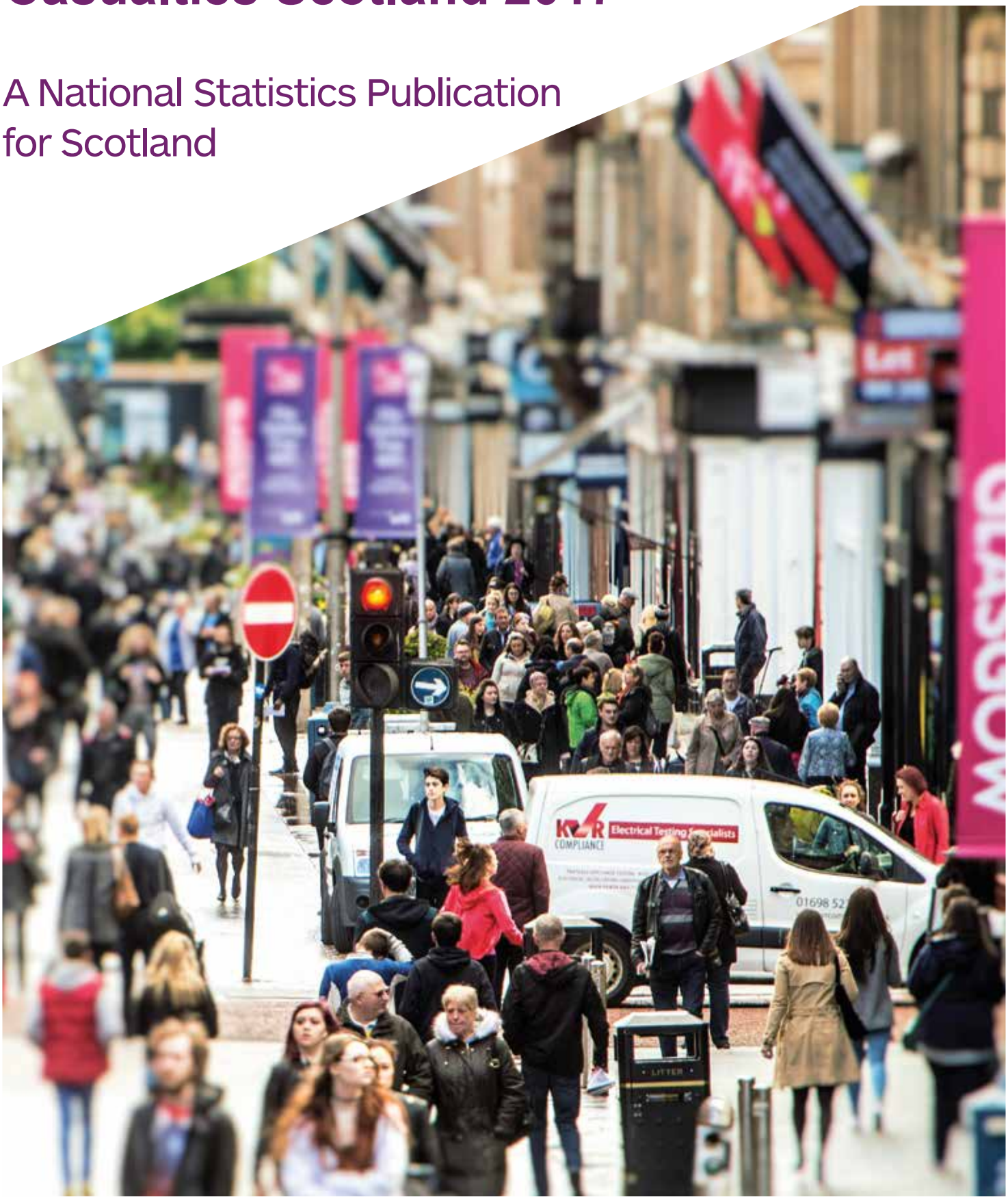
Reported Road Casualties Scotland 2017

A National Statistics Publication for Scotland



REPORTED ROAD CASUALTIES SCOTLAND

2017

A National Statistics publication for Scotland

Conventions

Symbols used: the following are used throughout:

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

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

Enquiries

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

Mr Andrew Knight or Mr Charlie Lewis
Transport Statistics branch
Transport Scotland
Victoria Quay
EDINBURGH
EH6 6QQ
Telephone: 0131-244 7256 or 7255
Fax: 0131-244 7281
E-mail: transtat@transport.gov.scot

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

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

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

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

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

Web and Excel versions of the publication

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

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

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

Contents

List of tables in the Statistical Tables section

Preface

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

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

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

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

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

A series of factsheets providing information about pedestrians, pedal cyclists, motorcyclists, cars, light goods and heavy goods vehicles can also be found on our Website here: http://bit.ly/2kmEQi

Review of Stats 19

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection. The results of the most recent review, including results of the public consultation were published by the DfT on 5 August 2010. The review made a number of recommendations for change to the process, coverage and definition of the Stats 19 collection system which have been implemented for the collection of data from 2013. Details can be found at: http://bit.ly/2xeg6zz

UK Statistics Authority assessment

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

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

The status of the statistics

Most of the data used in this publication were extracted from the Road Accidents statistical database on the **6 September 2018**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Road Casualty Statistics in* June) because they were extracted on a different date and wouldn't incorporate any later changes (e.g. due to late returns or late corrections). Any late returns will be incorporated into the next available publication.

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

The years covered in the tables

Some tables present a time series so that any trends can be identified. However, more detailed tables provide figures in the form of 5-year annual averages (e.g. 2013-2017), and do not present figures for the

latest single year. This smooths out levels of variation often present with low numbers of accidents and casualties. If readers require versions of the detailed tables for single years, these can be provided on request.

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

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

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

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

Key articles from previous editions of Reported Road Casualties Scotland

Article	Version of RRCS where article can be found
Estimating under- counting of Road Casualties in Scotland	RRCS 2010 http://bit.ly/2xSFW9v
Priorities in Scotland's Road Safety Framework to 2020- An assessment of relative levels and trends	RRCS 2011 http://bit.ly/2yHMoz6
Comparison of police casualty statistics with other sources	RRCS 2011 http://bit.ly/2yHMoz6
Vulnerable road users	RRCS 2012 http://bit.ly/2yqZLrx
In Focus: Pedal and motorcycle casualties	RRCS 2013 http://bit.ly/2y_Qcxb
Road User Factsheet	RRCS 2014 http://bit.ly/2xU8KAL

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

Andrew Paterson
Statistician

Transport Statistics
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 3201
Email: Transtat@transport.gov.scot

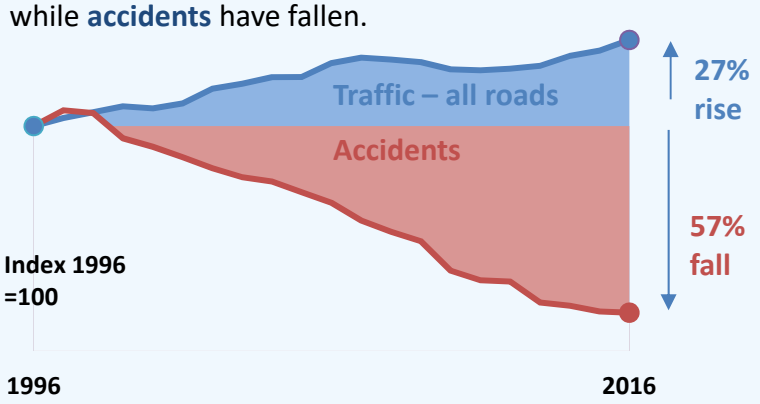
SUMMARY

Reported Road Casualties 2017 – Key Points and Trends

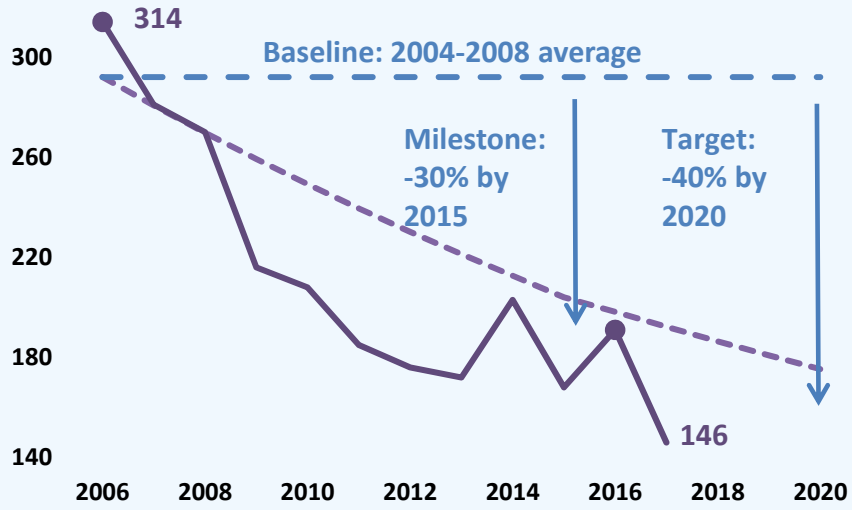
Key figures – **casualties** in 2017

146	killed	-24%
1,589	seriously injured	-6%
7,693	slightly injured	-15%
9,428	total casualties	-14%

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



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

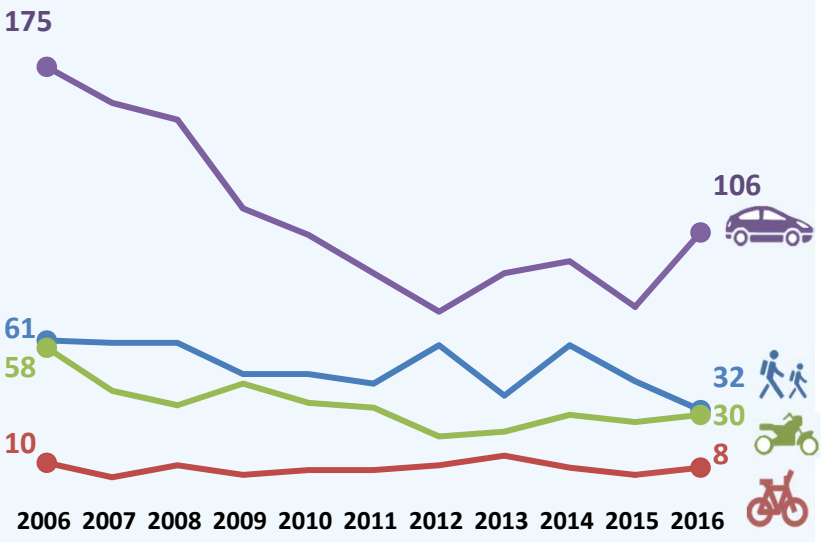


	Number of casualties in 2017	Change since 2016
	5,704	-15%
	1,360	-18%
	620	-13%
	729	-8%

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

1,816 (2007) → 901 (2017)

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



"other" modes not shown

Road accident fatalities in 2017 by local authority

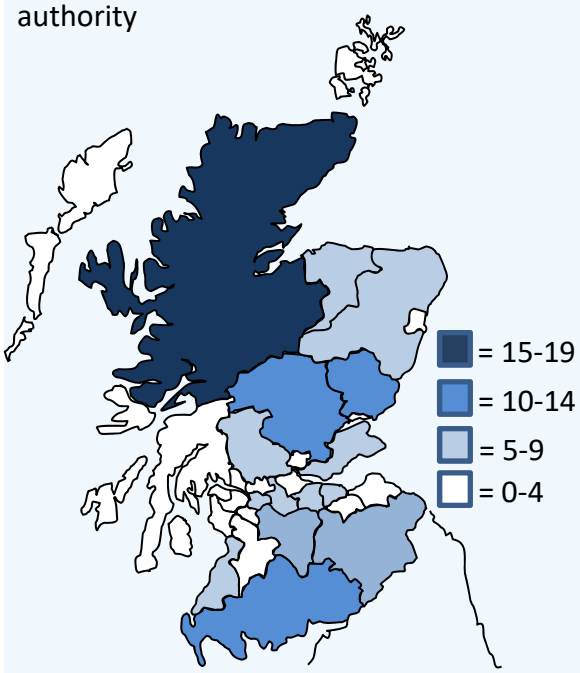


Table A: Summary of reported road injury accident and reported casualty statistics: 2007 to 2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Accidents											
Fatal	255	245	196	189	175	162	159	181	157	175	141
Fatal & serious	2,304	2,487	2,194	1,902	1,850	1,898	1,586	1,670	1,579	1,609	1,514
All severities	12,507	12,159	11,556	10,295	9,984	9,777	8,977	8,837	8,480	8,362	7,114
Accidents on built-up[1] roads											
Fatal	71	82	56	56	61	64	44	67	47	44	44
Fatal & serious	1,207	1,359	1,089	981	1,014	1,049	852	922	881	861	831
All severities	7,782	7,464	6,991	6,341	6,358	6,165	5,750	5,706	5,403	5,473	4,588
Accidents on non built-up[1] roads											
Fatal	184	163	140	133	114	98	115	114	110	131	97
Fatal & serious	1,097	1,128	1,105	921	836	849	734	748	698	748	683
All severities	4,725	4,695	4,565	3,954	3,626	3,612	3,227	3,131	3,077	2,889	2,526
Drink-drive accidents and casualties[2]											
Accidents	670	660	660	530	490	440	330	340	340	410	..
Casualties (all severities)	940	960	920	750	680	580	450	460	470	580	..
Fatal casualties	30	40	30	20	20	10	20	20	20	30	..
Killed by mode of transport											
Pedestrian	60	60	47	47	43	59	38	59	44	32	38
Pedal cycle	4	9	5	7	7	9	13	8	5	8	5
Motorcycle	40	34	43	35	33	21	23	30	27	30	29
Car	160	153	116	105	89	73	89	94	75	106	65
Other (eg taxi, bus, goods)	17	14	5	14	13	14	9	12	17	15	9
All modes of transport	281	270	216	208	185	176	172	203	168	191	146
Seriously injured casualties by mode											
Pedestrian	594	645	509	457	515	461	402	420	424	399	376
Pedal cycle	147	155	152	138	156	169	149	159	164	148	171
Motorcycle	381	396	332	319	291	343	281	327	258	268	281
Car	1,110	1,203	1,135	903	758	847	719	686	639	762	661
Other (eg taxi, bus, goods)	153	176	159	152	158	161	118	110	118	122	100
All modes of transport	2,385	2,575	2,287	1,969	1,878	1,981	1,669	1,702	1,603	1,699	1,589
Slightly injured casualties by mode											
Pedestrian	2,050	1,888	1,643	1,509	1,506	1,459	1,296	1,267	1,224	1,236	946
Pedal cycle	563	566	647	636	661	727	724	728	628	634	553
Motorcycle	640	612	646	491	482	503	471	470	450	412	310
Car	8,793	8,314	8,328	7,293	6,930	6,745	6,157	6,007	6,000	5,831	4,978
Other (eg taxi, bus, goods)	1,527	1,367	1,276	1,232	1,142	1,121	1,006	929	907	902	906
All modes of transport	13,573	12,747	12,540	11,161	10,721	10,555	9,654	9,401	9,209	9,015	7,693
All casualties by mode, by sex and by age											
Pedestrian	2,704	2,593	2,199	2,013	2,064	1,979	1,736	1,746	1,692	1,667	1,360
Pedal cycle	714	730	804	781	824	905	886	895	797	790	729
Motorcycle	1,061	1,042	1,021	845	806	867	775	827	735	710	620
Car	10,063	9,670	9,579	8,301	7,777	7,665	6,965	6,787	6,714	6,699	5,704
Other (eg taxi, bus, goods)	1,697	1,557	1,440	1,398	1,313	1,296	1,133	1,051	1,042	1,039	1,015
All modes of transport	**16,239**	**15,592**	**15,043**	**13,338**	**12,784**	**12,712**	**11,495**	**11,306**	**10,980**	**10,905**	**9,428**
Male	9,302	8,843	8,450	7,541	7,309	7,217	6,511	6,436	6,185	6,126	5,297
Female	6,917	6,738	6,587	5,787	5,469	5,489	4,974	4,866	4,785	4,770	4,130
Child: 0 - 15	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,030	970	999	901
Young adult: 16-22	3,419	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,691	1,604	1,395
Adult: 23-59	8,931	8,706	8,450	7,713	7,360	7,404	6,771	6,654	6,631	6,610	5,614
Older adults: 60+	2,044	2,000	1,997	1,732	1,844	1,836	1,753	1,725	1,674	1,676	1,497
Child[4] killed by mode of transport											
Pedestrian	4	4	1	1	2	1	5	3	3	3	2
Pedal cycle	1	2	1	1	-	1	2	-	1	1	-
Car	4	13	3	1	5	-	2	4	-	7	-
Other (eg m/c, taxi, bus...)	-	1	-	1	-	-	-	-	-	1	-
All modes of transport	9	20	5	4	7	2	9	7	4	12	2
Child[4] seriously injured casualties by mode											
Pedestrian	181	194	155	150	139	132	92	116	97	105	106
Pedal cycle	28	18	26	23	23	21	11	18	11	8	10
Car	51	56	62	40	34	34	33	27	27	46	29
Other (eg m/c, taxi, bus...)	9	11	10	10	7	7	6	10	5	8	7
All modes of transport	269	279	253	223	203	194	142	171	140	167	152
All child[4] casualties by mode											
Pedestrian	882	831	674	642	646	521	463	499	460	478	400
Pedal cycle	174	150	148	146	135	121	112	81	71	55	67
Car	633	569	548	506	460	451	404	389	372	419	330
Other (eg m/c, taxi, bus...)	127	139	103	84	75	74	73	61	67	47	104
All modes of transport	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,030	970	999	901
Accident costs (million)[3]	1,334	1,340	1,168	1,055	982	984	890	952	859	920	783

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

Table B: Summary of reported injury accidents and casualties injured in those accidents by police force division, council and severity: 2017

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
North East [1]	**14**	**149**	**304**	**467**	**14**	**190**	**418**	**622**	**45**
Aberdeen City	2	32	120	154	2	34	148	184	16
Aberdeenshire	7	96	149	252	7	122	217	346	24
Moray	5	21	35	61	5	34	53	92	5
Tayside	**22**	**121**	**317**	**460**	**23**	**149**	**455**	**627**	**57**
Dundee City	1	32	86	119	1	33	106	140	26
Angus	9	33	95	137	10	43	138	191	13
Perth & Kinross	12	56	136	204	12	73	211	296	18
Argyll & West Dunbartonsh	**6**	**69**	**213**	**288**	**6**	**82**	**336**	**424**	**56**
Argyll & Bute	4	46	124	174	4	54	192	250	16
West Dunbartonshire	2	23	89	114	2	28	144	174	40
Forth Valley	**6**	**88**	**311**	**405**	**6**	**101**	**420**	**527**	**54**
Clackmannanshire	1	7	40	48	1	8	53	62	9
Stirling	5	36	101	142	5	45	137	187	18
Falkirk	-	45	170	215	-	48	230	278	27
Dumfries & Galloway	**11**	**43**	**182**	**236**	**14**	**52**	**248**	**314**	**13**
Ayrshire	**14**	**112**	**327**	**453**	**15**	**131**	**474**	**620**	**56**
North Ayrshire	4	37	124	165	4	43	173	220	23
East Ayrshire	2	30	98	130	2	38	144	184	15
South Ayrshire	8	45	105	158	9	50	157	216	18
Greater Glasgow	**7**	**175**	**1,076**	**1,258**	**7**	**181**	**1,374**	**1,562**	**142**
Glasgow City	7	143	925	1,075	7	149	1,174	1,330	116
East Dunbartonshire	-	14	74	88	-	14	101	115	16
East Renfrewshire	-	18	77	95	-	18	99	117	10
Lothians & Scottish Borde	**16**	**156**	**613**	**785**	**16**	**181**	**927**	**1,124**	**105**
West Lothian	4	43	260	307	4	50	388	442	39
Midlothian	2	37	95	134	2	42	139	183	19
East Lothian	3	31	124	158	3	34	187	224	28
Scottish Borders	7	45	134	186	7	55	213	275	19
Edinburgh	**6**	**138**	**763**	**907**	**6**	**144**	**933**	**1,083**	**84**
Highlands & Islands	**17**	**63**	**272**	**352**	**17**	**83**	**393**	**493**	**40**
Highland	15	53	239	307	15	68	351	434	32
Orkney Islands	1	4	6	11	1	4	9	14	3
Shetland Islands	1	3	12	16	1	8	14	23	2
Eilean Siar	-	3	15	18	-	3	19	22	3
Fife	**5**	**71**	**239**	**315**	**5**	**82**	**339**	**426**	**43**
Renfrewshire & Inverclyde	**5**	**52**	**292**	**349**	**5**	**54**	**386**	**445**	**44**
Inverclyde	3	11	77	91	3	12	102	117	10
Renfrewshire	2	41	215	258	2	42	284	328	34
Lanarkshire	**12**	**136**	**691**	**839**	**12**	**159**	**990**	**1,161**	**162**
North Lanarkshire	6	68	370	444	6	72	549	627	96
South Lanarkshire	6	68	321	395	6	87	441	534	66
Scotland	**141**	**1,373**	**5,600**	**7,114**	**146**	**1,589**	**7,693**	**9,428**	**901**
Police force area									
Northern	17	63	272	**352**	17	83	393	**493**	40
Grampian	14	149	304	**467**	14	190	418	**622**	45
Tayside	22	121	317	**460**	23	149	455	**627**	57
Fife	5	71	239	**315**	5	82	339	**426**	43
Lothian borders	22	294	1,376	**1,692**	22	325	1,860	**2,207**	189
Central	6	88	311	**405**	6	101	420	**527**	54
Strathclyde	44	544	2,599	**3,187**	45	607	3,560	**4,212**	460
Dumfries galloway	11	43	182	**236**	14	52	248	**314**	13
Scotland	**141**	**1,373**	**5,600**	**7,114**	146	**1,589**	**7,693**	**9,428**	**901**
of which:									
Built up roads	44	787	3,757	4,588	44	835	4,795	5,674	711
Non- built up roads	97	586	1,843	2,526	102	754	2,898	3,754	190

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

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

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

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen City	5	3	3	7	7	7	4	6	4	3	2
Aberdeenshire	24	21	21	22	10	14	22	22	18	16	7
Angus	13	12	7	6	5	5	3	6	8	6	9
Argyll & Bute	13	10	5	15	4	4	9	4	6	8	4
Clackmannanshire	1	2	2	2	2	0	0	0	0	0	1
Dumfries & Galloway	11	9	9	4	9	7	12	10	9	12	11
Dundee City	2	4	5	5	2	2	2	1	1	1	1
East Ayrshire	6	7	4	5	4	3	4	2	1	4	2
East Dunbartonshire	3	2	2	4	0	0	1	1	1	0	0
East Lothian	5	2	5	3	1	0	1	2	3	3	3
East Renfrewshire	4	1	1	1	2	2	2	0	0	0	0
Edinburgh, City of	5	13	6	4	9	13	8	10	3	9	6
Eilean Siar	0	1	0	2	1	2	1	4	1	0	0
Falkirk	2	4	3	1	1	10	3	2	3	1	0
Fife	10	13	6	13	11	6	11	10	12	9	5
Glasgow City	14	15	18	10	13	7	4	13	15	7	7
Highland	30	30	24	21	18	13	17	19	14	17	15
Inverclyde	3	2	2	1	1	1	0	1	2	2	3
Midlothian	4	3	3	1	2	2	5	0	3	6	2
Moray	6	4	4	4	4	3	3	2	2	5	5
North Ayrshire	6	6	4	5	4	2	3	3	4	5	4
North Lanarkshire	10	11	10	2	11	4	5	5	7	3	6
Orkney Islands	0	2	0	0	0	4	2	2	0	1	1
Perth & Kinross	15	13	9	17	16	10	10	13	6	10	12
Renfrewshire	6	9	2	1	7	8	4	8	1	3	2
Scottish Borders	15	9	12	8	6	9	4	6	6	11	7
Shetland Islands	4	0	0	1	0	0	1	1	3	0	1
South Ayrshire	8	6	3	7	3	3	4	2	5	7	8
South Lanarkshire	12	15	16	11	10	9	5	12	5	17	6
Stirling	5	5	5	4	6	4	4	7	8	2	5
West Dunbartonshire	2	2	1	1	4	3	0	2	1	3	2
West Lothian	11	9	4	1	2	5	5	5	5	4	4
Total	**255**	**245**	**196**	**189**	**175**	**162**	**159**	**181**	**157**	**175**	**141**

Serious

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen City	62	113	73	70	95	94	97	77	69	56	32
Aberdeenshire	132	185	184	169	154	170	124	138	115	113	96
Angus	57	58	49	46	48	40	42	32	32	32	33
Argyll & Bute	41	79	67	50	48	46	38	48	35	53	46
Clackmannanshire	11	20	13	15	7	16	12	7	10	13	7
Dumfries & Galloway	133	85	104	60	75	66	53	66	48	45	43
Dundee City	51	58	62	39	50	42	35	38	22	27	32
East Ayrshire	28	52	37	40	33	34	24	23	29	26	30
East Dunbartonshire	21	22	17	19	16	23	9	15	11	11	14
East Lothian	32	18	30	29	24	23	21	31	24	25	31
East Renfrewshire	13	24	17	25	11	12	11	14	15	16	18
Edinburgh, City of	183	173	136	126	162	175	127	145	144	157	138
Eilean Siar	10	13	7	6	4	5	1	5	4	5	3
Falkirk	53	66	49	43	37	59	32	39	42	42	45
Fife	120	95	100	88	79	91	70	71	63	77	71
Glasgow City	237	300	212	200	169	187	143	152	155	153	143
Highland	119	92	102	80	83	79	54	54	49	61	53
Inverclyde	27	34	24	21	23	22	12	15	16	14	11
Midlothian	42	29	30	27	26	22	24	29	36	27	37
Moray	33	40	28	28	22	36	39	42	32	29	21
North Ayrshire	39	48	50	23	34	33	34	36	43	28	37
North Lanarkshire	101	88	92	70	57	66	63	66	62	68	68
Orkney Islands	2	7	6	4	2	8	4	3	1	6	4
Perth & Kinross	97	95	90	69	68	74	68	63	47	45	56
Renfrewshire	49	61	57	57	49	46	32	34	44	47	41
Scottish Borders	70	78	71	74	57	58	58	54	56	44	45
Shetland Islands	4	4	5	2	4	6	4	2	3	5	3
South Ayrshire	40	47	49	36	35	27	20	32	39	41	45
South Lanarkshire	102	112	105	74	72	63	60	74	67	74	68
Stirling	58	62	47	46	50	48	55	44	44	31	36
West Dunbartonshire	25	24	24	23	22	16	21	14	13	24	23
West Lothian	57	60	61	54	59	49	40	26	52	39	43
Total	**2,049**	**2,242**	**1,998**	**1,713**	**1,675**	**1,736**	**1,427**	**1,489**	**1,422**	**1,434**	**1,373**

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

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

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen City	408	514	445	350	364	385	349	272	229	174	154
Aberdeenshire	632	692	687	599	518	533	462	420	347	335	252
Angus	284	286	232	192	220	202	178	141	145	111	137
Argyll & Bute	268	288	282	275	232	211	208	193	227	178	174
Clackmannanshire	88	85	77	69	64	84	69	62	62	69	48
Dumfries & Galloway	475	419	388	360	319	320	303	312	278	270	236
Dundee City	253	270	281	219	237	227	185	168	127	136	119
East Ayrshire	240	230	215	201	204	173	164	166	206	179	130
East Dunbartonshire	149	141	147	141	140	114	102	101	94	93	88
East Lothian	210	193	174	199	159	170	154	179	158	157	158
East Renfrewshire	119	109	103	104	116	97	98	93	93	95	95
Edinburgh, City of	1,330	1,285	1,192	1,179	1,181	1,167	1,158	1,264	1,111	1,143	907
Eilean Siar	44	60	39	42	35	28	20	37	32	24	18
Falkirk	297	310	303	240	261	270	248	228	249	235	215
Fife	606	576	588	556	447	421	420	411	428	452	315
Glasgow City	1,784	1,651	1,511	1,336	1,283	1,316	1,081	1,242	1,206	1,279	1,075
Highland	626	586	616	475	488	514	444	432	380	386	307
Inverclyde	206	195	146	165	155	136	120	130	110	112	91
Midlothian	210	221	207	193	177	216	164	187	190	166	134
Moray	175	194	197	141	137	129	122	94	82	74	61
North Ayrshire	264	248	225	177	230	205	188	178	191	186	165
North Lanarkshire	754	639	664	585	569	512	508	480	449	484	444
Orkney Islands	27	36	27	27	13	22	23	24	12	25	11
Perth & Kinross	390	375	396	330	293	313	278	225	202	177	204
Renfrewshire	425	370	312	320	354	336	254	257	258	288	258
Scottish Borders	336	383	363	307	274	263	255	221	221	202	186
Shetland Islands	41	20	42	30	32	30	25	24	25	26	16
South Ayrshire	262	220	266	198	219	202	188	199	193	205	158
South Lanarkshire	689	670	596	511	514	454	458	505	456	466	395
Stirling	290	285	254	229	220	214	239	168	197	177	142
West Dunbartonshire	201	148	173	161	145	133	142	111	119	128	114
West Lothian	424	460	408	384	384	380	370	313	403	330	307
Total	**12,507**	**12,159**	**11,556**	**10,295**	**9,984**	**9,777**	**8,977**	**8,837**	**8,480**	**8,362**	**7,114**

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

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

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

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen City	5	3	4	7	7	8	4	6	5	3	2
Aberdeenshire	25	26	22	26	11	14	23	25	19	17	7
Angus	13	13	7	6	5	5	3	6	8	6	10
Argyll & Bute	14	13	5	15	5	4	11	4	6	9	4
Clackmannanshire	1	2	3	2	2	0	0	0	0	0	1
Dumfries & Galloway	12	10	10	5	9	7	12	11	11	14	14
Dundee City	2	4	5	5	2	2	2	1	1	1	1
East Ayrshire	7	8	5	5	4	3	4	2	1	4	2
East Dunbartonshire	3	2	2	4	0	0	1	1	1	0	0
East Lothian	5	3	8	3	1	0	3	4	3	3	3
East Renfrewshire	4	1	2	1	2	2	2	0	0	0	0
Edinburgh, City of	5	13	7	4	10	13	8	11	3	9	6
Eilean Siar	0	1	0	2	1	2	1	4	1	0	0
Falkirk	2	4	3	1	1	10	3	5	3	1	0
Fife	14	14	6	13	11	7	11	12	12	10	5
Glasgow City	14	15	18	11	13	7	4	18	15	8	7
Highland	34	34	28	26	21	16	20	20	14	18	15
Inverclyde	3	2	2	1	1	1	0	1	2	2	3
Midlothian	4	3	3	1	3	4	5	0	3	8	2
Moray	7	6	5	4	4	3	3	2	2	6	5
North Ayrshire	6	6	4	5	4	2	4	4	4	5	4
North Lanarkshire	12	13	10	2	11	6	6	5	8	3	6
Orkney Islands	0	2	0	0	0	5	2	2	0	1	1
Perth & Kinross	20	14	9	19	18	12	11	13	7	10	12
Renfrewshire	7	9	2	2	7	8	5	9	1	3	2
Scottish Borders	16	9	13	9	6	10	4	7	7	12	7
Shetland Islands	5	0	0	1	0	0	1	1	3	0	1
South Ayrshire	9	6	3	10	3	4	4	2	6	8	9
South Lanarkshire	14	17	18	12	11	9	6	13	5	18	6
Stirling	5	6	5	4	6	4	4	7	11	2	5
West Dunbartonshire	2	2	1	1	4	3	0	2	1	3	2
West Lothian	11	9	6	1	2	5	5	5	5	7	4
Total	**281**	**270**	**216**	**208**	**185**	**176**	**172**	**203**	**168**	**191**	**146**

Serious

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen City	65	133	82	75	99	109	101	88	74	64	34
Aberdeenshire	163	232	224	202	191	205	174	176	154	142	122
Angus	71	64	60	54	57	45	51	37	36	39	43
Argyll & Bute	57	111	73	66	58	63	51	55	51	63	54
Clackmannanshire	11	23	14	19	10	19	14	7	10	14	8
Dumfries & Galloway	158	105	120	67	84	83	65	74	60	58	52
Dundee City	52	59	65	41	52	47	37	42	22	29	33
East Ayrshire	34	59	44	50	43	43	28	24	31	39	38
East Dunbartonshire	25	22	21	22	16	26	10	15	11	14	14
East Lothian	35	20	39	34	29	24	27	36	27	30	34
East Renfrewshire	16	25	19	25	12	12	13	14	15	17	18
Edinburgh, City of	191	183	141	132	166	188	130	152	150	168	144
Eilean Siar	11	16	7	10	5	8	1	6	4	5	3
Falkirk	61	69	55	43	43	64	37	41	46	51	48
Fife	137	114	114	119	90	100	85	81	71	87	82
Glasgow City	248	321	224	210	177	189	149	167	166	159	149
Highland	153	114	128	102	98	101	73	69	61	83	68
Inverclyde	34	39	26	21	26	25	12	15	16	16	12
Midlothian	47	34	35	29	27	23	26	35	38	36	42
Moray	37	48	40	35	24	44	47	47	35	46	34
North Ayrshire	49	53	62	25	39	36	35	45	55	36	43
North Lanarkshire	121	98	94	77	59	72	72	72	65	77	72
Orkney Islands	2	7	6	5	2	11	4	5	1	6	4
Perth & Kinross	111	116	109	80	90	88	87	74	52	59	73
Renfrewshire	59	66	66	62	52	46	33	37	45	51	42
Scottish Borders	84	91	91	86	64	69	75	61	60	69	55
Shetland Islands	6	5	5	3	5	7	4	2	3	5	8
South Ayrshire	52	50	55	50	38	30	22	38	46	48	50
South Lanarkshire	124	126	121	83	79	72	70	83	70	83	87
Stirling	72	76	54	57	57	55	66	57	60	38	45
West Dunbartonshire	28	24	26	25	22	19	23	14	14	25	28
West Lothian	71	72	67	60	64	58	47	33	54	42	50
Total	**2,385**	**2,575**	**2,287**	**1,969**	**1,878**	**1,981**	**1,669**	**1,702**	**1,603**	**1,699**	**1,589**

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

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

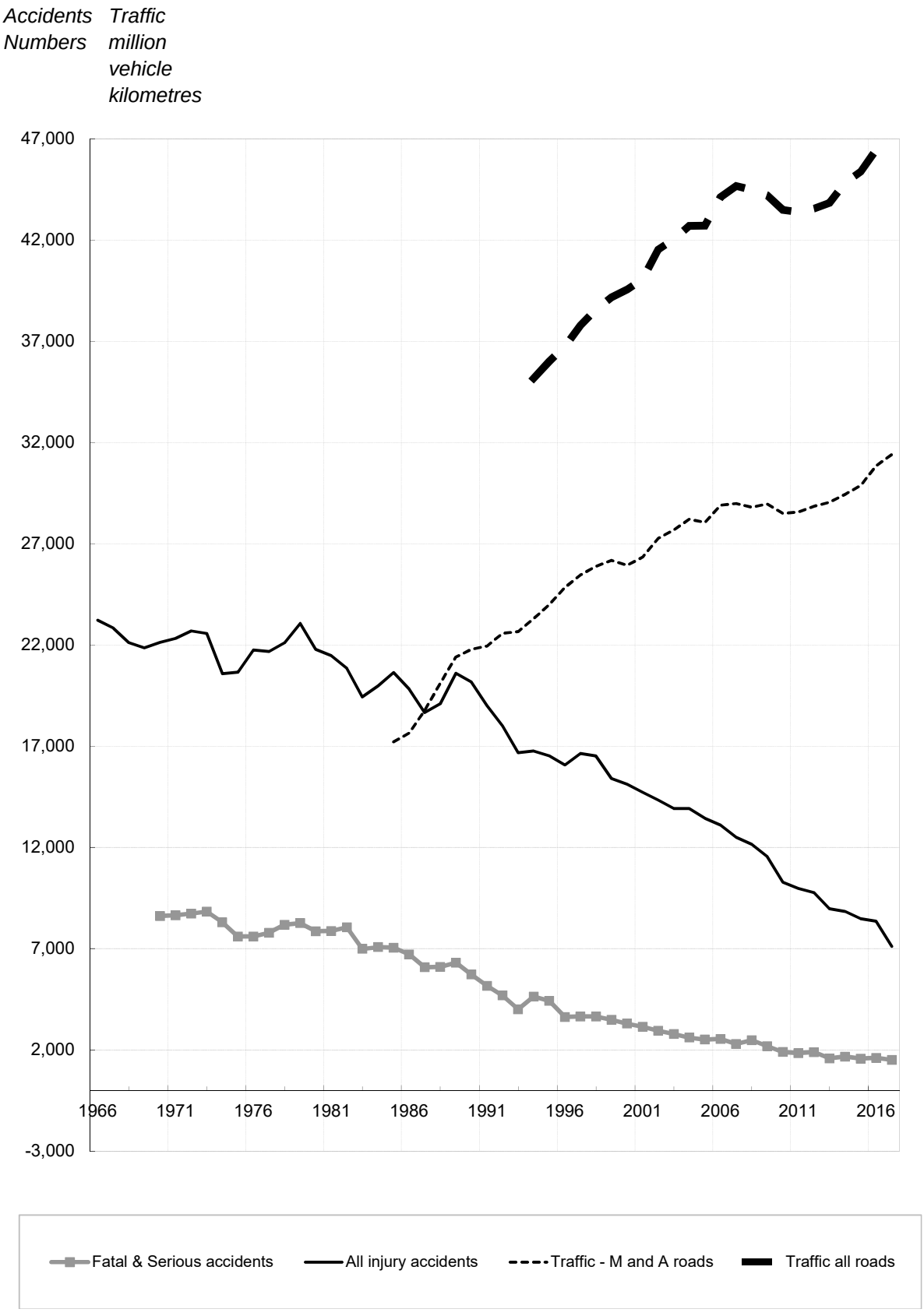
All severities **Casualties - number of people injured in accidents**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen City	466	594	498	407	412	449	392	311	270	209	184
Aberdeenshire	822	896	907	794	664	689	619	580	459	444	346
Angus	389	362	308	247	290	263	229	182	174	149	191
Argyll & Bute	373	436	387	396	319	297	304	255	322	240	250
Clackmannanshire	111	110	97	91	88	113	86	87	78	81	62
Dumfries & Galloway	644	552	533	459	424	428	381	400	401	386	314
Dundee City	312	320	343	254	297	264	219	207	146	179	140
East Ayrshire	323	296	286	270	266	234	210	229	276	272	184
East Dunbartonshire	188	183	185	182	178	144	121	117	119	133	115
East Lothian	261	241	230	247	207	219	208	243	220	203	224
East Renfrewshire	149	133	125	122	154	121	120	110	115	117	117
Edinburgh, City of	1,596	1,533	1,402	1,394	1,372	1,376	1,368	1,476	1,323	1,348	1,083
Eilean Siar	59	96	49	55	40	42	24	47	38	28	22
Falkirk	390	401	395	299	335	342	320	299	312	321	278
Fife	780	732	766	725	595	549	549	528	565	606	426
Glasgow City	2,179	2,010	1,880	1,693	1,580	1,645	1,330	1,573	1,537	1,576	1,330
Highland	929	846	943	725	685	779	617	581	508	545	434
Inverclyde	267	262	182	205	208	170	150	186	147	146	117
Midlothian	264	293	280	263	224	309	229	250	255	219	183
Moray	216	232	268	171	164	169	155	124	95	112	92
North Ayrshire	359	304	312	230	281	259	235	240	260	249	220
North Lanarkshire	1,020	851	880	762	749	702	659	632	587	632	627
Orkney Islands	37	44	35	38	26	33	30	29	15	28	14
Perth & Kinross	505	488	521	450	400	392	397	297	239	244	296
Renfrewshire	548	460	392	414	483	430	324	319	321	364	328
Scottish Borders	455	530	505	398	368	370	333	295	294	302	275
Shetland Islands	51	24	72	55	46	41	47	29	33	37	23
South Ayrshire	357	275	362	271	286	281	247	245	248	259	216
South Lanarkshire	946	869	760	705	671	640	621	658	597	607	534
Stirling	393	383	332	310	294	278	302	226	293	247	187
West Dunbartonshire	251	175	213	201	180	166	167	137	158	156	174
West Lothian	599	661	595	505	498	518	502	414	575	466	442
Total	**16,239**	**15,592**	**15,043**	**13,338**	**12,784**	**12,712**	**11,495**	**11,306**	**10,980**	**10,905**	**9,428**

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

Commentary

Figure 1 Reported accidents by severity, 1966 to 2017



Commentary

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

1.1 Main Points

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

Accidents

- In 2017, there were 141 **fatal accidents,** 34 (19%) less than in 2016.
- **Serious injury accidents** between 2016 and 2017 decreased by 61 (4%) to 1,373.
- **Slight injury accidents** fell by 1,153 (17%) between 2016 and 2017 to 5,600.

Casualties

- There were 146 people **killed** in road accidents in Scotland in 2017, 45 (24%) less than in 2016.
- 1,589 people were **seriously injured** in road accidents in 2017, 110 (6%) less than in 2016.
- 7,693 people were **slightly injured** in road accidents in 2017**,** 1,322 (15%) fewer than in 2016.
- There were a **total number of 9,428 casualties** in 2017 – 1,477 (14%) fewer than in 2016.

The figures for all types of injury were the lowest since records began.

The reductions in the numbers of accidents and casualties in recent years are notable particularly given the rise in vehicle and subsequent traffic e.g. in 2017 the number of vehicles licensed in Scotland was about a eighth higher than in 2007 and traffic on Scottish roads was estimated to have grown by seven per cent since 2007.

1.2 Reported Accidents

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

1974. Accident numbers increased again in 1976 and reached a peak of nearly 23,100 in 1979.

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

By 1987 the total number of injury accidents had fallen to under 18,700, but in 1989 it rose to just over 20,600. 1989 was the most recent peak in the total number of injury accidents. Since 1989, the total number of injury accidents has fallen in 24 out of 27 years, and in 2017 it was at the lowest level ever recorded. The 2017 figure of 7,114 was 1,248 less than in 2016.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 141 in 2017. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,373 in 2017. The numbers of **slight accidents** have not changed as much over the years: oscillating between 12,000 and 15,000 from 1970 to 1998. The most recent peak level was 14,443 in 1990. However, they fell below 12,000 in 1999, and the 2017 figure of 5,600 was the lowest since slight accident numbers were first recorded in 1970.

1.3 Reported Casualties

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

Numbers killed

In 2017 there were 146 people killed in road accidents in Scotland, a decrease of 24% on 2016. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend, particularly between 1982 and 1994. Since then, figures have been fluctuating around a less pronounced downwards trend. The number in 2017 was 17% below the average for the previous five years (176).

Numbers seriously injured

In 2017 there were 1,589 people seriously injured in road accidents: 110 (6%) less than in 2016. The long term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and generally fell since the early 1980s. However, there has been some fluctuation around the long-term downwards trend, and appeared to level-off: 1996, 1997 and 1998 were around 4,050. But the downward trend subsequently resumed.

Numbers slightly injured

In 2017 there were 7,693 people slightly injured, 1,322 (15%) fewer than in 2016, and the lowest number since records began. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed

by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2000 to 2017 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2017 there was a total of 9,428 casualties, 1,477 (14%) fewer than in 2016 (the lowest number recorded). Between about 1970 and 1990, the figures fluctuated around a general downward trend. Subsequently, the casualty figures fell markedly from the level of the most recent short-term peak (over 27,000 in both 1989 and 1990), before appearing to level off. However, the downward trend resumed from 1999 to 2017.

Government targets for reductions in the numbers of road accident casualties

Scotland's Road Safety Framework was launched in June 2009. It set out the vision for road safety in Scotland, the main priorities and issues, and included Scotland-specific targets and milestones which were adopted from 2010.

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

In addition, the figures were previously used to report on the Scottish Government s Scotland Performs National Indicator: Reduce Deaths on Scotland s Roads. The indicator was removed from the National Performance Framework when it was refreshed earlier this year and is no longer updated. Had the indicator been updated this year, it would have received an assessment of performance improving', as the number of fatalities has fallen from 191 in 2016 to 146 in 2017.

Previous targets

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

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

Figure 2

Scottish fatal reported road accidents: 1972 onwards

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

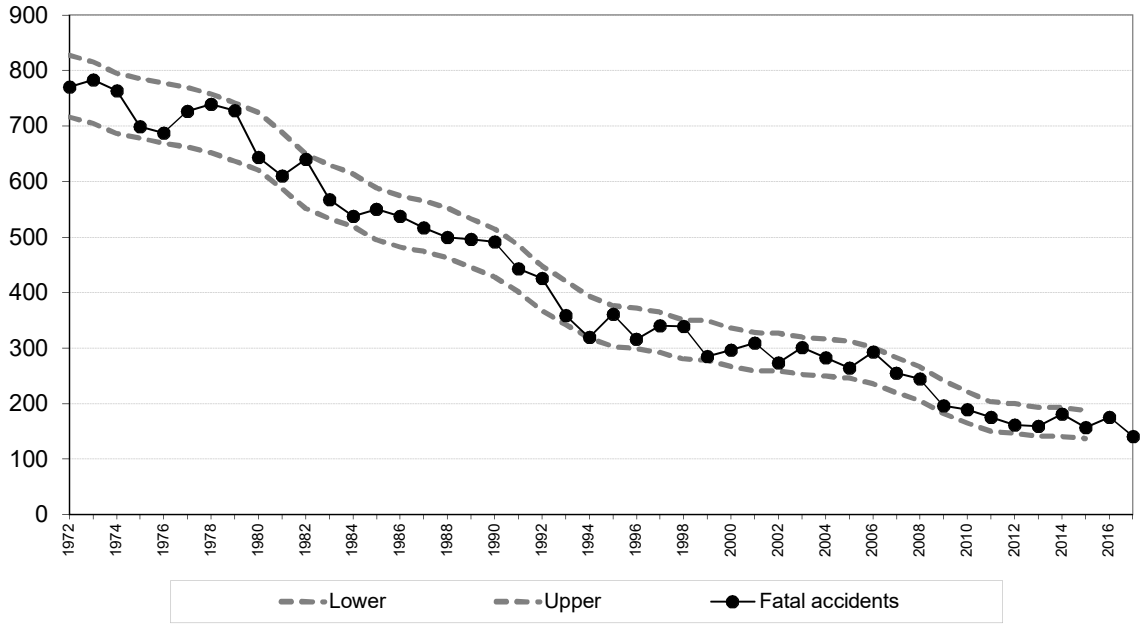
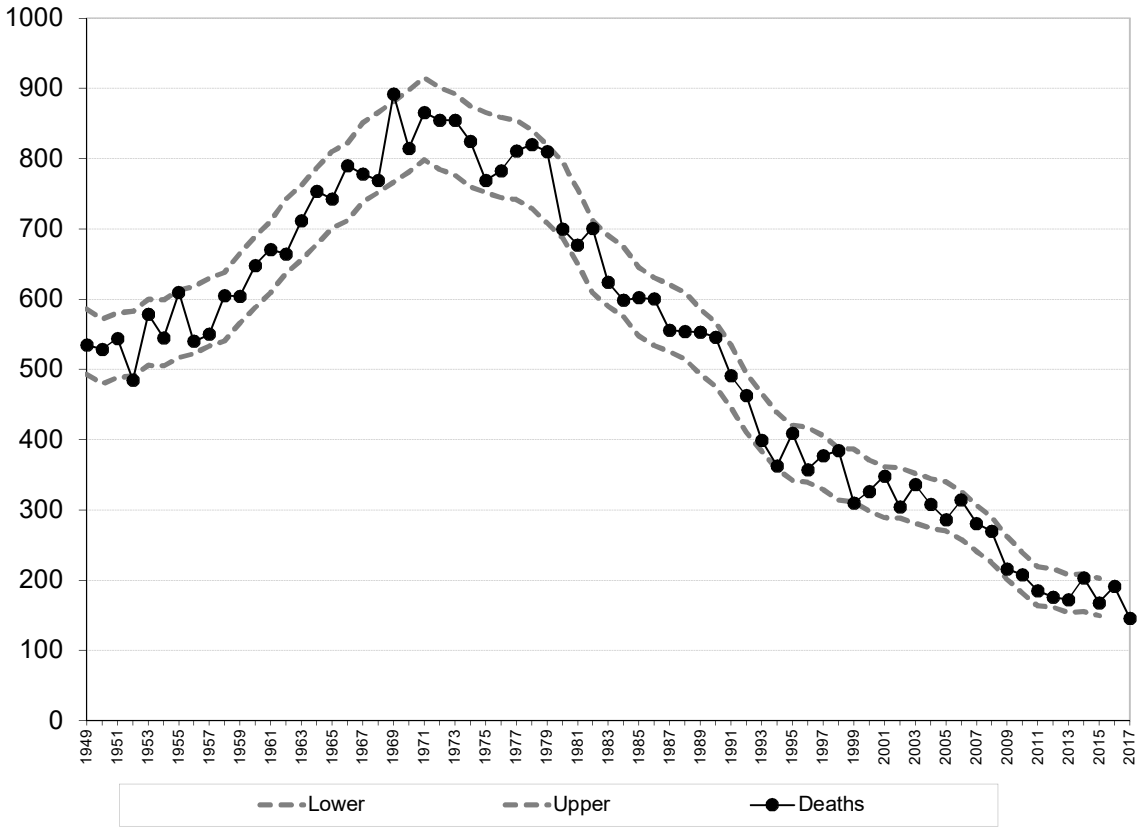


Figure 3

Scottish reported road accident deaths: 1949 onwards

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



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

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

- fatal road accidents (1972 to 2017);
- road deaths (1949 to 2017);
- people killed or seriously injured (1950 to 2017);
- children killed or seriously injured (1981 to 2017).

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

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

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

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

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

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

Figure 4

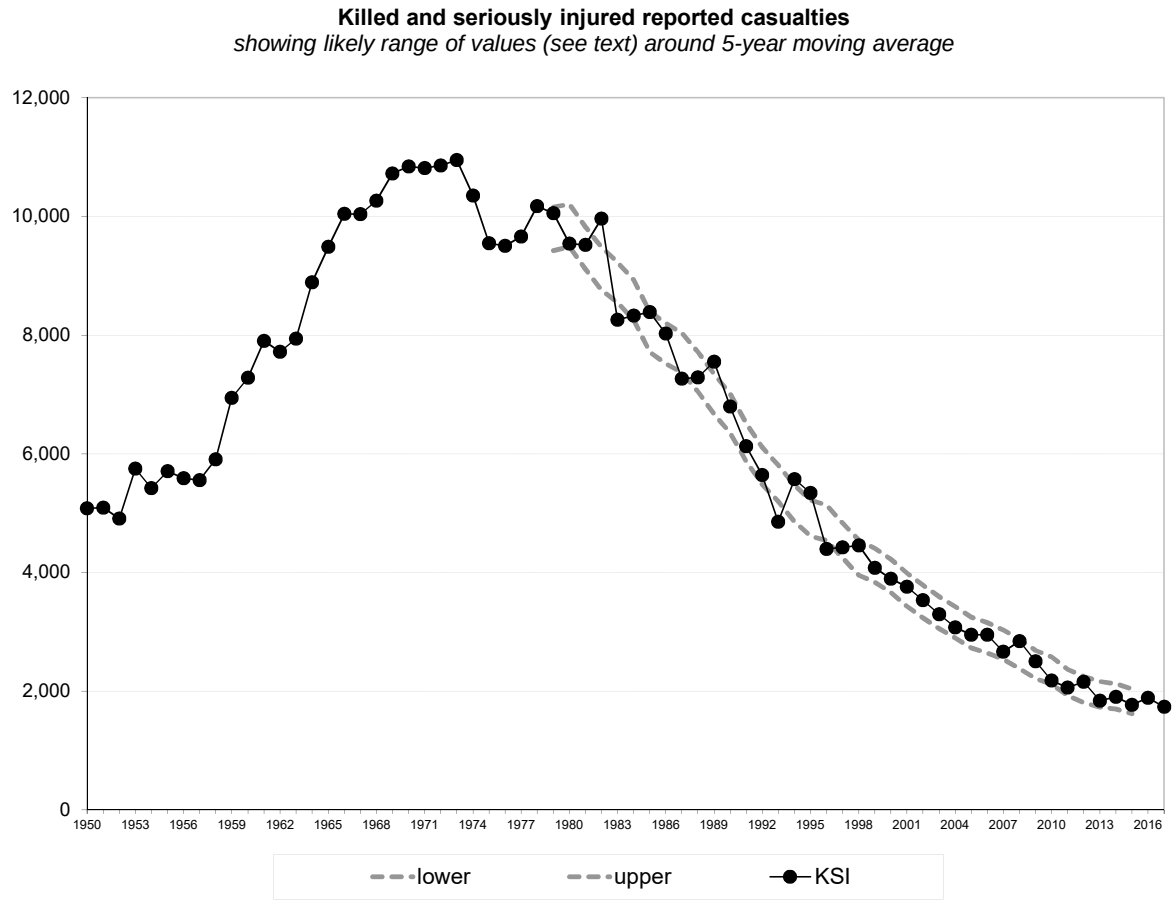
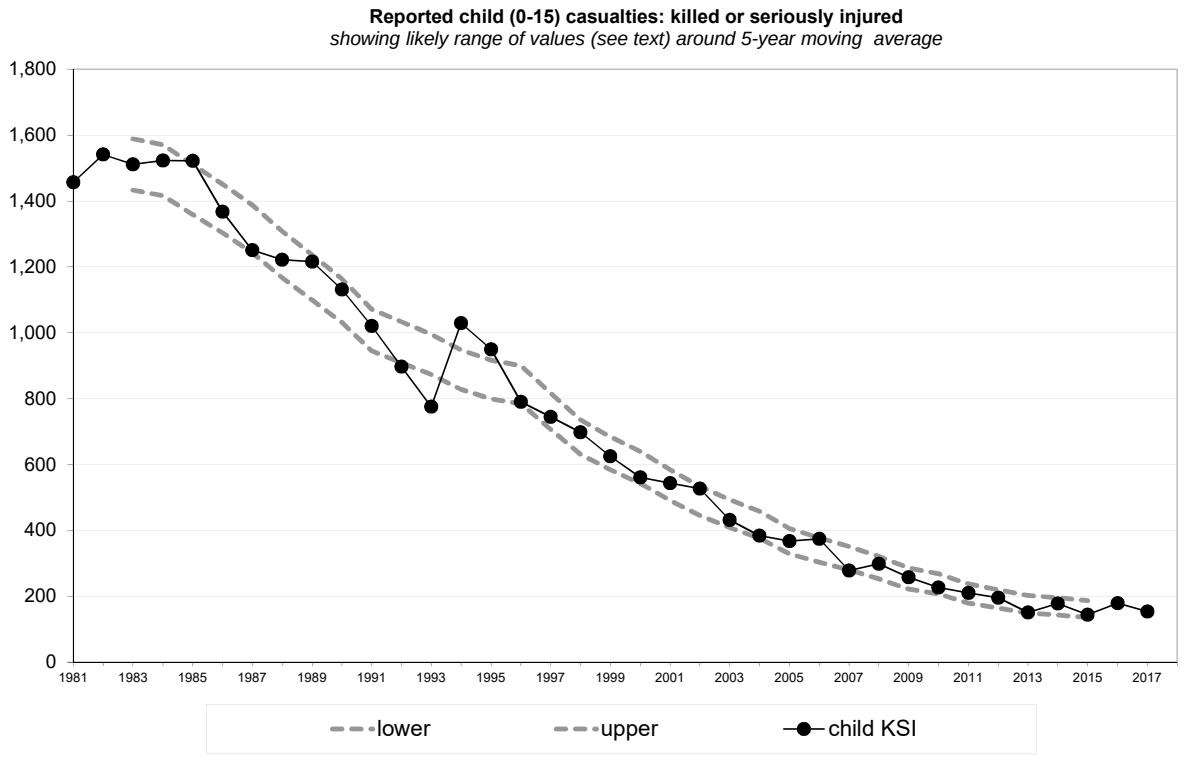


Figure 5



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

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

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

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

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

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

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

2. Reported Accidents

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

Table 4 shows separate figures for trunk roads and for local authority roads. Trunk roads accounted for only small proportions of the total numbers of accidents in 2017: 28% of fatal accidents, 18% of serious accidents, and 18% of all accidents. The trunk road network's shares of accident numbers in previous years were broadly similar.

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

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

2.2 Accident rates (see Table 5)

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

Accident rates have fallen markedly since the early 1990s. The overall fatal accident rate has dropped from 0.66 per 100 million vehicle kilometres in 2005 to 0.29 in 2017; the serious accident rate fell from 5.12 to 2.86; and the overall accident rate (all severities) reduced from 29.71 per 100 million vehicle kilometres to 14.83. Motorways had consistently lower accident rates than A roads. Leaving aside the relatively low rate for fatal accidents, minor roads (taken together as a group) tend to have higher accident rates than major roads, and accident rates tend to be higher for built-up roads (roads with speed limits of up to 40 mph) than for non built-up roads (ones with higher speed limits).

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

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

The numbers of injury accidents over the years 2013-2017 were fairly evenly spread throughout the year, with minor peaks in August and November. Serious accidents varied a little more between the months, and their peak, which occurred in August, was 13% above the monthly average. (Months are standardised to 30 days to allow comparison)

On average, there were 13 fatal accidents per month in the years 2013 to 2017. The number did not vary greatly between the months: the lowest average was 9, and the highest was 16.

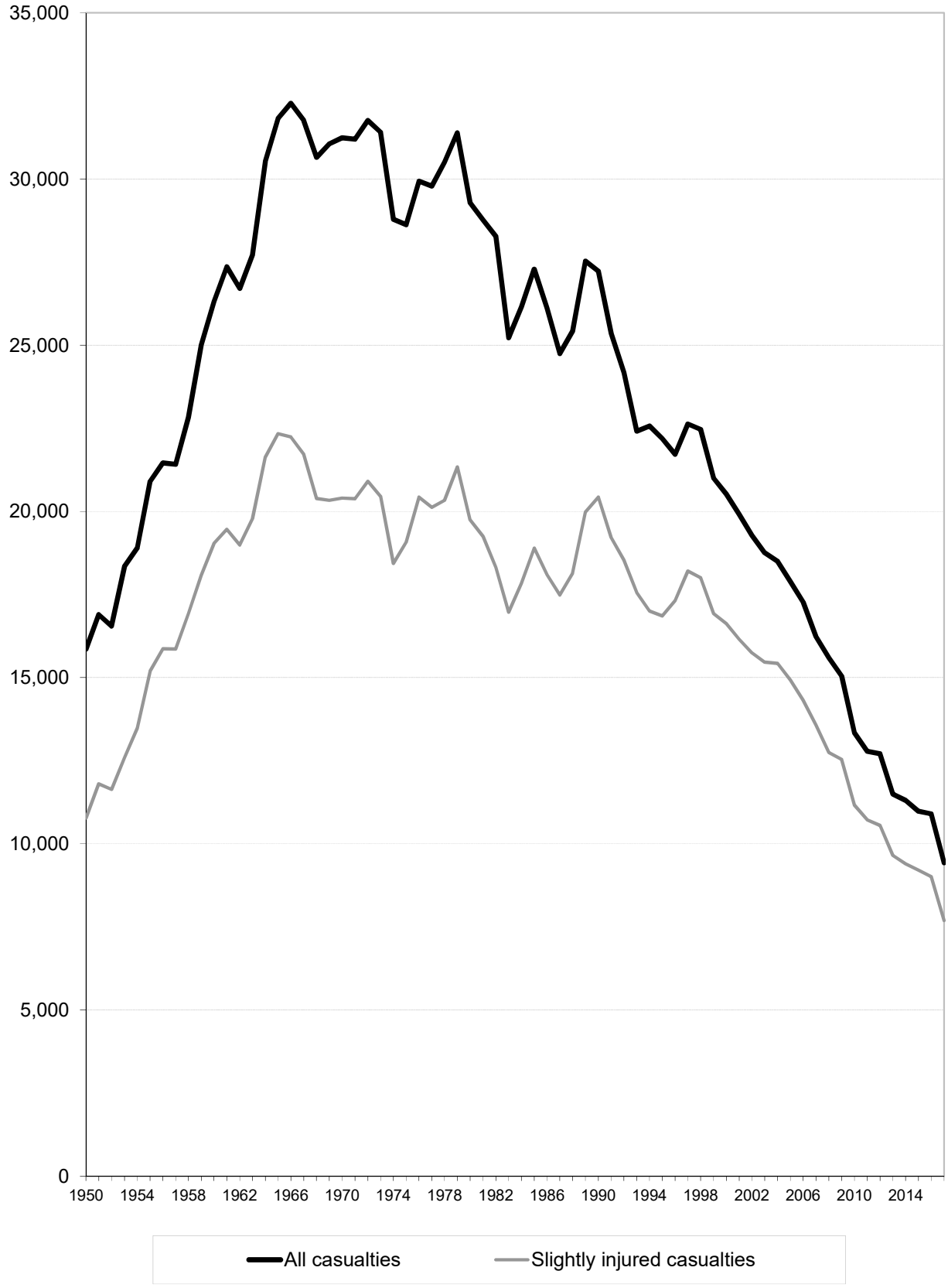
2.4 Accidents by light condition and road surface condition (see Table 7)

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

For example, taking the annual averages for 2013-2017, 4.5% of injury road accidents on non built-up roads in darkness (35 out of 762) resulted in one (or more) deaths compared with 1.4% of accidents on built-up roads in darkness (20 out of

Figure 6

Reported casualties: Total and Slightly injured - from 1950



1,407) and 3.5% of accidents on non built-up roads in daylight (78 out of 2,208). Similarly, the percentage of accidents classified as serious is lower for built-up roads in daylight than for built-up roads in darkness.

Severity rates did not appear to be higher when the road surface condition was wet, damp or flooded, or affected by snow, frost or ice. For example, taking the annual averages for 2013 to 2017, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 22.5% (342 out of 1,517) compared with 19.0% (236 out of 1,240) when the surface was wet and 14.6% (31 out of 212) when it was affected by snow, frost or ice.

2.5 Car driver accident rates (see Table 18b)

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

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

Age & Gender

Car driver accident rates per head of population vary markedly by age and sex. In 2017, the overall rate was 2.0 accidents per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 3.5 per thousand population in 2017. This rate is almost one and a half times those of females of the same age (2.4 per thousand in 2017).

The overall male car driver accident rate in 2017 was 2.4 per thousand population; slightly lower than 2016 with rates for all age groups being lower than the previous year. The overall female car driver accident rate in 2017 was 1.6 per thousand population and all age groups showing decreases from the previous year.

Between 2007 and 2017, the male car driver accident rate fell from 4.7 to 2.4 per thousand population, while the female car driver accident rate has declined slowly from 2.5 per thousand population to 1.6 per thousand in 2017. As a result, the overall, ratio of male to female car driver accident rates has fallen from 1.9 : 1 for 2007 to 1.5 : 1 in 2017.

3. Reported Casualties

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

In 2017, non built-up roads accounted for two-fifths of the total number of casualties (40%: 3,754 out of 9,428). However, because speeds are higher on non built-up roads than elsewhere (the definition is roads with a speed limit of more than 40mph),

they accounted for almost three quarters of those killed (70%: 102 out of 146) and for just under half of the total number of seriously injured (47%: 754 out of 1,589).

Compared with 2007, the fall in the total number of casualties has been 45% for non built-up roads and 40% for those elsewhere. The difference in the numbers killed on non built-up roads is higher than those on built-up ones (down by 51% for non built-up roads compared with a reduction of 38% elsewhere). Over the years, some traffic will have been transferred away from built-up roads by the opening of city and town bypasses, and by the construction of non built-up roads with higher average traffic volumes. Therefore, these figures do *not* provide an accurate measure of the comparative change in the road safety performance of built-up and non built-up roads.

3.2 Casualties by mode of transport (see Table 23)

A total of 5,704 car users were injured in road accidents in 2017, representing 61% of all casualties. Of these car users, 65 died. There were 1,360 pedestrian casualties (14% of the total), of whom 38 died, 729 pedal cycle casualties (8% of the total), of whom 5 died, and 620 motorcycle casualties (7% of the total), of whom 29 died. Because of the numbers of car user, pedestrian, pedal cyclist and motorcyclist casualties, the figures for each of these four groups of road users are the subject of separate sections, which follow this one, and are followed by a section on child casualties, which gives details of their modes of transport.

Together, all the modes of transport other than the four mentioned above accounted for 1,015 casualties in 2017 (11% of the total), and for smaller percentages of the numbers of seriously injured. These included 357 bus and coach users injured in 2017, of whom 23 suffered serious injuries (two died). There were also 323 casualties who were travelling in light goods vehicles, 79 people in heavy goods vehicles, 164 users of taxis, 17 users of minibuses and 75 people with another means of transport.

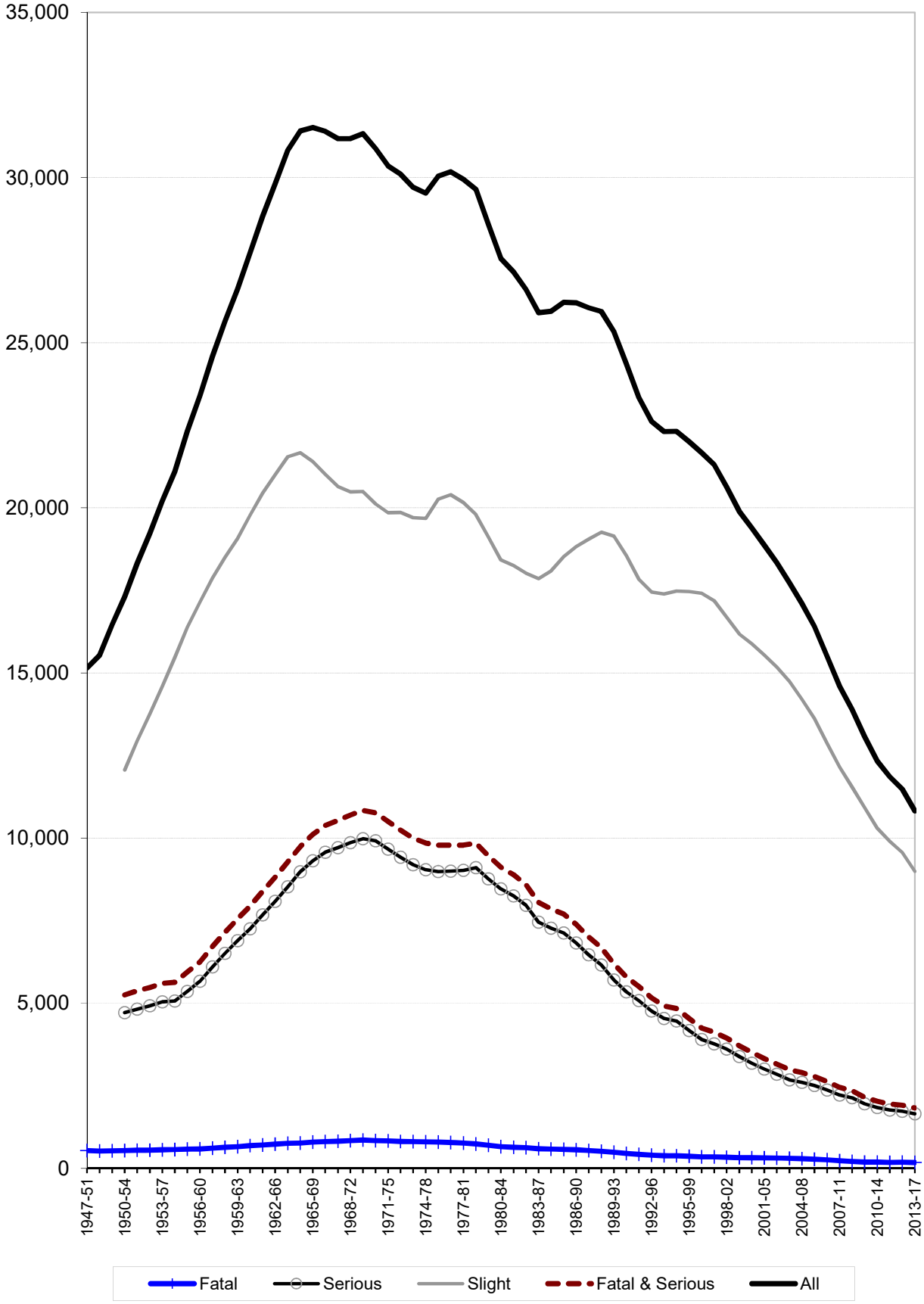
3.3 Car user casualties

A total of 5,704 car users were injured in road accidents in 2017, representing 61% of all casualties. Of these people, a total of 661 were seriously injured, 65 died. Non built-up roads accounted for a half of all car user casualties (50%: 2,872 out of 5,704). Perhaps because average speeds are higher on non-built up roads, they accounted for much higher percentages of the total numbers of car users who were killed (89%: 58 out of 65) or were seriously injured (71%: 471 out of 661). *(see Table 23)*

The number of car users killed in 2017 was 39% less than the 2016 figure. The number who were seriously injured fell by 13% and the total number of casualties of all severities was down by 15%. Since 2007, the number killed has dropped by 60%, and there have been falls of 40% in the number who were seriously injured and of 43% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2013-2017, the casualty rate for 16-22 year old car users was 2.60 per thousand population. This was much higher than the

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2013-17)



rate for car users in the older age groups, which varied from 0.8 to 2.2 per thousand population. *(see Table 32)*

On average, over the years 2013-2017, 72% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 59% of those car users who were seriously injured, but for only 36% of the total number of car user casualties of all severities, where more casualties occurred on roads with a 30 mph limit (41%). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 5pm to 6pm average of 431 (the average over the years 2013-2017) was 33% higher than the average of 324 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in September and most in February. February had 15% more adult car user casualties than September (annual averages over the years 2013-2017; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2013-2017 with 16% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 1,360 pedestrian casualties in 2017: 14% of all casualties. Of these, 376 were seriously injured and 38 died. Presumably due to the number of pedestrians and because of their greater vulnerability, a high proportion (24%) of the total number of people who were seriously injured were pedestrians. In addition, 28% of pedestrian casualties were seriously injured (376 out of 1,360) compared with serious for all modes of 17% (1,589 out of 9,428). 95% of pedestrian casualties occurred on built-up roads (1,295 out of 1,360) in 2017. *(see Table 23)*

The number of pedestrians seriously injured was 6% lower than 2016 and the overall number of pedestrian casualties was 18% lower. Since 2007, the number of pedestrians killed has fallen by 37%, the number who were seriously injured has dropped by 37%, and there has been a 50% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2013 to 2017, the pedestrian fatality rate was highest for those aged 70+ (0.02 per thousand population). However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.18 and 0.86 per thousand population, respectively). The corresponding casualty rates for the 5-11 age-group were slightly lower. *(see Tables 23 & 32)*

The overall pedestrian 'all severities' casualty rate for males was 0.36 per thousand population, compared with 0.25 per thousand for females, using the averages for the period 2013 to 2017. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2013 to 2017, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from midnight to 2am. *(see Table 28)*

November and December were the peak months for adult pedestrian casualties, with each having 35-43% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 30% more than the monthly average (annual averages over the years 2013-2017; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 30% and 4% more than the daily average over the period 2013 to 2017. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 729 pedal cycle casualties in 2017, 61 less than the previous year. The number of seriously injured pedal cycle casualties in 2017 was 171, 16% higher than in 2016. There were 5 pedal cycle fatalities in 2017, three less than 2016. Since 2007 there has been a 2% increase in all pedal cycle casualties, the number who were seriously injured has risen by 16%, and the number of fatalities has fluctuated between 4 and 13. In 2017, 87% of pedal cycle casualties were on built-up roads *(see Table 23).* But 63% of all fatalities over the last five years were on non-built up roads. It should be noted that pedal cycle traffic [1] is estimated to have increased by 21 per cent since 2007.

In terms of the averages for the period 2013 to 2017, the pedal cycle casualty rate per head of population was highest for those aged 30-39 (0.28 per thousand population) and 26-29 and 40-49 (0.22 and 0.25 per thousand respectively). Of course, it must be remembered that, as noted earlier, per capita casualty rates do not provide a measure of the relative risk, because they do not take account of the levels of usage of (in this case) pedal cycles. *(see Table 32)*

Adult pedal cycle casualties

Using the averages for the period 2013 to 2017, on weekdays, the peak numbers of adult pedal cycle casualties were from 4 pm to 7 pm and from 7 am to 9 am. At weekends the numbers were smaller, but appear to peak between 11 am to 12 mid-day. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were August and November which were 5-7% more than the monthly average (2013-2017 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Friday, 16% higher than the daily average, over the years 2013-2017. There were substantially fewer adult pedal cycle casualties on Sunday, 18% less than the daily average. *(see Table 30)*

[1] Scottish Transport Statistics chapter 5 table 5.3

3.6 Motorcyclist casualties

A total of 620 motorcyclists were injured in road accidents in 2017, representing 7% of all casualties. Of these, 281 were seriously injured and 29 died. 49% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for almost 58% of those seriously injured, and 90% of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2017 was 13% lower than in the previous year. The number killed fell by 1 and the number seriously injured increased by 13. The total number of motorcycle casualties rose each year from 1999 to a peak in 2001; since then, it has tended to decline. As a result, the figure for all casualties in 2017 was 42% lower than in 2007. Eleven less motorcyclists died in 2017 than in 2007. *(see Table 23)*

On average, over the years 2013 to 2017, the motorcyclist casualty rate was highest for the 16-22 age group (0.28 per thousand population) followed by the 23-25 and 40-49 year old age groups (0.25 and 0.22 per thousand population respectively); other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2013 to 2017, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak month of the year was June (96 casualties), amidst a general peak from May to September *(see Table 29)* and there were more casualties at the weekend than on any of the other days *(see Table 30).*

3.7 Child (0-15) casualties

There were 901 child casualties in 2017, representing 10% of the total number of casualties of all ages. Of the child casualties, 152 were seriously injured, and 2 died *(see Table 24)*.

There were ten less children killed in 2017 than in 2016 and a fall of 9% in the number of children seriously injured. The total number of child casualties fell by 10% since 2016. Since 2007, the number of children killed has fallen by seven and there has been a reduction of 43% in child seriously injured casualties. *(see Table A and Table 25)*

In terms of the averages for the period 2013 to 2017, on weekdays, the peak time for child casualties was from 3pm to 5pm, with 29% of all weekday casualties in those two hours. A further 26% occurred in the three hours between 5pm and 8pm There was a smaller peak in the morning, between 8am and 9am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7pm *(see Table 27)*

August was the peak month for child casualties, with 22% more than in an average month. February had 13% and September 11% more than an average month. (2013-2017 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2013 to 2017, Friday was the peak day of the week for child casualties, with 22% more than an average day. Sunday, on the other hand, had 24% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2017, there were 400 child pedestrian casualties. They accounted for 29% of all pedestrian casualties of all ages (400 out of 1,360). Of the child pedestrian casualties, 106 were seriously injured and 2 died. *(see Table 24)*

There were 67 child pedal cycle casualties in 2017 (9% of the total of 729 pedal cycle casualties of all ages). The child pedal cycle casualties included 10 who were seriously injured, none died. *(see Table 24)*

In 2017, there were 330 child casualties in cars, 6% of the total number of car user casualties of all ages (330 out of 5,704). Of the child casualties in cars, 29 were seriously injured (none died). *(see Tables 23 and 25)*

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

Children's casualty rates (per head of population) increase with age: using the averages for the years 2013-2017 taken together, for children aged 0-4 the rate was 0.53 per thousand population, whereas it was 1.16 per thousand for those aged 5-11 and for the 12-15 age group it was 1.67 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 31% of that for 5-11 and 20% of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys seriously injured in the 0-4 age group was three times that for girls. The difference between the sexes was even more pronounced in the case of the driver or rider casualty rates, particularly for the 16-22 and 26-29 age groups. *(see Table 34)*

The overall child pedestrian casualty rates for seriously injured and for all severities, at 0.11 and 0.50 per thousand child population respectively, were almost two times higher than the corresponding rates for adult pedestrian casualties. *(see Table 32)*

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

There can be some large percentage year-to-year fluctuations in the numbers of some types of casualty for local authority areas. In order to illustrate this, the table and charts in Appendix H were initially prepared in 2006 and published in *Road Accidents Scotland 2005.* They have now been updated using data for 2013 to 2017. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2015:

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

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

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

The table in Appendix H also shows the likely upper and lower limits of the ranges within which these casualty rates would be expected to fall, given the likely random statistical variation that might affect the number of casualties in that year. Based on statistical theory, one would expect that the actual figures would be outwith these ranges in only about 5% of cases. The text in Appendix H describes how the ranges were calculated, using the annual averages for 2013 to 2017, as that is the five year period centred on 2015 (the year to which the casualty rates relate). That is why the table and charts are not for 2017: the calculation of ranges for 2017 would require the annual averages for 2015 to 2019. When the table and charts were prepared, 2015 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2015, casualty rates based upon the 2013-2017 annual averages, and the likely ranges of values within which the 2015 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2013-2017 annual averages). The 2015 rates are identified by black diamonds, the rates based upon the 2013-2017 annual averages by small circles, and the likely ranges of values by the thin bars which extend to either side of the small circles. (In any case where the 5 year average is zero, there is *no* likely *range* of values as, by definition, the value for 2015 could only be zero). For example, the slight casualty rate chart shows that (for local authority roads in 2015):

- Orkney Islands had the lowest slight casualty rate (9.9 per 100 million vehicle-kilometres) and Glasgow the highest (58.7 per 100 million vehicle kilometres), as can be seen from the table;

- Orkney and Shetland had the widest likely ranges of values. This is due to their having relatively few slight casualties (2013-2017 annual averages of 14 and 27, respectively). The smaller the casualty numbers are, the greater in *percentage* terms the potential random year-to-year variation (this is discussed in Section 1.4 and Appendix G). Edinburgh and Glasgow have much narrower likely ranges of values, because their numbers of slight casualties on local authority roads are much larger (2013-2017 annual averages of 1,046 and 1,197 respectively). The Scotland figure (at the foot of the chart) has a very narrow likely range of values, because it is based on an annual average of 7,406 in 2013-17.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Argyll and Bute had a slight casualty rate (27 per 100 million vehicle-kilometres) which was above the higher limit (of 25 per 100 million vehicle-kilometres) of the estimated likely range of values – in other words, the slight casualty rate that year was unusually high, compared with what would have been expected on the basis of the casualty numbers for the five-year period.

4. Motorists, breath testing and drink-driving

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

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

In 2017, 56% of motorists involved in injury accidents were asked for a breath test (this ranged from 40% to around 77% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 2.9% of those drivers breathalysed. This represented 1.6% of the total number of motorists involved (including those who were not asked for a breath test). There has been a general downward trend in these percentages in the last couple of years as seen in table 19.

Tables 20 and 21 show the time and day of the accident (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2017, of the 190 positive / refused cases, 39% occurred between 9 pm and 3 am 25% between 9 pm and midnight, plus 15% between midnight and 3 am. Table 20 shows that, using 2013 to 2017 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 25%) between midnight and 6 am, but varied depending upon the day of the week, from 7% (the average for 3 am to 6 am for Mondays to Thursdays) to 17-20% (3 am to 6 am on Saturdays and Sundays). Table 20 shows that although the period from 9 pm to midnight had the third highest number of positive / refused cases, the equivalent percentages were not as high, because between 9 pm and midnight there were many more motorists involved in accidents than between midnight and 3 am.

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

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

The estimates show that the numbers of drink-drive accidents fell by 43% and the number of casualties by 41% between 2006 and 2016 (the latest year for which estimates are available): from a rounded estimate of 720 to roughly 410 (accidents) and from around 980 to some 580 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to be the same in 2016 as it was in 2006 at 30. The number of serious casualties is estimated to have dropped by half (from roughly 160 in 2006 to some 80 in 2016).

5. Comparisons of Scottish figures against those of other countries

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

Historically, killed casualty rates per head of population in Scotland have been above those for England & Wales, whereas the serious and total casualty rate is usually lower in Scotland than in England & Wales. However, in 2017, Scotland's casualty rates were 3% lower (killed), 25% lower (serious) and 36% lower (all severities).

Child rates

In 2017, the Scottish rates were 5% lower (serious) than those in England and Wales and 26% lower (all severities). In the case of serious and all casualties this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2004-08 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2013-2017, child fatality rates in Scotland were on average 72% higher than England and Wales, however, in 2 of the five years the rates were lower.

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

Mode of transport

The casualty rates of car users in Scotland have for many years been substantially higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. However, in 2017, Scotland's car user fatality rate was 3% lower than that of England & Wales, the seriously injured rate was 13% lower and the all severity car user rate was 34% lower. For child car users, the seriously injured rate was 4% higher in Scotland and the all severities rate was 34% less than that of England and Wales.

In 2017, the pedestrian killed rate per capita was 5% lower in Scotland than England & Wales, and the serious and all severities rates were 12% and 34% lower respectively. The child pedestrian casualty rates in Scotland were higher for killed (22%) and seriously injured(13%) and lower for all severities (10%) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2017 for seriously injured (47% lower) and for all severities (55% lower). The child pedal cycle casualty serious and all severities rates were also lower in Scotland than in England & Wales. These differences may reflect the fact that, according to the National Travel Survey, on average, people in Scotland do not travel as far by bicycle as people in England and Wales.

Further information about the numbers of casualties in England and Wales, and for Great Britain as a whole, can be found in *Reported Road Casualties Great Britain 2017,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2016 & 2017 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2016 and 2017 (provisional) with the fatality rates of some countries in Western Europe and some developed countries world-wide. The comparisons involve a total of up to 44 countries (including Scotland, and counting *each* of the UK, Great Britain, England, Wales and Northern Ireland as an individual country). The fatality rates were calculated on a per capita basis (the statistics given are rates per million population), and the countries were then listed in order of their fatality rates in Table G sections (a), (b), (c) and (d). In cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables. A table of car user fatality rates which were calculated on a per motor vehicle basis is no longer shown due to a lack of consistent data.

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

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

deaths, and the death rates, which appear in the IRTAD tables take account of the adjustment factors used by the Economic Commission for Europe and the European Conference of Ministers of Transport to represent standardised 30-day numbers of deaths.

Latest Results

In 2017, Scotland's provisional overall road death rate of 27 per million population was the third lowest of the 41 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as a separate country, but *not* counting the overall GB and UK figures).

Pedestrians

In 2016, Scotland's pedestrian fatality rate was 6 per million population. Scotland ranked seventh of the 35 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 20 per million population: the twelfth lowest of 31 countries, again *not* counting the GB and UK figures.

Age

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

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages						
(a) Numbers						
2004-08 ave	**292**	**2,605**	**17,097**	**3,016**	**28,513**	**257,789**
2013	172	1,669	11,495	1,541	19,990	172,179
2014	203	1,702	11,306	1,575	21,113	183,237
2015	168	1,603	10,980	1,568	20,547	175,239
2016	191	1,699	10,905	1,601	22,407	170,501
2017	146	1,589	9,428	1,647	23,242	161,566
2013-2017 ave	**176**	**1,652**	**10,823**	**1,586**	**21,460**	**172,544**
(b) Per cent changes:						
2017 on 2016	-23.6	-6.5	-13.5	2.9	3.7	-5.2
2017 on 2004-08 ave.	-50.0	-39.0	-44.9	-45.4	-18.5	-37.3
2013-17 ave. on 04-08 ave	-39.7	-36.6	-36.7	-47.4	-24.7	-33.1
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2013	9	142	1,052	39	1,790	14,703
2014	7	171	1,030	46	1,858	15,703
2015	4	140	970	49	1,771	15,133
2016	12	167	999	57	1,864	14,963
2017	2	152	901	46	1,945	14,808
2013-2017 ave	**7**	**154**	**990**	**47**	**1,846**	**15,062**
(b) Per cent changes:						
2017 on 2016	-83.3	-9.0	-9.8	-19.3	4.3	-1.0
2017 on 2004-08 ave.	-87.0	-53.3	-55.4	-68.1	-38.6	-43.2
2013-17 ave. on 04-08 ave	-55.8	-52.6	-50.9	-67.1	-41.8	-42.3

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

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

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages									
(a) Rates per 1,000 population									
2004-08 ave	**.06**	**.51**	**3.33**	**.06**	**.53**	**4.78**	**102**	**96**	**70**
2013	.03	.31	2.16	.03	.35	3.02	119	89	71
2014	.04	.32	2.11	.03	.37	3.19	138	87	66
2015	.03	.30	2.04	.03	.35	3.03	115	84	68
2016	.04	.31	2.02	.03	.38	2.92	129	82	69
2017	.03	.29	1.74	.03	.30	2.53	96	74	63
2013-2017 ave	**.03**	**.31**	**2.01**	**.03**	**.37**	**2.98**	119	83	68
(b) Per cent changes:									
2017 on 2016	-23.8	-6.8	-13.9	2.2	3.1	-5.8			
2017 on 2004-08 ave.	-52.6	-42.2	-47.7	-49.8	-25.1	-42.4			
2013-17 ave. on 04-08 ave	-42.3	-39.4	-39.5	-50.9	-29.8	-37.6			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
2004-08 ave	**.02**	**.35**	**2.18**	**.01**	**.31**	**2.51**	**119**	**115**	**87**
2013	.01	.16	1.15	.00	.17	1.37	273	94	84
2014	.01	.19	1.13	.00	.17	1.45	181	110	78
2015	.00	.15	1.06	.00	.16	1.38	98	95	77
2016	.01	.18	1.09	.01	.17	1.35	255	108	81
2017	.00	.17	.98	.00	.17	1.32	53	95	74
2013-2017 ave	**.01**	**.17**	**1.08**	**.00**	**.17**	**1.37**	172	100	79
(b) Per cent changes:									
2017 on 2016	-83.4	-9.1	-10.0	-20.1	3.3	-2.0			
2017 on 2004-08 ave.	-86.9	-52.7	-54.8	-70.4	-43.1	-47.4			
2013-17 ave. on 04-08 ave	-55.1	-51.8	-50.2	-68.9	-44.9	-45.4			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2017

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	38	376	1,360	432	5,218	22,445
Pedal cycle	5	171	729	96	3,527	17,592
Car	65	661	5,704	722	8,221	94,197
Bus/coach	2	23	357	5	255	3,879
Other	36	358	1,278	392	6,021	23,453
Total	**146**	**1,589**	**9,428**	**1,647**	**23,242**	**161,566**
2. Child casualties[1]						
Pedestrian	2	106	400	20	1,140	5,436
Pedal cycle	0	10	67	2	358	2,145
Car	0	29	330	20	340	6,372
Bus/coach	0	0	74	1	25	584
Other	0	7	30	3	82	271
Total	**2**	**152**	**901**	**46**	**1,945**	**14,808**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2017

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

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages									*percentages*
Pedestrian	.01	.07	.25	.01	.09	.38	95	78	66
Pedal cycle	.00	.03	.13	.00	.06	.30	56	53	45
Car	.01	.12	1.05	.01	.14	1.60	97	87	66
Bus/coach	.00	.00	.07	.00	.00	.07	433	98	100
Other	.01	.07	.24	.01	.10	.40	99	64	59
Total	**.03**	**.29**	**1.74**	.03	.30	2.53	**96**	**74**	**63**
2. Child casualties[1]									
Pedestrian	.00	.12	.44	.00	.10	.49	122	113	90
Pedal cycle	-	.01	.07	.00	.03	.19	n/a	34	38
Car	-	.03	.36	.00	.03	.57	n/a	104	63
Bus/coach	-	-	.08	.00	.00	.05	n/a	n/a	155
Other	-	.01	.03	.00	.01	.02	n/a	104	135
Total	**.00**	**.17**	**.98**	**.00**	**.17**	**1.32**	**53**	**95**	**74**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) All road users 2016 and 2017 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2017 (Provisional)

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	106	20	75
Sweden	253	25	94
Scotland	**146**	**27**	**100**
Switzerland	230	27	102
England	1544	28	103
Great Britain	1793	28	104
United Kingdom	1856	28	104
Denmark	183	32	118
Irish Republic	157	33	122
Wales	103	33	122
Northern Ireland	63	34	125
Japan	4431	35	130
Netherlands	613	36	133
Estonia	48	36	136
Israel	321	36	136
Germany	3177	38	143
Finland	212	39	143
Spain	1827	39	146
Malta	19	41	153
Luxembourg	25	42	157
Austria	413	47	175
Iceland	16	47	176
Australia	1227	50	184
Slovenia	104	50	187
Slovakia	276	51	189
France	3448	51	191
Czech Republic	577	55	203
Belgium	620	55	203
Italy	3340	55	205
Portugal	624	61	225
Cyprus	53	62	230
Hungary	624	64	237
Lithuania	192	67	250
Greece	739	69	255
Latvia	136	70	259
Poland	2831	75	277
New Zealand	379	79	294
Croatia	331	80	296
Republic of Korea	4182	82	303
Serbia	579	82	306
Bulgaria	682	96	357
Romania	1951	99	369
United States of America	37150	114	424
Canada	..	..	..

(a) All road users 2016

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	135	26	73
Switzerland	216	26	73
England	1,498	27	77
Sweden	270	27	78
Great Britain	1,792	28	79
United Kingdom	1,860	28	80
Netherlands	533	31	89
Wales	103	33	94
Scotland	**191**	**35**	**100**
Northern Ireland	68	37	103
Denmark	211	37	105
Japan	4,698	37	105
Israel	335	39	110
Spain	1,810	39	110
Germany	3,206	39	110
Irish Republic	186	39	111
Finland	258	47	133
Malta	22	49	138
Austria	432	50	141
Slovakia	275	51	143
France	3,477	52	147
Canada	1,898	52	148
Australia	1,296	53	150
Estonia	71	54	153
Italy	3,283	54	153
Iceland	18	54	153
Cyprus	46	54	153
Luxembourg	32	56	157
Belgium	637	56	159
Portugal	593	57	162
Czech Republic	611	58	164
Hungary	607	62	175
Slovenia	130	63	178
Lithuania	192	66	188
New Zealand	327	70	197
Croatia	307	73	207
Greece	824	76	216
Poland	3,026	80	226
Latvia	158	80	227
Republic of Korea	4,292	84	237
Serbia	607	86	243
Romania	1,913	97	274
Bulgaria	708	99	280
United States of America	37,461	116	328

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

Table G: Fatality rates per capita, for (c) Pedestrians and (d) Car users - 2016;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Netherlands	44	3	44
Norway	15	3	49
Sweden	42	4	72
Wales	14	4	76
Finland	29	5	89
New Zealand	25	5	90
Scotland	**32**	**6**	**100**
Germany	490	6	101
Switzerland	50	6	101
Iceland	2	6	102
Denmark	36	6	107
Belgium	78	7	116
Great Britain	448	7	119
United Kingdom	463	7	119
England	402	7	123
Irish Republic	35	7	125
Australia	182	7	126
Northern Ireland	15	8	136
Spain	389	8	141
France	559	8	141
Austria	73	8	142
Italy	570	9	159
Slovenia	22	11	180
Israel	96	11	188
Portugal	123	12	201
Czech Republic	130	12	208
Japan	1,644	13	219
Greece	149	14	233
Luxembourg	8	14	234
Hungary	152	15	261
Croatia	67	16	270
Cyprus	14	17	279
United States of America	5,987	19	313
Poland	868	23	386
Lithuania	73	25	427
Latvia	55	28	472
Romania	717	36	613

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	1,046	8	41
Switzerland	75	9	45
England	654	12	59
Great Britain	816	13	63
United Kingdom	857	13	65
Netherlands	225	13	66
Sweden	138	14	69
Norway	74	14	70
Israel	133	15	76
Spain	754	16	81
Denmark	96	17	83
Wales	53	17	84
Germany	1,531	19	92
Scotland	**109**	**20**	**100**
Austria	189	22	108
Portugal	225	22	108
Northern Ireland	41	22	109
Italy	1,470	24	120
Ireland	115	24	121
Australia	606	25	123
France	1,760	26	131
Finland	150	27	136
Hungary	269	27	136
Belgium	328	29	144
Lithuania	84	29	144
Slovenia	61	30	147
Czech Republic	328	31	154
Greece	340	32	156
Luxembourg	19	33	163
Poland	1,417	37	185
Iceland	13	39	194
New Zealand	224	48	236
United States	25,096	78	385

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2016;

(a) 0-14 years	Per million pop	Index
Wales	2	14
Norway	2	15
Sweden	3	25
Spain	4	29
Netherlands	4	31
England	5	34
Portugal	5	34
Japan	5	37
Great Britain	5	38
United Kingdom	5	39
Austria	6	40
Italy	6	42
Germany	6	43
Denmark	6	45
Croatia	7	47
Latvia	7	48
Cyprus	7	51
Hungary	8	55
Belgium	8	56
Czech Republic	9	62
France	9	63
Irish Republic	9	64
Australia	9	66
Lithuania	9	68
Switzerland	10	70
Slovenia	10	70
Israel	11	76
Northern Ireland	11	78
Finland	11	80
Greece	12	88
Poland	13	90
Scotland	**14**	**100**
Iceland	15	108
New Zealand	18	132
Luxembourg	21	151
Romania	24	173

(b) 15-24 years	Per million pop	Index
Sweden	31	53
Switzerland	32	55
Japan	32	55
Norway	36	61
England	39	66
Netherlands	40	68
Great Britain	41	70
United Kingdom	41	70
Iceland	43	72
Luxembourg	44	74
Spain	44	75
Denmark	45	76
Wales	48	82
Korea	49	83
Hungary	49	83
Portugal	52	88
Lithuania	59	100
Scotland	**59**	**100**
Germany	59	100
Ireland	66	112
Northern Ireland	67	115
Austria	70	119
Czech Republic	71	120
Italy	71	120
Belgium	72	123
Finland	77	130
Australia	78	133
France	92	156
Greece	107	182
Chile	110	187
Poland	118	200
Slovenia	121	205
New Zealand	121	206
United States	161	273

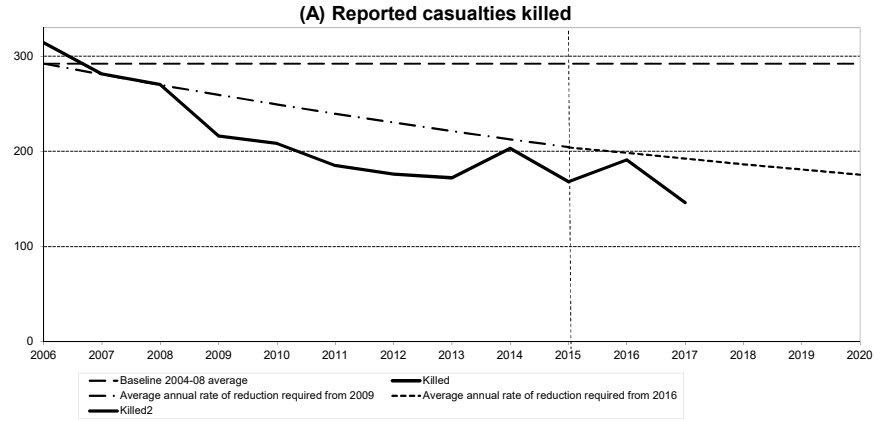
(c) 25-64 years		
Switzerland	23	66
Japan	24	71
Netherlands	26	77
Sweden	28	80
Norway	28	81
England	28	82
United Kingdom	29	84
Great Britain	29	85
Denmark	34	99
Scotland	**34**	**100**
Germany	35	101
Wales	36	104
Northern Ireland	37	109
Ireland	39	113
Spain	40	117
Austria	45	131
Luxembourg	45	132
Finland	46	134
Portugal	52	151
Iceland	52	152
Italy	52	153
France	54	158
Australia	58	168
Czech Republic	61	177
Belgium	62	180
Slovenia	67	195
Hungary	70	203
Korea	70	203
New Zealand	74	214
Greece	77	223
Lithuania	78	226
Poland	82	238
United States	132	384
Chile	140	408

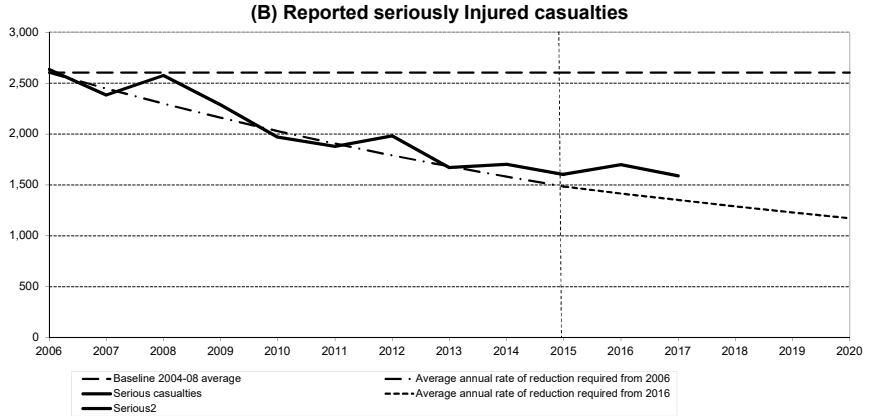
(d) 65+ years		
Norway	36	88
England	38	93
United Kingdom	38	93
Great Britain	39	94
Northern Ireland	40	98
Scotland	**41**	**100**
Wales	43	104
Switzerland	45	111
Sweden	46	111
Spain	59	144
Germany	61	148
Finland	61	150
Slovenia	63	154
Netherlands	64	156
Denmark	67	163
Ireland	70	172
Belgium	71	174
New Zealand	72	174
France	72	175
Australia	73	177
Japan	76	186
Italy	78	190
Lithuania	82	200
Czech Republic	83	202
Austria	85	208
Hungary	89	216
Portugal	96	234
Greece	103	251
Poland	108	264
Iceland	130	317
United States	137	335
Luxembourg	146	357
Chile	182	443
Korea	256	624

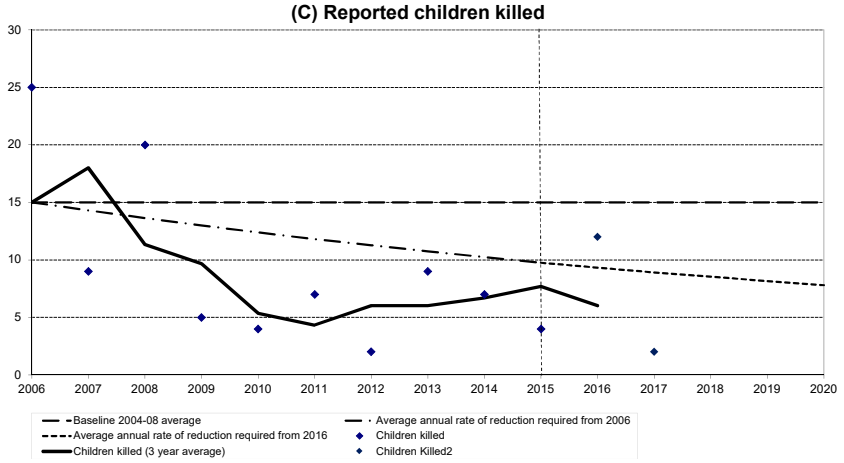
Article 1

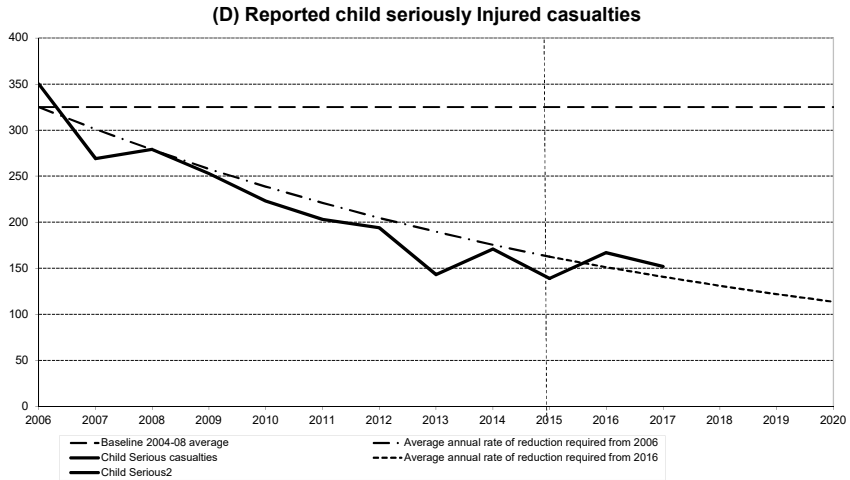
Casualty Reduction
Targets: Scotland's Road Safety Framework to 2020

Figure 8 Progress towards the 2020 casualty reduction targets









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

1. Introduction

Scotland's Road Safety Framework was launched in June 2009. It set out the vision for road safety in Scotland, the main priorities and issues and included Scotland-specific targets and milestones which were adopted from 2010.

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

Each reduction target will be assessed against the 2004-08 average. In addition to the targets a 10 per cent reduction target in the slight casualty rate will continue to be adopted.

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

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

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

	2004-2008 average	2017	2015 milestone	2020 target
People killed	292	146	204	175
People seriously injured	2,605	1,589	1,484	1,172
Children (aged 16) killed	15	6[1]	10	8
Children (aged 16) seriously injured	325	152	163	114

1. 2015-17 average

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

2 Summary of Progress

The 2017 figures show:

- 146 people were reported as killed in 2017, **50 per cent (146) below the 2004-2008 average** of 292.
- 1,589 people were reported as seriously injured in 2017, **39 per cent (1,016) below the 2004-2008 average** of 2,605.
- 2 children were reported as killed in 2017, meaning the average for the 2015-2017 period was 6 a year, this is **61 per cent (9) below the 2004-2008 average** of 15.
- 152 children were reported as seriously injured in 2017, **53 per cent (173) below the 2004-2008 average** of 325.

- The slight casualty rate of 16.03 casualties per 100 million vehicle kilometres in 2017 was **51 per cent below the 2004-2008 baseline** average of 32.47.

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

3 Commentary

Numbers killed

As shown in Table Ia a reduction of 5.9 per cent compared to the 2015 milestone of 204 was required in 2017 to reach the target. The figure for 2017 is 146 which is 28% below the 2015 milestone figure of 204.

From Table Ib, car fatalities are down 43 per cent on the 2015 milestone which exceeds the 2020 target.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of 9 per cent compared to the 2015 milestone of 1,484 was required in 2017 to reach this target. The 2017 figure of 1,589 is 7 per cent greater than this and therefore above the trajectory required to meet the target.

Children killed

The number of child fatalities is relatively small and the average of 6 over the last three years meets the 50 per cent reduction target set for 2020. Table Ib shows that the average number of child fatalities for 2015-2017 for each mode is below the 2004-2008 baseline.

Child pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of 3 per year in 2015-2017.

Pedal Cycle child fatalities have fallen from an average of 2 per year in the baseline period to an average of 1 in the last three years. The number of child fatalities as passengers in cars has fallen as well from an average of 6 per year in the baseline period to 2 per year in the 2015-2017 period,.

Children seriously injured

As shown in Table Ia below, a reduction of 13.3 per cent compared to the 2015 milestone of 163 was required in 2017 to remain on the trajectory for this target. The 2017 figure of 152 is 7 per cent below the trajectory.

Slightly injured casualties

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

Table Ib shows that slight injuries per million vehicle kilometres are 51 per cent below the 2004-2008 average.

The number of slight casualties has fallen compared to the baseline for all modes of transport. The largest reductions are seen for pedestrian, bus / coach and motorcycle, 56 per cent, 52

and 51 per cent respectively. Car users make up almost two thirds of slight casualties and there has been a reduction of 46% compared to the baseline period. Pedal cycles on the other hand have shown a 10 per cent decrease on the 2004-2008 average.

4. Other statistics for monitoring progress

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

5. Assessing progress towards the casualty reduction targets

One way of assessing progress towards the targets is to compare actual casualty numbers in each year with an indicative line that starts at the baseline figure in 2006 (mid point of the 2004 to 2008 average) and falls, by a constant percentage reduction in each subsequent year, to the milestone for 2015 and from there to the target for 2020. This is the approach adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 2006 as that is the middle year of the baseline period. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2020.

The method adopted to produce the indicative target lines shown in Figure 8 involves a constant percentage reduction in each year after 2006 to the 2015 milestone, then a constant percentage reduction between 2015 and 2020. The resulting indicative target lines represent the percentages of the baseline averages which are shown in the table below. They are not straight lines, because of the compounding over the years effect of constant annual percentage reductions (to two decimal places, the falls are: 3.89% per annum for killed to meet the 2015 milestone and 3.02% between 2015 and 2020). For seriously injured casualties the falls are 6.06% and 4.61%. For child killed 4.67% and 4.37% or children seriously injured 7.41% and 6.90%.

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

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

Table Ib: Reported killed casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**65**	**9**	**42**	**162**	**1**	**12**	**2**	**292**
2010	47	7	35	105	1	8	5	208
2011	43	7	33	89	1	9	3	185
2012	59	9	21	73	1	13	-	176
2013	38	13	23	89	2	5	2	172
2014	59	8	30	94	1	2	9	203
2015	44	5	27	75	1	13	3	168
2016	32	8	30	106	3	6	6	191
2017	38	5	29	65	2	3	4	146
13-17 ave	**42**	**8**	**28**	**86**	**2**	**6**	**5**	**176**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2017 on 2016	19	-38	-3	-39	-33	-50	-33	-24
2017 on 2004-08 average	-41	-46	-30	-60	150	-74	67	-50

Reported seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**656**	**134**	**371**	**1,258**	**55**	**82**	**51**	**2,605**
2010	457	138	319	903	52	60	40	1,969
2011	515	156	291	758	51	63	44	1,878
2012	461	169	343	847	44	68	49	1,981
2013	402	149	281	719	34	45	39	1,669
2014	420	159	327	686	28	51	31	1,702
2015	424	164	258	639	49	46	23	1,603
2016	399	148	268	762	42	54	26	1,699
2017	376	171	281	661	23	45	32	1,589
13-17 ave	**404**	**158**	**283**	**693**	**35**	**48**	**30**	**1,652**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2017 on 2016	-6	16	5	-13	-45	-17	23	-6
2017 on 2004-08 average	-43	28	-24	-47	-58	-45	-37	-39

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**6**	**2**	**0**	**6**	**-**	**0**	**0**	**15**
2010	1	1	1	1	-	-	-	4
2011	2	-	-	5	-	-	-	7
2012	1	1	-	-	-	-	-	2
2013	5	2	-	2	-	-	-	9
2014	3	-	-	4	-	-	-	7
2015	3	1	-	-	-	-	-	4
2016	3	1	1	7	-	-	-	12
2017	2	-	-	-	-	-	-	2
13-17 ave	**3**	**1**	**0**	**3**	**-**	**-**	**-**	**7**
2020 target	*3*	*1*	*0*	*3*	*-*	*0*	*0*	*8*
15-17 ave	**3**	**1**	**0**	**2**	**-**	**-**	**-**	**6**
Percent changes:								
15-2017 on 2004-08 average	-56	-72	-17	-62	-	-100	-100	-61

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**218**	**29**	**8**	**62**	**3**	**1**	**3**	**325**
2010	150	23	3	40	7	-	-	223
2011	139	23	2	34	4	-	1	203
2012	132	21	1	34	1	5	-	194
2013	92	11	1	33	3	-	2	142
2014	116	18	4	27	2	1	3	171
2015	97	11	1	27	2	-	2	140
2016	105	8	4	46	2	2	-	167
2017	106	10	4	29	-	3	-	152
13-17 ave	**103**	**12**	**3**	**32**	**2**	**1**	**1**	**154**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2017 on 2016	1	25	-	-37	-100	50	n/a	-9
2017 on 2004-08 average	-51	-66	-49	-53	-100	114	-100	-53

Reported slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
2004-08 average	**2,135**	**613**	**637**	**9,187**	**693**	**503**	**431**	**14,200**	**43,736**	**32.47**
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,506	661	482	6,930	453	385	304	10,721	43,390	24.71
2012	1,459	727	503	6,745	396	411	314	10,555	43,549	24.24
2013	1,296	724	471	6,157	358	391	257	9,654	43,840	22.02
2014	1,267	728	470	6,007	262	402	265	9,401	44,839	20.97
2015	1,224	628	450	6,000	282	411	214	9,209	45,374	20.30
2016	1,236	634	412	5,831	257	413	232	9,015	46,459	19.40
2017	946	553	310	4,978	332	354	220	7,693	47,986	16.03
13-17 ave	**1,194**	**653**	**423**	**5,795**	**298**	**394**	**238**	**8,994**	**45,341**	**19.84**
2020 target										*29.22*
Percent changes:										
2017 on 2016	-23	-13	-25	-15	29	-14	-5	-15	3	-17
2017 on 2004-08 average	-56	-10	-51	-46	-52	-30	-49	-46	10	-51

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

Article 2: Contributory Factors

Article 2. Contributory factors to reported road accidents

Summary

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

- ***Driver/rider errors or reactions*** were reported in 65 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 33%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 10% of all reported accidents and 23% of fatal accidents.
- ***Pedestrian only*** factors were reported in 14% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 44% and 28% of fatal accidents respectively).

1. Introduction

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

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

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

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

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

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

2. Accidents

Categories

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

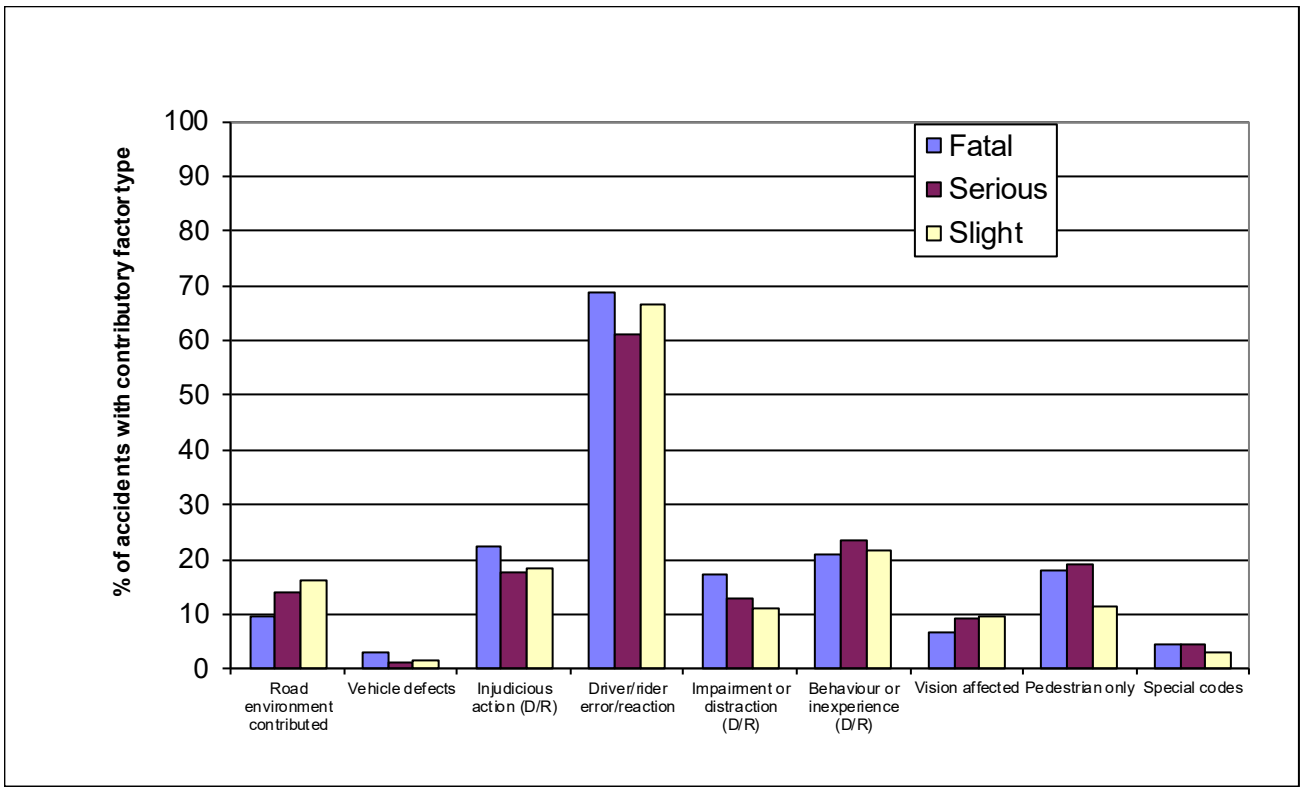
- ***Driver/rider error*** was the most frequently reported category for each type of severity of accident and was reported in 65 per cent of accidents reported to the police).

- ***Pedestrian*** contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the accident), were reported in 13 per cent of reported accidents, rising to 18 per cent of fatal accidents.

- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 18 per cent of all reported accidents, increasing to 22 per cent of fatal accidents.

- ***Road environment*** factors were reported in 16 per cent of reported accidents.

Figure 11: Contributory factor type: Reported accidents by severity, 2017



Factors

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

- ***Failed to look properly*** was the most frequently reported contributory factor, involved in 32 per cent of all reported accidents. This was followed *by failed to judge other person's path/speed (19%), loss of control* and C*areless/reckless or in a hurry* (both 15%). S*lippery road* (10%) *and poor turn/manoeuvre* (12%)*,* were also in the top six.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 10% of all reported accidents and 17% of fatal accidents (Note that the individual percentages for each of these factors cannot simply be added together to obtain combined totals.)

- For fatal accidents, ***loss of control*** was the most frequently reported driver/rider factor involved in 36% of accidents. *Failed to look properly* was reported in 21%, c*areless / reckless /in a hurry* in (15%), failed to judge other persons path/speed and *poor turn or manoeuvre* in 10%*. Pedestrian failed to look properly and pedestrian failed to judge vehicles path or speed* were involved in 10% and 7% of fatal accidents respectively.

2.4 Table M also shows how the incidence of some CFs varies with the severity of the accident. For example: loss of control is cited in 15% of all accidents for which CFs were recorded but 36% of fatal accidents; slippery road due to weather is cited in 10% of all accidents but 3% of fatal ones; failed to look properly is cited in 32% of all accidents but 21% of fatal ones and exceeding speed limit is cited in 3% of all accidents but 12% of fatal ones.

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

Changes over time

2.6 Table N compares the top 10 contributory factors listed in 2017 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 11 years of collection. The most frequently recorded factor, *failed to look properly* is associated with a larger proportion of accidents in 2017 than when the CF system was introduced in 2005.

2.7 It's not currently possible to identify whether changes are a result of reporting officers developing their understanding of the new system or a genuine change in the kinds of factors contributing to accidents reported to the police.

3. Vehicle & pedestrians

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

3.2 Tables O & P show that:

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

- *L*oss of control (24%) was the most commonly reported factor for **motorcyclists**.
- *Failed to judge other person's path/speed* was the second most common factor reported for **cars or taxis** (12%).
- *Failed to judge other person's speed* was the second most common factor associated with **cyclists** (associated with 6% of bicycles).
- *Failed to judge other person's speed/path* was the second most common factor reported for **good vehicles** (reported in 13%).
- *Travelling too fast for the conditions* was associated with a total of 4% of all vehicles involved in reported accidents.
- **Pedestrians** involved in accidents were most likely to have *failed to look properly* as an associated contributory factor (recorded in 49% of all pedestrian accidents), followed by careless/reckless or in a hurry (20%), failed to judge vehicle speed/path (15%), crossed road masked by stationary/parked vehicle (13%) and impaired by alcohol (10%).

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

- ***loss of control*** was recorded for 24% of motorcycles but only 1% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 11% of buses but for only 3% of all vehicles involved.

3.4 On average, fewer contributory factors were recorded for pedal cycles (an average of 0.75 per cycle involved in a reported accident) and bus or coaches (an average e of 0.55), compared to an overall average of 1.04 factors per vehicles.

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

Pairing of factors

3.6 Table Q shows the most frequent pairs of contributory factors assigned to the same reported road accident participant in 2017.

- The most frequently-occurring combination is *driver/rider failed to look properly* + (*driver/rider) failed to judge other person's path/speed*, which was recorded on 511 occasions.
- As would be expected, the CFs identified (earlier) as most frequent to appear in several of the most frequently-occurring combinations – for example, (driver/rider) failed to look properly occurs in the first three of the most frequently-occurring combinations.

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

4 Casualties

4.1 Tables R & S show the number (and percentage) of fatal and seriously injured casualties involved in accidents where each contributory factor was reported. Unsurprisingly the pattern is similar to that seen in Tables M & N showing the number of accidents with each factor reported. Comparison shows that accidents with *pedestrian only* factors reported had lower numbers of casualties per accident.

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

Fatalities

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

- loss of control – 55 deaths (representing 38% of all deaths in accidents for which CFs were recorded);
- (driver/rider) failed to look properly – 29 deaths (20%) ;
- (driver/rider) careless / reckless /in a hurry - 22 deaths (15% of fatalities) ;
- Exceeding the speed limit – 20 deaths (14%);
- (driver/rider) poor turn or manoeuvre - 18 deaths (13%);
- Failed to judge other persons path/speed (driver/rider)– 18 deaths (13%);
- Swerved – 16 deaths (11%)

Seriously injured

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

- (driver/rider) failed to look properly – 396 serious injuries (representing 27% of all serious injuries in accidents for which CFs were recorded) ;
- loss of control – 333 serious injuries (22%);
- (driver/rider) careless / reckless / in a hurry – 250 (17%);
- failed to judge other person's path/speed– 218 (15%);
- poor turn or manoeuvre– 196 (13%);
- pedestrian failed to look properly – 174 (12%)

5 Overall frequencies of recording

5.1 In 2017 at least one contributory factor was recorded in 99.9% of reported accidents where a police officer attended the scene (6,084) - there were 6 accidents without a contributory factor. A total of 12,555 factors were recorded, resulting in an average of 2.1 factors per accident.

5.2 Around 88% (11,086) of all factors listed were related to vehicles (and their drivers/rider) and the road environment. Around 11% (1,423) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (46 or 0.4%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2017. (Note that figures differ from earlier tables as repeats of factors within the same accident are counted). It is apparent that some CFs are not used often – for example, many were used fewer than 100 times.

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

Possible vs. Very likely

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

5.6 Overall, almost two thirds of CFs (60%) were described as very likely, but the percentage varied markedly between different CFs. Excluding those used fewer than 100 times, the following were described as **very likely** on at least 82% of occasions on which they were used:

- Disobeyed Give Way or Stop sign or marking (87%)
- Crossed road masked by stationary/parked (86%)
- Pedestrian failed to look properly (83%)
- Driver/rider impaired by alcohol (82%)

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

- Dazzling sun (63%)
- Stationary or parked vehicle (62%)
- Following too close (59%)
- Road layout (eg bend, hill, narrow c-way (56%)
- Travelling too fast for the conditions (52%)
- Exceeding speed limit (51%)

Conclusion

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

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

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

Transport Statistics
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 7254
Email: Transtat@transport.gov.scot

Background: The collection of Contributory Factor data

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

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

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

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

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

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

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

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

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

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

Worked example

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

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

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

Quality

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

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

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

Table M: Contributory Factors: Reported accidents[1,2] by severity, 2017

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Road environment contributed [4]	**13**	*9*	**178**	*14*	**761**	*16*	**952**	*16*
Poor or defective road surface	1	*1*	13	*1*	35	*1*	49	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	27	*2*	68	*1*	95	*2*
Slippery road (due to weather)	4	*3*	104	*8*	495	*11*	603	*10*
Inadequate/masked signs or road markings	0	*0*	9	*1*	28	*1*	37	*1*
Defective traffic signals	0	*0*	1	*0*	5	*0*	6	*0*
Traffic calming (eg road humps, chicanes	0	*0*	1	*0*	4	*0*	5	*0*
Temporary road layout (eg contraflow)	0	*0*	7	*1*	13	*0*	20	*0*
Road layout (eg bend, hill, narrow c-way	5	*4*	39	*3*	160	*3*	204	*3*
Animal or other object in carriageway	3	*2*	16	*1*	49	*1*	68	*1*
Sunken,raised or slippery inspection cover	0	*0*	1	*0*	4	*0*	5	*0*
Vehicle defects [4]	**4**	*3*	**13**	*1*	**64**	*1*	**81**	*1*
Tyres illegal, defective or under-inflated	2	*1*	3	*0*	22	*0*	27	*0*
Defective lights or indicators	1	*1*	0	*0*	7	*0*	8	*0*
Defective brakes	0	*0*	6	*0*	16	*0*	22	*0*
Defective steering or suspension	0	*0*	2	*0*	9	*0*	11	*0*
Defective or missing mirrors	0	*0*	0	*0*	1	*0*	1	*0*
Injudicious action (driver/rider) [4]	**31**	*22*	**226**	*18*	**858**	*18*	**1,115**	*18*
Disobeyed automatic traffic signal	2	*1*	11	*1*	90	*2*	103	*2*
Disobeyed Give Way or Stop sign or marki	1	*1*	29	*2*	141	*3*	171	*3*
Disobeyed double white line	2	*1*	7	*1*	10	*0*	19	*0*
Disobeyed pedestrian crossing facility	1	*1*	10	*1*	16	*0*	27	*0*
Illegal turn or direction of travel	1	*1*	9	*1*	24	*1*	34	*1*
Exceeding speed limit	17	*12*	63	*5*	118	*3*	198	*3*
Travelling too fast for the conditions	11	*8*	94	*7*	311	*7*	416	*7*
Following too close	1	*1*	21	*2*	209	*4*	231	*4*
Vehicle travelling along pavement	0	*0*	4	*0*	6	*0*	10	*0*
Cyclist entering road from pavement	0	*0*	6	*0*	24	*1*	30	*0*
Driver/rider error or reaction [4]	**95**	*69*	**780**	*61*	**3,104**	*67*	**3,979**	*65*
Junction overshoot	2	*1*	22	*2*	127	*3*	151	*2*
Junction restart	0	*0*	3	*0*	23	*0*	26	*0*
Poor turn or manoeuvre	18	*13*	167	*13*	523	*11*	708	*12*
Failed to signal / misleading signal	0	*0*	7	*1*	60	*1*	67	*1*
Failed to look properly (D/R)	29	*21*	360	*28*	1,566	*34*	1,955	*32*
Failed to judge other pers path/speed (D/R)	18	*13*	188	*15*	969	*21*	1,175	*19*
Too close to cyclist,horse or pedestrian	3	*2*	12	*1*	36	*1*	51	*1*
Sudden braking	2	*1*	44	*3*	225	*5*	271	*4*
Swerved	15	*11*	54	*4*	153	*3*	222	*4*
Loss of control	50	*36*	247	*19*	611	*13*	908	*15*
Impairment or distraction (driver/rider) [4]	**24**	*17*	**164**	*13*	**515**	*11*	**703**	*12*
Impaired by alcohol (D/R)	5	*4*	54	*4*	133	*3*	192	*3*
Impaired by drugs (illicit/medicinal) (D/R)	6	*4*	20	*2*	45	*1*	71	*1*
Fatigue	6	*4*	25	*2*	80	*2*	111	*2*
Uncorrected defective eyesight	0	*0*	2	*0*	14	*0*	16	*0*
Illness or disability (mental/physic) (D/R)	7	*5*	40	*3*	104	*2*	151	*2*
Not display lights at night / in poor vi	0	*0*	7	*1*	8	*0*	15	*0*
Cyclist wearing dark clothing at night	0	*0*	6	*0*	13	*0*	19	*0*
Driver using mobile phone	1	*1*	2	*0*	7	*0*	10	*0*
Distraction in vehicle	4	*3*	27	*2*	108	*2*	139	*2*
Distraction outside vehicle	2	*1*	11	*1*	46	*1*	59	*1*
Behaviour or inexperience (driver/rider) [4]	**29**	*21*	**299**	*23*	**1,005**	*22*	**1,333**	*22*
Aggressive driving	3	*2*	45	*4*	99	*2*	147	*2*
Careless / reckless /in a hurry (D/R)	21	*15*	203	*16*	683	*15*	907	*15*
Nervous / uncertain / panic	1	*1*	19	*1*	74	*2*	94	*2*
Driving too slow for condits / slow vehi	0	*0*	0	*0*	7	*0*	7	*0*
Inexperienced or learner driver/rider	6	*4*	55	*4*	182	*4*	243	*4*
Inexperience of driving on the left	2	*1*	18	*1*	45	*1*	65	*1*
Inexperience with type of vehicle	2	*1*	17	*1*	30	*1*	49	*1*

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Vision affected [4]	**9**	*7*	**118**	*9*	**448**	*10*	**575**	*9*
Stationary or parked vehicle	2	*1*	36	*3*	112	*2*	150	*2*
Vegetation	0	*0*	3	*0*	10	*0*	13	*0*
Road layout (eg bend, winding rd, hill c	1	*1*	11	*1*	52	*1*	64	*1*
Buildings, road signs, street furniture	0	*0*	1	*0*	7	*0*	8	*0*
Dazzling headlights	0	*0*	7	*1*	14	*0*	21	*0*
Dazzling sun	2	*1*	40	*3*	145	*3*	187	*3*
Rain, sleet, snow or fog	2	*1*	22	*2*	82	*2*	106	*2*
Spray from other vehicles	0	*0*	1	*0*	7	*0*	8	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	1	*0*	7	*0*	8	*0*
Vehicle blind spot	2	*1*	7	*1*	41	*1*	50	*1*
Pedestrian only [4]	**25**	*18*	**246**	*19*	**527**	*11*	**798**	*13*
Crossed road masked by stationary/parked	5	*4*	46	*4*	100	*2*	151	*2*
Pedestrian failed to look properly	14	*10*	171	*13*	377	*8*	562	*9*
Ped. failed to judge vehicles path or sp	9	*7*	58	*5*	106	*2*	173	*3*
Wrong use of pedestrian crossing facility	3	*2*	12	*1*	40	*1*	55	*1*
Dangerous action in carriageway (eg playing)	3	*2*	18	*1*	34	*1*	55	*1*
Pedestrian impaired by alcohol	5	*4*	38	*3*	78	*2*	121	*2*
Ped. impaired by drugs (illicit/medicina	2	*1*	8	*1*	18	*0*	28	*0*
Ped. careless / reckless /in a hurry	1	*1*	82	*6*	141	*3*	224	*4*
Pedestrian wearing dark clothing at nigh	8	*6*	21	*2*	41	*1*	70	*1*
Ped. disability or illness, mental/physical	3	*2*	8	*1*	21	*0*	32	*1*
Special codes [4]	**6**	*4*	**59**	*5*	**147**	*3*	**212**	*3*
Stolen vehicle	0	*0*	10	*1*	20	*0*	30	*0*
Vehicle in course of crime	0	*0*	5	*0*	20	*0*	25	*0*
Emergency vehicle on call	0	*0*	2	*0*	15	*0*	17	*0*
Vehicle door opened or closed negligentl	1	*1*	5	*0*	12	*0*	18	*0*
Other	5	*4*	40	*3*	90	*2*	135	*2*
Total reported accidents[1]	138		1,279		4,661		6,078	*100*
Number of Contributory Factors [5]	324		2,794		9,437		12,555	
Average number of CFs per accident [1,5]	2.3		2.2		2.0		2.1	

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

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

[3] Columns won t sum to 100 per cent as accidents can have more than one CF.

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

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

Table N: Contributory factors: Reported Accidents: 2013-2017 comparison[1]

Contributory factor reported in accident[2]	2013		2014		2015		2016		2017	
	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]
Failed to look properly (D/R)	2,178	*29*	2,199	*30*	2,199	*31*	2,344	*33*	1,955	*32*
Failed to judge other pers path/speed (D/R)	1,470	*20*	1,415	*19*	1,375	*19*	1,340	*19*	1,175	*19*
Loss of control	1,506	*20*	1,262	*17*	1,176	*16*	1,077	*15*	908	*15*
Careless / reckless /in a hurry (D/R)	856	*11*	861	*12*	966	*14*	1,130	*16*	907	*15*
Poor turn or manoeuvre	829	*11*	838	*11*	875	*12*	803	*11*	708	*12*
Slippery road (due to weather)	898	*12*	891	*12*	910	*13*	730	*10*	603	*10*
Pedestrian failed to look properly	702	*9*	691	*9*	678	*9*	670	*9*	562	*9*
Travelling too fast for the conditions	659	*9*	598	*8*	549	*8*	512	*7*	416	*7*
Sudden braking	371	*5*	388	*5*	357	*5*	323	*5*	271	*4*
Following too close	352	*5*	325	*4*	327	*5*	341	*5*	231	*4*
Total reported accidents[1]	7,530	***100***	7,342	***100***	7,139	***100***	7,081	***100***	6,078	***100***

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

2. Includes only the ten most frequently reported contributory factor citied in 2017. Factors not shown may also have been reported.

3. Columns won t sum to 100 per cent as accidents can have more than one CF

Table O: Contributory factors: vehicles [1], 2017

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**22**	***4***	**104**	***18***	**710**	***8***	**13**	***5***	**67**	***7***	**17**	***11***	**933**	***9***
Poor or defective road surface	4	*1*	14	*2*	23	*0*	1	*0*	6	*1*	1	*1*	49	*0*
Deposit on road (eg oil, mud, chippings)	2	*0*	25	*4*	63	*1*	1	*0*	1	*0*	3	*2*	95	*1*
Slippery road (due to weather)	7	*1*	55	*9*	515	*6*	5	*2*	44	*5*	9	*6*	635	*6*
Inadequate/masked signs or road markings	1	*0*	1	*0*	33	*0*	1	*0*	2	*0*	1	*1*	39	*0*
Defective traffic signals	0	*0*	0	*0*	7	*0*	0	*0*	0	*0*	0	*0*	7	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Temporary road layout (eg contraflow)	1	*0*	1	*0*	18	*0*	0	*0*	1	*0*	1	*1*	22	*0*
Road layout (eg bend, hill, narrow c-way	6	*1*	18	*3*	157	*2*	4	*1*	24	*2*	8	*5*	217	*2*
Animal or other object in carriageway	3	*1*	12	*2*	42	*1*	2	*1*	10	*1*	0	*0*	69	*1*
Sunken,raised or slippery inspection cover	1	*0*	2	*0*	2	*0*	0	*0*	0	*0*	0	*0*	5	*0*
Vehicle defects [3]	**9**	***2***	**10**	***2***	**47**	***1***	**0**	***0***	**12**	*1*	**3**	***2***	**81**	***1***
Tyres illegal, defective or under-inflated	1	*0*	1	*0*	24	*0*	0	*0*	1	*0*	0	*0*	27	*0*
Defective lights or indicators	1	*0*	2	*0*	3	*0*	0	*0*	1	*0*	1	*1*	8	*0*
Defective brakes	6	*1*	4	*1*	9	*0*	0	*0*	3	*0*	0	*0*	22	*0*
Defective steering or suspension	1	*0*	2	*0*	8	*0*	0	*0*	0	*0*	0	*0*	11	*0*
Defective or missing mirrors	0	*0*	0	*0*	1	*0*	0	*0*	0	*0*	0	*0*	1	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	2	*0*	3	*0*	0	*0*	7	*1*	2	*1*	14	*0*
Injudicious action (driver/rider) [3]	**51**	***10***	**67**	***11***	**890**	***11***	**12**	***4***	**77**	***8***	**16**	***10***	**1,113**	***10***
Disobeyed automatic traffic signal	4	*1*	2	*0*	90	*1*	2	*1*	8	*1*	0	*0*	106	*1*
Disobeyed Give Way or Stop sign or marki	11	*2*	3	*1*	139	*2*	4	*1*	12	*1*	1	*1*	170	*2*
Disobeyed double white line	0	*0*	2	*0*	16	*0*	0	*0*	3	*0*	0	*0*	21	*0*
Disobeyed pedestrian crossing facility	5	*1*	0	*0*	19	*0*	1	*0*	1	*0*	1	*1*	27	*0*
Illegal turn or direction of travel	2	*0*	1	*0*	28	*0*	0	*0*	3	*0*	0	*0*	34	*0*
Exceeding speed limit	1	*0*	26	*4*	161	*2*	1	*0*	9	*1*	1	*1*	199	*2*
Travelling too fast for the conditions	9	*2*	23	*4*	355	*4*	3	*1*	26	*3*	10	*7*	426	*4*
Following too close	2	*0*	12	*2*	206	*2*	2	*1*	27	*3*	3	*2*	252	*2*
Vehicle travelling along pavement	0	*0*	2	*0*	8	*0*	0	*0*	0	*0*	0	*0*	10	*0*
Cyclist entering road from pavement	24	*5*	0	*0*	4	*0*	0	*0*	0	*0*	1	*1*	29	*0*
Driver/rider error or reaction [3]	**123**	***24***	**276**	***47***	**3,089**	***37***	**64**	***22***	**352**	***36***	**67**	***44***	**3,971**	***36***
Junction overshoot	9	*2*	6	*1*	127	*2*	0	*0*	8	*1*	1	*1*	151	*1*
Junction restart	0	*0*	0	*0*	21	*0*	2	*1*	3	*0*	0	*0*	26	*0*
Poor turn or manoeuvre	17	*3*	79	*13*	546	*7*	6	*2*	65	*7*	10	*7*	723	*7*
Failed to signal / misleading signal	3	*1*	3	*1*	54	*1*	1	*0*	5	*1*	1	*1*	67	*1*
Failed to look properly (D/R)	97	*19*	58	*10*	1,602	*19*	34	*12*	189	*20*	34	*22*	2,014	*18*
Failed to judge other pers path/speed (D/R)	33	*6*	66	*11*	981	*12*	16	*6*	130	*13*	19	*12*	1,245	*11*
Too close to cyclist,horse or pedestrian	0	*0*	2	*0*	38	*0*	2	*1*	7	*1*	2	*1*	51	*0*
Sudden braking	5	*1*	30	*5*	204	*2*	30	*11*	19	*2*	6	*4*	294	*3*
Swerved	8	*2*	17	*3*	171	*2*	2	*1*	19	*2*	5	*3*	222	*2*
Loss of control	19	*4*	139	*24*	687	*8*	3	*1*	48	*5*	17	*11*	913	*8*
Impairment or distraction (driver/rider) [3]	**27**	***5***	**19**	***3***	**579**	***7***	**3**	***1***	**61**	***6***	**7**	***5***	**696**	***6***
Impaired by alcohol (D/R)	6	*1*	5	*1*	172	*2*	0	*0*	11	*1*	0	*0*	194	*2*
Impaired by drugs (illicit/medicinal) (D/R)	1	*0*	2	*0*	63	*1*	0	*0*	4	*0*	0	*0*	70	*1*
Fatigue	0	*0*	5	*1*	91	*1*	0	*0*	14	*1*	1	*1*	111	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	15	*0*	0	*0*	1	*0*	0	*0*	16	*0*
Illness or disability (mental/physic) (D/R)	2	*0*	1	*0*	130	*2*	0	*0*	12	*1*	2	*1*	147	*1*
Not display lights at night / in poor vi	10	*2*	1	*0*	3	*0*	0	*0*	0	*0*	1	*1*	15	*0*
Cyclist wearing dark clothing at night	15	*3*	3	*1*	1	*0*	0	*0*	0	*0*	0	*0*	19	*0*
Driver using mobile phone	0	*0*	0	*0*	9	*0*	0	*0*	1	*0*	0	*0*	10	*0*
Distraction in vehicle	0	*0*	0	*0*	119	*1*	2	*1*	14	*1*	3	*2*	138	*1*
Distraction outside vehicle	3	*1*	3	*1*	40	*0*	1	*0*	11	*1*	1	*1*	59	*1*
Behaviour or inexperience (driver/rider) [3]	**39**	***8***	**109**	***18***	**1,059**	***13***	**16**	***6***	**86**	***9***	**21**	***14***	**1,330**	***12***
Aggressive driving	0	*0*	10	*2*	127	*2*	2	*1*	8	*1*	2	*1*	149	*1*
Careless / reckless /in a hurry (D/R)	31	*6*	53	*9*	731	*9*	11	*4*	79	*8*	12	*8*	917	*8*
Nervous / uncertain / panic	2	*0*	9	*2*	82	*1*	0	*0*	1	*0*	1	*1*	95	*1*
Driving too slow for condits / slow vehi	0	*0*	0	*0*	5	*0*	0	*0*	0	*0*	2	*1*	7	*0*
Inexperienced or learner driver/rider	5	*1*	37	*6*	195	*2*	1	*0*	4	*0*	3	*2*	245	*2*
Inexperience of driving on the left	2	*0*	9	*2*	52	*1*	2	*1*	0	*0*	0	*0*	65	*1*
Inexperience with type of vehicle	2	*0*	16	*3*	24	*0*	2	*1*	2	*0*	3	*2*	49	*0*
Vision affected [3]	**17**	***3***	**11**	***2***	**461**	***6***	**9**	***3***	**61**	***6***	**7**	***5***	**566**	***5***
Stationary or parked vehicle	5	*1*	4	*1*	134	*2*	1	*0*	12	*1*	1	*1*	157	*1*
Vegetation	2	*0*	3	*1*	5	*0*	1	*0*	1	*0*	2	*1*	14	*0*
Road layout (eg bend, winding rd, hill c	2	*0*	4	*1*	54	*1*	0	*0*	7	*1*	4	*3*	71	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	7	*0*	0	*0*	0	*0*	1	*1*	8	*0*
Dazzling headlights	2	*0*	0	*0*	17	*0*	0	*0*	1	*0*	0	*0*	20	*0*
Dazzling sun	5	*1*	1	*0*	164	*2*	5	*2*	27	*3*	1	*1*	203	*2*
Rain, sleet, snow or fog	2	*0*	1	*0*	106	*1*	0	*0*	6	*1*	0	*0*	115	*1*
Spray from other vehicles	0	*0*	0	*0*	8	*0*	0	*0*	1	*0*	0	*0*	9	*0*
Visor/windscreen dirty/scratched/frosted	1	*0*	0	*0*	5	*0*	0	*0*	2	*0*	0	*0*	8	*0*
Vehicle blind spot	0	*0*	0	*0*	24	*0*	3	*1*	19	*2*	2	*1*	48	*0*
Special codes [3]	**4**	***1***	**14**	***2***	**109**	***1***	**3**	***1***	**27**	***3***	**8**	***5***	**165**	***2***
Stolen vehicle	0	*0*	6	*1*	21	*0*	0	*0*	3	*0*	0	*0*	30	*0*
Vehicle in course of crime	0	*0*	2	*0*	19	*0*	0	*0*	4	*0*	0	*0*	25	*0*
Emergency vehicle on call	0	*0*	0	*0*	10	*0*	0	*0*	2	*0*	4	*3*	16	*0*
Vehicle door opened or closed negligentl	0	*0*	0	*0*	13	*0*	0	*0*	3	*0*	0	*0*	16	*0*
Other	5	*1*	6	*1*	56	*1*	3	*1*	19	*2*	4	*3*	93	*1*
Number of vehicle Contributory Factors [2]	**386**		**791**		**8,872**		**157**		**951**		**188**		**11,345**	
Total number of vehicles involved	512	100%	591	100%	8,379	100%	285	100%	969	100%	153	100%	10,889	100%
Average number of CFs per vehicle	0.75		1.34		1.06		0.55		0.98		1.23		1.04	

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

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

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

Table P: Contributory factors: pedestrians [1,2], 2017

	Number	%
Pedestrian failed to look properly	564	*49*
Ped. careless / reckless /in a hurry	223	*20*
Ped. failed to judge vehicles path or sp	172	*15*
Crossed road masked by stationary/parked	153	*13*
Pedestrian impaired by alcohol	119	*10*
Pedestrian wearing dark clothing at nigh	70	*6*
Wrong use of pedestrian crossing facility	56	*5*
Dangerous action in carriageway (eg playing)	54	*5*
Ped. disability or illness, mental/physical	31	*3*
Ped. impaired by drugs (illicit/medicina	27	*2*
All	1,469	
Number of Contributory Factors [3]	1,469	
Total number of pedestrians involved[1]	1,143	
Average number of CFs per pedestrian	1.29	

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

Table Q: Most common pairs of contributory factors reported together [1], 2017

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	511
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	354
Poor turn or manoeuvre	Failed to look properly (D/R)	288
Slippery road (due to weather)	Loss of control	191
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	179
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	157
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	154
Travelling too fast for the conditions	Loss of control	134
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	128
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	126
Slippery road (due to weather)	Travelling too fast for the conditions	125
Loss of control	Careless / reckless /in a hurry (D/R)	116
Disobeyed Give Way or Stop sign or marki	Failed to look properly (D/R)	115
Crossed road masked by stationary/parked	Pedestrian failed to look properly	108

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

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

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

Table R: Contributory factors: Casualties in reported accidents - fatalities [1], 2017

	Person who was killed						as a % of all fatalities
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	1	0	0	0	1	*1*
Slippery road (due to weather)	0	0	1	2	1	4	*3*
Road layout (eg bend, hill, narrow c-way	1	1	2	1	0	5	*3*
Animal or other object in carriageway	0	0	1	2	0	3	*2*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	1	0	2	0	3	*2*
Defective lights or indicators	1	0	0	0	0	1	*1*
Overloaded or poorly loaded vehicle/trai	0	0	0	1	0	1	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	2	0	0	0	0	2	*1*
Disobeyed Give Way or Stop sign or marki	0	0	0	1	0	1	*1*
Disobeyed double white line	0	0	1	1	0	2	*1*
Disobeyed pedestrian crossing facility	1	0	0	0	0	1	*1*
Illegal turn or direction of travel	0	0	0	1	0	1	*1*
Exceeding speed limit	2	0	5	13	0	20	*14*
Travelling too fast for the conditions	2	0	0	10	1	13	*9*
Following too close	1	0	0	0	0	1	*1*
Driver/rider error or reaction							
Junction overshoot	0	0	1	1	0	2	*1*
Poor turn or manoeuvre	3	0	4	10	1	18	*13*
Failed to look properly (D/R)	15	2	6	6	0	29	*20*
Failed to judge other pers path/speed (D/R)	2	1	8	7	0	18	*13*
Too close to cyclist,horse or pedestrian	1	2	0	0	0	3	*2*
Sudden braking	0	0	1	1	0	2	*1*
Swerved	3	1	2	7	3	16	*11*
Loss of control	3	2	15	31	4	55	*38*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	1	0	1	3	0	5	*3*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	0	6	0	7	*5*
Fatigue	0	0	1	4	1	6	*4*
Illness or disability (mental/physic) (D/R)	0	0	0	5	2	7	*5*
Driver using mobile phone	0	0	0	1	0	1	*1*
Distraction in vehicle	0	0	0	4	0	4	*3*
Distraction outside vehicle	0	0	1	1	0	2	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	0	0	0	3	0	3	*2*
Careless / reckless /in a hurry (D/R)	5	0	4	12	1	22	*15*
Nervous / uncertain / panic	0	0	0	0	1	1	*1*
Inexperienced or learner driver/rider	1	0	1	4	0	6	*4*
Inexperience of driving on the left	0	0	1	1	0	2	*1*
Inexperience with type of vehicle	0	0	1	0	1	2	*1*
Vision affected							
Stationary or parked vehicle	1	0	0	1	0	2	*1*
Road layout (eg bend, winding rd, hill c	0	0	1	0	0	1	*1*
Dazzling sun	1	0	0	0	1	2	*1*
Rain, sleet, snow or fog	1	0	0	1	0	2	*1*
Vehicle blind spot	2	0	0	0	0	2	*1*
Pedestrian only							
Crossed road masked by stationary/parked	5	0	0	0	0	5	*3*
Pedestrian failed to look properly	14	0	0	0	0	14	*10*
Ped. failed to judge vehicles path or sp	9	0	0	0	0	9	*6*
Wrong use of pedestrian crossing facility	3	0	0	0	0	3	*2*
Dangerous action in carriageway (eg playing)	3	0	0	0	0	3	*2*
Pedestrian impaired by alcohol	5	0	0	0	0	5	*3*
Ped. impaired by drugs (illicit/medicina	2	0	0	0	0	2	*1*
Ped. careless / reckless /in a hurry	1	0	0	0	0	1	*1*
Pedestrian wearing dark clothing at nigh	8	0	0	0	0	8	*6*
Ped. disability or illness, mental/physical	3	0	0	0	0	3	*2*
Special codes							
Vehicle door opened or closed negligentl	0	1	0	0	0	1	*1*
Other	0	0	0	5	0	5	*3*
Total Road fatalities	38	5	28	64	8	**143**	100%

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

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

Table S: Contributory factors: Casualties in reported accidents - seriously injured [1], 2017

	Person who was seriously injured						as a % of all seriously injured casualties
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	1	2	4	6	1	**14**	*1*
Deposit on road (eg oil, mud, chippings)	0	2	14	13	0	**29**	*2*
Slippery road (due to weather)	5	3	28	81	5	**122**	*8*
Inadequate/masked signs or road markings	2	2	1	7	0	**12**	*1*
Defective traffic signals	0	1	0	0	0	**1**	*0*
Traffic calming (eg road humps, chicanes	0	0	0	1	0	**1**	*0*
Temporary road layout (eg contraflow)	0	1	1	5	1	**8**	*1*
Road layout (eg bend, hill, narrow c-way	3	3	10	27	4	**47**	*3*
Animal or other object in carriageway	0	2	7	6	1	**16**	*1*
Sunken,raised or slippery inspection cover	0	0	1	0	0	**1**	*0*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	1	7	0	**8**	*1*
Defective lights or indicators	0	0	1	0	0	**1**	*0*
Defective brakes	1	2	2	0	1	**6**	*0*
Defective steering or suspension	0	1	1	0	0	**2**	*0*
Overloaded or poorly loaded vehicle/trai	1	0	1	1	0	**3**	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	3	1	1	6	0	**11**	*1*
Disobeyed Give Way or Stop sign or marki	1	7	5	19	3	**35**	*2*
Disobeyed double white line	0	0	1	8	0	**9**	*1*
Disobeyed pedestrian crossing facility	8	2	0	0	0	**10**	*1*
Illegal turn or direction of travel	0	0	1	8	1	**10**	*1*
Exceeding speed limit	3	1	17	63	3	**87**	*6*
Travelling too fast for the conditions	6	6	11	97	5	**125**	*8*
Following too close	0	0	6	16	0	**22**	*1*
Vehicle travelling along pavement	3	0	1	0	0	**4**	*0*
Cyclist entering road from pavement	0	6	0	0	0	**6**	*0*
Driver/rider error or reaction							
Junction overshoot	1	4	4	16	2	**27**	*2*
Junction restart	0	1	0	1	2	**4**	*0*
Poor turn or manoeuvre	10	22	67	84	13	**196**	*13*
Failed to signal / misleading signal	0	1	2	5	0	**8**	*1*
Failed to look properly (D/R)	63	83	87	136	27	**396**	*27*
Failed to judge other pers path/speed (D/R)	7	27	55	112	17	**218**	*15*
Too close to cyclist,horse or pedestrian	2	10	0	0	0	**12**	*1*
Sudden braking	1	2	18	23	10	**54**	*4*
Swerved	1	6	11	56	3	**77**	*5*
Loss of control	14	8	79	212	20	**333**	*22*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	5	4	6	55	3	**73**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	2	0	2	29	1	**34**	*2*
Fatigue	2	0	2	26	5	**35**	*2*
Uncorrected defective eyesight	0	0	1	1	0	**2**	*0*
Illness or disability (mental/physic) (D/R)	6	1	1	41	3	**52**	*3*
Not display lights at night / in poor vi	0	6	0	1	0	**7**	*0*
Cyclist wearing dark clothing at night	0	5	1	0	0	**6**	*0*
Driver using mobile phone	1	1	0	0	0	**2**	*0*
Distraction in vehicle	4	0	5	26	6	**41**	*3*
Distraction outside vehicle	2	2	4	5	1	**14**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	7	3	6	40	2	**58**	*4*
Careless / reckless /in a hurry (D/R)	33	26	44	132	15	**250**	*17*
Nervous / uncertain / panic	3	0	8	8	0	**19**	*1*
Inexperienced or learner driver/rider	4	3	16	41	3	**67**	*4*
Inexperience of driving on the left	0	1	7	16	3	**27**	*2*
Inexperience with type of vehicle	0	0	10	6	1	**17**	*1*
Vision affected							
Stationary or parked vehicle	15	8	8	5	2	**38**	*3*
Vegetation	0	1	3	0	0	**4**	*0*
Road layout (eg bend, winding rd, hill c	2	3	2	6	3	**16**	*1*
Buildings, road signs, street furniture	1	0	0	0	0	**1**	*0*
Dazzling headlights	3	3	0	1	0	**7**	*0*
Dazzling sun	14	7	2	20	2	**45**	*3*
Rain, sleet, snow or fog	5	2	0	18	0	**25**	*2*
Spray from other vehicles	0	0	0	1	0	**1**	*0*
Visor/windscreen dirty/scratched/frosted	1	0	0	0	0	**1**	*0*
Vehicle blind spot	5	1	0	1	0	**7**	*0*
Pedestrian only							
Crossed road masked by stationary/parked	45	1	0	0	0	**46**	*3*
Pedestrian failed to look properly	170	2	1	0	1	**174**	*12*
Ped. failed to judge vehicles path or sp	58	0	0	0	0	**58**	*4*
Wrong use of pedestrian crossing facility	13	0	0	0	0	**13**	*1*
Dangerous action in carriageway (eg playing)	17	0	0	2	0	**19**	*1*
Pedestrian impaired by alcohol	37	0	0	1	0	**38**	*3*
Ped. impaired by drugs (illicit/medicina	8	0	0	1	0	**9**	*1*
Ped. careless / reckless /in a hurry	80	1	0	1	1	**83**	*6*
Pedestrian wearing dark clothing at nigh	21	0	0	1	0	**22**	*1*
Ped. disability or illness, mental/physical	7	0	0	1	0	**8**	*1*
Special codes							
Stolen vehicle	2	0	3	9	1	**15**	*1*
Vehicle in course of crime	4	0	0	1	0	**5**	*0*
Emergency vehicle on call	0	0	1	1	0	**2**	*0*
Vehicle door opened or closed negligentl	0	4	0	1	0	**5**	*0*
Other	11	3	7	13	10	**44**	*3*
All serious injuries	341	138	271	655	86	**1,491**	100%

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

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

Table T: Contributory factors: ranked[1,2], 2017

Rank	Contributory Factor reported in each accident	Number			As a % of all contributory factors[1]
		Very likely	Possible	Total	
1	Failed to look properly (D/R)	1,507	512	2,019	13%
2	Failed to judge other pers path/speed (D/R)	826	422	1,248	8%
3	Careless / reckless /in a hurry (D/R)	640	279	919	6%
4	Loss of control	689	225	914	6%
5	Poor turn or manoeuvre	519	205	724	5%
6	Slippery road (due to weather)	476	166	642	4%
7	Pedestrian failed to look properly	473	94	567	4%
8	Travelling too fast for the conditions	222	204	426	3%
9	Sudden braking	193	101	294	2%
10	Following too close	149	103	252	2%
11	Inexperienced or learner driver/rider	166	80	246	2%
12	Ped. careless / reckless /in a hurry	166	60	226	1%
13	Swerved	158	64	222	1%
14	Road layout (eg bend, hill, narrow c-way	125	97	222	1%
15	Dazzling sun	130	75	205	1%
16	Exceeding speed limit	101	98	199	1%
17	Impaired by alcohol (D/R)	161	35	196	1%
18	Ped. failed to judge vehicles path or sp	120	53	173	1%
19	Disobeyed Give Way or Stop sign or marki	149	22	171	1%
20	Stationary or parked vehicle	100	61	161	1%
21	Crossed road masked by stationary/parked	132	21	153	1%
22	Junction overshoot	106	45	151	1%
23	Illness or disability (mental/physic) (D/R)	93	58	151	1%
24	Aggressive driving	109	40	149	1%
25	Distraction in vehicle	59	80	139	1%
26	Other	101	37	138	1%
27	Pedestrian impaired by alcohol	97	24	121	1%
28	Rain, sleet, snow or fog	66	51	117	1%
29	Fatigue	56	55	111	1%
30	Disobeyed automatic traffic signal	89	18	107	1%
31	Deposit on road (eg oil, mud, chippings)	71	26	97	1%
32	Nervous / uncertain / panic	41	54	95	1%
33	Animal or other object in carriageway	54	18	72	0%
34	Road layout (eg bend, winding rd, hill c	35	37	72	0%
35	Impaired by drugs (illicit/medicinal) (D/R)	41	30	71	0%
36	Pedestrian wearing dark clothing at nigh	55	15	70	0%
37	Failed to signal / misleading signal	29	40	69	0%
38	Inexperience of driving on the left	46	19	65	0%
39	Distraction outside vehicle	26	33	59	0%
40	Wrong use of pedestrian crossing facility	43	13	56	0%
41	Dangerous action in carriageway (eg playing)	45	10	55	0%
42	Too close to cyclist,horse or pedestrian	35	16	51	0%
43	Vehicle blind spot	16	34	50	0%
44	Poor or defective road surface	28	22	50	0%
45	Inexperience with type of vehicle	23	26	49	0%
46	Inadequate/masked signs or road markings	19	20	39	0%
47	Illegal turn or direction of travel	29	5	34	0%
48	Ped. disability or illness, mental/physical	22	10	32	0%
49	Stolen vehicle	29	1	30	0%
50	Cyclist entering road from pavement	26	4	30	0%
51	Ped. impaired by drugs (illicit/medicina	16	12	28	0%
52	Tyres illegal, defective or under-inflated	17	10	27	0%
53	Disobeyed pedestrian crossing facility	23	4	27	0%
54	Junction restart	14	12	26	0%
55	Vehicle in course of crime	25	0	25	0%
56	Defective brakes	9	13	22	0%
57	Temporary road layout (eg contraflow)	12	10	22	0%
58	Dazzling headlights	12	9	21	0%
59	Disobeyed double white line	18	3	21	0%
60	Cyclist wearing dark clothing at night	13	6	19	0%
61	Vehicle door opened or closed negligentl	8	10	18	0%
62	Emergency vehicle on call	16	1	17	0%
63	Uncorrected defective eyesight	4	12	16	0%
64	Not display lights at night / in poor vi	10	5	15	0%
65	Vegetation	8	6	14	0%
66	Overloaded or poorly loaded vehicle/trai	9	5	14	0%
67	Defective steering or suspension	5	6	11	0%
68	Vehicle travelling along pavement	10	0	10	0%
69	Driver using mobile phone	3	7	10	0%
70	Spray from other vehicles	2	7	9	0%
71	Visor/windscreen dirty/scratched/frosted	2	6	8	0%
72	Buildings, road signs, street furniture	3	5	8	0%
73	Defective lights or indicators	6	2	8	0%
74	Driving too slow for condits / slow vehi	4	3	7	0%
75	Defective traffic signals	4	3	7	0%
76	Traffic calming (eg road humps, chicanes	1	4	5	0%
77	Sunken,raised or slippery inspection cover	3	2	5	0%
	Defective or missing mirrors	0	1	1	0%
	All	**8,949**	**3,982**	**15,280**	100%

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

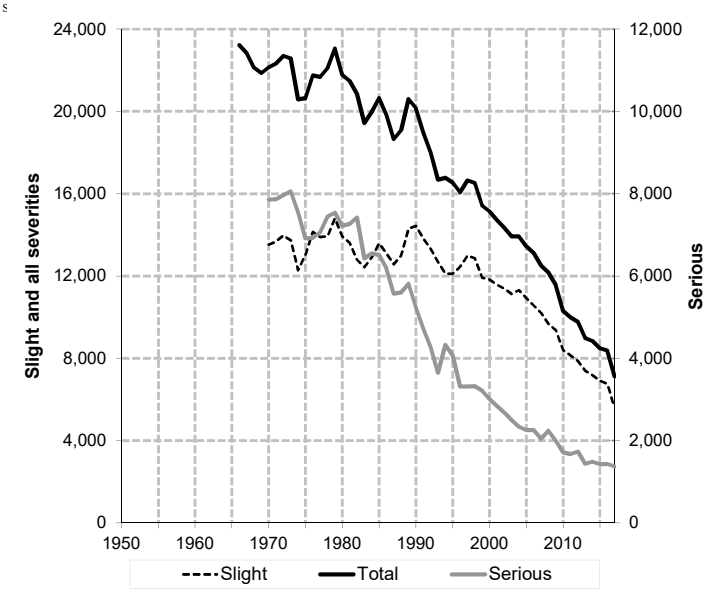
STATISTICAL TABLES

Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2017

Year	Population	Vehicles licensed[1]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury accidents	Vehicles involved	Casualties
	Million	*Million*	*Thousand km*	*Million vehicle km*	*Million vehicle km*	*Number*	*Number*	*Number*
1953	5.100	..	..		..	..	..	18,343
1954	5.104	..	..		..	..	..	18,901
1955	**5.111**	**..**	**44.1**	**..**	**..**	**..**	**..**	**20,899**
1956	5.120	..	44.4	..	..	..	..	21,459
1957	5.125	..	44.6	..	..	..	..	21,417
1958	5.141	..	44.8	..	..	..	..	22,830
1959	5.163	..	45.0	..	..	..	..	25,011
1960	**5.178**	**..**	**45.2**	..	**..**	**..**	**..**	**26,315**
1961	5.184	..	45.4	..	..	..	..	27,362
1962	5.198	0.775	45.6	..	..	..	..	26,703
1963	5.205	0.836	45.8	..	..	..	..	27,728
1964	5.209	0.900	45.9	..	..	..	..	30,527
1965	**5.210**	**0.951**	**46.2**	**..**	**..**	**..**	**..**	**31,827**
1966	5.201	0.991	46.4	..	..	23,225	..	32,280
1967	5.198	1.035	46.4	..	..	22,838	..	31,760
1968	5.200	1.065	46.4	..	..	22,120	..	30,649
1969	5.208	1.106	47.0	..	..	21,863	31,885	31,056
1970	**5.214**	**1.124**	**47.2**	..	**..**	**22,133**	**33,430**	**31,240**
1971	5.236	1.135	47.5	..	..	22,332	32,165	31,194
1972	5.231	1.181	47.9	..	..	22,703	32,832	31,762
1973	5.234	1.252	48.0	..	..	22,580	32,951	31,404
1974	5.241	1.274	48.3	..	..	20,581	30,073	28,783
1975	**5.232**	**1.304**	**48.3**	**..**	**..**	**20,652**	**30,613**	**28,621**
1976	5.233	1.314	48.9	..	..	21,751	32,547	29,933
1977	5.226	..	48.9	..	..	21,678	32,893	29,783
1978	5.212	1.308	48.9	..	..	22,107	33,965	30,506
1979	5.204	1.353	49.3	..	..	23,064	35,512	31,387
1980	**5.193**	**1.398**	**49.4**	..	**..**	**21,788**	**33,626**	**29,286**
1981	5.180	1.397	50.0	..	..	21,485	33,311	28,766
1982	5.165	1.416	50.2	..	..	20,850	32,192	28,273
1983	5.148	1.448	50.4	..	..	19,434	29,918	25,224
1984	5.139	1.489	50.6	..	..	19,974	31,236	26,158
1985	**5.128**	**1.514**	**50.7**	**..**	**17,219**	**20,644**	**32,446**	**27,287**
1986	5.112	1.546	50.8	..	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	..	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	..	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	..	21,404	20,605	33,221	27,532
1990	**5.081**	**1.788**	**51.7**	..	**21,786**	**20,171**	**32,423**	**27,228**
1991	5.083	1.830	51.9	..	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	..	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	**5.104**	**1.910**	**52.8**	**36,736**	**23,987**	**16,534**	**27,232**	**22,194**
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	**5.063**	**2.188**	**53.9**	**39,561**	**25,937**	**15,132**	**25,557**	**20,518**
2001	5.064	2.262	54.1	40,065	26,342	14,724	24,872	19,911
2002	5.055	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.057	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.6	42,705	28,209	13,919	23,403	18,502
2005	**5.095**	**2.531**	**54.8**	**42,718**	**28,055**	**13,438**	**22,476**	**17,885**
2006	5.117	2.564	55.0	44,119	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.2	44,666	28,986	12,507	20,804	16,239
2008	5.169	2.665	55.3	44,470	28,810	12,159	20,220	15,592
2009	5.194	2.684	55.5	44,219	28,961	11,556	19,387	15,043
2010	**5.222**	**2.685**	**55.6**	**43,488**	**28,496**	**10,295**	**17,242**	**13,338**
2011	5.255	2.691	55.8	43,390	28,565	9,984	16,751	12,784
2012	5.314	2.717	55.9	43,549	28,853	9,777	16,530	12,712
2013	5.328	2.759	56.0	43,840	29,048	8,977	15,304	11,495
2014	5.348	2.821	56.1	44,839	29,446	8,837	15,295	11,306
2015	5.373	2.863	56.2	45,374	29,872	8,480	14,679	10,980
2016	5.405	2.919	56.2	46,459	30,848	8,362	14,760	10,905
2017	5.425	2.962	56.4	47,986	31,407	7,114	12,669	9,428
2004-08 average	5.121	2.567	55.0	43,736	28,592	13,027	21,772	17,097
2013-2017 average	5.376	2.865	56.2	45,700	30,124	8,354	14,541	10,823
Per cent changes:								
2017 on 2016	0.4	1.5	0.2	3.3	1.8	-14.9	-14.2	-13.5
2017 on 2004-08 ave	5.9	15.4	2.5	9.7	9.8	-45.4	-41.8	-44.9

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



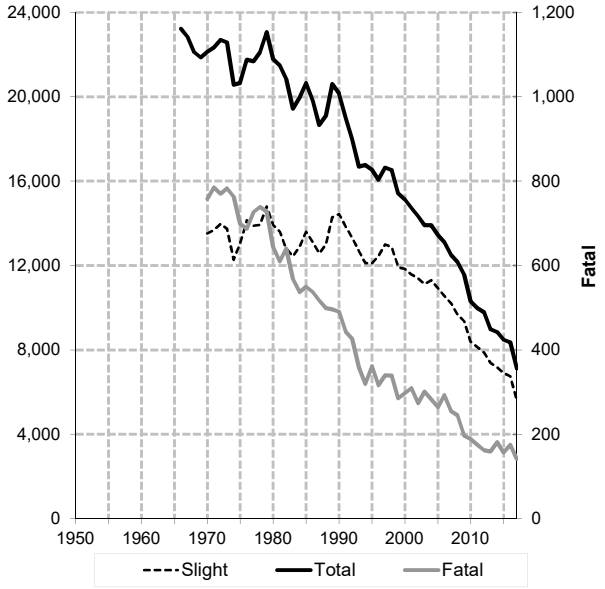
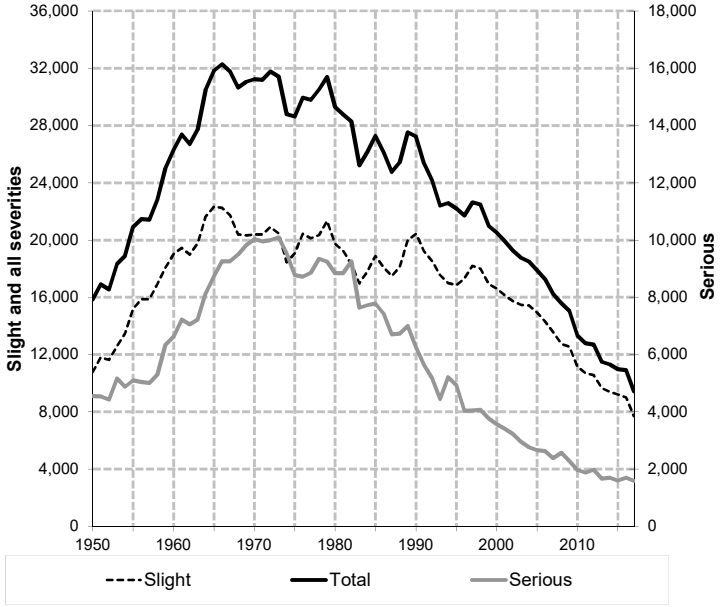
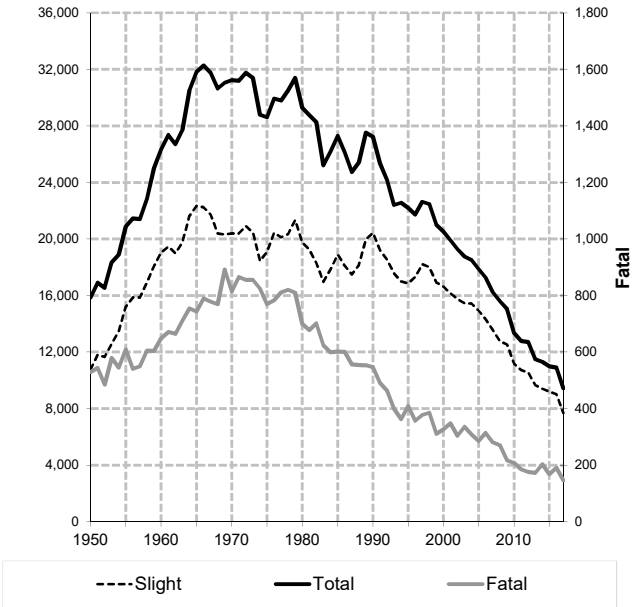


Table 2(b): Reported casualties by severity,1950-2017





Reported accidents and casualties by severity
Years: 1938 to 2017

	Accidents					Casualties				
Year	Fatal	Serious	Slight	Fatal & Serious	All Severities	Killed	Serious injury	Slight injury	Killed & Serious	All Severities
										numbers
1938	..	..	..	..	..	655	5,309	14,451	5,964	20,415
1947	..	..	..	..	..	554	..	..	..	14,655
1948	..	..	..	..	..	534	..	..	..	13,635
1949	..	..	..	..	..	535	..	..	..	14,706
1950	**..**	**..**	**..**	**..**	**..**	**529**	**4,553**	**10,774**	**5,082**	**15,856**
1951	..	..	..	..	..	544	4,545	11,806	5,089	16,895
1952	..	..	..	..	..	485	4,424	11,638	4,909	16,547
1953	..	..	..	..	..	579	5,170	12,594	5,749	18,343
1954	..	..	..	..	..	545	4,875	13,481	5,420	18,901
1955	**..**	**..**	**..**	**..**	**..**	**610**	**5,096**	**15,193**	**5,706**	**20,899**
1956	..	..	..	..	..	540	5,049	15,870	5,589	21,459
1957	..	..	..	..	..	550	5,006	15,861	5,556	21,417
1958	..	..	..	..	..	605	5,302	16,923	5,907	22,830
1959	..	..	..	..	..	604	6,336	18,071	6,940	25,011
1960	**..**	**..**	**..**	**..**	**..**	**648**	**6,632**	**19,035**	**7,280**	**26,315**
1961	..	..	..	..	..	671	7,228	19,463	7,899	27,362
1962	..	..	..	..	..	664	7,052	18,987	7,716	26,703
1963	..	..	..	..	..	712	7,227	19,789	7,939	27,728
1964	..	..	..	..	..	754	8,136	21,637	8,890	30,527
1965	**..**	**..**	**..**	**..**	**..**	**743**	**8,744**	**22,340**	**9,487**	**31,827**
1966	..	..	..	..	23,225	790	9,253	22,237	10,043	32,280
1967	..	..	..	..	22,838	778	9,258	21,724	10,036	31,760
1968	..	..	..	..	22,120	769	9,493	20,387	10,262	30,649
1969	..	..	..	..	21,863	892	9,831	20,333	10,723	31,056
1970	**758**	**7,860**	**13,515**	**8,618**	**22,133**	**815**	**10,027**	**20,398**	**10,842**	**31,240**
1971	785	7,867	13,680	8,652	22,332	866	9,947	20,381	10,813	31,194
1972	770	7,965	13,968	8,735	22,703	855	10,000	20,907	10,855	31,762
1973	783	8,056	13,741	8,839	22,580	855	10,094	20,455	10,949	31,404
1974	763	7,548	12,270	8,311	20,581	825	9,522	18,436	10,347	28,783
1975	**699**	**6,912**	**13,041**	**7,611**	**20,652**	**769**	**8,779**	**19,073**	**9,548**	**28,621**
1976	687	6,923	14,141	7,610	21,751	783	8,720	20,430	9,503	29,933
1977	727	7,063	13,888	7,790	21,678	811	8,850	20,122	9,661	29,783
1978	739	7,442	13,926	8,181	22,107	820	9,349	20,337	10,169	30,506
1979	728	7,536	14,800	8,264	23,064	810	9,241	21,336	10,051	31,387
1980	**644**	**7,218**	**13,926**	**7,862**	**21,788**	**700**	**8,839**	**19,747**	**9,539**	**29,286**
1981	610	7,265	13,610	7,875	21,485	677	8,840	19,249	9,517	28,766
1982	640	7,421	12,789	8,061	20,850	701	9,260	18,312	9,961	28,273
1983	568	6,429	12,437	6,997	19,434	624	7,633	16,967	8,257	25,224
1984	537	6,547	12,890	7,084	19,974	599	7,727	17,832	8,326	26,158
1985	**550**	**6,507**	**13,587**	**7,057**	**20,644**	**602**	**7,786**	**18,899**	**8,388**	**27,287**
1986	537	6,182	13,100	6,719	19,819	601	7,422	18,094	8,023	26,117
1987	517	5,568	12,572	6,085	18,657	556	6,707	17,485	7,263	24,748
1988	499	5,602	12,996	6,101	19,097	554	6,732	18,139	7,286	25,425
1989	496	5,814	14,295	6,310	20,605	553	6,998	19,981	7,551	27,532
1990	**491**	**5,237**	**14,443**	**5,728**	**20,171**	**546**	**6,252**	**20,430**	**6,798**	**27,228**
1991	443	4,724	13,837	5,167	19,004	491	5,638	19,217	6,129	25,346
1992	426	4,268	13,314	4,694	18,008	463	5,176	18,534	5,639	24,173
1993	359	3,651	12,675	4,010	16,685	399	4,454	17,561	4,853	22,414
1994	319	4,324	12,125	4,643	16,768	363	5,208	17,002	5,571	22,573
1995	**361**	**4,071**	**12,102**	**4,432**	**16,534**	**409**	**4,930**	**16,855**	**5,339**	**22,194**
1996	316	3,315	12,442	3,631	16,073	357	4,041	17,318	4,398	21,716
1997	340	3,312	12,994	3,652	16,646	377	4,047	18,205	4,424	22,629
1998	339	3,318	12,862	3,657	16,519	385	4,072	18,010	4,457	22,467
1999	285	3,209	11,921	3,494	15,415	310	3,765	16,927	4,075	21,002
2000	**297**	**3,007**	**11,828**	**3,304**	**15,132**	**326**	**3,568**	**16,624**	**3,894**	**20,518**
2001	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	2,331	11,305	2,614	13,919	308	2,766	15,428	3,074	18,502
2005	**264**	**2,252**	**10,922**	**2,516**	**13,438**	**286**	**2,666**	**14,933**	**2,952**	**17,885**
2006	293	2,257	10,560	2,550	13,110	314	2,635	14,320	2,949	17,269
2007	255	2,049	10,203	2,304	12,507	281	2,385	13,573	2,666	16,239
2008	245	2,242	9,672	2,487	12,159	270	2,575	12,747	2,845	15,592
2009	196	1,998	9,362	2,194	11,556	216	2,287	12,540	2,503	15,043
2010	**189**	**1,713**	**8,393**	**1,902**	**10,295**	**208**	**1,969**	**11,161**	**2,177**	**13,338**
2011	175	1,675	8,134	1,850	9,984	185	1,878	10,721	2,063	12,784
2012	162	1,736	7,879	1,898	9,777	176	1,981	10,555	2,157	12,712
2013	159	1,427	7,391	1,586	8,977	172	1,669	9,654	1,841	11,495
2014	181	1,489	7,167	1,670	8,837	203	1,702	9,401	1,905	11,306
2015	157	1,422	6,901	1,579	8,480	168	1,603	9,209	1,771	10,980
2016	175	1,434	6,753	1,609	8,362	191	1,699	9,015	1,890	10,905
2017	141	1,373	5,600	1,514	7,114	146	1,589	7,693	1,735	9,428
2004-08 average	268	2,226	10,532	2,494	13,027	292	2,605	14,200	2,897	17,097
2013 to 2017 average	163	1,429	6,762	1,592	8,354	176	1,652	8,994	1,828	10,823
Per cent changes:										
2017 on 2016	-19.4	-4.3	-17.1	-5.9	-14.9	-23.6	-6.5	-14.7	-8.2	-13.5
2017 on 04-08 average	-47.4	-38.3	-46.8	-39.3	-45.4	-50.0	-39.0	-45.8	-40.1	-44.9

Table 3

Accidents by police force division and severity
Years:2004-08 and 2013-2017 averages, 2013 to 2017

		Fatal	Serious	Slight	Fatal & Serious	All severities
North East	**2004-08 average**	**41**	**238**	**926**	**279**	**1,206**
	2013	29	260	644	289	933
	2014	30	257	499	287	786
	2015	24	216	418	240	658
	2016	24	198	361	222	583
	2017	14	149	304	163	467
	2013-2017 average	**24**	**216**	**445**	**240**	**685**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2013	15	145	481	160	641
	2014	20	133	381	153	534
	2015	15	101	358	116	474
	2016	17	104	303	121	424
	2017	22	121	317	143	460
	2013-2017 average	**18**	**121**	**368**	**139**	**507**
Argyll & West Dunbartonshire	**2004-08 average**	**15**	**99**	**393**	**114**	**507**
	2013	9	59	282	68	350
	2014	6	62	236	68	304
	2015	7	48	291	55	346
	2016	11	77	218	88	306
	2017	6	69	213	75	288
	2013-2017 average	**8**	**63**	**248**	**71**	**319**
Forth Valley	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2013	7	99	450	106	556
	2014	9	90	359	99	458
	2015	11	96	401	107	508
	2016	3	86	392	89	481
	2017	6	88	311	94	405
	2013-2017 average	**7**	**92**	**383**	**99**	**482**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2013	12	53	238	65	303
	2014	10	66	236	76	312
	2015	9	48	221	57	278
	2016	12	45	213	57	270
	2017	11	43	182	54	236
	2013-2017 average	**11**	**51**	**218**	**62**	**280**
Ayrshire	**2004-08 average**	**20**	**143**	**648**	**163**	**812**
	2013	11	78	451	89	540
	2014	7	91	445	98	543
	2015	10	111	469	121	590
	2016	16	95	459	111	570
	2017	14	112	327	126	453
	2013-2017 average	**12**	**97**	**430**	**109**	**539**
Greater Glasgow	**2004-08 average**	**21**	**307**	**1,842**	**328**	**2,170**
	2013	7	163	1,111	170	1,281
	2014	14	181	1,241	195	1,436
	2015	16	181	1,196	197	1,393
	2016	7	180	1,280	187	1,467
	2017	7	175	1,076	182	1,258
	2013-2017 average	**10**	**176**	**1,181**	**186**	**1,367**

Table 3

Accidents by police force division and severity
Years:2004-08 and 2013-2017 averages, 2013 to 2017

		Fatal	Serious	Slight	Fatal & Serious	All severities
Lothians & Scottish Borders	**2004-08 average**	**28**	**211**	**1,057**	**239**	**1,296**
	2013	15	143	785	158	943
	2014	13	140	747	153	900
	2015	17	168	787	185	972
	2016	24	135	696	159	855
	2017	16	156	613	172	785
	2013-2017 average	**17**	**148**	**726**	**165**	**891**
Edinburgh	**2004-08 average**	**9**	**177**	**1,217**	**186**	**1,403**
	2013	8	127	1,023	135	1,158
	2014	10	145	1,109	155	1,264
	2015	3	144	964	147	1,111
	2016	9	157	977	166	1,143
	2017	6	138	763	144	907
	2013-2017 average	**7**	**142**	**967**	**149**	**1,117**
Highlands & Islands	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2013	21	63	428	84	512
	2014	26	64	427	90	517
	2015	18	57	374	75	449
	2016	18	77	366	95	461
	2017	17	63	272	80	352
	2013-2017 average	**20**	**65**	**373**	**85**	**458**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2013	11	70	339	81	420
	2014	10	71	330	81	411
	2015	12	63	353	75	428
	2016	9	77	366	86	452
	2017	5	71	239	76	315
	2013-2017 average	**9**	**70**	**325**	**80**	**405**
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**94**	**532**	**103**	**634**
	2013	4	44	326	48	374
	2014	9	49	329	58	387
	2015	3	60	305	63	368
	2016	5	61	334	66	400
	2017	5	52	292	57	349
	2013-2017 average	**5**	**53**	**317**	**58**	**376**
Lanarkshire	**2004-08 average**	**25**	**197**	**1,241**	**222**	**1,463**
	2013	10	123	833	133	966
	2014	17	140	828	157	985
	2015	12	129	764	141	905
	2016	20	142	788	162	950
	2017	12	136	691	148	839
	2013-2017 average	**14**	**134**	**781**	**148**	**929**

Reported accidents by road type and severity 2004-08 and 2013 to 2017 averages, 2013 to 2017

Severity/Year	Trunk			Local Authority					All Roads	Trunk % of total
				Major roads		Minor roads				
	Non built up	Built up	Total	Non built up	Built up	Non Built up	Built up	Total		
(a) numbers										
Fatal										
2013	56	5	61	36	16	23	23	98	159	38
2014	54	4	58	38	19	22	44	123	181	32
2015	47	5	52	45	16	18	26	105	157	33
2016	62	2	64	46	17	23	25	111	175	37
2017	38	1	39	41	21	18	22	102	141	28
Serious										
2013	199	30	229	249	230	171	548	1,198	1,427	16
2014	200	38	238	229	252	205	565	1,251	1,489	16
2015	221	35	256	189	266	178	533	1,166	1,422	18
2016	210	28	238	224	257	183	532	1,196	1,434	17
2017	217	30	247	192	279	177	478	1,126	1,373	18
All Severities										
2013	1,267	213	1,480	1,108	1,728	852	3,809	7,497	8,977	16
2014	1,259	208	1,467	989	1,736	883	3,762	7,370	8,837	17
2015	1,309	199	1,508	957	1,672	811	3,532	6,972	8,480	18
2016	1,242	202	1,444	901	1,758	746	3,513	6,918	8,362	17
2017	1,084	166	1,250	770	1,523	672	2,899	5,864	7,114	18
(b) annual averages										
Fatal										
2004-08 average[(1)]	75	5	79	67	30	45	45	189	268	30
2013 to 2017 average	51	3	55	41	18	21	28	108	163	34
Serious										
2004-08 average[(1)]	320	54	374	374	352	306	821	1,852	2,226	17
2013 to 2017 average	209	32	242	217	257	183	531	1,187	1,429	17
All Severities										
2004-08 average[(1)]	1,763	326	2,089	1,699	2,436	1,457	5,345	10,937	13,026	16
2013 to 2017 average	1,232	198	1,430	945	1,683	793	3,503	6,924	8,354	17
(c) Per cent changes										
2017 on 2016										
Fatal	-39	-50	-39	-11	24	-22	-12	-8	-19	
Serious	3	7	4	-14	9	-3	-10	-6	-4	
All Severities	-13	-18	-13	-15	-13	-10	-17	-15	-15	
2017 on 2004-08 average										
Fatal	-49	-78	-51	-39	-31	-60	-52	-46	-47	
Serious	-32	-44	-34	-49	-21	-42	-42	-39	-38	
All Severities	-39	-49	-40	-55	-37	-54	-46	-46	-45	
2013 to 2017 average on 2004-08 average										
Fatal	-31	-26	-31	-39	-41	-54	-38	-43	-39	
Serious	-35	-40	-35	-42	-27	-40	-35	-36	-36	
All Severities	-30	-39	-32	-44	-31	-46	-34	-37	-36	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2013 to 2017 averages, 2007 to 2017

	Major roads						Minor roads					All roads
	Motor-ways	Trunk A roads [1]		LA A roads [1]			B roads		C & Unclassified			
		Non built up	Built up	Non built up	Built up	All major roads	Non built up	Built up	Non built up	Built up	All minor roads	
Fatal												
2004-08 ave	**9**	**66**	**5**	**67**	**30**	**177**	**32**	**9**	**14**	**36**	**91**	**268**
2007	8	76	2	52	31	169	28	9	20	29	86	255
2008	9	50	2	68	28	157	27	14	9	38	88	245
2009	11	52	1	45	17	126	20	11	12	27	70	196
2010	4	48	5	44	23	124	27	9	10	19	65	189
2011	10	37	5	41	22	115	18	11	8	23	60	175
2012	5	29	3	38	18	93	16	7	10	36	69	162
2013	8	48	5	36	16	113	13	2	10	21	46	159
2014	8	46	4	38	19	115	14	11	8	33	66	181
2015	9	38	5	45	16	113	10	4	8	22	44	157
2016	9	53	2	46	17	127	17	2	6	23	48	175
2017	4	34	1	41	21	101	11	5	7	17	40	141
2013 to 2017 ave	**8**	**44**	**3**	**41**	**18**	**114**	**13**	**5**	**8**	**23**	**49**	**163**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
2007	60	223	50	363	326	1,022	159	131	108	629	1,027	2,049
2008	45	245	49	357	364	1,060	197	133	121	731	1,182	2,242
2009	53	272	37	342	282	986	166	105	132	609	1,012	1,998
2010	51	231	42	279	275	878	128	86	99	522	835	1,713
2011	38	200	34	268	287	827	138	113	78	519	848	1,675
2012	41	193	33	286	304	857	132	109	99	539	879	1,736
2013	31	168	30	249	230	708	105	97	66	451	719	1,427
2014	31	169	38	229	252	719	132	100	73	465	770	1,489
2015	51	170	35	189	266	711	115	85	63	448	711	1,422
2016	39	171	28	224	257	719	122	97	61	435	715	1,434
2017	42	175	30	192	279	718	114	94	63	384	655	1,373
2013 to 2017 ave	**39**	**171**	**32**	**217**	**257**	**715**	**118**	**95**	**65**	**437**	**714**	**1,429**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
2007	435	1,278	308	1,629	2,346	5,996	845	831	538	4,297	6,511	12,507
2008	456	1,247	320	1,557	2,221	5,801	883	773	552	4,150	6,358	12,159
2009	402	1,277	264	1,542	2,005	5,490	840	732	504	3,990	6,066	11,556
2010	406	1,127	256	1,304	1,912	5,005	665	751	452	3,422	5,290	10,295
2011	377	997	260	1,220	1,961	4,815	637	784	395	3,353	5,169	9,984
2012	383	947	215	1,239	1,873	4,657	617	708	426	3,369	5,120	9,777
2013	330	937	213	1,108	1,728	4,316	513	650	339	3,159	4,661	8,977
2014	355	904	208	989	1,736	4,192	560	679	323	3,083	4,645	8,837
2015	438	871	199	957	1,672	4,137	499	672	312	2,860	4,343	8,480
2016	389	853	202	901	1,758	4,103	471	664	275	2,849	4,259	8,362
2017	347	737	166	770	1,523	3,543	413	566	259	2,333	3,571	7,114
2013 to 2017 ave	**372**	**860**	**198**	**945**	**1,683**	**4,058**	**491**	**646**	**302**	**2,857**	**4,296**	**8,354**

(b) Reported accident rates by severity and road class for built-up and non built-up roads
rates per 100 million vehicle km [1]
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

	Major roads						Minor roads					All roads
	Motor-ways	Trunk A roads		LA A roads		All major roads	B roads		C & Unclassified		All minor roads	
		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		
Fatal												
2004-08 ave	**0.13**	**0.74**	**0.49**	**0.87**	**0.67**	**0.62**	**1.20**	**0.71**	**0.32**	**0.52**	**0.60**	**0.61**
2007	0.12	0.84	0.22	0.66	0.69	0.58	1.02	0.67	0.45	0.41	0.55	0.57
2008	0.13	0.56	0.21	0.87	0.62	0.54	0.98	1.06	0.20	0.54	0.56	0.55
2009	0.17	0.58	0.10	0.57	0.38	0.44	0.75	0.86	0.27	0.39	0.46	0.44
2010	0.06	0.55	0.53	0.57	0.51	0.44	1.01	0.72	0.23	0.28	0.43	0.43
2011	0.15	0.42	0.53	0.53	0.49	0.40	0.70	0.88	0.19	0.34	0.40	0.40
2012	0.07	0.33	0.31	0.50	0.41	0.32	0.64	0.56	0.24	0.53	0.47	0.37
2013	0.11	0.55	0.52	0.47	0.36	0.39	0.52	0.16	0.23	0.31	0.31	0.36
2014	0.11	0.53	0.41	0.48	0.42	0.39	0.53	0.87	0.17	0.48	0.43	0.40
2015	0.12	0.43	0.52	0.56	0.36	0.38	0.37	0.32	0.17	0.32	0.28	0.35
2016	0.11	0.58	0.20	0.56	0.37	0.41	0.62	0.16	0.13	0.33	0.31	0.38
2017	0.05	0.39	0.06	0.55	0.39	0.32	0.41	0.32	0.17	0.20	0.24	0.29
2013 to 2017 ave	**0.10**	**0.50**	**0.30**	**0.52**	**0.38**	**0.38**	**0.49**	**0.36**	**0.18**	**0.32**	**0.31**	**0.36**
Serious												
2004-08 ave	**0.88**	**2.96**	**5.71**	**4.80**	**7.73**	**3.84**	**7.23**	**10.37**	**2.71**	**9.83**	**7.44**	**5.09**
2007	0.91	2.47	5.39	4.58	7.24	3.53	5.82	9.81	2.41	8.82	6.55	4.59
2008	0.67	2.76	5.20	4.57	8.10	3.68	7.17	10.12	2.68	10.33	7.55	5.04
2009	0.80	3.04	3.88	4.34	6.22	3.40	6.24	8.19	3.02	8.77	6.63	4.52
2010	0.78	2.63	4.44	3.60	6.08	3.08	4.81	6.90	2.27	7.75	5.57	3.94
2011	0.58	2.27	3.58	3.44	6.42	2.90	5.35	9.04	1.84	7.67	5.72	3.86
2012	0.57	2.22	3.39	3.73	6.92	2.97	5.28	8.69	2.40	7.91	5.98	3.99
2013	0.43	1.92	3.13	3.25	5.24	2.44	4.17	7.85	1.53	6.71	4.86	3.26
2014	0.42	1.94	3.94	2.91	5.63	2.44	4.96	7.92	1.59	6.75	5	3.32
2015	0.68	1.91	3.65	2.35	5.91	2.38	4.24	6.74	1.36	6.5	4.59	3.13
2016	0.5	1.87	2.84	2.71	5.58	2.33	4.44	7.74	1.31	6.25	4.58	3.09
2017	0.52	2.02	1.65	2.56	5.17	2.29	4.26	6	1.56	4.63	3.95	2.86
2013 to 2017 ave	**0.51**	**1.93**	**2.83**	**2.76**	**5.49**	**2.37**	**4.42**	**7.19**	**1.47**	**6.10**	**4.58**	**3.13**
All severities												
2004-08 ave	**7.08**	**14.68**	**34.74**	**21.83**	**53.55**	**21.77**	**34.16**	**65.84**	**13.08**	**64.29**	**44.91**	**29.78**
2007	6.61	14.13	33.19	20.54	52.08	20.69	30.91	62.24	12.01	60.24	41.52	28.00
2008	6.82	14.05	33.98	19.93	49.43	20.14	32.13	58.79	12.22	58.62	40.60	27.34
2009	6.06	14.25	27.72	19.56	44.26	18.96	31.56	57.06	11.53	57.47	39.76	26.13
2010	6.24	12.85	27.08	16.82	42.28	17.56	25.00	60.27	10.38	50.83	35.28	23.67
2011	5.74	11.34	27.35	15.68	43.86	16.86	24.72	62.73	9.33	49.55	34.87	23.01
2012	5.36	10.91	22.10	16.16	42.62	16.14	24.66	56.47	10.32	49.45	34.84	22.45
2013	4.54	10.69	22.20	14.45	39.36	14.86	20.37	52.62	7.86	46.98	31.51	20.48
2014	4.78	10.36	21.54	12.59	38.77	14.24	21.03	53.78	7.06	44.74	30.18	19.71
2015	5.86	9.78	20.73	11.92	37.15	13.85	18.40	53.29	6.72	41.51	28.02	18.69
2016	4.97	9.31	20.45	10.91	38.14	13.3	17.14	52.98	5.91	40.93	27.28	18.00
2017	4.31	8.52	9.13	10.28	28.21	11.28	15.43	36.14	6.41	28.11	21.54	14.83
2013 to 2017 ave	**4.89**	**9.73**	**17.36**	**12.02**	**36.01**	**13.47**	**18.44**	**49.12**	**6.79**	**39.94**	**27.58**	**18.28**

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

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2013-2017 averages

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

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

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2013-2017 averages

Severity/ Police force area	Motorways	Trunk A roads	Local Authority A roads(1)	All Major Roads	Minor Roads	All Roads
Reported accident rate per 100 million vehicle km - for 2013-2017 average						
Fatal						
North East [1]	-	0.4	0.8	0.6	0.4	0.5
Tayside	0.1	0.4	0.5	0.4	0.4	0.4
Argyll & West Dunbartonshire	-	0.8	0.3	0.6	0.3	0.5
Forth Valley	0.1	0.9	0.2	0.2	0.2	0.2
Dumfries & Galloway	0.2	0.7	0.8	0.5	0.5	0.5
Ayrshire	-	0.5	0.4	0.5	0.3	0.4
Greater Glasgow	0.0	-	0.4	0.2	0.3	0.2
Lothians & Scottish Borders	0.1	0.4	0.5	0.4	0.3	0.4
Edinburgh	0.2	0.1	0.2	0.1	0.4	0.2
Highlands & Islands	-	0.6	0.8	0.7	0.4	0.6
Fife	0	0.4	0.5	0.4	0.2	0.3
Renfrewshire & Inverclyde	0.1	0.4	0.2	0.2	0.4	0.3
Lanarkshire	0.1	0.2	0.4	0.2	0.3	0.3
Scotland	**0.1**	**0.5**	**0.5**	**0.4**	**0.3**	**0.4**
Serious						
North East [1]	-	2.3	5.3	3.7	5.1	4.3
Tayside	0.5	1.5	3.4	2.0	4.4	2.7
Argyll & West Dunbartonshire	-	4.0	4.1	4.1	3.7	4.0
Forth Valley	0.9	4.7	3.4	2.6	3.6	2.9
Dumfries & Galloway	0.6	2.0	4.4	2.0	4.9	2.5
Ayrshire	0.7	2.4	4.0	2.9	4.4	3.5
Greater Glasgow	0.4	-	4.9	2.2	5.6	3.6
Lothians & Scottish Borders	0.5	2.1	3.5	2.4	4.9	3.2
Edinburgh	0.5	1.0	5.1	3.2	6.8	4.8
Highlands & Islands	-	1.9	2.0	1.9	2.2	2.0
Fife	0.6	1.5	2.5	1.9	3.2	2.4
Renfrewshire & Inverclyde	0.2	1.6	3.0	1.5	4.4	2.6
Lanarkshire	0.5	1.0	3.3	1.5	4.0	2.3
Scotland	**0.5**	**2.0**	**3.8**	**2.4**	**4.6**	**3.1**
All severities						
North East [1]	-	7.9	16.1	11.8	16.1	13.7
Tayside	2.9	5.9	13.2	8.2	19.5	11.5
Argyll & West Dunbartonshire	-	18.1	19.6	18.8	23.3	20.0
Forth Valley	4.6	17.7	18.8	13.0	19.7	15.2
Dumfries & Galloway	3.3	11.3	20.8	10.1	30.0	13.4
Ayrshire	5.2	11.9	22.2	15.7	25.4	19.1
Greater Glasgow	6.2	-	35.0	17.9	42.3	27.8
Lothians & Scottish Borders	5.3	10.9	18.4	13.2	32.0	19.3
Edinburgh	7.3	12.5	40.4	27.1	50.8	37.3
Highlands & Islands	-	11.4	13.4	12.1	19.8	13.9
Fife	3.2	10.1	13.2	10.8	18.7	13.8
Renfrewshire & Inverclyde	4.4	17.3	19.0	12.6	27.7	18.2
Lanarkshire	4.6	8.6	22.5	11.4	25.9	16.1
Scotland	**4.9**	**10.6**	**21.0**	**13.5**	**27.6**	**18.3**

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

Table 6

Accidents by severity, month and road type, 2013 to 2017 average (figures adjusted for 30 day months)

		Trunk M & A	M & A NBUP	Minor NBUP	M & A BUP	Minor BUP	Total	Trunk M & A	M & A NBUP	Minor NBUP	M & A BUP	Minor BUP	Total
								%	%	%	%	%	%
Fatal	**January**	4	2	2	1	3	13	8.3	5.7	7.6	7.7	11.3	8.0
	February	4	4	1	2	1	11	7.1	9.4	4.2	10.9	3.9	7.2
	March	3	1	1	2	3	9	6.1	3.3	3.8	8.8	9.2	5.9
	April	5	3	2	1	2	13	9.6	7.4	8.8	4.5	7.3	8.0
	May	5	4	2	1	3	15	9.0	9.0	10.4	6.6	9.9	9.1
	June	5	5	3	1	2	16	8.5	13.3	13.7	6.8	6.5	9.9
	July	3	5	1	1	2	13	6.1	13.3	5.7	6.6	7.0	8.1
	August	6	4	3	1	2	16	11.1	10.5	15.1	7.7	6.3	10.3
	September	4	3	2	2	2	12	7.0	7.4	9.8	10.2	6.5	7.7
	October	5	3	2	1	3	13	8.6	6.7	7.6	7.7	9.2	8.0
	November	5	3	1	2	3	14	8.9	7.4	5.9	12.5	11.6	9.0
	December	5	3	2	2	3	14	9.7	6.7	7.6	9.9	11.3	8.9
	Year total	54	41	20	18	27	160	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	17	14	13	24	42	109	7.0	6.3	7.0	9.6	8.1	7.8
	February	16	16	14	23	42	111	6.9	7.6	7.5	9.2	8.0	7.9
	March	16	17	10	21	40	105	6.9	7.9	5.8	8.2	7.7	7.4
	April	18	16	14	17	40	104	7.4	7.3	7.5	6.8	7.6	7.4
	May	23	24	15	20	43	124	9.6	11.2	8.1	7.7	8.2	8.8
	June	22	23	22	20	46	133	9.3	10.6	12.3	7.8	8.7	9.4
	July	26	19	19	20	44	128	11.1	8.8	10.7	8.0	8.4	9.1
	August	25	21	18	20	49	133	10.3	9.9	10.2	7.9	9.3	9.4
	September	21	21	17	19	44	123	8.8	9.9	9.5	7.4	8.5	8.7
	October	16	16	14	23	48	117	6.9	7.6	7.6	9.0	9.1	8.3
	November	19	16	14	22	45	116	7.9	7.4	7.9	8.7	8.6	8.2
	December	18	12	10	24	41	106	7.7	5.5	5.8	9.6	7.8	7.5
	Year total	238	214	180	253	523	1,408	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	117	75	60	143	291	685	8.3	8.0	7.7	8.6	8.4	8.3
	February	115	75	65	155	290	701	8.2	8.0	8.3	9.3	8.4	8.5
	March	108	70	56	133	283	649	7.7	7.5	7.2	8.0	8.2	7.9
	April	106	71	60	125	257	619	7.6	7.6	7.7	7.5	7.5	7.5
	May	116	86	62	137	288	689	8.3	9.2	7.9	8.3	8.3	8.4
	June	117	86	76	133	283	694	8.3	9.2	9.7	8.0	8.2	8.4
	July	123	82	80	133	264	682	8.8	8.8	10.2	8.0	7.7	8.3
	August	140	85	77	138	297	736	9.9	9.1	9.9	8.3	8.6	8.9
	September	107	82	71	131	300	692	7.6	8.8	9.1	7.9	8.7	8.4
	October	119	75	61	141	290	686	8.4	8.0	7.7	8.5	8.4	8.3
	November	120	72	63	151	322	728	8.5	7.7	8.1	9.1	9.3	8.8
	December	119	75	51	141	290	675	8.4	8.0	6.5	8.5	8.4	8.2
	Year total	1,407	933	782	1,660	3,454	8,236	100.0	100.0	100.0	100.0	100.0	100.0

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

Table 7

Accidents by light condition, road surface condition(1), severity
Built-up and non built-up roads,
2004-08 and 2013-2017 averages, 2013 to 2017

		Built-up			Non Built-up			Total		
		Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total
Daylight	**2004-08 ave**	**46**	**813**	**5,813**	**119**	**704**	**3,468**	**166**	**1,517**	**9,281**
	2013	28	562	4,265	84	465	2,394	112	1,027	6,659
	2014	37	618	4,166	79	468	2,340	116	1,086	6,506
	2015	24	581	3,983	72	431	2,242	96	1,012	6,225
	2016	30	578	4,072	84	469	2,155	114	1,047	6,227
	2017	29	570	3,398	72	460	1,908	101	1,030	5,306
	2013-17 ave	**30**	**582**	**3,977**	**78**	**459**	**2,208**	**108**	**1,040**	**6,185**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	2013	16	246	1,485	31	154	833	47	400	2,318
	2014	30	237	1,540	35	166	791	65	403	2,331
	2015	23	253	1,420	38	157	835	61	410	2,255
	2016	14	239	1,401	47	148	734	61	387	2,135
	2017	15	217	1,190	25	126	618	40	343	1,808
	2013-17 ave	**20**	**238**	**1,407**	**35**	**150**	**762**	**55**	**389**	**2,169**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	2013	29	525	3,772	67	362	1,626	96	887	5,398
	2014	27	554	3,556	64	348	1,536	91	902	5,092
	2015	26	523	3,376	65	306	1,506	91	829	4,882
	2016	28	516	3,614	71	361	1,545	99	877	5,159
	2017	20	525	3,005	59	332	1,374	79	857	4,379
	2013-17 ave	**26**	**529**	**3,465**	**65**	**342**	**1,517**	**91**	**870**	**4,982**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	2013	15	265	1,793	41	211	1,267	56	476	3,060
	2014	39	295	2,073	47	267	1,448	86	562	3,521
	2015	20	301	1,909	42	247	1,340	62	548	3,249
	2016	16	286	1,735	59	225	1,159	75	511	2,894
	2017	22	251	1,450	37	229	984	59	480	2,434
	2013-17 ave	**22**	**280**	**1,792**	**45**	**236**	**1,240**	**68**	**515**	**3,032**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2013	-	18	184	7	46	331	7	64	515
	2014	1	5	74	3	19	145	4	24	219
	2015	1	10	116	3	35	230	4	45	346
	2016	-	15	124	1	31	185	1	46	309
	2017	2	11	133	1	25	167	3	36	300
	2013-17 ave	**1**	**12**	**126**	**3**	**31**	**212**	**4**	**43**	**338**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2013	44	808	5,750	115	619	3,227	159	1,427	8,977
	2014	67	855	5,706	114	634	3,131	181	1,489	8,837
	2015	47	834	5,403	110	588	3,077	157	1,422	8,480
	2016	44	817	5,473	131	617	2,889	175	1,434	8,362
	2017	44	787	4,588	97	586	2,526	141	1,373	7,114
	2013-17 ave	**49**	**820**	**5,384**	**113**	**609**	**2,970**	**163**	**1,429**	**8,354**

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

Table 8

Accidents by junction detail and severity separately for built-up and non built-up roads
Years: 2013-2017 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	25	352	1,652	2,029	50.8	42.9	36.6	37.7
	Roundabout	2	48	405	455	3.3	5.9	9.0	8.5
	Mini-roundabout	1	6	54	61	1.6	0.8	1.2	1.1
	T/Y staggered junc	14	262	1,398	1,675	28.9	32.0	31.0	31.1
	Slip road	0	4	42	47	0.4	0.5	0.9	0.9
	Cross roads	4	79	531	613	7.3	9.6	11.8	11.4
	Junction>4 arms(not rd'about)	0	9	67	76	0.8	1.1	1.5	1.4
	Private drive	0	14	65	80	0.8	1.7	1.4	1.5
	Other junction	3	45	301	349	6.1	5.5	6.7	6.5
	Total	49	820	4,515	5,384	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	89	437	1,556	2,083	78.8	71.8	69.2	70.1
	Roundabout	1	20	149	170	0.9	3.3	6.6	5.7
	Mini-roundabout	0	1	0	1	0	0.1	0.0	0.0
	T/Y staggered junc	11	87	268	366	9.9	14.3	11.9	12.3
	Slip road	3	11	101	114	2.3	1.8	4.5	3.9
	Cross roads	2	18	48	68	1.6	2.9	2.2	2.3
	Junction>4 arms(not rd'about)	0	1	5	6	0	0.1	0.2	0.2
	Private drive	3	16	52	71	2.8	2.6	2.3	2.4
	Other junction	4	19	68	91	3.7	3.2	3.0	3.1
	Total	113	609	2,248	2,970	100.0	100.0	100.0	100.0
Total built-up/non built-up									
	More than 20m from junction	114	789	3,208	4,112	70.4	55.2	47.4	49.2
	Roundabout	3	68	554	625	1.6	4.8	8.2	7.5
	Mini-roundabout	1	7	55	62	0.5	0.5	0.8	0.7
	T/Y staggered junc	25	349	1,666	2,040	15.6	24.4	24.6	24.4
	Slip road	3	15	143	161	1.7	1.1	2.1	1.9
	Cross roads	5	96	579	681	3.3	6.7	8.6	8.1
	Junction>4 arms(not rd'about)	0	10	72	82	0.2	0.7	1.1	1.0
	Private drive	4	30	117	151	2.2	2.1	1.7	1.8
	Other junction	7	64	369	440	4.4	4.5	5.5	5.3
	Total	163	1,429	6,762	8,354	100.0	100.0	100.0	100.0

Accident Costs: Details of Calculations

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

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

Types of Costs

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

The cost of an accident also includes:

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

A summary of the DfT's latest findings can be found in *Reported Road Casualties GB: 2017*.

https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017

Scotland analysis

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

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

Figures are presented in constant 2017 prices. Therefore estimates of values in earlier years have been calculated by applying 2017 values to previous years.

Further information the methodology can be obtained from the DfT:

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

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

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2017 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,897,129	213,184	16,434	64,726

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		705,883	27,945	3,440	
Medical/ambulance		6,003	16,784	1,459	
Pain, grief, suffering		1,385,185	190,531	16,390	
Police and damage to property costs for GB:					
Police/administration		20,804	2,425	627	41
Insurance		348	217	132	62
Damage to property	Total	12,699	5,734	3,403	2,168
	- Motorways	19,571	16,699	8,448	2,946
	- Non built-up roads	15,385	7,014	4,649	3,066
	- Built-up roads	9,071	4,862	2,868	2,051
Total costs per accident for GB		2,130,922	243,635	25,451	2,272

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

Table 10

Cost per accident by road type and severity in Scotland (£) for 2017 at 2017 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,145,354	275,995	28,765	180,824	3,107	23,302
Built-up roads	1,954,591	235,335	23,756	78,567	2,092	6,182
Motorways	1,990,800	258,089	31,187	81,240	2,987	12,086
All roads	**2,081,441**	**252,141**	**25,535**	**110,018**	**2,286**	**9,386**
Trunk roads only	2,158,284	272,222	29,868	144,715	2,815	16,912

Table 11

Total estimated accident costs in Scotland (£ million) at 2017 prices, by severity
Years: 2007 to 2017

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2007	46.7	725.5	562.2	**1,334.4**	564.9	515.5	254.0	402.0	**1,736.4**
2008	46.9	691.7	601.0	**1,339.6**	541.2	560.4	238.0	389.5	**1,729.0**
2009	49.0	618.9	499.6	**1,167.5**	432.9	501.3	233.4	368.9	**1,536.4**
2010	32.1	567.3	455.6	**1,055.0**	423.0	424.0	208.1	330.0	**1,385.0**
2011	39.8	473.4	469.1	**982.3**	368.7	412.1	201.4	322.7	**1,305.0**
2012	31.8	471.4	480.3	**983.6**	351.6	435.0	197.0	315.2	**1,298.8**
2013	35.4	461.6	392.7	**889.7**	349.0	358.6	182.2	290.6	**1,180.3**
2014	35.1	463.5	453.1	**951.6**	405.4	368.6	177.6	286.6	**1,238.2**
2015	48.0	416.4	394.7	**859.1**	333.2	353.5	172.4	274.0	**1,133.1**
2016	44.2	493.0	382.5	**919.7**	389.8	362.1	167.8	272.1	**1,191.7**
2017	28.2	394.0	360.5	**782.7**	293.5	346.2	143.0	230.6	**1,013.2**

Vehicles involved in reported injury accidents by type
Years: 2004-08 and 2013-17 averages and 2007-17

Year	Pedal cycle	Motor cycle [1, 2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
2004-08 average	**782**	**1,076**	**16,306**	**440**	**84**	**956**	**931**	**707**	**490**	**21,772**
2007	740	1,109	15,585	413	74	836	924	643	480	20,804
2008	768	1,050	15,061	367	65	796	918	654	541	20,220
2009	821	1,040	14,578	391	79	697	760	554	467	19,387
2010	810	860	12,805	355	57	611	752	546	446	17,242
2011	855	827	12,400	387	52	617	784	465	364	16,751
2012	934	891	12,214	333	54	520	806	453	325	16,530
2013	919	791	11,223	327	39	469	876	408	252	15,304
2014	924	847	11,194	310	43	433	878	420	246	15,295
2015	829	757	10,936	270	37	389	888	384	189	14,679
2016	809	729	11,084	304	52	396	909	322	155	14,760
2017	754	631	9,400	264	37	320	785	306	172	12,669
13-17 ave average	**847**	**751**	**10,767**	**295**	**42**	**401**	**867**	**368**	**203**	**14,541**
Per cent changes:										
2017 on 2016	-7	-13	-15	-13	-29	-19	-14	-5	11	-14
2017 on 2004-08 average	-4	-41	-42	-40	-56	-67	-16	-57	-65	-42

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

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2006 to 2017, and 2004-08 and 2013-2017 averages

	Pedal cycle	Motorcycle [3]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious accidents							*number*
2004-08 ave.	**151**	**429**	**2,751**	**158**	**165**	**173**	**3,925**
2006	148	431	2,850	168	162	173	4,029
2007	159	440	2,492	119	164	157	3,618
2008	179	451	2,668	164	161	149	3,883
2009	165	381	2,443	121	131	134	3,461
2010	152	359	1,980	108	134	150	2,967
2011	172	336	1,895	122	127	113	2,841
2012	189	375	1,964	123	146	121	2,971
2013	174	305	1,678	92	116	114	2,529
2014	177	370	1,727	74	163	111	2,687
2015	185	291	1,710	70	157	109	2,557
2016	165	303	1,812	97	148	85	2,647
2017	189	318	1,657	60	143	76	2,486
2013-17 average	**178**	**317**	**1,717**	**79**	**145**	**99**	**2,581**
(b) vehicles involved - all severities of reported accident							
2004-08 ave.	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
2006	801	1,091	16,872	1,066	923	697	21,959
2007	740	1,109	15,998	910	924	643	20,804
2008	768	1,050	15,428	861	918	654	20,220
2009	821	1,040	14,969	776	760	554	19,387
2010	810	860	13,160	668	752	546	17,242
2011	855	827	12,787	669	784	465	16,751
2012	934	891	12,547	574	806	453	16,530
2013	919	791	11,550	508	876	408	15,304
2014	924	847	11,504	476	878	420	15,295
2015	829	757	11,206	426	888	384	14,679
2016	809	729	11,388	448	909	322	14,760
2017	754	631	9,664	357	785	306	12,669
2013-17 average	**847**	**751**	**11,062**	**443**	**867**	**368**	**14,541**
(c) traffic volumes [(2)]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
2006	260	302	34,466	609	5,761	2,721	44,119
2007	240	326	34,545	650	6,125	2,781	44,666
2008	273	315	34,357	630	6,145	2,751	44,470
2009	287	322	34,392	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
2011	305	295	33,578	609	6,122	2,482	43,390
2012	310	290	33,777	585	6,121	2,466	43,549
2013	329	286	33,811	607	6,319	2,487	43,840
2014	369	297	34,415	610	6,676	2,473	44,839
2015	342	293	34,669	588	6,979	2,504	45,374
2016	288	289	35,342	561	7,435	2,543	46,459
2017	290	305	36,206	582	8,008	2,595	47,986
2013-17 average	**324**	**294**	**34,888**	**590**	**7,083**	**2,520**	**45,700**

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

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2006 to 2017, and 2004-08 and 2013-2017 averages

	Pedal cycle	Motorcycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious accidents							*per million vehicle kilometres*
2004-08 ave.	**0.61**	**1.37**	**0.08**	**0.26**	**0.03**	**0.06**	**0.09**
2006	0.57	1.43	0.08	0.28	0.03	0.06	0.09
2007	0.66	1.35	0.07	0.18	0.03	0.06	0.08
2008	0.66	1.43	0.08	0.26	0.03	0.05	0.09
2009	0.57	1.18	0.07	0.19	0.02	0.05	0.08
2010	0.51	1.24	0.06	0.17	0.02	0.06	0.07
2011	0.56	1.14	0.06	0.20	0.02	0.05	0.07
2012	0.61	1.29	0.06	0.21	0.02	0.05	0.07
2013	0.53	1.07	0.05	0.15	0.02	0.05	0.06
2014	0.48	1.25	0.05	0.12	0.02	0.04	0.06
2015	0.54	0.99	0.05	0.12	0.02	0.04	0.06
2016	0.57	1.05	0.05	0.17	0.02	0.03	0.06
2017	0.65	1.04	0.05	0.10	0.02	0.03	0.05
2013-17 average	**0.55**	**1.08**	**0.05**	**0.13**	**0.02**	**0.04**	**0.06**
(e) vehicle involvement rates: all severities of accident							*per million vehicle kilometres*
2004-08 ave.	**3.13**	**3.44**	**0.49**	**1.70**	**0.16**	**0.26**	**0.50**
2006	3.08	3.61	0.49	1.75	0.16	0.26	0.50
2007	3.09	3.41	0.46	1.40	0.15	0.23	0.47
2008	2.82	3.34	0.45	1.37	0.15	0.24	0.45
2009	2.86	3.23	0.44	1.22	0.13	0.22	0.44
2010	2.71	2.97	0.39	1.03	0.12	0.21	0.40
2011	2.80	2.80	0.38	1.10	0.13	0.19	0.39
2012	3.01	3.07	0.37	0.98	0.13	0.18	0.38
2013	2.79	2.76	0.34	0.84	0.14	0.16	0.35
2014	2.50	2.85	0.33	0.78	0.13	0.17	0.34
2015	2.43	2.58	0.32	0.72	0.13	0.15	0.32
2016	2.81	2.52	0.32	0.80	0.12	0.13	0.32
2017	2.60	2.07	0.27	0.61	0.10	0.12	0.26
2013-17 average	**2.62**	**2.55**	**0.32**	**0.75**	**0.12**	**0.15**	**0.32**

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

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

(a) Vehicles involved in reported injury accidents by manoeuvre and type of vehicle
Separately for built-up and non built-up roads
Years: 2013-2017 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	1	0	150	10	1	1	32	4	3	202
Parked	1	1	428	13	2	13	36	11	4	509
Slowing or stopping	14	28	496	18	2	56	34	9	4	660
Moving off	22	12	399	23	1	57	31	9	7	562
U turn	0	2	80	10	0	1	8	1	1	103
Turning/waiting turn left	20	14	316	10	1	13	26	8	5	412
Turning/waiting turn right	51	25	903	34	3	21	60	10	9	1,115
Changing lane	9	4	74	4	0	4	10	3	1	110
Overtaking	36	38	151	7	1	7	14	5	3	262
Going round bend	25	35	330	7	0	9	17	10	3	436
Waiting/going ahead	562	255	3,426	134	11	175	227	56	51	4,897
Total[(2)]	**741**	**415**	**6,755**	**269**	**23**	**358**	**495**	**126**	**92**	**9,274**
Non built-up										
Reversing	0	0	4	-	0	0	2	2	0	10
Parked	0	1	36	-	0	2	6	10	2	58
Slowing or stopping	1	14	321	2	1	2	29	13	5	390
Moving off	1	4	72	1	0	1	6	5	2	93
U turn	1	1	15	0	0	-	1	0	0	19
Turning/waiting turn left	2	4	58	0	0	0	5	2	4	74
Turning/waiting turn right	7	8	254	1	1	2	25	10	14	322
Changing lane	2	3	78	1	0	1	7	16	3	111
Overtaking	1	39	153	1	0	1	15	6	3	218
Going round bend	12	127	862	4	3	8	61	36	23	1,134
Waiting/going ahead	79	136	2,156	16	11	26	214	141	53	2,832
Total[(2)]	**106**	**336**	**4,012**	**26**	**18**	**43**	**372**	**242**	**111**	**5,267**
Total										
Reversing	1	1	154	10	1	1	35	6	4	212
Parked	1	2	464	13	3	15	42	21	6	567
Slowing or stopping	15	42	817	20	4	58	63	22	9	1,050
Moving off	23	16	471	24	2	58	38	14	9	655
U turn	1	3	95	10	0	1	9	1	1	121
Turning/waiting turn left	22	18	374	10	1	13	30	10	8	487
Turning/waiting turn right	58	33	1,157	35	4	23	85	20	23	1,437
Changing lane	11	7	152	4	0	5	17	20	4	221
Overtaking	37	77	304	8	1	9	29	11	5	480
Going round bend	37	161	1,192	11	3	17	78	46	25	1,571
Waiting/going ahead	641	391	5,582	149	22	201	441	197	104	7,729
Total[(2)]	**847**	**751**	**10,767**	**295**	**42**	**401**	**867**	**368**	**203**	**14,541**

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

(b) Vehicles involved in reported injury accidents by junction detail and type of vehicle
Separately for built-up and non built-up roads
Years: 2013-2017 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	182	132	2,419	102	9	153	182	56	39	3,272
Roundabout	103	50	579	15	3	19	38	13	8	828
Mini roundabout	12	5	82	3	-	3	5	1	2	112
T/Y or staggered junction	278	142	2,133	78	5	104	162	34	26	2,963
Slip road	4	3	68	2	-	2	4	1	-	84
Crossroads	91	39	830	42	3	44	56	10	9	1,123
Multiple junction	10	4	98	6	-	6	8	1	1	134
Private drive	13	10	103	3	-	3	9	3	3	146
Other junction	48	30	443	18	3	25	32	7	4	610
Total[(2)]	**741**	**415**	**6,755**	**269**	**23**	**358**	**495**	**126**	**92**	**9,274**
Non built-up										
Over 20m from junction	66	235	2,663	17	13	28	249	170	75	3,517
Roundabout	15	19	250	1	1	3	16	15	2	322
Mini roundabout	-	-	1	-	-	-	-	-	-	2
T/Y or staggered junction	14	48	557	3	2	6	53	26	14	723
Slip road	2	6	190	1	1	2	14	15	4	234
Crossroads	2	5	107	1	1	2	14	4	3	139
Multiple junction	-	-	9	-	-	-	-	-	-	11
Private drive	2	11	104	1	-	1	12	7	5	144
Other junction	4	13	130	1	-	2	13	5	7	175
Total[(2)]	**106**	**336**	**4,012**	**26**	**18**	**43**	**372**	**242**	**111**	**5,267**
Total										
Over 20m from junction	248	366	5,081	119	22	181	431	226	114	6,789
Roundabout	118	69	829	16	4	21	54	28	10	1,150
Mini roundabout	12	5	83	3	-	3	5	1	2	114
T/Y or staggered junction	292	190	2,689	82	8	110	216	60	40	3,686
Slip road	6	9	258	3	1	4	18	15	4	319
Crossroads	93	44	937	43	3	45	70	14	12	1,262
Multiple junction	10	4	107	6	-	6	8	1	1	144
Private drive	15	21	207	4	1	4	21	10	7	290
Other junction	53	42	573	19	3	27	45	12	11	785
Total[(2)]	**847**	**751**	**10,767**	**295**	**42**	**401**	**867**	**368**	**203**	**14,541**

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

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2013-2017 average

	Type of Accident					Type of Accident				
	Single vehicle	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**	**Single vehicle**	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**
					numbers					*percentages*
Built-up										
Reversing	5	87	52	5	150	2	8	1	1	2
Parked	2	6	201	219	428	1	1	5	19	6
Slowing or stopping	7	63	298	127	496	3	6	7	11	7
Moving off	9	80	277	33	399	3	7	7	3	6
U Turn	1	4	70	4	80	0	0	2	0	1
Turning/wtg turn left	12	47	234	24	316	4	4	6	2	5
Turning/wtg turn right	13	98	721	71	903	4	9	17	6	13
Changing lane	1	4	61	7	74	1	0	1	1	1
Overtaking	3	31	97	20	151	1	3	2	2	2
Going round bend	89	38	172	31	330	30	4	4	3	5
Going/waiting go ahead	158	636	2,030	601	3,426	53	58	48	53	51
Total	**301**	**1,096**	**4,214**	**1,144**	**6,755**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	-	1	3	-	4	-	2	0	-	0
Parked	1	1	21	13	36	0	2	1	1	1
Slowing or stopping	7	1	156	157	321	1	3	8	16	8
Moving off	1	1	59	10	72	0	3	3	1	2
U Turn	-	-	13	2	15	-	-	1	0	0
Turning/wtg turn left	5	1	44	7	58	1	2	2	1	1
Turning/wtg turn right	6	-	196	52	254	1	1	10	5	6
Changing lane	8	-	51	19	78	1	-	3	2	2
Overtaking	13	2	102	37	153	1	4	5	4	4
Going round bend	454	3	335	69	862	51	8	16	7	22
Going/waiting go ahead	394	31	1,086	645	2,156	44	74	53	64	54
Total	**892**	**42**	**2,066**	**1,013**	**4,012**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	5	88	55	6	154	0	8	1	0	1
Parked	3	7	222	232	464	0	1	4	11	4
Slowing or stopping	14	64	454	285	817	1	6	7	13	8
Moving off	10	82	336	43	471	1	7	5	2	4
U Turn	2	4	83	6	95	0	0	1	0	1
Turning/wtg turn left	18	48	278	31	374	2	4	4	1	4
Turning/wtg turn right	19	99	917	123	1,157	2	9	15	6	11
Changing lane	10	4	112	26	152	1	0	2	1	1
Overtaking	16	32	199	57	304	1	3	3	3	3
Going round bend	544	42	507	100	1,192	46	4	8	5	11
Going/waiting go ahead	553	667	3,116	1,246	5,582	46	59	50	58	52
Total	**1,193**	**1,138**	**6,280**	**2,157**	**10,767**	**100**	**100**	**100**	**100**	**100**

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

Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred [1]
Year: 2017

	North East [6]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider							
Postcode, invalid or not known	4	-	-	2	-	4	7
Driver from elsewhere in the UK	1	-	-	-	-	1	1
Scottish driver, distance not known [5]	-	-	-	-	-	3	2
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	-	-	-	-	1	-	-
Up to 2 km	30	24	5	25	4	14	86
Over 2 up to 5 km	11	5	2	8	4	2	44
Over 5 up to 10 km	7	2	2	5	-	8	16
Over 10 up to 20 km	3	3	1	1	2	1	4
Over 20 up to 50 km	1	3	1	1	-	4	1
Over 50 km	1	-	-	1	-	2	-
Total	**58**	**37**	**11**	**43**	**11**	**39**	**161**
Motorcycle rider							
Postcode, invalid or not known	8	3	1	2	-	-	3
Driver from elsewhere in the UK	-	2	4	1	6	2	1
Scottish driver, distance not known [5]	-	-	-	1	-	2	1
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	2	-	2	1	1	2	-
Up to 2 km	14	11	3	4	3	7	21
Over 2 up to 5 km	11	10	3	8	2	2	18
Over 5 up to 10 km	6	9	3	3	5	7	16
Over 10 up to 20 km	6	2	-	4	3	7	4
Over 20 up to 50 km	13	16	5	4	2	4	1
Over 50 km	8	4	8	3	3	4	-
Total	**68**	**57**	**29**	**31**	**25**	**37**	**65**
Car driver							
Postcode, invalid or not known	53	31	15	22	12	19	132
Driver from elsewhere in the UK	7	9	21	9	38	9	22
Scottish driver, distance not known [5]	2	1	2	7	-	38	46
Vehicle parked and unattended	4	-	7	-	7	18	45
Non - UK driver [4]	8	3	12	4	4	1	4
Up to 2 km	121	151	79	180	52	162	490
Over 2 up to 5 km	83	85	68	122	37	107	361
Over 5 up to 10 km	88	87	43	81	42	95	324
Over 10 up to 20 km	81	75	45	65	54	89	197
Over 20 up to 50 km	84	81	48	72	31	79	103
Over 50 km	37	83	41	23	20	22	37
Total	**568**	**606**	**381**	**585**	**297**	**639**	**1,761**
Other driver or rider [2]							
Postcode, invalid or not known	8	19	3	7	7	2	31
Driver from elsewhere in the UK	3	7	3	7	23	11	7
Scottish driver, distance not known [5]	-	-	1	1	-	4	13
Vehicle parked and unattended	-	-	1	-	1	2	4
Non - UK driver [4]	-	-	1	-	-	-	1
Up to 2 km	15	15	11	13	3	11	35
Over 2 up to 5 km	13	15	15	17	5	12	59
Over 5 up to 10 km	10	5	2	15	14	15	60
Over 10 up to 20 km	15	16	13	14	7	23	45
Over 20 up to 50 km	23	20	7	16	11	25	33
Over 50 km	16	19	16	4	14	13	9
Total	**103**	**116**	**73**	**94**	**85**	**118**	**297**
All drivers and riders							
Postcode, invalid or not known	73	53	19	33	19	25	173
Driver from elsewhere in the UK	11	18	28	17	67	23	31
Scottish driver, distance not known [5]	2	1	3	9	-	47	62
Vehicle parked and unattended	4	-	8	-	8	20	49
Non - UK driver [4]	10	3	15	5	6	3	5
Up to 2 km	180	201	98	222	62	194	632
Over 2 up to 5 km	118	115	88	155	48	123	482
Over 5 up to 10 km	111	103	50	104	61	125	416
Over 10 up to 20 km	105	96	59	84	66	120	250
Over 20 up to 50 km	121	120	61	93	44	112	138
Over 50 km	62	106	65	31	37	41	46
Total	**797**	**816**	**494**	**753**	**418**	**833**	**2,284**

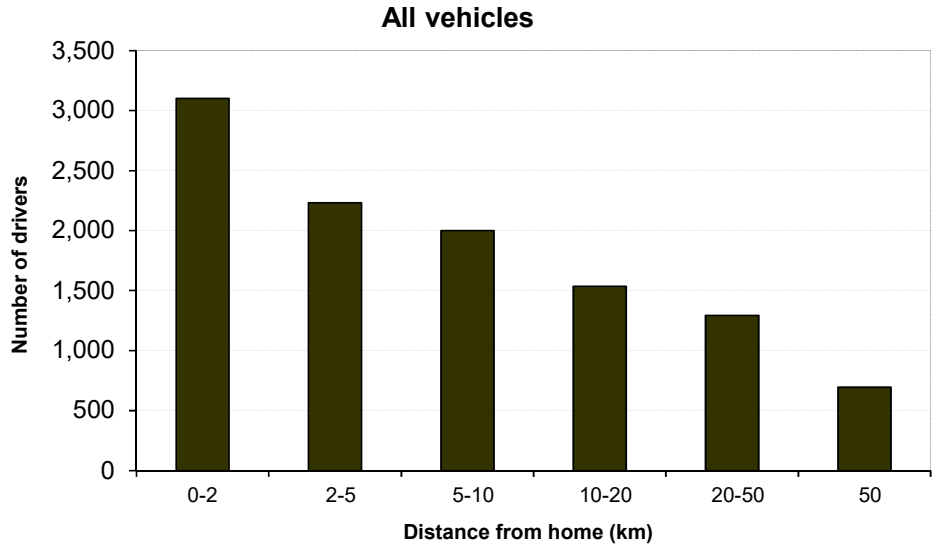
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. Other includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

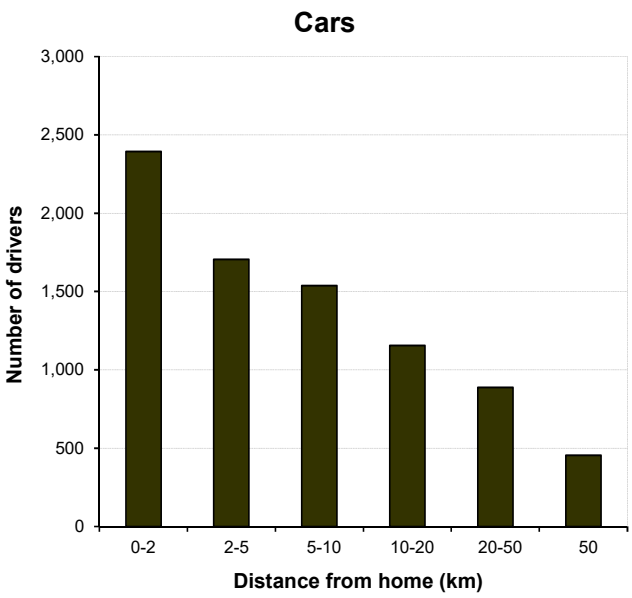
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2017

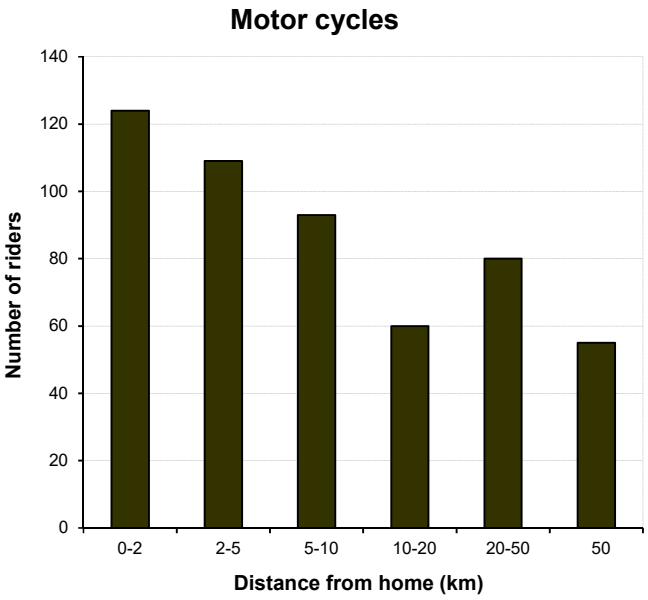
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	5	8	2	1	-	2	35
Driver from elsewhere in the UK	1	1	2	-	-	-	7
Scottish driver, distance not known [5]	-	1	-	-	1	-	7
Vehicle parked and unattended Non	1	-	-	-	-	-	1
Non - UK driver [4]	-	7	-	-	-	-	8
Up to 2 km	23	87	8	18	17	13	354
Over 2 up to 5 km	17	57	5	3	2	8	168
Over 5 up to 10 km	10	20	4	-	8	10	92
Over 10 up to 20 km	10	4	3	-	7	7	46
Over 20 up to 50 km	5	5	1	1	-	4	27
Over 50 km	1	2	1	-	1	-	9
Total	**73**	**192**	**26**	**23**	**36**	**44**	**754**
Motorcycle rider							
Postcode, invalid or not known	2	4	16	1	-	1	41
Driver from elsewhere in the UK	9	-	15	-	-	1	41
Scottish driver, distance not known [5]	-	-	-	-	1	1	6
Vehicle parked and unattended Non	1	-	-	-	-	-	1
Non - UK driver [4]	1	2	9	-	-	1	21
Up to 2 km	11	24	6	8	3	9	124
Over 2 up to 5 km	11	14	6	6	4	14	109
Over 5 up to 10 km	12	13	2	6	1	10	93
Over 10 up to 20 km	12	10	1	7	1	3	60
Over 20 up to 50 km	6	7	6	8	2	6	80
Over 50 km	8	4	9	2	1	1	55
Total	**73**	**78**	**70**	**38**	**13**	**47**	**631**
Car driver							
Postcode, invalid or not known	63	114	60	26	28	51	626
Driver from elsewhere in the UK	24	10	35	5	4	22	215
Scottish driver, distance not known [5]	1	1	4	3	15	30	150
Vehicle parked and unattended Non	30	41	2	-	12	29	195
Non - UK driver [4]	18	20	6	-	-	1	81
Up to 2 km	240	208	62	124	144	381	2,394
Over 2 up to 5 km	192	188	42	77	92	251	1,705
Over 5 up to 10 km	176	173	32	100	79	217	1,537
Over 10 up to 20 km	154	103	51	47	55	139	1,155
Over 20 up to 50 km	95	75	50	37	41	91	887
Over 50 km	36	40	69	13	15	19	455
Total	**1,029**	**973**	**413**	**432**	**485**	**1,231**	**9,400**
Other driver or rider [2]							
Postcode, invalid or not known	23	50	16	6	7	20	199
Driver from elsewhere in the UK	11	4	6	1	-	16	99
Scottish driver, distance not known [5]	1	3	-	-	3	2	28
Vehicle parked and unattended Non	9	8	1	-	3	6	35
Non - UKK driver [4]	3	4	2	-	1	3	15
Up to 2 km	26	28	7	14	17	35	230
Over 2 up to 5 km	19	56	6	7	10	15	249
Over 5 up to 10 km	37	53	8	9	17	32	277
Over 10 up to 20 km	27	61	9	17	8	21	276
Over 20 up to 50 km	36	56	17	8	17	30	299
Over 50 km	23	18	33	7	1	4	177
Total	**215**	**341**	**105**	**69**	**84**	**184**	**1,884**
All drivers and riders							
Postcode, invalid or not known	93	176	94	34	35	74	901
Driver from elsewhere in the UK	45	15	58	6	4	39	362
Scottish driver, distance not known [5]	2	5	4	3	20	33	191
Vehicle parked and unattended Non	41	49	3	-	15	35	232
Non - UK driver [4]	22	33	17	-	1	5	125
Up to 2 km	300	347	83	164	181	438	3,102
Over 2 up to 5 km	239	315	59	93	108	288	2,231
Over 5 up to 10 km	235	259	46	115	105	269	1,999
Over 10 up to 20 km	203	178	64	71	71	170	1,537
Over 20 up to 50 km	142	143	74	54	60	131	1,293
Over 50 km	68	64	112	22	18	24	696
Total	**1,390**	**1,584**	**614**	**562**	**618**	**1,506**	**12,669**

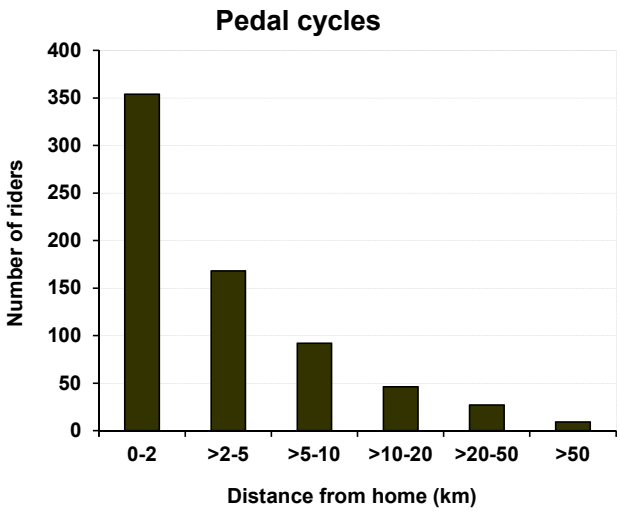
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. Other includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

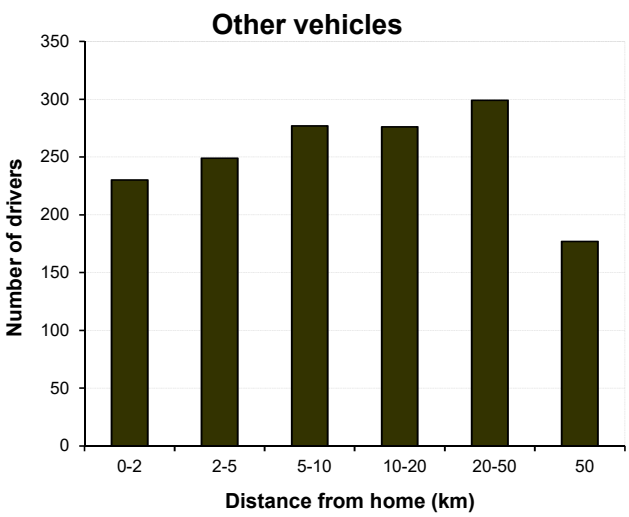
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2017











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2013-2017 average

	Age of Driver						Age of Driver					
	17-25	26-34	35-59	60 and over	not known or under 17	Total	17-25	26-34	35-59	60 and over	not known or under 17	Total
						numbers						*percentages*
Built-up												
Reversing	20	28	62	26	14	150	2	2	2	3	3	2
Parked	37	81	125	28	156	428	3	6	5	3	39	6
Slowing or stopping	82	98	227	72	17	496	7	8	8	7	4	7
Moving off	65	78	167	73	16	399	5	6	6	7	4	6
U Turn	13	16	35	13	3	80	1	1	1	1	1	1
Turning/wtg turn left	52	56	138	53	17	316	4	4	5	5	4	5
Turning/wtg turn right	171	172	381	153	27	903	14	13	14	15	7	13
Changing lane	13	15	28	8	10	74	1	1	1	1	2	1
Overtaking	29	28	56	26	11	151	2	2	2	3	3	2
Going round bend	91	63	122	46	7	330	8	5	4	5	2	5
Going/wtg go ahead	628	669	1,471	536	121	3,426	52	51	52	52	30	51
Total[(1)]	**1,201**	**1,305**	**2,814**	**1,035**	**400**	**6,755**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	1	1	2	1	0	4	0	0	0	0	0	0
Parked	4	4	15	6	7	36	0	1	1	1	13	1
Slowing or stopping	60	69	151	37	4	321	7	9	9	6	7	8
Moving off	9	12	30	20	1	72	1	2	2	3	1	2
U Turn	2	3	7	3	0	15	0	0	0	1	0	0
Turning/wtg turn left	12	11	25	10	0	58	1	1	2	2	1	1
Turning/wtg turn right	42	36	113	61	2	254	5	5	7	10	4	6
Changing lane	18	18	28	11	2	78	2	3	2	2	4	2
Overtaking	42	28	56	22	5	153	5	4	3	4	9	4
Going round bend	283	147	309	113	10	862	31	20	19	18	18	22
Going/wtg go ahead	451	410	927	344	24	2,156	49	56	56	55	43	54
Total[(1)]	**926**	**739**	**1,664**	**627**	**57**	**4,012**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	21	29	64	26	14	154	1	1	1	2	3	1
Parked	41	85	141	34	164	464	2	4	3	2	36	4
Slowing or stopping	142	167	377	110	21	817	7	8	8	7	5	8
Moving off	74	89	197	93	17	471	4	4	4	6	4	4
U Turn	16	19	42	16	3	95	1	1	1	1	1	1
Turning/wtg turn left	64	66	164	62	18	374	3	3	4	4	4	4
Turning/wtg turn right	213	208	493	214	29	1,157	10	10	11	13	6	11
Changing lane	31	33	57	19	12	152	2	2	1	1	3	1
Overtaking	71	56	112	48	16	304	3	3	3	3	4	3
Going round bend	374	210	431	159	18	1,192	18	10	10	10	4	11
Going/wtg go ahead	1,079	1,079	2,399	880	146	5,582	51	53	54	53	32	52
Total[(1)]	**2,127**	**2,044**	**4,478**	**1,662**	**457**	**10,767**	**100**	**100**	**100**	**100**	**100**	**100**

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

Car drivers involved in reported injury accidents by age and severity of accident
Years:2004-08 and 2013-17 ave and 2007 to 2017

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**2004-08 average**	**81**	**50**	**112**	**53**	**299**	**27.1**	**16.8**	**37.4**	**17.6**	100
	2007	70	52	98	47	268	26.1	19.4	36.6	17.5	100
	2008	66	53	97	61	283	23.3	18.7	34.3	21.6	100
	2009	61	22	87	35	205	29.8	10.7	42.4	17.1	100
	2010	55	34	86	45	220	25.0	15.5	39.1	20.5	100
	2011	41	28	84	42	196	20.9	14.3	42.9	21.4	100
	2012	28	26	53	34	145	19.3	17.9	36.6	23.4	100
	2013	32	29	70	45	182	17.6	15.9	38.5	24.7	100
	2014	42	20	81	46	193	21.8	10.4	42.0	23.8	100
	2015	37	36	55	32	161	23.0	22.4	34.2	19.9	100
	2016	40	44	73	46	204	19.6	21.6	35.8	22.5	100
	2017	25	27	56	40	150	16.7	18	37.3	26.7	100
	2013 to 2017 average	**35**	**31**	**67**	**42**	**178**	**19.8**	**17.5**	**37.6**	**23.5**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	100
	2007	603	306	892	323	2,167	27.8	14.1	41.2	14.9	100
	2008	587	388	956	338	2,311	25.4	16.8	41.4	14.6	100
	2009	545	373	889	336	2,186	24.9	17.1	40.7	15.4	100
	2010	421	292	707	256	1,715	24.5	17.0	41.2	14.9	100
	2011	344	260	698	296	1,633	21.1	15.9	42.7	18.1	100
	2012	354	310	719	343	1,765	20.1	17.6	40.7	19.4	100
	2013	261	238	608	286	1,437	18.2	16.6	42.3	19.9	100
	2014	297	253	592	305	1,492	19.9	17.0	39.7	20.4	100
	2015	293	307	593	276	1,510	19.4	20.3	39.3	18.3	100
	2016	310	258	584	326	1,559	19.9	16.5	37.5	20.9	100
	2017	274	274	561	289	1,467	18.7	18.7	38.2	19.7	100
	2013 to 2017 average	**287**	**266**	**588**	**296**	**1,493**	**19.2**	**17.8**	**39.4**	**19.9**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**10.7**	100
	2007	3,447	2,352	5,555	1,453	13,150	26.2	17.9	42.2	11.0	100
	2008	3,140	2,217	5,461	1,353	12,467	25.2	17.8	43.8	10.9	100
	2009	3,030	2,332	5,081	1,477	12,187	24.9	19.1	41.7	12.1	100
	2010	2,471	2,088	4,744	1,337	10,870	22.7	19.2	43.6	12.3	100
	2011	2,228	2,041	4,644	1,454	10,571	21.1	19.3	43.9	13.8	100
	2012	2,222	1,895	4,506	1,403	10,304	21.6	18.4	43.7	13.6	100
	2013	1,928	1,864	4,187	1,375	9,604	20.1	19.4	43.6	14.3	100
	2014	1,909	1,843	4,077	1,376	9,509	20.1	19.4	42.9	14.5	100
	2015	1,854	1,847	3,879	1,337	9,265	20.0	19.9	41.9	14.4	100
	2016	1,813	1,737	3,864	1,363	9,321	19.5	18.6	41.5	14.6	100
	2017	1,520	1,442	3,110	1,166	7,783	19.5	18.5	40.0	15.0	100
	2013 to 2017 average	**1,805**	**1,747**	**3,823**	**1,323**	**9,096**	**19.8**	**19.2**	**42.0**	**14.5**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	100
	2007	4,120	2,710	6,545	1,823	15,585	26.4	17.4	42.0	11.7	100
	2008	3,793	2,658	6,514	1,752	15,061	25.2	17.6	43.3	11.6	100
	2009	3,636	2,727	6,057	1,848	14,578	24.9	18.7	41.5	12.7	100
	2010	2,947	2,414	5,537	1,638	12,805	23.0	18.9	43.2	12.8	100
	2011	2,613	2,329	5,426	1,792	12,400	21.1	18.8	43.8	14.5	100
	2012	2,604	2,231	5,278	1,780	12,214	21.3	18.3	43.2	14.6	100
	2013	2,221	2,131	4,865	1,706	11,223	19.8	19.0	43.3	15.2	100
	2014	2,248	2,116	4,750	1,727	11,194	20.1	18.9	42.4	15.4	100
	2015	2,184	2,190	4,527	1,645	10,936	20.0	20.0	41.4	15.0	100
	2016	2,163	2,039	4,521	1,735	11,084	19.5	18.4	40.8	15.7	100
	2017	1,819	1,743	3,727	1,495	9,400	19.4	18.5	39.6	15.9	100
	2013 to 2017 average	**2,127**	**2,044**	**4,478**	**1,662**	**10,767**	**19.8**	**19.0**	**41.6**	**15.4**	100

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

Car drivers involved in reported injury accidents by age and sex[1]
Years:2004-08 and 2013 to 2017 averages, 2007 to 2017

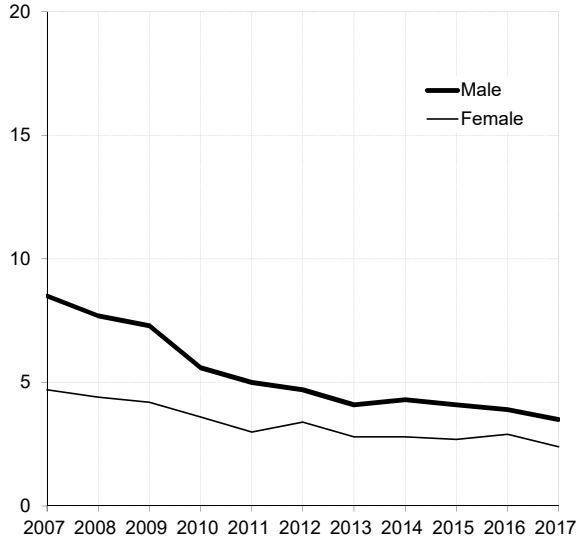
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.7**	**6.2**	**4.6**	**2.6**	**4.9**
	2007	2,592	1,584	3,824	1,292	9,336	8.5	5.6	4.2	2.6	4.7
	2008	2,364	1,549	3,709	1,229	8,889	7.7	5.5	4.1	2.4	4.4
	2009	2,257	1,536	3,429	1,284	8,532	7.3	5.4	3.8	2.4	4.2
	2010	1,765	1,379	3,116	1,125	7,414	5.6	4.8	3.5	2.1	3.6
	2011	1,605	1,303	3,186	1,233	7,354	5.0	4.4	3.5	2.2	3.5
	2012	1,485	1,230	2,959	1,186	6,887	4.7	4.1	3.3	2.1	3.3
	2013	1,315	1,125	2,758	1,106	6,343	4.1	3.7	3.1	1.9	3.0
	2014	1,356	1,161	2,654	1,110	6,334	4.3	3.8	3.0	1.9	3.0
	2015	1,307	1,231	2,554	1,059	6,197	4.1	3.9	2.9	1.8	2.9
	2016	1,227	1,198	2,501	1,110	6,131	3.9	3.8	2.8	1.8	2.8
	2017	1,081	1,026	2,104	945	5,249	3.5	3.1	2.4	1.5	2.4
	2013 to 2017 average	**1,257**	**1,148**	**2,514**	**1,066**	**6,051**	**4.0**	**3.7**	**2.8**	**1.8**	**2.8**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.5**	**4.0**	**2.9**	**0.8**	**2.7**
	2007	1,422	1,075	2,538	524	5,569	4.7	3.7	2.7	0.8	2.5
	2008	1,350	1,047	2,636	520	5,563	4.4	3.6	2.8	0.8	2.5
	2009	1,301	1,078	2,496	557	5,447	4.2	3.6	2.6	0.8	2.4
	2010	1,142	976	2,258	503	4,887	3.6	3.3	2.4	0.7	2.2
	2011	974	958	2,119	555	4,615	3.0	3.1	2.2	0.8	2.0
	2012	1,088	918	2,156	589	4,760	3.4	3.0	2.3	0.9	2.1
	2013	882	892	1,987	599	4,377	2.8	2.8	2.1	0.9	1.9
	2014	870	857	1,989	616	4,350	2.8	2.7	2.1	0.9	1.9
	2015	845	851	1,899	582	4,199	2.7	2.6	2.0	0.8	1.8
	2016	903	818	1,969	619	4,348	2.9	2.5	2.1	0.9	1.9
	2017	732	707	1,601	547	3,628	2.4	2.1	1.7	0.7	1.6
	2013 to 2017 average	**846**	**825**	**1,889**	**593**	**4,180**	**2.7**	**2.5**	**2.0**	**0.8**	**1.8**
Total [4]	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**6.7**	**5.2**	**3.8**	**1.6**	**3.8**
	2007	4,120	2,710	6,545	1,823	15,585	6.8	4.8	3.5	1.6	3.6
	2008	3,793	2,658	6,514	1,752	15,061	6.2	4.6	3.5	1.5	3.5
	2009	3,636	2,727	6,057	1,848	14,578	5.9	4.7	3.3	1.5	3.4
	2010	2,947	2,414	5,537	1,638	12,805	4.7	4.1	3.0	1.3	2.9
	2011	2,613	2,329	5,426	1,792	12,400	4.1	3.9	2.9	1.5	2.8
	2012	2,604	2,231	5,278	1,780	12,214	4.1	3.7	2.9	1.4	2.7
	2013	2,221	2,131	4,865	1,706	11,223	3.5	3.4	2.7	1.3	2.5
	2014	2,248	2,116	4,750	1,727	11,194	3.6	3.4	2.6	1.3	2.5
	2015	2,184	2,190	4,527	1,645	10,936	3.5	3.4	2.5	1.3	2.4
	2016	2,163	2,039	4,521	1,735	11,084	3.4	3.1	2.5	1.3	2.4
	2017	1,819	1,743	3,727	1,495	9,400	3.0	2.6	2.0	1.1	2.0
	2013 to 2017 average	**2,127**	**2,044**	**4,478**	**1,662**	**10,767**	**3.4**	**3.2**	**2.4**	**1.3**	**2.3**
Male to Female Ratio	**2004-08 average**	**1.9**	**1.5**	**1.5**	**2.4**	**1.7**	**1.9**	**1.6**	**1.6**	**3.3**	**1.8**
	2007	1.8	1.5	1.5	2.5	1.7	1.8	1.5	1.6	3.3	1.9
	2008	1.8	1.5	1.4	2.4	1.6	1.8	1.5	1.5	3.0	1.8
	2009	1.7	1.4	1.4	2.3	1.6	1.7	1.5	1.5	3.0	1.8
	2010	1.5	1.4	1.4	2.2	1.5	1.6	1.5	1.5	3.0	1.6
	2011	1.6	1.4	1.5	2.2	1.6	1.7	1.4	1.6	2.8	1.8
	2012	1.4	1.3	1.4	2.0	1.4	1.4	1.4	1.4	2.3	1.6
	2013	1.5	1.3	1.4	1.8	1.4	1.5	1.3	1.5	2.1	1.6
	2014	1.6	1.4	1.3	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2015	1.5	1.4	1.3	1.8	1.5	1.5	1.5	1.5	2.3	1.6
	2016	1.4	1.5	1.3	1.8	1.4	1.3	1.5	1.3	2.0	1.5
	2017	1.5	1.5	1.3	1.7	1.4	1.5	1.5	1.4	2.1	1.5
	2013 to 2017 average	**1.5**	**1.4**	**1.3**	**1.8**	**1.4**	**1.5**	**1.5**	**1.4**	**2.3**	**1.6**

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

Car drivers involved in reported injury accidents by age and sex
Years: 2007 to 2017

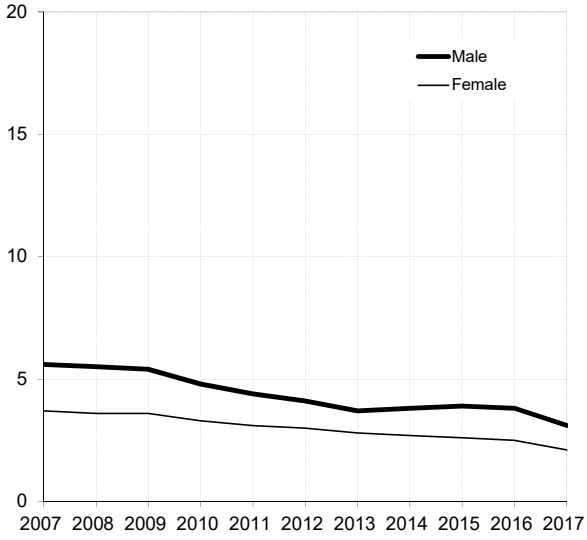
(a) 17-25

Rate per thousand population



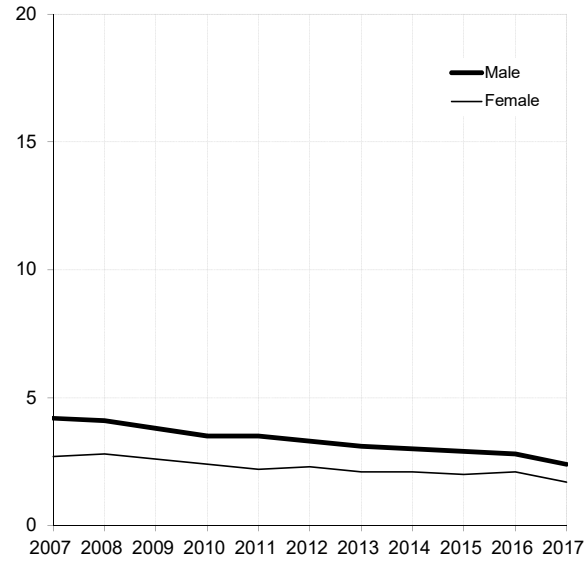
(b) 26-34

Rate per thousand population



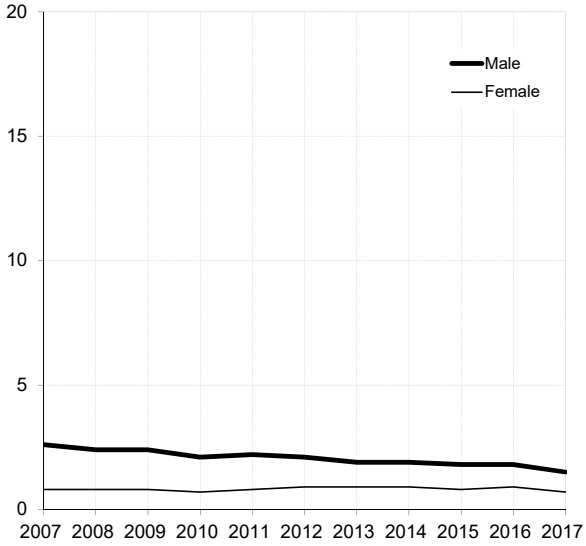
(c) 35-59

Rate per thousand population



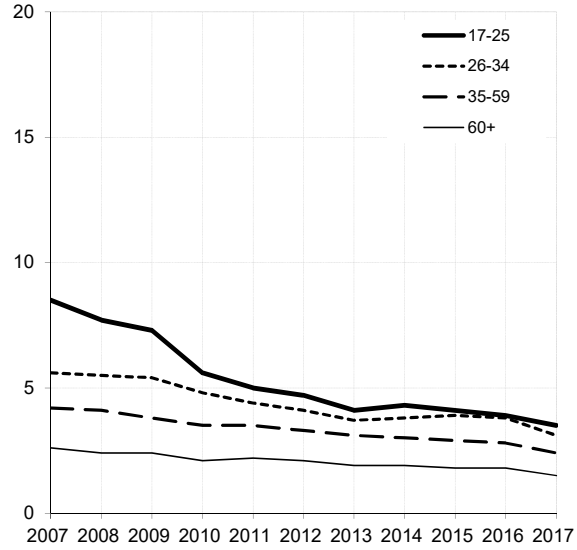
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

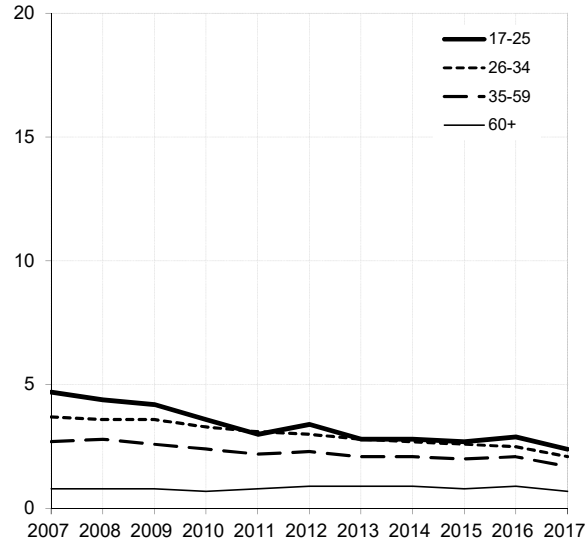


Table 19
Motorists involved in accidents by police force division [1]
Years: 2004-08 and 2013-17 averages, 2013 to 2017

	North East [2]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow	Lothians & Borders Scottish	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Motorists involved														
04-08 ave	**1,882**	**1,589**	**823**	**1,112**	**720**	**1,296**	**3,538**	**2,113**	**2,178**	**1,143**	**1,100**	**1,047**	**2,445**	**20,985**
2013	1,480	994	559	887	466	888	2,083	1,505	1,765	787	693	625	1,650	14,382
2014	1,225	862	493	782	497	866	2,385	1,474	1,965	788	684	638	1,704	14,363
2015	1,056	733	542	872	446	975	2,335	1,606	1,717	693	715	614	1,543	13,847
2016	925	694	512	823	450	943	2,539	1,446	1,801	731	773	680	1,629	13,946
2017	739	779	483	710	407	794	2,123	1,317	1,392	588	539	582	1,462	11,915
13-17 ave	**1,085**	**812**	**518**	**815**	**453**	**893**	**2,293**	**1,470**	**1,728**	**717**	**681**	**628**	**1,598**	**13,691**
Breath test requested														
04-08 ave	**1,197**	**1,310**	**492**	**602**	**512**	**707**	**1,809**	**1,291**	**1,195**	**825**	**749**	**525**	**1,350**	**12,563**
2013	793	780	358	560	349	500	1,078	961	1,053	491	434	364	946	8,667
2014	633	634	263	505	370	507	1,275	934	1,091	467	449	358	975	8,461
2015	470	544	290	570	301	564	1,103	1,101	992	437	504	301	758	7,935
2016	451	507	231	518	320	487	1,004	925	972	453	531	292	798	7,489
2017	331	601	260	448	312	463	856	868	769	345	336	288	741	6,618
13-17 ave	**536**	**613**	**280**	**520**	**330**	**504**	**1,063**	**958**	**975**	**439**	**451**	**321**	**844**	**7,834**
Positive/refused														
04-08 ave	**51**	**36**	**20**	**26**	**19**	**31**	**67**	**43**	**28**	**35**	**32**	**25**	**60**	**474**
2013	29	22	6	11	6	13	17	22	19	14	11	6	36	212
2014	27	17	12	9	11	13	32	22	17	7	14	13	29	223
2015	19	19	12	24	8	11	30	29	16	9	16	8	25	226
2016	21	18	12	19	9	19	34	31	17	21	12	7	32	252
2017	14	25	4	12	5	10	26	14	15	12	6	18	29	190
13-17 ave	**22**	**20**	**9**	**15**	**8**	**13**	**28**	**24**	**17**	**13**	**12**	**10**	**30**	**221**
Breath test requested as a percent of those involved														
04-08 ave	**63.6**	**82.5**	**59.7**	**54.1**	**71.1**	**54.5**	**51.1**	**61.1**	**54.9**	**72.2**	**68.1**	**50.1**	**55.2**	**59.9**
2013	53.6	78.5	64.0	63.1	74.9	56.3	51.8	63.9	59.7	62.4	62.6	58.2	57.3	60.3
2014	51.7	73.5	53.3	64.6	74.4	58.5	53.5	63.4	55.5	59.3	65.6	56.1	57.2	58.9
2015	44.5	74.2	53.5	65.4	67.5	57.8	47.2	68.6	57.8	63.1	70.5	49.0	49.1	57.3
2016	48.8	73.1	45.1	62.9	71.1	51.6	39.5	64.0	54.0	62.0	68.7	42.9	49.0	53.7
2017	44.8	77.2	53.8	63.1	76.7	58.3	40.3	65.9	55.2	58.7	62.3	49.5	50.7	55.5
13-17 ave	**49.4**	**75.5**	**54.2**	**63.8**	**72.9**	**56.4**	**46.4**	**65.2**	**56.4**	**61.1**	**66.2**	**51.1**	**52.8**	**57.2**
Positive/refused as a percent of motorists involved														
04-08 ave	**2.7**	**2.3**	**2.4**	**2.3**	**2.7**	**2.4**	**1.9**	**2.0**	**1.3**	**3.1**	**2.9**	**2.4**	**2.5**	**2.3**
2013	2.0	2.2	1.1	1.2	1.3	1.5	0.8	1.5	1.1	1.8	1.6	1.0	2.2	1.5
2014	2.2	2.0	2.4	1.2	2.2	1.5	1.3	1.5	0.9	0.9	2.0	2.0	1.7	1.6
2015	1.8	2.6	2.2	2.8	1.8	1.1	1.3	1.8	0.9	1.3	2.2	1.3	1.6	1.6
2016	2.3	2.6	2.3	2.3	2.0	2.0	1.3	2.1	0.9	2.9	1.6	1.0	2.0	1.8
2017	1.9	3.2	0.8	1.7	1.2	1.3	1.2	1.1	1.1	2.0	1.1	3.1	2.0	1.6
13-17 ave	**2.0**	**2.5**	**1.8**	**1.8**	**1.7**	**1.5**	**1.2**	**1.6**	**1.0**	**1.8**	**1.7**	**1.7**	**1.9**	**1.6**
Positive/refused as a percent of those where breath test requested														
04-08 ave	**4.3**	**2.8**	**4.0**	**4.3**	**3.8**	**4.4**	**3.7**	**3.3**	**2.3**	**4.2**	**4.3**	**4.8**	**4.4**	**3.8**
2013	3.7	2.8	1.7	2.0	1.7	2.6	1.6	2.3	1.8	2.9	2.5	1.6	3.8	2.4
2014	4.3	2.7	4.6	1.8	3.0	2.6	2.5	2.4	1.6	1.5	3.1	3.6	3.0	2.6
2015	4.0	3.5	4.1	4.2	2.7	2.0	2.7	2.6	1.6	2.1	3.2	2.7	3.3	2.8
2016	4.7	3.6	5.2	3.7	2.8	3.9	3.4	3.4	1.7	4.6	2.3	2.4	4.0	3.4
2017	4.2	4.2	1.5	2.7	1.6	2.2	3.0	1.6	2.0	3.5	1.8	6.3	3.9	2.9
13-17 ave	**4.1**	**3.3**	**3.3**	**2.9**	**2.4**	**2.6**	**2.6**	**2.5**	**1.7**	**2.9**	**2.6**	**3.2**	**3.6**	**2.8**

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

Motorists involved in reported injury accidents, breath tested and breath test results, by day and time, 2013-2017 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	30	39	91	125	374
	03-06	25	22	35	55	210
	06-09	314	276	105	64	1,699
	09-12	312	330	286	200	2,063
	12-15	364	489	466	347	2,760
	15-18	572	666	395	326	3,674
	18-21	304	340	277	230	2,063
	21-24	107	160	153	104	847
	Total	**2,027**	**2,323**	**1,809**	**1,452**	**13,691**
Breath test requested	00-03	18	26	63	72	234
	03-06	15	14	21	33	126
	06-09	178	158	66	41	977
	09-12	175	184	171	122	1,178
	12-15	201	280	270	197	1,550
	15-18	314	377	228	193	2,054
	18-21	178	200	156	139	1,207
	21-24	63	99	95	62	508
	Total	**1,142**	**1,338**	**1,069**	**860**	**7,834**
Positive/refused	00-03	3	5	14	17	50
	03-06	2	1	6	11	25
	06-09	1	1	6	4	17
	09-12	1	2	3	2	12
	12-15	1	1	3	3	14
	15-18	4	4	4	5	28
	18-21	4	6	8	6	35
	21-24	4	7	11	7	41
	Total	**21**	**28**	**55**	**56**	**221**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	61	66	69	58	62
	03-06	59	64	60	61	60
	06-09	57	57	63	64	58
	09-12	56	56	60	61	57
	12-15	55	57	58	57	56
	15-18	55	57	58	59	56
	18-21	59	59	56	60	58
	21-24	59	61	62	59	60
	Total	**56**	**58**	**59**	**59**	**57**
Positive/refused as a percentage of motorists involved	00-03	12	14	15	14	13
	03-06	7	5	17	20	12
	06-09	0	1	6	7	1
	09-12	0	0	1	1	1
	12-15	0	0	1	1	0
	15-18	1	1	1	2	1
	18-21	1	2	3	3	2
	21-24	4	4	7	7	5
	Total	**1**	**1**	**3**	**4**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	19	21	22	24	21
	03-06	12	9	28	33	20
	06-09	1	1	9	10	2
	09-12	1	1	2	2	1
	12-15	1	0	1	2	1
	15-18	1	1	2	3	1
	18-21	2	3	5	4	3
	21-24	7	7	11	11	8
	Total	**2**	**2**	**5**	**6**	**3**

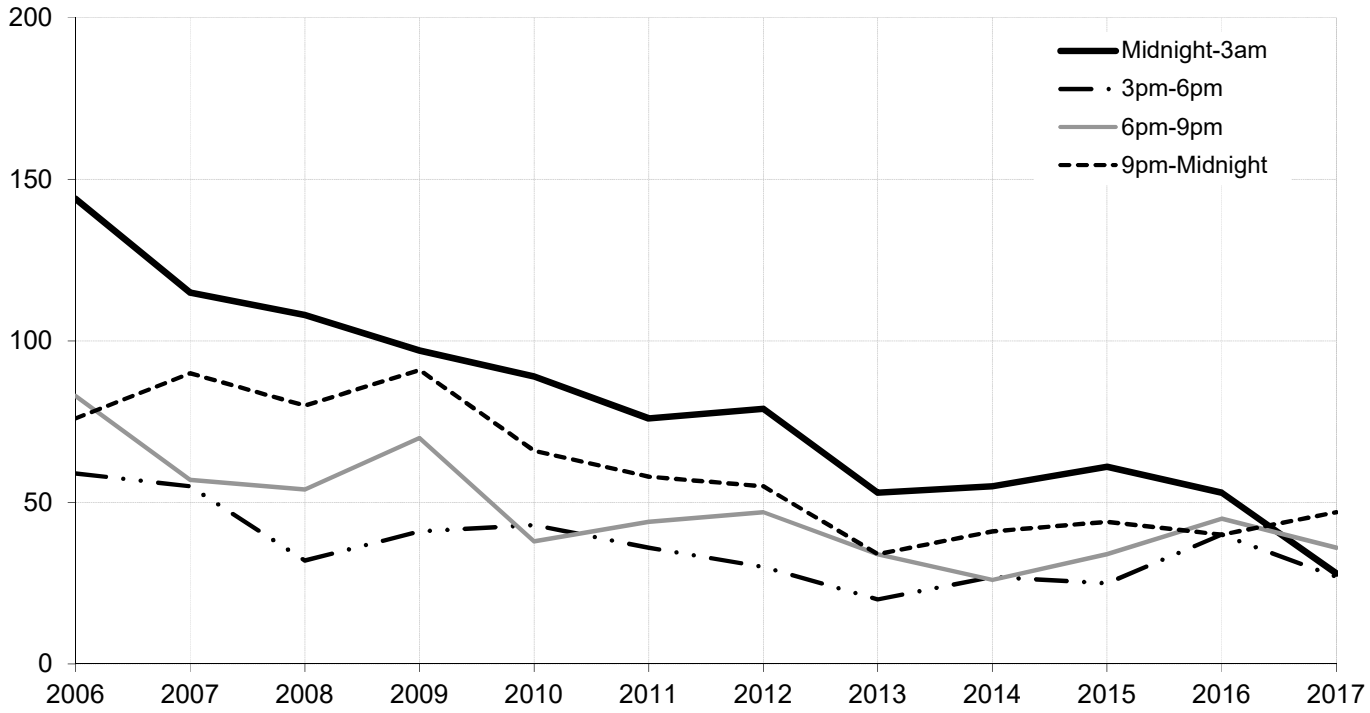
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-08 and 2013-17 averages, 2013 to 2017

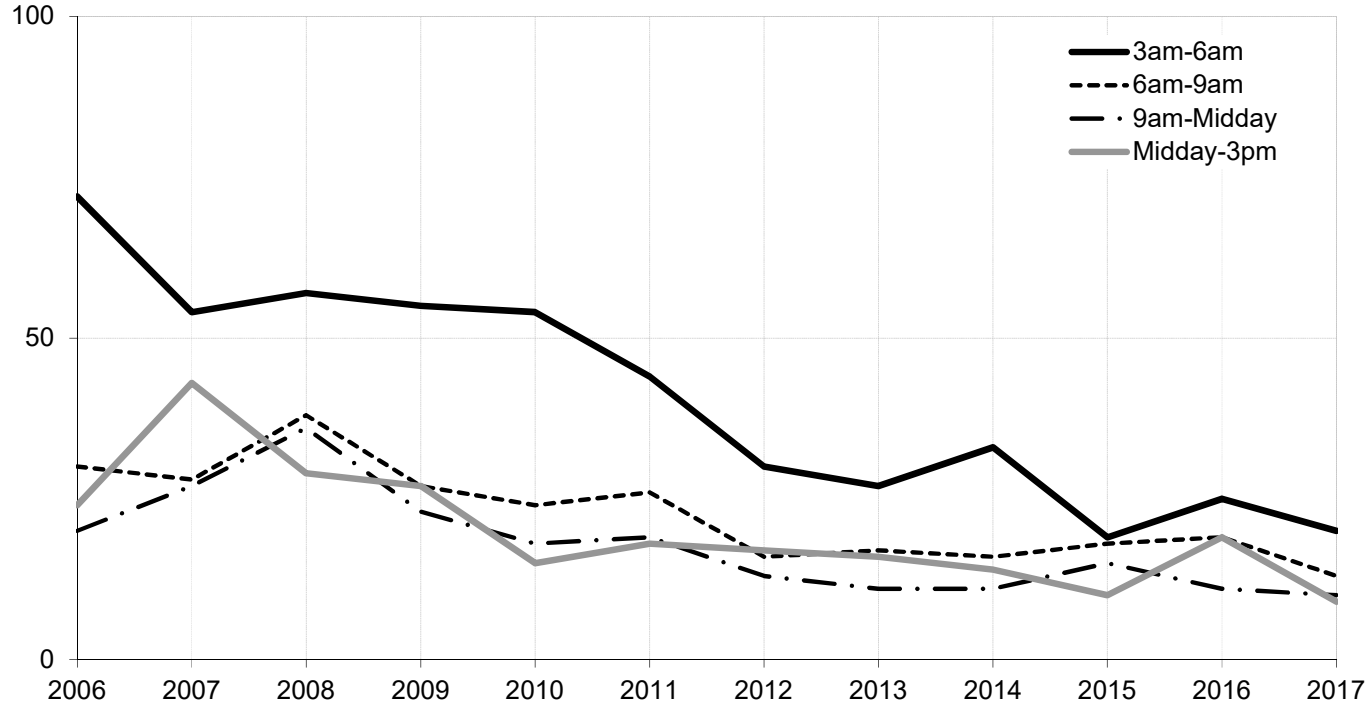
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2004-08 average**	**754**	**391**	**2,520**	**2,996**	**4,125**	**5,400**	**3,201**	**1,598**	**20,985**
	2013	400	233	1,792	2,230	2,962	3,804	2,128	833	14,382
	2014	423	241	1,808	2,076	2,826	3,924	2,207	858	14,363
	2015	413	205	1,601	2,086	2,807	3,753	2,088	894	13,847
	2016	336	210	1,874	2,087	2,820	3,646	2,072	901	13,946
	2017	300	162	1,421	1,837	2,385	3,244	1,819	747	11,915
	2013 to 2017 average	**374**	**210**	**1,699**	**2,063**	**2,760**	**3,674**	**2,063**	**847**	**13,691**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,401**	**3,179**	**1,959**	**1,020**	**12,563**
	2013	261	149	1,072	1,316	1,725	2,296	1,312	536	8,667
	2014	269	147	1,075	1,257	1,629	2,257	1,300	527	8,461
	2015	251	113	907	1,195	1,591	2,099	1,223	556	7,935
	2016	205	119	1,004	1,154	1,522	1,858	1,139	488	7,489
	2017	182	103	829	967	1,285	1,760	1,059	433	6,618
	2013 to 2017 average	**234**	**126**	**977**	**1,178**	**1,550**	**2,054**	**1,207**	**508**	**7,834**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	2006	144	72	30	20	24	59	83	76	508
	2007	115	54	28	27	43	55	57	90	469
	2008	108	57	38	36	29	32	54	80	434
	2009	97	55	27	23	27	41	70	91	431
	2010	89	54	24	18	15	43	38	66	347
	2011	76	44	26	19	18	36	44	58	321
	2012	79	30	16	13	17	30	47	55	287
	2013	53	27	17	11	16	20	34	34	212
	2014	55	33	16	11	14	27	26	41	223
	2015	61	19	18	15	10	25	34	44	226
	2016	53	25	19	11	19	40	45	40	252
	2017	28	20	13	10	9	27	36	47	190
	2013 to 2017 average	**50**	**25**	**17**	**12**	**14**	**28**	**35**	**41**	**221**
(b) Percentages										
Breath test requested	**2004-08 average**	**65.0**	**63.5**	**59.4**	**59.0**	**58.2**	**58.9**	**61.2**	**63.8**	**59.9**
as percent of motorists	2013	65.3	63.9	59.8	59.0	58.2	60.4	61.7	64.3	60.3
involved	2014	63.6	61.0	59.5	60.5	57.6	57.5	58.9	61.4	58.9
	2015	60.8	55.1	56.7	57.3	56.7	55.9	58.6	62.2	57.3
	2016	61.0	56.7	53.6	55.3	54.0	51.0	55.0	54.2	53.7
	2017	60.7	63.6	58.3	52.6	53.9	54.3	58.2	58.0	55.5
	2013 to 2017 average	**62.4**	**60.0**	**57.5**	**57.1**	**56.2**	**55.9**	**58.5**	**60.0**	**57.2**
Positive/refused as	**2004-08 average**	**15.6**	**16.2**	**1.3**	**0.9**	**0.7**	**0.9**	**2.1**	**5.7**	**2.3**
percent of motorists	2013	13.3	11.6	0.9	0.5	0.5	0.5	1.6	4.1	1.5
involved	2014	13.0	13.7	0.9	0.5	0.5	0.7	1.2	4.8	1.6
	2015	14.8	9.3	1.1	0.7	0.4	0.7	1.6	4.9	1.6
	2016	15.8	11.9	1.0	0.5	0.7	1.1	2.2	4.4	1.8
	2017	9.3	12.3	0.9	0.5	0.4	0.8	2.0	6.3	1.6
	2013 to 2017 average	**13.4**	**11.8**	**1.0**	**0.6**	**0.5**	**0.8**	**1.7**	**4.9**	**1.6**
Positive/refused as	**2004-08 average**	**24.0**	**25.5**	**2.2**	**1.5**	**1.2**	**1.5**	**3.4**	**8.9**	**3.8**
percent of those where	2013	20.3	18.1	1.6	0.8	0.9	0.9	2.6	6.3	2.4
breath test requested	2014	20.4	22.4	1.5	0.9	0.9	1.2	2.0	7.8	2.6
	2015	24.3	16.8	2.0	1.3	0.6	1.2	2.8	7.9	2.8
	2016	25.9	21.0	1.9	1.0	1.2	2.2	4.0	8.2	3.4
	2017	15.4	19.4	1.6	1.0	0.7	1.5	3.4	10.9	2.9
	2013 to 2017 average	**21.4**	**19.7**	**1.7**	**1.0**	**0.9**	**1.4**	**2.9**	**8.1**	**2.8**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2006 to 2017

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

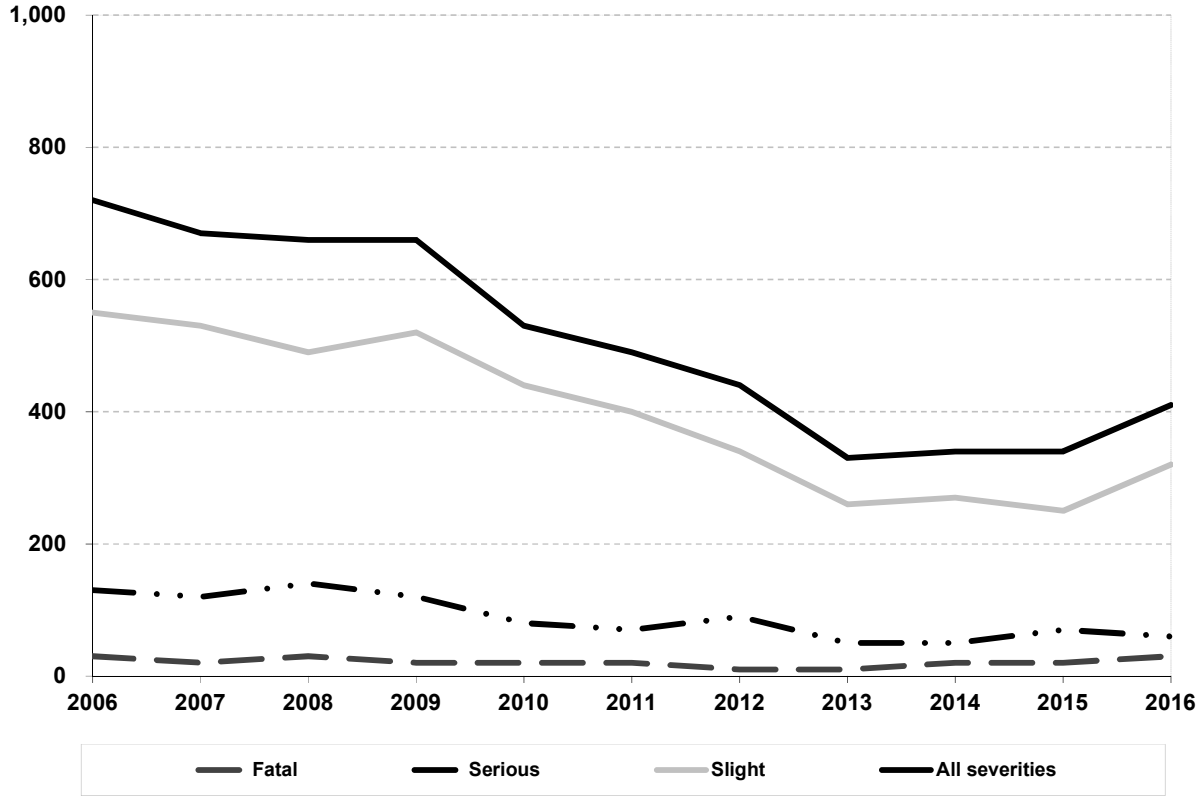


(b) Early morning to early afternoon (3am-3pm)



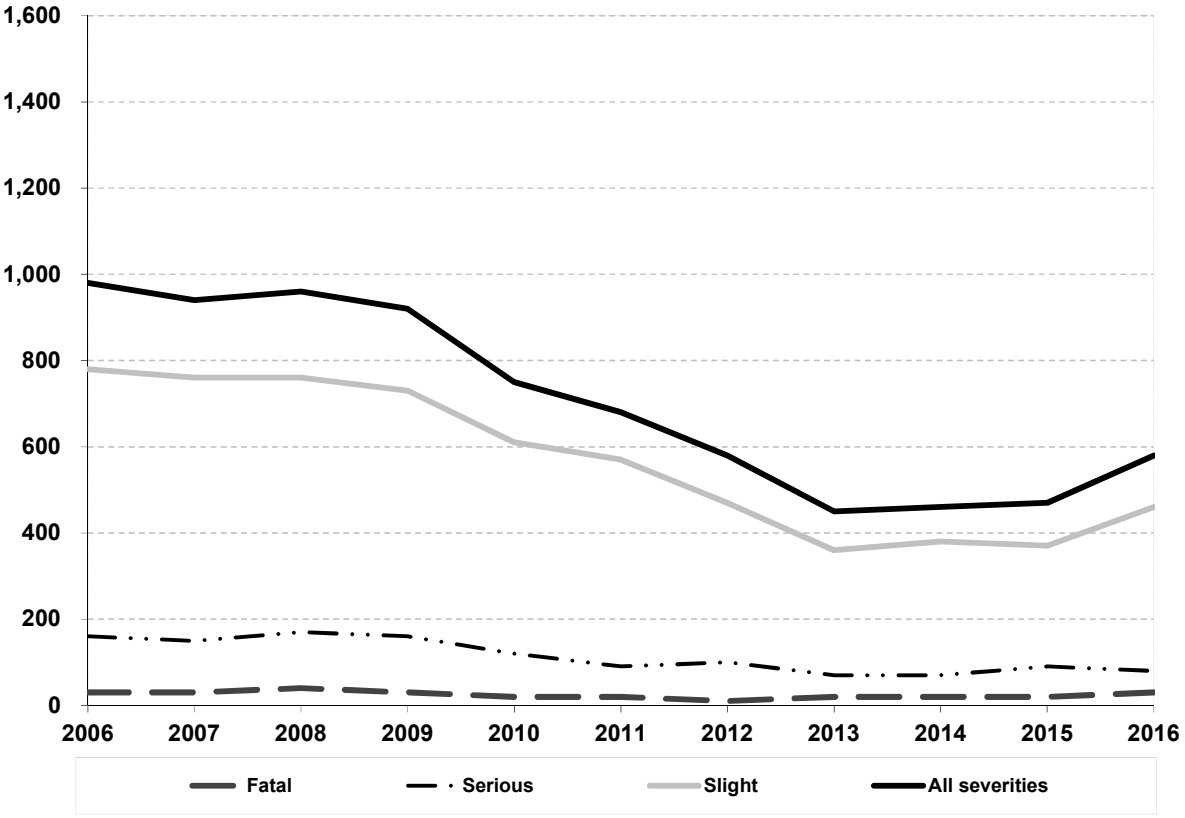
(a) Estimated number of reported drink drive *accidents*

Years: 2006 to 2016



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

Years: 2006 to 2016



Drink-drive accidents and casualties

Drink-drive estimates: background

1. The Department for Transport (DfT) annually estimates the number of reported drink drive accidents: i.e. those reported injury road accidents involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from 05/12/2014). DfT published GB final figures in https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/732650/drink-drive-final-estimates-2016.pdf in August 2018. Scotland estimates are presented in Reported Road Casualties GB Table ras51019 which was updated with 2016 data in September 2018. Because of the uncertainty involved figures are rounded to the nearest ten. https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving

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

3. Estimates for 2017 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 2017 data is insufficient to allow a breakdown by country.

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

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

Table 22 Estimated number of reported drink drive accidents and casualties, 2006 to 2016

Number of accidents/casualties

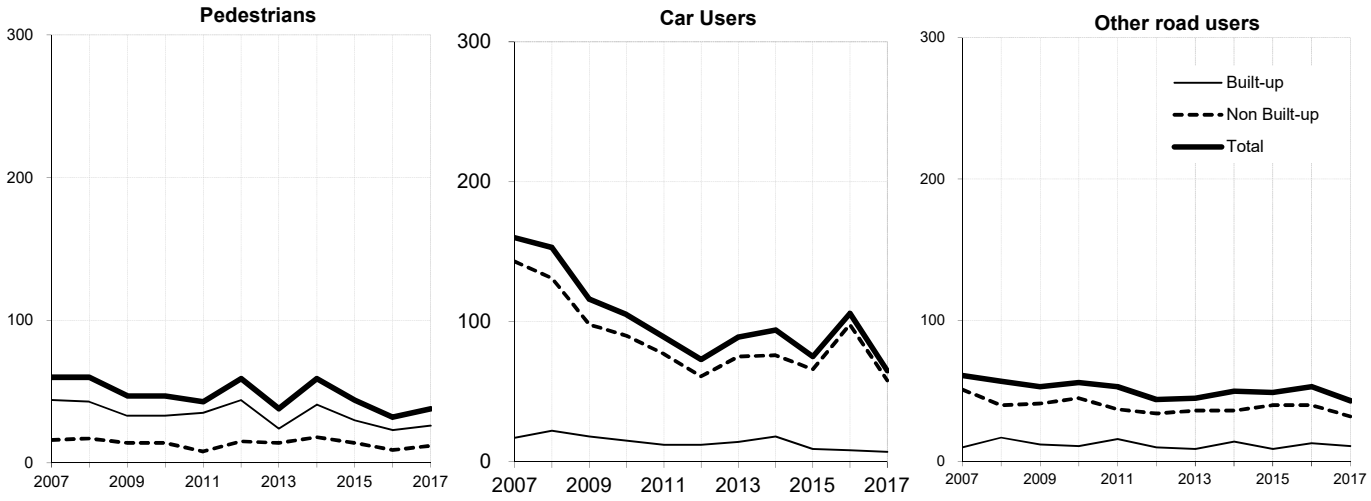
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
2004-08 Average	30	130	520	690	30	170	790	990
2006	30	130	550	720	30	160	780	980
2007	20	120	530	670	30	150	760	940
2008	30	140	490	660	40	170	760	960
2009	20	120	520	660	30	160	730	920
2010	20	80	440	530	20	120	610	750
2011	20	70	400	490	20	90	570	680
2012	10	90	340	440	10	100	470	580
2013	10	50	260	330	20	70	360	450
2014	20	50	270	340	20	70	380	460
2015	20	70	250	340	20	90	370	470
2016	30	60	320	410	30	80	460	580
2012-16 average	20	70	290	370	20	80	410	510

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

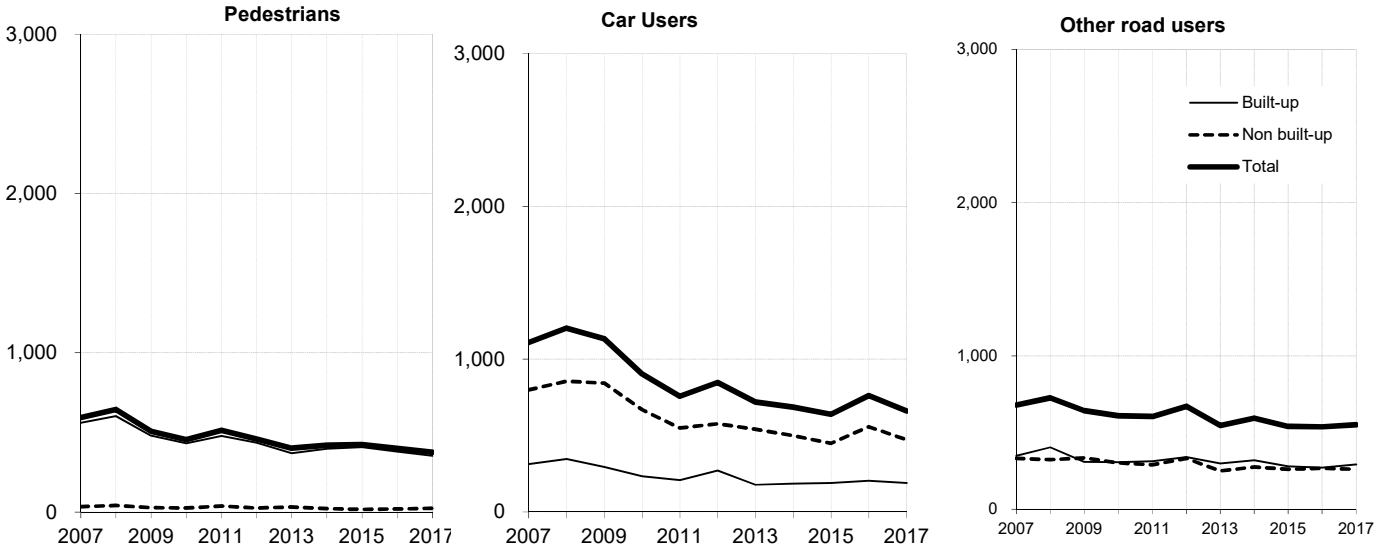
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2007 to 2017

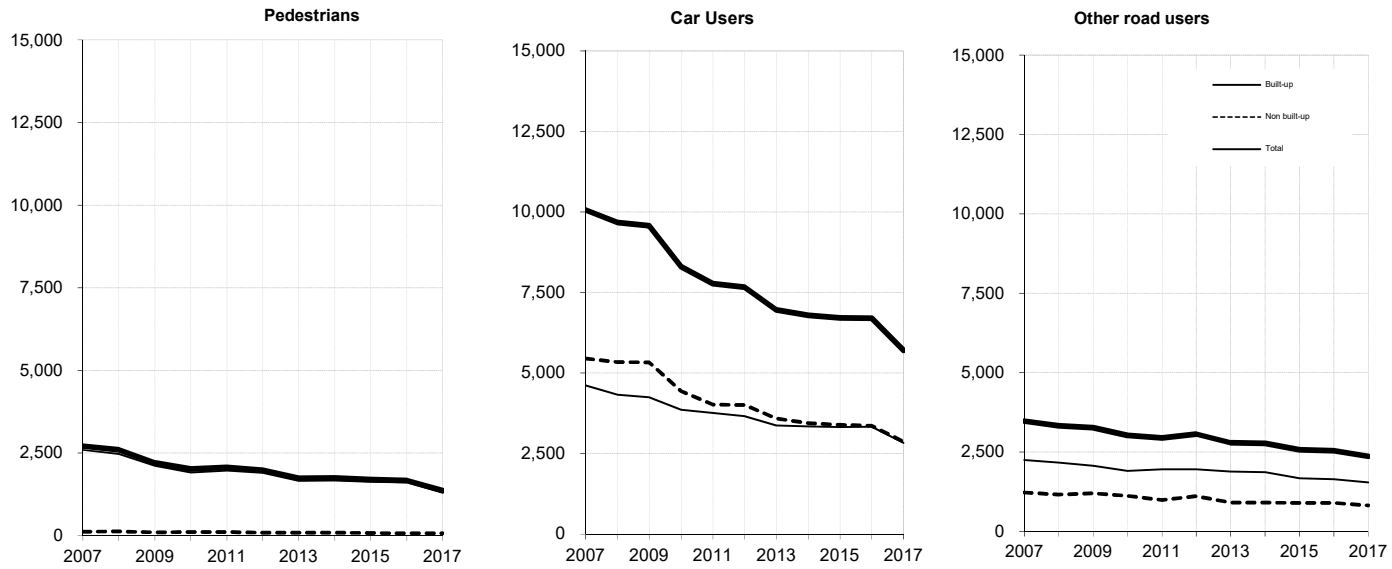
(a) Killed



(b) Serious



(c) All Severities



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**2004-08 average**	**46**	**609**	**2,723**	**18**	**47**	**133**	**65**	**656**	**2,855**
	2007	44	560	2,589	16	34	115	60	594	2,704
	2008	43	603	2,469	17	42	124	60	645	2,593
	2009	33	481	2,107	14	28	92	47	509	2,199
	2010	33	432	1,911	14	25	102	47	457	2,013
	2011	35	478	1,961	8	37	103	43	515	2,064
	2012	44	435	1,893	15	26	86	59	461	1,979
	2013	24	370	1,655	14	32	81	38	402	1,736
	2014	41	398	1,663	18	22	83	59	420	1,746
	2015	30	407	1,621	14	17	71	44	424	1,692
	2016	23	380	1,604	9	19	63	32	399	1,667
	2017	26	353	1,295	12	23	65	38	376	1,360
	2013 to 2017 average	**29**	**382**	**1,568**	**13**	**23**	**73**	**42**	**404**	**1,640**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	2007	4	123	633	-	24	81	4	147	714
	2008	4	125	644	5	30	86	9	155	730
	2009	3	123	704	2	29	100	5	152	804
	2010	1	115	688	6	23	93	7	138	781
	2011	3	120	733	4	36	91	7	156	824
	2012	5	136	791	4	33	114	9	169	905
	2013	2	120	783	11	29	103	13	149	886
	2014	3	124	789	5	35	106	8	159	895
	2015	2	129	691	3	35	106	5	164	797
	2016	3	118	682	5	30	108	8	148	790
	2017	3	132	635	2	39	94	5	171	729
	2013 to 2017 average	**3**	**125**	**716**	**5**	**34**	**103**	**8**	**158**	**819**
Motorcycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	2007	3	157	582	37	224	479	40	381	1,061
	2008	7	176	543	27	220	499	34	396	1,042
	2009	8	121	499	35	211	522	43	332	1,021
	2010	6	122	400	29	197	445	35	319	845
	2011	9	112	425	24	179	381	33	291	806
	2012	3	132	433	18	211	434	21	343	867
	2013	5	124	428	18	157	347	23	281	775
	2014	6	144	464	24	183	363	30	327	827
	2015	3	101	396	24	157	339	27	258	735
	2016	7	104	374	23	164	336	30	268	710
	2017	3	119	316	26	162	304	29	281	620
	2013 to 2017 average	**5**	**118**	**396**	**23**	**165**	**338**	**28**	**283**	**733**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	2007	17	312	4,614	143	798	5,449	160	1,110	10,063
	2008	22	347	4,325	131	856	5,345	153	1,203	9,670
	2009	18	293	4,249	98	842	5,330	116	1,135	9,579
	2010	15	233	3,865	90	670	4,436	105	903	8,301
	2011	12	209	3,759	77	549	4,018	89	758	7,777
	2012	12	271	3,660	61	576	4,005	73	847	7,665
	2013	14	178	3,369	75	541	3,596	89	719	6,965
	2014	18	186	3,343	76	500	3,444	94	686	6,787
	2015	9	190	3,325	66	449	3,389	75	639	6,714
	2016	8	204	3,334	98	558	3,365	106	762	6,699
	2017	7	190	2,832	58	471	2,872	65	661	5,704
	2013 to 2017 average	**11**	**190**	**3,241**	**75**	**504**	**3,333**	**86**	**693**	**6,574**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**0**	**10**	**191**	**0**	**5**	**37**	**0**	**15**	**228**
	2007	1	6	188	-	3	37	1	9	225
	2008	-	8	153	-	6	24	-	14	177
	2009	-	6	185	-	4	40	-	10	225
	2010	-	8	162	1	2	43	1	10	205
	2011	1	13	151	-	10	47	1	23	198
	2012	-	13	129	-	3	36	-	16	165
	2013	1	11	139	-	1	13	1	12	152
	2014	1	6	142	-	-	22	1	6	164
	2015	1	7	120	-	2	17	1	9	137
	2016	-	8	129	1	4	26	1	12	155
	2017	-	8	133	-	2	31	-	10	164
	2013 to 2017 average	**1**	**8**	**133**	**0**	**2**	**22**	**1**	**10**	**154**
Minibus	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	2007	-	1	26	-	3	44	-	4	70
	2008	1	1	30	2	7	28	3	8	58
	2009	-	1	16	-	14	60	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	-	14	-	2	8	-	2	22
	2012	-	5	30	-	10	39	-	15	69
	2013	-	3	12	1	12	41	1	15	53
	2014	1	-	11	-	2	25	1	2	36
	2015	-	-	8	-	6	26	-	6	34
	2016	-	1	18	2	2	30	2	3	48
	2017	-	-	9	-	2	8	-	2	17
	2013 to 2017 average	**0**	**1**	**12**	**1**	**5**	**26**	**1**	**6**	**38**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	2007	-	33	559	-	-	64	-	33	623
	2008	1	57	513	-	2	74	1	59	587
	2009	-	32	430	-	4	43	-	36	473
	2010	-	39	416	1	13	124	1	52	540
	2011	1	46	412	-	5	93	1	51	505
	2012	1	37	335	-	7	106	1	44	441
	2013	1	28	317	1	6	77	2	34	394
	2014	1	24	257	-	4	34	1	28	291
	2015	1	25	259	-	24	73	1	49	332
	2016	-	28	227	3	14	75	3	42	302
	2017	2	18	278	-	5	79	2	23	357
	2013 to 2017 average	**1**	**25**	**268**	**1**	**11**	**68**	**2**	**35**	**335**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	2007	1	11	126	12	43	285	13	54	411
	2008	2	12	140	4	30	209	6	42	349
	2009	-	12	99	4	39	239	4	51	338
	2010	-	6	100	3	33	192	3	39	292
	2011	1	6	114	5	29	198	6	35	312
	2012	-	8	141	7	28	211	7	36	352
	2013	-	7	144	4	20	188	4	27	332
	2014	-	6	135	-	26	213	-	32	348
	2015	-	11	136	5	24	218	5	35	354
	2016	-	5	165	5	36	226	5	41	391
	2017	-	6	125	2	29	198	2	35	323
	2013 to 2017 average	**-**	**7**	**141**	**3**	**27**	**209**	**3**	**34**	**350**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**9**	**57**	**3**	**23**	**151**	**4**	**32**	**209**
	2007	0	8	52	2	25	145	2	33	197
	2008	0	9	54	2	14	137	2	23	191
	2009	1	5	57	0	17	106	1	22	163
	2010	1	5	28	4	16	134	5	21	162
	2011	0	3	32	3	25	113	3	28	145
	2012	1	5	36	5	27	104	6	32	140
	2013	0	2	23	1	16	86	1	18	109
	2014	0	4	29	2	15	78	2	19	107
	2015	1	4	31	7	7	85	8	11	116
	2016	0	1	14	1	12	68	1	13	82
	2017	1	2	24	0	8	55	1	10	79
	2013 to 2017 average	**0**	**3**	**24**	**2**	**12**	**74**	**3**	**14**	**99**
Other	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	2007	1	9	80	0	11	91	1	20	171
	2008	2	16	90	0	14	105	2	30	195
	2009	0	8	78	0	17	87	0	25	165
	2010	3	11	92	0	17	63	3	28	155
	2011	1	14	77	1	5	54	2	19	131
	2012	0	4	64	0	14	65	0	18	129
	2013	0	3	37	0	9	56	0	12	93
	2014	2	12	40	5	11	65	7	23	105
	2015	1	2	35	1	6	34	2	8	69
	2016	3	6	32	0	5	29	3	11	61
	2017	2	7	27	2	13	48	4	20	75
	2013 to 2017 average	**2**	**6**	**34**	**2**	**9**	**46**	**3**	**15**	**81**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	2007	71	1,220	9,449	210	1,165	6,790	281	2,385	16,239
	2008	82	1,354	8,961	188	1,221	6,631	270	2,575	15,592
	2009	63	1,082	8,424	153	1,205	6,619	216	2,287	15,043
	2010	59	972	7,681	149	997	5,657	208	1,969	13,338
	2011	63	1,001	7,678	122	877	5,106	185	1,878	12,784
	2012	66	1,046	7,512	110	935	5,200	176	1,981	12,712
	2013	47	846	6,907	125	823	4,588	172	1,669	11,495
	2014	73	904	6,873	130	798	4,433	203	1,702	11,306
	2015	48	876	6,622	120	727	4,358	168	1,603	10,980
	2016	44	855	6,579	147	844	4,326	191	1,699	10,905
	2017	44	835	5,674	102	754	3,754	146	1,589	9,428
	2013 to 2017 average	**51**	**863**	**6,531**	**125**	**789**	**4,292**	**176**	**1,652**	**10,823**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

Mode of Transport	Built-up			Non built-up			Total		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Change in numbers: 2017 on 2016									
Pedestrian	3	-27	-309	3	4	2	6	-23	-307
Pedal cycle	-	14	-47	-3	9	-14	-3	23	-61
Motorcycle[1]	-4	15	-58	3	-2	-32	-1	13	-90
Car	-1	-14	-502	-40	-87	-493	-41	-101	-995
Taxi	-	-	4	-1	-2	5	-1	-2	9
Minibus	-	-1	-9	-2	-	-22	-2	-1	-31
Bus/coach	2	-10	51	-3	-9	4	-1	-19	55
Light goods	-	1	-40	-3	-7	-28	-3	-6	-68
Heavy goods	1	1	10	-1	-4	-13	-	-3	-3
Other	-1	1	-5	2	8	19	1	9	14
Total	-	-20	-905	-45	-90	-572	-45	-110	-1,477
(c) Per cent changes: [2]									
2017 on 2016									
Pedestrian	13	-7	-19	*	21	3	19	-6	-18
Pedal cycle	*	12	-7	*	30	-13	*	16	-8
Motorcycle(1)	*	14	-16	13	-1	-10	-3	5	-13
Car	*	-7	-15	-41	-16	-15	-39	-13	-15
Taxi	n/a	*	3	*	*	19	*	-17	6
Minibus	n/a	*	-50	*	*	-73	*	*	-65
Bus/coach	n/a	-36	22	*	-64	5	*	-45	18
Light goods	n/a	*	-24	*	-19	-12	*	-15	-17
Heavy goods	n/a	*	71	*	-33	-19	*	-23	-4
Other	*	*	-16	n/a	*	66	*	82	23
Total	0	-2	-14	-31	-11	-13	-24	-6	-14
2017 on 2004-08 average									
Pedestrian	-44	-42	-52	-35	-51	-51	-41	-43	-52
Pedal cycle	*	18	-6	*	73	13	*	28	-4
Motorcycle [1]	*	-25	-44	-27	-23	-38	-30	-24	-41
Car	-67	-44	-41	-59	-49	-51	-60	-47	-46
Taxi	*	*	-30	*	*	-17	*	-34	-28
Minibus	*	*	-70	*	*	-82	*	*	-77
Bus/coach	*	-64	-58	*	*	-1	*	-58	-52
Light goods	*	-43	-5	*	-27	-23	*	-30	-17
Heavy goods	*	*	-58	*	-65	-64	*	-68	-62
Other	*	-41	-66	*	-17	-53	*	-27	-59
Total	-47	-36	-43	-51	-42	-48	-50	-39	-45

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

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**2004-08 average**	**11**	**25**	**82**	**20**	**75**	**273**	**65**	**656**	**2,855**
	2007	10	15	68	19	52	250	60	594	2,704
	2008	12	19	72	18	66	240	60	645	2,593
	2009	8	17	57	14	53	198	47	509	2,199
	2010	7	15	63	16	49	201	47	457	2,013
	2011	2	24	63	8	56	194	43	515	2,064
	2012	12	15	57	17	35	179	59	461	1,979
	2013	8	21	56	16	52	180	38	402	1,736
	2014	7	17	54	24	53	202	59	420	1,746
	2015	8	12	43	12	40	146	44	424	1,692
	2016	7	11	38	12	29	146	32	399	1,667
	2017	8	14	39	16	36	127	38	376	1,360
	2013 to 2017 average	**8**	**15**	**46**	**16**	**42**	**160**	**42**	**404**	**1,640**
Pedal cycle	**2004-08 average**	**3**	**16**	**56**	**4**	**32**	**125**	**9**	**134**	**756**
	2007	-	17	53	2	34	116	4	147	714
	2008	3	18	53	5	33	115	9	155	730
	2009	2	25	75	2	36	136	5	152	804
	2010	5	19	68	6	30	132	7	138	781
	2011	4	26	61	4	40	123	7	156	824
	2012	3	22	79	3	41	155	9	169	905
	2013	9	21	76	11	36	149	13	149	886
	2014	5	24	68	5	45	154	8	159	895
	2015	2	25	76	2	41	147	5	164	797
	2016	3	23	75	4	35	131	8	148	790
	2017	1	30	69	3	49	124	5	171	729
	2013 to 2017 average	**4**	**25**	**73**	**5**	**41**	**141**	**8**	**158**	**819**
Motorcycle [1]	**2004-08 average**	**32**	**174**	**392**	**36**	**222**	**522**	**42**	**371**	**1,049**
	2007	34	173	373	36	224	511	40	381	1,061
	2008	23	182	400	27	234	545	34	396	1,042
	2009	34	177	436	40	219	559	43	332	1,021
	2010	26	169	360	32	208	471	35	319	845
	2011	22	153	313	27	178	402	33	291	806
	2012	17	178	345	19	217	448	21	343	867
	2013	15	129	268	16	155	356	23	281	775
	2014	23	150	289	24	201	417	30	327	827
	2015	23	134	280	24	165	370	27	258	735
	2016	21	139	287	23	177	365	30	268	710
	2017	25	135	254	27	173	332	29	281	620
	2013 to 2017 average	**21**	**137**	**276**	**23**	**174**	**368**	**28**	**283**	**733**
Car	**2004-08 average**	**117**	**717**	**4,090**	**140**	**914**	**5,764**	**162**	**1,258**	**10,606**
	2007	117	601	3,744	139	785	5,396	160	1,110	10,063
	2008	105	659	3,673	131	866	5,289	153	1,203	9,670
	2009	80	641	3,804	100	824	5,312	116	1,135	9,579
	2010	78	523	3,037	91	675	4,412	105	903	8,301
	2011	59	436	2,778	79	564	4,024	89	758	7,777
	2012	49	456	2,715	57	599	4,013	73	847	7,665
	2013	59	432	2,480	80	547	3,702	89	719	6,965
	2014	66	401	2,258	80	494	3,398	94	686	6,787
	2015	51	330	2,141	68	466	3,416	75	639	6,714
	2016	77	450	2,239	96	575	3,406	106	762	6,699
	2017	48	371	1,891	60	481	2,950	65	661	5,704
	2013 to 2017 average	**60**	**397**	**2,202**	**77**	**513**	**3,374**	**86**	**693**	**6,574**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

		Rural no dual ge 41mph			All rural			All roads		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**-**	**4**	**19**	**0**	**5**	**34**	**0**	**15**	**228**
	2007	-	2	20	-	4	38	1	9	225
	2008	-	2	8	-	3	19	-	14	177
	2009	-	4	26	-	4	39	-	10	225
	2010	-	2	21	1	3	37	1	10	205
	2011	-	9	24	-	11	38	1	23	198
	2012	-	1	23	-	2	35	-	16	165
	2013	-	-	5	-	-	16	1	12	152
	2014	-	-	16	-	-	20	1	6	164
	2015	-	2	8	-	2	23	1	9	137
	2016	-	1	14	1	3	24	1	12	155
	2017	-	1	23	-	2	29	-	10	164
	2013 to 2017 average	**-**	**1**	**13**	**0**	**1**	**22**	**1**	**10**	**154**
Minibus	**2004-08 average**	**1**	**5**	**31**	**1**	**7**	**47**	**1**	**8**	**74**
	2007	-	3	28	-	3	45	-	4	70
	2008	2	7	27	2	7	29	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2012	-	8	27	-	12	45	-	15	69
	2013	1	9	34	1	11	41	1	15	53
	2014	-	2	20	-	2	25	1	2	36
	2015	-	2	8	-	6	26	-	6	34
	2016	2	2	21	2	2	24	2	3	48
	2017	-	2	8	-	2	8	-	2	17
	2013 to 2017 average	**1**	**3**	**18**	**1**	**5**	**25**	**1**	**6**	**38**
Bus/coach	**2004-08 average**	**-**	**3**	**45**	**0**	**6**	**90**	**1**	**55**	**749**
	2007	-	-	41	-	-	65	-	33	623
	2008	-	2	36	-	3	86	1	59	587
	2009	-	2	35	-	4	55	-	36	473
	2010	1	13	115	1	16	142	1	52	540
	2011	-	3	52	-	5	79	1	51	505
	2012	-	7	89	-	10	122	1	44	441
	2013	1	5	56	1	7	95	2	34	394
	2014	-	1	21	-	5	41	1	28	291
	2015	-	24	69	1	27	107	1	49	332
	2016	1	8	46	3	17	76	3	42	302
	2017	-	4	69	1	6	95	2	23	357
	2013 to 2017 average	**0**	**8**	**52**	**1**	**12**	**83**	**2**	**35**	**335**
Light goods	**2004-08 average**	**5**	**29**	**173**	**7**	**38**	**254**	**8**	**50**	**387**
	2007	6	35	171	11	39	273	13	54	411
	2008	3	24	150	5	32	221	6	42	349
	2009	1	29	163	3	39	240	4	51	338
	2010	2	18	117	3	34	192	3	39	292
	2011	5	23	147	5	32	212	6	35	312
	2012	7	22	136	7	30	215	7	36	352
	2013	3	16	119	4	18	190	4	27	332
	2014	-	23	126	-	27	207	-	32	348
	2015	4	19	135	5	28	228	5	35	354
	2016	3	28	149	5	34	225	5	41	391
	2017	2	28	136	2	29	202	2	35	323
	2013 to 2017 average	**2**	**23**	**133**	**3**	**27**	**210**	**3**	**34**	**350**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2013-2017 averages, 2007 to 2017

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**14**	**100**	**3**	**26**	**159**	**4**	**32**	**209**
	2007	-	18	103	2	32	159	2	33	197
	2008	1	9	87	2	17	142	2	23	191
	2009	-	12	75	1	18	124	1	22	163
	2010	4	10	85	5	19	134	5	21	162
	2011	1	17	68	3	26	116	3	28	145
	2012	3	19	60	6	28	112	6	32	140
	2013	1	10	50	1	17	96	1	18	109
	2014	2	9	48	2	16	89	2	19	107
	2015	4	3	55	8	10	93	8	11	116
	2016	1	8	46	1	12	75	1	13	82
	2017	-	6	35	1	8	60	1	10	79
	2013 to 2017 average	**2**	**7**	**47**	**3**	**13**	**83**	**3**	**14**	**99**
Other	**2004-08 average**	**0**	**13**	**76**	**1**	**18**	**107**	**1**	**27**	**182**
	2007	-	8	64	1	14	98	1	20	171
	2008	-	12	78	1	19	110	2	30	195
	2009	-	14	66	-	17	89	-	25	165
	2010	-	16	52	2	22	84	3	28	155
	2011	-	4	42	2	8	64	2	19	131
	2012	-	13	50	-	15	73	-	18	129
	2013	-	7	37	-	10	63	-	12	93
	2014	4	9	51	5	13	69	7	23	105
	2015	1	6	28	1	6	43	2	8	69
	2016	-	5	24	-	7	35	3	11	61
	2017	1	10	40	2	13	53	4	20	75
	2013 to 2017 average	**1**	**7**	**36**	**2**	**10**	**53**	**3**	**15**	**81**
Total	**2004-08 average**	**170**	**999**	**5,065**	**211**	**1,343**	**7,374**	**292**	**2,605**	**17,097**
	2007	167	872	4,665	210	1,187	6,951	281	2,385	16,239
	2008	149	934	4,584	191	1,280	6,796	270	2,575	15,592
	2009	125	935	4,792	160	1,228	6,811	216	2,287	15,043
	2010	123	786	3,937	158	1,057	5,830	208	1,969	13,338
	2011	93	696	3,553	128	922	5,258	185	1,878	12,784
	2012	91	741	3,581	109	989	5,397	176	1,981	12,712
	2013	97	650	3,181	130	853	4,888	172	1,669	11,495
	2014	107	636	2,951	140	856	4,622	203	1,702	11,306
	2015	93	557	2,843	121	791	4,599	168	1,603	10,980
	2016	115	675	2,939	147	891	4,507	191	1,699	10,905
	2017	85	601	2,564	112	799	3,981	146	1,589	9,430
	2013 to 2017 average	**99**	**624**	**2,896**	**130**	**838**	**4,519**	**176**	**1,652**	**10,823**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2017

		2004-08 average					2017				
		All severities					All severities				
Mode of Transport	Age	Killed	Serious	Male	Female	All[1]	Killed	Serious	Male	Female	All[1]
Pedestrian	0-4	-	24	64	34	99	-	7	23	11	34
	5-7	1	41	115	53	168	1	16	42	23	65
	8-11	2	62	184	105	289	-	33	69	51	120
	12-15	2	91	252	189	441	1	50	111	70	181
	16-19	4	57	166	108	274	-	27	44	38	82
	20-24	4	47	148	91	239	1	21	58	53	111
	25-29	2	35	106	60	166	1	27	52	37	89
	30-39	6	63	195	110	305	6	35	98	45	143
	40-49	5	53	147	100	247	7	32	81	52	133
	50-59	5	51	112	82	194	6	27	64	62	126
	60-69	6	48	85	77	162	3	46	56	56	112
	70-79	12	47	66	75	141	4	27	44	38	82
	80+	14	36	54	67	122	8	27	35	45	80
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**38**	**376**	**778**	**582**	**1,360**
	Child 0-15	6	218	615	381	997	2	106	245	155	400
	Adult 16+	59	437	1,080	769	1,850	36	269	532	426	958
Pedal cycle	0-4	-	-	5	1	5	-	1	1	-	1
	5-7	-	5	27	8	35	-	2	6	2	8
	8-11	1	10	60	19	79	-	1	16	3	19
	12-15	1	13	72	12	84	-	6	37	2	39
	16-19	1	8	35	6	42	-	7	39	6	45
	20-24	-	7	44	14	58	1	10	46	17	63
	25-29	1	12	59	15	74	-	7	46	24	70
	30-39	1	26	129	28	157	-	32	108	35	143
	40-49	2	26	102	19	121	-	46	132	25	157
	50-59	1	14	47	12	58	1	40	114	17	131
	60-69	-	7	22	3	26	2	14	36	3	39
	70-79	-	3	9	2	11	-	4	7	1	8
	80+	1	1	3	-	4	1	-	1	1	2
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**5**	**171**	**591**	**138**	**729**
	Child 0-15	2	29	163	40	203	-	10	60	7	67
	Adult 16+	7	104	452	99	551	5	160	529	129	658
Motorcycle [3]	0-4	-	-	-	-	1	-	-	-	-	-
	5-7	-	-	-	-	1	-	-	-	-	-
	8-11	-	1	2	1	3	-	-	-	-	-
	12-15	-	6	13	4	17	-	4	4	-	4
	16-19	1	42	140	12	152	-	19	36	5	41
	20-24	4	33	93	14	107	3	29	74	7	81
	25-29	4	39	94	10	104	3	38	78	8	86
	30-39	14	100	241	32	273	3	44	81	12	93
	40-49	12	97	229	27	255	6	49	105	10	115
	50-59	4	39	90	11	101	10	64	124	14	138
	60-69	1	10	26	2	28	3	26	38	5	43
	70-79	-	2	4	1	5	1	7	13	2	15
	80+	-	-	1	-	1	-	-	2	-	2
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**29**	**281**	**557**	**63**	**620**
	Child 0-15	-	8	15	6	21	-	4	4	-	4
	Adult 16+	41	362	917	109	1,026	29	276	551	63	614
Car/taxi driver	0-4	-	-	-	-	1	-	-	1	-	2
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	3	-	4	-	-	-	-	-
	16-19	14	97	512	268	780	6	35	165	121	286
	20-24	18	123	590	461	1,050	4	49	265	240	505
	25-29	10	76	422	357	779	7	40	238	244	482
	30-39	18	135	776	722	1,498	10	67	380	327	707
	40-49	13	137	696	611	1,307	5	60	342	349	691
	50-59	10	104	457	378	835	6	75	307	329	636
	60-69	8	64	271	165	437	3	53	183	154	337
	70-79	9	42	165	89	254	6	35	123	91	214
	80+	7	21	73	30	103	3	23	66	39	105
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**50**	**437**	**2,070**	**1,895**	**3,966**
	Child 0-15	-	1	4	1	6	-	-	1	-	2
	Adult 16+	106	800	3,961	3,080	7,043	50	437	2,069	1,894	3,963

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

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2017

		2004-08 average					2017				
				All severities					All severities		
Mode of Transport	**Age**	**Killed**	**Serious**	**Male**	**Female**	**All [1]**	**Killed**	**Serious**	**Male**	**Female**	**All [1]**
Car/taxi passenger	0-4	2	10	67	58	127	-	5	55	35	90
	5-7	1	10	57	58	115	-	7	38	30	68
	8-11	1	12	89	94	182	-	6	53	50	103
	12-15	3	29	100	149	249	-	11	31	48	79
	16-19	17	106	364	393	757	1	33	123	141	264
	20-24	8	68	242	275	517	2	32	104	130	234
	25-29	2	35	139	156	295	2	21	71	109	180
	30-39	5	43	168	260	428	1	33	87	144	231
	40-49	3	40	119	234	353	-	18	64	132	196
	50-59	3	38	73	226	299	1	19	40	135	175
	60-69	3	33	46	176	222	3	21	37	81	118
	70-79	5	30	31	128	159	3	16	20	81	101
	80+	3	16	16	54	70	2	11	9	44	53
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**15**	**234**	**737**	**1,165**	**1,902**
	Child 0-15	6	61	312	359	673	-	29	177	163	340
	Adult 16+	49	410	1,198	1,901	3,099	15	204	555	997	1,552
Bus/coach/minibus	0-4	-	1	15	13	29	-	-	3	5	8
	5-7	-	1	7	7	14	-	-	-	2	2
	8-11	-	-	9	11	20	-	-	2	5	7
	12-15	-	2	18	19	36	-	-	26	35	61
	16-19	-	2	12	20	33	-	2	8	13	21
	20-24	-	3	16	23	39	-	3	7	10	17
	25-29	-	2	18	22	41	-	-	10	6	16
	30-39	1	4	44	54	99	-	2	14	19	33
	40-49	-	6	42	50	91	-	2	17	20	37
	50-59	-	8	38	59	97	-	2	16	25	41
	60-69	-	9	30	82	112	1	3	16	31	47
	70-79	1	15	21	101	123	-	4	14	24	38
	80+	-	12	16	70	87	1	7	11	35	46
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**2**	**25**	**144**	**230**	**374**
	Child 0-15	-	4	49	50	99	-	-	31	47	78
	Adult 16+	1	59	238	482	721	2	25	113	183	296
Goods vehicles	0-4	-	-	-	1	1	-	-	2	1	3
	5-7	-	-	2	1	2	-	1	1	-	1
	8-11	-	-	1	-	1	-	1	3	1	4
	12-15	-	1	2	1	3	-	1	1	1	2
	16-19	-	2	22	3	25	-	-	9	4	13
	20-24	2	7	52	4	55	-	4	30	4	34
	25-29	1	9	66	6	72	-	7	50	5	55
	30-39	2	19	148	9	158	-	7	77	9	86
	40-49	2	19	135	11	146	2	9	86	6	92
	50-59	2	15	85	6	91	-	9	69	6	75
	60-69	1	8	32	2	35	1	4	25	3	28
	70-79	-	1	3	1	5	-	2	7	-	7
	80+	-	-	1	-	1	-	-	-	-	-
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**3**	**45**	**361**	**41**	**402**
	Child 0-15	-	1	5	3	8	-	3	7	3	10
	Adult 16+	11	80	544	42	587	3	42	353	37	390
All users [4]	0-4	2	36	151	108	263	-	13	85	52	138
	5-7	2	58	208	129	337	1	26	87	57	144
	8-11	4	87	347	231	579	-	41	143	110	253
	12-15	6	145	464	376	840	1	72	210	156	366
	16-19	37	318	1,262	813	2,074	7	124	428	328	756
	20-24	36	289	1,200	884	2,084	12	149	594	462	1,056
	25-29	19	211	919	631	1,551	13	140	550	434	984
	30-39	48	393	1,733	1,224	2,957	20	224	857	593	1,450
	40-49	37	382	1,501	1,059	2,560	20	217	833	597	1,430
	50-59	26	274	920	777	1,697	25	241	744	589	1,333
	60-69	20	181	519	511	1,030	16	174	399	336	735
	70-79	28	142	302	398	701	16	96	231	241	472
	80+	25	87	165	224	391	15	68	125	165	290
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**146**	**1,589**	**5,297**	**4,130**	**9,428**
	Child 0-15	15	325	1,171	844	2,019	2	152	525	375	901
	Adult 16+	276	2,276	8,521	6,521	15,046	144	1,433	4,761	3,745	8,506

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

Table 25

Child and adult pedestrian, pedal cycle, car and other casualties by severity
Years: 2004-08, 2013-2017 averages, 2013-2017

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2013	5	92	463	33	310	1,269
	2014	3	116	499	56	304	1,242
	2015	3	97	460	41	327	1,232
	2016	3	105	478	29	294	1,185
	2017	2	106	400	36	269	958
	2013-17 average	**3**	**103**	**460**	**39**	**301**	**1,177**
	% ch on 04-08 av: 2017	*-67*	*-51*	*-60*	*-39*	*-38*	*-48*
	% ch on 04-08 av: 1317	*-47*	*-53*	*-54*	*-33*	*-31*	*-36*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2013	2	11	112	11	138	774
	2014	0	18	81	8	141	814
	2015	1	11	71	4	153	725
	2016	1	8	55	7	140	731
	2017	0	10	67	5	160	658
	2013-17 average	**1**	**12**	**77**	**7**	**146**	**740**
	% ch on 04-08 av: 2017	*0*	*-66*	*-67*	*-26*	*54*	*19*
	% ch on 04-08 av: 1317	*-67*	*-61*	*-62*	*3*	*40*	*34*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2013	2	33	404	87	685	6,543
	2014	4	27	389	90	658	6,391
	2015	0	27	372	75	610	6,331
	2016	7	46	419	99	715	6,274
	2017	0	29	330	65	631	5,364
	2013-17 average	**3**	**32**	**383**	**83**	**660**	**6,181**
	% ch on 04-08 av: 2017	*0*	*-53*	*-51*	*-58*	*-47*	*-46*
	% ch on 04-08 av: 1317	*-58*	*-48*	*-43*	*-46*	*-45*	*-38*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2013	0	6	73	32	393	1,831
	2014	0	10	61	42	427	1,815
	2015	0	5	67	44	371	1,708
	2016	1	8	47	44	382	1,700
	2017	0	7	104	38	373	1,526
	2013-17 average	**0**	**7**	**70**	**40**	**389**	**1,716**
	% ch on 04-08 av: 2017	*0*	*-56*	*-30*	*-32*	*-31*	*-44*
	% ch on 04-08 av: 1317	*-75*	*-54*	*-53*	*-28*	*-28*	*-37*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2013	9	142	1,052	163	1,526	10,417
	2014	7	171	1,030	196	1,530	10,262
	2015	4	140	970	164	1,461	9,996
	2016	12	167	999	179	1,531	9,890
	2017	2	152	901	144	1,433	8,506
	2013-17 average	**7**	**154**	**990**	**169**	**1,496**	**9,814**
	% ch on 04-08 av: 2017	*-87*	*-53*	*-55*	*-48*	*-37*	*-43*
	% ch on 04-08 av: 1317	*-56*	*-53*	*-51*	*-39*	*-34*	*-35*

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

Table 26

Reported casualties by mode of motor transport, casualty class and severity
Years: 2004-08 and 2013-17 averages, 2013-17

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motorcycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2013	23	260	727	-	21	48
	2014	28	305	766	2	22	61
	2015	25	243	692	2	15	43
	2016	29	254	671	1	14	39
	2017	26	265	589	3	16	31
	2013-17 ave	**26**	**265**	**689**	**2**	**18**	**44**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2013	54	461	4,705	35	258	2,260
	2014	63	444	4,613	31	242	2,174
	2015	54	435	4,654	21	204	2,060
	2016	73	487	4,570	33	275	2,129
	2017	50	433	3,888	15	228	1,816
	2013-17 ave	**59**	**452**	**4,486**	**27**	**241**	**2,088**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2013	-	5	67	1	7	85
	2014	1	1	71	-	5	93
	2015	-	3	52	1	6	85
	2016	1	6	79	-	6	76
	2017	-	4	78	-	6	86
	2013-17 ave	**0**	**4**	**69**	**0**	**6**	**85**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2013	1	2	14	-	13	39
	2014	1	1	17	-	1	19
	2015	-	-	13	-	6	21
	2016	1	1	12	1	2	36
	2017	-	-	2	-	2	15
	2013-17 ave	**1**	**1**	**12**	**0**	**5**	**26**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	2013	1	2	32	1	32	362
	2014	-	3	32	1	25	259
	2015	-	3	27	1	46	305
	2016	-	5	34	3	37	268
	2017	1	1	25	1	22	332
	2013-17 ave	**0**	**3**	**30**	**1**	**32**	**305**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2013	1	23	245	3	4	87
	2014	-	27	268	-	5	80
	2015	4	25	261	1	10	93
	2016	5	31	300	-	10	91
	2017	2	25	235	-	10	88
	2013-17 ave	**2**	**26**	**262**	**1**	**8**	**88**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2013	1	17	97	-	1	12
	2014	2	16	84	-	3	23
	2015	7	10	95	1	1	21
	2016	1	8	65	-	5	17
	2017	1	9	65	-	1	14
	2013-17 ave	**2**	**12**	**81**	**0**	**2**	**17**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2013	-	10	76	-	2	17
	2014	7	18	81	-	5	24
	2015	2	5	52	-	3	17
	2016	3	9	46	-	2	15
	2017	4	16	57	-	4	18
	2013-17 ave	**3**	**12**	**62**	**-**	**3**	**18**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2013	81	780	5,963	40	338	2,910
	2014	102	815	5,932	34	308	2,733
	2015	92	724	5,846	27	291	2,645
	2016	113	801	5,777	38	351	2,671
	2017	84	753	4,939	19	289	2,400
	2013-17 ave	**94**	**775**	**5,691**	**32**	**315**	**2,672**

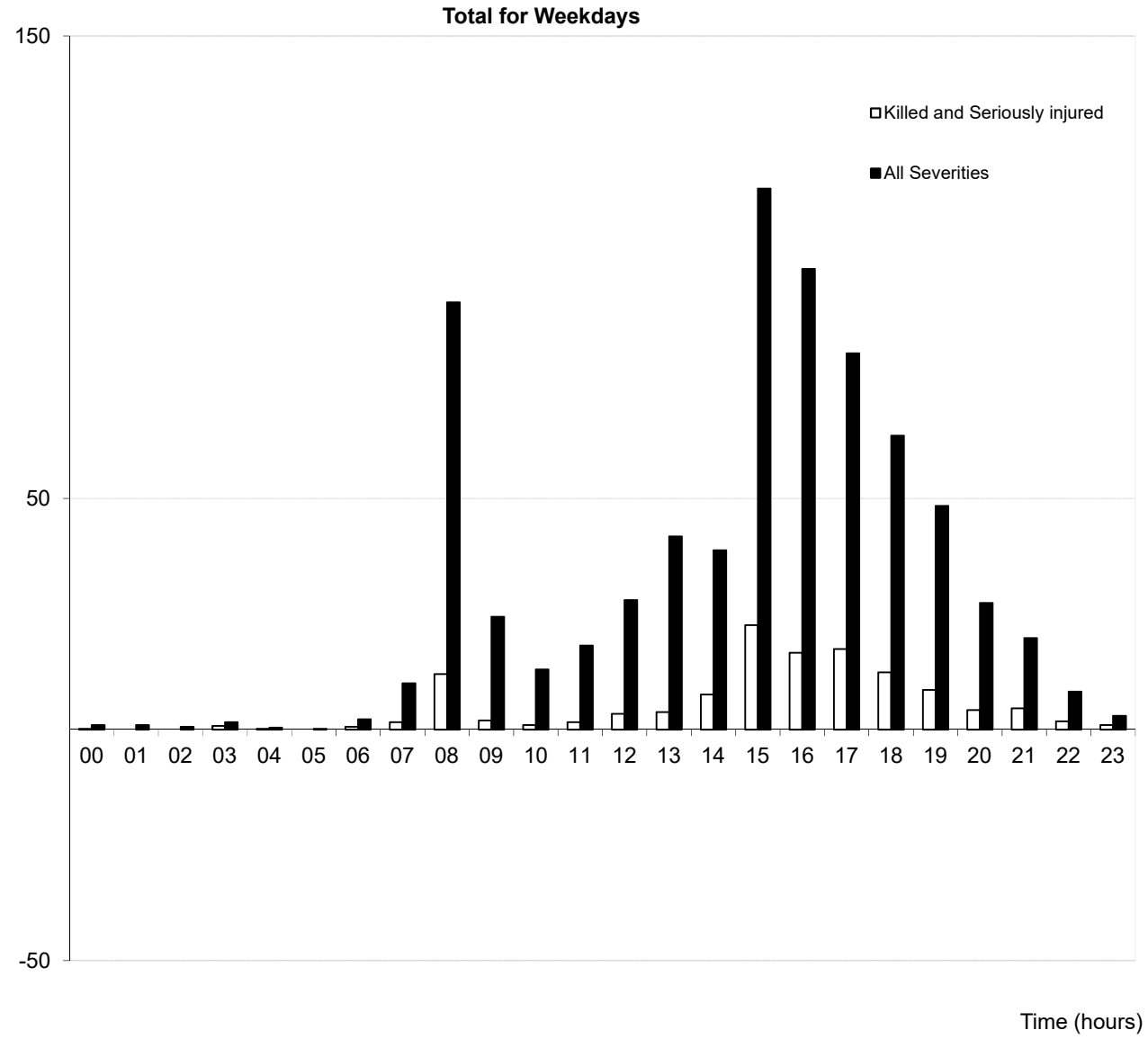
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

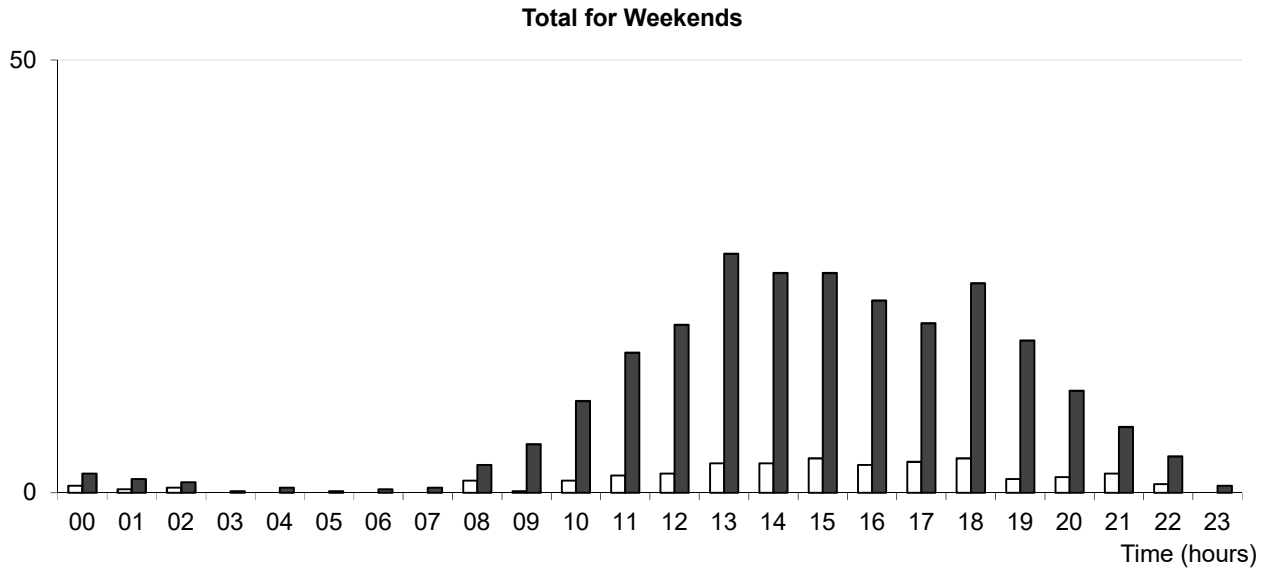
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2013-2017 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	0	-	-	1	-	-	-	-	-	-	1
01.00 to 01.59	-	-	-	1	-	-	-	-	-	-	1
02.00 to 02.59	-	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	0	1	-	-	-	0	-	-	2
04.00 to 04.59	0	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	-	-	-	-	0	-	-	0
06.00 to 06.59	0	1	-	1	-	-	-	-	-	-	2
07.00 to 07.59	5	1	0	2	-	-	1	0	-	-	10
08.00 to 08.59	48	4	-	22	0	0	18	0	-	-	92
09.00 to 09.59	10	2	0	11	-	-	1	0	-	-	24
10.00 to 10.59	3	0	-	6	-	1	2	0	-	-	13
11.00 to 11.59	6	1	-	10	0	-	1	0	-	-	18
12.00 to 12.59	12	2	0	12	-	-	2	0	-	-	28
13.00 to 13.59	25	2	-	12	-	-	2	0	-	-	42
14.00 to 14.59	16	2	1	17	-	0	2	-	-	0	39
15.00 to 15.59	76	9	-	25	1	1	4	0	0	0	117
16.00 to 16.59	50	9	2	33	2	-	3	0	-	0	100
17.00 to 17.59	42	8	0	28	0	1	2	1	-	-	81
18.00 to 18.59	33	6	-	23	1	-	0	0	0	1	64
19.00 to 19.59	26	4	0	17	-	-	0	1	-	-	48
20.00 to 20.59	13	3	0	10	-	-	0	0	-	0	27
21.00 to 21.59	7	2	-	10	0	-	0	1	-	-	20
22.00 to 22.59	2	0	1	5	-	-	-	0	-	-	8
23.00 to 23.59	1	0	-	2	-	-	-	-	-	-	3
Total	**376**	**57**	**5**	**250**	**4**	**3**	**38**	**6**	**0**	**2**	**742**
Total for Weekends											
00.00 to 00.59	1	-	-	1	0	-	-	-	-	-	2
01.00 to 01.59	1	-	0	1	-	-	-	-	-	-	2
02.00 to 02.59	-	-	-	1	-	-	-	0	-	-	1
03.00 to 03.59	0	-	-	-	-	-	-	-	-	-	0
04.00 to 04.59	-	-	-	1	-	-	-	-	-	-	1
05.00 to 05.59	0	-	-	-	-	-	-	-	-	-	0
06.00 to 06.59	-	-	-	0	-	-	-	-	-	-	0
07.00 to 07.59	-	0	-	0	-	-	-	-	-	-	1
08.00 to 08.59	1	0	-	2	-	-	-	-	-	-	3
09.00 to 09.59	1	1	-	4	-	-	-	-	-	-	6
10.00 to 10.59	3	0	0	7	-	-	0	-	-	-	11
11.00 to 11.59	4	1	-	10	-	-	0	1	-	-	16
12.00 to 12.59	6	2	0	11	-	-	0	0	-	0	19
13.00 to 13.59	8	1	0	16	0	-	2	0	-	-	28
14.00 to 14.59	7	3	0	14	0	-	1	0	-	-	25
15.00 to 15.59	9	2	-	14	-	-	1	0	-	-	25
16.00 to 16.59	8	1	-	12	0	-	-	0	-	0	22
17.00 to 17.59	9	1	-	9	0	-	-	-	-	-	20
18.00 to 18.59	10	2	-	11	0	0	0	-	-	-	24
19.00 to 19.59	7	1	0	9	-	-	0	-	-	-	18
20.00 to 20.59	5	2	-	4	-	-	0	-	-	-	12
21.00 to 21.59	3	1	0	3	1	-	-	0	-	-	8
22.00 to 22.59	1	1	-	2	-	-	0	-	-	-	4
23.00 to 23.59	0	-	-	0	-	-	-	-	-	-	1
Total	**84**	**20**	**1**	**133**	**2**	**0**	**5**	**2**	**-**	**0**	**248**

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

Reported child casualties by time of day
Years: 2013 - 2017 average





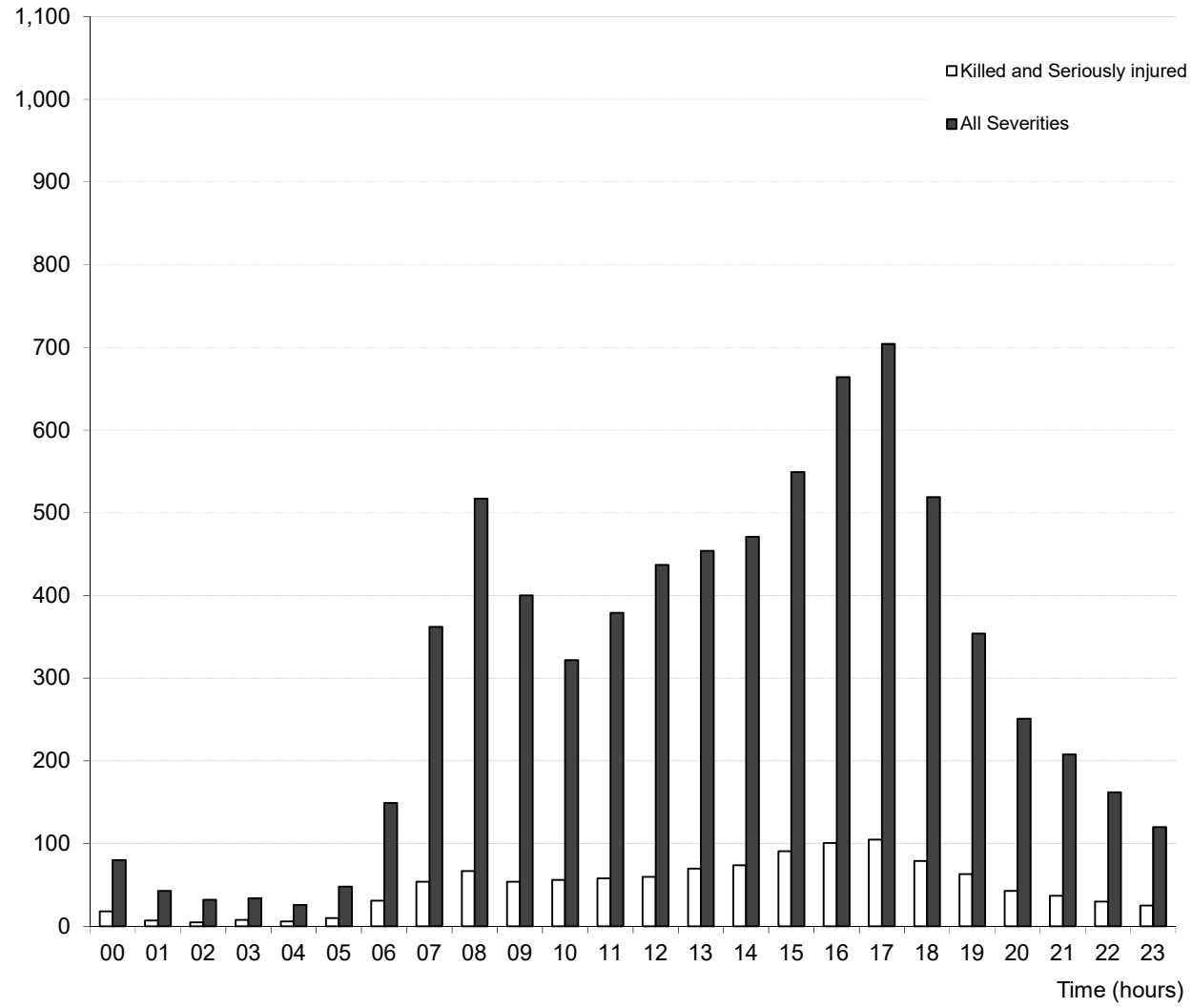
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2013-2017 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	10	3	3	57	2	-	1	3	1	-	80
01.00 to 01.59	6	1	1	32	2	-	-	1	1	-	43
02.00 to 02.59	4	1	-	23	1	-	-	1	1	-	32
03.00 to 03.59	4	-	-	24	1	1	-	2	2	-	34
04.00 to 04.59	3	-	1	19	1	-	-	2	1	-	26
05.00 to 05.59	3	5	4	28	1	-	2	3	3	-	48
06.00 to 06.59	7	19	11	92	1	-	1	13	4	1	149
07.00 to 07.59	29	50	27	214	2	3	8	21	6	3	362
08.00 to 08.59	48	62	25	324	4	1	12	27	9	5	517
09.00 to 09.59	51	37	22	234	4	2	15	22	8	4	400
10.00 to 10.59	47	20	19	192	3	3	13	15	4	5	322
11.00 to 11.59	53	24	26	219	5	2	22	16	5	5	379
12.00 to 12.59	58	28	27	264	5	2	25	19	7	3	437
13.00 to 13.59	60	30	31	275	5	-	21	20	6	6	454
14.00 to 14.59	59	29	35	284	5	2	24	20	8	4	471
15.00 to 15.59	75	34	40	334	5	2	25	26	5	3	549
16.00 to 16.59	84	50	47	417	9	1	23	25	4	5	664
17.00 to 17.59	81	77	61	431	8	3	16	21	2	4	704
18.00 to 18.59	62	56	34	332	3	3	9	14	3	4	519
19.00 to 19.59	46	34	28	222	5	1	6	9	2	2	354
20.00 to 20.59	28	16	21	172	4	1	2	4	1	2	251
21.00 to 21.59	30	10	18	134	6	-	4	4	1	2	208
22.00 to 22.59	23	10	10	107	5	-	4	3	-	-	162
23.00 to 23.59	14	4	4	86	7	1	1	2	1	1	120
Total	**884**	**599**	**494**	**4,515**	**97**	**29**	**233**	**291**	**85**	**60**	**7,286**
Total for Weekends											
00.00 to 00.59	21	1	1	55	4	-	1	1	-	-	85
01.00 to 01.59	19	1	1	42	8	1	1	1	-	-	74
02.00 to 02.59	11	1	1	37	3	-	-	1	-	-	54
03.00 to 03.59	12	-	-	26	3	-	-	1	-	-	43
04.00 to 04.59	4	-	-	20	1	-	-	1	-	-	27
05.00 to 05.59	3	1	1	16	-	-	-	1	-	-	22
06.00 to 06.59	1	1	1	27	-	-	1	1	1	-	33
07.00 to 07.59	3	3	2	32	1	-	-	2	2	-	47
08.00 to 08.59	3	5	3	42	-	-	1	4	-	-	59
09.00 to 09.59	6	12	7	59	1	-	3	3	1	1	92
10.00 to 10.59	9	13	14	72	-	-	4	2	-	1	117
11.00 to 11.59	12	15	17	97	1	-	5	5	2	2	155
12.00 to 12.59	17	12	25	111	1	-	5	3	-	1	175
13.00 to 13.59	17	12	27	133	2	1	11	4	1	1	209
14.00 to 14.59	13	13	26	132	2	-	4	2	-	2	194
15.00 to 15.59	13	9	26	129	2	-	3	4	1	2	188
16.00 to 16.59	17	9	22	120	1	-	6	2	1	2	180
17.00 to 17.59	16	9	17	118	1	-	4	1	-	2	168
18.00 to 18.59	21	8	15	111	3	2	4	2	1	1	167
19.00 to 19.59	16	6	8	86	3	-	4	2	-	-	126
20.00 to 20.59	12	5	7	64	3	-	1	2	-	1	94
21.00 to 21.59	15	2	4	46	2	-	1	2	-	2	74
22.00 to 22.59	15	3	3	52	2	-	-	1	-	-	78
23.00 to 23.59	16	1	2	42	4	-	1	1	1	-	68
Total	**294**	**142**	**231**	**1,665**	**51**	**5**	**58**	**50**	**13**	**19**	**2,528**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2013-2017 average

Total for Weekdays



Total for Weekends

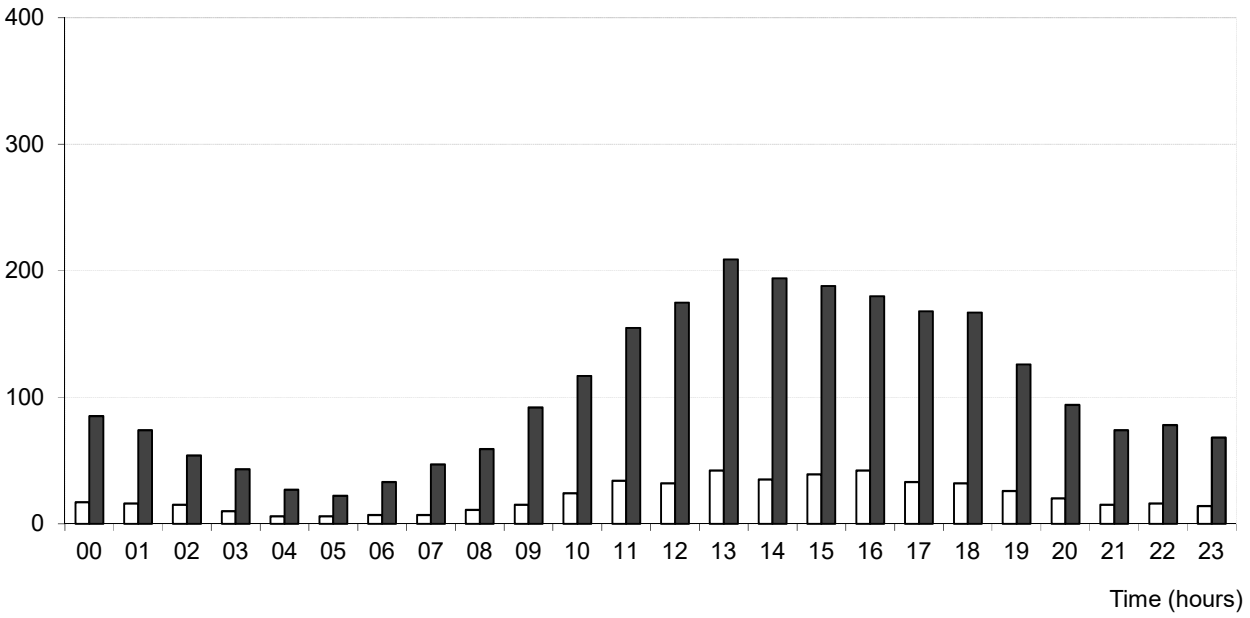


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2013 to 2017 average (figures adjusted for 30 day months)

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**January**	36	1	0	27	1	-	2	1	-	-	68
	February	42	2	0	33	1	-	13	1	-	-	92
	March	43	3	0	28	1	1	2	0	-	-	78
	April	34	6	1	37	1	0	2	1	-	-	82
	May	39	9	1	28	0	-	2	1	-	0	81
	June	40	10	1	28	1	1	2	0	-	0	84
	July	30	11	1	41	0	-	3	1	0	1	88
	August	38	13	0	39	0	0	7	1	-	0	99
	September	44	10	1	28	1	0	5	1	-	1	90
	October	38	7	0	32	-	-	3	0	0	0	81
	November	39	2	-	31	0	0	2	1	-	-	75
	December	30	2	-	26	0	0	2	1	-	-	61
	Year Total	454	76	7	377	7	3	44	7	0	2	977
Adult												
	January	124	44	29	528	13	2	26	29	11	4	811
	February	110	51	33	543	11	6	25	36	9	6	830
	March	90	53	42	494	15	3	30	28	9	5	769
	April	81	56	55	474	15	2	18	25	6	4	737
	May	78	63	87	489	10	2	21	26	5	9	789
	June	79	67	96	495	13	3	19	26	8	7	813
	July	70	65	87	508	11	3	27	26	9	11	819
	August	89	76	85	525	15	1	30	29	7	9	865
	September	80	76	84	471	11	1	21	27	7	7	785
	October	90	72	55	511	10	5	26	28	8	4	808
	November	131	65	35	535	11	3	20	30	11	6	847
	December	138	41	27	519	10	2	25	27	8	5	802
	Year Total	1,161	730	714	6,093	145	34	287	337	96	77	9,675
Total												
	January	161	45	29	555	15	2	28	30	11	4	881
	February	152	53	33	577	12	6	38	37	9	6	923
	March	133	57	43	522	16	4	32	28	9	5	848
	April	115	62	56	511	16	3	20	26	6	4	819
	May	118	73	88	519	10	2	23	27	5	9	872
	June	119	77	97	524	14	5	21	26	8	8	898
	July	100	76	89	550	12	3	29	27	9	12	908
	August	127	90	85	565	15	2	37	30	7	9	966
	September	125	86	85	500	12	1	25	28	7	8	877
	October	129	78	55	544	10	5	29	28	8	4	890
	November	171	67	35	567	12	4	21	31	11	6	923
	December	169	43	27	546	10	2	27	27	8	5	866
	Year Total	1,618	807	722	6,481	152	37	331	345	97	79	10,670

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

Table 30

Reported child/adult casualties by day of the week and mode of transport
Years: 2013 to 2017 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	74	11	1	44	1	1	2	1	0	0	134
	Tuesday	65	11	1	51	1	-	5	1	0	0	135
	Wednesday	70	11	1	41	1	1	8	2	-	0	135
	Thursday	83	11	1	58	1	1	12	1	-	0	167
	Friday	84	13	1	56	2	0	13	2	-	1	172
	Saturday	55	9	1	69	1	-	4	1	-	0	141
	Sunday	29	11	1	64	1	0	1	1	-	0	108
	Total	460	77	7	383	7	3	43	8	0	2	990
Adult												
	Monday	161	99	87	855	18	5	39	61	20	12	1,357
	Tuesday	165	132	92	891	18	3	46	61	17	10	1,435
	Wednesday	172	133	95	872	16	8	47	60	12	10	1,426
	Thursday	170	125	109	877	20	6	48	53	17	12	1,438
	Friday	215	109	111	1,020	25	7	53	56	19	15	1,631
	Saturday	174	80	115	903	25	2	41	29	8	8	1,385
	Sunday	120	62	116	763	26	3	18	21	5	10	1,143
	Total	1,177	740	726	6,181	148	34	291	341	98	78	9,814
Total (1)												
	Monday	236	111	88	901	19	5	40	62	20	12	1,494
	Tuesday	229	143	94	943	19	3	51	62	17	10	1,572
	Wednesday	242	144	96	914	17	9	55	62	12	11	1,562
	Thursday	255	136	110	937	20	6	60	55	17	12	1,609
	Friday	300	123	113	1,077	26	8	66	58	19	16	1,806
	Saturday	229	89	116	973	27	2	45	30	8	9	1,527
	Sunday	149	72	117	828	27	3	19	22	5	10	1,253
	Total	1,640	819	733	6,574	154	38	335	350	99	81	10,823

(1) Includes those whose ages were not known

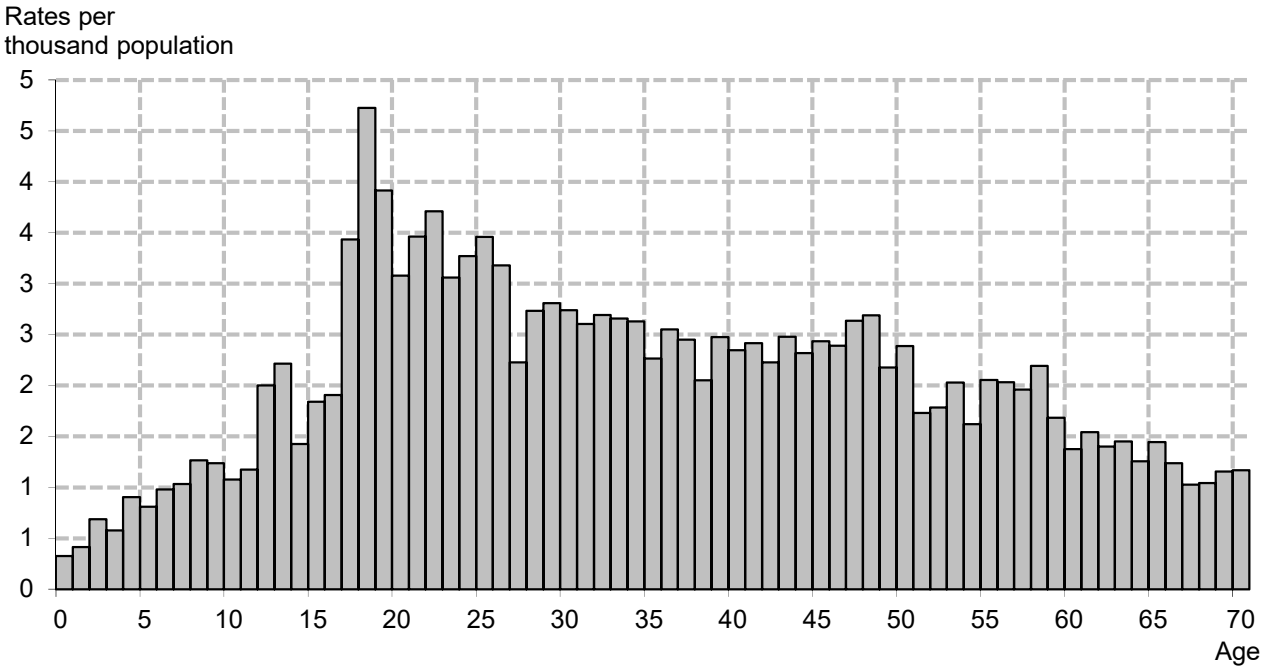
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2004-08 and 2013-2017 averages, 2013 to 2017

Year	0-4	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	All Ages [1]
Population											*thousands*
2004-08 average	**270.7**	**403.9**	**253.7**	**465.9**	**449.0**	**708.4**	**784.7**	**675.6**	**534.4**	**593.8**	**5,140.1**
2013 [2]	294.0	388.3	229.2	477.6	498.5	654.8	782.1	738.9	614.7	649.5	5,327.7
2014 [2]	291.9	396.5	222.7	468.0	507.8	658.6	764.6	753.3	621.4	662.9	5,347.6
2015	291.2	403.2	217.9	460.3	518.6	668.0	745.6	768.1	630.0	670.0	5,373.0
2016	287.2	411.6	217.0	454.4	526.9	679.7	729.9	777.5	639.1	681.3	5,404.7
2017	282.1	416.8	218.5	445.7	529.9	694.1	710.1	785.9	634.1	707.5	5,424.8
2013-2017 average	**289.3**	**403.3**	**221.1**	**461.2**	**516.3**	**671.1**	**746.5**	**764.7**	**627.8**	**674.3**	**5,375.6**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
2013	186	485	381	1,893	1,569	1,832	1,894	1,476	864	889	11,495
2014	161	490	379	1,883	1,515	1,807	1,862	1,470	842	883	11,306
2015	138	477	355	1,691	1,650	1,731	1,749	1,501	830	844	10,980
2016	139	492	368	1,604	1,626	1,729	1,693	1,562	848	828	10,905
2017	138	397	366	1,395	1,401	1,450	1,430	1,333	735	762	9,428
2013-2017 average	152	468	370	1,693	1,552	1,710	1,726	1,468	824	841	10,823
2016 Male	85	230	210	789	783	857	833	744	399	356	5,297
2016 Female	52	167	156	606	618	593	597	589	336	406	4,130
Casualty rates											*rates per thousand population*
2004-08 average	**0.97**	**2.30**	**3.32**	**7.31**	**5.11**	**4.22**	**3.28**	**2.52**	**1.94**	**1.83**	**3.34**
2013	0.63	1.25	1.66	3.96	3.15	2.80	2.42	2.00	1.41	1.37	2.16
2014	0.55	1.24	1.7	4.02	2.98	2.74	2.44	1.95	1.36	1.33	2.11
2015	0.47	1.18	1.63	3.67	3.18	2.59	2.35	1.95	1.32	1.26	2.04
2016	0.48	1.2	1.7	3.53	3.09	2.54	2.32	2.01	1.33	1.22	2.02
2017	0.49	0.95	1.68	3.13	2.64	2.09	2.01	1.7	1.16	1.08	1.74
2013-2017 average	0.53	1.16	1.67	3.67	3.01	2.55	2.31	1.92	1.31	1.25	2.01
Male											
2004-08 average	**1.09**	**2.68**	**3.59**	**8.73**	**6.01**	**5.06**	**3.93**	**2.77**	**2.04**	**1.98**	**3.92**
2013	0.63	1.39	1.78	4.51	3.56	3.39	3.09	2.34	1.50	1.47	2.52
2014	0.58	1.31	1.95	4.67	3.6	3.2	3.03	2.25	1.50	1.45	2.48
2015	0.52	1.26	1.69	4.09	3.75	3.11	2.82	2.25	1.43	1.47	2.37
2016	0.57	1.31	1.79	3.66	3.46	3.11	2.84	2.43	1.42	1.41	2.33
2017	0.59	1.08	1.88	3.48	2.97	2.52	2.41	1.95	1.30	1.17	2.01
2013-2017 average	0.58	1.27	1.82	4.09	3.46	3.06	2.85	2.24	1.43	1.39	2.34
Female											
2004-08 average	**0.82**	**1.83**	**3.02**	**5.98**	**4.15**	**3.35**	**2.63**	**2.27**	**1.83**	**1.74**	**2.77**
2013	0.60	1.10	1.54	3.40	2.74	2.23	1.80	1.67	1.31	1.30	1.81
2014	0.51	1.16	1.44	3.37	2.38	2.3	1.87	1.66	1.22	1.24	1.77
2015	0.41	1.1	1.57	3.25	2.62	2.09	1.9	1.67	1.21	1.1	1.73
2016	0.39	1.07	1.6	3.39	2.72	1.99	1.82	1.61	1.24	1.07	1.72
2017	0.38	0.82	1.46	2.77	2.32	1.68	1.63	1.46	1.03	1.01	1.48
2013-2017 average	**0.46**	**1.05**	**1.52**	**3.24**	**2.55**	**2.05**	**1.81**	**1.61**	**1.20**	**1.14**	**1.70**

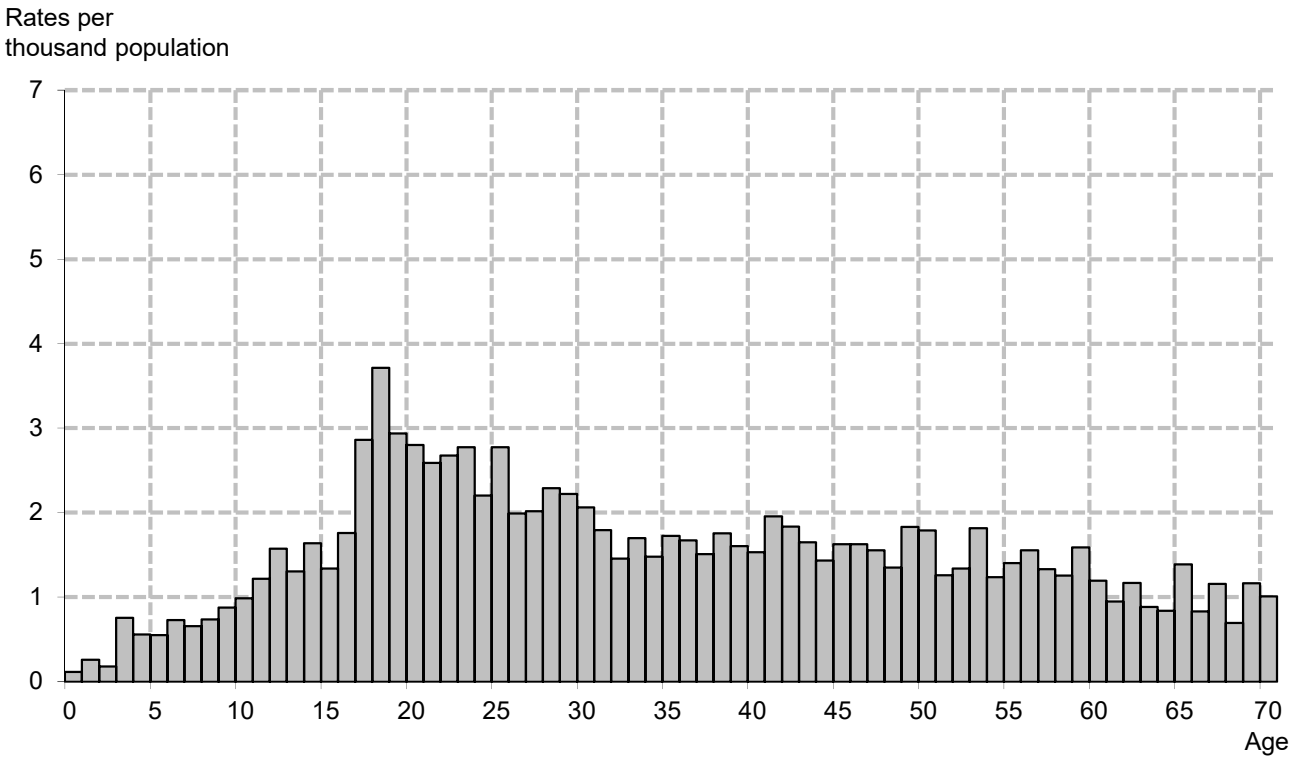
1. Includes those whose ages were not known .
2. Minor revisions have been made to the population estimates for indvidual age groups. Overall estimates for Scotland are unchanged.

Reported casualty rates per thousand population, by age and sex
Year: 2017

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2013-2017 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	-	12	36	49	-	0.04	0.13	0.17
	5 - 11	2	51	168	221	-	0.13	0.42	0.55
	12 - 15	1	40	149	190	-	0.18	0.67	0.86
	16 - 22	2	44	156	202	-	0.09	0.34	0.44
	23-25	-	17	59	76	-	0.07	0.26	0.34
	26-29	1	23	67	90	-	0.08	0.23	0.31
	30 - 39	5	35	134	174	0.01	0.05	0.20	0.26
	40 - 49	6	38	117	161	0.01	0.05	0.16	0.22
	50 - 59	5	37	116	158	0.01	0.05	0.15	0.21
	60 - 69	6	38	76	120	0.01	0.06	0.12	0.19
	70 & over	13	69	112	195	0.02	0.10	0.17	0.29
	Total [1]	**42**	**404**	**1,194**	**1,640**	**0.01**	**0.08**	**0.22**	**0.31**
	Child 0-15	3	103	354	460	-	0.11	0.39	0.50
	Adult 16+	39	301	837	1,177	0.01	0.07	0.19	0.26
Pedal Cycle	0 - 4	-	-	1	2	-	-	-	0.01
	5 - 11	1	6	33	40	-	0.02	0.08	0.10
	12 - 15	-	5	30	35	-	0.02	0.14	0.16
	16 - 22	1	11	67	79	-	0.02	0.15	0.17
	23-25	-	6	39	46	-	0.03	0.17	0.20
	26-29	-	9	55	64	-	0.03	0.19	0.22
	30 - 39	1	30	155	186	-	0.05	0.23	0.28
	40 - 49	2	44	140	187	-	0.06	0.19	0.25
	50 - 59	2	31	95	128	-	0.04	0.12	0.17
	60 - 69	1	10	26	37	-	0.02	0.04	0.06
	70 & over	1	4	9	14	-	0.01	0.01	0.02
	Total [1]	**8**	**158**	**653**	**819**	**-**	**0.03**	**0.12**	**0.15**
	Child 0-15	1	12	65	77	-	0.01	0.07	0.08
	Adult 16+	7	146	587	740	-	0.03	0.13	0.17
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	3	3	6	-	0.01	0.01	0.03
	16 - 22	2	40	88	130	-	0.09	0.19	0.28
	23-25	2	19	34	56	0.01	0.09	0.15	0.25
	26-29	2	23	37	62	0.01	0.08	0.13	0.21
	30 - 39	5	44	64	113	0.01	0.07	0.09	0.17
	40 - 49	7	66	94	167	0.01	0.09	0.13	0.22
	50 - 59	6	63	74	143	0.01	0.08	0.10	0.19
	60 - 69	2	21	20	43	-	0.03	0.03	0.07
	70 & over	1	5	6	11	-	0.01	0.01	0.02
	Total [1]	**28**	**283**	**423**	**733**	**0.01**	**0.05**	**0.08**	**0.14**
	Child 0-15	-	3	4	7	-	-	-	0.01
	Adult 16+	28	280	418	726	0.01	0.06	0.09	0.16
Car	0 - 4	1	6	79	86	-	0.02	0.27	0.30
	5 - 11	1	14	174	189	-	0.04	0.43	0.47
	12 - 15	1	12	95	108	-	0.05	0.43	0.49
	16 - 22	16	130	1,052	1,198	0.03	0.28	2.28	2.60
	23-25	8	45	433	487	0.04	0.20	1.92	2.16
	26-29	6	48	493	547	0.02	0.16	1.70	1.88
	30 - 39	12	93	963	1,068	0.02	0.14	1.44	1.59
	40 - 49	10	87	911	1,008	0.01	0.12	1.22	1.35
	50 - 59	7	85	768	860	0.01	0.11	1.00	1.13
	60 - 69	8	74	425	507	0.01	0.12	0.68	0.81
	70 & over	16	97	392	505	0.02	0.14	0.58	0.75
	Total [1]	**86**	**693**	**5,795**	**6,574**	**0.02**	**0.13**	**1.08**	**1.22**
	Child 0-15	3	32	348	383	-	0.04	0.38	0.42
	Adult 16+	83	660	5,438	6,181	0.02	0.15	1.22	1.39

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

Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2013-2017 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	3	3	-	-	0.01	0.01
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	1	11	12	-	-	0.02	0.03
	23-25	-	-	7	7	-	-	0.03	0.03
	26-29	-	1	8	8	-	-	0.03	0.03
	30 - 39	-	1	23	25	-	-	0.03	0.04
	40 - 49	-	1	35	36	-	-	0.05	0.05
	50 - 59	-	2	32	35	-	-	0.04	0.05
	60 - 69	-	2	15	17	-	-	0.02	0.03
	70 & over	-	1	6	8	-	-	0.01	0.01
	Total [1]	**1**	**10**	**144**	**154**	**-**	**-**	**0.03**	**0.03**
	Child 0-15	-	-	6	7	-	-	0.01	0.01
	Adult 16+	1	9	137	148	-	-	0.03	0.03
Minibus	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	1	1	-	-	-	-
	16 - 22	-	1	4	5	-	-	0.01	0.01
	23-25	-	-	3	3	-	-	0.01	0.01
	26-29	-	-	1	1	-	-	-	-
	30 - 39	-	1	6	7	-	-	0.01	0.01
	40 - 49	-	1	5	6	-	-	0.01	0.01
	50 - 59	-	1	5	6	-	-	0.01	0.01
	60 - 69	-	-	3	3	-	-	-	0.01
	70 & over	-	1	2	2	-	-	-	-
	Total [1]	**1**	**6**	**31**	**38**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	1	3	3	-	-	-	-
	Adult 16+	1	5	28	34	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	11	12	-	-	0.04	0.04
	5 - 11	-	-	8	8	-	-	0.02	0.02
	12 - 15	-	1	23	23	-	-	0.10	0.11
	16 - 22	-	1	20	21	-	-	0.04	0.05
	23-25	-	-	7	8	-	-	0.03	0.03
	26-29	-	1	10	11	-	-	0.04	0.04
	30 - 39	-	3	27	30	-	-	0.04	0.04
	40 - 49	-	2	34	36	-	-	0.05	0.05
	50 - 59	-	3	39	42	-	-	0.05	0.05
	60 - 69	1	8	45	54	-	0.01	0.07	0.09
	70 & over	1	15	74	90	-	0.02	0.11	0.13
	Total [1]	**2**	**35**	**298**	**335**	**-**	**0.01**	**0.06**	**0.06**
	Child 0-15	-	2	42	43	-	-	0.05	0.05
	Adult 16+	2	33	256	291	-	0.01	0.06	0.07
Light goods	0 - 4	-	-	2	2	-	-	0.01	0.01
	5 - 11	-	1	2	3	-	-	0.01	0.01
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	-	2	27	29	-	-	0.06	0.06
	23-25	-	2	24	27	-	0.01	0.11	0.12
	26-29	-	4	37	41	-	0.01	0.13	0.14
	30 - 39	1	5	71	77	-	0.01	0.11	0.11
	40 - 49	1	8	70	79	-	0.01	0.09	0.11
	50 - 59	-	6	52	58	-	0.01	0.07	0.08
	60 - 69	-	4	21	25	-	0.01	0.03	0.04
	70 & over	-	1	5	5	-	-	0.01	0.01
	Total [1]	**3**	**34**	**312**	**350**	**-**	**0.01**	**0.06**	**0.07**
	Child 0-15	-	1	6	8	-	-	0.01	0.01
	Adult 16+	3	33	305	341	-	0.01	0.07	0.08

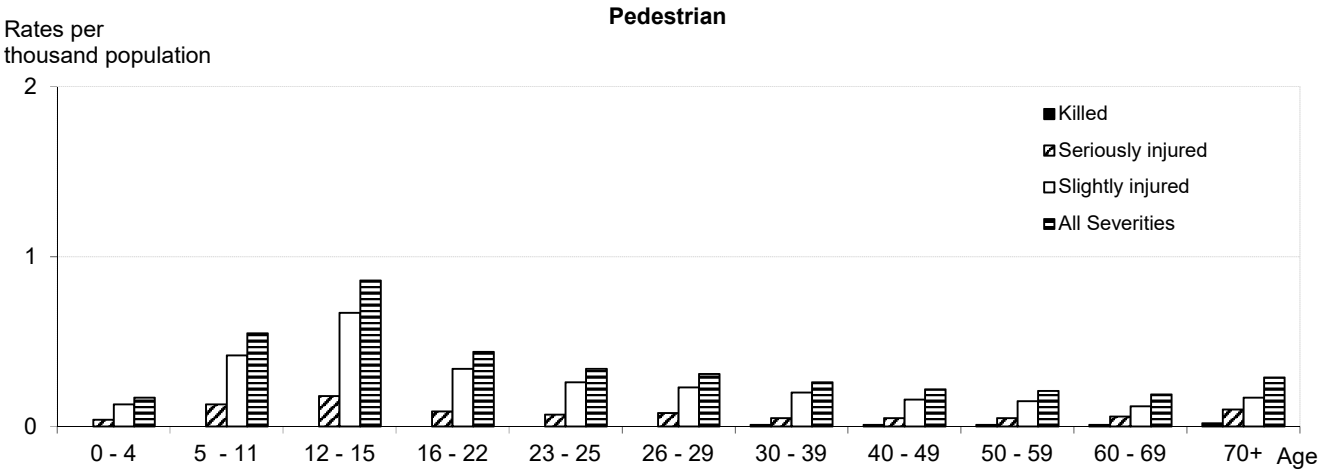
1. Includes those whose age was not known

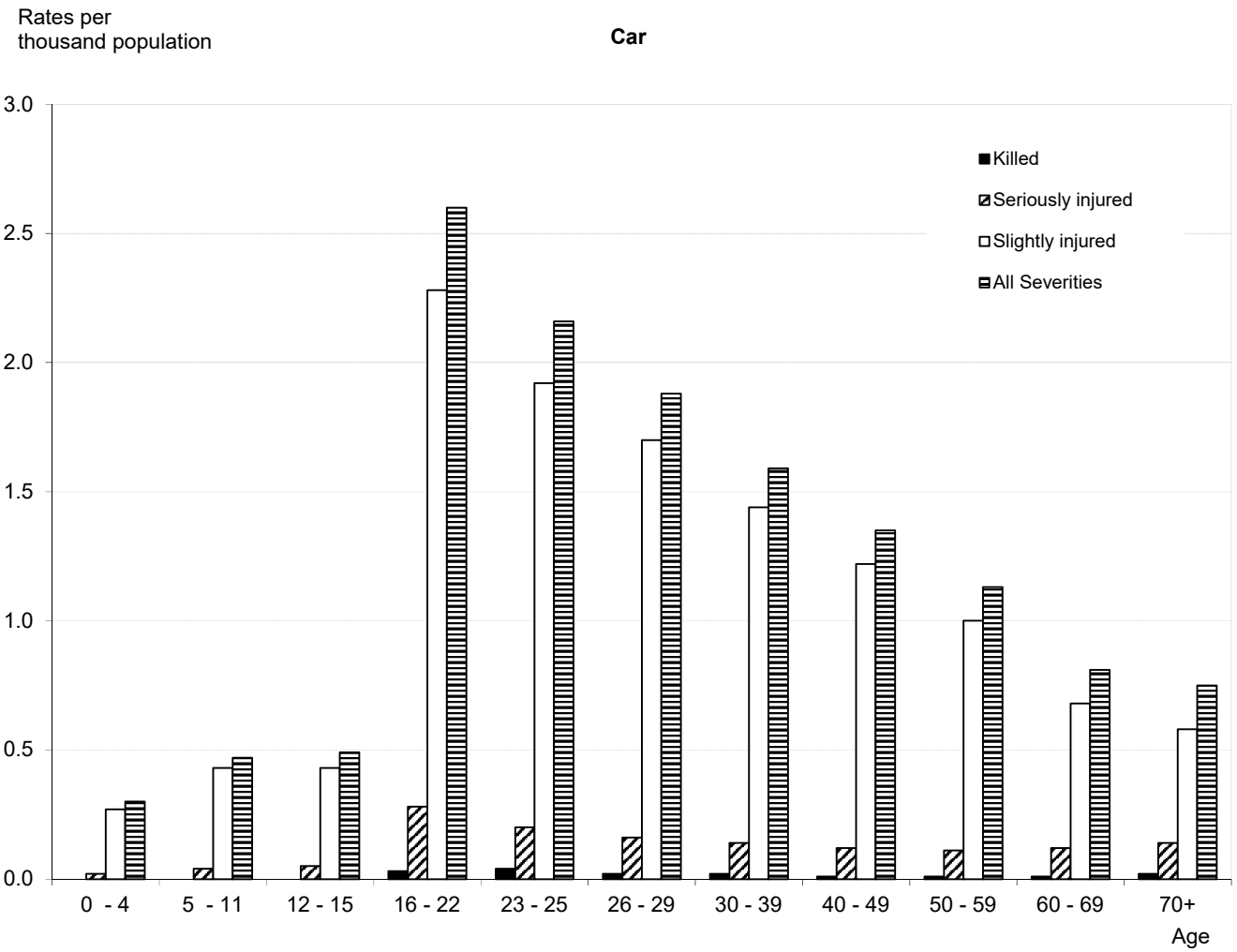
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2013-2017 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	-	4	4	-	-	0.01	0.01
	23-25	-	-	3	3	-	-	0.01	0.01
	26-29	-	1	6	7	-	-	0.02	0.02
	30 - 39	-	1	13	15	-	-	0.02	0.02
	40 - 49	1	5	27	33	-	0.01	0.04	0.04
	50 - 59	1	5	19	24	-	0.01	0.02	0.03
	60 - 69	-	2	7	9	-	-	0.01	0.01
	70 & over	-	1	1	2	-	-	-	-
	Total [1]	**3**	**14**	**82**	**99**	**-**	**-**	**0.02**	**0.02**
	Child 0-15	-	-	-	-	-	-	-	-
	Adult 16+	3	14	81	98	-	-	0.02	0.02
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	1	1	-	-	-	0.01
	16 - 22	-	2	10	12	-	-	0.02	0.03
	23-25	1	-	2	3	-	-	0.01	0.02
	26-29	-	-	4	4	-	-	0.01	0.01
	30 - 39	-	2	13	16	-	-	0.02	0.02
	40 - 49	-	2	10	12	-	-	0.01	0.02
	50 - 59	1	3	11	14	-	-	0.01	0.02
	60 - 69	-	2	6	9	-	-	0.01	0.01
	70 & over	1	2	5	8	-	-	0.01	0.01
	Total [1]	**3**	**15**	**63**	**81**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	2	2	-	-	-	-
	Adult 16+	3	14	61	78	-	-	0.01	0.02
Total	0 - 4	1	20	131	152	-	0.07	0.45	0.53
	5 - 11	3	73	392	468	0.01	0.18	0.97	1.16
	12 - 15	2	62	306	370	0.01	0.28	1.38	1.67
	16 - 22	22	232	1,439	1,693	0.05	0.50	3.12	3.67
	23-25	11	91	613	716	0.05	0.40	2.72	3.17
	26-29	10	108	718	836	0.03	0.37	2.47	2.88
	30 - 39	23	217	1,469	1,710	0.03	0.32	2.19	2.55
	40 - 49	28	255	1,443	1,726	0.04	0.34	1.93	2.31
	50 - 59	22	236	1,210	1,468	0.03	0.31	1.58	1.92
	60 - 69	19	161	644	824	0.03	0.26	1.03	1.31
	70 & over	33	196	612	841	0.05	0.29	0.91	1.25
	Total [1]	**176**	**1,652**	**8,994**	**10,823**	**0.03**	**0.31**	**1.67**	**2.01**
	Child 0-15	7	154	829	990	0.01	0.17	0.91	1.08
	Adult 16+	169	1,496	8,149	9,814	0.04	0.34	1.83	2.20

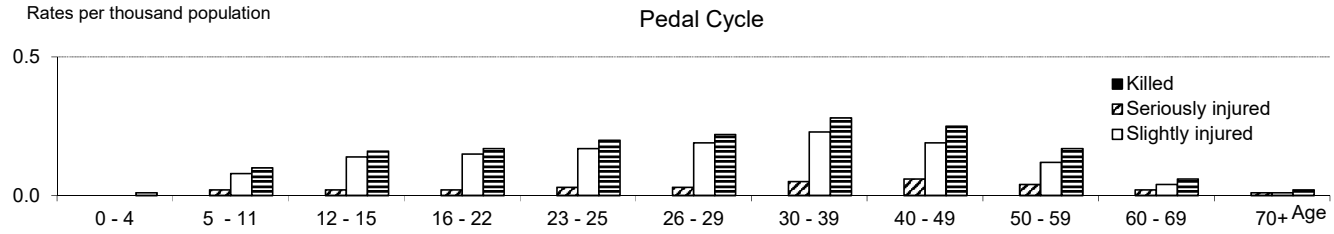
(1) Includes those whose age was not known

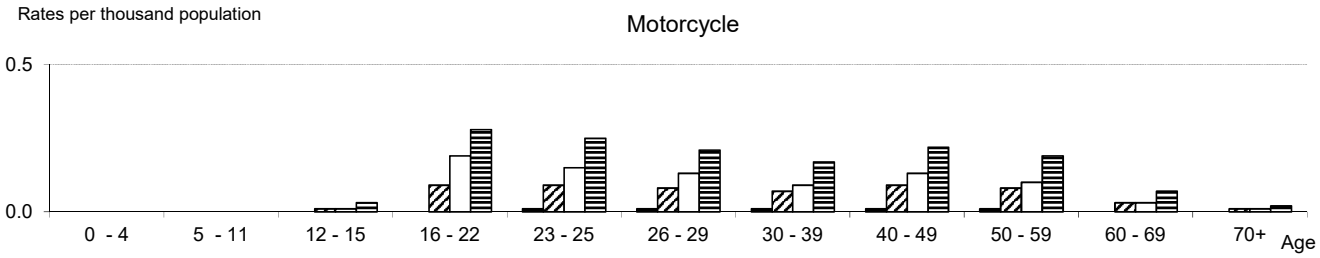
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2013-2017 average

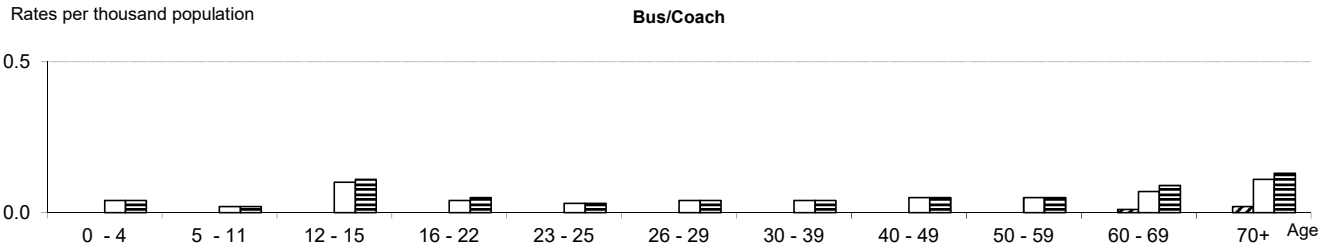


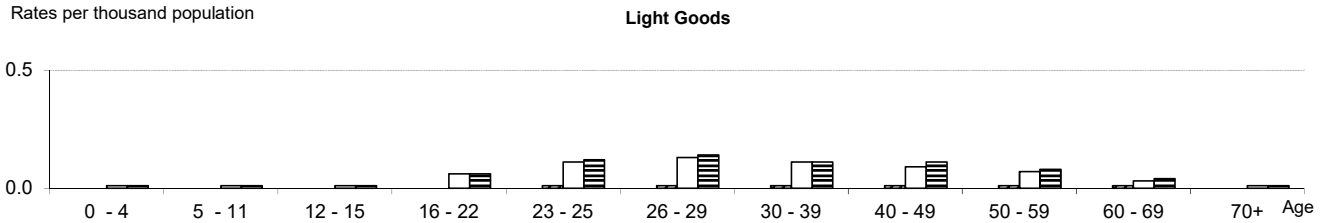


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2013-2017 average









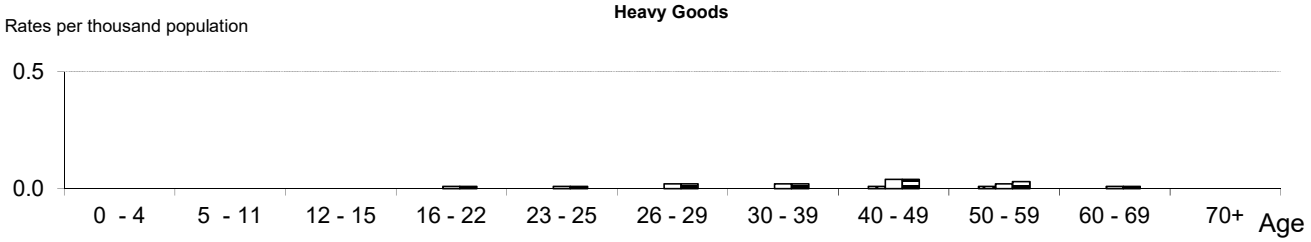


Table 33

Reported casualties by speed limit, mode of transport and severity
2013 to 2017 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	**Pedestrians**	1	25	3	1	8	5	42
	Pedal cycle	0	1	1	1	4	0	8
	Motorcycle	0	4	1	1	22	1	28
	Car users	0	6	5	2	62	11	86
	Bus/coach	0	1	-	-	1	-	2
	Other	-	2	1	0	6	1	11
	Total	2	40	10	5	102	18	176
Serious								
	Pedestrians	26	343	13	3	17	3	404
	Pedal cycle	10	106	8	3	29	2	158
	Motorcycle	6	94	18	7	146	12	283
	Car users	7	147	35	22	412	70	693
	Bus/coach	1	22	1	3	7	1	35
	Other	1	21	2	3	42	9	78
	Total	53	733	77	40	652	97	1,652
All Severities								
	Pedestrians	129	1,403	36	10	50	13	1,640
	Pedal cycle	51	627	38	9	89	5	819
	Motorcycle	17	330	49	19	290	29	733
	Car users	92	2,724	424	237	2,344	752	6,574
	Bus/coach	20	239	9	9	51	8	335
	Other	13	287	44	24	259	94	721
	Total	322	5,609	600	309	3,083	900	10,823

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2013-2017 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	9	31	-	3	16	-	12	50
5 - 11	2	33	135	-	18	86	2	51	221
12 - 15	-	24	109	1	17	81	1	40	190
16 - 22	2	27	111	1	17	91	2	44	202
23 - 25	-	10	45	-	6	31	-	17	76
26 - 29	1	13	50	-	10	40	1	23	90
30 - 39	4	26	109	1	10	65	5	35	175
40 - 49	4	23	97	2	15	64	6	38	161
50 - 59	3	23	89	2	14	69	5	37	158
60 - 69	4	18	65	2	20	55	6	38	120
70 & over	7	33	96	7	36	98	13	69	195
Total [1]	**27**	**237**	**939**	**16**	**167**	**700**	**42**	**404**	**1,641**
Child 0-15	2	65	275	1	38	184	3	103	461
Adult 16+	25	172	662	14	129	515	39	301	1,178
Driver or rider									
0 - 4	-	-	1	-	-	-	-	-	2
5 - 11	-	5	31	-	2	9	1	6	40
12 - 15	-	7	37	-	-	3	-	7	40
16 - 22	9	95	583	2	25	351	12	121	934
23 - 25	7	43	282	1	13	191	9	56	474
26 - 29	7	55	354	1	15	225	8	69	580
30 - 39	13	111	758	3	39	463	16	149	1,222
40 - 49	17	149	832	3	39	455	19	188	1,288
50 - 59	13	134	670	2	34	374	15	168	1,044
60 - 69	8	67	320	3	25	176	11	92	495
70 & over	9	47	239	3	27	140	13	74	379
Total [1]	**83**	**711**	**4,113**	**19**	**220**	**2,389**	**102**	**932**	**6,505**
Child 0-15	1	12	69	-	2	12	1	14	82
Adult 16+	83	699	4,040	19	217	2,375	101	916	6,416
Passenger vehicle/pillion									
0 - 4	-	4	53	-	4	48	1	8	103
5 - 11	-	8	96	1	8	111	1	16	207
12 - 15	-	6	59	-	8	80	1	14	140
16 - 22	6	36	261	3	32	296	8	68	557
23 - 25	1	11	83	1	8	83	2	19	166
26 - 29	1	8	73	-	8	93	1	16	166
30 - 39	2	15	139	1	17	174	3	33	314
40 - 49	1	11	102	2	17	175	3	29	277
50 - 59	1	8	77	2	22	189	3	31	266
60 - 69	1	7	51	2	24	157	2	31	208
70 & over	1	11	62	6	41	205	7	52	267
Total [1]	15	126	1,060	17	190	1,616	32	317	2,677
Child 0-15	**1**	**18**	**208**	**1**	**19**	**240**	**3**	**37**	**449**
Adult 16+	13	108	849	16	171	1,372	29	279	2,222

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

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2013-2017 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	-	.06	.21	.00	.02	.11	.00	.04	.17
5 - 11	.01	.16	.65	.00	.09	.44	.00	.13	.55
12 - 15	.00	.21	.96	.01	.16	.75	.00	.18	.86
16 - 22	.01	.11	.48	.00	.08	.40	.00	.09	.44
23 - 25	.00	.09	.40	-	.05	.28	.00	.07	.34
26 - 29	.01	.09	.35	.00	.07	.27	.00	.08	.31
30 - 39	.01	.08	.33	.00	.03	.19	.01	.05	.26
40 - 49	.01	.06	.27	.00	.04	.17	.01	.05	.22
50 - 59	.01	.06	.24	.00	.04	.18	.01	.05	.21
60 - 69	.01	.06	.21	.01	.06	.17	.01	.06	.19
70 & over	.02	.12	.34	.02	.09	.25	.02	.10	.29
Total [1]	**.01**	**.09**	**.36**	**.01**	**.06**	**.25**	**.01**	**.08**	**.31**
Child 0-15	.00	.14	.59	.00	.09	.41	.00	.11	.50
Adult 16+	.01	.08	.31	.01	.06	.22	.01	.07	.26
Driver or rider									
0 - 4	-	.00	.01	-	-	.00	-	.00	.01
5 - 11	.00	.02	.15	.00	.01	.05	.00	.02	.10
12 - 15	.00	.06	.33	-	.00	.03	.00	.03	.18
16 - 22	.04	.41	2.49	.01	.11	1.54	.03	.26	2.02
23 - 25	.07	.38	2.51	.01	.11	1.69	.04	.25	2.10
26 - 29	.05	.38	2.46	.01	.10	1.53	.03	.24	1.99
30 - 39	.04	.34	2.30	.01	.11	1.35	.02	.22	1.82
40 - 49	.05	.41	2.30	.01	.10	1.18	.03	.25	1.73
50 - 59	.03	.36	1.80	.00	.09	.95	.02	.22	1.37
60 - 69	.02	.22	1.05	.01	.08	.54	.02	.15	.79
70 & over	.03	.16	.84	.01	.07	.36	.02	.11	.56
Total [1]	**.03**	**.27**	**1.57**	**.01**	**.08**	**.86**	**.02**	**.17**	**1.21**
Child 0-15	.00	.03	.15	.00	.00	.03	.00	.02	.09
Adult 16+	.04	.33	1.88	.01	.09	1.02	.02	.21	1.44
Passenger vehicle/pillion									
0 - 4	.00	.03	.36	.00	.03	.34	.00	.03	.36
5 - 11	.00	.04	.46	.00	.04	.56	.00	.04	.51
12 - 15	.00	.05	.53	.00	.07	.74	.00	.06	.63
16 - 22	.02	.15	1.12	.01	.14	1.30	.02	.15	1.21
23 - 25	.01	.10	.74	.01	.07	.73	.01	.09	.74
26 - 29	.00	.06	.51	.00	.06	.64	.00	.06	.57
30 - 39	.01	.05	.42	.00	.05	.51	.00	.05	.47
40 - 49	.00	.03	.28	.00	.05	.45	.00	.04	.37
50 - 59	.00	.02	.21	.00	.06	.48	.00	.04	.35
60 - 69	.00	.02	.17	.00	.07	.49	.00	.05	.33
70 & over	.00	.04	.22	.02	.11	.53	.01	.08	.40
Total [1]	**.01**	**.05**	**.41**	**.01**	**.07**	**.58**	**.01**	**.06**	**.50**
Child 0-15	.00	.04	.45	.00	.04	.54	.00	.04	.49
Adult 16+	.01	.05	.40	.01	.07	.59	.01	.06	.50

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

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2013-17 averages and 2013 to 2017

Child pedestrian

		On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	**2004-08 average**	**62**	**6**	**49**	**410**	**47**	**574**
	2013	53	2	23	174	26	278
	2014	41	3	29	182	21	276
	2015	45	5	33	180	25	288
	2016	44	4	15	190	18	271
	2017	38	5	21	162	10	236
	2013-17 average	**44**	**4**	**24**	**178**	**20**	**270**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2013	5	5	8	79	10	107
	2014	6	1	12	109	6	134
	2015	11	1	11	86	4	113
	2016	6	2	18	104	8	138
	2017	6	-	8	95	8	117
	2013-17 average	**7**	**2**	**11**	**95**	**7**	**122**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2013	-	-	-	-	21	21
	2014	-	-	-	-	22	22
	2015	-	-	-	-	16	16
	2016	-	-	-	-	14	14
	2017	-	-	-	-	16	16
	2013-17 average	**-**	**-**	**-**	**-**	**18**	**18**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2013	-	-	-	12	28	40
	2014	1	-	1	4	43	49
	2015	-	-	-	5	23	28
	2016	1	-	-	6	30	37
	2017	-	-	-	4	15	19
	2013-17 average	**0**	**-**	**0**	**6**	**28**	**35**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2013	58	7	31	265	85	446
	2014	48	4	42	295	92	481
	2015	56	6	44	271	68	445
	2016	51	6	33	300	70	460
	2017	44	5	29	261	49	388
	2013-17 average	**51**	**6**	**36**	**278**	**73**	**444**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2013-17 averages and 2013 to 2017

Adult pedestrian

		On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	**2004-08 average**	**155**	**9**	**145**	**624**	**97**	**1,030**
	2013	139	6	105	386	53	689
	2014	121	19	102	397	57	696
	2015	159	7	106	389	59	720
	2016	157	7	105	383	41	693
	2017	104	10	59	323	44	540
	2013-17 average	**136**	**10**	**95**	**376**	**51**	**668**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	2013	11	1	27	89	8	136
	2014	7	5	16	80	6	114
	2015	12	2	27	77	13	131
	2016	7	2	15	78	8	110
	2017	10	2	16	66	6	100
	2013-17 average	**9**	**2**	**20**	**78**	**8**	**118**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2013	-	-	-	-	152	152
	2014	-	-	-	-	124	124
	2015	1	-	-	-	147	148
	2016	-	-	-	-	129	129
	2017	-	-	-	-	100	100
	2013-17 average	**0**	**-**	**-**	**-**	**130**	**131**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2013	7	1	5	29	161	203
	2014	2	-	6	36	174	218
	2015	3	-	3	21	140	167
	2016	6	-	5	27	138	176
	2017	4	-	1	21	126	152
	2013-17 average	**4**	**0**	**4**	**27**	**148**	**183**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2013	157	8	137	504	374	1,180
	2014	130	24	124	513	361	1,152
	2015	175	9	136	487	359	1,166
	2016	170	9	125	488	316	1,108
	2017	118	12	76	410	276	892
	2013-17 average	**150**	**12**	**120**	**480**	**337**	**1,100**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Aberdeen City	**2004-08 average**	**2**	**1**	**3**	**4**	**6**	**8**	**3**	**7**	**22**	**42**	**74**	**82**	**62**	**15**	**35**	**124**	**261**	**434**	**496**
	2013	-	-	4	4	4	11	2	3	26	59	90	101	52	6	19	102	213	340	392
	2014	2	1	3	4	6	10	3	6	19	50	78	88	42	9	24	71	165	269	311
	2015	1	-	4	4	5	5	-	6	24	39	69	74	37	-	19	79	135	233	270
	2016	1	-	2	2	3	14	-	3	9	38	50	64	33	1	8	47	120	176	209
	2017	-	-	2	2	2	2	-	4	8	20	32	34	17	3	5	51	108	167	184
	2013-17 average	**1**	**0**	**3**	**3**	**4**	**8**	**1**	**4**	**17**	**41**	**64**	**72**	**36**	**4**	**15**	**70**	**148**	**237**	**273**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	*-63*	*-52*	*-57*	*-59*	*-73*	*-80*	*-86*	*-59*	*-59*	*-62*	*-63*
	13-17 av	-	-	-	-	-	-	-	-	*-20*	*-1*	*-13*	*-12*	*-42*	*-75*	*-57*	*-44*	*-43*	*-45*	*-45*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	2013	8	14	1	15	23	48	55	53	5	13	126	174	126	205	168	25	95	493	619
	2014	5	16	4	20	25	26	59	63	4	24	150	176	82	186	197	21	94	498	580
	2015	4	14	1	15	19	26	61	44	7	16	128	154	97	143	137	19	63	362	459
	2016	4	12	1	13	17	20	52	46	7	17	122	142	83	133	139	26	63	361	444
	2017	1	4	2	6	7	27	36	40	6	13	95	122	75	89	101	24	57	271	346
	2013-17 average	**4**	**12**	**2**	**14**	**18**	**29**	**53**	**49**	**6**	**17**	**124**	**154**	**93**	**151**	**148**	**23**	**74**	**397**	**490**
	% ch on 04-08 av: 2017	-	*-84*	-	*-77*	*-79*	*-22*	*-34*	*-20*	-	*-30*	*-27*	*-26*	*-54*	*-65*	*-60*	*-40*	*-52*	*-59*	*-58*
	13-17 av	-	*-52*	-	*-48*	*-46*	*-16*	*-3*	*-1*	-	*-11*	*-5*	*-7*	*-43*	*-40*	*-41*	*-43*	*-37*	*-40*	*-41*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	2013	2	1	-	1	3	6	14	15	4	12	45	51	28	50	65	30	56	201	229
	2014	2	4	-	4	6	5	7	12	4	9	32	37	23	32	50	34	43	159	182
	2015	3	5	-	5	8	1	9	15	2	9	35	36	15	44	55	12	48	159	174
	2016	1	2	3	5	6	12	10	13	2	2	27	39	22	37	35	20	35	127	149
	2017	1	6	3	9	10	10	12	14	3	4	33	43	30	45	38	36	42	161	191
	2013-17 average	**2**	**4**	**1**	**5**	**7**	**7**	**10**	**14**	**3**	**7**	**34**	**41**	**24**	**42**	**49**	**26**	**45**	**161**	**185**
	% ch on 04-08 av: 2017	-	-	-	-	*-17*	*-15*	*-49*	*-39*	-	*-73*	*-54*	*-48*	*-43*	*-56*	*-62*	*-36*	*-54*	*-54*	*-52*
	13-17 av	-	-	-	-	*-45*	*-42*	*-56*	*-39*	-	*-52*	*-52*	*-50*	*-55*	*-59*	*-51*	*-53*	*-51*	*-54*	*-54*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Argyll & Bute	**2004-08 average**	**8**	**4**	**1**	**5**	**12**	**38**	**23**	**9**	**8**	**10**	**49**	**87**	**185**	**100**	**44**	**47**	**52**	**242**	**427**
	2013	10	1	-	1	11	25	10	6	6	4	26	51	155	55	32	27	35	149	304
	2014	3	1	-	1	4	26	17	6	2	4	29	55	123	57	21	24	30	132	255
	2015	4	2	-	2	6	33	8	5	2	3	18	51	152	63	33	36	38	170	322
	2016	4	4	1	5	9	30	12	11	5	5	33	63	108	42	44	24	22	132	240
	2017	2	1	1	2	4	20	19	5	5	5	34	54	98	67	30	26	29	152	250
	2013-17 average	**5**	**2**	**0**	**2**	**7**	**27**	**13**	**7**	**4**	**4**	**28**	**55**	**127**	**57**	**32**	**27**	**31**	**147**	**274**
	% ch on 04-08 av: 2017	-	-	-	-	*-67*	*-48*	*-17*	-	-	-	*-30*	*-38*	*-47*	*-33*	*-32*	*-44*	*-44*	*-37*	*-41*
	13-17 av	-	-	-	-	*-44*	*-30*	*-42*	-	-	-	*-42*	*-37*	*-31*	*-43*	*-27*	*-41*	*-41*	*-39*	*-36*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	2013	-	-	-	-	-	1	2	-	3	8	13	14	2	19	4	20	41	84	86
	2014	-	-	-	-	-	-	2	-	4	1	7	7	1	10	5	37	34	86	87
	2015	-	-	-	-	-	-	1	2	2	5	10	10	-	12	7	37	22	78	78
	2016	-	-	-	-	-	-	4	1	4	5	14	14	3	13	11	18	36	78	81
	2017	-	-	1	1	1	1	2	1	2	2	7	8	4	13	4	18	23	58	62
	2013-17 average	**-**	**-**	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**4**	**10**	**11**	**2**	**13**	**6**	**26**	**31**	**77**	**79**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	-	*-66*	*-61*	-	*-59*	*-70*	*-24*	*-53*	*-51*	*-47*
	13-17 av	-	-	-	-	-	-	-	-	-	-	*-50*	*-48*	-	*-58*	*-54*	*10*	*-36*	*-35*	*-33*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	2013	6	5	1	6	12	22	23	9	6	5	43	65	140	91	64	40	46	241	381
	2014	4	5	2	7	11	29	14	16	3	12	45	74	138	63	106	38	55	262	400
	2015	9	2	-	2	11	24	10	16	4	6	36	60	155	60	90	25	71	246	401
	2016	5	9	-	9	14	19	17	10	5	7	39	58	149	74	73	31	59	237	386
	2017	9	5	-	5	14	22	11	7	4	8	30	52	133	63	53	23	42	181	314
	2013-17 average	**7**	**5**	**1**	**6**	**12**	**23**	**15**	**12**	**4**	**8**	**39**	**62**	**143**	**70**	**77**	**31**	**55**	**233**	**376**
	% ch on 04-08 av: 2017	-	-	-	-	*-3*	*-54*	*-54*	*-76*	-	*-55*	*-62*	*-59*	*-43*	*-41*	*-62*	*-51*	*-55*	*-53*	*-49*
	13-17 av	-	-	-	-	*-14*	*-52*	*-38*	*-61*	-	*-57*	*-51*	*-51*	*-38*	*-35*	*-45*	*-34*	*-41*	*-40*	*-39*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Dundee City	**2004-08 average**	**1**	**-**	**2**	**2**	**3**	**8**	**2**	**1**	**9**	**45**	**56**	**65**	**46**	**8**	**3**	**52**	**243**	**306**	**351**
	2013	1	-	1	1	2	5	-	-	6	26	32	37	21	-	-	40	158	198	219
	2014	-	-	1	1	1	6	1	-	8	27	36	42	18	4	-	32	153	189	207
	2015	-	-	1	1	1	4	-	-	1	17	18	22	16	-	-	27	103	130	146
	2016	-	-	1	1	1	3	-	-	7	19	26	29	19	-	-	32	128	160	179
	2017	-	-	1	1	1	5	-	-	5	23	28	33	16	-	-	20	104	124	140
	2013-17 average	**0**	**-**	**1**	**1**	**1**	**5**	**0**	**-**	**5**	**22**	**28**	**33**	**18**	**1**	**-**	**30**	**129**	**160**	**178**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	*-48*	*-50*	*-49*	*-65*	-	-	*-62*	*-57*	*-59*	*-60*
	13-17 av	-	-	-	-	-	-	-	-	-	*-50*	*-50*	*-50*	*-61*	-	-	*-42*	*-47*	*-48*	*-49*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	2013	1	2	1	3	4	3	10	5	4	6	25	28	42	52	41	26	49	168	210
	2014	1	1	-	1	2	2	6	1	5	10	22	24	40	59	24	37	69	189	229
	2015	-	1	-	1	1	7	6	4	6	8	24	31	71	69	45	32	59	205	276
	2016	2	2	-	2	4	17	10	5	3	4	22	39	87	56	40	23	66	185	272
	2017	-	-	2	2	2	6	9	6	8	9	32	38	34	38	25	34	53	150	184
	2013-17 average	**1**	**1**	**1**	**2**	**3**	**7**	**8**	**4**	**5**	**7**	**25**	**32**	**55**	**55**	**35**	**30**	**59**	**179**	**234**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	*-41*	*-50*	-	*-42*	*-33*	*-32*	*-31*	*-54*	*-66*	*-1*	*-47*	*-48*	*-46*
	13-17 av	-	-	-	-	-	-	*-46*	*-65*	-	*-52*	*-48*	*-43*	*10*	*-33*	*-52*	*-12*	*-40*	*-38*	*-31*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	2013	-	-	1	1	1	-	-	1	3	6	10	10	-	9	11	38	63	121	121
	2014	-	-	1	1	1	-	1	1	4	9	15	15	-	5	16	40	56	117	117
	2015	-	1	-	1	1	-	1	1	3	6	11	11	-	6	21	35	57	119	119
	2016	-	-	-	-	-	-	4	-	4	6	14	14	-	20	4	42	67	133	133
	2017	-	-	-	-	-	-	1	2	4	7	14	14	-	7	13	41	54	115	115
	2013-17 average	**-**	**0**	**0**	**1**	**1**	**-**	**1**	**1**	**4**	**7**	**13**	**13**	**-**	**9**	**13**	**39**	**59**	**121**	**121**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	*-42*	*-47*	*-47*	-	*-70*	*-52*	*-41*	*-47*	*-48*	*-48*
	13-17 av	-	-	-	-	-	-	-	-	-	*-43*	*-51*	*-51*	-	*-60*	*-52*	*-44*	*-41*	*-45*	*-45*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
East Lothian	**2004-08 average**	**2**	**2**	**1**	**3**	**4**	**4**	**8**	**8**	**3**	**12**	**32**	**36**	**43**	**49**	**58**	**23**	**95**	**225**	**267**
	2013	-	3	-	3	3	3	6	4	8	6	24	27	25	32	33	43	75	183	208
	2014	3	1	-	1	4	5	1	8	9	13	31	36	46	25	49	33	90	197	243
	2015	1	2	-	2	3	3	8	6	3	7	24	27	47	31	43	20	79	173	220
	2016	2	-	1	1	3	4	9	2	5	10	26	30	41	39	27	23	73	162	203
	2017	2	1	-	1	3	6	7	7	6	8	28	34	53	43	41	24	63	171	224
	2013-17 average	**2**	**1**	**0**	**2**	**3**	**4**	**6**	**5**	**6**	**9**	**27**	**31**	**42**	**34**	**39**	**29**	**76**	**177**	**220**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	*-33*	*-11*	*-4*	*24*	*-12*	*-29*	*3*	*-33*	*-24*	*-16*
	13-17 av	-	-	-	-	-	-	-	-	-	*-27*	*-16*	*-13*	*-1*	*-30*	*-33*	*23*	*-20*	*-21*	*-18*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	2013	-	2	-	2	2	-	2	4	4	3	13	13	7	10	17	28	58	113	120
	2014	-	-	-	-	-	3	1	3	2	5	11	14	4	5	15	25	61	106	110
	2015	-	-	-	-	-	1	-	1	4	9	14	15	10	7	10	35	53	105	115
	2016	-	-	-	-	-	-	-	2	8	7	17	17	11	3	13	36	54	106	117
	2017	-	-	-	-	-	3	-	1	6	8	15	18	12	2	8	40	55	105	117
	2013-17 average	**-**	**0**	**-**	**0**	**0**	**1**	**1**	**2**	**5**	**6**	**14**	**15**	**9**	**5**	**13**	**33**	**56**	**107**	**116**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	-	*-31*	*-24*	*-8*	*-81*	*-65*	*3*	*-31*	*-31*	*-29*
	13-17 av	-	-	-	-	-	-	-	-	-	-	*-36*	*-35*	*-32*	*-50*	*-44*	*-15*	*-29*	*-29*	*-30*
Edinburgh, City of	**2004-08 average**	**1**	**1**	**7**	**8**	**9**	**7**	**6**	**5**	**71**	**97**	**180**	**188**	**109**	**57**	**38**	**632**	**837**	**1,564**	**1,673**
	2013	3	-	5	5	8	3	6	-	38	83	127	130	124	28	13	434	769	1,244	1,368
	2014	1	1	9	10	11	8	1	5	51	87	144	152	137	36	35	469	799	1,339	1,476
	2015	-	-	3	3	3	9	1	4	38	98	141	150	133	29	25	395	741	1,190	1,323
	2016	-	2	7	9	9	7	3	5	60	93	161	168	97	16	20	481	734	1,251	1,348
	2017	-	1	5	6	6	4	2	3	57	78	140	144	82	17	20	383	581	1,001	1,083
	2013-17 average	**1**	**1**	**6**	**7**	**7**	**6**	**3**	**3**	**49**	**88**	**143**	**149**	**115**	**25**	**23**	**432**	**725**	**1,205**	**1,320**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	*-20*	*-20*	*-22*	*-23*	*-25*	*-70*	*-48*	*-39*	*-31*	*-36*	*-35*
	13-17 av	-	-	-	-	-	-	-	-	*-31*	*-10*	*-21*	*-21*	*5*	*-55*	*-41*	*-32*	*-13*	*-23*	*-21*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious						All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Eilean Siar	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**8**	**1**	**3**	**2**	**14**	**14**	**-**	**32**	**11**	**13**	**15**	**71**	**71**
	2013	-	1	-	1	1	-	-	-	1	-	1	1	-	11	3	6	4	24	24
	2014	-	2	2	4	4	-	2	2	-	2	6	6	-	17	11	8	11	47	47
	2015	-	1	-	1	1	-	3	1	-	-	4	4	-	23	2	11	2	38	38
	2016	-	-	-	-	-	-	2	1	1	1	5	5	-	9	6	4	9	28	28
	2017	-	-	-	-	-	-	1	-	-	2	3	3	1	6	1	9	5	21	22
	2013-17 average	**-**	**1**	**0**	**1**	**1**	**-**	**2**	**1**	**0**	**1**	**4**	**4**	**0**	**13**	**5**	**8**	**6**	**32**	**32**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	-	*-78*	*-78*	-	*-81*	*-91*	*-33*	*-66*	*-70*	*-69*
	13-17 av	-	-	-	-	-	-	-	-	-	-	*-72*	*-72*	-	*-59*	*-58*	*-43*	*-58*	*-55*	*-55*
Falkirk	**2004-08 average**	**1**	**2**	**2**	**4**	**5**	**5**	**14**	**9**	**13**	**26**	**61**	**66**	**35**	**67**	**45**	**86**	**167**	**366**	**401**
	2013	1	1	1	2	3	3	8	2	6	18	34	37	35	54	32	80	119	285	320
	2014	-	4	1	5	5	4	5	7	9	16	37	41	37	46	23	77	116	262	299
	2015	1	1	1	2	3	7	3	4	10	22	39	46	54	39	25	73	121	258	312
	2016	-	-	1	1	1	6	11	6	12	16	45	51	38	58	32	71	122	283	321
	2017	-	-	-	-	-	7	9	1	8	23	41	48	36	54	20	55	113	242	278
	2013-17 average	**0**	**1**	**1**	**2**	**2**	**5**	**7**	**4**	**9**	**19**	**39**	**45**	**40**	**50**	**26**	**71**	**118**	**266**	**306**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	*-36*	-	*-38*	*-10*	*-33*	*-27*	*4*	*-20*	*-56*	*-36*	*-32*	*-34*	*-31*
	13-17 av	-	-	-	-	-	-	*-49*	-	*-30*	*-26*	*-36*	*-33*	*16*	*-25*	*-42*	*-17*	*-29*	*-27*	*-24*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	2013	2	6	3	9	11	17	20	15	10	23	68	85	74	103	81	86	205	475	549
	2014	4	5	3	8	12	20	11	11	15	24	61	81	99	83	70	92	184	429	528
	2015	5	5	2	7	12	7	12	14	13	25	64	71	103	86	70	108	198	462	565
	2016	4	5	1	6	10	13	17	16	21	20	74	87	132	106	69	106	193	474	606
	2017	-	3	2	5	5	12	10	12	19	29	70	82	67	54	62	88	155	359	426
	2013-17 average	**3**	**5**	**2**	**7**	**10**	**14**	**14**	**14**	**16**	**24**	**67**	**81**	**95**	**86**	**70**	**96**	**187**	**440**	**535**
	% ch on 04-08 av: 2017	-	-	-	*-66*	*-73*	*-42*	*-74*	*-65*	*13*	*-40*	*-49*	*-48*	*-40*	*-72*	*-60*	*-22*	*-47*	*-53*	*-51*
	13-17 av	-	-	-	*-52*	*-46*	*-33*	*-64*	*-60*	*-7*	*-50*	*-51*	*-49*	*-15*	*-56*	*-55*	*-15*	*-37*	*-42*	*-39*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Glasgow City	**2004-08 average**	**1**	**0**	**16**	**17**	**18**	**14**	**4**	**3**	**74**	**186**	**267**	**281**	**211**	**35**	**17**	**637**	**1,431**	**2,120**	**2,332**
	2013	-	-	4	4	4	5	2	2	43	97	144	149	96	18	8	359	849	1,234	1,330
	2014	-	-	18	18	18	5	4	1	39	118	162	167	172	29	15	395	962	1,401	1,573
	2015	-	-	15	15	15	2	1	-	74	89	164	166	161	19	10	440	907	1,376	1,537
	2016	1	2	5	7	8	8	2	2	37	110	151	159	159	21	16	427	953	1,417	1,576
	2017	-	1	6	7	7	16	1	1	49	82	133	149	162	17	10	379	762	1,168	1,330
	2013-17 average	**0**	**1**	**10**	**10**	**10**	**7**	**2**	**1**	**48**	**99**	**151**	**158**	**150**	**21**	**12**	**400**	**887**	**1,319**	**1,469**
	% ch on 04-08 av: 2017	-	-	*-63*	*-58*	*-60*	*14*	-	-	*-34*	*-56*	*-50*	*-47*	*-23*	*-52*	*-43*	*-40*	*-47*	*-45*	*-43*
	13-17 av	-	-	*-41*	*-39*	*-41*	*-49*	-	-	*-34*	*-47*	*-43*	*-44*	*-29*	*-41*	*-32*	*-37*	*-38*	*-38*	*-37*
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	2013	13	6	1	7	20	42	13	9	1	8	31	73	313	99	72	22	111	304	617
	2014	13	5	2	7	20	37	16	7	2	7	32	69	274	111	72	15	109	307	581
	2015	6	8	-	8	14	38	7	8	3	5	23	61	240	78	84	20	86	268	508
	2016	11	7	-	7	18	50	16	15	1	1	33	83	299	77	90	17	62	246	545
	2017	9	5	1	6	15	44	9	4	2	9	24	68	243	84	43	7	57	191	434
	2013-17 average	**10**	**6**	**1**	**7**	**17**	**42**	**12**	**9**	**2**	**6**	**29**	**71**	**274**	**90**	**72**	**16**	**85**	**263**	**537**
	% ch on 04-08 av: 2017	*-49*	-	-	*-40*	*-46*	*-45*	*-70*	*-84*	-	*-58*	*-70*	*-58*	*-50*	*-43*	*-72*	*-66*	*-58*	*-58*	*-54*
	13-17 av	*-42*	-	-	*-30*	*-37*	*-48*	*-60*	*-65*	-	*-72*	*-64*	*-56*	*-43*	*-40*	*-52*	*-21*	*-38*	*-43*	*-43*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	2013	-	-	-	-	-	2	1	-	2	7	10	12	44	4	5	20	77	106	150
	2014	1	-	-	0	1	2	1	2	3	7	13	15	61	3	10	16	96	125	186
	2015	1	-	1	1	2	3	-	2	2	9	13	16	40	1	14	11	81	107	147
	2016	-	-	2	2	2	-	2	1	1	12	16	16	32	7	9	14	84	114	146
	2017	1	-	2	2	3	3	1	-	3	5	9	12	40	3	1	15	58	77	117
	2013-17 average	**1**	**-**	**1**	**1**	**2**	**2**	**1**	**1**	**2**	**8**	**12**	**14**	**43**	**4**	**8**	**15**	**79**	**106**	**149**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	*-71*	*-66*	*-66*	*-36*	*-74*	*-94*	*-46*	*-58*	*-60*	*-54*
	13-17 av	-	-	-	-	-	-	-	-	-	*-53*	*-54*	*-60*	*-30*	*-68*	*-53*	*-45*	*-43*	*-45*	*-42*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Midlothian	**2004-08 average**	**0**	**1**	**1**	**3**	**3**	**9**	**8**	**4**	**4**	**17**	**33**	**41**	**47**	**53**	**38**	**39**	**118**	**249**	**297**
	2013	-	2	3	5	5	6	4	3	4	9	20	26	58	19	30	40	82	171	229
	2014	-	-	-	-	-	10	5	3	4	13	25	35	55	27	19	38	111	195	250
	2015	2	1	-	1	3	7	6	4	8	13	31	38	55	34	14	51	101	200	255
	2016	5	2	1	3	8	6	2	8	4	16	30	36	43	22	24	42	88	176	219
	2017	-	1	1	2	2	7	7	4	7	17	35	42	34	27	21	22	79	149	183
	2013-17 average	**1**	**1**	**1**	**2**	**4**	**7**	**5**	**4**	**5**	**14**	**28**	**35**	**49**	**26**	**22**	**39**	**92**	**178**	**227**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	*-1*	*7*	*1*	*-28*	*-49*	*-45*	*-44*	*-33*	*-40*	*-38*
	13-17 av	-	-	-	-	-	-	-	-	-	*-21*	*-14*	*-14*	*3*	*-52*	*-44*	*-2*	*-22*	*-29*	*-23*
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	2013	1	2	-	2	3	9	18	12	3	5	38	47	44	38	40	10	23	111	155
	2014	-	2	-	2	2	11	17	10	1	8	36	47	34	36	27	2	25	90	124
	2015	1	1	-	1	2	13	6	10	-	6	22	35	23	22	29	4	17	72	95
	2016	-	6	-	6	6	15	7	16	4	4	31	46	35	19	36	7	15	77	112
	2017	2	2	1	3	5	12	4	12	2	4	22	34	36	12	22	7	15	56	92
	2013-17 average	**1**	**3**	**0**	**3**	**4**	**12**	**10**	**12**	**2**	**5**	**30**	**42**	**34**	**25**	**31**	**6**	**19**	**81**	**116**
	% ch on 04-08 av: 2017	-	-	-	-	-	*15*	-	*5*	-	-	*-27*	*-16*	*-41*	*-75*	*-62*	*-58*	*-67*	*-67*	*-60*
	13-17 av	-	-	-	-	-	*15*	-	*5*	-	-	*-1*	*3*	*-43*	*-48*	*-47*	*-64*	*-59*	*-52*	*-50*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	2013	3	-	1	1	4	12	5	3	3	12	23	35	55	22	32	38	88	180	235
	2014	1	2	1	3	4	8	13	8	3	13	37	45	53	30	48	27	82	187	240
	2015	2	2	-	2	4	22	9	5	3	16	33	55	78	33	32	35	82	182	260
	2016	3	2	-	2	5	11	3	6	4	12	25	36	59	28	51	34	77	190	249
	2017	1	2	1	3	4	20	3	6	7	7	23	43	69	24	26	38	63	151	220
	2013-17 average	**2**	**2**	**1**	**2**	**4**	**15**	**7**	**6**	**4**	**12**	**28**	**43**	**63**	**27**	**38**	**34**	**78**	**178**	**241**
	% ch on 04-08 av: 2017	-	-	-	-	-	*15*	-	*-58*	-	*-65*	*-51*	*-33*	*-28*	*-39*	*-60*	*-19*	*-55*	*-48*	*-43*
	13-17 av	-	-	-	-	-	*-16*	-	*-61*	-	*-41*	*-40*	*-33*	*-34*	*-31*	*-43*	*-27*	*-44*	*-39*	*-38*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
North Lanarkshire	**2004-08 average**	**2**	**4**	**5**	**10**	**12**	**10**	**10**	**15**	**21**	**50**	**96**	**107**	**121**	**95**	**99**	**230**	**467**	**891**	**1,012**
	2013	1	2	3	5	6	3	11	3	14	41	69	72	92	40	42	163	322	567	659
	2014	2	1	2	3	5	6	9	6	18	33	66	72	86	52	40	155	299	546	632
	2015	1	3	4	7	8	6	4	4	19	32	59	65	80	37	43	140	287	507	587
	2016	-	2	1	3	3	8	8	12	10	39	69	77	104	51	51	154	272	528	632
	2017	1	3	2	5	6	6	5	8	20	33	66	72	89	59	40	162	277	538	627
	2013-17 average	**1**	**2**	**2**	**5**	**6**	**6**	**7**	**7**	**16**	**36**	**66**	**72**	**90**	**48**	**43**	**155**	**291**	**537**	**627**
	% ch on 04-08 av: 2017	-	-	-	-	*-49*	*-42*	-	*-48*	*-7*	*-33*	*-31*	*-32*	*-27*	*-38*	*-60*	*-30*	*-41*	*-40*	*-38*
	13-17 av	-	-	-	-	*-53*	*-44*	-	*-57*	*-24*	*-28*	*-32*	*-33*	*-26*	*-50*	*-56*	*-33*	*-38*	*-40*	*-38*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	2013	-	2	-	2	2	-	1	1	1	1	4	4	-	15	3	5	7	30	30
	2014	-	2	-	2	2	-	4	1	-	-	5	5	-	15	5	7	2	29	29
	2015	-	-	-	-	-	-	1	-	-	-	1	1	-	12	1	2	-	15	15
	2016	-	1	-	1	1	-	4	-	2	-	6	6	-	16	4	4	4	28	28
	2017	-	-	1	1	1	-	1	-	2	1	4	4	-	5	3	3	3	14	14
	2013-17 average	**-**	**1**	**0**	**1**	**1**	**-**	**2**	**0**	**1**	**0**	**4**	**4**	**-**	**13**	**3**	**4**	**3**	**23**	**23**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	-	-	-	-	*-79*	-	-	*-71*	*-70*	*-70*
	13-17 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-47*	-	-	*-69*	*-51*	*-51*
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	2013	5	3	3	6	11	20	27	16	12	12	67	87	134	95	72	45	51	263	397
	2014	6	7	-	7	13	24	16	14	9	11	50	74	110	67	41	36	43	187	297
	2015	6	1	-	1	7	16	10	7	9	10	36	52	77	32	28	44	58	162	239
	2016	6	1	3	4	10	24	16	5	8	6	35	59	105	37	24	36	42	139	244
	2017	3	7	2	9	12	24	17	15	12	5	49	73	112	64	44	48	28	184	296
	2013-17 average	**5**	**4**	**2**	**5**	**11**	**22**	**17**	**11**	**10**	**9**	**47**	**69**	**108**	**59**	**42**	**42**	**44**	**187**	**295**
	% ch on 04-08 av: 2017	-	-	-	-	*-22*	*-44*	*-51*	*-34*	*-17*	*-68*	*-44*	*-44*	*-36*	*-45*	*-58*	*-26*	*-64*	*-49*	*-45*
	13-17 av	-	-	-	-	*-31*	*-50*	*-50*	*-50*	*-31*	*-44*	*-46*	*-47*	*-38*	*-49*	*-60*	*-35*	*-43*	*-49*	*-45*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Renfrewshire	**2004-08 average**	**2**	**1**	**5**	**6**	**8**	**9**	**4**	**9**	**18**	**31**	**61**	**70**	**97**	**30**	**45**	**134**	**261**	**470**	**567**
	2013	2	-	3	3	5	-	3	2	4	24	33	33	53	33	22	80	136	271	324
	2014	1	3	5	8	9	1	5	2	15	14	36	37	49	25	35	76	134	270	319
	2015	-	-	1	1	1	7	1	6	6	25	38	45	60	20	28	70	143	261	321
	2016	-	1	2	3	3	8	4	7	9	23	43	51	67	18	28	83	168	297	364
	2017	1	-	1	1	2	4	2	5	11	20	38	42	61	9	32	80	146	267	328
	2013-17 average	**1**	**1**	**2**	**3**	**4**	**4**	**3**	**4**	**9**	**21**	**38**	**42**	**58**	**21**	**29**	**78**	**145**	**273**	**331**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	*-38*	*-35*	*-38*	*-40*	*-37*	*-70*	*-28*	*-40*	*-44*	*-43*	*-42*
	13-17 av	-	-	-	-	-	-	-	-	*-49*	*-31*	*-39*	*-40*	*-40*	*-30*	*-35*	*-42*	*-44*	*-42*	*-42*
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	2013	1	2	1	3	4	20	28	12	2	13	55	75	77	105	68	9	74	256	333
	2014	2	4	1	5	7	12	19	16	1	13	49	61	58	75	80	17	65	237	295
	2015	1	5	1	6	7	15	20	13	4	8	45	60	64	107	56	10	57	230	294
	2016	4	8	-	8	12	20	25	17	1	6	49	69	79	95	69	14	45	223	302
	2017	-	7	-	7	7	8	26	14	4	3	47	55	63	100	70	11	31	212	275
	2013-17 average	**2**	**5**	**1**	**6**	**7**	**15**	**24**	**14**	**2**	**9**	**49**	**64**	**68**	**96**	**69**	**12**	**54**	**232**	**300**
	% ch on 04-08 av: 2017	-	-	-	-	*-44*	*-61*	*-31*	*-36*	-	*-78*	*-37*	*-42*	*-48*	*-49*	*-50*	*-29*	*-63*	*-51*	*-51*
	13-17 av	-	-	-	-	*-40*	*-27*	*-37*	*-34*	-	*-36*	*-34*	*-32*	*-44*	*-50*	*-51*	*-22*	*-35*	*-47*	*-46*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	2013	-	1	-	1	1	-	1	1	-	2	4	4	-	16	12	7	12	47	47
	2014	-	-	1	1	1	-	2	-	-	-	2	2	-	17	2	5	5	29	29
	2015	-	2	1	3	3	-	2	-	1	-	3	3	-	18	3	10	2	33	33
	2016	-	-	-	-	-	-	3	1	-	1	5	5	-	26	5	2	4	37	37
	2017	-	1	-	1	1	-	4	4	-	-	8	8	-	14	7	1	1	23	23
	2013-17 average	**-**	**1**	**0**	**1**	**1**	**-**	**2**	**1**	**0**	**1**	**4**	**4**	**-**	**18**	**6**	**5**	**5**	**34**	**34**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	-	-	-	-	*-55*	-	-	-	*-55*	*-55*
	13-17 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-41*	-	-	-	*-33*	*-33*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
South Ayrshire	**2004-08 average**	**3**	**3**	**2**	**5**	**8**	**15**	**8**	**10**	**9**	**11**	**38**	**53**	**89**	**41**	**76**	**61**	**87**	**264**	**353**
	2013	3	-	1	1	4	8	2	3	5	4	14	22	61	36	29	53	68	186	247
	2014	1	-	1	1	2	9	5	5	4	15	29	38	52	18	55	51	69	193	245
	2015	1	4	1	5	6	15	6	12	6	7	31	46	67	37	43	45	56	181	248
	2016	2	5	1	6	8	7	7	16	8	10	41	48	60	42	38	52	67	199	259
	2017	5	4	-	4	9	14	5	14	8	9	36	50	67	27	43	39	40	149	216
	2013-17 average	**2**	**3**	**1**	**3**	**6**	**11**	**5**	**10**	**6**	**9**	**30**	**41**	**61**	**32**	**42**	**48**	**60**	**182**	**243**
	% ch on 04-08 av: 2017	-	-	-	-	-	*-7*	-	*40*	-	*-20*	*-5*	*-6*	*-25*	*-33*	*-43*	*-36*	*-54*	*-44*	*-39*
	13-17 av	-	-	-	-	-	*-29*	-	*0*	-	*-20*	*-21*	*-23*	*-31*	*-21*	*-45*	*-21*	*-31*	*-31*	*-31*
South Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	2013	1	3	2	5	6	14	16	6	9	25	56	70	121	86	50	130	234	500	621
	2014	4	2	7	9	13	12	17	9	13	32	71	83	123	93	68	120	254	535	658
	2015	1	3	1	4	5	12	13	6	9	30	58	70	124	78	44	110	241	473	597
	2016	7	4	7	11	18	13	22	6	14	28	70	83	101	93	52	126	235	506	607
	2017	1	4	1	5	6	9	28	16	7	27	78	87	82	90	58	112	192	452	534
	2013-17 average	**3**	**3**	**4**	**7**	**10**	**12**	**19**	**9**	**10**	**28**	**67**	**79**	**110**	**88**	**54**	**120**	**231**	**493**	**603**
	% ch on 04-08 av: 2017	-	-	-	*-57*	*-62*	*-57*	*-1*	*1*	*-57*	*-33*	*-22*	*-28*	*-57*	*-44*	*-46*	*-25*	*-45*	*-41*	*-44*
	13-17 av	-	-	-	*-41*	*-38*	*-43*	*-32*	*-46*	*-36*	*-29*	*-34*	*-35*	*-43*	*-45*	*-49*	*-20*	*-34*	*-36*	*-37*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	2013	4	-	-	0	4	21	26	9	2	8	45	66	77	103	30	31	61	225	302
	2014	4	2	1	3	7	21	15	9	6	6	36	57	75	61	18	28	44	151	226
	2015	6	1	4	5	11	33	11	4	5	7	27	60	114	63	21	40	55	179	293
	2016	2	-	-	0	2	11	17	1	3	6	27	38	73	70	15	40	49	174	247
	2017	2	1	2	3	5	16	7	4	6	12	29	45	52	45	14	26	50	135	187
	2013-17 average	**4**	**1**	**1**	**2**	**6**	**20**	**15**	**5**	**4**	**8**	**33**	**53**	**78**	**68**	**20**	**33**	**52**	**173**	**251**
	% ch on 04-08 av: 2017	-	-	-	-	-	*-38*	*-77*	-	-	*15*	*-48*	*-45*	*-48*	*-68*	*-62*	*-45*	*-28*	*-54*	*-52*
	13-17 av	-	-	-	-	-	*-21*	*-51*	-	-	*-25*	*-41*	*-35*	*-22*	*-51*	*-47*	*-30*	*-25*	*-41*	*-36*

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

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2013-2017 averages, 2013-17

		Killed					Serious							All severities							
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
West Dunbartonshire	**2004-08 average**	**2**	**1**	**1**	**3**	**4**	**7**	**5**	**1**	**8**	**14**	**28**	**34**	**49**	**34**	**1**	**85**	**102**	**222**	**271**
	2013	-	-	-	-	-	6	1	-	6	10	17	23	36	16	-	41	74	131	167
	2014	2	-	-	0	2	3	2	-	5	4	11	14	32	15	1	45	44	105	137
	2015	-	1	-	1	1	1	1	-	6	6	13	14	29	16	1	46	66	129	158
	2016	1	1	1	2	3	4	2	1	8	10	21	25	36	9	2	54	55	120	156
	2017	-	-	2	2	2	9	4	-	10	5	19	28	26	46	1	46	55	148	174
	2013-17 average	**1**	**0**	**1**	**1**	**2**	**5**	**2**	**0**	**7**	**7**	**16**	**21**	**32**	**20**	**1**	**46**	**59**	**127**	**158**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	-	-	-	*-64*	*-31*	*-19*	*-47*	*35*	-	*-46*	*-46*	*-33*	*-36*
	13-17 av	-	-	-	-	-	-	-	-	-	*-49*	*-41*	*-40*	*-35*	*-40*	-	*-45*	*-42*	*-43*	*-41*
West Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	2013	-	4	1	5	5	1	16	6	6	18	46	47	39	100	58	64	241	463	502
	2014	1	-	4	4	5	1	10	8	7	7	32	33	50	82	45	57	180	364	414
	2015	2	1	2	3	5	12	9	5	9	19	42	54	88	111	54	73	249	487	575
	2016	5	1	1	2	7	5	9	5	4	19	37	42	63	99	61	59	184	403	466
	2017	-	3	1	4	4	2	9	6	5	28	48	50	39	75	76	36	216	403	442
	2013-17 average	**2**	**2**	**2**	**4**	**5**	**4**	**11**	**6**	**6**	**18**	**41**	**45**	**56**	**93**	**59**	**58**	**214**	**424**	**480**
	% ch on 04-08 av: 2017	-	-	-	-	-	-	*-61*	*-57*	-	*-11*	*-34*	*-36*	*-27*	*-50*	*-23*	*-31*	*-29*	*-33*	*-33*
	13-17 av	-	-	-	-	-	-	*-54*	*-57*	-	*-42*	*-44*	*-42*	*4*	*-38*	*-41*	*11*	*-30*	*-30*	*-27*
Scotland	**2004-08 average**	**90**	**125**	**77**	**202**	**292**	**492**	**479**	**384**	**383**	**867**	**2,113**	**2,605**	**3,060**	**2,482**	**2,092**	**3,040**	**6,423**	**14,037**	**17,097**
	2013	68	63	41	104	172	316	333	205	247	568	1,353	1,669	2,131	1,570	1,156	2,142	4,496	9,364	11,495
	2014	63	71	69	140	203	306	291	242	269	594	1,396	1,702	2,074	1,393	1,227	2,128	4,484	9,232	11,306
	2015	58	67	43	110	168	329	230	209	283	552	1,274	1,603	2,190	1,330	1,087	2,095	4,278	8,790	10,980
	2016	70	79	42	121	191	335	300	240	271	553	1,364	1,699	2,138	1,337	1,096	2,149	4,185	8,767	10,905
	2017	41	62	43	105	146	319	252	216	296	506	1,270	1,589	1,833	1,202	932	1,904	3,557	7,595	9,428
	2013-17 average	**60**	**68**	**48**	**116**	**176**	**321**	**281**	**222**	**273**	**555**	**1,331**	**1,652**	**2,073**	**1,366**	**1,100**	**2,084**	**4,200**	**8,750**	**10,823**
	% ch on 04-08 av: 2017	*-54*	*-50*	*-44*	*-48*	*-50*	*-35*	*-47*	*-44*	*-23*	*-42*	*-40*	*-39*	*-40*	*-52*	*-55*	*-37*	*-45*	*-46*	*-45*
	13-17 av	*-33*	*-45*	*-38*	*-43*	*-40*	*-35*	*-41*	*-42*	*-29*	*-36*	*-37*	*-37*	*-32*	*-45*	*-47*	*-31*	*-35*	*-38*	*-37*

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

Table 37

Reported casualties by police force division, council and severity
Years: 2004-08, 2013-17 averages and 2017

		2004-08 average			Numbers in 2017			2013-17 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East [1]	**North East**	46	288	1,550	14	190	622	26	268	878
	Aberdeen City	6	82	496	2	34	184	4	72	273
	Aberdeenshire	33	166	824	7	122	346	18	154	490
	Moray	7	41	230	5	34	92	4	42	116
Tayside	**Tayside**	30	278	1,291	23	149	627	18	143	658
	Dundee City	3	65	351	1	33	140	1	33	178
	Angus	12	83	401	10	43	191	7	41	185
	Perth & Kinross	15	131	539	12	73	296	11	69	295
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	16	121	698	6	82	424	8	76	433
	Argyll & Bute	12	87	427	4	54	250	7	55	274
	West Dunbartonshire	4	34	271	2	28	174	2	21	158
Forth Valley	**Forth Valley**	15	168	911	6	101	527	8	108	636
	Clackmannanshire	2	20	117	1	8	62	0	11	79
	Stirling	7	82	392	5	45	187	6	53	251
	Falkirk	5	66	401	-	48	278	2	45	306
Dumf/Galloway	**Dumfries & Galloway**	14	127	621	14	52	314	12	62	376
Ayrshire	**Ayrshire**	22	173	1,078	15	131	620	13	116	718
	North Ayrshire	6	64	387	4	43	220	4	43	241
	East Ayrshire	8	56	338	2	38	184	3	32	234
	South Ayrshire	8	53	353	9	50	216	6	41	243
G'ter Glasgow	**Greater Glasgow**	21	331	2,718	7	181	1,562	11	186	1,706
	Glasgow City	18	281	2,332	7	149	1,330	10	158	1,469
	East Dunbartonshire	2	26	222	-	14	115	1	13	121
	East Renfrewshire	2	24	165	-	18	117	0	15	116
Loth/S'Borders	**Lothians/Scot Borders**	29	250	1,780	16	181	1,124	19	175	1,226
	West Lothian	9	78	659	4	50	442	5	45	480
	Midlothian	3	41	297	2	42	183	4	35	227
	East Lothian	4	36	267	3	34	224	3	31	220
	Scottish Borders	12	95	557	7	55	275	7	64	300
Edinburgh	**Edinburgh**	9	188	1,673	6	144	1,083	7	149	1,320
	Edinburgh, City of	9	188	1,673	6	144	1,083	7	149	1,320
Highlands/Isles	**Highlands & Islands**	33	189	1,111	17	83	493	21	83	626
	Highland	28	160	942	15	68	434	17	71	537
	Orkney Islands	1	7	47	1	4	14	1	4	23
	Shetland Islands	2	8	51	1	8	23	1	4	34
	Eilean Siar	2	14	71	-	3	22	1	4	32
Fife	**Fife**	18	159	872	5	82	426	10	81	535
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	9	106	823	5	54	445	6	56	480
	Inverclyde	2	36	256	3	12	117	2	14	149
	Renfrewshire	8	70	567	2	42	328	4	42	331
Lanarkshire	**Lanarkshire**	27	228	1,972	12	159	1,161	15	150	1,231
	North Lanarkshire	12	107	1,012	6	72	627	6	72	627
	South Lanarkshire	16	121	960	6	87	534	10	79	603
Scotland	**Total Scotland**	292	2,605	17,097	146	1,589	9,428	176	1,652	10,823

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

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2013-17 averages and 2017

		2017 % change on 2004-08 ave			2013-17 % change on 2004-08 ave			2017 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East [1]	**North East**	-70	-34	-60	-44	-7	-43	0.02	0.32	1.06
	Aberdeen City	-	-59	-63	-	-12	-45	0.01	0.15	0.80
	Aberdeenshire	-79	-26	-58	-46	-7	-41	0.03	0.47	1.32
	Moray	-	-16	-60	-	3	-50	0.05	0.35	0.96
Tayside	**Tayside**	-24	-46	-51	-39	-49	-49	0.06	0.36	1.51
	Dundee City	-	-49	-60	-	-50	-49	0.01	0.22	0.94
	Angus	-17	-48	-52	-45	-50	-54	0.09	0.37	1.64
	Perth & Kinross	-22	-44	-45	-31	-47	-45	0.08	0.48	1.96
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-63	-32	-39	-49	-38	-38	0.03	0.46	2.40
	Argyll & Bute	-67	-38	-41	-44	-37	-36	0.05	0.62	2.88
	West Dunbartonshire	-	-19	-36	-	-40	-41	0.02	0.31	1.94
Forth Valley	**Forth Valley**	-59	-40	-42	-43	-36	-30	0.02	0.33	1.72
	Clackmannanshire	-	-61	-47	-	-48	-33	0.02	0.16	1.21
	Stirling	-	-45	-52	-	-35	-36	0.05	0.48	1.99
	Falkirk	-	-27	-31	-	-33	-24	-	0.30	1.74
Dumf/Galloway	**Dumfries & Galloway**	-3	-59	-49	-14	-51	-39	0.09	0.35	2.10
Ayrshire	**Ayrshire**	-32	-24	-42	-43	-33	-33	0.04	0.35	1.67
	North Ayrshire	-	-33	-43	-	-33	-38	0.03	0.32	1.62
	East Ayrshire	-	-32	-46	-	-43	-31	0.02	0.31	1.51
	South Ayrshire	-	-6	-39	-	-23	-31	0.08	0.44	1.92
G'ter Glasgow	**Greater Glasgow**	-67	-45	-43	-46	-44	-37	0.01	0.22	1.90
	Glasgow City	-60	-47	-43	-41	-44	-37	0.01	0.24	2.14
	East Dunbartonshire	-	-47	-48	-	-51	-45	-	0.13	1.06
	East Renfrewshire	-	-24	-29	-	-35	-30	-	0.19	1.23
Loth/S'Borders	**Lothians/Scot Borders**	-45	-27	-37	-34	-30	-31	0.03	0.37	2.29
	West Lothian	-	-36	-33	-	-42	-27	0.02	0.28	2.44
	Midlothian	-	1	-38	-	-14	-23	0.02	0.47	2.03
	East Lothian	-	-4	-16	-	-13	-18	0.03	0.32	2.14
	Scottish Borders	-44	-42	-51	-40	-32	-46	0.06	0.48	2.39
Edinburgh	**Edinburgh**	-	-23	-35	-	-21	-21	0.01	0.28	2.11
	Edinburgh, City of	-	-23	-35	-	-21	-21	0.01	0.28	2.11
Highlands/Isles	**Highlands & Islands**	-48	-56	-56	-36	-56	-44	0.06	0.27	1.60
	Highland	-46	-58	-54	-37	-56	-43	0.06	0.29	1.85
	Orkney Islands	-	-	-70	-	-	-51	0.05	0.18	0.64
	Shetland Islands	-	-	-55	-	-	-33	0.04	0.35	1.00
	Eilean Siar	-	-78	-69	-	-72	-55	-	0.11	0.82
Fife	**Fife**	-73	-48	-51	-46	-49	-39	0.01	0.22	1.15
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-49	-46	-	-47	-42	0.02	0.21	1.74
	Inverclyde	-	-66	-54	-	-60	-42	0.04	0.15	1.49
	Renfrewshire	-	-40	-42	-	-40	-42	0.01	0.24	1.85
Lanarkshire	**Lanarkshire**	-56	-30	-41	-45	-34	-38	0.02	0.24	1.76
	North Lanarkshire	-49	-32	-38	-53	-33	-38	0.02	0.21	1.84
	South Lanarkshire	-62	-28	-44	-38	-35	-37	0.02	0.27	1.68
Scotland	**Total Scotland**	-50	-39	-45	-40	-37	-37	0.03	0.29	1.74

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

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

Table 38

Reported pedestrian casualties by police force division, council and severity
Years: 2004-08, 2013-17 averages and 2017

		2004-08 average			Numbers in 2017			2013-17 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East [1]	**North East**	7	52	234	3	24	76	5	41	111
	Aberdeen City	3	33	144	2	8	42	1	22	62
	Aberdeenshire	4	13	61	-	15	27	3	13	37
	Moray	1	6	29	1	1	7	1	6	12
Tayside	**Tayside**	5	56	192	3	17	76	3	26	98
	Dundee City	2	28	98	1	11	36	1	12	46
	Angus	1	12	46	1	2	18	1	6	23
	Perth & Kinross	2	16	48	1	4	22	1	8	29
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	2	20	90	2	16	53	1	13	47
	Argyll & Bute	0	7	32	1	5	15	0	4	16
	West Dunbartonshire	2	13	59	1	11	38	1	9	31
Forth Valley	**Forth Valley**	4	28	133	1	26	69	1	20	77
	Clackmannanshire	0	4	24	-	3	11	-	3	14
	Stirling	1	10	40	1	11	28	1	6	26
	Falkirk	2	14	69	-	12	30	1	12	38
Dumf/Galloway	**Dumfries & Galloway**	1	17	62	-	4	18	1	6	29
Ayrshire	**Ayrshire**	3	41	161	2	24	74	3	25	94
	North Ayrshire	1	16	64	1	7	26	2	8	35
	East Ayrshire	1	12	50	-	9	20	0	8	25
	South Ayrshire	2	12	46	1	8	28	1	8	33
G'ter Glasgow	**Greater Glasgow**	13	164	699	6	79	317	8	93	386
	Glasgow City	12	149	631	6	68	282	7	83	342
	East Dunbartonshire	1	9	40	-	7	17	0	4	20
	East Renfrewshire	1	6	28	-	4	18	-	5	23
Loth/S'Borders	**Lothians/Scot Borders**	5	45	198	3	30	99	3	30	123
	West Lothian	2	16	73	-	15	40	1	11	51
	Midlothian	1	11	41	1	7	23	1	7	24
	East Lothian	1	8	40	1	7	27	1	7	27
	Scottish Borders	1	11	44	1	1	9	1	6	21
Edinburgh	**Edinburgh**	5	78	388	2	57	233	3	58	281
	Edinburgh, City of	5	78	388	2	57	233	3	58	281
Highlands/Isles	**Highlands & Islands**	3	21	89	5	9	32	3	8	53
	Highland	3	16	69	4	7	28	2	7	41
	Orkney Islands	0	2	9	1	1	2	0	1	4
	Shetland Islands	0	1	5	-	-	1	0	1	4
	Eilean Siar	-	2	6	-	1	1	0	1	4
Fife	**Fife**	4	28	128	2	21	62	2	17	68
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	4	36	153	4	18	72	3	21	83
	Inverclyde	1	13	54	3	1	21	1	5	26
	Renfrewshire	3	23	100	1	17	51	2	16	56
Lanarkshire	**Lanarkshire**	7	70	328	5	51	179	5	46	190
	North Lanarkshire	4	39	183	2	30	100	2	26	104
	South Lanarkshire	3	32	145	3	21	79	3	20	86
Scotland	**Total Scotland**	65	656	2,855	38	376	1,360	42	404	1,640

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

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2013-17 averages and 2017

		2017 % change on 2004-08 ave			2013-17 % change on 2004-08 ave			2017 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
North East [1]	**North East**	-	-54	-68	-	-54	-68	0.01	0.04	0.13
	Aberdeen City	-	-75	-71	-	-75	-71	0.01	0.03	0.18
	Aberdeenshire	-	14	-56	-	14	-56	-	0.06	0.10
	Moray	-	-	-76	-	-	-76	0.01	0.01	0.07
Tayside	**Tayside**	-	-70	-60	-	-70	-60	0.01	0.04	0.18
	Dundee City	-	-61	-63	-	-61	-63	0.01	0.07	0.24
	Angus	-	-83	-61	-	-83	-61	0.01	0.02	0.15
	Perth & Kinross	-	-74	-54	-	-74	-54	0.01	0.03	0.15
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-	-20	-41	-	-20	-41	0.01	0.09	0.30
	Argyll & Bute	-	-	-53	-	-	-53	0.01	0.06	0.17
	West Dunbartonshire	-	-13	-35	-	-13	-35	0.01	0.12	0.42
Forth Valley	**Forth Valley**	-	-7	-48	-	-7	-48	0.00	0.09	0.23
	Clackmannanshire	-	-	-53	-	-	-53	-	0.06	0.21
	Stirling	-	-	-30	-	-	-30	0.01	0.12	0.30
	Falkirk	-	-13	-56	-	-13	-56	-	0.07	0.19
Dumf/Galloway	**Dumfries & Galloway**	-	-76	-71	-	-76	-71	-	0.03	0.12
Ayrshire	**Ayrshire**	-	-41	-54	-	-41	-54	0.01	0.06	0.20
	North Ayrshire	-	-57	-60	-	-57	-60	0.01	0.05	0.19
	East Ayrshire	-	-26	-60	-	-26	-60	-	0.07	0.16
	South Ayrshire	-	-33	-39	-	-33	-39	0.01	0.07	0.25
G'ter Glasgow	**Greater Glasgow**	-55	-52	-55	-55	-52	-55	0.01	0.10	0.38
	Glasgow City	-48	-54	-55	-48	-54	-55	0.01	0.11	0.45
	East Dunbartonshire	-	-	-58	-	-	-58	-	0.06	0.16
	East Renfrewshire	-	-	-37	-	-	-37	-	0.04	0.19
Loth/S'Borders	**Lothians/Scot Borders**	-	-33	-50	-	-33	-50	0.01	0.06	0.20
	West Lothian	-	-4	-45	-	-4	-45	-	0.08	0.22
	Midlothian	-	-34	-44	-	-34	-44	0.01	0.08	0.26
	East Lothian	-	-	-33	-	-	-33	0.01	0.07	0.26
	Scottish Borders	-	-91	-79	-	-91	-79	0.01	0.01	0.08
Edinburgh	**Edinburgh**	-	-27	-40	-	-27	-40	0.00	0.11	0.45
	Edinburgh, City of	-	-27	-40	-	-27	-40	0.00	0.11	0.45
Highlands/Isles	**Highlands & Islands**	-	-57	-64	-	-57	-64	0.02	0.03	0.10
	Highland	-	-55	-59	-	-55	-59	0.02	0.03	0.12
	Orkney Islands	-	-	-	-	-	-	0.05	0.05	0.09
	Shetland Islands	-	-	-	-	-	-	-	-	0.04
	Eilean Siar	-	-	-	-	-	-	-	0.04	0.04
Fife	**Fife**	-	-25	-52	-	-25	-52	0.01	0.06	0.17
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-50	-53	-	-50	-53	0.02	0.07	0.28
	Inverclyde	-	-92	-61	-	-92	-61	0.04	0.01	0.27
	Renfrewshire	-	-27	-49	-	-27	-49	0.01	0.10	0.29
Lanarkshire	**Lanarkshire**	-	-28	-45	-	-28	-45	0.01	0.08	0.27
	North Lanarkshire	-	-22	-45	-	-22	-45	0.01	0.09	0.29
	South Lanarkshire	-	-34	-46	-	-34	-46	0.01	0.07	0.25
Scotland	**Total Scotland**	-41	-43	-52	-41	-43	-52	0.01	0.07	0.25

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

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

Table 39a **SEVERITY/ROAD TYPE/AREA**

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2017

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian							
Postcode blank, invalid or not known	5	1	1	3	3	2	15
Casualty from elsewhere in the UK	1	1	1	0	0	0	0
Scottish casualty, distance not known [4]	0	0	0	0	0	0	3
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	45	50	38	48	11	50	181
Over 2 up to 5 km	11	10	5	7	2	7	55
Over 5 up to 10 km	4	3	3	6	1	4	31
Over 10 up to 20 km	2	5	2	3	0	7	16
Over 20 up to 50 km	5	3	1	1	0	3	9
Over 50 km	3	3	2	1	1	1	7
Total	**76**	**76**	**53**	**69**	**18**	**74**	**317**
Pedal cycle user							
Postcode blank, invalid or not known	5	0	0	1	0	2	5
Casualty from elsewhere in the UK	1	0	0	0	0	1	2
Scottish casualty, distance not known [4]	0	0	0	0	0	2	1
Non - UK casualty [3]	0	0	0	0	1	0	0
Up to 2 km	29	23	5	24	4	12	83
Over 2 up to 5 km	10	5	2	8	4	2	43
Over 5 up to 10 km	6	2	2	5	0	9	14
Over 10 up to 20 km	3	3	1	1	2	1	4
Over 20 up to 50 km	2	3	1	1	0	4	2
Over 50 km	0	0	0	1	0	3	0
Total	**56**	**36**	**11**	**41**	**11**	**36**	**154**
Motor cycle user							
Postcode blank, invalid or not known	7	4	0	1	0	0	1
Casualty from elsewhere in the UK	0	1	4	1	8	1	1
Scottish casualty, distance not known [4]	0	0	0	1	0	2	2
Non - UK casualty [3]	3	0	3	0	1	2	0
Up to 2 km	15	11	3	4	3	7	20
Over 2 up to 5 km	10	9	2	8	2	2	18
Over 5 up to 10 km	5	7	3	3	5	6	15
Over 10 up to 20 km	6	2	0	4	4	7	3
Over 20 up to 50 km	13	15	7	4	2	3	1
Over 50 km	7	5	8	3	3	6	0
Total	**66**	**54**	**30**	**29**	**28**	**36**	**61**
Car user							
Postcode blank, invalid or not known	28	5	4	3	5	7	16
Casualty from elsewhere in the UK	7	12	22	7	31	9	10
Scottish casualty, distance not known [4]	1	1	1	2	1	19	22
Non - UK casualty [3]	4	0	11	2	1	2	1
Up to 2 km	62	84	44	94	29	93	248
Over 2 up to 5 km	56	54	40	75	29	81	189
Over 5 up to 10 km	65	57	34	61	31	67	170
Over 10 up to 20 km	57	54	32	52	48	74	125
Over 20 up to 50 km	65	59	33	44	21	43	71
Over 50 km	25	76	26	15	16	16	12
Total	**370**	**402**	**247**	**355**	**212**	**411**	**864**
Other [2]							
Postcode blank, invalid or not known	6	6	1	0	2	1	6
Casualty from elsewhere in the UK	3	4	9	1	14	5	1
Scottish casualty, distance not known [4]	0	0	1	1	0	2	5
Non - UK casualty [3]	0	0	6	0	0	0	0
Up to 2 km	6	8	12	10	4	14	54
Over 2 up to 5 km	8	12	27	7	2	10	40
Over 5 up to 10 km	5	2	4	4	7	9	33
Over 10 up to 20 km	6	9	12	5	1	9	15
Over 20 up to 50 km	14	8	4	3	8	7	11
Over 50 km	6	10	7	2	7	6	1
Total	**54**	**59**	**83**	**33**	**45**	**63**	**166**
All casualties							
Postcode blank, invalid or not known	51	16	6	8	10	12	43
Casualty from elsewhere in the UK	12	18	36	9	53	16	14
Scottish casualty, distance not known [4]	1	1	2	4	1	25	33
Non - UK casualty [3]	7	0	20	2	3	4	1
Up to 2 km	157	176	102	180	51	176	586
Over 2 up to 5 km	95	90	76	105	39	102	345
Over 5 up to 10 km	85	71	46	79	44	95	263
Over 10 up to 20 km	74	73	47	65	55	98	163
Over 20 up to 50 km	99	88	46	53	31	60	94
Over 50 km	41	94	43	22	27	32	20
Total	**622**	**627**	**424**	**527**	**314**	**620**	**1,562**

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

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2017

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Postcode blank, invalid or not known	6	19	4	1	1	2	63
Casualty from elsewhere in the Uk	3	6	0	0	0	0	12
Scottish casualty, distance not known [4]	0	0	0	1	2	0	6
Non - UK casualty [3]	3	14	1	0	0	0	18
Up to 2 km	56	102	15	46	42	118	802
Over 2 up to 5 km	11	38	1	6	10	33	196
Over 5 up to 10 km	10	23	1	3	10	16	115
Over 10 up to 20 km	7	10	3	3	2	6	66
Over 20 up to 50 km	1	14	2	2	2	4	47
Over 50 km	2	7	5	0	3	0	35
Total	**99**	**233**	**32**	**62**	**72**	**179**	**1,360**
Pedal cycle user							
Postcode blank, invalid or not known	5	2	1	0	0	0	21
Casualty from elsewhere in the UK	1	1	3	0	0	0	9
Scottish casualty, distance not known [4]	0	1	0	1	2	0	7
Non - UK casualty [3]	0	8	0	0	0	0	9
Up to 2 km	24	88	8	16	16	14	346
Over 2 up to 5 km	17	55	5	2	2	8	163
Over 5 up to 10 km	10	20	4	0	8	10	90
Over 10 up to 20 km	10	4	3	1	7	7	47
Over 20 up to 50 km	5	5	1	2	0	3	29
Over 50 km	1	2	1	0	0	0	8
Total	**73**	**186**	**26**	**22**	**35**	**42**	**729**
Motor cycle user							
Postcode blank, invalid or not known	1	1	16	2	0	0	33
Casualty from elsewhere in the UK	10	0	16	1	0	1	44
Scottish casualty, distance not known [4]	0	0	1	0	1	1	8
Non - UK casualty [3]	3	4	6	0	0	1	23
Up to 2 km	12	20	4	7	3	9	118
Over 2 up to 5 km	12	14	6	6	4	13	106
Over 5 up to 10 km	13	13	2	4	1	9	86
Over 10 up to 20 km	12	10	1	7	1	4	61
Over 20 up to 50 km	6	7	7	7	2	6	80
Over 50 km	9	4	12	2	1	1	61
Total	**78**	**73**	**71**	**36**	**13**	**45**	**620**
Car user							
Postcode blank, invalid or not known	29	6	39	5	2	5	154
Casualty from elsewhere in the UK	22	4	32	3	2	8	169
Scottish casualty, distance not known [4]	1	1	2	3	6	18	78
Non - UK casualty [3]	33	15	1	0	0	1	71
Up to 2 km	162	99	36	66	85	247	1,349
Over 2 up to 5 km	141	92	35	63	58	177	1,090
Over 5 up to 10 km	156	79	26	71	63	152	1,032
Over 10 up to 20 km	117	65	42	32	37	88	823
Over 20 up to 50 km	84	40	46	30	21	67	624
Over 50 km	28	20	53	3	7	17	314
Total	**773**	**421**	**312**	**276**	**281**	**780**	**5,704**
Other [2]							
Postcode blank, invalid or not known	4	5	13	1	0	0	45
Casualty from elsewhere in the UK	5	0	5	1	0	5	53
Scottish casualty, distance not known [4]	1	0	0	0	1	1	12
Non - UK casualty [3]	5	9	1	0	0	0	21
Up to 2 km	18	57	2	8	15	21	229
Over 2 up to 5 km	11	34	0	5	11	48	215
Over 5 up to 10 km	14	20	5	4	3	10	120
Over 10 up to 20 km	11	18	3	4	3	12	108
Over 20 up to 50 km	18	17	11	6	10	16	133
Over 50 km	14	10	12	1	1	2	79
Total	**101**	**170**	**52**	**30**	**44**	**115**	**1,015**
All casualties							
Postcode blank, invalid or not known	45	33	73	9	3	7	316
Casualty from elsewhere in the UK	41	11	56	5	2	14	287
Scottish casualty, distance not known [4]	2	2	3	5	12	20	111
Non - UK casualty [3]	44	50	9	0	0	2	142
Up to 2 km	272	366	65	143	161	409	2,844
Over 2 up to 5 km	192	233	47	82	85	279	1,770
Over 5 up to 10 km	203	155	38	82	85	197	1,443
Over 10 up to 20 km	157	107	52	47	50	117	1,105
Over 20 up to 50 km	114	83	67	47	35	96	913
Over 50 km	54	43	83	6	12	20	497
Total	**1,124**	**1,083**	**493**	**426**	**445**	**1,161**	**9,428**

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

Table 39b

Casualties[1] involved in reported accidents 2017: Council of residence vs. council of accident location

ACCIDENT LOCATION

Percentages

CASUALTY RESIDENCE	LOCATION OF ACCIDENT															
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City	Eilean Siar	Falkirk	Fife	Glasgow City
																Column Percentages
Aberdeen City	**78.7**	13.5	2.7	-	-	-	-	0.6	-	-	-	0.1	-	-	-	-
Aberdeenshire	18.3	**73.7**	10.1	-	-	-	-	-	-	-	-	0.1	-	-	-	-
Angus	-	1.6	**66.5**	-	-	0.3	8.8	-	-	-	-	0.1	-	0.4	0.7	-
Argyll & Bute	-	-	-	**63.6**	-	-	-	-	-	-	-	0.1	-	-	-	0.1
Clackmannanshire	-	-	-	0.5	**73.7**	-	-	-	-	-	-	0.2	-	3.3	0.5	0.1
Dumfries & Galloway	-	-	-	-	-	**74.0**	-	-	-	-	-	0.1	-	-	-	-
Dundee City	-	1.0	10.1	-	-	-	**84.7**	-	-	-	-	0.3	-	0.4	1.2	0.2
East Ayrshire	-	-	-	-	-	0.7	-	**75.5**	0.9	-	5.5	0.2	-	-	0.2	0.9
East Dunbartonshire	-	0.3	-	0.5	-	-	-	0.6	**46.8**	-	-	0.1	-	-	-	3.3
East Lothian	-	-	-	1.0	-	0.3	-	-	-	**63.7**	-	4.7	-	0.4	1.0	-
East Renfrewshire	-	-	-	1.0	-	0.3	-	3.1	-	-	**54.1**	0.2	-	-	-	2.6
Edinburgh, City of	0.6	0.6	0.5	1.5	-	0.3	-	-	-	11.4	0.9	**73.0**	-	0.4	1.2	0.6
Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**90.0**	-	-	-
Falkirk	-	-	0.5	1.0	5.3	-	-	-	0.9	0.5	-	1.1	-	**78.6**	0.7	0.7
Fife	-	0.6	-	-	10.5	0.3	4.4	-	-	2.5	-	3.1	-	1.8	**88.8**	0.2
Glasgow City	1.2	0.3	0.5	6.3	1.8	2.7	0.7	2.5	19.8	-	16.5	0.8	-	1.8	0.5	**70.6**
Highland	-	1.6	-	0.5	-	-	-	-	-	2.0	-	0.2	5.0	-	-	0.1
Inverclyde	-	-	-	0.5	-	0.3	-	-	-	-	-	-	-	-	-	1.3
Midlothian	-	-	-	-	-	-	-	-	-	6.0	-	5.5	-	-	0.5	-
Moray	-	4.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Ayrshire	-	-	-	1.9	-	0.3	-	8.6	-	-	2.8	0.2	-	-	-	0.8
North Lanarkshire	0.6	-	1.1	1.0	-	0.3	0.7	1.2	17.1	-	-	0.7	-	4.4	-	6.1
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	-	-	6.9	-	1.8	-	0.7	-	-	-	-	0.4	-	0.4	2.4	-
Renfrewshire	-	-	-	3.4	-	-	-	-	4.5	-	6.4	0.1	-	-	-	3.2
Scottish Borders	-	0.3	-	-	-	1.0	-	-	-	7.5	-	0.9	-	-	-	0.1
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	-	0.5	-	0.3	-	6.1	-	-	3.7	-	5.0	0.4	-	0.3
South Lanarkshire	-	-	0.5	2.4	-	1.0	-	0.6	2.7	0.5	5.5	0.7	-	1.5	0.5	5.7
Stirling	-	-	-	-	7.0	1.0	-	-	-	0.5	0.9	0.4	-	2.6	0.2	0.1
West Dunbartonshire	-	-	-	2.9	-	-	-	-	6.3	-	-	0.2	-	-	-	2.0
West Lothian	-	-	-	0.5	-	-	-	-	-	2.0	0.9	5.5	-	3.7	0.5	0.5
Elsewhere in UK	0.6	1.9	0.5	11.2	-	16.4	-	1.2	0.9	3.5	2.8	0.9	-	-	1.0	0.7
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**164**	**312**	**188**	**206**	**57**	**292**	**137**	**163**	**111**	**201**	**109**	**990**	**20**	**271**	**409**	**1,220**

1. Where postcode of casualty is known.

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

CASUALTY RESIDENCE	LOCATION OF ACCIDENT															
	Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Orkney Islands	Perth & Kinross	Renfrew-shire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbarton-shire	West Lothian
																Column Percentages
Aberdeen City	0.3	-	-	2.5	-	0.3	-	1.1	-	-	-	-	-	-	-	-
Aberdeenshire	1.2	-	-	6.2	0.5	-	-	1.1	-	-	4.5	-	0.4	-	-	-
Angus	-	-	-	-	-	-	-	2.5	-	0.4	-	-	-	1.1	-	-
Argyll & Bute	-	2.8	-	-	0.5	-	-	-	-	-	-	-	-	0.6	5.5	-
Clackmannanshire	-	-	0.6	-	-	-	-	0.7	-	-	-	-	0.4	8.6	0.6	0.5
Dumfries & Galloway	-	-	0.6	-	-	-	-	0.7	-	1.6	-	1.5	1.0	-	-	-
Dundee City	-	-	0.6	1.2	-	0.2	-	8.9	-	1.2	-	-	-	0.6	0.6	-
East Ayrshire	-	0.9	-	-	4.5	-	-	0.7	1.0	-	-	18.3	0.8	-	-	-
East Dunbartonshire	-	-	-	-	-	2.9	-	0.7	1.0	-	-	-	-	-	3.0	0.5
East Lothian	0.6	-	6.0	-	-	-	-	-	-	2.4	-	-	0.2	-	-	0.5
East Renfrewshire	-	-	-	-	4.5	0.3	-	0.7	2.6	-	-	1.0	0.8	-	0.6	-
Edinburgh, City of	0.9	-	10.8	-	-	0.8	-	3.2	-	5.6	-	1.0	1.4	1.7	-	7.8
Eilean Siar	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Falkirk	1.8	-	0.6	-	-	2.7	-	-	-	-	-	-	0.2	8.0	-	5.3
Fife	0.9	-	2.4	2.5	-	0.3	-	10.3	0.7	1.2	-	0.5	0.2	3.4	0.6	0.5
Glasgow City	1.5	-	0.6	-	2.5	5.5	-	2.5	11.8	-	-	6.1	5.0	4.0	9.1	1.0
Highland	**67.9**	-	-	9.9	-	0.2	-	5.7	-	-	4.5	0.5	-	-	-	-
Inverclyde	-	**86.0**	-	-	3.5	-	-	0.7	6.9	0.4	-	-	-	0.6	0.6	-
Midlothian	-	-	**61.4**	-	-	0.2	-	-	-	4.0	-	0.5	-	-	-	-
Moray	3.0	-	-	**72.8**	-	-	-	2.1	-	-	9.1	-	-	-	-	-
North Ayrshire	-	2.8	-	-	**78.2**	0.3	-	-	4.9	0.4	-	5.6	0.8	-	0.6	-
North Lanarkshire	0.9	2.8	0.6	-	0.5	**76.0**	-	1.4	0.3	0.8	-	1.5	8.7	1.7	-	2.5
Orkney Islands	0.3	-	-	-	-	-	**100.0**	-	-	-	4.5	-	-	-	-	-
Perth & Kinross	1.8	-	0.6	-	-	0.3	-	**47.9**	-	-	-	-	0.4	3.4	-	-
Renfrewshire	0.9	3.7	-	-	1.0	0.3	-	0.7	**65.5**	-	-	0.5	1.0	-	1.8	-
Scottish Borders	1.5	-	6.6	-	-	0.3	-	-	-	**67.3**	-	-	0.8	-	-	-
Shetland Islands	-	-	-	-	-	-	-	-	-	-	**77.3**	-	-	-	-	-
South Ayrshire	0.3	-	-	-	2.5	-	-	-	0.3	-	-	**55.8**	-	0.6	-	-
South Lanarkshire	0.3	0.9	1.8	-	-	6.5	-	1.4	2.3	5.2	-	-	**74.3**	1.1	-	4.0
Stirling	0.3	-	1.2	-	-	0.3	-	0.7	0.3	-	-	0.5	0.2	**54.9**	2.4	0.3
West Dunbartonshire	-	-	-	-	-	0.5	-	-	1.6	-	-	-	0.4	3.4	**72.0**	-
West Lothian	0.3	-	1.2	-	1.5	1.5	-	1.1	-	0.8	-	-	1.2	1.7	-	**76.9**
Elsewhere in UK	14.8	-	4.2	4.9	0.5	0.3	-	5.3	0.7	8.5	-	6.6	2.0	4.6	2.4	0.3
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**330**	**107**	**166**	**81**	**202**	**596**	**9**	**282**	**304**	**248**	**22**	**197**	**505**	**175**	**164**	**399**

1. Where postcode of casualty is known.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Aberdeen City	**2004-08 average**	**-**	**-**	**-**	**-**	**10**	**10**	**2**	**4**	**6**	**8**	**74**	**82**
	2007	-	-	-	-	6	6	-	5	5	8	57	65
	2008	-	-	-	-	16	16	1	2	3	10	123	133
	2009	-	-	-	-	5	5	1	3	4	11	71	82
	2010	-	-	-	3	10	13	2	5	7	17	58	75
	2011	-	2	2	-	11	11	2	5	7	16	83	99
	2012	-	-	-	2	19	21	1	7	8	11	98	109
	2013	-	1	1	2	7	9	-	4	4	11	90	101
	2014	-	-	-	-	7	7	2	4	6	10	78	88
	2015	-	-	-	-	8	8	1	4	5	5	69	74
	2016	-	-	-	-	10	10	1	2	3	14	50	64
	2017	-	-	-	-	2	2	-	2	2	2	32	34
	2013-17 average	**-**	**0**	**0**	**0**	**7**	**7**	**1**	**3**	**4**	**8**	**64**	**72**
	% ch on 04-08 av: 2017	-	-	-	-	*-80*	*-80*	*-100*	*-47*	*-64*	*-76*	*-57*	*-59*
	% ch on 04-08 av: 1317	-	-	-	-	*-32*	*-28*	*-56*	*-16*	*-29*	*0*	*-13*	*-12*
Aberdeenshire	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	2007	-	-	-	1	7	8	3	22	25	31	132	163
	2008	1	5	6	3	12	15	3	23	26	52	180	232
	2009	-	1	1	3	17	20	4	18	22	43	181	224
	2010	-	-	-	2	6	8	4	22	26	49	153	202
	2011	-	-	-	1	13	14	4	7	11	34	157	191
	2012	-	1	1	-	12	12	3	11	14	38	167	205
	2013	-	2	2	3	11	14	8	15	23	48	126	174
	2014	1	1	2	5	8	13	5	20	25	26	150	176
	2015	-	-	-	2	6	8	4	15	19	26	128	154
	2016	-	1	1	-	10	10	4	13	17	20	122	142
	2017	-	-	-	-	5	5	1	6	7	27	95	122
	2013-17 average	**0**	**1**	**1**	**2**	**8**	**10**	**4**	**14**	**18**	**29**	**124**	**154**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	*-100*	*-51*	*-60*	*-85*	*-77*	*-79*	*-22*	*-27*	*-26*
	% ch on 04-08 av: 1317	*0*	*-50*	*-44*	*-17*	*-22*	*-21*	*-35*	*-48*	*-46*	*-16*	*-5*	*-7*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Angus	**2004-08 average**	**-**	**0**	**0**	**-**	**8**	**8**	**3**	**9**	**12**	**12**	**71**	**83**
	2007	-	2	2	-	6	6	5	8	13	4	67	71
	2008	-	-	-	-	2	2	2	11	13	8	56	64
	2009	-	-	-	-	5	5	1	6	7	7	53	60
	2010	-	-	-	2	4	6	1	5	6	9	45	54
	2011	-	-	-	1	6	7	1	4	5	9	48	57
	2012	-	-	-	-	3	3	-	5	5	8	37	45
	2013	-	-	-	-	5	5	2	1	3	6	45	51
	2014	-	-	-	-	2	2	2	4	6	5	32	37
	2015	-	-	-	-	4	4	3	5	8	1	35	36
	2016	-	-	-	-	1	1	1	5	6	12	27	39
	2017	-	-	-	1	2	3	1	9	10	10	33	43
	2013-17 average	**-**	**-**	**-**	**0**	**3**	**3**	**2**	**5**	**7**	**7**	**34**	**41**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	-	*-74*	*-61*	*-64*	*-2*	*-17*	*-15*	*-54*	*-48*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	-	*-63*	*-61*	*-36*	*-48*	*-45*	*-42*	*-52*	*-50*
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	2007	-	-	-	-	4	4	11	3	14	24	33	57
	2008	-	1	1	4	6	10	7	6	13	54	57	111
	2009	-	-	-	1	4	5	3	2	5	33	40	73
	2010	-	-	-	-	1	1	8	7	15	34	32	66
	2011	1	-	1	1	2	3	5	-	5	32	26	58
	2012	-	-	-	-	5	5	4	-	4	34	29	63
	2013	-	-	-	-	-	-	10	1	11	25	26	51
	2014	-	-	-	-	3	3	3	1	4	26	29	55
	2015	-	-	-	-	1	1	4	2	6	33	18	51
	2016	-	3	3	1	1	2	4	5	9	30	33	63
	2017	-	-	-	-	5	5	2	2	4	20	34	54
	2013-17 average	**-**	**1**	**1**	**0**	**2**	**2**	**5**	**2**	**7**	**27**	**28**	**55**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	*-100*	*19*	*-11*	*-74*	*-57*	*-67*	*-48*	*-30*	*-38*
	% ch on 04-08 av: 1317	-	*200*	*200*	*-86*	*-52*	*-61*	*-39*	*-52*	*-44*	*-30*	*-42*	*-37*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Clackmannanshire	**2004-08 average**	**-**	**0**	**0**	**-**	**4**	**4**	**-**	**2**	**2**	**-**	**20**	**20**
	2007	-	-	-	-	2	2	-	1	1	-	11	11
	2008	-	1	1	-	4	4	-	2	2	-	23	23
	2009	-	-	-	-	3	3	-	3	3	-	14	14
	2010	-	-	-	-	3	3	-	2	2	-	19	19
	2011	-	-	-	-	1	1	1	1	2	-	10	10
	2012	-	-	-	-	2	2	-	-	-	1	18	19
	2013	-	-	-	-	2	2	-	-	-	1	13	14
	2014	-	-	-	-	1	1	-	-	-	-	7	7
	2015	-	-	-	-	1	1	-	-	-	-	10	10
	2016	-	-	-	-	-	-	-	-	-	-	14	14
	2017	-	-	-	-	2	2	-	1	1	1	7	8
	2013-17 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**0**	**0**	**0**	**10**	**11**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	-	*-44*	*-44*	-	*-55*	*-55*	-	*-66*	*-61*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	-	*-67*	*-67*	-	*-91*	*-91*	-	*-50*	*-48*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	2007	-	-	-	6	7	13	8	4	12	61	97	158
	2008	-	-	-	1	7	8	5	5	10	35	70	105
	2009	-	-	-	4	6	10	8	2	10	47	73	120
	2010	-	-	-	-	4	4	3	2	5	25	42	67
	2011	-	-	-	3	3	6	8	1	9	25	59	84
	2012	-	-	-	3	3	6	1	6	7	25	58	83
	2013	-	-	-	1	-	1	6	6	12	22	43	65
	2014	-	-	-	1	4	5	4	7	11	29	45	74
	2015	-	-	-	2	2	4	9	2	11	24	36	60
	2016	-	-	-	1	3	4	5	9	14	19	39	58
	2017	-	-	-	-	-	-	9	5	14	22	30	52
	2013-17 average	**-**	**-**	**-**	**1**	**2**	**3**	**7**	**6**	**12**	**23**	**39**	**62**
	% ch on 04-08 av: 2017	*-100*	-	*-100*	*-100*	*-100*	*-100*	*2*	*-11*	*-3*	*-54*	*-62*	*-59*
	% ch on 04-08 av: 1317	*-100*	-	*-100*	*-76*	*-76*	*-76*	*-25*	*4*	*-14*	*-52*	*-51*	*-51*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Dundee City	**2004-08 average**	**0**	**-**	**0**	**1**	**14**	**15**	**1**	**2**	**3**	**8**	**56**	**65**
	2007	-	-	-	1	11	12	1	1	2	10	42	52
	2008	1	-	1	-	10	10	1	3	4	5	54	59
	2009	-	-	-	1	13	14	3	2	5	9	56	65
	2010	-	-	-	1	10	11	2	3	5	7	34	41
	2011	-	-	-	-	11	11	-	2	2	5	47	52
	2012	-	-	-	-	7	7	1	1	2	4	43	47
	2013	-	-	-	-	4	4	1	1	2	5	32	37
	2014	-	-	-	1	3	4	-	1	1	6	36	42
	2015	-	-	-	1	5	6	-	1	1	4	18	22
	2016	-	-	-	-	8	8	-	1	1	3	26	29
	2017	-	-	-	-	4	4	-	1	1	5	28	33
	2013-17 average	**-**	**-**	**-**	**0**	**5**	**5**	**0**	**1**	**1**	**5**	**28**	**33**
	% ch on 04-08 av: 2017	*-100*	-	*-100*	*-100*	*-71*	*-73*	*-100*	*-50*	*-64*	*-39*	*-50*	*-49*
	% ch on 04-08 av: 1317	*-100*	-	*-100*	*-50*	*-65*	*-64*	*-75*	*-50*	*-57*	*-44*	*-50*	*-50*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	2007	-	-	-	-	6	6	5	2	7	4	30	34
	2008	-	-	-	2	5	7	1	7	8	11	48	59
	2009	-	-	-	-	-	-	3	2	5	11	33	44
	2010	-	-	-	1	6	7	1	4	5	12	38	50
	2011	-	-	-	1	4	5	-	4	4	5	38	43
	2012	-	-	-	-	1	1	-	3	3	10	33	43
	2013	-	-	-	-	2	2	1	3	4	3	25	28
	2014	-	-	-	-	6	6	1	1	2	2	22	24
	2015	-	-	-	-	3	3	-	1	1	7	24	31
	2016	-	-	-	2	3	5	2	2	4	17	22	39
	2017	-	-	-	-	3	3	-	2	2	6	32	38
	2013-17 average	**-**	**-**	**-**	**0**	**3**	**4**	**1**	**2**	**3**	**7**	**25**	**32**
	% ch on 04-08 av: 2017	-	-	-	*-100*	*-62*	*-64*	*-100*	*-58*	*-74*	*-25*	*-33*	*-32*
	% ch on 04-08 av: 1317	-	-	-	*-33*	*-56*	*-55*	*-71*	*-63*	*-66*	*-13*	*-48*	*-43*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
East Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**-**	**6**	**6**	**-**	**2**	**2**	**-**	**26**	**26**
	2007	-	-	-	-	3	3	-	3	3	-	25	25
	2008	-	-	-	-	2	2	-	2	2	-	22	22
	2009	-	-	-	-	4	4	-	2	2	-	21	21
	2010	-	-	-	-	3	3	-	4	4	-	22	22
	2011	-	-	-	-	-	-	-	-	-	-	16	16
	2012	-	-	-	-	3	3	-	-	-	-	26	26
	2013	-	-	-	-	2	2	-	1	1	-	10	10
	2014	-	-	-	-	1	1	-	1	1	-	15	15
	2015	-	-	-	-	1	1	-	1	1	-	11	11
	2016	-	-	-	-	1	1	-	-	-	-	14	14
	2017	-	-	-	-	5	5	-	-	-	-	14	14
	2013-17 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**1**	**1**	**-**	**13**	**13**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	-	*-14*	*-14*	-	*-100*	*-100*	-	*-47*	*-47*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	-	*-66*	*-66*	-	*-63*	*-63*	-	*-51*	*-51*
East Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	2007	-	-	-	-	5	5	4	1	5	4	31	35
	2008	-	-	-	-	-	-	2	1	3	1	19	20
	2009	-	-	-	3	2	5	-	8	8	10	29	39
	2010	-	1	1	-	3	3	-	3	3	8	26	34
	2011	-	1	1	-	2	2	-	1	1	5	24	29
	2012	-	-	-	-	1	1	-	-	-	2	22	24
	2013	-	1	1	-	2	2	-	3	3	3	24	27
	2014	-	-	-	-	4	4	3	1	4	5	31	36
	2015	-	-	-	-	-	-	1	2	3	3	24	27
	2016	-	-	-	-	1	1	2	1	3	4	26	30
	2017	-	-	-	-	3	3	2	1	3	6	28	34
	2013-17 average	**-**	**0**	**0**	**-**	**2**	**2**	**2**	**2**	**3**	**4**	**27**	**31**
	% ch on 04-08 av: 2017	-	-	-	*-100*	*-40*	*-42*	*11*	*-62*	*-32*	*50*	*-11*	*-4*
	% ch on 04-08 av: 1317	-	-	-	*-100*	*-60*	*-62*	*-11*	*-38*	*-27*	*5*	*-16*	*-13*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
East Renfrewshire	**2004-08 average**	**-**	**-**	**-**	**-**	**2**	**2**	**0**	**2**	**2**	**2**	**22**	**24**
	2007	-	-	-	-	3	3	-	4	4	1	15	16
	2008	-	-	-	-	1	1	-	1	1	4	21	25
	2009	-	-	-	-	3	3	-	2	2	4	15	19
	2010	-	-	-	-	4	4	-	1	1	5	20	25
	2011	-	-	-	-	2	2	-	2	2	-	12	12
	2012	-	-	-	-	3	3	-	2	2	1	11	12
	2013	-	-	-	-	1	1	-	2	2	-	13	13
	2014	-	-	-	-	3	3	-	-	-	3	11	14
	2015	-	-	-	-	3	3	-	-	-	1	14	15
	2016	-	-	-	-	1	1	-	-	-	-	17	17
	2017	-	-	-	-	3	3	-	-	-	3	15	18
	2013-17 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**0**	**0**	**1**	**14**	**15**
	% ch on 04-08 av: 2017	-	-	-	-	*25*	*25*	*-100*	*-100*	*-100*	*67*	*-31*	*-24*
	% ch on 04-08 av: 1317	-	-	-	-	*-8*	*-8*	*-100*	*-78*	*-80*	*-22*	*-36*	*-35*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	2007	-	1	1	1	22	23	-	5	5	11	180	191
	2008	-	-	-	-	24	24	1	12	13	5	178	183
	2009	-	-	-	-	17	17	-	7	7	2	139	141
	2010	-	-	-	-	15	15	1	3	4	4	128	132
	2011	-	-	-	1	15	16	2	8	10	3	163	166
	2012	-	-	-	-	19	19	-	13	13	8	180	188
	2013	-	-	-	-	8	8	3	5	8	3	127	130
	2014	-	-	-	-	16	16	1	10	11	8	144	152
	2015	-	-	-	-	9	9	-	3	3	9	141	150
	2016	-	1	1	-	8	8	-	9	9	7	161	168
	2017	-	-	-	-	12	12	-	6	6	4	140	144
	2013-17 average	**-**	**0**	**0**	**-**	**11**	**11**	**1**	**7**	**7**	**6**	**143**	**149**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	*-100*	*-52*	*-53*	*-100*	*-27*	*-33*	*-46*	*-22*	*-23*
	% ch on 04-08 av: 1317	-	*-67*	*-67*	*-100*	*-58*	*-58*	*0*	*-20*	*-18*	*-16*	*-21*	*-21*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Eilean Siar	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**2**	**2**	**-**	**14**	**14**
	2007	-	-	-	-	1	1	-	-	-	-	11	11
	2008	-	-	-	-	2	2	-	1	1	-	16	16
	2009	-	-	-	-	2	2	-	-	-	-	7	7
	2010	-	-	-	-	-	-	-	2	2	-	10	10
	2011	-	-	-	-	1	1	-	1	1	-	5	5
	2012	-	-	-	-	-	-	-	2	2	-	8	8
	2013	-	-	-	-	1	1	-	1	1	-	1	1
	2014	-	-	-	-	-	-	-	4	4	-	6	6
	2015	-	-	-	-	-	-	-	1	1	-	4	4
	2016	-	-	-	-	-	-	-	-	-	-	5	5
	2017	-	-	-	-	-	-	-	-	-	-	3	3
	2013-17 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2017	-	-	-	-	*-100*	*-100*	-	*-100*	*-100*	-	*-78*	*-78*
	% ch on 04-08 av: 1317	-	-	-	-	*-80*	*-80*	-	*-50*	*-50*	-	*-72*	*-72*
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	2007	-	-	-	-	7	7	1	1	2	6	55	61
	2008	-	-	-	-	7	7	-	4	4	4	65	69
	2009	-	-	-	-	7	7	-	3	3	8	47	55
	2010	-	-	-	-	5	5	-	1	1	8	35	43
	2011	-	-	-	-	3	3	1	-	1	4	39	43
	2012	-	-	-	-	2	2	2	8	10	7	57	64
	2013	1	-	1	-	2	2	1	2	3	3	34	37
	2014	-	2	2	-	4	4	-	5	5	4	37	41
	2015	-	-	-	-	6	6	1	2	3	7	39	46
	2016	-	1	1	-	3	3	-	1	1	6	45	51
	2017	-	-	-	-	6	6	-	-	-	7	41	48
	2013-17 average	**0**	**1**	**1**	**-**	**4**	**4**	**0**	**2**	**2**	**5**	**39**	**45**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	*-100*	*-39*	*-40*	*-100*	*-100*	*-100*	*46*	*-33*	*-27*
	% ch on 04-08 av: 1317	-	*50*	*100*	*-100*	*-57*	*-58*	*-50*	*-55*	*-54*	*13*	*-36*	*-33*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Fife	**2004-08 average**	**0**	**2**	**2**	**1**	**18**	**19**	**4**	**15**	**18**	**21**	**139**	**159**
	2007	-	-	-	-	14	14	1	13	14	13	124	137
	2008	-	1	1	1	11	12	1	13	14	9	105	114
	2009	-	-	-	-	20	20	-	6	6	8	106	114
	2010	-	-	-	3	8	11	5	8	13	25	94	119
	2011	-	-	-	-	18	18	-	11	11	8	82	90
	2012	-	-	-	-	11	11	-	7	7	11	89	100
	2013	-	-	-	-	2	2	2	9	11	17	68	85
	2014	-	1	1	-	4	4	4	8	12	20	61	81
	2015	1	-	1	-	7	7	5	7	12	7	64	71
	2016	1	-	1	2	7	9	4	6	10	13	74	87
	2017	-	-	-	-	12	12	-	5	5	12	70	82
	2013-17 average	**0**	**0**	**1**	**0**	**6**	**7**	**3**	**7**	**10**	**14**	**67**	**81**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	*-100*	*-35*	*-38*	*-100*	*-66*	*-73*	*-42*	*-49*	*-48*
	% ch on 04-08 av: 1317	*100*	*-88*	*-67*	*-50*	*-65*	*-65*	*-21*	*-52*	*-46*	*-33*	*-51*	*-49*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	2007	-	1	1	-	47	47	-	14	14	10	238	248
	2008	-	1	1	-	48	48	-	15	15	8	313	321
	2009	-	1	1	-	40	40	1	17	18	11	213	224
	2010	-	1	1	2	31	33	1	10	11	11	199	210
	2011	-	1	1	1	29	30	3	10	13	6	171	177
	2012	-	-	-	1	29	30	-	7	7	13	176	189
	2013	-	-	-	-	12	12	-	4	4	5	144	149
	2014	-	1	1	-	28	28	-	18	18	5	162	167
	2015	-	-	-	-	17	17	-	15	15	2	164	166
	2016	-	1	1	-	25	25	1	7	8	8	151	159
	2017	-	-	-	-	18	18	-	7	7	16	133	149
	2013-17 average	**-**	**0**	**0**	**-**	**20**	**20**	**0**	**10**	**10**	**7**	**151**	**158**
	% ch on 04-08 av: 2017	*-*	*-100*	*-100*	*-*	*-65*	*-65*	*-100*	*-58*	*-60*	*14*	*-50*	*-47*
	% ch on 04-08 av: 1317	*-*	*-75*	*-75*	*-*	*-61*	*-61*	*-80*	*-39*	*-41*	*-49*	*-43*	*-44*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Highland	**2004-08 average**	**1**	**1**	**2**	**4**	**6**	**10**	**18**	**10**	**28**	**81**	**80**	**160**
	2007	1	1	2	2	10	12	19	15	34	65	88	153
	2008	2	1	3	3	1	4	18	16	34	61	53	114
	2009	2	-	2	2	3	5	20	8	28	75	53	128
	2010	-	-	-	5	7	12	13	13	26	49	53	102
	2011	-	-	-	-	2	2	10	11	21	43	55	98
	2012	-	-	-	-	4	4	11	5	16	49	52	101
	2013	2	-	2	1	1	2	13	7	20	42	31	73
	2014	-	-	-	1	2	3	13	7	20	37	32	69
	2015	-	-	-	2	2	4	6	8	14	38	23	61
	2016	-	-	-	1	1	2	11	7	18	50	33	83
	2017	-	-	-	2	2	4	9	6	15	44	24	68
	2013-17 average	**0**	**-**	**0**	**1**	**2**	**3**	**10**	**7**	**17**	**42**	**29**	**71**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	*-47*	*-69*	*-61*	*-49*	*-40*	*-46*	*-45*	*-70*	*-58*
	% ch on 04-08 av: 1317	*-60*	*-100*	*-75*	*-63*	*-75*	*-71*	*-42*	*-30*	*-37*	*-48*	*-64*	*-56*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**36**
	2007	-	-	-	-	2	2	1	2	3	15	19	34
	2008	-	-	-	-	7	7	-	2	2	10	29	39
	2009	-	-	-	-	4	4	-	2	2	6	20	26
	2010	-	-	-	-	3	3	1	-	1	3	18	21
	2011	-	-	-	1	2	3	-	1	1	7	19	26
	2012	-	-	-	1	2	3	1	-	1	4	21	25
	2013	-	-	-	-	2	2	-	-	-	2	10	12
	2014	-	-	-	1	2	3	1	-	1	2	13	15
	2015	-	1	1	-	3	3	1	1	2	3	13	16
	2016	-	-	-	-	1	1	-	2	2	-	16	16
	2017	-	-	-	-	1	1	1	2	3	3	9	12
	2013-17 average	**-**	**0**	**0**	**0**	**2**	**2**	**1**	**1**	**2**	**2**	**12**	**14**
	% ch on 04-08 av: 2017	*-*	*-*	*-*	*-100*	*-78*	*-80*	*67*	*100*	*88*	*-67*	*-66*	*-66*
	% ch on 04-08 av: 1317	*-*	*-*	*-*	*-50*	*-61*	*-60*	*0*	*0*	*0*	*-78*	*-54*	*-60*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Midlothian	**2004-08 average**	**-**	**-**	**-**	**1**	**5**	**6**	**0**	**3**	**3**	**9**	**33**	**41**
	2007	-	-	-	-	5	5	-	4	4	10	37	47
	2008	-	-	-	2	5	7	-	3	3	5	29	34
	2009	-	-	-	-	4	4	1	2	3	7	28	35
	2010	-	-	-	-	8	8	-	1	1	7	22	29
	2011	-	-	-	-	4	4	-	3	3	1	26	27
	2012	-	-	-	-	2	2	4	-	4	4	19	23
	2013	-	1	1	1	4	5	-	5	5	6	20	26
	2014	-	-	-	-	1	1	-	-	-	10	25	35
	2015	-	-	-	-	2	2	2	1	3	7	31	38
	2016	-	-	-	-	4	4	5	3	8	6	30	36
	2017	-	-	-	-	4	4	-	2	2	7	35	42
	2013-17 average	**-**	**0**	**0**	**0**	**3**	**3**	**1**	**2**	**4**	**7**	**28**	**35**
	% ch on 04-08 av: 2017	-	-	-	*-100*	*-26*	*-38*	*-100*	*-23*	*-33*	*-19*	*7*	*1*
	% ch on 04-08 av: 1317	-	-	-	*-80*	*-44*	*-50*	*250*	*-15*	*20*	*-16*	*-14*	*-14*
Moray	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	2007	-	-	-	-	6	6	2	5	7	6	31	37
	2008	-	1	1	-	2	2	2	4	6	10	38	48
	2009	-	-	-	1	-	1	2	3	5	18	22	40
	2010	-	-	-	-	5	5	1	3	4	11	24	35
	2011	-	-	-	-	1	1	1	3	4	10	14	24
	2012	-	-	-	2	2	4	1	2	3	15	29	44
	2013	-	-	-	1	4	5	1	2	3	9	38	47
	2014	-	-	-	-	7	7	-	2	2	11	36	47
	2015	-	-	-	1	1	2	1	1	2	13	22	35
	2016	-	1	1	2	4	6	-	6	6	15	31	46
	2017	-	1	1	1	-	1	2	3	5	12	22	34
	2013-17 average	**-**	**0**	**0**	**1**	**3**	**4**	**1**	**3**	**4**	**12**	**30**	**42**
	% ch on 04-08 av: 2017	-	*25*	*25*	*150*	*-100*	*-77*	*11*	*-44*	*-31*	*15*	*-27*	*-16*
	% ch on 04-08 av: 1317	-	*-50*	*-50*	*150*	*-20*	*-5*	*-56*	*-48*	*-50*	*15*	*-1*	*3*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
North Ayrshire	**2004-08 average**	**-**	**0**	**0**	**3**	**8**	**11**	**1**	**5**	**6**	**17**	**47**	**64**
	2007	-	-	-	2	8	10	2	4	6	11	38	49
	2008	-	-	-	2	4	6	2	4	6	10	43	53
	2009	-	-	-	2	5	7	2	2	4	12	50	62
	2010	-	-	-	-	4	4	1	4	5	6	19	25
	2011	-	-	-	1	6	7	-	4	4	6	33	39
	2012	-	-	-	-	5	5	-	2	2	12	24	36
	2013	-	-	-	-	1	1	3	1	4	12	23	35
	2014	-	-	-	1	3	4	1	3	4	8	37	45
	2015	-	-	-	-	-	-	2	2	4	22	33	55
	2016	-	-	-	1	6	7	3	2	5	11	25	36
	2017	-	-	-	1	2	3	1	3	4	20	23	43
	2013-17 average	**-**	**-**	**-**	**1**	**2**	**3**	**2**	**2**	**4**	**15**	**28**	**43**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	*-64*	*-74*	*-72*	*0*	*-44*	*-38*	*15*	*-51*	*-33*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	*-79*	*-69*	*-72*	*100*	*-59*	*-34*	*-16*	*-40*	*-33*
North Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	2007	-	-	-	2	20	22	1	11	12	8	113	121
	2008	1	1	2	-	15	15	5	8	13	17	81	98
	2009	-	-	-	-	16	16	3	7	10	8	86	94
	2010	-	-	-	-	15	15	-	2	2	7	70	77
	2011	-	-	-	-	12	12	1	10	11	4	55	59
	2012	-	-	-	-	13	13	-	6	6	7	65	72
	2013	-	-	-	-	20	20	1	5	6	3	69	72
	2014	-	-	-	-	16	16	2	3	5	6	66	72
	2015	-	-	-	-	14	14	1	7	8	6	59	65
	2016	-	-	-	-	10	10	-	3	3	8	69	77
	2017	-	-	-	-	9	9	1	5	6	6	66	72
	2013-17 average	**-**	**-**	**-**	**-**	**14**	**14**	**1**	**5**	**6**	**6**	**66**	**72**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	*-100*	*-54*	*-55*	*-55*	*-48*	*-49*	*-42*	*-31*	*-32*
	% ch on 04-08 av: 1317	*-100*	*-100*	*-100*	*-100*	*-30*	*-31*	*-55*	*-52*	*-53*	*-44*	*-32*	*-33*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Orkney Islands	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**7**	**7**
	2007	-	-	-	-	-	-	-	-	-	-	2	2
	2008	-	-	-	-	-	-	-	2	2	-	7	7
	2009	-	-	-	-	-	-	-	-	-	-	6	6
	2010	-	-	-	-	1	1	-	-	-	-	5	5
	2011	-	-	-	-	-	-	-	-	-	-	2	2
	2012	-	-	-	-	1	1	-	5	5	-	11	11
	2013	-	-	-	-	-	-	-	2	2	-	4	4
	2014	-	-	-	-	1	1	-	2	2	-	5	5
	2015	-	-	-	-	-	-	-	-	-	-	1	1
	2016	-	-	-	-	-	-	-	1	1	-	6	6
	2017	-	-	-	-	-	-	-	1	1	-	4	4
	2013-17 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2017	-	-	-	-	*-100*	*-100*	-	*25*	*25*	-	*-43*	*-43*
	% ch on 04-08 av: 1317	-	-	-	-	*-67*	*-67*	-	*50*	*50*	-	*-43*	*-43*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	2007	-	-	-	1	2	3	13	7	20	33	78	111
	2008	1	-	1	1	11	12	7	7	14	34	82	116
	2009	-	-	-	2	4	6	3	6	9	37	72	109
	2010	-	-	-	-	3	3	12	7	19	24	56	80
	2011	1	-	1	2	2	4	10	8	18	36	54	90
	2012	-	-	-	-	5	5	6	6	12	30	58	88
	2013	-	-	-	-	7	7	5	6	11	20	67	87
	2014	-	-	-	4	1	5	6	7	13	24	50	74
	2015	1	-	1	1	6	7	6	1	7	16	36	52
	2016	-	1	1	5	2	7	6	4	10	24	35	59
	2017	-	-	-	1	3	4	3	9	12	24	49	73
	2013-17 average	**0**	**0**	**0**	**2**	**4**	**6**	**5**	**5**	**11**	**22**	**47**	**69**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	*-58*	*-64*	*-63*	*-63*	*25*	*-22*	*-44*	*-44*	*-44*
	% ch on 04-08 av: 1317	*0*	*-50*	*-33*	*-8*	*-55*	*-44*	*-37*	*-25*	*-31*	*-50*	*-46*	*-47*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Renfrewshire	**2004-08 average**	**-**	**1**	**1**	**-**	**9**	**9**	**2**	**6**	**8**	**9**	**61**	**70**
	2007	-	-	-	-	7	7	3	4	7	8	51	59
	2008	-	-	-	-	8	8	2	7	9	6	60	66
	2009	-	-	-	-	8	8	1	1	2	10	56	66
	2010	-	-	-	-	7	7	2	-	2	10	52	62
	2011	-	-	-	-	2	2	2	5	7	7	45	52
	2012	-	1	1	-	5	5	2	6	8	3	43	46
	2013	-	-	-	-	4	4	2	3	5	-	33	33
	2014	-	-	-	-	4	4	1	8	9	1	36	37
	2015	-	-	-	-	5	5	-	1	1	7	38	45
	2016	-	1	1	-	5	5	-	3	3	8	43	51
	2017	-	-	-	-	5	5	1	1	2	4	38	42
	2013-17 average	**-**	**0**	**0**	**-**	**5**	**5**	**1**	**3**	**4**	**4**	**38**	**42**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	-	*-43*	*-43*	*-44*	*-83*	*-74*	*-53*	*-38*	*-40*
	% ch on 04-08 av: 1317	-	*-75*	*-75*	-	*-48*	*-48*	*-56*	*-47*	*-49*	*-53*	*-39*	*-40*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	2007	-	1	1	1	9	10	3	13	16	18	66	84
	2008	-	-	-	2	7	9	2	7	9	23	68	91
	2009	-	-	-	4	5	9	5	8	13	25	66	91
	2010	-	1	1	3	3	6	3	6	9	20	66	86
	2011	-	-	-	1	2	3	1	5	6	17	47	64
	2012	-	-	-	1	4	5	-	10	10	12	57	69
	2013	-	-	-	-	5	5	1	3	4	20	55	75
	2014	-	-	-	-	1	1	2	5	7	12	49	61
	2015	-	-	-	1	2	3	1	6	7	15	45	60
	2016	-	-	-	1	7	8	4	8	12	20	49	69
	2017	-	-	-	1	1	2	-	7	7	8	47	55
	2013-17 average	**-**	**-**	**-**	**1**	**3**	**4**	**2**	**6**	**7**	**15**	**49**	**64**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	*67*	*-87*	*-76*	*-100*	*-29*	*-44*	*-61*	*-37*	*-42*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	*0*	*-58*	*-54*	*-38*	*-41*	*-40*	*-27*	*-34*	*-32*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Shetland Islands	**2004-08 average**	**-**	**0**	**0**	**-**	**0**	**0**	**-**	**2**	**2**	**-**	**8**	**8**
	2007	-	-	-	-	-	-	-	5	5	-	6	6
	2008	-	-	-	-	-	-	-	-	-	-	5	5
	2009	-	-	-	-	-	-	-	-	-	-	5	5
	2010	-	-	-	-	1	1	-	1	1	-	3	3
	2011	-	-	-	-	-	-	-	-	-	-	5	5
	2012	-	-	-	-	-	-	-	-	-	-	7	7
	2013	-	-	-	-	-	-	-	1	1	-	4	4
	2014	-	-	-	-	-	-	-	1	1	-	2	2
	2015	-	-	-	-	-	-	-	3	3	-	3	3
	2016	-	-	-	-	1	1	-	-	-	-	5	5
	2017	-	-	-	-	1	1	-	1	1	-	8	8
	2013-17 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	-	*400*	*400*	-	*-50*	*-50*	-	*0*	*0*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	-	*100*	*100*	-	*-40*	*-40*	-	*-45*	*-45*
South Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	2007	-	-	-	1	6	7	4	5	9	13	39	52
	2008	-	-	-	-	5	5	2	4	6	11	39	50
	2009	-	-	-	-	3	3	2	1	3	10	45	55
	2010	-	1	1	-	3	3	4	6	10	18	32	50
	2011	-	-	-	-	2	2	-	3	3	11	27	38
	2012	-	-	-	2	-	2	2	2	4	6	24	30
	2013	-	-	-	-	2	2	3	1	4	8	14	22
	2014	-	-	-	1	5	6	1	1	2	9	29	38
	2015	-	-	-	-	3	3	1	5	6	15	31	46
	2016	-	-	-	-	4	4	2	6	8	7	41	48
	2017	-	-	-	-	2	2	5	4	9	14	36	50
	2013-17 average	**-**	**-**	**-**	**0**	**3**	**3**	**2**	**3**	**6**	**11**	**30**	**41**
	% ch on 04-08 av: 2017	*-100*	-	*-100*	*-100*	*-69*	*-71*	*47*	*-17*	*10*	*-7*	*-5*	*-6*
	% ch on 04-08 av: 1317	*-100*	-	*-100*	*-67*	*-50*	*-51*	*-29*	*-29*	*-29*	*-29*	*-21*	*-23*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Lanarkshire	**2004-08 average**	**0**	**0**	**1**	**2**	**15**	**17**	**4**	**12**	**16**	**21**	**100**	**121**
	2007	-	-	-	1	15	16	3	11	14	24	100	124
	2008	-	1	1	2	19	21	2	15	17	22	104	126
	2009	-	1	1	2	12	14	4	14	18	24	97	121
	2010	-	-	-	1	13	14	1	11	12	19	64	83
	2011	-	-	-	-	14	14	1	10	11	13	66	79
	2012	-	-	-	-	7	7	3	6	9	7	65	72
	2013	-	1	1	-	8	8	1	5	6	14	56	70
	2014	1	-	1	-	6	6	4	9	13	12	71	83
	2015	-	-	-	1	5	6	1	4	5	12	58	70
	2016	-	-	-	1	12	13	7	11	18	13	70	83
	2017	-	1	1	-	15	15	1	5	6	9	78	87
	2013-17 average	**0**	**0**	**1**	**0**	**9**	**10**	**3**	**7**	**10**	**12**	**67**	**79**
	% ch on 04-08 av: 2017	*-100*	*150*	*67*	*-100*	*-1*	*-12*	*-75*	*-57*	*-62*	*-57*	*-22*	*-28*
	% ch on 04-08 av: 1317	*0*	*0*	*0*	*-78*	*-39*	*-44*	*-30*	*-41*	*-38*	*-43*	*-34*	*-35*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	2007	-	-	-	-	2	2	3	2	5	23	49	72
	2008	-	1	1	1	4	5	3	3	6	21	55	76
	2009	-	-	-	-	3	3	1	4	5	16	38	54
	2010	-	-	-	-	2	2	1	3	4	25	32	57
	2011	-	-	-	-	5	5	1	5	6	18	39	57
	2012	-	-	-	2	2	4	1	3	4	22	33	55
	2013	-	-	-	1	2	3	4	-	4	21	45	66
	2014	-	-	-	-	7	7	4	3	7	21	36	57
	2015	-	-	-	2	2	4	6	5	11	33	27	60
	2016	-	-	-	-	2	2	2	-	2	11	27	38
	2017	-	-	-	2	3	5	2	3	5	16	29	45
	2013-17 average	**-**	**-**	**-**	**1**	**3**	**4**	**4**	**2**	**6**	**20**	**33**	**53**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	*150*	*-44*	*-19*	*-38*	*-29*	*-32*	*-38*	*-48*	*-45*
	% ch on 04-08 av: 1317	*-100*	*-100*	*-100*	*25*	*-41*	*-32*	*13*	*-48*	*-22*	*-21*	*-41*	*-35*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**1**	**6**	**7**	**2**	**3**	**4**	**7**	**28**	**34**
	2007	-	-	-	2	1	3	1	1	2	7	21	28
	2008	-	-	-	-	4	4	-	2	2	7	17	24
	2009	-	-	-	-	8	8	-	1	1	5	21	26
	2010	-	-	-	-	4	4	-	1	1	4	21	25
	2011	1	-	1	-	5	5	3	1	4	2	20	22
	2012	-	-	-	-	3	3	-	3	3	3	16	19
	2013	-	-	-	-	5	5	-	-	-	6	17	23
	2014	-	-	-	-	3	3	2	-	2	3	11	14
	2015	-	-	-	-	5	5	-	1	1	1	13	14
	2016	-	-	-	-	3	3	1	2	3	4	21	25
	2017	-	-	-	1	4	5	-	2	2	9	19	28
	2013-17 average	**-**	**-**	**-**	**0**	**4**	**4**	**1**	**1**	**2**	**5**	**16**	**21**
	% ch on 04-08 av: 2017	-	*-100*	*-100*	*25*	*-35*	*-29*	*-100*	*-23*	*-52*	*32*	*-31*	*-19*
	% ch on 04-08 av: 1317	-	*-100*	*-100*	*-75*	*-35*	*-40*	*-63*	*-62*	*-62*	*-32*	*-41*	*-40*
West Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	2007	1	1	2	-	4	4	3	8	11	6	65	71
	2008	-	-	-	-	6	6	3	6	9	3	69	72
	2009	-	-	-	-	5	5	2	4	6	4	63	67
	2010	-	-	-	-	8	8	-	1	1	1	59	60
	2011	-	-	-	-	9	9	-	2	2	4	60	64
	2012	-	-	-	-	5	5	1	4	5	-	58	58
	2013	-	-	-	-	6	6	-	5	5	1	46	47
	2014	-	-	-	-	3	3	1	4	5	1	32	33
	2015	-	1	1	-	4	4	2	3	5	12	42	54
	2016	1	-	1	2	4	6	5	2	7	5	37	42
	2017	-	-	-	-	8	8	-	4	4	2	48	50
	2013-17 average	**0**	**0**	**0**	**0**	**5**	**5**	**2**	**4**	**5**	**4**	**41**	**45**
	% ch on 04-08 av: 2017	*-100*	*-100*	*-100*	-	*-11*	*-11*	*-100*	*-50*	*-57*	*-58*	*-34*	*-36*
	% ch on 04-08 av: 1317	*0*	*-50*	*-33*	-	*-44*	*-40*	*14*	*-55*	*-45*	*-12*	*-44*	*-42*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2013-2017 averages and 2007-2017

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Scotland	**2004-08 average**	**3**	**12**	**15**	**27**	**299**	**325**	**90**	**202**	**292**	**492**	**2,113**	**2,605**
	2007	2	7	9	21	248	269	97	184	281	434	1,951	2,385
	2008	6	14	20	24	255	279	72	198	270	446	2,129	2,575
	2009	2	3	5	25	228	253	70	146	216	461	1,826	2,287
	2010	-	4	4	23	200	223	67	141	208	418	1,551	1,969
	2011	3	4	7	14	189	203	57	128	185	331	1,547	1,878
	2012	-	2	2	14	180	194	44	132	176	347	1,634	1,981
	2013	3	6	9	10	132	142	68	104	172	316	1,353	1,669
	2014	2	5	7	15	156	171	63	140	203	306	1,396	1,702
	2015	2	2	4	13	127	140	58	110	168	329	1,274	1,603
	2016	2	10	12	19	148	167	70	121	191	335	1,364	1,699
	2017	-	2	2	10	142	152	41	105	146	319	1,270	1,589
	2013-17 average	**2**	**5**	**7**	**13**	**141**	**154**	**60**	**116**	**176**	**321**	**1,331**	**1,652**
	% ch on 04-08 av: 2017	*-100*	*-84*	*-87*	*-62*	*-52*	*-53*	*-54*	*-48*	*-50*	*-35*	*-40*	*-39*
	% ch on 04-08 av: 1317	*-44*	*-59*	*-56*	*-50*	*-53*	*-53*	*-33*	*-43*	*-40*	*-35*	*-37*	*-37*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Aberdeen City	**2004-08 average**	**52**	**357**	**409**	**275**	**1,109**	**1,384**	**19**	**32**	**30**
	2008	57	401	458	264	1,115	1,379	22	36	33
	2009	52	360	412	253	1,075	1,329	21	33	31
	2010	53	272	325	255	1,053	1,308	21	26	25
	2011	44	262	306	258	1,039	1,297	17	25	24
	2012	40	292	332	263	1,040	1,303	15	28	25
	2013	41	246	287	260	1,041	1,301	16	24	22
	2014	30	187	217	264	1,067	1,331	11	18	16
	2015	31	160	191	263	1,075	1,338	12	15	14
	2016	18	124	142	273	1,092	1,365	7	11	10
	2017	15	133	148	267	1,117	1,384	6	12	11
	2013-17 average	**27**	**170**	**197**	**265**	**1,078**	**1,344**	**10**	**16**	**15**
	% ch 04-08 av: 2017	*-71*	*-63*	*-64*	*-3*	*1*	*-0*	*-70*	*-63*	*-64*
	% ch 04-08 av: 1317	*-48*	*-52*	*-52*	*-4*	*-3*	*-3*	*-46*	*-51*	*-50*
Aberdeenshire	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	2008	123	515	638	820	1,994	2,814	15	26	23
	2009	123	538	661	829	1,933	2,762	15	28	24
	2010	116	450	566	822	1,894	2,716	14	24	21
	2011	82	380	462	824	1,859	2,683	10	20	17
	2012	79	391	470	861	1,825	2,686	9	21	18
	2013	70	352	422	872	1,860	2,732	8	19	15
	2014	51	328	379	902	1,945	2,847	6	17	13
	2015	67	219	286	908	1,984	2,892	7	11	10
	2016	59	226	285	948	2,008	2,956	6	11	10
	2017	47	170	217	1,040	2,105	3,146	5	8	7
	2013-17 average	**59**	**259**	**318**	**934**	**1,981**	**2,915**	**6**	**13**	**11**
	% ch 04-08 av: 2017	*-61*	*-66*	*-65*	*23*	*9*	*14*	*-68*	*-69*	*-69*
	% ch 04-08 av: 1317	*-51*	*-49*	*-49*	*11*	*3*	*5*	*-56*	*-50*	*-52*
Angus	**2004-08 average**	**38**	**268**	**306**	**316**	**728**	**1,044**	**12**	**37**	**29**
	2008	25	260	285	328	758	1,086	8	34	26
	2009	38	203	241	324	752	1,075	12	27	22
	2010	34	153	187	335	740	1,075	10	21	17
	2011	30	198	228	334	731	1,065	9	27	21
	2012	34	179	213	343	722	1,065	10	25	20
	2013	20	155	175	357	725	1,082	6	21	16
	2014	16	123	139	370	749	1,119	4	16	12
	2015	11	119	130	358	762	1,120	3	16	12
	2016	9	95	104	367	774	1,141	2	12	9
	2017	19	119	138	372	802	1,174	5	15	12
	2013-17 average	**15**	**122**	**137**	**365**	**762**	**1,127**	**4**	**16**	**12**
	% ch 04-08 av: 2017	*-49*	*-56*	*-55*	*18*	*10*	*12*	*-57*	*-60*	*-60*
	% ch 04-08 av: 1317	*-60*	*-54*	*-55*	*15*	*5*	*8*	*-65*	*-57*	*-58*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Argyll & Bute	**2004-08 average**	**139**	**189**	**328**	**354**	**538**	**892**	**39**	**35**	**37**
	2008	146	166	312	356	548	904	41	30	35
	2009	138	171	309	359	541	900	38	32	34
	2010	132	183	315	352	532	884	37	34	36
	2011	124	132	256	353	526	879	35	25	29
	2012	78	152	230	351	516	866	22	29	27
	2013	120	122	242	355	525	879	34	23	28
	2014	94	102	196	362	542	904	26	19	22
	2015	115	150	265	376	551	927	31	27	29
	2016	74	94	168	392	561	952	19	17	18
	2017	76	116	192	419	566	985	18	21	19
	2013-17 average	**96**	**117**	**213**	**381**	**549**	**929**	**25**	**21**	**23**
	% ch 04-08 av: 2017	*-45*	*-39*	*-41*	*18*	*5*	*10*	*-54*	*-42*	*-47*
	% ch 04-08 av: 1317	*-31*	*-38*	*-35*	*8*	*2*	*4*	*-36*	*-39*	*-38*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**297**	**297**	**-**	**32**	**32**
	2008	-	85	85	-	301	301	-	28	28
	2009	-	80	80	-	316	316	-	25	25
	2010	-	70	70	-	313	313	-	22	22
	2011	3	73	76	-	314	314	-	23	24
	2012	3	91	94	-	310	310	-	29	30
	2013	1	71	72	-	301	301	-	24	24
	2014	1	79	80	0	312	312	-	25	26
	2015	-	68	68	0	316	316	-	22	22
	2016	3	64	67	0	320	320	-	20	21
	2017	3	50	53	0	334	334	-	15	16
	2013-17 average	**2**	**66**	**68**	**0**	**316**	**316**	**-**	**21**	**21**
	% ch 04-08 av: 2017	*-*	*-47*	*-44*	*-*	*12*	*12*	*-*	*-53*	*-50*
	% ch 04-08 av: 1317	*-*	*-30*	*-28*	*-*	*7*	*7*	*-*	*-34*	*-33*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**14**	**43**	**24**
	2008	161	276	437	1,302	719	2,021	12	38	22
	2009	147	256	403	1,290	708	1,998	11	36	20
	2010	118	269	387	1,274	700	1,974	9	38	20
	2011	113	218	331	1,270	693	1,963	9	31	17
	2012	95	243	338	1,252	676	1,927	8	36	18
	2013	112	192	304	1,272	684	1,956	9	28	16
	2014	105	210	315	1,311	709	2,020	8	30	16
	2015	122	208	330	1,349	724	2,073	9	29	16
	2016	125	189	314	1,387	737	2,124	9	26	15
	2017	102	146	248	1,467	777	2,244	7	19	11
	2013-17 average	**113**	**189**	**302**	**1,357**	**726**	**2,083**	**8**	**26**	**15**
	% ch 04-08 av: 2017	*-42*	*-52*	*-48*	*16*	*10*	*14*	*-50*	*-56*	*-55*
	% ch 04-08 av: 1317	*-35*	*-38*	*-37*	*7*	*3*	*6*	*-40*	*-40*	*-40*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Dundee City	**2004-08 average**	**37**	**247**	**284**	**185**	**701**	**885**	**20**	**35**	**32**
	2008	38	219	257	179	722	902	21	30	29
	2009	22	251	273	182	703	885	12	36	31
	2010	24	184	208	180	687	867	13	27	24
	2011	23	220	243	178	688	865	13	32	28
	2012	24	191	215	186	685	871	13	28	25
	2013	15	165	180	182	676	858	8	24	21
	2014	12	152	164	169	693	862	7	22	19
	2015	12	111	123	168	695	863	7	16	14
	2016	16	133	149	173	703	877	9	19	17
	2017	11	95	106	171	713	884	6	13	12
	2013-17 average	**13**	**131**	**144**	**173**	**696**	**869**	**8**	**19**	**17**
	% ch 04-08 av: 2017	*-70*	*-62*	*-63*	*-7*	*2*	*-0*	*-68*	*-62*	*-63*
	% ch 04-08 av: 1317	*-64*	*-47*	*-49*	*-7*	*-1*	*-2*	*-61*	*-47*	*-48*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**355**	**670**	**1,025**	**11**	**35**	**27**
	2008	35	194	229	368	684	1,052	10	28	22
	2009	49	188	237	375	674	1,050	13	28	23
	2010	44	171	215	366	668	1,033	12	26	21
	2011	32	187	219	365	662	1,027	9	28	21
	2012	25	163	188	365	647	1,012	7	25	19
	2013	38	140	178	359	656	1,015	11	21	18
	2014	37	166	203	374	679	1,053	10	24	19
	2015	64	180	244	369	691	1,060	17	26	23
	2016	68	161	229	352	704	1,056	19	23	22
	2017	28	116	144	349	761	1,110	8	15	13
	2013-17 average	**47**	**153**	**200**	**361**	**698**	**1,059**	**13**	**22**	**19**
	% ch 04-08 av: 2017	*-28*	*-51*	*-47*	*-2*	*14*	*8*	*-27*	*-57*	*-52*
	% ch 04-08 av: 1317	*21*	*-35*	*-27*	*2*	*4*	*3*	*19*	*-38*	*-30*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	2008	-	159	159	-	547	547	-	29	29
	2009	-	162	162	-	547	547	-	30	30
	2010	-	156	156	-	534	534	-	29	29
	2011	-	162	162	-	533	533	-	30	30
	2012	-	118	118	-	529	529	-	22	22
	2013	-	110	110	-	525	525	-	21	21
	2014	-	101	101	0	542	542	-	19	19
	2015	-	107	107	0	544	544	-	20	20
	2016	-	119	119	0	553	553	-	22	22
	2017	-	101	101	0	581	581	-	17	17
	2013-17 average	**-**	**108**	**108**	**0**	**549**	**549**	**-**	**20**	**20**
	% ch 04-08 av: 2017	*-*	*-48*	*-48*	*-*	*7*	*7*	*-*	*-51*	*-51*
	% ch 04-08 av: 1317	*-*	*-44*	*-44*	*-*	*1*	*1*	*-*	*-45*	*-45*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
East Lothian	**2004-08 average**	**37**	**190**	**227**	**382**	**493**	**875**	**10**	**39**	**26**
	2008	34	184	218	372	508	880	9	36	25
	2009	24	159	183	359	503	862	7	32	21
	2010	35	175	210	354	501	855	10	35	25
	2011	31	146	177	355	498	852	9	29	21
	2012	42	153	195	349	484	833	12	32	23
	2013	22	156	178	349	488	836	6	32	21
	2014	38	165	203	359	508	868	11	32	23
	2015	43	147	190	362	516	877	12	29	22
	2016	35	135	170	391	524	915	9	26	19
	2017	45	142	187	414	589	1,003	11	24	19
	2013-17 average	**37**	**149**	**186**	**375**	**525**	**900**	**10**	**28**	**21**
	% ch 04-08 av: 2017	*22*	*-25*	*-18*	*8*	*19*	*15*	*12*	*-37*	*-28*
	% ch 04-08 av: 1317	*-1*	*-22*	*-18*	*-2*	*6*	*3*	*1*	*-26*	*-21*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**541**	**690**	**7**	**24**	**20**
	2008	15	92	107	175	574	750	9	16	14
	2009	11	93	104	181	565	747	6	16	14
	2010	11	85	96	172	556	728	6	15	13
	2011	13	127	140	208	547	755	6	23	19
	2012	8	99	107	205	537	741	4	18	14
	2013	7	98	105	209	536	745	3	18	14
	2014	1	95	96	214	552	766	0	17	13
	2015	9	91	100	230	557	787	4	16	13
	2016	11	89	100	237	567	804	5	16	12
	2017	9	90	99	234	572	806	4	16	12
	2013-17 average	**7**	**93**	**100**	**225**	**557**	**782**	**3**	**17**	**13**
	% ch 04-08 av: 2017	*-18*	*-30*	*-29*	*57*	*6*	*17*	*-48*	*-34*	*-39*
	% ch 04-08 av: 1317	*-33*	*-28*	*-28*	*51*	*3*	*13*	*-55*	*-30*	*-37*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	2008	113	1,224	1,337	686	2,271	2,957	16	54	45
	2009	92	1,162	1,254	725	2,253	2,978	13	52	42
	2010	103	1,155	1,258	677	2,207	2,885	15	52	44
	2011	68	1,128	1,196	712	2,190	2,902	10	52	41
	2012	94	1,081	1,175	700	2,179	2,879	13	50	41
	2013	118	1,112	1,230	719	2,169	2,888	16	51	43
	2014	128	1,185	1,313	715	2,230	2,945	18	53	45
	2015	124	1,046	1,170	755	2,254	3,009	16	46	39
	2016	90	1,081	1,171	779	2,287	3,066	12	47	38
	2017	78	855	933	777	2,291	3,067	10	37	30
	2013-17 average	**108**	**1,056**	**1,163**	**749**	**2,246**	**2,995**	**14**	**47**	**39**
	% ch 04-08 av: 2017	*-22*	*-38*	*-37*	*12*	*-0*	*3*	*-31*	*-38*	*-38*
	% ch 04-08 av: 1317	*7*	*-23*	*-21*	*8*	*-2*	*0*	*-1*	*-22*	*-21*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Eilean Siar	**2004-08 average**	**-**	**55**	**55**	**-**	**197**	**197**	**-**	**28**	**28**
	2008	-	79	79	-	205	205	-	39	39
	2009	-	42	42	-	206	206	-	20	20
	2010	-	43	43	-	203	203	-	21	21
	2011	-	34	34	-	202	202	-	17	17
	2012	-	32	32	-	203	203	-	16	16
	2013	-	22	22	-	206	206	-	11	11
	2014	-	37	37	0	214	214	-	17	17
	2015	-	33	33	0	219	219	-	15	15
	2016	-	23	23	0	246	246	-	9	9
	2017	1	18	19	0	230	230	-	8	8
	2013-17 average	**0**	**27**	**27**	**0**	**223**	**223**	**-**	**12**	**12**
	% ch 04-08 av: 2017	*-*	*-67*	*-65*	*-*	*17*	*17*	*-*	*-72*	*-70*
	% ch 04-08 av: 1317	*-*	*-52*	*-51*	*-*	*13*	*13*	*-*	*-57*	*-57*
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	2008	27	301	328	567	950	1,517	5	32	22
	2009	27	310	337	550	955	1,505	5	32	22
	2010	22	233	255	531	949	1,479	4	25	17
	2011	25	266	291	537	952	1,489	5	28	20
	2012	29	239	268	577	944	1,521	5	25	18
	2013	31	249	280	580	945	1,526	5	26	18
	2014	33	220	253	581	974	1,555	6	23	16
	2015	46	217	263	608	983	1,592	8	22	17
	2016	32	237	269	647	998	1,645	5	24	16
	2017	29	201	230	639	1,028	1,666	5	20	14
	2013-17 average	**34**	**225**	**259**	**611**	**986**	**1,597**	**6**	**23**	**16**
	% ch 04-08 av: 2017	*0*	*-33*	*-30*	*15*	*11*	*12*	*-13*	*-40*	*-38*
	% ch 04-08 av: 1317	*18*	*-25*	*-21*	*10*	*6*	*8*	*7*	*-30*	*-27*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	2008	84	520	604	868	2,023	2,891	10	26	21
	2009	82	564	646	879	2,015	2,894	9	28	22
	2010	84	509	593	848	2,000	2,848	10	25	21
	2011	68	426	494	839	2,000	2,839	8	21	17
	2012	61	381	442	820	1,980	2,800	7	19	16
	2013	55	398	453	833	1,992	2,825	7	20	16
	2014	75	360	435	842	2,059	2,902	9	17	15
	2015	91	391	482	841	2,076	2,917	11	19	17
	2016	115	394	509	878	2,105	2,983	13	19	17
	2017	55	284	339	895	2,206	3,101	6	13	11
	2013-17 average	**78**	**365**	**444**	**858**	**2,088**	**2,946**	**9**	**18**	**15**
	% ch 04-08 av: 2017	*-37*	*-53*	*-51*	*4*	*11*	*9*	*-40*	*-58*	*-55*
	% ch 04-08 av: 1317	*-11*	*-40*	*-36*	*-1*	*5*	*3*	*-10*	*-43*	*-38*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Glasgow City	**2004-08 average**	**196**	**1,837**	**2,033**	**1,276**	**2,123**	**3,399**	**15**	**87**	**60**
	2008	205	1,469	1,674	1,305	2,124	3,429	16	69	49
	2009	162	1,476	1,638	1,302	2,089	3,390	12	71	48
	2010	220	1,252	1,472	1,288	2,042	3,329	17	61	44
	2011	163	1,227	1,390	1,313	2,027	3,341	12	61	42
	2012	168	1,281	1,449	1,481	2,011	3,492	11	64	41
	2013	91	1,086	1,177	1,522	2,014	3,537	6	54	33
	2014	167	1,221	1,388	1,510	2,056	3,566	11	59	39
	2015	159	1,197	1,356	1,499	2,039	3,537	11	59	38
	2016	150	1,259	1,409	1,548	2,069	3,617	10	61	39
	2017	146	1,028	1,174	1,572	2,079	3,651	9	49	32
	2013-17 average	**143**	**1,158**	**1,301**	**1,530**	**2,051**	**3,581**	**9**	**56**	**36**
	% ch 04-08 av: 2017	*-26*	*-44*	*-42*	*23*	*-2*	*7*	*-40*	*-43*	*-46*
	% ch 04-08 av: 1317	*-27*	*-37*	*-36*	*20*	*-3*	*5*	*-39*	*-35*	*-39*
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	2008	353	345	698	1,519	1,078	2,597	23	32	27
	2009	406	381	787	1,556	1,067	2,623	26	36	30
	2010	322	275	597	1,530	1,055	2,586	21	26	23
	2011	265	301	566	1,535	1,044	2,580	17	29	22
	2012	286	376	662	1,528	1,024	2,552	19	37	26
	2013	258	266	524	1,546	1,044	2,590	17	25	20
	2014	224	268	492	1,557	1,086	2,643	14	25	19
	2015	196	237	433	1,614	1,105	2,719	12	21	16
	2016	238	206	444	1,675	1,123	2,798	14	18	16
	2017	190	161	351	1,720	1,164	2,884	11	14	12
	2013-17 average	**221**	**228**	**449**	**1,622**	**1,105**	**2,727**	**14**	**21**	**16**
	% ch 04-08 av: 2017	*-51*	*-56*	*-53*	*15*	*11*	*13*	*-57*	*-61*	*-59*
	% ch 04-08 av: 1317	*-43*	*-38*	*-40*	*8*	*5*	*7*	*-47*	*-41*	*-44*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	2008	52	169	221	76	465	541	68	36	41
	2009	30	124	154	75	458	533	40	27	29
	2010	37	146	183	72	447	519	51	33	35
	2011	49	132	181	72	443	515	68	30	35
	2012	33	111	144	71	438	509	46	25	28
	2013	42	96	138	71	436	507	60	22	27
	2014	58	112	170	72	449	522	80	25	33
	2015	36	93	129	73	451	524	50	21	25
	2016	32	96	128	75	456	532	42	21	24
	2017	36	66	102	67	474	541	54	14	19
	2013-17 average	**41**	**93**	**133**	**71**	**454**	**525**	**57**	**20**	**25**
	% ch 04-08 av: 2017	*-32*	*-60*	*-53*	*-15*	*3*	*1*	*-20*	*-61*	*-54*
	% ch 04-08 av: 1317	*-23*	*-44*	*-39*	*-9*	*-1*	*-2*	*-15*	*-43*	*-37*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Midlothian	**2004-08 average**	**38**	**214**	**252**	**141**	**497**	**638**	**27**	**43**	**40**
	2008	49	207	256	140	509	649	35	41	39
	2009	31	211	242	141	520	661	22	41	37
	2010	34	199	233	135	517	652	25	39	36
	2011	29	165	194	136	517	653	21	32	30
	2012	45	237	282	140	504	644	32	47	44
	2013	52	146	198	138	504	642	38	29	31
	2014	45	170	215	143	523	666	31	32	32
	2015	46	168	214	136	534	671	34	31	32
	2016	32	143	175	141	544	685	23	26	26
	2017	27	112	139	143	574	717	19	20	19
	2013-17 average	**40**	**148**	**188**	**140**	**536**	**676**	**29**	**28**	**28**
	% ch 04-08 av: 2017	*-30*	*-48*	*-45*	*1*	*16*	*12*	*-31*	*-55*	*-51*
	% ch 04-08 av: 1317	*5*	*-31*	*-25*	*-1*	*8*	*6*	*6*	*-36*	*-30*
Moray	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	2008	38	140	178	272	467	739	14	30	24
	2009	59	164	223	269	460	729	22	36	31
	2010	36	96	132	263	451	714	14	21	18
	2011	30	106	136	264	444	708	11	24	19
	2012	38	84	122	265	446	711	14	19	17
	2013	34	71	105	266	451	716	13	16	15
	2014	23	52	75	270	471	740	9	11	10
	2015	9	49	58	274	477	751	3	10	8
	2016	20	40	60	286	483	769	7	8	8
	2017	22	31	53	287	511	797	8	6	7
	2013-17 average	**22**	**49**	**70**	**276**	**478**	**755**	**8**	**10**	**9**
	% ch 04-08 av: 2017	*-55*	*-77*	*-71*	*4*	*13*	*9*	*-56*	*-79*	*-73*
	% ch 04-08 av: 1317	*-56*	*-64*	*-61*	*-0*	*6*	*4*	*-56*	*-65*	*-63*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	2008	65	180	245	330	462	792	20	39	31
	2009	70	176	246	326	456	782	21	39	31
	2010	55	145	200	318	452	770	17	32	26
	2011	66	172	238	317	450	766	21	38	31
	2012	50	171	221	309	435	744	16	39	30
	2013	40	156	196	308	433	740	13	36	26
	2014	44	147	191	316	448	764	14	33	25
	2015	54	147	201	320	452	772	17	33	26
	2016	45	163	208	326	459	784	14	36	27
	2017	48	125	173	319	487	806	15	26	21
	2013-17 average	**46**	**148**	**194**	**318**	**456**	**773**	**15**	**32**	**25**
	% ch 04-08 av: 2017	*-38*	*-48*	*-45*	*5*	*6*	*6*	*-41*	*-51*	*-48*
	% ch 04-08 av: 1317	*-40*	*-38*	*-39*	*4*	*-1*	*1*	*-42*	*-38*	*-40*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
North Lanarkshire	**2004-08 average**	**109**	**785**	**894**	**1,138**	**1,867**	**3,005**	**10**	**42**	**30**
	2008	82	658	740	1,166	1,894	3,060	7	35	24
	2009	103	673	776	1,154	1,871	3,025	9	36	26
	2010	77	606	683	1,161	1,840	3,001	7	33	23
	2011	77	602	679	1,129	1,829	2,959	7	33	23
	2012	106	518	624	1,414	1,822	3,235	7	28	19
	2013	88	493	581	1,402	1,819	3,222	6	27	18
	2014	78	477	555	1,253	1,867	3,120	6	26	18
	2015	73	441	514	1,191	1,875	3,066	6	24	17
	2016	96	456	552	1,217	1,893	3,110	8	24	18
	2017	82	467	549	1,289	2,007	3,296	6	23	17
	2013-17 average	**83**	**467**	**550**	**1,271**	**1,892**	**3,163**	**7**	**25**	**17**
	% ch 04-08 av: 2017	*-24*	*-41*	*-39*	*13*	*8*	*10*	*-33*	*-45*	*-44*
	% ch 04-08 av: 1317	*-23*	*-41*	*-38*	*12*	*1*	*5*	*-31*	*-41*	*-42*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**30**	**30**
	2008	-	35	35	-	137	137	-	26	26
	2009	-	29	29	-	137	137	-	21	21
	2010	-	33	33	-	135	135	-	24	24
	2011	-	24	24	-	133	133	-	18	18
	2012	-	17	17	-	131	131	-	13	13
	2013	-	24	24	-	133	133	-	18	18
	2014	-	22	22	0	139	139	-	16	16
	2015	-	14	14	0	142	142	-	10	10
	2016	-	21	21	0	145	145	-	14	14
	2017	-	9	9	0	148	148	-	6	6
	2013-17 average	**-**	**18**	**18**	**0**	**142**	**142**	**-**	**13**	**13**
	% ch 04-08 av: 2017	*-*	*-77*	*-77*	*-*	*11*	*11*	*-*	*-79*	*-79*
	% ch 04-08 av: 1317	*-*	*-54*	*-54*	*-*	*6*	*6*	*-*	*-57*	*-57*
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	2008	116	242	358	1,345	958	2,303	9	25	16
	2009	148	255	403	1,332	960	2,292	11	27	18
	2010	118	233	351	1,299	945	2,244	9	25	16
	2011	101	191	292	1,324	933	2,257	8	20	13
	2012	111	181	292	1,296	918	2,215	9	20	13
	2013	109	190	299	1,322	933	2,254	8	20	13
	2014	80	130	210	1,363	968	2,331	6	13	9
	2015	55	125	180	1,381	989	2,371	4	13	8
	2016	75	100	175	1,467	1,005	2,472	5	10	7
	2017	85	126	211	1,608	1,012	2,620	5	12	8
	2013-17 average	**81**	**134**	**215**	**1,428**	**981**	**2,409**	**6**	**14**	**9**
	% ch 04-08 av: 2017	*-31*	*-53*	*-46*	*18*	*7*	*14*	*-42*	*-56*	*-53*
	% ch 04-08 av: 1317	*-35*	*-50*	*-45*	*5*	*3*	*4*	*-38*	*-52*	*-48*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Renfrewshire	**2004-08 average**	**86**	**403**	**489**	**676**	**761**	**1,436**	**13**	**53**	**34**
	2008	68	317	385	725	781	1,506	9	41	26
	2009	57	267	324	711	766	1,477	8	35	22
	2010	60	290	350	693	759	1,452	9	38	24
	2011	73	351	424	699	757	1,456	10	46	29
	2012	68	308	376	689	753	1,442	10	41	26
	2013	51	235	286	703	755	1,457	7	31	20
	2014	47	226	273	732	778	1,510	6	29	18
	2015	53	222	275	758	786	1,543	7	28	18
	2016	59	251	310	774	797	1,571	8	31	20
	2017	56	228	284	771	827	1,598	7	28	18
	2013-17 average	**53**	**232**	**286**	**747**	**789**	**1,536**	**7**	**29**	**19**
	% ch 04-08 av: 2017	*-35*	*-43*	*-42*	*14*	*9*	*11*	*-43*	*-48*	*-48*
	% ch 04-08 av: 1317	*-38*	*-42*	*-42*	*11*	*4*	*7*	*-44*	*-44*	*-45*
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	2008	111	319	430	383	813	1,196	29	39	36
	2009	100	301	401	390	808	1,198	26	37	33
	2010	71	232	303	382	798	1,180	19	29	26
	2011	60	238	298	388	792	1,180	15	30	25
	2012	63	228	291	386	779	1,165	16	29	25
	2013	56	198	254	387	787	1,174	14	25	22
	2014	44	183	227	394	817	1,211	11	22	19
	2015	48	179	227	406	836	1,241	12	21	18
	2016	55	166	221	419	853	1,271	13	19	17
	2017	55	158	213	404	895	1,299	14	18	16
	2013-17 average	**52**	**177**	**228**	**402**	**838**	**1,239**	**13**	**21**	**18**
	% ch 04-08 av: 2017	*-44*	*-55*	*-53*	*3*	*13*	*9*	*-45*	*-60*	*-57*
	% ch 04-08 av: 1317	*-47*	*-50*	*-49*	*2*	*5*	*4*	*-49*	*-52*	*-51*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	2008	-	19	19	-	206	206	-	9	9
	2009	-	67	67	-	203	203	-	33	33
	2010	-	51	51	-	202	202	-	25	25
	2011	-	41	41	-	202	202	-	20	20
	2012	-	34	34	-	200	200	-	17	17
	2013	-	42	42	-	204	204	-	21	21
	2014	-	26	26	0	210	210	-	12	12
	2015	-	27	27	0	215	215	-	13	13
	2016	-	32	32	0	220	220	-	15	15
	2017	-	14	14	0	224	224	-	6	6
	2013-17 average	**-**	**28**	**28**	**0**	**215**	**215**	**-**	**13**	**13**
	% ch 04-08 av: 2017	*-*	*-66*	*-66*	*-*	*11*	*11*	*-*	*-69*	*-69*
	% ch 04-08 av: 1317	*-*	*-31*	*-31*	*-*	*6*	*6*	*-*	*-35*	*-35*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
South Ayrshire	**2004-08 average**	**70**	**221**	**292**	**389**	**590**	**979**	**18**	**37**	**30**
	2008	41	178	219	379	607	987	11	29	22
	2009	90	214	304	381	602	983	24	36	31
	2010	51	160	211	384	595	979	13	27	22
	2011	55	190	245	384	590	974	14	32	25
	2012	63	184	247	379	572	951	17	32	26
	2013	50	171	221	379	568	946	13	30	23
	2014	42	163	205	387	585	973	11	28	21
	2015	51	145	196	395	592	986	13	25	20
	2016	51	152	203	406	601	1,007	13	25	20
	2017	48	109	157	409	620	1,029	12	18	15
	2013-17 average	**48**	**148**	**196**	**395**	**593**	**988**	**12**	**25**	**20**
	% ch 04-08 av: 2017	*-32*	*-51*	*-46*	*5*	*5*	*5*	*-35*	*-53*	*-49*
	% ch 04-08 av: 1317	*-31*	*-33*	*-33*	*2*	*1*	*1*	*-32*	*-33*	*-33*
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	2008	154	572	726	1,169	1,298	2,468	13	44	29
	2009	116	505	621	1,197	1,294	2,491	10	39	25
	2010	110	500	610	1,162	1,282	2,444	9	39	25
	2011	93	488	581	1,163	1,273	2,436	8	38	24
	2012	103	456	559	1,219	1,258	2,476	8	36	23
	2013	106	439	545	1,236	1,254	2,490	9	35	22
	2014	107	455	562	1,261	1,296	2,557	8	35	22
	2015	111	411	522	1,264	1,311	2,575	9	31	20
	2016	81	425	506	1,328	1,335	2,662	6	32	19
	2017	72	369	441	1,395	1,361	2,755	5	27	16
	2013-17 average	**95**	**420**	**515**	**1,297**	**1,311**	**2,608**	**7**	**32**	**20**
	% ch 04-08 av: 2017	*-57*	*-44*	*-46*	*23*	*6*	*14*	*-65*	*-47*	*-53*
	% ch 04-08 av: 1317	*-43*	*-36*	*-37*	*15*	*2*	*8*	*-50*	*-37*	*-42*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**736**	**1,225**	**15**	**31**	**25**
	2008	91	210	301	505	759	1,264	18	28	24
	2009	73	200	273	499	751	1,249	15	27	22
	2010	65	184	249	481	747	1,228	14	25	20
	2011	63	168	231	478	733	1,211	13	23	19
	2012	56	163	219	470	718	1,188	12	23	18
	2013	52	180	232	468	719	1,187	11	25	20
	2014	50	112	162	485	744	1,229	10	15	13
	2015	75	147	222	500	753	1,253	15	20	18
	2016	60	147	207	544	765	1,309	11	19	16
	2017	34	103	137	544	783	1,326	6	13	10
	2013-17 average	**54**	**138**	**192**	**508**	**753**	**1,261**	**11**	**18**	**15**
	% ch 04-08 av: 2017	*-53*	*-55*	*-55*	*11*	*6*	*8*	*-57*	*-58*	*-58*
	% ch 04-08 av: 1317	*-25*	*-40*	*-37*	*4*	*2*	*3*	*-27*	*-42*	*-38*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
West Dunbartonshire	**2004-08 average**	**40**	**192**	**232**	**193**	**431**	**624**	**21**	**44**	**37**
	2008	32	117	149	191	439	630	17	27	24
	2009	48	138	186	209	438	646	23	32	29
	2010	28	147	175	204	429	634	14	34	28
	2011	35	119	154	205	431	637	17	28	24
	2012	34	110	144	206	434	639	17	25	23
	2013	30	114	144	206	432	638	15	26	23
	2014	27	94	121	213	443	656	13	21	18
	2015	28	115	143	220	444	665	13	26	22
	2016	31	97	128	223	451	674	14	22	19
	2017	17	127	144	220	455	674	8	28	21
	2013-17 average	**27**	**109**	**136**	**216**	**445**	**661**	**12**	**25**	**21**
	% ch 04-08 av: 2017	*-58*	*-34*	*-38*	*14*	*5*	*8*	*-63*	*-37*	*-43*
	% ch 04-08 av: 1317	*-34*	*-43*	*-41*	*12*	*3*	*6*	*-41*	*-45*	*-45*
West Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**51**	**33**
	2008	45	535	580	711	1,051	1,761	6	51	33
	2009	35	487	522	700	1,046	1,747	5	47	30
	2010	34	410	444	682	1,034	1,716	5	40	26
	2011	56	376	432	675	1,042	1,717	8	36	25
	2012	51	404	455	671	1,038	1,709	8	39	27
	2013	38	412	450	688	1,039	1,726	6	40	26
	2014	48	328	376	693	1,071	1,764	7	31	21
	2015	74	442	516	724	1,085	1,808	10	41	29
	2016	53	364	417	724	1,105	1,828	7	33	23
	2017	37	351	388	730	1,175	1,904	5	30	20
	2013-17 average	**50**	**379**	**429**	**712**	**1,095**	**1,806**	**7**	**35**	**24**
	% ch 04-08 av: 2017	*-22*	*-33*	*-32*	*6*	*14*	*11*	*-26*	*-41*	*-39*
	% ch 04-08 av: 1317	*6*	*-28*	*-25*	*3*	*6*	*5*	*3*	*-32*	*-28*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	2008	2,360	10,387	12,747	16,504	27,966	44,470	14	37	29
	2009	2,333	10,207	12,540	16,546	27,673	44,219	14	37	28
	2010	2,094	9,067	11,161	16,222	27,266	43,488	13	33	26
	2011	1,871	8,850	10,721	16,313	27,077	43,390	11	33	25
	2012	1,887	8,668	10,555	16,791	26,757	43,549	11	32	24
	2013	1,747	7,907	9,654	16,987	26,853	43,840	10	29	22
	2014	1,705	7,696	9,401	17,112	27,727	44,839	10	28	21
	2015	1,803	7,406	9,209	17,342	28,032	45,374	10	26	20
	2016	1,733	7,282	9,015	17,977	28,482	46,459	10	26	19
	2017	1,473	6,220	7,693	18,519	29,467	47,986	8	21	16
	2013-17 average	**1,692**	**7,302**	**8,994**	**17,587**	**28,112**	**45,700**	**10**	**26**	**20**
	% ch 04-08 av: 2017	*-41*	*-47*	*-46*	*14*	*7*	*10*	*-48*	*-51*	*-51*
	% ch 04-08 av: 1317	*-32*	*-38*	*-37*	*8*	*2*	*4*	*-37*	*-39*	*-39*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
North East	**2004-08 average**	**46**	**288**	**3**	**27**	**335**	**4,885**	**7**
	2008	35	413	7	33	448	4,932	9
	2009	31	346	1	26	377	4,820	8
	2010	37	312	-	26	349	4,738	7
	2011	22	314	2	26	336	4,688	7
	2012	25	358	1	37	383	4,700	8
	2013	30	322	3	28	352	4,749	7
	2014	33	311	2	27	344	4,919	7
	2015	26	263	-	18	289	4,981	6
	2016	26	252	2	26	278	5,091	5
	2017	14	190	1	8	204	5,327	4
	2013-17 average	**26**	**268**	**2**	**21**	**293**	**5,013**	**6**
	% ch 04-08 av: 2017	*-70*	*-34*	*-62*	*-70*	*-39*	*9*	*-44*
	% ch 04-08 av: 1317	*-44*	*-7*	*-38*	*-21*	*-12*	*3*	*-15*
Tayside	**2004-08 average**	**30**	**278**	**1**	**33**	**308**	**4,236**	**7**
	2008	31	239	2	24	270	4,290	6
	2009	21	234	-	25	255	4,252	6
	2010	30	175	-	20	205	4,186	5
	2011	25	199	1	22	224	4,187	5
	2012	19	180	-	15	199	4,151	5
	2013	16	175	-	16	191	4,194	5
	2014	20	153	-	11	173	4,312	4
	2015	16	110	1	17	126	4,353	3
	2016	17	127	1	16	144	4,490	3
	2017	23	149	-	11	172	4,678	4
	2013-17 average	**18**	**143**	**0**	**14**	**161**	**4,405**	**4**
	% ch 04-08 av: 2017	*-24*	*-46*	*-*	*-67*	*-44*	*10*	*-49*
	% ch 04-08 av: 1317	*-39*	*-49*	*-67*	*-57*	*-48*	*4*	*-50*
Argyll & West Dunbartonshire	**2004-08 average**	**16**	**121**	**0**	**13**	**138**	**1,517**	**9**
	2008	15	135	1	14	150	1,534	10
	2009	6	99	-	13	105	1,547	7
	2010	16	91	-	5	107	1,518	7
	2011	9	80	2	8	89	1,516	6
	2012	7	82	-	8	89	1,506	6
	2013	11	74	-	5	85	1,517	6
	2014	6	69	-	6	75	1,560	5
	2015	7	65	-	6	72	1,592	5
	2016	12	88	3	5	100	1,626	6
	2017	6	82	-	10	88	1,659	5
	2013-17 average	**8**	**76**	**1**	**6**	**84**	**1,591**	**5**
	% ch 04-08 av: 2017	*-63*	*-32*	*-*	*-21*	*-36*	*9*	*-42*
	% ch 04-08 av: 1317	*-49*	*-38*	*50*	*-49*	*-39*	*5*	*-42*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Forth Valley	**2004-08 average**	**15**	**168**	**1**	**20**	**183**	**3,003**	**6**
	2008	12	168	2	16	180	3,082	6
	2009	11	123	-	13	134	3,070	4
	2010	7	119	-	10	126	3,020	4
	2011	9	110	-	9	119	3,014	4
	2012	14	138	-	8	152	3,019	5
	2013	7	117	1	7	124	3,014	4
	2014	12	105	2	12	117	3,095	4
	2015	14	116	-	11	130	3,161	4
	2016	3	103	1	5	106	3,274	3
	2017	6	101	-	13	107	3,327	3
	2013-17 average	**8**	**108**	**1**	**10**	**117**	**3,174**	**4**
	% ch 04-08 av: 2017	*-59*	*-40*	*-*	*-34*	*-42*	*11*	*-47*
	% ch 04-08 av: 1317	*-43*	*-36*	*-20*	*-52*	*-36*	*6*	*-40*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**141**	**1,972**	**7**
	2008	10	105	-	8	115	2,021	6
	2009	10	120	-	10	130	1,998	7
	2010	5	67	-	4	72	1,974	4
	2011	9	84	-	6	93	1,963	5
	2012	7	83	-	6	90	1,927	5
	2013	12	65	-	1	77	1,956	4
	2014	11	74	-	5	85	2,020	4
	2015	11	60	-	4	71	2,073	3
	2016	14	58	-	4	72	2,124	3
	2017	14	52	-	-	66	2,244	3
	2013-17 average	**12**	**62**	**-**	**3**	**74**	**2,083**	**4**
	% ch 04-08 av: 2017	*-3*	*-59*	*-*	*-*	*-53*	*14*	*-59*
	% ch 04-08 av: 1317	*-14*	*-51*	*-*	*-76*	*-48*	*6*	*-50*
Ayrshire	**2004-08 average**	**22**	**173**	**1**	**26**	**195**	**2,767**	**7**
	2008	20	162	-	18	182	2,830	6
	2009	12	161	-	10	173	2,815	6
	2010	20	125	1	14	145	2,782	5
	2011	11	120	-	14	131	2,767	5
	2012	9	109	-	8	118	2,707	4
	2013	12	85	-	5	97	2,701	4
	2014	8	107	-	16	115	2,790	4
	2015	11	132	-	6	143	2,818	5
	2016	17	123	-	16	140	2,847	5
	2017	15	131	-	8	146	2,946	5
	2013-17 average	**13**	**116**	**-**	**10**	**128**	**2,821**	**5**
	% ch 04-08 av: 2017	*-32*	*-24*	*-*	*-69*	*-25*	*6*	*-30*
	% ch 04-08 av: 1317	*-43*	*-33*	*-*	*-61*	*-34*	*2*	*-36*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Greater Glasgow	**2004-08 average**	**21**	**331**	**2**	**59**	**352**	**4,634**	**8**
	2008	18	368	1	51	386	4,725	8
	2009	22	264	1	47	286	4,684	6
	2010	16	257	1	40	273	4,592	6
	2011	15	205	1	32	220	4,629	5
	2012	9	227	-	36	236	4,762	5
	2013	7	172	-	15	179	4,806	4
	2014	19	196	1	32	215	4,873	4
	2015	16	192	-	21	208	4,869	4
	2016	8	190	1	27	198	4,973	4
	2017	7	181	-	26	188	5,038	4
	2013-17 average	**11**	**186**	**0**	**24**	**198**	**4,912**	**4**
	% ch 04-08 av: 2017	*-67*	*-45*	*-*	*-56*	*-47*	*9*	*-51*
	% ch 04-08 av: 1317	*-46*	*-44*	*-78*	*-59*	*-44*	*6*	*-47*
Lothians & Scottish Borders	**2004-08 average**	**29**	**250**	**1**	**29**	**279**	**4,423**	**6**
	2008	24	217	-	22	241	4,487	5
	2009	30	232	-	23	262	4,468	6
	2010	14	209	2	25	223	4,404	5
	2011	12	184	1	18	196	4,402	4
	2012	19	174	-	13	193	4,350	4
	2013	17	175	2	18	192	4,379	4
	2014	16	165	-	9	181	4,509	4
	2015	18	179	1	9	197	4,598	4
	2016	30	177	1	19	207	4,700	4
	2017	16	181	-	17	197	4,923	4
	2013-17 average	**19**	**175**	**1**	**14**	**195**	**4,622**	**4**
	% ch 04-08 av: 2017	*-45*	*-27*	*-*	*-41*	*-29*	*11*	*-37*
	% ch 04-08 av: 1317	*-34*	*-30*	*-20*	*-50*	*-30*	*4*	*-33*
Edinburgh	**2004-08 average**	**9**	**188**	**1**	**25**	**197**	**2,986**	**7**
	2008	13	183	-	24	196	2,957	7
	2009	7	141	-	17	148	2,978	5
	2010	4	132	-	15	136	2,885	5
	2011	10	166	-	16	176	2,902	6
	2012	13	188	-	19	201	2,879	7
	2013	8	130	-	8	138	2,888	5
	2014	11	152	-	16	163	2,945	6
	2015	3	150	-	9	153	3,009	5
	2016	9	168	1	8	177	3,066	6
	2017	6	144	-	12	150	3,067	5
	2013-17 average	**7**	**149**	**0**	**11**	**156**	**2,995**	**5**
	% ch 04-08 av: 2017	*-33*	*-23*	*-*	*-53*	*-24*	*3*	*-26*
	% ch 04-08 av: 1317	*-18*	*-21*	*-67*	*-58*	*-21*	*0*	*-21*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Highlands & Islands	**2004-08 average**	**33**	**189**	**2**	**12**	**222**	**3,075**	**7**
	2008	37	142	3	6	179	3,145	6
	2009	28	146	2	7	174	3,169	5
	2010	29	120	-	14	149	3,125	5
	2011	22	110	-	3	132	3,117	4
	2012	23	127	-	5	150	3,086	5
	2013	24	82	2	3	106	3,134	3
	2014	27	82	-	4	109	3,206	3
	2015	18	69	-	4	87	3,296	3
	2016	19	99	-	3	118	3,409	3
	2017	17	83	-	5	100	3,485	3
	2013-17 average	**21**	**83**	**0**	**4**	**104**	**3,306**	**3**
	% ch 04-08 av: 2017	*-48*	*-56*	*-*	*-58*	*-55*	*13*	*-60*
	% ch 04-08 av: 1317	*-36*	*-56*	*-78*	*-68*	*-53*	*8*	*-56*
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**178**	**2,847**	**6**
	2008	14	114	1	12	128	2,891	4
	2009	6	114	-	20	120	2,894	4
	2010	13	119	-	11	132	2,848	5
	2011	11	90	-	18	101	2,839	4
	2012	7	100	-	11	107	2,800	4
	2013	11	85	-	2	96	2,825	3
	2014	12	81	1	4	93	2,902	3
	2015	12	71	1	7	83	2,917	3
	2016	10	87	1	9	97	2,983	3
	2017	5	82	-	12	87	3,101	3
	2013-17 average	**10**	**81**	**1**	**7**	**91**	**2,946**	**3**
	% ch 04-08 av: 2017	*-73*	*-48*	*-*	*-38*	*-51*	*9*	*-55*
	% ch 04-08 av: 1317	*-46*	*-49*	*-67*	*-65*	*-49*	*3*	*-50*
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**106**	**1**	**14**	**115**	**1,974**	**6**
	2008	11	105	-	15	116	2,047	6
	2009	4	92	-	12	96	2,010	5
	2010	3	83	-	10	86	1,971	4
	2011	8	78	-	5	86	1,971	4
	2012	9	71	1	8	80	1,951	4
	2013	5	45	-	6	50	1,964	3
	2014	10	52	-	7	62	2,031	3
	2015	3	61	1	8	64	2,067	3
	2016	5	67	1	6	72	2,103	3
	2017	5	54	-	6	59	2,139	3
	2013-17 average	**6**	**56**	**0**	**7**	**61**	**2,061**	**3**
	% ch 04-08 av: 2017	*-47*	*-49*	*-*	*-57*	*-49*	*8*	*-53*
	% ch 04-08 av: 1317	*-40*	*-47*	*-50*	*-52*	*-47*	*4*	*-49*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2013-2017 averages and 2008 to 2017

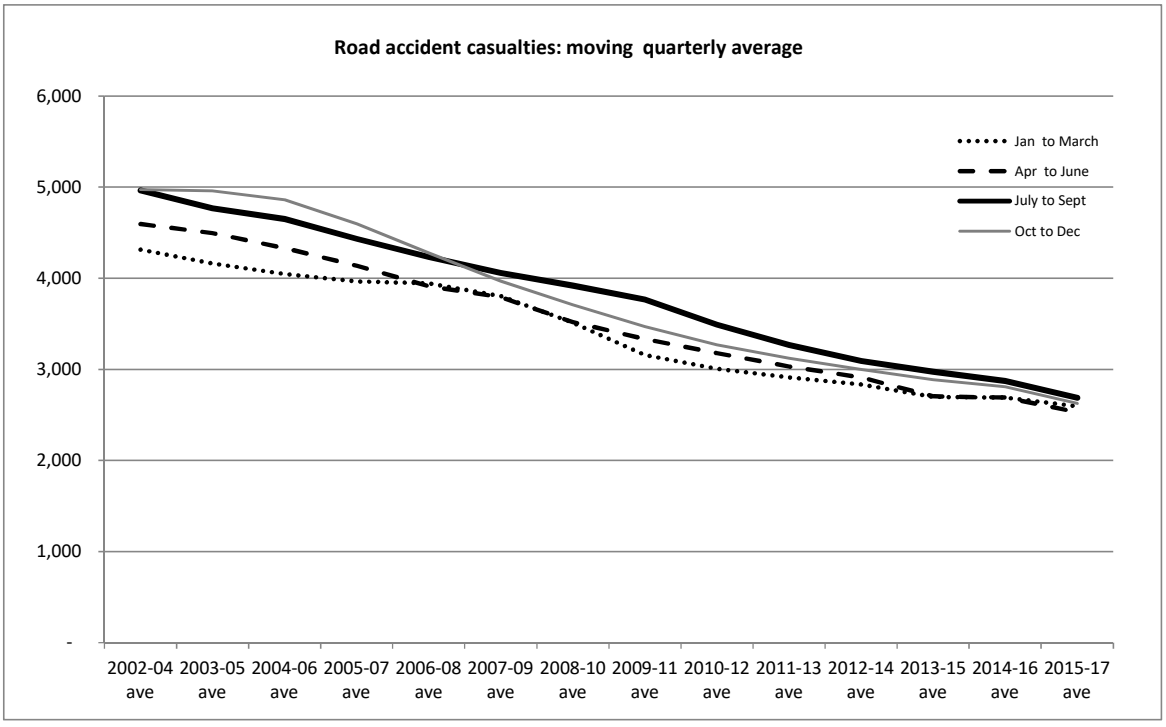
		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Lanarkshire	**2004-08 average**	**27**	**228**	**2**	**37**	**255**	**5,417**	**5**
	2008	30	224	3	36	254	5,527	5
	2009	28	215	1	30	243	5,516	4
	2010	14	160	-	29	174	5,445	3
	2011	22	138	-	26	160	5,395	3
	2012	15	144	-	20	159	5,712	3
	2013	12	142	1	28	154	5,712	3
	2014	18	155	1	22	173	5,677	3
	2015	13	135	-	20	148	5,641	3
	2016	21	160	-	23	181	5,773	3
	2017	12	159	1	24	171	6,052	3
	2013-17 average	**15**	**150**	**1**	**23**	**165**	**5,771**	**3**
	% ch 04-08 av: 2017	*-56*	*-30*	*-38*	*-35*	*-33*	*12*	*-40*
	% ch 04-08 av: 1317	*-45*	*-34*	*-63*	*-37*	*-35*	*7*	*-39*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**2,897**	**43,736**	**7**
	2008	270	2,575	20	279	2,845	44,470	6
	2009	216	2,287	5	253	2,503	44,219	6
	2010	208	1,969	4	223	2,177	43,488	5
	2011	185	1,878	7	203	2,063	43,390	5
	2012	176	1,981	2	194	2,157	43,549	5
	2013	172	1,669	9	142	1,841	43,840	4
	2014	203	1,702	7	171	1,905	44,839	4
	2015	168	1,603	4	140	1,771	45,374	4
	2016	191	1,699	12	167	1,890	46,459	4
	2017	146	1,589	2	152	1,735	47,986	4
	2013-17 average	**176**	**1,652**	**7**	**154**	**1,828**	**45,700**	**4**
	% ch 04-08 av: 2017	*-50*	*-39*	*-87*	*-53*	*-40*	*10*	*-45*
	% ch 04-08 av: 1317	*-40*	*-37*	*-56*	*-53*	*-37*	*4*	*-40*

Reported casualties by severity and quarter
Years: 1981 to 2017

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(a) Killed						*numbers*				*percentage*
1981	151	156	166	204	677	169	-11	-8	-2	21
1982	155	172	181	193	701	175	-12	-2	3	10
1983	174	133	152	165	624	156	12	-15	-3	6
1984	122	122	178	177	599	150	-19	-19	19	18
1985	128	155	157	162	602	151	-15	3	4	8
1986	124	130	154	193	601	150	-17	-13	2	28
1987	116	126	145	169	556	139	-17	-9	4	22
1988	123	117	143	171	554	139	-11	-16	3	23
1989	145	112	148	148	553	138	5	-19	7	7
1990	134	119	137	156	546	137	-2	-13	0	14
1991	104	92	146	149	491	123	-15	-25	19	21
1992	106	113	113	131	463	116	-8	-2	-2	13
1993	100	103	93	103	399	100	0	3	-7	3
1994	88	82	86	107	363	91	-3	-10	-5	18
1995	91	77	125	116	409	102	-11	-25	22	13
1996	86	83	98	90	357	89	-4	-7	10	1
1997	85	91	94	107	377	94	-10	-3	0	14
1998	70	82	127	106	385	96	-27	-15	32	10
1999	82	73	82	73	310	78	6	-6	6	-6
2000	73	65	97	91	326	82	-10	-20	19	12
2001	78	83	106	81	348	87	-10	-5	22	-7
2002	65	70	97	72	304	76	-14	-8	28	-5
2003	70	81	83	102	336	84	-17	-4	-1	21
2004	70	71	80	87	308	77	-9	-8	4	13
2005	56	64	72	94	286	72	-22	-10	1	31
2006	64	62	94	94	314	79	-18	-21	20	20
2007	70	66	75	70	281	70	0	-6	7	0
2008	61	57	76	76	270	68	-10	-16	13	13
2009	61	42	64	49	216	54	13	-22	19	-9
2010	43	42	64	59	208	52	-17	-19	23	13
2011	51	44	47	43	185	46	10	-5	2	-7
2012	44	46	47	39	176	44	0	5	7	-11
2013	32	45	54	41	172	43	-26	5	26	-5
2014	45	53	50	55	203	51	-11	4	-1	8
2015	35	48	41	44	168	42	-17	14	-2	5
2016	46	50	57	38	191	48	-4	5	19	-20
2017	27	39	35	45	146	37	-26	7	-4	23
(b) Seriously injured										
1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
2000	823	872	955	918	3,568	892	-8	-2	7	3
2001	799	794	898	919	3,410	853	-6	-7	5	8
2002	693	813	919	804	3,229	807	-14	1	14	0
2003	648	744	787	778	2,957	739	-12	1	6	5
2004	610	704	759	693	2,766	692	-12	2	10	0
2005	560	627	706	773	2,666	667	-16	-6	6	16
2006	523	627	759	726	2,635	659	-21	-5	15	10
2007	575	603	601	606	2,385	596	-4	1	1	2
2008	582	690	648	655	2,575	644	-10	7	1	2
2009	523	612	639	513	2,287	572	-9	7	12	-10
2010	400	528	573	468	1,969	492	-19	7	16	-5
2011	414	495	519	450	1,878	470	-12	5	11	-4
2012	438	505	547	491	1,981	495	-12	2	10	-1
2013	366	410	489	404	1,669	417	-12	-2	17	-3
2014	392	450	465	395	1,702	426	-8	6	9	-7
2015	352	388	440	423	1,603	401	-12	-3	10	6
2016	410	427	435	427	1,699	425	-3	1	2	1
2017	376	410	436	367	1589	397	-5	3	10	-8

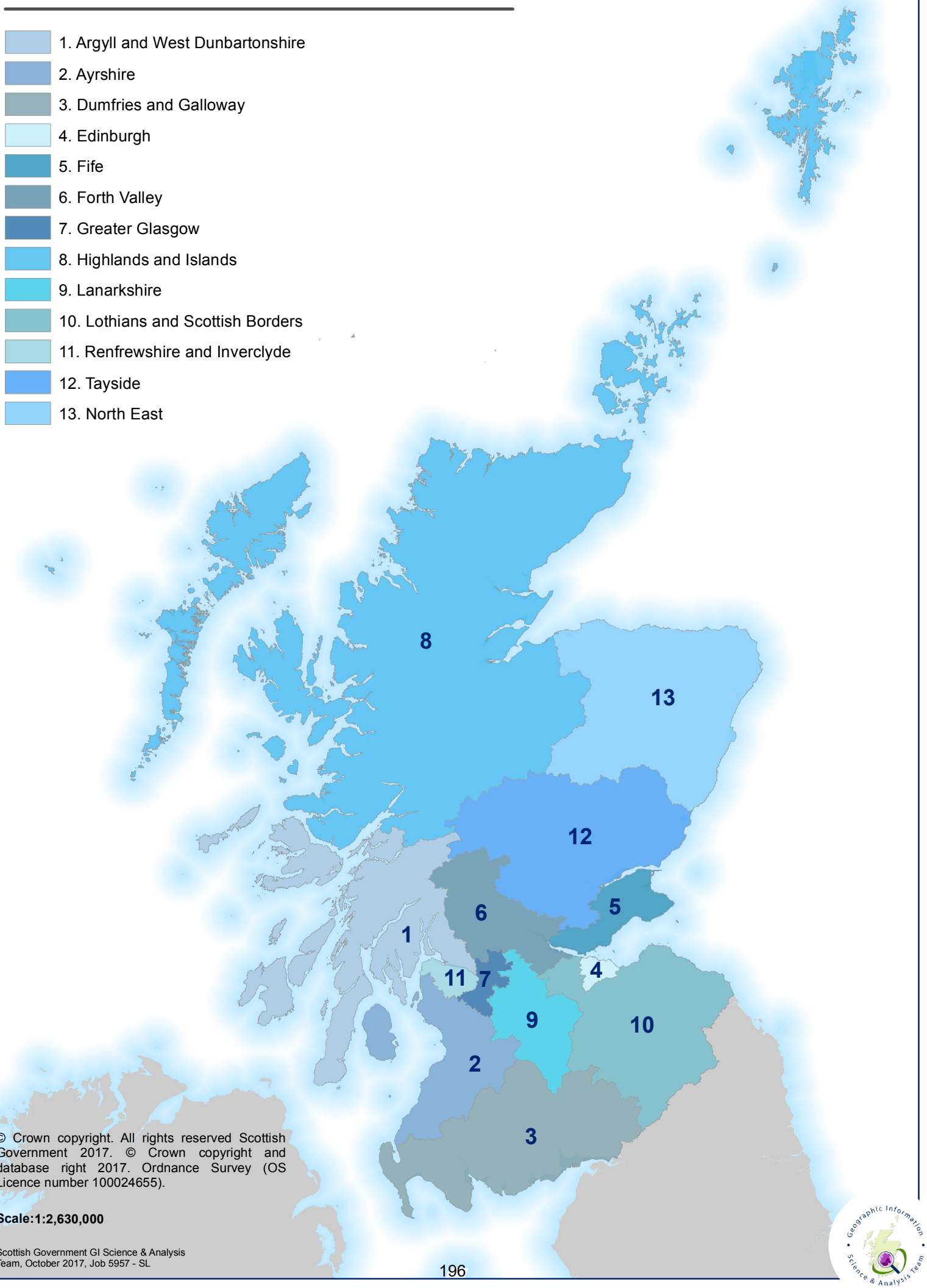
Reported casualties by severity and quarter
Years: 1981 to 2017

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(c) All severities										
						numbers				*percentage*
1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
1983	5,384	6,176	6,796	6,868	25,224	6,306	-15	-2	8	9
1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
1985	5,684	6,623	7,802	7,178	27,287	6,822	-17	-3	14	5
1986	5,745	6,207	6,656	7,509	26,117	6,529	-12	-5	2	15
1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
1992	5,886	5,701	6,453	6,133	24,173	6,043	-3	-6	7	1
1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
1998	5,060	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
2005	4,070	4,315	4,550	4,950	17,885	4,471	-9	-3	2	11
2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,945	3,078	3,486	3,275	12,784	3,196	-8	-4	9	2
2012	3,018	3,230	3,275	3,189	12,712	3,178	-5	2	3	0
2013	2,772	2,786	3,036	2,901	11,495	2,874	-4	-3	6	1
2014	2,715	2,714	2,965	2,912	11,306	2,827	-4	-4	5	3
2015	2,603	2,613	2,922	2,842	10,980	2,745	-5	-5	6	4
2016	2,756	2,745	2,731	2,673	10,905	2,726	1	1	0	-2
2017	2,424	2,230	2,414	2,360	9,428	2,357	3	-5	2	0



Appendices

Scottish Police Divisions

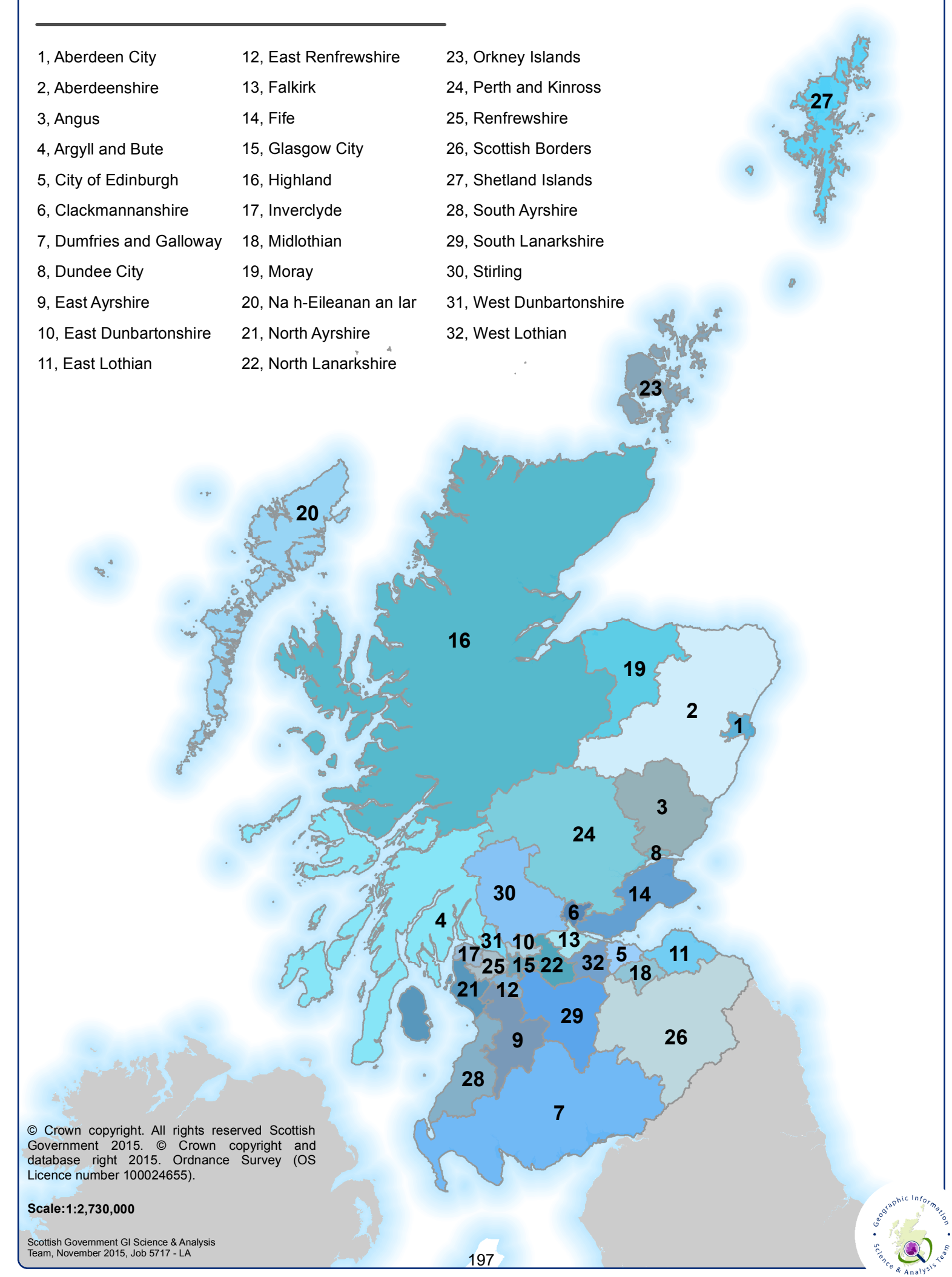


Scale:1:2,630,000

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

Local Authority Boundaries

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



Scale:1:2,730,000

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

Appendix A – Calendar of events affecting road traffic

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

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

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

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

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

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

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

1975: Temporary 50 and 60 mph limits extended.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1992: Subsequent to the Road Traffic Act 1991, new road traffic offences and penalties came into force, including retesting of dangerous drivers. The Traffic Calming Act 1992 came into force enabling roads authorities to introduce a wide range of traffic calming measures. Requirement for minimum tread depth of 1.6 mm introduced for cars and light vans. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2015: Scottish Road Safety Week pilot undertaken.

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

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

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

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

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

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

Appendix B

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

1. Introduction

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

2. The collection of road accident statistics

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ken Lupton
Transport Management Research Centre
Middlesex University, The Burroughs
London NW4 4BT

e-mail: k.lupton@mdx.ac.uk

STATS19 (2013)
(For completion by Police)

Accident Record Attendant Circumstances

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

1.2 Police Force

1.3 Accident Ref No

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
13 digit OS Grid Co-ordinates
Easting

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

1.13 1st Road Number

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

1.15 Speed Limit (mph) [0]

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

Junction Accidents Only

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

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

1.19 2nd Road Number

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

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

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

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

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

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

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

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

What Factors Contributed To The Accident?

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

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

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

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

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

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

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

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

2.1 Record Type [2]

21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

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

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

2.6 Towing and Articulation

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

2.7 Manoeuvres

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

2.8 Vehicle Movement Compass Point From To [0][0]

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

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

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

2.10 Junction Location of Vehicle

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

2.11 Skidding and Overturning

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

2.12 Hit Object in Carriageway

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

2.13 Vehicle Leaving Carriageway

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

2.14 Hit Object Off Carriageway

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

2.16 First Point of Impact

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

2.21 Sex of Driver

1 Male
2 Female
3 Not known

2.22 Age of Driver Estimated if necessary Years

2.23 Breath Test

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

2.24 Hit and Run

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

2.26 Vehicle Registration Mark (VRM)

2.35 Was Vehicle Left Hand Drive

1 No
2 Yes

2.27 Driver Postcode

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

2.29 Journey Purpose of Driver/Rider

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

STATS19 (2013)

Casualty Record

(For completion by Police)

3.1 Record Type [3]

31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

3.6 Casualty Class

1 Driver or rider
2 Vehicle or pillion passenger
3 Pedestrian

3.7 Sex of Casualty

1 Male
2 Female

3.8 Age of Casualty Estimated if necessary Years

3.9 Severity of Casualty

1 Fatal
2 Serious

Pedestrian Casualties only

3.10 Pedestrian Location

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

3.11 Pedestrian Movement

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

Pedestrian Casualties only

3.12 Pedestrian Direction

Compass point bound

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

3.19 Pedestrian Road Maintenance Worker

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

0 No
1 Yes
2 Not known

3.14 Seatbelt In Use

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

3.20 Cycle Helmet Worn

0 Not cyclist
1 Yes
2 No
3 Not known

3.15 Car Passenger

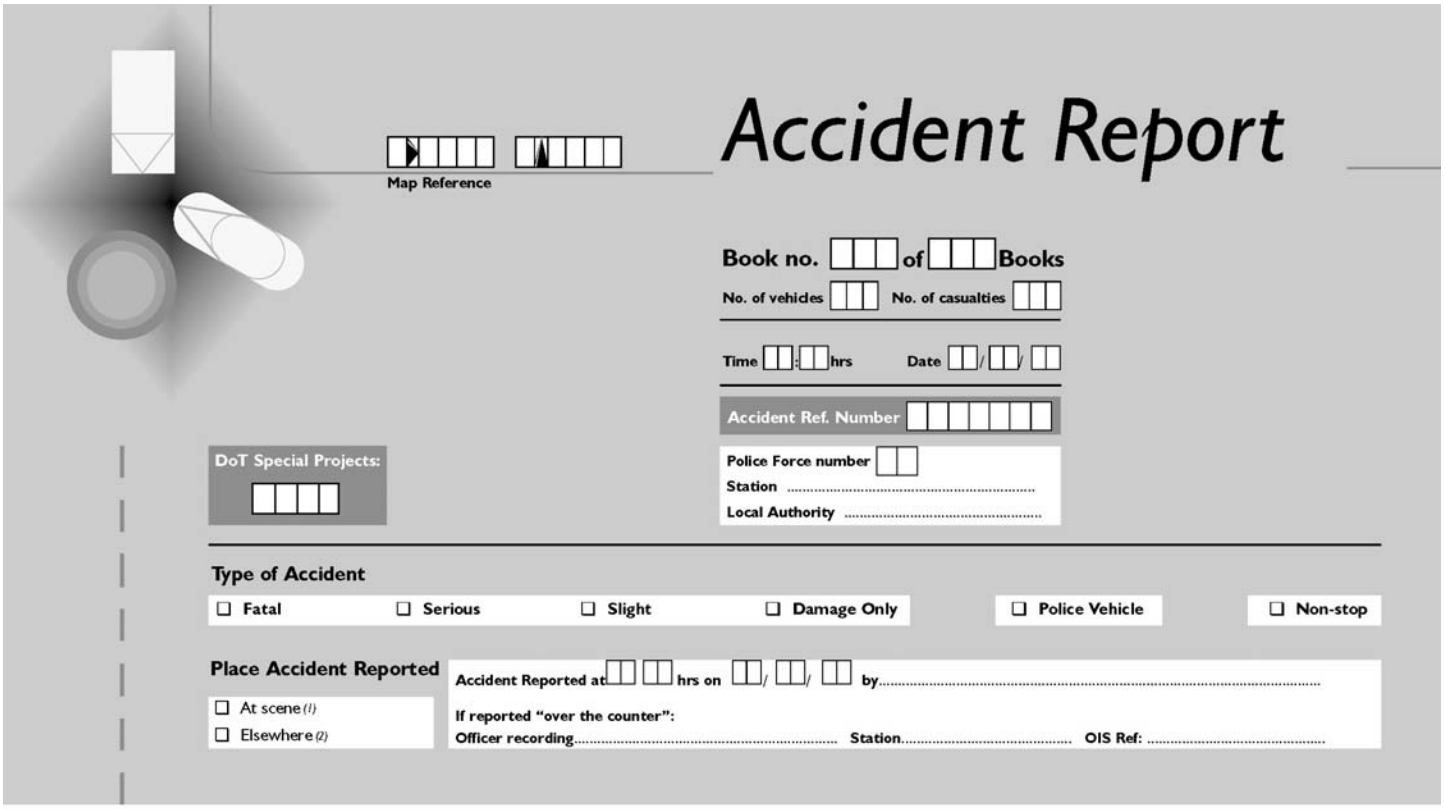
0 Not a car passenger
1 Front seat passenger
2 Rear seat passenger

3.16 Bus or Coach Passenger

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

3.18 Casualty Postcode

Special codes:
1 Unknown
2 Non-UK resident



Accident Report

Map Reference

Book no. ☐☐☐ of ☐☐☐ Books

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

Time ☐☐:☐☐ hrs Date ☐☐/☐☐/☐☐

Accident Ref. Number ☐☐☐☐☐☐

DoT Special Projects: ☐☐☐☐

Police Force number ☐☐

Station .....

Local Authority .....

Type of Accident

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

Place Accident Reported

☐ At scene (1)
☐ Elsewhere (2)

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

If reported "over the counter":
Officer recording..... Station..... OIS Ref: .....

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

Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)
Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

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

Statement Taken? ☐ Yes ☐ No
Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No
If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

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

Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)
Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

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

Statement Taken? ☐ Yes ☐ No
Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No
If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

Casualty ref. no. ☐☐☐☐

Casualty class
- ☐ Driver/rider (1)
- ☐ Vehicle/pillion Passenger (2)
- ☐ Pedestrian (3)

Bus/coach passenger
- ☐ Boarding (1)
- ☐ Alighting (2)
- ☐ Standing (3)
- ☐ Seated (4)

Car passenger

Position in Vehicle

Position in Vehicle

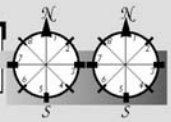
Movement
- ☐ Crossing from Driver's nearside (1)
- ☐ Crossing from driver's offside (2)
- ☐ In carriageway stationary–not crossing (3)
- ☐ Walking along in c'way–facing traffic (4)
- ☐ Walking along in c'way–back to traffic (5)
- ☐ Unknown or other (6)

Masked by parked/stationary vehicles?
- ☐ Yes (1)
- ☐ No (2)

Location
- ☐ On footway or verge (6)
- ☐ On refuge, central island or reservation (7)
- ☐ In centre of c'way not on refuge, etc. (8)
- ☐ In carriageway
- ☐ Unknown or other (10)

- ☐ on pedestrian crossing facility (1)
- ☐ crossing within zig-zag lines at crossing approach (2)
- ☐ crossing within zig-zag lines at crossing exit (3)
- ☐ within 50m of crossing (4)
- ☐ crossing elsewhere (5)
- ☐ not crossing (9)

Direction
- ☐ Standing Still (0)
- ☐ Walking
- ☐ Unknown (9)



Casualty Records

Vehicle Records

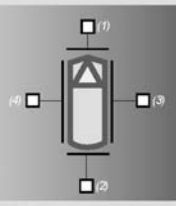
Vehicle Ref. No. ☐☐☐ Reg. No. ☐☐☐☐☐☐☐ Ref No. of Other Vehicle Hit ☐☐

DRIVER
Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ Tel .....
☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)
Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER
Mr / Mrs / Miss Name.....
Address.....
Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No
Vehicle fail to stop? ☐ Yes (0) ☐ No (1) ☐ Yes - not hit (2)

Parts Damaged



- ☐ none (0)
- ☐ roof (5)
- ☐ underside (6)
- ☐ all four sides (7)

Insurance Co. .....
Cert. No. .....
Driver No. .....
Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other
HORT/1 issued? ☐ Yes ☐ No

Vehicle Colour Make/Model (if M/C include cc)
Vehicle removed by

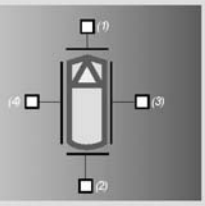
Vehicle Ref. No. ☐☐☐ Reg. No. ☐☐☐☐☐☐☐ Ref No. of Other Vehicle Hit ☐☐

DRIVER
Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ Tel .....
☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)
Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER
Mr / Mrs / Miss Name.....
Address.....
Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No
Vehicle fail to stop? ☐ Yes (0) ☐ No (1) ☐ Yes - not hit (2)

Parts Damaged



- ☐ none (0)
- ☐ roof (5)
- ☐ underside (6)
- ☐ all four sides (7)

Insurance Co. .....
Cert. No. .....
Driver No. .....
Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other
HORT/1 issued? ☐ Yes ☐ No

Vehicle Colour Make/Model (if M/C include cc)
Vehicle removed by

Vehicle ref. no: ☐☐☐

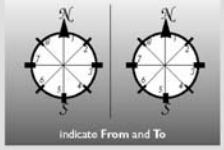
Type of Vehicle
- ☐ Pedal cycle *(1)*
- ☐ Moped *(2)*
- ☐ Motorcycle
  - ☐ under 125cc *(3)*
  - ☐ over 125cc *(4)*
- ☐ Taxi *(8)*
- ☐ Car *(9)*
- ☐ Minibus (8-16 seats) *(10)*
- ☐ Bus or Coach (over 17 seats) *(11)*
- ☐ Other motor vehicle *(14)*
- ☐ Other non-motor vehicle *(15)*
- ☐ Ridden horse *(16)*
- ☐ Agricultural vehicles (inc. diggers, etc.)*(17)*
- ☐ Tram/Light rail *(18)*
- ☐ Goods Vehicle
  - ☐ under 3.5T *(19)*
  - ☐ over 3.5T *(20)*
  - ☐ over 7.5T *(21)*

Towing and Articulation
- ☐ No tow or articulation *(0)*
- ☐ Articulated vehicle *(1)*
- ☐ Double or multiple trailer *(2)*
- ☐ Caravan *(3)*
- ☐ Single trailer *(4)*
- ☐ Other tow *(5)*

Manoeuvres
- ☐ Reversing *(1)*
- ☐ Parked *(2)*
- ☐ Stopping *(4)*
- ☐ Starting *(5)*
- ☐ Waiting
  - ☐ to go ahead *(3)*
  - ☐ to turn left *(8)*
  - ☐ to turn right *(10)*
- ☐ Turning
  - ☐ left *(7)*
  - ☐ right *(9)*
- ☐ Changing Lane
  - ☐ to left *(11)*
  - ☐ to right *(12)*
- ☐ Overtaking
  - ☐ moving vehicle on its offside *(13)*
  - ☐ stationary vehicle on its offside *(14)*
  - ☐ on nearside *(15)*
- ☐ Going ahead
  - ☐ left hand bend *(16)*
  - ☐ right hand bend *(17)*
  - ☐ other *(18)*

Vehicle Movement
- ☐ Moving
- ☐ Parked
  - ☐ at kerb *(0)*
  - ☐ not at kerb

Vehicle Orientation



indicate **From** and **To**

Vehicle Location at First Impact
- On Restricted lane – away from main c'way
  - ☐ Tram/light rail track *(6)*
  - ☐ Bus lane *(7)*
  - ☐ Busway (including guided bus way) *(8)*
  - ☐ Cycle lane (on main c'way) *(9)*
  - ☐ Cycleway (separated from main c'way) *(10)*
  - ☐ On lay-by or hard shoulder *(11)*
  - ☐ Entering lay-by or hard shoulder *(12)*
  - ☐ Leaving lay-by or hard shoulder *(13)*
  - ☐ Footway (pavement) *(14)*
- On Road
  - ☐ Leaving the main road *(1)*
  - ☐ Entering the main road *(2)*
  - ☐ On the main road *(3)*
  - ☐ On the minor road *(4)*

Junction Location of Vehicle at First Impact
- ☐ Not at junction (or within 20 metres) *(0)*
- ☐ Vehicle approaching junction or parked at junction approach *(1)*
- ☐ Vehicle in middle of junction *(2)*
- ☐ Vehicle cleared junction or parked at junction exit *(3)*
- ☐ Did not impact *(4)*

Skidding and Jack-knifing
- ☐ No skidding, jack-knifing *(0)*
- ☐ Skidded *(1)*
- ☐ Jack-knifed *(3)*

Did the vehicle Overturn?
- ☐ Yes *(1)*
- ☐ No *(2)*

Hit Object In Carriageway
- ☐ None *(0)*
- ☐ Previous Accident *(1)*
- ☐ Road works *(2)*
- ☐ Parked vehicle
  - ☐ lit *(3)*
  - ☐ unlit *(4)*
- ☐ Bridge
  - ☐ side *(6)*
  - ☐ roof *(5)*
- ☐ Bollard / Refuge *(7)*
- ☐ Open door of vehicle *(8)*
- ☐ Central island of roundabout *(9)*
- ☐ Kerb *(10)*
- ☐ Other object *(11)*

Vehicle Leaving Carriageway
- ☐ Did not leave c'way *(0)*
- ☐ Left c'way nearside *(1)*
- ☐ Left c'way straight ahead at junction *(3)*
- ☐ Left c'way offside
  - ☐ onto central reservation *(4)*
  - ☐ crossed central reservation *(6)*
  - ☐ none of the above *(7)*

Did the vehicle rebound?
- ☐ Yes *(1)*
- ☐ No *(2)*

First Point of Impact
- ☐ Did not impact *(0)*
- ☐ Front *(1)*
- ☐ Back *(2)*
- ☐ Offside *(3)*
- ☐ Nearside *(4)*

Hit Object Off Carriageway
- ☐ None *(0)*
- ☐ Road sign / Traffic signal *(1)*
- ☐ Lamp post *(2)*
- ☐ Telegraph pole / Electricity pole *(3)*
- ☐ Tree *(4)*
- ☐ Bus stop / Bus shelter *(5)*
- ☐ Central crash barrier *(6)*
- ☐ Nearside or offside crash barrier *(7)*
- ☐ Submerged in water (completely) *(8)*
- ☐ Entered ditch *(9)*
- ☐ Other permanent object *(10)*

Breath Test
- ☐ Not applicable *(0)*
- ☐ Positive *(1)*
- ☐ Negative *(2)*
- ☐ Not requested *(3)*
- ☐ Refused to provide *(4)*
- ☐ Driver not contacted at time *(5)*
- ☐ Doctor refused permission *(6)*

Vehicle Records

Statements

Witnesses

1 Mr / Mrs / Miss Name ..... Age ☐☐

Address ..... Postcode ☐☐☐☐ ☐☐☐

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

.....

.....

2 Mr / Mrs / Miss Name ..... Age ☐☐

Address ..... Postcode ☐☐☐☐ ☐☐☐

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

.....

.....

3 Mr / Mrs / Miss Name ..... Age ☐☐

Address ..... Postcode ☐☐☐☐ ☐☐☐

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

.....

.....

Other Explanations (if O.I.C. not obtaining statements):

Driver ref. no. ☐☐☐ .....

.....

.....

.....

Driver ref. no. ☐☐☐ .....

.....

.....

.....

Casualty ref. no. ☐☐☐ .....

.....

.....

.....

Casualty ref. no. ☐☐☐ .....

.....

.....

.....

Exact location to nearest junction _____ Parish/Town _____

Apparent Circumstances of Accident .....

.....

Property Damaged/Animal Injured .....

Owners: ..... **Owners informed at time?** ☐ Yes ☐ No

1st Road Class
- ☐ Motorway *(1)*
- ☐ A (M) *(2)*
- ☐ A *(3)*
- ☐ B *(4)*
- ☐ C *(5)*
- ☐ Undassified *(6)*

1st Road No.: ☐☐☐☐

Speed Limit of 1st Road: ☐☐

Road Type
- ☐ Roundabout *(1)*
- ☐ One way street *(2)*
- ☐ Dual Carriageway
  - ☐ 2 lanes *(3)*
  - ☐ 3 or more lanes *(4)*
- ☐ Single carriageway
  - ☐ **single** track road *(5)*
  - ☐ 2 lanes–two way capacity *(6)*
  - ☐ 3 lanes–two way capacity *(7)*
  - ☐ 4 or more lanes–two way capacity *(8)*
- ☐ Unknown *(9)*

Pedestrian Crossing
- ☐ No crossing facility within 50 metres *(0)*
- ☐ Crossing facility available
  - **Human Control**
    - ☐ Controlled by school crossing patrol *(1)*
    - ☐ Controlled by other authorised person *(2)*
  - **Physical Facilities**
    - ☐ Zebra Crossing *(3)*
    - ☐ Pelican, puffin, toucan or similar non-junction pedestrian light crossing *(4)*
    - ☐ Pedestrian phase at traffic signal junction *(5)*
    - ☐ Central Refuge–no other controls *(6)*
    - ☐ Footbridge or subway *(7)*

Junction Detail
- ☐ Not at or within 20m of junction *(0)*
- ☐ Roundabout *(1)*
- ☐ Mini roundabout *(2)*
- ☐ T or staggered junction *(3)*
- ☐ Slip road *(5)*
- ☐ Crossroads *(6)*
- ☐ Multiple junction *(7)*
- ☐ Using private drive or entrance *(8)*
- ☐ Other junction *(9)*

Junction Control
- ☐ Authorised person *(1)*
- ☐ Automatic traffic signal *(2)*
- ☐ Stop sign *(3)*
- ☐ Give way sign or markings *(4)*
- ☐ Uncontrolled *(5)*

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

2nd Road Number ☐☐☐☐

Weather Conditions
- ☐ Fine *(1)*
- ☐ Raining *(2)*
- ☐ Snowing *(3)*
- ☐ Fog or mist–if hazard *(4)*
- ☐ Other *(5)*
- ☐ Unknown *(6)*

Were there high winds? ☐ Yes *(1)* ☐ No *(2)*

Road Surface
- ☐ Dry *(1)*
- ☐ Wet/Damp *(2)*
- ☐ Snow *(3)*
- ☐ Frost/Ice *(4)*
- ☐ Flood *(5)* (surface over 3cm)
- ☐ Oil or diesel *(6)*
- ☐ Mud *(7)*

Light Conditions
- ☐ Daylight *(1)*
- ☐ Darkness *(2)*
  - **Street lighting**
    - ☐ present *(3)*
    - ☐ not present *(4)*
    - ☐ unknown *(5)*
      - ☐ lit *(6)*
      - ☐ unlit *(7)*

Special Conditions at Site
- ☐ None *(0)*
- ☐ Automatic traffic signal out *(1)*
- ☐ Automatic traffic signal partially defective *(2)*
- ☐ Permanent road signing defective or obscured *(3)*
- ☐ Road works present *(4)*
- ☐ Road surface defective *(5)*

Carriageway Hazards
- ☐ None *(0)*
- ☐ Dislodged vehicle load in c'way *(1)*
- ☐ Other object in c'way *(2)*
- ☐ Involvement with previous accident *(3)*
- ☐ Dog in c'way *(4)*
- ☐ Other animal or pedestrian in c'way *(5)*

Attendant Circumstances

Accident Causation Factors

☐ **Vehicle** ☐ **Casualty** **Ref. No.** ☐☐☐

What went wrong?
Tick (✓) only **one**.

Failure of Driver / Rider

Perception
- ☐ Failed to stop (mandatory sign) *(1)*
- ☐ Failed to give way *(2)*
- ☐ Failed to avoid pedestrian (pedestrian not to blame) *(3)*
- ☐ Failed to avoid vehicle / object in c'way *(4)*
- ☐ Failure to signal / misleading signal *(5)*
- ☐ Loss of control of vehicle *(6)*

OR

Manoeuvres
- ☐ Swerved to avoid object in c'way *(9)*
- ☐ Sudden braking *(10)*
- ☐ Poor turn / manoeuvre *(11)*
- ☐ Poor overtaking *(12)*
- ☐ Drove wrong way (e.g. one–way street) *(13)*
- ☐ Opening door carelessly *(14)*
- ☐ Other (please supply details) *(15)*

Failure of Pedestrian/Passenger
- ☐ Pedestrian entered c'way without due care (driver/rider not to blame) *(7)*
- ☐ Passenger fell in or near PSV *(8)*

Why?

Choose up to **four** Causation Factors and indicate them **in order of importance** (1,2,3, or 4).

Show **confidence** in the codes by deleting as appropriate :
A=Definite, **B=Probable** or **C=Possible**

.....A/B/C	**Person** impaired by alcohol *(1)*
.....A/B/C	Person impaired by drugs *(2)*
.....A/B/C	Person impaired by fatigue *(3)*
.....A/B/C	Person impaired by illness *(4)*
.....A/B/C	Person distracted due to stress/emotional state of mind *(5)*
.....A/B/C	Person distracted by physical distraction in/on vehicle *(6)*
.....A/B/C	Person distracted by physical distraction outside vehicle *(7)*
.....A/B/C	Person was panicking *(8)*
.....A/B/C	Person was careless/thoughtless/reckless *(9)*
.....A/B/C	Person was nervous/uncertain *(10)*
.....A/B/C	Person was in a hurry *(11)*
.....A/B/C	Person failed to judge other person's path/speed *(12)*
.....A/B/C	Person's Disability *(13)*
.....A/B/C	Person failed to look *(14)*
.....A/B/C	Person looked but did not see *(15)*
.....A/B/C	Person did not pay attention *(16)*
.....A/B/C	Person hit wore dark/inconspicuous clothing *(17)*
.....A/B/C	Person other (please supply details) *(18)*
.....A/B/C	**Pedestrian** crossed from behind parked vehicle, etc. *(19)*
.....A/B/C	Pedestrian ignored lights at crossing *(20)*
.....A/B/C	**Driver** driving at excessive speed *(21)*
.....A/B/C	Driver following too close *(22)*
.....A/B/C	Driver's inexperience of driving *(23)*
.....A/B/C	Driver's inexperience of vehicle *(24)*
.....A/B/C	Driver interacted or competed with other road users *(25)*
.....A/B/C	Driver was driving aggressively *(26)*
.....A/B/C	Driver lacked judgement of own path *(27)*
.....A/B/C	**Vehicle**'s tyres had the wrong pressure *(28)*
.....A/B/C	Vehicle's tyres were deflated before impact *(29)*
.....A/B/C	Vehicle's tyres were worn/insufficient tread *(30)*
.....A/B/C	Vehicle had defective lights or signals *(31)*
.....A/B/C	Vehicle had defective brakes *(32)*
.....A/B/C	Vehicle other (please supply details) *(33)*
.....A/B/C	**Site** had poor road surface *(34)*
.....A/B/C	Site had poor/no street lighting *(35)*
.....A/B/C	Site had inadequate signing *(36)*
.....A/B/C	Site had steep hill *(37)*
.....A/B/C	Site had narrow road *(38)*
.....A/B/C	Site had bending/winding road *(39)*
.....A/B/C	Site had roadworks *(40)*
.....A/B/C	Slippery road at site *(41)*
.....A/B/C	High winds at site *(42)*
.....A/B/C	Earlier accident at site *(43)*
.....A/B/C	Other at site (please supply details) *(44)*
.....A/B/C	**Obscuration** of view due to obscured windows *(45)*
.....A/B/C	Obscuration of view due to glare from sun *(46)*
.....A/B/C	Obscuration of view due to glare from headlights *(47)*
.....A/B/C	Obscuration due to bend/winding road *(48)*
.....A/B/C	Obscuration due to stationary/parked vehicle *(49)*
.....A/B/C	Obscuration due to moving vehicle *(50)*
.....A/B/C	Obscuration due to buildings, fences, vegetation, etc. *(51)*
.....A/B/C	Obscuration due to Weather (e.g. mist or sleet) *(52)*
.....A/B/C	Failed to see pedestrian or vehicle in blindspot *(53)*
.....A/B/C	**Animal** out of control *(54)*

Details of any **OTHER** factors:

Reporting Officers Submissions

The O.I.C. must indicate the actions that C.J.O. should complete:
- ☐ Send N.I.P. Vehicle No.: ☐☐
- ☐ Send 1216 Vehicle No.: ☐☐
- ☐ DQ1 Drivers: _____
- ☐ VQ1 Vehicle No.: ☐☐
- ☐ Obtain Statements/ Send Questionnaires
- ☐ Other (specify): _____

Tick if included:
- ☐ Proforma Statement
- ☐ Witness Statements
- ☐ Sketch Plan Copy of PNB
- ☐ Contemp Notes
- ☐ Other (specify):

Reporting Officer
Name: _____
Signature: _____
Force No.: ☐☐

Area Supervisor's Decision

Comments:

Tick if included:
- ☐ **Registration & Return to O.I.C**
- ☐ **To C.J.O. for:** ☐ Prosecution ☐ Caution - Letter ☐ NFA - Letter ☐ Obtain further evidence

Supervisor
Name: _____
Signature: _____
Force No. ☐☐

Form XYZcf4 **Criminal Justice CJ 00/00**

Appendix C

Consultation & reviews

1. Introduction

This Appendix describes the arrangements for consulting users and providers of the road accident statistics. It also discusses the regular reviews of the Stats 19 road accident statistics specification, describing the changes to the Stats 19 specification in 2005 and the future recommendations resulting from the recent (2008) review.

2. The Liaison Group on Road Accident Statistics (LGRAS

Transport Scotland (TS) consults the Liaison Group on Road Accident Statistics (LGRAS), whose members include representatives of each Police Force and of the Association of Chief Police Officers (Scotland), of some individual local authorities and of the Society of Chief Officers of Transportation in Scotland, and of other types of user of the statistics, including the Royal Society for the Prevention of Accidents, the Institute of Road Safety Officers in Scotland, a transport consultant, and an academic researcher. LGRAS meets, on average, once a year. It discusses matters such as the arrangements for the supply of the road accident statistics data, the quality of the information collected and implications of using the data for certain purposes, the likely availability of other information, proposals for changes to the Stats 19 road accident statistics specification, and improvements.

Further details of LGRAS (including papers and minutes) are available at:
https://www.transport.gov.scot/our-approach/statistics#42757

3. The Standing Committee on Road Accident Statistics (SCRAS

Users and providers of reported road accident statistics across Great Britain are consulted via the Standing Committee on Road Accident Statistics (SCRAS), chaired by the Department for Transport (DfT). Its members include representatives from Police Scotland, TS, and other interested parties from across Great Britain. SCRAS is responsible for reviewing the GB-wide Stats 19 road accident statistics specification (see below) and discusses other aspects of the collection and use of the road accident statistics.

Further information is available from Anil Bhagat at the DfT (Tel: 020 7944 3078) or http://tinyurl.com/pqjh3ez .

4. Reviews of the Stats 19 road accident statistics specification

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews (led by SCRAS) as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection. The results of the most recent review, including results of the public consultation were published by the DfT on 5 August 2010. The review made a number of recommendations for change to the process, coverage and definition of the Stats 19 collection system which was implemented in 2013. Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http:/dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

The review process

Scoping papers and questionnaires are published on the DfT's website and users and providers of road accident statistics across Great Britain are invited to provide their views and to suggest other possible improvements.

SCRAS and its working groups then consider all the suggestions for changes, and produced interim recommendations, (usually discussed at LGRAS). Subsequently, SCRAS and its working groups revise and further develop proposals for changes.

The 2002 review resulted in changes implemented at the start of 2005 (see Appendix B for detail of these. Copies of the list of changes, and the guidance notes (Stats 19, Stats 20 and Stats 21) are available from the Methods and Background section of:
https://www.transport.gov.scot/our-approach/statistics#42755

The report of the 2002 review is available from the National Statistics website – go to:
http://tinyurl.com/8hkl8sf

The variables and code-lists used from 1999 to 2004 inclusive were shown in Appendix B of *Road Accidents Scotland 2004*. A summary of the changes which took effect from January 2005 appeared in Section 6 of Appendix C of *Road Accidents Scotland 2005*.

Appendix D

Definitions used in road accident statistics, and some other points to note

1. The definition of severity used in the Road Accident statistics

The classification of the severity of an accident (as fatal, serious or slight) is determined by the severity of the injury to the most severely injured casualty. The police usually record this information soon after the accident occurs. However, if further information becomes available which would alter the classification (for example, if a person dies within 30 days of the accident, as a result of the injuries sustained in the accident) the police change the initial classification of the severity.

For the purposes of the Road Accidents statistical returns:

a ***fatal injury*** is one which causes death less than 30 days after the accident;
a ***fatal accident*** is an accident in which at least one person is fatally injured;
a ***serious injury*** is one which does *not* cause death less than 30 days after the accident, *and* which is in one (or more) of the following categories:

(a) an injury for which a person is detained in hospital as an in-patient
or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
or (c) any injury causing death 30 or more days after the accident;
a ***serious accident*** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;
a ***slight injury*** is any injury which is neither fatal nor serious – for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;
a ***slight accident*** is one in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some accidents. Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in serious injury.

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of accidents which is categorised as serious. For example, the distinction between serious and slight injuries could be affected by factors such as changes in hospitals' admission policies. All else being equal, the number of serious injury cases would rise, and the number of slight injury cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury. The increase in the number of serious injury accidents in 1994 was partly attributed to a change in the health boards' policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35% higher than in the previous year. There could also be changes in hospitals' procedures

that would reduce the numbers of serious injury cases.In addition, there is anecdotal evidence that changes in procedures for assigning severity codes may affect the categorisation of injuries. For example, different severity codes might be assigned by a police officer who was at the scene of an accident and by a clerk who bases the code on a police officer's written description of the accident.

2. Other definitions

Accident: The statistical returns include only those accidents which result in personal injury, which occur on roads (including footways), in which a vehicle is concerned, and which become known to the police. The vehicle need not be moving and it need not be in collision. The statistics are therefore of injury road accidents only: damage-only accidents are not included in the figures.

Adults*:* People aged 16 and over.

Built-up roads*:* accidents which occur on built-up roads are those which occur on roads which have speed limits of up to 40 miles per hour (*ignoring* temporary speed limits on roads for which the normal speed limit is over 40mph). Therefore, an accident on a motorway in an urban area would *not* be counted as occurring on a built-up road, because the speed limit on the motorway is 70mph. An accident on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a built-up road, because the normal speed limit is 70mph.

Buses and coaches*:* Include works' buses and (in past years) trams and trolley buses. Vehicles are coded according to their construction, irrespective of their use at the time of the accident. Thus, vehicles of bus construction which are privately licensed are included under buses and coaches', while Public Service Vehicle licensed minibuses are included under minibuses.

Cars*:* Include estate cars and three-wheeled cars.

Casualty*:* A person killed or injured in an accident. One accident may give rise to several casualties.

Children*:* People under 16 years old.

Darkness*:* From half an hour after sunset to half an hour before sunrise, ie lighting-up time'.

Drivers*:* Persons in control of vehicles other than pedal cycles and two-wheeled motor vehicles.

Goods vehicles*:* Vans, lorries, tankers, milk floats, tractor units travelling without their trailer units.

Heavy goods vehicles*:* From 1994, heavy goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of more than 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of more than 1.5 tons (1.52 tonnes).

Junction*:* A place at which two or more roads meet, whatever the angle of the axes of the roads (including roundabouts), or within 20 metres of such a place.

***Killed**:* Sustained injuries which caused death less than 30 days after the accident.

***Light goods vehicles**:* From 1994, light goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of up to 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of 1.5 tons (1.52 tonnes) or less.

***Major roads**:* Motorways and A roads.

***Minor roads**:* B roads, C roads and unclassified roads.

***Motorcycles**:* Includes all two wheeled motor vehicles.

***Motorists**:* The drivers or riders of motor vehicles (including, for example, motorcyclists).

***Motorways**:* Include A(M) roads.

***Non built-up roads**:* Roads for which the normal speed limit (*ignoring* any temporary speed limits) is more than 40mph.

***Other vehicles**:* Include ambulances, fire engines, pedestrian-controlled vehicles with motors, railway trains or engines, refuse vehicles, road rollers, tractors, excavators, mobile cranes, tower wagons, army tanks, etc – and from 1999, motor caravans. Other non-motor vehicles include those drawn by an animal, ridden horses, invalid carriages without motor, street barrows, etc.

***Passengers**:* Occupants of vehicles, other than the person in control, including pillion passengers.

***Pedal cycles**:* Including toy cycles ridden on the carriageway, tandems and tricycles. Pedal cyclists includes any passengers of pedal cycles.

***Pedestrians**:* Includes people riding toy cycles on the footway, people pushing bicycles, people pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

***Riders**:* People in control of pedal cycles or two-wheeled motor vehicles.

***Road users**:* Pedestrians and vehicle riders, drivers and passengers.

***Trunk roads**:* Roads for whose upkeep Scottish Government Ministers are responsible.

***Users of a vehicle**:* All occupants, ie driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

***Vehicles involved in accidents**:* Any vehicle directly involved in an accident where at least one injury is sustained by a pedestrian or vehicle driver, rider or passenger. Vehicles which collide after the initial accident which caused injury are not included, unless they aggravate the degree of injury or lead to further casualties.

3. Some other points to note

Driver and casualty postcodes, and estimated distances between homes and the locations of accidents

Postcodes were added to the Stats 19 returns in 1999. It was accepted that their collection would have to be phased in, as they became readily available from police administrative systems. Indeed, the Stats 20 instructions state if the postcode is not immediately available, leave blank. As a result, blank (or the not known code) is used more often than should be the case in future. There are also codes for non-UK residents and for parked and unattended vehicles.

The straight line (or as the crow flies) distance between the location of the accident and the home of a driver, rider or casualty was estimated using the postcode of the person's home. The grid co-ordinates of the centre of the postcode were obtained from the General Register Office for Scotland's postcode directory file. These were taken as an approximation to the grid co-ordinates of the person's home, and used in conjunction with the grid co-ordinates of the location of the accident (as reported by the police) to estimate the distance. A similar approach was used in the small proportion of cases where there was only the start of a postcode (eg the police might record EH10 if they knew that someone lived in Edinburgh 10, but they could not provide the full postcode) or where only the postal district or postcode sector could be matched with the postcode directory. A distance could not be estimated if the postcode were blank, coded not known or non-UK resident, did not contain a valid postal district, or were for a place outwith Scotland.

Vehicle type: coding of motor caravans

The vehicle type code formerly used for Minibus/motor caravan' (code 10) was changed in 1999:

- ***Minibus**:* the code 10 category now covers only minibuses;
- ***Motor caravans*** are not identified as a separate category – they are now included with Other motor vehicles' (code 14)

As a result, the figures for the categories described in the tables as minibus and other are on different bases for (a) 1998 and earlier years and (b) 1999 and later years. The scale of the discontinuity is not known, because motor caravans have not been identified separately in the statistical returns. However, it is likely that this change has contributed to the fall in the minibus figures between 1998 and 1999, and the rise in the other figures.

Other changes to Stats 19 codes

Changes to the code lists for Stats 19 variables may affect the comparability of the data recorded for the detailed codes. However, they seldom affect the categories for which results are reported in *Reported Road Casualties Scotland*. For example, when the *Scottish Executive (SE)* converted its data for 2004 and earlier years to be on the basis of the new (2005 onwards) code-lists:

- in some cases SE could determine the new code value from the old codes which had been recorded. This was straightforward in cases where only one *new* code corresponded to any particular old code (or combination of old codes). For example, with effect from the start of 2005, the old Road Type codes 3 (dual carriageway – 2 lanes) and 4 (dual carriageway – 3 or more lanes) were replaced by a single new code 3

(dual carriageway) – so the new code value had to be 3 whenever the old code was either 3 or 4.

- in other cases, it was impossible to deduce the new code value from data recorded on the old basis. For example, with effect from the start of 2005, the old Type of Vehicle code 04 (motorcycle over 125 cc) was replaced by *two* new codes (04 – motorcycle over 125 cc and up to 500 cc and 05 – motorcycle over 500 cc). In such a case, SE could *not* derive the correct 2005 code for every over 125 cc motorcycle involved in an accident in 2004 or earlier years, because it did not know their engine capacities. All that SE could do was to allocate whichever of the new codes was the more likely to be correct. DfT's vehicle licensing statistics show many more motorcycles over 500 cc than over 125 cc and up to 500 cc. Therefore, SE allocated a new code 05 (i.e. over 500 cc) whenever the old code was 04. However, **the *Road Accidents Scotland* tables were unaffected because they grouped all types of motorcycle together** (so it did not matter, for the purposes of those tables, which detailed motorcycle code had been allocated). For similar reasons, changes to other variables' code-lists in 1999 or 2005 should not affect the figures published in *Road Accidents Scotland*

4. Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or accident or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain.

These estimates are based on data from a very small cross-section of the roads in Scotland: traffic counts taken at under 800 sites per year plus data from automatic traffic counters at about two dozen sites in Scotland (which are combined with data from similar sites in England and Wales).

DfT's estimates are based on an urban/rural classification of roads, *not* on the built-up/non built-up classification of roads used in the traffic estimates that were made up to 2002 (which is still used for the accident and casualty statistics). In general:

- an *urban* road is a road (other than a Motorway) that lies within the boundaries of an urban area with a population of 10,000 or more in 2001;
- a *built-up* road is one that has a speed limit of 40 m.p.h. or less

As traffic on a particular road can be classed as rural whilst accidents occurring on it classed as built-up, it would be incorrect to estimate an area's accident rate for built-up roads by dividing its number of accidents on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up accident rates are provided in Table 5 *only* for Scotland *as a whole* – and these estimates may *not* be precise, due to the nature of the classifications.

The DfT traffic estimates provide only a *rough* indication of the likely total volume of traffic in each Council area. These are *not* National Statistics. For example, DfT believes that its estimates of the volume of traffic on minor roads (i.e. B, C and unclassified roads) for Scotland *as a whole* are of acceptable quality. However, the 320 or so counts now taken per year at minor road sites across Scotland represent an average of 10 per local authority per year – clearly too few to be the basis of reliable estimates for individual local authority areas for each year. DfT therefore estimate the total volume of traffic on minor roads in individual local authority areas in other ways (outlined in *Scottish Transport Statistics)*. The resulting estimates, which are consistent with the overall totals for Scotland

as a whole, provide only a broad indication of the likely total volume of traffic on minor roads in each local authority area. As a result:

- it is not possible for DfT to quantify the possible margins of error around them;
- they are not classed as National Statistics;
- more detailed breakdowns of the estimates for individual local authority areas (e.g. separately for B, C and unclassified roads; or for urban roads and rural roads) are not published

In addition, DfT's estimates of traffic on major roads in each local authority area are also not classed as National Statistics. They too are based on limited data: as manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site. Therefore, DfT notes that there could be large errors in its traffic estimates for the major roads in some of the smaller local authority areas. Similar considerations apply to DfT's estimates of the total volume of traffic on all roads in each area, which are produced by adding together its estimates of traffic on major roads and on minor roads.

In conclusion: DfT provides its estimates of the volume of traffic in each local authority area as the best that it can produce from the limited amount of data available to it – rough indications of the likely volume of traffic in each area, for use with caution, as no better estimates are available.

Appendix E

Local Government Reorganisation and the Trunk Road Network

1. Introduction

This Appendix explains how statistics for the areas of the new Councils were produced for the period prior to local government reorganisation on 1 April 1996. It then describes the trunk road network the changes made to it then, and their effect on the statistics. The next section is about identifying accidents which occurred prior to 1 April 1996 on the roads which formed the post- 1 April 1996 trunk road network, so that figures could be produced on a consistent basis pre- and post-1996. Subsequent sections explain how the effect of the change for individual Council areas can be assessed, how the 1994-98 averages for trunk roads and local authority roads were calculated, and how accident and casualty rates for 1995 and earlier years were calculated. The final section mentions how the statistics for some types of road in some areas may be affected by the opening of new roads.

2. Local Government re-organisation

The reorganisation of local government established new Councils with effect from 1st April 1996, to replace the former Regions, Districts and Island Areas.Statistics for the areas covered by the new Councils for earlier years (back to 1981) were derived in three ways:

a. in the case of the former Island Areas, by allocating all the accidents which occurred in each Island Area to the relevant Council.
b. in those cases where a whole District fell in a new Council's area, by allocating all the accidents which occurred in that District to the area of the new Council.
c. in the case of accidents occurring in the five Districts which had major parts falling in several new Councils' areas, by a special exercise, which used the grid co-ordinates recorded for each individual accident to allocate it to the area of one of the new Councils, using a computer mapping system. This was successful for 99% of accidents for these five Districts, consistently over all years from 1981. The remaining 1% of the accidents in the five Districts were assigned to the new Council in which the majority of the District's accidents fell. This should cause only a very small error (considerably less than 1%) for any of the new Councils, in any year.

3. The Trunk Road Network

Trunk roads are those roads for whose upkeep Scottish Ministers are responsible. The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

a. provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
b. define nationally important routes which will be developed in line with strategic national transport demands; and
c. ensure that those roads which are of predominantly local importance are managed locally.

Currently, the trunk road network in Scotland consists of all the Motorways plus some (but not all) of the A roads. In some cases, the trunk road network may include the whole of a particular road; in other cases, only certain stretches of a road may be part of the trunk road network. For example, only that part of the A7 which runs south of the junction with the

A6091 near Galashiels is part of the current trunk road network: the northern part is *not* a trunk road.

4. Changes to the trunk road network in April 1996, and their effect on the statistics

Following the review of the trunk road network, several changes were made with effect from 1st April 1996 (coinciding with the reorganisation of local government). Some roads (or stretches of road) which had previously been part of the trunk road network were transferred to local authority control: examples include the A7 from near Edinburgh to near Galashiels, and the A91 from the M90 to St Andrews. Some roads which had previously been the responsibility of local authorities became part of the new trunk road network: examples include the A720 Edinburgh City bypass east of the M8 extension and the A95 from Aviemore to Keith. The overall result was that, on 1st April 1996, about 214 miles of road ceased to be trunk road, and about 361 miles of road became trunk road.

Because of these changes to the trunk road network, the original figures for the numbers of accidents which occurred on trunk roads before and after 1st April 1996 were on different bases, and a comparison could be misleading. Comparisons of the figures for local authority roads could also be misleading, particularly when one looked at the figures for the areas covered by certain Councils, because they may relate to significantly different road networks before and after 1 April 1996.

5. Identifying accidents which occurred before April 1996 on the roads which formed the post- 1 April 1996 trunk road network, to enable comparison of the numbers before and after 1996

In order to get figures for some of the years before 1996 which were on the basis of the post- 1 April 1996 road network, a special exercise was undertaken. This identified, from among the accidents which took place between 1st January 1992 and 31st March 1996, those which occurred on the stretches of road which form the new trunk road network (i.e. the trunk road network that took effect from 1st April 1996). As a result, the information that is available in the Transport Statistics branch database enables figures to be produced for the numbers of road accidents on trunk roads, and on local authority roads, using the following definitions of the status of the road:

a. status *at the time* of the accident - these figures are available for all years
b. status in terms of the *old* network - available up to 31 March 1996 only
c. status in terms of the *new* network - available for all years from 1992

It should be noted that the definitions under (b) and (c) above should, strictly speaking, be expanded:

i. For accidents which occurred *before* 31st March 1996, (b) is actually the status *at the time* of the accident (rather than the status *at 31 March 1996*): the two will differ in the case of any roads whose status changed *before* 31 March 1996. For example, if a road ceased to be a trunk road on (say) 15 May 1994, then definition (b) would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.
ii. For accidents which occurred *after* 1st April 1996, is actually the status *at the time* of the accident (rather than the status *at 1 April 1996*): the two will differ in the case of any roads whose status changed *after* 1 April 1996. For example, if a road ceased to be a trunk road on (say) 8 July 1996, then definition would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.

6. Assessing the effect of the April 1996 changes on the figures for trunk roads and for local authority roads, for individual local authority areas

Because data for 1992 to 1995 are available both on the basis of the old trunk road network and on the basis of the new trunk road network, one can see the extent of the change in the number of accidents on the trunk road network that was caused by the transfer of roads (or stretches of roads) between the trunk road network and the local authority road network. Similarly, one can compare the figures on the two bases for the local authority road network to see the extent of the change in the total number of accidents on that network that was caused by the transfers.

1992-95 averages on both bases were included in, for example, Tables 4 and 40 of *Road Accidents Scotland 2000*. The figures in the first of these tables showed that the April 1996 changes had little effect on the trunk road network's overall share of the total number of accidents in Scotland as a whole. However, the figures in the second table showed that the changes did have a noticeable effect on the trunk road network's share in some parts of Scotland. For example, the 1992-95 annual average number of casualties, on all types of road, in the area which is now covered by Highland Council was 1,079. Of these, an average of 423 (39%) occurred on the roads which formed the pre- 1 April 1996 trunk road network, and 495 (46%) occurred on the roads which formed the post- 1 April 1996 trunk road network. Therefore, the April 1996 changes could have a noticeable effect on the 1994-98 averages for trunk roads and local authority major roads for some local authority areas.

7. How the statistics for some types of road in some areas may be affected by the opening of new roads

Finally, it should be noted that analysis by type of road does *not* take account of changes in the numbers of accidents which result from *traffic* transferring from one kind of road to another when a new road opens. For example, when a new road is built, the majority of the traffic which uses it may be traffic that previously used another road. In some cases (eg when a motorway is constructed to replace an existing trunk road) the original road which carried the traffic may cease to be a trunk road when the new road opens, because the new road replaces it as a trunk road. However, the records of the accidents which occurred on the original road will continue to show that they occurred on the original road: they will *not* be amended to be counted against the new road. In such a case, when the statistics are analysed on the basis of the new networks, those accidents which occurred on the original road will be counted as occurring on what is now part of the new local authority road network, and those accidents which occurred on the new road will be counted as occurring on the new trunk road network. When one looks at series of figures for the new networks for a number of years, which span the year of the change, the figures for the new local authority network would fall, and the figures for the new trunk road network might rise, in the year in which the new road was opened, because of the transfer of traffic from the original road (which was a trunk road then, but is now part of the local authority road network) to the new road (which is part of the new trunk road network).

APPENDIX F
Frequency of use of values of most STATS 19 variables: 2017

This annex lists most of the Stats 19 variables, showing the values which were used in the returns for the latest year and the number of times each was used. Variables such as grid co-ordinates and road number are not listed, because they have many possible values.

Reported attendant circumstances variables

Police Force	
Northern	352
Grampian	467
Tayside	460
Fife	315
Lothian & Borders	1,692
Central	405
Strathclyde	3,187
Dumfries & Galloway	236

Month	
January	631
February	560
March	626
April	496
May	619
June	595
July	560
August	600
September	604
October	599
November	656
December	568

Severity of Accident	
Fatal	141
Serious	1,373
Slight	5,600

Local Authority	
Aberdeen City	154
Aberdeenshire	252
Angus	137
Argyll & Bute	174
Clackmannanshire	48
Dumfries & Galloway	236
Dundee City	119
East Ayrshire	130
East Dunbartonshire	88
East Lothian	158
East Renfrewshire	95
Edinburgh, City of	907
Eilean Siar	18
Falkirk	215
Fife	315
Glasgow City	1,075
Highland	307
Inverclyde	91
Midlothian	134
Moray	61
North Ayrshire	165
North Lanarkshire	444
Orkney Islands	11
Perth & Kinross	204
Renfrewshire	258
Scottish Borders	186
Shetland Islands	16
South Ayrshire	158
South Lanarkshire	395
Stirling	142
West Dunbartonshire	114
West Lothian	307

Speed Limit	
20	547
30	3,665
40	377
50	288
60	1,809
70	428

Junction Control	
Not at or near junction	3,424
Authorised person	8
Automatic traffic signal	692
Stop sign	55
Give way or uncontrolled	2,934
Unknown	1

Weather Conditions	
Fine	5,458
Raining	1,100
Snowing	79
Fine high winds	93
Raining high winds	88
Snowing high winds	12
Fog mist	30
Other	120
Unknown	134

First road class	
Motorway	325
A(m)	22
A	3,196
B	979
C	237
Unclassified	2,355

Second road class	
No second road class	3,472
Motorway	68
A(m)	2
A	570
B	331
C	114
Unclassified	2,557

Light Conditions	
Daylight	5,306
Dknss:lights present lit	1,218
Dknss:lights present unlit	39
Dknss: no lights	510
Dknss: lights unknown	41

Pedestrian Crossing - Human Control	
None within 50 metres	7,047
School crossing patrol	17
Other authorised person	50

Road Type	
Roundabout	370
One way street	156
Dual carriageway	1,122
Single carriageway	5,348
Slip road	55
Unknown	62

Pedestrian Crossing - Physical Facilities	
None within 50m	5,826
Zebra crossing	90
Pelican, puffin or similar	447
Pedestrian phase at lights	634
Footbridge or subway	11
Central refuge	106

Junction Detail	
Not at or within 20 metres	3,424
Roundabout	498
Mini Roundabout	57
T or staggered junction	1,875
Slip Road	128
Crossroads	593
Junction 4 arms (not rd bt)	63
Private drive	138
Other junction	338

Road Surface Conditions	
Dry	4,379
Wet or damp	2,418
Snow	71
Frost or ice	229
Flood over 3cm deep	16

Special Conditions at site	
None	6,884
Automatic traffic signal out	23
Automat traffic sig part defective	5
Road sign defective or obscured	6
Roadworks	113
Road surface defective	18
Oil or diesel	38
Mud	27

Carriageway hazards	
None	6,957
Veh load in cgwy	15
Other object in cgwy	75
Involved prev accdnt	17
Ped in cgwy not inj	14
Animal in cgwy-not horse	36

Did a police officer attend?	
Yes	6,084
No-accident reported over counter	1,023

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	614
Grampian	797
Tayside	816
Fife	562
Lothian & Borders	2,974
Central	753
Strathclyde	5,735
Dumfries & Galloway	418

Month	
January	1,107
February	977
March	1,084
April	900
May	1,113
June	1,037
July	1,020
August	1,090
September	1,075
October	1,097
November	1,176
December	993

Breath test	
Not applicable	147
Positive	167
Negative	6,457
Not requested	3,509
Refused to provide	27
Driver not contacted	1,728
Not provided (medical)	633
Unknown	1

Sex of driver	
Male	8,103
Female	3,900
Not traced	666

Vehicle Reference Number	
1	7,114
2	4,622
3	720
4	162
5	31
6	10
7	4
8	2
9	2
10	1
11	1

Type of Vehicle	
Pedal cycle	754
Moped	17
Motorcycle to 125cc	164
Motorcycle over 125cc	156
Motorcycle over 500cc	271
Taxi	264
Car	9,400
Minibus (8-16 pass)	37
Bus coach (17 or more pass)	320
Ridden horse	0
Agricultural vehicle	41
Tram light rail	3
Van/Goods to 3.5t mgw	785
Goods 3.5t to 7.5t mgw	81
Goods 7.5t mgw and over	225
Mobility scooter	5
Other vehicle	99
Motorcycle unknown cc	23
Goods vehicle unknown wgt	15

Manoeuvres	
Reversing	181
Parked	467
Wtg go ahd held up	704
Slowing/stopping	897
Moving off	519
U turn	99
Turning left	348
Wtg turn left	66
Turning right	1,118
Wtg turn right	233
Changing lang left	114
Changing lane rght	108
Overtkg mvg veh offs	246
Overtkg sty veh offs	101
Overtkg nrsde	58
Ahead lh bend	635
Ahead rh bend	720
Ahead other	6,047
Unknown	1

Junction location of vehicle	
Unknown	7
Not at or within 20 metres	5,851
Approach junction or wait/park approach	3,393
Cleared junction or wait/park at exit	666
Leaving roundabout	217
Entering roundabout	308
Leaving main road	160
Entering main road	319
Entering from slip rd	59
Mid-junction on roundabout/main road	1,689

Skidding and overturning	
None	11,080
Skidding	910
Skid overtd	313
Jacknifed	8
Jacknifed overturned	1
Overturned	349
Unknown	8

Hit object in carriageway	
Unknown	8
None	12,183
Previous accident	3
Road works	14
Parked vehicle	172
Bridge roof	3
Bridge side	13
Bollard refuge	32
Open door vehicle	15
Central island roundaboutt	4
Kerb	150
Other object	48
Animal excluding ridden horse	24

Vehicle leaving carriageway	
Unknown	7
Did not leave c way	10,754
Left c way nearside	1,015
Left c way nearside rebound	137
Left c way ahead junction	48
Left c way offside onto central reservation	49
Left c way offside onto central res & rebound	34
Left c way offside and crossed central res	17
Left c way offside	546
Left c way offside and rebounded	62

Hit object off carriageway	
Unknown	8
None	11,271
Road sign traffic signal	118
Lamp post	82
Telegraph pole electricity pole	43
Tree	178
Bus stop bus shelter	8
Central crash barrier	82
Nearside or offside crash barrier	120
Submerged in water	2
Entered ditch	131
Other permanent object	164
Wall or fence	462

First point of impact	
Unknown	5
None	635
Front	6,534
Back	2,156
Offside	1,726
Nrside	1,613

Towing and Articulation	
No towing or articulation	12,452
Articulated vehicle	113
Double or multiple trailer	12
Caravan	12
Single trailer	62
Other tow	11
Unknown	7

Hit and run	
Other	12,046
Hit run	455
Non-stop vehicle, not hit	164

Vehicle location at time of acc - Lane	
Unknown	6
On main carriageway	12,379
Tram light rail track	2
Bus lane	72
Busway	4
Cycle lane	27
Cycleway	10
On lay-by hard shldr	38
Entering lay-by hard shldr	15
Leaving lay-by hard shldr	20
Footway	96

Journey Purpose of driver/rider	
Journey part of work	2,081
Commuting to/from work	1,547
Taking pupil to/from school	110
Pupil riding to/from school	28
Other	4,748
Not known	4,155

Was vehicle left hand drive	
No	12,591
Yes	59
Unknown	19

Vehicle movement from/to	
Unknown	9
Parked	469
U turn frm n	22
N to ne	10
N to e	97
N to se	32
N to s	1,944
N to sw	45
N to w	260
N to nw	11
Ne to n	8
U turn frm ne	3
Ne to e	4
Ne to se	23
Ne to s	35
Ne to sw	401
Ne to w	27
Ne to nw	54
E to n	274
E to ne	2
U turn frm e	23
E to se	8
E to s	97
E to sw	28
E to w	2,036
E to nw	30
Se to n	22
Se to ne	63
Se to e	13
U turn frm se	5
Se to s	2
Se to sw	19
Se to w	21
Se to nw	394
S to n	2,009
S to ne	49
S to e	314
S to se	9
U turn frm s	23
S to sw	8
S to w	113
S to nw	25
Sw to n	23
Sw to ne	427
Sw to e	51
Sw to se	47
Sw to s	4
U turn frm sw	8
Sw to w	5
Sw to nw	26
W to n	89
W to ne	15
W to e	2,108
W to se	34
W to s	265
U turn frm w	12
W to nw	3
Nw to n	5
Nw to ne	31
Nw to e	6
Nw to se	373
Nw to s	30
Nw to sw	55
Nw to w	8
U turn frm nw	3

Age of driver	
Unknown	782
0	12
5	4
7	5
8	6
9	5
10	6
11	3
12	11
13	7
14	10
15	15
16	25
17	136
18	242
19	262
20	210
21	280
22	285
23	243
24	261
25	309
26	291
27	264
28	272
29	274
30	291
31	229
32	216
33	246
34	242
35	241
36	239
37	201
38	198
39	205
40	206
41	208
42	203
43	191
44	203
45	246
46	237
47	250
48	258
49	225
50	262

Age of driver	
51	185
52	238
53	241
54	197
55	204
56	206
57	185
58	197
59	166
60	149
61	139
62	119
63	128
64	108
65	107
66	88
67	79
68	62
69	101
70	91
71	62
72	48
73	49
74	41
75	38
76	52
77	58
78	37
79	50
80	38
81	29
82	17
83	21
84	16
85	34
86	16
87	10
88	12
89	10
90	8
91	6
92	4
94	3
97	1
98	2

Reported casualty variables

Police Force	
Northern	493
Grampian	622
Tayside	627
Fife	426
Lothian & Borders	2,207
Central	527
Strathclyde	4,212
Dumfries & Galloway	314

Month	
January	834
February	788
March	802
April	652
May	803
June	775
July	785
August	853
September	776
October	782
November	840
December	738

Sex of casualty	
Unknown	1
Male	5,297
Female	4,130

Road user	
Pedestrian	1,360
Pedal cycle	729
Motor cycle	620
Car	5,704
Taxi	164
Minibus	17
Bus/Coach	357
Light goods vehicle	323
Heavy goods vehicle	79
Other	73

Severity of casualty	
Killed	146
Serious	1,589
Slight	7,693

Bus or coach passenger	
Not psv passenger	9,085
Boarding	9
Alighting	35
Standing passenger	81
Seated passenger	218

Use of seatbelt	
Not applicable	1,813
Worn independently confirm	673
Worn not independently confirm	2,009
Not worn	115
Unknown	4,818

Pedestrian direction	
Not pedestrian	8,068
Pedestrian standing still	133
Heading North	274
Heading North East	35
Heading East	233
Heading South East	37
Heading South	257
Heading South West	40
Heading West	249
Heading North West	33
Unknown	69

Casualty Class	
Driver or rider	5,665
Passenger - vehicle/pillion	2,403
Pedestrian	1,360

Pedestrian location	
Not pedestrian	8,068
In carriageway, crossing pedestrian crossing	163
In carriageway, crossing in zig zag crossing approach	9
In carriageway, crossing in zig zag crossing exit	9
In carriageway crossing elsewhere within 50 metres	106
In carriageway crossing elsewhere	691
Footway or verge	124
On refuge, central island or central reservation	13
Centre carriageway not refuge, central island or reservation	60
In carriageway not crossing	138
Unknown other	47

Pedestrian movement	
Not pedestrian	8,068
Crossing driver nearside	494
Crossing driver nearside mskd	133
Crossing driver offside	297
Crossing driver offside masked	94
In carriageway stationary not crossing	69
In carriageway stationary not crossing masked	16
Walking in carriageway facing traffic	24
Walking in carriageway back to traffic	33
Unknown	200

Car passenger	
Not car passenger	7,439
Front seat car passenger	1,312
Rear seat car passenger	675

Pedestrian road maintenance worker	
Not a pedestrian	8,091
No	1,321
Yes	10
Not known	6

Cycle helmet worn	
Not cyclist	5,484
Yes	351
No	173
Not known	387

Age of casualty	
Unknown	21
0	13
1	19
2	25
3	38
4	43
5	41
6	53
7	50
8	61
9	64
10	60
11	68
12	101
13	98
14	82
15	85
16	102
17	180
18	253
19	221
20	202
21	211
22	226
23	213
24	204
25	245
26	203
27	160
28	188
29	188
30	174
31	158
32	147
33	150
34	143
35	141
36	148
37	136
38	127
39	126
40	118
41	140
42	131
43	135
44	130
45	149
46	153
47	157
48	157
49	160
50	168

Age of casualty	
51	119
52	129
53	157
54	116
55	137
56	139
57	123
58	127
59	118
60	90
61	84
62	83
63	74
64	65
65	85
66	62
67	66
68	53
69	73
70	74
71	50
72	50
73	40
74	41
75	43
76	44
77	46
78	39
79	45
80	38
81	36
82	28
83	32
84	24
85	31
86	19
87	17
88	17
89	10
90	11
91	11
92	6
94	3
95	2
96	3
97	1
98	1

Casualty Reference Number	
1	7,114
2	1,531
3	439
4	161
5	68
6	29
7	14
8	9
9	5
10	5
11	3
12	3
13	3
14	3
15	2
16	2
17	2
18	2
19	2
20	2
21	2
22	2
23	2
24	2
25	2
26	2
27	2
28	1
29	1
30	1
31	1
32	1
33	1
34	1
35	1
36	1
37	1
38	1
39	1
40	1
41	1
42	1

Vehicle Reference Number	
1	5,191
2	3,925
3	265
4	32
5	8
6	4
8	2
11	1

Appendix G

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

1. Introduction

This Appendix describes the methods that were used to calculate the likely range of random year-to-year variation in road accident and casualty numbers for Scotland as a whole that are shown in Figures 2, 3, 4 and 5. Two different methods were used: a simple method for Figures 2, 3 and 5, and a more complex method for Figure 4.

2. Calculating the likely ranges of values for Figures 2, 3 and 5

In the case of Figures 2, 3 and 5, the likely ranges of values were calculated on the assumption that the numbers are the outcome of a Poisson process. This is a process in which events occur at random, with the probability of an event occurring depending upon the underlying rate of their occurrence (*not* upon how long it has been since a previous event, *nor* upon the number of events that have occurred in a recent period). For the purpose of producing these charts, it was assumed that the underlying rate of occurrence in each year is the same as the value of the 5-year moving average centred on that year. (That is why there are no grey dashed lines for the last two years: one cannot calculate a 5-year moving average centred on 2004 until one has the values for 2005 and 2006).

A characteristic of a Poisson distribution is that the mean and the (statistical) variance are the same. Because the numbers are all much larger than 100, the assumption of asymptotic normality applies, and one would expect only about 5% of cases to fall outwith a 95% confidence interval range of plus or minus two standard deviations. Therefore, the upper and lower limits shown on the chart were calculated simply as the moving average plus and minus twice the standard deviation (for smaller numbers, exact ranges could have been calculated using the inverse Chi-square distribution).In the case of Figures 2, 3 and 5, the standard deviation was taken to be the square root of the assumed variance (i.e. the square root of the assumed underlying rate, and therefore the square root of the moving average).

In terms of statistical theory, this approach is appropriate for the number of fatal accidents (shown in Figure 2). However, it is a simplification in the case of the numbers of casualties of various types (shown in Figures 3, 4 and 5), because they have *two* random elements: the occurrence of an accident, and the number of casualties in it. The numbers of casualties would therefore be expected to have a greater range of statistical variability than that resulting from a simple Poisson process. However, as it happens, the simple approach appears to suffice for Figures 3 and 5 (probably because the numbers involved are relatively small, and therefore, as discussed in Section 1.4 of the Commentary, the calculated ranges are quite wide in percentage terms) – but the larger numbers in Figure 4 require a more complex method of calculation of the likely range of values.

3. Calculating the likely range of values for Figure 4

An initial version of Figure 4 was produced using the approach described above – i.e. the numbers of casualties were assumed to be the result of a Poisson process whose underlying rate for each year was the moving average for that year. The standard deviation was simply calculated from the square root of the moving average, and the ranges were simply +/- twice this standard deviation. However, the initial version of the chart showed that this approach under-estimated greatly the variability of the figures, as over half the years (53%) had values which were outwith the calculated ranges.

It was noted earlier that the variation in the number of casualties is likely to be greater than that which would result from a simple Poisson process. A method to deal with this extra-Poisson variation is discussed in a paper by Washington State Department of Health, *Guidelines for using Confidence Intervals for Public Health Assessment* (published in 2002 and available at https://www.doh.wa.gov/Portals/1/Documents/1500/ConfIntGuide.pdf). The paper discussed the statistical problem of multiple admissions. For example, an asthma patient may be admitted many times, so that multiple admissions for an individual person are not likely to be independent of each other. A person who is hospitalised once for asthma is more likely to be hospitalised for asthma again than someone who has never been hospitalised for asthma. Therefore, the total count of admissions may not follow a Poisson distribution, and it is typical for the total count in such a situation to exhibit greater variability than would be expected from a Poisson process. As a result, simple methods of estimation (like those used to produce Figures 2, 3 and 5) will produce intervals which are too narrow.

The method proposed in the paper for calculating the variance in such a case is shown below.

For crude or age-specific rates, the rate is given by

$$\hat{R} = d/P \qquad (18)$$

where d is the number of hospitalizations and P is the population.

Then the variance of the rate is given by

$$\widehat{\mathrm{var}}(\hat{R}) = \frac{(\sum_{j=1}^{P} d_j^2) - d^2/P}{P(P-1)} \qquad (19)$$

where d_j is the number of hospital admissions for individual j. The summation only needs to be performed over the people in the population who have at least one hospital admission, since $d_j = 0$ for people who are not hospitalized, and they make no contribution to the sum.

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

- *d* is the number of killed and seriously injured casualties;
- d_j is the number of killed and seriously injured casualties for accident *j*;and
- *P* is the total number of injury accidents (including slight accidents)

We want to calculate the variance of *d*.

Because *R* *d* / *P* it follows that *d* *R* * *P*
and the variance of *d* can be calculated from the variance of *R*.

The calculation of the variance of *R* requires one to sum the squares of the d_js – i.e. the squares of the numbers of people who were killed or seriously injured in each injury accident. These numbers were extracted from the Transport Scotland's computer database, which holds details of individual injury accidents back to 1979. For example, in 1979 there were 23,064 injury accidents. 14,800 of these had only slight casualties, 7,077 had one KSI casualty, 843 had two KSI casualties, 195 had three KSI casualties, and so on. The sum of the squares of the d_js is then simply (7,077 * 1^2) + (843 * 2^2) + (195 * 3^2) + and so on. The variance of *R* can therefore be calculated for each year for 1979 onwards. Because figures for the numbers of casualties in each injury accident are not available for earlier years, it is not possible to calculate variances on this basis for years before 1979.

There is an added complication in our case as the total number of injury accidents (our *P*), which was assumed to be the result of a Poisson process, is *also* subject to random year-to-year variation, and therefore also has a variance associated with it. The standard deviation here can be calculated in the simple way, just the square root of the moving average value.

Then, because *d* *R* * *P*, the variance of *d* is calculated as the variance of *R* plus the variance of *P*. (There is no covariance between the d_j and the P_j, because the value of P_j is equal to one for every value of d_j, since each P_j is a single injury accident). The likely ranges of values are then calculated in the usual way, with the interval being +/- twice the standard deviation.

Figure 4 was prepared on this basis. This method appears to produce more realistic measures of the variability of the number of KSI casualties, but there are many years' figures (around a third) outwith the calculated ranges. The likely reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers, as discussed in Section 1.4 of the Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values.The method used to calculate the likely range of random year-to-year variation cannot take account of the effect of such changes.

Appendix H

Illustrating the likely ranges of random year-to-year variation in casualty rates for local authority roads for each local authority area

The following table and the accompanying charts were first published as Table 41 (b) in *Road Accidents Scotland 2005* in November 2006 and have now been updated using data for 2012 to 2016. They were initially prepared following a discussion, at a meeting of Liaison Group on Road Accident Statistics in June 2006, of the possible inclusion in *Road Accidents Scotland* of charts which compare road accident or casualty rates by local authority area, using a method which was described in a paper by Paul Hewson (Exeter University) in the June 2004 edition of *Traffic Engineering and Control*. This involves the production of so-called caterpillar plots. These are charts which show:

- the values in the latest year (or period) for each area, in order from lowest to highest (though in this case Local Authorities are grouped within police force area for ease of comparison); and
- the likely range of random statistical variation around each value (these indicate the likely maximum range of year-to-year variation in the figures due to the random nature of accidents – based on statistical theory, one would expect only 5% of values to be outwith this range)

Such charts allow one to see (for example) the kinds of areas which have the lowest rates, and whether certain areas' figures differ significantly (e.g. one can be sure that the values for two areas *do* differ significantly if there is *no* overlap between their likely ranges of random variation). Members of the Group felt that it would be useful to include such charts, but with some changes – for example, the local authorities should appear in the standard *Road Accidents Scotland* order, and the values should be provided in a table, for the benefit of those who wished to use the numbers.

The likely ranges of random year-to-year variation were calculated by assuming that the numbers of casualties are the outcome of a Poisson process (as in the Hewson paper). However, the method of calculation was simpler than that used by Hewson. The main features of the approach, which was applied using the numbers for each of the three types of casualty for each local authority area, are described below.

First, it was assumed that the annual average for a five year period provides the best estimate of the underlying rate of occurrence of casualties for the single year in the middle of that period. For example, it was assumed that the annual average for 2012 to 2016 provides the best estimate of the underlying rate of occurrence of casualties around 2014. This figure was then taken as representing the number of casualties that one would expect to arise in 2014, on the basis that these numbers are the outcome of a Poisson process.

A characteristic of a Poisson distribution is that the values of the mean and the (statistical) variance are the same. The annual average number of casualties for 2012 to 2016 was therefore used as the estimate of the variance of the number of casualties, and its square root was used as the estimate of the standard deviation of the number of casualties.

The likely range of random year-to-year variation around the expected number of casualties for 2014 was then estimated using the underlying rate for 2014 (the annual average for 2012 to 2016) and the estimated standard deviation. The ranges were calculated in a similar way to 95% confidence intervals – i.e.:

- if the relevant casualty count was less than 100, the ranges (like exact confidence intervals) were calculated using the inverse Chi-squared distribution, as a result of which:

    - the ranges are not symmetric about the expected number of casualties;
    - in cases where the numbers are small, it is not possible for the lower limit of the range to have a value of less than zero

- if the relevant casualty count was 100 or more, the Normal approximation was used – i.e. the range was based on the expected number of casualties plus or minus twice the estimated standard deviation

The estimated upper and lower limits to the likely ranges of casualty numbers were then divided by the traffic estimates (in 100s of million vehicle kilometres) to get the likely ranges of values of casualty rates (per 100 million vehicle-kilometres). As the traffic estimates tend to change only slightly from year to year, it was assumed, for simplicity, that they are not affected by any random variation (so there was no need to widen the confidence limits accordingly).

Two points should be noted:

- the calculation of the limits used the expected number of casualties (rather than the actual number of casualties) in 2014 in order to show how the actual casualty rate that arose in that year compares with the likely range of values for that year. This makes it easy to see which (if any) local authority areas had, by chance, casualty rates in 2014 that were particularly high (compared with the rates that would have been expected on the basis of the casualty numbers for the five year period centred on that year), and which areas had, by chance, particularly low casualty rates in 2014;
- the figures cover only local authority roads, in order that any comparison of the figures for different local authorities is not affected by the casualty rates of any trunk roads in those areas. Transport Scotland is responsible for the trunk road network – not local authorities. In general, Motorways and trunk A roads have lower accident rates than other types of road (as can be seen from Table 5 c), so areas which have a higher proportion of traffic on (say) Motorways may tend to have lower casualty rates. Therefore, any comparison of the casualty rates for a number of local authority areas (such as the four large cities) will be more meaningful if the figures relate only to local authority roads and therefore are unaffected by any differences in the proportions of traffic on (say) Motorways in those areas.

The table presents the estimated limits of the likely ranges of values in 2014 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2014. The four charts show the numbers graphically. It will be seen that most of the actual rates fall within the likely ranges of values – but the following numbers of cases do not:

- child killed and seriously injured casualty rate - one case;
- (all ages) fatal casualty rate - seven cases;
- (all ages) seriously injured casualty rate - two cases;
- slight casualty rate - four cases

Such out of range numbers are *not* a cause of concern, given that one would expect about 5% of cases to be outwith the estimated ranges (with 32 local authorities, one would expect

a couple of cases outwith the likely ranges for each of the three casualty rates). While seven out of range cases of the fatal casualty rate is more than one would expect, it is *not* so many as to suggest that something is wrong with the method of calculating the ranges. Most of the out of range cases are only *slightly* outwith the likely ranges; and there is *no* suggestion of any clear bias in the figures, because some of them are above the upper limit and others are below the lower limit. In any case, one might expect that there would be more cases of out of range values for the slight casualty rate, because the numbers of casualties from which it is calculated are much higher than the numbers from which the other two rates are calculated. As mentioned in Appendix G) the larger the number, the smaller that the level of likely random variation is as a percentage of the value, and therefore the more likely it is that external factors (e.g. the results of various road safety measures) will have an effect which is greater than that which would be expected due to random year-to-year variation alone – and, therefore, the more likely it is that there will be out-of-range values.

http://www.transportscotland.gov.uk/analysis/statistics

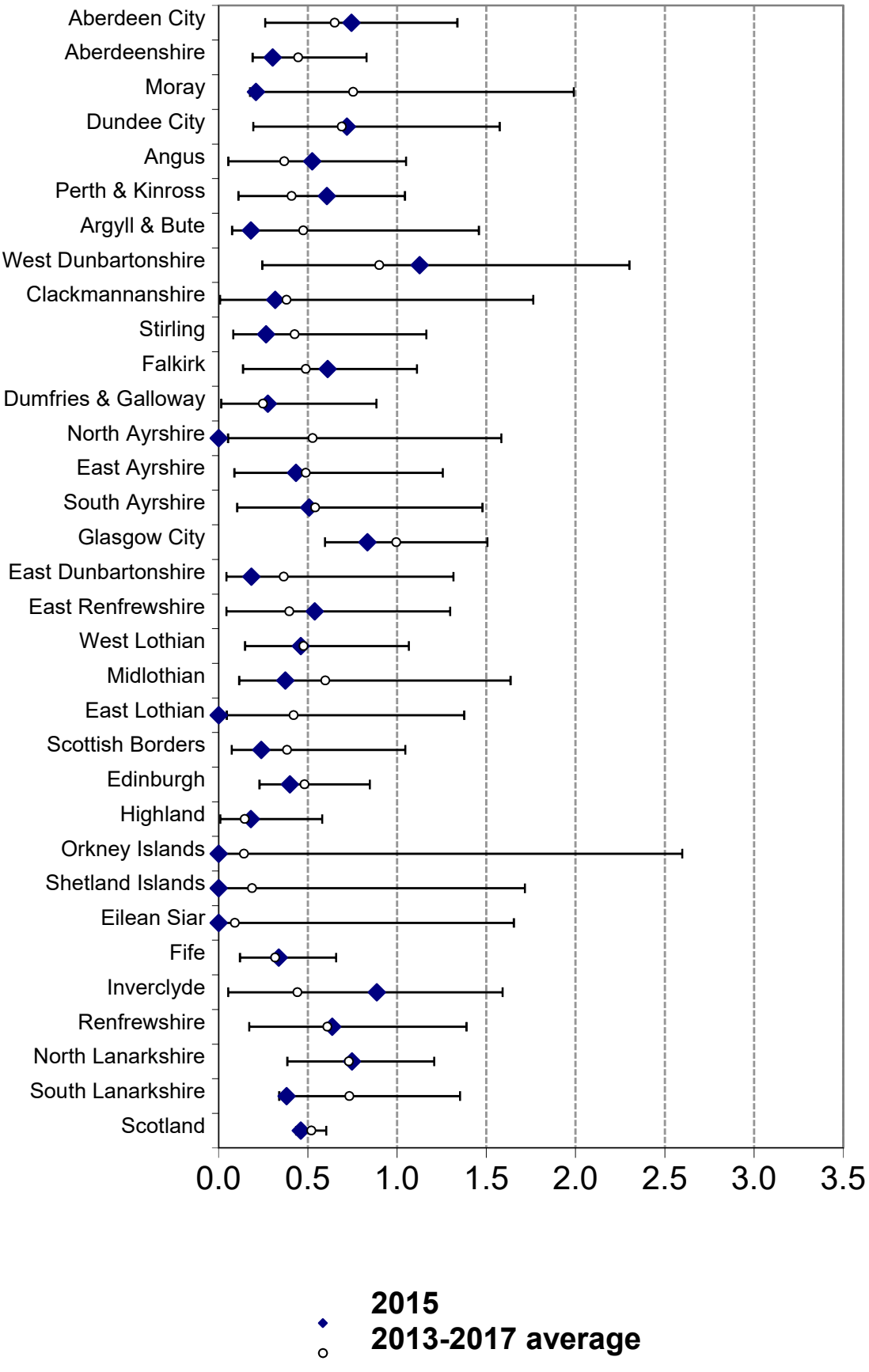
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres by police force division, council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2015 rates, with the likely range of values around the 2013-2017 annual average casualty numbers

		Likely range of values			Likely range of values			Likely range of values			Likely range of values	
	Child Killed and Seriously Injured casualty rate 2015	Lower	Upper	All ages Killed casualty rate 2015	Lower	Upper	All ages Seriously injured casualty rate 2015	Lower	Upper	Slight casualty rate 2015	Lower	Upper
North East												
Aberdeen City	**0.74**	**0.26**	**1.34**	**0.37**	**0.06**	**0.81**	**6.42**	**4.53**	**7.53**	**14.9**	**13.4**	**18.1**
Aberdeenshire	**0.30**	**0.19**	**0.83**	**0.76**	**0.37**	**1.15**	**6.45**	**5.17**	**7.37**	**11.0**	**11.5**	**14.7**
Moray	**0.21**	**0.18**	**1.99**	**0.21**	**0.09**	**1.67**	**4.61**	**4.15**	**8.84**	**10.3**	**7.5**	**13.4**
Tayside												
Dundee City	**0.72**	**0.19**	**1.57**	**0.14**	**0.00**	**0.80**	**2.59**	**2.61**	**5.73**	**16.0**	**15.6**	**22.1**
Angus	**0.52**	**0.05**	**1.05**	**0.66**	**0.18**	**1.44**	**4.59**	**3.09**	**6.24**	**15.6**	**13.2**	**18.9**
Perth & Kinross	**0.61**	**0.11**	**1.04**	**0.10**	**0.17**	**1.19**	**3.64**	**3.52**	**6.37**	**12.6**	**11.4**	**16.0**
Argyll & West Dunbartonshire												
Argyll & Bute	**0.18**	**0.08**	**1.46**	**0.36**	**0.04**	**1.32**	**3.27**	**3.39**	**7.37**	**27.2**	**17.4**	**25.1**
West Dunbartonshire	**1.13**	**0.24**	**2.30**	**0.23**	**0.01**	**1.25**	**2.93**	**2.06**	**5.84**	**25.9**	**20.0**	**29.2**
Forth Valley												
Clackmannanshire	**0.32**	**0.01**	**1.76**	**0.00**	**0.00**	**1.17**	**3.16**	**1.52**	**5.82**	**21.5**	**16.2**	**26.6**
Stirling	**0.27**	**0.08**	**1.16**	**0.66**	**0.03**	**0.96**	**3.59**	**2.96**	**6.08**	**19.5**	**15.2**	**21.4**
Falkirk	**0.61**	**0.14**	**1.11**	**0.20**	**0.02**	**0.73**	**3.97**	**2.81**	**5.41**	**22.1**	**19.8**	**25.8**
Dumfries & Galloway	**0.28**	**0.01**	**0.88**	**0.28**	**0.26**	**1.70**	**4.97**	**3.76**	**7.26**	**28.7**	**22.3**	**29.7**
Ayrshire												
North Ayrshire	**0.00**	**0.05**	**1.58**	**0.44**	**0.05**	**1.58**	**7.30**	**4.08**	**8.87**	**32.5**	**27.1**	**37.6**
East Ayrshire	**0.43**	**0.09**	**1.26**	**0.14**	**0.02**	**0.92**	**3.47**	**2.32**	**5.29**	**26.0**	**18.4**	**25.3**
South Ayrshire	**0.51**	**0.10**	**1.48**	**0.84**	**0.10**	**1.48**	**5.24**	**3.41**	**7.22**	**24.5**	**20.9**	**29.0**
Greater Glasgow												
Glasgow City	**0.83**	**0.60**	**1.51**	**0.74**	**0.23**	**0.90**	**8.04**	**6.18**	**8.53**	**58.7**	**53.2**	**59.7**
East Dunbartonshire	**0.18**	**0.04**	**1.32**	**0.18**	**0.00**	**0.85**	**2.02**	**1.19**	**3.93**	**19.7**	**15.9**	**23.3**
East Renfrewshire	**0.54**	**0.04**	**1.30**	**0.00**	**0.00**	**0.66**	**2.51**	**1.37**	**4.22**	**16.3**	**13.4**	**20.4**
Lothians & Scottish Borders												
West Lothian	**0.46**	**0.15**	**1.07**	**0.28**	**0.08**	**0.87**	**3.87**	**2.69**	**5.08**	**40.7**	**31.2**	**38.1**
Midlothian	**0.37**	**0.12**	**1.64**	**0.19**	**0.05**	**1.35**	**5.81**	**3.47**	**7.55**	**31.5**	**23.1**	**32.0**
East Lothian	**0.00**	**0.05**	**1.38**	**0.39**	**0.02**	**1.22**	**4.65**	**3.31**	**7.37**	**28.5**	**23.8**	**32.9**
Scottish Borders	**0.24**	**0.07**	**1.05**	**0.72**	**0.23**	**1.48**	**5.38**	**4.33**	**7.73**	**21.4**	**18.0**	**24.2**
Edinburgh	**0.40**	**0.23**	**0.85**	**0.13**	**0.11**	**0.61**	**6.26**	**5.31**	**7.39**	**46.4**	**44.2**	**49.8**
Highlands & Islands												
Highland	**0.18**	**0.01**	**0.58**	**0.72**	**0.25**	**1.31**	**2.08**	**1.72**	**3.72**	**21.4**	**17.9**	**23.3**
Orkney Islands	**0.00**	**0.00**	**2.60**	**0.00**	**0.02**	**3.92**	**0.70**	**0.77**	**7.21**	**9.9**	**7.5**	**20.0**
Shetland Islands	**0.00**	**0.00**	**1.72**	**1.40**	**0.01**	**2.59**	**1.40**	**0.51**	**4.76**	**12.6**	**8.7**	**18.8**
Eilean Siar	**0.00**	**0.00**	**1.65**	**0.46**	**0.01**	**2.50**	**1.83**	**0.38**	**4.27**	**15.1**	**7.8**	**17.3**
Fife	**0.34**	**0.12**	**0.66**	**0.34**	**0.13**	**0.69**	**3.08**	**2.49**	**4.08**	**18.8**	**15.7**	**19.3**
Renfrewshire & Inverclyde												
Inverclyde	**0.89**	**0.05**	**1.59**	**0.22**	**0.01**	**1.23**	**2.88**	**1.37**	**4.62**	**20.6**	**16.4**	**25.0**
Lanarkshire												
Renfrewshire	**0.64**	**0.17**	**1.39**	**0.13**	**0.08**	**1.11**	**4.83**	**3.36**	**6.54**	**28.2**	**25.7**	**33.2**
North Lanarkshire	**0.75**	**0.39**	**1.21**	**0.37**	**0.07**	**0.58**	**3.15**	**2.67**	**4.41**	**23.5**	**22.4**	**26.9**
South Lanarkshire	**0.38**	**0.34**	**1.35**	**0.31**	**0.19**	**1.05**	**4.42**	**3.93**	**6.45**	**31.4**	**29.0**	**35.1**
Scotland	**0.46**	**0.44**	**0.60**	**0.39**	**0.34**	**0.49**	**4.54**	**4.48**	**4.99**	**26.4**	**25.4**	**26.6**

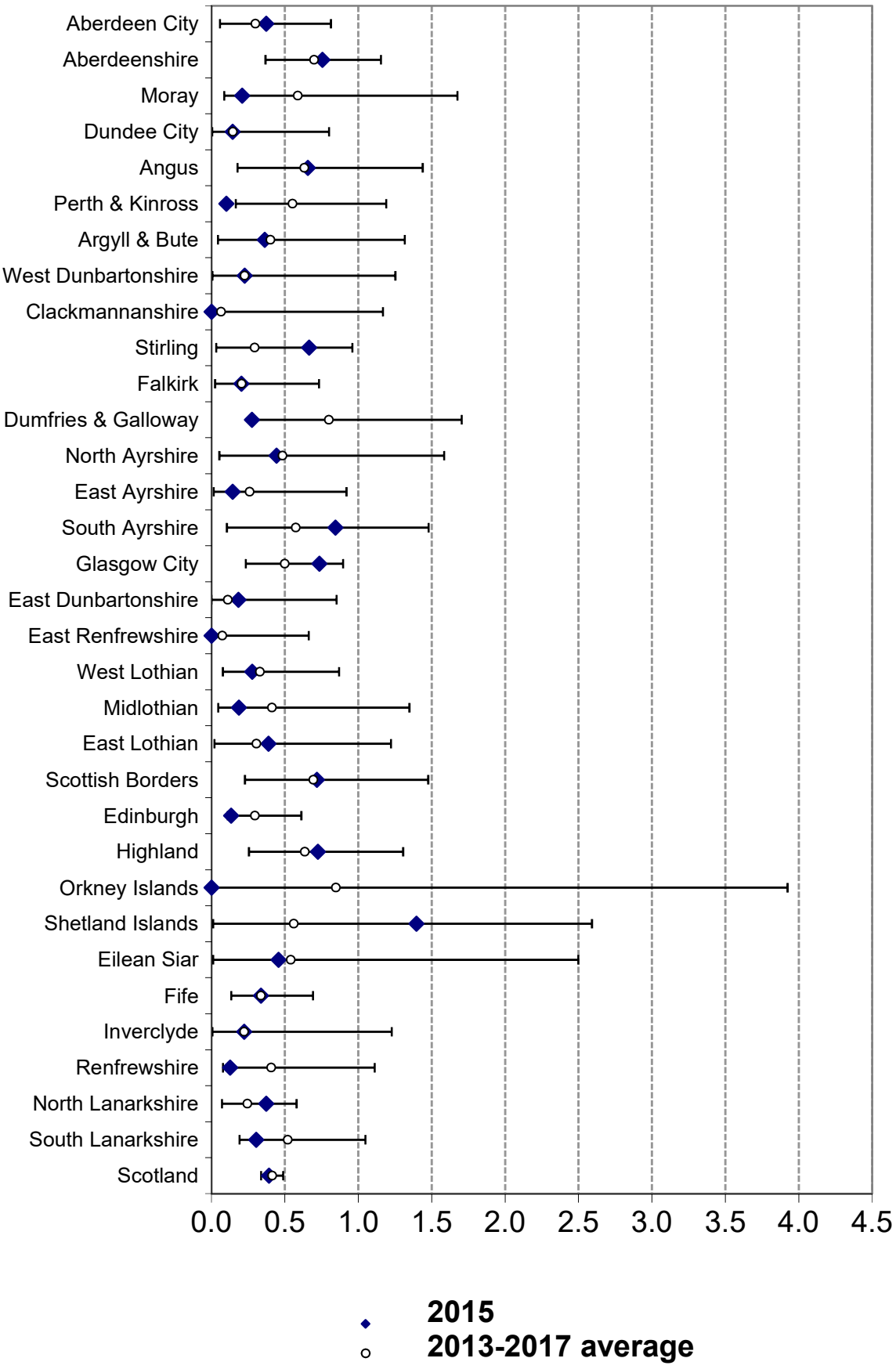
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2015 and likely range of values (see text) around the 2013-2017 average



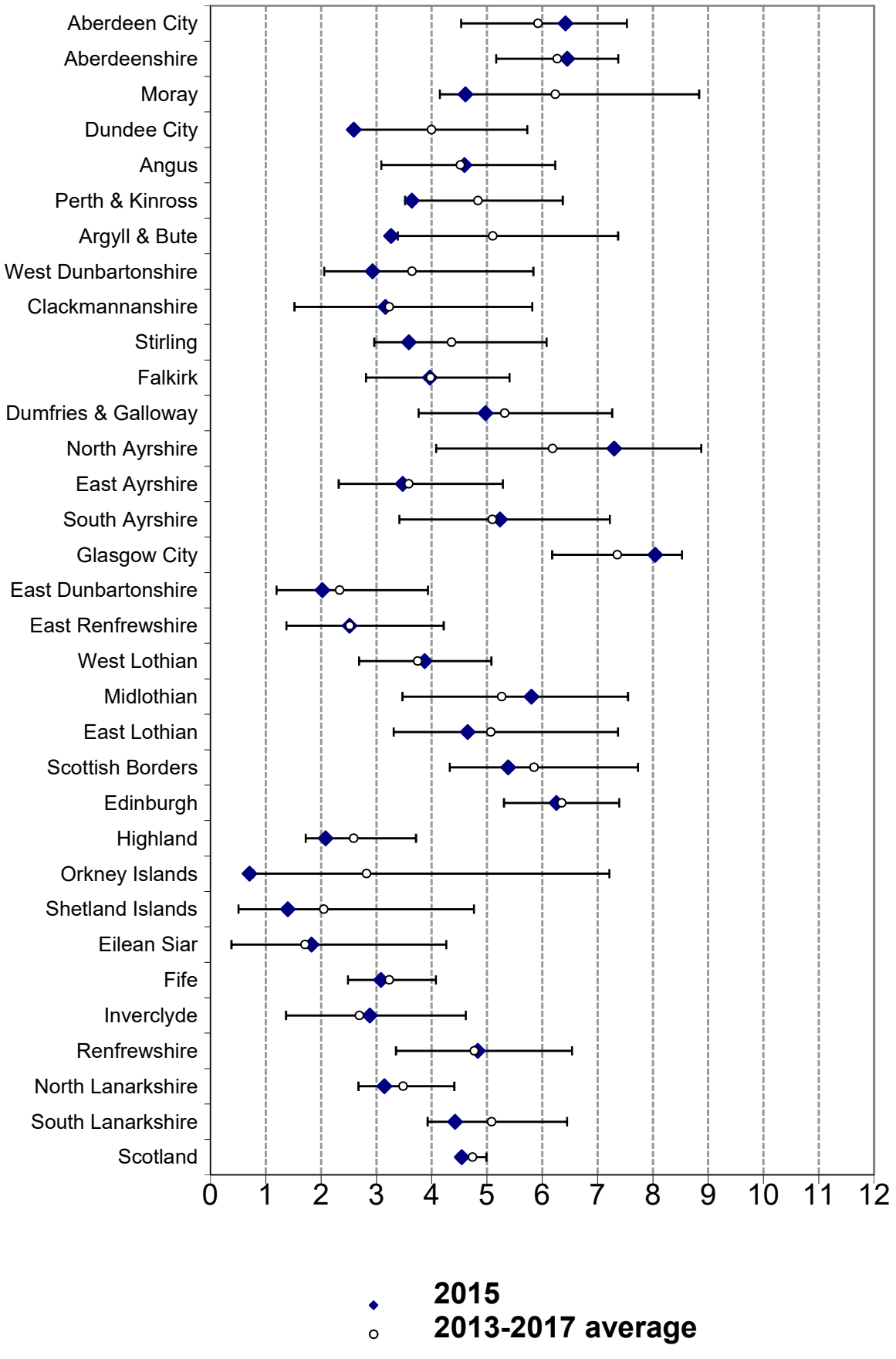
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2015 and likely range of values (see text) around the 2013-2017 average



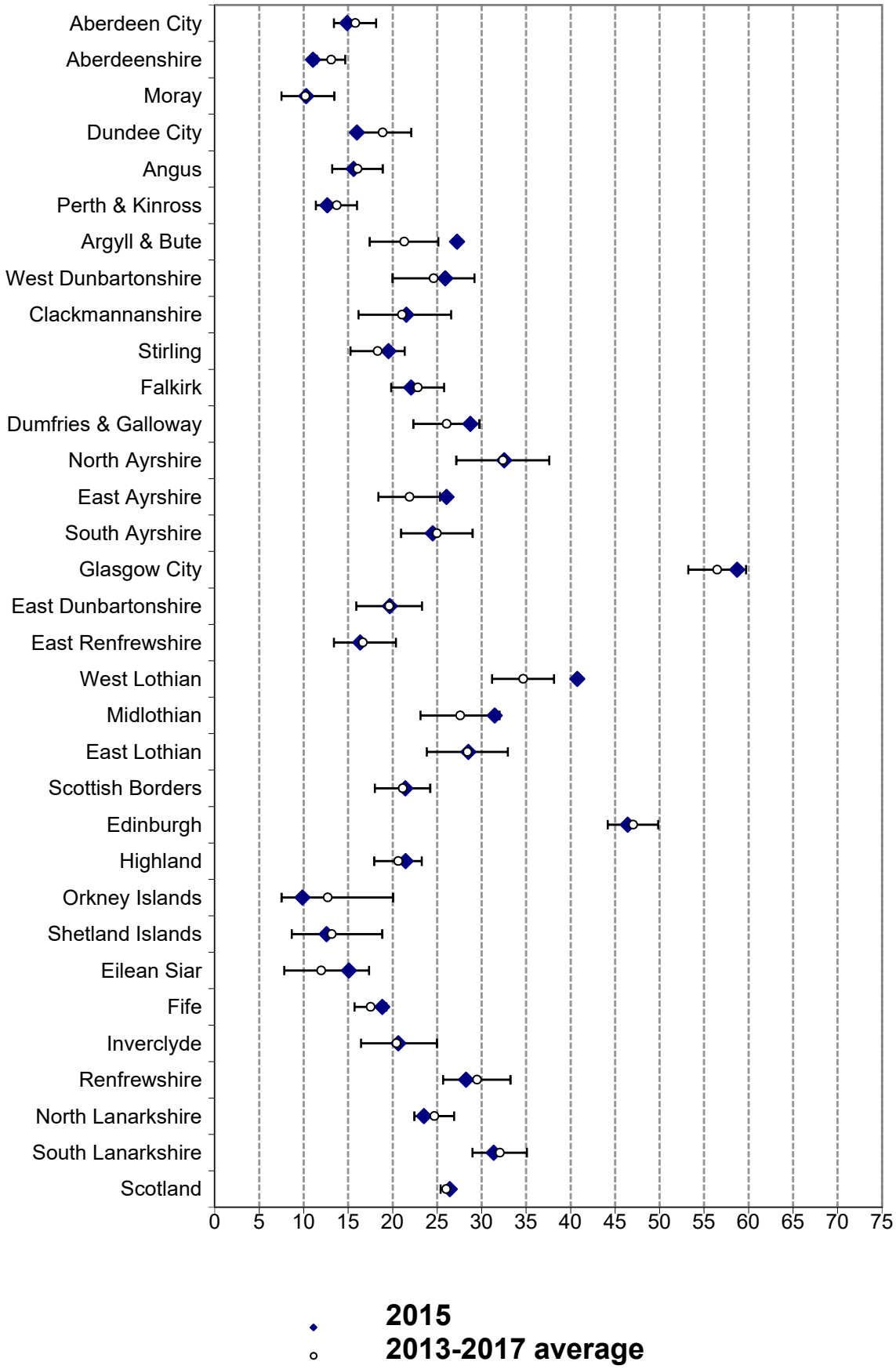
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2015 and likely range of values (see text) around the 2013-2017 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2015 and likely range of values (see text) around the 2013-2017 average



Appendix I

Scottish Parliamentary Questions

This Appendix lists the most recent Scottish Parliamentary Questions on road accident and casualty statistics for which answers were drafted by the Transport Statistics branch. It does *not* provide a complete list of all Parliamentary Questions relating to road accidents, because it excludes (for example) questions which were:

- about accidents and casualties on trunk roads in Scotland – answers to which were drafted by Transport Scotland's Trunk Roads and Bus Operations section as it is responsible for the trunk road network;
- about matters such as safety cameras, accidents involving school buses, or the number of people involved in road accidents who were convicted of certain offences – answers to which were drafted by the parts of the Scottish Government with responsibility for the relevant policy areas (Transport Statistics contributed to some of these answers – e.g. by providing whatever relevant statistics it held, or by explaining why the information requested was not available from the Stats 19 returns);
- asked at the Westminster Parliament – answers to which were drafted by the Department for Transport, whose GB-wide database includes a copy of the Scottish Stats 19 data

However, although its coverage is not comprehensive, this Appendix should be of interest to some users of *Reported Road Casualties Scotland* because it provides examples of the kinds of uses that are made of the Stats 19 data.

Almost all the answers can be found in previous editions of Reported Road casualties Scotland http://bit.ly/2qHwqB3 or via http://tinyurl.com/9b9ef8j

Question:	**Answer (*)**	**Reference**
May 2015 to March 2018		
…to ask the Scottish Government how many (a) deaths, (b) serious injuries and (c) minor injuries there have been each year since 1999 in incidents that involved (i) whisky road tankers, (ii) HGVs on the A9 between Perth and Inverness and (iii) freight trains on the main line between Perth and Inverness, and what information it has on casualty rate per tonne-mile for (A) HGVs and (B) freight trains.	Information provided(#)	S4W-25465
…to ask the Scottish Government how many road deaths there were in the 12 months (a) prior to and (b) following the lowering of the legal alcohol limit from 80mg to 50mg per 100ml of blood.	Information provided(#)	S4W-29247
…to ask the Scottish Government how many road traffic accidents there have been in Moray (a) in each of the last five years and (b) since January 2016, broken down by the (i) category of accident and (ii) number of (A) injuries and (B) fatalities.	Information provided(#)	S5W-04653
…to ask the Scottish Government how many road accidents involving (a) trucks and (b) other heavy goods vehicles have been recorded in the Lothian parliamentary region in each of the last 10 years.	Information provided(#)	S5W-04815
…to ask the Scottish Government how many cyclists have been involved in road traffic accidents in each year since 1999, broken down by local authority area, and what information it has regarding how many of the cyclists were wearing a helmet, also broken down by the cost to each NHS board of treating those who (i) wore and (ii) did not wear a helmet.	Information provided(#)	S5W-12702
…to ask the Scottish Government, further to the answer to question S5W-12702 by Humza Yousaf on 27 November 2017, what information it has on the type of casualties and injuries sustained, including whether these were head injuries, and whether it considers that the wearing of helmets may have reduced the severity of, or prevented, casualties or head injuries.	Information not available	S5W-13344

…to ask the Scottish Government, following reports on 22 January 2018 that 99% of drivers on the A90 obeyed the speed limit in the third quarter of 2017, when it will publish accident statistics for that period.	Information provided(#)	S5W-15014
…to ask the Scottish Government how many bicycle-related road traffic accidents have occurred in each year since 2012.	Information provided(#)	S5W-15494

(*) – the entries in this column are as follows:
information provided – this category includes cases where:

- only some of the information that was requested was available – e.g. questions about:
    - the numbers of road accidents and hit-and-run incidents – because the Stats 19 returns cover only *injury* accidents which were *reported to the Police*, so do *not* cover *all* accidents/incidents; or
    - the causes of accidents since 1999 – because Contributory Factors were only added to Stats 19 at the start of 2005.
- the only information that could be provided was on a different basis from that which was requested

information not available – this category includes cases where the information requested:

- does not exist; or
- is not held centrally; or
- cannot be obtained from the Transport Statistics road accident statistics system without disproportionate cost, because the system is not designed to provide it

($) – the answer referred to a publicly-available source (e.g. *Reported Road Casualties Scotland*, or another question which had been answered previously) which contained some or all of the information which was requested. The answer may also have provided some information that was not available from the publicly-available source.

(#) – the answer explained that the statistics which were provided were based upon the data which are held in the central road accident statistics database and which were collected by the police at the time of the accident and subsequently reported in the Stats 19 returns. They may differ from any figures which the local authorities would provide now, because they do not take account of any subsequent changes or corrections that local authorities may have made to the statistical information, for use at local level, about the location of each accident, based upon their knowledge of the roads and areas concerned.

Index

Index of tables (Statistical Tables section)

NB: there are no entries in this index for some topics which appear in many tables, such as severity and built up/non-built up

Statistics Provided in More Detail in Previous Editions

ERRORS IN THE PREVIOUS EDITION

This list covers errors which occurred in the preparation of the tables or the commentary in *Reported Road Casualties Scotland*.

We apologise for the following errors, which we have found in the previous edition.

Table M Page 63 The figures for total reported accidents were for 2015 rather than 2016. The following table shows corrections to the affected figures:

	Fatal	Serious	Slight	All Accidents
Total reported accidents	174	1,303	5,599	7,076
Average number of CFs per accident	2.5	2.3	2.1	2.1

Any problems or inconveniences resulting from these errors are regretted.

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT s annual ***Regional Transport Statistics*** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the first port of call for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: **http://tinyurl.com/nm8re6m**

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: **http://new.wales.gov.uk**

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: **www.drdni.gov.uk/index/statistics.htm**

TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the The Institute of Logistics and Transport (then known as The Chartered Institute of Transport).

From its inception TSUG has had strong links with the government departments responsible for transport statistics. It has developed an excellent working relationship with the Transport Analytical Services Team of Transport Scotland.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through greater publicity.
- to facilitate a network for sharing ideas, information and expertise.

The main activities of TSUG are:

- The production of a regular Newsletter containing news and reviews of matters relating to transport statistics and the TSUG membership.
- The organisation of Seminars addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an annual seminar in Edinburgh and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The maintenance of a Website which TSUG Members can use to find out about and book on TSUG seminars, and access an information archive.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

TSUG Membership Secretary
Heather Ward
Department of Civil,
Environmental & Geomatic Engineering
UCL
Gower Street
London WC1E 6BT

Tel: 020 7679 1564
Email: admin@tsug.org.uk

TSUG Representative for Scotland
Dr Jock Robertson
Tel: 01529 497354
Mobile: 07712 750658
Email: robertson@rtclincs.co.uk

A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be interpreted to mean that the statistics: meet identified user needs; are produced, managed and disseminated to high standards; and are explained well.

Correspondence and enquiries
For enquiries about this publication please contact:
Andrew Knight,
Transport Scotland Analytical Services,
Telephone: 0131 244 7256,
e-mail: transtat@transportscotland.gsi.gov.uk

For general enquiries about Scottish Government statistics please contact:
Office of the Chief Statistician, Telephone: 0131 244 0442,
e-mail: statistics.enquiries@scotland.gsi.gov.uk

How to access background or source data

The data collected for this statistical bulletin:
☒ are available in more detail through Scottish Neighbourhood Statistics

☒ are available as part of a GB dataset on data.gov.uk

☒ may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transportscotland.gsi.gov.uk for further information.

☐ cannot be made available by Scottish Government for further analysis as Scottish Government is not the data controller.

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

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at www.scotland.gov.uk/scotstat
Details of forthcoming publications can be found at www.scotland.gov.uk/statistics

Most recent editions of Transport Statistics Publications - available here
http://www.transportscotland.gov.uk/statistics/statistical-publications

Title	Last published	Price
Scottish Transport Statistics	February 2018	
Transport and Travel in Scotland	September 2018	Web only
Reported Road Casualties Scotland	October 2018	
Key Reported Road Casualties Scotland	June 2018	Web only

ISSN 1351 3869 ISBN 978-1-911582-55-7

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

ISBN: 978-1-911582-55-7

Follow us:

transcotland @transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba