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Key Reported Road Casualties Scotland 2025

Key findings

- There were 5,535 road casualties reported in 2025. Of these, there were 134 fatalities, 1,906 people were seriously injured and 3,495 people were slightly injured.

- The number killed on Scotland's roads fell from 160 in 2024 to 134 in 2025. This was the third lowest annual figure since records began, and the lowest recorded outwith the pandemic period of 2020 and 2021.

- There was a decrease in casualties for all severities. In 2025: serious casualties fell by 4% (from 1,978 to 1,906); slight casualties fell by 3% (from 3,594 to 3,495); and total casualties fell by 3% (from 5,732 to 5,535).

- Car users had the highest number of casualties in 2025 (3,092), followed by pedestrians (867) and motorcyclists (581).

- Pedestrian total casualties were down 3% from 2024 but pedestrian fatalities decreased by 15 to 27.

- Cycling casualties fell by 1% but cycling fatalities increased from 3 to 7.

- Motorcycle total casualties increased by 24% from 2024 but the number of fatalities in 2025 remained the same as 2024 at 34.

- Car driver and passenger total casualties decreased by 9% compared with 2024, and car fatalities fell by 19% from 73 to 59.

Table 1: Progress in 2025 towards the casualty reduction targets from Scotland's Road Safety Framework

Target	2030 target reduction	2025 reduction achieved
People killed	50%	23%
People seriously injured	50%	30%
Children (aged < 16) killed	60%	46%
Children (aged < 16) seriously injured	60%	33%

Statistics in this publication are provisional. Final figures will be published in Reported Road Casualties Scotland, due in October 2026. Figures may change as a result of late returns and other amendments to the data.

Contents

An Accredited Official Statistics Publication for Scotland

These statistics are accredited official statistics**.** The Office for Statistics Regulation has independently reviewed and accredited these statistics as complying with the standards of trustworthiness, quality, and value in the Code of Practice for Statistics.

Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007.

Transport Scotland statistics are regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the Code of Practice for Statistics that all producers of official statistics should adhere to.

Introduction

This bulletin presents provisional statistics of reported injury road collisions in Scotland in 2025. These statistics are based on information Police Scotland collects for all road collisions where someone has been injured or killed. Collisions in which there are no injuries, or collisions not reported to the police are therefore not included in these figures.

The figures published here are provisional due to possible late returns and further amendments. Final figures will be published in Reported Road Casualties Scotland in October. More information on the data is available in the Supporting Information section.

In mid-2019, Police Scotland started to use a new collision recording system. The introduction of this new system changed the way that casualty severity is recorded, making it difficult to directly compare figures produced using the old and new systems. For the years 2004 to 2019, this publication includes figures for slight casualties, slight collisions, serious casualties, and serious collisions 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 collision and casualties are not comparable prior to 2004. More information is set out in the following section of this publication.

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

Changes in severity reporting and 'adjustments' to figures

In the summer of 2019, Police Scotland started using CRASH (Collision Reporting and Sharing), an injury-based reporting system, 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 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 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 collisions, slight casualties, and slight collisions for the years 2004 to 2019. This means the adjusted figures for 2004 to 2019 are comparable with figures for 2020 to 2025, 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.

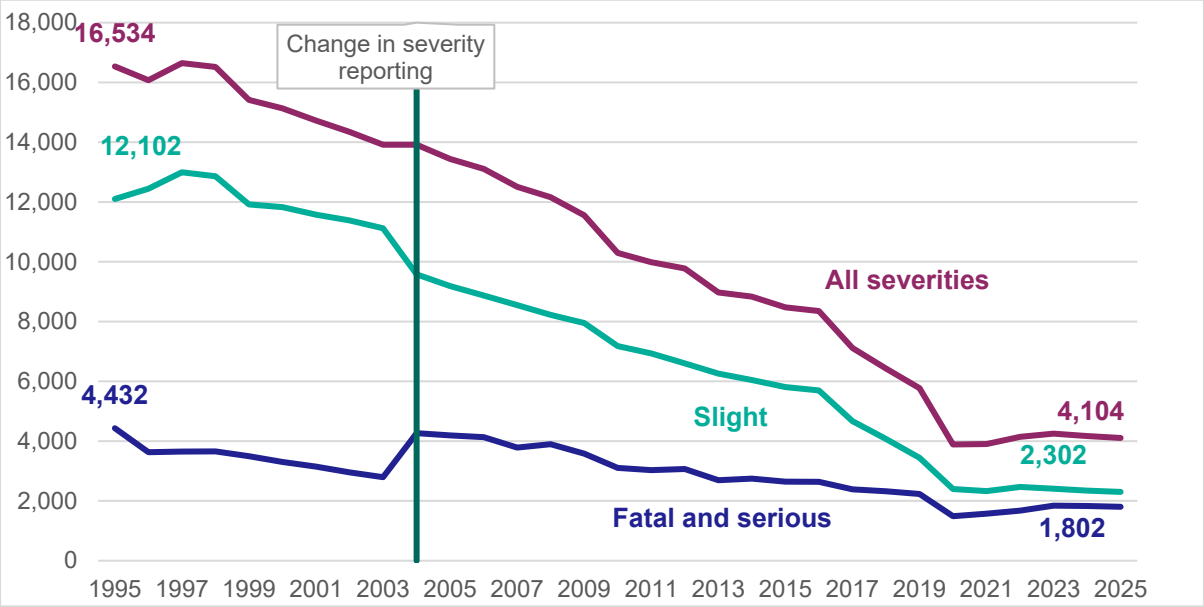
Unadjusted figures are also provided in the accompanying excel files. More information on the methodology used to produce these adjusted figures is available from the Department for Transport website.

Reported number of collisions

Figure 1 shows the long-term trend for injury road collisions recorded by the police.

In 2025, there were 4,104 collisions in which someone was killed or injured. This was 2% lower than in 2024 and the third lowest number since records began. There were 126 fatal collisions in 2025 (19 less than 2024), 1,676 serious injury collisions and 2,302 slight injury collisions.

Figure 1: Number of reported injury road collisions in Scotland by severity, 1995 to 2025



Note for Figure 1: Due to changes in the way casualty severity is recorded, figures for the number of serious and slight collisions are not comparable with years prior to 2004.

Reported number of casualties

Figure 2 shows that, in 2025, 134 people were killed in road collisions in Scotland: 26 (16%) less than 2024.

Since 1978, there has been a long-term downward trend. More recent years' figures have fluctuated around a less-pronounced downward trend. The Covid-19 pandemic years of 2020 and 2021 had the lowest number of fatalities ever recorded and 2025 was the third-lowest with, 134 fatalities.

Figure 2: Total number of reported road fatalities in Scotland, 1950 to 2025

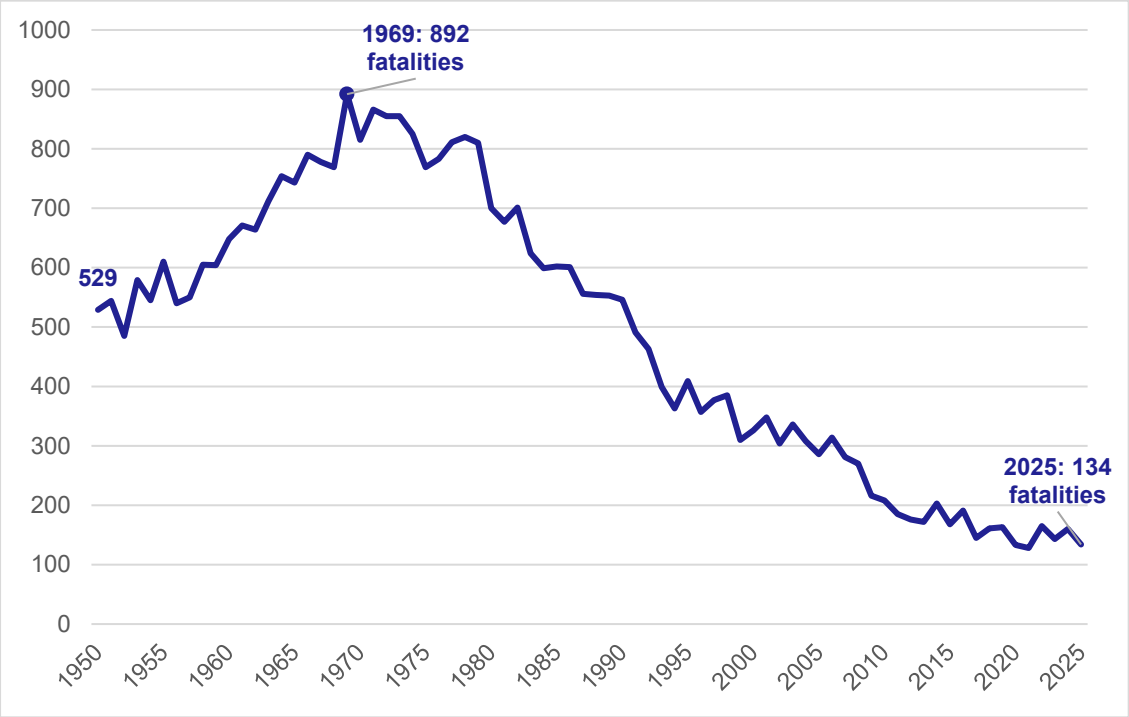
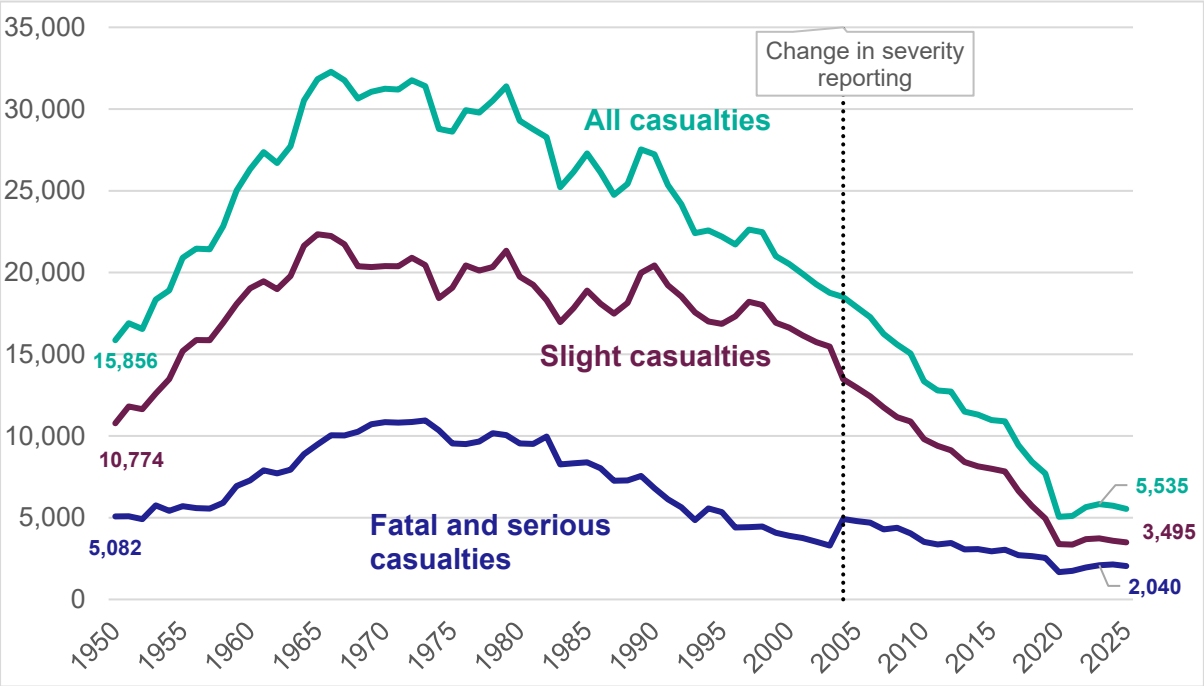


Figure 3 shows there was a total of 5,535 casualties (of all severities) reported in 2025: 197 (3%) less than in 2024 and the third lowest number since annual records began in 1950.

Between 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction, with numbers falling below 12,000 in 2013, which was half the level of the early 1990s.

Figure 3: Number of reported road casualties in Scotland by severity, 1950 to 2025

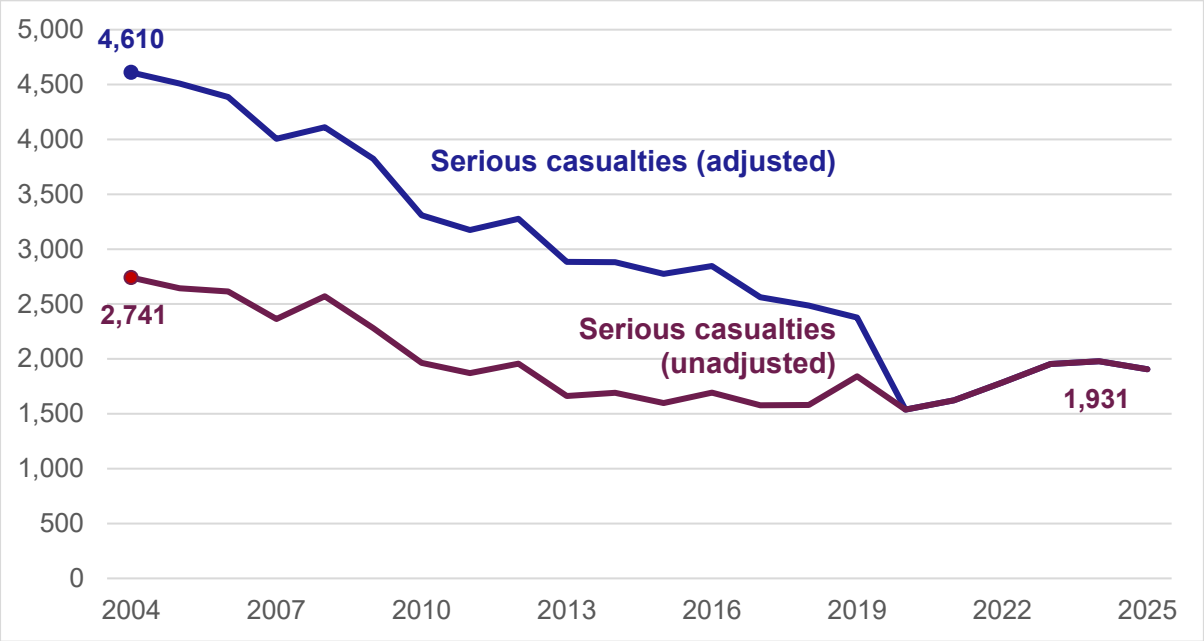


Note for Figure 3: Due to changes in the way casualty severity is recorded, serious and slight figures prior to 2004 are not directly comparable with later years.

In 2025, 1,906 people were seriously-injured in road collisions. As outlined above, this figure cannot be directly compared to the reported figures prior to 2004. Figures for the years between 2004 and 2019 have been adjusted to maximise comparability with more recent years. Figure 4 shows the impact of the adjustments applied to these years. The number of people seriously injured in 2025 decreased by 4% from 2024. Figure 3 shows the longer-term trend for fatal and serious casualties has generally been downward since the early 1980s.

There were 3,495 people reported as slightly-injured in 2025. Once again, this figure cannot be directly compared to the reported figures for previous years prior to 2004. The number of people slightly-injured in road collisions in 2025 decreased by 3% from 2024. Figure 3 shows that the number of slight casualties has shown a clear downward trend since the mid-1990s.

Figure 4: Number of serious road casualties in Scotland, adjusted and unadjusted, 2004 to 2025



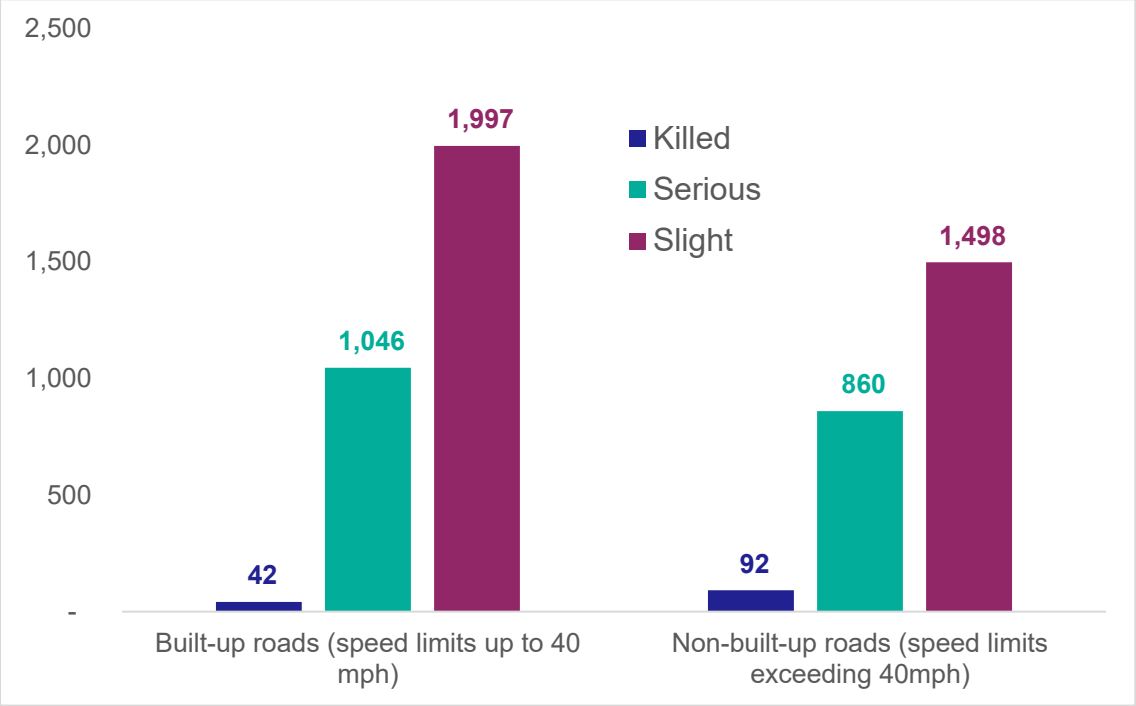
Casualties by type of road

Figure 5 shows the number of casualties by road type. Built-up roads are those which have speed limits of up to and including 40 miles per hour (ignoring temporary speed limits on roads for which the normal speed limit is over 40 mph); non-built up roads have speed limits exceeding 40 miles per hour.

In 2025, non-built-up roads accounted for over two-fifths of the total number of reported casualties (44%: 2,450 out of 5,535) and accounted for a similar proportion of serious casualties (45%: 860 out of 1,906). However, they accounted for over two thirds of those killed (69%: 92 out of 134). This will be, at least in part, due to the higher average speed on non-built-up roads. These roads make up around two-thirds of Scotland's road network.

Compared with the 2014-18 average (the baseline period for measurements of the current Road Safety Framework) total casualties on non-built-up roads have reduced by 40% and built-up roads by 50%. Fatalities have also decreased by 25% on non-built-up roads and by 17% on built-up roads over the same period.

Figure 5: Number of casualties in Scotland by built-up and non-built-up roads, 2025



Casualties by mode of transport

In 2025 there were 3,092 car users reported injured in road collisions; almost three-fifths of all road casualties (56%: 3,092 out of 5,535) and a 9% decrease from 2024. Of these, 59 were killed, a decrease of 19% from 2024, and 845 seriously-injured.

There were 867 pedestrian casualties recorded in 2025, one in six of all casualties (16%: 867 out of 5,535) and down by 31 (3%) since 2024. Three per cent of pedestrian casualties were killed (27 out of 867) and 46% seriously-injured (402 out of 867). Please note, in addition to people walking, this category includes people riding toy cycles on the footway, people pushing bicycles, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Pedal cycle casualty numbers in 2025 decreased by 1% compared to 2024. There were 392 pedal cyclist casualties recorded in 2025 of which 7 died (4 fatalities more than in 2024).

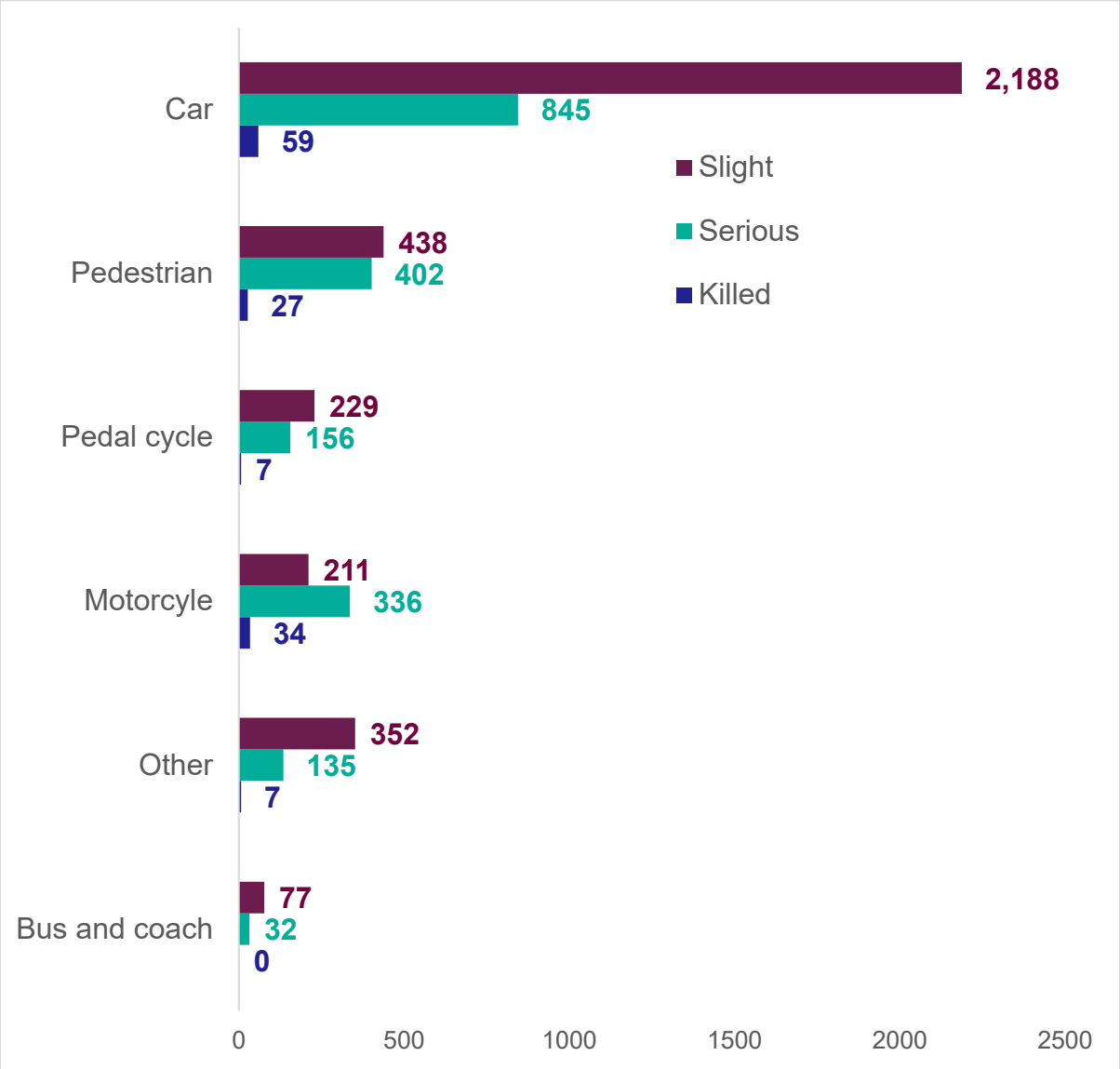
Motorcycle casualties increased by 24% in 2025. 581 motorcycle casualties were reported, of whom 336 (58%) suffered serious injuries and 34 died. The number of fatalities in 2025 remained the same as 2024.

A total of 109 bus and coach users were reported as casualties (a decrease of 16% from 2024), of whom 32 were seriously-injured, and none died.

Together, all other modes of transport accounted for 9% of total casualties (494 out of 5,535), 5% of those killed (7 out of 134) and for 7% of those seriously-injured (135 out of 1,906) in 2025.

Figure 6 shows the number of casualties (fatal, serious, and slight) by each mode of transport in 2025.

Figure 6: Number of road casualties in Scotland by road user type and severity, 2025

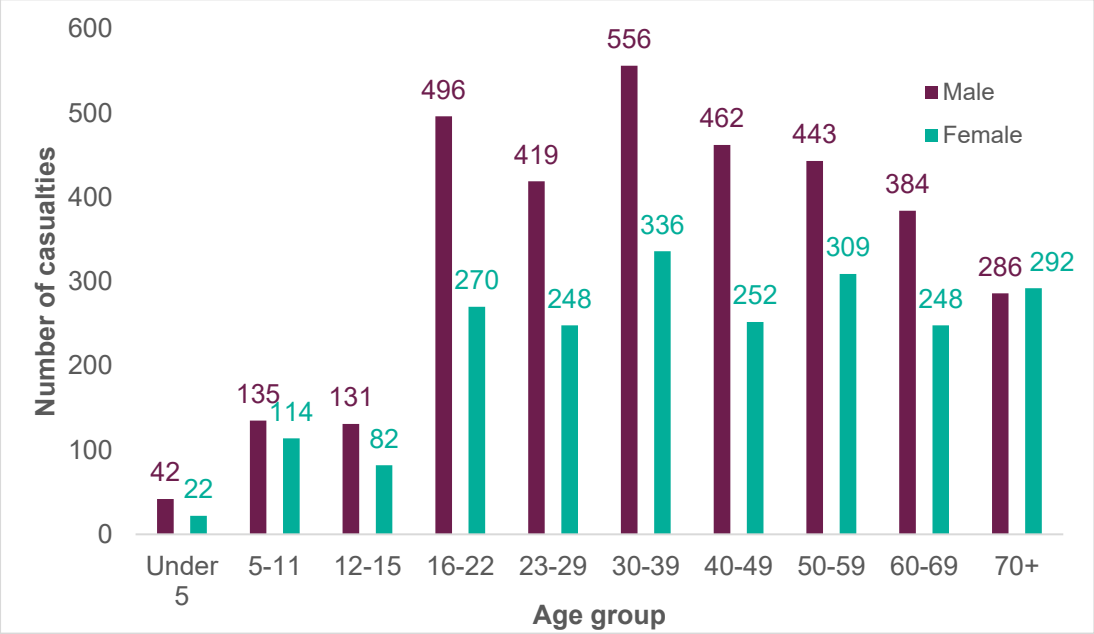


Casualties by gender and age

Figure 7 shows the number of reported casualties by gender and age. This figure does not account for differences between age groups in the level of exposure to risk; for example, we do not have control over the number of people in each group with driving licences or the overall number of people in each age group.

In 2025, male fatalities fell by 19 to 96. Female fatalities fell by 7 to 38. Fourteen per cent (766) of all casualties were aged 16–22, a decrease of 4% on 2024. Of these casualties, 496 were male and 270 were female.

Figure 7: Number of road casualties in Scotland by gender and age, 2025



Child Casualties

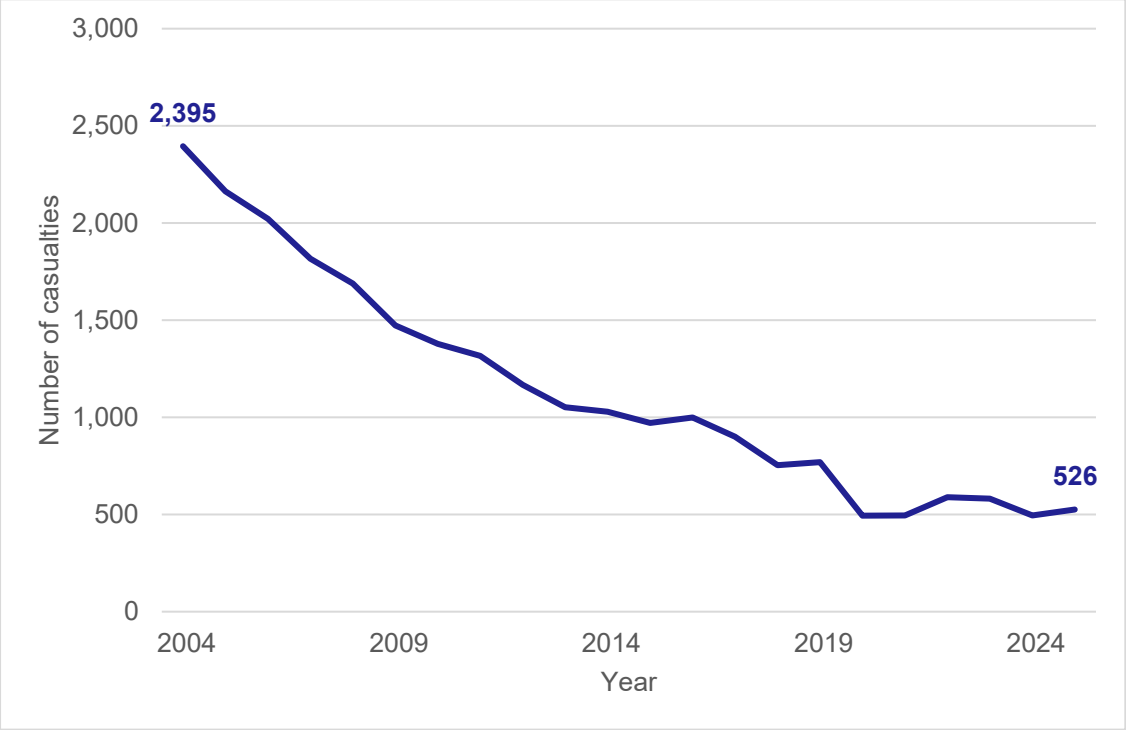
For the purposes of these statistics, casualties under the age of 16 are classified as child casualties. Figure 8 shows there were 526 child casualties reported in 2025, representing 10% of all casualties (526 out of 5,535) and an increase of 31 (or 6%) from 2024. Of these, one died, two less than in 2024. The child killed in 2025 was a pedestrian. The numbers of fatalities are small, so care should be taken when drawing conclusions from year-on-year changes and trends should be looked at over the longer term.

There were 239 child pedestrian casualties recorded in 2025. They accounted for 28% of all pedestrian casualties of all ages (239 out of 867). Of the child pedestrian casualties, 97 were seriously-injured and one died. The number killed was the same as 2024.

In 2025, there were 189 child casualties in cars, 6% of all car-user casualties (189 out of 3,092). Of the child casualties in cars, 35 were seriously injured and none died.

In 2025, there were 41 child pedal cycle casualties (10% of the total of 392 pedal cycle casualties of all ages) including 18 who were seriously-injured, there were no child pedal cyclists killed in 2025, one less than in 2024.

Figure 8: Number of child road casualties in Scotland, 2004 to 2025



Casualties by Police Force division and Local Authority area

Figures 9 and 10 show the number of reported number of casualties in each Police Force division and each Local Authority area for 2025. Since numbers for individual police service divisions and local authorities can be low, late returns and amendments can result in higher percentage changes than those seen in the national figures. In addition, there can be quite large percentage year-to-year fluctuations in the figures for local authority areas within Scotland, particularly for those with the lower numbers.

For both police force divisions and local authorities, the highest number of casualties is seen in urban, densely populated areas. Figure 10 shows Glasgow City and Edinburgh have the highest number of road casualties in 2025. Orkney Islands, Shetland Islands and Na h-Eileanan Siar have the lowest number of casualties.

Figure 9: Number of reported road casualties in Scotland by Police force division, 2025

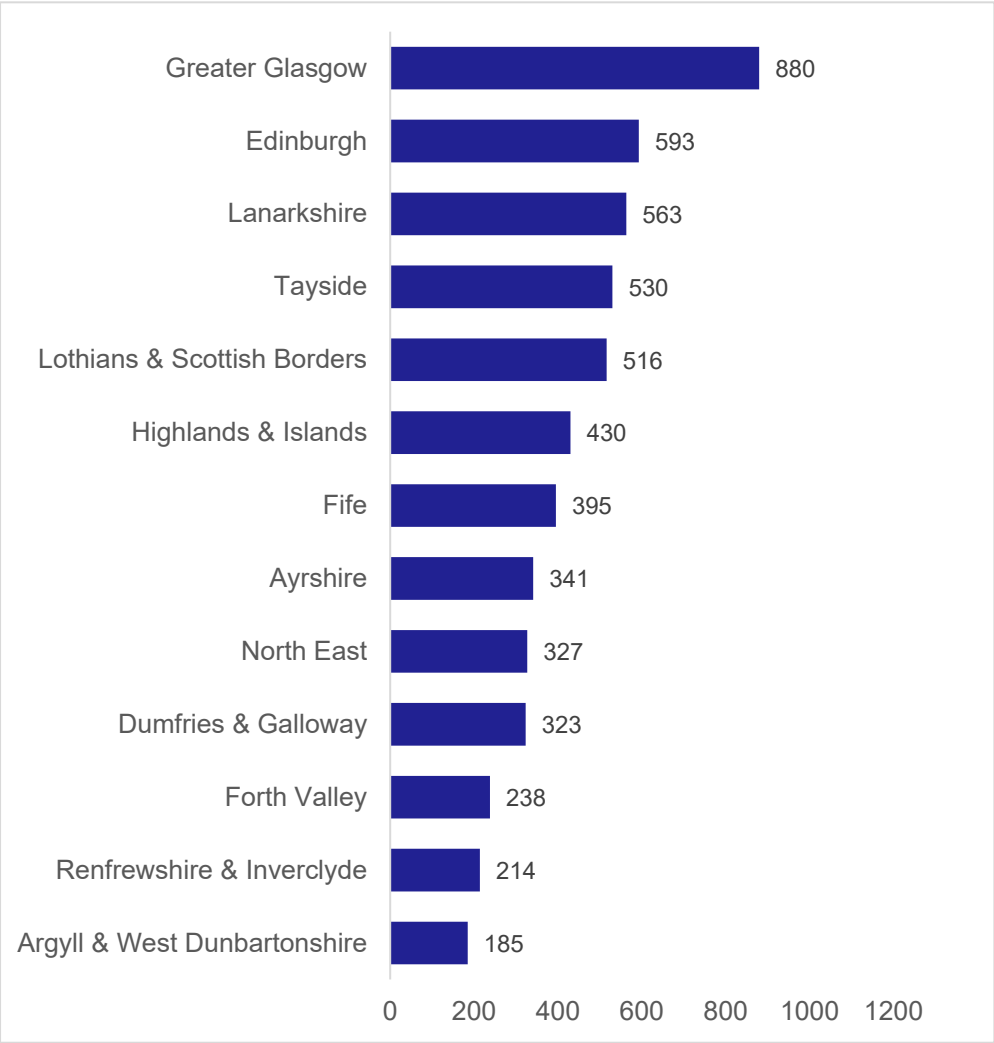
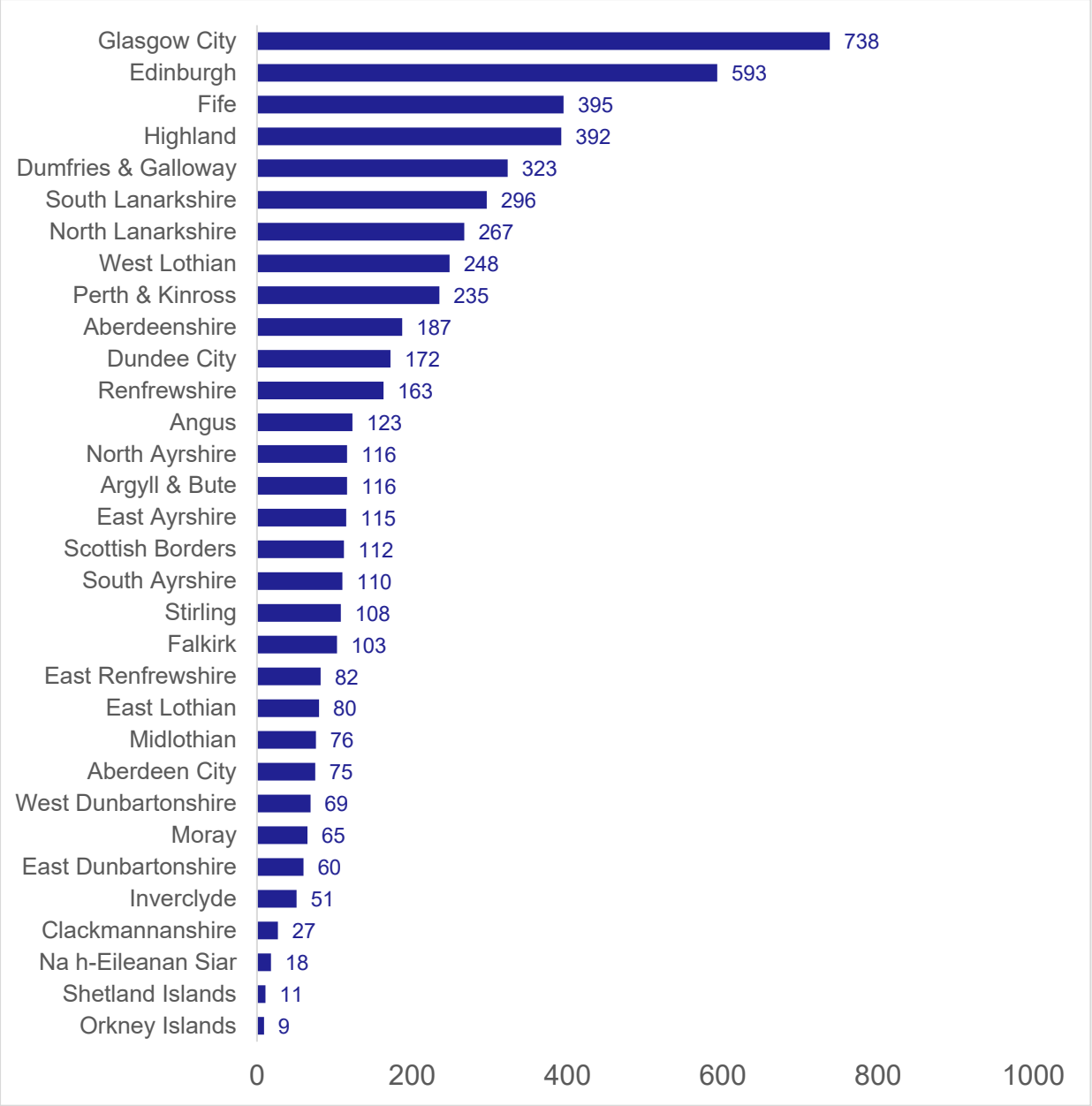


Figure 10: Number of reported road casualties by Local Authority, 2025



Progress towards casualty reduction targets for 2030

Introduction

In early 2021, the Scottish Government published a 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. These targets are included in Table 2 and each reduction target is assessed against the 2014 to 2018 average.

More information regarding how we determine whether performance is on track is contained in the Supporting Information section.

Table 2: Casualty reduction targets in Scotland's 2021 Road Safety Framework

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

When reporting progress towards the two targets relating to serious injuries, years prior to 2020 (including the baseline period of 2014-2018) are reported on the basis of adjusted figures (see Introduction for more information).

Target: 50% reduction in those killed by 2030

There were 134 people killed in 2025, a 23% reduction since the adjusted 2014-18 baseline average. Provisionally, the number in 2025 is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline). Figure 11 shows that the total number of fatalities in 2025 was above the indicative line required to achieve the target.

Target: 50% reduction in those seriously injured by 2030

On the basis of adjusted figures, there were 1,906 serious injuries in 2025, a 30% reduction since the adjusted 2014-18 baseline level.

Provisionally, the number in 2025 is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline). Figure 12 shows the reduction is above the indicative line required to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Target: 60% reduction in children killed by 2030

Due to small numbers and year-to-year fluctuations this target is measured using a three-year average. An average of 3 children a year were killed in the 2023-2025 period, a 46% reduction from the 2014-2018 baseline.

Provisionally, the number in 2023-2025 is on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline). Figure 13 shows the reduction is below the indicative line required to meet the framework target for 2030.

Target: 60% reduction in children seriously injured by 2030

On the basis of adjusted figures, there were 173 serious injuries in 2025, a 33% reduction since the adjusted 2014-18 baseline level.

Provisionally, the number in 2025 is not on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline). Figure 14 shows the reduction is above the indicative line required to meet the framework target for 2030.

Figure 10: Progress towards the 50% reduction in those killed by 2030 target

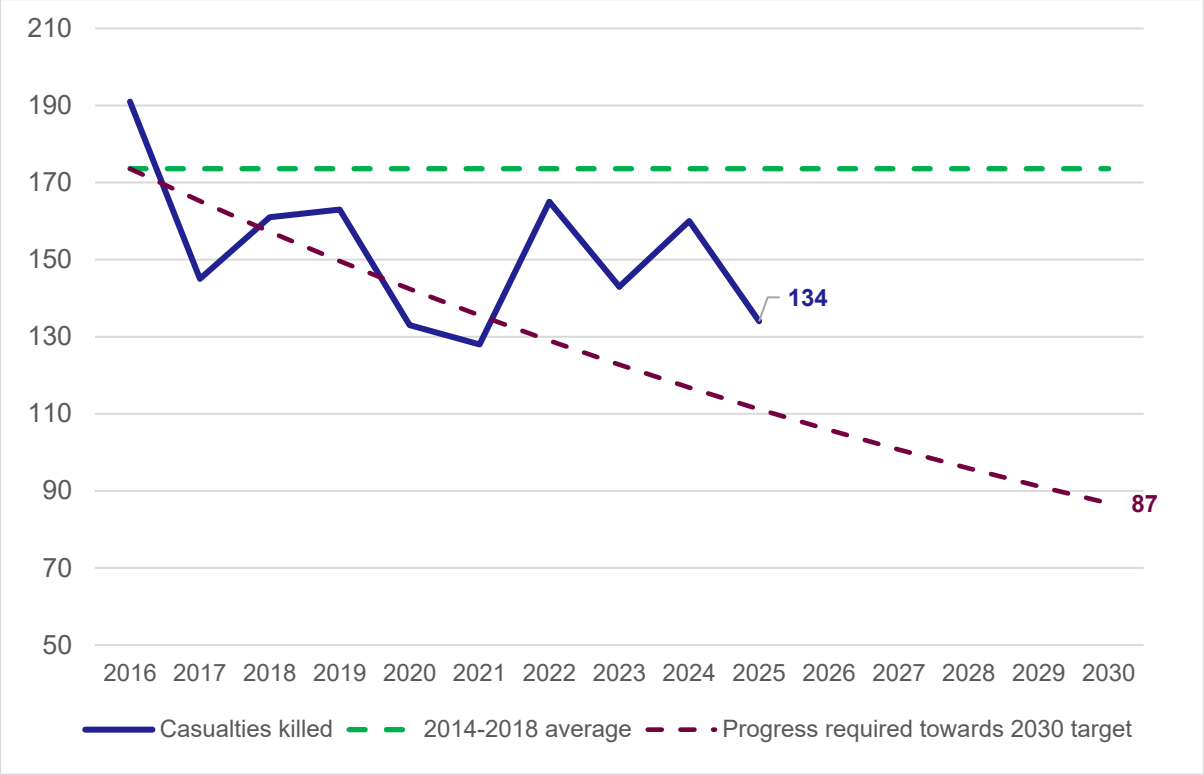


Figure 11: Progress towards the 50% reduction in those seriously injured by 2030 target

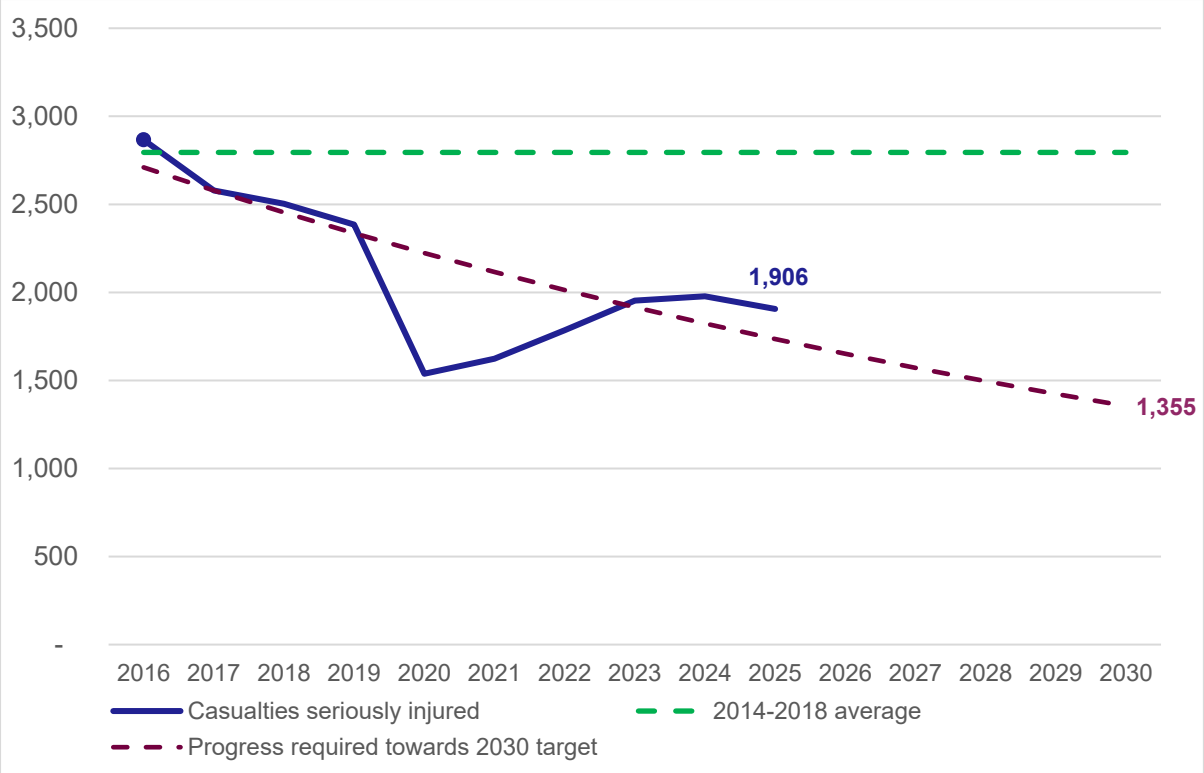


Figure 12: Progress towards the 60% reduction in children killed by 2030 target

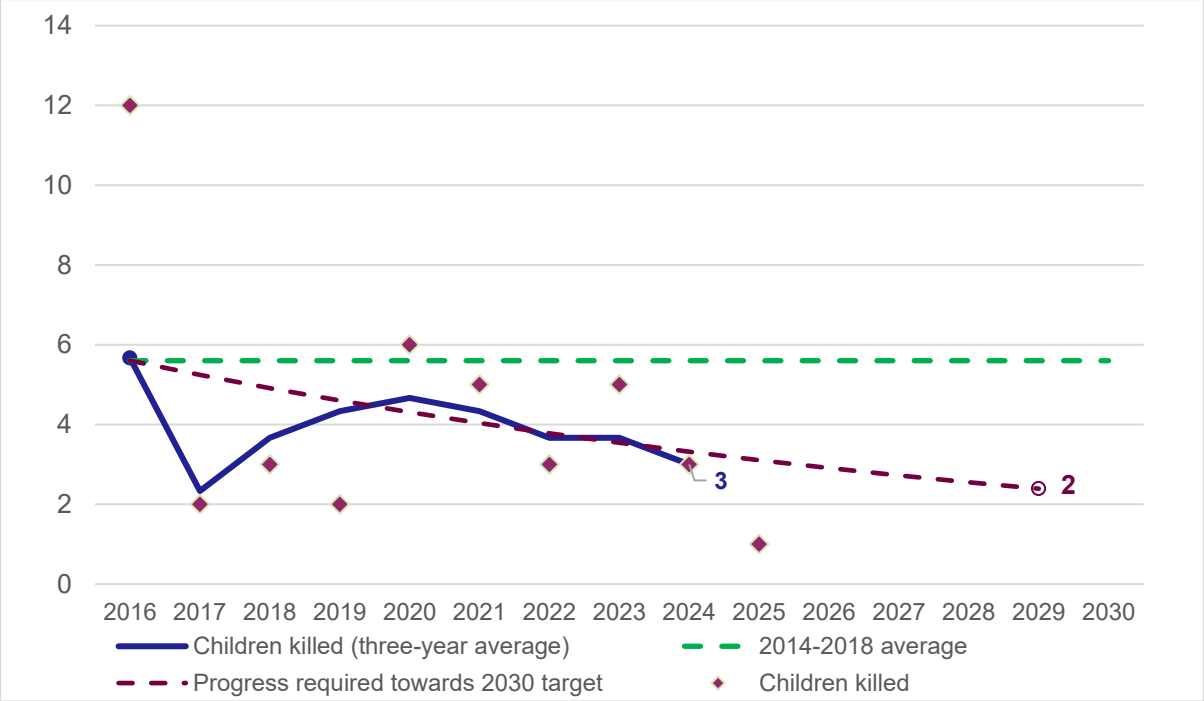
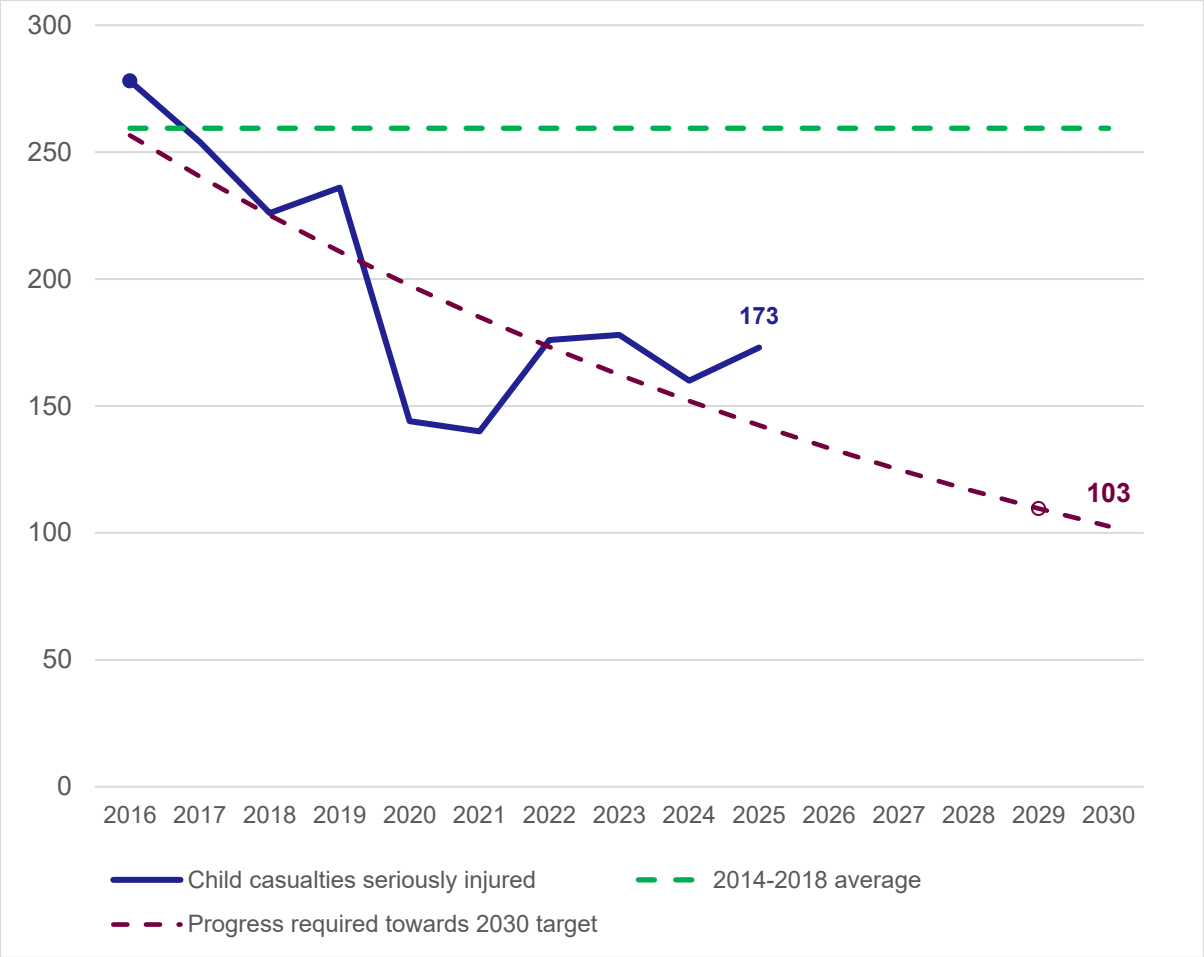


Figure 13: Progress towards the 60% reduction in children seriously injured by 2030 target



Supporting information

Sources of the data

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

There could be many non-fatal injury collisions which are not reported to the police, and as a result these statistics are expected to undercount the true number of road casualties.

Stats 19 forms and guidance are available on the Department for Transport website.

Provisional data

Data used in this publication were extracted from Transport Scotland's reported road collision statistical database in May 2025. The figures published here are marked as provisional, as late returns and any further amendments will be included in the final figures published in Reported Road Casualties Scotland in October and in figures included in later years' publications.

Approach to evaluating progress against casualty reduction targets within this publication

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 2014-18 and falls, by a constant percentage reduction in each subsequent year, to the target for 2030. This is the approach previously adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 2016 as that is the middle year of the baseline period. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2030.

The method adopted to produce the indicative target lines shown in Figures 11, 12, 13 and 14 involves a constant percentage reduction in each year from 2016 to 2030. The resulting indicative target lines represent the percentages of the baseline averages. They are not straight lines, because of the compounding effect of constant annual percentage reductions (to two decimal places, the falls are: 4.83% p.a. for killed and seriously-injured to meet the 2030 target. For children killed and seriously injured the fall is 6.34% p.a..

Severity reporting

The classification of the severity of a collision (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 collision occurs. However, if further information becomes available which would alter the classification (for example, if a person dies within 30 days of the collision as a result of the injuries sustained in the collision) the police change the initial classification of the severity.

From the middle of 2019, Police Scotland has used the CRASH system for recording severity details of collisions. Table 4 lists the options for determining how severe an injury is. The introduction of CRASH means the severity of injuries is recorded more accurately than before and has led to an increase in the recorded number of serious injuries. Figures recorded from 2019 onwards are therefore not directly comparable with those recorded prior to the introduction of CRASH. The adjustment methodology discussed in the Introduction is an attempt to account for this and provide comparable figures.

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

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

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

- a **fatal injury** is one which causes death less than 30 days after the collision;
- a **fatal collision** is an collision 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 collision, and which is in one (or more) of the following categories:
- an injury for which a person is detained in hospital as an in-patient, or

- any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment, or
- any injury causing death 30 or more days after the collision;
- a **serious collision** 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 collision** is one in which at least one person suffers “slight” injuries, but no-one is seriously injured, or fatally injured.

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

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

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of collisions 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 collisions in 1994 was partly attributed to a change in the health boards’ policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35 per cent higher than in the previous year. There could also be changes in hospitals’ procedures that would reduce the numbers of serious injury cases.

Access to data

Almost all of the data collected for this statistical bulletin are available as part of a GB-wide dataset available on data.gov.uk

Further detail be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transport.gov.scot for further information.

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