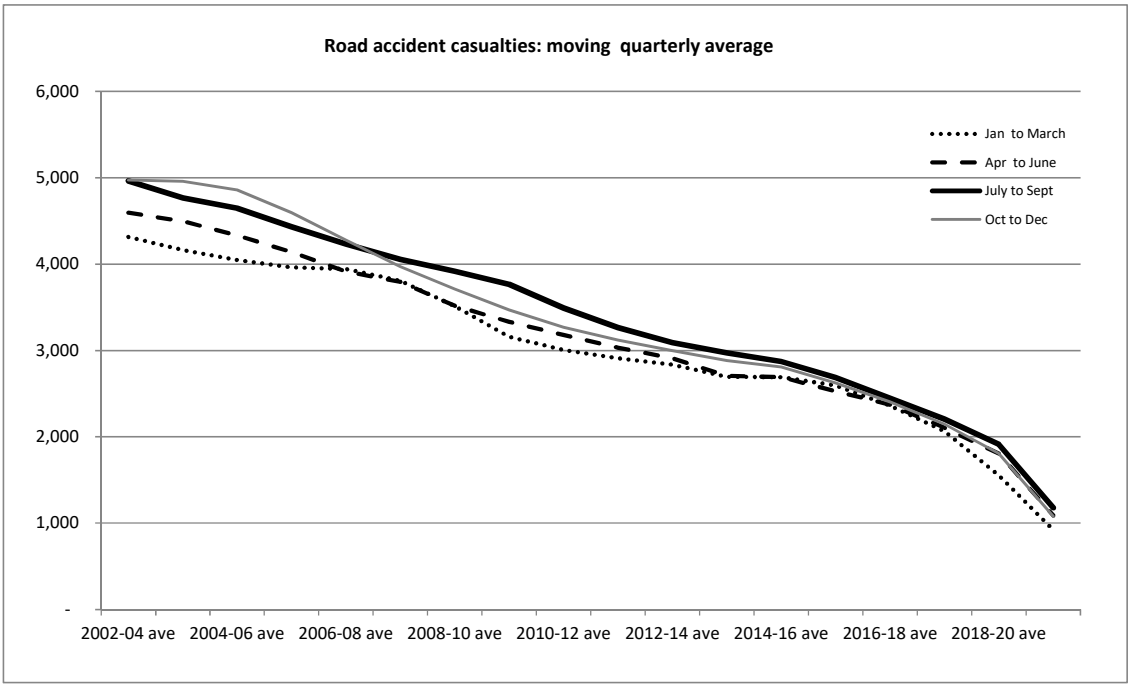
Reported casualties by severity and quarter
Years: 1981 to 2021

							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
2019	44	39	46	35	164	41	7	-5	12	-15
2020	45	14	41	41	141	35	28	-60	16	16
2021	19	23	61	37	140	35	-46	-34	74	6
(b) Adjusted/unadjusted 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	1,096	1,263	1,333	1,239	4,931	1,233	-11	2	8	1
2005	1,063	1,182	1,288	1,317	4,849	1,213	-12	-3	6	9
2006	1,002	1,124	1,323	1,258	4,707	1,177	-15	-4	12	7
2007	1,034	1,091	1,113	1,076	4,313	1,079	-4	1	3	0
2008	1052	1116	1123	1107	4,399	1,100	-4	2	2	1
2009	939	1085	1150	938	4,112	1,028	-9	6	12	-9
2010	754	920	1032	851	3,558	889	-15	3	16	-4
2011	761	870	950	835	3,416	854	-11	2	11	-2
2012	792	901	957	872	3,521	881	-10	2	9	-1
2013	697	764	885	764	3,109	778	-10	-2	14	-2
2014	716	785	845	757	3,103	776	-8	1	9	-2
2015	676	722	828	766	2,992	748	-10	-3	11	2
2016	739	779	784	756	3,057	765	-3	2	3	-1
2017	669	685	743	644	2741	685	-2	0	8	-6
2018	543	720	714	672	2649	662	-18	9	8	1
2019	596	665	602	587	2450	613	-3	9	-2	-4
2020	408	280	480	364	1532	383	7	-27	25	-5
2021	248	415	526	426	1615	404	-39	3	30	6

1. Due to changes in the the way casualty severities are recorded, figures for serious casualties prior to 2004 are not comparable with later years.

Reported casualties by severity and quarter
Years: 1981 to 2021

							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
(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	4,320	4,550	4,950	17,890	4,473	-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	2,673	10,898	2,725	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	2,197	2,180	8,424	2,106	-10	2	4	4
2019	1,872	1,938	2,002	1,893	7,705	1,926	-3	1	4	-2
2020	1,458	821	1,483	1,294	5,056	1,264	15	-35	17	2
2021	894	1,328	1,538	1,343	5,103	1,276	-30	4	21	5



Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1], by severity and child casualties [2], by severity
Years: 2004-08 and 2008-2012 averages and 1981 to 2012

	Casualties who were described as pupils who were on a journey to or from school [(1)]					Child casualties [(2)]			Casualties described as pupils … as a % of all child casualties	
	Killed	Seriously injured	Killed & Serious	Slight injury	All Severities	Killed	Killed & Serious	All	KSI	All
					number			*number*		*percentage*
2004-08 ave.	**3**	**57**	**60**	**331**	**391**	**15**	**341**	**2,019**	**17.7**	**19.4**
1981	12	286	298	797	1,095	61	1,457	4,863	20.5	22.5
1982	13	308	321	701	1,022	66	1,541	4,717	20.8	21.7
1983	7	316	323	695	1,018	73	1,511	4,861	21.4	20.9
1984	6	259	265	696	961	80	1,523	4,908	17.4	19.6
1985	14	261	275	746	1,021	67	1,522	5,058	18.1	20.2
1986	9	246	255	719	974	65	1,368	4,649	18.6	21.0
1987	2	215	217	633	850	57	1,251	4,465	17.3	19.0
1988	9	183	192	586	778	51	1,222	4,393	15.7	17.7
1989	5	217	222	577	799	44	1,216	4,506	18.3	17.7
1990	5	194	199	610	809	48	1,131	4,611	17.6	17.5
1991	4	173	177	551	728	43	1,021	4,155	17.3	17.5
1992	3	135	138	566	704	41	897	4,047	15.4	17.4
1993	2	108	110	519	629	39	776	3,691	14.2	17.0
1994	4	187	191	639	830	37	1,029	4,163	18.6	19.9
1995	3	142	145	512	657	30	950	3,935	15.3	16.7
1996	2	167	169	481	650	27	790	3,827	21.4	17.0
1997	1	114	115	471	586	26	745	3,798	15.4	15.4
1998	6	104	110	488	598	32	698	3,535	15.8	16.9
1999	4	86	90	508	598	25	625	3,196	14.4	18.7
2000	4	118	122	432	554	21	561	3,000	21.7	18.5
2001	2	103	105	476	581	20	544	2,923	19.3	19.9
2002	2	113	115	452	567	14	527	2,745	21.8	20.7
2003	2	72	74	356	430	17	432	2,480	17.1	17.3
2004	1	78	79	343	422	12	384	2,395	20.6	17.6
2005	2	56	58	403	461	11	368	2,172	15.8	21.2
2006	4	70	74	325	399	25	375	2,022	19.7	19.7
2007	3	44	47	311	358	9	278	1,817	16.9	19.7
2008	5	39	44	271	315	20	299	1,689	14.7	18.7
2009	0	54	54	224	278	5	258	1,473	20.9	18.9
2010	1	45	46	238	284	4	227	1,377	20.3	20.6
2011	0	31	31	218	249	7	210	1,316	14.8	18.9
2012	0	40	40	153	193	2	196	1,164	20.4	16.6
2008-12 ave.	**1**	**42**	**43**	**221**	**264**	**8**	**238**	**1,404**	**18.1**	**18.8**

1. This is the definition of "school pupil" casualty used in the road accident statistics returns.
2. Casualties aged 0 to 15, inclusive (the standard definition of "child" for the purpose of road accident statistics). Therefore, these figures do not include any 16 year old casualties who were identified as being pupils on a journey to or from school. so there is a slight inconsistency between the numerator and the denominator used to calculate the percentages.

Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1] by mode of transport
Years: 2004-08 and 2008-2012 averages and 1996 to 2012

	Pedestrian	Car	Bus / coach	Pedal cycle	Other	All modes
2004-08 ave.	**298**	**42**	**26**	**13**	**11**	**391**
1996	491	49	70	24	16	650
1997	457	50	55	19	5	586
1998	455	71	55	12	5	598
1999	464	50	62	15	7	598
2000	448	33	55	14	4	554
2001	476	51	37	13	4	581
2002	404	61	69	25	8	567
2003	322	35	39	20	14	430
2004	357	35	15	9	6	422
2005	352	51	22	16	20	461
2006	295	46	33	10	15	399
2007	259	46	26	17	10	358
2008	229	33	36	12	5	315
2009	213	43	10	11	1	278
2010	200	40	20	14	10	284
2011	184	26	21	12	6	249
2012	148	29	1	10	5	193
2008-12 ave.	**195**	**34**	**18**	**12**	**5**	**264**

1. This is the definition of "school pupil" casualty used in the road accident statistics returns.

Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions

APPENDIX F
Frequency of use of values of most STATS 19 variables: 2020

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

Month	
January	209
February	192
March	263
April	308
May	333
June	382
July	368
August	430
September	353
October	389
November	374
December	298

Severity of Accident	
Fatal	135
Unadjusted serious	1,443
Unadjusted slight	2,321

Local Authority	
Aberdeen City	60
Aberdeenshire	139
Angus	122
Argyll & Bute	92
Clackmannanshire	19
Dumfries & Galloway	149
Dundee City	113
East Ayrshire	70
East Dunbartonshire	36
East Lothian	90
East Renfrewshire	55
Edinburgh, City of	482
Eilean Siar	20
Falkirk	108
Fife	216
Glasgow City	552
Highland	207
Inverclyde	36
Midlothian	95
Moray	28
North Ayrshire	92
North Lanarkshire	200
Orkney Islands	13
Perth & Kinross	149
Renfrewshire	105
Scottish Borders	102
Shetland Islands	8
South Ayrshire	70
South Lanarkshire	185
Stirling	74
West Dunbartonshire	43
West Lothian	169

Speed Limit	
15	2
20	519
30	1,645
40	241
50	157
60	1,049
70	286

Junction Control	
Not at or near junction	1,982
Authorised person	5
Automatic traffic signal	325
Stop sign	29
Give way or uncontrolled	1,558

Weather Conditions	
Fine	3,107
Raining	480
Snowing	52
Fine high winds	47
Raining high winds	63
Snowing high winds	9
Fog mist	16
Other	75
Unknown	50

First road class	
Motorway	187
A(m)	16
A	1,760
B	584
C	20
Unclassified	1,332

Second road class	
No second road class	1,966
Motorway	16
A(m)	1
A	402
B	198
C	13
Unclassified	1,303

Light Conditions	
Daylight	2,912
Dknss:lights present lit	619
Dknss:lights present unlit	24
Dknss: no lights	321
Dknss: lights unknown	23

Pedestrian Crossing - Human Control	
None within 50 metres	3,819
School crossing patrol	24
Other authorised person	56

Road Type	
Roundabout	148
One way street	11
Dual carriageway	668
Single carriageway	2,972
Slip road	60
Unknown	40

Pedestrian Crossing - Physical Facilities	
None within 50m	3,205
Zebra crossing	64
Pelican, puffin or similar	309
Pedestrian phase at lights	252
Footbridge or subway	4
Central refuge	65

Junction Detail	
Not at or within 20 metres	1,966
Roundabout	232
Mini Roundabout	35
T or staggered junction	917
Slip Road	45
Crossroads	298
Junction >4 arms (not rd'bt)	63
Private drive	45
Other junction	298

Road Surface Conditions	
Dry	2,646
Wet or damp	1,097
Snow	49
Frost or ice	93
Flood over 3cm deep	14

Special Conditions at site	
None	3,785
Automat traffic signal out	13
Road sign defect obsc	18
Roadworks	56
Road surf defect	17
Oil or diesel	7
Mud	3

Carriageway hazards	
None	3,793
Veh load in cgwy	4
Other object in cgwy	65
Involved prev accdnt	11
Ped in cgwy not inj	9
Animal in cgwy-not horse	17

Did a police officer attend?	
Yes	2,991
No-accident reported over counter	853
Unknown	55

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Month	
January	341
February	333
March	465
April	557
May	581
June	680
July	669
August	761
September	638
October	669
November	650
December	488

Breath test	
Not applicable	448
Positive	95
Negative	3,065
Not requested	856
Refused to provide	18
Driver not contacted	702
Not provided (medical)	511
Unknown	1,137

Sex of driver	
Male	4,637
Female	1,893
Not traced	302

Vehicle Reference Number	
1	3,896
2	2,456
3	360
4	92
5	20
6	6
7	1
8	1

Type of Vehicle	
Pedal cycle	523
Moped	12
Motorcycle to 125cc	139
Motorcycle over 125cc	32
Motorcycle over 500cc	247
Taxi	134
Car	4,769
Minibus (8-16 pass)	16
Bus coach (17 or more pass)	134
Ridden horse	1
Agricultural vehicle	32
Tram light rail	1
Van/Goods to 3.5t mgw	432
Goods 3.5t to 7.5t mgw	19
Goods 7.5t mgw and over	127
Mobility scooter	6
Electric motorcycle	2
Other vehicle	65
Motorcycle unknown cc	28
Goods vehicle unknown wgt	85
Unknown	28

Manoeuvres	
Reversing	91
Parked	314
Wtg go ahd held up	286
Slowing/stopping	368
Moving off	310
U turn	47
Turning left	236
Wtg turn left	31
Turning right	672
Wtg turn right	123
Changing lang left	42
Changing lane rght	54
Overtkg mvg veh offs	166
Overtkg sty veh offs	64
Overtkg nrsde	64
Ahead lh bend	394
Ahead rh bend	426
Ahead other	3,144

Junction location of vehicle	
Not at or within 20 metres	3,345
Approach junction or wait/park approach	1,689
Cleared junction or wait/park at exit	380
Leaving roundabout	96
Entering roundabout	185
Leaving main road	102
Entering main road	191
Entering from slip rd	21
Mid-junction on roundabout/main road	823

Skidding and overturning	
None	5,702
Skidding	629
Skid overtd	254
Jacknifed	3
Jacknifed overturned	2
Overturned	242

Hit object in carriageway	
None	6,452
Previous accident	7
Road works	5
Parked vehicle	173
Bridge roof	1
Bridge side	15
Bollard refuge	30
Open door vehicle	2
Central island roundaboutt	11
Kerb	73
Other object	55
Animal excluding ridden horse	8

Vehicle leaving carriageway	
Did not leave c'way	5,690
Left c'way nearside	570
Left c'way nearside rebound	59
Left c'way ahead junction	71
Left c'way offside onto central reservation	45
Left c'way offside onto central res & rebound	12
Left c'way offside and crossed central res	10
Left c'way offside	334
Left c'way offside and rebounded	41

Hit object off carriageway	
None	6,372
Road sign traffic signal	44
Lamp post	26
Telegraph pole electricity pole	8
Tree	78
Bus stop bus shelter	3
Central crash barrier	27
Nearside or offside crash barrier	33
Submerged in water	1
Entered ditch	39
Other permanent object	51
Wall or fence	150

First point of impact	
Unknown	3
None	253
Front	3,633
Back	1,032
Offside	1,025
Nrside	886

Towing and Articulation	
No towing or articulation	6,657
Articulated vehicle	97
Double or multiple trailer	3
Caravan	3
Single trailer	52
Other tow	16
Unknown	4

Hit and run	
Other	6,463
Hit run	244
Non-stop vehicle, not hit	125

Vehicle location at time of acc - Lane	
On main carriageway	6,579
Tram light rail track	5
Bus lane	21
Busway	6
Cycle lane	26
Cycleway	9
On lay-by hard shldr	50
Entering lay-by hard shldr	10
Leaving lay-by hard shldr	12
Footway	114

Journey Purpose of driver/rider	
Journey part of work	1,209
Commuting to/from work	716
Taking pupil to/from school	52
Pupil riding to/from school	14
Other	2,665
Not known	2,176

Was vehicle left hand drive	
No	6,785
Yes	47

Vehicle movement from/to	
Unknown	16
U turn frm n	13
N to ne	2
N to e	35
N to se	73
N to s	548
N to sw	92
N to w	88
N to nw	7
Ne to n	7
U turn frm ne	8
Ne to e	3
Ne to se	17
Ne to s	58
Ne to sw	475
Ne to w	102
Ne to nw	56
E to n	96
E to ne	9
U turn frm e	8
E to se	7
E to s	31
E to sw	84
E to w	648
E to nw	72
Se to n	78
Se to ne	53
Se to e	12
U turn frm se	11
Se to s	4
Se to sw	8
Se to w	88
Se to nw	481
S to n	550
S to ne	69
S to e	72
S to se	4
U turn frm s	12
S to sw	5
S to w	38
S to nw	52
Sw to n	70
Sw to ne	508
Sw to e	80
Sw to se	47
Sw to s	6
U turn frm sw	10
Sw to w	2
Sw to nw	31
W to n	31
W to ne	79
W to e	708
W to se	108
W to s	85
W to sw	4
U turn frm w	16
W to nw	7
Nw to n	7
Nw to ne	16
Nw to e	81
Nw to se	442
Nw to s	71
Nw to sw	75
Nw to w	9
U turn frm nw	9

Age of driver	
Unknown	215
3	1
6	1
7	2
8	1
9	5
10	3
11	9
12	9
13	9
14	9
15	18
16	16
17	70
18	141
19	116
20	135
21	151
22	122
23	119
24	149
25	131
26	131
27	124
28	129
29	162
30	203
31	139
32	129
33	146
34	139
35	155
36	116
37	134
38	113
39	118
40	143
41	136
42	120
43	111
44	101
45	109
46	110
47	112
48	86
49	126
50	127

Age of driver	
51	119
52	131
53	109
54	113
55	111
56	109
57	118
58	121
59	107
60	92
61	118
62	79
63	60
64	57
65	66
66	51
67	42
68	31
69	47
70	47
71	34
72	28
73	47
74	42
75	32
76	26
77	32
78	28
79	25
80	20
81	24
82	24
83	10
84	13
85	13
86	19
87	10
88	8
89	7
90	3
91	2
92	1
93	2
95	1
98	2

Reported casualty variables

Month	
January	288
February	267
March	339
April	404
May	444
June	480
July	510
August	559
September	469
October	499
November	474
December	370

Sex of casualty	
Male	3,080
Female	2,023

Road user	
Pedestrian	770
Pedal cycle	512
Motor cycle	455
Car	2,905
Taxi	67
Minibus	20
Bus/Coach	79
Light goods vehicle	167
Heavy goods vehicle	45
Other	83

Severity of casualty	
Killed	140
Unadjusted serious	1,615
Unadjusted slight	3,348

Bus or coach passenger	
Not psv pass	5,029
Boarding	7
Alighting	6
Standing pass	19
Seated pass	41
Unknown	1

Use of seatbelt	
Not applicable	1,305
Worn independently confirm	526
Worn not independently confirm	1,223
Not worn	75
Unknown	1,974

Pedestrian direction	
Not pedestrian	4,333
Ped stndg still	83
Heading N	134
Heading NE	65
Heading E	103
Heading SE	58
Heading S	110
Heading SW	53
Heading W	90
Heading NW	58
Unknown	16

Casualty Class	
Driver or rider	3,157
Passenger - vehicle/pillion	1,176
Pedestrian	770

Pedestrian location	
Not pedestrian	4,333
In cwy xing ped xing	132
In cwy xing zg zg appr	4
In cwy xing wthn 50m	57
In cwy xing elsewh	331
Footwy verge	85
On refuge cent isl reserv	3
Cent cwy not ref ci res	37
In cwy not xing	84
Unknown other	37

Pedestrian movement	
Not pedestrian	4,333
Crossing driver nearside	280
Crossing driver nearside mskd	59
Crossing driver offside	168
Crossing driver offside masked	44
In carriageway stationary not crossing	56
In carriageway stationary not crossing masked	9
Walking in carriageway facing traffic	15
Walking in carriageway back to traffic	22
Unknown	117

Car passenger	
Not car passenger	4,090
Front seat car passenger	666
Rear seat car passenger	346
Unknown	1

Pedestrian road maintenance worker	
Not a pedestrian	6,392
No	1,219
Yes	4
Not known	23

Cycle helmet worn	
Not cyclist	4,579
Yes	272
No	162
Not known	90

Age of casualty	
0	6
1	7
2	15
3	21
4	17
5	27
6	27
7	24
8	27
9	45
10	37
11	45
12	58
13	43
14	43
15	52
16	55
17	82
18	137
19	114
20	104
21	120
22	93
23	112
24	112
25	94
26	95
27	94
28	93
29	106
30	115
31	93
32	76
33	103
34	88
35	84
36	57
37	91
38	73
39	75
40	78
41	76
42	66
43	66
44	68
45	62
46	75
47	74
48	53
49	81
50	71

Age of casualty	
51	85
52	81
53	69
54	74
55	66
56	71
57	83
58	81
59	78
60	59
61	71
62	60
63	40
64	30
65	48
66	41
67	28
68	21
69	37
70	32
71	29
72	32
73	45
74	36
75	22
76	18
77	30
78	28
79	23
80	18
81	23
82	23
83	11
84	10
85	11
86	14
87	9
88	8
89	7
90	7
91	7
92	2
93	4

Casualty Reference Number	
1	3829
2	830
3	278
4	100
5	44
6	14
7	5
8	3

Vehicle Reference Number	
1	3,012
2	1,944
3	125
4	19
5	3

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 “Tomorrow’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.

2014: 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.

2019: EU directive on road infrastructure safety management formally adopted in October.

2020: New general safety regulations published in December 2019 came into force in January, updating existing rules on car safety contained in the general safety regulation (EC) 661/2009 and the pedestrian safety regulation (EC) 78/2009. - new mandatory EU vehicle safety measures

2020: Stockholm Declaration is agreed by UN Member States in February. This is followed by the adoption of the UN resolution A/74/L.86 “Improving global road safety” on 30 August.
July 2020: New UK Government regulations allowing trials of rental e-scooters on UK roads came into force

February 2021: publication of Scotland's Road Safety Framework to 2030 by the Scottish Government

April 2021: UK Government Automated and Electric Vehicle Act 2018 came into force; it makes provisions for a list to be kept by the Secretary of State for Transport of motor vehicles that are able to safely and lawfully drive themselves. It introduced new provisions to compensate the victims of accidents caused by AVs. To reduce the need for victims to be involved in prolonged litigation, the insurer is liable to compensate the victim without proof of fault. The insurer may then reclaim damages from any other party liable for the accident.

April 2021: consultation outcome of the Automated Lane Keeping System (ALKS) Call for Evidence published by UK Government, setting out set out how vehicles fitted with ALKS technology could legally be defined as self-driving, as long as they receive GB type approval and that there is no evidence to challenge the vehicle's ability to self-drive.

May 2021: UK first media reporting guidelines for crashes published

July 2021: DfT published their response to Review of The Highway Code to improve road safety for cyclists, pedestrians and horse riders. Subject to Parliamentary approval, DfT will work with the Driver and Vehicle Standards Agency to update The Highway Code.Online and hard copy versions of the revised code will be produced before the end of 2021.

Sept 2021: School transport guidance 2021 published by the Scottish Government

Sept 2021: review of INDG382 Driving for Work complete and published by HSE

Sept 2021: Scottish Government commits to ensure all appropriate roads in built up areas have a safer speed limit of 20 mph by 2025

October 2021: Traffic Regulation Order Regulations laid before Scottish parliament

Appendix C - Consultation & reviews

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.

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 on the Transport Scotland website.

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).

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 most recent STATS19 review started in autumn 2018 and has made a number of recommendations on changes to STATS19 going forward. These were based on evidence and detailed discussion with the review group.

Key recommendations can be found in the full STATS19 review report.

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

Appendix D - Definitions and points to note

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.

From the middle of 2019 Police Scotland started to use the new CRaSH system for recording details of an accident. This provides a more detailed definition of the severity of casualties. The following table lists the options for determining how severe an injury is. It should be noted that in some cases in 2020 although the most

severe injury appears to be slight, if the casualty was subsequently admitted to hospital the casualty severity was classed as serious. The introduction of CRaSH has meant that the severity of injuries is recorded more accurately and has led to an increase in the number of serious injuries. Figures are therefore not directly comparable with those for the previous years.

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 or ankle or foot	Less Serious	Serious
Fractured arm or collarbone or hand	Less Serious	Serious
Deep cuts or lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious

Injury in CRASH	Detailed severity	Severity classification
Whiplash or neck pain	Slight	Slight
Shallow cuts or lacerations or abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

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.

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.

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.

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.

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

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.

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:

- In the case of the former Island Areas, by allocating all the accidents which occurred in each Island Area to the relevant Council.
- 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.
- 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.

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:

- provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
- define nationally important routes which will be developed in line with strategic national transport demands; and
- 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.

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.

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.

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.

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 G - Calculations of the likely range of random year-to-year variation in road accident and casualty numbers

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.

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 2020 until one has the values for 2021 and 2022).

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.

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*.

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 for calculating the variance in such a case is set out at section 4.6.2 of the Washington State Department of Health paper.

There is a clear analogy here with the road casualty figures. In our terms:

- d is the number of killed and seriously injured casualties;
- dj 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 the publication 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.

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 C The figures for both all ages and child serious casualties for England and Wales were for Great Britain.

If there are time-series tables that include years for which the previous edition's figures were wrong, these are correct in the current publication.

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