



**TRANSPORT
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Reported Road Casualties Scotland 2025

Key findings

- There were 5,558 road casualties reported in 2025. Of these, there were 133 fatalities, 1,908 people were seriously injured and 3,517 people were slightly injured.
- The number killed on Scotland’s roads fell from 160 in 2024 to 133 in 2025. This was the joint second-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 1,908); slight casualties fell by 2% (from 3,594 to 3,517); and total casualties fell by 3% (from 5,732 to 5,558).
- Car users had the highest number of casualties in 2025 (3,105), followed by pedestrians (870) and motorcyclists (583).
- Pedestrian total casualties were down 3% from 2024 and pedestrian fatalities decreased by 15 to 27.
- Cycling casualties increased by 1% and 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 21% from 73 to 58.

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%

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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 finalised statistics for reported injury road collisions in Scotland in 2025. These statistics are based on information that Police Scotland collects for 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.

A provisional version of these figures was published in June 2026. Differences between the provisional and finalised statistics are generally small and stem from late returns and further amendments. 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.

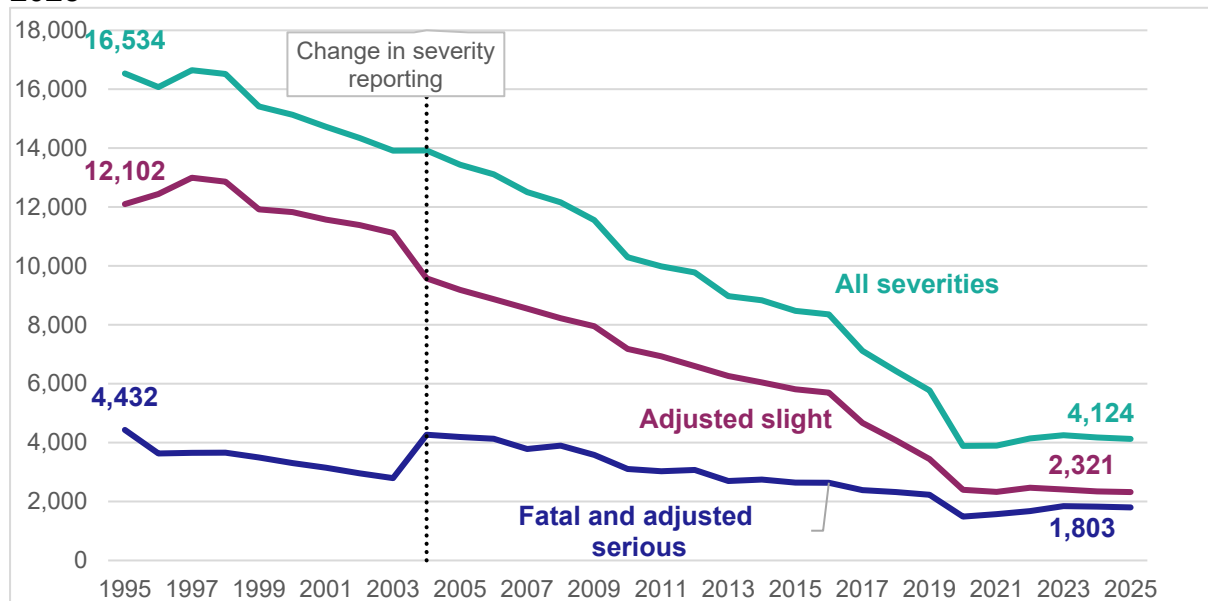
Unadjusted figures are also provided in the accompanying excel files. More information on the methodology used to produce these adjusted figures is available from the [Department for Transport website](#).

Reported number of collisions

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

In 2025, there were 4,124 collisions in which someone was killed or injured. This was 1% lower than in 2024 and the third lowest number since records began. There were 125 fatal collisions in 2025 (20 less than 2024), 1,678 serious injury collisions and 2,321 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, 133 people were killed in road collisions in Scotland: 27 (17%) 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 joint second-lowest with 133 fatalities.

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

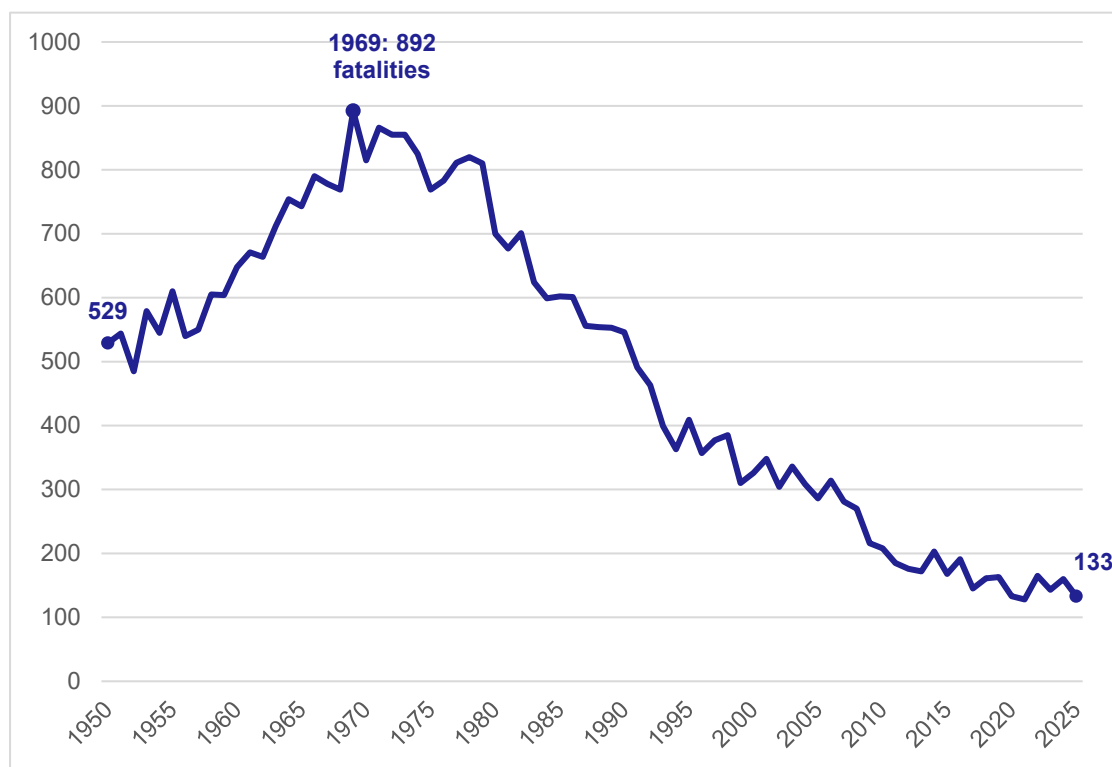
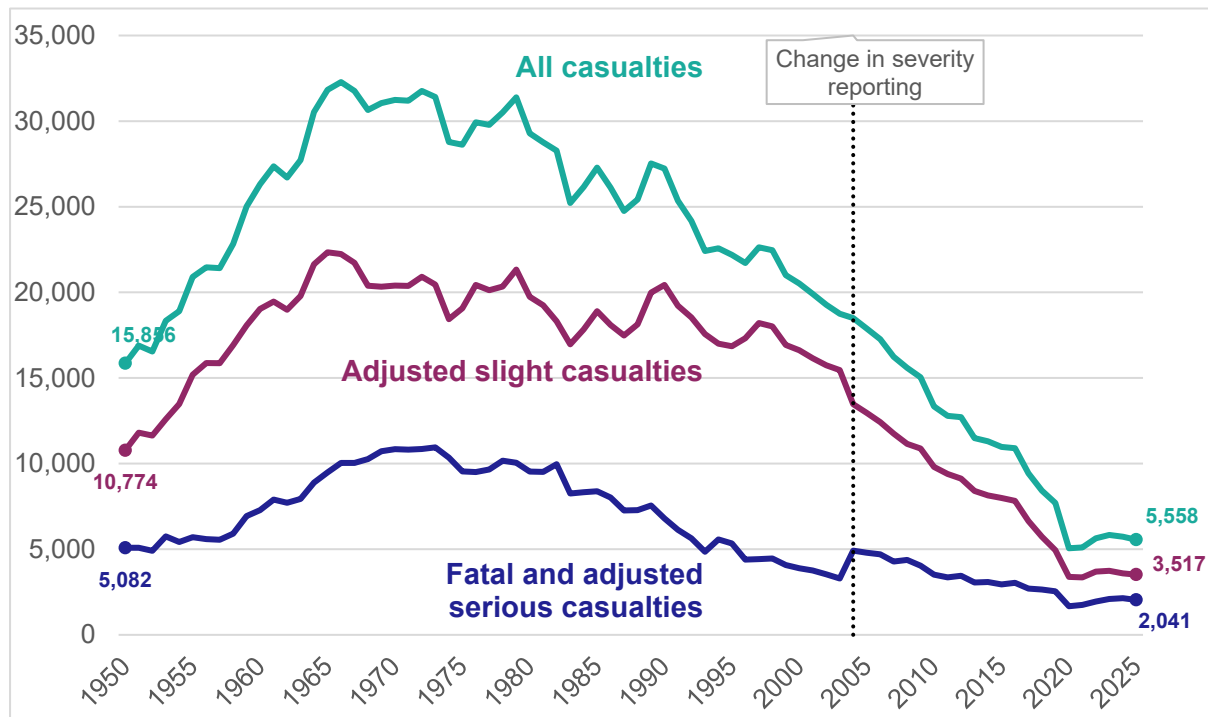


Figure 3 shows there was a total of 5,558 casualties (of all severities) reported in 2025: 174 (3%) less than in 2024 and the third lowest number since annual records began in 1950.

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). By 2013, numbers had fallen below 12,000, which was half the level of the early 1990s.

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

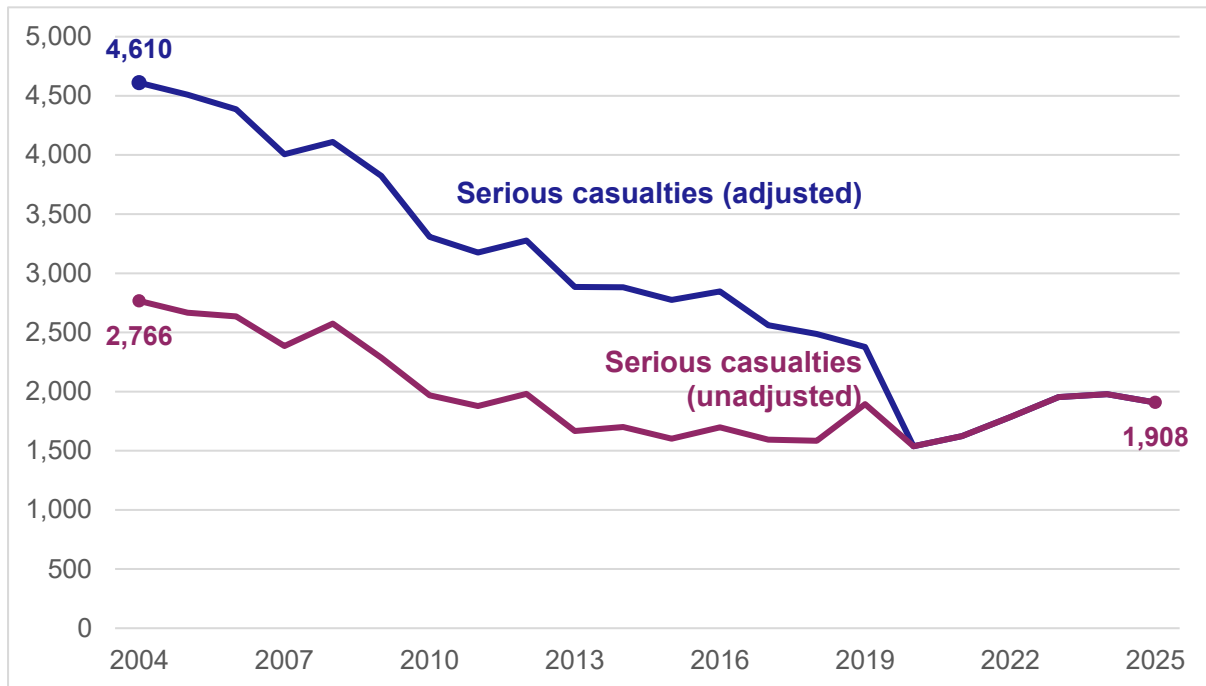


Note for Figure 3: Due to changes in the way casualty severity is recorded, serious and slight figures prior to 2004 are not directly comparable with later years.

In 2025, 1,908 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 3,517 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 2% 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



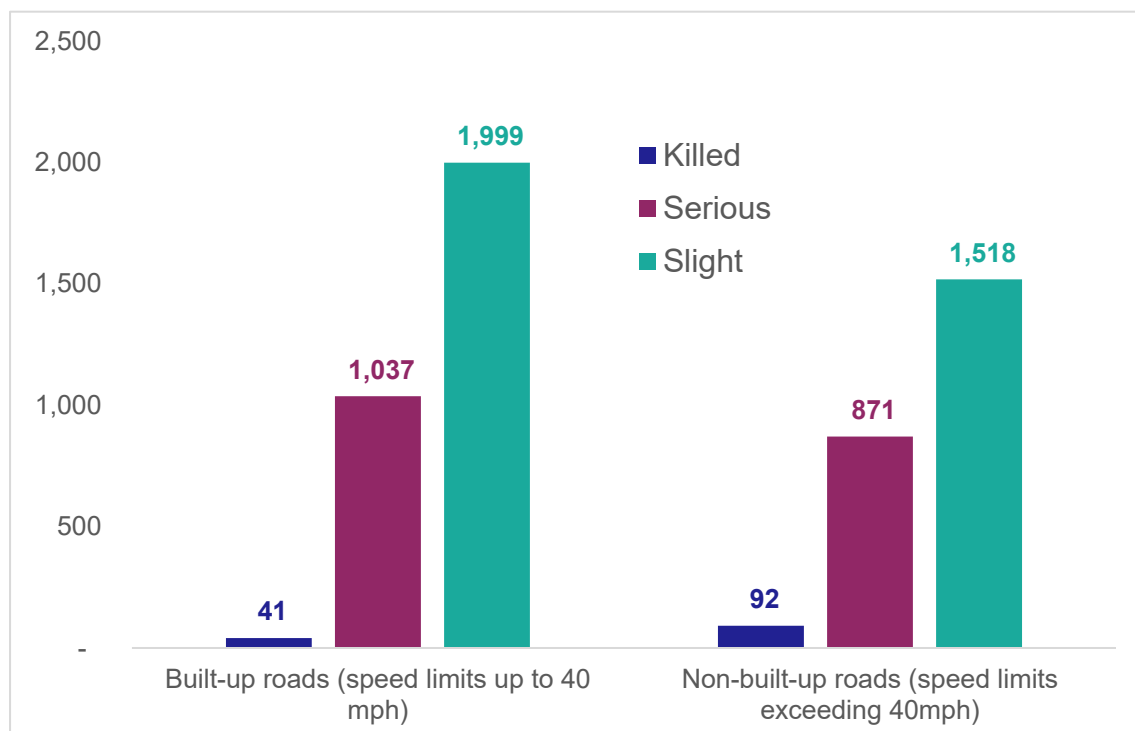
Casualties by type of road

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 (45%: 2,481 out of 5,558) and accounted for a similar proportion of serious casualties (46%: 871 out of 1,908). However, they accounted for over two thirds of those killed (69%: 92 out of 133). 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 39% and built-up roads by 50%. Fatalities have also decreased by 25% on non-built-up roads and by 19% 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 3,105 car users reported injured in road collisions; almost three-fifths of all road casualties (56%: 3,105 out of 5,558) and a 9% decrease from 2024. Of these, 58 were killed, a decrease of 21% from 2024, and 845 seriously-injured.

There were 870 pedestrian casualties recorded in 2025, around one in six of all casualties (16%: 870 out of 5,558) and down by 28 (3%) since 2024. Three per cent of pedestrian casualties were killed (27 out of 870) and 46% seriously-injured (402 out of 870). 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 increased by 1% compared to 2024. There were 397 pedal cyclist casualties recorded in 2025 of which 7 died (4 fatalities more than in 2024).

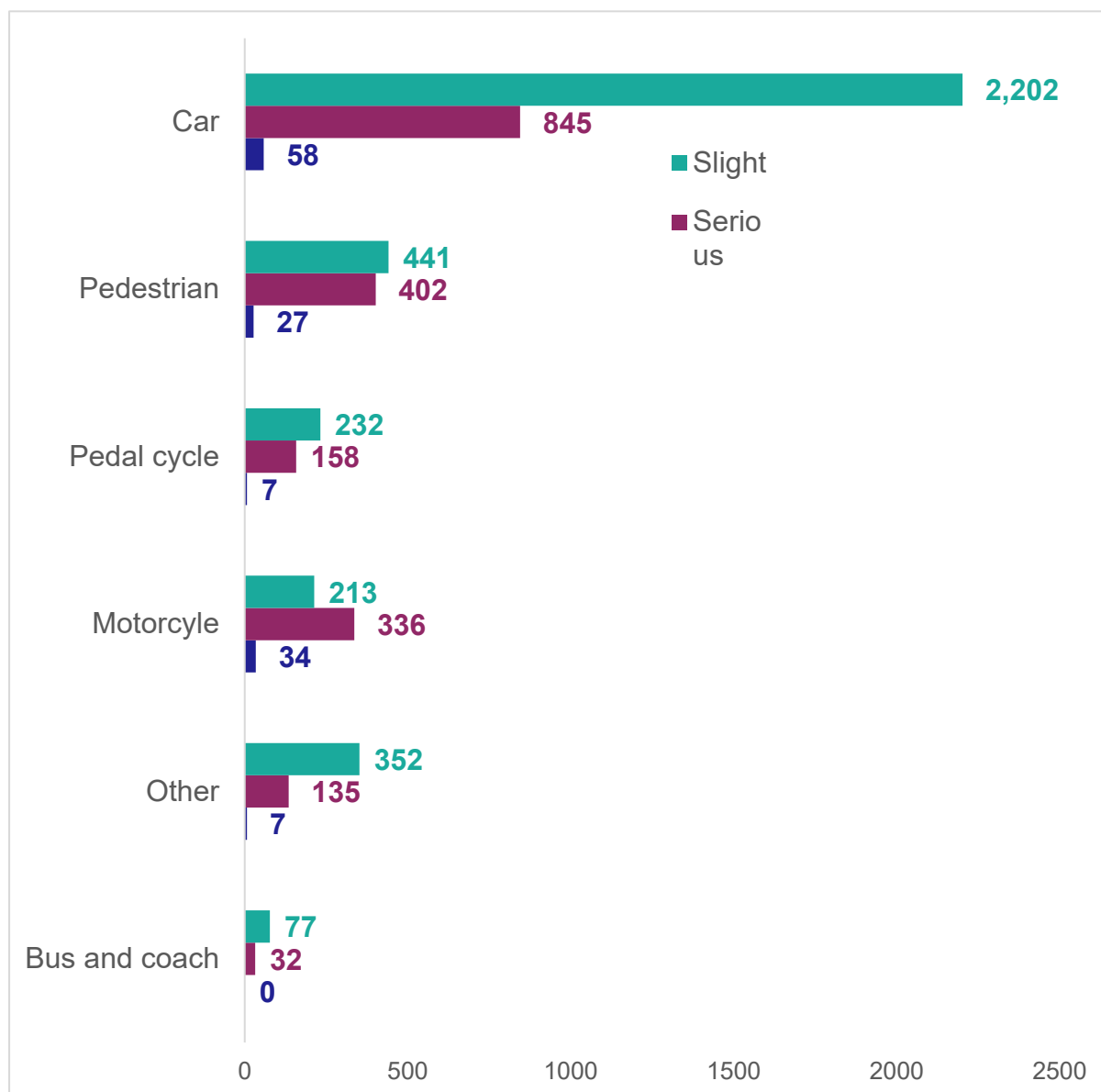
Motorcycle casualties increased by 24% in 2025. 583 motorcycle casualties were reported, of whom 336 (58%) suffered serious injuries and 34 died. The number of fatalities in 2025 remained the same as 2024.

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 5,558), 5% of those killed (7 out of 133) and for 7% of those seriously-injured (135 out of 1,908) 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

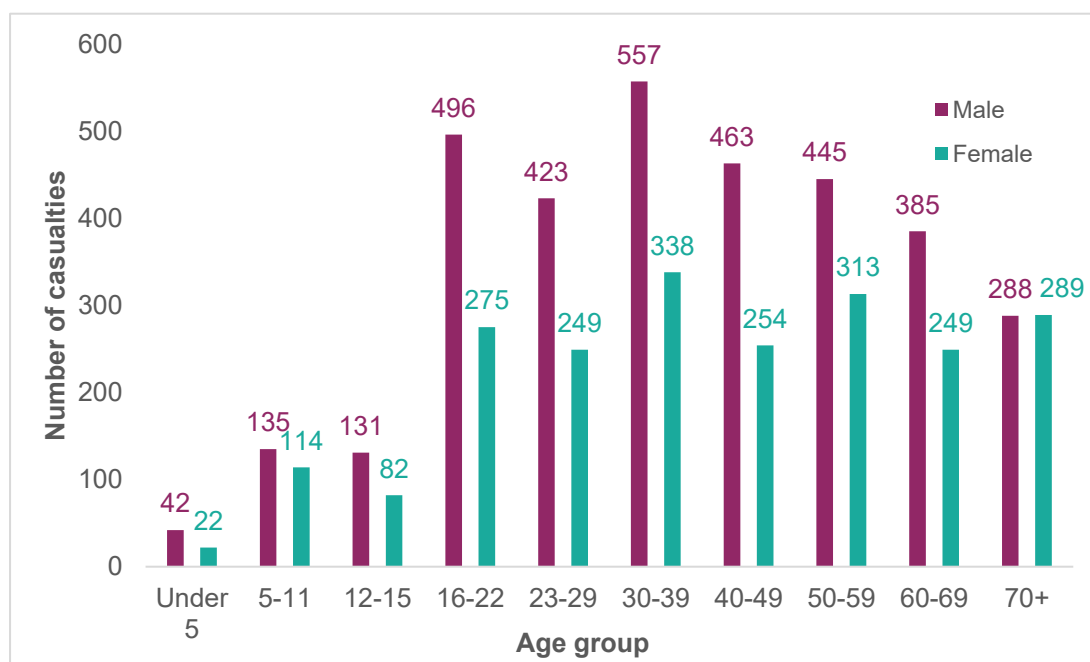


Casualties by gender and age

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, this does not control for 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 8 to 37. Fourteen per cent (771) of all casualties were aged 16–22, and decreased by 3% compared to 2024. Of these casualties, 496 were male and 275 were female.

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



Child Casualties

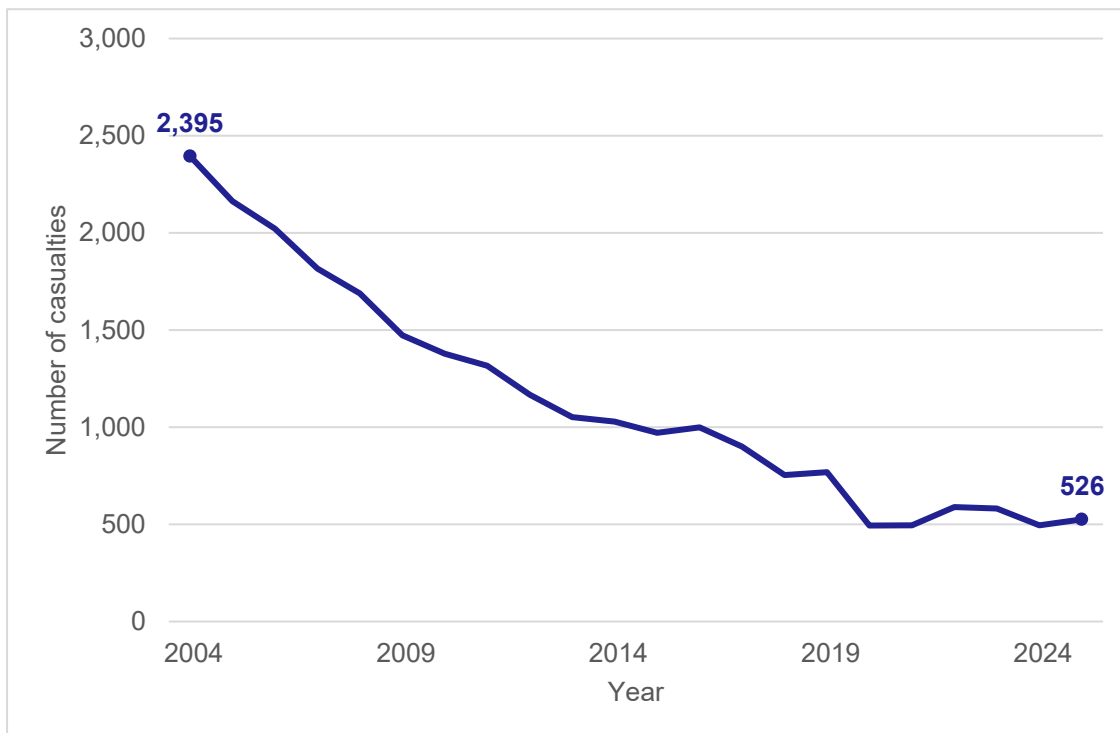
For the purposes of these statistics, casualties under the age of 16 are classified as child casualties. Figure 8 shows there were 526 child casualties reported in 2025, representing 9% of all casualties (526 out of 5,558) and an increase of 31 (or 6%) from 2024. Of these, one died, two less than in 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 27% of all pedestrian casualties of all ages (239 out of 870). Of the child pedestrian casualties, 97 were seriously-injured and one died. The number of child pedestrians killed (one) was the same as 2024.

In 2025, there were 189 child casualties in cars, 6% of all car-user casualties (189 out of 3,105). 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 397 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

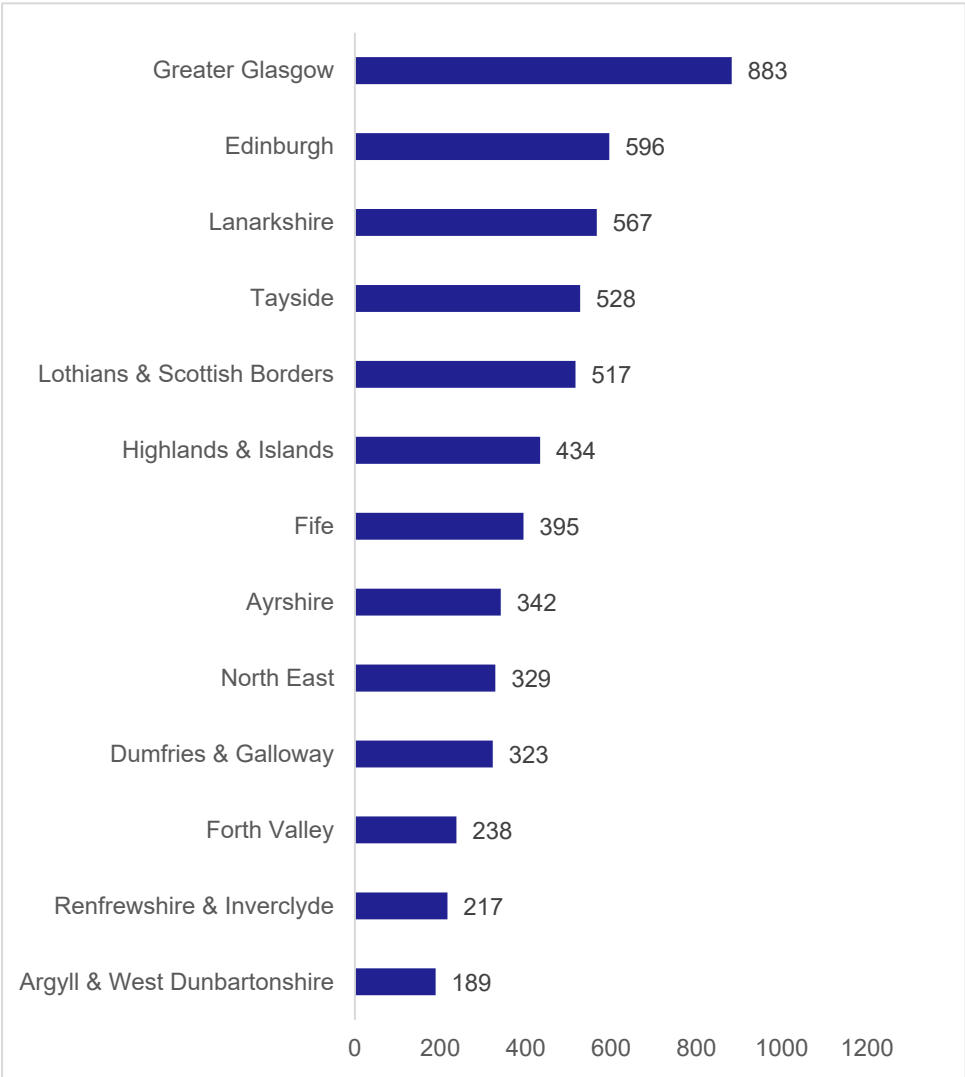
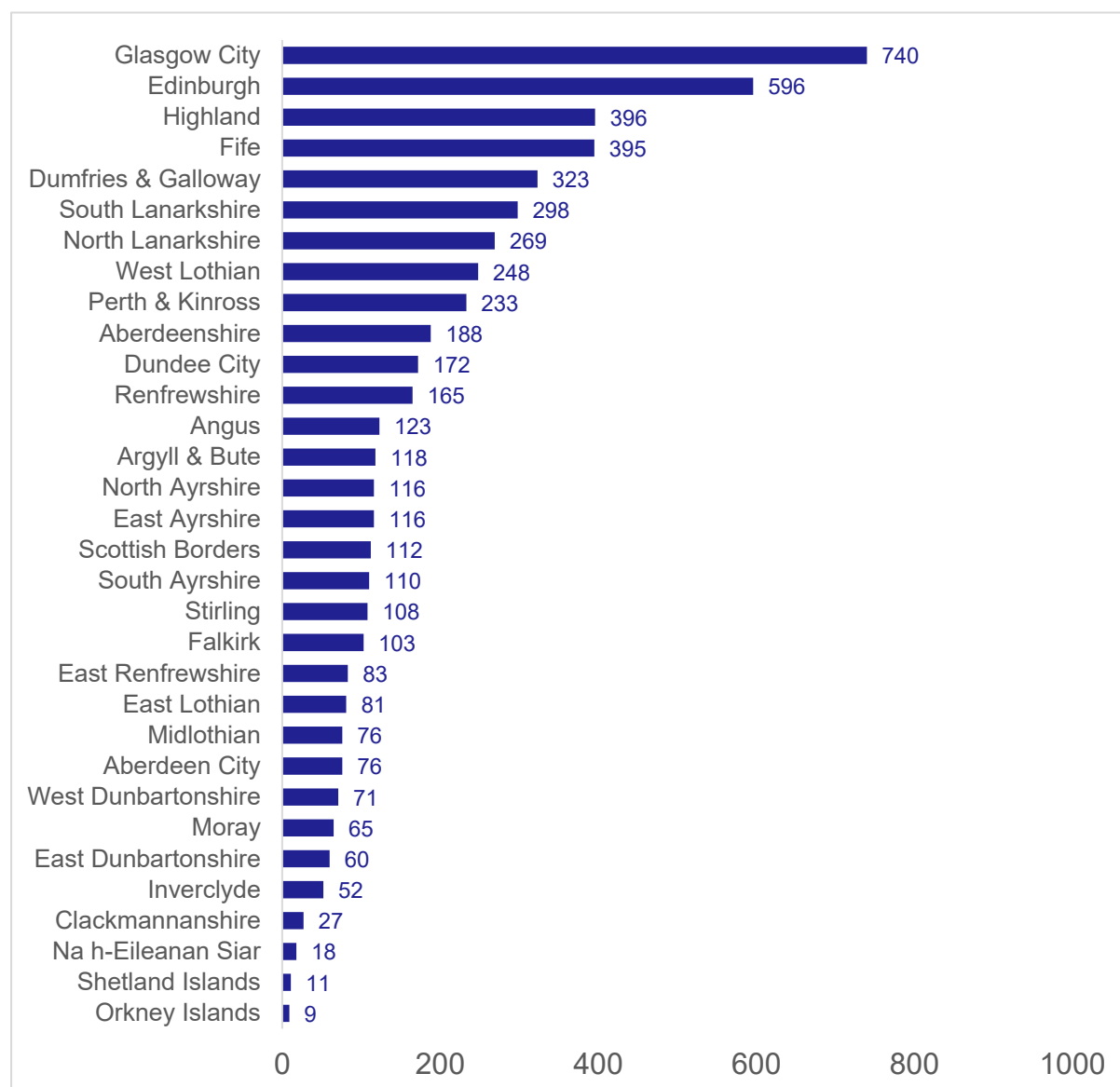


Figure 10: Number of reported road casualties by Local Authority, 2025



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 133 people killed in 2025, a 23% reduction since the adjusted 2014-18 baseline average. 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

There were 1,908 serious injuries in 2025, a 30% reduction since the adjusted 2014-18 baseline level.

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.

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.

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

There were 173 serious injuries in 2025, a 33% reduction since the adjusted 2014-18 baseline level.

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

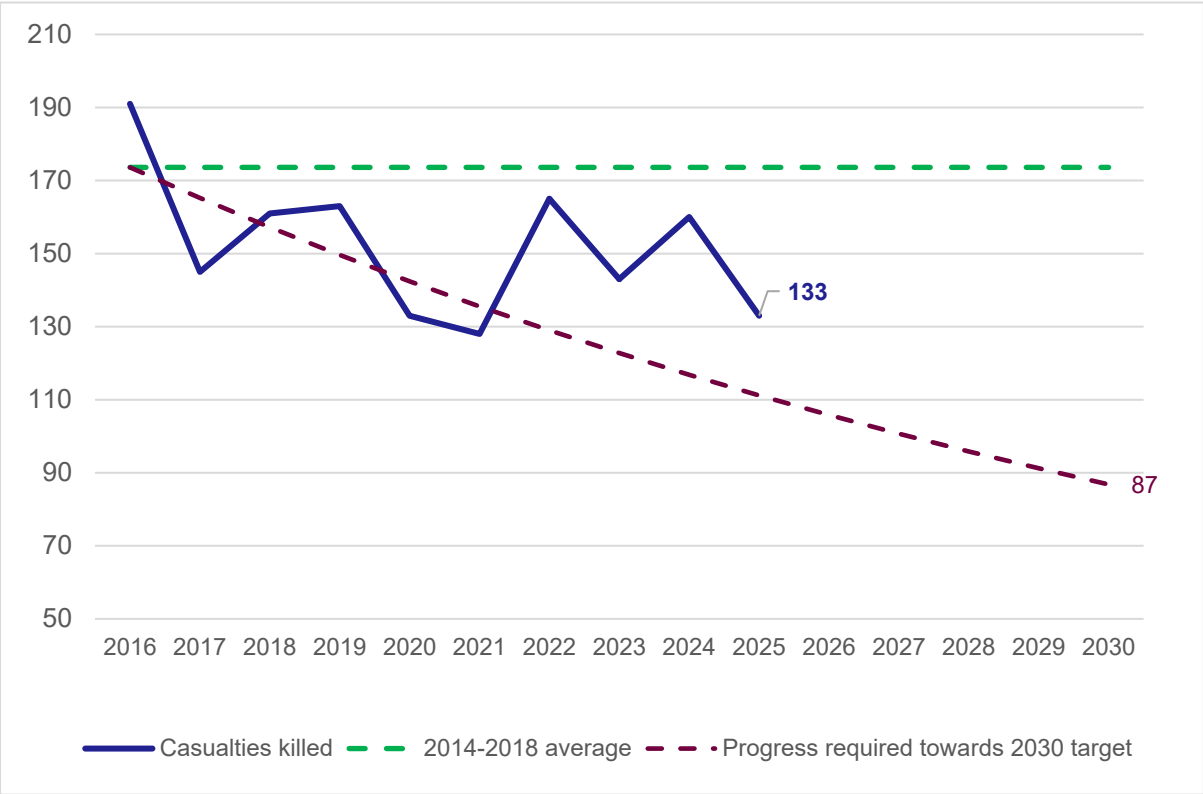


Figure 12: Progress towards the 50% reduction in those seriously injured by 2030 target

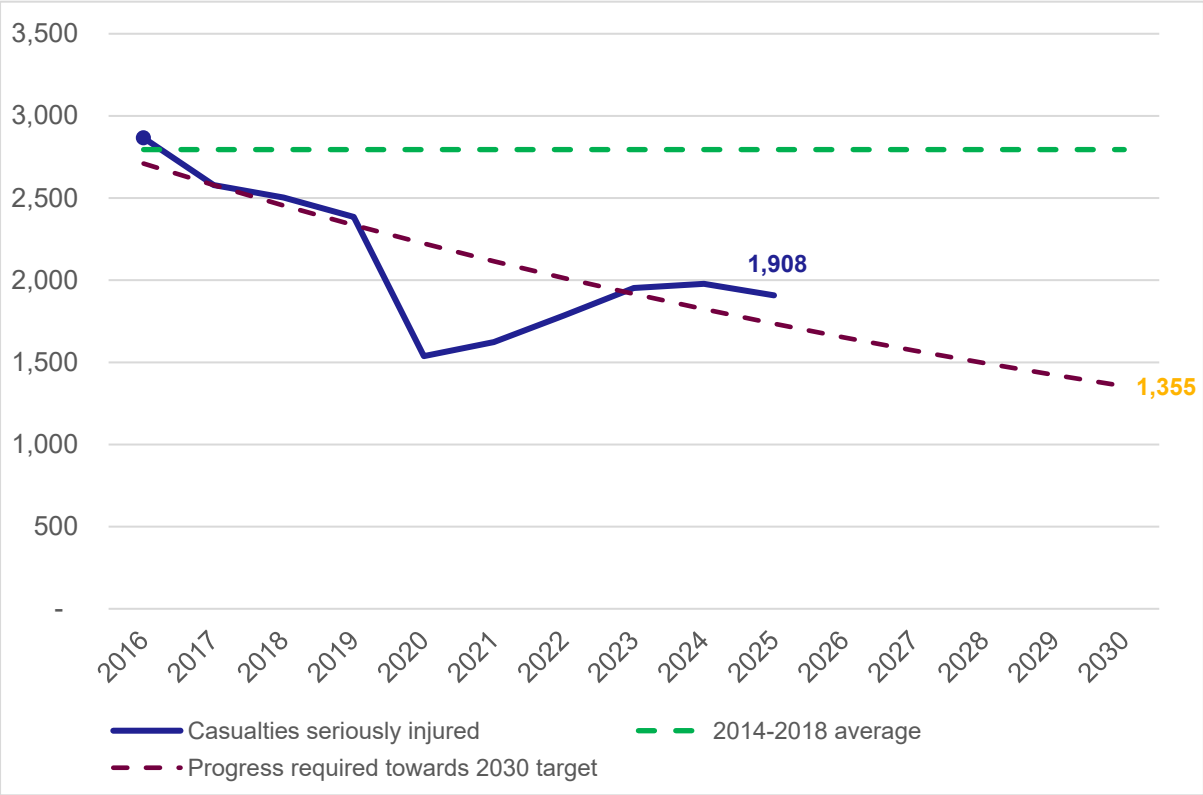


Figure 13: Progress towards the 60% reduction in children killed by 2030 target

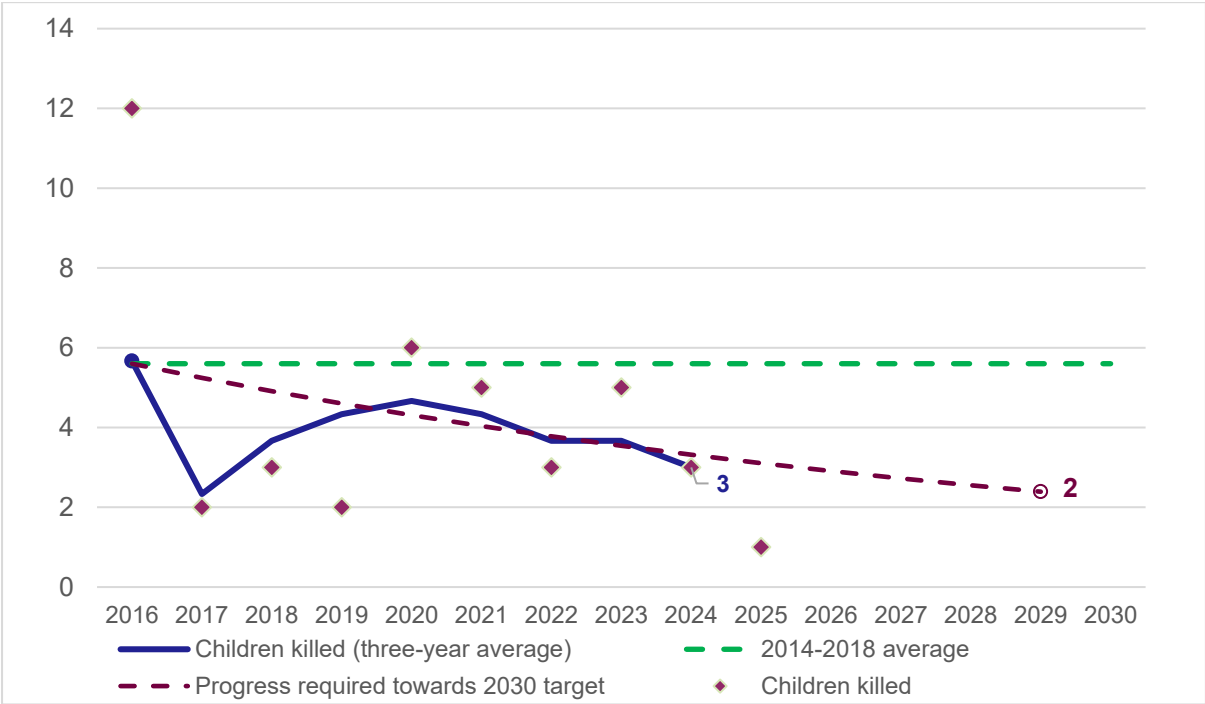
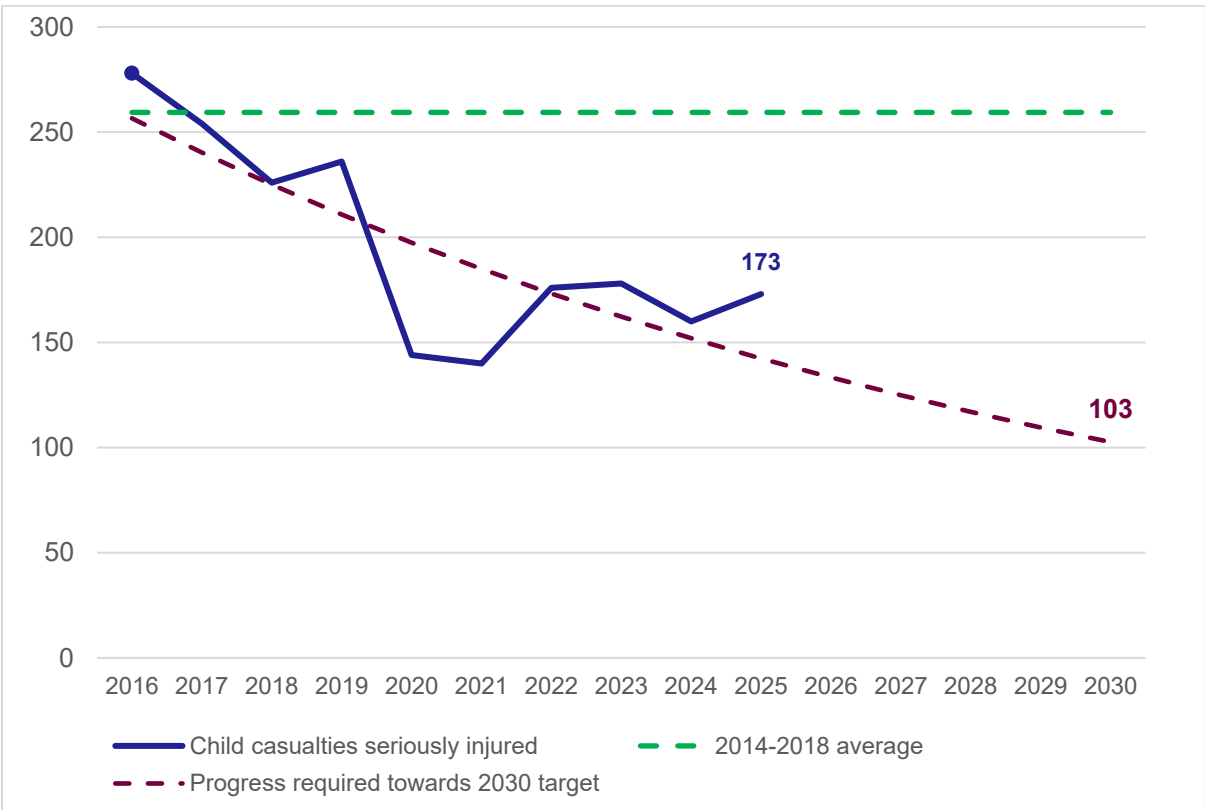


Figure 14: Progress towards the 60% reduction in children seriously injured by 2030 target



International Comparisons

Comparisons with England and Wales

Data on injury road collisions are collected on a consistent basis in Scotland, England, and Wales.

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 2025, Scotland's casualty rates were 6% higher (killed), 19% lower (serious) and 49% lower (all severities).

In 2025, Scotland's child casualty rates were 2% lower (serious) than those in England and Wales and 40% lower (all severities).

In the period 2021-2025, child fatality rates in Scotland were very similar (1% lower) than England and Wales (due to the relatively small number of fatalities a 5 year average is used for comparison here).

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 2025](#) which is published by the Department for Transport.

Wider international comparisons

International comparisons of road safety are typically based on road death rates, as road deaths are the primary measure for which there is an international standard definition. Comparable figures are available for most countries in Europe as well as selected developed countries world-wide.

In 2025, Scotland's overall road death rate of 24 per million population was the sixth lowest of the 39 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as separate countries, but *not* counting the overall GB and UK figures).

Data for these wider international comparisons were provided by the Department for Transport, which obtained the figures for foreign countries from the [International Road Traffic and Accident Database \(IRTAD\)](#). More information on this source is available in the Supporting Information section.

Table 3: Fatality numbers and rates, all road users, selected countries, 2025

Country	All road users killed 2025 (provisional)	Rate per million population
Norway	106	18
Sweden	203	19
England	1,313	22
Denmark	136	23
Great Britain	1,538	23
United Kingdom	1,594	23
Switzerland	214	24
Scotland	133	24
Japan	3,084	25
Wales	91	29
Northern Ireland	56	29
Estonia	44	31
Irish Republic	183	34
Germany	2,814	34
Finland	193	34
Spain	1,777	36
Malta	18	37
Belgium	445	37
Luxembourg	27	40
Slovakia	227	42
Netherlands	759	42
Slovenia	92	43
Czech Republic	475	44
Austria	403	44
Poland	1,660	45

Collision costs

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

The average cost per collision in Scotland and the total cost of all collisions in Scotland in 2025 are presented in 4. These are calculated by applying Scotland's average numbers of casualties per collision, and the proportions of fatal, serious, and slight casualties recorded in collisions in Scotland to the GB-level estimates.

More information on the way that these figures have been calculated is available in the Supporting Information section.

Table 4: Cost per collision by road type and severity in Scotland (£) for 2025 at 2025 prices

Road category	Fatal collision	Serious collision	Slight collision	Average injury collision
Non built-up roads	3,020,024	373,689	39,895	373,678
Built-up roads	2,794,925	321,062	32,268	187,434
Motorways	2,962,618	383,714	50,721	178,149
All roads	2,947,533	343,352	35,553	249,056

Road Safety Factors (previously contributory factors)

According to the current stats19 specification a reporting office attending the scene of a road collision may select up to 6 road safety factors (RSF) (from a list of 35) to assign to that collision. Multiple factors may be listed against any participant or vehicles in the collision.

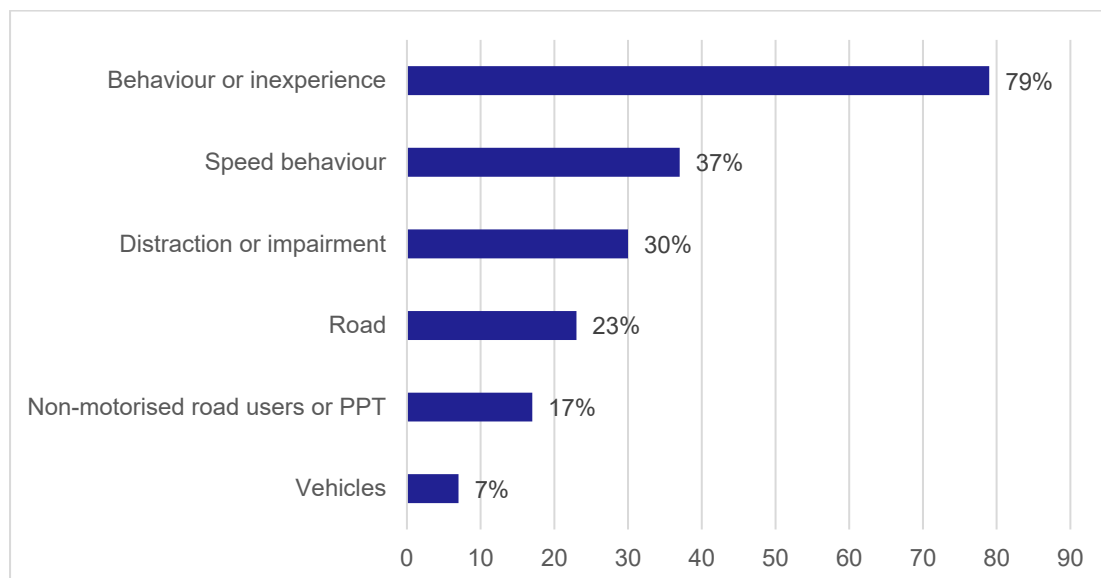
Each factor falls under one of 6 categories:

- Behaviour or inexperience
- Distraction or impairment
- Non-motorised road users or PPT (pedestrian, cyclist, horse rider or powered personal transporter)
- Road
- Speed behaviour
- Vehicles

Figure 5 shows the proportion of injury collisions with at least one RSF recorded that fall into each RSF category. A collision can be assigned multiple factors and therefore the numbers in Figure may sum to more than 100%. The 3 categories with the largest number of collisions were:

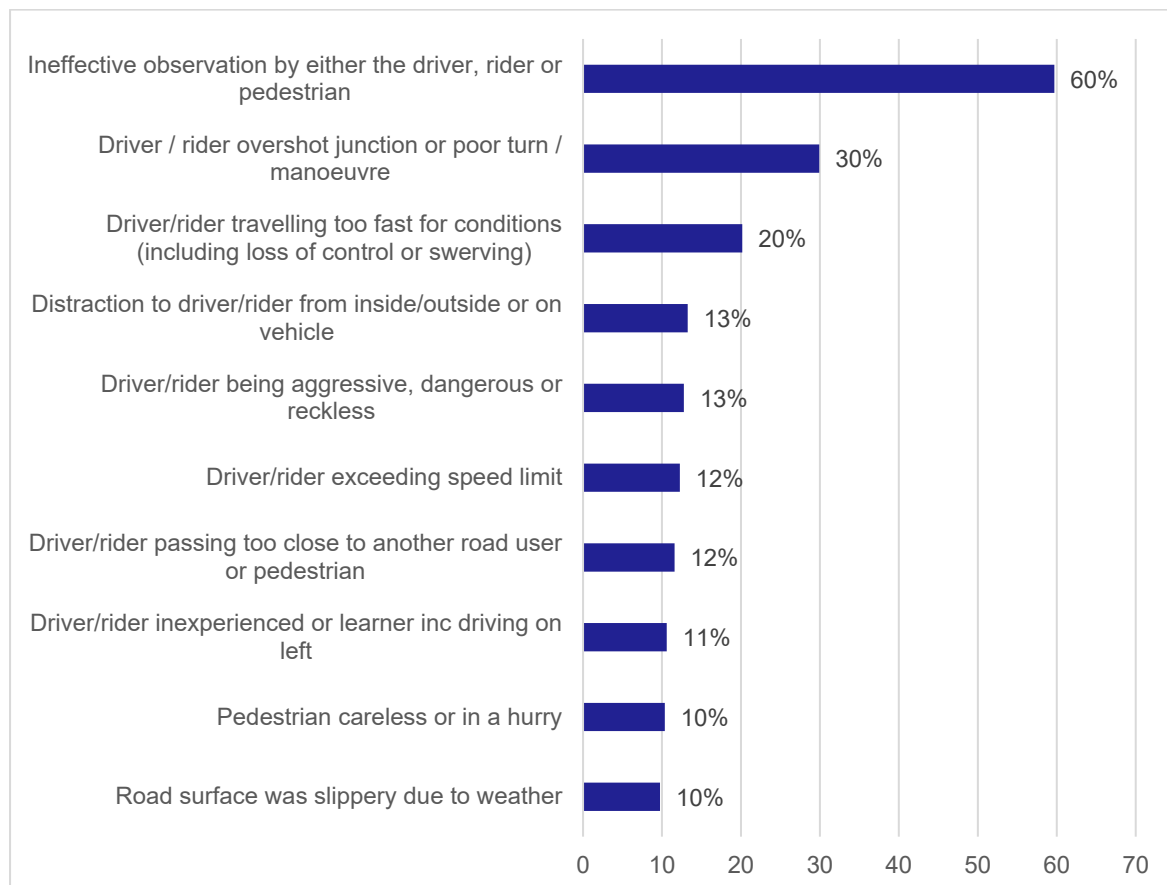
- Behaviour or inexperience
- Speed behaviour
- Distraction or impairment

Figure 15: Proportion of injury collisions with RSFs assigned, by RSF category, 2025



In terms of individual RSFs, the ten RSFs which were recorded for the highest proportion of injury collisions are shown in Figure 166. The RSF recorded in the highest proportion of collisions was 'Ineffective observation by either the driver, rider or pedestrian', which was recorded for over half of injury collisions (60%) where RSFs were assigned.

Figure 16: Proportion of injury collisions with RSFs assigned, by individual RSF (top ten), 2025



Further information on the collection of road safety factors is available in the Supporting Information section.

Drink-drive collisions and casualties

Estimates produced by the Department for Transport suggest that the numbers of drink-drive collisions and casualties in Scotland fell by 47% and 40% respectively between 2014 and 2024 (the latest year for which estimates are available). The estimates, which are rounded to the nearest ten, suggest that collisions fell from a rounded estimate of 340 to 180, and that casualties fell from a rounded estimate of 470 to 280.

While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated have risen from a rounded figure of 20 in 2014 to a rounded figure of 30 in 2024. The number of adjusted serious casualties is estimated to have fallen by 31% (from roughly 130 in 2014 to some 90 in 2024).

Further information on how these figures are calculated is available in the Supporting Information section.

Supplementary data tables

Two sets of supplementary Excel tables are available to download alongside this publication. These tables provide the data underlying the analysis presented in the report, together with additional detail and contextual information that is not included in the main publication.

Summary tables

This set of tables provides a high-level overview of key findings and trends, including headline figures and summary breakdowns.

This includes breakdowns of collisions and casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2030. Figures by police force division and local authority are also included.

Detailed tables

This set of tables provides more detailed breakdowns of the data, including analyses by characteristics such as severity, mode of transport, road type, age, sex, geography, and other relevant categories where available.

This set also includes more detailed international comparisons, estimates of collision costs, and drink drive collisions.

Both sets of tables are available to download at [Reported Road Casualties Scotland 2025 | Transport Scotland](#)

Supporting information

Sources of the data

The figures in this bulletin were largely 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.

Stats19 forms and guidance are available on the [Department for Transport website](#).

Future amendments to figures

Data used in this publication were extracted from Transport Scotland's reported road collision statistical database in September 2026. Significant changes to these figures in the future are unlikely, but any late returns or further amendments will be reflected 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 5: 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

Injury in CRASH	Detailed severity	Severity classification
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.

Further information on road safety factors (previously contributory factors)

Contributory factors (CFs) were first included as part of the stats19 data collection in 2005. From that point, police officers attending the scene of a collision were able to select up to 6 factors that they believe contributed to the collision from a set of 77. These could be assigned to vehicles, casualties or uninjured pedestrians involved.

Contributory factors were developed to provide insight into why and how road collisions occur. Their aim was 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.

As a result of the most recent stats19 review, these contributory factors were replaced by a reduced, revised set of factors known as road safety factors (RSFs). The general principles and aims remain the same as with contributory factors.

From the end of 2023, Police Scotland have been transitioning to the updated approach. According to the current stats19 specification a reporting officer attending the scene of a road collision may select up to 6 road safety factors (from a list of 35) to assign to that collision. Multiple factors may be listed against any participant or vehicles in the collision.

Comparability between road safety factors and contributory factors

In some cases, the new RSFs are a direct equivalent of an existing CF (for example, R2 'road surface slippery due to weather' is a direct equivalent of CF 103). In other cases, several CFs have been combined into one RSF, for example where there is little analytical benefit in having separate factors to ease the burden on reporting police officers. For example, CFs 405 (driver or rider failed to look properly) and 406 (driver or rider failed to judge other person's path or speed) have been grouped together in B4 (ineffective observation).

This means that there is a 'many to one' mapping between CFs and RSFs and it is possible to recode CFs as RSFs (with some limitations). The system used by Police Scotland for recording data on injury collisions now does this recoding automatically

before the data is exported to Transport Scotland. Further information on the mapping between CFs and RSFs can be found on the [Department for Transport's website](#).

However, despite the ability to recode CFs as RSFs, [GB-level analysis by the Department for Transport](#) has highlighted that there are differences between data recorded directly as RSFs and data that has been recoded to RSFs from CFs. This analysis found:

- For collisions where RSFs were recorded directly, a higher number of RSFs were recorded per collision than those initially recorded using CFs then recoded.
- The move to directly collecting RSFs results in a change in which factors are being recorded.

This led to the conclusion that there is an apparent step change in the factors that are being recorded by police forces as a result of the move to directly collecting RSFs.

Approach within this publication to road safety factor data

Given the step change between data recorded directly as RSFs and data that has been recoded to RSFs from CFs, this publication does not combine the two types of RSF data. This publication presents findings only for collisions where data was directly recorded as RSFs.

Contributory factor data, including data that has been recoded to RSFs can be requested via transtat@transport.gov.scot.

General guidance on the interpretation of road safety factors

Guidance on recording road collisions is provided in the Department for Transport's *Stats20* document which includes the following points on RSFs:

- RSFs 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 RSFs are largely subjective, and depend upon the skill and experience of the investigating officer to reconstruct the events which led directly to the collision;
- the need to exercise judgement when recording RSFs is unavoidable;
- RSFs 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 RSFs;

- when there is conflicting evidence (e.g. conflicting witness statements), the reporting officer should decide on the most credible account of the collision and base the codes on this, taking into account all other available evidence.

Regardless of the number of vehicles involved in the collision, at most six sets of RSFs data can be recorded per collision. Each set contains three pieces of information:

- a factor which is thought to have contributed to the occurrence of the collision
- the participant in the collision to whom the factor is related:
- whether it was thought 'very likely' or just 'possible' this factor contributed to the occurrence of the collision

More detailed information is available in the DfT's Stats 20 document available on [DfT's website](#).

Further information on wider international comparisons

The presented fatality rates presented 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 cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables.

Figures 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 collision if death occurs within 30 days of the collision. However, the official road collision statistics of some countries limit the fatalities to those occurring within shorter periods after the collision. 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.

Further information on collisions costs

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

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 a collision 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 table RAS4001 on the [Department for Transport's website](#).

Further information on drink-driving collision estimates

The Department for Transport (DfT) annually estimates the number of reported drink drive collisions: i.e. those reported injury road collisions 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 figures](#) in July 2026. Scotland estimates are presented in Reported Road Casualties GB [Table RAS 2013](#) which was updated with 2024 data in July 2026. 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 collision 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 collision. The estimates include allowances for the numbers of cases where drivers or riders are not breath tested due to the collision being a hit and run collision. Drink drive casualties are defined here as any casualties resulting from a drink drive collision.

Estimates for 2025 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 2025 data is insufficient to allow a breakdown by country.

There are no estimates for Scotland of the number of alcohol-related injury road collisions 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 collisions 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 collision this isn't always possible (e.g. hit and run drivers or due to severity of casualty). Recently, just

over a half of motorists involved in injury road collisions in Scotland have been breath tested.

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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Title	Last published
Scottish Transport Statistics	March 2026
Transport and Travel in Scotland	November 2025
Reported Road Casualties Scotland	October 2025
Key Reported Road Casualties Scotland	June 2026

Reported Road Casualties Scotland 2025 Detailed tables

Summary

These data tables contain figures on reported injury road collisions and casualties in Scotland.

Reported Road Casualties Scotland 2025 is an Official Statistics publication that provides a finalised version of casualty figures first published Key Reported Road Casualties Scotland in June. It also includes more detailed analyses, including international comparisons, estimates of collision costs, and drink drive collisions.

Source of Data

The data is based on information collected by Police Scotland for road collisions where someone was injured or killed.

Adjusted figures for slight and serious figures for the years 2004 to 2019 are provided by the Department for Transport. More information on this can be found in note 61.

Dates of Publication

This spreadsheet was published on 2026-10-28.

Additional information

Note: Some gaps in the table numbering and lettering may be present because a number of tables have been removed from this publication. The original numbering has been retained to maintain continuity with previous editions and to help users find tables they have used in the past. We intend to review the table structure and numbering in future editions as part of planned work to further streamline the table set following consultation with users.

More information on the data is available in the Supporting Information section of the report.

This and previous editions of Reported Road Casualties Scotland can be found at the link below.

[Reported Road Casualties Scotland - All editions](#)

Previous editions of Key Reported Road Casualties Scotland can be found at the link below.

[Key Reported Road Casualties Scotland - All editions](#)

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Notes table

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Note 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.
Note 2	Due to changes in the severity reporting system used by Police Scotland, serious and slight figures prior to 2004 are not comparable with later years.
Note 3	In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.
Note 4	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 collisions. Therefore, these rates are approximations: the "non-built up" rate is the number of collisions on "non-built up" roads divided by the estimated volume of traffic on "urban" roads, for example. The figures given in this table take account of any revisions to the traffic estimates for previous years.
Note 5	As figures in this table have been adjusted to be 30 day months they may not be comparable with other tables in this publication.
Note 6	Motorcycle includes all two wheeled motor vehicles.
Note 7	A new 'unknown' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.
Note 8	Includes a small number of 'unknown' and 'other' types of vehicles.
Note 9	There may be slight differences between the vehicle types used for road collision statistics and those used for the traffic estimates.
Note 10	Totals include a small number of cases where the manoeuvre is unknown.
Note 11	Totals include a small number of cases where the junction detail is unknown.
Note 12	The distance is estimated using the postcode of the house of the driver or rider, if this is available.
Note 13	'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
Note 14	Including drivers under 17 and those whose age is not known.
Note 15	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 collision.
Note 16	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.
Note 17	Includes four times the daily average for Monday - Thursday.
Note 18	The Department for Transport (DfT) annually estimates the number of reported drink drive collisions: i.e. those reported injury road collisions 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).
Note 19	Care should be taken when using per cent changes due to the small numbers involved.
Note 20	Includes those whose age was 'not known'.
Note 21	Includes those whose sex was 'not known'.
Note 22	Includes other types of road user not shown separately.
Note 23	This table does not include any casualties whose ages were unknown.
Note 24	The 'other' category includes all road users excluding pedestrians, pedal cyclists and car users.
Note 25	'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
Note 26	Child includes those aged 0 to 15 years old.
Note 27	Includes those whose ages were not known.
Note 28	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.
Note 29	Includes those whose sex and/or age was not known.
Note 30	Estimated using the postcode of the casualty's home, if available.
Note 31	'Other' includes taxis, minibus, bus or coach, etc.

Note 32	Where postcode of casualty is known.
Note 33	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
Note 34	Built-up roads have a speed limit of up to 40mph; Non built-up roads have a speed limit of over 40mph.
Note 35	These are estimates which have been adjusted for under-reporting. The latest year's estimates are not yet available.
Note 36	Estimated total costs (including damage only collisions) at 2025 prices, calculated as described in the 'Further information on drink-driving collision estimates' section of the Reported Road Casualties Scotland report.
Note 37	Note: A road collision may contain one or more casualties who are injured, each collision is recorded once in the tables below, irrespective of the number of casualties. Collision severity is based on the severity of the most severely injured casualty from that collision.
Note 38	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.
Note 39	The following tables contain all casualties resulting from collisions; therefore the total number of casualties will be equal to or more than the number of collisions in a given year.
Note 40	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%.
Note 41	Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).
Note 42	Light goods vehicles and heavy goods vehicles.
Note 43	Taxis, minibuses and other modes of transport.
Note 44	Includes only collisions where a police officer attended the scene.
Note 45	Includes only one count of a road safety factor per collision.
Note 46	Columns won't sum to 100 per cent as collisions can have more than one CF.
Note 47	Collisions with more than one road safety factor in a category are only counted once in the category total.
Note 48	Includes all contributory factors e.g. if two cars are involved in the same collision and both are exceeding the speed limit this would count as 2 CFs.
Note 49	Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle.
Note 50	Includes pedestrians injured and non injured in the collision.
Note 51	Excludes pedestrians incorrectly attributed a vehicle factor or special code
Note 52	Suppose that the "defective brakes" CF has been allocated to participant A, the "failed to look properly" road safety factor (RSF) has been allocated to two participants A and B, and the "failed to judge other person's path/pace" RSF has been allocated to participants A, B and C. The following combinations of RSFs 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.
Note 53	A collision will be counted once for each combination of road safety factor (RSF) (excluding "repeaters") and death. For example, a collision with four different RSFs and three deaths would be counted twelve times in this table - each death would be counted against the first RSF, then against the second RSF, and so on. As a result, the percentages would total far more than 100%. However, "repeaters" are included: if the same RSF applies to two different participants, each death will be counted only once against that RSF.
Note 54	Includes only collisions where a police officer attended the scene and in which a road safety factor was reported.
Note 55	Includes all road safety factors reported, even where the same road safety factor (RSF) is assigned more than once to an collision (i.e. to more than one participant). Therefore the total differs from earlier tables. (DR) indicates Driver/Rider.
Note 56	The 'all severities' totals are for unadjusted figures and the sum of fatal, adjusted serious and adjusted slight figures will not match prior to 2020. This is due to differences in the way DfT calculate the adjusted figures which are based on fewer records than those held by Transport Scotland.
Note 57	Missing values are excluded as they cover roundabouts which are in roadtype.
Note 58	As a result of a STATS 19 review by DfT a new value for parking has now been included. However, it was only implemented in 2024 therefore there are no figures for years prior to that.
Note 59	Figures for road lengths in 2025 are provisional because a revised figure for Dundee is not yet available. The 2024 Dundee figure has been used temporarily in the 2025 total.
Note 60	Category indicates the breakdown presented (for example, severity, mode of transport, sex, age group, or cost).
Note 61	For the years 2004 to 2019, this table includes figures for slight casualties/collisions and/or serious casualties/collisions that have been adjusted in order to maximise comparability with figures for the most recent years in which Police Scotland have moved to an injury based reporting system. More information is set out in the accompanying publication. Comparisons between adjusted and unadjusted figures are presented in tables 15 and 16 of the main publication tables.
Note 62	The 'other' category includes all road users excluding pedestrians, pedal cyclists, car, bus and coach users.

Table A. Summary of reported road injury collisions and casualties in Scotland, 2008 to 2025 [note 61]

[x] indicates that the data is not available.

For the years 2004 to 2019, this table includes figures for slight casualties/collisions and/or serious casualties/collisions that have been adjusted. See note 61 for more information. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Type of collisions or casualties	Category [note 60]	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Collisions	Fatal	245	196	189	175	162	159	181	157	175	140	150	156	123	123	144	139	145	125
Collisions	Fatal and serious [note 61]	3,875	3,583	3,106	3,031	3,070	2,696	2,749	2,643	2,638	2,388	2,321	2,231	1,489	1,574	1,678	1,843	1,830	1,803
Collisions	All severities	12,159	11,556	10,295	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,772	3,889	3,901	4,145	4,253	4,173	4,124
Collisions on built-up roads [note 34]	Fatal	82	56	56	61	64	44	67	47	44	44	43	52	44	38	36	47	56	40
Collisions on built-up roads [note 34]	Fatal and serious [note 61]	2,131	1,840	1,655	1,702	1,737	1,516	1,582	1,510	1,505	1,369	1,269	1,251	853	855	912	1,021	1,064	1,021
Collisions on built-up roads [note 34]	All severities	7,464	6,991	6,341	6,399	6,165	5,747	5,703	5,401	5,466	4,592	4,037	3,661	2,476	2,380	2,541	2,547	2,617	2,538
Collisions on non built-up roads [note 34]	Fatal	163	140	133	114	98	115	114	110	131	96	107	104	79	85	108	92	89	85
Collisions on non built-up roads [note 34]	Fatal and serious [note 61]	1,744	1,742	1,450	1,329	1,333	1,180	1,167	1,133	1,133	1,019	1,053	981	636	719	766	822	766	782
Collisions on non built-up roads [note 34]	All severities	4,695	4,565	3,954	3,626	3,612	3,227	3,130	3,076	2,889	2,526	2,395	2,111	1,413	1,521	1,804	1,706	1,556	1,586
Drink-drive collisions and casualties [note 35]	Collisions	660	660	530	490	440	330	340	340	410	270	280	230	190	150	200	200	180	[x]
Drink-drive collisions and casualties [note 35]	Casualties (all severities)	960	920	750	680	580	450	460	470	580	410	400	350	250	210	310	300	280	[x]
Drink-drive collisions and casualties [note 35]	Fatal casualties	40	30	20	20	10	20	20	20	30	10	20	20	20	10	30	10	30	[x]
Killed by mode of transport	Pedestrian	60	47	47	43	59	38	59	44	32	38	34	44	32	33	33	46	42	27
Killed by mode of transport	Pedal cycle	9	5	7	7	9	13	8	5	8	5	6	9	11	9	2	7	3	7
Killed by mode of transport	Motorcycle	34	43	35	33	21	23	30	27	30	29	33	25	16	29	26	27	34	34
Killed by mode of transport	Car	153	116	105	89	73	89	94	75	106	64	75	74	65	50	65	54	73	58
Killed by mode of transport	Other (eg taxi, bus, goods)	14	5	14	13	14	9	12	17	15	9	13	11	9	7	9	9	8	7
Killed by mode of transport	All modes of transport	270	216	208	185	176	172	203	168	191	145	161	163	133	128	165	143	160	133
Seriously injured casualties by mode [note 61]	Pedestrian	1,012	833	757	815	754	672	683	679	658	578	550	555	326	301	370	437	430	402
Seriously injured casualties by mode [note 61]	Pedal cycle	247	253	245	265	293	276	285	280	270	275	253	226	247	197	180	156	158	158
Seriously injured casualties by mode [note 61]	Motorcycle	557	503	449	415	476	402	444	379	379	367	373	310	242	281	286	297	289	336
Seriously injured casualties by mode [note 61]	Car	1,983	1,945	1,581	1,407	1,475	1,308	1,263	1,223	1,321	1,140	1,119	1,124	624	712	821	911	942	845
Seriously injured casualties by mode [note 61]	Other (eg taxi, bus, goods)	311	289	276	273	279	226	206	214	219	201	192	162	99	132	128	152	159	167
Seriously injured casualties by mode [note 61]	All modes of transport	4,111	3,823	3,308	3,175	3,277	2,884	2,881	2,775	2,846	2,561	2,486	2,377	1,538	1,623	1,785	1,953	1,978	1,908
Slightly injured casualties by mode [note 61]	Pedestrian	1,511	1,296	1,206	1,198	1,139	1,022	998	962	963	736	662	614	456	429	514	467	426	441
Slightly injured casualties by mode [note 61]	Pedal cycle	471	533	528	552	595	593	596	510	511	439	377	324	352	305	299	242	234	232
Slightly injured casualties by mode [note 61]	Motorcycle	448	468	360	357	366	347	347	329	300	219	233	178	162	149	170	163	147	213
Slightly injured casualties by mode [note 61]	Car	7,502	7,459	6,609	6,267	6,028	5,554	5,388	5,396	5,252	4,455	3,864	3,312	2,084	2,149	2,292	2,444	2,396	2,202
Slightly injured casualties by mode [note 61]	Other (eg taxi, bus, goods)	1,219	1,126	1,105	1,020	993	893	817	799	800	800	592	523	332	323	416	422	391	429
Slightly injured casualties by mode [note 61]	All modes of transport	11,150	10,882	9,808	9,394	9,121	8,409	8,146	7,996	7,827	6,649	5,729	4,951	3,386	3,355	3,691	3,738	3,594	3,517
All casualties by mode	Pedestrian	2,593	2,199	2,013	2,065	1,979	1,734	1,745	1,690	1,663	1,363	1,256	1,252	814	763	917	950	888	870
All casualties by mode	Pedal cycle	730	804	781	824	905	886	895	797	790	728	638	591	610	511	481	405	395	397
All casualties by mode	Motorcycle	1,042	1,021	845	806	867	775	827	735	709	620	640	522	420	459	462	467	470	583
All casualties by mode	Car	9,670	9,579	8,301	7,777	7,665	6,964	6,786	6,713	6,897	5,707	5,085	4,613	2,773	2,911	3,208	3,409	3,411	3,105
All casualties by mode	Other (eg taxi, bus, goods)	1,557	1,440	1,398	1,313	1,296	1,133	1,049	1,042	1,039	1,015	805	726	440	462	553	583	558	603
All casualties by mode	All modes of transport	15,592	15,043	13,338	12,785	12,712	11,492	11,302	10,977	10,898	9,433	8,424	7,704	5,057	5,106	5,641	5,834	5,732	5,558
All casualties by sex	Male	8,843	8,450	7,541	7,310	7,217	6,509	6,433	6,183	6,122	5,298	4,845	4,342	3,095	3,081	3,396	3,432	3,401	3,367
All casualties by sex	Female	6,738	6,587	5,787	5,489	5,489	4,973	4,865	4,784	4,767	4,134	3,569	3,352	1,982	2,025	2,253	2,398	2,331	2,187
All casualties by age	Child: 0 to 15	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	494	495	589	582	495	528
All casualties by age	Young adult: 16 to 22	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,690	1,605	1,398	1,100	1,006	734	706	778	820	798	771
All casualties by age	Adult: 23 to 59	8,708	8,450	7,713	7,360	7,404	6,770	6,651	6,630	6,604	5,615	5,026	4,475	3,070	3,024	3,123	3,212	3,204	3,046
All casualties by age	Older adults: 60+	2,000	1,997	1,732	1,845	1,836	1,752	1,725	1,673	1,674	1,497	1,517	1,440	759	879	1,150	1,217	1,233	1,211
Child [note 26] killed by mode of transport	Pedestrian	4	1	1	2	1	5	3	3	3	2	2	2	3	1	1	2	1	1
Child [note 26] killed by mode of transport	Pedal cycle	2	1	1	0	1	2	0	1	1	0	0	0	1	1	0	1	1	0
Child [note 26] killed by mode of transport	Car	13	3	1	5	0	2	4	0	7	0	0	0	2	2	1	2	1	0
Child [note 26] killed by mode of transport	Other (eg motor cycle, taxi, bus)	1	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0
Child [note 26] killed by mode of transport	All modes of transport	20	5	4	7	2	9	7	4	12	2	3	2	6	5	3	5	3	1
Child [note 26] seriously injured casualties by mode [note 61]	Pedestrian	303	248	240	231	202	160	187	165	176	163	142	144	80	94	115	107	98	97
Child [note 26] seriously injured casualties by mode [note 61]	Pedal cycle	37	45	42	41	37	27	29	21	16	20	24	30	24	17	12	8	7	18
Child [note 26] seriously injured casualties by mode [note 61]	Car	96	103	79	68	67	62	53	53	73	52	53	54	30	24	27	44	42	35
Child [note 26] seriously injured casualties by mode [note 61]	Other (eg motor cycle, taxi, bus)	21	19	15	12	13	11	15	8	12	16	5	6	10	5	22	19	13	23
Child [note 26] seriously injured casualties by mode [note 61]	All modes of transport	458	414	375	352	320	260	284	247	276	252	224	235	144	140	176	178	160	173
All child [note 26] casualties by mode	Pedestrian	831	674	642	646	521	462	499	460	478	401	334	332	228	244	295	263	234	239
All child [note 26] casualties by mode	Pedal cycle	150	148	146	135	121	112	81	71	55	67	64	74	59	58	44	34	32	41
All child [note 26] casualties by mode	Car	569	548	506	460	451	404	389	373	419	326	316	306	190	172	196	231	190	189
All child [note 26] casualties by mode	Other (eg motor cycle, taxi, bus)	139	103	84	75	74	74	60	67	47	104	40	57	27	21	54	54	39	57
All child [note 26] casualties by mode	All modes of transport	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	494	495	589	582	495	526
Collision costs (£ million) [note 36]	Collision costs	[x]	[x]	[x]	[x]	[x]	[x]	[x]	1,560	1,641	1,395	1,375	1,417	1,085	1,096	1,262	1,260	1,308	1,209

Table B.1. Summary of reported injury collisions and casualties in Scotland by police force division, council and severity, 2025

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police division and council	Fatal collisions	Serious collisions	Slight collisions	Total collisions	Killed casualties	Serious casualties	Slight casualties	Total casualties	Child casualties all severities
North East [note 3]	19	130	87	236	22	166	141	329	26
Aberdeen City	2	35	29	66	2	39	35	76	7
Aberdeenshire	10	73	41	124	11	96	81	188	12
Moray	7	22	17	46	9	31	25	65	7
Tayside	13	157	222	392	14	181	333	528	43
Dundee City	1	50	87	138	1	53	118	172	26
Angus	6	38	44	88	7	48	68	123	8
Perth and Kinross	6	69	91	166	6	80	147	233	9
Argyll and West Dunbartonshire	7	65	70	142	7	73	109	189	16
Argyll and Bute	5	36	43	84	5	42	71	118	9
West Dunbartonshire	2	29	27	58	2	31	38	71	7
Forth Valley	3	73	108	184	3	82	153	238	18
Clackmannanshire	0	8	15	23	0	8	19	27	3
Stirling	1	32	49	82	1	37	70	108	8
Falkirk	2	33	44	79	2	37	64	103	7
Dumfries and Galloway	12	73	137	222	12	93	218	323	31
Ayrshire	12	105	136	253	12	117	213	342	32
North Ayrshire	5	35	40	80	5	36	75	116	13
East Ayrshire	5	28	54	87	5	33	78	116	10
South Ayrshire	2	42	42	86	2	48	60	110	9
Greater Glasgow	10	272	424	706	10	290	583	883	96
Glasgow City	8	230	364	602	8	241	491	740	80
East Dunbartonshire	0	18	22	40	0	21	39	60	7
East Renfrewshire	2	24	38	64	2	28	53	83	9
Lothians and Scottish Borders	11	154	203	368	11	188	318	517	50
West Lothian	4	59	102	165	4	81	163	248	20
Midlothian	1	26	32	59	1	28	47	76	9
East Lothian	0	24	46	70	0	25	56	81	9
Scottish Borders	6	45	23	74	6	54	52	112	12
Edinburgh	4	145	323	472	4	149	443	596	58
Highlands and Islands	21	117	137	275	24	145	265	434	36
Highland	18	107	122	247	21	135	240	396	33
Orkney Islands	2	3	3	8	2	3	4	9	0
Shetland Islands	0	4	4	8	0	4	7	11	0
Eilean Siar	1	3	8	12	1	3	14	18	3
Fife	3	124	149	276	4	143	248	395	32
Renfrewshire and Inverclyde	4	78	86	168	4	83	130	217	17
Inverclyde	1	17	22	40	1	18	33	52	3
Renfrewshire	3	61	64	128	3	65	97	165	14
Lanarkshire	6	185	239	430	6	198	363	567	71
North Lanarkshire	2	85	122	209	2	88	179	269	45
South Lanarkshire	4	100	117	221	4	110	184	298	26
Scotland	125	1,678	2,321	4,124	133	1,908	3,517	5,558	526
Built-up roads in Scotland [note 34]	40	981	1,517	2,538	41	1,037	1,999	3,077	396
Non-built-up roads in Scotland [note 34]	85	697	804	1,586	92	871	1,518	2,481	130

Table B.2. Summary of reported injury collisions in Scotland by council and severity, 2012 to 2025 [note 37] [note 38] [note 61]

For the years 2004 to 2019, this table includes figures for serious collisions that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Council	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatal	Aberdeen City	7	4	6	4	3	2	2	3	1	2	1	4	3	2
Fatal	Aberdeenshire	14	22	22	18	16	7	8	8	7	11	11	7	11	10
Fatal	Angus	5	3	6	8	6	9	2	3	3	3	1	8	1	6
Fatal	Argyll & Bute	4	9	4	6	8	4	8	9	6	9	8	9	6	5
Fatal	Clackmannanshire	0	0	0	0	0	1	1	4	3	0	2	2	2	0
Fatal	Dumfries & Galloway	7	12	10	9	12	11	6	7	5	8	6	5	5	12
Fatal	Dundee City	2	2	1	1	1	1	1	1	2	0	0	2	1	1
Fatal	East Ayrshire	3	4	2	1	4	2	5	6	2	4	5	6	8	5
Fatal	East Dunbartonshire	0	1	1	1	0	0	0	1	1	1	1	4	1	0
Fatal	East Lothian	0	1	2	3	3	3	2	1	2	0	3	3	2	0
Fatal	East Renfrewshire	2	2	0	0	0	0	0	1	1	0	0	1	1	2
Fatal	Edinburgh, City of	13	8	10	3	9	6	5	6	4	3	5	6	8	4
Fatal	Eilean Siar	2	1	4	1	0	0	1	2	1	1	0	0	0	1
Fatal	Falkirk	10	3	2	3	1	0	2	4	2	4	5	3	5	2
Fatal	Fife	6	11	10	12	9	5	9	14	11	2	7	9	9	3
Fatal	Glasgow City	7	4	13	15	7	7	9	9	12	7	6	14	6	8
Fatal	Highland	13	17	19	14	17	15	22	21	13	13	24	14	15	18
Fatal	Inverclyde	1	0	1	2	2	3	0	1	3	1	2	0	1	1
Fatal	Midlothian	2	5	0	3	6	2	1	1	0	2	1	4	0	1
Fatal	Moray	3	3	2	2	5	5	5	5	4	3	3	1	8	7
Fatal	North Ayrshire	2	3	3	4	5	4	2	2	1	3	5	4	3	5
Fatal	North Lanarkshire	4	5	5	7	3	6	5	5	8	6	5	4	8	2
Fatal	Orkney Islands	4	2	2	0	1	1	0	2	1	2	3	0	0	2
Fatal	Perth & Kinross	10	10	13	6	10	12	13	6	3	5	6	5	6	6
Fatal	Renfrewshire	8	4	8	1	3	2	4	2	1	2	3	2	6	3
Fatal	Scottish Borders	9	4	6	6	11	7	12	6	5	8	9	4	6	6
Fatal	Shetland Islands	0	1	1	3	0	1	1	1	0	0	0	2	1	0
Fatal	South Ayrshire	3	4	2	5	7	7	1	2	2	6	4	3	2	2
Fatal	South Lanarkshire	9	5	12	5	17	6	14	11	6	6	9	7	8	4
Fatal	Stirling	4	4	7	8	2	5	4	5	7	5	0	1	8	1
Fatal	West Dunbartonshire	3	0	2	1	3	2	1	1	2	2	2	1	2	2
Fatal	West Lothian	5	5	5	5	4	4	4	6	4	4	7	4	2	4
Fatal	Total	162	159	181	157	175	140	150	156	123	123	144	139	145	125
Serious [note 61]	Aberdeen City	132	130	107	92	71	51	58	51	39	27	25	48	33	35
Serious [note 61]	Aberdeenshire	226	179	186	150	147	123	118	95	69	82	78	76	83	73
Serious [note 61]	Angus	66	64	48	51	44	49	54	42	40	48	35	43	32	38
Serious [note 61]	Argyll & Bute	78	68	73	71	76	72	64	80	30	36	33	52	44	36
Serious [note 61]	Clackmannanshire	26	21	15	18	23	14	16	13	8	11	13	7	9	8
Serious [note 61]	Dumfries & Galloway	111	94	108	92	84	77	107	77	37	66	66	69	71	73
Serious [note 61]	Dundee City	67	58	60	35	47	45	35	47	48	39	40	44	54	50
Serious [note 61]	East Ayrshire	55	43	45	57	51	45	56	38	29	33	41	41	24	28
Serious [note 61]	East Dunbartonshire	37	21	28	22	23	24	18	27	12	13	18	9	25	18
Serious [note 61]	East Lothian	45	43	53	47	44	52	51	46	28	32	40	29	21	24
Serious [note 61]	East Renfrewshire	25	22	24	26	27	29	23	23	12	19	22	18	18	24
Serious [note 61]	Edinburgh, City of	317	280	302	288	308	254	218	228	130	149	164	119	145	145
Serious [note 61]	Eilean Siar	9	5	11	9	8	6	7	12	4	6	4	6	9	3
Serious [note 61]	Falkirk	86	64	64	71	70	68	48	37	25	39	31	48	36	33
Serious [note 61]	Fife	140	124	119	120	133	111	116	124	95	76	78	94	94	124
Serious [note 61]	Glasgow City	335	264	297	289	296	264	257	240	182	183	204	211	213	230
Serious [note 61]	Highland	148	133	127	116	130	108	144	137	88	88	90	148	151	107
Serious [note 61]	Inverclyde	36	27	31	29	29	22	25	33	13	15	16	21	25	17
Serious [note 61]	Midlothian	54	43	53	59	47	51	42	37	20	25	31	36	30	26
Serious [note 61]	Moray	51	51	49	40	36	28	21	24	20	13	18	21	27	22
Serious [note 61]	North Ayrshire	60	57	59	67	51	56	53	57	37	34	36	45	37	35
Serious [note 61]	North Lanarkshire	124	118	117	109	117	118	108	105	64	50	72	85	82	85
Serious [note 61]	Orkney Islands	5	7	7	4	10	5	4	7	2	4	3	6	7	3
Serious [note 61]	Perth & Kinross	112	102	88	74	65	77	80	70	48	64	70	62	72	69
Serious [note 61]	Renfrewshire	80	59	63	73	77	71	61	65	36	37	47	50	61	61
Serious [note 61]	Scottish Borders	96	91	84	89	74	73	69	63	41	45	42	57	37	45
Serious [note 61]	Shetland Islands	9	9	5	7	9	5	3	8	4	5	4	7	4	4
Serious [note 61]	South Ayrshire	53	46	58	58	64	63	50	49	30	36	32	32	30	42
Serious [note 61]	South Lanarkshire	123	115	134	123	129	112	99	105	75	71	76	112	105	100
Serious [note 61]	Stirling	74	81	60	67	55	53	54	48	30	29	44	34	33	32
Serious [note 61]	West Dunbartonshire	32	36	26	27	38	35	28	23	20	19	10	30	22	29
Serious [note 61]	West Lothian	95	83	67	104	82	86	84	64	50	57	51	44	51	59
Serious [note 61]	Total	2,908	2,537	2,568	2,486	2,463	2,248	2,171	2,075	1,366	1,451	1,534	1,704	1,685	1,678
All severities	Aberdeen City	385	349	273	229	175	155	137	118	72	61	67	93	69	66
All severities	Aberdeenshire	533	462	419	347	334	252	242	199	118	140	144	145	153	124
All severities	Angus	202	178	141	145	111	135	126	98	127	122	96	102	89	88
All severities	Argyll & Bute	211	208	193	227	178	174	156	142	81	92	78	105	96	84
All severities	Clackmannanshire	84	69	62	62	69	48	34	35	23	18	25	22	22	23
All severities	Dumfries & Galloway	320	303	311	278	269	236	259	199	119	148	190	187	191	222
All severities	Dundee City	227	185	168	126	135	120	96	130	147	114	136	139	126	138
All severities	East Ayrshire	173	162	164	205	179	131	163	103	87	69	88	103	70	87
All severities	East Dunbartonshire	114	102	101	94	93	88	59	73	45	37	31	35	43	40
All severities	East Lothian	170	154	178	158	157	158	128	105	82	89	102	83	61	70
All severities	East Renfrewshire	97	98	92	93	95	95	71	67	50	55	54	68	56	64
All severities	Edinburgh, City of	1,167	1,157	1,263	1,110	1,140	905	772	741	436	482	512	458	480	472
All severities	Eilean Siar	28	20	37	32	24	17	21	25	13	20	10	14	17	12
All severities	Falkirk	270	248	229	250	235	216	166	129	85	108	82	117	93	79
All severities	Fife	421	420	410	428	452	317	328	304	245	216	235	264	268	276
All severities	Glasgow City	1,316	1,082	1,243	1,206	1,279	1,077	910	867	591	551	606	569	623	602
All severities	Highland	514	443	432	379	383	309	393	337	215	208	208	261	273	247
All severities	Inverclyde	136	120	130	110	112	91	79	99	43	36	34	32	48	40
All severities	Midlothian	216	165	188	189	167	134	119	116	73	95	107	79	71	59
All severities	Moray	129	119	92	81	75	60	50	54	31	28	36	38	50	46
All severities	North Ayrshire	205	188	179	192	186	165	147	129	93	91	94	99	89	80
All severities	North Lanarkshire	512	510	482	451	483	444	382	345	191	203	220	243	207	209
All severities	Orkney Islands	22	23	24	12	25	11	10	24	9	13	11	10	13	8
All severities	Perth & Kinross	313	279	224	201	175	204	184	128	130	149	156	139	141	166
All severities	Renfrewshire	336	254	257	258	289	260	211	163	120	105	122	111	137	128
All severities	Scottish Borders	263	255	221	221	202	185	173	149	84	101	95	106	86	74
All severities	Shetland Islands	30	25	24	25	26	16	13	21	11	8	6	18	12	8
All severities	South Ayrshire	202	190	200	193	205	157	125	122	77	71	69	67	65	86
All severities	South Lanarkshire	454	455	503	456	466	395	383	334	229	184	223	262	252	221
All severities	Stirling	214	239	169	196	177	141	127	127	78	75	92	87	94	82
All severities	West Dunbartonshire	133	142	111	119	128	114	85	75	46	43	39	55	44	58
All severities	West Lothian	380	370	313	404	331	308	283	214	138	169	177	142	134	165
All severities	Total	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,772	3,889					

Table B.3: Summary of road casualties in Scotland by council and severity, 2012 to 2025 [note 38] [note 39] [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Council	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatal	Aberdeen City	8	4	6	5	3	2	2	3	1	2	1	4	3	2
Fatal	Aberdeenshire	14	23	25	19	17	7	8	10	7	11	11	7	12	11
Fatal	Angus	5	3	6	8	6	10	2	3	3	3	1	8	1	7
Fatal	Argyll & Bute	4	11	4	6	9	4	8	9	7	9	11	10	6	5
Fatal	Clackmannanshire	0	0	0	0	0	1	1	4	3	0	2	2	2	0
Fatal	Dumfries & Galloway	7	12	11	11	14	14	7	8	5	8	8	5	6	12
Fatal	Dundee City	2	2	1	1	1	1	1	1	2	0	0	2	1	1
Fatal	East Ayrshire	3	4	2	1	4	2	5	7	2	5	6	6	9	5
Fatal	East Dunbartonshire	0	1	1	1	0	0	0	1	1	1	1	4	1	0
Fatal	East Lothian	0	3	4	3	3	3	2	1	2	0	3	3	2	0
Fatal	East Renfrewshire	2	2	0	0	0	0	0	1	1	0	0	1	1	2
Fatal	Edinburgh, City of	13	8	11	3	9	6	5	6	4	3	5	6	8	4
Fatal	Eilean Siar	2	1	4	1	0	0	1	2	1	1	0	0	0	1
Fatal	Falkirk	10	3	5	3	1	0	4	4	2	4	5	3	7	2
Fatal	Fife	7	11	12	12	10	5	10	15	12	2	7	11	10	4
Fatal	Glasgow City	7	4	18	15	8	7	10	9	13	7	6	14	6	8
Fatal	Highland	16	20	20	14	18	15	23	21	17	14	32	14	17	21
Fatal	Inverclyde	1	0	1	2	2	3	0	1	3	1	2	0	1	1
Fatal	Midlothian	4	5	0	3	8	2	1	1	0	2	1	4	0	1
Fatal	Moray	3	3	2	2	6	5	9	5	4	3	3	1	9	9
Fatal	North Ayrshire	2	4	4	4	5	4	2	2	1	3	5	4	3	5
Fatal	North Lanarkshire	6	6	5	8	3	6	5	5	8	7	6	4	8	2
Fatal	Orkney Islands	5	2	2	0	1	1	0	2	1	2	4	0	0	2
Fatal	Perth & Kinross	12	11	13	7	10	12	13	6	3	5	7	5	7	6
Fatal	Renfrewshire	8	5	9	1	3	2	4	2	1	4	3	2	6	3
Fatal	Scottish Borders	10	4	7	7	12	7	12	6	5	8	11	5	9	6
Fatal	Shetland Islands	0	1	1	3	0	1	1	1	0	0	0	2	1	0
Fatal	South Ayrshire	4	4	2	6	8	8	1	2	2	6	4	3	3	2
Fatal	South Lanarkshire	9	6	13	5	18	6	14	12	8	6	10	7	8	4
Fatal	Stirling	4	4	7	11	2	5	5	5	7	5	0	1	9	1
Fatal	West Dunbartonshire	3	0	2	1	3	2	1	1	2	2	2	1	2	2
Fatal	West Lothian	5	5	5	5	7	4	4	7	5	4	8	4	2	4
Fatal	Total	176	172	203	168	191	145	161	163	133	128	165	143	160	133
Serious [note 61]	Aberdeen City	149	136	120	99	80	55	61	57	40	27	28	53	36	39
Serious [note 61]	Aberdeenshire	269	236	234	194	183	155	157	123	88	94	107	97	123	96
Serious [note 61]	Angus	74	76	55	57	53	60	58	48	49	51	45	44	36	48
Serious [note 61]	Argyll & Bute	100	87	84	95	92	83	74	98	37	45	47	71	54	42
Serious [note 61]	Clackmannanshire	30	24	15	19	24	16	16	13	8	13	15	9	12	8
Serious [note 61]	Dumfries & Galloway	136	110	121	108	105	91	130	94	41	76	80	70	83	93
Serious [note 61]	Dundee City	73	61	64	36	50	45	37	54	50	40	41	47	58	53
Serious [note 61]	East Ayrshire	67	49	49	63	69	55	66	40	41	38	47	53	32	33
Serious [note 61]	East Dunbartonshire	40	22	28	23	28	25	19	33	12	14	23	11	25	21
Serious [note 61]	East Lothian	48	52	62	53	51	59	62	53	32	32	43	32	22	25
Serious [note 61]	East Renfrewshire	25	25	25	27	29	30	24	24	16	21	24	18	18	28
Serious [note 61]	Edinburgh, City of	336	290	315	302	325	264	232	237	134	159	169	125	151	149
Serious [note 61]	Eilean Siar	14	5	12	9	8	6	7	15	4	6	5	8	11	3
Serious [note 61]	Falkirk	94	71	68	77	82	74	58	44	27	40	38	51	40	37
Serious [note 61]	Fife	156	144	135	133	152	126	139	143	109	84	95	118	108	143
Serious [note 61]	Glasgow City	345	275	318	305	308	277	278	240	190	198	223	227	235	241
Serious [note 61]	Highland	188	163	150	138	163	133	168	174	106	115	121	187	185	135
Serious [note 61]	Inverclyde	40	27	33	31	32	24	26	36	13	16	22	21	30	18
Serious [note 61]	Midlothian	59	48	61	64	58	59	45	42	21	26	31	36	37	28
Serious [note 61]	Moray	61	61	56	45	54	43	32	35	23	16	19	23	34	31
Serious [note 61]	North Ayrshire	66	60	71	82	63	65	61	61	40	36	43	50	41	36
Serious [note 61]	North Lanarkshire	135	130	126	118	131	130	117	121	73	52	77	107	90	88
Serious [note 61]	Orkney Islands	8	8	9	4	10	6	6	8	2	4	4	8	8	3
Serious [note 61]	Perth & Kinross	129	127	102	81	82	98	103	91	53	75	85	70	89	80
Serious [note 61]	Renfrewshire	82	64	68	76	83	74	65	67	38	40	54	54	72	65
Serious [note 61]	Scottish Borders	113	113	97	100	106	87	91	84	50	55	53	72	53	54
Serious [note 61]	Shetland Islands	11	10	6	8	11	10	5	8	4	5	4	9	4	4
Serious [note 61]	South Ayrshire	59	50	66	68	74	71	55	56	33	39	37	41	37	48
Serious [note 61]	South Lanarkshire	141	131	148	131	146	135	109	119	85	82	84	124	134	110
Serious [note 61]	Stirling	85	97	77	88	65	64	64	61	38	41	50	39	39	37
Serious [note 61]	West Dunbartonshire	36	39	27	30	39	45	31	26	20	21	14	30	24	31
Serious [note 61]	West Lothian	108	95	77	112	89	97	89	72	61	62	57	48	57	81
Serious [note 61]	Total	3,277	2,884	2,881	2,775	2,846	2,561	2,486	2,377	1,538	1,623	1,785	1,953	1,978	1,908
All severities	Aberdeen City	449	392	313	270	211	185	154	148	87	65	82	109	84	76
All severities	Aberdeenshire	689	619	578	459	442	346	352	290	166	191	239	234	256	188
All severities	Angus	263	229	182	174	149	189	156	132	191	158	131	150	130	123
All severities	Argyll & Bute	297	304	255	322	240	250	207	206	119	125	118	171	145	118
All severities	Clackmannanshire	113	86	87	78	81	62	44	42	26	24	30	33	30	27
All severities	Dumfries & Galloway	428	381	399	401	385	314	358	254	153	201	251	235	263	323
All severities	Dundee City	264	219	207	145	178	141	113	169	181	133	182	175	154	172
All severities	East Ayrshire	234	208	226	275	272	185	214	145	123	103	124	159	116	116
All severities	East Dunbartonshire	144	121	117	119	133	115	68	104	56	50	44	50	49	60
All severities	East Lothian	219	208	242	220	201	224	196	138	104	112	142	113	78	81
All severities	East Renfrewshire	121	120	109	115	117	117	92	77	57	65	73	87	67	83
All severities	Edinburgh, City of	1,376	1,367	1,475	1,322	1,345	1,081	947	893	506	576	620	562	607	596
All severities	Eilean Siar	42	24	47	38	28	21	22	32	16	25	13	20	21	18
All severities	Falkirk	342	320	301	313	321	279	219	169	100	136	111	154	132	103
All severities	Fife	549	549	526	565	606	428	415	346	292	358	392	363	395	
All severities	Glasgow City	1,645	1,331	1,574	1,537	1,576	1,332	1,141	1,096	744	697	772	729	806	740
All severities	Highland	779	616	581	507	542	436	547	503	296	296	311	396	406	396
All severities	Inverclyde	170	150	186	147	146	117	96	146	51	48	51	52	67	52
All severities	Midlothian	309	230	251	254	222	183	157	155	98	144	139	96	100	76
All severities	Moray	169	152	122	94	113	91	75	82	45	37	48	51	67	65
All severities	North Ayrshire	259	235	241	262	249	220	192	170	109	126	120	134	109	116
All severities	North Lanarkshire	702	661	635	592	631	627	483	483	247	246	284	358	256	269
All severities	Orkney Islands	33	30	29	15	28	14	15	28	10	16	17	13	18	9
All severities	Perth & Kinross	392	398	296	238	242	296	265	190	172	203	228	206	213	233
All severities	Renfrewshire	430	324	319	321	365	331	263	209	150	136	168	136	193	165
All severities	Scottish Borders	370	333	295	294	302	274	239	223	109	139	155	140	112	
All severities	Shetland Islands	41	47	29	33	37	23	18	26	12	10	9	24	13	11
All severities	South Ayrshire	281	249	247	247	259	215	168	173	98	91	91	91	93	110
All severities	South Lanarkshire	640	618	655	594	607	534	508	431	318	253	281	370	378	298
All severities	Stirling	278	302	227	292	247	186	181	163	110	99	142	114	136	108
All severities	West Dunbartonshire	166	167	137	158	156	174	108	105	56	56	53	62	56	71
All severities	West Lothian	518	502	414	576	467	443	398	307	201	253	270	203	186	248
All severities	Total	12,712	11,4												

Table C. Reported casualties in Scotland, England and Wales by severity, 2021 to 2025, and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Age of casualty	Year	Scotland killed	Scotland serious	Scotland all severities	England & Wales killed	England & Wales adjusted serious
All ages	2014 to 2018 average [note 61]	174	2,710	10,207	1,603	27,940
All ages	2021	128	1,623	5,106	1,415	23,818
All ages	2022	165	1,785	5,641	1,538	26,124
All ages	2023	143	1,953	5,834	1,471	26,073
All ages	2024	160	1,978	5,732	1,437	25,887
All ages	2025	133	1,908	5,558	1,404	26,474
All ages	2021 to 2025 average	146	1,849	5,574	1,453	25,675
Child casualties [note 26]	2014 to 2018 average [note 61]	6	257	931	49	2,394
Child casualties [note 26]	2021	5	140	495	31	2,048
Child casualties [note 26]	2022	3	176	589	46	2,212
Child casualties [note 26]	2023	5	178	582	54	2,163
Child casualties [note 26]	2024	3	160	495	44	2,216
Child casualties [note 26]	2025	1	173	526	40	2,218
Child casualties [note 26]	2021 to 2025 average	3	165	537	43	2,171

Table D. Casualty rates per 1,000 population in Scotland, England and Wales by severity, 2021 to 2025, and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.

Population figures used to calculate casualty rates come from NRS mid-year estimates for Scotland and ONS mid-year estimates for England and Wales.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Age of casualty	Year	Scotland killed	Scotland serious	Scotland all severities	England and Wales killed	England and Wales adjusted serious	England and Wales all severities
All ages	2014 to 2018 average [note 61]	.03	.50	1.90	.03	.48	2.89
All ages	2021	.02	.30	.94	.02	.40	2.06
All ages	2022	.03	.33	1.04	.03	.43	2.15
All ages	2023	.03	.35	1.06	.02	.43	2.08
All ages	2024	.03	.36	1.03	.02	.42	1.98
All ages	2025	.02	.34	1.00	.02	.43	1.97
All ages	2021 to 2025 average	.03	.34	1.01	.02	.42	2.05
Child casualties [note 26]	2014 to 2018 average [note 61]	.01	.28	1.02	.00	.22	1.35
Child casualties [note 26]	2021	.01	.16	.55	.00	.19	.95
Child casualties [note 26]	2022	.00	.20	.66	.00	.20	1.01
Child casualties [note 26]	2023	.01	.20	.65	.00	.19	.99
Child casualties [note 26]	2024	.00	.18	.56	.00	.20	.98
Child casualties [note 26]	2025	.00	.20	.60	.00	.20	1.00
Child casualties [note 26]	2021 to 2025 average	.00	.19	.60	.00	.19	.98

Table E. Reported casualties in Scotland, England and Wales by mode of transport and severity, 2025

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Age of casualty	Mode of transport	Scotland killed	Scotland serious	Scotland all severities	England and Wales killed	England and Wales adjusted serious	England and Wales all severities
All ages	Pedestrian	27	402	870	337	5,555	19,110
All ages	Pedal cycle	7	158	397	72	4,149	15,644
All ages	Car	58	845	3,105	614	10,069	66,561
All ages	Bus or coach	0	32	109	5	286	1,927
All ages	Other [note 62]	41	471	1,077	376	6,416	19,106
All ages	Total	133	1,908	5,558	1,404	26,475	122,348
Child casualties [note 26]	Pedestrian	1	97	239	12	1,109	4,240
Child casualties [note 26]	Pedal cycle	0	18	41	3	402	1,803
Child casualties [note 26]	Car	0	35	189	13	445	4,069
Child casualties [note 26]	Bus or coach	0	1	5	1	36	274
Child casualties [note 26]	Other [note 62]	0	22	52	11	226	667
Child casualties [note 26]	Total	1	173	526	40	2,218	11,053

Table F. Casualty rates per 1,000 population in Scotland, England and Wales by mode of transport and severity, 2025

Population figures used to calculate casualty rates come from NRS mid-year estimates for Scotland and ONS mid-year estimates for England and Wales.
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Age of casualty	Mode of transport	Scotland killed	Scotland serious	Scotland all severities	England and Wales killed	England and Wales adjusted serious	England and Wales all severities
All ages	Pedestrian	.00	.07	.16	.01	.09	.31
All ages	Pedal cycle	.00	.03	.07	.00	.07	.25
All ages	Car	.01	.15	.56	.01	.16	1.07
All ages	Bus or coach	0	.01	.02	.00	.00	.03
All ages	Other [note 62]	.01	.08	.19	.01	.10	.31
All ages	Total	.02	.34	1.00	.02	.43	1.97
Child casualties [note 26]	Pedestrian	.00	.11	.27	.00	.10	.38
Child casualties [note 26]	Pedal cycle	0	.02	.05	.00	.04	.16
Child casualties [note 26]	Car	0	.04	.22	.00	.04	.37
Child casualties [note 26]	Bus or coach	0	.00	.01	.00	.00	.02
Child casualties [note 26]	Other [note 62]	0	.03	.06	.00	.02	.06
Child casualties [note 26]	Total	.00	.20	.60	.00	.20	1.00

Table G. International comparison of fatality rates per capita, for all road users, 2024 and 2025 (provisional) [note 40] [note 41]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

[x] indicates that the data is not available.

(p) indicates that the data are provisional.

Country 2025	All road users killed 2025 (p)	Rate per million population in 2025 (p)	Index 2025	Country 2024	All road users killed 2024 (p)	Rate per million population in 2024 (p)	Index 2024
Norway	106	18	76	Norway	89	16	55
Sweden	203	19	80	Sweden	213	20	70
England	1,313	22	93	Malta	12	21	73
Denmark	136	23	95	England	1,353	23	80
Great Britain	1,538	23	95	Great Britain	1,602	24	82
United Kingdom	1,594	23	97	United Kingdom	1,671	24	83
Switzerland	214	24	99	Denmark	145	24	84
Scotland	133	24	100	Japan	3,221	26	90
Japan	3,084	25	104	Wales	84	26	91
Wales	91	29	119	Switzerland	250	28	96
Northern Ireland	56	29	121	Scotland	161	29	100
Estonia	44	31	131	Finland	176	31	108
Irish Republic	183	34	140	Slovenia	68	32	110
Germany	2,814	34	140	Irish Republic	172	32	111
Finland	193	34	143	Germany	2,759	33	114
Spain	1,777	36	151	Northern Ireland	69	36	123
Malta	18	37	152	Spain	1,751	36	124
Belgium	445	37	156	Netherlands	675	38	130
Luxembourg	27	40	166	Austria	351	38	132
Slovakia	227	42	175	Belgium	469	40	137
Netherlands	759	42	175	Lithuania	121	42	145
Slovenia	92	43	180	Cyprus	41	42	146
Czech Republic	475	44	182	Israel	439	44	151
Austria	403	44	183	Czech Republic	494	45	156
Poland	1,660	45	190	Australia	1,306	48	166
Cyprus	45	46	191	France	3,193	48	166
Israel	461	47	198	Slovakia	262	48	167
Hungary	454	48	198	Estonia	69	50	173
Lithuania	138	48	199	Italy	3,030	51	177
Australia	1,317	48	202	Poland	1,896	52	179
France	3,263	49	204	Hungary	497	52	179
New Zealand	260	49	205	New Zealand	292	55	190
Italy	2,897	49	205	Portugal	634	60	205
Greece	517	50	208	Latvia	112	60	206
Portugal	589	55	228	Croatia	239	62	213
Latvia	118	63	264	Greece	665	64	220
Croatia	261	67	281	Bulgaria	478	74	256
Romania	1,296	68	284	Romania	1,477	77	267
Bulgaria	456	71	295	Serbia	514	78	268
Serbia	488	74	310	Iceland	[x]	[x]	[x]
United States of America	36,640	109	454	Canada	[x]	[x]	[x]
Iceland	[x]	[x]	[x]	Republic of Korea	[x]	[x]	[x]
Canada	[x]	[x]	[x]	United States of America	[x]	[x]	[x]
Republic of Korea	[x]	[x]	[x]	[x]	[x]	[x]	[x]

Table I.1. Number of road casualties in Scotland by mode of transport and severity, 2014 to 2025 [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Pedestrian	Pedal cycle	Motorcycle	Car	Bus/coach	Goods [note 42]	Other [note 43]	All road users
Killed	2014 to 2018 average	41	6	30	83	2	6	6	174
Killed	2014	59	8	30	94	1	2	9	203
Killed	2015	44	5	27	75	1	13	3	168
Killed	2016	32	8	30	106	3	6	6	191
Killed	2017	38	5	29	64	2	3	4	145
Killed	2018	34	6	33	75	2	5	6	161
Killed	2019	44	9	25	74	3	6	2	163
Killed	2020	32	11	16	65	0	7	2	133
Killed	2021	33	9	29	50	2	3	2	128
Killed	2022	33	2	26	95	0	5	4	165
Killed	2023	46	7	27	54	1	4	4	143
Killed	2024	42	3	34	73	0	5	3	160
Killed	2025	27	7	34	58	0	5	2	133
Killed	2021 to 2025 average	36	6	30	66	1	4	3	146
Seriously injured [note 61]	2014 to 2018 average	629	272	388	1,213	63	92	51	2,710
Seriously injured [note 61]	2014	683	285	444	1,263	52	93	61	2,881
Seriously injured [note 61]	2015	679	280	379	1,223	77	93	44	2,775
Seriously injured [note 61]	2016	658	270	379	1,321	70	100	50	2,846
Seriously injured [note 61]	2017	578	275	367	1,140	59	85	57	2,561
Seriously injured [note 61]	2018	550	253	373	1,119	57	91	44	2,486
Seriously injured [note 61]	2019	555	226	310	1,124	34	79	49	2,377
Seriously injured [note 61]	2020	326	247	242	624	20	48	31	1,538
Seriously injured [note 61]	2021	301	197	281	712	27	55	50	1,623
Seriously injured [note 61]	2022	370	180	286	821	20	57	51	1,785
Seriously injured [note 61]	2023	437	156	297	911	43	45	64	1,953
Seriously injured [note 61]	2024	430	158	289	942	27	60	72	1,978
Seriously injured [note 61]	2025	402	158	336	845	32	54	81	1,908
Seriously injured [note 61]	2021 to 2025 average	388	170	298	846	30	54	64	1,849
Children [note 26] killed	2014 to 2018 average	3	0	0	2	0	0	0	6
Children [note 26] killed	2014	3	0	0	4	0	0	0	7
Children [note 26] killed	2015	3	1	0	0	0	0	0	4
Children [note 26] killed	2016	3	1	1	7	0	0	0	12
Children [note 26] killed	2017	2	0	0	0	0	0	0	2
Children [note 26] killed	2018	2	0	0	0	0	0	1	3
Children [note 26] killed	2019	2	0	0	0	0	0	0	2
Children [note 26] killed	2020	3	1	0	2	0	0	0	6
Children [note 26] killed	2021	1	1	0	2	0	0	1	5
Children [note 26] killed	2022	1	0	0	1	0	0	1	3
Children [note 26] killed	2023	2	1	0	2	0	0	0	5
Children [note 26] killed	2024	1	1	0	1	0	0	0	3
Children [note 26] killed	2025	1	0	0	0	0	0	0	1
Children [note 26] killed	2021 to 2025 average	1	1	0	1	0	0	0	3
Children [note 26] killed	2023 to 2025 average	1	1	0	1	0	0	0	3
Child seriously injured [note 26] [note 61]	2014 to 2018 average	167	22	4	57	4	2	2	257
Child seriously injured [note 26] [note 61]	2014	187	29	7	53	4	2	4	284
Child seriously injured [note 26] [note 61]	2015	165	21	1	53	4	1	2	247
Child seriously injured [note 26] [note 61]	2016	176	16	5	73	3	3	0	276
Child seriously injured [note 26] [note 61]	2017	163	20	4	52	7	4	1	252
Child seriously injured [note 26] [note 61]	2018	142	24	2	53	1	1	1	224
Child seriously injured [note 26] [note 61]	2019	144	30	3	55	1	0	1	235
Child seriously injured [note 26] [note 61]	2020	80	24	4	30	1	0	5	144
Child seriously injured [note 26] [note 61]	2021	94	17	1	24	2	0	2	140
Child seriously injured [note 26] [note 61]	2022	115	12	7	27	6	1	8	176
Child seriously injured [note 26] [note 61]	2023	107	8	2	44	10	0	7	178
Child seriously injured [note 26] [note 61]	2024	98	7	4	42	2	1	6	160
Child seriously injured [note 26] [note 61]	2025	97	18	9	35	1	0	13	173
Child seriously injured [note 26] [note 61]	2021 to 2025 average	102	12	5	34	4	0	7	165

Table I.2. Number of slight road casualties in Scotland by mode of transport, and slight casualty rate, 2014 to 2025 [note 61]

For the years 2004 to 2019, this table includes figures for slight casualties that have been adjusted. See note 61 for more information.

Traffic estimates used to calculate casualty rates come DfT road traffic statistics.

[z] indicates that there is no applicable 2030 target for this column. The only target being presented in this table is for the slight casualty rate.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Pedestrian	Pedal cycle	Motorcycle	Car	Bus/coach	Goods [note 42]	Other [note 43]	All road users	Traffic (million vehicle kilometre)	Slight casualty rate per million vehicle kilometre
Slight casualties [note 61]	2014 to 2018 average	864	487	286	4,871	236	337	189	7,269	46,645	15.65
Slight casualties [note 61]	2014	998	596	347	5,388	235	350	232	8,146	44,776	18.19
Slight casualties [note 61]	2015	962	510	330	5,396	254	363	182	7,996	45,374	17.62
Slight casualties [note 61]	2016	964	512	300	5,252	228	365	206	7,827	46,843	16.71
Slight casualties [note 61]	2017	736	440	219	4,455	293	312	195	6,649	48,045	13.84
Slight casualties [note 61]	2018	663	377	233	3,864	170	293	130	5,729	48,187	11.89
Slight casualties [note 61]	2019	614	324	178	3,312	155	207	161	4,951	48,713	10.16
Slight casualties [note 61]	2020	456	352	162	2,084	66	158	108	3,386	37,883	8.94
Slight casualties [note 61]	2021	429	305	149	2,149	51	156	116	3,355	43,410	7.73
Slight casualties [note 61]	2022	514	299	170	2,292	97	187	132	3,691	47,379	7.79
Slight casualties [note 61]	2023	467	242	163	2,444	103	163	156	3,738	48,421	7.72
Slight casualties [note 61]	2024	426	234	147	2,396	103	133	155	3,594	49,313	7.29
Slight casualties [note 61]	2025	441	232	213	2,202	77	209	143	3,517	49,964	7.04
Slight casualties [note 61]	2021 to 2025 average	455	262	168	2,297	86	170	140	3,579	47,697	7.51
Slight casualties [note 61]	2030 target	[z]	[z]	[z]	[z]	[z]	[z]	[z]	[z]	[z]	12.64

Table M. Summary of road safety factors assigned in reported collisions by severity, 2025 [note 44] [note 45]

[2] indicates that a percentage calculation is not applicable for this cell.
Percentages in this table show the proportion of collisions that had each factor assigned.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Number of times assigned in total collisions	Percentage of fatal collisions where factor was assigned (%) [note 45]	Number of times assigned in serious collisions	Percentage of serious collisions where factor was assigned (%) [note 45]	Number of times assigned in slight collisions	Percentage of slight collisions where factor was assigned (%) [note 45]	Number of times assigned in collisions of any severity	Percentage of all collisions where factor was assigned (%) [note 45]
Behaviour or inexperience	Any behaviour or inexperience factor [note 47]	83	72	1,088	77	1,410	81	2,581	79
Behaviour or inexperience	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	8	7	129	9	167	10	304	9
Behaviour or inexperience	Driver/rider disobeyed double white lines	5	4	23	2	20	1	48	1
Behaviour or inexperience	Driver / rider overshot junction or poor turn / manoeuvre	30	26	413	29	536	31	979	30
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	59	51	830	58	1,064	61	1,953	60
Behaviour or inexperience	Driver/rider inexperienced or learner including driving on left	13	11	143	10	191	11	347	11
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	10	9	149	11	220	13	379	12
Behaviour or inexperience	Vehicle door opened into path of another road user or pedestrian	0	0	4	0	6	0	10	0
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	7	6	98	7	149	9	254	8
Distraction or impairment	Any distraction or impairment factor [note 47]	57	49	442	31	468	27	967	30
Distraction or impairment	Affected by alcohol	12	10	103	7	93	5	208	6
Distraction or impairment	Affected by drugs	8	7	78	5	69	4	155	5
Distraction or impairment	Driver/rider too tired to drive/ride safely	15	13	50	4	70	4	135	4
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	2	2	15	1	6	0	23	1
Distraction or impairment	Illness or disability	14	12	77	5	73	4	164	5
Distraction or impairment	Using mobile device	8	7	25	2	25	1	58	2
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	20	17	197	14	217	12	434	13
Non-motorised road users or personal powered transporter	Any non-motorised road users or personal powered transporter factor [note 47]	20	17	257	18	276	16	553	17
Non-motorised road users or personal powered transporter	Incorrect use of crossing facility by person crossing the road	6	5	91	6	84	5	181	6
Non-motorised road users or personal powered transporter	Vehicle entering road from pavement	1	1	13	1	21	1	35	1
Non-motorised road users or personal powered transporter	Pedestrian showing risk taking behaviour in carriageway	7	6	50	4	55	3	112	3
Non-motorised road users or personal powered transporter	Pedestrian careless or in a hurry	9	8	163	11	167	10	339	10
Non-motorised road users or personal powered transporter	Pedestrian, cyclist, equestrian hard to see	11	9	104	7	128	7	243	7
Roads	Any roads factor [note 47]	19	16	299	21	432	25	750	23
Roads	Poor or defective road surface or deposits on road	2	2	47	3	70	4	119	4
Roads	Road surface was slippery due to weather	12	10	129	9	178	10	319	10
Roads	Driver/riders view obscured by stationary or parked vehicles	1	1	56	4	93	5	150	5
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	2	2	30	2	50	3	82	3
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	5	4	93	7	138	8	236	7
Speed behaviour	Any speed behaviour factor [note 47]	54	47	541	38	603	35	1,198	37
Speed behaviour	Driver/rider exceeding speed limit	26	22	198	14	177	10	401	12
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	37	32	283	20	340	20	660	20
Speed behaviour	Vehicle used in course of crime	1	1	40	3	41	2	82	3
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	19	16	204	14	195	11	418	13
Speed behaviour	Driver/rider moving too slowly for conditions	0	0	14	1	20	1	34	1
Vehicles	Any vehicles factor [note 47]	11	9	107	8	113	7	231	7
Vehicles	Vehicle defective tyres	0	0	15	1	13	1	28	1
Vehicles	Vehicle defect (excluding tyres and light)	6	5	24	2	18	1	48	1
Vehicles	Vehicle or trailer was overloaded or poorly loaded	1	1	11	1	6	0	18	1
Vehicles	Driver/Rider view obscured by blind spot	3	3	59	4	71	4	133	4
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	1	1	8	1	7	0	16	0
Total collisions where police attended and a road safety factor was recorded [note 44]	All factors	116	[2]	1,419	[2]	1,737	[2]	3,272	[2]
Total number of road safety factors recorded	All factors	368	[2]	4,112	[2]	4,999	[2]	9,479	[2]

Table O. Summary of road safety factors assigned to vehicles involved in collisions by vehicle type, 2025 [note 44]

[x] indicates that a percentage calculation is not applicable for this cell.

Percentages in this table show the proportion of all factors assigned to each vehicle type that were accounted for by each factor. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Pedal cycle number	Pedal cycle percent (%)	Motorcycle number	Motorcycle percent (%)	Car and taxi number	Car and taxi percent (%)	Bus / coach/ minibus number	Bus / coach/ minibus percent (%)	Goods (light and heavy) number	Goods (light and heavy) percent (%)	Other (and invalid codes) number	Other (and invalid codes) percent (%)	All number	All percent (%)
Behaviour or inexperience	Any behaviour or inexperience factor [note 47]	103	32	316	32	1,938	32	55	35	125	31	205	32	2,742	32
Behaviour or inexperience	Driver / rider (legal turn / direction of travel or failed to comply with traffic sign / signal	17	5	19	2	231	4	3	2	21	5	23	4	314	4
Behaviour or inexperience	Driver/rider displayed double white lines	1	0	9	1	33	1	0	0	1	0	4	1	48	1
Behaviour or inexperience	Driver / rider overshoot junction or poor turn / manoeuvre	37	12	131	13	729	12	12	8	30	7	64	10	1,003	12
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	72	23	195	19	1,460	24	40	25	87	22	161	25	2,005	24
Behaviour or inexperience	Driver/rider inexperienced or learner inc driving on left	7	2	84	8	223	4	4	3	26	6	5	1	345	4
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	15	5	46	5	253	4	12	8	24	6	41	6	391	5
Behaviour or inexperience	Vehicle door opened into path of another road user or pedestrian	0	0	0	0	8	0	0	0	0	0	2	0	10	0
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	3	1	43	4	174	3	21	13	11	3	16	3	269	3
Distraction or impairment	Any distraction or impairment factor [note 47]	16	5	55	6	710	12	17	11	27	7	84	13	908	11
Distraction or impairment	Affected by alcohol	4	1	14	1	134	2	0	0	3	1	10	2	165	2
Distraction or impairment	Affected by drugs	1	0	14	1	110	2	0	0	7	2	14	2	146	2
Distraction or impairment	Driver/rider too tired to drive/ride safely	3	1	5	1	98	2	2	1	2	0	27	4	137	2
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	1	0	0	0	21	0	0	0	0	0	1	0	23	0
Distraction or impairment	Illness or disability	5	2	2	0	131	2	4	3	3	1	10	2	155	2
Distraction or impairment	Using mobile device	0	0	0	0	36	1	0	0	1	0	12	2	49	1
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	5	2	25	3	340	6	14	9	13	3	42	7	439	5
Non-motorised road users or personal powered transporter	Any non-motorised road users or personal powered transporter factor [note 47]	62	20	7	1	80	1	5	3	8	2	10	2	172	2
Non-motorised road users or personal powered transporter	Incorrect use of crossing facility by person crossing the road	8	3	0	0	8	0	1	1	1	0	0	0	18	0
Non-motorised road users or personal powered transporter	Vehicle entering road from pavement	16	5	4	0	9	0	0	2	1	2	0	0	36	0
Non-motorised road users or personal powered transporter	Pedestrian, cyclist, equestrian hard to see	45	14	3	0	66	1	2	1	5	1	8	1	129	2
Roads	Any roads factor [note 47]	29	9	103	10	567	9	16	10	26	6	47	7	788	9
Roads	Poor or defective road surface or deposits on road	3	1	41	4	58	1	3	2	5	1	9	1	119	1
Roads	Road surface was slippery due to weather	5	2	48	5	240	4	5	3	16	4	17	3	331	4
Roads	Driver/riders view obscured by stationary or parked vehicles	11	3	12	1	123	2	7	4	4	1	3	0	160	2
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	6	2	8	1	62	1	2	1	3	1	8	1	89	1
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	5	2	22	2	183	3	4	3	6	1	25	4	245	3
Speed behaviour	Any speed behaviour factor [note 47]	30	9	196	20	835	14	11	7	72	18	87	14	1,231	14
Speed behaviour	Driver/rider exceeding speed limit	4	1	71	7	290	5	4	3	18	4	23	4	410	5
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	17	5	122	12	442	7	5	3	33	8	54	8	673	8
Speed behaviour	Vehicle used in course of crime	1	0	7	1	60	1	0	0	14	3	1	0	83	1
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	10	3	60	6	285	5	3	2	38	9	24	4	421	5
Speed behaviour	Driver/rider moving too slowly for conditions	3	1	4	0	23	0	0	0	3	1	2	0	35	0
Vehicles	Any vehicles factor [note 47]	12	4	15	2	154	3	8	5	23	6	25	4	237	3
Vehicles	Vehicle defective tyres	0	0	0	0	23	0	0	0	3	1	2	0	28	0
Vehicles	Vehicle defect (excluding tyres and light)	2	1	10	1	28	0	0	0	4	1	6	1	50	1
Vehicles	Vehicle or trailer was overloaded or poorly loaded	0	0	1	0	4	0	0	0	4	1	9	1	18	0
Vehicles	Driver/Rider view obscured by blind spot	3	1	4	0	104	2	8	5	9	2	10	2	138	2
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	7	2	2	0	0	0	0	0	6	1	1	0	16	0
Total number of road safety factors assigned to vehicles [note 49]	All factors	317	[x]	996	[x]	5,990	[x]	158	[x]	403	[x]	637	[x]	8,501	[x]
Total number of vehicles involved in collisions	All factors	272	[x]	519	[x]	4,120	[x]	128	[x]	244	[x]	471	[x]	5,754	[x]

Table P. Summary of road safety factors assigned to pedestrians involved in collisions, 2025 [note 44] [note 50]

[z] indicates that a percentage calculation is not applicable for this cell.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Number of times factor was assigned to pedestrians	Percentage of road safety factors assigned to pedestrians
Behaviour or inexperience	Pedestrian careless or in a hurry	343	35
Behaviour or inexperience	Incorrect use of crossing facility by person crossing the road	168	17
Behaviour or inexperience	Pedestrian, cyclist, equestrian hard to see	121	12
Behaviour or inexperience	Pedestrian showing risk taking behaviour in carriageway	114	12
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	142	15
Distraction or impairment	Affected by alcohol	49	5
Distraction or impairment	Illness or disability	17	2
Distraction or impairment	Affected by drugs	9	1
Distraction or impairment	Using mobile device	9	1
Roads	Poor or defective road surface or deposits on road	3	0
Roads	Road surface was slippery due to weather	3	0
Total number of road safety factors assigned to pedestrians	All factors	978	[z]
Total number of pedestrians involved in collisions	All factors	678	[z]

Table Q. Summary of the most common pairs of road safety factors reported together, 2025 [note 44] [note 52]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Factor	Paired factor	Number of times both were assigned to a vehicle
Driver / rider overshot junction or poor turn / manoeuvre	Ineffective observation by either the driver, rider or pedestrian	627
Ineffective observation by either the driver, rider or pedestrian	Distraction to driver/rider from inside/outside or on vehicle	298
Ineffective observation by either the driver, rider or pedestrian	Driver/rider travelling too fast for conditions (including loss of control or swerving)	280
Ineffective observation by either the driver, rider or pedestrian	Driver/rider passing too close to another road user or pedestrian	270
Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	Ineffective observation by either the driver, rider or pedestrian	192
Ineffective observation by either the driver, rider or pedestrian	Driver/rider inexperienced or learner inc driving on left	191
Ineffective observation by either the driver, rider or pedestrian	Driver/rider being aggressive, dangerous or reckless	184
Ineffective observation by either the driver, rider or pedestrian	Driver/rider exceeding speed limit	141
Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	Driver / rider overshot junction or poor turn / manoeuvre	141
Driver/rider exceeding speed limit	Driver/rider travelling too fast for conditions (including loss of control or swerving)	125
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider travelling too fast for conditions (including loss of control or swerving)	122
Driver/rider exceeding speed limit	Driver/rider being aggressive, dangerous or reckless	121
Road surface was slippery due to weather	Driver/rider travelling too fast for conditions (including loss of control or swerving)	118
Incorrect use of crossing facility by person crossing the road	Pedestrian careless or in a hurry	118
Ineffective observation by either the driver, rider or pedestrian	Drivers/riders vision affected by adverse weather or dazzling sun	111
Driver/rider travelling too fast for conditions (including loss of control or swerving)	Driver/rider being aggressive, dangerous or reckless	110
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider being aggressive, dangerous or reckless	109
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider passing too close to another road user or pedestrian	106
Driver / rider overshot junction or poor turn / manoeuvre	Distraction to driver/rider from inside/outside or on vehicle	97
Driver / rider overshot junction or poor turn / manoeuvre	Driver/rider inexperienced or learner inc driving on left	97
Ineffective observation by either the driver, rider or pedestrian	Sudden braking or braking in a way unsuitable for conditions	92

Table R. Number of fatal casualties involved in collisions with factor assigned, by road safety factor, 2025 [note 44] [note 53]

[z] indicates that a percentage calculation is not applicable for this cell.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Pedestrian killed	Pedal cycle killed	Motor cycle killed	Car or taxi killed	Bus, goods, other or invalid killed	All road users killed	Percentage of all fatalities assigned factor (%)
Behaviour or inexperience	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	0	1	4	2	1	8	6
Behaviour or inexperience	Driver/rider disobeyed double white lines	0	0	4	2	0	6	5
Behaviour or inexperience	Driver / rider overshot junction or poor turn / manoeuvre	1	2	18	7	2	30	24
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	14	4	20	19	3	60	48
Behaviour or inexperience	Driver/rider inexperienced or learner inc driving on left	0	0	9	8	0	17	14
Behaviour or inexperience	Driver/riders passing too close to another road user or pedestrian	3	3	2	2	0	10	8
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	0	0	3	4	1	8	6
		5	1	0	7	0	13	
Distraction or impairment	Affected by alcohol							10
Distraction or impairment	Affected by drugs	1	0	0	7	0	8	6
Distraction or impairment	Driver/rider too tired to drive/ride safely	1	2	2	11	1	17	14
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	0	0	0	1	1	2	2
Distraction or impairment	Illness or disability	2	1	1	8	2	14	11
Distraction or impairment	Using mobile device	3	0	0	7	0	10	8
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	6	1	3	12	1	23	19
Non-motor road users/pedest/cycle/equestrian	Incorrect use of crossing facility by person crossing the road	6	0	0	0	0	6	5
Non-motor road users/pedest/cycle/equestrian	Vehicle entering road from pavement	1	0	0	0	0	1	1
Non-motor road users/pedest/cycle/equestrian	Pedestrian showing risk taking behaviour in carriageway	7	0	0	0	0	7	6
Non-motor road users/pedest/cycle/equestrian	Pedestrian careless or in a hurry	9	0	0	0	0	9	7
Non-motor road users/pedest/cycle/equestrian	Pedestrian, cyclist, equestrian hard to see	8	1	0	1	1	11	9
		0	0	2	0	0	2	
Roads	Poor or defective road surface or deposits on road							2
Roads	Road surface was slippery due to weather	0	1	2	9	1	13	10
Roads	Driver/riders view obscured by stationary or parked vehicles	0	0	0	1	0	1	1
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	0	1	0	1	0	2	2
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	1	0	3	0	1	5	4
		2	0	11	17	0	30	
Speed behaviour	Driver/rider exceeding speed limit							24
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	4	0	14	20	3	41	33
Speed behaviour	Vehicle used in course of crime	0	0	0	1	0	1	1
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	1	0	10	8	1	20	16
		1	1	3	1	0	6	
Vehicles	Vehicle defect (excluding tyres and light)							5
Vehicles	Vehicle or trailer was overloaded or poorly loaded	0	0	1	0	0	1	1
Vehicles	Driver/Rider view obscured by blind spot	1	0	1	1	0	3	2
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	0	0	0	1	0	1	1
Total number of fatalities in collisions with factors assigned	All factors	26	6	34	52	6	124	[z]

Table S. Number of seriously injured casualties involved in collisions with factor assigned, by road safety factor, 2025 [note 44] [note 53]

[2] indicates that a percentage calculation is not applicable for this cell.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road safety factor group	Road safety factor	Pedestrian seriously injured	Pedal cycle seriously injured	Motor cycle seriously injured	Car or taxi seriously injured	Bus, goods, other or invalid seriously injured	All road users seriously injured	Percentage of all serious casualties assigned factor (%)
	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	13	11	21	95	13	153	
Behaviour or inexperience	Driver/rider disobeyed double white lines	0	1	6	23	2	32	9
Behaviour or inexperience	Driver / rider overshoot junction or poor turn / manoeuvre	29	36	131	247	27	470	2
Behaviour or inexperience	Ineffective observation by either the driver, rider or pedestrian	163	99	195	420	70	947	29
Behaviour or inexperience	Driver/rider inexperienced or learner inc driving on left	9	9	56	71	14	158	58
Behaviour or inexperience	Driver/rider passing too close to another road user or pedestrian	34	25	42	49	8	159	10
Behaviour or inexperience	Vehicle door opened into path of another road user or pedestrian	0	2	1	0	1	4	10
Behaviour or inexperience	Sudden braking or braking in a way unsuitable for conditions	2	2	33	56	14	107	7
	Affected by alcohol	35	3	16	61	5	120	7
Distraction or impairment	Affected by drugs	15	3	16	51	12	97	7
Distraction or impairment	Driver/rider too tired to drive/ride safely	0	1	4	56	13	74	6
Distraction or impairment	Driver/rider had uncorrected or defective eyesight	5	4	0	8	1	18	5
Distraction or impairment	Illness or disability	12	3	0	72	12	99	1
Distraction or impairment	Using mobile device	7	1	2	23	2	35	6
Distraction or impairment	Distraction to driver/rider from inside/outside or on vehicle	31	15	30	147	12	235	2
	Incorrect use of crossing facility by person crossing the road	85	2	1	1	3	92	14
Non-motor road users/pedest/cycle/equestrian	Vehicle entering road from pavement	1	6	4	0	2	13	6
Non-motor road users/pedest/cycle/equestrian	Pedestrian showing risk taking behaviour in carriageway	48	0	0	1	1	50	1
Non-motor road users/pedest/cycle/equestrian	Pedestrian careless or in a hurry	160	1	0	1	2	164	3
Non-motor road users/pedest/cycle/equestrian	Pedestrian, cyclist, equestrian hard to see	64	35	3	3	2	107	10
Non-motor road users/pedest/cycle/equestrian	Poor or defective road surface or deposits on road	4	0	23	15	7	49	7
Roads	Road surface was slippery due to weather	15	4	28	86	16	149	3
Roads	Driver/riders view obscured by stationary or parked vehicles	23	6	13	16	1	59	9
Roads	Drivers/riders view obscured by vegetation, buildings, layout or road signs	5	6	8	14	2	35	4
Roads	Drivers/riders vision affected by adverse weather or dazzling sun	15	15	19	52	6	107	2
	Driver/rider exceeding speed limit	15	8	53	157	17	250	7
Speed behaviour	Driver/rider travelling too fast for conditions (including loss of control or swerving)	13	15	88	199	25	340	15
Speed behaviour	Vehicle used in course of crime	12	0	6	21	3	42	21
Speed behaviour	Driver/rider being aggressive, dangerous or reckless	28	12	52	139	21	252	3
Speed behaviour	Driver/rider moving too slowly for conditions	0	0	4	13	1	18	15
Vehicles	Vehicle defective tyres	0	0	0	12	6	18	1
Vehicles	Vehicle defect (excluding tyres and light)	8	1	5	8	8	30	2
Vehicles	Vehicle or trailer was overloaded or poorly loaded	6	0	1	5	4	16	1
Vehicles	Driver/Rider view obscured by blind spot	14	10	17	20	3	64	4
Vehicles	Vehicle with defective lights or not using headlights when visibility is reduced	0	3	2	1	2	8	0
Total number of seriously injured casualties in collisions with factors assigned		312	124	316	756	120	1,628	[2]

Table T. Number of times each road safety factor was assigned in reported injury collisions by likelihood of contribution, ranked by number of times

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Rank	Road safety factor	Number of times assigned very likely contributed	Number of times assigned possibly contributed	Total number of times assigned	Percentage of all factors assigned [note 54]
1	Ineffective observation by either the driver, rider or pedestrian	1,442	705	2,147	23%
2	Driver / rider overshot junction or poor turn / manoeuvre	654	349	1,003	11%
3	Driver/rider travelling too fast for conditions (including loss of control or swerving)	367	306	673	7%
4	Distraction to driver/rider from inside/outside or on vehicle	108	331	439	5%
5	Driver/rider being aggressive, dangerous or reckless	242	179	421	4%
6	Driver/rider exceeding speed limit	197	213	410	4%
7	Driver/rider passing too close to another road user or pedestrian	191	200	391	4%
8	Driver/rider inexperienced or learner inc driving on left	215	134	349	4%
9	Pedestrian careless or in a hurry	260	83	343	4%
10	Road surface was slippery due to weather	175	159	334	4%
11	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	237	77	314	3%
12	Sudden braking or braking in a way unsuitable for conditions	98	170	268	3%
13	Pedestrian, cyclist, equestrian hard to see	143	107	250	3%
14	Drivers/riders vision affected by adverse weather or dazzling sun	107	138	245	3%
15	Affected by alcohol	169	45	214	2%
16	Incorrect use of crossing facility by person crossing the road	140	46	186	2%
17	Illness or disability	104	68	172	2%
18	Driver/riders view obscured by stationary or parked vehicles	85	75	160	2%
19	Affected by drugs	103	52	155	2%
20	Driver/Rider view obscured by blind spot	35	103	138	1%
21	Driver/rider too tired to drive/ride safely	42	95	137	1%
22	Poor or defective road surface or deposits on road	57	65	122	1%
23	Pedestrian showing risk taking behaviour in carriageway	85	29	114	1%
24	Drivers/riders view obscured by vegetation, buildings, layout or road signs	24	65	89	1%
25	Vehicle used in course of crime	73	10	83	1%
26	Using mobile device	12	46	58	1%
27	Vehicle defect (excluding tyres and light)	25	25	50	1%
28	Driver/rider disobeyed double white lines	40	8	48	1%
29	Vehicle entering road from pavement	27	9	36	0%
30	Driver/rider moving too slowly for conditions	8	27	35	0%
31	Vehicle defective tyres	11	17	28	0%
32	Driver/rider had uncorrected or defective eyesight	8	15	23	0%
33	Vehicle or trailer was overloaded or poorly loaded	7	11	18	0%
34	Vehicle with defective lights or not using headlights when visibility is reduced	10	6	16	0%
35	Vehicle door opened into path of another road user or pedestrian	9	1	10	0%
All factors	All factors	5,510	3,969	9,479	100%

Table 1. Population figures, number of vehicles licensed, road lengths, traffic estimates, and reported injury collisions in Scotland, 1953 to 2025

[x] indicates that the data is unavailable.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Year	Population (million)	Number of vehicles licensed (million) [note 1]	Road lengths (thousand kilometre) [note 59]	Traffic on all roads (million vehicle kilometre)	Traffic on Motorway and A roads (million vehicle kilometre)	Number of injury collisions	Number of vehicles involved in injury collisions	Number of casualties from injury collisions
1953	5.100	[x]	[x]	[x]	[x]	[x]	[x]	18,343
1954	5.104	[x]	[x]	[x]	[x]	[x]	[x]	18,901
1955	5.111	[x]	44.1	[x]	[x]	[x]	[x]	20,899
1956	5.120	[x]	44.4	[x]	[x]	[x]	[x]	21,459
1957	5.125	[x]	44.6	[x]	[x]	[x]	[x]	21,417
1958	5.141	[x]	44.8	[x]	[x]	[x]	[x]	22,830
1959	5.163	[x]	45.0	[x]	[x]	[x]	[x]	25,011
1960	5.178	[x]	45.2	[x]	[x]	[x]	[x]	26,315
1961	5.184	[x]	45.4	[x]	[x]	[x]	[x]	27,362
1962	5.198	0.775	45.6	[x]	[x]	[x]	[x]	26,703
1963	5.205	0.836	45.8	[x]	[x]	[x]	[x]	27,728
1964	5.209	0.900	45.9	[x]	[x]	[x]	[x]	30,527
1965	5.210	0.951	46.2	[x]	[x]	[x]	[x]	31,827
1966	5.201	0.991	46.4	[x]	[x]	23,225	[x]	32,280
1967	5.198	1.035	46.4	[x]	[x]	22,838	[x]	31,760
1968	5.200	1.065	46.4	[x]	[x]	22,120	[x]	30,649
1969	5.208	1.106	47.0	[x]	[x]	21,863	31,885	31,056
1970	5.214	1.124	47.2	[x]	[x]	22,133	33,430	31,240
1971	5.236	1.135	47.5	[x]	[x]	22,332	32,165	31,194
1972	5.231	1.181	47.9	[x]	[x]	22,703	32,832	31,762
1973	5.234	1.252	48.0	[x]	[x]	22,580	32,951	31,404
1974	5.241	1.274	48.3	[x]	[x]	20,581	30,073	28,783
1975	5.232	1.304	48.3	[x]	[x]	20,652	30,613	28,621
1976	5.233	1.314	48.9	[x]	[x]	21,751	32,547	29,933
1977	5.226	[x]	48.9	[x]	[x]	21,678	32,893	29,783
1978	5.212	1.308	48.9	[x]	[x]	22,107	33,965	30,506
1979	5.204	1.353	49.3	[x]	[x]	23,064	35,512	31,387
1980	5.193	1.398	49.4	[x]	[x]	21,788	33,626	29,286
1981	5.180	1.397	50.0	[x]	[x]	21,485	33,311	28,766
1982	5.165	1.416	50.2	[x]	[x]	20,850	32,192	28,273
1983	5.148	1.448	50.4	[x]	[x]	19,434	29,918	25,224
1984	5.139	1.489	50.6	[x]	[x]	19,974	31,236	26,158
1985	5.128	1.514	50.7	[x]	17,219	20,644	32,446	27,287
1986	5.112	1.546	50.8	[x]	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	[x]	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	[x]	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	[x]	21,404	20,605	33,221	27,532
1990	5.081	1.788	51.7	[x]	21,786	20,171	32,423	27,228
1991	5.083	1.830	51.9	[x]	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	[x]	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	5.066	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.069	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.084	2.448	54.6	42,078	28,209	13,919	23,403	18,502
2005	5.110	2.531	54.8	42,086	28,055	13,438	22,476	17,890
2006	5.133	2.564	55.0	43,456	28,898	13,110	21,959	17,269
2007	5.170	2.627	55.2	43,988	28,986	12,507	20,804	16,239
2008	5.203	2.665	55.3	43,799	28,810	12,159	20,220	15,592
2009	5.232	2.684	55.5	43,566	28,961	11,556	19,387	15,043
2010	5.262	2.685	55.6	43,160	28,495	10,295	17,242	13,338
2011	5.300	2.691	55.8	43,085	28,566	9,985	16,752	12,785
2012	5.309	2.717	55.9	43,498	28,852	9,777	16,530	12,712
2013	5.317	2.759	56.0	43,711	29,048	8,974	15,301	11,492
2014	5.332	2.821	56.1	44,776	29,446	8,833	15,290	11,302
2015	5.352	2.863	56.2	45,374	29,872	8,477	14,676	10,977
2016	5.375	2.919	56.2	46,843	30,848	8,355	14,752	10,898
2017	5.390	2.962	56.4	48,045	31,405	7,118	12,673	9,433
2018	5.394	2.991	56.6	48,187	31,542	6,432	11,411	8,424
2019	5.414	3.041	56.7	48,713	32,211	5,772	10,186	7,704
2020	5.413	3.042	57.0	37,883	23,941	3,889	6,674	5,057
2021	5.418	3.064	57.1	43,410	27,502	3,901	6,848	5,106
2022	5.448	3.093	57.2	47,379	30,371	4,145	7,222	5,641
2023	5.512	3.132	57.3	48,421	31,199	4,253	7,325	5,834
2024	5.543	3.174	57.5	49,313	31,679	4,173	7,275	5,732
2025 [note 59]	5.546	3.214	57.6	49,964	32,196	4,124	7,199	5,558
2014 to 18 average	5.369	2.911	56.282	46,645	30,623	7,843	13,760	10,207
2021 to 2025 average	5.493	3.135	57.322	47,697	30,589	4,119	7,174	5,574

Table 2. Number of reported injury road collisions and casualties in Scotland by severity, 1938 to 2025 [note 61]

[x] indicates that the data is unavailable.

For the years 2004 to 2019, this table includes figures for slight casualties/collisions and/or serious casualties/collisions that have been adjusted. See note 61 for more information.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Year	Fatal collisions	Serious collisions [note 61]	Slight collisions [note 61]	Fatal and Serious collisions [note 61]	All severities collisions [note 56]	Casualties killed	Serious injury casualties [note 61]	Slight injury casualties [note 61]	Killed and serious casualties [note 61]	All severities casualties [note 56]
1938 [note 2]	[x]	[x]	[x]	[x]	[x]	655	5,309	14,451	5,964	20,415
1947 [note 2]	[x]	[x]	[x]	[x]	[x]	554	[x]	[x]	[x]	14,655
1948 [note 2]	[x]	[x]	[x]	[x]	[x]	534	[x]	[x]	[x]	13,635
1949 [note 2]	[x]	[x]	[x]	[x]	[x]	535	[x]	[x]	[x]	14,706
1950 [note 2]	[x]	[x]	[x]	[x]	[x]	529	4,553	10,774	5,082	15,856
1951 [note 2]	[x]	[x]	[x]	[x]	[x]	544	4,545	11,806	5,089	16,895
1952 [note 2]	[x]	[x]	[x]	[x]	[x]	485	4,424	11,638	4,909	16,547
1953 [note 2]	[x]	[x]	[x]	[x]	[x]	579	5,170	12,594	5,749	18,343
1954 [note 2]	[x]	[x]	[x]	[x]	[x]	545	4,875	13,481	5,420	18,901
1955 [note 2]	[x]	[x]	[x]	[x]	[x]	610	5,096	15,193	5,706	20,899
1956 [note 2]	[x]	[x]	[x]	[x]	[x]	540	5,049	15,870	5,589	21,459
1957 [note 2]	[x]	[x]	[x]	[x]	[x]	550	5,006	15,861	5,556	21,417
1958 [note 2]	[x]	[x]	[x]	[x]	[x]	605	5,302	16,923	5,907	22,830
1959 [note 2]	[x]	[x]	[x]	[x]	[x]	604	6,336	18,071	6,940	25,011
1960 [note 2]	[x]	[x]	[x]	[x]	[x]	648	6,632	19,035	7,280	26,315
1961 [note 2]	[x]	[x]	[x]	[x]	[x]	671	7,228	19,463	7,899	27,362
1962 [note 2]	[x]	[x]	[x]	[x]	[x]	664	7,052	18,987	7,716	26,703
1963 [note 2]	[x]	[x]	[x]	[x]	[x]	712	7,227	19,789	7,939	27,728
1964 [note 2]	[x]	[x]	[x]	[x]	[x]	754	8,136	21,637	8,890	30,527
1965 [note 2]	[x]	[x]	[x]	[x]	[x]	743	8,744	22,340	9,487	31,827
1966 [note 2]	[x]	[x]	[x]	[x]	23,225	790	9,253	22,237	10,043	32,280
1967 [note 2]	[x]	[x]	[x]	[x]	22,838	778	9,258	21,724	10,036	31,760
1968 [note 2]	[x]	[x]	[x]	[x]	22,120	769	9,493	20,387	10,262	30,649
1969 [note 2]	[x]	[x]	[x]	[x]	21,863	892	9,831	20,333	10,723	31,056
1970 [note 2]	758	7,860	13,515	8,618	22,133	815	10,027	20,398	10,842	31,240
1971 [note 2]	785	7,867	13,680	8,652	22,332	866	9,947	20,381	10,813	31,194
1972 [note 2]	770	7,965	13,968	8,735	22,703	855	10,000	20,907	10,855	31,762
1973 [note 2]	783	8,056	13,741	8,839	22,580	855	10,094	20,455	10,949	31,404
1974 [note 2]	763	7,548	12,270	8,311	20,581	825	9,522	18,436	10,347	28,783
1975 [note 2]	699	6,912	13,041	7,611	20,652	769	8,779	19,073	9,548	28,621
1976 [note 2]	687	6,923	14,141	7,610	21,751	783	8,720	20,430	9,503	29,933
1977 [note 2]	727	7,063	13,888	7,790	21,678	811	8,850	20,122	9,661	29,783
1978 [note 2]	739	7,442	13,926	8,181	22,107	820	9,349	20,337	10,169	30,506
1979 [note 2]	728	7,536	14,800	8,264	23,064	810	9,241	21,336	10,051	31,387
1980 [note 2]	644	7,218	13,926	7,862	21,788	700	8,839	19,747	9,539	29,286
1981 [note 2]	610	7,265	13,610	7,875	21,485	677	8,840	19,249	9,517	28,766
1982 [note 2]	640	7,421	12,789	8,061	20,850	701	9,260	18,312	9,961	28,273
1983 [note 2]	568	6,429	12,437	6,997	19,434	624	7,633	16,967	8,257	25,224
1984 [note 2]	537	6,547	12,890	7,084	19,974	599	7,727	17,832	8,326	26,158
1985 [note 2]	550	6,507	13,587	7,057	20,644	602	7,786	18,899	8,388	27,287
1986 [note 2]	537	6,182	13,100	6,719	19,819	601	7,422	18,094	8,023	26,117
1987 [note 2]	517	5,568	12,572	6,085	18,657	556	6,707	17,485	7,263	24,748
1988 [note 2]	499	5,602	12,996	6,101	19,097	554	6,732	18,139	7,286	25,425
1989 [note 2]	496	5,814	14,295	6,310	20,605	553	6,998	19,981	7,551	27,532
1990 [note 2]	491	5,237	14,443	5,728	20,171	546	6,252	20,430	6,798	27,228
1991 [note 2]	443	4,724	13,837	5,167	19,004	491	5,638	19,217	6,129	25,346
1992 [note 2]	426	4,268	13,314	4,694	18,008	463	5,176	18,534	5,639	24,173
1993 [note 2]	359	3,651	12,675	4,010	16,685	399	4,454	17,561	4,853	22,414
1994 [note 2]	319	4,324	12,125	4,643	16,768	363	5,208	17,002	5,571	22,573
1995 [note 2]	361	4,071	12,102	4,432	16,534	409	4,930	16,855	5,339	22,194
1996 [note 2]	316	3,315	12,442	3,631	16,073	357	4,041	17,318	4,398	21,716
1997 [note 2]	340	3,312	12,994	3,652	16,646	377	4,047	18,205	4,424	22,629
1998 [note 2]	339	3,318	12,862	3,657	16,519	385	4,072	18,010	4,457	22,467
1999 [note 2]	285	3,209	11,921	3,494	15,415	310	3,765	16,927	4,075	21,002
2000 [note 2]	297	3,007	11,828	3,304	15,132	326	3,568	16,624	3,894	20,518
2001 [note 2]	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002 [note 2]	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003 [note 2]	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	3,968	9,598	4,251	13,919	308	4,610	13,473	4,918	18,502
2005	264	3,903	9,212	4,167	13,438	286	4,509	12,965	4,795	17,890
2006	293	3,816	8,897	4,109	13,110	314	4,386	12,426	4,700	17,269
2007	255	3,509	8,575	3,764	12,507	281	4,006	11,751	4,287	16,239
2008	245	3,630	8,245	3,875	12,159	270	4,111	11,150	4,381	15,592
2009	196	3,387	7,953	3,583	11,556	216	3,823	10,882	4,039	15,043
2010	189	2,917	7,181	3,106	10,295	208	3,308	9,808	3,516	13,338
2011	175	2,856	6,932	3,031	9,985	185	3,175	9,394	3,360	12,785
2012	162	2,908	6,602	3,070	9,777	176	3,277	9,122	3,453	12,712
2013	159	2,537	6,261	2,696	8,974	172	2,884	8,409	3,056	11,492
2014	181	2,568	6,044	2,749	8,833	203	2,881	8,146	3,084	11,302
2015	157	2,486	5,812	2,643	8,477	168	2,775	7,996	2,943	10,977
2016	175	2,463	5,696	2,638	8,355	191	2,846	7,827	3,037	10,898
2017	140	2,248	4,667	2,388	7,118	145	2,561	6,649	2,706	9,433
2018	150	2,171	4,076	2,321	6,432	161	2,486	5,729	2,647	8,424
2019	156	2,075	3,443	2,231	5,772	163	2,377	4,951	2,540	7,704
2020	123	1,366	2,400	1,489	3,889	133	1,538	3,386	1,671	5,057
2021	123	1,451	2,327	1,574	3,901	128	1,623	3,355	1,751	5,106
2022	144	1,534	2,467	1,678	4,145	165	1,785	3,691	1,950	5,641
2023	139	1,704	2,410	1,843	4,253	143	1,953	3,738	2,096	5,834
2024	145	1,685	2,343	1,830	4,173	160	1,978	3,594	2,138	5,732
2025	125	1,678	2,321	1,803	4,124	133	1,908	3,517	2,041	5,558
2014-18 average	161	2,387	5,259	2,548	7,843	174	2,710	7,269	2,884	10,207
2021-2025 average	135	1,610	2,374	1,746	4,119	146	1,849	3,579	1,995	5,574

Table 3. Number of injury road collisions in Scotland by police force division and severity, 2021 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for slight casualties/collisions and/or serious casualties/collisions that have been adjusted. See note 61 for more information. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police force division	Year	Fatal collisions	Serious collisions	Slight collisions	Fatal and serious collisions	Total collisions
North East [note 4]	2014 to 2018 average [note 61]	21.4	255.5	299.5	276.9	576.4
North East [note 4]	2021	16	122	91	138	229
North East [note 4]	2022	15	121	111	136	247
North East [note 4]	2023	12	145	119	157	276
North East [note 4]	2024	22	143	107	165	272
North East [note 4]	2025	19	130	87	149	236
North East [note 4]	2021 to 2025 average	16.8	132.2	103	149	252
Tayside	2014 to 2018 average [note 61]	18	170.33	264.5	188.33	452.83
Tayside	2021	8	151	226	159	385
Tayside	2022	7	145	236	152	388
Tayside	2023	15	149	216	164	380
Tayside	2024	8	158	190	166	356
Tayside	2025	13	157	222	170	392
Tayside	2021 to 2025 average	10.2	152	218	162.2	380.2
Argyll and West Dunbartonshire	2014 to 2018 average [note 61]	7.8	101.92	186.3	109.72	296.02
Argyll and West Dunbartonshire	2021	11	55	69	66	135
Argyll and West Dunbartonshire	2022	10	43	64	53	117
Argyll and West Dunbartonshire	2023	10	82	68	92	160
Argyll and West Dunbartonshire	2024	8	66	66	74	140
Argyll and West Dunbartonshire	2025	7	65	70		142
Argyll and West Dunbartonshire	2021 to 2025 average	9.2	62.2	67.4	71.25	138.8
Forth Valley	2014 to 2018 average [note 61]	7.2	139.04	288.2	146.24	434.44
Forth Valley	2021	9	79	113	88	201
Forth Valley	2022	7	88	104	95	199
Forth Valley	2023	6	89	131	95	226
Forth Valley	2024	15	78	116	93	209
Forth Valley	2025	3	73	108	76	184
Forth Valley	2021 to 2025 average	8	81.4	114.4	89.4	203.8
Dumfries and Galloway	2014 to 2018 average [note 61]	9.6	93.68	166.5	103.28	269.78
Dumfries and Galloway	2021	8	66	74	74	148
Dumfries and Galloway	2022	6	66	118	72	190
Dumfries and Galloway	2023	5	69	113	74	187
Dumfries and Galloway	2024	5	71	115	76	191
Dumfries and Galloway	2025	12	73	137	85	222
Dumfries and Galloway	2021 to 2025 average	7.2	69	111.4	76.2	187.6
Ayrshire	2014 to 2018 average [note 61]	10.8	166.8	339.2	177.6	516.8
Ayrshire	2021	13	103	115	116	231
Ayrshire	2022	14	109	128	123	251
Ayrshire	2023	13	118	138	131	269
Ayrshire	2024	13	91	120	104	224
Ayrshire	2025	12	105	136	117	253
Ayrshire	2021 to 2025 average	13	105.2	127.4	118.2	245.6
Greater Glasgow	2014 to 2018 average [note 61]	10.6	329.78	973.8	340.38	1314.18
Greater Glasgow	2021	8	215	420	223	643
Greater Glasgow	2022	7	244	440	251	691
Greater Glasgow	2023	19	238	415	257	672
Greater Glasgow	2024	8	256	458	264	722
Greater Glasgow	2025	10	272	424	282	706
Greater Glasgow	2021 to 2025 average	10.4	245	431.4	255.4	686.8
Lothians and Borders	2014 to 2018 average [note 61]	17.8	262.01	559.6	279.81	839.41
Lothians and Borders	2021	14	159	281	173	454
Lothians and Borders	2022	20	164	297	184	481
Lothians and Borders	2023	15	166	229	181	410
Lothians and Borders	2024	10	139	203	149	352
Lothians and Borders	2025	11	154	203	165	368
Lothians and Borders	2021 to 2025 average	14	156.4	242.6	170.4	413
Edinburgh	2014 to 2018 average [note 61]	6.6	273.82	754	280.42	1034.42
Edinburgh	2021	3	149	330	152	482
Edinburgh	2022	5	164	343	169	512
Edinburgh	2023	6	119	333	125	458
Edinburgh	2024	8	145	327	153	480
Edinburgh	2025	4	145	323	149	472
Edinburgh	2021 to 2025 average	5.2	144.4	331.2	149.6	480.8
Highlands and Islands	2014 to 2018 average [note 61]	20.6	145.01	276.2	165.61	441.81
Highlands and Islands	2021	16	103	130	119	249
Highlands and Islands	2022	27	101	107	128	235
Highlands and Islands	2023	16	167	120	183	303
Highlands and Islands	2024	16	171	128	187	315
Highlands and Islands	2025	21	117	137	138	275
Highlands and Islands	2021 to 2025 average	19.2	131.8	124.4	151	275.4
Fife	2014 to 2018 average [note 61]	9	119.87	257.7	128.87	386.57
Fife	2021	2	76	138	78	216
Fife	2022	7	78	150	85	235
Fife	2023	9	94	161	103	264
Fife	2024	9	94	165	103	268
Fife	2025	3	124	149	127	276
Fife	2021 to 2025 average	6	93.2	152.6	99.2	251.8
Renfrewshire and Inverclyde	2014 to 2018 average [note 61]	5.2	96.19	256.4	101.39	357.79
Renfrewshire and Inverclyde	2021	3	52	86	55	141
Renfrewshire and Inverclyde	2022	5	63	88	68	156
Renfrewshire and Inverclyde	2023	2	71	70	73	143
Renfrewshire and Inverclyde	2024	7	86	92	93	185
Renfrewshire and Inverclyde	2025	4	78	86	82	168
Renfrewshire and Inverclyde	2021 to 2025 average	4.2	70	84.4	74.2	158.6
Lanarkshire	2014 to 2018 average [note 61]	16	233.32	637.1	249.32	886.42
Lanarkshire	2021	12	121	254	133	387
Lanarkshire	2022	14	148	281	162	443
Lanarkshire	2023	11	197	297	208	505
Lanarkshire	2024	16	187	256	203	459
Lanarkshire	2025	6	185	239	191	430
Lanarkshire	2021 to 2025 average	11.8	167.6	265.4	179.4	444.8

Table 4. Number of reported injury road collisions by road type and severity, 2021 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious collisions that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Trunk non-built-up roads	Trunk built-up roads	Trunk roads total	Local Authority major non-built-up roads	Local Authority major built-up roads	Local Authority minor non-built-up roads	Local Authority minor built-up roads	Local Authority total	All roads total	Percentage of all collisions occurring on trunk roads (%)
Fatal	2021	32	4	36	32	12	21	22	87	123	29
Fatal	2022	51	1	52	40	11	17	24	92	144	36
Fatal	2023	42	2	44	26	15	24	30	95	139	32
Fatal	2024	41	8	49	30	19	18	29	96	145	34
Fatal	2025	34	1	35	26	14	25	25	90	125	28
Fatal	2014 to 2018 average	49	3	52	42	18	20	28	108	161	33
Fatal	2021 to 2025 average	40	3	43	31	14	21	26	92	135	32
Serious	2021	255	32	287	209	269	170	516	1,164	1,451	20
Serious	2022	247	28	275	237	283	174	565	1,259	1,534	18
Serious	2023	301	52	353	224	315	205	607	1,351	1,704	21
Serious	2024	302	40	342	208	343	167	625	1,343	1,685	20
Serious	2025	266	37	303	237	307	194	637	1,375	1,678	18
Serious	2014 to 2018 average [note 61]	365	53	418	327	436	298	909	1,969	2,387	18
Serious	2021 to 2025 average	274	38	312	223	303	182	590	1,298	1,610	19
All Severities	2021	671	101	772	466	762	384	1,517	3,129	3,901	20
All Severities	2022	663	86	749	548	817	393	1,638	3,396	4,145	18
All Severities	2023	792	143	935	485	842	429	1,562	3,318	4,253	22
All Severities	2024	745	132	877	429	859	382	1,626	3,296	4,173	21
All Severities	2025	691	109	800	476	807	419	1,622	3,324	4,124	19
All Severities	2014 to 2018 average	1,187	189	1,376	866	1,601	750	3,249	6,467	7,843	18
All Severities	2021 to 2025 average	712	114	827	481	817	401	1,593	3,293	4,119	20

Table 5.1. Number of reported injury collisions in Scotland by severity and road class for built-up and non-built-up roads, 2015 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious collisions that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Major trunk A		Major Local		All major roads total	Minor built-up roads	Minor non-built-up roads	All minor roads total	All roads total
		Motorways	non-built-up roads	Major trunk A built-up roads	Authority A non-built-up roads					
Fatal	2014 to 2018 average	8	41	3	42	113	28	20	48	161
Fatal	2015	9	38	5	45	113	26	18	44	157
Fatal	2016	9	53	2	46	127	25	23	48	175
Fatal	2017	4	33	1	41	100	22	18	40	140
Fatal	2018	9	37	3	41	109	21	20	41	150
Fatal	2019	10	36	4	36	103	31	22	53	156
Fatal	2020	7	29	1	25	81	24	18	42	123
Fatal	2021	10	22	4	32	80	22	21	43	123
Fatal	2022	4	47	1	40	103	24	17	41	144
Fatal	2023	7	35	2	26	85	30	24	54	139
Fatal	2024	7	34	8	30	98	29	18	47	146
Fatal	2025	1	33	1	26	75	25	25	50	126
Fatal	2021 to 2025 average	6	34	3	31	88	26	21	47	135
Serious	2014 to 2018 average [note 61]	78	287	53	327	436	1,181	298	1,207	2,387
Serious	2015 [note 61]	96	297	55	327	454	1,228	954	304	2,486
Serious	2016 [note 61]	75	285	50	344	454	1,208	957	298	2,463
Serious	2017 [note 61]	74	274	51	299	446	1,144	828	276	2,248
Serious	2018 [note 61]	78	290	51	304	385	1,108	791	273	2,171
Serious	2019 [note 61]	87	250	40	320	371	1,068	788	220	2,075
Serious	2020	39	151	33	203	258	684	518	164	1,366
Serious	2021	69	186	32	209	269	765	516	170	1,451
Serious	2022	82	165	28	237	283	795	565	174	1,534
Serious	2023	70	231	52	224	315	892	607	205	1,704
Serious	2024	94	208	40	208	343	893	625	167	1,685
Serious	2025	72	194	37	237	307	847	637	194	1,678
Serious	2021 to 2025 average	77	197	38	223	303	838	590	182	1,610
All severities	2014 to 2018 average	370	817	189	866	1,601	3,844	3,249	750	3,999
All severities	2015	438	870	199	958	1,672	4,137	3,530	810	4,340
All severities	2016	389	853	202	901	1,755	4,100	3,509	746	4,255
All severities	2017	347	734	166	772	1,524	3,543	2,902	673	3,575
All severities	2018	320	726	171	711	1,319	3,247	2,547	638	3,185
All severities	2019	304	588	137	709	1,180	2,916	2,344	510	2,854
All severities	2020	165	383	96	469	779	1,892	1,601	396	1,997
All severities	2021	237	434	101	466	762	2,000	1,517	384	1,901
All severities	2022	232	431	86	548	817	2,114	1,638	393	2,031
All severities	2023	248	544	143	485	842	2,262	1,562	429	1,991
All severities	2024	267	478	132	429	859	2,165	1,626	382	2,008
All severities	2025	211	480	109	476	807	2,083	1,622	419	2,041
All severities	2021 to 2025 average	239	473	114	481	817	2,125	1,593	401	1,994

Table 5.2. Reported injury collision rates per 100 million vehicle kilometre [note 4] in Scotland by severity and road class for built-up and non-built-up roads, 2015 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious collisions that have been adjusted. See note 61 for more information.
Traffic estimates used to calculate collision rates come from DfT road traffic statistics.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Motorways	Major trunk A non-built-up roads	Major trunk A built-up roads	Major Local Authority A non-built-up roads	Major Local Authority A built-up roads	All major roads total	Minor built-up roads	Minor non-built-up roads	All minor roads total	All roads total
Fatal	2014 to 2018 average	0.10	0.47	0.23	0.55	0.38	0.37	1.11	0.15	0.30	0.34
Fatal	2015	0.12	0.43	0.52	0.56	0.36	0.38	1.02	0.14	0.28	0.35
Fatal	2016	0.11	0.58	0.20	0.56	0.37	0.41	0.98	0.17	0.30	0.37
Fatal	2017	0.05	0.38	0.05	0.55	0.38	0.32	0.89	0.13	0.24	0.29
Fatal	2018	0.11	0.42	0.17	0.58	0.36	0.35	0.89	0.14	0.25	0.31
Fatal	2019	0.12	0.40	0.23	0.49	0.31	0.32	1.31	0.16	0.32	0.32
Fatal	2020	0.11	0.44	0.08	0.45	0.46	0.34	1.35	0.15	0.30	0.32
Fatal	2021	0.13	0.28	0.25	0.56	0.24	0.29	1.03	0.15	0.27	0.28
Fatal	2022	0.05	0.53	0.06	0.66	0.20	0.34	1.09	0.11	0.24	0.30
Fatal	2023	0.08	0.39	0.11	0.42	0.27	0.27	1.35	0.16	0.31	0.29
Fatal	2024	0.08	0.37	0.44	0.47	0.34	0.31	1.26	0.12	0.27	0.29
Fatal	2025	0.01	0.35	0.05	0.40	0.25	0.23	0.35	0.23	0.28	0.25
Fatal	2021 to 2025 average	0.07	0.39	0.18	0.50	0.26	0.29	0.81	0.15	0.27	0.28
Serious	2014 to 2018 average [note 61]	0.99	3.24	4.07	4.22	8.94	3.86	36.48	2.20	7.53	5.12
Serious	2015 [note 61]	1.28	3.33	5.75	4.08	10.08	4.11	37.28	2.35	8.11	5.48
Serious	2016 [note 61]	0.96	3.11	5.08	4.17	9.85	3.92	37.5	2.22	7.85	5.26
Serious	2017 [note 61]	0.92	3.18	2.79	4.03	8.16	3.64	33.59	1.94	6.63	4.68
Serious	2018 [note 61]	0.92	3.28	2.87	4.29	7.22	3.51	33.66	1.91	6.39	4.51
Serious	2019 [note 61]	1.01	2.74	2.32	4.38	6.86	3.32	33.31	1.55	6.1	4.26
Serious	2020	0.62	2.28	2.5	3.66	6.23	2.86	29.1	1.35	4.89	3.61
Serious	2021	0.93	2.37	1.97	3.67	5.48	2.78	24.19	1.23	4.31	3.34
Serious	2022	0.99	1.87	1.59	3.88	5.25	2.62	25.7	1.17	4.34	3.24
Serious	2023	0.81	2.56	2.96	3.58	5.74	2.86	27.3	1.37	4.72	3.52
Serious	2024	1.08	2.26	2.2	3.27	6.16	2.82	27.06	1.09	4.49	3.42
Serious	2025	0.81	2.07	2	3.65	5.48	2.63	8.98	1.82	4.68	3.36
Serious	2021 to 2025 average	0.92	2.22	2.14	3.61	5.63	2.74	18.49	1.31	4.51	3.38
All severities	2014 to 2018 average	4.70	9.23	14.52	11.21	32.84	12.55	130.40	5.54	24.96	16.81
All severities	2015	5.86	9.77	20.73	11.93	37.15	13.85	137.92	6.26	28.00	18.68
All severities	2016	4.97	9.31	20.45	10.91	38.08	13.29	137.45	5.55	26.6	17.84
All severities	2017	4.31	8.5	9.06	10.4	27.88	11.28	117.75	4.75	21.49	14.82
All severities	2018	3.76	8.2	9.69	10.04	24.77	10.29	108.44	4.46	19.14	13.35
All severities	2019	3.51	6.46	7.86	9.69	21.86	9.06	99.12	3.61	17.3	11.85
All severities	2020	2.62	5.77	7.28	8.45	18.82	7.9	89.95	3.26	14.32	10.27
All severities	2021	3.19	5.54	6.21	8.17	15.52	7.27	71.12	2.79	11.95	8.99
All severities	2022	2.79	4.89	4.87	8.98	15.16	6.96	74.51	2.65	11.94	8.75
All severities	2023	2.86	6.03	8.13	7.74	15.34	7.25	70.26	2.86	11.56	8.78
All severities	2024	3.05	5.2	7.26	6.74	15.43	6.83	70.39	2.49	11.39	8.46
All severities	2025	2.38	5.12	5.88	7.34	14.41	6.47	22.87	3.92	11.49	8.25
All severities	2021 to 2025 average	2.84	5.35	6.47	7.78	15.16	6.95	49.91	2.88	11.66	8.64

Table 5.3. Reported injury collision rates per 100 million vehicle kilometre on all roads in Scotland by police force division and severity, 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious collisions that have been adjusted. See note 61 for more information.

Traffic estimates used to calculate collision rates come DfT road traffic statistics.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Police force division	Trunk roads	Local Authority roads	All roads total
Fatal	North East [note 3]	0.3	0.5	0.4
Fatal	Tayside	0.3	0.5	0.4
Fatal	Argyll and West Dunbartonshire	0.7	0.3	0.5
Fatal	Forth Valley	0.2	0.2	0.2
Fatal	Dumfries and Galloway	0.4	0.5	0.5
Fatal	Ayrshire	0.4	0.4	0.4
Fatal	Greater Glasgow	0.0	0.3	0.2
Fatal	Lothians and Scottish Borders	0.4	0.4	0.4
Fatal	Edinburgh	0.0	0.3	0.2
Fatal	Highlands and Islands	0.6	0.6	0.6
Fatal	Fife	0.3	0.3	0.3
Fatal	Renfrewshire and Inverclyde	0.1	0.3	0.3
Fatal	Lanarkshire	0.2	0.4	0.3
Fatal	Scotland	0.3	0.4	0.3
Serious [note 61]	North East [note 3]	2.7	5.9	4.9
Serious [note 61]	Tayside	1.8	5.6	3.8
Serious [note 61]	Argyll and West Dunbartonshire	6.5	6.2	6.3
Serious [note 61]	Forth Valley	2.4	5.3	4.3
Serious [note 61]	Dumfries and Galloway	2.3	8.1	4.4
Serious [note 61]	Ayrshire	3.6	7.0	5.7
Serious [note 61]	Greater Glasgow	1.1	10.0	6.7
Serious [note 61]	Lothians and Scottish Borders	2.4	7.2	5.5
Serious [note 61]	Edinburgh	2.0	11.7	9.1
Serious [note 61]	Highlands and Islands	3.7	4.7	4.2
Serious [note 61]	Fife	2.2	4.7	4.0
Serious [note 61]	Renfrewshire and Inverclyde	1.9	6.4	4.6
Serious [note 61]	Lanarkshire	1.2	6.2	4.0
Serious [note 61]	Scotland	2.3	6.9	5.1
All severities	North East [note 3]	6.7	13.2	11.3
All severities	Tayside	4.7	15.0	10.3
All severities	Argyll and West Dunbartonshire	17.1	19.2	18.4
All severities	Forth Valley	7.0	17.0	13.5
All severities	Dumfries and Galloway	6.8	23.0	12.6
All severities	Ayrshire	10.5	22.1	17.7
All severities	Greater Glasgow	6.6	38.6	27.0
All severities	Lothians and Scottish Borders	8.2	22.9	17.8
All severities	Edinburgh	8.9	43.7	34.6
All severities	Highlands and Islands	10.7	14.9	12.9
All severities	Fife	7.6	15.0	12.8
All severities	Renfrewshire and Inverclyde	8.4	23.0	17.1
All severities	Lanarkshire	5.5	22.8	15.1
All severities	Scotland	7.6	22.6	16.8

Table 5.4. Reported injury collision rates per 100 million vehicle kilometre on all roads in Scotland by police force division and severity, 2021 to 2025 average

Traffic estimates used to calculate collision rates come DfT road traffic statistics.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Police force area	Trunk roads	Local Authority roads	All roads
Fatal	North East [note 3]	0.3	0.3	0.3
Fatal	Tayside	0.1	0.3	0.2
Fatal	Argyll and West Dunbartonshire	0.8	0.4	0.6
Fatal	Forth Valley	0.3	0.2	0.3
Fatal	Dumfries and Galloway	0.3	0.4	0.3
Fatal	Ayrshire	0.3	0.5	0.4
Fatal	Greater Glasgow	0.0	0.3	0.2
Fatal	Lothians and Scottish Borders	0.3	0.3	0.3
Fatal	Edinburgh	0.1	0.2	0.2
Fatal	Highlands and Islands	0.6	0.5	0.5
Fatal	Fife	0.1	0.2	0.2
Fatal	Renfrewshire and Inverclyde	0.1	0.3	0.2
Fatal	Lanarkshire	0.1	0.3	0.2
Fatal	Scotland	0.2	0.3	0.3
Serious	North East [note 3]	1.5	2.7	2.4
Serious	Tayside	1.4	5.3	3.4
Serious	Argyll and West Dunbartonshire	3.4	4.2	3.8
Serious	Forth Valley	1.4	3.2	2.6
Serious	Dumfries and Galloway	1.9	5.4	3.1
Serious	Ayrshire	2.0	4.4	3.5
Serious	Greater Glasgow	1.2	7.2	5.0
Serious	Lothians and Scottish Borders	1.5	4.1	3.2
Serious	Edinburgh	0.9	6.6	4.8
Serious	Highlands and Islands	3.2	4.0	3.6
Serious	Fife	1.5	3.9	3.1
Serious	Renfrewshire and Inverclyde	1.6	4.7	3.3
Serious	Lanarkshire	1.0	4.3	2.7
Serious	Scotland	1.6	4.5	3.4
All severities	North East [note 3]	2.8	5.2	4.6
All severities	Tayside	3.9	12.8	8.5
All severities	Argyll and West Dunbartonshire	7.1	9.6	8.6
All severities	Forth Valley	3.8	7.8	6.4
All severities	Dumfries and Galloway	5.0	15.1	8.5
All severities	Ayrshire	4.6	10.4	8.2
All severities	Greater Glasgow	4.2	19.9	14.1
All severities	Lothians and Scottish Borders	4.3	10.8	8.5
All severities	Edinburgh	4.3	21.2	15.9
All severities	Highlands and Islands	7.0	8.0	7.5
All severities	Fife	5.2	9.9	8.4
All severities	Renfrewshire and Inverclyde	3.7	10.5	7.4
All severities	Lanarkshire	3.0	10.9	7.2
All severities	Scotland	4.4	11.5	8.6

Table 6. Number of injury road collisions in Scolnad by severity, month, and road type, 2021 to 2025 average [note 5] [note 34]

Figures have been adjusted for 30 day months.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Month	Trunk Motorway and A roads	Motorway and A non-built-up roads	Minor non-built-up roads	Motorway and A built-up roads	Minor built-up roads	All collisions total	Trunk Motorway and A roads percentage (%)	Motorway and A non-built-up roads percentage (%)	Minor non-built-up roads percentage (%)	Motorway and A built-up roads percentage (%)	Minor built-up roads percentage (%)	All collisions total percentage (%)
Fatal	January	3	1	1	2	2	9	7.9	3.1	6.6	13.9	6.8	7
Fatal	February	3	2	1	0	2	8	7.1	6.2	3.1	3.1	9.1	6.2
Fatal	March	3	2	2	2	3	11	6.5	7.5	9.4	11.1	10.6	8.4
Fatal	April	2	2	2	1	2	10	5.8	7.1	9.7	10	7.8	7.5
Fatal	May	4	3	1	0	2	10	9.3	8.7	4.7	2.8	8.3	7.6
Fatal	June	3	4	1	0	2	11	8.1	11.6	6.8	2.9	9.4	8.4
Fatal	July	6	2	3	1	1	13	13.9	7.5	14.1	5.6	5.3	9.9
Fatal	August	5	5	2	1	2	15	11.1	15.6	9.4	6.9	9.1	11.1
Fatal	September	4	2	4	1	2	13	9.6	7.1	17.4	8.6	9.4	10.1
Fatal	October	3	3	1	1	2	9	6	8.7	2.8	9.7	6.8	6.7
Fatal	November	3	2	2	2	2	11	8.1	7.7	8.7	11.5	6.2	8.1
Fatal	December	3	3	2	2	3	12	6.5	9.3	7.5	13.9	11.3	9
Fatal	Year total	42	31	21	14	26	133	100	100	100	100	100	100
Serious	January	18	15	10	23	43	109	5.8	6.6	5.7	7.8	7.4	6.9
Serious	February	24	16	9	24	43	116	7.9	7.2	4.9	8	7.4	7.3
Serious	March	18	13	16	22	44	112	5.9	5.9	8.8	7.4	7.5	7.1
Serious	April	20	19	16	27	46	129	6.6	8.6	9	9.2	7.9	8.1
Serious	May	27	21	16	23	51	138	9	9.4	8.8	7.8	8.8	8.7
Serious	June	29	24	21	25	48	147	9.6	10.5	11.6	8.5	8.3	9.3
Serious	July	34	20	18	20	44	136	11.2	8.9	10.3	6.5	7.6	8.6
Serious	August	31	24	19	26	55	156	10.3	10.6	10.8	8.8	9.5	9.8
Serious	September	33	24	18	27	50	152	10.9	10.6	9.8	9	8.7	9.6
Serious	October	24	17	12	28	54	135	7.9	7.7	6.6	9.4	9.3	8.5
Serious	November	22	17	14	29	53	134	7.3	7.6	7.6	9.7	9.1	8.5
Serious	December	24	14	11	24	50	122	7.8	6.4	6.2	7.9	8.6	7.7
Serious	Year total	303	224	179	299	581	1587	100	100	100	100	100	100
All severities	January	57	32	25	58	115	287	7	6.6	6.3	7.2	7.3	7.1
All severities	February	61	37	25	65	118	305	7.6	7.6	6.2	8	7.5	7.5
All severities	March	57	32	30	61	122	302	7	6.6	7.7	7.6	7.8	7.4
All severities	April	56	42	33	71	122	323	7	8.6	8.3	8.8	7.8	8
All severities	May	70	42	34	65	147	359	8.7	8.8	8.6	8.1	9.4	8.8
All severities	June	73	49	41	67	135	366	9.1	10.2	10.5	8.3	8.6	9
All severities	July	81	41	41	60	117	341	10.1	8.5	10.4	7.4	7.4	8.4
All severities	August	84	50	40	69	141	383	10.5	10.3	10	8.5	9	9.4
All severities	September	74	45	38	74	136	366	9.1	9.3	9.6	9.2	8.6	9
All severities	October	63	41	27	71	137	340	7.8	8.5	7	8.8	8.8	8.4
All severities	November	66	37	33	73	151	359	8.2	7.6	8.3	9.1	9.6	8.8
All severities	December	64	36	28	72	130	329	7.9	7.4	7.1	8.9	8.3	8.1
All severities	Year total	805	484	395	806	1570	4059	100	100	100	100	100	100

Table 7. Number of injury road collisions in Scotland by light condition, road surface condition, severity and built-up and non built-up roads, 2021 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious collisions that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Light or road surface condition	Year	Built-up serious		Non Built-up				Total fatal	Total serious	Total all collisions
		Built-up fatal	[note 61]	Built-up total	Non Built-up fatal	serious [note 61]	Non Built-up total			
Daylight	2014 to 2018 average	30	994	3,721	76	735	2,082	106	1,729	5,803
Daylight	2021	23	615	1,780	63	484	1,134	86	1,099	2,914
Daylight	2022	14	603	1,879	63	487	1,172	77	1,090	3,051
Daylight	2023	25	667	1,813	66	520	1,237	91	1,187	3,050
Daylight	2024	28	685	1,839	63	491	1,122	91	1,176	2,961
Daylight	2025	21	700	1,855	56	516	1,174	77	1,216	3,029
Daylight	2021 to 2025 average	22	654	1,833	62	500	1,168	84	1,154	3,001
Darkness	2014 to 2018 average	19	404	1,319	35	254	721	55	658	2,040
Darkness	2021	15	202	600	22	150	387	37	352	987
Darkness	2022	22	273	662	45	171	432	67	444	1,094
Darkness	2023	22	307	734	26	210	469	48	517	1,203
Darkness	2024	28	323	778	26	186	434	54	509	1,212
Darkness	2025	19	281	683	29	181	412	48	462	1,095
Darkness	2021 to 2025 average	21	277	691	30	180	427	51	457	1,118
Dry	2014 to 2018 average	26	910	3,250	66	539	1,454	92	1,449	4,703
Dry	2021	25	563	1,704	55	417	946	80	980	2,650
Dry	2022	21	571	1,722	65	412	967	86	983	2,689
Dry	2023	29	640	1,694	50	429	1,003	79	1,069	2,697
Dry	2024	36	656	1,758	62	424	951	98	1,080	2,709
Dry	2025	23	699	1,838	55	436	992	78	1,135	2,830
Dry	2021 to 2025 average	27	626	1,743	57	424	972	84	1,049	2,715
Wet/damp/flood	2014 to 2018 average	22	464	1,672	44	395	1,162	66	859	2,834
Wet/damp/flood	2021	13	239	620	27	187	490	40	426	1,110
Wet/damp/flood	2022	14	289	769	40	213	552	54	502	1,321
Wet/damp/flood	2023	17	315	810	39	276	634	56	591	1,444
Wet/damp/flood	2024	17	339	813	27	232	549	44	571	1,362
Wet/damp/flood	2025	17	270	661	30	244	543	47	514	1,204
Wet/damp/flood	2021 to 2025 average	16	290	735	33	230	554	48	521	1,288
Snow/frost/ice	2014 to 2018 average	1	23	115	2	55	184	3	77	299
Snow/frost/ice	2021	0	15	56	3	30	85	3	45	141
Snow/frost/ice	2022	1	16	48	1	33	83	2	49	131
Snow/frost/ice	2023	1	19	43	3	25	69	4	44	112
Snow/frost/ice	2024	3	13	46	0	21	56	3	34	102
Snow/frost/ice	2025	0	12	35	0	17	51	0	29	86
Snow/frost/ice	2021 to 2025 average	1	15	46	1	25	69	2	40	114
All conditions	2014 to 2018 average	49	1,398	5,040	112	989	2,803	161	2,387	7,843
All conditions	2021	38	817	2,380	85	634	1,521	123	1,451	3,901
All conditions	2022	36	876	2,541	108	658	1,604	144	1,534	4,145
All conditions	2023	47	974	2,547	92	730	1,706	139	1,704	4,253
All conditions	2024	56	1,008	2,617	89	677	1,556	145	1,685	4,173
All conditions	2025	40	981	2,538	85	697	1,586	125	1,678	4,124
All conditions	2021 to 2025 average	43	931	2,525	92	679	1,595	135	1,610	4,119

Table 8. Number of injury road collisions in Scotland by junction detail, severity and built-up and non built-up roads, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up or non built-up road [note 34]	Junction detail	Fatal	Serious	Slight	All severities	Fatal percentage (%)	Serious percentage (%)	Slight percentage (%)	All severities percentage (%)
Built-up	Not at or within 20 metres of junction	20	385	590	995	47.0	41.3	38.1	39.4
Built-up	T or staggered junction	11	235	393	639	25.8	25.2	25.4	25.3
Built-up	Crossroads	4	94	171	269	9.2	10.1	11	10.7
Built-up	Junction with more than four arms (not roundabout)	0	39	56	96	0.0	4.2	3.6	3.8
Built-up	Using private drive or entrance	1	11	15	28	2.8	1.2	1	1.1
Built-up	Other junction	7	167	324	498	15.2	17.9	20.9	19.7
Built-up	Total	43	931	1,550	2,525	100.0	100	100	100.0
Non Built-up	Not at or within 20 metres of junction	72	490	568	1,130	78.6	72.2	69	70.9
Non Built-up	T or staggered junction	9	76	100	185	9.8	11.2	12.1	11.6
Non Built-up	Crossroads	2	26	25	54	2.6	3.9	3.1	3.4
Non Built-up	Junction with more than four arms (not roundabout)	1	7	7	15	0.9	1	0.9	1
Non Built-up	Using private drive or entrance	1	14	15	30	1.1	2.1	1.8	1.9
Non Built-up	Other junction	6	65	108	180	7	9.6	13.2	11.3
Non Built-up	Total	91	679	824	1,594	100	100	100	100
Total built-up and non built-up	Not at or within 20 metres of junction	92	875	1,158	2,125	68.4	54.3	48.8	51.6
Total built-up and non built-up	T or staggered junction	20	311	493	824	15.0	19.3	20.8	20.0
Total built-up and non built-up	Crossroads	6	121	196	323	4.7	7.5	8.2	7.8
Total built-up and non built-up	Junction with more than four arms (not roundabout)	1	46	64	111	0.6	2.9	2.7	2.7
Total built-up and non built-up	Using private drive or entrance	2	25	30	58	1.6	1.6	1.3	1.4
Total built-up and non built-up	Other junction	13	232	433	678	9.6	14.4	18.2	16.5
Total built-up and non built-up	Total	135	1,610	2,374	4,119	100.0	100	100	100.0

Table 9.1. Average cost per casualty for Great Britain by severity, 2025 (£) (2025 prices)

This worksheet contains one table.

Cost	Killed	Seriously Injured	Slightly Injured	All casualties
Average cost per casualty for Great Britain (£)	2,613,524	293,687	22,640	112,633

Table 9.2. Costs per collision by element of cost and severity for Great Britain, 2025 (£) (2025 prices)

[z] indicates that the data point is not applicable.
This worksheet contains one table.

Type of costs	Cost breakdown	Fatal collision	Serious collision	Slight collision	Damage only collision
Casualty related costs for Great Britain	Lost output	961,955	38,510	4,479	[z]
Casualty related costs for Great Britain	Medical/ambulance	8,076	23,159	1,900	[z]
Casualty related costs for Great Britain	Pain, grief, suffering	1,886,888	262,920	21,344	[z]
Police and damage to property costs for Great Britain	Police/administration	28,446	3,305	856	56
Police and damage to property costs for Great Britain	Insurance	479	298	181	86
Police and damage to property costs for Great Britain	Total	17,376	7,846	4,638	2,983
Police and damage to property costs for Great Britain	Motorways	26,961	23,004	11,639	4,059
Police and damage to property costs for Great Britain	Non-built-up roads	21,195	9,662	6,405	4,224
Police and damage to property costs for Great Britain	Built-up roads	12,497	6,698	3,951	2,825
Total costs	Total costs per collision for Great Britain	2,896,024	336,040	33,399	3,125

Table 10. Cost per collision by road type and severity in Scotland (£) for 2025 at 2025 prices

This worksheet contains one table.

Category of road [note 34]	Fatal collisions	Serious collisions	Slight collisions	Average for all injury collisions	Damage only collisions	Average for all collisions
Non built-up roads	3,020,024	373,689	39,895	373,678	4,280	46,257
Built-up roads	2,794,925	321,062	32,268	187,434	2,881	12,750
Motorways	2,962,618	383,714	50,721	178,149	4,115	24,352
All roads	2,947,533	343,352	35,553	249,056	3,178	19,699
Trunk roads only	3,083,791	364,507	41,945	298,073	3,869	32,951

Table 11. Total estimated collision costs in Scotland (£ million) at 2025 prices, by severity 2015 to 2025

This worksheet contains one table.

Year	Motorway	Non-built-up	Built-up	All injury collisions	Fatal	Serious	Slight	Damage only	All collisions
2015	66.1	573.6	543.4	1,183.1	459.0	486.7	237.4	377.2	1,560.2
2016	60.9	679.1	526.4	1,266.3	536.9	498.5	230.9	374.4	1,640.7
2017	38.8	540.1	498.0	1,077.0	401.6	478.4	197.0	317.8	1,394.7
2018	59.3	565.6	464.7	1,089.6	444.8	475.3	169.5	285.1	1,374.7
2019	64.9	560.2	535.2	1,160.3	454.3	567.4	138.7	256.5	1,416.9
2020	40.5	428.7	442.4	911.6	367.6	460.9	83.1	173.1	1,084.7
2021	67.5	439.5	417.3	924.3	352.6	491.2	80.5	171.6	1,095.9
2022	47.6	583.2	448.1	1,079.0	453.5	538.4	87.1	182.6	1,261.6
2023	52.4	523.3	497.5	1,073.3	392.9	594.3	86.1	186.3	1,259.6
2024	64.6	511.5	545.2	1,121.4	441.0	596.9	83.5	184.8	1,306.2
2025	37.6	513.8	475.7	1,027.1	368.4	576.1	82.5	181.9	1,209.0

Table 12. Vehicles involved in reported injury collisions by type, 2015 to 2025 and 2014 to 2018 average

This worksheet contains one table.

Year	Pedal cycle	Motor cycle [note 6] [note 7]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
2014 to 2018 average	794	724	10,196	270	40	367	844	341	183	13,760
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	7,489	250	27	246	603	239	189	10,186
2020	629	426	4,659	126	13	114	395	146	166	6,674
2021	523	460	4,781	134	16	134	435	145	220	6,848
2022	494	474	5,074	150	17	138	472	169	234	7,222
2023	426	476	5,260	181	20	150	397	146	269	7,325
2024	405	474	5,174	185	17	175	407	141	297	7,275
2025	410	565	4,975	172	14	155	461	125	322	7,199
2021 to 2025 average	452	490	5,053	164	17	150	434	145	268	7,174

Table 13.1. Number of vehicles involved in reported injury road collisions in Scotland and traffic volumes by vehicle type, 2015 to 2025 and 2014 to 2018 av

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Vehicles involved by severity of collision or traffic volumes	Year	Pedal cycle	Motorcycle [note 7]	Car or taxi	Bus and coach or minibus	Light goods vehicles	Heavy goods vehicles	All vehicles [note 8]
Vehicles involved in fatal and serious collisions	2014 to 2018 average	293	431	2,904	123	245	128	4,195
Vehicles involved in fatal and serious collisions	2015	304	417	2,993	119	255	147	4,297
Vehicles involved in fatal and serious collisions	2016	289	417	3,081	147	250	118	4,360
Vehicles involved in fatal and serious collisions	2017	294	404	2,759	106	235	108	3,976
Vehicles involved in fatal and serious collisions	2018	270	424	2,669	117	231	116	3,898
Vehicles involved in fatal and serious collisions	2019	253	355	2,594	88	217	100	3,678
Vehicles involved in fatal and serious collisions	2020	271	271	1,579	47	142	65	2,432
Vehicles involved in fatal and serious collisions	2021	213	316	1,732	58	149	65	2,617
Vehicles involved in fatal and serious collisions	2022	194	312	1,898	61	188	86	2,836
Vehicles involved in fatal and serious collisions	2023	181	323	2,112	78	144	70	3,030
Vehicles involved in fatal and serious collisions	2024	170	323	2,096	78	157	83	3,037
Vehicles involved in fatal and serious collisions	2025	171	369	2,057	73	174	60	3,052
Vehicles involved in fatal and serious collisions	2021 to 2025 average	186	329	1,979	70	162	73	2,914
Vehicles involved - all severities of reported collision	2014 to 2018 average	794	724	10,467	408	844	341	13,760
Vehicles involved - all severities of reported collision	2015	829	757	11,205	426	886	384	14,676
Vehicles involved - all severities of reported collision	2016	809	728	11,381	448	910	322	14,752
Vehicles involved - all severities of reported collision	2017	752	630	9,670	357	787	305	12,673
Vehicles involved - all severities of reported collision	2018	658	657	8,576	331	760	274	11,411
Vehicles involved - all severities of reported collision	2019	606	537	7,739	273	603	239	10,186
Vehicles involved - all severities of reported collision	2020	629	426	4,785	127	395	146	6,674
Vehicles involved - all severities of reported collision	2021	523	460	4,915	150	435	145	6,848
Vehicles involved - all severities of reported collision	2022	494	474	5,224	155	472	169	7,222
Vehicles involved - all severities of reported collision	2023	426	476	5,441	170	397	146	7,325
Vehicles involved - all severities of reported collision	2024	405	474	5,359	192	407	141	7,275
Vehicles involved - all severities of reported collision	2025	410	565	5,147	169	461	125	7,199
Vehicles involved - all severities of reported collision	2021 to 2025 average	452	490	5,217	167	434	145	7,174
Traffic volumes (million vehicle kilometres) [note 9]	2014 to 2018 average	317	280	35,350	540	7,602	2,555	46,645
Traffic volumes (million vehicle kilometres) [note 9]	2015	331	285	34,596	587	7,066	2,511	45,374
Traffic volumes (million vehicle kilometres) [note 9]	2016	290	266	35,488	514	7,721	2,562	46,843
Traffic volumes (million vehicle kilometres) [note 9]	2017	294	280	36,076	525	8,257	2,614	48,045
Traffic volumes (million vehicle kilometres) [note 9]	2018	311	282	36,299	466	8,218	2,610	48,187
Traffic volumes (million vehicle kilometres) [note 9]	2019	365	291	36,678	514	8,277	2,587	48,713
Traffic volumes (million vehicle kilometres) [note 9]	2020	597	219	27,032	377	7,398	2,259	37,883
Traffic volumes (million vehicle kilometres) [note 9]	2021	435	243	31,063	424	8,745	2,500	43,410
Traffic volumes (million vehicle kilometres) [note 9]	2022	422	272	34,375	473	9,332	2,505	47,379
Traffic volumes (million vehicle kilometres) [note 9]	2023	403	273	35,372	454	9,489	2,431	48,421
Traffic volumes (million vehicle kilometres) [note 9]	2024	383	276	36,111	456	9,644	2,443	49,313
Traffic volumes (million vehicle kilometres) [note 9]	2025	396	284	36,643	458	9,742	2,442	49,964
Traffic volumes (million vehicle kilometres) [note 9]	2021 to 2025 average	408	270	34,713	453	9,390	2,464	47,698

Table 13.2. Vehicle involvement rates for vehicles involved in reported injury road collisions in Scotland by vehicle type and severity of collision, 2015 to 2025 and 2014 to 2018 average [note 9]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity of collision	Year	Pedal cycle	Motorcycle [note 7]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All vehicles [note 8]
Vehicle involvement rates for fatal and serious collisions	2014 to 2018 average	0.92	1.54	0.08	0.23	0.03	0.05	0.09
Vehicle involvement rates for fatal and serious collisions	2015	0.92	1.46	0.09	0.20	0.04	0.06	0.09
Vehicle involvement rates for fatal and serious collisions	2016	1.00	1.57	0.09	0.29	0.03	0.05	0.09
Vehicle involvement rates for fatal and serious collisions	2017	1.00	1.44	0.08	0.20	0.03	0.04	0.08
Vehicle involvement rates for fatal and serious collisions	2018	0.87	1.50	0.07	0.25	0.03	0.04	0.08
Vehicle involvement rates for fatal and serious collisions	2019	0.69	1.22	0.07	0.17	0.03	0.04	0.08
Vehicle involvement rates for fatal and serious collisions	2020	0.45	1.24	0.06	0.12	0.02	0.03	0.06
Vehicle involvement rates for fatal and serious collisions	2021	0.49	1.30	0.06	0.14	0.02	0.03	0.06
Vehicle involvement rates for fatal and serious collisions	2022	0.46	1.15	0.06	0.13	0.02	0.03	0.06
Vehicle involvement rates for fatal and serious collisions	2023	0.45	1.18	0.06	0.17	0.02	0.03	0.06
Vehicle involvement rates for fatal and serious collisions	2024	0.44	1.17	0.06	0.17	0.02	0.03	0.06
Vehicle involvement rates for fatal and serious collisions	2025	0.43	1.30	0.06	0.16	0.02	0.02	0.06
Vehicle involvement rates for fatal and serious collisions	2021 to 2025 average	0.46	1.22	0.06	0.15	0.02	0.03	0.06
Vehicle involvement rates for all severities of collision	2014 to 2018 average	2.51	2.58	0.30	0.76	0.11	0.13	0.29
Vehicle involvement rates for all severities of collision	2015	2.50	2.66	0.32	0.73	0.13	0.15	0.32
Vehicle involvement rates for all severities of collision	2016	2.79	2.73	0.32	0.87	0.12	0.13	0.31
Vehicle involvement rates for all severities of collision	2017	2.56	2.25	0.27	0.68	0.10	0.12	0.26
Vehicle involvement rates for all severities of collision	2018	2.12	2.33	0.24	0.71	0.09	0.10	0.24
Vehicle involvement rates for all severities of collision	2019	1.66	1.84	0.21	0.53	0.07	0.09	0.21
Vehicle involvement rates for all severities of collision	2020	1.05	1.94	0.18	0.34	0.05	0.06	0.18
Vehicle involvement rates for all severities of collision	2021	1.20	1.89	0.16	0.35	0.05	0.06	0.16
Vehicle involvement rates for all severities of collision	2022	1.17	1.74	0.15	0.33	0.05	0.07	0.15
Vehicle involvement rates for all severities of collision	2023	1.06	1.75	0.15	0.37	0.04	0.06	0.15
Vehicle involvement rates for all severities of collision	2024	1.06	1.72	0.15	0.42	0.04	0.06	0.15
Vehicle involvement rates for all severities of collision	2025	1.04	1.99	0.14	0.37	0.05	0.05	0.14
Vehicle involvement rates for all severities of collision	2021 to 2025 average	1.11	1.82	0.15	0.37	0.05	0.06	0.15

Table 14.1 Number of vehicles involved in reported injury road collisions by manoeuvre and type of vehicle, separately for built-up and non-built-up roads, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up or non-built-up road [note 34]	Manoeuvre	Pedal cycle	Motor cycle [note 6]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up	Reversing	0	0	57	5	0	0	11	0	6	80
Built-up	Parked	1	1	226	6	1	6	20	4	10	276
Built-up	Slowing or stopping	6	10	142	5	0	19	9	2	7	200
Built-up	Moving off	17	7	213	13	1	24	14	2	12	304
Built-up	U turn	0	1	39	8	0	0	3	0	1	52
Built-up	Turning/waiting turn left	10	9	145	8	1	7	13	4	9	204
Built-up	Turning/waiting turn right	32	12	441	21	1	7	30	4	12	559
Built-up	Changing lane	5	2	28	2	0	3	3	3	2	47
Built-up	Overtaking	17	24	77	3	1	3	5	1	8	137
Built-up	Going ahead	295	162	1,588	72	5	63	102	21	84	2,393
Built-up	Parking [note 58]	0	1	4	0	0	0	0	0	0	6
Built-up	Total [note 10]	383	229	2,960	142	9	131	210	41	151	4,257
Non-built-up	Reversing	0	0	1	0	0	0	1	1	1	4
Non-built-up	Parked	0	0	31	0	0	1	6	5	6	50
Non-built-up	Slowing or stopping	2	9	123	2	0	1	12	2	5	158
Non-built-up	Moving off	1	3	44	0	0	1	4	3	3	60
Non-built-up	U turn	0	0	7	0	0	0	0	0	1	10
Non-built-up	Turning/waiting turn left	1	7	46	1	0	1	3	1	3	63
Non-built-up	Turning/waiting turn right	6	8	175	1	1	1	16	6	14	228
Non-built-up	Changing lane	1	5	45	1	0	0	6	5	5	68
Non-built-up	Overtaking	1	33	94	1	0	1	8	1	4	143
Non-built-up	Going ahead	55	194	1,523	16	5	13	167	79	74	2,127
Non-built-up	Parking [note 58]	0	0	0	0	0	0	0	0	0	0
Non-built-up	Total [note 10]	67	260	2,090	23	7	19	223	104	117	2,911
Total for all roads	Reversing	0	0	59	5	0	0	12	1	7	84
Total for all roads	Parked	2	1	257	7	1	7	26	9	16	325
Total for all roads	Slowing or stopping	8	19	265	7	1	20	21	4	12	357
Total for all roads	Moving off	18	11	258	13	1	24	18	5	15	364
Total for all roads	U turn	0	2	46	8	0	0	3	1	2	62
Total for all roads	Turning/waiting turn left	12	17	190	8	1	7	16	5	12	267
Total for all roads	Turning/waiting turn right	37	20	616	22	1	8	46	10	27	787
Total for all roads	Changing lane	6	8	73	2	0	3	9	8	7	116
Total for all roads	Overtaking	18	56	172	4	1	4	12	2	12	280
Total for all roads	Going ahead	350	356	3,111	88	10	76	269	101	159	4,520
Total for all roads	Parking [note 58]	0	1	5	0	0	0	1	0	0	6
Total for all roads	Total [note 10]	450	490	5,050	164	17	150	434	145	268	7,169

Table 14.2. Number of vehicles involved in reported injury road collisions by junction detail and type of vehicle, separately for built-up and non-built-up roads, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up or non-built-up road [note 34]	Junction detail [note 57]	Pedal cycle	Motor cycle [note 6]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up	Not at or within 20 metres of junction	97	80	1,154	48	4	62	84	18	63	1,611
Built-up	T or staggered junction	122	64	748	39	3	28	60	9	35	1,107
Built-up	Crossroads	44	22	344	21	1	16	20	4	11	484
Built-up	Junction with more than four arms (not roundabout)	16	10	109	6	0	5	8	2	8	164
Built-up	Using private drive or entrance	3	2	28	1	0	1	4	0	3	44
Built-up	Other junction	48	25	323	16	1	14	20	3	19	470
Built-up	Total for all junction details	331	203	2,707	132	9	126	197	37	140	3,881
Non-built-up	Not at or within 20 metres of junction	42	180	1,423	16	5	13	157	78	85	2,000
Non-built-up	T or staggered junction	10	33	277	2	1	3	27	9	12	374
Non-built-up	Crossroads	3	7	83	1	0	0	9	2	4	109
Non-built-up	Junction with more than four arms (not roundabout)	0	3	24	0	0	0	2	1	0	30
Non-built-up	Using private drive or entrance	2	8	37	1	0	0	5	2	3	58
Non-built-up	Other junction	4	16	124	1	0	1	10	5	7	169
Non-built-up	Total for all junction details	61	246	1,968	21	7	18	210	98	111	2,739
Total for all roads	Not at or within 20 metres of junction	139	260	2,577	64	9	75	242	97	148	3,611
Total for all roads	T or staggered junction	132	97	1,025	40	4	32	87	18	47	1,481
Total for all roads	Crossroads	47	28	428	21	2	16	28	7	15	593
Total for all roads	Junction with more than four arms (not roundabout)	17	13	133	6	0	5	10	3	8	195
Total for all roads	Using private drive or entrance	6	10	65	2	0	1	10	2	6	102
Total for all roads	Other junction	52	41	446	18	1	15	30	9	26	639
Total for all roads	Total for all junction details	392	449	4,674	152	16	144	407	135	251	6,620

Table 15. Cars involved in reported injury collisions by manoeuvre and type of collision, separately for built-up and non-built-up roads, 2021 to 2025 average [note 10] [note 34]

Percentages represent the proportion of all manoeuvres carried out that were of the manoeuvre type shown in each row.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up or non-built-up road [note 34]	Manoeuvre	Number single vehicle		Number two vehicle collisions	Number three or more vehicle collisions	Number total vehicle collisions	Percent single vehicle collisions		Percent two vehicle collisions (%)	Percent three or more vehicle collisions (%)	Percent total vehicle collisions (%)
		vehicle collisions	and pedestrian collisions				and pedestrian collisions (%)	and pedestrian collisions (%)			
Built-up	Reversing	2	33	19	3	57	2	6	1	1	2
Built-up	Parked	3	3	102	119	226	2	1	6	26	8
Built-up	Slowing or stopping	3	22	88	29	142	2	4	5	6	5
Built-up	Moving off	6	45	148	14	213	4	8	8	3	7
Built-up	U Turn	1	4	32	2	39	1	1	2	1	1
Built-up	Turning or waiting to turn left	9	23	102	10	145	7	4	6	2	5
Built-up	Turning or waiting to turn right	6	63	340	31	441	5	11	19	7	15
Built-up	Changing lane	1	2	22	3	28	0	0	1	1	1
Built-up	Overtaking	1	15	50	11	77	1	3	3	2	3
Built-up	Going ahead	105	353	816	191	1,465	77	62	46	42	50
Built-up	Parking [note 58]	1	4	75	47	127	0	1	4	10	4
Built-up	Total for all manoeuvres	137	568	1,796	461	2,961	100	100	100	100	100
Non-built-up	Reversing	0	0	1	0	1	0	1	0	0	0
Non-built-up	Parked	1	0	16	14	31	0	1	1	3	2
Non-built-up	Slowing or stopping	4	0	61	58	123	1	1	5	11	6
Non-built-up	Moving off	1	1	38	4	44	0	5	3	1	2
Non-built-up	U Turn	0	0	7	0	7	0	0	1	0	0
Non-built-up	Turning or waiting to turn left	9	1	31	5	46	2	3	3	1	2
Non-built-up	Turning or waiting to turn right	11	1	135	28	175	3	3	12	5	8
Non-built-up	Changing lane	4	0	28	13	45	1	1	2	2	2
Non-built-up	Overtaking	7	1	62	24	94	2	3	5	4	5
Non-built-up	Going ahead	322	23	745	362	1,453	90	80	65	66	70
Non-built-up	Parking [note 58]	0	0	29	41	70	0	1	3	7	3
Non-built-up	Total for all manoeuvres	359	29	1,155	549	2,092	100	100	100	100	100
Total for all roads	Reversing	2	34	20	3	59	0	6	1	0	1
Total for all roads	Parked	3	3	118	133	257	1	1	4	13	5
Total for all roads	Slowing or stopping	6	22	150	87	265	1	4	5	9	5
Total for all roads	Moving off	7	47	187	18	258	1	8	6	2	5
Total for all roads	U Turn	1	4	38	3	46	0	1	1	0	1
Total for all roads	Turning or waiting to turn left	18	24	132	16	190	4	4	5	2	4
Total for all roads	Turning or waiting to turn right	17	64	476	59	616	3	11	16	6	12
Total for all roads	Changing lane	5	3	50	15	73	1	0	2	2	1
Total for all roads	Overtaking	9	16	112	35	172	2	3	4	3	3
Total for all roads	Going ahead	427	376	1,562	553	2,918	86	63	53	55	58
Total for all roads	Parking [note 58]	1	4	104	88	198	0	1	4	9	4
Total for all roads	Total for all manoeuvres	496	597	2,950	1,009	5,053	100	100	100	100	100

Table 16. Estimated distance between the home of the driver or rider and the location of the injury collision by type of vehicle and police force area in which the reported collision occurred, 2025 [note 12]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Type of driver or rider	Distance	North East [note 3]	Argyll and West Tayside Dunbartonshire	Forth Valley	Dumfries and Galloway	Ayrshire	Greater Glasgow	Lothians and Scottish Borders	Edinburgh	Highlands and Islands	Fife	Renfrewshire and Inverclyde	Lanarkshire	Total for all police force areas
Pedal cycle rider	Postcode, invalid or not known	1	2	1	5	1	8	25	5	49	3	1	3	107
Pedal cycle rider	Driver from elsewhere in the UK	0	0	0	0	1	0	0	0	3	2	1	0	7
Pedal cycle rider	Scottish driver, distance not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedal cycle rider	Vehicle parked and unattended	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedal cycle rider	Up to 2 km	11	13	4	8	6	5	40	9	32	6	4	2	143
Pedal cycle rider	Over 2 up to 5 km	3	4	1	1	3	1	30	9	15	3	1	0	76
Pedal cycle rider	Over 5 up to 10 km	2	2	1	3	0	1	14	2	9	1	3	3	42
Pedal cycle rider	Over 10 up to 20 km	1	0	1	2	1	0	6	4	3	0	1	0	20
Pedal cycle rider	Over 20 up to 50 km	2	2	0	2	0	0	0	1	1	0	0	1	9
Pedal cycle rider	Over 50 km	0	0	0	0	0	1	0	0	1	2	1	0	6
Pedal cycle rider	Total	20	23	8	21	12	16	115	30	113	17	12	9	410
Motorcycle rider	Postcode, invalid or not known	9	11	3	4	3	4	11	9	12	21	9	8	114
Motorcycle rider	Driver from elsewhere in the UK	0	1	1	1	10	4	0	4	1	7	0	0	29
Motorcycle rider	Scottish driver, distance not known	0	1	0	0	0	0	0	0	0	1	0	0	2
Motorcycle rider	Vehicle parked and unattended	0	0	0	0	0	0	0	0	1	0	0	0	1
Motorcycle rider	Up to 2 km	5	12	3	5	1	6	9	10	7	5	4	1	79
Motorcycle rider	Over 2 up to 5 km	7	12	1	3	4	6	16	6	7	3	6	4	82
Motorcycle rider	Over 5 up to 10 km	2	7	1	3	1	5	13	6	10	5	5	3	71
Motorcycle rider	Over 10 up to 20 km	5	6	4	3	3	5	8	6	8	2	11	4	69
Motorcycle rider	Over 20 up to 50 km	10	7	3	5	7	6	1	12	3	6	2	1	69
Motorcycle rider	Over 50 km	7	10	3	2	3	3	1	1	0	11	4	1	49
Motorcycle rider	Total	45	67	19	26	32	39	59	54	49	61	41	22	565
Car driver	Postcode, invalid or not known	46	68	26	48	8	73	207	85	130	71	71	46	1,004
Car driver	Driver from elsewhere in the UK	4	14	3	6	17	6	5	11	7	26	5	1	118
Car driver	Scottish driver, distance not known	0	0	0	0	0	0	2	0	0	0	0	0	4
Car driver	Vehicle parked and unattended	9	12	4	6	6	7	46	18	18	0	9	12	161
Car driver	Up to 2 km	54	106	38	47	32	52	206	85	103	24	67	59	999
Car driver	Over 2 up to 5 km	43	73	17	48	34	42	165	74	51	28	56	27	94
Car driver	Over 5 up to 10 km	37	54	15	32	26	41	130	68	57	34	51	27	76
Car driver	Over 10 up to 20 km	36	47	14	25	37	39	79	54	43	52	49	20	64
Car driver	Over 20 up to 50 km	33	50	23	24	35	40	57	36	42	41	29	9	38
Car driver	Over 50 km	10	49	19	14	36	10	21	18	14	49	15	4	273
Car driver	Total	272	473	159	250	231	310	918	449	465	325	352	205	566
Other driver or rider [note 13]	Postcode, invalid or not known	16	19	9	7	7	12	62	22	58	12	17	16	285
Other driver or rider [note 13]	Driver from elsewhere in the UK	2	7	0	3	38	2	2	6	1	10	4	1	6
Other driver or rider [note 13]	Scottish driver, distance not known	0	0	0	1	0	0	1	0	0	0	0	0	2
Other driver or rider [note 13]	Vehicle parked and unattended	1	4	0	0	3	2	7	3	1	0	2	3	29
Other driver or rider [note 13]	Up to 2 km	14	17	4	1	8	6	24	20	19	5	8	4	150
Other driver or rider [note 13]	Over 2 up to 5 km	3	10	6	9	5	7	28	18	20	2	6	9	14
Other driver or rider [note 13]	Over 5 up to 10 km	4	5	5	6	6	7	30	21	25	6	6	5	11
Other driver or rider [note 13]	Over 10 up to 20 km	8	13	7	6	12	7	16	16	28	8	7	3	13
Other driver or rider [note 13]	Over 20 up to 50 km	16	17	4	8	8	5	14	17	31	12	9	3	15
Other driver or rider [note 13]	Over 50 km	13	18	7	6	10	5	7	7	13	28	6	0	4
Other driver or rider [note 13]	Total	77	110	42	47	97	53	191	130	196	83	65	44	114
All drivers and riders	Postcode, invalid or not known	72	100	39	64	19	97	305	121	249	107	98	73	1,510
All drivers and riders	Driver from elsewhere in the UK	6	22	4	10	66	12	7	21	12	45	10	2	19
All drivers and riders	Scottish driver, distance not known	0	1	0	1	0	0	3	0	0	1	0	0	8
All drivers and riders	Vehicle parked and unattended	10	16	4	6	9	9	53	21	20	0	11	15	17
All drivers and riders	Up to 2 km	84	148	49	61	47	69	279	124	161	40	83	66	160
All drivers and riders	Over 2 up to 5 km	56	99	25	61	46	56	239	107	93	36	69	40	120
All drivers and riders	Over 5 up to 10 km	45	68	22	44	33	54	187	97	101	46	65	38	98
All drivers and riders	Over 10 up to 20 km	50	66	26	36	53	51	109	80	82	62	68	27	82
All drivers and riders	Over 20 up to 50 km	61	76	30	39	50	51	72	66	77	59	40	14	59
All drivers and riders	Over 50 km	30	77	29	22	49	19	29	26	28	90	26	5	22
All drivers and riders	Total	414	673	228	344	372	418	1,283	663	823	486	470	280	745

Table 17. Car drivers involved in reported injury collisions by manoeuvre and age of driver, separately for built-up and non-built-up roads, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Built-up or non-built-up [note 34]	Manoeuvre	Number of car drivers aged 17 to 25	Number of car drivers aged 26 to 34	Number of car drivers aged 35 to 59	Number of car drivers aged 60 and over	Number of car drivers with unknown age or under 17	Total car drivers of all ages	Percentage of car drivers aged 17 to 25 (%)	Percentage of car drivers aged 26 to 34 (%)	Percentage of car drivers aged 35 to 59 (%)	Percentage of car drivers aged 60 and over (%)	Percentage of car drivers with unknown age or under 17 (%)	Percentage of drivers of all ages (%)
Built-up	Reversing	7	7	28	14	1	57	1	1	2	2	1	2
Built-up	Parked	8	12	31	12	164	226	2	2	3	2	81	8
Built-up	Slowing or stopping	275	318	667	311	18	1,588	58	58	57	54	9	54
Built-up	Moving off	21	28	65	26	1	142	5	5	6	5	1	5
Built-up	U Turn	32	43	83	51	4	213	7	8	7	9	2	7
Built-up	Turning or waiting to turn left	7	5	14	12	1	39	1	1	1	2	1	1
Built-up	Turning or waiting to turn right	25	26	61	29	4	145	5	5	5	5	2	5
Built-up	Changing lane	78	83	181	93	6	441	16	15	16	16	3	15
Built-up	Overtaking	5	6	10	6	1	28	1	1	1	1	1	1
Built-up	Going ahead	17	18	23	17	2	77	4	3	2	3	1	3
Built-up	Parking [note 58]	0	0	2	2	0	4	0	0	0	0	0	0
Built-up	Total for all manoeuvres	474	546	1,166	572	203	2,961	100	100	100	100	100	100
Non-built-up	Reversing	0	1	0	0	0	1	0	0	0	0	0	0
Non-built-up	Parked	3	4	11	5	8	31	1	1	1	1	51	2
Non-built-up	Slowing or stopping	327	273	608	311	4	1,523	76	73	74	70	26	73
Non-built-up	Moving off	19	25	55	23	1	123	5	7	7	5	5	6
Non-built-up	U Turn	9	7	13	15	0	44	2	2	2	3	0	2
Non-built-up	Turning or waiting to turn left	1	0	3	3	0	7	0	0	0	1	0	0
Non-built-up	Turning or waiting to turn right	11	8	14	12	1	46	3	2	2	3	5	2
Non-built-up	Changing lane	28	30	69	48	1	175	6	8	8	11	4	8
Non-built-up	Overtaking	11	11	16	8	0	45	3	3	2	2	1	2
Non-built-up	Going ahead	23	17	35	18	1	94	5	5	4	4	4	5
Non-built-up	Parking [note 58]	0	0	0	0	0	0	0	0	0	0	0	0
Non-built-up	Total for all manoeuvres	431	376	826	442	16	2,092	100	100	100	100	100	100
Total for all roads	Reversing	7	8	29	14	1	59	1	1	1	1	1	1
Total for all roads	Parked	11	16	42	16	172	257	1	2	2	2	79	5
Total for all roads	Slowing or stopping	601	591	1,275	621	22	3,111	66	64	64	61	10	62
Total for all roads	Moving off	40	53	120	49	2	265	5	6	6	5	1	5
Total for all roads	U Turn	41	51	97	66	4	258	5	6	5	7	2	5
Total for all roads	Turning or waiting to turn left	8	5	17	15	1	46	1	1	1	2	1	1
Total for all roads	Turning or waiting to turn right	36	34	75	41	5	190	4	4	4	4	2	4
Total for all roads	Changing lane	105	113	250	141	6	616	12	12	13	14	3	12
Total for all roads	Overtaking	16	17	26	14	1	73	2	2	1	1	1	1
Total for all roads	Going ahead	40	35	59	35	3	172	4	4	3	3	1	3
Total for all roads	Parking [note 58]	0	0	2	2	0	5	0	0	0	0	0	0
Total for all roads	Total for all manoeuvres	905	922	1,992	1,014	219	5,053	100	100	100	100	100	100

Table 18.1. Car drivers involved in reported injury collisions by age and severity of collision, 2015 to 2025 and 2014 to 2018 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	Number of car drivers aged 17 to 25	Number of car drivers aged 26 to 34	Number of car drivers aged 35 to 59	Number of car drivers aged 60 and over	Total car drivers of all ages [note 14]	Percentage of car drivers aged 17 to 25 (%)	Percentage of car drivers aged 26 to 34 (%)	Percentage of car drivers aged 35 to 59 (%)	Percentage of car drivers aged 60 and over (%)	Percentage of drivers of all ages (%) [note 14]
Fatal	2014 to 2018 average	34	30	64	41	172	19.9	17.3	37.4	24.0	100
Fatal	2015	37	36	55	32	161	23.0	22.4	34.2	19.9	100
Fatal	2016	40	44	73	46	204	19.6	21.6	35.8	22.5	100
Fatal	2017	25	27	55	40	149	16.8	18.1	36.9	26.8	100
Fatal	2018	27	22	58	43	154	17.5	14.3	37.7	27.9	100
Fatal	2019	27	20	59	63	175	15.4	11.4	33.7	36	100
Fatal	2020	27	23	57	29	144	18.8	16	39.6	20.1	100
Fatal	2021	23	15	48	27	117	19.7	12.8	41	23.1	100
Fatal	2022	21	33	53	53	163	12.9	20.2	32.5	32.5	100
Fatal	2023	26	19	48	32	128	20.3	14.8	37.5	25	100
Fatal	2024	22	25	66	36	157	14	15.9	42	22.9	100
Fatal	2025	21	16	50	30	117	17.9	13.7	42.7	25.6	100
Fatal	2021 to 2025 average	23	22	53	36	136	16.6	15.8	38.9	26.1	100
Serious	2014 to 2018 average	512	473	1,045	507	2,660	19.2	17.8	39.3	19.1	100
Serious	2015	543	538	1,098	492	2,761	19.7	19.5	39.8	17.8	100
Serious	2016	548	464	1,085	542	2,792	19.6	16.6	38.9	19.4	100
Serious	2017	483	464	978	470	2,535	19.1	18.3	38.6	18.5	100
Serious	2018	422	426	962	511	2,462	17.1	17.3	39.1	20.7	100
Serious	2019	407	404	902	511	2,336	17.4	17.3	38.6	21.9	100
Serious	2020	297	269	515	265	1,395	21.3	19.3	36.9	19.0	100
Serious	2021	286	281	627	316	1,572	18.2	17.9	39.9	20.1	100
Serious	2022	293	294	607	404	1,687	17.4	17.4	36.0	23.9	100
Serious	2023	329	331	742	438	1,919	17.1	17.2	38.7	22.8	100
Serious	2024	335	317	693	434	1,859	18.0	17.1	37.3	23.3	100
Serious	2025	302	312	710	451	1,872	16.1	16.7	37.9	24.1	100
Serious	2021 to 2025 average	309	307	676	409	1,782	17	17	38	23	100
Slight	2014 to 2018 average	1,432	1,416	3,036	1,056	7,322	19.6	19.3	41.5	14.4	100
Slight	2015	1,597	1,613	3,360	1,117	7,983	20.0	20.2	42.1	14.0	100
Slight	2016	1,566	1,527	3,352	1,143	8,060	19.4	18.9	41.6	14.2	100
Slight	2017	1,297	1,240	2,664	969	6,640	19.5	18.7	40.1	14.6	100
Slight	2018	1,066	1,088	2,255	899	5,719	18.6	19.0	39.4	15.7	100
Slight	2019	890	971	1,954	767	4,855	18.3	20.0	40.3	15.8	100
Slight	2020	627	672	1,237	483	3,120	20.1	21.5	39.6	15.5	100
Slight	2021	580	646	1,201	533	3,092	18.8	20.9	38.8	17.2	100
Slight	2022	597	615	1,319	556	3,224	18.5	19.1	40.9	17.2	100
Slight	2023	611	587	1,305	586	3,213	19.0	18.3	40.6	18.2	100
Slight	2024	541	566	1,308	591	3,158	17.1	17.9	41.4	18.7	100
Slight	2025	539	553	1,184	585	2,986	18.1	18.5	39.7	19.6	100
Slight	2021 to 2025 average	574	593	1,263	570	3,135	18	19	40	18	100
Total	2014 to 2018 average	1,987	1,927	4,162	1,611	10,196	19.5	18.9	40.8	15.8	100
Total	2015	2,184	2,192	4,524	1,645	10,935	20.0	20.0	41.4	15.0	100
Total	2016	2,162	2,038	4,517	1,733	11,077	19.5	18.4	40.8	15.6	100
Total	2017	1,821	1,745	3,728	1,495	9,406	19.4	18.6	39.6	15.9	100
Total	2018	1,522	1,545	3,291	1,456	8,373	18.2	18.5	39.3	17.4	100
Total	2019	1,341	1,420	2,954	1,367	7,489	17.9	19.0	39.4	18.3	100
Total	2020	951	964	1,809	777	4,659	20.4	20.7	38.8	16.7	100
Total	2021	889	942	1,876	876	4,781	18.6	19.7	39.2	18.3	100
Total	2022	911	942	1,979	1,013	5,074	18.0	18.6	39.0	20.0	100
Total	2023	966	937	2,095	1,056	5,260	18.4	17.8	39.8	20.1	100
Total	2024	898	908	2,067	1,061	5,174	17.4	17.5	39.9	20.5	100
Total	2025	862	881	1,944	1,066	4,975	17.3	17.7	39.1	21.4	100
Total	2021 to 2025 average	905	922	1,992	1,014	5,053	17.9	18.2	39.4	20.1	100

Table 18.2. Car drivers involved in reported injury collisions by age and sex, 2015 to 2025 and 2014 to 2018 average [note 15]

Population figures used to calculate rates per thousand population come from NRS mid-year estimates.

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Sex	Year	Number of car drivers aged 17 to 25	Number of car drivers aged 26 to 34	Number of car drivers aged 35 to 59	Number of car drivers aged 60 and over	Total car drivers of all ages [note 14]	Rate per thousand population aged 17 to 25	Rate per thousand population aged 26 to 34	Rate per thousand population aged 35 to 39	Rate per thousand population aged 60 and over	Rate per thousand population for all ages [note 14]
Male	2014 to 2018 average	1,174	1,105	2,342	1,032	5,741	3.9	3.5	2.5	1.4	2.5
Male	2015	1,307	1,231	2,551	1,059	6,194	4.3	3.9	2.7	1.5	2.7
Male	2016	1,226	1,198	2,499	1,109	6,127	4.0	3.8	2.6	1.5	2.6
Male	2017	1,081	1,027	2,104	945	5,250	3.6	3.2	2.2	1.3	2.2
Male	2018	902	908	1,902	935	4,804	3.0	2.8	2.0	1.3	2.0
Male	2019	762	817	1,704	857	4,193	2.5	2.4	1.9	1.3	1.9
Male	2020	565	564	1,098	521	2,761	1.9	1.7	1.2	0.8	1.3
Male	2021	542	591	1,089	568	2,798	1.8	1.8	1.2	0.7	1.2
Male	2022	571	565	1,142	641	2,931	1.9	1.8	1.2	0.8	1.2
Male	2023	612	514	1,218	649	3,001	2.1	1.6	1.4	0.9	1.4
Male	2024	526	540	1,187	678	2,937	1.8	1.7	1.4	1.0	1.3
Male	2025	532	507	1,106	682	2,836	1.8	1.6	1.3	0.9	1.3
Male	2021 to 2025 average	557	543	1,148	644	2,901	1.9	1.7	1.3	0.9	1.3
Female	2014 to 2018 average	792	773	1,766	577	3,936	2.6	2.5	2.0	1.0	1.9
Female	2015	845	853	1,899	582	4,201	2.8	2.8	2.1	1.0	2.0
Female	2016	903	817	1,967	618	4,344	3.0	2.7	2.2	1.0	2.0
Female	2017	734	708	1,602	547	3,632	2.5	2.3	1.8	0.9	1.7
Female	2018	607	631	1,372	520	3,154	2.1	2.0	1.5	0.8	1.5
Female	2019	551	592	1,239	506	2,903	1.9	1.7	1.3	0.7	1.2
Female	2020	352	389	699	243	1,684	1.2	1.1	0.7	0.3	0.7
Female	2021	320	339	772	304	1,738	1.1	1.1	0.9	0.5	0.8
Female	2022	315	362	809	369	1,860	1.1	1.2	0.9	0.5	0.9
Female	2023	321	406	849	404	1,989	1.1	1.2	0.9	0.5	0.8
Female	2024	344	352	851	378	1,929	1.1	1.1	0.9	0.5	0.8
Female	2025	303	359	817	381	1,865	1.0	1.1	0.9	0.5	0.8
Female	2021 to 2025 average	321	364	820	367	1,876	1.1	1.1	0.9	0.5	0.8
Total [note 21]	2014 to 2018 average	1,987	1,927	4,162	1,611	10,196	3.3	3.1	2.3	1.2	2.2
Total [note 21]	2015	2,184	2,192	4,524	1,645	10,935	3.6	3.5	2.5	1.3	2.4
Total [note 21]	2016	2,162	2,038	4,517	1,733	11,077	3.6	3.3	2.4	1.3	2.4
Total [note 21]	2017	1,821	1,745	3,728	1,495	9,406	3.0	2.8	2.0	1.1	2.0
Total [note 21]	2018	1,522	1,545	3,291	1,456	8,373	2.6	2.4	1.8	1.1	1.8
Total [note 21]	2019	1,341	1,420	2,954	1,367	7,489	2.3	2.1	1.6	1.0	1.6
Total [note 21]	2020	951	964	1,809	777	4,659	1.6	1.4	1.0	0.6	1.0
Total [note 21]	2021	889	942	1,876	876	4,781	1.5	1.5	1.0	0.6	1.0
Total [note 21]	2022	911	942	1,979	1,013	5,074	1.5	1.5	1.1	0.7	1.1
Total [note 21]	2023	966	937	2,095	1,056	5,260	1.6	1.5	1.2	0.7	1.1
Total [note 21]	2024	898	908	2,067	1,061	5,174	1.5	1.4	1.1	0.7	1.1
Total [note 21]	2025	862	881	1,944	1,066	4,975	1.4	1.4	1.1	0.7	1.0
Total [note 21]	2021 to 2025 average	905	922	1,992	1,014	5,053	1.5	1.4	1.1	0.7	1.1

Table 19.1. Number of motorists involved in collisions by breath test result and police force division, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Breath test breakdown	Year	North East [note 3]	Tayside	Argyll and West Dunbartonshire	Forth Valley	Dumfries and Galloway	Ayrshire	Greater Glasgow	Lothians and Borders Scottish	Edinburgh	Highlands and Islands	Fife and Inverclyde	Lanarkshire	Scotland	
Total number of motorists involved in collisions	2014 to 2018 average	933	745	483	753	446	865	2,215	1,410	1,613	695	655	610	1,540	12,962
Total number of motorists involved in collisions	2021	379	631	211	319	224	394	1,037	770	706	405	361	240	647	6,324
Total number of motorists involved in collisions	2022	388	629	193	333	312	421	1,090	800	757	407	409	243	746	6,728
Total number of motorists involved in collisions	2023	468	602	249	359	285	432	1,077	664	706	504	465	233	853	6,897
Total number of motorists involved in collisions	2024	443	596	214	356	342	369	1,133	603	740	527	449	314	783	6,869
Total number of motorists involved in collisions	2025	393	650	220	323	360	402	1,168	633	710	469	458	271	731	6,788
Total number of motorists involved in collisions	2021 to 2025 average	414	622	217	338	305	404	1,101	694	724	462	428	260	752	6,721
Number of motorists with breath test requested	2014 to 2018 average	446	555	251	476	322	489	982	914	889	435	442	291	793	7,286
Number of motorists with breath test requested	2021	187	354	113	178	150	171	368	441	380	227	206	87	320	3,182
Number of motorists with breath test requested	2022	238	450	99	182	195	250	414	543	430	268	255	93	392	3,809
Number of motorists with breath test requested	2023	279	431	156	200	219	255	458	388	385	349	319	113	427	3,979
Number of motorists with breath test requested	2024	267	421	130	176	240	198	456	361	444	337	270	138	374	3,812
Number of motorists with breath test requested	2025	237	447	133	186	243	223	468	365	419	304	318	136	334	3,813
Number of motorists with breath test requested	2021 to 2025 average	242	421	126	184	209	219	433	420	412	297	274	113	369	3,719
Number of tests that were positive or refused	2014 to 2018 average	19	19	8	15	7	13	29	22	15	13	12	12	28	214
Number of tests that were positive or refused	2021	5	16	3	6	5	9	15	14	14	5	3	4	14	113
Number of tests that were positive or refused	2022	10	12	3	2	9	16	19	24	12	8	8	9	19	151
Number of tests that were positive or refused	2023	10	16	4	6	8	23	21	19	11	15	11	3	18	165
Number of tests that were positive or refused	2024	6	11	2	5	11	10	14	12	12	14	3	7	18	125
Number of tests that were positive or refused	2025	8	14	6	7	9	7	18	15	9	10	5	6	19	133
Number of tests that were positive or refused	2021 to 2025 average	8	14	4	5	8	13	17	17	12	10	6	6	18	137

Table 19.2. Percentage of motorists involved in collisions by breath test result and police force division, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Breath test breakdown	Year	North East [note 3]	Tayside	Argyll and West Dunbartonshire	Forth Valley	Dumfries and Galloway	Ayrshire	Greater Glasgow	Lothians and Borders Scottish	Edinburgh	Highlands and Islands	Renfrewshire Fife and Inverclyde	Lanarkshire	Scotland	
Breath tests requested as a percentage of those involved	2014 to 2018 average	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
Breath tests requested as a percentage of those involved	2021	49.3	56.1	53.6	55.8	67.0	43.4	35.5	57.3	53.8	56.0	57.1	36.3	49.5	50.3
Breath tests requested as a percentage of those involved	2022	61.3	71.5	51.3	54.7	62.5	59.4	38.0	67.9	56.8	65.8	62.3	38.3	52.5	56.6
Breath tests requested as a percentage of those involved	2023	59.6	71.6	62.7	55.7	76.8	59.0	42.5	58.4	54.5	69.2	68.6	48.5	50.1	57.7
Breath tests requested as a percentage of those involved	2024	60.3	70.6	60.7	49.4	70.2	53.7	40.2	59.9	60.0	63.9	60.1	43.9	47.8	55.5
Breath tests requested as a percentage of those involved	2025	60.3	68.8	60.5	57.6	67.5	55.5	40.1	57.7	59.0	64.8	69.4	50.2	45.7	56.2
Breath tests requested as a percentage of those involved	2021 to 2025 average	58.3	67.7	58.0	54.6	68.7	54.4	39.3	60.5	56.9	64.2	63.9	43.6	49.1	55.3
Positive or refused as a percentage of motorists involved	2014 to 2018 average	2.0	2.5	1.7	2.0	1.6	1.5	1.3	1.6	1.0	1.9	1.9	2.0	1.8	1.6
Positive or refused as a percentage of motorists involved	2021	1.3	2.5	1.4	1.9	2.2	2.3	1.4	1.8	2.0	1.2	0.8	1.7	2.2	1.8
Positive or refused as a percentage of motorists involved	2022	2.6	1.9	1.6	0.6	2.9	3.8	1.7	3.0	1.6	2.0	2.0	3.7	2.5	2.2
Positive or refused as a percentage of motorists involved	2023	2.1	2.7	1.6	1.7	2.8	5.3	1.9	2.9	1.6	3.0	2.4	1.3	2.1	2.4
Positive or refused as a percentage of motorists involved	2024	1.4	1.8	0.9	1.4	3.2	2.7	1.2	2.0	1.6	2.7	0.7	2.2	2.3	1.8
Positive or refused as a percentage of motorists involved	2025	2.0	2.2	2.7	2.2	2.5	1.7	1.5	2.4	1.3	2.1	1.1	2.2	2.6	2.0
Positive or refused as a percentage of motorists involved	2021 to 2025 average	1.9	2.2	1.7	1.5	2.8	3.2	1.6	2.4	1.6	2.2	1.4	2.2	2.3	2.0
Positive or refused as a percentage of those where breath test requested	2014 to 2018 average	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
Positive or refused as a percentage of those where breath test requested	2021	2.7	4.5	2.7	3.4	3.3	5.3	4.1	3.2	3.7	2.2	1.5	4.6	4.4	3.6
Positive or refused as a percentage of those where breath test requested	2022	4.2	2.7	3.0	1.1	4.6	6.4	4.6	4.4	2.8	3.0	3.1	9.7	4.8	4.0
Positive or refused as a percentage of those where breath test requested	2023	3.6	3.7	2.6	3.0	3.7	9.0	4.6	4.9	2.9	4.3	3.4	2.7	4.2	4.1
Positive or refused as a percentage of those where breath test requested	2024	2.2	2.6	1.5	2.8	4.6	5.1	3.1	3.3	2.7	4.2	1.1	5.1	4.8	3.3
Positive or refused as a percentage of those where breath test requested	2025	3.4	3.1	4.5	3.8	3.7	3.1	3.8	4.1	2.1	3.3	1.6	4.4	5.7	3.5
Positive or refused as a percentage of those where breath test requested	2021 to 2025 average	3.2	3.3	2.9	2.8	4.0	5.9	4.0	4.0	2.8	3.5	2.2	5.1	4.8	3.7

Table 20.1. Number of motorists involved in reported injury collisions, breath tested and breath test results, by day and time, 2021 to 2025 ave

This worksheet contains one table.

Breath test breakdown	Time (24 hr clock)	Monday to Thursday average	Friday	Saturday	Sunday	Total [note 17]
Total number of motorists involved in collisions	00 to 03	16	21	32	53	171
Total number of motorists involved in collisions	03 to 06	10	13	14	21	87
Total number of motorists involved in collisions	06 to 09	127	116	43	32	697
Total number of motorists involved in collisions	09 to 12	156	162	157	112	1,055
Total number of motorists involved in collisions	12 to 15	186	252	221	184	1,398
Total number of motorists involved in collisions	15 to 18	279	300	206	193	1,817
Total number of motorists involved in collisions	18 to 21	148	173	142	135	1,040
Total number of motorists involved in collisions	21 to 24	58	80	92	53	456
Total number of motorists involved in collisions	Total	979	1,117	907	783	6,721
Number of motorists with breath test requested	00 to 03	8	13	17	31	94
Number of motorists with breath test requested	03 to 06	6	8	8	11	49
Number of motorists with breath test requested	06 to 09	72	66	25	20	400
Number of motorists with breath test requested	09 to 12	90	90	89	66	607
Number of motorists with breath test requested	12 to 15	100	136	117	98	753
Number of motorists with breath test requested	15 to 18	150	166	118	106	992
Number of motorists with breath test requested	18 to 21	81	98	74	77	572
Number of motorists with breath test requested	21 to 24	32	49	50	25	253
Number of motorists with breath test requested	Total	540	627	498	433	3,719
Number of tests that were positive or refused	00 to 03	2	5	5	8	24
Number of tests that were positive or refused	03 to 06	1	1	1	3	8
Number of tests that were positive or refused	06 to 09	1	1	2	2	10
Number of tests that were positive or refused	09 to 12	1	1	2	1	8
Number of tests that were positive or refused	12 to 15	2	2	2	4	15
Number of tests that were positive or refused	15 to 18	2	3	5	3	20
Number of tests that were positive or refused	18 to 21	2	4	6	6	25
Number of tests that were positive or refused	21 to 24	3	5	7	3	27
Number of tests that were positive or refused	Total	14	23	30	29	137

Table 20.2. Percentage of motorists involved in reported injury collisions, breath tested and breath test results, by day and time, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Breath test breakdown	Time (24 hr clock)	Monday to Thursday average (%)	Friday percentage (%)	Saturday percentage (%)	Sunday percentage (%)	Total percentage (%) [note 17]
Breath tests requested as a percentage of motorists involved	00 to 03	51	61	54	58	55
Breath tests requested as a percentage of motorists involved	03 to 06	57	61	56	51	56
Breath tests requested as a percentage of motorists involved	06 to 09	57	57	58	61	57
Breath tests requested as a percentage of motorists involved	09 to 12	58	55	57	59	58
Breath tests requested as a percentage of motorists involved	12 to 15	54	54	53	53	54
Breath tests requested as a percentage of motorists involved	15 to 18	54	55	57	55	55
Breath tests requested as a percentage of motorists involved	18 to 21	55	57	52	57	55
Breath tests requested as a percentage of motorists involved	21 to 24	56	62	54	47	56
Breath tests requested as a percentage of motorists involved	Total	55	56	55	55	55
Positive or refused as a percentage of motorists involved	00 to 03	9	25	15	14	14
Positive or refused as a percentage of motorists involved	03 to 06	7	8	8	12	9
Positive or refused as a percentage of motorists involved	06 to 09	1	1	5	5	1
Positive or refused as a percentage of motorists involved	09 to 12	1	1	1	1	1
Positive or refused as a percentage of motorists involved	12 to 15	1	1	1	2	1
Positive or refused as a percentage of motorists involved	15 to 18	1	1	3	2	1
Positive or refused as a percentage of motorists involved	18 to 21	2	2	4	4	2
Positive or refused as a percentage of motorists involved	21 to 24	5	7	8	6	6
Positive or refused as a percentage of motorists involved	Total	1	2	3	4	2
Positive or refused as a percentage of those where breath test requested	00 to 03	18	41	29	25	25
Positive or refused as a percentage of those where breath test requested	03 to 06	13	13	15	24	16
Positive or refused as a percentage of those where breath test requested	06 to 09	2	2	8	8	3
Positive or refused as a percentage of those where breath test requested	09 to 12	1	2	2	2	1
Positive or refused as a percentage of those where breath test requested	12 to 15	2	1	2	4	2
Positive or refused as a percentage of those where breath test requested	15 to 18	2	2	4	3	2
Positive or refused as a percentage of those where breath test requested	18 to 21	3	4	8	7	4
Positive or refused as a percentage of those where breath test requested	21 to 24	9	11	14	12	11
Positive or refused as a percentage of those where breath test requested	Total	3	4	6	7	4

Table 21.1. Number of motorists involved in reported injury collisions, breath tested and breath test results, time of day, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table.

Breath test breakdown	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
Total number of motorists involved in collisions	2014 to 2018 average	348	196	1,598	1,930	2,616	3,505	1,958	812	12,962
Total number of motorists involved in collisions	2021	144	90	597	948	1,364	1,796	969	416	6,324
Total number of motorists involved in collisions	2022	191	91	729	1,048	1,376	1,857	995	441	6,728
Total number of motorists involved in collisions	2023	192	85	745	1,095	1,429	1,807	1,060	484	6,897
Total number of motorists involved in collisions	2024	192	84	739	1,073	1,425	1,735	1,092	529	6,869
Total number of motorists involved in collisions	2025	138	86	676	1,110	1,397	1,888	1,084	409	6,788
Total number of motorists involved in collisions	2021 to 2025 average	171	87	697	1,055	1,398	1,817	1,040	456	6,721
Number of motorists with breath test requested	2014 to 2018 average	213	115	908	1,088	1,452	1,907	1,122	481	7,286
Number of motorists with breath test requested	2021	70	44	315	508	662	887	483	213	3,182
Number of motorists with breath test requested	2022	109	44	423	616	751	1,026	583	257	3,809
Number of motorists with breath test requested	2023	113	53	439	671	816	1,009	585	293	3,979
Number of motorists with breath test requested	2024	105	52	424	630	769	959	585	288	3,812
Number of motorists with breath test requested	2025	72	52	397	611	766	1,077	624	214	3,813
Number of motorists with breath test requested	2021 to 2025 average	94	49	400	607	753	992	572	253	3,719
Number of tests that were positive or refused	2014 to 2018 average	45	24	15	12	14	29	34	41	214
Number of tests that were positive or refused	2021	17	8	16	6	11	18	16	21	113
Number of tests that were positive or refused	2022	32	8	9	10	16	22	27	27	151
Number of tests that were positive or refused	2023	26	7	9	18	19	24	37	25	165
Number of tests that were positive or refused	2024	23	3	9	4	17	14	21	34	125
Number of tests that were positive or refused	2025	21	12	8	4	12	23	26	27	133
Number of tests that were positive or refused	2021 to 2025 average	24	8	10	8	15	20	25	27	137

Table 21.2. Percentage of motorists involved in reported injury collisions, breath tested and breath test results, time of day, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table.

Breath test breakdown	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
Breath tests requested as a percentage of motorists involved	2014 to 2018 average	61.2	58.4	56.8	56.4	55.5	54.4	57.3	59.3	56.2
Breath tests requested as a percentage of motorists involved	2021	48.6	48.9	52.8	53.6	48.5	49.4	49.8	51.2	50.3
Breath tests requested as a percentage of motorists involved	2022	57.1	48.4	58.0	58.8	54.6	55.3	58.6	58.3	56.6
Breath tests requested as a percentage of motorists involved	2023	58.9	62.4	58.9	61.3	57.1	55.8	55.2	60.5	57.7
Breath tests requested as a percentage of motorists involved	2024	54.7	61.9	57.4	58.7	54.0	55.3	53.6	54.4	55.5
Breath tests requested as a percentage of motorists involved	2025	52.2	60.5	58.7	55.0	54.8	57.0	57.6	52.3	56.2
Breath tests requested as a percentage of motorists involved	2021 to 2025 average	54.7	56.2	57.3	57.6	53.8	54.6	55.0	55.5	55.3
Positive or refused as a percentage of motorists involved	2014 to 2018 average	13.0	12.1	1.0	0.6	0.5	0.8	1.7	5.0	1.6
Positive or refused as a percentage of motorists involved	2021	11.8	8.9	2.7	0.6	0.8	1.0	1.7	5.0	1.8
Positive or refused as a percentage of motorists involved	2022	16.8	8.8	1.2	1.0	1.2	1.2	2.7	6.1	2.2
Positive or refused as a percentage of motorists involved	2023	13.5	8.2	1.2	1.6	1.3	1.3	3.5	5.2	2.4
Positive or refused as a percentage of motorists involved	2024	12.0	3.6	1.2	0.4	1.2	0.8	1.9	6.4	1.8
Positive or refused as a percentage of motorists involved	2025	15.2	14.0	1.2	0.4	0.9	1.2	2.4	6.6	2.0
Positive or refused as a percentage of motorists involved	2021 to 2025 average	13.9	8.7	1.5	0.8	1.1	1.1	2.4	5.9	2.0
Positive or refused as a percentage of those where breath test requested	2014 to 2018 average	21.2	20.8	1.7	1.1	1.0	1.5	3.0	8.5	2.9
Positive or refused as a percentage of those where breath test requested	2021	24.3	18.2	5.1	1.2	1.7	2.0	3.3	9.9	3.6
Positive or refused as a percentage of those where breath test requested	2022	29.4	18.2	2.1	1.6	2.1	2.1	4.6	10.5	4.0
Positive or refused as a percentage of those where breath test requested	2023	23.0	13.2	2.1	2.7	2.3	2.4	6.3	8.5	4.1
Positive or refused as a percentage of those where breath test requested	2024	21.9	5.8	2.1	0.6	2.2	1.5	3.6	11.8	3.3
Positive or refused as a percentage of those where breath test requested	2025	29.2	23.1	2.0	0.7	1.6	2.1	4.2	12.6	3.5
Positive or refused as a percentage of those where breath test requested	2021 to 2025 average	25.4	15.5	2.6	1.4	2.0	2.0	4.4	10.6	3.7

Table 22. Number of collisions which involved motor vehicle drivers or riders with illegal alcohol levels and the casualties in those collisions by severity of collision, 2004 to 2024 [note 18] [note 61]

[x] indicates that the data is unavailable.

This worksheet contains one table.

Year	Fatal collisions	Unadjusted serious collisions	Adjusted serious collisions	Unadjusted slight collisions	Adjusted slight collisions	All severities collisions	Fatal casualties	Unadjusted serious casualties	Adjusted serious casualties	Unadjusted slight casualties	Adjusted slight casualties	All severities casualties
2004	30	140	[x]	540	[x]	720	40	180	[x]	850	[x]	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
2021	10	60	60	90	90	150	10	70	70	130	130	210
2022	20	70	70	100	100	200	30	90	90	190	190	310
2023	10	100	100	90	90	200	10	120	120	170	170	300
2024	30	50	50	100	90	180	30	90	90	160	160	280

Table 23.1. Reported casualties by mode of transport and severity separately for built-up and non-built-up roads, 2015 to 2025 and 2014 to 2018 average [note 6]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Mode of transport	Year	Built-up killed	Built-up serious [note 61]	Built-up all severities	Non-built-up killed	Non-built-up serious [note 61]	Non-built-up all severities	Total killed	Total serious [note 61]	Total all severities
Pedestrian	2014 to 2018 average	29	599	1,476	12	31	68	41	629	1,543
Pedestrian	2015	30	650	1,619	14	29	71	44	679	1,690
Pedestrian	2016	23	628	1,600	9	29	63	32	658	1,663
Pedestrian	2017	26	547	1,298	12	31	65	38	578	1,363
Pedestrian	2018	25	519	1,199	9	31	57	34	550	1,256
Pedestrian	2019	33	518	1,188	11	36	64	44	555	1,252
Pedestrian	2020	20	293	742	12	33	72	32	326	814
Pedestrian	2021	22	282	718	11	19	45	33	301	763
Pedestrian	2022	19	343	857	14	27	60	33	370	917
Pedestrian	2023	35	405	876	11	32	74	46	437	950
Pedestrian	2024	30	405	843	12	25	55	42	430	898
Pedestrian	2025	19	376	820	8	26	50	27	402	870
Pedestrian	2021 to 2025 average	25	362	823	11	26	57	36	388	880
Pedal cycle	2014 to 2018 average	3	222	670	4	50	99	6	273	770
Pedal cycle	2015	2	227	691	3	53	106	5	280	797
Pedal cycle	2016	3	222	682	5	48	108	8	270	790
Pedal cycle	2017	3	222	634	2	53	94	5	275	728
Pedal cycle	2018	2	203	555	4	50	83	6	253	638
Pedal cycle	2019	3	191	520	6	35	71	9	226	591
Pedal cycle	2020	5	197	512	6	50	98	11	247	610
Pedal cycle	2021	3	158	423	6	39	88	9	197	511
Pedal cycle	2022	1	149	420	1	31	61	2	180	481
Pedal cycle	2023	3	123	336	4	33	69	7	156	405
Pedal cycle	2024	3	136	351	0	22	44	3	158	395
Pedal cycle	2025	5	122	338	2	36	59	7	158	397
Pedal cycle	2021 to 2025 average	3	138	374	3	32	64	6	170	438
Motorcycle [note 6]	2014 to 2018 average	5	172	370	25	217	336	30	388	706
Motorcycle [note 6]	2015	3	168	396	24	211	339	27	379	735
Motorcycle [note 6]	2016	7	164	373	23	215	336	30	379	709
Motorcycle [note 6]	2017	3	166	316	26	201	304	29	367	620
Motorcycle [note 6]	2018	5	146	302	28	228	338	33	373	640
Motorcycle [note 6]	2019	6	126	257	19	184	265	25	310	522
Motorcycle [note 6]	2020	7	104	208	9	138	212	16	242	420
Motorcycle [note 6]	2021	5	109	200	24	172	259	29	281	459
Motorcycle [note 6]	2022	3	121	223	23	165	259	26	286	482
Motorcycle [note 6]	2023	0	127	232	27	170	255	27	297	487
Motorcycle [note 6]	2024	6	126	227	28	163	243	34	289	470
Motorcycle [note 6]	2025	3	156	288	31	180	295	34	336	583
Motorcycle [note 6]	2021 to 2025 average	3	128	234	27	170	262	30	298	496
Car	2014 to 2018 average	10	389	3,049	73	825	3,148	83	1,213	6,198
Car	2015	9	400	3,325	66	823	3,388	75	1,223	6,713
Car	2016	8	420	3,332	98	901	3,365	106	1,321	6,697
Car	2017	7	376	2,835	57	764	2,872	64	1,140	5,707
Car	2018	9	352	2,412	66	766	2,673	75	1,119	5,085
Car	2019	6	342	2,119	68	782	2,494	74	1,124	4,613
Car	2020	14	217	1,353	51	407	1,420	65	624	2,773
Car	2021	6	260	1,251	44	452	1,660	50	712	2,911
Car	2022	14	289	1,403	81	532	1,805	95	821	3,208
Car	2023	8	310	1,434	46	601	1,975	54	911	3,409
Car	2024	14	368	1,564	59	574	1,847	73	942	3,411
Car	2025	12	296	1,341	46	549	1,764	58	845	3,105
Car	2021 to 2025 average	11	305	1,399	55	542	1,810	66	846	3,209
Taxi	2014 to 2018 average	0	15	121	0	4	24	1	19	145

Table 23.2. Reported casualties by mode of transport and severity for rural roads, 2015 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Mode of transport	Year	Rural no dual greater than or equal to 41mph killed	Rural no dual greater than or equal to 41mph serious [note 61]	Rural no dual greater than or equal to 41mph all severities	All rural killed	All rural serious [note 61]	All rural severities	All roads killed	All roads serious [note 61]	All roads all severities
Pedestrian	2014 to 2018 average	7	20	43	17	101	259	41	629	1,543
Pedestrian	2015	8	20	46	22	251	644	44	679	1,690
Pedestrian	2016	7	17	39	12	52	146	32	658	1,663
Pedestrian	2017	8	19	40	15	48	121	38	578	1,363
Pedestrian	2018	7	20	35	9	48	102	34	550	1,256
Pedestrian	2019	6	28	46	12	50	114	44	555	1,252
Pedestrian	2020	8	23	50	12	42	101	32	326	814
Pedestrian	2021	7	11	31	12	36	88	33	301	763
Pedestrian	2022	6	12	27	10	44	99	33	370	917
Pedestrian	2023	6	21	37	12	46	100	46	437	950
Pedestrian	2024	5	15	28	11	43	87	42	430	898
Pedestrian	2025	7	20	38	10	49	96	27	402	870
Pedestrian	2021 to 2025 average	6	16	32	11	44	94	36	388	880
Pedal cycle	2014 to 2018 average	3	37	71	4	79	188	6	273	770
Pedal cycle	2015	2	39	78	4	146	395	5	280	797
Pedal cycle	2016	3	35	74	4	54	125	8	270	790
Pedal cycle	2017	1	42	70	3	63	117	5	275	728
Pedal cycle	2018	3	39	63	3	59	110	6	253	638
Pedal cycle	2019	6	29	52	6	46	92	9	226	591
Pedal cycle	2020	6	38	70	6	60	126	11	247	610
Pedal cycle	2021	6	33	69	6	58	119	9	197	511
Pedal cycle	2022	1	27	48	1	45	87	2	180	481
Pedal cycle	2023	4	26	53	5	41	85	7	156	405
Pedal cycle	2024	-	16	35	-	30	65	3	158	395
Pedal cycle	2025	2	29	46	4	43	81	7	158	397
Pedal cycle	2021 to 2025 average	3	26	50	3	43	87	6	170	438
Motorcycle [note 6]	2014 to 2018 average	23	178	273	24	244	395	30	388	706
Motorcycle [note 6]	2015	23	178	281	24	283	506	27	379	735
Motorcycle [note 6]	2016	21	183	285	23	228	358	30	379	709
Motorcycle [note 6]	2017	25	168	254	27	217	333	29	367	620
Motorcycle [note 6]	2018	24	177	260	25	235	352	33	373	640
Motorcycle [note 6]	2019	17	151	216	18	190	279	25	310	522
Motorcycle [note 6]	2020	8	110	166	11	146	228	16	242	420
Motorcycle [note 6]	2021	22	148	212	24	179	269	29	281	459
Motorcycle [note 6]	2022	21	136	202	24	185	288	26	286	482
Motorcycle [note 6]	2023	25	145	203	27	179	269	27	297	487
Motorcycle [note 6]	2024	25	138	198	29	176	262	34	289	470
Motorcycle [note 6]	2025	30	145	243	32	182	306	34	336	583
Motorcycle [note 6]	2021 to 2025 average	25	142	212	27	180	279	30	298	496
Car	2014 to 2018 average	59	629	2,081	75	864	3,429	83	1,213	6,198
Car	2015	52	607	2,197	70	985	4,612	75	1,223	6,713
Car	2016	77	702	2,240	97	924	3,395	106	1,321	6,697
Car	2017	47	581	1,892	59	776	2,922	64	1,140	5,707
Car	2018	53	590	1,821	70	782	2,689	75	1,119	5,085
Car	2019	55	590	1,663	66	794	2,466	74	1,124	4,613
Car	2020	38	320	1,002	52	428	1,459	65	624	2,773
Car	2021	34	322	1,038	44	466	1,636	50	712	2,911
Car	2022	69	400	1,213	81	582	1,877	95	821	3,208
Car	2023	39	467	1,328	46	637	2,009	54	911	3,409
Car	2024	50	434	1,266	62	628	1,934	73	942	3,411
Car	2025	43	421	1,225	48	553	1,770	58	845	3,105
Car	2021 to 2025 average	47	409	1,214	56	573	1,845	66	846	3,209
Taxi	2014 to 2018 average	0	3	15	0	5	34	1	19	145

Table 24. Reported casualties by mode of transport, age group, severity and sex, 2025 and 2014 to 2018 average

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Mode of Transport	Age	Adjusted serious				All severities			
		Killed 2014 to 2018 average	2014 to 18 average [note 61]	Male 2014 to 18 average	Female 2014 to 18 average	All severities 2014 to 18 average	Killed 2025	Serious 2025	All severities 2025
Pedestrian	0 to 4	0	16	27	13	41	0	14	31
Pedestrian	5 to 7	1	29	46	27	73	0	15	37
Pedestrian	8 to 11	1	52	79	56	135	0	28	73
Pedestrian	12 to 15	1	70	106	79	185	1	40	98
Pedestrian	16 to 19	0	40	59	47	106	1	27	55
Pedestrian	20 to 24	1	42	63	51	114	0	17	41
Pedestrian	25 to 29	1	43	61	45	106	1	22	53
Pedestrian	30 to 39	5	60	103	61	164	3	43	91
Pedestrian	40 to 49	5	60	95	58	152	4	60	85
Pedestrian	50 to 59	6	65	86	72	156	1	32	81
Pedestrian	60 to 69	7	57	64	55	119	3	51	86
Pedestrian	70 to 79	5	55	56	49	105	6	41	84
Pedestrian	80 or over	8	43	37	44	81	7	31	55
Pedestrian	All ages [note 20]	41	629	884	658	1,543	27	402	870
Pedestrian	Child 0 to 15	3	167	256	176	434	1	97	239
Pedestrian	Adult 16 or over	39	462	624	481	1,106	26	305	631
Pedal cycle	0 to 4	0	0	0	1	1	0	0	1
Pedal cycle	5 to 7	0	3	6	3	9	0	0	3
Pedal cycle	8 to 11	0	9	22	6	28	0	3	10
Pedal cycle	12 to 15	0	10	28	2	30	0	15	27
Pedal cycle	16 to 19	0	10	30	6	36	0	10	21
Pedal cycle	20 to 24	0	16	42	18	60	0	6	27
Pedal cycle	25 to 29	0	22	57	23	80	0	13	46
Pedal cycle	30 to 39	1	53	133	33	166	0	20	69
Pedal cycle	40 to 49	1	68	145	29	174	1	31	82
Pedal cycle	50 to 59	1	56	110	21	132	1	29	68
Pedal cycle	60 to 69	1	18	34	4	38	2	22	45
Pedal cycle	70 to 79	1	5	9	2	11	2	6	14
Pedal cycle	80 or over	0	1	2	1	3	1	3	4
Pedal cycle	All ages [note 20]	6	272	621	148	770	7	158	329
Pedal cycle	Child 0 to 15	0	22	56	11	68	0	18	41
Pedal cycle	Adult 16 or over	6	250	563	136	700	7	140	356
Motorcycle [note 6]	0 to 4	0	0	0	0	0	0	0	0
Motorcycle [note 6]	5 to 7	0	0	0	0	0	0	0	0
Motorcycle [note 6]	8 to 11	0	0	0	0	0	0	2	2
Motorcycle [note 6]	12 to 15	4	5	6	1	7	15	1	16
Motorcycle [note 6]	16 to 19	0	29	54	7	61	2	33	70
Motorcycle [note 6]	20 to 24	3	44	80	9	89	1	44	74
Motorcycle [note 6]	25 to 29	3	43	75	6	81	5	32	56
Motorcycle [note 6]	30 to 39	6	59	100	11	111	5	46	83
Motorcycle [note 6]	40 to 49	6	85	136	17	153	3	51	83
Motorcycle [note 6]	50 to 59	8	87	129	16	145	8	68	104
Motorcycle [note 6]	60 to 69	3	31	42	5	47	7	45	77
Motorcycle [note 6]	70 to 79	1	6	9	1	10	3	6	13
Motorcycle [note 6]	80 or over	0	1	1	1	2	0	2	5
Motorcycle [note 6]	All ages [note 20]	30	388	633	72	706	34	336	583
Motorcycle [note 6]	Child 0 to 15	0	4	5	1	6	0	9	18
Motorcycle [note 6]	Adult 16 or over	30	384	627	71	699	34	327	565
Car or taxi driver	0 to 4	0	0	0	0	0	0	0	0
Car or taxi driver	5 to 7	0	0	0	0	0	0	0	0
Car or taxi driver	8 to 11	0	0	0	0	0	0	0	0
Car or taxi driver	12 to 15	0	1	2	0	2	0	0	1
Car or taxi driver	16 to 19	4	65	172	134	307	3	44	136
Car or taxi driver	20 to 24	8	98	297	270	567	4	64	229
Car or taxi driver	25 to 29	7	53	262	245	507	5	117	209
Car or taxi driver	30 to 39	9	129	408	391	799	6	91	424
Car or taxi driver	40 to 49	8	122	381	379	760	4	74	315
Car or taxi driver	50 to 59	6	122	332	322	654	5	86	323
Car or taxi driver	60 to 69	6	90	199	164	362	4	79	253
Car or taxi driver	70 to 79	7	64	129	88	217	5	73	173
Car or taxi driver	80 or over	5	43	78	46	124	5	32	80
Car or taxi driver	All ages [note 20]	59	816	2,261	2,041	4,304	37	594	2,144
Car or taxi driver	Child 0 to 15	0	1	2	0	2	0	0	1
Car or taxi driver	Adult 16 or over	59	815	2,258	2,039	4,298	37	594	2,142
Car or taxi passenger	0 to 4	1	13	46	37	83	0	6	28
Car or taxi passenger	5 to 7	0	11	33	42	76	0	7	42
Car or taxi passenger	8 to 11	1	15	54	52	107	0	15	66
Car or taxi passenger	12 to 15	1	19	43	61	105	0	9	59
Car or taxi passenger	16 to 19	4	69	135	153	289	6	74	146
Car or taxi passenger	20 to 24	4	53	120	140	259	3	25	118
Car or taxi passenger	25 to 29	2	34	74	104	178	1	16	67
Car or taxi passenger	30 to 39	1	45	102	143	246	0	30	132
Car or taxi passenger	40 to 49	1	34	64	134	198	1	20	89
Car or taxi passenger	50 to 59	2	36	48	139	197	2	28	93
Car or taxi passenger	60 to 69	3	34	32	107	139	3	31	69
Car or taxi passenger	70 to 79	3	33	24	90	114	4	29	71
Car or taxi passenger	80 or over	4	20	13	41	53	2	16	37
Car or taxi passenger	All ages [note 20]	25	416	792	1,245	2,039	22	272	1,044
Car or taxi passenger	Child 0 to 15	2	57	177	193	370	0	37	195
Car or taxi passenger	Adult 16 or over	23	358	613	1,050	1,663	22	235	848
Bus or coach or minibus	0 to 4	0	1	6	5	12	0	0	1
Bus or coach or minibus	5 to 7	0	1	1	2	3	0	0	0
Bus or coach or minibus	8 to 11	0	0	2	3	5	0	1	1
Bus or coach or minibus	12 to 15	0	2	8	12	20	0	0	3
Bus or coach or minibus	16 to 19	0	2	6	10	16	0	0	1
Bus or coach or minibus	20 to 24	0	2	4	7	11	0	0	5
Bus or coach or minibus	25 to 29	0	3	8	8	16	0	0	3
Bus or coach or minibus	30 to 39	0	5	15	15	31	0	5	11
Bus or coach or minibus	40 to 49	0	5	20	17	36	0	2	13
Bus or coach or minibus	50 to 59	0	9	22	23	46	0	6	20
Bus or coach or minibus	60 to 69	0	15	22	34	56	0	8	31
Bus or coach or minibus	70 to 79	0	11	12	28	39	0	4	11
Bus or coach or minibus	80 or over	1	13	11	31	42	0	3	15
Bus or coach or minibus	All ages [note 20]	3	68	138	195	334	0	33	170
Bus or coach or minibus	Child 0 to 15	0	4	18	22	40	0	1	5
Bus or coach or minibus	Adult 16 or over	3	64	120	172	293	0	32	110
Goods vehicles	0 to 4	0	0	1	1	3	0	0	0
Goods vehicles	5 to 7	0	1	1	1	3	0	0	3
Goods vehicles	8 to 11	0	1	1	1	2	0	0	3
Goods vehicles	12 to 15	0	0	1	1	2	0	0	0
Goods vehicles	16 to 19	0	2	12	1	13	0	1	10
Goods vehicles	20 to 24	0	6	32	5	37	1	5	23
Goods vehicles	25 to 29	0	12	54	7	60	0	4	21
Goods vehicles	30 to 39	1	16	88	7	95	0	13	64
Goods vehicles	40 to 49	3	23	93	11	104	0	11	53
Goods vehicles	50 to 59	1	18	73	7	80	0	17	54
Goods vehicles	60 to 69	1	9	28	4	32	2	3	31
Goods vehicles	70 to 79	0	2	5	1	6	2	0	4
Goods vehicles	80 or over	0	0	0	1	1	0	0	2
Goods vehicles	All ages [note 20]	6	92	390	48	438	5	54	268
Goods vehicles	Child 0 to 15	0	2	5	3	9	0	0	6
Goods vehicles	Adult 16 or over	6	90	385	44	429	5	54	262
All users [note 22]	0 to 4	1	31	81	57	140	0	21	64
All users [note 22]	5 to 7	1	44	89	75	164	0	22	86
All users [note 22]	8 to 11	2	76	159	118	277	0	55	163
All users [note 22]	12 to 15	2	106	194	156	350	1	75	213
All users [note 22]	16 to 19	9	219	472	361	833	13	165	453
All users [note 22]	20 to 24	17	262	643	500	1,143	9	162	519
All users [note 22]	25 to 29	13	241	594	440	1,034	8	144	472
All users [note 22]	30 to 39	22	372	962	664	1,627	14	259	898
All users [note 22]	40 to 49	25	401	942	645	1,584	13	235	717
All users [note 22]	50 to 59	25	397	811	604	1,415	17	269	758
All users [note 22]	60 to 69	20	256	426	375	800	21	244	634
All users [note 22]	70 to 79	17	179	249	259	508	22	162	374
All users [note 22]	80 or over	18	123	145	164	309	15	95	203
All users [note 22]	All ages [note 20]	174	2,710	5,776	4,424	10,207	133	1908	5,558
All users [note 22]	Child 0 to 15	6	257	522	406	931	1	173	526
All users [note 22]	Adult 16 or over	168	2,450	5,245	4,011	9,258	132	1735	5,028

Table 25. Child and adult pedestrian, pedal cycle, car and other casualties by severity, 2021 to 2025 and 2014 to 2018 average [note 23] [note 24]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Mode of transport	Year	Child (0 to 15) killed	Child (0 to 15) serious	Child (0 to 15) all Severities	Adult killed	Adult serious	Adult all Severities
Pedestrian	2014 to 2018 average [note 61]	2.6	166.5	434.4	38.8	462.3	1,106
Pedestrian	2021	1	94	244	32	207	519
Pedestrian	2022	1	115	295	32	255	621
Pedestrian	2023	2	107	263	44	330	685
Pedestrian	2024	1	98	234	41	332	664
Pedestrian	2025	1	97	239	26	305	631
Pedestrian	2021 to 2025 average	1.2	102.2	255	35	285.8	624
Pedal cycle	2014 to 2018 average [note 61]	0.4	22.1	67.6	6	249.9	699.6
Pedal cycle	2021	1	17	58	8	180	453
Pedal cycle	2022	0	12	44	2	168	437
Pedal cycle	2023	1	8	34	6	148	371
Pedal cycle	2024	1	7	32	2	151	363
Pedal cycle	2025	0	18	41	7	140	356
Pedal cycle	2021 to 2025 average	0.6	12.4	41.8	5	157.4	396
Car	2014 to 2018 average [note 61]	2.2	56.8	365	80.6	1,154	5,823
Car	2021	2	24	172	48	688	2,737
Car	2022	1	27	196	94	794	3,012
Car	2023	2	44	231	52	867	3,177
Car	2024	1	42	190	72	899	3,219
Car	2025	0	35	189	58	810	2,914
Car	2021 to 2025 average	1.2	34.4	195.6	64.8	811.6	3,012
Other	2014 to 2018 average [note 61]	0.4	11.2	63.6	42.6	583.2	1,629
Other	2021	1	5	21	35	408	900
Other	2022	1	22	54	34	392	981
Other	2023	0	19	54	36	430	1,016
Other	2024	0	13	39	42	435	989
Other	2025	0	23	57	41	480	1,127
Other	2021 to 2025 average	0.4	16.4	45	37.6	429	1,003
All road users	2014 to 2018 average [note 61]	5.6	256.6	931	168	2,450	9,258
All road users	2021	5	140	495	123	1,483	4,609
All road users	2022	3	176	589	162	1,609	5,051
All road users	2023	5	178	582	138	1,775	5,249
All road users	2024	3	160	495	157	1,817	5,235
All road users	2025	1	173	526	132	1,735	5,028
All road users	2021 to 2025 average	3.4	165.4	537.4	142.4	1,683.8	5,034

Table 26. Reported casualties by mode of motor transport, casualty class and severity, 2021 to 2025 and 2014 to 2018 average [note 25]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Mode of transport	Years	Driver or rider killed	Driver or rider serious	Driver or rider all severities	Vehicle or pillion passenger killed	Vehicle or pillion passenger serious	Vehicle or pillion passenger all severities
Motorcycle	2014 to 2018 average [note 61]	27.6	366.5	666	2.2	21.9	40.2
Motorcycle	2021	28	271	443	1	10	16
Motorcycle	2022	26	273	460	0	13	22
Motorcycle	2023	26	279	461	1	18	26
Motorcycle	2024	30	279	453	4	10	17
Motorcycle	2025	33	328	562	1	8	21
Motorcycle	2021 to 2025 average	28.6	286	475.8	1.4	11.8	20.4
Car	2014 to 2018 average [note 61]	58.2	807.8	4,239	24.6	405.3	1,959
Car	2021	33	458	1933	17	254	978
Car	2022	64	536	2,171	31	285	1,037
Car	2023	48	613	2,317	6	298	1,092
Car	2024	47	610	2,301	26	332	1,110
Car	2025	37	579	2,098	21	266	1,007
Car	2021 to 2025 average	45.8	559.2	2,164	20.2	287	1,045
Taxi	2014 to 2018 average [note 61]	0.6	8.6	65.2	0.2	10.4	79.8
Taxi	2021	0	6	27	0	5	39
Taxi	2022	0	7	41	1	6	34
Taxi	2023	0	8	55	0	14	63
Taxi	2024	1	15	52	0	14	48
Taxi	2025	0	15	46	1	6	37
Taxi	2021 to 2025 average	0.2	10.2	44.2	0.4	9	44.2
Minibus	2014 to 2018 average [note 61]	0.4	1.5	10.4	0.6	4	20.8
Minibus	2021	0	0	4	1	4	16
Minibus	2022	0	3	7	0	3	9
Minibus	2023	0	1	4	0	0	3
Minibus	2024	0	0	1	0	2	17
Minibus	2025	0	0	1	0	1	7
Minibus	2021 to 2025 average	0	0.8	3.4	0.2	2	10.4
Bus/coach	2014 to 2018 average [note 61]	0.2	5.5	27.2	1.6	57.5	275.2
Bus/coach	2021	0	1	6	2	26	74
Bus/coach	2022	0	0	7	0	20	110
Bus/coach	2023	1	3	10	0	40	137
Bus/coach	2024	0	2	10	0	25	120
Bus/coach	2025	0	5	13	0	27	96
Bus/coach	2021 to 2025 average	0.2	2.2	9.2	0.4	27.6	107.4
Light goods	2014 to 2018 average [note 61]	2.8	51.6	262.4	0.6	16.3	84.8
Light goods	2021	2	28	128	0	13	41
Light goods	2022	1	36	152	0	15	61
Light goods	2023	2	32	141	0	5	41
Light goods	2024	3	38	125	0	8	39
Light goods	2025	4	38	170	1	9	65
Light goods	2021 to 2025 average	2.4	34.4	143.2	0.2	10	49.4
Heavy goods	2014 to 2018 average [note 61]	2.2	20.1	73.2	0.2	4.3	18
Heavy goods	2021	1	13	41	0	1	4
Heavy goods	2022	4	5	32	0	1	4
Heavy goods	2023	2	7	25	0	1	5
Heavy goods	2024	2	12	29	0	2	5
Heavy goods	2025	0	7	29	0	0	4
Heavy goods	2021 to 2025 average	1.8	8.8	31.2	0	1	4.4
Other	2014 to 2018 average [note 61]	3.6	20	54.8	0.2	6.7	18.2
Other	2021	1	31	72	0	4	10
Other	2022	2	24	70	1	8	26
Other	2023	4	32	75	0	9	24
Other	2024	2	33	84	0	8	28
Other	2025	1	46	101	0	13	34
Other	2021 to 2025 average	2	33.2	80.4	0.2	8.4	24.4
All modes of transport	2014 to 2018 average [note 61]	95.6	1281.6	5,398	30.2	526.5	2,496
All modes of transport	2021	65	808	2,654	21	317	1,178
All modes of transport	2022	97	884	2,940	33	351	1,303
All modes of transport	2023	83	975	3,088	7	385	1,391
All modes of transport	2024	85	989	3,055	30	401	1,384
All modes of transport	2025	75	1018	3,020	24	330	1,271
All modes of transport	2021 to 2025 average	81	934.8	2,951	23	356.8	1,305

Table 27. Reported child (0 to 15 year old) casualties by time of day and mode of transport, separately for weekdays and weekends, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Weekdays or weekends	Hour	Pedestrian	Pedal cycle	Motor cycle [note 6]	Car	Taxi	Minibus	Bus or coach	Light goods	Heavy goods	Other	Total
Total for Weekdays	00.00 to 00.59	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total for Weekdays	01.00 to 01.59	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekdays	02.00 to 02.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekdays	03.00 to 03.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekdays	04.00 to 04.59	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total for Weekdays	05.00 to 05.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekdays	06.00 to 06.59	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total for Weekdays	07.00 to 07.59	1.4	0.4	0.0	1.6	0.4	0.0	0.0	0.0	0.0	0.2	4.0
Total for Weekdays	08.00 to 08.59	20.8	4.0	0.2	8.0	0.6	0.8	3.0	0.4	0.0	0.2	38.0
Total for Weekdays	09.00 to 09.59	5.4	0.0	0.2	5.2	0.0	0.2	3.4	0.2	0.0	0.0	14.6
Total for Weekdays	10.00 to 10.59	3.2	0.2	0.0	3.0	0.0	0.0	0.8	0.2	0.0	0.2	7.6
Total for Weekdays	11.00 to 11.59	2.6	0.2	0.2	3.8	0.0	0.0	0.2	0.0	0.0	0.2	7.2
Total for Weekdays	12.00 to 12.59	9.6	1.0	0.0	8.4	0.0	0.0	0.2	0.0	0.0	0.0	19.2
Total for Weekdays	13.00 to 13.59	13.2	1.2	0.2	5.2	0.4	0.0	1.8	0.0	0.0	1.6	23.6
Total for Weekdays	14.00 to 14.59	9.8	2.6	0.2	7.4	0.2	0.0	0.6	0.0	0.2	0.4	21.4
Total for Weekdays	15.00 to 15.59	47.4	3.8	0.0	21.0	0.4	0.0	0.8	0.2	0.0	0.2	73.8
Total for Weekdays	16.00 to 16.59	29.6	3.6	0.4	11.0	0.0	0.6	1.2	0.2	0.0	1.8	48.4
Total for Weekdays	17.00 to 17.59	26.4	4.6	1.0	14.8	0.2	0.2	0.0	0.6	0.0	0.6	48.4
Total for Weekdays	18.00 to 18.59	17.4	3.6	0.2	14.8	0.0	0.0	0.4	0.4	0.0	0.8	37.6
Total for Weekdays	19.00 to 19.59	12.0	2.6	0.0	9.2	0.6	0.0	0.2	0.0	0.0	2.0	26.6
Total for Weekdays	20.00 to 20.59	7.4	2.2	0.6	8.2	0.0	0.0	0.0	0.0	0.0	0.0	18.4
Total for Weekdays	21.00 to 21.59	2.8	0.4	0.6	3.8	0.0	0.0	0.0	0.0	0.0	0.6	8.2
Total for Weekdays	22.00 to 22.59	0.6	0.2	0.0	2.2	0.0	0.0	0.2	0.0	0.0	0.4	3.6
Total for Weekdays	23.00 to 23.59	0.2	0.2	0.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Total for Weekdays	Total	210.0	30.8	4.6	130.4	2.8	1.8	12.8	2.2	0.2	9.2	404.8
Total for Weekends	00.00 to 00.59	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total for Weekends	01.00 to 01.59	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total for Weekends	02.00 to 02.59	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekends	03.00 to 03.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekends	04.00 to 04.59	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekends	05.00 to 05.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekends	06.00 to 06.59	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total for Weekends	07.00 to 07.59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total for Weekends	08.00 to 08.59	0.0	0.2	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0	1.2
Total for Weekends	09.00 to 09.59	0.8	0.2	0.0	2.4	0.0	0.4	0.0	0.0	0.0	0.0	3.8
Total for Weekends	10.00 to 10.59	1.4	0.0	0.0	2.8	0.0	0.0	0.2	0.4	0.0	0.0	4.8
Total for Weekends	11.00 to 11.59	2.4	0.6	0.0	3.2	0.0	0.0	0.4	0.0	0.0	0.2	6.8
Total for Weekends	12.00 to 12.59	1.8	0.4	0.2	5.6	0.0	0.0	0.8	0.0	0.0	0.0	8.8
Total for Weekends	13.00 to 13.59	4.8	0.8	0.2	6.6	0.2	0.0	0.2	0.4	0.0	0.4	13.6
Total for Weekends	14.00 to 14.59	5.2	1.0	1.0	8.4	0.0	0.0	0.0	0.0	0.0	0.6	16.2
Total for Weekends	15.00 to 15.59	6.2	1.4	0.4	6.0	0.0	0.0	0.0	0.0	0.0	0.2	14.2
Total for Weekends	16.00 to 16.59	5.2	1.0	0.0	7.0	0.0	0.0	0.0	0.2	0.0	0.6	14.0
Total for Weekends	17.00 to 17.59	5.8	1.4	0.8	6.8	0.0	0.0	0.4	0.2	0.0	0.2	15.6
Total for Weekends	18.00 to 18.59	3.4	1.2	0.2	6.0	0.2	0.0	0.0	0.2	0.0	0.4	11.6
Total for Weekends	19.00 to 19.59	4.0	1.2	0.0	2.2	0.0	0.0	0.6	0.2	0.0	0.2	8.4
Total for Weekends	20.00 to 20.59	2.0	0.8	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
Total for Weekends	21.00 to 21.59	1.2	0.6	0.0	2.2	0.2	0.0	0.0	0.0	0.0	0.2	4.4
Total for Weekends	22.00 to 22.59	0.2	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.0
Total for Weekends	23.00 to 23.59	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Total for Weekends	Total	45.0	11.0	2.8	65.2	0.6	0.4	2.8	1.8	0.0	3.0	132.6

Table 28. Reported adult casualties by time of day and mode of transport, separately for weekdays and weekends, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Weekdays or weekends	Hour	Pedestrian	Pedal cycle	Motor cycle [note 6]	Car	Taxi	Minibus	Bus or coach	Light goods	Heavy goods	Other	Total
Total for Weekdays	00.00 to 00.59	6	1	2	34	1	0	0	1	0	1	45
Total for Weekdays	01.00 to 01.59	4	1	1	19	0	0	0	1	0	0	27
Total for Weekdays	02.00 to 02.59	2	0	1	12	0	0	0	1	0	1	17
Total for Weekdays	03.00 to 03.59	1	0	1	9	0	0	0	1	1	1	13
Total for Weekdays	04.00 to 04.59	0	1	1	7	1	0	0	1	1	0	11
Total for Weekdays	05.00 to 05.59	3	2	2	13	0	0	0	2	0	0	23
Total for Weekdays	06.00 to 06.59	4	8	3	39	1	0	0	8	1	1	65
Total for Weekdays	07.00 to 07.59	15	21	13	90	3	0	0	14	4	3	164
Total for Weekdays	08.00 to 08.59	23	26	14	112	2	1	2	11	2	4	197
Total for Weekdays	09.00 to 09.59	22	17	10	110	3	1	2	10	2	4	181
Total for Weekdays	10.00 to 10.59	25	19	14	108	2	1	7	14	2	6	198
Total for Weekdays	11.00 to 11.59	25	13	16	125	1	0	9	7	2	6	205
Total for Weekdays	12.00 to 12.59	34	20	20	118	4	0	6	10	3	4	219
Total for Weekdays	13.00 to 13.59	31	17	26	143	3	0	6	7	2	6	241
Total for Weekdays	14.00 to 14.59	35	21	25	153	3	1	8	13	3	8	269
Total for Weekdays	15.00 to 15.59	34	17	22	181	3	1	10	14	2	5	289
Total for Weekdays	16.00 to 16.59	39	28	37	205	5	1	9	15	1	6	345
Total for Weekdays	17.00 to 17.59	45	33	30	193	3	0	4	12	1	4	327
Total for Weekdays	18.00 to 18.59	37	22	26	136	3	0	4	7	1	2	240
Total for Weekdays	19.00 to 19.59	30	16	21	100	3	0	5	7	1	2	185
Total for Weekdays	20.00 to 20.59	15	10	14	85	4	0	1	2	0	4	135
Total for Weekdays	21.00 to 21.59	13	8	12	72	1	1	1	1	0	2	111
Total for Weekdays	22.00 to 22.59	12	3	7	60	2	0	1	3	1	1	90
Total for Weekdays	23.00 to 23.59	11	2	4	44	3	0	0	2	1	0	68
Total for Weekdays	Total	468	306	319	2,169	51	9	76	165	32	72	3,667
Total for Weekends	00.00 to 00.59	9	1	2	24	2	0	0	0	0	1	40
Total for Weekends	01.00 to 01.59	7	0	1	19	2	0	0	0	0	1	31
Total for Weekends	02.00 to 02.59	3	0	1	14	2	0	0	0	0	0	20
Total for Weekends	03.00 to 03.59	2	0	1	9	1	0	0	1	0	0	14
Total for Weekends	04.00 to 04.59	0	0	0	4	1	0	0	0	0	0	7
Total for Weekends	05.00 to 05.59	0	0	1	10	1	0	0	0	0	0	12
Total for Weekends	06.00 to 06.59	0	1	1	10	0	0	0	0	0	0	12
Total for Weekends	07.00 to 07.59	1	2	2	13	0	0	1	1	0	1	20
Total for Weekends	08.00 to 08.59	2	2	2	21	0	0	0	1	0	1	31
Total for Weekends	09.00 to 09.59	3	5	5	29	1	1	1	1	0	1	48
Total for Weekends	10.00 to 10.59	7	7	10	43	0	0	1	2	0	1	70
Total for Weekends	11.00 to 11.59	9	8	16	50	1	1	5	1	1	1	93
Total for Weekends	12.00 to 12.59	10	11	17	54	0	0	3	2	0	1	98
Total for Weekends	13.00 to 13.59	10	8	19	63	1	0	1	2	0	1	105
Total for Weekends	14.00 to 14.59	10	8	17	69	2	0	3	1	0	2	113
Total for Weekends	15.00 to 15.59	10	6	19	60	1	0	1	2	0	0	99
Total for Weekends	16.00 to 16.59	10	5	19	60	1	0	2	2	0	1	101
Total for Weekends	17.00 to 17.59	12	6	12	62	1	0	4	2	0	1	99
Total for Weekends	18.00 to 18.59	11	4	7	56	2	0	1	1	0	1	83
Total for Weekends	19.00 to 19.59	9	3	6	46	2	0	1	1	0	2	71
Total for Weekends	20.00 to 20.59	11	3	4	40	2	0	1	1	0	3	65
Total for Weekends	21.00 to 21.59	5	3	4	39	3	0	0	0	0	0	55
Total for Weekends	22.00 to 22.59	8	3	2	27	3	0	1	1	0	0	45
Total for Weekends	23.00 to 23.59	7	1	2	22	1	0	0	1	0	1	34
Total for Weekends	Total	156	90	170	843	34	3	25	24	4	21	1,368

Table 29. Reported child and adult casualties by month and mode of transport, 2021 to 2025 average

Figures are adjusted for 30 day months [note 28].

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Child or adult	Month	Pedestrian	Pedal cycle	Motor cycle [note 6]	Car	Taxi	Minibus	Bus or coach	Light goods vehicle	Heavy goods vehicle	Other	Total
Child (0 to 15)	January	16	1	0	11	1	0	0	0	0	0	30
Child (0 to 15)	February	19	1	1	19	0	0	1	1	0	1	43
Child (0 to 15)	March	19	3	1	11	0	0	0	1	0	0	36
Child (0 to 15)	April	23	3	0	17	0	0	2	0	0	1	47
Child (0 to 15)	May	24	6	1	17	0	0	2	0	0	2	51
Child (0 to 15)	June	26	5	1	17	0	0	0	0	0	1	51
Child (0 to 15)	July	14	5	0	22	0	1	1	0	0	2	46
Child (0 to 15)	August	25	7	1	19	0	0	1	0	0	2	55
Child (0 to 15)	September	23	4	0	11	0	0	0	0	0	2	41
Child (0 to 15)	October	22	3	0	14	0	0	4	1	0	1	45
Child (0 to 15)	November	24	2	0	16	0	0	2	0	0	1	46
Child (0 to 15)	December	16	1	1	17	1	0	2	0	0	1	39
Child (0 to 15)	Year total	252	41	7	193	3	2	15	4	0	12	530
Adult	January	64	21	9	224	6	0	4	16	3	7	353
Adult	February	52	25	21	232	6	1	5	24	4	6	376
Adult	March	47	30	26	221	10	2	7	15	2	8	367
Adult	April	38	33	48	228	5	1	7	14	3	8	385
Adult	May	43	38	60	244	7	1	15	11	3	8	430
Adult	June	43	36	68	259	7	0	8	10	3	10	444
Adult	July	36	34	58	269	6	2	12	13	2	8	440
Adult	August	48	45	63	277	5	1	7	13	4	9	471
Adult	September	44	39	60	260	5	1	11	17	3	8	448
Adult	October	55	33	32	250	8	1	8	18	2	7	415
Adult	November	70	35	22	251	10	2	8	21	2	7	428
Adult	December	74	21	14	252	9	1	10	15	2	5	403
Adult	Year total	615	390	481	2,968	84	11	99	187	35	91	4,961
All ages [note 27]	January	80	22	9	235	6	0	4	16	3	7	383
All ages [note 27]	February	71	26	22	252	7	1	6	24	4	7	420
All ages [note 27]	March	67	33	27	232	10	2	7	15	2	8	404
All ages [note 27]	April	61	36	49	245	5	1	8	15	3	9	432
All ages [note 27]	May	67	44	61	261	8	1	16	11	3	10	481
All ages [note 27]	June	70	41	69	276	7	0	8	10	3	11	495
All ages [note 27]	July	50	40	58	292	6	2	13	14	2	10	486
All ages [note 27]	August	73	51	64	297	5	1	8	13	4	11	527
All ages [note 27]	September	67	43	60	272	6	1	11	17	3	9	489
All ages [note 27]	October	77	36	32	265	9	1	12	19	2	8	460
All ages [note 27]	November	94	37	22	267	10	2	10	21	2	8	474
All ages [note 27]	December	91	22	15	268	9	1	12	15	2	6	442
All ages [note 27]	Year total	867	431	489	3,162	87	14	115	191	35	103	5,493
All ages [note 27]												

Table 30. Reported child and adult casualties by day of the week and mode of transport, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Child or adult	Weekday	Pedestrian	Pedal cycle	Motor cycle [note 6]	Car	Taxi	Minibus	Bus or coach	Light goods vehicle	Heavy goods vehicle	Other	Total
Child (0 to 15)	Monday	37	5	1	28	1	0	1	0	0	1	74
Child (0 to 15)	Tuesday	38	6	2	21	0	0	2	1	0	2	72
Child (0 to 15)	Wednesday	45	5	0	26	0	1	1	0	0	2	81
Child (0 to 15)	Thursday	44	7	1	26	0	0	5	0	0	2	84
Child (0 to 15)	Friday	46	8	1	29	1	0	4	1	0	3	93
Child (0 to 15)	Saturday	25	7	1	33	0	0	1	1	0	2	71
Child (0 to 15)	Sunday	20	4	2	32	0	0	2	1	0	1	61
Child (0 to 15)	Total	255	42	7	196	3	2	16	4	0	12	537
Adult	Monday	81	52	56	402	8	2	14	35	5	12	666
Adult	Tuesday	87	65	62	427	10	2	13	34	7	16	723
Adult	Wednesday	97	66	68	433	10	2	16	30	6	12	739
Adult	Thursday	95	62	60	430	8	1	15	34	8	14	727
Adult	Friday	107	62	74	477	16	2	19	32	6	18	812
Adult	Saturday	93	46	83	441	19	2	15	12	2	10	723
Adult	Sunday	63	43	86	402	15	1	9	12	2	11	644
Adult	Total	624	396	489	3,012	85	12	101	189	35	93	5,034
All ages [note 27]	Monday	118	56	56	430	9	2	15	36	5	13	741
All ages [note 27]	Tuesday	125	71	63	448	10	3	15	35	7	18	795
All ages [note 27]	Wednesday	143	71	68	459	10	3	17	30	6	14	820
All ages [note 27]	Thursday	139	69	61	456	8	1	20	34	8	16	811
All ages [note 27]	Friday	154	70	75	506	16	3	23	33	6	21	906
All ages [note 27]	Saturday	117	53	85	475	19	2	17	13	2	12	795
All ages [note 27]	Sunday	84	47	88	434	15	1	11	13	2	12	706
All ages [note 27]	Total	880	438	496	3,209	88	14	117	193	36	105	5,574

Table 31.1. Number of reported road casualties by age group and sex, 2021 to 2025 and 2014 to 2018 average [note 29]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Sex	Year	0 to 4 years old	5 to 11 years old	12 to 15 years old	16 to 22 years old	23 to 29 years old	30 to 39 years old	40 to 49 years old	50 to 59 years old	60 to 69 years old	70 and over	All ages [note 27]
All casualties [note 21]	2014 to 2018 average	140	441	350	1,535	1,474	1,627	1,589	1,415	800	817	10,207
All casualties [note 21]	2021	66	232	197	706	708	859	700	757	435	444	5,106
All casualties [note 21]	2022	56	289	244	778	711	897	700	815	578	572	5,641
All casualties [note 21]	2023	76	248	258	820	707	938	746	821	625	592	5,834
All casualties [note 21]	2024	56	246	193	798	741	935	764	764	658	575	5,732
All casualties [note 21]	2025	64	249	213	771	673	898	717	758	634	577	5,558
All casualties [note 21]	2021 to 2025 average	64	253	221	775	708	905	725	783	586	552	5,574
Male Casualties	2025	42	135	131	496	423	557	463	445	385	288	3,367
Female Casualties	2025	22	114	82	275	249	338	254	313	249	289	2,187

Table 31.2. Casualty rates per thousand population by age group and sex, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Sex	Year	0 to 4 years old	5 to 11 years old	12 to 15 years old	16 to 22 years old	23 to 29 years old	30 to 39 years old	40 to 49 years old	50 to 59 years old	60 to 69 years old	70 and over	All ages [note 27]
All casualty rates per thousand population	2014 to 2018 average	0.49	1.08	1.59	3.39	2.82	2.39	2.18	1.83	1.27	1.18	1.89
All casualty rates per thousand population	2021	0.26	0.57	0.83	1.61	1.51	1.23	1.05	0.94	0.64	0.58	0.94
All casualty rates per thousand population	2022	0.23	0.72	1.01	1.75	1.50	1.27	1.06	1.02	0.84	0.73	1.04
All casualty rates per thousand population	2023	0.31	0.62	1.05	1.85	1.43	1.30	1.11	1.04	0.88	0.75	1.06
All casualty rates per thousand population	2024	0.23	0.62	0.78	1.81	1.47	1.28	1.13	0.99	0.91	0.71	1.03
All casualty rates per thousand population	2025	0.27	0.64	0.86	1.76	1.33	1.23	1.05	1.01	0.86	0.70	1.00
All casualty rates per thousand population	2021 to 2025 average	0.26	0.63	0.91	1.76	1.45	1.26	1.08	1.00	0.83	0.70	1.01
Male casualty rates per thousand population	2014 to 2018 average	0.55	1.18	1.72	3.74	3.27	2.87	2.67	2.15	1.39	1.33	2.20
Male casualty rates per thousand population	2021	0.33	0.67	1.02	1.87	1.81	1.53	1.31	1.18	0.70	0.51	1.11
Male casualty rates per thousand population	2022	0.31	0.82	1.18	2.26	1.85	1.54	1.28	1.19	0.97	0.65	1.21
Male casualty rates per thousand population	2023	0.33	0.69	1.10	2.30	1.73	1.63	1.40	1.25	1.05	0.89	1.28
Male casualty rates per thousand population	2024	0.23	0.70	0.92	2.10	1.79	1.61	1.40	1.25	1.14	0.85	1.26
Male casualty rates per thousand population	2025	0.34	0.67	1.04	2.25	1.70	1.57	1.40	1.23	1.08	0.78	1.25
Male casualty rates per thousand population	2021 to 2025 average	0.31	0.71	1.05	2.15	1.77	1.58	1.36	1.22	0.99	0.72	1.22
Female casualty rates per thousand population	2014 to 2018 average	0.41	0.96	1.46	3.03	2.38	1.91	1.72	1.52	1.15	1.07	1.60
Female casualty rates per thousand population	2021	0.20	0.47	0.64	1.35	1.19	0.92	0.78	0.69	0.59	0.66	0.77
Female casualty rates per thousand population	2022	0.15	0.62	0.85	1.25	1.14	0.99	0.82	0.84	0.70	0.84	0.85
Female casualty rates per thousand population	2023	0.28	0.54	1.00	1.40	1.14	0.98	0.84	0.85	0.72	0.64	0.85
Female casualty rates per thousand population	2024	0.23	0.53	0.63	1.52	1.17	0.96	0.87	0.76	0.69	0.60	0.82
Female casualty rates per thousand population	2025	0.19	0.60	0.68	1.27	0.96	0.90	0.72	0.81	0.65	0.64	0.77
Female casualty rates per thousand population	2021 to 2025 average	0.21	0.55	0.76	1.36	1.12	0.95	0.81	0.79	0.67	0.67	0.81

Table 32. Reported casualties and rates per thousand population by age and severity, separately for each mode of transport, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road user	Age group	Killed	Seriously injured	Slightly injured	All severities total	Killed rate per thousand population	Seriously injured rate per thousand population	Slightly injured rate per thousand population	All severities rate per thousand population
Minibus	Total [note 27]	0	3	11	14	0.00	0.00	0.00	0.00
Minibus	Child (0 to 15)	0	0	2	2	0.00	0.00	0.00	0.00
Minibus	Adult (16 and over)	0	2	9	12	0.00	0.00	0.00	0.00
Bus or coach	0 to 4	0	0	2	2	0.00	0.00	0.01	0.01
Bus or coach	5 to 11	0	1	2	3	0.00	0.00	0.00	0.01
Bus or coach	12 to 15	0	3	7	10	0.00	0.01	0.03	0.04
Bus or coach	16 to 22	0	1	9	10	0.00	0.00	0.02	0.02
Bus or coach	23 to 25	0	0	2	3	0.00	0.00	0.01	0.01
Bus or coach	26 to 29	0	0	3	3	0.00	0.00	0.01	0.01
Bus or coach	30 to 39	0	3	8	10	0.00	0.00	0.01	0.01
Bus or coach	40 to 49	0	3	6	9	0.00	0.00	0.01	0.01
Bus or coach	50 to 59	0	3	11	14	0.00	0.00	0.01	0.02
Bus or coach	60 to 69	0	5	13	18	0.00	0.01	0.02	0.03
Bus or coach	70 and over	0	10	23	33	0.00	0.01	0.03	0.04
Bus or coach	Total [note 27]	1	30	86	117	0.00	0.01	0.02	0.02
Bus or coach	Child (0 to 15)	0	4	11	16	0.00	0.00	0.01	0.02
Bus or coach	Adult (16 and over)	1	26	74	101	0.00	0.01	0.02	0.02
Light goods vehicle	0 to 4	0	0	0	0	0.00	0.00	0.00	0.00
Light goods vehicle	5 to 11	0	0	2	3	0.00	0.00	0.01	0.01
Light goods vehicle	12 to 15	0	0	1	1	0.00	0.00	0.00	0.00
Light goods vehicle	16 to 22	0	4	11	15	0.00	0.01	0.02	0.03
Light goods vehicle	23 to 25	0	2	12	14	0.00	0.01	0.06	0.07
Light goods vehicle	26 to 29	0	4	14	18	0.00	0.01	0.05	0.07
Light goods vehicle	30 to 39	0	11	41	52	0.00	0.02	0.06	0.07
Light goods vehicle	40 to 49	0	9	25	34	0.00	0.01	0.04	0.05
Light goods vehicle	50 to 59	1	10	25	35	0.00	0.01	0.03	0.05
Light goods vehicle	60 to 69	1	5	12	17	0.00	0.01	0.02	0.02
Light goods vehicle	70 and over	0	1	2	3	0.00	0.00	0.00	0.00
Light goods vehicle	Total [note 27]	3	44	146	193	0.00	0.01	0.03	0.04
Light goods vehicle	Child (0 to 15)	0	0	4	4	0.00	0.00	0.00	0.00
Light goods vehicle	Adult (16 and over)	3	44	142	189	0.00	0.01	0.03	0.04
Heavy goods vehicle	0 to 4	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods vehicle	5 to 11	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods vehicle	12 to 15	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods vehicle	16 to 22	0	0	1	1	0.00	0.00	0.00	0.00
Heavy goods vehicle	23 to 25	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods vehicle	26 to 29	0	1	2	3	0.00	0.00	0.01	0.01
Heavy goods vehicle	30 to 39	0	2	3	6	0.00	0.00	0.00	0.01
Heavy goods vehicle	40 to 49	0	3	6	9	0.00	0.00	0.01	0.01
Heavy goods vehicle	50 to 59	1	2	7	11	0.00	0.00	0.01	0.01
Heavy goods vehicle	60 to 69	0	1	4	5	0.00	0.00	0.01	0.01
Heavy goods vehicle	70 and over	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods vehicle	Total [note 27]	2	10	24	36	0.00	0.00	0.00	0.01
Heavy goods vehicle	Child (0 to 15)	0	0	0	0	0.00	0.00	0.00	0.00
Heavy goods vehicle	Adult (16 and over)	2	10	24	35	0.00	0.00	0.01	0.01
Other	0 to 4	0	0	1	1	0.00	0.00	0.00	0.00
Other	5 to 11	0	3	3	6	0.00	0.01	0.01	0.01
Other	12 to 15	0	3	3	6	0.00	0.01	0.01	0.02
Other	16 to 22	0	4	6	10	0.00	0.01	0.01	0.02
Other	23 to 25	0	1	3	5	0.00	0.01	0.02	0.02
Other	26 to 29	0	3	6	9	0.00	0.01	0.02	0.03
Other	30 to 39	0	10	12	22	0.00	0.01	0.02	0.03
Other	40 to 49	0	3	10	13	0.00	0.01	0.01	0.02
Other	50 to 59	0	5	10	16	0.00	0.01	0.01	0.02
Other	60 to 69	0	5	6	11	0.00	0.01	0.01	0.01
Other	70 and over	1	4	2	7	0.00	0.01	0.00	0.01
Other	Total [note 27]	2	42	61	105	0.00	0.01	0.01	0.02
Other	Child (0 to 15)	0	6	6	12	0.00	0.01	0.01	0.01
Other	Adult (16 and over)	2	36	55	93	0.00	0.01	0.01	0.02
Total	0 to 4	1	17	46	64	0.00	0.07	0.19	0.26
Total	5 to 11	1	72	180	253	0.00	0.18	0.45	0.63
Total	12 to 15	1	77	143	221	0.01	0.31	0.59	0.91
Total	16 to 22	16	245	514	775	0.04	0.56	1.17	1.76
Total	23 to 25	6	90	216	312	0.03	0.42	1.01	1.47
Total	26 to 29	8	118	270	396	0.03	0.43	0.98	1.43
Total	30 to 39	19	263	624	905	0.03	0.37	0.87	1.26
Total	40 to 49	20	223	483	725	0.03	0.33	0.72	1.08
Total	50 to 59	19	280	484	783	0.02	0.36	0.62	1.00
Total	60 to 69	20	225	341	586	0.03	0.32	0.48	0.83
Total	70 and over	36	240	277	552	0.04	0.30	0.35	0.70
Total	Total [note 27]	146	1,849	3,579	5,574	0.03	0.34	0.65	1.01
Total	Child (0 to 15)	3	165	369	537	0.00	0.19	0.41	0.60
Total	Adult (16 and over)	142	1,684	3,208	5,034	0.03	0.37	0.70	1.09

Table 33. Number of reported road casualties by road speed limit, mode of transport and severity, 2021 to 2025 average

This worksheet contains one table.

Severity	Mode of transport	20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	Pedestrians	4	18	3	1	6	4	36
Killed	Pedal cycle	0	3	0	0	2	0	6
Killed	Motorcycle [note 6]	0	2	1	2	23	2	30
Killed	Car users	1	5	4	2	47	6	66
Killed	Bus or coach	0	0	0	0	0	0	1
Killed	Other	0	1	0	0	3	2	7
Killed	Total	7	30	8	6	82	13	146
Adjusted serious	Pedestrians	85	260	16	4	16	6	388
Adjusted serious	Pedal cycle	38	90	10	3	26	3	170
Adjusted serious	Motorcycle [note 6]	19	92	17	11	140	19	298
Adjusted serious	Car users	32	208	65	39	401	102	846
Adjusted serious	Bus or coach	9	14	2	1	4	0	30
Adjusted serious	Other	10	34	5	4	48	17	118
Adjusted serious	Total	192	698	115	61	635	148	1,849
All Severities	Pedestrians	212	579	31	8	33	16	880
All Severities	Pedal cycle	113	239	21	5	53	7	438
All Severities	Motorcycle [note 6]	36	165	32	19	211	32	496
All Severities	Car users	165	975	258	143	1,207	460	3,209
All Severities	Bus or coach	35	54	6	4	15	3	117
All Severities	Other	35	130	28	18	149	75	435
All Severities	Total	597	2,143	377	197	1,667	593	5,574

Table 34.1. Number of reported road casualties by age, severity and sex, separately for each casualty class, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Casualty class	Age	Male killed	Male seriously injured	Male all severities	Female killed	Female seriously injured	Female all severities	Total killed	Total seriously injured [note 29]	Total all severities
Pedestrian	0 to 4	0	6	16	0	3	7	0	9	23
Pedestrian	5 to 11	0	30	72	0	17	44	0	47	117
Pedestrian	12 to 15	1	28	65	0	19	50	1	47	115
Pedestrian	16 to 22	2	17	44	0	14	37	2	31	81
Pedestrian	23 to 25	0	6	14	0	6	13	0	11	27
Pedestrian	26 to 29	1	8	21	1	7	17	1	15	38
Pedestrian	30 to 39	4	26	59	1	12	33	5	38	92
Pedestrian	40 to 49	4	23	53	1	11	28	5	34	81
Pedestrian	50 to 59	2	24	50	2	19	42	4	42	92
Pedestrian	60 to 69	3	25	48	2	22	42	5	48	89
Pedestrian	70 and over	8	30	62	4	36	62	12	67	124
Pedestrian	Total [note 20]	25	223	504	11	165	376	36	388	880
Pedestrian	Child (0 to 15)	1	64	153	0	39	102	1	102	255
Pedestrian	Adult (16 and over)	24	160	350	11	126	274	35	286	624
Driver or rider	0 to 4	0	0	1	0	0	0	0	0	1
Driver or rider	5 to 11	0	4	17	0	1	4	1	6	21
Driver or rider	12 to 15	0	13	31	0	1	2	0	14	34
Driver or rider	16 to 22	7	105	294	1	29	128	8	135	423
Driver or rider	23 to 25	3	45	135	1	15	74	4	60	210
Driver or rider	26 to 29	4	63	184	2	19	91	6	82	276
Driver or rider	30 to 39	11	138	423	2	51	230	13	189	655
Driver or rider	40 to 49	11	125	358	2	38	182	13	163	540
Driver or rider	50 to 59	11	146	382	2	51	184	13	198	566
Driver or rider	60 to 69	11	104	264	2	36	113	13	139	377
Driver or rider	70 and over	12	74	186	5	44	101	17	117	288
Driver or rider	Total [note 20]	70	817	2,276	17	287	1,110	87	1,104	3,390
Driver or rider	Child (0 to 15)	1	18	49	0	2	6	1	20	55
Driver or rider	Adult (16 and over)	69	799	2,227	17	284	1,103	86	1,084	3,334
Vehicle or pillion passenger	0 to 4	0	3	21	0	4	19	0	8	40
Vehicle or pillion passenger	5 to 11	0	8	54	0	11	61	0	20	115
Vehicle or pillion passenger	12 to 15	0	7	32	0	9	40	1	16	72
Vehicle or pillion passenger	16 to 22	4	47	138	1	33	133	5	79	271
Vehicle or pillion passenger	23 to 25	2	10	37	0	9	39	2	19	76
Vehicle or pillion passenger	26 to 29	0	10	41	0	11	42	0	21	83
Vehicle or pillion passenger	30 to 39	1	19	80	0	17	80	1	36	159
Vehicle or pillion passenger	40 to 49	1	11	42	0	15	63	1	26	105
Vehicle or pillion passenger	50 to 59	0	14	41	2	27	84	2	40	125
Vehicle or pillion passenger	60 to 69	1	12	34	1	27	85	2	38	120
Vehicle or pillion passenger	70 and over	2	13	33	6	42	107	7	55	140
Vehicle or pillion passenger	Total [note 20]	11	154	554	12	203	753	23	358	1,307
Vehicle or pillion passenger	Child (0 to 15)	1	19	107	1	24	120	1	43	227
Vehicle or pillion passenger	Adult (16 and over)	10	135	445	11	179	633	22	315	1,079

Table 34.2. Road casualty rates per thousand population by age, severity and sex, separately for each casualty class, 2021 to 2025 average

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Casualty class	Age	Male killed	Male seriously injured	Male all severities	Female killed	Female seriously injured	Female all severities	Total killed	Total seriously injured [note 29]	Total all severities
Pedestrian	0 to 4	0.00	0.05	0.13	0.00	0.03	0.06	0.00	0.04	0.09
Pedestrian	5 to 11	0.00	0.15	0.36	0.00	0.08	0.22	0.00	0.12	0.29
Pedestrian	12 to 15	0.00	0.23	0.53	0.00	0.15	0.41	0.00	0.19	0.47
Pedestrian	16 to 22	0.01	0.08	0.20	0.00	0.06	0.17	0.01	0.07	0.18
Pedestrian	23 to 25	0.00	0.05	0.14	0.00	0.05	0.12	0.00	0.05	0.13
Pedestrian	26 to 29	0.01	0.06	0.15	0.00	0.05	0.12	0.01	0.05	0.14
Pedestrian	30 to 39	0.01	0.07	0.16	0.00	0.03	0.09	0.01	0.05	0.13
Pedestrian	40 to 49	0.01	0.07	0.16	0.00	0.03	0.08	0.01	0.05	0.12
Pedestrian	50 to 59	0.01	0.06	0.13	0.00	0.05	0.11	0.00	0.05	0.12
Pedestrian	60 to 69	0.01	0.07	0.14	0.01	0.06	0.12	0.01	0.07	0.13
Pedestrian	70 and over	0.02	0.08	0.16	0.01	0.09	0.15	0.01	0.08	0.16
Pedestrian	Total [note 20]	0.01	0.08	0.18	0.00	0.06	0.14	0.01	0.07	0.16
Pedestrian	Child (0 to 15)	0.00	0.14	0.34	0.00	0.09	0.23	0.00	0.11	0.29
Pedestrian	Adult (16 and over)	0.01	0.07	0.15	0.00	0.05	0.12	0.01	0.06	0.14
Driver or rider	0 to 4	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Driver or rider	5 to 11	0.00	0.02	0.08	0.00	0.01	0.02	0.00	0.01	0.05
Driver or rider	12 to 15	0.00	0.11	0.26	0.00	0.01	0.02	0.00	0.06	0.14
Driver or rider	16 to 22	0.03	0.48	1.33	0.01	0.13	0.58	0.02	0.31	0.96
Driver or rider	23 to 25	0.03	0.42	1.28	0.01	0.14	0.69	0.02	0.28	0.99
Driver or rider	26 to 29	0.03	0.45	1.33	0.01	0.14	0.66	0.02	0.30	0.99
Driver or rider	30 to 39	0.03	0.39	1.19	0.00	0.14	0.64	0.02	0.26	0.91
Driver or rider	40 to 49	0.03	0.37	1.07	0.01	0.11	0.54	0.02	0.24	0.80
Driver or rider	50 to 59	0.03	0.38	0.98	0.01	0.13	0.47	0.02	0.25	0.73
Driver or rider	60 to 69	0.03	0.30	0.75	0.01	0.10	0.32	0.02	0.20	0.53
Driver or rider	70 and over	0.03	0.19	0.48	0.01	0.11	0.25	0.02	0.15	0.36
Driver or rider	Total [note 20]	0.03	0.30	0.83	0.01	0.10	0.40	0.02	0.20	0.62
Driver or rider	Child (0 to 15)	0.00	0.04	0.11	0.00	0.01	0.01	0.00	0.02	0.06
Driver or rider	Adult (16 and over)	0.03	0.35	0.98	0.01	0.12	0.48	0.02	0.24	0.72
Vehicle or pillion passenger	0 to 4	0.00	0.03	0.17	0.00	0.03	0.15	0.00	0.03	0.16
Vehicle or pillion passenger	5 to 11	0.00	0.04	0.27	0.00	0.06	0.31	0.00	0.05	0.29
Vehicle or pillion passenger	12 to 15	0.00	0.06	0.26	0.00	0.07	0.33	0.00	0.06	0.29
Vehicle or pillion passenger	16 to 22	0.02	0.21	0.62	0.01	0.15	0.61	0.01	0.18	0.62
Vehicle or pillion passenger	23 to 25	0.02	0.09	0.35	0.00	0.08	0.36	0.01	0.09	0.36
Vehicle or pillion passenger	26 to 29	0.00	0.07	0.30	0.00	0.08	0.30	0.00	0.08	0.30
Vehicle or pillion passenger	30 to 39	0.00	0.05	0.22	0.00	0.05	0.22	0.00	0.05	0.22
Vehicle or pillion passenger	40 to 49	0.00	0.03	0.13	0.00	0.04	0.19	0.00	0.04	0.16
Vehicle or pillion passenger	50 to 59	0.00	0.04	0.11	0.01	0.07	0.21	0.00	0.05	0.16
Vehicle or pillion passenger	60 to 69	0.00	0.03	0.10	0.00	0.07	0.24	0.00	0.05	0.17
Vehicle or pillion passenger	70 and over	0.00	0.03	0.08	0.01	0.10	0.26	0.01	0.07	0.18
Vehicle or pillion passenger	Total [note 20]	0.00	0.06	0.20	0.00	0.07	0.27	0.00	0.07	0.24
Vehicle or pillion passenger	Child (0 to 15)	0.00	0.04	0.24	0.00	0.05	0.27	0.00	0.05	0.25
Vehicle or pillion passenger	Adult (16 and over)	0.00	0.06	0.20	0.00	0.08	0.27	0.00	0.07	0.23

Table 35.1. Reported child (0 to 15) pedestrian casualties in single vehicle collisions, by pedestrian action and crossing details, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table.

Pedestrian action	Year	On pedestrian crossing	In zig zag crossing	Crossing elsewhere within 50 metres of crossing	Crossing elsewhere	Other or unknown	All locations
Crossing road and not concealed by vehicle	2014 to 2018 average	41	4	23	168	18	254
Crossing road and not concealed by vehicle	2021	33	1	11	92	7	144
Crossing road and not concealed by vehicle	2022	47	1	24	93	14	179
Crossing road and not concealed by vehicle	2023	36	3	14	88	24	165
Crossing road and not concealed by vehicle	2024	12	1	7	92	29	141
Crossing road and not concealed by vehicle	2025	14	2	8	79	37	140
Crossing road and not concealed by vehicle	2021 to 2025 average	28	2	13	89	22	154
Crossing road and concealed by vehicle	2014 to 2018 average	6	1	12	93	6	118
Crossing road and concealed by vehicle	2021	6	0	5	45	4	60
Crossing road and concealed by vehicle	2022	4	0	6	48	4	62
Crossing road and concealed by vehicle	2023	4	0	5	46	6	61
Crossing road and concealed by vehicle	2024	5	0	8	41	6	60
Crossing road and concealed by vehicle	2025	1	0	2	36	8	47
Crossing road and concealed by vehicle	2021 to 2025 average	4	0	5	43	6	58
Standing or walking	2014 to 2018 average	0	0	0	0	16	16
Standing or walking	2021	0	0	0	0	8	8
Standing or walking	2022	0	0	0	0	16	16
Standing or walking	2023	0	0	0	0	17	17
Standing or walking	2024	0	0	0	0	17	17
Standing or walking	2025	0	0	0	0	24	24
Standing or walking	2021 to 2025 average	0	0	0	0	16	16
Other or unknown	2014 to 2018 average	1	0	0	4	26	31
Other or unknown	2021	1	0	0	0	19	20
Other or unknown	2022	0	0	0	5	23	28
Other or unknown	2023	0	0	0	2	13	15
Other or unknown	2024	0	0	1	3	5	9
Other or unknown	2025	1	0	0	5	13	19
Other or unknown	2021 to 2025 average	0	0	0	3	15	18
Total	2014 to 2018 average	47	5	35	266	66	419
Total	2021	40	1	16	137	38	232
Total	2022	51	1	30	146	57	285
Total	2023	40	3	19	136	60	258
Total	2024	17	1	16	136	57	227
Total	2025	16	2	10	120	82	230
Total	2021 to 2025 average	33	2	18	135	59	246

Table 35.2. Reported adult pedestrian casualties in single vehicle collisions, by pedestrian action and crossing details, 2021 to 2025 and 2014 to 2018 average

This worksheet contains one table.

Pedestrian action	Year	On pedestrian crossing	In zig zag crossing	Crossing elsewhere within 50 metres of crossing	Crossing elsewhere	Other or unknown	All locations
Crossing road and not concealed by vehicle	2014 to 2018 average	125	10	93	356	47	631
Crossing road and not concealed by vehicle	2021	82	3	35	152	23	295
Crossing road and not concealed by vehicle	2022	79	4	36	185	47	351
Crossing road and not concealed by vehicle	2023	73	1	60	174	59	367
Crossing road and not concealed by vehicle	2024	61	0	41	180	61	343
Crossing road and not concealed by vehicle	2025	57	1	23	185	66	332
Crossing road and not concealed by vehicle	2021 to 2025 average	70	2	39	175	51	338
Crossing road and concealed by vehicle	2014 to 2018 average	9	3	18	74	7	111
Crossing road and concealed by vehicle	2021	5	0	4	22	2	33
Crossing road and concealed by vehicle	2022	6	0	8	28	6	48
Crossing road and concealed by vehicle	2023	8	0	7	39	4	58
Crossing road and concealed by vehicle	2024	5	0	5	36	5	51
Crossing road and concealed by vehicle	2025	7	0	5	25	9	46
Crossing road and concealed by vehicle	2021 to 2025 average	6	0	6	30	5	47
Standing or walking	2014 to 2018 average	0	0	0	0	121	121
Standing or walking	2021	0	0	0	0	77	77
Standing or walking	2022	0	0	0	0	96	96
Standing or walking	2023	0	0	0	0	121	121
Standing or walking	2024	0	0	0	0	120	120
Standing or walking	2025	0	0	0	0	105	105
Standing or walking	2021 to 2025 average	0	0	0	0	104	104
Other or unknown	2014 to 2018 average	3	0	3	23	138	168
Other or unknown	2021	1	0	0	9	53	63
Other or unknown	2022	5	0	2	12	65	84
Other or unknown	2023	3	0	1	10	85	99
Other or unknown	2024	2	0	0	8	82	92
Other or unknown	2025	1	0	1	16	89	107
Other or unknown	2021 to 2025 average	2	0	1	11	75	89
Total	2014 to 2018 average	137	13	114	454	314	1032
Total	2021	88	3	39	183	155	468
Total	2022	90	4	46	225	214	579
Total	2023	84	1	68	223	269	645
Total	2024	68	0	46	224	268	606
Total	2025	65	1	29	226	269	590
Total	2021 to 2025 average	79	2	46	216	235	578

Table 36. Number of reported road casualties by council, severity and road type, 2021 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Killed Local Authority non-built-up roads	Killed Local Authority built-up roads	Killed all Local Authority roads	Killed all roads	Seriously injured trunk roads	Local Authority Major non-built-up roads	Seriously injured Local Authority minor non-built-up roads	Seriously injured Local Authority major built-up roads	Seriously injured Local Authority minor built-up roads	Local Authority roads	Seriously injured all roads	All severities major non-built-up roads	All severities Local Authority minor non-built-up roads	All severities Local Authority major built-up roads	All severities Local Authority minor built-up roads	all Local Authority roads	All severities all roads		
Aberdeen City	2014 to 2018 average [note 61]	1	0	3	3	4	10	1	5	20	46	73	83	29	3	13	59	122	197	227
Aberdeen City	2021	0	0	2	2	2	1	0	3	10	13	26	27	3	1	3	23	35	62	65
Aberdeen City	2022	0	0	1	1	1	1	2	2	11	12	27	28	4	7	9	26	36	78	82
Aberdeen City	2023	0	1	3	4	4	5	0	3	18	27	48	53	9	2	6	42	50	100	109
Aberdeen City	2024	0	1	2	3	3	1	0	0	17	18	35	36	2	2	3	32	45	82	84
Aberdeen City	2025	0	1	1	2	2	2	0	0	16	21	37	39	2	0	2	22	50	74	76
Aberdeen City	2021 to 2025 average	0	1	2	2	2	2	0	2	14	18	35	37	4	2	5	29	43	79	83
Aberdeenshire	2014 to 2018 average [note 61]	3	11	2	12	15	31	57	64	9	24	154	185	81	125	142	24	63	354	435
Aberdeenshire	2021	2	9	0	9	11	27	19	33	4	11	67	94	51	49	60	7	24	140	191
Aberdeenshire	2022	3	7	1	8	11	18	46	28	11	4	89	107	43	87	72	19	18	196	239
Aberdeenshire	2023	3	3	1	4	7	23	26	34	8	6	74	97	66	61	71	17	19	168	234
Aberdeenshire	2024	2	9	1	10	12	18	38	37	16	14	105	123	43	63	86	28	36	213	256
Aberdeenshire	2025	2	8	1	9	11	7	41	35	8	5	89	96	20	82	58	19	9	168	188
Aberdeenshire	2021 to 2025 average	2	7	1	8	10	19	34	33	9	8	85	103	45	68	69	18	21	177	222
Angus	2014 to 2018 average [note 61]	1	4	1	5	6	8	13	19	7	10	49	57	20	39	47	26	38	150	170
Angus	2021	0	1	2	3	3	4	16	16	10	5	47	51	29	32	39	23	35	129	158
Angus	2022	0	1	0	1	1	3	7	12	11	12	42	45	15	23	40	19	34	116	131
Angus	2023	0	6	2	8	8	2	12	13	5	12	42	44	15	36	57	14	28	135	150
Angus	2024	0	1	0	1	1	6	5	7	7	11	30	36	21	28	39	21	21	109	130
Angus	2025	1	4	2	6	7	6	15	13	3	11	42	48	17	30	38	12	26	106	123
Angus	2021 to 2025 average	0	3	1	4	4	4	11	12	7	10	41	45	19	30	43	18	29	119	138
Argyll and Bute	2014 to 2018 average [note 61]	4	2	0	3	6	43	19	10	6	7	43	86	118	52	30	26	29	136	255
Argyll and Bute	2021	4	4	1	5	9	19	17	4	2	3	26	45	49	31	17	13	15	76	125
Argyll and Bute	2022	5	4	2	6	11	25	12	5	2	3	22	47	58	30	8	10	12	60	118
Argyll and Bute	2023	9	1	0	1	10	31	16	6	11	7	40	71	76	32	12	36	15	95	171
Argyll and Bute	2024	6	0	0	0	6	25	12	3	2	12	29	54	61	29	14	13	28	84	145
Argyll and Bute	2025	2	3	0	3	5	18	4	7	4	9	24	42	54	15	16	14	19	64	118
Argyll and Bute	2021 to 2025 average	5	2	1	3	8	24	12	5	4	7	28	52	60	27	13	17	18	76	135
Clackmannanshire	2014 to 2018 average [note 61]	0	0	0	0	0	0	4	2	5	7	18	18	2	11	7	24	27	69	70
Clackmannanshire	2021	0	0	0	0	0	0	4	3	4	2	13	13	0	7	4	7	6	24	24
Clackmannanshire	2022	0	0	2	2	2	0	3	2	3	7	15	15	0	7	4	4	15	30	30
Clackmannanshire	2023	0	2	0	2	2	0	5	1	2	1	9	9	0	12	3	10	8	33	33
Clackmannanshire	2024	0	0	2	2	2	0	3	0	5	4	12	12	0	6	2	15	7	30	30
Clackmannanshire	2025	0	0	0	0	0	0	0	0	3	5	8	8	0	3	0	9	15	27	27
Clackmannanshire	2021 to 2025 average	0	0	1	1	1	0	3	1	3	4	11	11	0	7	3	9	10	29	29
Dumfries and Galloway	2014 to 2018 average [note 61]	6	5	0	5	11	41	22	26	7	15	70	111	144	65	82	28	53	227	371
Dumfries and Galloway	2021	3	4	1	5	8	37	15	12	8	4	39	76	90	41	29	18	23	111	201
Dumfries and Galloway	2022	3	4	1	5	8	27	26	15	6	6	53	80	76	66	62	16	31	175	251
Dumfries and Galloway	2023	2	3	0	3	5	30	11	18	6	5	40	70	101	37	58	14	25	134	235
Dumfries and Galloway	2024	5	1	0	1	6	37	18	11	9	8	46	83	127	53	38	19	26	136	263
Dumfries and Galloway	2025	7	4	1	5	12	32	33	10	12	6	61	93	131	88	45	33	26	192	323
Dumfries and Galloway	2021 to 2025 average	4	3	1	4	8	33	21	13	8	6	48	80	105	57	46	20	26	150	255
Dundee City	2014 to 2018 average [note 61]	0	0	1	1	1	5	0	0	7	33	41	47	16	1	0	26	114	141	157
Dundee City	2021	0	0	0	0	0	4	0	0	7	29	36	40	22	0	1	20	90	111	133
Dundee City	2022	0	0	0	0	0	4	1	0	8	28	37	41	20	6	1	41	114	162	182
Dundee City	2023	1	0	1	1	2	9	0	0	4	34	38	47	35	0	1	31	108	140	175
Dundee City	2024	0	0	1	1	1	4	0	0	15	39	54	58	26	0	0	33	95	128	154
Dundee City	2025	0	0	1	1	1	6	0	0	10	37	47	53	34	0	2	24	112	138	172
Dundee City	2021 to 2025 average	0	0	1	1	1	5	0	0	9	33	42	48	27	1	1	30	104	136	163
East Ayrshire	2014 to 2018 average [note 61]	1	2	0	2	3	15	15	9	8	15	46	60	58	52	32	31	62	177	234
East Ayrshire	2021	1	4	0	4	5	3	14	5	5	11	35	38	6	34	18	14	31	97	103
East Ayrshire	2022	1	4	1	5	6	10	9	11	8	9	37	47	30	27	20	22	25	94	124
East Ayrshire	2023	2	4	0	4	6	10	11	11	10	11	43	53	28	46	29	19	37	131	159
East Ayrshire	2024	3	4	2	6	9	6	5	10	6	5	26	32	22	22	25	13	34	94	116
East Ayrshire	2025	2	1	2	3	5	6	12	4	3	8	27	33	29	26	14	10	37	87	116
East Ayrshire	2021 to 2025 average	2	3	1	4	6	7	10	8	6	9	34	41	23	31	21	16	33	101	124
East Dunbartonshire	2014 to 2018 average [note 61]	0	0	0	0	0	0	3	3	7	12	24	24	0	8	12	37	54	110	110
East Dunbartonshire	2021	0	0	1	1	1	0	1	1	6	6	14	14	0	2	3	16	29	50	50
East Dunbartonshire	2022	0	0	1	1	1	0	2	5	5	11	23	23	0	2	12	10	20	44	44
East Dunbartonshire	2023	0	3	1	4	4	0	3	1	5	2	11	11	0	12	3	24	11	50	50
East Dunbartonshire	2024	0	0	1	1	1	0	2	2	7	14	25	25	0	4	2	14	29	49	49
East Dunbartonshire	2025	0	0	0	0	0	0	3	0	8	10	21	21	0	9	4	21	26	60	60

Table 36. Number of reported road casualties by council, severity and road type, 2021 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Killed Trunk roads	Killed Local Authority non-built-up roads	Killed Local Authority built-up roads	Killed all Local Authority roads	Killed all roads	Seriously injured trunk roads	Seriously injured Local Authority Major non-built-up roads	Seriously injured Local Authority minor non-built-up roads	Seriously injured Local Authority major built-up roads	Seriously injured Local Authority minor built-up roads	Seriously injured all Local Authority roads	Seriously injured all roads	All severities trunk roads	All severities Local Authority major non-built-up roads	All severities Local Authority minor non-built-up roads	All severities Local Authority major built-up roads	All severities Local Authority minor built-up roads	All severities all Local Authority roads	All severities all roads
East Dunbartonshire	2021 to 2025 average	0	1	1	1	1	0	2	2	6	9	19	19	0	6	5	17	23	51	51
East Lothian	2014 to 2018 average [note 61]	2	1	0	1	3	9	10	12	9	18	49	57	46	31	39	27	73	171	217
East Lothian	2021	0	0	0	0	0	5	5	7	6	9	27	32	22	13	24	18	35	90	112
East Lothian	2022	3	0	0	0	3	7	7	12	7	10	36	43	38	24	20	23	37	104	142
East Lothian	2023	2	1	0	1	3	5	4	10	5	8	27	32	32	13	25	15	28	81	113
East Lothian	2024	0	1	1	2	2	2	3	3	6	8	20	22	13	7	18	18	22	65	78
East Lothian	2025	0	0	0	0	0	4	3	3	7	8	21	25	15	8	10	23	25	66	81
East Lothian	2021 to 2025 average	1	0	0	1	2	5	4	7	6	9	26	31	24	13	19	19	29	81	105
East Renfrewshire	2014 to 2018 average [note 61]	0	0	0	0	0	3	1	4	7	13	25	27	9	4	12	30	54	101	110
East Renfrewshire	2021	0	0	0	0	0	1	0	2	5	13	20	21	2	1	11	18	33	63	65
East Renfrewshire	2022	0	0	0	0	0	1	3	6	7	7	23	24	6	8	11	19	29	67	73
East Renfrewshire	2023	0	0	1	1	1	2	1	0	4	11	16	18	9	7	11	18	42	78	87
East Renfrewshire	2024	0	0	1	1	1	1	1	1	2	13	17	18	5	4	5	14	39	62	67
East Renfrewshire	2025	0	0	2	2	2	4	4	4	4	12	24	28	16	9	10	22	26	67	83
East Renfrewshire	2021 to 2025 average	0	0	1	1	1	2	2	3	4	11	20	22	8	6	10	18	34	67	75
Edinburgh, City of	2014 to 2018 average [note 61]	0	1	6	7	7	17	5	7	95	163	271	288	109	25	25	410	666	1125	1234
Edinburgh, City of	2021	0	0	3	3	3	5	0	2	60	92	154	159	64	6	12	201	293	512	576
Edinburgh, City of	2022	2	0	3	3	5	6	3	1	57	102	163	169	45	9	3	232	331	575	620
Edinburgh, City of	2023	1	0	5	5	6	7	2	0	51	65	118	125	72	6	1	209	274	490	562
Edinburgh, City of	2024	1	0	7	7	8	9	2	0	65	75	142	151	74	6	2	247	278	533	607
Edinburgh, City of	2025	0	1	3	4	4	15	1	1	50	82	134	149	71	10	13	227	275	525	596
Edinburgh, City of	2021 to 2025 average	1	0	4	4	5	8	2	1	57	83	142	151	65	7	6	223	290	527	592
Eilean Siar	2014 to 2018 average [note 61]	0	1	1	1	1	0	4	2	1	2	9	9	0	12	5	8	6	31	31
Eilean Siar	2021	0	1	0	1	1	0	3	2	0	1	6	6	0	14	5	2	4	25	25
Eilean Siar	2022	0	0	0	0	0	0	4	0	1	0	5	5	0	6	3	1	3	13	13
Eilean Siar	2023	0	0	0	0	0	0	0	1	4	3	8	8	0	5	3	5	7	20	20
Eilean Siar	2024	0	0	0	0	0	0	2	3	5	1	11	11	0	4	6	9	2	21	21
Eilean Siar	2025	0	1	0	1	1	0	1	0	1	1	3	3	0	9	3	4	2	18	18
Eilean Siar	2021 to 2025 average	0	0	0	0	0	0	2	1	2	1	7	7	0	8	4	4	4	19	19
Falkirk	2014 to 2018 average [note 61]	0	2	1	2	3	9	11	8	15	29	63	72	41	46	24	65	111	246	287
Falkirk	2021	1	1	2	3	4	6	4	4	10	16	34	40	33	13	11	27	52	103	136
Falkirk	2022	0	3	2	5	5	5	6	2	11	14	33	38	18	23	6	26	38	93	111
Falkirk	2023	1	1	1	2	3	9	4	2	12	24	42	51	27	12	6	43	66	127	154
Falkirk	2024	1	5	1	6	7	11	2	4	6	17	29	40	20	8	11	37	56	112	132
Falkirk	2025	1	1	0	1	2	2	5	3	15	12	35	37	8	11	14	37	33	95	103
Falkirk	2021 to 2025 average	1	2	1	3	4	7	4	3	11	17	35	41	21	13	10	34	49	106	127
Fife	2014 to 2018 average [note 61]	3	5	2	7	10	24	22	23	24	44	114	137	96	78	67	93	178	415	511
Fife	2021	1	1	0	1	2	14	11	15	15	29	70	84	60	43	49	40	100	232	292
Fife	2022	2	4	1	5	7	15	10	13	20	37	80	95	69	67	42	61	119	289	358
Fife	2023	3	4	4	8	11	19	23	16	20	40	99	118	103	58	56	64	111	289	392
Fife	2024	0	5	5	10	10	11	21	14	20	42	97	108	79	46	43	58	137	284	363
Fife	2025	0	0	4	4	4	33	23	47	110	143	97	110	97	55	52	55	136	298	395
Fife	2021 to 2025 average	1	3	3	6	7	18	18	15	20	39	91	110	82	54	48	56	121	278	360
Glasgow City	2014 to 2018 average [note 61]	1	1	10	11	12	18	4	2	87	186	279	297	154	20	11	404	844	1278	1432
Glasgow City	2021	0	0	7	7	7	19	6	0	55	118	179	198	110	20	2	188	377	587	697
Glasgow City	2022	1	1	4	5	6	19	6	2	48	148	204	223	77	23	12	184	476	695	772
Glasgow City	2023	0	1	13	14	14	22	1	2	52	150	205	227	102	10	12	185	420	627	729
Glasgow City	2024	1	0	5	5	6	21	7	0	70	137	214	235	97	17	1	228	463	709	806
Glasgow City	2025	0	0	8	8	8	26	2	1	61	151	215	241	85	9	2	185	459	655	740
Glasgow City	2021 to 2025 average	0	0	7	8	8	21	4	1	57	141	203	225	94	16	6	194	439	655	749
Highland	2014 to 2018 average [note 61]	10	7	1	8	18	78	28	24	4	17	72	150	261	91	80	13	77	262	523
Highland	2021	9	3	2	5	14	66	22	12	3	12	49	115	161	64	34	11	26	135	296
Highland	2022	21	11	0	11	32	45	48	16	6	76	121	158	84	35	11	23	153	311	311
Highland	2023	7	7	0	7	14	105	38	24	3	17	82	187	235	57	58	8	38	161	396
Highland	2024	14	3	0	3	17	105	34	19	7	20	80	185	244	77	37	10	38	162	406
Highland	2025	15	5	1	6	21	67	21	36	0	11	68	135	218	70	74	5	29	178	396
Highland	2021 to 2025 average	13	6	1	6	20	78	33	21	4	13	71	149	203	70	48	9	31	158	361
Inverclyde	2014 to 2018 average [note 61]	1	0	1	1	2	7	1	2	4	15	22	29	40	3	8	15	73	99	138
Inverclyde	2021	0	1	0	1	1	3	1	3	3	6	13	16	15	2	11	3	17	33	48
Inverclyde	2022	1	0	1	1	2	7	4	1	1	9	15	22	11	5	3	3	29	40	51
Inverclyde	2023	0	0	0	0	0	10	1	2	2	6	11	21	15	1	7	10	19	37	52
Inverclyde	2024	0	0	1	1	1	10	1	2	2	15	20	30	23	1	2	6	35	44	67

Table 36. Number of reported road casualties by council, severity and road type, 2021 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Killed Trunk	Killed Local Authority non-built-up roads	Killed Local Authority built-up roads	Killed all Local Authority roads	Killed all roads	Injured trunk roads	Seriously injured Local Authority Major non-built-up roads	Seriously injured Local Authority minor non-built-up roads	Seriously injured Local Authority major built-up roads	Seriously injured Local Authority minor built-up roads	Seriously injured all Local Authority roads	All severities injured all roads	All severities trunk roads	All severities Local Authority		All severities Local Authority		All severities Local Authority		All severities all Local Authority		All severities all roads
															major non-built-up roads	minor non-built-up roads	major built-up roads	minor built-up roads	major built-up roads	minor built-up roads			
Inverclyde	2025	0	0	1	1	1	1	0	2	2	13	17	18	9	0	3	10	30	43	52			
Inverclyde	2021 to 2025 average	0	0	1	1	1	6	1	2	2	10	15	21	15	2	5	6	26	39	54			
Midlothian	2014 to 2018 average [note 61]	2	1	0	1	3	11	7	6	10	23	46	57	44	28	17	37	88	170	213			
Midlothian	2021	0	2	0	2	2	2	6	2	6	10	24	26	32	27	13	25	47	112	144			
Midlothian	2022	0	1	0	1	1	2	5	2	4	18	29	31	17	25	4	32	61	122	139			
Midlothian	2023	2	1	1	2	4	6	4	1	9	16	30	36	20	17	4	22	33	76	96			
Midlothian	2024	0	0	0	0	0	6	3	3	14	11	31	37	18	13	9	23	37	82	100			
Midlothian	2025	0	1	0	1	1	7	5	2	6	8	21	28	17	10	4	15	30	59	76			
Midlothian	2021 to 2025 average	0	1	0	1	2	5	5	2	8	13	27	32	21	18	7	23	42	90	111			
Moray	2014 to 2018 average [note 61]	2	3	0	3	5	15	10	13	2	7	31	46	30	21	26	5	18	69	99			
Moray	2021	1	2	0	2	3	3	4	5	2	2	13	16	12	10	8	3	4	25	37			
Moray	2022	0	3	0	3	3	6	4	7	1	1	13	19	16	8	19	2	3	32	48			
Moray	2023	1	0	0	0	1	10	4	5	2	2	13	23	25	10	8	3	5	26	51			
Moray	2024	2	7	0	7	9	12	7	9	2	4	22	34	19	18	16	2	12	48	67			
Moray	2025	3	6	0	6	9	7	8	9	2	5	24	31	16	16	21	4	8	49	65			
Moray	2021 to 2025 average	1	4	0	4	5	8	5	7	2	3	17	25	18	12	14	3	6	36	54			
North Ayrshire	2014 to 2018 average [note 61]	2	2	0	2	4	21	8	11	6	22	48	68	61	25	37	32	78	172	233			
North Ayrshire	2021	0	2	1	3	3	12	3	4	5	12	24	36	41	13	17	10	45	85	126			
North Ayrshire	2022	1	3	1	4	5	6	7	5	3	22	37	43	30	17	15	9	49	90	120			
North Ayrshire	2023	1	2	1	3	4	12	7	9	3	19	38	50	28	19	29	6	52	106	134			
North Ayrshire	2024	2	1	0	1	3	12	4	4	6	15	29	41	27	12	18	15	37	82	109			
North Ayrshire	2025	1	2	2	4	5	8	6	7	2	13	28	36	23	18	22	17	36	93	116			
North Ayrshire	2021 to 2025 average	1	2	1	3	4	10	5	6	4	16	31	41	30	16	20	11	44	91	121			
North Lanarkshire	2014 to 2018 average [note 61]	1	2	3	5	5	14	10	12	28	60	111	124	90	45	42	142	275	503	594			
North Lanarkshire	2021	1	1	5	6	7	5	5	4	13	25	47	52	30	17	23	62	114	216	246			
North Lanarkshire	2022	3	0	3	3	6	9	3	8	14	43	68	77	60	14	23	55	132	224	284			
North Lanarkshire	2023	2	1	1	2	4	19	3	6	25	54	88	107	91	29	17	71	150	267	358			
North Lanarkshire	2024	1	2	5	7	8	7	8	3	28	44	83	90	41	14	23	70	108	215	256			
North Lanarkshire	2025	0	0	2	2	2	13	7	8	14	46	75	88	61	16	24	46	122	208	269			
North Lanarkshire	2021 to 2025 average	1	1	3	4	5	11	5	6	19	42	72	83	57	18	22	61	125	226	283			
Orkney Islands	2014 to 2018 average [note 61]	0	1	0	1	1	0	4	1	1	1	7	7	0	11	4	3	2	20	20			
Orkney Islands	2021	0	1	1	2	2	0	1	0	1	2	4	4	0	6	2	2	6	16	16			
Orkney Islands	2022	0	4	0	4	4	0	2	1	1	0	4	4	0	12	4	1	0	17	17			
Orkney Islands	2023	0	0	0	0	0	0	6	1	1	0	8	8	0	9	2	2	0	13	13			
Orkney Islands	2024	0	0	0	0	0	0	4	2	1	1	8	8	0	8	5	3	2	18	18			
Orkney Islands	2025	0	2	0	2	2	0	2	1	0	2	3	3	0	5	3	0	1	9	9			
Orkney Islands	2021 to 2025 average	0	1	0	2	2	0	3	1	1	1	5	5	0	8	3	2	2	15	15			
Perth & Kinross	2014 to 2018 average [note 61]	5	4	1	6	11	34	20	14	12	59	93	101	51	36	40	40	167	267				
Perth & Kinross	2021	2	3	0	3	5	17	17	15	9	17	58	75	78	34	29	24	38	125	203			
Perth & Kinross	2022	6	1	0	1	7	33	15	10	12	15	52	85	82	44	34	35	146	228				
Perth & Kinross	2023	2	3	0	3	5	22	13	13	9	13	48	70	83	36	30	24	33	123	206			
Perth & Kinross	2024	3	4	0	4	7	32	18	18	7	14	57	89	78	45	43	16	31	135	213			
Perth & Kinross	2025	0	4	2	6	6	20	25	12	9	14	60	80	64	67	36	32	34	169	233			
Perth & Kinross	2021 to 2025 average	3	3	0	3	6	25	18	14	9	15	55	80	77	45	34	26	34	140	217			
Renfrewshire	2014 to 2018 average [note 61]	0	1	2	3	4	11	5	8	16	34	63	73	58	16	28	75	143	262	320			
Renfrewshire	2021	3	0	1	1	4	11	5	3	8	13	29	40	45	12	9	21	49	91	136			
Renfrewshire	2022	0	1	2	3	3	12	5	4	10	23	42	54	25	14	13	37	79	143	168			
Renfrewshire	2023	0	0	2	2	2	5	2	7	15	25	49	54	27	4	12	35	58	109	136			
Renfrewshire	2024	1	0	5	5	6	10	4	4	12	42	62	72	46	12	8	35	92	147	193			
Renfrewshire	2025	0	1	2	3	3	12	4	8	9	32	53	65	34	10	18	29	74	131	165			
Renfrewshire	2021 to 2025 average	1	0	2	3	4	10	4	5	11	27	47	57	35	10	12	31	70	124	160			
Scottish Borders	2014 to 2018 average [note 61]	2	6	1	7	9	21	37	22	4	12	75	96	65	94	63	13	46	215	281			
Scottish Borders	2021	2	4	2	6	8	21	24	6	1	3	34	55	40	56	21	9	13	99	139			
Scottish Borders	2022	4	7	0	7	11	7	21	16	4	5	46	53	24	62	35	9	9	115	139			
Scottish Borders	2023	3	2	0	2	5	20	27	17	5	3	52	72	35	61	30	15	14	120	155			
Scottish Borders	2024	1	7	1	8	9	19	10	11	6	7	34	53	59	34	24	10	13	81	140			
Scottish Borders	2025	3	2	1	3	6	19	18	9	3	5	35	54	38	43	18	5	8	74	112			
Scottish Borders	2021 to 2025 average	3	4	1	5	8	17	20	12	4	5	40	57	39	51	26	10	11	98	137			
Shetland Islands	2014 to 2018 average [note 61]	0	1	1	1	1	0	5	2	1	1	8	8	0	18	4	4	3	28	28			
Shetland Islands	2021	0	0	0	0	0	0	3	2	0	0	5	5	0	5	4	1	0	10	10			
Shetland Islands	2022	0	0	0	0	0	0	3	1	0	0	4	4	0	8	1	0	0	9	9			
Shetland Islands	2023	0	1	1	2	2	0	6	0	2	1	9	9	0	14	1	3	6	24	24			

Table 36. Number of reported road casualties by council, severity and road type, 2021 to 2025 and 2014 to 2018 average [note 34] [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Killed Trunk	Killed Local Authority	Killed Local Authority	Killed all Local Authority roads	Killed all roads	Seriously injured trunk roads	Seriously injured	Seriously injured	Seriously injured	Seriously injured	Seriously injured	All severities	All severities	All severities	All severities	All severities	All severities	
			non-built-up roads	built-up roads				Local Authority Major non-built-up roads	Local Authority minor non-built-up roads	Local Authority major built-up roads	Local Authority minor built-up roads	Local Authority roads							Local Authority roads
Shetland Islands	2024	0	1	0	1	1	0		1	0	2	4	4	0	6	4	0	3	13
Shetland Islands	2025	0	0	0	0	0	0	2	0	1	1	4	4	0	4	4	2	1	11
Shetland Islands	2021 to 2025 average	0	0	0	1	1	0	3	1	1	1	5	5	0	7	3	1	2	13
South Ayrshire	2014 to 2018 average [note 61]	2	3	1	3	5	16	9	16	10	16	51	67	57	29	40	47	53	170
South Ayrshire	2021	0	4	2	6	6	11	7	3	8	10	28	39	25	21	8	15	22	66
South Ayrshire	2022	1	1	2	3	4	11	5	8	7	6	26	37	24	8	14	24	21	67
South Ayrshire	2023	1	2	0	2	3	6	13	6	9	7	35	41	27	16	10	21	17	64
South Ayrshire	2024	2	1	0	1	3	9	5	7	8	8	28	37	18	16	13	23	23	75
South Ayrshire	2025	0	2	0	2	2	10	7	12	9	10	38	48	27	12	23	23	25	83
South Ayrshire	2021 to 2025 average	1	2	1	3	4	9	7	7	8	8	31	40	24	15	14	21	22	71
South Lanarkshire	2014 to 2018 average [note 61]	4	3	4	7	11	22	26	15	21	50	112	134	109	82	54	115	220	471
South Lanarkshire	2021	2	3	1	4	6	24	12	6	15	25	58	82	67	40	18	47	81	186
South Lanarkshire	2022	4	2	4	6	10	21	14	11	14	24	63	84	64	45	27	50	95	217
South Lanarkshire	2023	0	3	4	7	7	26	20	14	21	43	98	124	92	50	33	63	132	278
South Lanarkshire	2024	2	2	4	6	8	23	29	23	19	40	111	134	85	57	43	63	130	293
South Lanarkshire	2025	0	1	3	4	4	16	10	21	16	47	94	110	67	30	38	49	114	231
South Lanarkshire	2021 to 2025 average	2	2	3	5	7	22	17	15	17	36	85	107	75	44	32	54	110	241
Stirling	2014 to 2018 average [note 61]	3	1	2	3	6	26	19	6	8	12	46	72	74	58	17	32	46	152
Stirling	2021	3	2	0	2	5	9	17	3	6	6	32	41	27	29	8	17	18	72
Stirling	2022	0	0	0	0	0	17	15	7	4	7	33	50	35	55	22	16	14	107
Stirling	2023	0	0	1	1	1	18	5	4	5	7	21	39	50	19	10	16	19	64
Stirling	2024	5	4	0	4	9	11	14	2	5	7	28	39	44	42	11	12	27	92
Stirling	2025	1	0	0	0	1	9	9	7	7	5	28	37	37	23	15	12	21	71
Stirling	2021 to 2025 average	2	1	0	1	3	13	12	5	5	6	28	41	39	34	13	15	20	81
West Dunbartonshire	2014 to 2018 average [note 61]	1	0	1	1	2	8	4	0	10	12	27	34	31	18	1	46	50	115
West Dunbartonshire	2021	1	0	1	1	2	7	3	0	2	9	14	21	18	8	0	9	21	38
West Dunbartonshire	2022	2	0	0	0	2	3	3	0	7	1	11	14	18	6	0	13	16	35
West Dunbartonshire	2023	0	0	1	1	1	8	3	0	9	10	22	30	14	11	0	18	19	48
West Dunbartonshire	2024	0	0	2	2	2	7	1	0	6	10	17	24	10	6	0	15	25	46
West Dunbartonshire	2025	1	1	0	1	2	6	3	1	14	7	25	31	17	4	2	23	25	54
West Dunbartonshire	2021 to 2025 average	1	0	1	1	2	6	3	0	8	7	18	24	15	7	0	16	21	44
West Lothian	2014 to 2018 average [note 61]	2	1	2	3	5	10	21	14	11	37	83	93	60	89	56	53	203	400
West Lothian	2021	3	1	0	1	4	14	15	7	6	20	48	62	50	53	32	40	78	203
West Lothian	2022	0	3	5	8	8	6	15	4	10	22	51	57	50	62	22	41	95	220
West Lothian	2023	0	3	1	4	4	3	12	3	8	22	45	48	24	55	15	35	74	179
West Lothian	2024	0	1	1	2	2	9	10	3	7	28	48	57	44	34	15	20	73	142
West Lothian	2025	0	3	1	4	4	5	28	15	10	23	76	81	30	76	28	29	85	218
West Lothian	2021 to 2025 average	1	2	2	4	4	7	16	6	8	23	54	61	40	56	22	33	81	192
Scotland	2014 to 2018 average [note 61]	57	69	47	116	174	524	409	361	464	952	2,186	2,710	2,003	1,250	1,060	1,985	3,910	8,204
Scotland	2021	39	54	35	89	128	350	260	184	295	534	1,273	1,623	1,182	704	525	934	1,761	3,924
Scotland	2022	63	65	37	102	165	326	316	217	314	612	1,459	1,785	1,113	884	596	1,051	1,997	4,528
Scotland	2023	43	55	45	100	143	444	283	230	345	651	1,509	1,953	1,441	757	620	1,098	1,918	4,393
Scotland	2024	52	60	48	108	160	424	274	206	388	686	1,554	1,978	1,346	694	566	1,122	2,004	4,386
Scotland	2025	39	54	40	94	133	361	302	248	332	665	1,547	1,908	1,237	768	616	1,018	1,919	4,321
Scotland	2021 to 2025 average	47	58	41	99	146	381	287	217	335	630	1,468	1,849	1,264	761	585	1,045	1,920	4,310

Table 37.1. Reported road casualties by police force division, council and severity, 2025, 2021 to 2025 average and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police division and council	Killed 2014 to 2018 average	Seriously injured 2014 to 2018 average [note 61]	All severities 2014 to 2018 average	Killed 2025	Seriously injured 2025	All severities 2025	Killed 2021 to 25 average	Seriously injured 2021 to 2025 average	All severities 2021 to 2025 average
North East division [note 3]	24	24	24	24	24	24	24	24	358
Aberdeen City Council	4	83	227	2	39	76	2	37	83
Aberdeenshire Council	15	185	435	11	96	188	10	103	222
Moray Council	5	46		9	31	65	5	25	54
Tayside division	18	197	594	14	181	528	11	172	518
Dundee City Council	1	47	157	1	53	172	1	48	163
Angus Council	6	57	170	7	48	123	4	45	138
Perth & Kinross Council	11	93	267	6	80	233	6	80	217
Argyll and West Dunbartonshire division	8	120	401	7	73	189	10	76	195
Argyll & Bute Council	6	86	255	5	42	118	8	52	135
West Dunbartonshire Council	2	34	147	2	31	71	2	24	60
Forth Valley division	9	162	584	3	82	238	9	94	276
Clackmannanshire Council	0	18	70	0	8	27	1	11	29
Stirling Council	6	72	227	1	37	108	3	41	120
Falkirk Council	3	72	287	2	37	103	4	41	127
Dumfries and Galloway division	11	111	371	12	93	323	8	80	255
Ayrshire division	12	196	694	12	117	342	14	122	340
North Ayrshire Council	4	68	233	5	36	116	4	41	121
East Ayrshire Council	3	60	234	5	33	116	6	41	124
South Ayrshire Council	5	67	227	2	48	110	4	40	95
Greater Glasgow division	12	349	1,652	10	290	883	10	265	874
Glasgow City Council	12	297	1,432	8	241	740	8	225	749
East Dunbartonshire Council	0	24	110	0	21	60	1	19	51
East Renfrewshire Council	0	27	110	2	28	83	1	22	75
Lothians and Scottish Borders division	20	304	1,170	11	188	517	15	181	585
West Lothian Council	5	93	460	4	81	248	4	61	232
Midlothian Council	3	57	213	1	28	76	2	32	111
East Lothian Council	3	57	217	0	25	81	2	31	105
Scottish Borders Council	9	96	281	6	54	112	8	57	137
Edinburgh, City of division	7	288	1,234	4	149	596	5	151	592
Highlands and Islands division	21	174	602	24	145	434	22	166	408
Highland Council	18	150	523	21	135	396	20	149	361
Orkney Islands Council	1	7	20	2	3	9	2	5	15
Shetland Islands Council	1	8	28	0	4	11	1	5	13
Eilean Siar Council	1	9	31	1	3	18	0	7	19
Fife division	10	137	511	4	143	395	7	110	360
Renfrewshire and Inverclyde division	5	102	458	4	83	217	5	78	214
Inverclyde Council	2	29	138	1	18	52	1	21	54
Renfrewshire Council	4	73	320	3	65	165	4	57	160
Lanarkshire division	17	258	1,173	6	198	567	12	190	599
North Lanarkshire Council	5	124	594	2	88	269	5	83	283
South Lanarkshire Council	11	134	580	4	110	298	7	107	316
Scotland total	174	2,710	10,207	133	1,908	5,558	146	1,849	5,574

Table 37.2. Reported road casualty percentage changes and rates per 1,000 population by police force division, council and severity, 2025, 2021 to 2025 average and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police division and council	Killed 2025 percentage change compared to 2014 to 2018 average (%)	Seriously injured 2025 percentage change compared to 2014 to 2018 average (%) [note 61]	All severities 2025 percentage change compared to 2014 to 2018 average (%)	Killed 2021 to 2025 average percentage change compared to 2014 to 2018 average (%)	Seriously injured 2021 to 2025 average percentage change compared to 2014 to 2018 average (%) [note 61]	All severities 2021 to 2025 average percentage change compared to 2014 to 2018 average (%)	Killed 2025 rates per 1,000 population	Seriously injured 2025 rates per 1,000 population	All severities 2025 rates per 1,000 population
North East division [note 3]	-7	-47	-57	-25	-48	-53	0.04	0.28	0.56
Aberdeen City Council	0	-53	-66	0	-56	-63	0.01	0.17	0.33
Aberdeenshire Council	-28	-48	-57	-32	-44	-49	0.04	0.36	0.71
Moray Council	0	-33	-34	0	-47	-46	0.1	0.33	0.69
Tayside division	-24	-8	-11	-41	-12	-13	0.03	0.43	1.26
Dundee City Council	0	14	10	0	3	4	0.01	0.36	1.16
Angus Council	0	-16	-28	0	-21	-19	0.06	0.42	1.07
Perth & Kinross Council	-45	-14	-13	-45	-14	-19	0.04	0.52	1.5
Argyll and West Dunbartonshire division	0	-39	-53	0	-37	-51	0.04	0.42	1.08
Argyll & Bute Council	0	-51	-54	0	-40	-47	0.06	0.48	1.35
West Dunbartonshire Council	0	-9	-52	0	-30	-59	0.02	0.35	0.8
Forth Valley division	0	-49	-59	0	-42	-53	0.01	0.27	0.78
Clackmannanshire Council	0	-56	-62	0	-37	-59	0	0.16	0.52
Stirling Council	0	-48	-52	0	-43	-47	0.01	0.39	1.15
Falkirk Council	0	-49	-64	0	-43	-56	0.01	0.23	0.64
Dumfries and Galloway division	5	-16	-13	-32	-27	-31	0.08	0.64	2.22
Ayrshire division	3	-40	-51	19	-38	-51	0.03	0.32	0.93
North Ayrshire Council	0	-47	-50	0	-40	-48	0.04	0.27	0.87
East Ayrshire Council	0	-45	-51	0	-33	-47	0.04	0.27	0.96
South Ayrshire Council	0	-28	-52	0	-40	-58	0.02	0.43	0.98
Greater Glasgow division	-17	-17	-47	-13	-24	-47	0.01	0.34	1.02
Glasgow City Council	-31	-19	-48	-29	-24	-48	0.01	0.37	1.13
East Dunbartonshire Council	0	-14	-46	0	-23	-54	0	0.19	0.55
East Renfrewshire Council	0	3	-25	0	-20	-32	0.02	0.28	0.83
Lothians and Scottish Borders division	-44	-38	-56	-22	-41	-50	0.02	0.36	0.99
West Lothian Council	0	-13	-46	0	-34	-50	0.02	0.43	1.32
Midlothian Council	0	-51	-64	0	-45	-48	0.01	0.28	0.76
East Lothian Council	0	-56	-63	0	-46	-51	0	0.21	0.7
Scottish Borders Council	0	-44	-60	0	-40	-51	0.05	0.46	0.96
Edinburgh, City of division	0	-48	-52	0	-48	-52	0.01	0.28	1.12
Highlands and Islands division	13	-16	-28	5	-5	-32	0.08	0.47	1.41
Highland Council	17	-10	-24	9	-1	-31	0.09	0.57	1.67
Orkney Islands Council	0	0	-55	0	0	-28	0.09	0.14	0.41
Shetland Islands Council	0	0	-61	0	0	-52	0	0.18	0.48
Eilean Siar Council	0	0	-42	0	0	-38	0.04	0.12	0.7
Fife division	0	4	-23	0	-20	-29	0.01	0.38	1.06
Renfrewshire and Inverclyde division	0	-19	-53	0	-23	-53	0.01	0.31	0.81
Inverclyde Council	0	-38	-62	0	-26	-61	0.01	0.23	0.66
Renfrewshire Council	0	-11	-48	0	-22	-50	0.02	0.34	0.87
Lanarkshire division	-64	-23	-52	-25	-27	-49	0.01	0.29	0.84
North Lanarkshire Council	0	-29	-55	0	-33	-52	0.01	0.26	0.78
South Lanarkshire Council	-64	-18	-49	-38	-20	-45	0.01	0.33	0.89
Scotland total	-23	-30	-46	-16	-32	-45	0.02	0.34	1

Table 38.1. Reported pedestrian road casualties by police force division, council and severity, 2025, 2021 to 2025 average and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police division and council	Killed 2014 to 2018 average	Seriously injured 2014 to 2018 average [note 61]	All severities 2014 to 2018 average	Killed 2025	Seriously injured 2025	All severities 2025	Killed 2021 to 25 average	Seriously injured 2021 to 2025 average	All severities 2021 to 2025 average
North East division [note 3]	5	49	97	4	17	36	4	22	43
Aberdeen City Council	2	27	53	1	10	18	1	12	22
Aberdeenshire Council	3	17	34	2	3	9	2	6	14
Moray Council	0	5	10	1	4	9	0	4	7
Tayside division	3	37	89	1	28	73	2	33	75
Dundee City Council	1	18	42	1	12	38	1	17	41
Angus Council	1	7	19	0	5	12	1	6	14
Perth & Kinross Council	1	12	27	0	11	23	1	10	20
Argyll and West Dunbartonshire division	1	19	44	1	22	37	2	13	29
Argyll & Bute Council	0	6	17	1	7	16	1	4	11
West Dunbartonshire Council	1	13	27	0	15	21	1	9	17
Forth Valley division	1	30	70	0	12	29	1	15	36
Clackmannanshire Council	0	5	12	0	2	5	0	1	4
Stirling Council	1	9	23	0	4	7	1	4	11
Falkirk Council	0	16	35	0	6	17	1	9	21
Dumfries and Galloway division	1	11	27	2	12	29	1	8	19
Ayrshire division	2	39	92	4	26	57	3	25	55
North Ayrshire Council	1	13	33	1	9	18	1	9	21
East Ayrshire Council	0	13	28	3	5	20	1	7	18
South Ayrshire Council	1	13	30	0	12	19	1	9	17
Greater Glasgow division	8	148	365	6	81	182	7	91	205
Glasgow City Council	8	132	326	5	73	163	6	81	182
East Dunbartonshire Council	0	7	19	0	3	10	0	5	10
East Renfrewshire Council	0	8	21	1	5	9	1	5	12
Lothians and Scottish Borders division	3	48	118	0	28	58	3	30	68
West Lothian Council	1	19	49	0	11	25	2	11	26
Midlothian Council	0	9	22	0	5	12	0	7	16
East Lothian Council	1	12	28	0	5	12	1	5	14
Scottish Borders Council	1	8	19	0	7	9	0	6	12
Edinburgh, City of division	3	100	265	2	48	125	3	46	121
Highlands and Islands division	3	16	47	1	13	22	2	14	26
Highland Council	2	13	37	0	11	18	1	11	21
Orkney Islands Council	0	1	4	0	0	0	0	1	2
Shetland Islands Council	0	1	3	0	0	1	0	0	1
Eilean Siar Council	0	1	3	1	2	3	0	1	2
Fife division	2	29	70	2	34	53	2	22	47
Renfrewshire and Inverclyde division	3	31	79	2	28	54	2	23	47
Inverclyde Council	1	8	24	1	9	17	0	7	12
Renfrewshire Council	2	23	55	1	19	37	2	16	35
Lanarkshire division	6	73	182	2	53	115	5	47	109
North Lanarkshire Council	3	39	96	1	26	64	2	24	58
South Lanarkshire Council	3	33	86	1	27	51	3	23	51
Scotland total	41	629	1,543	27	402	870	36	388	880

Table 38.2. Reported pedestrian road casualty percentage changes and rates per 1,000 population by police force division, council and severity, 2025, 2021 to 2025 average and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police division and council	Killed 2025 percentage change compared to 2014 to 2018 average (%)	Seriously injured 2025 percentage change compared to 2014 to 2018 average (%) [note 61]	All severities 2025 percentage change compared to 2014 to 2018 average (%)	Killed 2021 to 2025 average percentage change compared to 2014 to 2018 average (%)	Seriously injured 2021 to 2025 average percentage change compared to 2014 to 2018 average (%) [note 61]	All severities 2021 to 2025 average percentage change compared to 2014 to 2018 average (%)	Killed 2025 rates per 1,000 population	Seriously injured 2025 rates per 1,000 population	All severities 2025 rates per 1,000 population
North East division [note 3]	0	-65	-63	0	-55	-56	0.01	0.03	0.06
Aberdeen City Council	0	-62	-66	0	-53	-58	0	0.04	0.08
Aberdeenshire Council	0	-63	-74	0	-65	-60	0.01	0.01	0.03
Moray Council	0	0	-12	0	0	-31	0.01	0.04	0.1
Tayside division	0	-25	-18	0	-11	-16	0	0.07	0.17
Dundee City Council	0	-35	-10	0	-7	-2	0.01	0.08	0.26
Angus Council	0	0	-38	0	0	-29	0	0.04	0.1
Perth & Kinross Council	0	-5	-15	0	-15	-27	0	0.07	0.15
Argyll and West Dunbartonshire division	0	16	-16	0	-32	-35	0.01	0.13	0.21
Argyll & Bute Council	0	0	-5	0	0	-32	0.01	0.08	0.18
West Dunbartonshire Council	0	19	-23	0	-27	-36	0	0.17	0.24
Forth Valley division	0	-60	-58	0	-49	-48	0	0.04	0.09
Clackmannanshire Council	0	0	-58	0	0	-63	0	0.04	0.1
Stirling Council	0	0	-70	0	0	-53	0	0.04	0.07
Falkirk Council	0	-63	-51	0	-41	-39	0	0.04	0.11
Dumfries and Galloway division	0	14	7	0	-22	-29	0.01	0.08	0.2
Ayrshire division	0	-34	-38	0	-35	-40	0.01	0.07	0.16
North Ayrshire Council	0	-33	-46	0	-31	-38	0.01	0.07	0.13
East Ayrshire Council	0	-61	-29	0	-43	-35	0.02	0.04	0.16
South Ayrshire Council	0	-7	-37	0	-32	-45	0	0.11	0.17
Greater Glasgow division	0	-45	-50	0	-39	-44	0.01	0.09	0.21
Glasgow City Council	0	-45	-50	0	-39	-44	0.01	0.11	0.25
East Dunbartonshire Council	0	0	-46	0	0	-44	0	0.03	0.09
East Renfrewshire Council	0	0	-57	0	0	-40	0.01	0.05	0.09
Lothians and Scottish Borders division	0	-41	-51	0	-37	-42	0	0.05	0.11
West Lothian Council	0	-43	-49	0	-41	-46	0	0.06	0.13
Midlothian Council	0	0	-46	0	0	-29	0	0.05	0.12
East Lothian Council	0	-57	-57	0	-55	-49	0	0.04	0.1
Scottish Borders Council	0	0	-53	0	0	-39	0	0.06	0.08
Edinburgh, City of division	0	-52	-53	0	-54	-54	0	0.09	0.24
Highlands and Islands division	0	-18	-53	0	-14	-45	0	0.04	0.07
Highland Council	0	-13	-52	0	-13	-44	0	0.05	0.08
Orkney Islands Council	0	0	0	0	0	0	0	0	0
Shetland Islands Council	0	0	0	0	0	0	0	0	0.04
Eilean Siar Council	0	0	0	0	0	0	0.04	0.08	0.12
Fife division	0	19	-24	0	-24	-33	0.01	0.09	0.14
Renfrewshire and Inverclyde division	0	-10	-31	0	-28	-40	0.01	0.1	0.2
Inverclyde Council	0	0	-29	0	0	-48	0.01	0.11	0.22
Renfrewshire Council	0	-18	-32	0	-31	-37	0.01	0.1	0.2
Lanarkshire division	0	-27	-37	0	-36	-40	0	0.08	0.17
North Lanarkshire Council	0	-34	-34	0	-39	-40	0	0.08	0.19
South Lanarkshire Council	0	-19	-41	0	-33	-41	0	0.08	0.15
Scotland total	-35	-36	-44	-13	-38	-43	0	0.07	0.16

Table 39.1. Estimated distance [note 38] between the home of the reported casualty and the location of the collision by road user type a

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Road user	Distance	North East [note 3]	Tayside	Argyll and West Dunbartonshire	Forth Valley	Dumfries and Galloway	Ayrshire	Greater Glasgow
Pedestrian	Postcode blank, invalid or not known	4	12	11	10	0	22	62
Pedestrian	Casualty from elsewhere in the UK	0	0	2	0	1	1	2
Pedestrian	Scottish casualty-distance not known	0	0	0	0	0	0	1
Pedestrian	Up to 2 kilometres	26	36	17	17	18	18	61
Pedestrian	Over 2 up to 5 kilometres	3	8	2	2	6	3	26
Pedestrian	Over 5 up to 10 kilometres	1	8	0	0	2	2	13
Pedestrian	Over 10 up to 20 kilometres	1	3	3	0	0	4	7
Pedestrian	Over 20 up to 50 kilometres	1	4	2	0	1	4	7
Pedestrian	Over 50 kilometres	0	2	0	0	1	3	3
Pedestrian	Total	36	73	37	29	29	57	182
Pedal cycle user	Postcode blank, invalid or not known	1	2	1	5	1	7	20
Pedal cycle user	Casualty from elsewhere in the UK	0	0	0	0	1	0	0
Pedal cycle user	Scottish casualty-distance not known	0	0	0	0	0	0	0
Pedal cycle user	Up to 2 kilometres	11	13	4	8	6	5	40
Pedal cycle user	Over 2 up to 5 kilometres	3	4	1	1	3	1	30
Pedal cycle user	Over 5 up to 10 kilometres	2	2	1	3	0	1	13
Pedal cycle user	Over 10 up to 20 kilometres	1	0	1	2	1	0	6
Pedal cycle user	Over 20 up to 50 kilometres	2	2	0	2	0	0	0
Pedal cycle user	Over 50 kilometres	0	0	0	0	0	1	0
Pedal cycle user	Total	20	23	8	21	12	15	109
Motor cycle user	Postcode blank, invalid or not known	12	10	3	2	2	4	11
Motor cycle user	Casualty from elsewhere in the UK	0	2	1	1	11	4	0
Motor cycle user	Scottish casualty-distance not known	0	1	0	0	0	0	0
Motor cycle user	Up to 2 kilometres	10	13	3	5	1	7	11
Motor cycle user	Over 2 up to 5 kilometres	8	11	1	3	4	7	15
Motor cycle user	Over 5 up to 10 kilometres	3	7	1	3	2	5	11
Motor cycle user	Over 10 up to 20 kilometres	5	7	4	4	3	6	8
Motor cycle user	Over 20 up to 50 kilometres	10	7	3	5	7	6	1
Motor cycle user	Over 50 kilometres	6	10	3	1	3	2	1
Motor cycle user	Total	54	68	19	24	33	41	58
Car user	Postcode blank, invalid or not known	42	38	19	28	4	54	96
Car user	Casualty from elsewhere in the UK	6	13	1	5	17	6	3
Car user	Scottish casualty-distance not known	0	0	1	1	0	0	1
Car user	Up to 2 kilometres	21	56	18	19	19	31	109
Car user	Over 2 up to 5 kilometres	27	48	11	28	33	25	87
Car user	Over 5 up to 10 kilometres	29	34	9	28	26	31	68
Car user	Over 10 up to 20 kilometres	26	45	11	15	36	30	51
Car user	Over 20 up to 50 kilometres	27	37	18	13	28	22	38
Car user	Over 50 kilometres	9	34	18	6	35	8	10
Car user	Total	187	305	106	143	198	207	463
Other [note 31]	Postcode blank, invalid or not known	3	8	4	0	1	8	17
Other [note 31]	Casualty from elsewhere in the UK	2	8	0	2	24	1	0
Other [note 31]	Scottish casualty-distance not known	0	0	0	0	0	0	1
Other [note 31]	Up to 2 kilometres	7	7	0	1	2	2	17
Other [note 31]	Over 2 up to 5 kilometres	0	5	4	5	2	2	11
Other [note 31]	Over 5 up to 10 kilometres	3	3	1	2	4	3	13
Other [note 31]	Over 10 up to 20 kilometres	4	7	2	1	7	2	6
Other [note 31]	Over 20 up to 50 kilometres	10	8	2	7	3	2	5
Other [note 31]	Over 50 kilometres	3	13	6	3	8	2	1
Other [note 31]	Total	32	59	19	21	51	22	71
All casualties	Postcode blank, invalid or not known	62	70	38	45	8	95	206
All casualties	Casualty from elsewhere in the UK	8	23	4	8	54	12	5
All casualties	Scottish casualty-distance not known	0	1	1	1	0	0	3
All casualties	Up to 2 kilometres	75	125	42	50	46	63	238
All casualties	Over 2 up to 5 kilometres	41	76	19	39	48	38	169
All casualties	Over 5 up to 10 kilometres	38	54	12	36	34	42	118
All casualties	Over 10 up to 20 kilometres	37	62	21	22	47	42	78
All casualties	Over 20 up to 50 kilometres	50	58	25	27	39	34	51
All casualties	Over 50 kilometres	18	59	27	10	47	16	15
All casualties	Total	329	528	189	238	323	342	883

Table 39.2. Casualties [note 32] involved in reported collisions by council of residence and council of collision location, column percentages, 2025

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Casualty residence	Aberdeen City (%)	Aberdeenshire (%)	Angus (%)	Argyll and Bute (%)	Clackmannanshire (%)	Dumfries and Galloway (%)	Dundee City (%)	East Ayrshire (%)	East Dunbartonshire (%)	East Lothian (%)	East Renfrewshire (%)	Edinburgh, City of (%)	Eilean Siar (%)	Falkirk (%)	Fife (%)	Glasgow City (%)
Aberdeen City	86	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Aberdeenshire	12.3	67.1	1.8	0	0	0.3	0	0	0	0	0	0	0	0	0.7	0
Angus	0	5.3	79.8	0	0	0.3	10.8	0	0	0	0	0	0	0	0.7	0
Argyll & Bute	0	0	0	59.1	0	0.6	0	0	0	0	0	0.2	0	0	0	0.4
Clackmannanshire	0	0	0	0	75	0.3	0	0	0	0	0	0	0	0	1.3	0
Dumfries & Galloway	0	0	0.9	0	0	67.8	0.7	1.2	0	0	0	0.2	0	0	0	0
Dundee City	0	0	9.2	0	0	0	77.7	1.2	0	0	0	0.2	0	0	2.6	0
East Ayrshire	0	0	0	3.2	0	2.6	0	72	0	0	4.5	0	0	0	0	0.2
East Dunbartonshire	0	0	0	2.2	0	0	0	0	57.1	0	1.5	0.2	0	1.2	0.3	2.5
East Lothian	0	0	0.9	0	0	0.3	0	0	0	61.2	0	4.4	0	0	0.7	0.2
East Renfrewshire	0	0	0	0	0	0	0	3.7	0	0	50.7	0.5	0	0	0.3	3.1
Edinburgh, City of	1.8	0	0	0	5	0.6	0.7	0	0	19.4	1.5	70.6	0	0	2	0.7
Eilean Siar	0	0	0	0	0	0	0	0	0	0	0	0	85.7	0	0	0
Falkirk	0	0	0	0	0	0	0	0	0	1.5	0	1	0	83.1	1.3	1.1
Fife	0	1.3	1.8	0	10	0	3.6	0	0	0	1.5	4.4	0	1.2	81.3	0.4
Glasgow City	0	0	1.8	7.5	0	2.9	0.7	3.7	18.4	0	19.4	1.2	0	3.6	0.3	66.7
Highland	0	0.7	0	0	0	0	0	0	0	0	0	0	7.1	0	0.3	0
Inverclyde	0	0	0	3.2	0	0	0	0	2	0	0	0	0	0	0	0.5
Midlothian	0	0	0	0	0	0.3	0	0	0	9	0	4.9	0	0	0.7	0
Moray	0	7.2	0	0	0	0	0.7	0	0	0	0	0	0	0	0	0
North Ayrshire	0	0	0	2.2	0	1.9	0	3.7	0	0	9	0	0	0	0	2.2
North Lanarkshire	0	1.3	0	3.2	0	0.3	0	1.2	6.1	0	0	2.2	0	3.6	0	6.9
Orkney Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perth & Kinross	0	0.7	1.8	3.2	0	0.3	2.9	0	0	1.5	0	0.2	0	0	1.3	0.2
Renfrewshire	0	0	0	1.1	0	0.6	0	1.2	2	0	10.4	0	0	0	0.3	4
Scottish Borders	0	0	0	0	0	1	0	0	0	1.5	0	1.2	0	0	0	0
Shetland Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Ayrshire	0	0	0	0	0	1.6	0	8.5	0	0	0	0	0	0	0	0.7
South Lanarkshire	0	0	0	0	0	1.6	0	3.7	2	0	1.5	2.5	0	0	1.3	7.2
Stirling	0	0	0	0	5	0	0.7	0	10.2	0	0	0	0	4.8	0.3	0
West Dunbartonshire	0	0	0	8.6	0	0	0	0	2	0	0	0	0	0	0	2
West Lothian	0	0	0	2.2	0	0.3	0	0	0	4.5	0	3	0	2.4	1	0.4
Elsewhere in UK	0	3.9	1.8	4.3	5	16.1	1.4	0	0	1.5	0	2.7	7.1	0	3.3	0.5
Total [note 32]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Table 40. Number of killed and serious casualties for all ages and child casualties by council and road type, 2015 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table.

Council	Year	Child (0 to 15) killed Trunk roads	Child (0 to 15) killed Local Authority	Child (0 to 15) killed All roads	Child (0 to 15) serious Trunk roads	Child (0 to 15) serious Local Authority	Child (0 to 15) serious All roads	All ages killed Trunk roads	All ages killed Local Authority roads	All ages killed All roads	All ages serious Trunk roads	All ages serious Local Authority roads	All ages serious All roads
Aberdeen City	2014 to 2018 average [note 61]	0	0	0	0	7	7	1	3	4	10	73	83
Aberdeen City	2015	0	0	0	0	9	9	1	4	5	9	90	99
Aberdeen City	2016	0	0	0	0	11	12	1	2	3	16	64	80
Aberdeen City	2017	0	0	0	0	4	5	0	2	2	4	50	55
Aberdeen City	2018	0	0	0	0	2	2	0	2	2	5	56	61
Aberdeen City	2019	0	0	0	0	6	6	1	2	3	4	53	57
Aberdeen City	2020	0	0	0	0	2	2	0	1	1	3	37	40
Aberdeen City	2021	0	0	0	0	0	0	0	2	2	1	26	27
Aberdeen City	2022	0	0	0	0	5	5	0	1	1	1	27	28
Aberdeen City	2023	0	0	0	0	4	4	0	4	4	5	48	53
Aberdeen City	2024	0	0	0	0	10	10	0	3	3	1	35	36
Aberdeen City	2025	0	0	0	0	4	4	0	2	2	2	37	39
Aberdeen City	2021 to 2025 average	0	0	0	0	5	5	0	2	2	2	35	37
Aberdeenshire	2014 to 2018 average [note 61]	0	0	1	2	10	12	3	12	15	31	154	185
Aberdeenshire	2015	0	0	0	2	8	11	4	15	19	35	159	194
Aberdeenshire	2016	0	1	1	1	13	14	4	13	17	28	155	183
Aberdeenshire	2017	0	0	0	0	8	8	1	6	7	33	122	155
Aberdeenshire	2018	0	0	0	1	11	12	1	7	8	26	130	157
Aberdeenshire	2019	0	0	0	0	6	6	4	6	10	23	100	123
Aberdeenshire	2020	0	0	0	2	4	6	4	3	7	23	65	88
Aberdeenshire	2021	0	0	0	0	0	0	2	9	11	27	67	94
Aberdeenshire	2022	0	0	0	1	6	7	3	8	11	18	89	107
Aberdeenshire	2023	0	0	0	1	4	5	3	4	7	23	74	97
Aberdeenshire	2024	0	0	0	0	2	2	2	10	12	18	105	123
Aberdeenshire	2025	0	0	0	0	4	4	2	9	11	7	89	96
Aberdeenshire	2021 to 2025 average	0	0	0	0	3	4	2	8	10	19	85	103
Angus	2014 to 2018 average [note 61]	0	0	0	0	4	5	1	5	6	8	49	57
Angus	2015	0	0	0	0	7	7	3	5	8	3	55	57
Angus	2016	0	0	0	0	2	2	1	5	6	12	41	53
Angus	2017	0	0	0	1	4	5	1	9	10	13	47	60
Angus	2018	0	0	0	0	5	5	0	2	2	4	54	58
Angus	2019	0	0	0	0	7	7	1	2	3	6	42	48
Angus	2020	0	0	0	0	3	3	1	2	3	9	40	49
Angus	2021	0	0	0	0	2	2	0	3	3	4	47	51
Angus	2022	0	0	0	0	4	4	0	1	1	3	42	45
Angus	2023	0	0	0	0	7	7	0	8	8	2	42	44
Angus	2024	0	0	0	1	2	3	0	1	1	6	30	36
Angus	2025	0	0	0	0	1	1	1	6	7	6	42	48
Angus	2021 to 2025 average	0	0	0	0	3	3	0	4	4	4	41	45
Argyll & Bute	2014 to 2018 average [note 61]	0	1	1	1	3	4	4	3	6	43	43	86
Argyll & Bute	2015	0	0	0	0	2	3	4	2	6	54	41	95
Argyll & Bute	2016	0	3	3	1	2	3	4	5	9	43	49	92
Argyll & Bute	2017	0	0	0	1	5	6	2	2	4	32	51	83
Argyll & Bute	2018	0	0	0	1	2	4	5	3	8	44	30	74
Argyll & Bute	2019	0	0	0	2	1	2	6	3	9	50	48	98
Argyll & Bute	2020	0	0	0	0	1	1	2	5	7	17	20	37
Argyll & Bute	2021	0	0	0	0	1	1	4	5	9	19	26	45
Argyll & Bute	2022	0	0	0	1	2	3	5	6	11	25	22	47
Argyll & Bute	2023	0	0	0	0	5	5	9	1	10	31	40	71
Argyll & Bute	2024	0	0	0	1	0	1	6	0	6	25	29	54
Argyll & Bute	2025	0	0	0	0	1	1	2	3	5	18	24	42
Argyll & Bute	2021 to 2025 average	0	0	0	0	2	2	5	3	8	24	28	52
Clackmannanshire	2014 to 2018 average [note 61]	0	0	0	0	2	2	0	0	0	0	18	18
Clackmannanshire	2015	0	0	0	0	2	2	0	0	0	0	19	19
Clackmannanshire	2016	0	0	0	0	1	1	0	0	0	0	24	24
Clackmannanshire	2017	0	0	0	0	3	3	0	1	1	1	14	16
Clackmannanshire	2018	0	0	0	0	2	2	0	1	1	0	16	16
Clackmannanshire	2019	0	0	0	0	2	2	0	4	4	0	13	13
Clackmannanshire	2020	0	0	0	0	2	2	0	3	3	1	7	8
Clackmannanshire	2021	0	0	0	0	0	0	0	0	0	0	13	13
Clackmannanshire	2022	0	0	0	0	3	3	0	2	2	0	15	15
Clackmannanshire	2023	0	0	0	0	1	1	0	2	2	0	9	9
Clackmannanshire	2024	0	0	0	0	0	0	0	2	2	0	12	12
Clackmannanshire	2025	0	0	0	0	1	1	0	0	0	0	8	8
Clackmannanshire	2021 to 2025 average	0	0	0	0	1	1	0	1	1	0	11	11
Dumfries & Galloway	2014 to 2018 average [note 61]	0	0	0	2	6	7	6	5	11	41	70	111
Dumfries & Galloway	2015	0	0	0	1	6	7	8	3	11	35	72	108
Dumfries & Galloway	2016	0	0	0	2	6	8	5	9	14	35	69	105
Dumfries & Galloway	2017	0	0	0	0	1	2	9	5	14	37	55	91
Dumfries & Galloway	2018	0	0	0	3	10	12	6	1	7	51	79	130
Dumfries & Galloway	2019	0	0	0	1	3	4	5	3	8	26	68	94
Dumfries & Galloway	2020	0	0	0	1	6	7	4	5	14	27	74	91
Dumfries & Galloway	2021	1	1	2	1	2	3	5	8	37	30	76	79
Dumfries & Galloway	2022	0	0	0	1	4	5	3	5	8	27	53	80
Dumfries & Galloway	2023	0	0	0	0	3	3	2	3	5	30	40	70
Dumfries & Galloway	2024	0	0	0	2	4	6	5	1	6	37	46	83
Dumfries & Galloway	2025	0	0	0	3	7	10	7	5	12	32	61	93
Dumfries & Galloway	2021 to 2025 average	0	0	0	1	4	5	4	4	8	33	48	80
Dundee City	2014 to 2018 average [note 61]	0	0	0	1	7	8	0	1	1	5	41	47
Dundee City	2015	0	0	0	1	8	9	0	1	1	5	31	36
Dundee City	2016	0	0	0	0	10	10	0	1	1	5	45	50
Dundee City	2017	0	0	0	0	7	8	0	1	1	6	40	45
Dundee City	2018	0	0	0	0	7	7	0	1	1	5	33	37
Dundee City	2019	0	0	0	0	6	6	0	1	1	8	46	54
Dundee City	2020	0	1	1	1	4	5	0	2	2	3	47	50
Dundee City	2021	0	0	0	0	5	5	0	0	0	4	36	40
Dundee City	2022	0	0	0	0	8	8	0	0	0	4	37	41
Dundee City	2023	0	0	0	1	5	6	1	1	2	9	38	47
Dundee City	2024	0	0	0	1	9	10	0	1	1	4	54	58
Dundee City	2025	0	0	0	1	4	5	0	1	1	6	47	53
Dundee City	2021 to 2025 average	0	0	0	1	6	7	0	1	1	5	42	48
East Ayrshire	2014 to 2018 average [note 61]	0	0	0	1	6	8	1	2	3	15	46	60
East Ayrshire	2015	0	0	0	1	5	6	0	1	1	15	47	63
East Ayrshire	2016	0	0	0	3	5	8	2	2	4	26	43	69
East Ayrshire	2017	0	0	0	0	4	5	0	2	2	9	46	55
East Ayrshire	2018	0	0	0	4	8	12	1	4	5	18	48	66
East Ayrshire	2019	0	0	0	0	4	4	1	6	7	8	32	40
East Ayrshire	2020	0	0	0	1	3	4	2	0	2	8	33	41
East Ayrshire	2021	0	0	0	1	7	8	1	4	5	3	35	38
East Ayrshire	2022	0	0	0	2	3	5	1	5	6	10	37	47
East Ayrshire	2023	1	1	2	2	5	7	2	4	6	10	43	53
East Ayrshire	2024	1	0	1	0	2	2	3	6	9	6	26	32
East Ayrshire	2025	1	0	1	1	1	2	2	3	5	6	27	33
East Ayrshire	2021 to 2025 average	1	0	1	1	4	5	2	4	6	7	34	41
East Dunbartonshire	2014 to 2018 average [note 61]	0	0	0	0	3	3	0	0	0	0	24	24
East Dunbartonshire	2015	0	0	0	0	2	2	0	1	1	0	23	23
East Dunbartonshire	2016	0	0	0	0	2	2	0	0	0	0	28	28
East Dunbartonshire	2017	0	0	0	0	6	6	0	0	0	0	25	25
East Dunbartonshire	2018	0	0	0	0	2	2	0	0	0	0	19	19
East Dunbartonshire	2019	0	0	0	0	9	9	0	1	1	0	33	33
East Dunbartonshire	2020	0	0	0	0	2	2	0	1	1	0	12	12

Table 40. Number of killed and serious casualties for all ages and child casualties by council and road type, 2015 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table.

Council	Year	Child (0 to 15) killed Trunk roads	Child (0 to 15) killed Local Authority	Child (0 to 15) killed All roads	Child (0 to 15) serious Trunk roads	Child (0 to 15) serious Local Authority	Child (0 to 15) serious All roads	All ages killed Trunk roads	All ages killed Local Authority roads	All ages killed All roads	All ages serious Trunk roads	All ages serious Local Authority roads	All ages serious All roads
East Dunbartonshire	2021	0	0	0	0	2	2	0	1	1	0	14	14
East Dunbartonshire	2022	0	0	0	0	1	1	0	1	1	0	23	23
East Dunbartonshire	2023	0	0	0	0	0	0	0	4	4	0	11	11
East Dunbartonshire	2024	0	0	0	0	6	6	0	1	1	0	25	25
East Dunbartonshire	2025	0	0	0	0	4	4	0	0	0	0	21	21
East Dunbartonshire	2021 to 2025 average	0	0	0	0	3	3	0	1	1	0	19	19
East Lothian	2014 to 2018 average [note 61]	0	0	0	0	6	7	2	1	3	9	49	57
East Lothian	2015	0	0	0	1	2	2	1	2	3	8	45	53
East Lothian	2016	0	0	0	0	3	4	2	1	3	7	44	51
East Lothian	2017	0	0	0	0	6	6	2	1	3	9	50	59
East Lothian	2018	0	0	0	0	12	13	1	1	2	10	52	62
East Lothian	2019	0	0	0	0	3	3	0	1	1	5	47	53
East Lothian	2020	0	0	0	0	3	3	0	2	2	9	23	32
East Lothian	2021	0	0	0	0	3	3	0	0	0	5	27	32
East Lothian	2022	0	0	0	0	2	2	3	0	3	7	36	43
East Lothian	2023	0	0	0	1	0	1	2	1	3	5	27	32
East Lothian	2024	0	0	0	0	3	3	0	2	2	20	22	22
East Lothian	2025	0	0	0	0	0	0	0	0	0	4	21	25
East Lothian	2021 to 2025 average	0	0	0	0	2	2	1	1	2	5	26	31
East Renfrewshire	2014 to 2018 average [note 61]	0	0	0	0	4	4	0	0	0	3	25	27
East Renfrewshire	2015	0	0	0	0	4	4	0	0	0	2	25	27
East Renfrewshire	2016	0	0	0	0	2	2	0	0	0	1	28	29
East Renfrewshire	2017	0	0	0	0	4	4	0	0	0	4	26	30
East Renfrewshire	2018	0	0	0	0	2	2	0	0	0	3	21	24
East Renfrewshire	2019	0	0	0	0	2	2	1	1	1	1	22	24
East Renfrewshire	2020	0	0	0	0	2	2	0	1	0	0	16	16
East Renfrewshire	2021	0	0	0	0	2	2	0	0	0	1	20	21
East Renfrewshire	2022	0	0	0	0	2	2	0	0	0	1	23	24
East Renfrewshire	2023	0	0	0	0	3	3	0	1	1	2	16	18
East Renfrewshire	2024	0	0	0	0	1	1	0	1	1	1	17	18
East Renfrewshire	2025	0	0	0	0	3	3	0	2	2	4	24	28
East Renfrewshire	2021 to 2025 average	0	0	0	0	2	2	0	1	1	2	20	22
Edinburgh, City of	2014 to 2018 average [note 61]	0	0	0	1	22	23	0	7	7	17	271	288
Edinburgh, City of	2015	0	0	0	1	22	23	0	3	3	21	281	302
Edinburgh, City of	2016	0	1	1	1	20	21	0	9	9	14	311	325
Edinburgh, City of	2017	0	0	0	0	20	20	0	6	6	11	253	264
Edinburgh, City of	2018	0	0	0	2	17	19	0	5	5	18	214	232
Edinburgh, City of	2019	0	0	0	2	14	16	1	5	6	30	207	237
Edinburgh, City of	2020	0	1	1	0	11	11	0	4	4	6	128	134
Edinburgh, City of	2021	0	0	0	0	19	19	0	3	3	5	154	159
Edinburgh, City of	2022	0	0	0	0	21	21	2	3	5	6	163	169
Edinburgh, City of	2023	0	0	0	0	9	9	1	5	6	7	118	125
Edinburgh, City of	2024	0	1	1	3	12	15	1	7	8	9	142	151
Edinburgh, City of	2025	0	0	0	1	15	16	0	4	4	15	134	149
Edinburgh, City of	2021 to 2025 average	0	0	0	1	15	16	1	4	5	8	142	151
Eilean Siar	2014 to 2018 average [note 61]	0	0	0	0	0	0	0	1	1	0	9	9
Eilean Siar	2015	0	0	0	0	0	0	0	1	1	0	9	9
Eilean Siar	2016	0	0	0	0	0	0	0	0	0	0	8	8
Eilean Siar	2017	0	0	0	0	0	0	0	0	0	0	6	6
Eilean Siar	2018	0	0	0	0	0	0	0	1	1	0	7	7
Eilean Siar	2019	0	0	0	0	0	0	0	2	2	0	15	15
Eilean Siar	2020	0	0	0	0	1	1	0	1	1	0	4	4
Eilean Siar	2021	0	0	0	0	1	1	0	1	1	0	6	6
Eilean Siar	2022	0	0	0	0	0	0	0	0	0	0	5	5
Eilean Siar	2023	0	0	0	0	0	0	0	0	0	0	8	8
Eilean Siar	2024	0	0	0	0	1	1	0	0	0	0	11	11
Eilean Siar	2025	0	0	0	0	1	1	0	1	1	0	3	3
Eilean Siar	2021 to 2025 average	0	0	0	0	1	1	0	0	0	0	7	7
Falkirk	2014 to 2018 average [note 61]	0	1	1	0	8	8	0	2	3	9	63	72
Falkirk	2015	0	0	0	0	9	9	1	2	3	12	65	77
Falkirk	2016	0	1	1	0	6	6	0	1	1	9	73	82
Falkirk	2017	0	0	0	0	9	9	0	0	0	10	64	74
Falkirk	2018	0	0	0	0	10	10	0	4	4	8	50	58
Falkirk	2019	0	0	0	0	6	6	0	4	4	4	41	44
Falkirk	2020	0	0	0	0	3	3	0	2	2	4	23	27
Falkirk	2021	0	0	0	0	4	4	1	3	4	6	34	40
Falkirk	2022	0	0	0	0	6	6	0	5	5	5	33	38
Falkirk	2023	0	0	0	0	8	8	1	2	3	9	42	51
Falkirk	2024	0	0	0	0	1	1	1	6	7	11	29	40
Falkirk	2025	0	0	0	0	2	2	1	1	2	2	35	37
Falkirk	2021 to 2025 average	0	0	0	0	4	4	1	3	4	7	35	41
Fife	2014 to 2018 average [note 61]	0	0	1	1	13	14	3	7	10	24	114	137
Fife	2015	1	0	1	12	12	12	5	7	12	18	115	133
Fife	2016	1	0	1	3	15	16	4	6	10	25	127	152
Fife	2017	0	0	0	0	17	17	0	5	5	18	108	126
Fife	2018	0	1	1	3	12	15	0	10	10	28	111	139
Fife	2019	0	0	0	0	17	17	3	12	15	25	118	143
Fife	2020	0	1	1	1	13	14	4	8	12	18	91	109
Fife	2021	0	0	0	0	7	7	1	1	2	14	70	84
Fife	2022	1	0	1	0	9	9	2	5	7	15	80	95
Fife	2023	0	0	0	0	14	14	3	8	11	19	99	118
Fife	2024	0	0	0	0	5	5	0	10	10	11	97	108
Fife	2025	0	0	0	1	14	15	0	4	4	33	110	143
Fife	2021 to 2025 average	0	0	0	0	10	10	1	6	7	18	91	110
Glasgow City	2014 to 2018 average [note 61]	0	0	0	0	36	36	1	11	12	18	279	297
Glasgow City	2015	0	0	0	0	34	34	0	15	15	13	292	305
Glasgow City	2016	0	1	1	0	41	42	1	7	8	18	290	308
Glasgow City	2017	0	0	0	0	31	32	0	7	7	27	250	277
Glasgow City	2018	0	0	0	0	29	29	2	8	10	15	264	278
Glasgow City	2019	0	0	0	2	41	44	0	9	9	19	222	240
Glasgow City	2020	0	0	0	0	21	21	5	8	13	11	179	190
Glasgow City	2021	0	0	0	0	25	25	0	7	7	19	179	198
Glasgow City	2022	0	0	0	0	34	34	1	5	6	19	204	223
Glasgow City	2023	0	2	2	1	18	19	0	14	14	22	205	227
Glasgow City	2024	0	0	0	0	22	22	1	5	6	21	214	235
Glasgow City	2025	0	0	0	1	24	25	0	8	8	26	215	241
Glasgow City	2021 to 2025 average	0	0	0	0	25	25	0	8	8	21	203	225
Highland	2014 to 2018 average [note 61]	0	0	0	2	5	7	10	8	18	78	72	150
Highland	2015	0	0	0	3	5	8	6	8	14	72	66	138
Highland	2016	0	0	0	3	3	6	11	7	18	92	70	163
Highland	2017	0	0	0	4	4	8	9	6	15	77	55	133
Highland	2018	0	0	0	1	7	8	9	14	23	75	93	168
Highland	2019	0	0	0	2	2	5	12	9	21	63	111	174
Highland	2020	2	0	0	2	3	5	8	7	17	45	61	106
Highland	2021	1	0	1	2	3	5	5	5	14	66	49	115
Highland	2022	1	1	2	1	2	3	21	11	32	45	76	121
Highland	2023	0	1	1	3	7	10	7	7	14	105	82	187
Highland	2024	0	0	0	2	6	8	14	3	17	105	80	185
Highland	2025	0	0	0	3	6	9	15	6	21	67	68	135
Highland	2021 to 2025 average	0	0	1	2	5	7	13	6	20	78	71	149
Inverclyde	2014 to 2018 average [note 61]	0	0	0	1	3	4	1	1	2	7	22	29

Table 40. Number of killed and serious casualties for all ages and child casualties by council and road type, 2015 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table.

Council	Year	Child (0 to 15) killed Trunk roads	Child (0 to 15) killed Local Authority	Child (0 to 15) killed All roads	Child (0 to 15) serious Trunk roads	Child (0 to 15) serious Local Authority	Child (0 to 15) serious All roads	All ages killed Trunk roads	All ages killed Local Authority roads	All ages killed All roads	All ages serious Trunk roads	All ages serious Local Authority roads	All ages serious All roads
Inverclyde	2015	0	1	1	1	5	7	1	1	2	7	24	31
Inverclyde	2016	0	0	0	0	2	2	0	2	2	4	28	32
Inverclyde	2017	0	0	0	0	2	3	1	2	3	7	17	24
Inverclyde	2018	0	0	0	0	1	1	0	0	0	8	18	26
Inverclyde	2019	0	0	0	0	5	6	1	0	1	7	29	36
Inverclyde	2020	0	0	0	0	0	0	2	1	3	4	9	13
Inverclyde	2021	0	0	0	1	2	3	0	1	1	3	13	16
Inverclyde	2022	0	0	0	0	3	3	1	1	2	7	15	22
Inverclyde	2023	0	0	0	1	2	3	0	0	0	10	11	21
Inverclyde	2024	0	0	0	2	1	3	0	1	1	10	20	30
Inverclyde	2025	0	0	0	0	0	0	0	1	1	1	17	18
Inverclyde	2021 to 2025 average	0	0	0	1	2	2	0	1	1	6	15	21
Midlothian	2014 to 2018 average [note 61]	0	0	0	0	4	5	2	1	3	11	46	57
Midlothian	2015	0	0	0	0	5	5	2	1	3	13	51	64
Midlothian	2016	0	0	0	0	6	7	5	3	8	10	48	58
Midlothian	2017	0	0	0	0	5	5	0	2	2	10	49	59
Midlothian	2018	0	0	0	0	3	3	1	0	1	7	38	45
Midlothian	2019	0	0	0	0	6	6	0	1	1	4	37	42
Midlothian	2020	0	0	0	0	3	3	0	0	0	1	20	21
Midlothian	2021	0	0	0	0	3	3	0	2	2	2	24	26
Midlothian	2022	0	0	0	0	2	2	0	1	1	2	29	31
Midlothian	2023	0	0	0	0	3	3	2	2	4	6	30	36
Midlothian	2024	0	0	0	0	5	5	0	0	0	6	31	37
Midlothian	2025	0	0	0	1	1	2	0	1	1	7	21	28
Midlothian	2021 to 2025 average	0	0	0	0	3	3	0	1	2	5	27	32
Moray	2014 to 2018 average [note 61]	0	0	1	1	3	4	2	3	5	15	31	46
Moray	2015	0	0	0	1	1	3	1	1	2	15	30	45
Moray	2016	0	1	1	2	5	7	0	6	6	17	37	54
Moray	2017	0	1	1	1	0	1	2	3	5	16	27	43
Moray	2018	1	0	1	0	0	1	5	4	9	11	21	32
Moray	2019	0	0	0	0	3	3	4	1	5	10	25	35
Moray	2020	0	0	0	0	1	1	3	1	4	3	20	23
Moray	2021	0	0	0	0	2	2	1	2	3	3	13	16
Moray	2022	0	0	0	0	0	0	0	3	3	6	13	19
Moray	2023	0	0	0	2	1	3	1	0	1	10	13	23
Moray	2024	0	0	0	1	1	2	2	7	9	12	22	34
Moray	2025	0	0	0	1	2	3	3	6	9	7	24	31
Moray	2021 to 2025 average	0	0	0	1	1	2	1	4	5	8	17	25
North Ayrshire	2014 to 2018 average [note 61]	0	0	0	1	5	6	2	2	4	21	48	68
North Ayrshire	2015	0	0	0	0	2	2	2	2	4	31	51	82
North Ayrshire	2016	0	0	0	1	8	9	3	2	5	18	45	63
North Ayrshire	2017	0	0	0	1	4	5	1	3	4	26	39	65
North Ayrshire	2018	0	0	0	0	7	7	1	1	2	15	46	61
North Ayrshire	2019	0	0	0	2	6	8	0	2	2	12	50	61
North Ayrshire	2020	0	0	0	0	3	3	0	1	1	12	28	40
North Ayrshire	2021	0	0	0	0	4	4	0	3	3	12	37	46
North Ayrshire	2022	0	0	0	0	3	3	1	4	5	6	37	43
North Ayrshire	2023	0	0	0	4	4	4	3	4	12	38	50	58
North Ayrshire	2024	0	0	0	1	5	6	2	1	3	12	29	41
North Ayrshire	2025	0	0	0	0	7	7	1	4	5	8	28	36
North Ayrshire	2021 to 2025 average	0	0	0	0	5	5	1	3	4	10	31	41
North Lanarkshire	2014 to 2018 average [note 61]	0	0	0	0	19	19	1	5	5	14	111	124
North Lanarkshire	2015	0	0	0	0	23	23	1	7	8	12	106	118
North Lanarkshire	2016	0	0	0	1	18	18	0	3	3	16	116	131
North Lanarkshire	2017	0	0	0	1	19	20	1	5	6	14	116	130
North Lanarkshire	2018	0	0	0	12	12	0	5	5	14	11	103	117
North Lanarkshire	2019	0	1	1	13	14	2	3	5	22	99	121	141
North Lanarkshire	2020	0	1	1	0	14	14	2	6	8	10	63	73
North Lanarkshire	2021	0	1	1	0	4	4	1	6	7	5	47	52
North Lanarkshire	2022	0	0	0	0	13	13	3	3	6	9	68	77
North Lanarkshire	2023	0	0	0	0	18	18	2	2	4	19	88	107
North Lanarkshire	2024	0	0	0	0	11	11	1	7	8	7	83	90
North Lanarkshire	2025	0	0	0	0	14	14	0	2	2	13	75	88
North Lanarkshire	2021 to 2025 average	0	0	0	0	12	12	1	4	5	11	72	83
Orkney Islands	2014 to 2018 average [note 61]	0	0	0	0	0	0	0	1	1	0	7	7
Orkney Islands	2015	0	0	0	0	0	0	0	0	0	0	4	4
Orkney Islands	2016	0	0	0	0	0	0	0	1	1	0	10	10
Orkney Islands	2017	0	0	0	0	0	0	0	1	1	0	6	6
Orkney Islands	2018	0	0	0	0	0	0	0	0	0	0	6	6
Orkney Islands	2019	0	0	0	0	1	1	0	2	2	0	8	8
Orkney Islands	2020	0	0	0	0	1	1	0	1	1	0	2	2
Orkney Islands	2021	0	0	0	0	2	2	0	2	2	0	4	4
Orkney Islands	2022	0	0	0	0	0	0	0	4	4	0	4	4
Orkney Islands	2023	0	0	0	0	0	0	0	0	0	0	8	8
Orkney Islands	2024	0	0	0	0	0	0	0	0	0	0	8	8
Orkney Islands	2025	0	0	0	0	0	0	0	2	2	0	3	3
Orkney Islands	2021 to 2025 average	0	0	0	0	0	0	0	2	2	0	5	5
Perth & Kinross	2014 to 2018 average [note 61]	0	0	0	3	5	8	5	6	11	34	59	93
Perth & Kinross	2015	1	0	1	1	9	10	6	1	7	25	56	81
Perth & Kinross	2016	0	1	1	5	4	9	6	4	10	33	49	82
Perth & Kinross	2017	0	0	0	1	5	6	3	9	12	34	64	98
Perth & Kinross	2018	0	0	0	2	4	6	6	7	13	43	60	103
Perth & Kinross	2019	0	0	0	1	6	7	3	3	6	45	47	91
Perth & Kinross	2020	0	0	0	0	3	3	1	2	3	19	34	53
Perth & Kinross	2021	0	0	0	2	6	8	2	3	5	17	58	75
Perth & Kinross	2022	0	0	0	0	5	5	6	1	7	33	52	85
Perth & Kinross	2023	0	0	0	0	3	3	2	3	5	22	48	70
Perth & Kinross	2024	0	0	0	1	6	7	3	4	7	32	57	89
Perth & Kinross	2025	0	0	0	0	3	3	0	6	6	20	60	80
Perth & Kinross	2021 to 2025 average	0	0	0	1	5	5	3	3	6	25	55	80
Renfrewshire	2014 to 2018 average [note 61]	0	0	0	0	8	8	0	3	4	11	63	73
Renfrewshire	2015	0	0	0	0	8	8	0	1	1	12	64	76
Renfrewshire	2016	0	1	1	0	9	9	0	3	3	13	70	83
Renfrewshire	2017	0	0	0	0	9	9	1	1	2	10	64	74
Renfrewshire	2018	0	0	0	0	5	5	0	4	4	13	53	65
Renfrewshire	2019	0	1	1	0	9	9	0	2	2	9	59	67
Renfrewshire	2020	0	0	0	0	6	6	0	1	1	3	35	38
Renfrewshire	2021	0	0	0	0	3	3	3	1	4	11	29	40
Renfrewshire	2022	0	0	0	0	7	7	0	3	3	12	42	54
Renfrewshire	2023	0	0	0	0	5	5	0	2	2	5	49	54
Renfrewshire	2024	0	0	0	0	7	7	1	5	6	10	62	72
Renfrewshire	2025	0	0	0	0	8	8	0	3	3	12	53	65
Renfrewshire	2021 to 2025 average	0	0	0	0	6	6	1	3	4	10	47	57
Scottish Borders	2014 to 2018 average [note 61]	0	0	0	1	4	5	2	7	9	21	75	96
Scottish Borders	2015	0	0	0	1	3	5	1	6	7	23	76	100
Scottish Borders	2016	0	0	0	1	8	10	4	8	12	29	77	106
Scottish Borders	2017	0	0	0	2	3	4	0	7	7	15	72	87
Scottish Borders	2018	0	0	0	0	4	5	5	7	12	20	71	91
Scottish Borders	2019	0	0	0	2	4	6	0	6	6	18	66	84
Scottish Borders	2020	0	0	0	0	0	0	3	2	5	9	41	50
Scottish Borders	2021	0	0	0	1	2	3	2	6	8	21	34	55
Scottish Borders	2022	0	0	0	0	2	2	4	7	11	7	46	53

Table 40. Number of killed and serious casualties for all ages and child casualties by council and road type, 2015 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table.

Council	Year	Child (0 to 15) killed Trunk roads	Child (0 to 15) killed Local Authority	Child (0 to 15) killed All roads	Child (0 to 15) serious Trunk roads	Child (0 to 15) serious Local Authority	Child (0 to 15) serious All roads	All ages killed Trunk roads	All ages killed Local Authority roads	All ages killed All roads	All ages serious Trunk roads	All ages serious Local Authority roads	All ages serious All roads
Scottish Borders	2023	0	0	0	1	4	5	3	2	5	20	52	72
Scottish Borders	2024	0	1	1	3	2	5	1	8	9	19	34	53
Scottish Borders	2025	0	0	0	2	4	6	3	3	6	19	35	54
Scottish Borders	2021 to 2025 average	0	0	0	1	3	4	3	5	8	17	40	57
Shetland Islands	2014 to 2018 average [note 61]	0	0	0	0	1	1	0	1	1	0	8	8
Shetland Islands	2015	0	0	0	0	1	1	0	3	3	0	8	8
Shetland Islands	2016	0	0	0	0	2	2	0	0	0	0	11	11
Shetland Islands	2017	0	0	0	0	1	1	0	1	1	0	10	10
Shetland Islands	2018	0	0	0	0	0	0	0	1	1	0	5	5
Shetland Islands	2019	0	0	0	0	0	0	0	1	1	0	8	8
Shetland Islands	2020	0	0	0	0	1	1	0	0	0	0	4	4
Shetland Islands	2021	0	0	0	0	0	0	0	0	0	0	5	5
Shetland Islands	2022	0	0	0	0	0	0	0	0	0	0	4	4
Shetland Islands	2023	0	0	0	0	0	0	0	2	2	0	9	9
Shetland Islands	2024	0	0	0	0	0	0	0	1	1	0	4	4
Shetland Islands	2025	0	0	0	0	0	0	0	0	0	0	4	4
Shetland Islands	2021 to 2025 average	0	0	0	0	0	0	0	1	1	0	5	5
South Ayrshire	2014 to 2018 average [note 61]	0	0	0	1	5	5	2	3	5	16	51	67
South Ayrshire	2015	0	0	0	0	5	5	1	5	6	20	47	68
South Ayrshire	2016	0	0	0	0	5	5	2	6	8	14	61	74
South Ayrshire	2017	0	0	0	0	3	4	4	4	8	21	51	71
South Ayrshire	2018	0	0	0	0	4	5	1	0	1	13	42	55
South Ayrshire	2019	0	0	0	4	5	8	1	1	2	20	37	56
South Ayrshire	2020	0	0	0	0	2	2	0	2	2	6	27	33
South Ayrshire	2021	0	0	0	0	1	1	0	6	6	11	28	39
South Ayrshire	2022	0	0	0	0	3	4	1	3	4	11	26	37
South Ayrshire	2023	0	0	0	0	3	3	1	2	3	6	35	41
South Ayrshire	2024	0	0	0	1	1	2	2	1	3	9	28	37
South Ayrshire	2025	0	0	0	1	4	5	0	2	2	10	38	48
South Ayrshire	2021 to 2025 average	0	0	0	1	2	3	1	3	4	9	31	40
South Lanarkshire	2014 to 2018 average [note 61]	0	0	1	1	15	16	4	7	11	22	112	134
South Lanarkshire	2015	0	0	0	1	10	12	1	4	5	25	106	131
South Lanarkshire	2016	0	0	0	1	19	20	7	11	18	23	122	146
South Lanarkshire	2017	0	1	1	0	22	22	1	5	6	16	119	135
South Lanarkshire	2018	0	1	1	0	11	11	6	8	14	25	84	109
South Lanarkshire	2019	0	0	0	0	15	15	3	9	12	21	98	119
South Lanarkshire	2020	0	0	0	0	7	7	0	8	8	12	73	85
South Lanarkshire	2021	0	0	0	0	8	8	2	4	6	24	58	82
South Lanarkshire	2022	0	0	0	0	4	4	4	6	10	21	63	84
South Lanarkshire	2023	0	0	0	2	20	22	0	7	7	26	98	124
South Lanarkshire	2024	0	0	0	0	8	8	2	6	8	23	111	134
South Lanarkshire	2025	0	0	0	0	11	11	0	4	4	16	94	110
South Lanarkshire	2021 to 2025 average	0	0	0	0	10	11	2	5	7	22	85	107
Stirling	2014 to 2018 average [note 61]	0	0	0	1	4	6	3	3	6	26	46	72
Stirling	2015	0	0	0	2	4	6	6	5	11	43	45	88
Stirling	2016	0	0	0	0	4	4	2	0	2	19	47	65
Stirling	2017	0	0	0	2	4	6	2	3	5	20	44	64
Stirling	2018	0	0	0	1	3	5	3	2	5	22	42	64
Stirling	2019	0	0	0	0	0	0	4	1	5	27	33	61
Stirling	2020	0	0	0	1	0	1	4	3	7	17	21	38
Stirling	2021	0	0	0	0	1	1	3	2	5	9	32	41
Stirling	2022	0	0	0	1	2	3	0	0	0	17	33	50
Stirling	2023	0	0	0	0	2	2	0	1	1	18	21	39
Stirling	2024	0	0	0	0	1	1	5	4	9	11	28	39
Stirling	2025	0	0	0	0	2	2	1	0	1	9	28	37
Stirling	2021 to 2025 average	0	0	0	0	2	2	2	1	3	13	28	41
West Dunbartonshire	2014 to 2018 average [note 61]	0	0	0	0	6	6	1	1	2	8	27	34
West Dunbartonshire	2015	0	0	0	0	6	6	0	1	1	4	25	30
West Dunbartonshire	2016	0	0	0	0	5	5	1	2	3	8	31	39
West Dunbartonshire	2017	0	0	0	1	9	10	0	2	2	10	34	45
West Dunbartonshire	2018	0	0	0	0	4	5	1	0	1	10	21	31
West Dunbartonshire	2019	0	0	0	0	4	4	1	0	1	3	23	26
West Dunbartonshire	2020	0	0	0	0	1	1	0	2	2	6	14	20
West Dunbartonshire	2021	0	0	0	0	2	2	1	1	2	7	14	21
West Dunbartonshire	2022	0	0	0	0	0	0	2	0	2	3	11	14
West Dunbartonshire	2023	0	0	0	0	0	0	0	1	1	8	22	30
West Dunbartonshire	2024	0	0	0	0	2	2	0	2	2	7	17	24
West Dunbartonshire	2025	0	0	0	0	4	4	1	1	2	6	25	31
West Dunbartonshire	2021 to 2025 average	0	0	0	0	2	2	1	1	2	6	18	24
West Lothian	2014 to 2018 average [note 61]	0	0	0	1	8	9	2	3	5	10	83	93
West Lothian	2015	0	1	1	1	8	9	2	3	5	20	92	112
West Lothian	2016	1	0	1	2	9	11	5	2	7	10	79	89
West Lothian	2017	0	0	0	0	12	12	0	4	4	6	92	97
West Lothian	2018	0	0	0	0	6	7	2	2	4	10	80	89
West Lothian	2019	0	0	0	0	8	8	0	7	7	8	65	72
West Lothian	2020	0	0	0	0	6	6	0	5	5	2	59	61
West Lothian	2021	1	0	1	1	8	9	3	1	4	14	48	62
West Lothian	2022	0	0	0	0	12	12	0	8	8	6	51	57
West Lothian	2023	0	0	0	0	5	5	0	4	4	3	45	48
West Lothian	2024	0	0	0	0	5	5	0	2	2	9	48	57
West Lothian	2025	0	0	0	0	5	5	0	4	4	5	76	81
West Lothian	2021 to 2025 average	0	0	0	0	7	7	1	4	4	7	54	61
Scotland	2014 to 2018 average [note 61]	1	4	6	23	234	257	57	116	174	524	2,186	2,710
Scotland	2015	2	2	4	21	227	247	57	111	168	554	2,221	2,775
Scotland	2016	2	10	12	29	247	276	70	121	191	544	2,303	2,846
Scotland	2017	0	2	2	18	233	252	40	105	145	495	2,066	2,561
Scotland	2018	1	2	3	21	203	224	56	105	161	521	1,965	2,486
Scotland	2019	0	2	2	19	215	235	53	110	163	476	1,901	2,377
Scotland	2020	2	4	6	10	134	144	41	92	133	275	1,263	1,538
Scotland	2021	3	2	5	9	131	140	39	89	128	350	1,273	1,623
Scotland	2022	2	1	3	8	168	176	63	102	165	326	1,459	1,785
Scotland	2023	1	4	5	15	163	178	43	100	143	444	1,509	1,953
Scotland	2024	1	2	3	19	141	160	52	108	160	424	1,554	1,978
Scotland	2025	1	0	1	16	157	173	39	94	133	361	1,547	1,908
Scotland	2021 to 2025 average	2	2	3	13	152	165	47	99	146	361	1,468	1,849

Table 41. Slight casualties, estimated total volume of traffic, and slight casualty rate by council and road type, 2016 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for slight casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Slight casualties Trunk roads [note 89]	Slight casualties Local Authority Roads [note 61]	Slight casualties All roads [note 61]	Traffic estimates (million vehicle kilometres) Trunk roads	Traffic estimates (million vehicle kilometres) Local Authority roads	Traffic estimates (million vehicle kilometres) All roads	Slight casualty rate (per 100 million vehicle kilometres) Trunk roads	Slight casualty rate (per 100 million vehicle kilometres) Local Authority roads	Slight casualty rate (per 100 million vehicle kilometres) All roads
Aberdeen City	2014 to 2018 average	18	119	137	268	1,062	1,329	7	11	10
Aberdeen City	2016	17	106	123	273	1,071	1,345	6	10	9
Aberdeen City	2017	13	115	127	267	1,077	1,344	5	11	9
Aberdeen City	2018	8	80	88	271	1,080	1,351	3	7	7
Aberdeen City	2019	5	77	82	300	1,286	1,586	2	6	5
Aberdeen City	2020	2	44	46	210	1,044	1,254	1	4	4
Aberdeen City	2021	2	34	36	245	1,137	1,382	1	3	3
Aberdeen City	2022	3	50	53	261	1,232	1,493	1	4	4
Aberdeen City	2023	4	48	52	292	1,256	1,547	1	4	3
Aberdeen City	2024	1	44	45	292	1,282	1,574	0	3	3
Aberdeen City	2025	0	35	35	297	1,292	1,588	0	3	2
Aberdeen City	2021 to 2025 average	2	42	44	277	1,239	1,517	1	3	3
Aberdeenshire	2014 to 2018 average	46	183	229	950	2,113	3,063	5	9	7
Aberdeenshire	2016	47	182	229	948	2,130	3,078	5	9	7
Aberdeenshire	2017	41	143	184	1,040	2,216	3,257	4	6	6
Aberdeenshire	2018	46	137	182	952	2,176	3,127	5	6	6
Aberdeenshire	2019	31	118	149	901	2,362	3,262	3	5	5
Aberdeenshire	2020	15	56	71	636	1,926	2,562	2	3	3
Aberdeenshire	2021	22	64	86	743	2,145	2,888	3	3	3
Aberdeenshire	2022	22	99	121	831	2,303	3,134	3	4	4
Aberdeenshire	2023	40	90	130	844	2,369	3,213	5	4	4
Aberdeenshire	2024	23	98	121	865	2,381	3,246	3	4	4
Aberdeenshire	2025	11	70	81	927	2,420	3,348	1	3	2
Aberdeenshire	2021 to 2025 average	24	84	108	842	2,324	3,166	3	4	3
Angus	2014 to 2018 average	10	93	103	366	763	1,130	3	12	9
Angus	2016	9	80	89	367	767	1,133	2	10	8
Angus	2017	14	95	109	372	792	1,163	4	12	9
Angus	2018	7	88	95	364	784	1,148	2	11	8
Angus	2019	13	61	74	366	778	1,145	3	8	6
Angus	2020	18	121	139	262	625	887	7	19	16
Angus	2021	25	79	104	305	707	1,012	8	11	10
Angus	2022	12	73	85	352	760	1,112	3	10	8
Angus	2023	13	85	98	357	773	1,130	4	11	9
Angus	2024	15	78	93	361	787	1,148	4	10	8
Angus	2025	10	58	68	367	793	1,160	3	7	6
Angus	2021 to 2025 average	15	75	90	348	764	1,112	4	10	8
Argyll & Bute	2014 to 2018 average	72	90	162	401	555	956	18	16	17
Argyll & Bute	2016	61	78	139	392	571	963	16	14	14
Argyll & Bute	2017	64	99	163	419	577	996	15	17	16
Argyll & Bute	2018	62	63	125	456	527	983	14	12	13
Argyll & Bute	2019	27	72	99	459	527	985	6	14	10
Argyll & Bute	2020	32	43	75	323	413	737	10	10	10
Argyll & Bute	2021	26	45	71	400	465	865	6	10	8
Argyll & Bute	2022	28	32	60	454	499	953	6	6	6
Argyll & Bute	2023	36	54	90	459	507	966	8	11	9
Argyll & Bute	2024	30	55	85	460	517	977	7	11	9
Argyll & Bute	2025	34	37	71	471	524	995	7	7	7
Argyll & Bute	2021 to 2025 average	31	45	75	449	503	951	7	9	8
Clackmannanshire	2014 to 2018 average	1	50	51	3	327	330	40	15	15
Clackmannanshire	2016	3	54	57	0	333	333	0	16	17
Clackmannanshire	2017	3	43	45	0	336	336	0	13	14
Clackmannanshire	2018	0	27	27	16	324	340	0	8	8
Clackmannanshire	2019	0	23	23	16	329	345	0	7	7
Clackmannanshire	2020	0	15	15	11	263	274	0	6	5
Clackmannanshire	2021	0	11	11	13	295	308	0	4	4
Clackmannanshire	2022	0	13	13	15	324	339	0	7	6
Clackmannanshire	2023	0	22	22	15	328	343	0	7	6
Clackmannanshire	2024	0	16	16	16	335	351	0	5	5
Clackmannanshire	2025	0	19	19	16	337	353	0	6	5
Clackmannanshire	2021 to 2025 average	0	16	16	15	324	339	0	5	5
Dumfries & Galloway	2014 to 2018 average	96	151	247	1,392	762	2,154	7	20	11
Dumfries & Galloway	2016	110	157	266	1,387	763	2,150	8	21	12
Dumfries & Galloway	2017	89	119	209	1,467	800	2,267	6	15	9
Dumfries & Galloway	2018	92	128	220	1,444	790	2,234	6	16	10
Dumfries & Galloway	2019	60	87	147	1,455	785	2,240	4	11	7
Dumfries & Galloway	2020	39	68	107	1,066	627	1,692	4	11	6
Dumfries & Galloway	2021	50	67	117	1,341	710	2,051	4	9	6
Dumfries & Galloway	2022	46	117	163	1,462	761	2,223	3	15	7
Dumfries & Galloway	2023	69	91	160	1,486	776	2,262	5	12	7
Dumfries & Galloway	2024	85	89	174	1,499	789	2,288	6	11	8
Dumfries & Galloway	2025	92	126	218	1,487	796	2,283	6	16	10
Dumfries & Galloway	2021 to 2025 average	68	98	166	1,455	766	2,221	5	13	7
Dundee City	2014 to 2018 average	11	95	105	171	662	832	6	14	13
Dundee City	2016	14	111	125	173	663	836	8	17	15
Dundee City	2017	9	79	89	171	668	839	5	12	11
Dundee City	2018	8	65	74	174	677	850	5	10	9
Dundee City	2019	19	89	108	171	683	854	11	13	13
Dundee City	2020	14	115	129	133	558	691	11	21	19
Dundee City	2021	18	75	93	164	620	783	11	12	12
Dundee City	2022	16	125	141	180	671	851	9	19	17
Dundee City	2023	25	101	126	184	679	864	14	15	15
Dundee City	2024	22	73	95	186	693	879	12	11	11
Dundee City	2025	28	90	118	184	693	877	15	13	13
Dundee City	2021 to 2025 average	22	93	115	180	671	851	12	14	13
East Ayrshire	2014 to 2018 average	42	128	171	365	747	1,112	12	17	15
East Ayrshire	2016	59	140	199	352	749	1,101	17	19	18
East Ayrshire	2017	25	102	127	349	790	1,139	7	13	11
East Ayrshire	2018	38	105	143	381	769	1,150	10	14	12
East Ayrshire	2019	22	71	93	383	765	1,148	6	9	8
East Ayrshire	2020	13	67	80	287	616	903	5	11	9
East Ayrshire	2021	2	58	60	343	705	1,048	1	8	6
East Ayrshire	2022	19	52	71	372	761	1,133	5	7	6
East Ayrshire	2023	16	84	100	384	772	1,156	4	11	9
East Ayrshire	2024	13	62	75	388	787	1,175	3	8	6
East Ayrshire	2025	21	57	78	429	794	1,223	5	7	6
East Ayrshire	2021 to 2025 average	14	63	77	383	764	1,147	4	8	7
East Dunbartonshire	2014 to 2018 average	0	85	85	0	548	548	0	16	16
East Dunbartonshire	2016	0	105	105	0	545	545	0	19	19
East Dunbartonshire	2017	0	89	89	0	566	566	0	16	16
East Dunbartonshire	2018	0	49	49	0	571	571	0	9	9
East Dunbartonshire	2019	0	66	66	0	573	573	0	11	11
East Dunbartonshire	2020	0	43	43	0	467	467	0	9	9
East Dunbartonshire	2021	0	35	35	0	521	521	0	7	7
East Dunbartonshire	2022	0	20	20	0	560	560	0	4	4
East Dunbartonshire	2023	0	35	35	0	568	568	0	6	6

Table 41. Slight casualties, estimated total volume of traffic, and slight casualty rate by council and road type, 2016 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for slight casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Slight casualties Trunk roads [note 61]	Slight casualties Local Authority Roads [note 61]	Slight casualties All roads [note 61]	Traffic estimates (million vehicle kilometres) Trunk roads	Traffic estimates (million vehicle kilometres) Local Authority roads	Traffic estimates (million vehicle kilometres) All roads	Slight casualty rate (per 100 million vehicle kilometres) Trunk roads	Slight casualty rate (per 100 million vehicle kilometres) Local Authority roads	Slight casualty rate (per 100 million vehicle kilometres) All roads
East Dunbartonshire	2024	0	23	23	0	580	580	0	4	4
East Dunbartonshire	2025	0	39	39	0	583	583	0	7	7
East Dunbartonshire	2021 to 2025 average	0	30	30	0	562	562	0	5	5
East Lothian	2014 to 2018 average	35	120	155	387	555	941	9	22	16
East Lothian	2016	33	114	147	391	543	934	8	21	16
East Lothian	2017	39	117	156	414	590	1,004	9	20	16
East Lothian	2018	30	101	131	407	600	1,006	7	17	13
East Lothian	2019	17	60	76	419	599	1,018	4	10	7
East Lothian	2020	12	58	70	308	485	793	4	12	9
East Lothian	2021	17	63	80	372	561	932	5	11	9
East Lothian	2022	28	68	96	422	600	1,021	7	11	9
East Lothian	2023	25	53	78	422	613	1,035	6	9	8
East Lothian	2024	11	43	54	428	632	1,060	3	7	5
East Lothian	2025	11	45	56	448	638	1,087	2	7	5
East Lothian	2021 to 2025 average	18	54	73	418	609	1,027	4	9	7
East Renfrewshire	2014 to 2018 average	6	76	82	241	543	784	3	14	10
East Renfrewshire	2016	10	78	88	237	563	800	4	14	11
East Renfrewshire	2017	8	78	86	234	558	792	3	14	11
East Renfrewshire	2018	4	63	67	288	509	797	1	12	8
East Renfrewshire	2019	5	44	48	285	506	791	2	9	6
East Renfrewshire	2020	3	37	40	213	411	624	1	9	6
East Renfrewshire	2021	1	43	44	241	474	715	0	9	6
East Renfrewshire	2022	5	44	49	266	518	784	2	8	6
East Renfrewshire	2023	7	61	68	273	524	798	3	12	9
East Renfrewshire	2024	4	44	48	279	536	815	1	8	6
East Renfrewshire	2025	12	41	53	302	538	840	4	8	6
East Renfrewshire	2021 to 2025 average	6	47	52	273	518	791	2	9	7
Edinburgh, City of	2014 to 2018 average	91	844	935	792	2,212	3,004	11	38	31
Edinburgh, City of	2016	81	930	1,011	779	2,247	3,026	10	41	33
Edinburgh, City of	2017	68	727	795	777	2,237	3,014	9	32	26
Edinburgh, City of	2018	79	629	708	933	2,205	3,138	8	29	23
Edinburgh, City of	2019	76	546	622	961	2,197	3,158	8	25	20
Edinburgh, City of	2020	34	334	368	703	1,765	2,468	5	19	15
Edinburgh, City of	2021	59	355	414	836	1,921	2,757	7	18	15
Edinburgh, City of	2022	37	409	446	967	2,072	3,039	4	20	15
Edinburgh, City of	2023	64	367	431	1,001	2,079	3,080	6	18	14
Edinburgh, City of	2024	64	384	448	1,002	2,119	3,121	6	18	14
Edinburgh, City of	2025	56	387	443	1,006	2,152	3,157	6	18	14
Edinburgh, City of	2021 to 2025 average	56	380	436	962	2,068	3,031	6	18	14
Eilean Siar	2014 to 2018 average	0	21	21	0	236	236	0	9	9
Eilean Siar	2016	0	20	20	0	256	256	0	8	8
Eilean Siar	2017	0	15	15	0	241	241	0	6	6
Eilean Siar	2018	0	14	14	0	238	238	0	6	6
Eilean Siar	2019	0	15	15	0	234	234	0	7	7
Eilean Siar	2020	0	11	11	0	187	187	0	6	6
Eilean Siar	2021	0	18	18	0	207	207	0	9	9
Eilean Siar	2022	0	8	8	0	222	222	0	4	4
Eilean Siar	2023	0	12	12	0	226	226	0	5	5
Eilean Siar	2024	0	10	10	0	230	230	0	4	4
Eilean Siar	2025	0	14	14	0	232	232	0	6	6
Eilean Siar	2021 to 2025 average	0	12	12	0	223	223	0	6	6
Falkirk	2014 to 2018 average	31	179	211	625	985	1,610	5	18	13
Falkirk	2016	29	209	238	647	993	1,641	4	21	14
Falkirk	2017	27	178	205	639	1,009	1,647	4	18	12
Falkirk	2018	29	126	155	649	1,000	1,648	4	13	9
Falkirk	2019	19	96	116	657	990	1,647	3	10	7
Falkirk	2020	5	66	71	470	807	1,277	1	8	6
Falkirk	2021	26	66	92	528	912	1,440	5	7	6
Falkirk	2022	13	55	68	571	976	1,546	2	6	4
Falkirk	2023	17	83	100	627	985	1,612	3	8	6
Falkirk	2024	8	77	85	636	1,003	1,639	1	8	5
Falkirk	2025	5	59	64	652	1,013	1,666	1	6	4
Falkirk	2021 to 2025 average	14	68	82	603	978	1,581	2	7	5
Fife	2014 to 2018 average	70	294	363	896	2,128	3,024	8	14	12
Fife	2016	103	341	444	878	2,162	3,040	12	16	15
Fife	2017	49	247	296	895	2,229	3,124	5	11	9
Fife	2018	52	226	278	1,023	2,062	3,085	5	11	9
Fife	2019	49	203	252	1,070	2,049	3,119	5	10	8
Fife	2020	46	179	225	752	1,657	2,409	6	11	9
Fife	2021	45	161	206	876	1,880	2,755	5	9	7
Fife	2022	52	204	256	993	2,006	2,999	5	10	9
Fife	2023	81	182	263	1,028	2,036	3,064	8	9	9
Fife	2024	68	177	245	1,034	2,080	3,114	7	9	8
Fife	2025	64	184	248	1,056	2,089	3,145	6	9	8
Fife	2021 to 2025 average	62	182	244	997	2,018	3,015	6	9	8
Glasgow City	2014 to 2018 average	135	982	1,117	1,534	2,024	3,558	9	49	31
Glasgow City	2016	139	1,113	1,252	1,548	2,035	3,583	9	55	35
Glasgow City	2017	135	908	1,043	1,572	2,025	3,597	9	45	29
Glasgow City	2018	98	751	850	1,543	2,043	3,586	6	37	24
Glasgow City	2019	100	700	801	1,605	2,040	3,645	6	34	22
Glasgow City	2020	71	470	541	1,169	1,663	2,832	6	28	19
Glasgow City	2021	91	401	492	1,381	1,859	3,240	7	22	15
Glasgow City	2022	57	486	543	1,529	1,993	3,522	4	24	15
Glasgow City	2023	80	408	488	1,573	2,019	3,592	5	20	14
Glasgow City	2024	75	490	565	1,601	2,064	3,664	5	24	15
Glasgow City	2025	59	432	491	1,597	2,056	3,653	4	21	13
Glasgow City	2021 to 2025 average	72	443	516	1,536	1,998	3,534	5	22	15
Highland	2014 to 2018 average	173	180	354	1,659	1,158	2,817	10	16	13
Highland	2016	196	166	361	1,675	1,150	2,825	12	14	13
Highland	2017	158	130	287	1,720	1,204	2,923	9	11	10
Highland	2018	164	191	355	1,732	1,230	2,963	9	16	12
Highland	2019	101	198	299	1,752	1,242	2,994	6	16	10
Highland	2020	97	76	173	1,289	1,010	2,298	8	8	8
Highland	2021	86	81	167	1,561	1,163	2,723	6	7	6
Highland	2022	92	66	158	1,740	1,244	2,984	5	5	5
Highland	2023	123	72	195	1,845	1,274	3,119	7	6	6
Highland	2024	125	79	204	1,893	1,307	3,200	7	6	6
Highland	2025	136	104	240	1,924	1,326	3,250	7	8	7
Highland	2021 to 2025 average	112	80	193	1,792	1,263	3,055	6	6	6
Inverclyde	2014 to 2018 average	32	75	108	71	454	525	46	17	20
Inverclyde	2016	28	84	112	75	457	532	37	18	21
Inverclyde	2017	32	58	90	67	464	531	49	12	17
Inverclyde	2018	18	51	69	68	462	530	27	11	13
Inverclyde	2019	42	63	105	200	343	544	21	18	19
Inverclyde	2020	8	27	35	164	283	447	5	10	8

Table 41. Slight casualties, estimated total volume of traffic, and slight casualty rate by council and road type, 2016 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for slight casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Slight casualties Trunk roads [note 89]	Slight casualties Local Authority Roads [note 61]	Slight casualties All roads [note 61]	Traffic estimates (million vehicle kilometres) Trunk roads	Traffic estimates (million vehicle kilometres) Local Authority roads	Traffic estimates (million vehicle kilometres) All roads	Slight casualty rate (per 100 million vehicle kilometres) Trunk roads	Slight casualty rate (per 100 million vehicle kilometres) Local Authority roads	Slight casualty rate (per 100 million vehicle kilometres) All roads
Inverclyde	2021	12	19	31	186	315	501	6	6	6
Inverclyde	2022	3	24	27	191	340	531	2	7	5
Inverclyde	2023	5	26	31	185	344	529	3	8	6
Inverclyde	2024	13	23	36	182	352	534	7	7	7
Inverclyde	2025	8	25	33	176	354	530	5	7	6
Inverclyde	2021 to 2025 average	8	23	32	184	341	525	4	7	6
Midlothian	2014 to 2018 average	31	122	152	142	551	693	22	22	22
Midlothian	2016	28	127	155	141	555	695	20	23	22
Midlothian	2017	23	96	119	143	574	717	16	17	17
Midlothian	2018	23	88	111	145	572	716	16	15	15
Midlothian	2019	21	85	105	146	572	718	14	15	15
Midlothian	2020	11	66	77	107	459	566	10	14	14
Midlothian	2021	30	86	116	130	510	640	23	17	18
Midlothian	2022	15	92	107	141	544	686	11	17	16
Midlothian	2023	12	44	56	143	551	694	8	8	8
Midlothian	2024	12	51	63	148	567	715	8	9	9
Midlothian	2025	10	37	47	152	577	729	7	6	6
Midlothian	2021 to 2025 average	16	62	78	143	550	693	11	11	11
Moray	2014 to 2018 average	13	33	46	283	498	782	5	7	6
Moray	2016	17	34	51	286	499	785	6	7	6
Moray	2017	17	26	43	287	523	809	6	5	5
Moray	2018	6	25	31	299	512	812	2	5	4
Moray	2019	7	34	41	300	510	809	2	7	5
Moray	2020	4	14	18	249	420	669	2	3	3
Moray	2021	8	10	18	282	463	765	3	2	2
Moray	2022	10	16	26	277	515	792	4	3	3
Moray	2023	14	13	27	308	524	832	5	2	3
Moray	2024	5	19	24	312	534	846	2	4	3
Moray	2025	6	19	25	316	538	854	2	4	3
Moray	2021 to 2025 average	9	15	24	299	519	818	3	3	3
North Ayrshire	2014 to 2018 average	38	122	160	319	469	788	12	26	20
North Ayrshire	2016	38	143	181	326	467	793	12	31	23
North Ayrshire	2017	42	107	149	319	485	805	13	22	19
North Ayrshire	2018	27	101	128	316	488	804	9	21	16
North Ayrshire	2019	30	75	106	327	479	806	9	16	13
North Ayrshire	2020	24	44	68	238	391	629	10	11	11
North Ayrshire	2021	29	58	87	277	444	721	10	13	12
North Ayrshire	2022	23	49	72	308	478	786	7	10	9
North Ayrshire	2023	15	65	80	315	487	803	5	13	10
North Ayrshire	2024	13	52	65	330	488	818	4	11	8
North Ayrshire	2025	14	61	75	348	491	838	4	12	9
North Ayrshire	2021 to 2025 average	19	57	76	316	478	793	6	12	10
North Lanarkshire	2014 to 2018 average	75	386	461	1,255	1,920	3,174	6	20	15
North Lanarkshire	2016	88	408	497	1,217	1,899	3,117	7	22	16
North Lanarkshire	2017	78	411	489	1,289	1,966	3,255	6	21	15
North Lanarkshire	2018	66	288	354	1,323	2,026	3,349	5	14	11
North Lanarkshire	2019	86	257	343	1,318	2,021	3,338	7	13	10
North Lanarkshire	2020	31	135	166	986	1,639	2,625	3	8	6
North Lanarkshire	2021	24	163	187	1,154	1,853	3,007	2	9	6
North Lanarkshire	2022	48	153	201	1,309	1,992	3,302	4	8	6
North Lanarkshire	2023	70	177	247	1,382	2,022	3,404	5	9	7
North Lanarkshire	2024	33	125	158	1,402	2,071	3,473	2	6	5
North Lanarkshire	2025	48	131	179	1,436	2,077	3,513	3	6	5
North Lanarkshire	2021 to 2025 average	45	150	194	1,337	2,003	3,340	3	7	6
Orkney Islands	2014 to 2018 average	0	13	13	0	149	149	0	8	8
Orkney Islands	2016	0	17	17	0	151	151	0	11	11
Orkney Islands	2017	0	7	7	0	155	155	0	5	5
Orkney Islands	2018	0	9	9	0	152	152	0	6	6
Orkney Islands	2019	0	18	18	0	151	151	0	12	12
Orkney Islands	2020	0	7	7	0	123	123	0	6	6
Orkney Islands	2021	0	10	10	0	135	135	0	7	7
Orkney Islands	2022	0	9	9	0	145	145	0	6	6
Orkney Islands	2023	0	5	5	0	148	148	0	3	3
Orkney Islands	2024	0	10	10	0	156	156	0	6	6
Orkney Islands	2025	0	4	4	0	162	162	0	2	2
Orkney Islands	2021 to 2025 average	0	8	8	0	149	149	0	5	5
Perth & Kinross	2014 to 2018 average	60	99	159	1,500	998	2,498	4	10	6
Perth & Kinross	2016	65	84	149	1,467	1,035	2,501	4	8	6
Perth & Kinross	2017	73	104	177	1,608	1,040	2,647	5	10	7
Perth & Kinross	2018	53	95	148	1,679	943	2,622	3	10	6
Perth & Kinross	2019	34	53	88	1,667	923	2,591	2	6	3
Perth & Kinross	2020	26	90	116	1,214	738	1,952	2	12	6
Perth & Kinross	2021	59	64	123	1,351	812	2,163	4	8	6
Perth & Kinross	2022	43	93	136	1,608	869	2,477	3	11	5
Perth & Kinross	2023	59	72	131	1,641	887	2,528	4	8	5
Perth & Kinross	2024	43	74	117	1,698	910	2,608	3	8	4
Perth & Kinross	2025	44	103	147	1,720	963	2,683	3	11	5
Perth & Kinross	2021 to 2025 average	50	81	131	1,604	888	2,492	3	9	5
Renfrewshire	2014 to 2018 average	47	194	241	768	803	1,571	6	24	15
Renfrewshire	2016	55	223	278	774	807	1,581	7	28	18
Renfrewshire	2017	50	202	252	771	818	1,589	7	25	16
Renfrewshire	2018	39	153	193	806	828	1,634	5	19	12
Renfrewshire	2019	34	102	137	817	822	1,639	4	12	8
Renfrewshire	2020	17	94	111	609	670	1,280	3	14	9
Renfrewshire	2021	31	61	92	714	757	1,471	4	8	6
Renfrewshire	2022	13	98	111	792	827	1,619	2	12	7
Renfrewshire	2023	22	58	80	780	845	1,625	3	7	5
Renfrewshire	2024	35	80	115	797	865	1,662	4	9	7
Renfrewshire	2025	22	75	97	803	870	1,673	3	9	6
Renfrewshire	2021 to 2025 average	25	74	99	777	833	1,610	3	9	6
Scottish Borders	2014 to 2018 average	42	133	175	407	871	1,277	10	15	14
Scottish Borders	2016	46	138	184	419	876	1,295	11	16	14
Scottish Borders	2017	46	128	174	404	910	1,313	11	14	13
Scottish Borders	2018	38	98	136	410	893	1,303	9	11	10
Scottish Borders	2019	36	92	128	405	887	1,292	9	10	10
Scottish Borders	2020	6	48	54	296	693	989	2	7	5
Scottish Borders	2021	17	59	76	380	798	1,178	4	7	6
Scottish Borders	2022	13	62	75	418	850	1,268	3	7	6
Scottish Borders	2023	12	66	78	395	867	1,262	3	8	6
Scottish Borders	2024	39	39	78	402	879	1,282	10	4	6
Scottish Borders	2025	16	36	52	413	889	1,302	4	4	4
Scottish Borders	2021 to 2025 average	19	52	72	401	857	1,258	5	6	6
Shetland Islands	2014 to 2018 average	0	19	19	0	230	230	0	8	8
Shetland Islands	2016	0	26	26	0	233	233	0	11	11
Shetland Islands	2017	0	12	12	0	238	238	0	5	5

Table 41. Slight casualties, estimated total volume of traffic, and slight casualty rate by council and road type, 2016 to 2025 and 2014 to 2018 average [note 61]

For the years 2004 to 2019, this table includes figures for slight casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Council	Year	Slight casualties Trunk roads [note 89]	Slight casualties Local Authority Roads [note 61]	Slight casualties All roads [note 61]	Traffic estimates (million vehicle kilometres) Trunk roads	Traffic estimates (million vehicle kilometres) Local Authority roads	Traffic estimates (million vehicle kilometres) All roads	Slight casualty rate (per 100 million vehicle kilometres) Trunk roads	Slight casualty rate (per 100 million vehicle kilometres) Local Authority roads	Slight casualty rate (per 100 million vehicle kilometres) All roads
Shetland Islands	2018	0	12	12	0	234	234	0	5	5
Shetland Islands	2019	0	17	17	0	233	233	0	7	7
Shetland Islands	2020	0	8	8	0	189	189	0	4	4
Shetland Islands	2021	0	5	5	0	208	208	0	2	2
Shetland Islands	2022	0	5	5	0	224	224	0	2	2
Shetland Islands	2023	0	13	13	0	228	228	0	6	6
Shetland Islands	2024	0	8	8	0	238	238	0	3	3
Shetland Islands	2025	0	7	7	0	241	241	0	3	3
Shetland Islands	2021 to 2025 average	0	8	8	0	228	228	0	3	3
South Ayrshire	2014 to 2018 average	39	116	155	404	617	1,021	10	19	15
South Ayrshire	2016	44	132	177	406	622	1,028	11	21	17
South Ayrshire	2017	41	94	136	409	640	1,049	10	15	13
South Ayrshire	2018	27	85	112	422	629	1,051	6	13	11
South Ayrshire	2019	31	83	115	430	622	1,053	7	13	11
South Ayrshire	2020	11	52	63	308	507	814	4	10	8
South Ayrshire	2021	14	32	46	375	575	950	4	6	5
South Ayrshire	2022	12	38	50	428	620	1,048	3	6	5
South Ayrshire	2023	20	27	47	427	634	1,061	5	4	4
South Ayrshire	2024	7	46	53	426	646	1,072	2	7	5
South Ayrshire	2025	17	43	60	434	651	1,085	4	7	6
South Ayrshire	2021 to 2025 average	14	37	51	418	625	1,043	3	6	5
South Lanarkshire	2014 to 2018 average	83	351	434	1,350	1,352	2,702	6	26	16
South Lanarkshire	2016	71	373	443	1,328	1,385	2,713	5	27	16
South Lanarkshire	2017	65	327	392	1,385	1,401	2,796	5	23	14
South Lanarkshire	2018	91	293	384	1,501	1,308	2,809	6	22	14
South Lanarkshire	2019	62	228	290	1,535	1,301	2,836	4	18	10
South Lanarkshire	2020	41	184	225	1,126	1,055	2,181	4	17	10
South Lanarkshire	2021	41	124	165	1,375	1,183	2,559	3	10	6
South Lanarkshire	2022	39	148	187	1,526	1,267	2,793	3	12	7
South Lanarkshire	2023	66	173	239	1,564	1,291	2,855	4	13	8
South Lanarkshire	2024	60	176	236	1,585	1,319	2,904	4	13	8
South Lanarkshire	2025	51	133	184	1,579	1,329	2,908	3	10	6
South Lanarkshire	2021 to 2025 average	51	151	202	1,526	1,278	2,804	3	12	7
Stirling	2014 to 2018 average	45	103	148	525	779	1,304	9	13	11
Stirling	2016	52	127	180	544	786	1,329	10	16	14
Stirling	2017	29	88	117	544	797	1,341	5	11	9
Stirling	2018	34	78	112	554	797	1,351	6	10	8
Stirling	2019	25	67	91	564	787	1,350	4	8	7
Stirling	2020	21	44	65	389	631	1,020	5	7	6
Stirling	2021	15	38	53	461	699	1,160	3	5	5
Stirling	2022	18	74	92	515	755	1,270	3	10	7
Stirling	2023	32	42	74	522	768	1,290	6	5	6
Stirling	2024	28	60	88	535	779	1,314	5	8	7
Stirling	2025	27	43	70	544	788	1,332	5	5	5
Stirling	2021 to 2025 average	24	51	75	515	758	1,273	5	7	6
West Dunbartonshire	2014 to 2018 average	23	87	110	221	441	662	10	20	17
West Dunbartonshire	2016	27	87	114	223	444	667	12	20	17
West Dunbartonshire	2017	16	112	127	220	445	664	7	25	19
West Dunbartonshire	2018	22	52	74	228	449	677	10	12	11
West Dunbartonshire	2019	12	65	77	231	446	678	5	15	11
West Dunbartonshire	2020	5	29	34	171	363	534	3	8	6
West Dunbartonshire	2021	10	23	33	207	406	613	5	6	5
West Dunbartonshire	2022	13	24	37	231	436	667	6	6	6
West Dunbartonshire	2023	6	25	31	234	443	676	3	6	5
West Dunbartonshire	2024	3	27	30	238	451	689	1	6	4
West Dunbartonshire	2025	10	28	38	245	454	699	4	6	5
West Dunbartonshire	2021 to 2025 average	8	25	34	231	438	669	4	6	5
West Lothian	2014 to 2018 average	47	312	359	725	1,116	1,841	6	28	20
West Lothian	2016	49	322	371	724	1,111	1,835	7	29	20
West Lothian	2017	33	305	339	730	1,154	1,884	5	26	18
West Lothian	2018	41	254	296	753	1,173	1,926	5	22	15
West Lothian	2019	43	176	220	756	1,174	1,931	6	15	11
West Lothian	2020	27	108	135	561	948	1,509	5	11	9
West Lothian	2021	33	154	187	648	1,063	1,711	5	14	11
West Lothian	2022	44	161	205	723	1,133	1,856	6	14	11
West Lothian	2023	21	130	151	758	1,154	1,912	3	11	8
West Lothian	2024	35	92	127	756	1,185	1,940	5	8	7
West Lothian	2025	25	138	163	782	1,196	1,978	3	12	8
West Lothian	2021 to 2025 average	32	135	167	733	1,146	1,879	4	12	9
Scotland	2014 to 2018 average	1,413	5,856	7,269	18,018	28,627	46,645	8	20	16
Scotland	2016	1,520	6,306	7,827	17,977	28,866	46,843	8	22	17
Scotland	2017	1,288	5,361	6,649	18,519	29,526	48,045	7	18	14
Scotland	2018	1,202	4,527	5,729	19,138	29,048	48,187	6	16	12
Scotland	2019	1,009	3,942	4,951	19,498	29,215	48,713	5	13	10
Scotland	2020	633	2,753	3,386	14,251	23,632	37,883	4	12	9
Scotland	2021	793	2,562	3,355	16,890	26,520	43,410	5	10	8
Scotland	2022	724	2,967	3,691	18,882	28,498	47,379	4	10	8
Scotland	2023	954	2,784	3,738	19,446	28,975	48,421	5	10	8
Scotland	2024	870	2,724	3,594	19,752	29,561	49,313	4	9	7
Scotland	2025	837	2,680	3,517	20,110	29,854	49,964	4	9	7
Scotland	2021 to 2025 average	836	2,743	3,579	19,016	28,682	47,698	4	10	8

Table 42. Killed and seriously injured casualties, estimated total volume of traffic, and killed and serious injury (KSI) casualty rate by police force division,

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Police Division	Year	All Killed	All seriously injured [note 61]	Child Killed	Child seriously injured [note 61]	Killed and seriously injured casualties [note 61]	Traffic estimates (million vehicle kilometres)	Killed and seriously injured casualty rate (per 100 million vehicle kilometres)
North East [note 3]	2014 to 2018 average	24	314	1	23	337	5,174	7
North East [note 3]	2016	26	317	2	33	343	5,207	7
North East [note 3]	2017	14	253	1	13	267	5,410	5
North East [note 3]	2018	19	249	1	14	268	5,290	5
North East [note 3]	2019	18	215	0	15	233	5,657	4
North East [note 3]	2020	12	151	0	9	163	4,485	4
North East [note 3]	2021	16	137	0	2	153	5,035	3
North East [note 3]	2022	15	154	0	12	169	5,420	3
North East [note 3]	2023	12	173	0	12	185	5,592	3
North East [note 3]	2024	24	193	0	14	217	5,665	4
North East [note 3]	2025	22	166	0	11	188	5,790	3
North East [note 3]	2021 to 2025 average	18	165	0	10	182	5,500	3
Tayside	2014 to 2018 average	18	197	0	20	215	4,460	5
Tayside	2016	17	186	1	22	203	4,471	5
Tayside	2017	23	204	0	18	227	4,650	5
Tayside	2018	16	199	0	17	215	4,621	5
Tayside	2019	10	194	0	20	204	4,590	4
Tayside	2020	8	152	1	11	160	3,530	5
Tayside	2021	8	166	0	15	174	3,958	4
Tayside	2022	8	171	0	17	179	4,440	4
Tayside	2023	15	161	0	16	176	4,521	4
Tayside	2024	9	183	0	20	192	4,635	4
Tayside	2025	14	181	0	9	195	4,720	4
Tayside	2021 to 2025 average	11	172	0	15	183	4,455	4
Argyll and West Dunbartonshire	2014 to 2018 average	8	120	1	10	128	1,618	8
Argyll and West Dunbartonshire	2016	12	131	3	8	143	1,630	9
Argyll and West Dunbartonshire	2017	6	127	0	16	133	1,661	8
Argyll and West Dunbartonshire	2018	9	105	0	9	114	1,660	7
Argyll and West Dunbartonshire	2019	10	124	0	6	134	1,663	8
Argyll and West Dunbartonshire	2020	9	57	0	2	66	1,270	5
Argyll and West Dunbartonshire	2021	11	66	0	3	77	1,478	5
Argyll and West Dunbartonshire	2022	13	61	0	3	74	1,619	5
Argyll and West Dunbartonshire	2023	11	101	0	5	112	1,642	7
Argyll and West Dunbartonshire	2024	8	78	0	3	86	1,667	5
Argyll and West Dunbartonshire	2025	7	73	0	5	80	1,694	5
Argyll and West Dunbartonshire	2021 to 2025 average	10	76	0	4	86	1,620	5
Forth Valley	2014 to 2018 average	9	162	1	16	171	3,244	5
Forth Valley	2016	3	172	1	11	175	3,303	5
Forth Valley	2017	6	154	0	18	160	3,325	5
Forth Valley	2018	10	138	0	16	148	3,339	4
Forth Valley	2019	13	118	0	8	131	3,342	4
Forth Valley	2020	12	73	0	6	85	2,571	3
Forth Valley	2021	9	94	0	5	103	2,909	4
Forth Valley	2022	7	103	0	12	110	3,155	3
Forth Valley	2023	6	99	0	11	105	3,246	3
Forth Valley	2024	18	91	0	2	109	3,304	3
Forth Valley	2025	3	82	0	5	85	3,350	3
Forth Valley	2021 to 2025 average	9	94	0	7	102	3,193	3
Dumfries and Galloway	2014 to 2018 average	11	111	0	7	122	2,154	6
Dumfries and Galloway	2016	14	105	0	8	119	2,150	6
Dumfries and Galloway	2017	14	91	0	2	105	2,267	5
Dumfries and Galloway	2018	7	130	0	12	137	2,234	6
Dumfries and Galloway	2019	8	94	0	4	102	2,240	5
Dumfries and Galloway	2020	5	41	0	7	46	1,692	3
Dumfries and Galloway	2021	8	76	2	3	84	2,051	4
Dumfries and Galloway	2022	8	80	0	5	88	2,223	4
Dumfries and Galloway	2023	5	70	0	3	75	2,262	3
Dumfries and Galloway	2024	6	83	0	6	89	2,288	4
Dumfries and Galloway	2025	12	93	0	10	105	2,283	5
Dumfries and Galloway	2021 to 2025 average	8	80	0	5	88	2,221	4
Ayrshire	2014 to 2018 average	12	196	0	19	207	2,920	7
Ayrshire	2016	17	206	0	22	223	2,921	8
Ayrshire	2017	14	191	0	14	205	2,993	7
Ayrshire	2018	8	182	0	23	190	3,005	6
Ayrshire	2019	11	158	0	20	169	3,007	6
Ayrshire	2020	5	114	0	9	119	2,346	5
Ayrshire	2021	14	113	0	13	127	2,719	5
Ayrshire	2022	15	127	0	12	142	2,967	5
Ayrshire	2023	13	144	2	14	157	3,020	5
Ayrshire	2024	15	110	1	10	125	3,066	4
Ayrshire	2025	12	117	1	14	129	3,147	4
Ayrshire	2021 to 2025 average	14	122	1	13	136	2,984	5
Greater Glasgow	2014 to 2018 average	12	349	0	43	361	4,890	7
Greater Glasgow	2016	8	365	1	46	373	4,928	8
Greater Glasgow	2017	7	332	0	42	339	4,955	7
Greater Glasgow	2018	10	322	0	34	332	4,954	7
Greater Glasgow	2019	11	297	0	55	308	5,009	6
Greater Glasgow	2020	15	218	0	25	233	3,923	6
Greater Glasgow	2021	8	233	0	29	241	4,476	5
Greater Glasgow	2022	7	270	0	37	277	4,866	6
Greater Glasgow	2023	19	256	2	22	275	4,958	6
Greater Glasgow	2024	8	278	0	29	286	5,059	6
Greater Glasgow	2025	10	290	0	32	300	5,077	6
Greater Glasgow	2021 to 2025 average	10	265	0	30	276	4,887	6
Lothians and Scottish Borders	2014 to 2018 average	20	304	0	25	324	4,753	7
Lothians and Scottish Borders	2016	30	304	1	31	334	4,759	7

Table 42. Killed and seriously injured casualties, estimated total volume of traffic, and killed and serious injury (KSI) casualty rate by police force division,

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 61 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Lothians and Scottish Borders	2017	16	302	0	27	318	4,919	6
Lothians and Scottish Borders	2018	19	287	0	27	306	4,952	6
Lothians and Scottish Borders	2019	15	251	0	24	266	4,958	5
Lothians and Scottish Borders	2020	12	164	0	12	176	3,857	5
Lothians and Scottish Borders	2021	14	175	1	18	189	4,461	4
Lothians and Scottish Borders	2022	23	184	0	18	207	4,831	4
Lothians and Scottish Borders	2023	16	188	0	14	204	4,903	4
Lothians and Scottish Borders	2024	13	169	1	18	182	4,997	4
Lothians and Scottish Borders	2025	11	188	0	13	199	5,095	4
Lothians and Scottish Borders	2021 to 2025 average	15	181	0	16	196	4,857	4
Edinburgh	2014 to 2018 average	7	288	0	23	294	3,004	10
Edinburgh	2016	9	325	1	21	334	3,026	11
Edinburgh	2017	6	264	0	20	270	3,014	9
Edinburgh	2018	5	232	0	19	237	3,138	8
Edinburgh	2019	6	237	0	16	243	3,158	8
Edinburgh	2020	4	134	1	11	138	2,468	6
Edinburgh	2021	3	159	0	19	162	2,757	6
Edinburgh	2022	5	169	0	21	174	3,039	6
Edinburgh	2023	6	125	0	9	131	3,080	4
Edinburgh	2024	8	151	1	15	159	3,121	5
Edinburgh	2025	4	149	0	16	153	3,157	5
Edinburgh	2021 to 2025 average	5	151	0	16	156	3,031	5
Highlands and Islands	2014 to 2018 average	21	174	0	9	195	3,432	6
Highlands and Islands	2016	19	192	0	8	211	3,465	6
Highlands and Islands	2017	17	154	0	10	171	3,557	5
Highlands and Islands	2018	25	186	0	8	211	3,587	6
Highlands and Islands	2019	26	204	0	6	230	3,613	6
Highlands and Islands	2020	19	116	2	11	135	2,798	5
Highlands and Islands	2021	17	130	1	8	147	3,273	4
Highlands and Islands	2022	36	134	2	3	170	3,575	5
Highlands and Islands	2023	16	212	1	10	228	3,721	6
Highlands and Islands	2024	18	208	0	9	226	3,824	6
Highlands and Islands	2025	24	145	0	10	169	3,885	4
Highlands and Islands	2021 to 2025 average	22	166	1	8	188	3,655	5
Fife	2014 to 2018 average	10	137	1	14	147	3,024	5
Fife	2016	10	152	1	18	162	3,040	5
Fife	2017	5	126	0	17	131	3,124	4
Fife	2018	10	139	1	15	149	3,085	5
Fife	2019	15	143	0	17	158	3,119	5
Fife	2020	12	109	1	14	121	2,409	5
Fife	2021	2	84	0	7	86	2,755	3
Fife	2022	7	95	1	9	102	2,999	3
Fife	2023	11	118	0	14	129	3,064	4
Fife	2024	10	108	0	5	118	3,114	4
Fife	2025	4	143	0	15	147	3,145	5
Fife	2021 to 2025 average	7	110	0	10	116	3,015	4
Renfrewshire and Inverclyde	2014 to 2018 average	5	102	0	12	108	2,097	5
Renfrewshire and Inverclyde	2016	5	115	1	12	120	2,113	6
Renfrewshire and Inverclyde	2017	5	98	0	12	103	2,120	5
Renfrewshire and Inverclyde	2018	4	91	0	6	95	2,163	4
Renfrewshire and Inverclyde	2019	3	104	1	14	107	2,183	5
Renfrewshire and Inverclyde	2020	4	51	0	6	55	1,727	3
Renfrewshire and Inverclyde	2021	5	56	0	6	61	1,972	3
Renfrewshire and Inverclyde	2022	5	76	0	10	81	2,150	4
Renfrewshire and Inverclyde	2023	2	75	0	8	77	2,154	4
Renfrewshire and Inverclyde	2024	7	102	0	10	109	2,196	5
Renfrewshire and Inverclyde	2025	4	83	0	8	87	2,203	4
Renfrewshire and Inverclyde	2021 to 2025 average	5	78	0	8	83	2,135	4
Lanarkshire	2014 to 2018 average	17	258	1	35	275	5,876	5
Lanarkshire	2016	21	277	0	39	298	5,829	5
Lanarkshire	2017	12	265	1	42	277	6,052	5
Lanarkshire	2018	19	226	1	23	245	6,158	4
Lanarkshire	2019	17	240	1	30	257	6,175	4
Lanarkshire	2020	16	158	1	21	174	4,806	4
Lanarkshire	2021	13	134	1	12	147	5,565	3
Lanarkshire	2022	16	161	0	17	177	6,095	3
Lanarkshire	2023	11	231	0	40	242	6,259	4
Lanarkshire	2024	16	224	0	19	240	6,377	4
Lanarkshire	2025	6	198	0	25	204	6,421	3
Lanarkshire	2021 to 2025 average	12	190	0	23	202	6,144	3
Scotland	2014 to 2018 average	174	2,710	6	257	2,884	46,645	6
Scotland	2016	191	2,846	12	276	3,037	46,843	6
Scotland	2017	145	2,561	2	252	2,706	48,045	6
Scotland	2018	161	2,486	3	224	2,647	48,187	5
Scotland	2019	163	2,377	2	235	2,540	48,713	5
Scotland	2020	133	1,538	6	144	1,671	37,883	4
Scotland	2021	128	1,623	5	140	1,751	43,410	4
Scotland	2022	165	1,785	3	176	1,950	47,379	4
Scotland	2023	143	1,953	5	178	2,096	48,421	4
Scotland	2024	160	1,978	3	160	2,138	49,313	4
Scotland	2025	133	1,908	1	173	2,041	49,964	4
Scotland	2021 to 2025 average	146	1,849	3	165	1,995	47,698	4

Table 43. Reported road casualties by quarter and severity, 1981 to 2025 [note 2] [note 61]

For the years 2004 to 2019, this table includes figures for serious casualties that have been adjusted. See note 89 for more information.
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Severity	Year	January to March	April to June	July to September	October to December	Total for year	Average per quarter	Percentage difference for Jan to March compared to average (%)	Percentage difference for April to June compared to average (%)	Percentage difference for July to September compared to average (%)	Percentage difference for October to December compared to average (%)
Killed	1981	151	156	166	204	677	169	-11	-8	-2	21
Killed	1982	155	172	181	193	701	175	-12	-2	3	10
Killed	1983	174	133	152	165	624	156	12	-15	-3	6
Killed	1984	122	122	178	177	599	150	-19	-19	19	18
Killed	1985	128	155	157	162	602	151	-15	3	4	8
Killed	1986	124	130	154	193	601	150	-17	-13	2	28
Killed	1987	116	126	145	169	556	139	-17	-9	4	22
Killed	1988	117	123	143	171	554	138	-11	-16	7	23
Killed	1989	145	112	148	148	553	138	5	-19	7	7
Killed	1990	134	119	137	156	546	137	-2	-13	0	14
Killed	1991	104	92	146	149	491	123	-15	-25	19	21
Killed	1992	106	113	113	131	463	116	-8	-2	-2	13
Killed	1993	100	103	93	103	399	100	0	3	-7	3
Killed	1994	88	82	96	107	363	91	-3	-10	-5	18
Killed	1995	91	77	125	116	409	102	-11	-25	22	13
Killed	1996	86	83	98	90	357	89	-4	-7	10	1
Killed	1997	85	91	94	107	377	94	-10	-3	0	14
Killed	1998	70	82	127	106	385	96	-27	-15	32	10
Killed	1999	82	73	82	73	310	78	6	-6	6	-6
Killed	2000	65	73	97	91	326	82	-19	-20	19	12
Killed	2001	78	83	106	81	348	87	-10	-5	22	-7
Killed	2002	65	70	97	72	304	76	-14	-8	28	-5
Killed	2003	70	81	83	102	336	84	-17	-4	-1	21
Killed	2004	70	71	80	87	308	77	-9	-8	4	13
Killed	2005	56	64	72	94	286	72	-22	-10	1	31
Killed	2006	62	62	94	94	314	79	-18	-21	20	20
Killed	2007	70	66	75	70	281	70	0	-6	7	0
Killed	2008	61	57	76	76	270	68	-10	-16	13	13
Killed	2009	61	42	64	49	216	54	13	-22	19	-9
Killed	2010	43	42	64	59	208	52	-17	-19	23	13
Killed	2011	51	44	47	43	185	46	10	-5	2	-7
Killed	2012	44	46	47	39	176	44	0	5	7	-11
Killed	2013	32	45	44	41	172	43	5	-4	26	-5
Killed	2014	45	53	50	55	203	51	-11	4	-1	8
Killed	2015	35	48	41	44	168	42	-17	14	-2	5
Killed	2016	46	50	57	38	191	48	-4	5	19	-20
Killed	2017	27	39	35	44	145	36	-26	8	-3	21
Killed	2018	27	37	52	45	161	40	-33	-8	29	12
Killed	2019	44	39	45	35	163	41	-5	13	10	-14
Killed	2020	44	14	37	38	133	33	-32	-58	11	14
Killed	2021	17	20	56	35	128	32	-47	-38	75	9
Killed	2022	38	34	54	39	165	41	-8	-18	31	-5
Killed	2023	32	29	43	39	143	36	-10	-19	20	9
Killed	2024	40	41	42	37	160	40	0	3	5	-8
Killed	2025	29	40	41	23	133	33	-13	20	23	-31
Seriously injured [note 2]	1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
Seriously injured [note 2]	1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
Seriously injured [note 2]	1983	1,841	1,832	2,086	2,074	7,833	1,958	-18	9	9	9
Seriously injured [note 2]	1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-1	16	0
Seriously injured [note 2]	1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
Seriously injured [note 2]	1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
Seriously injured [note 2]	1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
Seriously injured [note 2]	1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
Seriously injured [note 2]	1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
Seriously injured [note 2]	1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
Seriously injured [note 2]	1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
Seriously injured [note 2]	1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
Seriously injured [note 2]	1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
Seriously injured [note 2]	1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
Seriously injured [note 2]	1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
Seriously injured [note 2]	1996	977	973	1,148	1,043	4,041	1,010	-13	-10	10	9
Seriously injured [note 2]	1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
Seriously injured [note 2]	1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
Seriously injured [note 2]	1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
Seriously injured [note 2]	2000	823	872	955	918	3,568	892	-8	-2	7	3
Seriously injured [note 2]	2001	799	794	898	919	3,410	853	-6	-7	5	8
Seriously injured [note 2]	2002	693	813	919	804	3,229	807	-14	0	14	0
Seriously injured [note 2]	2003	648	744	787	778	2,957	739	-12	1	6	5
Seriously injured [note 61]	2004	1,025	1,180	1,247	1,158	4,610	1,153	-11	2	8	0
Seriously injured [note 61]	2005	986	1,097	1,197	1,229	4,509	1,127	-13	-3	6	9
Seriously injured [note 61]	2006	928	1,047	1,235	1,176	4,386	1,097	-15	-5	13	0
Seriously injured [note 61]	2007	961	1,012	1,032	1,000	4,006	1,001	-4	1	3	7
Seriously injured [note 61]	2008	978	1,048	1,038	1,036	4,111	1,028	-5	-2	1	-2
Seriously injured [note 61]	2009	873	1,011	1,070	869	3,823	956	-6	2	12	-9
Seriously injured [note 61]	2010	699	858	960	791	3,308	827	-15	4	16	-4
Seriously injured [note 61]	2011	707	811	882	775	3,175	794	-11	2	11	-2
Seriously injured [note 61]	2012	735	839	892	811	3,277	819	-10	2	9	-1
Seriously injured [note 61]	2013	645	709	823	707	2,884	721	-11	-2	14	-2
Seriously injured [note 61]	2014	665	732	784	701	2,881	721	-8	2	9	-3
Seriously injured [note 61]	2015	626	699	767	712	2,775	694	-10	-4	11	1
Seriously injured [note 61]	2016	688	725	729	704	2,846	712	-3	2	2	-1
Seriously injured [note 61]	2017	624	643	694	600	2,561	640	-3	0	8	-6
Seriously injured [note 61]	2018	507	678	671	631	2,486	622	-18	9	8	1
Seriously injured [note 61]	2019	560	628	602	587	2,377	594	-6	6	1	-1
Seriously injured [note 61]	2020	410	261	480	367	1,538	385	-7	-27	25	-3
Seriously injured [note 61]	2021	250	116	530	427	1,623	406	-36	-4	31	5
Seriously injured [note 61]	2022	374	430	520	461	1,785	446	-16	-4	17	3
Seriously injured [note 61]	2023	434	498	528	493	1,953	488	-11	2	8	1
Seriously injured [note 61]	2024	442	526	565	445	1,978	495	-11	6	14	-10
Seriously injured [note 61]	2025	414	506	518	470	1,908	477	-13	6	9	-1
All severities	1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
All severities	1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
All severities	1983	5,384	6,176	6,796	6,888	25,224	6,306	-15	-2	8	9
All severities	1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
All severities	1985	5,584	6,823	7,802	7,178	27,287	6,822	-17	-3	14	5
All severities	1986	5,745	6,207	6,656	7,509	26,117	6,529	-5	2	15	15
All severities	1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
All severities	1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
All severities	1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
All severities	1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
All severities	1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
All severities	1992	5,986	5,701	6,453	6,133	24,173	6,043	-3	-3	7	1
All severities	1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
All severities	1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
All severities	1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
All severities	1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
All severities	1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
All severities	1998	5,050	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
All severities	1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
All severities	2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
All severities	2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
All severities	2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
All severities	2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
All severities	2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	-3	2	6
All severities	2005	4,070	4,320	4,450	4,950	17,890	4,473	-9	-2	11	11
All severities	2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
All severities	2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
All severities	2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
All severities	2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
All severities	2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-7	3	0
All severities	2011	2,945	3,078	3,486	3,276	12,785	3,196	-8	-4	9	2
All severities											

Appendix F.1. Frequency of use of collision level STATS 19 variable values, 2025

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. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Variable name	Variable value	Number of cases
Month	January	314
Month	February	313
Month	March	304
Month	April	364
Month	May	411
Month	June	344
Month	July	353
Month	August	370
Month	September	370
Month	October	313
Month	November	344
Month	December	324
Severity of Collision	Fatal	125
Severity of Collision	Unadjusted serious	1,678
Severity of Collision	Unadjusted slight	2,321
Local Authority	Aberdeen City	66
Local Authority	Aberdeenshire	124
Local Authority	Angus	88
Local Authority	Argyll & Bute	84
Local Authority	Clackmannanshire	23
Local Authority	Dumfries & Galloway	222
Local Authority	Dundee City	138
Local Authority	East Ayrshire	87
Local Authority	East Dunbartonshire	40
Local Authority	East Lothian	70
Local Authority	East Renfrewshire	64
Local Authority	Edinburgh, City of	472
Local Authority	Eilean Siar	12
Local Authority	Falkirk	79
Local Authority	Fife	276
Local Authority	Glasgow City	602
Local Authority	Highland	247
Local Authority	Inverclyde	40
Local Authority	Midlothian	59
Local Authority	Moray	46
Local Authority	North Ayrshire	80
Local Authority	North Lanarkshire	209
Local Authority	Orkney Islands	8
Local Authority	Perth & Kinross	166
Local Authority	Renfrewshire	128
Local Authority	Scottish Borders	74
Local Authority	Shetland Islands	8
Local Authority	South Ayrshire	86
Local Authority	South Lanarkshire	221
Local Authority	Stirling	82
Local Authority	West Dunbartonshire	58
Local Authority	West Lothian	165
Speed Limit	20	573
Speed Limit	30	1,737
Speed Limit	40	254
Speed Limit	50	167
Speed Limit	60	1,123
Speed Limit	70	270
Junction Control	Not at or near junction	2,161
Junction Control	Authorised person	17
Junction Control	Automatic traffic signal	379
Junction Control	Stop sign	46
Junction Control	Give way or uncontrolled	1,521
Weather Conditions	Fine	3,310
Weather Conditions	Raining	499
Weather Conditions	Snowing	21
Weather Conditions	Fine high winds	43
Weather Conditions	Raining high winds	62
Weather Conditions	Snowing high winds	1
Weather Conditions	Fog mist	19
Weather Conditions	Other	100
Weather Conditions	Unknown	69
First road class	Motorway	194
First road class	A(m)	17
First road class	A	1,872
First road class	B	604
First road class	C	19
First road class	Unclassified	1,418
Second road class	No second road class	513
Second road class	Motorway	25
Second road class	A(m)	4
Second road class	A	519
Second road class	B	244
Second road class	C	20
Second road class	Unclassified	2,799
Light Conditions	Daylight	3,029
Light Conditions	Dkss:lights present lit	663
Light Conditions	Dkss:lights present unlit	36
Light Conditions	Dkss: no lights	365
Light Conditions	Dkss: lights unknown	31
Pedestrian Crossing - Human or physical	No physical crossing facility within 50m	3,360
Pedestrian Crossing - Human Control	Human crossing control by school crossing patrol	6
Pedestrian Crossing - Human Control	Human crossing control by other authorised person	13
Pedestrian Crossing - Human or physical	Zebra crossing	43
Pedestrian Crossing - Human Control	Pedestrian light crossing (pelican, puffin, toucan or similar)	375
Pedestrian Crossing - Human Control	Pedestrian phase at traffic signal	243
Pedestrian Crossing - Human or physical	Footbridge or subway	7
Pedestrian Crossing - Human Control	Central refuge — no other controls	75
Road Type	Roundabout	164
Road Type	One way street	22
Road Type	Dual carriageway	629
Road Type	Single carriageway	3,236
Road Type	Slip road	65
Road Type	Unknown	8
Junction Detail	Not at or within 20 metres of junction	2,401
Junction Detail	T or staggered junction	748
Junction Detail	Crossroads	324
Junction Detail	Junction with more than four arms (not roundabout)	138
Junction Detail	Using private drive or entrance	66
Junction Detail	Other junction	447
Road Surface Conditions	Dry	2,830
Road Surface Conditions	Wet or damp	1,190
Road Surface Conditions	Snow	19
Road Surface Conditions	Frost or ice	67
Road Surface Conditions	Flood over 3cm deep	14
Special Conditions at site carriageway hazard	None	3,851
Special Conditions at site carriageway hazard	Defective traffic signals	15
Special Conditions at site carriageway hazard	Permanent road signing or markings defective / obscured or inadequate	20
Special Conditions at site carriageway hazard	Roadworks	67
Special Conditions at site carriageway hazard	Oil / diesel	16
Special Conditions at site carriageway hazard	Mud	14
Special Conditions at site carriageway hazard	Dislodged vehicle load in carriageway	5
Special Conditions at site carriageway hazard	Other object in carriageway	61
Special Conditions at site carriageway hazard	Involvement with previous collision	11
Special Conditions at site carriageway hazard	Pedestrian in carriageway - not injured	4
Special Conditions at site carriageway hazard	Any animal in carriageway (except ridden horse)	13
Special Conditions at site carriageway hazard	Poor or defective road surface	43
Did a police officer attend?	Officer attended the collision	3,571
Did a police officer attend?	Member of public reported at police station	436
Did a police officer attend?	Member of public reported via web	117

Appendix F.2. Frequency of use of vehicle level STATS 19 variable values, 2025

This annex lists most of the "Stats 19" variables and the values which were used in the tables 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. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Variable name	Values	Number of cases
Month	January	551
Month	February	537
Month	March	531
Month	April	650
Month	May	706
Month	June	603
Month	July	645
Month	August	661
Month	September	644
Month	October	554
Month	November	563
Month	December	544
Breath test	Not applicable	1,050
Breath test	Positive	114
Breath test	Negative	3,680
Breath test	Not requested	545
Breath test	Refused to provide	19
Breath test	Driver not contacted	633
Breath test	Not provided (medical)	464
Breath test	Chemical test not available	47
Breath test	No driver	355
Breath test	Not collected (Self-reported only)	292
Sex of driver	Not known	
Sex of driver	Male	4,776
Sex of driver	Female	2,064
Sex of driver	Not known	359
Vehicle Reference Number	1	4,126
Vehicle Reference Number	2	2,570
Vehicle Reference Number	3	379
Vehicle Reference Number	4	84
Vehicle Reference Number	5	27
Vehicle Reference Number	6	6
Vehicle Reference Number	7	2
Vehicle Reference Number	8	1
Type of Vehicle	Pedal cycle	410
Type of Vehicle	Moped	16
Type of Vehicle	Motorcycle to 125cc	144
Type of Vehicle	Motorcycle over 125cc	58
Type of Vehicle	Motorcycle over 500cc	258
Type of Vehicle	Taxi	172
Type of Vehicle	Car	4,975
Type of Vehicle	Minibus (5-15 seats)	14
Type of Vehicle	Bus coach (17 or more seats)	155
Type of Vehicle	Ridden horse	1
Type of Vehicle	Agricultural vehicle	32
Type of Vehicle	Tram/light rail	2
Type of Vehicle	Van/Goods to 3.5t mps	461
Type of Vehicle	Goods 3.5 to 7.5t mps	52
Type of Vehicle	Goods 7.5t mps and over	93
Type of Vehicle	Mobility scooter	8
Type of Vehicle	Electric motorcycle	58
Type of Vehicle	Personal Powered Transporter	7
Type of Vehicle	Other vehicle	158
Type of Vehicle	Motorcycle unknown cc	49
Type of Vehicle	Goods vehicle unknown wgt	86
Manoeuvres	Unknown	8
Manoeuvres	Reversing	76
Manoeuvres	Parked	346
Manoeuvres	Wtg go and held up	202
Manoeuvres	Steering/skipping	346
Manoeuvres	Moving off	387
Manoeuvres	U turn	49
Manoeuvres	Turning left	250
Manoeuvres	Wtg turn left	34
Manoeuvres	Turning right	709
Manoeuvres	Wtg turn right	100
Manoeuvres	Changing lang left	46
Manoeuvres	Changing lang right	71
Manoeuvres	Overlpying veb offa	160
Manoeuvres	Overlpying veb offa	60
Manoeuvres	Overlpying veb offa	78
Manoeuvres	Going ahead	4,259
Manoeuvres	Parking	19
Junction location of vehicle	Not at or within 20 metres	3,689
Junction location of vehicle	Approach junction or wait/park approach	1,546
Junction location of vehicle	Cleared junction or wait/park at exit	373
Junction location of vehicle	Leaving roundabout	157
Junction location of vehicle	Entering roundabout	263
Junction location of vehicle	Leaving main road	158
Junction location of vehicle	Entering main road	262
Junction location of vehicle	Entering from slip rd	13
Junction location of vehicle	Mid-junction on roundabout/main road	697
Junction location of vehicle	Unknown	1
Skidding and overturning	None	6,657
Skidding and overturning	Skidding	697
Skidding and overturning	Skid overtd	232
Skidding and overturning	Jackknifed	2
Skidding and overturning	Jackknifed overturned	0
Skidding and overturning	Overturned	351
Skidding and overturning	Unknown	10
Hit object in carriageway	None	6,796
Hit object in carriageway	Previous collision	8
Hit object in carriageway	Road works	5
Hit object in carriageway	Parked vehicle	170
Hit object in carriageway	Bridge roof	4
Hit object in carriageway	Bridge side	14
Hit object in carriageway	Bulldozer/skip	41
Hit object in carriageway	Open door vehicle	10
Hit object in carriageway	Central island roundabout	8
Hit object in carriageway	Rail	65
Hit object in carriageway	Other object	37
Hit object in carriageway	Animal excluding ridden horse	12
Hit object in carriageway	Unknown	63
Vehicle leaving carriageway	Did not leave chwy	5,861
Vehicle leaving carriageway	Left chwy nearside	674
Vehicle leaving carriageway	Left chwy nearside edgwd	76
Vehicle leaving carriageway	Left chwy ahead junction	76
Vehicle leaving carriageway	Left chwy offside onto central reservation	25
Vehicle leaving carriageway	Left chwy offside onto central res & rebound	16
Vehicle leaving carriageway	Left chwy offside and crossed central res	16
Vehicle leaving carriageway	Left chwy offside	415
Vehicle leaving carriageway	Left chwy offside and rebounded	42
Vehicle leaving carriageway	Unknown	9
Hit object off carriageway	None	6,692
Hit object off carriageway	Road sign/traffic signal	37
Hit object off carriageway	Long post	26
Hit object off carriageway	Telegraph pole/electricity pole	16
Hit object off carriageway	Tree	119
Hit object off carriageway	Bus stop bus shelter	4
Hit object off carriageway	Central crash barrier	16
Hit object off carriageway	Nearside or offside crash barrier	24
Hit object off carriageway	Submerged in water	1
Hit object off carriageway	Entrenched ditch	72
Hit object off carriageway	Other permanent object	42
Hit object off carriageway	Wall or fence	145
First point of impact	Unknown	15
First point of impact	None	267
First point of impact	Front	3,875
First point of impact	Back	1,003
First point of impact	Offside	1,067
First point of impact	Nearside	952
Towing and Articulation	No towing or articulation	7,074
Towing and Articulation	Articulated vehicle	63
Towing and Articulation	Double or multiple trailer	1
Towing and Articulation	Curtain	6
Towing and Articulation	Single trailer	40
Towing and Articulation	Other tow	11
Towing and Articulation	Unknown	10
Hit and run	Vehicle stopped at scene of collision	6,901
Hit and run	Failed to stop at scene of collision	251
Hit and run	Vehicle did not collide and did not stop, but contributed to a collision	47
Vehicle location at time of acc - Lane	On main carriageway	6,896
Vehicle location at time of acc - Lane	Trans light rail/tram	7
Vehicle location at time of acc - Lane	Bus lane	29
Vehicle location at time of acc - Lane	Cycle lane	41
Vehicle location at time of acc - Lane	Cycleway	26
Vehicle location at time of acc - Lane	On lay-by/hard shoulder	64
Vehicle location at time of acc - Lane	Footway	158
Vehicle location at time of acc - Lane	Unknown	8
Journey Purpose of driver/rider	Journey part of work	1,071
Journey Purpose of driver/rider	Commuting/other work	693
Journey Purpose of driver/rider	Not known or not requested	2,171
Journey Purpose of driver/rider	Education and educational sport	55
Journey Purpose of driver/rider	Emergency vehicle (blue light) on response	27
Journey Purpose of driver/rider	Personal business or leisure	3,160
Was vehicle left hand drive	No	6,812
Was vehicle left hand drive	Yes	152
Was vehicle left hand drive	Unknown	195
Vehicle movement from/to	Unknown	17
Vehicle movement from/to	Parked	238
Vehicle movement from/to	U turn free n	26
Vehicle movement from/to	N to ne	8
Vehicle movement from/to	N to e	65

Appendix F.2. Frequency of use of vehicle level STATS 19 variable values, 2025

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. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Variable name	Values	Number of cases
Vehicle movement from/to	N to se	72
Vehicle movement from/to	N to s	704
Vehicle movement from/to	N to sw	79
Vehicle movement from/to	N to w	74
Vehicle movement from/to	N to nw	4
Vehicle movement from/to	N to n	5
Vehicle movement from/to	U turn fm ne	8
Vehicle movement from/to	N to e	8
Vehicle movement from/to	N to se	23
Vehicle movement from/to	N to s	41
Vehicle movement from/to	N to sw	408
Vehicle movement from/to	N to w	82
Vehicle movement from/to	N to nw	50
Vehicle movement from/to	E to n	73
Vehicle movement from/to	E to ne	4
Vehicle movement from/to	U turn fm e	11
Vehicle movement from/to	E to se	5
Vehicle movement from/to	E to s	53
Vehicle movement from/to	E to sw	56
Vehicle movement from/to	E to w	880
Vehicle movement from/to	E to nw	83
Vehicle movement from/to	Se to n	87
Vehicle movement from/to	Se to ne	49
Vehicle movement from/to	Se to e	8
Vehicle movement from/to	U turn fm se	8
Vehicle movement from/to	Se to s	6
Vehicle movement from/to	Se to sw	16
Vehicle movement from/to	Se to w	71
Vehicle movement from/to	Se to nw	426
Vehicle movement from/to	S to n	887
Vehicle movement from/to	S to ne	59
Vehicle movement from/to	S to e	79
Vehicle movement from/to	S to se	6
Vehicle movement from/to	U turn fm s	15
Vehicle movement from/to	S to sw	5
Vehicle movement from/to	S to w	37
Vehicle movement from/to	S to nw	72
Vehicle movement from/to	Sw to n	62
Vehicle movement from/to	Sw to ne	520
Vehicle movement from/to	Sw to e	72
Vehicle movement from/to	Sw to se	35
Vehicle movement from/to	Sw to s	6
Vehicle movement from/to	U turn fm sw	16
Vehicle movement from/to	Sw to w	11
Vehicle movement from/to	Sw to nw	19
Vehicle movement from/to	W to n	35
Vehicle movement from/to	W to ne	67
Vehicle movement from/to	W to e	828
Vehicle movement from/to	W to se	69
Vehicle movement from/to	W to s	54
Vehicle movement from/to	W to sw	8
Vehicle movement from/to	U turn fm w	14
Vehicle movement from/to	W to nw	2
Vehicle movement from/to	Nw to n	3
Vehicle movement from/to	Nw to ne	21
Vehicle movement from/to	Nw to e	60
Vehicle movement from/to	Nw to se	483
Vehicle movement from/to	Nw to s	74
Vehicle movement from/to	Nw to sw	41
Vehicle movement from/to	Nw to w	17
Vehicle movement from/to	U turn fm nw	15
Age of driver	Unknown	264
Age of driver	0	3
Age of driver	4	1
Age of driver	5	1
Age of driver	6	2
Age of driver	7	1
Age of driver	8	3
Age of driver	9	4
Age of driver	10	6
Age of driver	11	6
Age of driver	12	8
Age of driver	13	10
Age of driver	14	12
Age of driver	15	16
Age of driver	16	32
Age of driver	17	78
Age of driver	18	159
Age of driver	19	154
Age of driver	20	156
Age of driver	21	104
Age of driver	22	140
Age of driver	23	112
Age of driver	24	122
Age of driver	25	135
Age of driver	26	137
Age of driver	27	135
Age of driver	28	137
Age of driver	29	121
Age of driver	30	156
Age of driver	31	114
Age of driver	32	153
Age of driver	33	164
Age of driver	34	134
Age of driver	35	150
Age of driver	36	121
Age of driver	37	134
Age of driver	38	125
Age of driver	39	145
Age of driver	40	183
Age of driver	41	114
Age of driver	42	110
Age of driver	43	144
Age of driver	44	108
Age of driver	45	137
Age of driver	46	112
Age of driver	47	101
Age of driver	48	93
Age of driver	49	96
Age of driver	50	125
Age of driver	51	87
Age of driver	52	101
Age of driver	53	114
Age of driver	54	115
Age of driver	55	124
Age of driver	56	116
Age of driver	57	114
Age of driver	58	121
Age of driver	59	104
Age of driver	60	129
Age of driver	61	113
Age of driver	62	111
Age of driver	63	79
Age of driver	64	75
Age of driver	65	82
Age of driver	66	72
Age of driver	67	63
Age of driver	68	59
Age of driver	69	44
Age of driver	70	55
Age of driver	71	49
Age of driver	72	31
Age of driver	73	48
Age of driver	74	44
Age of driver	75	42
Age of driver	76	42
Age of driver	77	42
Age of driver	78	53
Age of driver	79	32
Age of driver	80	27
Age of driver	81	30
Age of driver	82	19
Age of driver	83	22
Age of driver	84	15
Age of driver	85	15
Age of driver	86	5
Age of driver	87	14
Age of driver	88	10
Age of driver	89	7
Age of driver	90	2
Age of driver	91	4
Age of driver	92	1
Age of driver	95	1

Appendix F.3. Frequency of use of casualty level STATS 19 variable values, 2025

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. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Variable name	Values	Number of cases
Month	January	429
Month	February	425
Month	March	416
Month	April	475
Month	May	546
Month	June	466
Month	July	497
Month	August	513
Month	September	479
Month	October	431
Month	November	448
Month	December	433
Sex of casualty	Male	3,367
Sex of casualty	Female	2,187
Sex of casualty	Unknown	4
Road user	Pedestrian	870
Road user	Pedal cycle	397
Road user	Motor cycle	583
Road user	Car	3,105
Road user	Taxi	83
Road user	Minibus	8
Road user	Bus/Coach	109
Road user	Light goods vehicle	235
Road user	Heavy goods vehicle	33
Road user	Other	135
Severity of casualty	Killed	133
Severity of casualty	Serious	1,908
Severity of casualty	Slight	3,517
Bus or coach passenger	Not psv pass	5,613
Bus or coach passenger	Boarding	1
Bus or coach passenger	Alighting	9
Bus or coach passenger	Standing pass	28
Bus or coach passenger	Seated pass	82
Bus or coach passenger	Unknown	1
Use of seatbelt	Not applicable	1,875
Use of seatbelt	Worn independently confirm	1,087
Use of seatbelt	Worn not independently confirm	1,831
Use of seatbelt	Not worn	242
Use of seatbelt	Unknown	523
Pedestrian direction	Not pedestrian	4,688
Pedestrian direction	Ped strdg still	63
Pedestrian direction	Heading N	162
Pedestrian direction	Heading NE	43
Pedestrian direction	Heading E	162
Pedestrian direction	Heading SE	31
Pedestrian direction	Heading S	152
Pedestrian direction	Heading SW	56
Pedestrian direction	Heading W	132
Pedestrian direction	Heading NW	45
Pedestrian direction	Unknown	24
Casualty Class	Driver or rider	3,416
Casualty Class	Passenger - vehicle/pillion	1,272
Casualty Class	Pedestrian	870
PSV passenger	Not psv pass	5,461
PSV passenger	Boarding	6
PSV passenger	Alighting	3
PSV passenger	Standing pass	26
PSV passenger	Seated pass	61
Pedestrian location	Not pedestrian	4,688
Pedestrian location	In cwy xing ped xing	82
Pedestrian location	In carriageway crossing zig zag	2
Pedestrian location	In cwy xing zg zg exit	1
Pedestrian location	In carriageway crossing withn 50m	39
Pedestrian location	In carriageway crossing elsewhere	357
Pedestrian location	Footway verge	91
Pedestrian location	On refuge central island reservation	11
Pedestrian location	Central carriageway not refuge central island reservation	118
Pedestrian location	In carriageway not crossing	77
Pedestrian location	Unknown other	92
Pedestrian movement	Not pedestrian	4,688
Pedestrian movement	Crossing driver nearside	294
Pedestrian movement	Crossing driver nearside masked	62
Pedestrian movement	Crossing driver offside	193
Pedestrian movement	Crossing driver offside masked	35
Pedestrian movement	In carriageway stationary not crossing	49
Pedestrian movement	In carriageway stationary not crossing masked	5
Pedestrian movement	Walking in carriageway facing traffic	43
Pedestrian movement	Walking in carriageway back to traffic	47
Pedestrian movement	Unknown	142
Vehicle passenger	Not car passenger	4,397
Vehicle passenger	Front seat car passenger	750
Vehicle passenger	Rear seat car passenger	585
Vehicle passenger	Pillion passenger	26
Pedestrian road maintenance worker	Not applicable	756
Pedestrian road maintenance worker	Road maintenance/Utility worker	4
Pedestrian road maintenance worker	Emergency service worker	5
Pedestrian road maintenance worker	Not known	4,793
Helmet worn	Not applicable	4,585
Helmet worn	Yes	431
Helmet worn	No	152
Helmet worn	Not known	390
Age of casualty	Unknown	4
Age of casualty	0	11
Age of casualty	1	7
Age of casualty	2	11
Age of casualty	3	17
Age of casualty	4	18
Age of casualty	5	29
Age of casualty	6	30
Age of casualty	7	27
Age of casualty	8	43
Age of casualty	9	28
Age of casualty	10	44
Age of casualty	11	48
Age of casualty	12	60
Age of casualty	13	53
Age of casualty	14	51
Age of casualty	15	49
Age of casualty	16	54

Appendix F.3. Frequency of use of casualty level STATS 19 variable values, 2025

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. This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Variable name	Values	Number of cases
Age of casualty	17	106
Age of casualty	18	153
Age of casualty	19	140
Age of casualty	20	131
Age of casualty	21	80
Age of casualty	22	107
Age of casualty	23	99
Age of casualty	24	102
Age of casualty	25	89
Age of casualty	26	121
Age of casualty	27	90
Age of casualty	28	96
Age of casualty	29	76
Age of casualty	30	90
Age of casualty	31	77
Age of casualty	32	103
Age of casualty	33	112
Age of casualty	34	88
Age of casualty	35	88
Age of casualty	36	81
Age of casualty	37	100
Age of casualty	38	84
Age of casualty	39	75
Age of casualty	40	91
Age of casualty	41	68
Age of casualty	42	65
Age of casualty	43	84
Age of casualty	44	63
Age of casualty	45	83
Age of casualty	46	72
Age of casualty	47	64
Age of casualty	48	58
Age of casualty	49	69
Age of casualty	50	77
Age of casualty	51	63
Age of casualty	52	71
Age of casualty	53	77
Age of casualty	54	80
Age of casualty	55	90
Age of casualty	56	79
Age of casualty	57	86
Age of casualty	58	69
Age of casualty	59	66
Age of casualty	60	94
Age of casualty	61	82
Age of casualty	62	81
Age of casualty	63	58
Age of casualty	64	65
Age of casualty	65	65
Age of casualty	66	60
Age of casualty	67	44
Age of casualty	68	49
Age of casualty	69	36
Age of casualty	70	38
Age of casualty	71	36
Age of casualty	72	35
Age of casualty	73	36
Age of casualty	74	52
Age of casualty	75	48
Age of casualty	76	37
Age of casualty	77	31
Age of casualty	78	32
Age of casualty	79	29
Age of casualty	80	32
Age of casualty	81	35
Age of casualty	82	19
Age of casualty	83	14
Age of casualty	84	21
Age of casualty	85	21
Age of casualty	86	4
Age of casualty	87	12
Age of casualty	88	12
Age of casualty	89	10
Age of casualty	90	5
Age of casualty	91	6
Age of casualty	92	3
Age of casualty	93	3
Age of casualty	94	2
Age of casualty	95	2
Age of casualty	96	1
Age of casualty	97	1
Casualty Reference Number	1	4,086
Casualty Reference Number	2	947
Casualty Reference Number	3	309
Casualty Reference Number	4	117
Casualty Reference Number	5	49
Casualty Reference Number	6	21
Casualty Reference Number	7	10
Casualty Reference Number	8	5
Casualty Reference Number	9	4
Casualty Reference Number	10	3
Casualty Reference Number	11	2
Casualty Reference Number	12	2
Casualty Reference Number	13	1
Casualty Reference Number	14	1
Casualty Reference Number	15	1
Vehicle reference number	1	3,401
Vehicle reference number	2	1,964
Vehicle reference number	3	159
Vehicle reference number	4	28
Vehicle reference number	5	6



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