REPORTED ROAD CASUALTIES SCOTLAND

2012

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:

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Major enquiries or suggestions for improvement to the publication should be addressed to the transport statistician – Matt Perkins - 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 the appropriate Police Force(s) or Council(s).

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:
http://www.transportscotland.gov.uk/analysis/statistics/datasets/RoadAccidentTables

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

Drink-drive Accidents and Casualties

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 & riders with illegal alcohol levels using Procurator Fiscal data.

In addition to the statistical tables and commentary the publication contains 4 articles discussing further analysis of the statistics:

- Article 1 examines progress towards **casualty reduction target**s;
- Article 2 Vulnerable road users;
- Article 3 describes **contributory factors** attributed to reported road accidents and casualties.

Casualty numbers have been falling over recent years but the numbers for some groups of road users have shown differing trends. Article 2 looks in more detail at the casualty numbers of pedestrians, pedal cycles and motor cycles to identify patterns in the data to assist with targeting interventions. Article 3 in previous editions of this publication looked at other sources of accident data. As it is not possible to update these figures at present and the accident data from the Scottish Household Survey is now only collected once every two years, the article has not been included in this edition.

As there has been a restructuring of the police service in Scotland in 2013 from 8 forces to 14 divisions some key tables have been updated to show the figures in both the old and new formats.

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 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://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/%20

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:
www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/index.html

The status of the statistics

Most of the data used in this publication were extracted from the Road Accidents statistical database on the **4 September 2013**. 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 the Scottish Government's Road Accident Statistics database was collected by the police following each accident, and subsequently reported to the Government. The Scottish Government'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 Scottish Government 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. 2008-2012), and do not present figures for the latest single year. This smoothes 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, most of which focus on particular aspects of transport and cover them in depth. These can be found at http://www.transportscotland.gov.uk/analysis/statistics.

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

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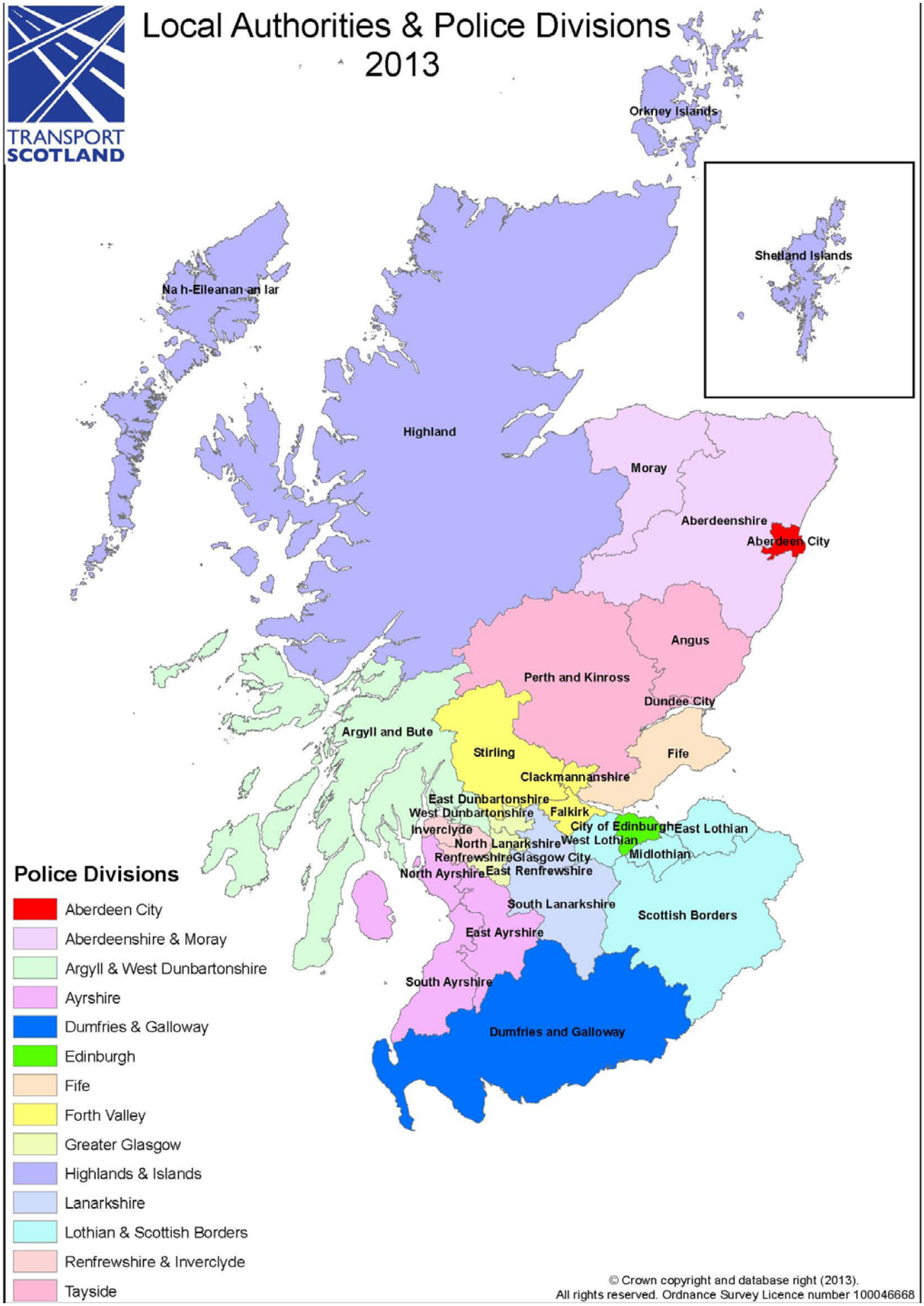
Local Authorities & Police Divisions
2013
TRANSPORT SCOTLAND
Orkney Islands
Shetland Islands
Na h-Eileanan an Iar
Highland
Moray
Aberdeenshire
Aberdeen City
Angus
Perth and Kinross
Dundee City
Argyll and Bute
Stirling
Fife
Clackmannanshire
East Dunbartonshire
West Dunbartonshire
Falkirk
Inverclyde
City of Edinburgh
East Lothian
North Lanarkshire
West Lothian
Renfrewshire
Glasgow City
Midlothian
North Ayrshire
East Renfrewshire
South Lanarkshire
Scottish Borders
East Ayrshire
South Ayrshire
Dumfries and Galloway
Police Divisions
Aberdeen City
Aberdeenshire & Moray
Argyll & West Dunbartonshire
Ayrshire
Dumfries & Galloway
Edinburgh
Fife
Forth Valley
Greater Glasgow
Highlands & Islands
Lanarkshire
Lothian & Scottish Borders
Renfrewshire & Inverclyde
Tayside
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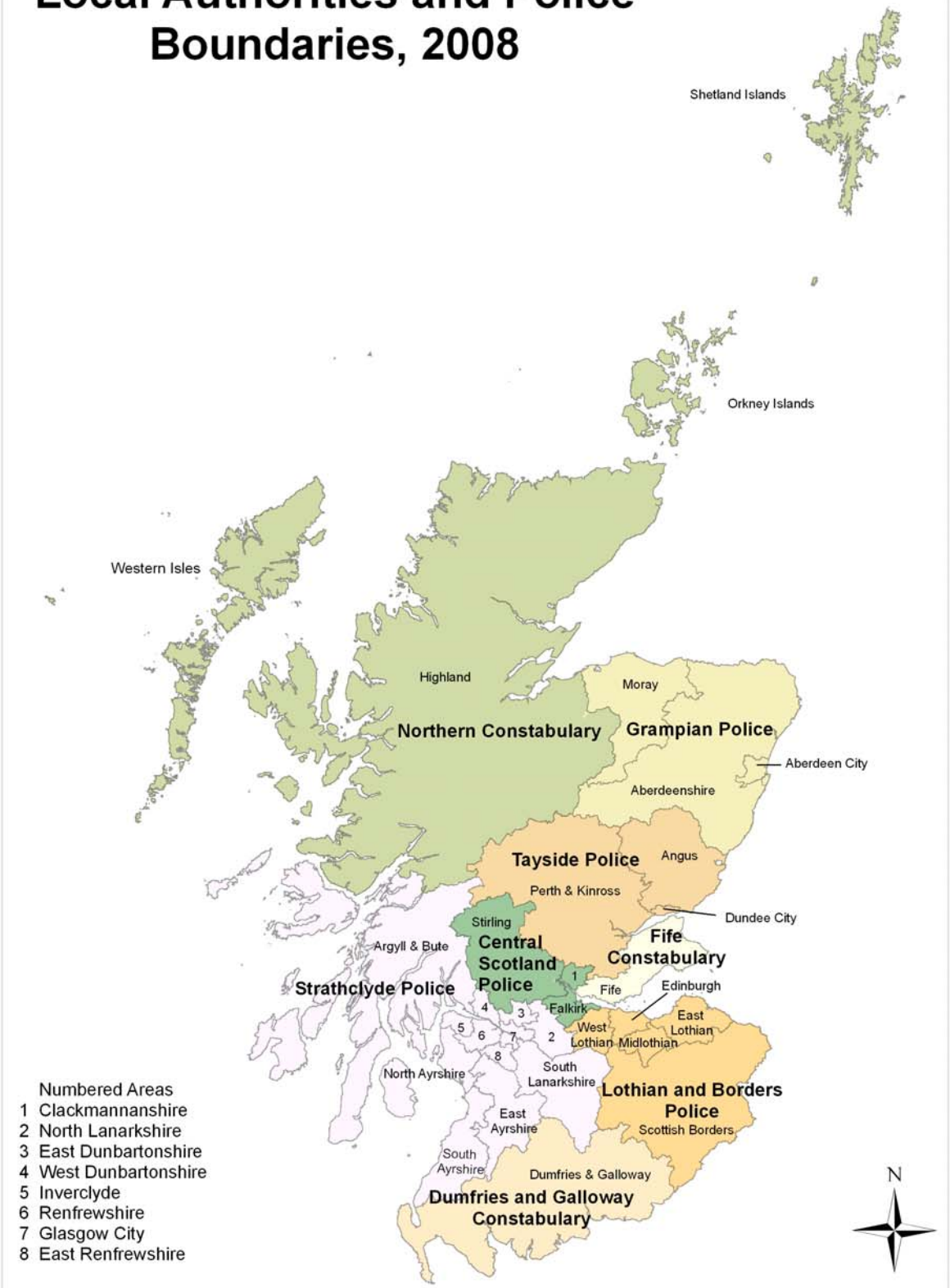
Local Authorities and Police Boundaries, 2008



Numbered Areas
1 Clackmannanshire
2 North Lanarkshire
3 East Dunbartonshire
4 West Dunbartonshire
5 Inverclyde
6 Renfrewshire
7 Glasgow City
8 East Renfrewshire

Local Authority boundaries - Ordance Survey Boundary Line 2007

SUMMARY

Summary

On Scotland's roads **in 2012** there were:

- 9,747 reported injury **accidents** in which 12,676 people were reported as being casualties;
- 2,148 people reported **killed** or **seriously** injured (174 of whom died);
- 7,647 casualties in **cars**, 73 of whom died;
- 1,969 **pedestrian** casualties, of whom 57 were killed;
- 865 **motor cyclist** casualties (of whom 21 were killed);
- 901 **pedal cyclist** casualties (of whom 9 were killed);
- 1,164 **child**[1] casualties, 194 of whom were seriously injured (2 of them died);
- 519 **child**[1] **pedestrian** casualties – 132 were seriously injured (1 died).

Between **2002** and **2012**:

- The number of **fatal accidents** fell by 42%, from 274 to 160;
- The total of **fatal** and **serious accidents** fell by 36%, from 2,958 to 1,890;
- The total number of **accidents** (all severities) fell by 32%, from 14,343 to 9,747;
- The number of people **killed** fell by 43%, from 304 to 174;
- The total of **seriously** injured casualties fell by 39%, from 3,229 to 1,974;
- The total number of **casualties** (all severities) fell by 34%, from 19,275 to 12,676;
- **Car** user casualties fell by 35%, from 11,832 to 7,647;
- **Pedestrian** casualties fell by 41%, from 3,316 to 1,969;
- **Pedal cycle** casualties increased by 9%, from 828 to 901;
- **Motor cycle** casualties fell by 26%, from 1,167 to 865;
- **Male** casualties fell by 35%, from 11,086 to 7,198;
- **Female** casualties fell by 33%, from 8,176 to 5,472;
- Casualties **aged 16-22** fell by 36% from 3,587 to 2,290;
- Casualties **aged 23-59** fell by 31% from 10,667 to 7,385;
- Casualties **aged 60** and over fell by 18% from 2,226 to 1,832;
- **Child**[1] fatalities fell from 14 to 2 though note the target is measured using a three year average due to the small numbers and year on year fluctuations;
- **Child**[1] **seriously injured** casualties fell by 62% from 513 to 194;
- The total number of **child**[1] casualties (all severities) fell by 58% from 2,745 to 1,164;
- **Child**[1] **pedestrian** fatalities fell from 12 to 1;
- **Child**[1] pedestrians seriously injured casualties fell by 60% from 328 to 132;
- The total number of **child**[1] **pedestrian** casualties fell by 60% from 1,296 to 519;

Changes over the last year **(2011**) can be found in the commentary section.

- The estimated total **cost of all road accidents** in Scotland (including damage only accidents) at constant 2012 prices, fell by 38%, from £1,857 million to £1,160 million.
- The estimated number of **drink-drive accidents** fell by just under four fifths, from about 800 (in 2001) to roughly 490 (in 2011 – the latest year for which estimates are available); it's estimated that the number of people killed in such accidents fell from about 70 to around 20;

Over the longer-term:

- **Between 1992 and 2012** (inclusive), 6,619 people were killed, and a total of 396,950 people were either killed or injured, in accidents on Scotland's roads;
- **In 1962** (the earliest year for which a figure is available), there were roughly 775,000 vehicles licensed in Scotland, whereas in 2012 the vehicle population stood at 2.717 million. Over the same period, the number of casualties fell from about 26,700 to around 12,700. Therefore whilst the vehicle stock has more than trebled, the number of casualties has actually halved.

[1] Child age 0-15

Table A: Summary of reported road injury accident and reported casualty statistics: 2001 to 201´

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Accidents											
Fatal	274	301	283	264	293	255	245	196	189	175	160
Fatal & serious	2,958	2,796	2,614	2,516	2,550	2,304	2,487	2,195	1,902	1,848	1,890
All severities	14,343	13,917	13,919	13,438	13,110	12,507	12,159	11,557	10,295	9,978	9,747
Accidents on built-up[1] roads											
Fatal	71	85	90	76	83	71	82	56	56	61	63
Fatal & serious	1,599	1,474	1,322	1,300	1,347	1,207	1,359	1,089	981	1,013	1,045
All severities	9,185	8,745	8,708	8,387	8,197	7,782	7,464	6,991	6,341	6,354	6,143
Accidents on non built-up[1] roads											
Fatal	203	216	193	188	210	184	163	140	133	114	97
Fatal & serious	1,359	1,322	1,292	1,216	1,203	1,097	1,128	1,106	921	835	845
All severities	5,158	5,172	5,211	5,051	4,913	4,725	4,695	4,566	3,954	3,624	3,604
Drink-drive accidents and casualties[2]											
Accidents	820	750	710	660	720	670	660	660	530	490	..
Casualties (all severities)	1,270	1,130	1,060	990	980	940	960	920	750	680	..
Killed	50	50	40	30	30	30	40	30	20	20	..
Killed by mode of transport											
Pedestrian	73	63	76	66	61	60	60	47	47	43	57
Pedal cycle	8	14	7	16	10	4	9	5	7	7	9
Motor cycle	46	50	42	34	58	40	34	43	35	33	21
Car	154	189	167	153	175	160	153	116	105	89	73
Other (eg taxi, bus, goods)	23	20	16	17	10	17	14	5	14	13	14
All modes of transport	304	336	308	286	314	281	270	216	208	185	174
Seriously injured casualties by mode											
Pedestrian	820	712	674	677	688	594	645	509	457	514	460
Pedal cycle	144	125	121	116	131	147	155	152	138	156	167
Motor cycle	410	367	353	371	352	381	396	332	319	293	342
Car	1,628	1,511	1,414	1,304	1,258	1,110	1,203	1,136	903	756	845
Other (eg taxi, bus, goods)	227	242	204	198	206	153	176	159	152	158	160
All modes of transport	3,229	2,957	2,766	2,666	2,635	2,385	2,575	2,288	1,969	1,877	1,974
Slightly injured casualties by mode											
Pedestrian	2,423	2,215	2,328	2,308	2,104	2,050	1,888	1,643	1,509	1,503	1,452
Pedal cycle	676	663	648	649	640	563	566	647	636	661	725
Motor cycle	711	697	599	677	658	640	612	646	491	482	502
Car	10,050	10,055	10,024	9,532	9,272	8,793	8,314	8,328	7,293	6,930	6,729
Other (eg taxi, bus, goods)	1,882	1,833	1,829	1,767	1,646	1,527	1,367	1,276	1,232	1,139	1,120
All modes of transport	15,742	15,463	15,428	14,933	14,320	13,573	12,747	12,540	11,161	10,715	10,528
All casualties by mode, by sex and by age											
Pedestrian	3,316	2,990	3,078	3,051	2,853	2,704	2,593	2,199	2,013	2,060	1,969
Pedal cycle	828	802	776	781	781	714	730	804	781	824	901
Motor cycle	1,167	1,114	994	1,082	1,068	1,061	1,042	1,021	845	808	865
Car	11,832	11,755	11,605	10,989	10,705	10,063	9,670	9,580	8,301	7,775	7,647
Other (eg taxi, bus, goods)	2,132	2,095	2,049	1,982	1,862	1,697	1,557	1,440	1,398	1,310	1,294
All modes of transport	**19,275**	**18,756**	**18,502**	**17,885**	**17,269**	**16,239**	**15,592**	**15,044**	**13,338**	**12,777**	**12,676**
Male	11,086	10,657	10,473	10,204	9,723	9,302	8,843	8,450	7,541	7,302	7,198
Female	8,176	8,086	8,016	7,658	7,532	6,917	6,738	6,588	5,787	5,469	5,472
Child: 0 - 15	2,745	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,377	1,316	1,164
Young adult: 16-22	3,587	3,467	3,463	3,540	3,559	3,419	3,174	3,085	2,491	2,242	2,290
Adult: 23-59	10,667	10,426	10,340	9,926	9,566	8,930	8,707	8,452	7,713	7,357	7,385
Older adults: 60+	2,226	2,330	2,258	2,218	2,090	2,044	2,000	1,997	1,732	1,841	1,832
Child[4] killed by mode of transport											
Pedestrian	12	5	8	5	9	4	4	1	1	2	1
Pedal cycle	-	2	-	4	5	1	2	1	1	-	1
Car	2	10	3	1	10	4	13	3	1	5	-
Other (eg m/c, taxi, bus...)	-	-	1	1	1	-	1	-	1	-	-
All modes of transport	14	17	12	11	25	9	20	5	4	7	2
Child[4] seriously injured casualties by mode											
Pedestrian	328	268	239	239	239	181	194	155	150	139	132
Pedal cycle	46	46	40	26	35	28	18	26	23	23	21
Car	109	83	74	68	60	51	56	62	40	34	34
Other (eg m/c, taxi, bus...)	30	18	19	24	16	9	11	10	10	7	7
All modes of transport	513	415	372	357	350	269	279	253	223	203	194
All child[4] casualties by mode											
Pedestrian	1,296	1,201	1,180	1,099	993	882	831	674	642	646	519
Pedal cycle	277	276	263	219	209	174	150	148	146	135	121
Car	926	825	805	684	657	633	569	548	505	460	450
Other (eg m/c, taxi, bus...)	246	178	147	170	163	128	139	103	84	75	74
All modes of transport	2,745	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,377	1,316	1,164
Accident costs (£ million)[3]	1,857	1,839	1,753	1,673	1,695	1,559	1,552	1,379	1,243	1,171	1,160

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 2012 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 reported casualties by police force division, council and severity: 2012

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
Aberdeen City	**7**	**94**	**277**	**378**	**8**	**109**	**325**	**442**	**47**
Aberdeenshire & Moray	**16**	**204**	**436**	**656**	**16**	**247**	**589**	**852**	**65**
Aberdeenshire	14	168	348	530	14	203	469	686	49
Moray	2	36	88	126	2	44	120	166	16
Tayside	**17**	**156**	**568**	**741**	**19**	**180**	**719**	**918**	**92**
Dundee City	2	42	182	226	2	47	214	263	52
Angus	5	40	157	202	5	45	213	263	25
Perth & Kinross	10	74	229	313	12	88	292	392	15
Argyll & West Dunbartonsl	**7**	**62**	**275**	**344**	**7**	**82**	**374**	**463**	**45**
Argyll & Bute	4	46	161	211	4	63	230	297	25
West Dunbartonshire	3	16	114	133	3	19	144	166	20
Forth Valley	**14**	**123**	**430**	**567**	**14**	**138**	**579**	**731**	**70**
Clackmannanshire	-	16	68	84	-	19	94	113	12
Stirling	4	48	162	214	4	55	219	278	26
Falkirk	10	59	200	269	10	64	266	340	32
Dumfries & Galloway	**6**	**66**	**246**	**318**	**6**	**83**	**337**	**426**	**36**
Ayrshire	**8**	**93**	**478**	**579**	**9**	**108**	**655**	**772**	**67**
North Ayrshire	2	33	170	205	2	36	221	259	33
East Ayrshire	3	34	136	173	3	43	188	234	17
South Ayrshire	3	26	172	201	4	29	246	279	17
Greater Glasgow	**9**	**221**	**1,291**	**1,521**	**9**	**226**	**1,666**	**1,901**	**185**
Glasgow City	7	186	1,117	1,310	7	188	1,441	1,636	156
East Dunbartonshire	-	23	91	114	-	26	118	144	12
East Renfrewshire	2	12	83	97	2	12	107	121	17
Lothians & Scottish Borde	**16**	**151**	**860**	**1,027**	**19**	**173**	**1,222**	**1,414**	**137**
West Lothian	5	49	326	380	5	58	455	518	61
Midlothian	2	22	191	215	4	23	281	308	30
East Lothian	-	22	147	169	-	23	195	218	22
Scottish Borders	9	58	196	263	10	69	291	370	24
Edinburgh	**13**	**175**	**975**	**1,163**	**13**	**188**	**1,171**	**1,372**	**117**
Highlands & Islands	**19**	**97**	**477**	**593**	**23**	**124**	**746**	**893**	**68**
Highland	13	78	422	513	16	98	663	777	58
Orkney Islands	4	8	10	22	5	11	17	33	5
Shetland Islands	-	6	24	30	-	7	34	41	1
Eilean Siar	2	5	21	28	2	8	32	42	4
Fife	6	91	324	421	7	100	442	549	56
Renfrewshire & Inverclyde	**9**	**67**	**397**	**473**	**9**	**71**	**521**	**601**	**60**
Inverclyde	1	21	114	136	1	25	144	170	22
Renfrewshire	8	46	283	337	8	46	377	431	38
Lanarkshire	**13**	**130**	**823**	**966**	**15**	**145**	**1,182**	**1,342**	**119**
North Lanarkshire	4	67	441	512	6	73	623	702	69
South Lanarkshire	9	63	382	454	9	72	559	640	50
Scotland	**160**	**1,730**	**7,857**	**9,747**	**174**	**1,974**	**10,528**	**12,676**	**1,164**
Police force area									
Northern	19	97	477	593	23	124	746	893	68
Grampian	23	298	713	1,034	24	356	914	1,294	112
Tayside	17	156	568	741	19	180	719	918	92
Fife	6	91	324	421	7	100	442	549	56
Lothian borders	29	326	1,835	2,190	32	361	2,393	2,786	254
Central	14	123	430	567	14	138	579	731	70
Strathclyde	46	573	3,264	3,883	49	632	4,398	5,079	476
Dumfries galloway	6	66	246	318	6	83	337	426	36
Scotland	**160**	**1,730**	**7,857**	**9,747**	**174**	**1,974**	**10,528**	**12,676**	**1,164**
of which:									
Built up roads	63	982	5,098	6,143	65	1,043	6,379	7,487	897
Non- built up roads	97	748	2,759	3,604	109	931	4,149	5,189	267

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

Fatal — **Accidents**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	6	4	5	7	7	5	3	3	7	7	7
Aberdeenshire	28	35	30	32	43	24	21	21	22	10	14
Angus	6	5	14	7	10	13	12	7	6	5	5
Argyll & Bute	8	11	14	9	10	13	10	5	15	4	4
Clackmannanshire	3	3	2	1	4	1	2	2	2	2	0
Dumfries & Galloway	14	10	8	14	19	11	9	9	4	9	6
Dundee City	3	3	1	7	0	2	4	5	5	2	2
East Ayrshire	9	9	11	5	5	6	7	4	5	4	3
East Dunbartonshire	1	3	2	0	1	3	2	2	4	0	0
East Lothian	5	6	7	3	4	5	2	5	3	1	0
East Renfrewshire	2	3	2	2	1	4	1	1	1	2	2
Edinburgh, City of	11	11	8	6	13	5	13	6	4	9	13
Eilean Siar	2	2	5	2	1	0	1	0	2	1	2
Falkirk	11	7	7	8	5	2	4	3	1	1	10
Fife	26	17	24	11	17	10	13	6	13	11	6
Glasgow City	13	16	16	17	26	14	15	18	10	13	7
Highland	21	27	23	19	23	30	30	24	21	18	13
Inverclyde	3	7	0	2	0	3	2	2	1	1	1
Midlothian	3	6	2	2	3	4	3	3	1	2	2
Moray	10	6	5	9	6	6	4	4	4	4	2
North Ayrshire	4	7	6	8	4	6	6	4	5	4	2
North Lanarkshire	15	15	11	9	12	10	11	10	2	11	4
Orkney Islands	0	1	0	0	2	0	2	0	0	0	4
Perth & Kinross	14	21	16	15	10	15	13	9	17	16	10
Renfrewshire	6	6	11	5	7	6	9	2	1	7	8
Scottish Borders	9	13	11	15	9	15	9	12	8	6	9
Shetland Islands	2	2	1	3	1	4	0	0	1	0	0
South Ayrshire	9	6	10	4	9	8	6	3	7	3	3
South Lanarkshire	17	18	14	17	16	12	15	16	11	10	9
Stirling	7	10	7	9	10	5	5	5	4	6	4
West Dunbartonshire	1	3	4	7	4	2	2	1	1	4	3
West Lothian	5	8	6	9	11	11	9	4	1	2	5
Total	**274**	**301**	**283**	**264**	**293**	**255**	**245**	**196**	**189**	**175**	**160**

Serious

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	58	67	79	65	51	62	113	73	70	95	94
Aberdeenshire	118	118	117	132	89	132	185	184	169	154	168
Angus	78	63	85	70	66	57	58	49	46	48	40
Argyll & Bute	81	104	75	66	74	41	79	67	50	48	46
Clackmannanshire	30	25	16	13	21	11	20	13	15	7	16
Dumfries & Galloway	80	90	88	103	119	133	85	104	60	75	66
Dundee City	60	58	68	52	78	51	58	62	39	50	42
East Ayrshire	69	52	70	41	45	28	52	37	40	33	34
East Dunbartonshire	37	39	27	22	26	21	22	17	19	16	23
East Lothian	36	22	29	40	37	32	18	30	29	24	22
East Renfrewshire	30	26	23	12	24	13	24	17	25	11	12
Edinburgh, City of	196	151	157	180	191	183	173	136	126	162	175
Eilean Siar	15	14	13	13	7	10	13	7	6	3	5
Falkirk	82	73	53	65	54	53	66	49	43	37	59
Fife	187	147	151	143	162	120	95	100	88	80	91
Glasgow City	366	324	259	248	275	237	300	212	200	169	186
Highland	145	161	157	141	112	119	92	102	80	83	78
Inverclyde	35	28	29	30	33	27	34	24	21	23	21
Midlothian	42	32	21	52	34	42	29	30	27	26	22
Moray	41	39	39	25	28	33	40	29	28	22	36
North Ayrshire	64	62	67	54	54	39	48	50	23	34	33
North Lanarkshire	122	117	96	94	96	101	88	92	70	57	67
Orkney Islands	7	8	9	8	6	2	7	6	4	2	8
Perth & Kinross	117	120	106	110	118	97	95	90	69	68	74
Renfrewshire	85	94	69	67	69	49	61	57	57	49	46
Scottish Borders	99	79	82	97	73	70	78	71	74	57	58
Shetland Islands	9	3	6	9	9	4	4	5	2	4	6
South Ayrshire	71	74	48	46	37	40	47	49	36	35	26
South Lanarkshire	147	130	110	80	104	102	112	105	74	71	63
Stirling	83	86	84	67	56	58	62	47	46	50	48
West Dunbartonshire	42	38	39	31	39	25	24	24	23	22	16
West Lothian	52	51	59	76	70	57	60	61	54	58	49
Total	**2,684**	**2,495**	**2,331**	**2,252**	**2,257**	**2,049**	**2,242**	**1,999**	**1,713**	**1,673**	**1,730**

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 and reported casualties by council and severity

All severities — **Accidents**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	398	366	369	431	393	408	514	445	350	364	378
Aberdeenshire	585	556	558	606	552	632	692	687	599	518	530
Angus	363	271	315	306	280	284	286	232	192	220	202
Argyll & Bute	290	316	299	323	310	268	288	282	275	231	211
Clackmannanshire	97	106	86	83	102	88	85	77	69	64	84
Dumfries & Galloway	425	447	440	497	443	475	419	388	360	319	318
Dundee City	359	316	326	270	332	253	270	281	219	237	226
East Ayrshire	313	272	308	261	256	240	230	215	201	204	173
East Dunbartonshire	222	184	192	190	186	149	141	147	141	140	114
East Lothian	224	204	215	206	217	210	193	174	199	159	169
East Renfrewshire	132	171	152	127	138	119	109	103	104	116	97
Edinburgh, City of	1,656	1,465	1,548	1,405	1,445	1,330	1,285	1,192	1,179	1,180	1,163
Eilean Siar	48	59	49	41	41	44	60	39	42	34	28
Falkirk	344	349	308	310	285	297	310	303	240	261	269
Fife	740	719	754	701	677	606	576	588	556	448	421
Glasgow City	2,137	2,080	2,086	1,954	1,873	1,784	1,651	1,511	1,336	1,281	1,310
Highland	628	678	680	657	621	626	586	616	475	488	513
Inverclyde	198	224	196	172	199	206	195	146	165	155	136
Midlothian	230	243	231	233	236	210	221	207	193	177	215
Moray	172	178	177	166	163	175	194	198	141	137	126
North Ayrshire	330	319	353	308	280	264	248	225	177	230	205
North Lanarkshire	804	796	777	791	750	754	639	664	585	569	512
Orkney Islands	40	32	34	40	40	27	36	27	27	13	22
Perth & Kinross	446	460	431	401	409	390	375	396	330	293	313
Renfrewshire	478	528	485	468	455	425	370	312	320	354	337
Scottish Borders	450	442	456	448	371	336	383	363	307	274	263
Shetland Islands	28	31	36	46	45	41	20	42	30	32	30
South Ayrshire	300	300	273	284	271	262	220	266	198	219	201
South Lanarkshire	867	796	784	739	721	689	670	596	511	513	454
Stirling	305	304	289	264	314	290	285	254	229	220	214
West Dunbartonshire	243	229	246	227	225	201	148	173	161	145	133
West Lothian	491	476	466	483	480	424	460	408	384	383	380
Total	**14,343**	**13,917**	**13,919**	**13,438**	**13,110**	**12,507**	**12,159**	**11,557**	**10,295**	**9,978**	**9,747**

Fatal — **Casualties**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	6	4	5	7	8	5	3	4	7	7	8
Aberdeenshire	31	41	34	36	46	25	26	22	26	11	14
Angus	7	7	16	7	11	13	13	7	6	5	5
Argyll & Bute	8	14	15	9	10	14	13	5	15	5	4
Clackmannanshire	4	4	3	1	4	1	2	3	2	2	0
Dumfries & Galloway	18	10	8	17	25	12	10	10	5	9	6
Dundee City	3	3	1	7	0	2	4	5	5	2	2
East Ayrshire	11	11	13	5	5	7	8	5	5	4	3
East Dunbartonshire	1	3	2	0	1	3	2	2	4	0	0
East Lothian	9	6	7	3	4	5	3	8	3	1	0
East Renfrewshire	2	4	2	2	1	4	1	2	1	2	2
Edinburgh, City of	12	11	8	6	13	5	13	7	4	10	13
Eilean Siar	2	3	6	4	1	0	1	0	2	1	2
Falkirk	12	8	7	8	5	2	4	3	1	1	10
Fife	29	18	30	15	19	14	14	6	13	11	7
Glasgow City	13	16	16	17	26	14	15	18	11	13	7
Highland	23	30	25	20	26	34	34	28	26	21	16
Inverclyde	3	8	0	3	0	3	2	2	1	1	1
Midlothian	3	6	2	2	4	4	3	3	1	3	4
Moray	12	6	5	10	8	7	6	5	4	4	2
North Ayrshire	4	7	6	10	4	6	6	4	5	4	2
North Lanarkshire	15	16	13	9	12	12	13	10	2	11	6
Orkney Islands	0	1	0	0	2	0	2	0	0	0	5
Perth & Kinross	17	27	18	15	10	20	14	9	19	18	12
Renfrewshire	6	6	11	5	7	7	9	2	2	7	8
Scottish Borders	9	14	11	16	10	16	9	13	9	6	10
Shetland Islands	2	2	1	3	1	5	0	0	1	0	0
South Ayrshire	10	9	11	5	10	9	6	3	10	3	4
South Lanarkshire	18	18	14	17	16	14	17	18	12	11	9
Stirling	8	12	7	9	10	5	6	5	4	6	4
West Dunbartonshire	1	3	4	9	4	2	2	1	1	4	3
West Lothian	5	8	7	9	11	11	9	6	1	2	5
Total	**304**	**336**	**308**	**286**	**314**	**281**	**270**	**216**	**208**	**185**	**174**

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 and reported casualties by council and severity

Serious **Casualties**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	63	75	82	75	55	65	133	82	75	99	109
Aberdeenshire	157	155	148	160	126	163	232	224	202	191	203
Angus	89	71	120	80	79	71	64	60	54	57	45
Argyll & Bute	124	123	96	80	90	57	111	73	66	58	63
Clackmannanshire	41	31	21	24	23	11	23	14	19	10	19
Dumfries & Galloway	110	107	99	127	146	158	105	120	67	84	83
Dundee City	71	66	71	58	83	52	59	65	41	52	47
East Ayrshire	81	67	82	48	57	34	59	44	50	43	43
East Dunbartonshire	39	42	31	26	27	25	22	21	22	16	26
East Lothian	52	26	37	48	38	35	20	39	34	29	23
East Renfrewshire	40	32	30	15	32	16	25	19	25	12	12
Edinburgh, City of	209	162	162	196	206	191	183	141	132	166	188
Eilean Siar	19	16	18	16	7	11	16	7	10	4	8
Falkirk	92	85	61	77	63	61	69	55	43	43	64
Fife	249	182	184	172	189	137	114	114	119	92	100
Glasgow City	381	355	274	270	291	248	321	224	210	177	188
Highland	190	206	204	179	151	153	114	128	102	98	98
Inverclyde	36	36	32	35	39	34	39	26	21	26	25
Midlothian	58	37	22	60	44	47	34	35	29	27	23
Moray	53	49	50	29	39	37	48	41	35	24	44
North Ayrshire	74	70	83	72	64	49	53	62	25	39	36
North Lanarkshire	140	145	104	103	107	121	98	94	77	59	73
Orkney Islands	9	8	9	8	9	2	7	6	5	2	11
Perth & Kinross	154	146	148	139	139	111	116	109	80	90	88
Renfrewshire	91	107	73	69	82	59	66	66	62	52	46
Scottish Borders	117	102	94	126	79	84	91	91	86	64	69
Shetland Islands	13	5	6	12	11	6	5	5	3	5	7
South Ayrshire	96	87	59	53	51	52	50	55	50	38	29
South Lanarkshire	172	149	139	98	119	124	126	121	83	78	72
Stirling	99	112	113	86	62	72	76	54	57	57	55
West Dunbartonshire	48	46	43	34	43	28	24	26	25	22	19
West Lothian	62	57	71	91	84	71	72	67	60	63	58
Total	**3,229**	**2,957**	**2,766**	**2,666**	**2,635**	**2,385**	**2,575**	**2,288**	**1,969**	**1,877**	**1,974**

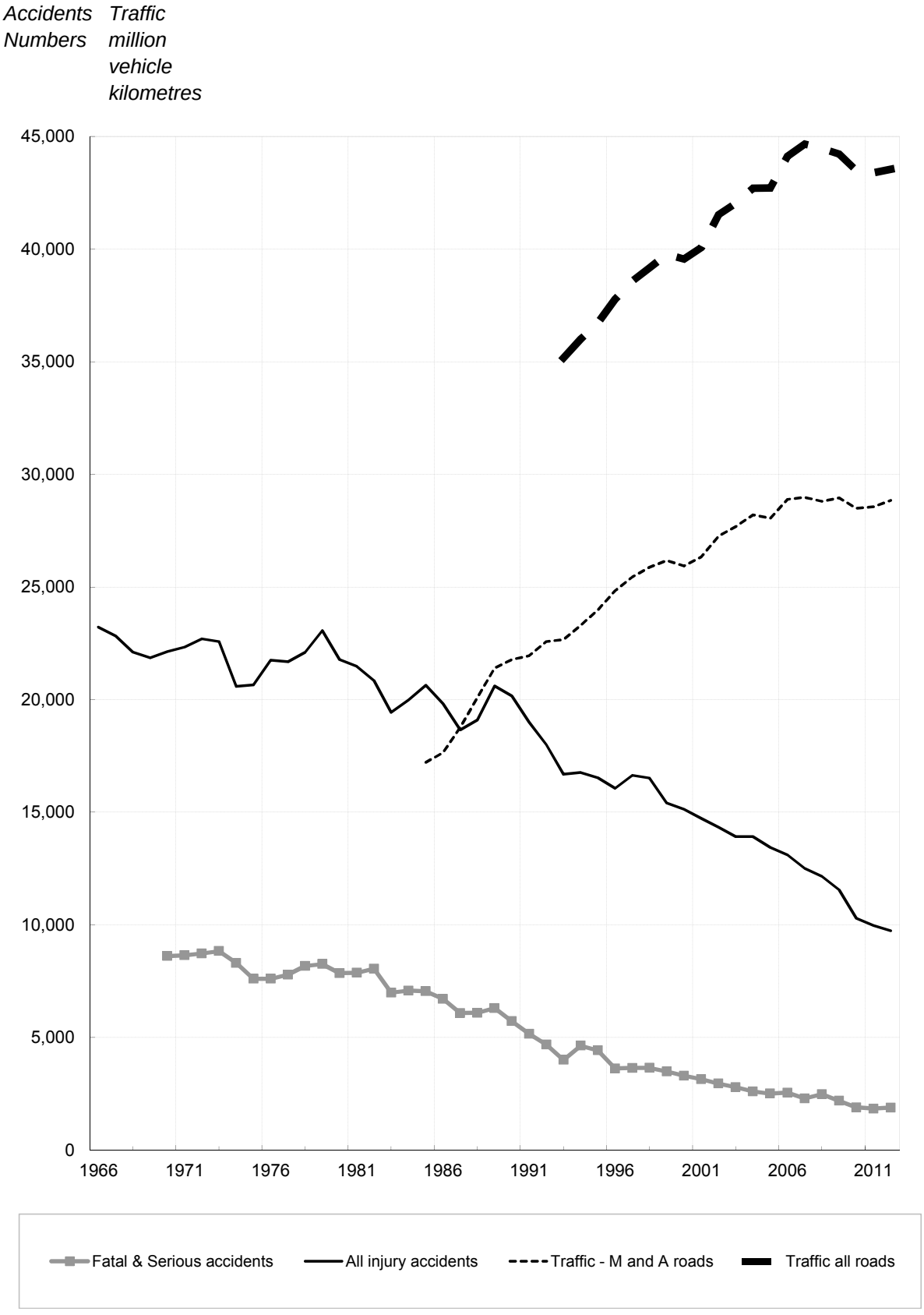
All severities

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	486	445	435	528	461	466	594	498	407	412	442
Aberdeenshire	821	768	771	853	777	822	896	907	794	664	686
Angus	502	351	455	422	376	389	362	308	247	290	263
Argyll & Bute	458	473	433	462	432	373	436	387	396	317	297
Clackmannanshire	135	147	114	122	130	111	110	97	91	88	113
Dumfries & Galloway	587	584	572	693	644	644	552	533	459	424	426
Dundee City	473	405	398	326	401	312	320	343	254	297	263
East Ayrshire	435	398	399	329	342	323	296	286	270	266	234
East Dunbartonshire	293	246	248	251	238	188	183	185	182	178	144
East Lothian	333	279	286	280	269	261	241	230	247	207	218
East Renfrewshire	188	219	200	162	179	149	133	125	122	154	121
Edinburgh, City of	1,978	1,746	1,794	1,707	1,736	1,596	1,533	1,402	1,394	1,371	1,372
Eilean Siar	78	84	70	69	61	59	96	49	55	38	42
Falkirk	452	450	409	420	384	390	401	395	299	335	340
Fife	1,080	1,000	1,012	929	909	780	732	766	725	597	549
Glasgow City	2,676	2,603	2,608	2,533	2,328	2,179	2,010	1,880	1,693	1,578	1,636
Highland	927	1,035	1,058	996	881	929	846	943	725	685	777
Inverclyde	285	326	257	225	269	267	262	182	205	208	170
Midlothian	319	347	295	312	320	264	293	280	263	224	308
Moray	235	268	240	229	231	216	232	269	171	164	166
North Ayrshire	423	439	493	413	366	359	304	312	230	281	259
North Lanarkshire	1,119	1,118	1,096	1,043	1,050	1,020	851	880	762	749	702
Orkney Islands	63	44	47	54	54	37	44	35	38	26	33
Perth & Kinross	608	642	608	564	529	505	488	521	450	400	392
Renfrewshire	637	697	635	608	584	548	460	392	414	483	431
Scottish Borders	632	630	645	643	510	455	530	505	398	368	370
Shetland Islands	40	49	47	71	61	51	24	72	55	46	41
South Ayrshire	455	455	376	392	364	357	275	362	271	286	279
South Lanarkshire	1,192	1,098	1,086	941	958	946	869	760	705	670	640
Stirling	405	463	420	352	414	393	383	332	310	294	278
West Dunbartonshire	298	303	332	296	299	251	175	213	201	180	166
West Lothian	662	644	663	660	712	599	661	595	505	497	518
Total	**19,275**	**18,756**	**18,502**	**17,885**	**17,269**	**16,239**	**15,592**	**15,044**	**13,338**	**12,777**	**12,676**

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 2012



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. 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 + 3 casualties.

Accidents

- In 2012, there were 160 **fatal accidents,** 15 (9%) fewer than in 2011, the lowest number since the records began in 1970.

- **Serious injury accidents** in 2012 increased by 57 (3%) to 1,730.

- **Slight injury accidents** fell by 273 (3%) in 2012 to 7,857 – the lowest number since records began.

Casualties

- There were 174 people **killed** in road accidents in Scotland in 2012, 11 (or 6%) fewer than in 2011 and the lowest since records began in 1950.

- 1,974 people were **seriously injured** in road accidents in 2012, 97 (or 5%) more than in 2011.

- 10,528 people were **slightly injured** in road accidents in 2012**,** 187 (or 2%) fewer than in 2011 – the lowest figure since 1950.

- There were a **total number of 12,676 casualties** in 2012 – 101 (or 1%) fewer than in 2011 – the lowest figure since 1938.

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 2012 the number of vehicles licensed in Scotland was about a sixth higher than in 2002 and traffic on Scottish roads was estimated to have grown by five per cent since 2002.

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 motor cyclists 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 to fall.

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 20 out of 23 years, and in 2012 it was at the lowest level ever recorded. The 2012 figure of 9,747 was 231 less than in 2011.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 160 in 2012. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,730 in 2012 – the third lowest number ever recorded. 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 2012 figure of 7,857 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.

Numbers killed

In 2012 there were 174 people killed in road accidents in Scotland, a decrease of 6% on 2011. This was the lowest figure recorded. 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 2012 was 25% below the average for the previous five years (232).

Numbers seriously injured

In 2012 there were 1,974 people seriously injured in road accidents: 97 (5%) more than in 2011. This is the third lowest number since records began in 1950. The long term trend shows that the number of serious casualties peaked in the early 1970's at around 10,000 and generally fell since the early 1980's. 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 2012 there were 10,528 people slightly injured, 187 (2%) fewer than in 2011, and the lowest number since 1950. 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, could have been a continuation of that pattern. However, 2000 to 2012 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2012 there was a total of 12,676 casualties, 101 (1%) fewer than in 2011 (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 2012.

Government targets for reductions in the numbers of road accident casualties

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.

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.

A separate section on the Scottish national casualty reduction targets for 2020 (which appears after this Commentary) provides statistics related to these targets, plus a selection of key points. 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.

Figure 2

Scottish fatal reported road accidents: 1972 onwards

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

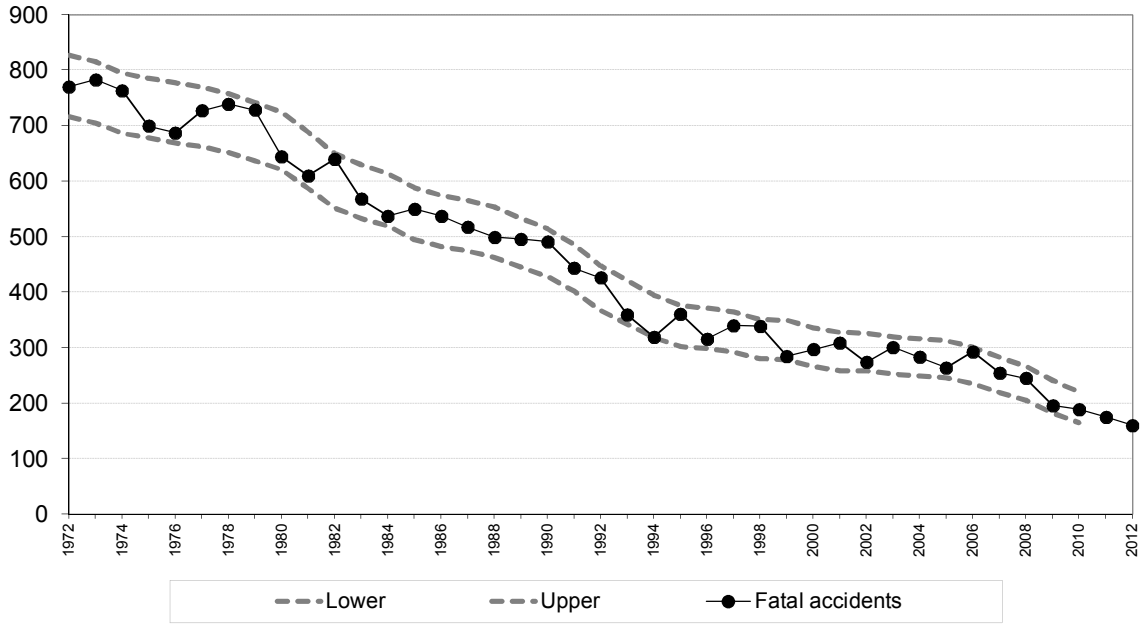
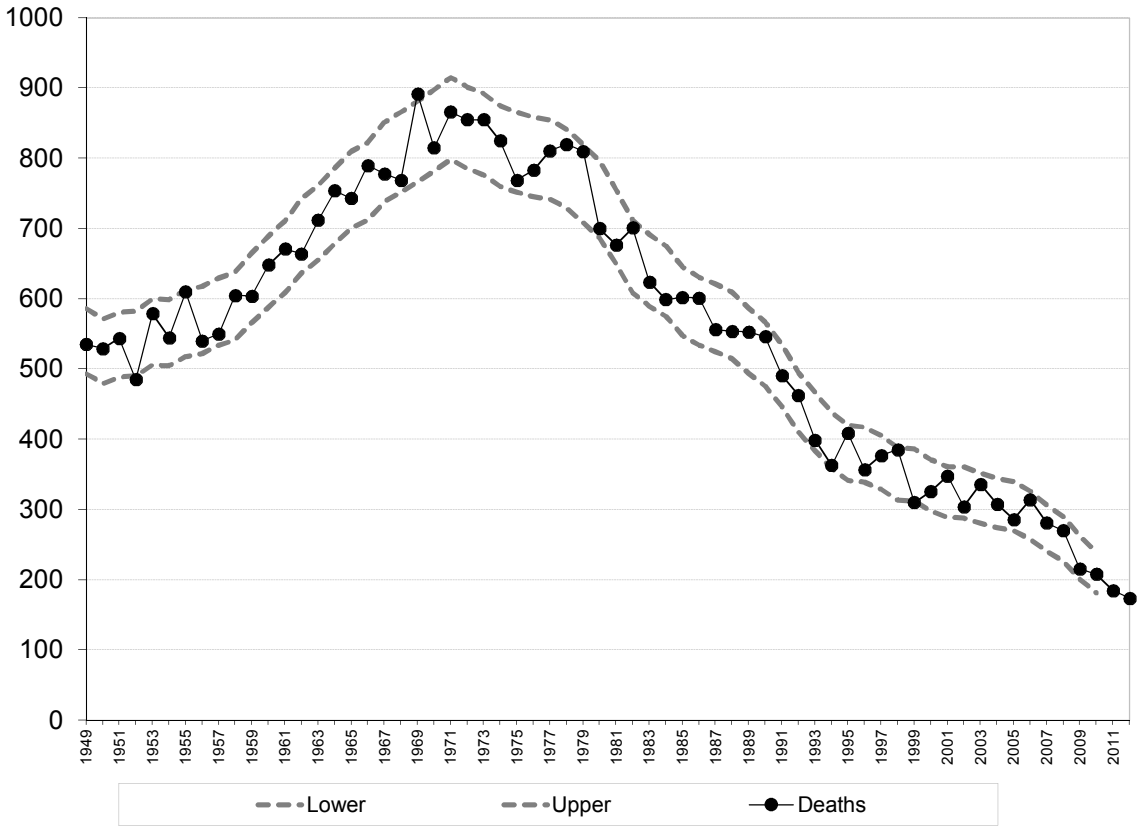


Figure 3

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 2012);
- road deaths (1949 to 2012);
- people killed or seriously injured (1950 to 2012);
- children killed or seriously injured (1981 to 2012).

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 30 years' figures for fatal accidents and over 50 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.

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.

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

Figure 4

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

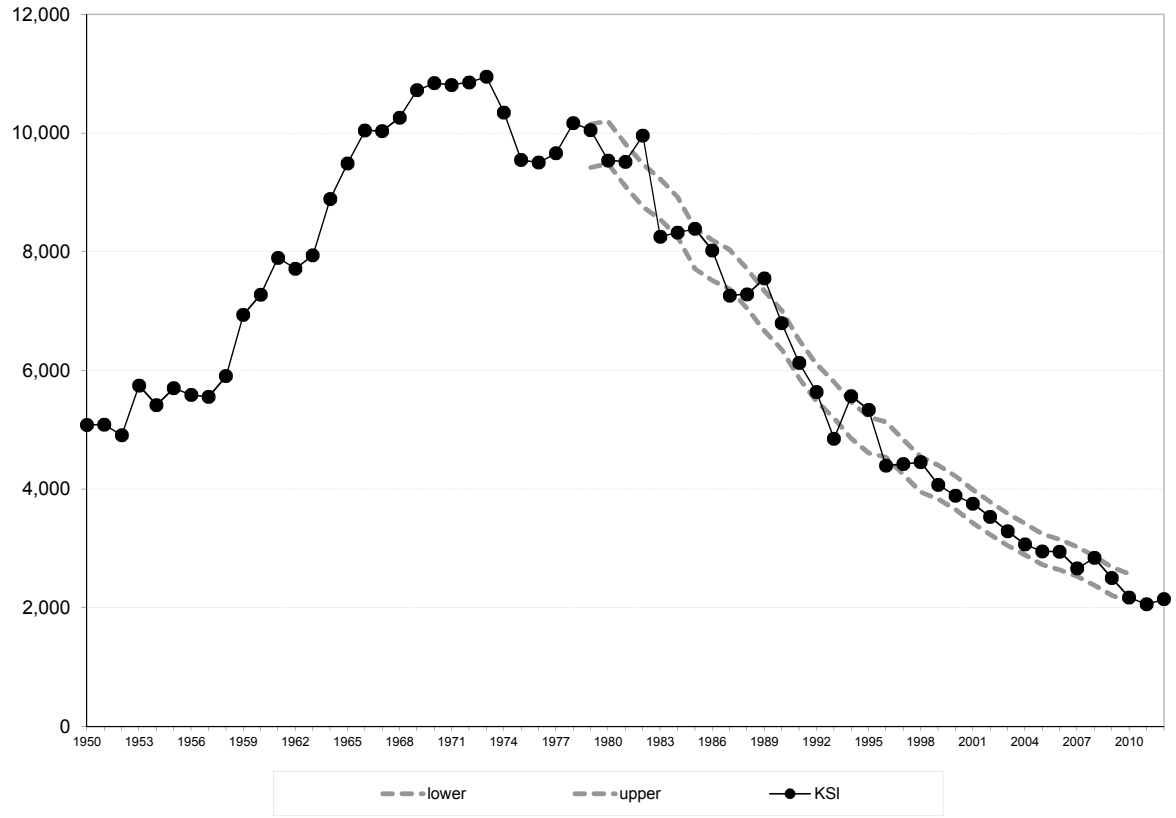
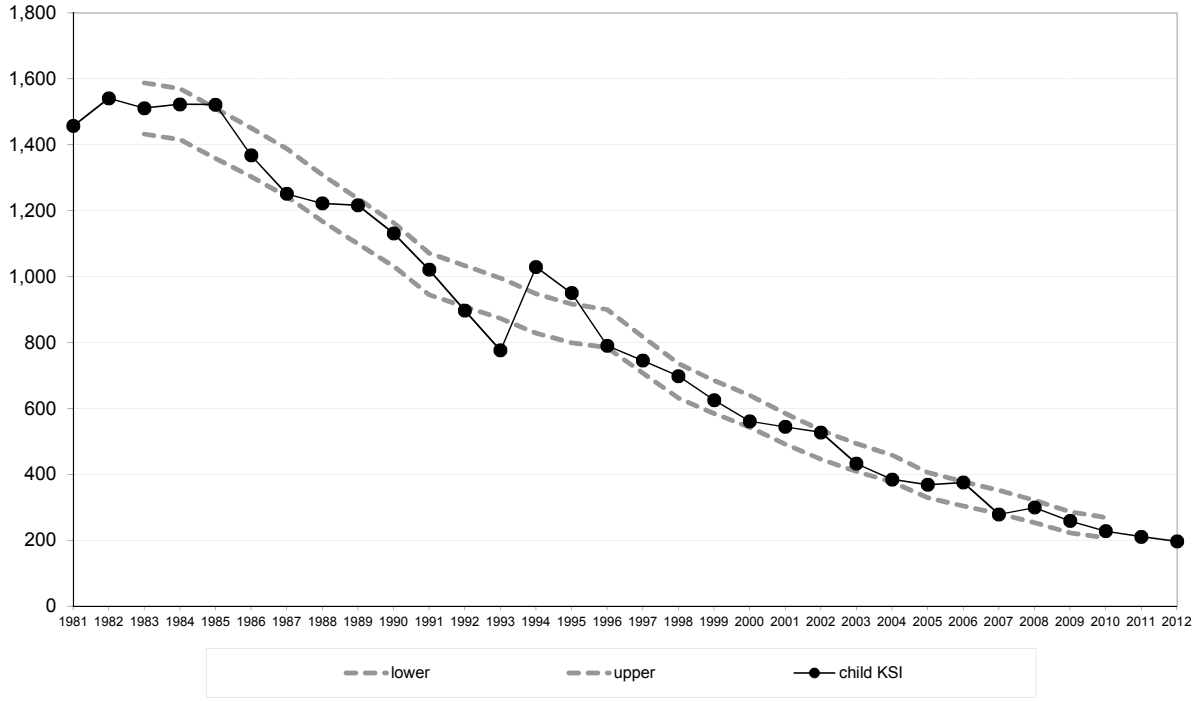


Figure 5

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



cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices referred to earlier.
In effect, *such factors change the underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random variation cannot take account of the effect of such changes.
Only Figure 4 has figures outwith the calculated interval due to the likely ranges of random year-to-year variation calculated for small numbers being quite wide in percentage terms. This is because, for a Poisson process (see Appendix G), by definition, the greater the frequency of occurrence of events, the smaller the proportion that the standard deviation of the frequency (which is the square root of that number) represents of that number. For example:

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

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

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 2012: 23% of fatal accidents, 15% of serious accidents, and 16% 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 2002 to 0.37 in 2012; the serious accident rate fell from 6.46 to 3.97; and the overall accident rate (all severities) reduced from 34.53 per 100 million vehicle kilometres to 22.38. 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 40mph) 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 2008-2012 were fairly evenly spread throughout the year, with minor peaks in August, September and November. Serious accidents varied more between the months, and their peak, which occurred in June, was 11% above the monthly average. (Months are standardised to 30 days to allow comparison)

On average, there were 16 fatal accidents per month in the years 2008 to 2012. The number did not vary greatly between the months: the lowest average was 13, and the highest was 20.

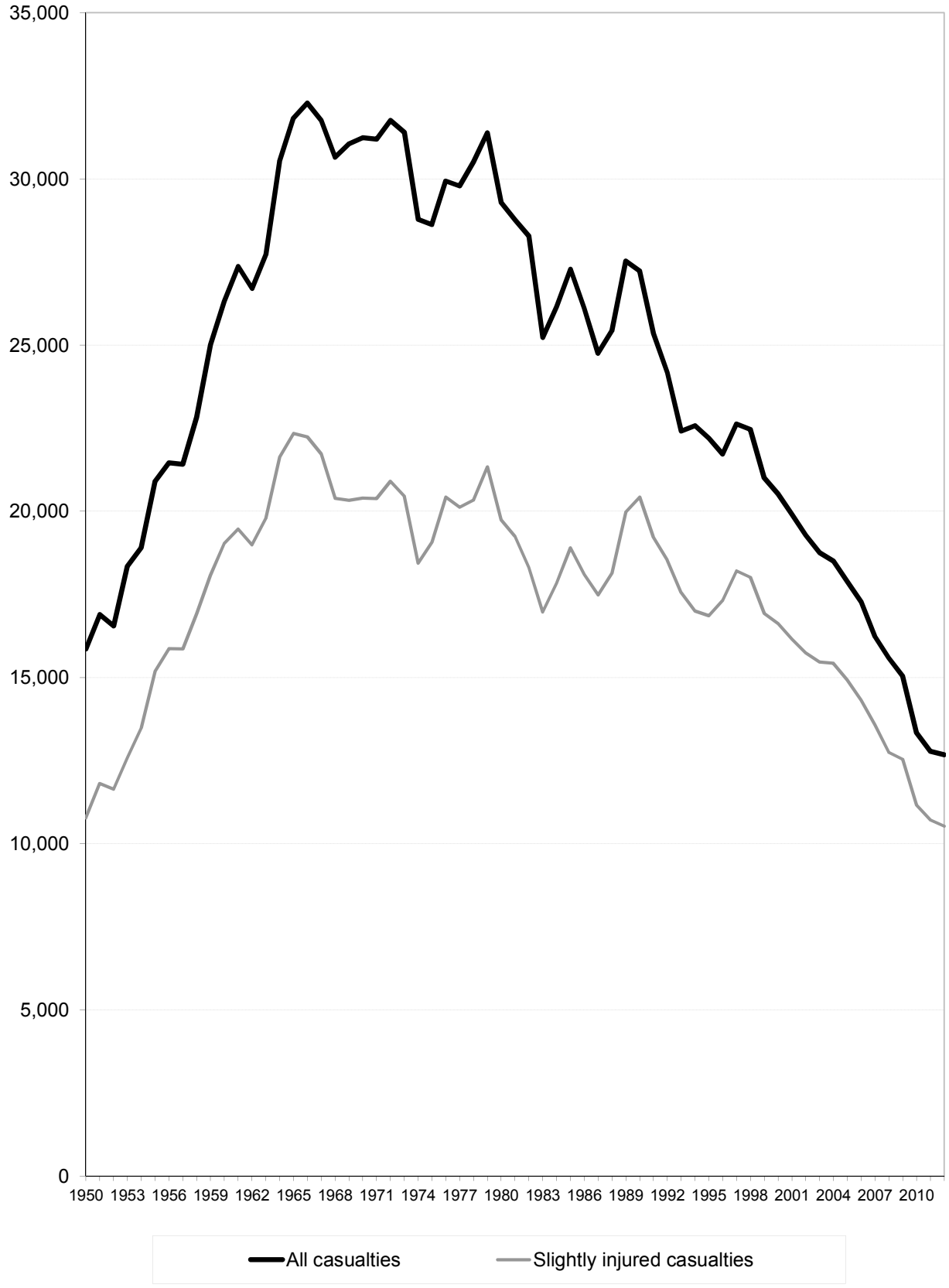
2.4 Accidents by light condition and road surface condition (see Table 7)

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 2008-2012, 4.1% of injury road accidents on non built-up roads in darkness (47 out of 1,160) resulted in one (or more) deaths compared with 1.7% of accidents on built-up roads in darkness (30 out of 1,762) and 2.8% of accidents on non built-up roads in daylight (82 out of 2,928).

Figure 6

Reported casualties: Total and Slightly injured - from 1950



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 2008 to 2012, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 24.4% (442 out of 1,808) compared with 18.3% (329 out of 1,800) when the surface was wet and 14.0% (67 out of 480) 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 2012, the overall rate was 2.7 per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 4.6 per thousand population in 2012. This rate is one and a third times those of females of the same age (3.4 per thousand in 2012).

The overall male car driver accident rate in 2012 was 3.3 per thousand population and for all age groups was slightly lower than the previous year. The overall female car driver accident rate in 2012 was 2.1 per thousand population and all age groups apart from 26-34 were slightly higher than the previous year. The rates for the age groups, were slightly lower than the previous year.

Between 2002 and 2012, the male car driver accident rate fell from 5.8 to 3.3 per thousand population, while the female car driver accident rate has declined slowly from 2.9 per thousand population to 2.1 per thousand in 2012. As a result, the overall, ratio of male to female car driver accident rates has fallen from 2.0 : 1 for 2002 to 1.6 : 1 in 2012.

3. Reported Casualties

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

In 2012, non built-up roads accounted for two-fifths of the total number of casualties (41%: 5,189 out of 12,676). 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 three quarters of those killed (63%: 109 out of 174) and for just over half of the total number of seriously injured (47%: 931 out of 1,974).

Compared with 2002, the fall in the total number of casualties has been the same for non built-up roads as those elsewhere (34%). The difference in the numbers killed on non built-up roads is higher than those on built-up ones (down by 53% for non built-up roads compared with a reduction of 12% 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 7,647 car users were injured in road accidents in 2012, representing 60% of all casualties. Of these car users, 73 died. There were 1,969 pedestrian casualties (16% of the total), of whom 57 died, 901 pedal cycle casualties (7% of the total), of whom 9 died, and 865 motorcycle casualties (7% of the total), of whom 21 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 1,294 casualties in 2012 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 439 bus and coach users injured in 2012, of whom 43 suffered serious injuries (one died). There were also 352 casualties who were travelling in light goods vehicles, 140 people in heavy goods vehicles, 165 users of taxis, 69 users of minibuses and 129 people with another means of transport.

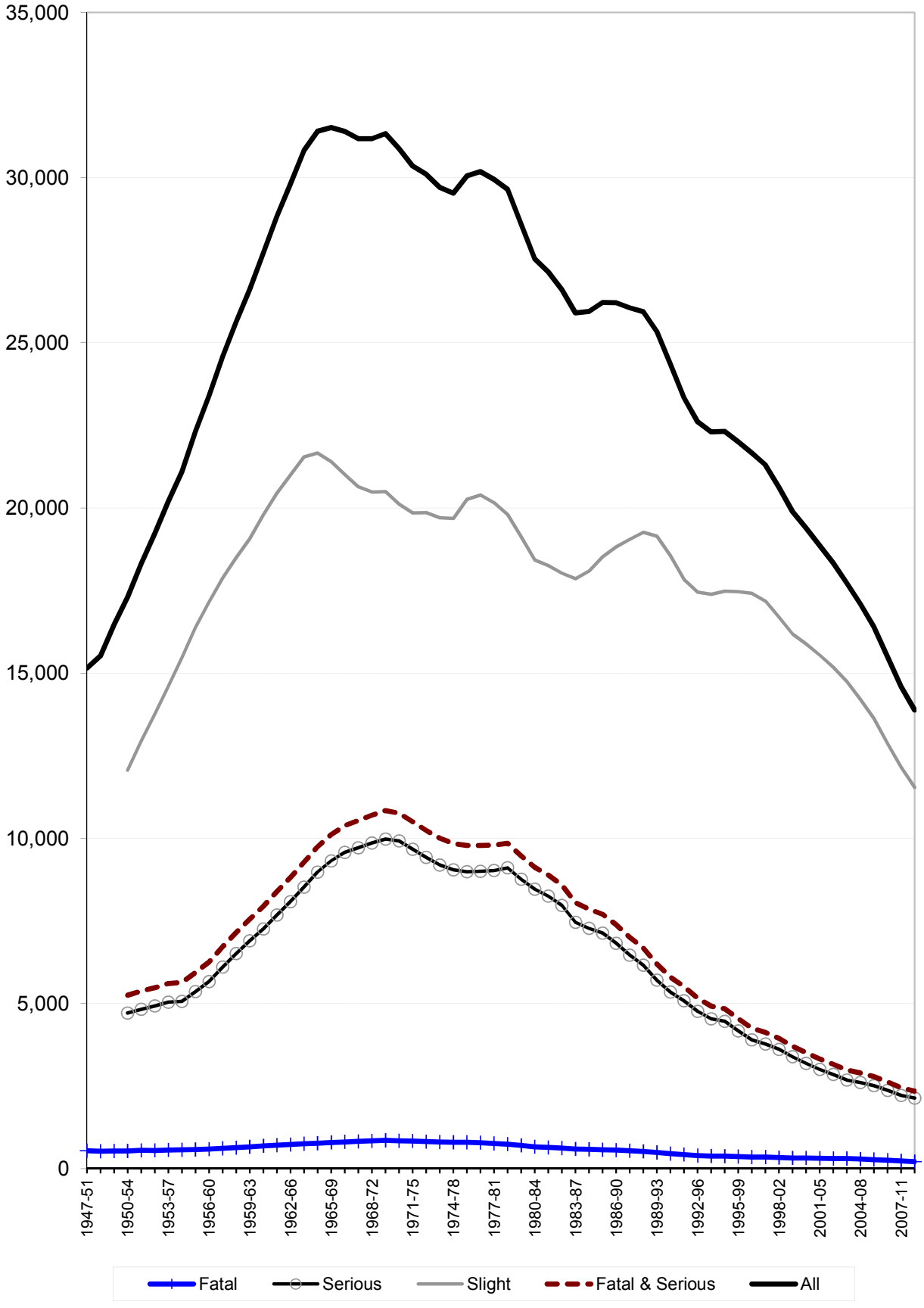
3.3 Car user casualties

A total of 7,647 car users were injured in road accidents in 2012, representing 60% of all casualties. Of these people, a total of 845 were seriously injured, 73 died. Non built-up roads accounted for over half of all car user casualties (52%: 3,997 out of 7,647). 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 (84%: 61 out of 73) or were seriously injured (68%: 574 out of 845). *(see Table 23)*

The number of car users killed in 2012 was 18% less than the 2011 figure. The number who were seriously injured rose by 12% and the total number of casualties of all severities was down by 2%. Since 2002, the number killed has dropped by 53%, and there have been falls of 48% in the number who were seriously injured and of 35% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2008-2012, the casualty rate for 16-22 year old car users was 3.97 per thousand population. This was much higher than the

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2008-12)



rate for car users in the older age groups, which varied from 0.9 to 3.9 per thousand population. *(see Table 32)*

On average, over the years 2008-2012, 71% 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 41% of the total number of car user casualties (of all severities). *(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 493 (the average over the years 2008-2012) was 16% higher than the average of 425 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in April and most in November. November had 30% more adult car user casualties than the April (annual averages over the years 2008-2012; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2008-2012 with 11% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 1,969 pedestrian casualties in 2012: 16% of all casualties. Of these, 460 were seriously injured (57 died). Presumably due to the number of pedestrians and because of their greater vulnerability, a high proportion (23%) of the total number of people who were seriously injured were pedestrians. In addition, 23% of pedestrian casualties were seriously injured (460 out of 1,969) compared with an average for all modes of 16% (1,974 out of 12,676). About 96% of pedestrian casualties occurred on built-up roads (1,884 out of 1,969). Perhaps because of higher average speeds on non built-up roads, 31% of the pedestrian casualties on such roads were seriously injured (26 out of 85) compared with 23% on built-up roads (434 out of 1,884). *(see Table 23)*

The number of pedestrians seriously injured in 2012 was 11% lower than 2011 and the overall number of pedestrian casualties was 4% lower. Since 2002, the number of pedestrians killed has fallen by 22%, the number who were seriously injured has dropped by 44%, and there has been a 41% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2008 to 2012, the pedestrian fatality rate was higher for those aged 70+ (0.03 per thousand population) than for any other age-group. However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.27 and 1.20 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 0.51 per thousand population, compared with 0.32 per thousand for females, using the averages for the period 2008 to 2012. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2008 to 2012, 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 21-32% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 19% more than the monthly average (annual averages over the years 2008-2012; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 36% and 21% more than the daily average over the period 2008 to 2012. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 901 pedal cycle casualties in 2012, 77 more than the previous year. The number of seriously injured pedal cycle casualties in 2012 was 167, 7% higher than in 2011. There were 9 pedal cycle fatalities in 2012, two more than 2011. Since 2002 there has been a 9% rise 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 16. In 2012, 87% of pedal cycle casualties were on built-up roads. *(see Table 23)* But 57% of all fatalities over the last five years were on non-built up roads.

In terms of the averages for the period 2008 to 2012, the pedal cycle casualty rate per head of population was highest for those aged 30-39 (0.26 per thousand population) and 26-29 (0.25 per thousand). Of course, it must be remembered that, as noted earlier, per capita casualty rates do not provide a measure of the relative risk, because they do not take account of the levels of usage of (in this case) pedal cycles. *(see Table 32)*

Adult pedal cycle casualties

Using the averages for the period 2008 to 2012, on weekdays, the peak numbers of adult pedal cycle casualties were from 4pm to 7pm and from 7 am to 9 am. At weekends the numbers were smaller, and there was no clear peak. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were June, August and September which were around 20% more than the monthly average (2008-2012 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Wednesday, 25% higher than the daily average, over the years 2008-2012. There were substantially fewer adult pedal cycle casualties on Saturday and Sunday, with 37% and 35% less than the daily average respectively. *(see Table 30)*

3.6 Motorcyclist casualties

A total of 865 motorcyclists were injured in road accidents in 2012, representing 7% of all casualties. Of these, 342 were seriously injured and 21 died. A half of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for three fifths of those seriously injured, and over four fifths of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2012 was 7% higher than in the previous year. The number killed fell by 12 and the number seriously injured increased by 49. 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 2012 was 26% lower than in 2002. Twenty five less motorcyclists died in 2012 than in 2002. *(see Table 23)*

On average, over the years 2008 to 2012, the motorcyclist casualty rate was highest for the 16-22 and 40-49 year old age groups (0.37 and 0.29 per thousand population respectively), followed by 30-39, 0.28 per thousand population and 23-25, 0.27 per thousand population; other age-groups had much smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2008 to 2012, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak months of the year were May (110), with a longer 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 1,164 child casualties in 2012, representing 9% of the total number of casualties of all ages. Of the child casualties, 194 were seriously injured, and 2 died *(see Table 24)*.

There were five less children killed in 2012 than in 2011 and a fall of 4% in the number of children seriously injured. The total number of child casualties fell by 12%. Since 2002, the number of children killed has fallen by 12, there has been a reduction of 62% in child seriously injured casualties, and a 58% fall in the total number of child casualties. *(see Table A and Table 25)*

In terms of the averages for the period 2008 to 2012, 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 1pm to 6pm *(see Table 27)*

August was the peak month for child casualties, with 28% more than in an average month. May and September had 12% and 22% more than an average month respectively. (2008-2012 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2008 to 2012, Friday was the peak day of the week for child casualties, with 19% more than an average day. Sunday, on the other hand, had 27% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2012, there were 519 child pedestrian casualties. They accounted for 26% of all pedestrian casualties of all ages (519 out of 1,969). Of the child pedestrian casualties, 132 were seriously injured (1 died). *(see Table 24)*

There were 121 child pedal cycle casualties in 2012 (13% of the total of 901 pedal cycle casualties of all ages). The child pedal cycle casualties included 21 who were seriously injured, 1 died. *(see Table 24)*

In 2012, there were 450 child casualties in cars, 6% of the total number of car user casualties of all ages (450 out of 7,647). Of the child casualties in cars, 34 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 2008-2012 taken together, for children aged 0-4 the rate was 0.68 per thousand population, whereas it was 1.67 per thousand for those aged 5-11 and for the 12-15 age group it was 2.36 per thousand. The pedestrian casualty rate for younger children (0-4 years) was three tenths of those for 5-11 and a fifth of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys in the 5-11 age group was almost twice 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 12-15 age group. *(see Table 34)*

The overall child pedestrian casualty rates for seriously injured and for all severities, at 0.17 and 0.72 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 2008 to 2012. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2010:

- (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 2008 to 2012, as that is the five year period centred on 2010 (the year to which the casualty rates relate). That is why the table and charts are not for 2012: the calculation of ranges for 2012 would require the annual averages for 2010 to 2014. When the table and charts were prepared, 2010 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2010, casualty rates based upon the 2008-2012 annual averages, and the likely ranges of values within which the 2010 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2008-2012 annual averages). The 2010 rates are identified by black diamonds, the rates based upon the 2008-2012 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 2010 could only be zero.) For example, the slight casualty rate chart shows that (for local authority roads in 2010):

- East Renfrewshire had the lowest slight casualty rate (15 per 100 million vehicle-kilometres) and Glasgow the highest (61 per 100 million vehicle kilometres), as can be seen from the table;
- In the case, of East Renfrewshire table 41 shows that, in 2010, they had a lower number of slight casualties than their 2008-2012 annual average numbers,

whereas Inverclyde had a slightly higher number than their 2008-2012 annual average;

- Orkney and Eilean Siar had the widest likely ranges of values. This is due to their having relatively few slight casualties (2008-2012 annual averages of 28 and 46, 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 (2008-2012 annual averages of 1,149 and 1,339 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 9,440 in 2008-12.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Orkney had a slight casualty rate (24 per 100 million vehicle-kilometres) which was noticeably above the lower limit (of 14 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. On the other hand North Ayrshire had a slight casualty rate (32 per 100 million vehicle-kilometres) which was noticeably below the upper limit of 43 per 100 million vehicle-kilometres which was unusually low. Table 41 shows that its number of slight casualties in 2010 was 145, compared with the annual average of 169 for the years 2008 to 2012.

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 (e.g. excluding those untraced drivers involved in hit and run accidents). Here, a motorist is defined as the driver or the rider of a motor vehicle (e.g. motorcycle)

In 2012, 60% of motorists involved in injury accidents were asked for a breath test (this ranged from 56% to around 80% across the police forces). The breath test proved positive (or the motorist refused to take the test) for 3.1% of those drivers breathalysed. This represented 1.8% of the total number of motorists involved (including those who were not asked for a breath test). There have been falls 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 2012, of the 287 positive / refused cases, 47% occurred between 9pm and 3am [19% between 9pm and midnight, plus 28% between midnight and 3am.] Table 20 shows that, using 2008 to 2012 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 16%) between midnight and 6am, but varied depending upon the day of the week, from 9% (the average for 3am to 6am for Mondays to Thursdays) to 21% (3am to 6am on Saturdays and Sundays). Table 20 shows that although the period from 9pm to midnight had the second highest number of positive / refused cases, the equivalent percentages were not as high, because between 9pm and midnight there were many more motorists involved in accidents than between midnight and 3am

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 39% and the number of casualties by 43% between 2001 and 2011 (the latest year for which estimates are available): from a rounded estimate of 800 to roughly 490 (accidents) and from around 1,190 to some 680 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to have fallen by over two thirds, from about 70 in 2001 to around 20 in 2011. The number of serious casualties is estimated to have dropped by a similar amount (from roughly 250 in 2001 to some 90 in 2011).

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 and seriously injured casualty rates per head of population in Scotland have been above those for England & Wales, whereas the total casualty rate is usually lower in Scotland than in England & Wales. In 2012, Scotland's casualty rates were 17% higher (killed), the same (serious) and 26% lower (all severities).

Child rates

In 2012, the Scottish rates were 12% higher (serious) than those in England and Wales and 3% lower (all severities). In the case of serious 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 2008-2012, child fatality rates in Scotland were on average 26% higher than England and Wales, however, in 3 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. In 2012, Scotland's car user fatality rate was 7% higher than that of England & Wales, the seriously injured rate was 22% higher, while the all severity car user rate was 27% lower. For child car users, the seriously injured rate was 39% higher in Scotland and the all severities rate was 21% less than that of England and Wales.

In 2012, the pedestrian killed rate per capita was 66% higher in Scotland than England & Wales, and the serious and all severities rates were 4% and 10% lower respectively. The child pedestrian casualty rates in Scotland were 11% higher (seriously injured) and 6% lower (all severities) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2012 for seriously injured (42% lower) and for all severities (47% 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 2012,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2011 & 2012 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2011 and 2012 (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 42 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://www.internationaltransportforum.org/jtrc/safety/safety.html

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 2012, Scotland's provisional overall road death rate of 32 per million population was the ninth lowest of the 39 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

However, Scotland's overall road safety position does not appear as good when the fatality rates of pedestrians are considered separately. In 2011, Scotland's pedestrian fatality rate was 8 per million population. Scotland ranked twelfth of the 39 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 low car user fatality rate (17 per million population: the sixth lowest of 39 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 36 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 second lowest for casualties aged 15-24. It was the eighth lowest for those aged 0-14 fifth lowest for 65+ and tenth lowest for those aged 25-64 (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 a 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**
2008	270	2,575	15,592	2,266	23,499	215,342
2009	216	2,288	15,044	2,006	22,421	207,134
2010	208	1,969	13,338	1,642	20,700	195,324
2011	185	1,877	12,777	1,715	21,249	191,187
2012	174	1,974	12,676	1,584	21,080	183,148
2008-2012 ave	**211**	**2,137**	**13,885**	**1,843**	**21,790**	**198,427**
(b) Per cent changes:						
2012 on 2011	-5.9	5.2	-0.8	-7.6	-0.8	-4.2
2012 on 2004-08 ave.	-40.4	-24.2	-25.9	-47.5	-26.1	-29.0
2008-12 ave. on 04-08 ave	-27.8	-18.0	-18.8	-38.9	-23.6	-23.0
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2008	20	279	1,689	104	2,413	20,306
2009	5	253	1,473	76	2,338	19,181
2010	4	223	1,377	51	2,225	18,194
2011	7	203	1,316	53	2,149	18,159
2012	2	194	1,164	59	2,019	14,016
2008-2012 ave	**8**	**230**	**1,404**	**69**	**2,229**	**17,971**
(b) Per cent changes:						
2012 on 2011	-71.4	-4.4	-11.6	11.3	-6.0	-22.8
2012 on 2004-08 ave.	-87.0	-40.4	-42.3	-59.1	-36.3	-46.3
2008-12 ave. on 04-08 ave	-50.6	-29.2	-30.5	-52.4	-29.7	-31.1

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**	**3.34**	**.06**	**.53**	**4.80**	**102**	**96**	**70**
2008	.05	.50	3.02	.04	.43	3.96	126	115	76
2009	.04	.44	2.90	.04	.41	3.80	113	107	76
2010	.04	.38	2.55	.03	.37	3.54	134	101	72
2011	.04	.36	2.43	.03	.38	3.40	115	94	71
2012	.03	.37	2.39	.03	.37	3.24	117	100	74
2008-2012 ave	**.04**	**.41**	**2.65**	**.03**	**.39**	**3.58**	**121**	**104**	**74**
(b) Per cent changes:									
2012 on 2011	-7.0	4.0	-1.9	-8.3	-1.5	-4.9			
2012 on 2004-08 ave.	-42.5	-27.0	-28.6	-50.1	-29.8	-32.5			
2008-12 ave. on 04-08 ave	-29.3	-19.7	-20.5	-40.7	-25.8	-25.3			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
2004-08 ave	**.02**	**.35**	**2.19**	**.01**	**.31**	**2.54**	**119**	**114**	**86**
2008	.02	.31	1.85	.01	.24	1.99	215	129	93
2009	.01	.28	1.61	.01	.23	1.88	74	121	86
2010	.00	.24	1.51	.00	.22	1.76	89	113	86
2011	.01	.22	1.44	.01	.20	1.72	153	109	84
2012	.00	.21	1.27	.01	.19	1.31	40	112	97
2008-2012 ave	**.01**	**.25**	**1.54**	**.01**	**.21**	**1.73**	**126**	**118**	**89**
(b) Per cent changes:									
2012 on 2011	-71.5	-4.6	-11.7	10.3	-6.9	-23.5			
2012 on 2004-08 ave.	-86.9	-39.8	-41.8	-60.7	-38.9	-48.4			
2008-12 ave. on 04-08 ave	-50.1	-28.4	-29.7	-53.1	-30.7	-32.1			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2012

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	57	460	1,969	366	5,103	23,269
Pedal cycle	9	167	901	109	3,055	18,193
Car	73	845	7,647	729	7,366	111,897
Bus/coach	1	43	439	10	269	4,795
Other	34	459	1,720	370	5,287	24,994
Total	**174**	**1,974**	**12,676**	**1,584**	**21,080**	**183,148**
2. Child casualties[1]						
Pedestrian	1	132	519	19	1,394	6,483
Pedal cycle	1	21	121	12	290	2,077
Car	0	34	450	27	285	6,693
Bus/coach	0	1	43	0	11	625
Other	0	6	31	1	39	216
Total	**2**	**194**	**1,164**	**59**	**2,019**	**16,094**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2012

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	.09	.37	.01	.09	.41	166	96	90
Pedal cycle	.00	.03	.17	.00	.05	.32	88	58	53
Car	.01	.16	1.44	.01	.13	1.98	107	122	73
Bus/coach	.00	.01	.08	.00	.00	.08	106	170	97
Other	.01	.09	.32	.01	.09	.44	98	92	73
Total	**.03**	**.37**	**2.39**	**.03**	**.37**	**3.24**	**117**	**100**	**74**
2. Child casualties[1]									
Pedestrian	.00	.14	.57	.00	.13	.61	61	111	94
Pedal cycle	.00	.02	.13	.00	.03	.19	97	85	68
Car	-	.04	.49	.00	.03	.63	n/a	139	79
Bus/coach	-	.00	.05	-	.00	.06	n/a	106	80
Other	-	.01	.03	.00	.00	.02	n/a	180	168
Total	**.00**	**.21**	**1.27**	**.01**	**.19**	**1.51**	**40**	**112**	**85**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) all road users 2012 (Provisional), (b) all road users 2011, (c) Pedestria and: (d) car users ranked by respective rates: International Comparisons [1,2]

(a) All road users 2012 (Provisional)

	Numbers killed	Per million population Rate	Index
Malta	9	22	67
Northern Ireland	48	26	82
England	1,491	28	87
Iceland	9	28	88
United Kingdom	1,802	28	88
Great Britain	1,754	28	89
Norway	148	30	93
Denmark	167	30	94
Sweden	286	30	94
Wales	93	30	95
Scotland	**170**	**32**	**100**
Israel	263	33	103
Irish Republic	162	35	110
Switzerland	286	36	112
Netherlands	650	39	121
Spain	1,834	40	124
Japan	5,237	41	129
Germany	3,601	44	138
Finland	255	47	148
Slovakia	295	55	171
France	3,653	56	175
Cyprus	51	59	185
Australia	1,310	60	186
Italy	3,650	60	188
Hungary	605	61	190
Austria	522	62	193
Slovenia	130	63	198
Luxembourg	34	65	202
Estonia	87	65	203
Belgium	767	69	216
Czech Republic	738	70	220
Portugal	743	70	220
New Zealand	308	71	222
Bulgaria	605	83	258
Latvia	177	87	271
Croatia	393	89	279
Greece	1,027	91	284
Poland	3,571	93	290
Romania	2,042	96	299
Lithuania	301	100	313
United States of America	33,780	108	336
Republic of Korea	5,392	*110*	345

(b) All road users 2011

	Numbers killed	Per million population Rate	Index
England	1,594	*30*	86
Great Britain	1,901	*31*	88
United Kingdom	1,960	*31*	88
Northern Ireland	59	*33*	93
Sweden	319	*34*	96
Norway	168	*34*	97
Scotland	**186**	***35***	**100**
Iceland	12	*38*	107
Wales	121	*39*	112
Denmark	220	*40*	113
Netherlands	661	*40*	113
Switzerland	320	*41*	116
Irish Republic	186	*41*	116
Malta	17	*41*	116
Japan	5,507	*43*	123
Israel	341	*44*	125
Spain	2,060	*45*	127
Germany	4,009	*49*	140
Finland	292	*54*	155
Australia	1,275	*56*	160
Slovakia	324	*60*	171
France	3,963	*61*	174
Austria	523	*62*	177
Italy	3,860	*64*	181
Hungary	638	*64*	182
New Zealand	284	*64*	184
Luxembourg	33	*64*	184
Slovenia	141	*69*	196
Czech Republic	773	*74*	210
Estonia	101	*75*	215
Belgium	858	*78*	222
Portugal	891	*84*	240
Cyprus	71	*85*	241
Latvia	179	*86*	246
Bulgaria	658	*89*	254
Romania	2,018	*94*	268
Croatia	418	*95*	270
Lithuania	297	*97*	277
Greece	1,141	*101*	287
United States of America	32,367	*104*	296
Republic of Korea	5,229	*105*	299
Poland	4,189	*109*	310

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 - 2011;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Norway	17	3	43
Netherlands	65	4	48
Sweden	53	6	69
Denmark	33	6	73
New Zealand	31	7	87
Northern Ireland	13	7	88
England	386	7	90
United Kingdom	466	7	91
Great Britain	453	7	91
Germany	614	8	92
Finland	41	8	94
Wales	24	8	96
France	519	8	98
Scotland	**43**	**8**	**100**
Australia	185	8	101
Spain	380	8	101
Canada	294	9	106
Switzerland	69	9	108
Italy	589	10	120
Ireland	45	10	121
Belgium	111	10	124
Slovenia	21	10	126
Austria	87	10	127
Hungary	124	12	153
Iceland	4	13	155
USA	4,432	14	175
Israel	115	15	182
Cyprus	13	15	191
Japan	1,987	16	191
Croatia	71	16	198
Czech Republic	176	17	207
Portugal	199	19	232
Malta	8	19	237
Estonia	26	19	239
Greece	223	20	243
Bulgaria	149	20	249
Latvia	60	29	356
Romania	747	35	430
Lithuania	110	36	444
Poland	1,408	37	450
Republic of Korea	2,044	41	506

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	1,070	8	49
Netherlands	209	13	74
England	736	14	82
Great Britain	883	14	85
United Kingdom	916	14	85
Switzerland	119	15	89
Sweden	159	17	99
Scotland	**90**	**17**	**100**
Northern Ireland	33	18	107
Wales	57	19	109
Malta	8	19	113
Denmark	110	20	116
Norway	100	20	120
Ireland	95	21	122
Spain	977	21	125
Israel	165	21	125
Iceland	7	22	129
Slovenia	46	22	132
Republic of Korea	1,176	24	139
Germany	1,986	24	143
Hungary	268	27	158
Italy	1,661	27	161
Portugal	331	31	184
France	2,062	32	187
Finland	172	32	188
Austria	290	35	203
Romania	780	36	214
Cyprus	31	37	217
Latvia	78	38	221
Australia	855	38	222
USA	11,981	38	226
Czech Republic	404	39	227
Luxembourg	21	41	241
Belgium	456	41	244
Estonia	56	42	246
Greece	474	42	247
Lithuania	134	44	258
New Zealand	199	45	266
Croatia	215	49	287
Poland	1,897	49	290
Bulgaria	399	54	319

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2011

(a) 0-14 years	Per million pop	Index
Malta	0	0
England	4	59
Great Britain	5	66
United Kingdom	5	67
Northern Ireland	6	80
Spain	6	87
Netherlands	6	88
Sweden	6	92
Japan	7	95
Scotland	**7**	**100**
Cyprus	7	101
Italy	7	102
Irish Republic	7	104
Norway	8	109
Germany	8	111
Czech Republic	8	114
Hungary	8	116
Switzerland	8	121
Denmark	9	128
Finland	9	128
Wales	10	137
Israel	10	144
Austria	10	149
France	11	152
Luxembourg	11	160
Portugal	12	167
New Zealand	12	175
Republic of Korea	13	185
Greece	14	193
Australia	14	204
Latvia	16	230
Poland	18	251
Belgium	19	264
Croatia	21	296
Slovenia	21	297
Romania	26	363
Iceland	30	428
United States of America	57	812

(b) 15-24 years	Per million pop	Index
Japan	43	90
Scotland	**48**	**100**
England	50	104
Great Britain	50	105
United Kingdom	51	106
Norway	51	108
Netherlands	51	108
Sweden	53	111
Switzerland	53	112
Wales	59	123
Denmark	62	130
Hungary	66	138
Northern Ireland	72	152
Israel	73	154
Korea	74	155
Iceland	85	179
Australia	91	191
Slovenia	91	192
Ireland	93	195
Germany	93	196
Austria	98	206
Finland	98	207
Italy	99	208
Portugal	100	209
Czech Republic	114	238
Belgium	117	246
France	119	249
New Zealand	128	268
Poland	156	327
United States of America	157	330
Greece	163	342
Luxemburg	435	914

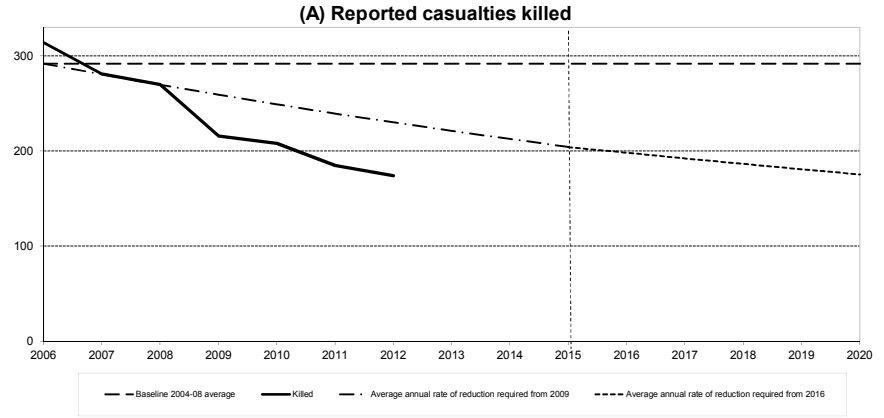
(c) 25-64 years		
Iceland	24	65
Netherlands	26	69
Northern Ireland	29	78
England	30	82
Japan	30	82
Sweden	31	84
United Kingdom	31	85
Great Britain	32	85
Switzerland	32	87
Norway	35	94
Denmark	36	96
Scotland	**37**	**100**
Ireland	38	102
Israel	43	115
Wales	43	115
Germany	45	122
Finland	47	128
Austria	56	150
Australia	58	156
New Zealand	59	159
Italy	62	166
France	62	168
Luxemburg	66	177
Hungary	71	191
Slovenia	76	206
Czech Republic	77	207
Belgium	81	217
Portugal	83	223
Korea	98	264
Greece	101	274
United States of America	114	308
Poland	115	309

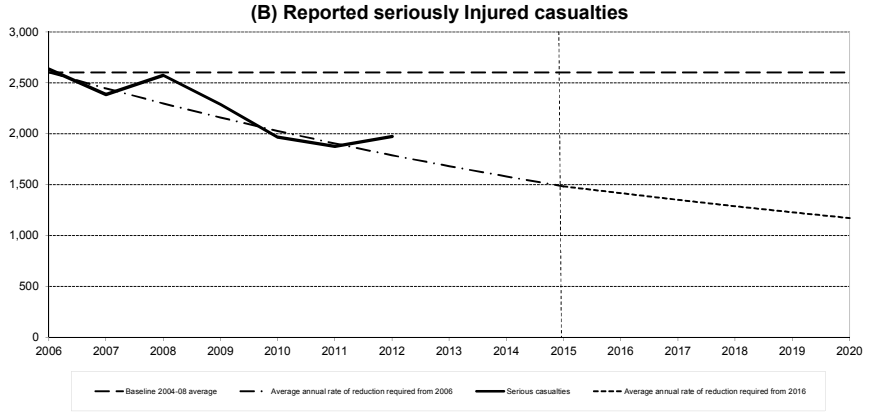
(d) 65+ years		
England	41	90
Great Britain	42	92
United Kingdom	42	92
Luxemburg	42	92
Wales	44	96
Northern Ireland	45	99
Scotland	**46**	**100**
Norway	49	106
Iceland	51	112
Sweden	52	115
Germany	62	136
Denmark	67	147
Slovenia	68	148
France	70	152
Ireland	71	156
Netherlands	72	158
Australia	74	163
Israel	83	181
Italy	84	184
Czech Republic	86	188
Finland	87	191
Hungary	87	191
Switzerland	89	194
Japan	93	204
New Zealand	94	205
Belgium	97	212
Austria	101	222
Greece	119	261
United States of America	130	285
Portugal	137	299
Poland	137	299
Korea	305	666

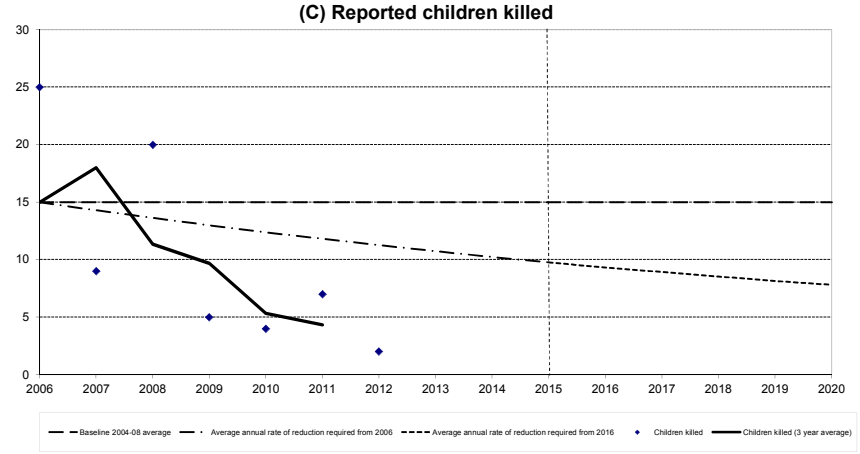
Article 1

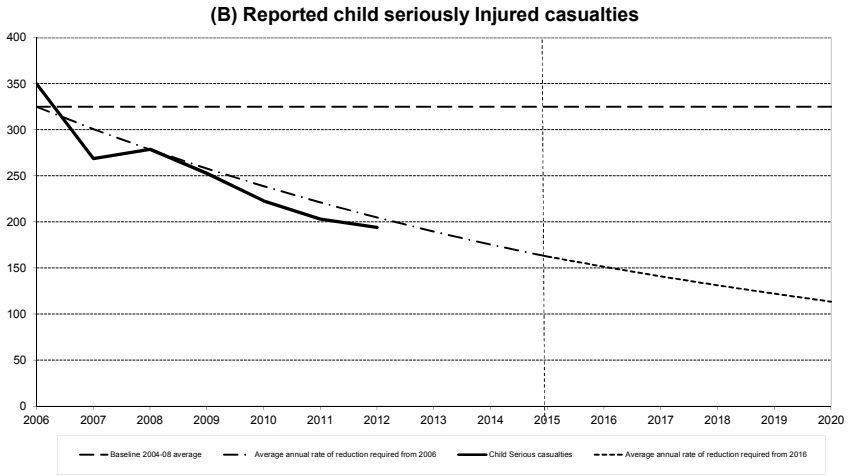
Casualty Reduction
Targets: Scotland's Road Safety Framework to 2020

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 previous targets in that deaths have been separated out from serious injuries as, in recent years, trends have been different – serious injuries falling steadily but deaths declining at a lower rate.

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 show the level of casualties inferred by the 2015 milestones and 2020 targets above.

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

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

2 Summar y of Progress

The 2012 figures show:

- 174 people were reported as killed in 2012, **40 per cent (118) below the 2004-2008 average** of 292 – so the reduction is below the 2015 milestone and the 2020 target.

- 1,974 people were reported as seriously injured in 2012, **24 per cent (631) below the 2004-2008 average** of 2,605 but above the 2015 milestone.

- 2 children were reported as killed in 2012, an average of 4 a year in the 2010-2012 period, **73 per cent (11) below the 2004-2008 avera ge** of 15, and below the 2015 milestone and 2020 target of a 50 per cent fall.

- 194 children were reported as seriously injured in 2012, **40 per cent (131) below the 2004-2008 average** of 325 and below the 2015 milestone.

- The slight casualty rate of 24.18 casualties per 100 million vehicle kilometres in 2012 was **26 per cent below the 2004-2008 baseline** average of 32.47.

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

3 Modes of Transport

Table Ib shows progress against the 2020 targets by mode of transport.

Numbers killed

As shown in Table Ia below, a reduction of 21 per cent compared to the baseline was required in 2012 to remain on the trajectory for this target. The overall reduction for 2012 is 40 per cent.

Percentage reductions are not recorded in Table Ib where the denominator is 50 or fewer so percentage changes on 2004-2008 have only been calculated for cars and pedestrian fatalities. Car fatalities are down 55 per cent on the baseline which exceeds the 2020 target. Pedestrian fatalities are down by twelve per cent from the baseline, so above the trajectory.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of just under 31 per cent compared to the baseline was required in 2012 to remain on the trajectory for this target. The overall reduction for 2012 is 24 per cent.

Table Ib shows that only car serious injuries have fallen by a greater percentage than that implied by the trajectory. The numbers of car drivers and passengers seriously injured has fallen by 33 per cent since the baseline. All other modes except pedal cycles have seen a fall when compared to the baseline, however motor cycle, car and goods vehicle seriously injured casualties have also seen an increase since 2011 of 17 per cent, 12 per cent and 8 per cent respectively. There has also been an increase in the numbers seriously injured in the ‘other’ category.

Children killed

The number of child fatalities is relatively small and the average of 5 over the last three years is below the 50 per cent reduction target set for 2020. Table Ib shows that the average number of child fatalities for 2010-2012 for each mode is below the 2004-2008 baseline.

Pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of just over 1 per year in 2009-2011. Pedal Cycle fatalities has 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 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 2010-2012 period,.

Children seriously injured

As shown in Table Ia below, a reduction of just under 37 per cent compared to the baseline was required in 2012 to remain on the trajectory for this target. The overall reduction for 2012 is 40 per cent.

Table Ib shows that car and pedestrian serious injuries have fallen by a greater percentage than that implied by the trajectory, 45 per cent and 40 per cent respectively. Percentages have not been calculated for other modes due to small denominators. The figures for all modes in 2012 are below the 2004-2008 baseline apart from goods where there were 5 serious injuries in 2012 compared to an average of 1 in the baseline period.

Slightly injured casualties

Because of the limited availability of detailed reliable road traffic estimates for Scotland, Table Ia 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 26 per cent below the 2004-2008 average.

Apart from pedal cycles, the number of slight casualties has fallen compared to the baseline for all modes of transport. The largest reductions are seen for bus / coach, pedestrian, cars and 'other', 43 per cent, 32 per cent, 27 per cent and 27 per cent respectively. Car users make up two thirds of slight casualties and there has been a reduction of a quarter compared to the baseline period. Pedal cycles on the other hand have shown an 18 per cent increase on the 2004-2008 average. There is some evidence to suggest that this increase is smaller than the increase in cyclists on the road over the same period.

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 area 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**
2005	76	7	42	167	3	12	1	308
2006	66	16	34	153	-	15	2	286
2007	61	10	58	175	-	8	2	314
2008	60	4	40	160	-	15	2	281
2009	60	9	34	153	1	8	5	270
2010	47	5	43	116	-	5	-	216
2011	47	7	35	105	1	8	5	208
2012	57	9	21	73	1	13	-	174
08-12 ave	**51**	**6**	**37**	**125**	**1**	**9**	**3**	**232**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2012 on 2011	*	*	*	-30	*	*	*	-16
2012 on 2004-08 average	-12	*	*	-55	*	*	*	-40

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**
2005	677	116	371	1,304	63	83	52	2,666
2006	688	131	352	1,258	57	91	58	2,635
2007	594	147	381	1,110	33	87	33	2,385
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,136	36	73	50	2,288
2010	457	138	319	903	52	60	40	1,969
2011	514	156	293	756	51	63	44	1,877
2012	460	167	342	845	43	68	49	1,974
08-12 ave	**517**	**154**	**336**	**969**	**48**	**66**	**47**	**2,137**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2012 on 2011	-11	7	17	12	-16	8	*	5
2012 on 2004-08 average	-30	25	-8	-33	-22	-17	-3	-24

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**
2005	5	4	-	1	-	-	1	11
2006	9	5	-	10	-	1	-	25
2007	4	1	-	4	-	-	-	9
2008	4	2	1	13	-	-	-	20
2009	1	1	-	3	-	-	-	5
2010	1	1	1	1	-	-	-	4
2011	2	-	-	5	-	-	-	7
2012	1	1	-	-	-	-	-	2
08-12 ave	**2**	**1**	**0**	**4**	**-**	**-**	**-**	**8**
2020 target	*3*	*1*	*0*	*3*	*-*	*0*	*0*	*8*
10-12 ave	**1**	**1**	**0**	**2**	**-**	**-**	**-**	**4**
Percent changes:								
09-2011 on 2004-08 average	*	*	*	*	*	*	*	*

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**
2005	239	26	11	68	6	2	5	357
2006	239	35	10	60	4	-	2	350
2007	181	28	4	51	1	1	3	269
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	-	-	223
2011	139	23	2	34	4	-	1	203
2012	132	21	1	34	1	5	-	194
08-12 ave	**154**	**22**	**3**	**45**	**3**	**1**	**2**	**230**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2012 on 2011	-5	*	*	*	*	*	*	-4
2012 on 2004-08 average	-40	*	*	-45	*	*	*	-40

Reported slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All Traffic road users		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**
2005	2,308	649	677	9,532	794	495	478	14,933	42,718	34.96
2006	2,104	640	658	9,272	706	484	456	14,320	44,120	32.46
2007	2,050	563	640	8,793	590	506	431	13,573	44,666	30.39
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,503	661	482	6,930	452	382	305	10,715	43,390	24.69
2012	1,452	725	502	6,729	395	411	314	10,528	43,549	24.18
08-12 ave	**1,599**	**647**	**547**	**7,519**	**460**	**414**	**353**	**11,538**	**43,823**	**26.33**
2020 target										*29.22*
Percent changes:										
2012 on 2011	-3	10	4	-3	-13	8	3	-2	0	-2
2012 on 2004-08 average	-32	18	-21	-27	-43	-18	-27	-26	0	-26

1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport
* Indicates that a percentage change is not shown because the denominator is 50 or fewer.

Article 2: Vulnerable road users

An analysis of casualty numbers for vulnerable road users

Part 1 – Summary and background

Key points

- **Between 2011 and 2012, there was:**
  - **a nine per cent increase in pedal cycle casualties**
  - **a seven per cent increase in motorcycle casualties**
  - **a four per cent decrease in pedestrian casualties but an increase of 33 per cent in numbers killed.**
- **As with all road accidents, pedestrian, pedal cycle and motorcycle casualties are more likely to be killed or seriously injured on faster roads in rural areas.**
- **For pedal cycle and pedestrian casualties, most injuries occur on roads in built up areas.**
- **For motorcycle casualties, riders of larger motorbikes are more likely to be involved in accidents on rural roads. Riders of smaller motorbikes and mopeds are more likely to be injured on roads in built up areas.**
- **Seventy per cent of pedal cycle casualties occur at junctions compared to half of motor cycle and pedestrian casualties.**
- **Over eighty per cent of pedal cycle and motor cycle casualties are male. 59 per cent of pedestrian casualties are male.**
- **Compared to traffic volumes, cars are over represented in accidents involving motor cycles and pedal cycles.** (Cars and taxis account for 86% of other vehicles involved where accidents result in pedal cycle or motor cycle casualties where as they only account for 77% of traffic on the roads). **Buses are over represented in accidents involving pedestrians**. (7% of vehicles involved in accidents with a pedestrian casualty are buses and coaches compared to less than 2% of traffic).

Background

1.1 Casualty numbers in Scotland have been falling over recent years but the numbers for some groups of road users have shown differing trends. This article contains new analysis, looking in more detail at three groups of vulnerable road user: the casualty numbers of pedestrians, pedal cycles and motor cycles to identify patterns in the data to assist with targeting interventions.

1.2 The paper is split into four parts, this introduction, then sections on pedestrian casualties, pedal cycle casualties and motor cycle casualties.

1.3 When looking at subsets of casualties to look for trends and patterns, using a single year of data can lead to erroneous conclusions because of relatively large year to year fluctuations. This analysis looks at 5 years of data for the whole of Scotland to identify key patterns in casualty numbers over the period. The maps include eight years of data to ensure patterns can be identified across larger geographic areas.

1.4 Care should be taken when linking these statistics to causes and effects as it has not been possible to take full account of travel patterns. For example no data has been included to look at the frequency that pedal cyclists use particular junction types, so it is not possible to say which junction is more dangerous. The same issue arises for many of the variables looked at within this analysis, for example higher pedal and motor cycle casualty numbers amongst males are likely to be due to higher levels of useage.

Part 2 - Pedestrian Casualties

Pedestrian Casualties - Key Points

- **Since 2008, pedestrian casualties have fallen by a quarter.** Pedestrian casualties fell by 4 per cent between 2011 and 2012 but the number of fatalities increased by 33 per cent.
- **Most pedestrian casualties occur in built up areas.** (95% of casualties and 75% of fatalities occur on roads with a speed limit of 40 mph or less.)
- **The fatality rate is higher on faster rural roads. (**43% of pedestrian casualties on roads with a speed limit of 60 mph or more are killed or seriously injured. This compares to 25% for roads with a speed limit of 30 mph.)
- **Most casualties occur during the winter months.**
- **Most occur in evenings, though at weekends, adult casualties peak between midnight and 2 am.**
- **A quarter of pedestrian casualties are aged under 16.** (11% of casualties are aged 11-15.)
- **Almost 60 per cent of pedestrian casualties in 2012 were male.**

Pedestrian Casualties - Background

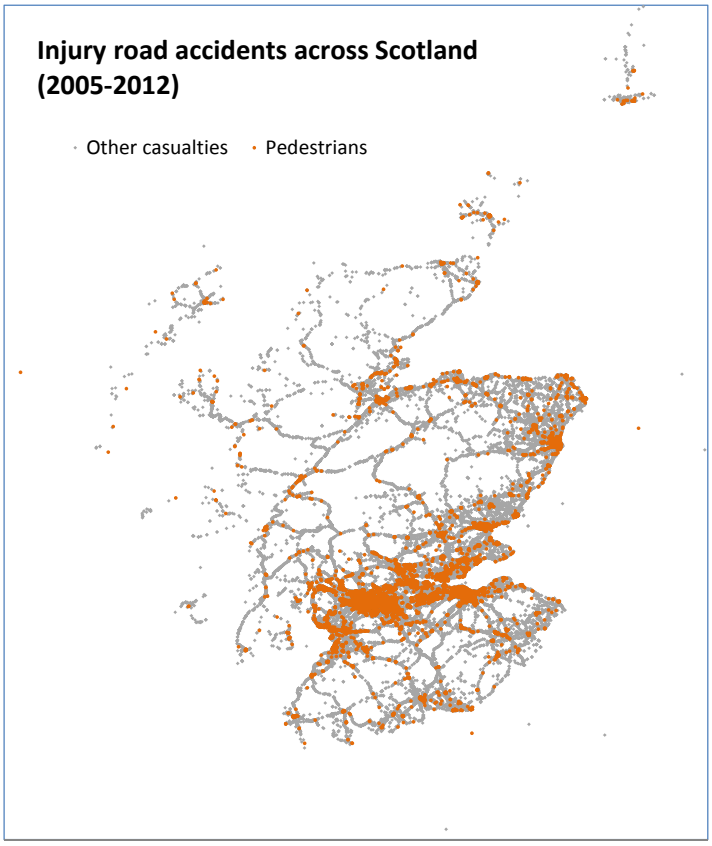
2.1 The number of pedestrian casualties reported to the police are shown in the table below:

	Pedestrian casualties			
Year	Killed	Serious	Slight	All severities
2008	60	645	1,888	2,593
2009	47	509	1,643	2,199
2010	47	457	1,509	2,013
2011	43	514	1,503	2,060
2012	57	460	1,452	1,969

Source: Stats19 database August 2013

2.2 Pedestrian casualties fell by 4 per cent between 2011 and 2012 but the number of fatalities increased by 33 per cent. Since 2008, pedestrian casualties have fallen by a quarter. The purpose of this analysis is to identify high level patterns within these casualties.

2.3 Injury road accidents involving pedestrians occur in areas of population as shown in the map below. This is as would be expected as it is where most walking journeys will take place.



Pedestrian Casualties – Findings (2008-2012)

2.4 Speed limits

- **Most casualties occur on roads with lower speed limits.** Ninety five per cent of pedestrian casualties and three quarters of fatalities happen on roads with a speed limit of 40 mph or less. This is because these roads are in built up areas where the majority of walking journeys are made and speed limits are set on these roads because of the proximity to pedestrians.
- **Where pedestrians are involved in an accident more severe injuries are likely to occur on faster roads.** On roads with a speed limit of over 40 mph, 44 per cent of casualties are killed or seriously injured (13% are killed), compared to 25 per cent of casualties on roads with a speed limit of less than 30 mph (only 2% are killed).
- **Casualty severity increases with road speeds. Forty three per cent of pedestrian casualties on roads with a speed limit of 60 mph or more are killed or seriously injured.** The proportion is 40 per cent for roads with a speed limit of 40 mph, 25 per cent for roads with a speed limit of 30 mph and 18 per cent for roads with a speed limit of 20 mph or less.

2.5 Urban Rural

- As above, the majority of casualties occur in built up areas. **Eighty two per cent of pedestrian casualties and 66 per cent of fatalities occur in urban areas.**
- **Pedestrian casualties in rural areas are likely to be more seriously injured.** Thirty per cent of fatalities occur in rural areas but only ten per cent of pedestrian casualties occur in these areas (the remainder occur in small towns).

2.6 Road Class

- **Most pedestrian casualties (57%) happen on unclassified roads, but less than one in four (24%) are killed or seriously injured.**
- **Twenty eight per cent of pedestrian casualties occur on A roads and thirty one per cent of these are killed or seriously injured.** This is likely to be because traffic is travelling slower on unclassified roads.

2.7 Road type

- **Eighty per cent of pedestrian casualties occur on single carriageway roads.** A further 11 per cent are on dual carriageways.
- **Seventy three per cent of fatalities are on single carriageway roads with another 23 per cent on dual carriageways.**

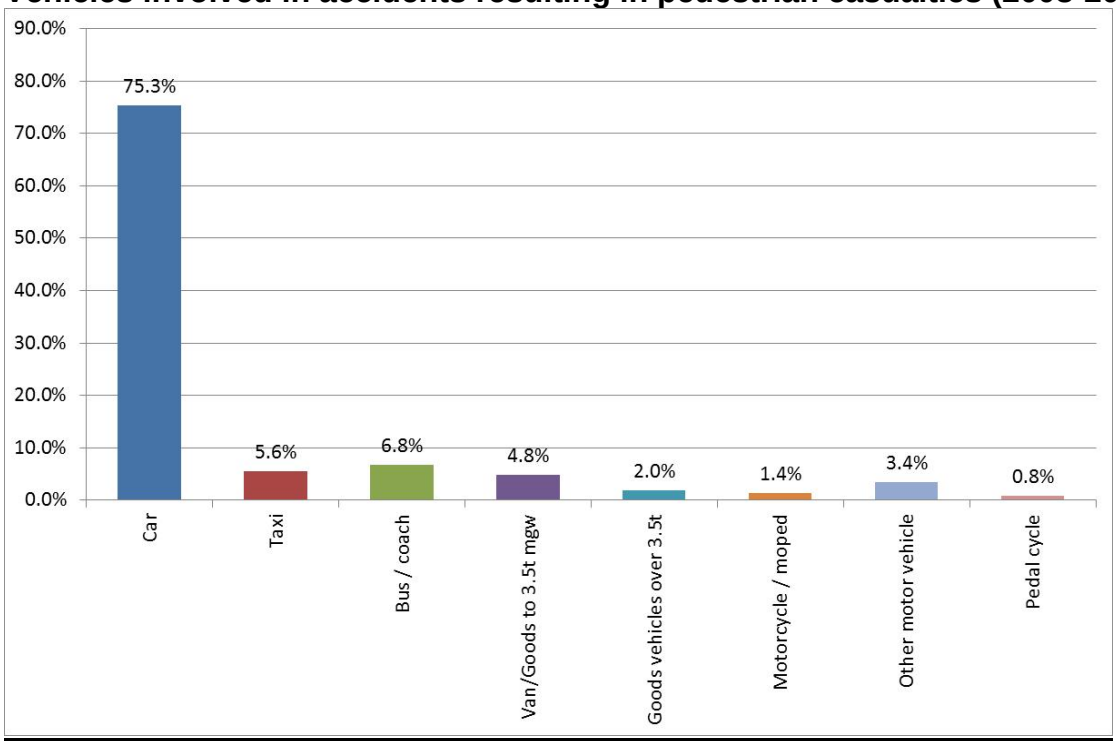
2.8 Junction type

- **Half (52%) of pedestrian casualties occur at junctions.**
- Twenty six per cent of casualties occur at T junctions, eight per cent at cross roads and three per cent at roundabouts.
- **Two thirds of fatalities are not at junctions.** But unlike with motorcycles where the majority are in rural areas, sixty two per cent are in urban areas.
- Twenty six per cent of fatalities are at T junctions, four per cent at cross roads but very few (less than one per cent) are at roundabouts, which is likely to be because vehicles are travelling slower at these junctions.

2.9 Vehicles involved

- **The majority of vehicles involved in accidents resulting in a pedestrian casualty are cars or taxis (81%). A further 5% are vans.** (Cars and taxis account for 77% of vehicle traffic and vans and light goods vehicles 14%)
- **Seven per cent are bus and coaches.** Compared to the proportion of vehicles on the road, these are over represented in the casualty statistics as buses only account for 1% of traffic volume. This is likely to be due to the numbers of bus services in built up areas.
- Only two per cent are goods vehicles, one per cent are pedal cycles and a similar proportion are motorcycles / mopeds.

Vehicles involved in accidents resulting in pedestrian casualties (2008-2012).



2.10 Weather conditions

- **Three quarters (76%) of accidents resulting in a pedestrian casualty occurred in fine weather.**
- **Seventeen per cent of pedestrian casualties occur in the rain.**
- **Ten per cent of fatalities occur when there are high winds (compared to only 4% of all pedestrian casualties).**

2.11 Light conditions

- **Sixty nine per cent of pedestrian casualties occurred in daylight.**
- **A further twenty eight per cent occurred in darkness where there were street lights present and lit.** These proportions are similar for slight and serious pedestrian casualties.
- Only 43 per cent of pedestrian fatalities occurred in daylight. Thirty seven per cent occurred in darkness with street lights lit and 19 per cent occurred in darkness with no street lights. This is a reflection of the urban rural statistics above ie accidents involving pedestrians are more likely to occur on faster roads in rural areas where there is no street lighting.

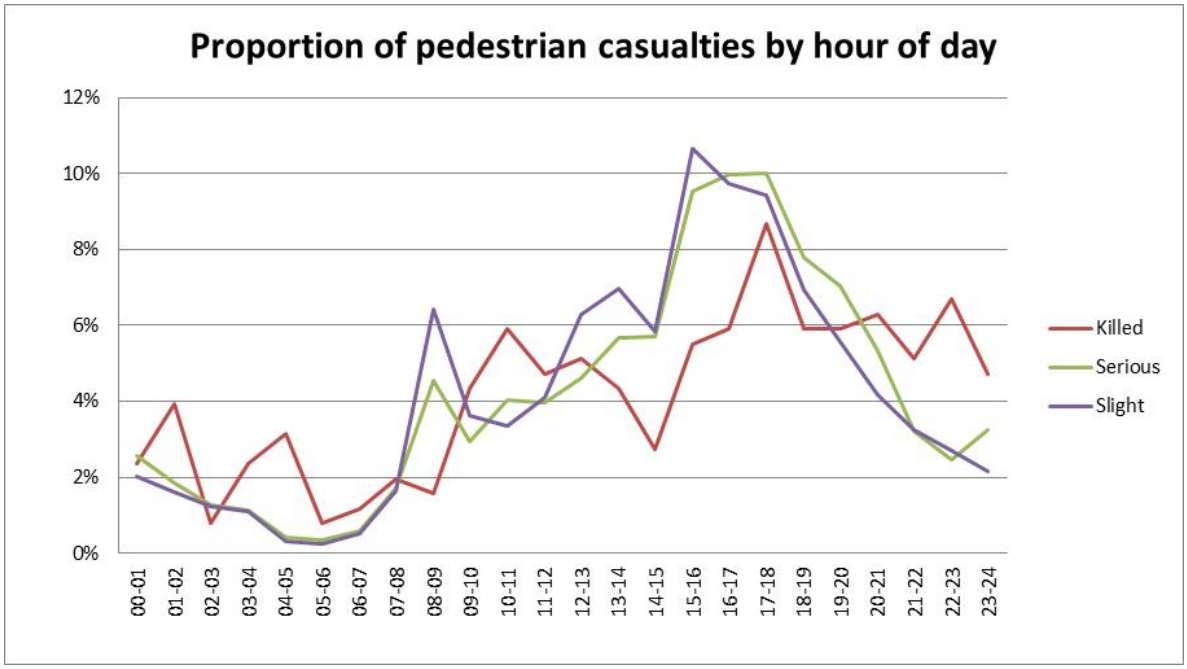
2.12 Month

- **Casualty rates per day are above the annual average during the winter months (October to February), for all severities.**
- **November is the peak month for casualties.** Over the last five years, one in ten pedestrian casualties and one in seven fatalities have occurred in November.

- There are relatively few fatalities between March and August. Forty six per cent of casualties occur in this six month period, but only 36 per cent of fatalities.

2.13 Time of day

- **Slight and Serious pedestrian casualties peak between 3 pm and 7 pm. The numbers killed peaks between 5 pm and 6 pm** but there is a longer peak from 3 pm until 11 pm with half of fatalities occurring in this eight hour period. Half of all casualties occur in this same period but the peak is shorter with a drop off in casualty numbers after 9 pm.
- Only four per cent of fatalities and eight per cent of all pedestrian casualties occur in the two hour morning period of 7 am to 9 am.
- Adult pedestrian casualties peak between 4-6 pm on weekdays and between midnight and 2 am at weekends *(Table 28 of RRCS 2012)*



2.14 Age and gender

- A quarter (26%) of pedestrian casualties were under 16 in 2012 (this age group makes up 17% of the population). Under 16s accounted for two per cent of the number of pedestrians killed and 29 per cent of those seriously injured.
- Pedestrian casualties peak in the 12-15 age band, accounting for 11 per cent of all casualties and 11 per cent of those killed or seriously injured. There are also high numbers of casualties in the 30-49 age band accounting for 22 per cent of casualties.
- Fifty nine per cent of pedestrian casualties in 2012 were male.

Part 3 - Pedal Cycle Casualties

Pedal cycle casualties - Key Points

- **Since 2008, there has been a 23 per cent increase in pedal cycle casualties, with a 9 per cent increase between 2011 and 2012.** Pedal cycle traffic increased by 14 per cent between 2008 and 2012.
- **Most pedal cycle casualties occur on slower roads in built up areas** (75% of casualties are in urban areas and 90% occur on roads with a speed limit of 40 mph or less)
- **Most fatalities happen on faster roads in rural areas** (60% of fatalities happen in rural areas and 60% happen on roads with a speed limit greater than 40 mph).
- **Injury accidents occur at junctions, fatalities tend to occur away from junctions** (70% of pedal cycle casualties occur at junctions, Two thirds of fatalities are away from junctions where vehicles are travelling faster)
- **Most accidents resulting in an injured pedal cyclist involve a car** (83% involve cars. 96% involve a car, taxi or van and only 2% involve LGVs or HGVs)
- **Most pedal cycle casualties occur during summer months, in good weather and in daylight.** (52% occur May-Sept, 4 out of 5 occur in good weather and a similar proportion in daylight).
- **Pedal cycle casualties peak in the evening and morning periods** (30% between 4 pm and 7 pm and 16% between 7 am and 9 am).
- Forty five per cent of pedal cycle casualties are aged between 30 and 49.
- **The majority of pedal cycle casualties in 2012 were male** (82%)**.**

Pedal cycle casualties - Background

3.1 The number of pedal cycle casualties reported to the police are shown in the table below:

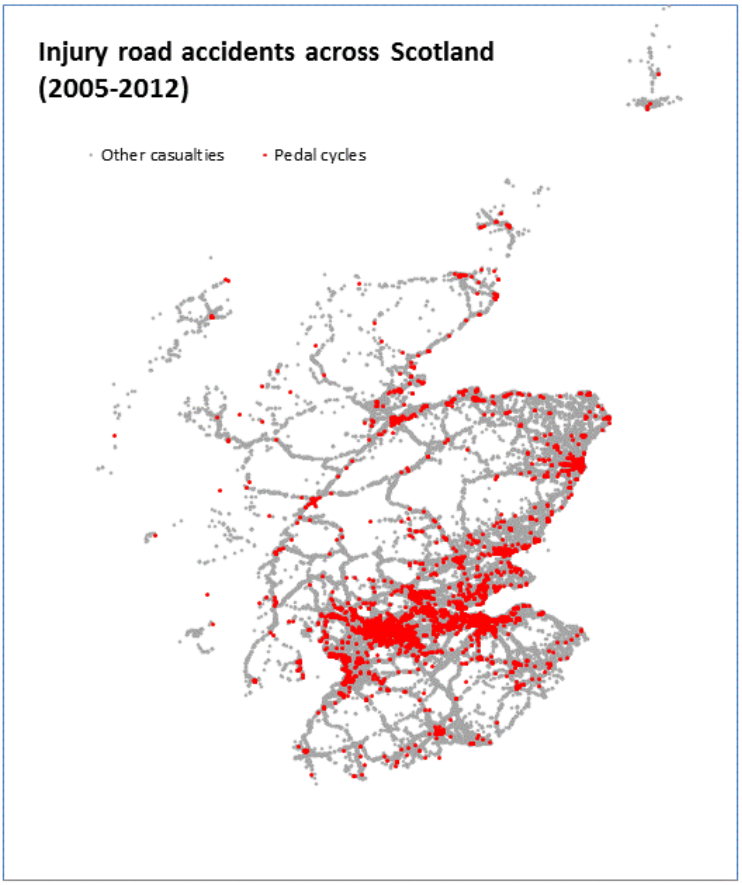
	Pedal Cycle casualties			
Year	Killed	Serious	Slight	All severities
2008	9	155	566	730
2009	5	152	647	804
2010	7	138	636	781
2011	7	156	661	824
2012	9	167	725	901

Source: Stats19 database August 2013

3.2 Pedal cycle casualties increased by 9 per cent between 2011 and 2012, whilst traffic estimates suggest a 2 per cent increase in cycling. Since 2008, there has been a 23 per cent increase in pedal cycle casualties whilst DfT estimate and increase of 14 per cent in distance cycled on the road. The purpose of this analysis is to identify high level patterns within these casualties.

3.3 The distribution of injury road accidents involving pedal cycles is similar to that for all casualties as the image below shows. There are clusters of pedal cycle

casualties in the built up areas of the central belt and casualties dotted along the routes through rural areas. As other finding show, this is unsurprising as most pedal cycle casualties will occur where pedal cycles and other road users are interacting.



Pedal cycle casualties – Findings (2008-2012)

3.4 Speed limits

- **Most fatalities happen on faster roads.** Almost three out of five fatalities happen on roads with a speed limit of more than 40 mph.
- **But more injuries happen on roads with lower speed limits.** Almost 90 per cent of pedal cycle casualties occurred on roads with a speed limit of 40 mph or less (80% of serious injuries).
- A third of pedal cycle casualties on roads with a speed limit of more than 40 mph are killed or seriously injured (4% are killed). On roads with a speed limit of 40 mph or less, the proportion is one in five (less than 1% are killed).
- **Eighty one per cent of casualties happen on roads with a speed limit of 30 mph. Ten per cent happen on 60 mph roads.** Five per cent occur on 40 mph roads and only 2 per cent occur on roads with a speed limit of 20 mph or less. The reasons for these patterns will be in part due to slower traffic speeds but will also reflect the amount of the network with each of these speed limits as well as the amount of traffic on these roads.
- **Slower roads result in less serious accidents.** Thirty five per cent of pedal cycle casualties on roads with a speed limit of 60 mph are killed or

seriously injured. The proportion is 28 per cent for 40 mph roads, 17 per cent for 30 mph roads and 14 per cent for roads with a speed limit of 20 mph or less.

3.5 Urban Rural

- DfT traffic estimates suggest around half of cycle travel is on urban roads and half is on rural roads. If there was equal risk to pedal cyclists across Scotland, 50 per cent of casualties would be expected in urban areas and 50 per cent in rural areas.
- **Three quarters of pedal cycle casualties are in Urban areas**. (79% of slight injuries and 71% of serious).
- **Sixty per cent of fatalities are on rural roads.**
- **Thirty per cent of casualties in rural areas are killed or seriously injured. In towns and cities, the figure is 18 per cent.**

3.6 Road Class

- **Thirty five per cent of casualties are on A roads and 48 per cent are on unclassified roads.** Forty per cent of fatalities are on A roads, 22 per cent are on B roads and a 32 per cent are on unclassified roads.

3.7 Road type

- **Seventy seven per cent of pedal cycle casualties occur on single carriageway roads.** Eleven per cent are at roundabouts and 8 per cent on dual carriageways. (92% of fatalities are on single carriageway roads)

3.8 Junction type

- **Seventy per cent of casualties occur at junctions.**
- **Two thirds of fatalities are not at junctions.**
- This is related to the speed limit and urban rural points above ie fatalities are more likely to occur on country roads where traffic is travelling at speed, in built up areas, traffic is travelling slower and injury accidents are more likely to occur at junctions.
- The proportion of accidents by type of junction will depend on the number of junctions of each type on routes used by cyclists. 33 per cent of pedal cycle injuries occur at T junctions. 13 per cent are at roundabouts with a further 2 per cent at mini roundabouts (note the roundabout figure is greater than above as this variable on the Stats19 records the junction if an accident happened within 20 metres of it). 11 per cent occur at cross roads or 4 way junctions.

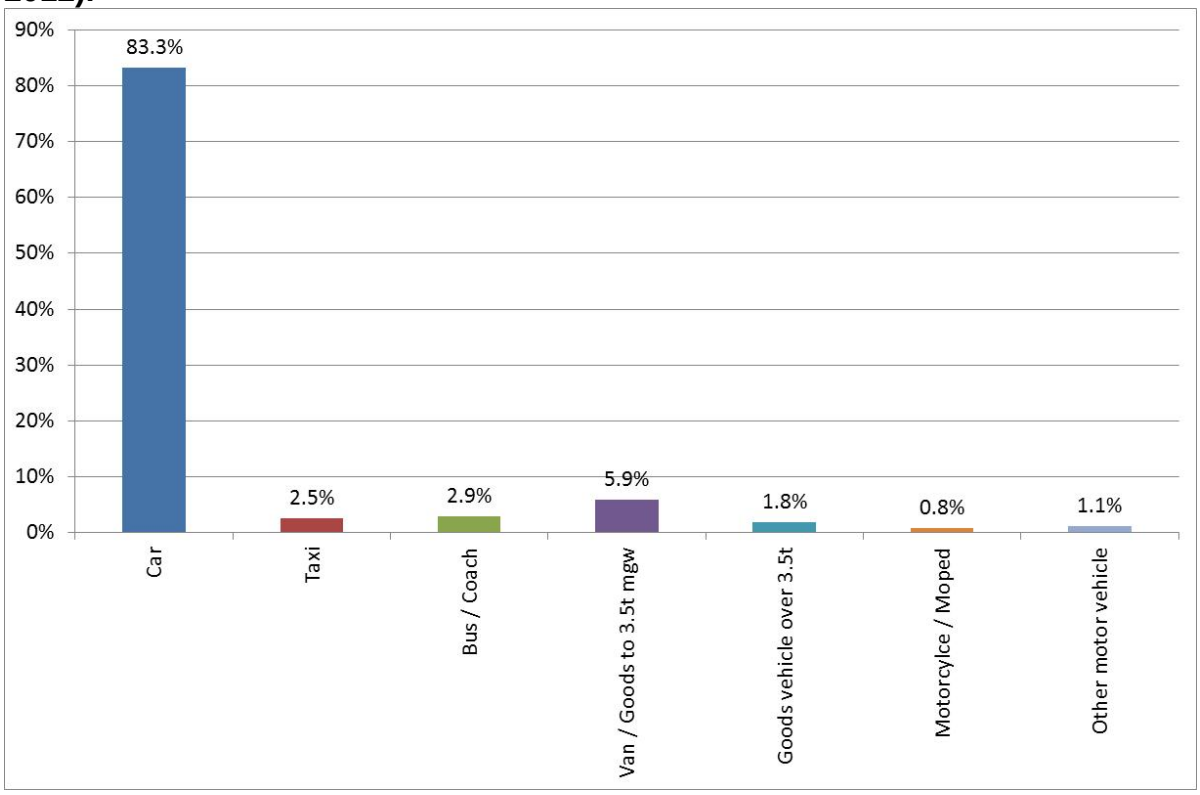
3.9 Other vehicles involved

- **The majority of injury accidents reported to the police resulting in pedal cycle casualties involve cars.** Over eighty per cent of vehicles

involved in accidents resulting in a pedal cycle casualty are cars. Cars, taxis and vans make up 92 per cent. Only one per cent are LGVs and one per cent HGVs. Percentages in 2012 are very similar to the five year average.

- Compared to the proportion of vehicles on the road, Cars are over represented in pedal cycle casualty numbers accounting for 83 per cent of vehicles involved, yet cars account for only 77 per cent of mileage driven.

Other vehicles involved in accidents resulting in pedal cycle casualties (2008-2012).



3.10 Weather conditions

- **Eighty per cent of accidents resulting in a pedal cycle casualty occurred in fine weather. Thirteen per cent occurred in the rain (19% of fatalities).**
- The high proportion in good weather may be a reflection on people being more likely to cycle in good weather and use alternative modes of transport or delay a journey by bicycle when the weather is bad.

3.11 Light conditions

- **Eighty per cent of accidents resulting a pedal cycle casualty occurred in daylight.** Sixteen per cent occurred in darkness with street lighting.

3.12 Month

- **There is a peak in pedal cycle casualties in August and September** (22%) but the numbers are high from May to September (52%) with the numbers lowest from December to February (16%). These peaks and dips

will be a reflection on the numbers of people cycling in these months, ie fewer people cycle in the winter.

3.13 Time of day

- **Most cycle accidents happen at times of peak traffic.** Thirty per cent of pedal cycle casualties occur between 4 pm and 7 pm. Sixteen per cent occur between 7 am and 9 am and a further 36 per cent occur between 9 am and 4 pm. Ninety per cent of casualties occur between 6 am and 8 pm. Again this will reflect cycle levels and levels of other traffic on the roads.
- **One in three cycle fatalities occur between 4 pm and 7 pm.** One in five occur between 7 am and 10 am.

3.14 Age and gender

- Thirteen per cent of pedal cycle casualties were under 16 in 2012. Only one of the seven pedal cyclists killed were under 16. Thirteen per cent of seriously injured pedal cyclists were under 16.
- Pedal cycle casualty numbers peaked in the 30-49 age band, with this age group accounting for 45 per cent of pedal cycle casualties and 44 per cent of those killed and seriously injured in 2012.
- Over eighty per cent (82%) of pedal cycle casualties in 2012 were male.

Part 4 - Motorcycle Casualties

Motorcycle casualties - Key Points

- **Since 2008, there has been a 17 per cent decrease in motorcycle casualties. Motorcycle fatalities fell by a third between 2011 and 2012 but overall motorcycle casualties increased by 7 per cent.**
- **Injury accidents involving motorcycles are spread equally between urban and rural areas.**
- **Most fatalities and serious injuries happen in rural areas with higher speed limits.** (80% of fatalities occur on roads with a speed limit of over 40 mph, compared to half of casualties.)
- **Casualties on larger bikes tend to occur on faster roads in rural areas.** (Two thirds of casualties on motorbikes over 500cc occur on roads with a speed limit of over 40 mph ie away from built up areas.)
- **Casualties on mopeds and small motorbikes tend to occur in urban areas.** (78% of moped casualties and 70% of motorcycle casualties on machines less than 125cc are on roads with a speed limit of 40 mph or less.)
- **Most casualties occur in daylight in good weather during the summer months**. (80% of casualties and 90% of fatalities occur in fine weather and 60% of casualties occur between May and September, when most leisure motorcyclists will be on the road.)
- **Casualties are more serious on larger motorbikes.** (Motorbikes over 500cc account for 46% of casualties and 78% of fatalities.)
- **The majority of casualties are male.** (89%)
- **A quarter of casualties and 30% of those killed and seriously injured are aged 40-49.**

Motorcycle casualties - Background

4.1 The number of motorcycle casualties reported to the police are shown in the table below:

	Motor Cycle casualties			
Year	Killed	Serious	Slight	All severities
2008	34	396	612	1,042
2009	43	332	646	1,021
2010	35	319	491	845
2011	33	293	482	808
2012	21	342	502	865

Source: Stats19 database August 2013

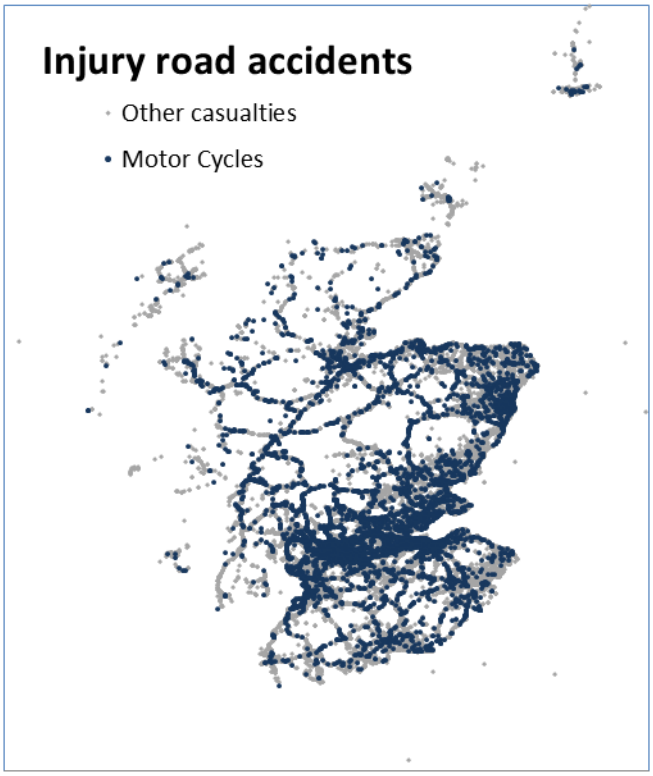
4.2 Motorcycle fatalities fell by a third between 2011 and 2012 but overall motorcycle casualties increased by 7 per cent, whilst traffic estimates suggest a 2 per cent decrease in use. Since 2008, there has been a 17 per cent decrease in motorcycle casualties whilst DfT estimate and decrease of 8 per cent in distance travelled. The purpose of this analysis is to identify high level patterns within these casualties.

4.3 There is little difference in trend in motorcycle casualties, however larger motorbikes (500cc and over) account for the majority of casualties.

	2008	2009	2010	2011	2012
Moped	95	82	70	64	81
Motor cycle to 125cc	227	213	176	170	205
Motor cycle over 125cc	256	236	213	212	189
Motor cycle over 500cc	464	488	384	362	389
All motorcycle / moped casualties	1,042	1,019	843	808	864

Source: Stats19 database August 2013

4.4 The distribution of injury road accidents involving motorcycles is similar to that for all casualties as the image below shows. There are clusters of motorcycle casualties in the built up areas around the central belt and casualties dotted along the major routes through rural areas.



Motorcycle casualties – Findings (2008-2012)

4.5 Speed limits

- **Most fatalities happen on faster roads.** Eighty per cent of fatalities happen on roads with a speed limit of more than 40 mph.
- **Half of motorcycle casualties occur on faster roads and half occur on roads with lower speed limits.**
- Half of motorcycle casualties on roads with a speed limit of more than 40 mph are killed or seriously injured (6% are killed). On roads with a speed limit of 40 mph or less, the proportion is 30 per cent (1% are killed).
- There is variation by type of motorcycle though. **Casualties on smaller motorbikes and mopeds are more likely to occur on built up roads where as casualties on larger machines are more likely to occur on faster roads.** 78 per cent of moped casualties are on roads with a speed limit of 40 mph or less. 70 per cent of motorcycle casualties on machines less than 125cc are on roads with a speed limit of 40 mph or less. This compares to 56 per cent of casualties riding 125-500cc motorbikes and only

33 per cent of those on motorbikes of 500cc and more. This will be a reflection on where the motorbikes are used as well as the speeds they can travel at.

4.6 Urban Rural

- DfT traffic estimates suggest almost two thirds of motorcycle travel is on rural roads.
- **The majority of fatalities occur in rural areas.** 87 per cent of motorcycle fatalities occur on roads in rural areas.
- **Fifty four per cent of casualties are in rural areas**. (46% of slight injuries and 64% of serious).
- **Half of casualties in rural areas are killed or seriously injured. In towns and cities, the figure is 30 per cent.**
- **Over 60 per cent of moped and small motorcycle casualties are in urban areas, compared to 28 per cent of motorbike casualties on 500cc plus machines.**

4.7 Road Class

- **Half of casualties and two thirds of fatalities occur on A roads.** A further 28 per cent of casualties are on unclassified roads.
- This pattern varies by type of motorcycle. Sixty three per cent of 500cc casualties are on A roads compared to 31 per cent of moped and 39 per cent of under 125cc casualties. Forty seven per cent of moped casualties and 40 per cent of under 125cc casualties are on unclassified roads.
- Half of casualties riding 500cc motorbikes on A roads are killed or seriously injured, compared to 24 per cent of moped riders and 30 per cent of those riding motorbikes of 125cc or less.

4.8 Road type

- **Eighty per cent of motorcycle casualties occur on single carriageway roads.** A further 11 per cent are on dual carriageways.
- **Ninety one per cent of fatalities are on single carriageway roads.**
- There is little variation by type of motorcycle.

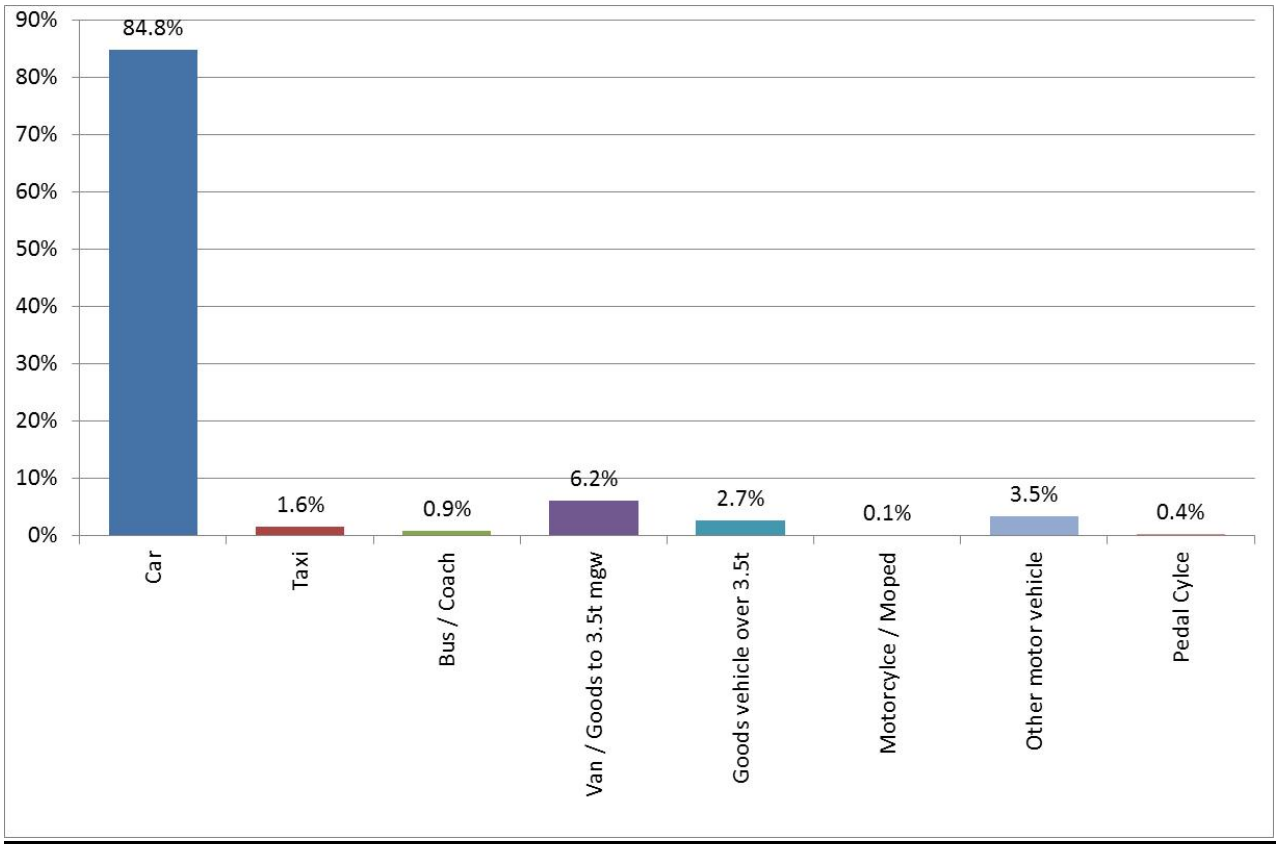
4.9 Junction type

- **Half of motorcycle casualties occur at junctions.** Fifty seven per cent of 500cc casualties occur away from junction, 44 per cent of moped casualties and 41 per cent of casualties on motorbikes of less than 125cc.
- Twenty four per cent of casualties occur at T junctions, and nine per cent at roundabouts.
- **Two thirds of fatalities are not at junctions.** Of these, 91 per cent are in rural areas.
- This is related to the speed limit and urban rural points above ie fatalities are more likely to occur on country roads where traffic is travelling at speed, in built up areas, traffic is travelling slower and injury accidents are more likely to occur at junctions.

4.10 Other vehicles involved

- **Where another vehicle is involved, the majority (86%) are cars or taxis. A further 6 per cent are vans.**
- Compared to the proportion of vehicles on the road, Cars are over represented in motor cycle casualty numbers accounting for 85 per cent of other vehicles involved, yet cars account for only 77 per cent of mileage driven.

Other vehicles involved in accidents resulting in motorcycle casualties (2008-2012).



4.11 Engine size

- Large motorbikes (500cc or more) account for 46 per cent of motorcycle casualties but they also account for 78 per cent of fatalities.
- On average, forty per cent of motorcycle casualties are killed or seriously injured. This ranges from 49 per cent for those injured in accidents riding 500cc or more, to 39 per cent for 125-500cc, to 30 per cent for less than 125cc and only 23 per cent for mopeds.

4.12 Weather conditions

- **Eighty per cent of accidents resulting in a motorcycle casualty occurred in fine weather (90% of fatalities).** This ranges from 72 per cent of moped casualties to 85 per cent of 500cc casualties.
- **Fourteen per cent of motorcycle casualties occurred in the rain.** Almost 20 per cent of casualties on less powerful machines and 10 per cent of casualties on motorbikes of 500cc or more.
- The high proportion in good weather will be a reflection on people being more likely to use a motorcycle in good weather.

4.13 Light conditions

- **Eighty three per cent of motorcycle casualties occurred in daylight.** Ninety per cent of 500cc plus casualties are in daylight and just over 70 per cent of moped and smaller cc motorbike casualties occur in daylight.
- **Twelve per cent occurred in darkness with street lighting present and lit.** This ranges from 21 per cent of moped and small motorbike casualties to 6 per cent of 500cc plus casualties.
- Eighty seven per cent of motorcycle fatalities occurred in daylight.

4.14 Month

- **Almost eighty per cent of motor cycle casualties occur between April and October, with sixty per cent occurring between May and September.**
- **Less than 10 per cent of casualties occur between December and February.**
- **Eighty seven per cent of fatalities occur between April and October with almost sixty per cent between June and September.**
- **Only three per cent of fatalities occur during the winter months of December to February.**
- The patterns are different for smaller motorbikes and mopeds where the numbers of casualties are more constant through the year.
- These peaks and dips will be a reflection on the numbers of using motorbikes in these months, ie fewer people use large bikes in the winter months where as mopeds and smaller bikes are more likely to be used year round as a mode of transport.

4.15 Day of week

- **Riders of larger bikes (500cc plus) are more likely to be involved in accidents at** weekends (39% of accidents and 41% of fatalities happen on Saturday or Sunday)
- **Riders of mopeds and smaller motorcycles (engine size less than 125cc) are more likely to be injured during the week.** Seventy eight per cent of casualties riding these motorbikes are injured on week days compare to 61 per of injured riders of 500cc and greater bikes.

4.16 Time of day

- **Most motorcycle fatalities occur in the afternoon and evening. Sixty per cent of motorcycle fatalities occur between 1 pm and 7 pm.** (31% occur between 4 pm and 7 pm). Only five per cent of fatalities occur between 7 am and 9 am.
- **Half of motorcycle casualties occur between 1 pm and 7 pm** with 28 per cent occurring between 4 pm and 7 pm. Nine per cent of casualties occur between 7 am and 9 am.
- Casualties riding more powerful motorbikes occur in the afternoon and evening where as casualties on less powerful motorbikes and mopeds see a peak at morning and evening rush hour, reflecting the different uses of these bikes.

4.17 Age and gender

- Less than one per cent of motorcycle casualties were under 16 in 2012, This low number will be a result of the legal age to drive a motorcycle or moped.
- The 40-49 age band accounted for a quarter of motorcycle casualties in 2012 and 30 per cent of those killed and seriously injured.
- The majority (89%) of motorcycle casualties in 2012 were male.

Article 3: Contributory Factors

Article 3. 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 eighth year of collection.

- ***Driver/rider errors or reactions*** were reported in 67 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 32%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 13% of all reported accidents and 20% of fatal accidents.
- ***Pedestrian only*** factors were reported in 26% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 29% and 31% 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 2012, 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 to fast for the conditions' recorded as a factor.

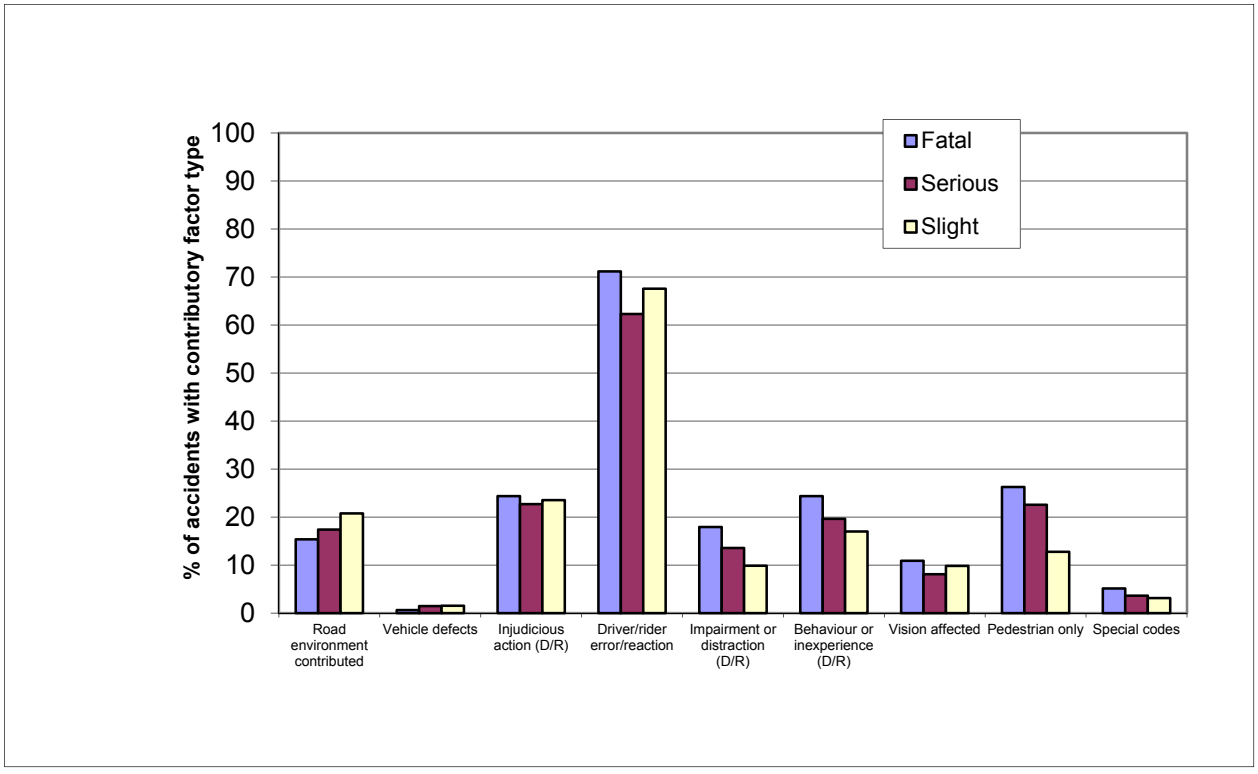
2. Accidents

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 67 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 15 per cent of reported accidents , rising to 26 per cent of fatal accidents.
- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 23 per cent of all reported accidents, increasing to 24 per cent of fatal accidents.
- ***Road environment*** factors were reported in 20 per cent of reported accidents.

Figure 11: Contributory factor type: Reported accidents by severity, 2012



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 loss of control* (20%) and *failed to judge other person's path/speed* (17%). S*lippery road* (14%) and *careless/reckless or in a hurry* (12%), were also in the top five.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 13% of all reported accidents and 20% of fatal accidents (Note that the individual percentages for each of these factors cannot simply be added together to obtain combined totals.)

- For fatal accidents, ***failed to look properly*** was the most frequently reported driver/rider factor involved in 31% of accidents. *Loss of control* was reported in 29% and *careless/reckless/in a hurry* was involved in 15 per cent of fatal accidents.

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 20% of all accidents for which CFs were recorded but 29% of fatal accidents; slippery road due to weather is cited in 14% of all accidents but 6% of fatal ones; travelling too fast for the conditions is cited in 10% of all accidents but 12% of fatal ones and exceeding speed limit is cited in 4% of all accidents but 13% 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 2012 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 8 years of collection. The most frequently recorded factor, *failed to look properly is associated with a larger proportion of* accidents in 2012 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 Tables 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 19% of all vehicles' factors), and for every vehicle except bus or coaches and motorcyclists.

- *Failed to judge other person's path/speed and Loss of control* were the second most common factors reported for **cars or taxis** (10% and 11% respectively).
- *Failed to judge other person's speed/path and cyclist entering road from pavement* were the second most common factors associated with **cyclists** (associated with 7% 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 6% 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 48% of all pedestrians), followed by careless/reckless or in a hurry (20%), impaired by alcohol, crossed road masked by stationary/parked vehicle and failed to judge vehicle speed/path (all 13%).

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

- ***loss of control*** was recorded for 27% of motorcycles but only 3% 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 0.72 per cycle involved in a reported accident) and bus or coaches (an average e of 0.69), compared to an overall average of 1.13 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

3.5 Table Q shows the most frequent pairs of contributory factors assigned to the same reported road accident participant in 2012.

- 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 652 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 four of the ten most frequently-occurring combinations.

3.6 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:

- (driver/rider) failed to look properly – 52 deaths (representing 31% of all deaths in accidents for which CFs were recorded);
- loss of control – 51 deaths (30%);
- (driver/rider) careless / reckless /in a hurry – 28 deaths (16%);
- (driver/rider) poor turn or manoeuvre – 25 deaths (15%)
- exceeding speed limit 23 (14% of fatalities) and travelling too fast for the conditions 19 (11% of fatalities)
- (driver/rider) failed to judge other person's path/speed 23 deaths (14%)

Seriously injured

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

- loss of control – 487 serious injuries (representing 27% of all serious injuries in accidents for which CFs were recorded);
- (driver/rider) failed to look properly – 482 serious injuries (27%);
- pedestrian failed to look properly – 265 (15%)
- (driver/rider) careless / reckless / in a hurry – 253 (14%);
- travelling too fast for conditions – 227 (13%)
- failed to judge other person's path/speed– 218 (12%)

5 Overall frequencies of recording

5.1 In 2012 at least one contributory factor was recorded in 99.9% of reported accidents (8,132) - there were 75 accidents without a contributory factor. A total of 18,084 factors were recorded, resulting in an average of 2.2 factors per accident.

5.2 Around 86% (15,572) of all factors listed were related to vehicles (and their drivers/rider) and the road environment). Around 12% (2,210) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (216 or 1.2%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2012. (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 three-quarters of CFs (72%) 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 85% of occasions on which they were used:

- Disobeyed Give Way or Stop sign or marking (88%)
- Pedestrian impaired by alcohol (87%);

and the following were described as very likely on fewer than 60% of the occasions on which they were used:

- Dazzling sun (60%)
- Following too close (59%)
- Pedestrian failed to judge vehicles path or speed (58%)
- Road layout (e.g. bend, hill, narrow carriageway) (58%)
- Travelling too fast for the conditions (53%)
- Exceeding speed limit (52%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 8 years. It's 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.

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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, 2012

	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]	**24**	*15*	**273**	*17*	**1,332**	*21*	**1,629**	*20*
Poor or defective road surface	6	*4*	17	*1*	66	*1*	89	*1*
Deposit on road (e.g oil, mud, chippings)	1	*1*	36	*2*	161	*3*	198	*2*
Slippery road (due to weather)	9	*6*	164	*10*	930	*15*	1,103	*14*
Inadequate/masked signs or road markings	0	*0*	9	*1*	43	*1*	52	*1*
Defective traffic signals	0	*0*	3	*0*	15	*0*	18	*0*
Traffic calming (e.g road humps, chicanes)	0	*0*	4	*0*	9	*0*	13	*0*
Temporary road layout (e.g contraflow)	1	*1*	6	*0*	22	*0*	29	*0*
Road layout (e.g bend, hill, narrow c-way)	7	*4*	51	*3*	218	*3*	276	*3*
Animal or other object in carriageway	2	*1*	20	*1*	109	*2*	131	*2*
Vehicle defects [4]	**1**	*1*	**23**	*1*	**98**	*2*	**122**	*2*
Tyres illegal, defective or under-inflated	0	*0*	10	*1*	40	*1*	50	*1*
Defective lights or indicators	0	*0*	2	*0*	4	*0*	6	*0*
Defective brakes	1	*1*	4	*0*	26	*0*	31	*0*
Defective steering or suspension	0	*0*	3	*0*	18	*0*	21	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	4	*0*	12	*0*	16	*0*
Injudicious action (driver/rider) [4]	**38**	*24*	**356**	*23*	**1,508**	*24*	**1,902**	*23*
Disobeyed automatic traffic signal	0	*0*	12	*1*	91	*1*	103	*1*
Disobeyed Give Way or Stop sign or markings	2	*1*	47	*3*	233	*4*	282	*3*
Disobeyed double white line	1	*1*	4	*0*	8	*0*	13	*0*
Disobeyed pedestrian crossing facility	1	*1*	7	*0*	26	*0*	34	*0*
Illegal turn or direction of travel	4	*3*	13	*1*	33	*1*	50	*1*
Exceeding speed limit	21	*13*	89	*6*	210	*3*	320	*4*
Travelling too fast for the conditions	18	*12*	174	*11*	629	*10*	821	*10*
Following too close	1	*1*	34	*2*	377	*6*	412	*5*
Vehicle travelling along pavement	1	*1*	3	*0*	16	*0*	20	*0*
Cyclist entering road from pavement	1	*1*	10	*1*	44	*1*	55	*1*
Driver/rider error or reaction [4]	**111**	*71*	**977**	*62*	**4,329**	*68*	**5,417**	*67*
Junction overshoot	0	*0*	29	*2*	132	*2*	161	*2*
Junction restart	1	*1*	3	*0*	30	*0*	34	*0*
Poor turn or manoeuvre	22	*14*	158	*10*	750	*12*	930	*11*
Failed to signal / misleading signal	0	*0*	6	*0*	73	*1*	79	*1*
Failed to look properly (D/R)	49	*31*	423	*27*	2,094	*33*	2,566	*32*
Failed to judge other pers path/speed (D/R)	21	*13*	190	*12*	1,163	*18*	1,374	*17*
Passing too close to cyclist/horse/pedestrian	1	*1*	21	*1*	115	*2*	137	*2*
Sudden braking	2	*1*	53	*3*	366	*6*	421	*5*
Swerved	5	*3*	66	*4*	218	*3*	289	*4*
Loss of control	45	*29*	395	*25*	1,166	*18*	1,606	*20*
Impairment or distraction (driver/rider) [4]	**28**	*18*	**213**	*14*	**632**	*10*	**873**	*11*
Impaired by alcohol (D/R)	12	*8*	88	*6*	214	*3*	314	*4*
Impaired by drugs (illicit/medicinal) (D/R)	3	*2*	22	*1*	32	*0*	57	*1*
Fatigue	7	*4*	29	*2*	84	*1*	120	*1*
Uncorrected defective eyesight	0	*0*	5	*0*	7	*0*	12	*0*
Illness or disability (mental/physic) (D/R)	8	*5*	41	*3*	100	*2*	149	*2*
Not display lights at night / in poor visib	0	*0*	5	*0*	10	*0*	15	*0*
Cyclist wearing dark clothing at night	0	*0*	8	*1*	10	*0*	18	*0*
Driver using mobile phone	1	*1*	2	*0*	10	*0*	13	*0*
Distraction in vehicle	5	*3*	29	*2*	133	*2*	167	*2*
Distraction outside vehicle	2	*1*	11	*1*	85	*1*	98	*1*
Behaviour or inexperience (driver/rider) [4]	**38**	*24*	**308**	*20*	**1,090**	*17*	**1,436**	*18*
Aggressive driving	6	*4*	42	*3*	102	*2*	150	*2*
Careless / reckless /in a hurry (D/R)	23	*15*	195	*12*	725	*11*	943	*12*
Nervous / uncertain / panic	3	*2*	19	*1*	79	*1*	101	*1*
Driving too slow for condits / slow vehicle	1	*1*	1	*0*	3	*0*	5	*0*
Inexperienced or learner driver/rider	9	*6*	63	*4*	247	*4*	319	*4*
Inexperience of driving on the left	1	*1*	19	*1*	35	*1*	55	*1*
Inexperience with type of vehicle	3	*2*	15	*1*	45	*1*	63	*1*

Contributory factor reported in accident	Fatal		Serious		Slight		All accidents	
	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]
Vision affected [4]	**17**	*11*	**127**	*8*	**631**	*10*	**775**	*10*
Stationary or parked vehicle	0	*0*	36	*2*	129	*2*	165	*2*
Vegetation	1	*1*	6	*0*	15	*0*	22	*0*
Road layout (e.g bend, winding rd, hill crest	9	*6*	13	*1*	69	*1*	91	*1*
Buildings, road signs, street furniture	1	*1*	0	*0*	13	*0*	14	*0*
Dazzling headlights	0	*0*	4	*0*	17	*0*	21	*0*
Dazzling sun	3	*2*	46	*3*	200	*3*	249	*3*
Rain, sleet, snow or fog	2	*1*	18	*1*	150	*2*	170	*2*
Spray from other vehicles	1	*1*	1	*0*	17	*0*	19	*0*
Visor or windscreen dirty or scratched	1	*1*	0	*0*	8	*0*	9	*0*
Vehicle blind spot	3	*2*	11	*1*	66	*1*	80	*1*
Pedestrian only [4]	**41**	*26*	**354**	*23*	**819**	*13*	**1,214**	*15*
Crossed road masked by stationary/parked veh	1	*1*	72	*5*	149	*2*	222	*3*
Pedestrian failed to look properly	19	*12*	263	*17*	567	*9*	849	*10*
Ped. failed to judge vehicles path or speed	9	*6*	72	*5*	148	*2*	229	*3*
Wrong use of pedestrian crossing facility	0	*0*	30	*2*	66	*1*	96	*1*
Dangerous action in carriageway (e.g playing)	8	*5*	30	*2*	73	*1*	111	*1*
Pedestrian impaired by alcohol	9	*6*	75	*5*	145	*2*	229	*3*
Ped. impaired by drugs (illicit/medicinal)	3	*2*	7	*0*	15	*0*	25	*0*
Ped. careless / reckless /in a hurry	10	*6*	100	*6*	233	*4*	343	*4*
Pedestrian wearing dark clothing at night	14	*9*	19	*1*	58	*1*	91	*1*
Ped. disability or illness, mental/physical	3	*2*	13	*1*	29	*0*	45	*1*
Special codes [4]	**8**	*5*	**57**	*4*	**202**	*3*	**267**	*3*
Stolen vehicle	3	*2*	9	*1*	33	*1*	45	*1*
Vehicle in course of crime	2	*1*	3	*0*	13	*0*	18	*0*
Emergency vehicle on call	0	*0*	3	*0*	5	*0*	8	*0*
Vehicle door opened or closed negligently	0	*0*	0	*0*	19	*0*	19	*0*
Other	4	*3*	44	*3*	138	*2*	186	*2*
Total reported accidents[1]	156		1,568		6,408		8,132	*100*
Number of Contributory Factors [5]	421		3,607		14,056		18,084	
Average number of CFs per accident [1,5]	2.7		2.3		2.2		2.2	

[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 eg 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: 2008-2012 comparison[1]

Contributory factor reported in accident[2]	2008		2009		2010		2011		2012	
	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)	2,640	*26*	2,583	*27*	2,338	*28*	2,452	*30*	2,566	*32*
Loss of control	2,132	*21*	2,141	*22*	1,751	*21*	1,616	*20*	1,606	*20*
Failed to judge other pers path/speed (D/R)	1,603	*16*	1,526	*16*	1,335	*16*	1,229	*15*	1,374	*17*
Slippery road (due to weather)	1,537	*15*	1,584	*16*	1,534	*18*	1,208	*15*	1,103	*14*
Careless / reckless /in a hurry (D/R)	1,262	*13*	1,168	*12*	918	*11*	941	*12*	943	*12*
Poor turn or manoeuvre	1,119	*11*	1,146	*12*	947	*11*	878	*11*	930	*11*
Pedestrian failed to look properly	1,061	*11*	945	*10*	862	*10*	871	*11*	849	*10*
Travelling too fast for the conditions	1,096	*11*	1,153	*12*	981	*12*	830	*10*	821	*10*
Sudden braking	647	*6*	560	*6*	501	*6*	449	*5*	421	*5*
Following too close	478	*5*	493	*5*	458	*5*	440	*5*	412	*5*
Total reported accidents[1]	**9,990**	***100***	**9,663**	***100***	**8,413**	***100***	**8,168**	***100***	**8,132**	***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 2012. 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], 2012

	Pedalcycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**17**	***3***	**167**	***21***	**1,252**	***12***	**21**	***5***	**100**	***9***	**25**	***9***	***1,582***	***11***
Poor or defective road surface	3	*0*	32	*4*	45	*0*	1	*0*	3	*0*	1	*0*	85	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	45	*6*	135	*1*	5	*1*	10	*1*	1	*0*	196	*1*
Slippery road (due to weather)	7	*1*	80	*10*	950	*9*	11	*3*	55	*5*	19	*7*	1,122	*8*
Inadequate/masked signs or road markings	0	*0*	4	*0*	43	*0*	1	*0*	2	*0*	1	*0*	51	*0*
Defective traffic signals	0	*0*	1	*0*	16	*0*	0	*0*	3	*0*	0	*0*	20	*0*
Traffic calming (eg road humps, chicanes)	0	*0*	0	*0*	11	*0*	1	*0*	1	*0*	0	*0*	13	*0*
Temporary road layout (eg contraflow)	1	*0*	1	*0*	22	*0*	0	*0*	3	*0*	2	*1*	29	*0*
Road layout (eg bend, hill, narrow c-way)	7	*1*	28	*3*	214	*2*	7	*2*	28	*3*	7	*3*	291	*2*
Animal or other object in carriageway	0	*0*	15	*2*	103	*1*	2	*0*	9	*1*	2	*1*	131	*1*
Vehicle defects [3]	**7**	***1***	**14**	***2***	**76**	***1***	**0**	***0***	**14**	***1***	**9**	***3***	**120**	***1***
Tyres illegal, defective or under-inflated	0	*0*	4	*0*	39	*0*	0	*0*	4	*0*	2	*1*	49	*0*
Defective lights or indicators	1	*0*	1	*0*	3	*0*	0	*0*	0	*0*	1	*0*	6	*0*
Defective brakes	6	*1*	3	*0*	18	*0*	0	*0*	3	*0*	1	*0*	31	*0*
Defective steering or suspension	0	*0*	4	*0*	14	*0*	0	*0*	2	*0*	1	*0*	21	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	2	*0*	3	*0*	0	*0*	6	*1*	4	*2*	15	*0*
Injudicious action (driver/rider) [3]	**87**	***14***	**106**	***13***	**1,512**	***14***	**19**	***5***	**135**	***12***	**29**	***11***	**1,888**	***14***
Disobeyed automatic traffic signal	8	*1*	1	*0*	99	*1*	2	*0*	4	*0*	1	*0*	115	*1*
Disobeyed Give Way or Stop sign or markings	6	*1*	3	*0*	250	*2*	1	*0*	17	*2*	5	*2*	282	*2*
Disobeyed double white line	0	*0*	3	*0*	9	*0*	0	*0*	1	*0*	0	*0*	13	*0*
Disobeyed pedestrian crossing facility	5	*1*	0	*0*	27	*0*	1	*0*	1	*0*	0	*0*	34	*0*
Illegal turn or direction of travel	2	*0*	2	*0*	40	*0*	1	*0*	4	*0*	1	*0*	50	*0*
Exceeding speed limit	1	*0*	27	*3*	271	*3*	3	*1*	15	*1*	3	*1*	320	*2*
Travelling too fast for the conditions	18	*3*	53	*7*	684	*6*	3	*1*	53	*5*	10	*4*	821	*6*
Following too close	7	*1*	25	*3*	325	*3*	10	*2*	59	*5*	10	*4*	436	*3*
Vehicle travelling along pavement	5	*1*	2	*0*	11	*0*	1	*0*	1	*0*	0	*0*	20	*0*
Cyclist entering road from pavement	46	*7*	0	*0*	9	*0*	0	*0*	0	*0*	0	*0*	55	*0*
Driver/rider error or reaction [3]	**167**	***27***	**375**	***47***	**4,175**	***39***	**114**	***28***	**445**	***41***	**93**	***35***	**5,369**	***39***
Junction overshoot	6	*1*	7	*1*	135	*1*	2	*0*	6	*1*	5	*2*	161	*1*
Junction restart	2	*0*	1	*0*	30	*0*	0	*0*	1	*0*	1	*0*	35	*0*
Poor turn or manoeuvre	25	*4*	73	*9*	726	*7*	21	*5*	81	*7*	17	*6*	943	*7*
Failed to signal / misleading signal	5	*1*	1	*0*	58	*1*	3	*1*	8	*1*	3	*1*	78	*1*
Failed to look properly (D/R)	116	*19*	92	*11*	2,071	*19*	37	*9*	242	*22*	44	*17*	2,602	*19*
Failed to judge other pers path/speed (D/R)	41	*7*	79	*10*	1,090	*10*	27	*7*	141	*13*	35	*13*	1,413	*10*
Passing too close to cyclist/horse/pedestri	3	*0*	3	*0*	93	*1*	12	*3*	16	*1*	7	*3*	134	*1*
Sudden braking	3	*0*	40	*5*	325	*3*	45	*11*	33	*3*	5	*2*	451	*3*
Swerved	6	*1*	20	*2*	236	*2*	3	*1*	19	*2*	4	*2*	288	*2*
Loss of control	35	*6*	217	*27*	1,219	*11*	14	*3*	91	*8*	19	*7*	1,595	*12*
Impairment or distraction (driver/rider) [3]	**26**	***4***	**23**	***3***	**721**	***7***	**17**	***4***	**56**	***5***	**12**	***5***	**855**	***6***
Impaired by alcohol (D/R)	6	*1*	12	*1*	270	*3*	1	*0*	9	*1*	5	*2*	303	*2*
Impaired by drugs (illicit/medicinal) (D/R)	2	*0*	2	*0*	51	*0*	0	*0*	1	*0*	1	*0*	57	*0*
Fatigue	2	*0*	4	*0*	85	*1*	1	*0*	23	*2*	5	*2*	120	*1*
Uncorrected defective eyesight	0	*0*	1	*0*	10	*0*	0	*0*	1	*0*	0	*0*	12	*0*
Illness or disability (mental/physic) (D/R)	3	*0*	4	*0*	130	*1*	5	*1*	5	*0*	1	*0*	148	*1*
Not display lights at night / in poor visib	7	*1*	0	*0*	7	*0*	0	*0*	0	*0*	0	*0*	14	*0*
Cyclist wearing dark clothing at night	11	*2*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	15	*0*
Driver using mobile phone	0	*0*	0	*0*	8	*0*	1	*0*	2	*0*	0	*0*	11	*0*
Distraction in vehicle	0	*0*	0	*0*	146	*1*	5	*1*	11	*1*	2	*1*	164	*1*
Distraction outside vehicle	0	*0*	2	*0*	85	*1*	5	*1*	8	*1*	0	*0*	100	*1*
Behaviour or inexperience (driver/rider) [3]	**35**	***6***	**133**	***17***	**1,132**	***11***	**17**	***4***	**84**	***8***	**21**	***8***	**1,422**	***10***
Aggressive driving	0	*0*	11	*1*	119	*1*	0	*0*	16	*1*	2	*1*	148	*1*
Careless / reckless /in a hurry (D/R)	28	*4*	54	*7*	769	*7*	13	*3*	64	*6*	15	*6*	943	*7*
Nervous / uncertain / panic	1	*0*	12	*1*	81	*1*	2	*0*	4	*0*	0	*0*	100	*1*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	2	*0*	2	*0*	0	*0*	1	*0*	5	*0*
Inexperienced or learner driver/rider	5	*1*	64	*8*	243	*2*	1	*0*	2	*0*	3	*1*	318	*2*
Inexperience of driving on the left	1	*0*	5	*1*	40	*0*	1	*0*	5	*0*	1	*0*	53	*0*
Inexperience with type of vehicle	1	*0*	17	*2*	40	*0*	0	*0*	3	*0*	1	*0*	62	*0*
Vision affected [3]	**14**	***2***	**33**	***4***	**620**	***6***	**12**	***3***	**64**	***6***	**14**	***5***	**757**	***5***
Stationary or parked vehicle	4	*1*	6	*1*	154	*1*	2	*0*	3	*0*	2	*1*	171	*1*
Vegetation	2	*0*	0	*0*	19	*0*	1	*0*	2	*0*	1	*0*	25	*0*
Road layout (eg bend, winding rd, hill crest	1	*0*	5	*1*	73	*1*	2	*0*	13	*1*	5	*2*	99	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	12	*0*	1	*0*	0	*0*	1	*0*	14	*0*
Dazzling headlights	0	*0*	0	*0*	19	*0*	0	*0*	1	*0*	0	*0*	20	*0*
Dazzling sun	3	*0*	14	*2*	215	*2*	6	*1*	14	*1*	3	*1*	255	*2*
Rain, sleet, snow or fog	4	*1*	8	*1*	140	*1*	1	*0*	14	*1*	6	*2*	173	*1*
Spray from other vehicles	1	*0*	1	*0*	14	*0*	0	*0*	4	*0*	0	*0*	20	*0*
Visor or windscreen dirty or scratched	0	*0*	1	*0*	6	*0*	0	*0*	1	*0*	1	*0*	9	*0*
Vehicle blind spot	0	*0*	1	*0*	51	*0*	1	*0*	23	*2*	2	*1*	78	*1*
Special codes [3]	**4**	***1***	**18**	***2***	**147**	***1***	**14**	***3***	**24**	***2***	**12**	***5***	**219**	***2***
Stolen vehicle	0	*0*	4	*0*	39	*0*	0	*0*	2	*0*	0	*0*	45	*0*
Vehicle in course of crime	0	*0*	0	*0*	14	*0*	1	*0*	3	*0*	0	*0*	18	*0*
Emergency vehicle on call	0	*0*	0	*0*	3	*0*	0	*0*	1	*0*	4	*2*	8	*0*
Vehicle door opened or closed negligently	0	*0*	0	*0*	17	*0*	0	*0*	1	*0*	0	*0*	18	*0*
Other	4	*1*	14	*2*	83	*1*	13	*3*	18	*2*	8	***3***	140	*1*
Number of vehicle Contributory Factors [2]	**451**		**1,111**		**12,273**		**279**		**1,176**		**282**		**15,572**	
Total number of vehicles involved	626	100%	804	100%	10,637	100%	407	100%	1,084	100%	264	100%	13,822	100%
Average number of CFs per vehicle	0.72		1.38		1.15		0.69		1.08		1.07		1.13	

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], 2012

	Number	%
Pedestrian failed to look properly	836	*48*
Ped. careless / reckless /in a hurry	340	*20*
Crossed road masked by stationary/parked	225	*13*
Pedestrian impaired by alcohol	224	*13*
Ped. failed to judge vehicles path or sp	224	*13*
Dangerous action in carriageway (eg playing)	107	*6*
Wrong use of pedestrian crossing facility	96	*6*
Pedestrian wearing dark clothing at nigh	90	*5*
Ped. disability or illness, mental/physical	44	*3*
Ped. impaired by drugs (illicit/medicina	24	*1*
Number of Contributory Factors [3]	2,210	
Total number of pedestrians involved[1]	1,725	
Average number of CFs per pedestrian	1.28	

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], 2012

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	652
Poor turn or manoeuvre	Failed to look properly (D/R)	435
Slippery road (due to weather)	Loss of control	406
Travelling too fast for the conditions	Loss of control	385
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	352
Slippery road (due to weather)	Travelling too fast for the conditions	292
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	229
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	208
Loss of control	Careless / reckless /in a hurry (D/R)	200
Disobeyed Give Way or Stop sign or marki	Failed to look properly (D/R)	188
Crossed road masked by stationary/parked	Pedestrian failed to look properly	171
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	170
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	155
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	146
Following too close	Failed to judge other pers path/speed (D/R)	143
Swerved	Loss of control	138
Exceeding speed limit	Loss of control	133
Poor turn or manoeuvre	Loss of control	132
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	127
Following too close	Failed to look properly (D/R)	127
Pedestrian failed to look properly	Pedestrian impaired by alcohol	126
Loss of control	Inexperienced or learner driver/rider	122
Slippery road (due to weather)	Road layout (eg bend, hill, narrow c-way	107
Road layout (eg bend, hill, narrow c-way	Loss of control	106
Exceeding speed limit	Careless / reckless /in a hurry (D/R)	103

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], 2012

	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	2	1	4	0	**7**	*4*
Deposit on road (e.g. oil, mud, chippings)	0	0	0	3	0	**3**	*2*
Slippery road (due to weather)	2	0	1	5	1	**9**	*5*
Temporary road layout (e.g. contraflow)	0	0	0	0	1	**1**	*1*
Road layout (e.g. bend, hill, narrow c-way	1	0	2	5	1	**9**	*5*
Animal or other object in carriageway	1	0	0	1	0	**2**	*1*
Vehicle defects							
Defective brakes	0	1	0	0	0	**1**	*1*
Injudicious action (driver/rider)							
Disobeyed Give Way or Stop sign or marki	0	0	0	3	0	**3**	*2*
Disobeyed double white line	0	0	1	0	0	**1**	*1*
Disobeyed pedestrian crossing facility	1	0	0	0	0	**1**	*1*
Illegal turn or direction of travel	0	0	0	4	0	**4**	*2*
Exceeding speed limit	4	0	6	13	0	**23**	*14*
Travelling too fast for the conditions	1	1	0	17	0	**19**	*11*
Following too close	0	0	1	0	0	**1**	*1*
Vehicle travelling along pavement	1	0	0	0	0	**1**	*1*
Cyclist entering road from pavement	0	1	0	0	0	**1**	*1*
Driver/rider error or reaction							
Junction restart	0	1	0	0	0	**1**	*1*
Poor turn or manoeuvre	2	2	5	12	4	**25**	*15*
Failed to look properly (D/R)	22	3	6	18	3	**52**	*31*
Failed to judge other pers path/speed (D/R)	7	0	5	8	3	**23**	*14*
Too close to cyclist,horse or pedestrian	1	0	0	0	0	**1**	*1*
Sudden braking	0	0	0	1	1	**2**	*1*
Swerved	1	0	0	3	2	**6**	*4*
Loss of control	5	2	10	31	3	**51**	*30*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	3	1	1	7	0	**12**	*7*
Impaired by drugs (illicit/medicinal) (D/R)	2	0	0	1	0	**3**	*2*
Fatigue	0	0	0	5	4	**9**	*5*
Illness or disability (mental/physic) (D/R)	2	1	0	5	0	**8**	*5*
Driver using mobile phone	0	0	0	1	0	**1**	*1*
Distraction in vehicle	2	0	0	3	2	**7**	*4*
Distraction outside vehicle	1	0	1	0	0	**2**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	2	0	2	2	0	**6**	*4*
Careless / reckless /in a hurry (D/R)	1	2	4	20	1	**28**	*16*
Nervous / uncertain / panic	2	0	0	1	0	**3**	*2*
Driving too slow for condits / slow vehi	0	0	0	1	0	**1**	*1*
Inexperienced or learner driver/rider	1	0	4	5	0	**10**	*6*
Inexperience of driving on the left	0	0	0	1	0	**1**	*1*
Inexperience with type of vehicle	0	0	1	5	0	**6**	
Vision affected							
Vegetation	1	0	0	0	0	**1**	*1*
Road layout (eg bend, winding rd, hill c	3	1	1	5	0	**10**	*6*
Buildings, road signs, street furniture	1	0	0	0	0	**1**	*1*
Dazzling sun	2	0	1	0	0	**3**	*2*
Rain, sleet, snow or fog	1	0	1	0	0	**2**	*1*
Spray from other vehicles	0	0	1	0	0	**1**	*1*
Visor/windscreen dirty/scratched/frosted	1	0	0	0	0	**1**	*1*
Vehicle blind spot	3	0	0	0	0	**3**	*2*
Pedestrian only							
Crossed road masked by stationary/parked	1	0	0	0	0	**1**	*1*
Pedestrian failed to look properly	19	0	0	0	0	**19**	*11*
Ped. failed to judge vehicles path or sp	10	0	0	0	0	**10**	*6*
Dangerous action in carriageway (eg playing)	6	0	0	1	1	**8**	*5*
Pedestrian impaired by alcohol	9	0	0	0	0	**9**	*5*
Ped. impaired by drugs (illicit/medicina	3	0	0	0	0	**3**	*2*
Ped. careless / reckless /in a hurry	10	0	0	0	0	**10**	*6*
Pedestrian wearing dark clothing at nigh	13	0	0	0	1	**14**	*8*
Ped. disability or illness, mental/physical	3	0	0	0	0	**3**	*2*
Special codes							
Stolen vehicle	2	0	1	0	0	**3**	*2*
Vehicle in course of crime	2	0	0	0	0	**2**	*1*
Other	1	0	2	1	0	**4**	*2*
Total Road fatalities	56	9	21	71	13	**170**	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], 2012

	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	0	0	12	4	2	**18**	*1*
Deposit on road (eg oil, mud, chippings)	1	0	15	20	1	**37**	*2*
Slippery road (due to weather)	7	3	32	129	12	**183**	*10*
Inadequate/masked signs or road markings	0	0	2	6	2	**10**	*1*
Defective traffic signals	2	0	0	1	0	**3**	*0*
Traffic calming (eg road humps, chicanes	0	0	0	4	3	**7**	*0*
Temporary road layout (eg contraflow)	1	0	2	2	1	**6**	*0*
Road layout (eg bend, hill, narrow c-way	1	4	19	42	2	**68**	*4*
Animal or other object in carriageway	0	0	8	9	5	**22**	*1*
Vehicle defects							*0*
Tyres illegal, defective or under-inflated	1	0	1	9	0	**11**	*1*
Defective lights or indicators	1	0	1	0	0	**2**	*0*
Defective brakes	0	1	2	1	0	**4**	*0*
Defective steering or suspension	0	0	2	2	0	**4**	*0*
Overloaded or poorly loaded vehicle/trai	2	0	1	0	1	**4**	*0*
Injudicious action (driver/rider)							*0*
Disobeyed automatic traffic signal	2	3	1	5	1	**12**	*1*
Disobeyed Give Way or Stop sign or marki	0	5	9	38	3	**55**	*3*
Disobeyed double white line	0	0	1	4	0	**5**	*0*
Disobeyed pedestrian crossing facility	6	1	0	0	0	**7**	*0*
Illegal turn or direction of travel	0	0	2	15	1	**18**	*1*
Exceeding speed limit	8	0	14	105	4	**131**	*7*
Travelling too fast for the conditions	6	7	29	171	14	**227**	*13*
Following too close	0	4	8	32	0	**44**	*2*
Vehicle travelling along pavement	2	0	1	0	0	**3**	*0*
Cyclist entering road from pavement	1	9	0	0	0	**10**	*1*
Driver/rider error or reaction							*0*
Junction overshoot	0	4	3	22	2	**31**	*2*
Junction restart	0	0	2	2	0	**4**	*0*
Poor turn or manoeuvre	10	12	62	90	10	**184**	*10*
Failed to signal / misleading signal	1	0	4	1	0	**6**	*0*
Failed to look properly (D/R)	81	68	115	183	35	**482**	*27*
Failed to judge other pers path/speed (D/R)	15	23	54	103	23	**218**	*12*
Too close to cyclist,horse or pedestrian	3	15	3	0	0	**21**	*1*
Sudden braking	2	3	16	31	11	**63**	*3*
Swerved	5	2	6	67	2	**82**	*5*
Loss of control	10	12	125	315	25	**487**	*27*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	9	0	6	92	3	**110**	*6*
Impaired by drugs (illicit/medicinal) (D/R)	3	1	1	21	1	**27**	*1*
Fatigue	1	1	2	24	18	**46**	*3*
Uncorrected defective eyesight	3	0	0	2	0	**5**	*0*
Illness or disability (mental/physic) (D/R)	0	2	2	48	2	**54**	*3*
Not display lights at night / in poor vi	0	3	0	2	0	**5**	*0*
Cyclist wearing dark clothing at night	0	8	0	0	0	**8**	*0*
Driver using mobile phone	0	0	0	3	0	**3**	*0*
Distraction in vehicle	3	0	1	33	3	**40**	*2*
Distraction outside vehicle	1	0	2	7	2	**12**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	7	0	9	38	1	**55**	*3*
Careless / reckless /in a hurry (D/R)	21	15	46	148	23	**253**	*14*
Nervous / uncertain / panic	1	0	6	15	2	**24**	*1*
Driving too slow for condits / slow vehi	0	0	0	3	0	**3**	*0*
Inexperienced or learner driver/rider	2	2	23	49	2	**78**	*4*
Inexperience of driving on the left	0	1	5	17	10	**33**	*2*
Inexperience with type of vehicle	0	0	7	10	0	**17**	*1*
Vision affected							
Stationary or parked vehicle	23	3	6	4	0	**36**	*2*
Vegetation	0	1	2	4	0	**7**	*0*
Road layout (eg bend, winding rd, hill c	2	1	3	8	2	**16**	*1*
Dazzling headlights	1	0	2	1	0	**4**	*0*
Dazzling sun	4	14	7	21	3	**49**	*3*
Rain, sleet, snow or fog	3	1	5	9	3	**21**	*1*
Spray from other vehicles	0	0	2	0	0	**2**	*0*
Vehicle blind spot	3	2	4	2	0	**11**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	73	0	0	0	0	**73**	*4*
Pedestrian failed to look properly	261	4	0	0	0	**265**	*15*
Ped. failed to judge vehicles path or sp	70	1	0	0	1	**72**	*4*
Wrong use of pedestrian crossing facility	28	1	0	1	0	**30**	*2*
Dangerous action in carriageway (eg playing)	30	0	0	1	0	**31**	*2*
Pedestrian impaired by alcohol	74	0	0	0	1	**75**	*4*
Ped. impaired by drugs (illicit/medicina	7	0	0	0	0	**7**	*0*
Ped. careless / reckless /in a hurry	96	3	0	0	2	**101**	*6*
Pedestrian wearing dark clothing at nigh	20	0	0	0	0	**20**	*1*
Ped. disability or illness, mental/physical	12	0	0	0	1	**13**	*1*
Special codes							
Stolen vehicle	0	0	1	10	0	**11**	*1*
Vehicle in course of crime	1	0	0	3	0	**4**	*0*
Emergency vehicle on call	1	0	1	1	0	**3**	*0*
Other	13	2	9	21	9	**54**	*3*
All serious injuries	416	125	315	821	128	**1,805**	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], 2012

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)	2,056	569	2,625	15%
2	Loss of control	1,351	261	1,612	9%
3	Failed to judge other pers path/speed (D/R)	986	437	1,423	8%
4	Slippery road (due to weather)	827	328	1,155	6%
5	Careless / reckless /in a hurry (D/R)	628	323	951	5%
6	Poor turn or manoeuvre	715	234	949	5%
7	Pedestrian failed to look properly	730	124	854	5%
8	Travelling too fast for the conditions	438	393	831	5%
9	Sudden braking	309	146	455	3%
10	Following too close	258	179	437	2%
11	Ped. careless / reckless /in a hurry	282	62	344	2%
12	Exceeding speed limit	169	156	325	2%
13	Inexperienced or learner driver/rider	196	125	321	2%
14	Impaired by alcohol (D/R)	266	48	314	2%
15	Road layout (eg bend, hill, narrow c-way	172	126	298	2%
16	Swerved	216	75	291	2%
17	Disobeyed Give Way or Stop sign or marki	249	33	282	2%
18	Dazzling sun	155	103	258	1%
19	Pedestrian impaired by alcohol	202	29	231	1%
20	Ped. failed to judge vehicles path or sp	135	96	231	1%
21	Crossed road masked by stationary/parked	195	31	226	1%
22	Deposit on road (eg oil, mud, chippings)	122	78	200	1%
23	Other	159	31	190	1%
24	Rain, sleet, snow or fog	114	68	182	1%
25	Stationary or parked vehicle	118	54	172	1%
26	Distraction in vehicle	76	92	168	1%
27	Junction overshoot	125	36	161	1%
28	Aggressive driving	115	38	153	1%
29	Illness or disability (mental/physic) (D/R)	88	61	149	1%
30	Too close to cyclist,horse or pedestrian	107	30	137	1%
31	Animal or other object in carriageway	105	31	136	1%
32	Fatigue	53	67	120	1%
33	Disobeyed automatic traffic signal	82	34	116	1%
34	Dangerous action in carriageway (eg playing)	90	22	112	1%
35	Road layout (eg bend, winding rd, hill c	56	46	102	1%
36	Nervous / uncertain / panic	60	41	101	1%
37	Distraction outside vehicle	44	56	100	1%
38	Wrong use of pedestrian crossing facility	85	11	96	1%
39	Pedestrian wearing dark clothing at nigh	61	31	92	1%
40	Poor or defective road surface	50	39	89	0%
41	Vehicle blind spot	39	41	80	0%
42	Failed to signal / misleading signal	36	43	79	0%
43	Inexperience with type of vehicle	32	31	63	0%
44	Impaired by drugs (illicit/medicinal) (D/R)	38	19	57	0%
45	Cyclist entering road from pavement	48	8	56	0%
46	Inexperience of driving on the left	40	15	55	0%
47	Inadequate/masked signs or road markings	33	19	52	0%
48	Illegal turn or direction of travel	48	2	50	0%
49	Tyres illegal, defective or under-inflated	29	21	50	0%
50	Stolen vehicle	44	1	45	0%
51	Ped. disability or illness, mental/physical	34	11	45	0%
52	Junction restart	27	8	35	0%
53	Disobeyed pedestrian crossing facility	26	8	34	0%
54	Defective brakes	12	19	31	0%
55	Temporary road layout (eg contraflow)	19	10	29	0%
56	Ped. impaired by drugs (illicit/medicina	14	11	25	0%
57	Vegetation	12	13	25	0%
58	Dazzling headlights	9	12	21	0%
59	Defective steering or suspension	11	10	21	0%
60	Defective traffic signals	13	8	21	0%
61	Spray from other vehicles	13	7	20	0%
62	Vehicle travelling along pavement	18	2	20	0%
63	Vehicle door opened or closed negligentl	19	.	19	0%
64	Vehicle in course of crime	17	1	18	0%
65	Cyclist wearing dark clothing at night	12	6	18	0%
66	Not display lights at night / in poor vi	11	5	16	0%
67	Overloaded or poorly loaded vehicle/trai	12	4	16	0%
68	Buildings, road signs, street furniture	3	11	14	0%
69	Disobeyed double white line	11	3	14	0%
70	Traffic calming (eg road humps, chicanes	5	8	13	0%
71	Driver using mobile phone	5	8	13	0%
72	Uncorrected defective eyesight	4	8	12	0%
73	Visor/windscreen dirty/scratched/frosted	7	2	9	0%
74	Emergency vehicle on call	7	1	8	0%
75	Defective lights or indicators	5	1	6	0%
76	Driving too slow for condits / slow vehi	1	4	5	0%
	All	**12,959**	**5,125**	**18,084**	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

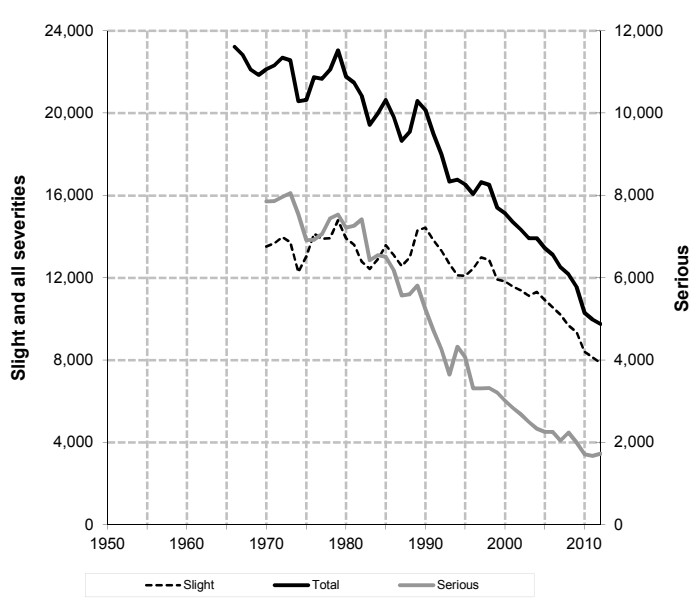
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2012

Year	Population	Vehicles licensed[1,2]	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	11,557	19,389	15,044
2010	5.222	2.685	55.6	43,488	28,495	10,295	17,241	13,338
2011	5.255	2.691	55.8	43,390	28,566	9,978	16,744	12,777
2012	5.314	2.717	55.9	43,549	28,853	9,747	16,485	12,676
2004-08 average	5.121	2.567	55.0	43,736	28,592	13,027	21,772	17,097
2008-2012 average	5.231	2.688	55.6	43,823	28,737	10,747	18,016	13,885
Per cent changes:								
2012 on 2011	1.1	1.0	0.2	0.4	1.0	-2.3	-1.5	-0.8
2012 on 2004-08 ave	3.8	5.8	1.6	-0.4	0.9	-25.2	-24.3	-25.9

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.
2. DfT have revised stock figures from 2006 to 2009 - see http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/licensing/latest/notesvls.pdf

Table 2(a): Reported accidents by severity,1950-2012



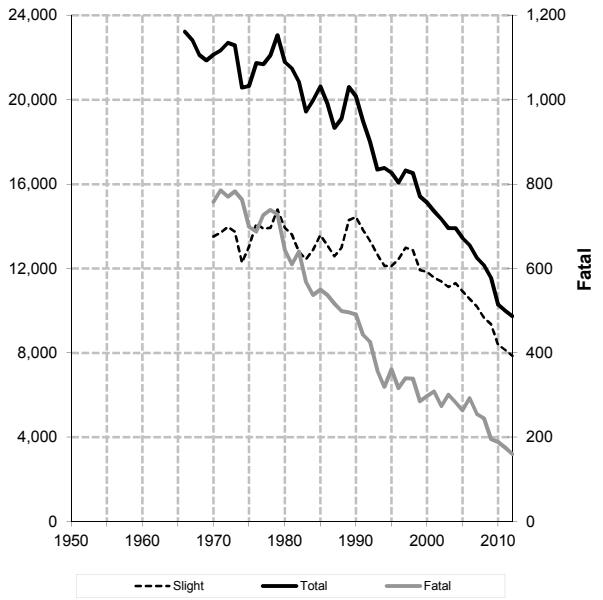
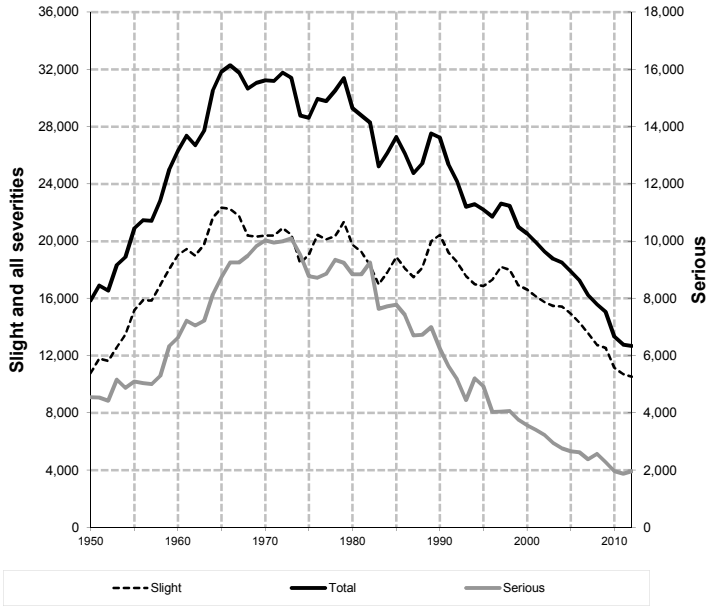


Table 2(b): Reported casualties by severity,1950-2012



Reported accidents and casualties by severity
Years: 1938 to 2012

	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	1,999	9,362	2,195	11,557	216	2,288	12,540	2,504	15,044
2010	189	1,713	8,393	1,902	10,295	208	1,969	11,161	2,177	13,338
2011	175	1,673	8,130	1,848	9,978	185	1,877	10,715	2,062	12,777
2012	160	1,730	7,857	1,890	9,747	174	1,974	10,528	2,148	12,676
2004-08 average	268	2,226	10,532	2,494	13,027	292	2,605	14,200	2,897	17,097
2008 to 2012 average	193	1,871	8,683	2,064	10,747	211	2,137	11,538	2,347	13,885
Per cent changes:										
2012 on 2011	-8.6	3.4	-3.4	2.3	-2.3	-5.9	5.2	-1.7	4.2	-0.8
2012 on 04-08 average	-40.3	-22.3	-25.4	-24.2	-25.2	-40.4	-24.2	-25.9	-25.9	-25.9

Table 3

Accidents by police force area and severity
Years:2004-08 and 2008-2012 averages, 2008 to 2012

		Fatal	Serious	Slight	Fatal & Serious	All severities
Northern	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2008	33	116	553	149	702
	2009	24	120	580	144	724
	2010	24	92	458	116	574
	2011	19	92	456	111	567
	2012	19	97	477	116	593
	2008-2012 average	**24**	**103**	**505**	**127**	**632**
Grampian	**2004-08 average**	**41**	**238**	**926**	**279**	**1,206**
	2008	28	338	1034	366	1,400
	2009	28	286	1016	314	1,330
	2010	33	267	790	300	1,090
	2011	21	271	727	292	1,019
	2012	23	298	713	321	1,034
	2008-2012 average	**27**	**292**	**856**	**319**	**1,175**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2008	29	211	691	240	931
	2009	21	201	687	222	909
	2010	28	154	559	182	741
	2011	23	166	561	189	750
	2012	17	156	568	173	741
	2008-2012 average	**24**	**178**	**613**	**201**	**814**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2008	13	95	468	108	576
	2009	6	100	482	106	588
	2010	13	88	455	101	556
	2011	11	80	357	91	448
	2012	6	91	324	97	421
	2008-2012 average	**10**	**91**	**417**	**101**	**518**
Lothian & Borders	**2004-08 average**	**37**	**388**	**2,273**	**425**	**2,698**
	2008	36	358	2,148	394	2,542
	2009	30	328	1,986	358	2,344
	2010	17	310	1,935	327	2,262
	2011	20	327	1,826	347	2,173
	2012	29	326	1,835	355	2,190
	2008-2012 average	**26**	**330**	**1,946**	**356**	**2,302**
Central	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2008	11	148	521	159	680
	2009	10	109	515	119	634
	2010	7	104	427	111	538
	2011	9	94	442	103	545
	2012	14	123	430	137	567
	2008-2012 average	**10**	**116**	**467**	**126**	**593**
Strathclyde	**2004-08 average**	**91**	**839**	**4,656**	**929**	**5,586**
	2008	86	891	3,932	977	4,909
	2009	68	751	3,821	819	4,640
	2010	63	638	3,473	701	4,174
	2011	63	568	3,526	631	4,157
	2012	46	573	3,264	619	3,883
	2008-2012 average	**65**	**684**	**3,603**	**749**	**4,353**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2008	9	85	325	94	419
	2009	9	104	275	113	388
	2010	4	60	296	64	360
	2011	9	75	235	84	319
	2012	6	66	246	72	318
	2008-2012 average	**7**	**78**	**275**	**85**	**361**

Table 3a

Accidents by police force division and severity
Years:2004-08 and 2008-2012 averages, 2008 to 2012

		Fatal	Serious	Slight	Fatal & Serious	All severities
Aberdeen City	**2004-08 average**	**5**	**74**	**343**	**79**	**423**
	2008	3	113	398	116	514
	2009	3	73	369	76	445
	2010	7	70	273	77	350
	2011	7	95	262	102	364
	2012	7	94	277	101	378
	2008-2012 average	**5**	**89**	**316**	**94**	**410**
Aberdeenshire & Moray	**2004-08 average**	**36**	**164**	**583**	**200**	**783**
	2008	25	225	636	250	886
	2009	25	213	647	238	885
	2010	26	197	517	223	740
	2011	14	176	465	190	655
	2012	16	204	436	220	656
	2008-2012 average	**21**	**203**	**540**	**224**	**764**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2008	29	211	691	240	931
	2009	21	201	687	222	909
	2010	28	154	559	182	741
	2011	23	166	561	189	750
	2012	17	156	568	173	741
	2008-2012 average	**24**	**178**	**613**	**201**	**814**
Argyll/W.Dunb'shire	**2004-08 average**	**15**	**99**	**393**	**114**	**507**
	2008	12	103	321	115	436
	2009	6	91	358	97	455
	2010	16	73	347	89	436
	2011	8	70	298	78	376
	2012	7	62	275	69	344
	2008-2012 average	**10**	**80**	**320**	**90**	**409**
Forth Valley	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2008	11	148	521	159	680
	2009	10	109	515	119	634
	2010	7	104	427	111	538
	2011	9	94	442	103	545
	2012	14	123	430	137	567
	2008-2012 average	**10**	**116**	**467**	**126**	**593**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2008	9	85	325	94	419
	2009	9	104	275	113	388
	2010	4	60	296	64	360
	2011	9	75	235	84	319
	2012	6	66	246	72	318
	2008-2012 average	**7**	**78**	**275**	**85**	**361**
Ayrshire	**2004-08 average**	**20**	**143**	**648**	**163**	**812**
	2008	19	147	532	166	698
	2009	11	136	559	147	706
	2010	17	99	460	116	576
	2011	11	102	540	113	653
	2012	8	93	478	101	579
	2008-2012 average	**13**	**115**	**514**	**129**	**642**

Table 3a (continued)

Accidents by police force division and severity
Years:2004-08 and 2008-2012 averages, 2008 to 2012

		Fatal	Serious	Slight	Fatal & Serious	All severities
Greater Glasgow	**2004-08 average**	**21**	**307**	**1,842**	**328**	**2,170**
	2008	18	346	1,537	364	1,901
	2009	21	246	1,494	267	1,761
	2010	15	244	1,322	259	1,581
	2011	15	196	1,326	211	1,537
	2012	9	221	1,291	230	1,521
	2008-2012 average	**16**	**251**	**1,394**	**266**	**1,660**
Lothians & Borders	**2004-08 average**	**28**	**211**	**1,057**	**239**	**1,296**
	2008	23	185	1,049	208	1,257
	2009	24	192	936	216	1,152
	2010	13	184	886	197	1,083
	2011	11	165	817	176	993
	2012	16	151	860	167	1,027
	2008-2012 average	**17**	**175**	**910**	**193**	**1,102**
Edinburgh	**2004-08 average**	**9**	**177**	**1,217**	**186**	**1,403**
	2008	13	173	1,099	186	1,285
	2009	6	136	1,050	142	1,192
	2010	4	126	1,049	130	1,179
	2011	9	162	1,009	171	1,180
	2012	13	175	975	188	1,163
	2008-2012 average	**9**	**154**	**1,036**	**163**	**1,200**
Highlands & Islands	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2008	33	116	553	149	702
	2009	24	120	580	144	724
	2010	24	92	458	116	574
	2011	19	92	456	111	567
	2012	19	97	477	116	593
	2008-2012 average	**24**	**103**	**505**	**127**	**632**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2008	13	95	468	108	576
	2009	6	100	482	106	588
	2010	13	88	455	101	556
	2011	11	80	357	91	448
	2012	6	91	324	97	421
	2008-2012 average	**10**	**91**	**417**	**101**	**518**
Renfrewshire/Inverclyde	**2004-08 average**	**9**	**94**	**532**	**103**	**634**
	2008	11	95	459	106	565
	2009	4	81	373	85	458
	2010	2	78	405	80	485
	2011	8	72	429	80	509
	2012	9	67	397	76	473
	2008-2012 average	**7**	**79**	**413**	**85**	**498**
Lanarkshire	**2004-08 average**	**25**	**197**	**1,241**	**222**	**1,463**
	2008	26	200	1,083	226	1,309
	2009	26	197	1,037	223	1,260
	2010	13	144	939	157	1,096
	2011	21	128	933	149	1,082
	2012	13	130	823	143	966
	2008-2012 average	**20**	**160**	**963**	**180**	**1,143**

Reported accidents by road type and severity 2004-08 and 2008 to 2012 averages, 2008 to 2012

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										
2008	59	2	61	68	28	36	52	184	245	25
2009	63	1	64	45	17	32	38	132	196	33
2010	52	5	57	44	23	37	28	132	189	30
2011	47	5	52	41	22	26	34	123	175	30
2012	33	3	36	38	18	26	42	124	160	23
Serious										
2008	290	49	339	357	364	318	864	1,903	2,242	15
2009	325	37	362	343	282	298	714	1,637	1,999	18
2010	282	42	324	279	275	227	608	1,389	1,713	19
2011	238	34	272	267	286	216	632	1,401	1,673	16
2012	233	31	264	284	306	231	645	1,466	1,730	15
All Severities										
2008	1,703	320	2,023	1,557	2,221	1,435	4,923	10,136	12,159	17
2009	1,669	261	1,930	1,553	2,008	1,344	4,722	9,627	11,557	17
2010	1,533	256	1,789	1,304	1,912	1,117	4,173	8,506	10,295	17
2011	1,372	260	1,632	1,220	1,959	1,032	4,135	8,346	9,978	16
2012	1,310	211	1,521	1,253	1,872	1,041	4,060	8,226	9,747	16
(b) annual averages										
Fatal										
2004-08 average[1]	75	5	79	67	30	45	45	91	268	30
2008 to 2012 average	51	3	54	47	22	31	39	139	193	28
Serious										
2004-08 average[1]	320	54	374	374	352	306	821	1,127	2,226	17
2008 to 2012 average	274	39	312	306	303	258	693	1,559	1,871	17
All Severities										
2004-08 average[1]	1,763	326	2,089	1,699	2,436	1,457	5,345	6,802	13,026	16
2008 to 2012 average	1,517	262	1,779	1,377	1,994	1,194	4,403	8,968	10,747	17
(c) Per cent changes										
2012 on 2011										
Fatal	-30	-40	-31	-7	-18	0	24	1	-9	
Serious	-2	-9	-3	6	7	7	2	5	3	
All Severities	-5	-19	-7	3	-4	1	-2	-1	-2	
2012 on 2004-08 average										
Fatal	-56	-35	-55	-44	-41	-43	-7	37	-40	
Serious	-27	-42	-29	-24	-13	-24	-21	30	-22	
All Severities	-26	-35	-27	-26	-23	-29	-24	21	-25	
2008 to 2012 average on 2004-08 average										
Fatal	-32	-30	-32	-30	-29	-31	-15	53	-28	
Serious	-15	-28	-16	-18	-14	-16	-16	38	-16	
All Severities	-14	-20	-15	-19	-18	-18	-18	32	-17	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2008 to 2012 averages, 2002 to 2012

	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**
2002	17	70	4	71	24	186	31	12	14	31	88	274
2003	12	72	7	73	32	196	38	11	21	35	105	301
2004	8	68	7	71	32	186	35	13	11	38	97	283
2005	10	63	4	65	31	173	36	6	14	35	91	264
2006	8	74	8	81	30	201	33	5	14	40	92	293
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	28	3	38	18	92	16	7	10	35	68	160
2008 to 2012 ave	**8**	**43**	**3**	**47**	**22**	**123**	**22**	**10**	**10**	**28**	**70**	**193**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
2002	57	285	64	444	449	1,299	223	187	147	828	1,385	2,684
2003	61	295	71	425	397	1,249	193	165	132	756	1,246	2,495
2004	62	305	65	412	371	1,215	191	156	129	640	1,116	2,331
2005	62	294	48	347	329	1,080	209	132	116	715	1,172	2,252
2006	51	254	56	389	370	1,120	203	135	96	703	1,137	2,257
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	343	282	987	166	105	132	609	1,012	1,999
2010	51	231	42	279	275	878	128	86	99	522	835	1,713
2011	38	200	34	267	286	825	138	113	78	519	848	1,673
2012	42	191	31	284	306	854	133	108	98	537	876	1,730
2008 to 2012 ave	**46**	**228**	**39**	**306**	**303**	**921**	**152**	**109**	**106**	**584**	**951**	**1,871**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
2002	467	1,315	340	1,824	2,723	6,669	870	1,043	682	5,079	7,674	14,343
2003	419	1,345	380	1,875	2,598	6,617	917	977	616	4,790	7,300	13,917
2004	467	1,393	384	1,818	2,650	6,712	944	926	589	4,748	7,207	13,919
2005	450	1,327	314	1,752	2,448	6,291	975	916	547	4,709	7,147	13,438
2006	452	1,311	305	1,739	2,517	6,324	884	921	527	4,454	6,786	13,110
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	1,267	261	1,553	2,008	5,491	840	732	504	3,990	6,066	11,557
2010	406	1,127	256	1,304	1,912	5,005	665	751	452	3,422	5,290	10,295
2011	377	995	260	1,220	1,959	4,811	637	784	395	3,351	5,167	9,978
2012	384	926	211	1,253	1,872	4,646	616	704	425	3,356	5,101	9,747
2008 to 2012 ave	**405**	**1,112**	**262**	**1,377**	**1,994**	**5,151**	**728**	**749**	**466**	**3,654**	**5,596**	**10,747**

(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 2008-2012 averages, 2002 to 2012

	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**
2002	0.30	0.80	0.45	0.96	0.53	0.68	1.25	0.91	0.37	0.46	0.62	0.66
2003	0.20	0.82	0.76	0.96	0.71	0.71	1.53	0.83	0.56	0.52	0.73	0.72
2004	0.13	0.76	0.75	0.93	0.70	0.66	1.37	0.97	0.29	0.56	0.67	0.66
2005	0.16	0.71	0.43	0.86	0.68	0.62	1.39	0.45	0.36	0.51	0.62	0.62
2006	0.12	0.82	0.83	1.02	0.65	0.70	1.25	0.38	0.33	0.57	0.60	0.66
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	0.32	0.31	0.50	0.41	0.32	0.64	0.56	0.24	0.51	0.46	0.37
2008 to 2012 ave	**0.12**	**0.49**	**0.34**	**0.61**	**0.48**	**0.43**	**0.82**	**0.82**	**0.23**	**0.41**	**0.47**	**0.44**
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**
2002	0.99	3.27	7.18	6.01	9.89	4.76	8.96	14.16	3.92	12.33	9.70	6.46
2003	1.04	3.34	7.75	5.60	8.82	4.51	7.75	12.38	3.52	11.15	8.68	5.94
2004	1.02	3.41	6.93	5.40	8.06	4.31	7.49	11.70	3.36	9.44	7.70	5.46
2005	1.01	3.33	5.21	4.57	7.23	3.85	8.07	9.88	2.97	10.47	7.99	5.27
2006	0.79	2.83	5.80	4.91	8.05	3.88	7.67	10.29	2.23	10.11	7.47	5.12
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	4.35	6.22	3.41	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	3.43	6.40	2.89	5.35	9.04	1.84	7.67	5.72	3.86
2012	0.59	2.2	3.19	3.7	6.96	2.96	5.32	8.61	2.37	7.88	5.96	3.97
2008 to 2012 ave	**0.68**	**2.58**	**4.05**	**3.93**	**6.75**	**3.20**	**5.79**	**8.59**	**2.44**	**8.50**	**6.30**	**4.27**
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**
2002	8.15	15.09	38.13	24.69	59.97	24.46	34.95	78.98	18.19	75.65	53.77	34.53
2003	7.16	15.24	41.48	24.73	57.74	23.90	36.83	73.32	16.40	70.66	50.85	33.11
2004	7.66	15.57	40.95	23.83	57.56	23.79	37.03	69.43	15.35	70.06	49.72	32.59
2005	7.32	15.02	34.06	23.06	53.79	22.42	37.67	68.55	14.00	68.93	48.74	31.46
2006	7.03	14.61	31.58	21.93	54.77	21.88	33.40	70.18	12.24	64.02	44.58	29.71
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	14.14	27.40	19.70	44.32	18.96	31.56	57.06	11.53	57.47	39.76	26.14
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	11.32	27.35	15.68	43.82	16.84	24.72	62.73	9.33	49.52	34.85	23.00
2012	5.38	10.67	21.69	16.34	42.59	16.1	24.62	56.15	10.3	49.26	34.71	22.38
2008 to 2012 ave	**6.04**	**12.62**	**27.46**	**17.71**	**44.49**	**17.92**	**27.69**	**58.98**	**10.78**	**53.21**	**37.10**	**24.52**

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 2008-2012 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						
Northern	-	2.5	2.4	0.7	2.5	1.0
Grampian	-	1.8	3.0	0.4	1.7	0.9
Tayside	0.3	1.8	2.4	0.3	1.4	0.7
Fife	0.2	1.1	1.7	0.2	1.5	0.5
Lothian & Borders	0.3	1.0	1.6	0.1	1.4	0.5
Central	0.5	2.2	1.9	0.2	0.8	0.5
Strathclyde	0.5	1.8	1.8	0.2	1.5	0.6
Dumfries & Galloway	0.4	2.3	1.6	0.4	1.9	0.6
Scotland	**0.4**	**1.8**	**2.0**	**0.3**	**1.5**	**0.6**
Serious						
Northern	-	11.0	14.6	2.4	18.7	4.8
Grampian	-	8.2	15.2	1.5	14.6	4.9
Tayside	3.2	7.6	17.9	1.6	23.4	5.5
Fife	2.5	5.7	12.7	1.0	19.1	4.7
Lothian & Borders	1.4	5.8	15.0	0.8	20.7	5.2
Central	2.5	17.0	16.9	1.2	15.7	4.7
Strathclyde	2.3	10.0	17.6	1.1	22.9	5.1
Dumfries & Galloway	2.8	11.1	17.4	2.3	30.0	5.4
Scotland	**2.3**	**9.0**	**16.2**	**1.3**	**20.6**	**5.1**
All severities						
Northern	-	50.4	58.2	12.7	96.0	24.5
Grampian	-	36.6	71.7	7.6	74.2	24.7
Tayside	12.6	30.2	73.0	6.3	106.0	23.3
Fife	14.4	29.0	59.1	4.6	90.6	23.3
Lothian & Borders	16.9	34.6	102.1	5.2	152.7	36.4
Central	12.0	56.7	72.5	4.7	78.5	22.6
Strathclyde	21.6	53.1	103.2	8.0	136.2	34.3
Dumfries & Galloway	12.1	44.5	78.4	9.2	135.2	23.1
Scotland	**17.9**	**42.6**	**87.2**	**7.3**	**118.8**	**29.8**
Percentage above/below Scottish average - for 2004-08 average						
Serious						
Northern	n/a	22	-10	83	-9	-5
Grampian	n/a	-8	-6	15	-29	-4
Tayside	37	-16	10	21	14	8
Fife	8	-36	-21	-27	-7	-7
Lothian & Borders	-39	-36	-8	-43	0	3
Central	6	88	4	-11	-24	-9
Strathclyde	0	11	8	-15	11	1
Dumfries & Galloway	21	24	8	72	46	5
All severities						
Northern	n/a	18	-33	74	-19	-18
Grampian	n/a	-14	-18	4	-38	-17
Tayside	-29	-29	-16	-14	-11	-22
Fife	-19	-32	-32	-37	-24	-22
Lothian & Borders	-6	-19	17	-29	28	22
Central	-33	33	-17	-36	-34	-24
Strathclyde	21	25	18	9	15	15
Dumfries & Galloway	-32	4	-10	26	14	-23

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2008-2012 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 2008-2012 average						
Fatal						
Northern	-	0.7	0.7	0.7	0.9	0.8
Grampian	-	0.4	0.9	0.7	0.5	0.6
Tayside	0.2	0.6	0.6	0.5	0.6	0.6
Fife	-	0.2	0.5	0.3	0.4	0.3
Lothian & Borders	0.2	0.2	0.5	0.3	0.4	0.4
Central	0.1	0.4	0.6	0.4	0.3	0.3
Strathclyde	0.1	0.4	0.5	0.4	0.5	0.4
Dumfries & Galloway	0.1	0.6	0.4	0.4	0.5	0.4
Scotland	**0.1**	**0.5**	**0.6**	**0.4**	**0.5**	**0.4**
Serious						
Northern	-	2.6	3.4	2.9	4.7	3.3
Grampian	-	3.9	7.0	5.4	7.0	6.1
Tayside	0.9	2.2	5.3	3.2	6.6	4.2
Fife	0.6	1.3	3.5	2.4	4.6	3.2
Lothian & Borders	0.3	1.9	5.1	3.2	6.8	4.5
Central	0.9	5.5	4.8	3.5	4.5	3.8
Strathclyde	0.7	2.9	4.8	2.9	6.4	4.2
Dumfries & Galloway	1.1	2.8	6.1	2.9	9.4	4.0
Scotland	**0.7**	**2.7**	**5.0**	**3.2**	**6.3**	**4.3**
All severities						
Northern	-	15.9	19.0	17.0	30.9	20.2
Grampian	-	14.4	28.6	21.2	28.7	24.6
Tayside	4.9	10.1	21.7	13.8	32.2	19.3
Fife	4.2	8.9	17.6	12.8	27.2	18.1
Lothian & Borders	6.2	12.8	33.1	21.8	48.1	31.4
Central	4.2	19.4	23.5	15.9	27.1	19.5
Strathclyde	7.0	16.1	30.6	18.8	39.9	26.4
Dumfries & Galloway	3.9	14.3	26.1	12.7	46.1	18.3
Scotland	**6.0**	**14.1**	**27.5**	**17.9**	**37.1**	**24.5**
Percentage above/below Scottish average - for 2008-12 average						
Serious						
Northern	n/a	-4	-32	-9	-26	-22
Grampian	n/a	42	42	69	11	43
Tayside	31	-19	6	-1	5	-2
Fife	-18	-51	-29	-26	-28	-26
Lothian & Borders	-56	-30	2	-	7	5
Central	37	100	-3	9	-29	-11
Strathclyde	-4	5	-3	-10	2	-3
Dumfries & Galloway	57	4	23	-11	49	-7
All severities						
Northern	n/a	13	-31	-5	-17	-18
Grampian	n/a	2	4	18	-23	0
Tayside	-19	-28	-21	-23	-13	-21
Fife	-31	-37	-36	-28	-27	-26
Lothian & Borders	3	-9	20	22	30	28
Central	-30	38	-15	-11	-27	-21
Strathclyde	16	15	11	5	8	8
Dumfries & Galloway	-36	1	-5	-29	24	-26

Table 6

Accidents by severity, month and road type, 2008 to 2012 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**	5	4	1	3	3	18	9.8	9.1	4.4	15.5	9.1	9.3
	February	3	5	2	1	4	15	6.4	9.9	6.9	3.9	10.0	7.8
	March	4	4	1	1	4	14	8.0	8.7	3.8	5.5	9.6	7.5
	April	3	3	1	2	2	11	5.7	5.6	4.5	8.5	6.3	5.9
	May	5	3	3	1	3	15	8.8	7.1	10.6	6.4	6.6	7.9
	June	5	4	3	2	2	17	9.4	8.6	9.7	10.4	6.3	8.7
	July	5	4	4	1	3	17	10.2	7.9	11.9	5.5	8.6	9.1
	August	7	4	3	1	3	18	13.1	8.3	8.1	6.4	8.1	9.4
	September	3	5	5	1	4	18	6.0	10.7	14.9	5.7	9.4	9.3
	October	3	4	3	2	2	15	6.6	9.6	8.8	9.1	6.1	7.8
	November	5	4	3	3	5	20	9.8	9.4	8.4	13.2	12.5	10.4
	December	3	2	3	2	3	13	6.2	5.0	8.1	10.0	7.6	6.9
	Year total	53	47	31	21	38	190	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	22	20	14	28	49	132	7.3	6.5	5.3	9.3	7.1	7.1
	February	24	20	22	24	53	143	7.7	6.6	8.8	8.1	7.8	7.8
	March	22	19	21	22	55	139	7.1	6.2	8.2	7.3	8.1	7.5
	April	26	26	19	26	54	152	8.3	8.7	7.6	8.9	7.9	8.2
	May	28	28	25	28	59	168	9.0	9.4	9.8	9.3	8.7	9.1
	June	31	33	28	23	54	170	10.2	11.1	10.9	7.8	7.9	9.2
	July	26	28	21	19	57	151	8.5	9.4	8.4	6.2	8.3	8.2
	August	32	32	24	21	54	163	10.4	10.4	9.4	7.2	7.9	8.8
	September	30	29	25	27	66	177	9.6	9.7	9.9	9.0	9.7	9.6
	October	26	26	20	24	66	162	8.5	8.5	7.7	8.1	9.7	8.8
	November	22	22	20	31	64	159	7.1	7.2	8.0	10.4	9.4	8.6
	December	19	19	15	25	50	129	6.2	6.3	6.0	8.4	7.3	7.0
	Year total	307	302	254	298	682	1,844	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	148	112	103	159	328	849	8.4	8.2	8.7	8.1	7.6	8.0
	February	134	115	107	161	360	877	7.6	8.5	9.1	8.2	8.3	8.3
	March	129	99	92	165	367	852	7.4	7.3	7.8	8.4	8.5	8.0
	April	126	96	78	156	322	779	7.2	7.1	6.6	7.9	7.4	7.4
	May	147	110	93	172	358	881	8.4	8.1	7.9	8.8	8.3	8.3
	June	153	124	108	157	344	886	8.8	9.1	9.2	8.0	7.9	8.4
	July	157	117	98	143	340	855	9.0	8.6	8.3	7.3	7.8	8.1
	August	171	130	106	169	373	949	9.8	9.6	9.0	8.6	8.6	9.0
	September	150	116	105	175	403	949	8.6	8.5	8.9	8.9	9.3	9.0
	October	148	113	93	163	392	909	8.5	8.3	7.9	8.3	9.0	8.6
	November	148	113	103	192	410	967	8.5	8.3	8.8	9.8	9.5	9.1
	December	138	113	90	155	340	836	7.9	8.3	7.6	7.9	7.8	7.9
	Year total	1,750	1,358	1,177	1,965	4,338	10,589	100.0	100.0	100.0	100.0	100.0	100.0

BUP=Built-up NBUP=Non Built-up

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

Table 7

Accidents by light condition, road surface condition(1), severity
Built-up and non built-up roads,
2004-08 and 2008-2012 averages, 2008 to 2012

		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**
	2008	47	853	5,425	101	692	3,315	148	1,545	8,740
	2009	26	691	5,091	86	701	3,296	112	1,392	8,387
	2010	32	654	4,837	87	572	2,876	119	1,226	7,713
	2011	28	645	4,725	80	531	2,596	108	1,176	7,321
	2012	37	636	4,405	57	539	2,558	94	1,175	6,963
	2008-12 ave	**34**	**696**	**4,897**	**82**	**607**	**2,928**	**116**	**1,303**	**7,825**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	2008	35	424	2,039	62	273	1,380	97	697	3,419
	2009	30	342	1,900	54	265	1,270	84	607	3,170
	2010	24	271	1,504	46	216	1,078	70	487	2,582
	2011	33	307	1,629	34	190	1,028	67	497	2,657
	2012	26	346	1,738	40	209	1,046	66	555	2,784
	2008-12 ave	**30**	**338**	**1,762**	**47**	**231**	**1,160**	**77**	**569**	**2,922**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	2008	42	793	4,529	79	498	2,004	121	1,291	6,533
	2009	31	643	4,238	72	500	2,008	103	1,143	6,246
	2010	28	610	4,106	63	421	1,818	91	1,031	5,924
	2011	25	609	3,915	56	395	1,600	81	1,004	5,515
	2012	38	609	3,764	55	395	1,609	93	1,004	5,373
	2008-12 ave	**33**	**653**	**4,110**	**65**	**442**	**1,808**	**98**	**1,095**	**5,918**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	2008	39	455	2,702	75	405	2,253	114	860	4,955
	2009	24	354	2,435	61	403	2,074	85	757	4,509
	2010	24	252	1,708	52	269	1,413	76	521	3,121
	2011	34	311	2,236	55	273	1,602	89	584	3,838
	2012	24	351	2,191	37	293	1,659	61	644	3,850
	2008-12 ave	**29**	**345**	**2,254**	**56**	**329**	**1,800**	**85**	**673**	**4,055**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2008	1	29	233	9	62	438	10	91	671
	2009	1	36	315	7	63	483	8	99	798
	2010	4	63	526	18	98	722	22	161	1,248
	2011	2	32	203	2	53	421	4	85	624
	2012	1	20	186	5	60	335	6	80	521
	2008-12 ave	**2**	**36**	**293**	**8**	**67**	**480**	**10**	**103**	**772**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2008	82	1,277	7,464	163	965	4,695	245	2,242	12,159
	2009	56	1,033	6,991	140	966	4,566	196	1,999	11,557
	2010	56	925	6,341	133	788	3,954	189	1,713	10,295
	2011	61	952	6,354	114	721	3,624	175	1,673	9,978
	2012	63	982	6,143	97	748	3,604	160	1,730	9,747
	2008-12 ave	**64**	**1,034**	**6,659**	**129**	**838**	**4,089**	**193**	**1,871**	**10,747**

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: 2008-2012 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	**More than 20m from junction**	36	460	2,102	2,598	56.3	44.5	37.8	39.0
	Roundabout	1	57	496	553	1.9	5.5	8.9	8.3
	Mini-roundabout	0	9	62	72	0.3	0.9	1.1	1.1
	T/Y staggered junc	19	305	1,605	1,929	29.6	29.5	28.9	29.0
	Slip road	0	6	57	63	0.6	0.6	1.0	0.9
	Cross roads	3	98	619	720	5.0	9.5	11.1	10.8
	Multiple junction	1	23	156	180	1.3	2.3	2.8	2.7
	Private drive	1	19	72	92	1.6	1.8	1.3	1.4
	Other junction	2	57	394	452	3.5	5.5	7.1	6.8
	Total	64	1,034	5,561	6,659	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	103	614	2,241	2,957	79.4	73.3	71.8	72.3
	Roundabout	1	19	176	196	0.8	2.2	5.6	4.8
	Mini-roundabout	0	0	2	2	0	0.0	0.1	0.1
	T/Y staggered junc	14	107	330	450	10.7	12.7	10.6	11.0
	Slip road	1	20	115	135	0.8	2.3	3.7	3.3
	Cross roads	3	20	61	84	2.2	2.4	2.0	2.1
	Multiple junction	0	3	17	20	0.2	0.3	0.5	0.5
	Private drive	5	26	81	112	3.9	3.1	2.6	2.7
	Other junction	3	29	100	132	2.2	3.5	3.2	3.2
	Total	129	838	3,122	4,089	100.0	100.0	100.0	100.0
Total built-up/non built-up									
	More than 20m from junction	139	1,074	4,343	5,555	71.8	57.4	50.0	51.7
	Roundabout	2	75	672	749	1.1	4.0	7.7	7.0
	Mini-roundabout	0	10	64	74	0.1	0.5	0.7	0.7
	T/Y staggered junc	33	412	1,935	2,379	16.9	22.0	22.3	22.1
	Slip road	1	25	171	198	0.7	1.4	2.0	1.8
	Cross roads	6	118	680	804	3.1	6.3	7.8	7.5
	Multiple junction	1	26	172	200	0.5	1.4	2.0	1.9
	Private drive	6	45	152	204	3.1	2.4	1.8	1.9
	Other junction	5	86	494	585	2.6	4.6	5.7	5.4
	Total	193	1,871	8,683	10,747	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: 2012*.

https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

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 2012 prices. Therefore estimates of values in earlier years have been calculated by applying 2012 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 2012 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,703,822	191,462	14,760	38,783

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		635,233	25,157	3,163	
Medical/ambulance		5,529	15,095	1,342	
Pain, grief, suffering		1,247,433	171,356	15,073	
Police and damage to property costs for GB:					
Police/administration		17,843	2,085	542	35
Insurance		313	194	118	56
Damage to property	Total	11,417	5,157	3,098	1,957
	- Motorways	17,576	14,997	7,587	2,646
	- Non built-up roads	13,817	6,299	4,175	2,753
	- Built-up roads	8,147	4,366	2,576	1,842
Total costs per accident for GB		1,917,766	219,043	23,336	2,048

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 2012 at 2012 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,053,313	243,899	24,462	130,542	2,788	17,305
Built-up roads	1,814,995	210,127	21,141	69,749	1,877	5,506
Motorways	1,783,437	237,673	29,240	74,878	2,681	11,076
All roads	**1,951,042**	**224,578**	**22,512**	**90,034**	**2,061**	**7,914**
Trunk roads only	2,186,740	252,848	25,597	116,191	2,520	13,743

Table 11

Total estimated accident costs in Scotland (£ million) at 2012 prices, by severity
Years: 2002 to 2012

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2002	68.2	752.4	619.3	**1,439.8**	555.7	625.6	258.5	416.7	**1,856.5**
2003	49.2	781.0	606.6	**1,436.7**	608.1	575.6	253.0	402.4	**1,839.2**
2004	39.4	729.6	582.2	**1,351.1**	558.3	538.0	254.9	402.0	**1,753.1**
2005	44.3	688.0	552.3	**1,284.6**	513.7	524.2	246.7	387.9	**1,672.5**
2006	38.5	719.7	558.7	**1,316.8**	564.9	514.8	237.1	378.5	**1,695.4**
2007	41.9	651.2	504.6	**1,197.8**	507.1	462.8	227.9	360.7	**1,558.5**
2008	42.1	621.0	539.4	**1,202.5**	485.8	503.1	213.6	349.4	**1,551.9**
2009	44.0	555.8	448.5	**1,048.2**	388.6	450.2	209.4	331.0	**1,379.2**
2010	28.8	509.3	408.9	**947.0**	379.7	380.6	186.7	296.1	**1,243.1**
2011	35.7	424.8	420.9	**881.4**	331.0	369.8	180.7	289.4	**1,170.8**
2012	28.8	420.3	428.5	**877.6**	312.2	388.5	176.9	281.9	**1,159.5**

Vehicles involved in reported injury accidents by type
Years: 2004-08 and 2008-2012 averages, 2002 to 2012

Year	Pedal cycle	Motor cycle [1]	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**
2002	852	1,200	18,194	504	114	1,059	858	999	374	24,154
2003	840	1,153	17,726	487	111	1,069	795	929	348	23,458
2004	794	1,033	17,718	477	109	1,131	976	800	365	23,403
2005	808	1,098	16,770	469	84	1,040	912	739	556	22,476
2006	801	1,091	16,398	474	87	979	923	697	509	21,959
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	1,038	14,580	391	79	697	760	554	469	19,389
2010	810	859	12,804	355	57	611	752	546	447	17,241
2011	855	828	12,394	387	52	616	783	464	365	16,744
2012	930	888	12,182	333	54	517	803	453	325	16,485
2008-2012 average	**837**	**933**	**13,404**	**367**	**61**	**647**	**803**	**534**	**429**	**18,016**
Per cent changes:										
2012 on 2011	9	7	-2	-14	4	-16	3	-2	-11	-2
2012 on 2004-08 average	19	-17	-25	-24	-36	-46	-14	-36	-34	-24

1. Motorcycle includes all two wheeled motor vehicles.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2001 to 2012, and 2004-08 and 2008-2012 averages

	Pedal cycle	Motor cycle	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**
2001	178	473	3,558	206	182	272	4,966
2002	161	479	3,423	185	196	230	4,747
2003	149	438	3,179	193	167	246	4,449
2004	132	410	2,975	167	171	193	4,134
2005	138	411	2,772	173	167	194	3,960
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	2,445	121	131	134	3,463
2010	152	359	1,980	108	134	150	2,967
2011	172	337	1,892	122	127	113	2,839
2012	188	373	1,958	121	146	121	2,961
2008-12 ave.	**171**	**380**	**2,189**	**127**	**140**	**133**	**3,223**
(b) vehicles involved - all severities of reported accident							
2004-08 ave.	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
2001	942	1,207	19,155	1,187	934	1,013	24,872
2002	852	1,200	18,698	1,173	858	999	24,154
2003	840	1,153	18,213	1,180	795	929	23,458
2004	794	1,033	18,195	1,240	976	800	23,403
2005	808	1,098	17,239	1,124	912	739	22,476
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	1,038	14,971	776	760	554	19,389
2010	810	859	13,159	668	752	546	17,241
2011	855	828	12,781	668	783	464	16,744
2012	930	888	12,515	571	803	453	16,485
2008-12 ave.	**837**	**933**	**13,771**	**709**	**803**	**534**	**18,016**
(c) traffic volumes [2]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
2001	236	261	31,904	604	4,662	2,398	40,065
2002	250	292	33,127	630	4,828	2,408	41,535
2003	249	327	33,228	646	5,076	2,511	42,038
2004	232	309	33,674	593	5,283	2,615	42,705
2005	243	313	33,478	586	5,460	2,637	42,718
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	34,391	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
2008-12 ave.	**295**	**302**	**33,939**	**622**	**6,104**	**2,561**	**43,823**

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.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2001 to 2012, and 2004-08 and 2008-2012 averages

	Pedal cycle	Motor cycle	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**
2001	0.76	1.81	0.11	0.34	0.04	0.11	0.12
2002	0.64	1.64	0.10	0.29	0.04	0.10	0.11
2003	0.60	1.34	0.10	0.30	0.03	0.10	0.11
2004	0.57	1.33	0.09	0.28	0.03	0.07	0.10
2005	0.57	1.31	0.08	0.30	0.03	0.07	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
2008-12 ave.	**0.58**	**1.26**	**0.06**	**0.20**	**0.02**	**0.05**	**0.07**
(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**
2001	4.00	4.62	0.60	1.97	0.20	0.42	0.62
2002	3.41	4.11	0.56	1.86	0.18	0.41	0.58
2003	3.37	3.52	0.55	1.83	0.16	0.37	0.56
2004	3.43	3.34	0.54	2.09	0.18	0.31	0.55
2005	3.32	3.51	0.51	1.92	0.17	0.28	0.53
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	2.96	0.39	1.03	0.12	0.21	0.40
2011	2.80	2.81	0.38	1.10	0.13	0.19	0.39
2012	3.00	3.06	0.37	0.98	0.13	0.18	0.38
2008-12 ave.	**2.84**	**3.09**	**0.41**	**1.14**	**0.13**	**0.21**	**0.41**

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: 2008-2012 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	2	-	200	10	1	2	27	6	13	262
Parked	3	3	463	8	2	22	30	13	17	561
Slowing or stopping	16	30	634	22	2	88	32	13	18	855
Moving off	24	12	429	27	2	92	20	14	14	634
U turn	-	1	80	10	-	-	7	1	2	102
Turning/waiting turn left	18	15	333	13	2	19	21	11	10	441
Turning/waiting turn right	42	24	985	34	4	30	44	18	18	1,200
Changing lane	8	5	96	5	-	7	9	7	5	142
Overtaking	32	44	192	8	1	13	14	7	9	319
Going round bend	27	42	419	10	1	19	22	13	10	563
Waiting/going ahead	563	310	4,305	180	21	286	215	90	131	6,100
Total[(2)]	**737**	**486**	**8,138**	**328**	**37**	**578**	**441**	**191**	**247**	**11,184**
Non built-up										
Reversing	-	1	11	-	-	-	2	2	2	19
Parked	-	1	51	1	1	2	7	12	4	78
Slowing or stopping	1	14	347	2	1	4	29	18	11	427
Moving off	2	4	72	1	-	2	4	4	5	94
U turn	-	1	14	-	-	-	1	1	1	19
Turning/waiting turn left	1	6	65	1	1	1	4	5	3	87
Turning/waiting turn right	7	8	313	3	1	4	22	13	22	393
Changing lane	1	6	94	1	-	2	7	21	4	137
Overtaking	1	43	207	1	2	3	15	9	8	289
Going round bend	15	172	1,332	10	6	13	63	62	35	1,709
Waiting/going ahead	72	189	2,759	19	11	38	208	196	86	3,578
Total[(2)]	**100**	**446**	**5,266**	**39**	**24**	**69**	**362**	**343**	**182**	**6,832**
Total										
Reversing	2	2	211	10	1	2	29	8	15	281
Parked	4	4	514	8	3	24	36	25	21	639
Slowing or stopping	17	44	981	24	4	92	61	30	29	1,283
Moving off	26	16	501	29	2	94	24	18	19	728
U turn	1	2	94	10	-	-	9	2	3	121
Turning/waiting turn left	19	21	398	14	3	20	25	16	13	528
Turning/waiting turn right	49	33	1,298	37	6	34	66	31	40	1,593
Changing lane	9	11	190	6	1	9	17	28	9	279
Overtaking	33	87	399	9	3	16	29	15	17	609
Going round bend	42	215	1,751	20	7	32	85	76	45	2,272
Waiting/going ahead	635	499	7,064	199	32	324	423	286	217	9,678
Total[(2)]	**837**	**933**	**13,404**	**367**	**61**	**647**	**803**	**534**	**429**	**18,016**

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: 2008-2012 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	197	166	2,948	117	12	258	162	77	103	4,039
Roundabout	91	53	731	18	4	37	28	22	19	1,002
Mini roundabout	14	4	88	5	-	6	6	2	2	128
T/Y or staggered junction	260	163	2,402	93	11	150	141	50	72	3,341
Slip road	6	4	89	2	-	2	5	2	2	114
Crossroads	75	44	977	55	5	63	47	17	27	1,309
Multiple junction	20	13	224	11	1	21	13	5	6	314
Private drive	15	10	119	2	1	3	7	4	5	166
Other junction	58	29	559	25	4	39	32	11	11	769
Total	**737**	**486**	**8,138**	**328**	**37**	**578**	**441**	**191**	**247**	**11,184**
Non built-up										
Over 20m from junction	64	306	3,590	27	17	45	241	253	121	4,665
Roundabout	13	24	266	2	1	6	18	17	7	354
Mini roundabout	-	-	4	-	-	-	-	-	-	4
T/Y or staggered junction	13	57	688	5	3	10	47	29	22	873
Slip road	2	11	205	1	-	2	13	16	5	255
Crossroads	1	8	134	1	1	1	12	4	6	169
Multiple junction	1	1	34	-	-	-	3	1	1	40
Private drive	3	16	158	1	1	4	12	13	11	220
Other junction	3	22	187	1	1	2	16	8	10	251
Total	**100**	**446**	**5,266**	**39**	**24**	**69**	**362**	**343**	**182**	**6,832**
Total										
Over 20m from junction	261	472	6,538	144	29	303	403	330	225	8,705
Roundabout	104	78	997	20	5	42	46	39	25	1,356
Mini roundabout	14	4	92	5	-	6	6	2	2	132
T/Y or staggered junction	273	221	3,090	98	14	159	188	79	93	4,214
Slip road	8	15	294	3	1	4	17	18	7	369
Crossroads	76	52	1,111	56	6	64	59	21	33	1,478
Multiple junction	21	14	258	11	1	21	16	6	6	354
Private drive	19	27	277	3	1	7	19	18	16	386
Other junction	61	51	746	27	5	42	48	19	21	1,021
Total	**837**	**933**	**13,404**	**367**	**61**	**647**	**803**	**534**	**429**	**18,016**

1. Motorcycle includes all two wheeled motor vehicles.

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2008-2012 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	121	64	10	200	1	8	1	1	3
Parked	3	5	225	230	463	1	0	5	18	6
Slowing or stopping	10	78	382	164	634	2	5	8	13	8
Moving off	11	95	290	33	429	3	7	6	3	5
U Turn	2	7	67	4	80	0	1	1	0	1
Turning/wtg turn left	16	48	244	25	333	4	3	5	2	4
Turning/wtg turn right	23	99	782	81	985	5	7	16	6	12
Changing lane	2	4	79	10	96	1	0	2	1	1
Overtaking	4	56	110	21	192	1	4	2	2	2
Going round bend	134	41	209	35	419	32	3	4	3	5
Going/waiting go ahead	214	899	2,493	699	4,305	50	62	50	53	53
Total	**424**	**1,455**	**4,947**	**1,313**	**8,138**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	2	1	5	3	11	0	1	0	0	0
Parked	-	1	29	20	51	-	1	1	2	1
Slowing or stopping	10	2	184	151	347	1	3	7	13	7
Moving off	1	1	61	8	72	0	2	2	1	1
U Turn	-	-	12	1	14	-	0	1	0	0
Turning/wtg turn left	9	-	46	9	65	1	1	2	1	1
Turning/wtg turn right	9	1	249	54	313	1	1	10	5	6
Changing lane	18	1	56	19	94	1	1	2	2	2
Overtaking	28	3	128	48	207	2	4	5	4	4
Going round bend	762	6	474	90	1,332	51	10	18	8	25
Going/waiting go ahead	646	46	1,338	729	2,759	43	75	52	64	52
Total	**1,487**	**61**	**2,584**	**1,134**	**5,266**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	7	122	69	13	211	0	8	1	1	2
Parked	3	6	255	251	514	0	0	3	10	4
Slowing or stopping	20	80	566	315	981	1	5	8	13	7
Moving off	12	96	351	41	501	1	6	5	2	4
U Turn	2	7	80	6	94	0	1	1	0	1
Turning/wtg turn left	25	49	290	34	398	1	3	4	1	3
Turning/wtg turn right	32	100	1,031	135	1,298	2	7	14	6	10
Changing lane	21	5	135	29	190	1	0	2	1	1
Overtaking	33	59	238	69	399	2	4	3	3	3
Going round bend	896	47	683	125	1,751	47	3	9	5	13
Going/waiting go ahead	859	945	3,831	1,429	7,064	45	62	51	58	53
Total	**1,910**	**1,516**	**7,531**	**2,447**	**13,404**	**100**	**100**	**100**	**100**	**100**

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

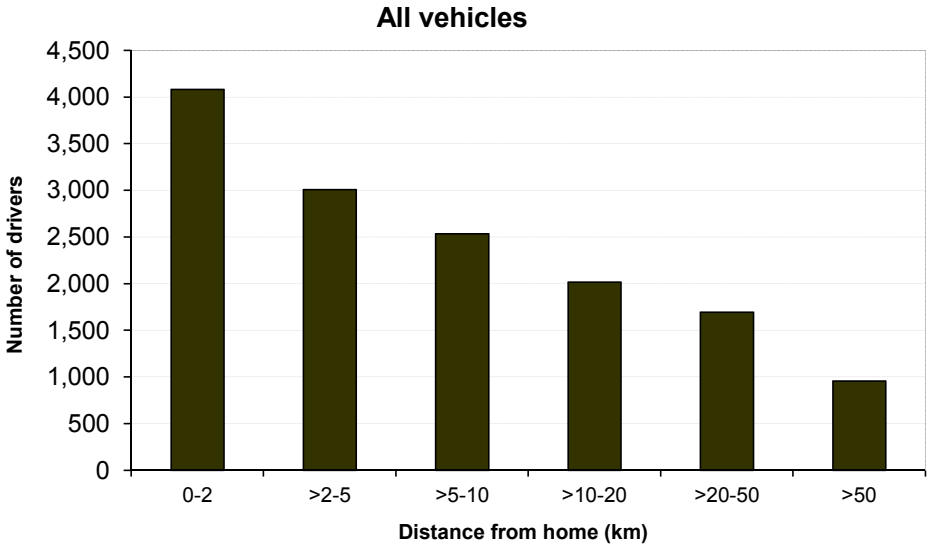
Table 16

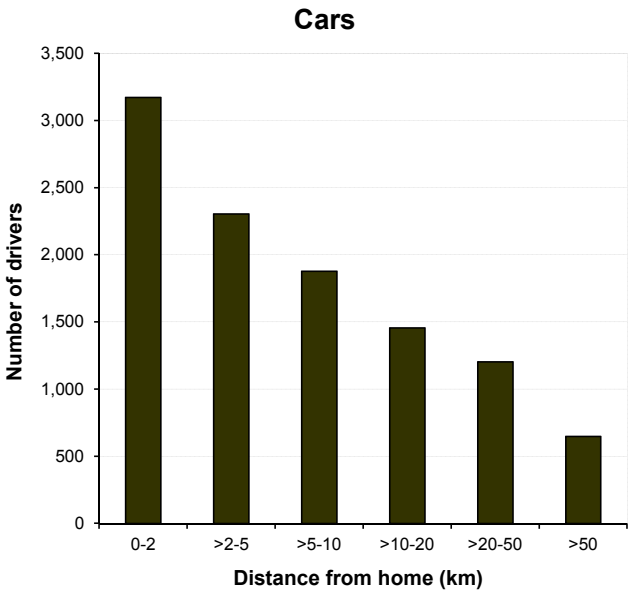
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2012

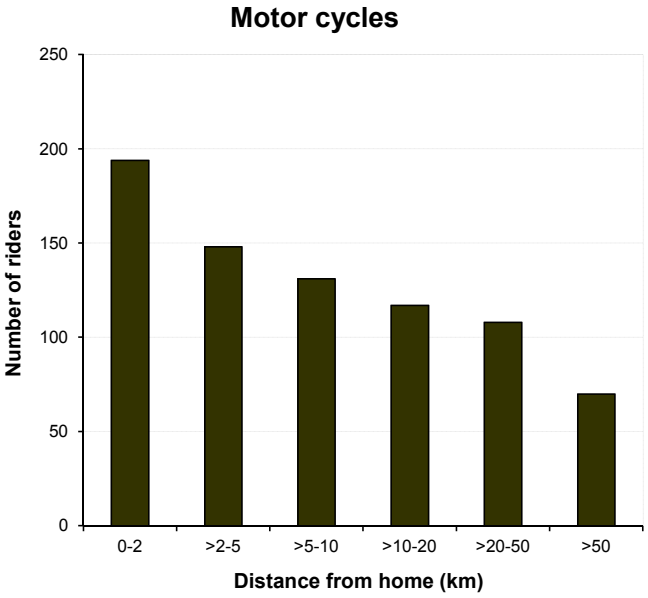
	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Total
Pedal cycle rider									
Postcode, invalid or not known	2	8	1	2	17	3	13	-	46
Driver from elsewhere in the UK	6	-	1	-	1	2	1	-	11
Scottish driver, distance not known [5]	-	-	-	-	1	1	7	-	9
Vehicle parked and unattended	1	-	-	-	-	-	-	-	1
Non - UK driver [4]	-	-	-	-	-	-	1	2	3
Up to 2 km	20	28	34	15	164	26	141	11	439
Over 2 up to 5 km	4	17	8	10	79	13	76	3	210
Over 5 up to 10 km	1	9	3	4	44	7	49	2	119
Over 10 up to 20 km	6	3	5	3	10	2	23	-	52
Over 20 up to 50 km	1	-	-	1	16	1	11	-	30
Over 50 km	5	2	1	-	-	-	2	-	10
Total	**46**	**67**	**53**	**35**	**332**	**55**	**324**	**18**	**930**
Motor cycle rider									
Postcode, invalid or not known	6	4	2	3	9	1	14	1	40
Driver from elsewhere in the UK	21	3	1	-	6	4	7	8	50
Scottish driver, distance not known [5]	-	-	-	-	1	1	10	1	13
Vehicle parked and unattended	1	1	-	-	-	-	-	-	2
Non - UK driver [4]	5	1	-	-	-	3	6	-	15
Up to 2 km	10	33	17	6	44	7	66	11	194
Over 2 up to 5 km	8	18	7	3	56	7	47	2	148
Over 5 up to 10 km	4	18	6	6	44	11	37	5	131
Over 10 up to 20 km	7	24	12	5	21	8	37	3	117
Over 20 up to 50 km	14	25	8	8	23	6	20	4	108
Over 50 km	15	8	5	1	7	11	19	4	70
Total	**91**	**135**	**58**	**32**	**211**	**59**	**263**	**39**	**888**
Car driver									
Postcode, invalid or not known	33	80	77	58	271	63	348	12	942
Driver from elsewhere in the UK	29	13	29	8	51	16	81	29	256
Scottish driver, distance not known [5]	6	1	2	6	1	10	184	-	210
Vehicle parked and unattended	4	14	-	-	-	-	36	12	66
Non - UK driver [4]	15	4	-	-	-	7	16	3	45
Up to 2 km	99	290	246	159	610	210	1,485	73	3,172
Over 2 up to 5 km	72	240	151	107	489	145	1,046	54	2,304
Over 5 up to 10 km	95	188	103	97	427	99	812	57	1,878
Over 10 up to 20 km	91	193	106	68	310	61	580	48	1,457
Over 20 up to 50 km	106	170	118	50	232	72	414	42	1,204
Over 50 km	130	73	84	24	104	40	169	24	648
Total	**680**	**1,266**	**916**	**577**	**2,495**	**723**	**5,171**	**354**	**12,182**
Other driver or rider [2]									
Postcode, invalid or not known	16	22	33	19	80	11	94	7	282
Driver from elsewhere in the UK	6	6	9	1	16	2	51	18	109
Scottish driver, distance not known [5]	-	4	-	1	3	2	50	-	60
Vehicle parked and unattended	1	-	-	-	-	-	3	2	6
Non - UK driver [4]	-	2	-	-	-	-	11	6	19
Up to 2 km	15	12	21	17	68	25	110	10	278
Over 2 up to 5 km	4	21	23	9	92	18	169	11	347
Over 5 up to 10 km	14	22	22	18	139	22	165	6	408
Over 10 up to 20 km	10	33	22	17	156	20	123	11	392
Over 20 up to 50 km	22	36	33	10	100	27	111	16	355
Over 50 km	24	29	50	2	45	13	50	16	229
Total	**112**	**187**	**213**	**94**	**699**	**140**	**937**	**103**	**2,485**
All drivers and riders									
Postcode, invalid or not known	57	114	113	82	377	78	469	20	1,310
Driver from elsewhere in the UK	62	22	40	9	74	24	140	55	426
Scottish driver, distance not known [5]	6	5	2	7	6	14	251	1	292
Vehicle parked and unattended	7	15	-	-	-	-	39	14	75
Non - UK driver [4]	20	7	-	-	-	10	34	11	82
Up to 2 km	144	363	318	197	886	268	1,802	105	4,083
Over 2 up to 5 km	88	296	189	129	716	183	1,338	70	3,009
Over 5 up to 10 km	114	237	134	125	654	139	1,063	70	2,536
Over 10 up to 20 km	114	253	145	93	497	91	763	62	2,018
Over 20 up to 50 km	143	231	159	69	371	106	556	62	1,697
Over 50 km	174	112	140	27	156	64	240	44	957
Total	**929**	**1,655**	**1,240**	**738**	**3,737**	**977**	**6,695**	**514**	**16,485**

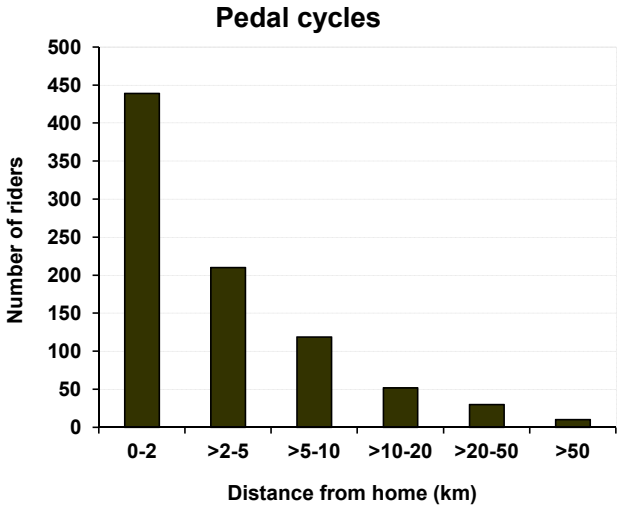
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
4. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
5. The post code matching programme used to create these tables has been improved enabling a distance to be calculated for more drivers and casualties.

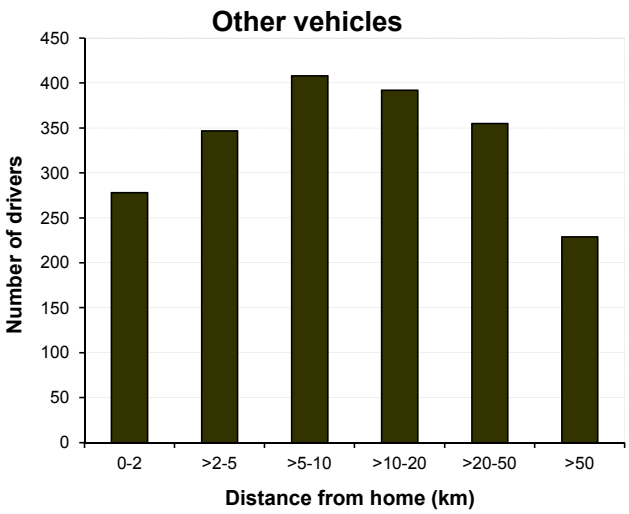
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2012











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2008-2012 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	28	39	92	35	6	200	2	3	3	3	2	3
Parked	49	91	170	30	123	463	3	6	5	3	48	6
Slowing or stopping	129	125	299	71	9	634	8	8	8	7	4	8
Moving off	81	77	190	72	10	429	5	5	5	7	4	5
U Turn	15	17	35	11	3	80	1	1	1	1	1	1
Turning/wtg turn left	66	62	151	41	12	333	4	4	4	4	5	4
Turning/wtg turn right	225	177	421	151	11	985	13	12	12	14	4	12
Changing lane	19	22	39	12	4	96	1	1	1	1	2	1
Overtaking	46	32	79	28	7	192	3	2	2	3	3	2
Going round bend	131	80	154	50	5	419	8	5	4	5	2	5
Going/wtg go ahead	925	824	1,915	575	67	4,305	54	53	54	53	26	53
Total[(1)]	**1,714**	**1,545**	**3,547**	**1,076**	**256**	**8,138**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	3	2	5	1	0	11	0	0	0	0	0	0
Parked	8	6	23	7	7	51	1	1	1	1	16	1
Slowing or stopping	76	70	160	40	2	347	5	8	7	6	4	7
Moving off	9	12	33	17	0	72	1	1	2	3	1	1
U Turn	3	1	7	2	0	14	0	0	0	0	1	0
Turning/wtg turn left	14	9	31	11	1	65	1	1	1	2	2	1
Turning/wtg turn right	54	43	139	75	1	313	4	5	6	11	3	6
Changing lane	27	18	39	9	1	94	2	2	2	1	2	2
Overtaking	57	41	81	25	4	207	4	4	4	4	9	4
Going round bend	504	223	465	132	7	1,332	36	24	21	19	18	25
Going/wtg go ahead	649	500	1,227	366	18	2,759	46	54	56	53	43	52
Total[(1)]	**1,403**	**926**	**2,211**	**685**	**41**	**5,266**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	31	41	98	35	6	211	1	2	2	2	2	2
Parked	57	97	193	37	130	514	2	4	3	2	44	4
Slowing or stopping	205	195	459	111	11	981	7	8	8	6	4	7
Moving off	90	89	223	89	10	501	3	4	4	5	3	4
U Turn	18	18	42	13	3	94	1	1	1	1	1	1
Turning/wtg turn left	80	72	182	52	12	398	3	3	3	3	4	3
Turning/wtg turn right	279	220	560	227	12	1,298	9	9	10	13	4	10
Changing lane	46	40	78	21	5	190	2	2	1	1	2	1
Overtaking	103	72	160	53	11	399	3	3	3	3	4	3
Going round bend	634	303	620	182	12	1,751	20	12	11	10	4	13
Going/wtg go ahead	1,574	1,324	3,142	940	85	7,064	51	54	55	53	29	53
Total[(1)]	**3,117**	**2,471**	**5,758**	**1,761**	**297**	**13,404**	**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 2008-2012 averages, 2002 to 2012

	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
	2002	76	73	120	52	325	23.4	22.5	36.9	16.0	100
	2003	78	70	145	49	346	22.5	20.2	41.9	14.2	100
	2004	77	66	124	57	324	23.8	20.4	38.3	17.6	100
	2005	91	40	104	46	284	32.0	14.1	36.6	16.2	100
	2006	102	40	138	53	337	30.3	11.9	40.9	15.7	100
	2007	70	52	98	47	268	26.1	19.4	36.6	17.5	100
	2008	66	53	96	61	283	23.3	18.7	33.9	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	52	34	144	19.4	18.1	36.1	23.6	100
	2008 to 2012 average	**50**	**33**	**81**	**43**	**210**	**24.0**	**15.6**	**38.6**	**20.7**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	100
	2002	688	596	1,231	378	3,017	22.8	19.8	40.8	12.5	100
	2003	637	545	1,153	347	2,749	23.2	19.8	41.9	12.6	100
	2004	640	451	1,098	329	2,587	24.7	17.4	42.4	12.7	100
	2005	616	438	990	316	2,436	25.3	18.0	40.6	13.0	100
	2006	630	380	1,085	289	2,435	25.9	15.6	44.6	11.9	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	891	336	2,188	24.9	17.0	40.7	15.4	100
	2010	421	292	707	256	1,715	24.5	17.0	41.2	14.9	100
	2011	343	260	696	296	1,630	21.0	16.0	42.7	18.2	100
	2012	350	311	718	342	1,761	19.9	17.7	40.8	19.4	100
	2008 to 2012 average	**449**	**325**	**794**	**314**	**1,921**	**23.4**	**16.9**	**41.3**	**16.3**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**10.7**	100
	2002	3,308	3,272	6,273	1,452	14,852	22.3	22.0	42.2	9.8	100
	2003	3,320	3,026	6,299	1,567	14,631	22.7	20.7	43.1	10.7	100
	2004	3,436	2,942	6,423	1,564	14,807	23.2	19.9	43.4	10.6	100
	2005	3,290	2,633	6,254	1,513	14,050	23.4	18.7	44.5	10.8	100
	2006	3,372	2,497	5,991	1,390	13,626	24.7	18.3	44.0	10.2	100
	2007	3,447	2,352	5,555	1,453	13,150	26.2	17.9	42.2	11.0	100
	2008	3,139	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	2,087	4,744	1,337	10,869	22.7	19.2	43.6	12.3	100
	2011	2,227	2,040	4,643	1,454	10,568	21.1	19.3	43.9	13.8	100
	2012	2,221	1,891	4,490	1,399	10,277	21.6	18.4	43.7	13.6	100
	2008 to 2012 average	**2,618**	**2,113**	**4,884**	**1,404**	**11,274**	**23.2**	**18.7**	**43.3**	**12.5**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	100
	2002	4,072	3,941	7,624	1,882	18,194	22.4	21.7	41.9	10.3	100
	2003	4,035	3,641	7,597	1,963	17,726	22.8	20.5	42.9	11.1	100
	2004	4,153	3,459	7,645	1,950	17,718	23.4	19.5	43.1	11.0	100
	2005	3,997	3,111	7,348	1,875	16,770	23.8	18.6	43.8	11.2	100
	2006	4,104	2,917	7,214	1,732	16,398	25.0	17.8	44.0	10.6	100
	2007	4,120	2,710	6,545	1,823	15,585	26.4	17.4	42.0	11.7	100
	2008	3,792	2,658	6,513	1,752	15,061	25.2	17.6	43.2	11.6	100
	2009	3,636	2,727	6,059	1,848	14,580	24.9	18.7	41.6	12.7	100
	2010	2,947	2,413	5,537	1,638	12,804	23.0	18.8	43.2	12.8	100
	2011	2,611	2,328	5,423	1,792	12,394	21.1	18.8	43.8	14.5	100
	2012	2,599	2,228	5,260	1,775	12,182	21.3	18.3	43.2	14.6	100
	2008 to 2012 average	**3,117**	**2,471**	**5,758**	**1,761**	**13,404**	**23.3**	**18.4**	**43.0**	**13.1**	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 2008 to 2012 averages, 2002 to 2012

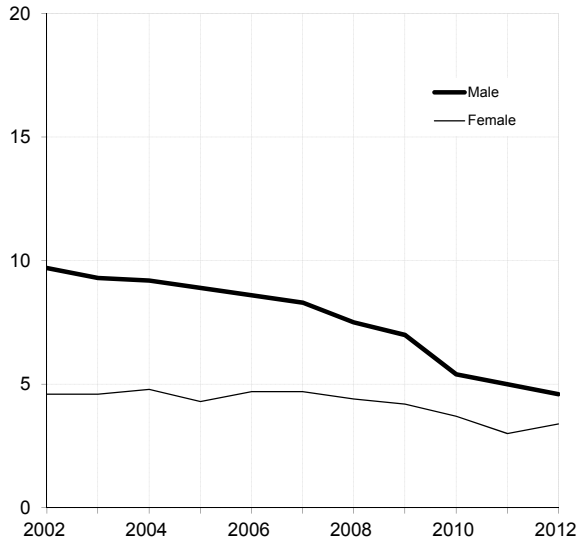
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.5**	**6.2**	**4.6**	**2.6**	**5.0**
	2002	2,757	2,356	4,572	1,369	11,138	9.7	7.9	5.2	3.0	5.8
	2003	2,692	2,161	4,528	1,409	10,862	9.3	7.5	5.2	3.1	5.6
	2004	2,740	2,026	4,608	1,376	10,810	9.2	7.3	5.2	2.9	5.6
	2005	2,689	1,840	4,330	1,320	10,214	8.9	6.7	4.8	2.8	5.2
	2006	2,660	1,688	4,184	1,183	9,753	8.6	6.1	4.7	2.4	4.9
	2007	2,592	1,584	3,824	1,292	9,336	8.3	5.7	4.3	2.6	4.7
	2008	2,363	1,549	3,709	1,229	8,889	7.5	5.5	4.2	2.4	4.4
	2009	2,257	1,536	3,430	1,284	8,533	7.0	5.3	3.9	2.4	4.2
	2010	1,765	1,378	3,116	1,125	7,413	5.4	4.6	3.6	2.1	3.6
	2011	1,603	1,302	3,183	1,233	7,348	5.0	4.4	3.5	2.2	3.5
	2012	1,481	1,228	2,946	1,183	6,863	4.6	4.1	3.3	2.1	3.3
	2008 to 2012 average	**1,894**	**1,399**	**3,277**	**1,211**	**7,809**	**5.9**	**4.8**	**3.7**	**2.3**	**3.8**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.6**	**4.1**	**2.9**	**0.8**	**2.7**
	2002	1,284	1,508	2,956	510	6,275	4.6	4.8	3.2	0.8	2.9
	2003	1,293	1,389	2,961	541	6,202	4.6	4.6	3.2	0.9	2.9
	2004	1,389	1,367	2,859	524	6,151	4.8	4.6	3.1	0.8	2.9
	2005	1,269	1,211	2,784	542	5,823	4.3	4.2	3.0	0.9	2.7
	2006	1,407	1,171	2,779	546	5,914	4.7	4.1	2.9	0.9	2.7
	2007	1,422	1,075	2,538	524	5,569	4.7	3.8	2.7	0.8	2.6
	2008	1,350	1,047	2,636	520	5,563	4.4	3.7	2.8	0.8	2.5
	2009	1,301	1,078	2,497	557	5,448	4.2	3.8	2.6	0.8	2.5
	2010	1,142	976	2,258	503	4,887	3.7	3.4	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	1,087	917	2,151	587	4,752	3.4	3.0	2.3	0.9	2.1
	2008 to 2012 average	**1,171**	**995**	**2,332**	**544**	**5,053**	**3.7**	**3.4**	**2.5**	**0.8**	**2.3**
Total [4]	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**6.7**	**5.3**	**3.8**	**1.6**	**3.8**
	2002	4,072	3,941	7,624	1,882	18,194	7.2	6.4	4.3	1.8	4.3
	2003	4,035	3,641	7,597	1,963	17,726	7.0	6.2	4.2	1.8	4.3
	2004	4,153	3,459	7,645	1,950	17,718	7.1	6.0	4.2	1.8	4.2
	2005	3,997	3,111	7,348	1,875	16,770	6.7	5.5	4.0	1.7	4.0
	2006	4,104	2,917	7,214	1,732	16,398	6.8	5.2	3.9	1.5	3.9
	2007	4,120	2,710	6,545	1,823	15,585	6.7	4.8	3.6	1.6	3.7
	2008	3,792	2,658	6,513	1,752	15,061	6.1	4.7	3.6	1.5	3.5
	2009	3,636	2,727	6,059	1,848	14,580	5.8	4.7	3.3	1.6	3.4
	2010	2,947	2,413	5,537	1,638	12,804	4.6	4.1	3.0	1.4	3.0
	2011	2,611	2,328	5,423	1,792	12,394	4.1	3.9	2.9	1.5	2.8
	2012	2,599	2,228	5,260	1,775	12,182	4.1	3.7	2.9	1.4	2.7
	2008 to 2012 average	**3,117**	**2,471**	**5,758**	**1,761**	**13,404**	**4.9**	**4.2**	**3.1**	**1.5**	**3.1**
Male to Female Ratio	**2004-08 average**	**1.9**	**1.5**	**1.5**	**2.4**	**1.7**	**1.8**	**1.5**	**1.6**	**3.3**	**1.9**
	2002	2.1	1.6	1.5	2.7	1.8	2.1	1.6	1.6	3.8	2.0
	2003	2.1	1.6	1.5	2.6	1.8	2.0	1.6	1.6	3.4	1.9
	2004	2.0	1.5	1.6	2.6	1.8	1.9	1.6	1.7	3.6	1.9
	2005	2.1	1.5	1.6	2.4	1.8	2.1	1.6	1.6	3.1	1.9
	2006	1.9	1.4	1.5	2.2	1.6	1.8	1.5	1.6	2.7	1.8
	2007	1.8	1.5	1.5	2.5	1.7	1.8	1.5	1.6	3.3	1.8
	2008	1.8	1.5	1.4	2.4	1.6	1.7	1.5	1.5	3.0	1.8
	2009	1.7	1.4	1.4	2.3	1.6	1.7	1.4	1.5	3.0	1.7
	2010	1.5	1.4	1.4	2.2	1.5	1.5	1.4	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
	2008 to 2012 average	**1.6**	**1.4**	**1.4**	**2.2**	**1.5**	**1.6**	**1.4**	**1.5**	**2.9**	**1.7**

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: 2002 to 2012

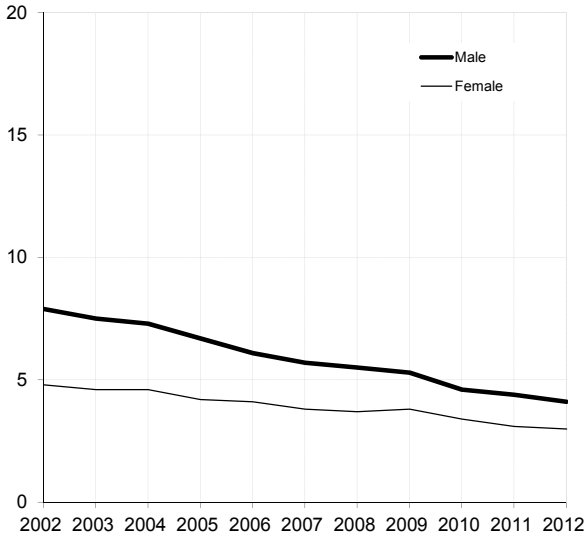
(a) 17-25

Rate per thousand population



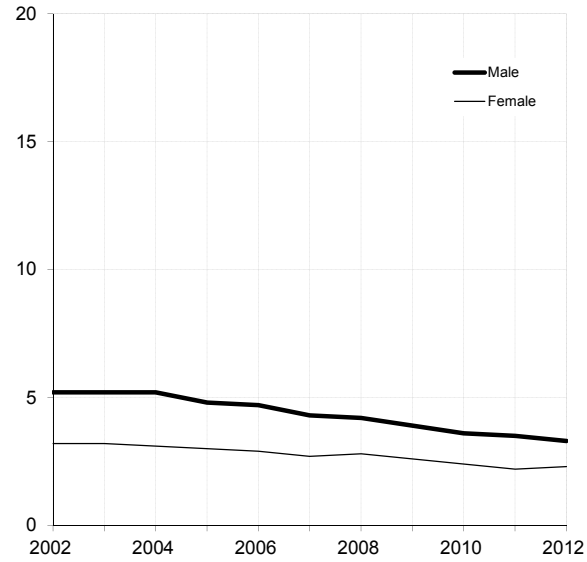
(b) 26-34

Rate per thousand population



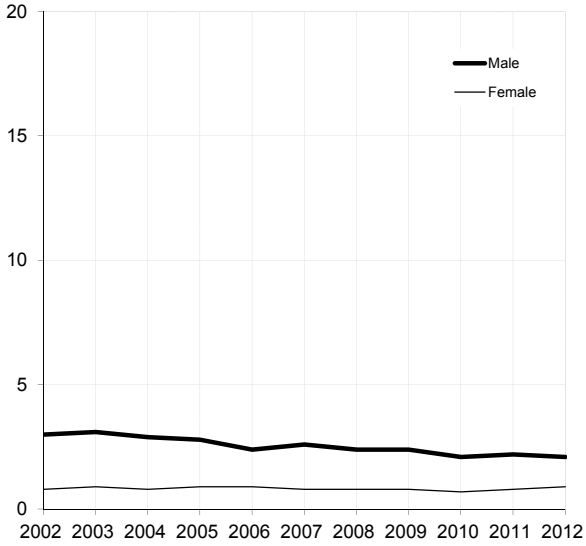
(c) 35-59

Rate per thousand population



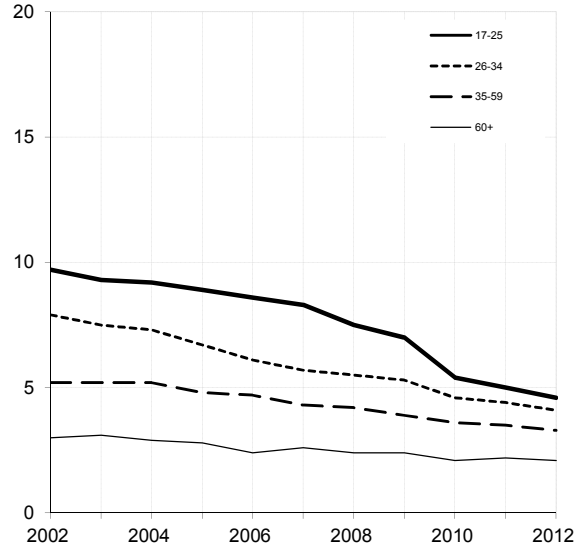
(d) 60+

Rate per thousand population



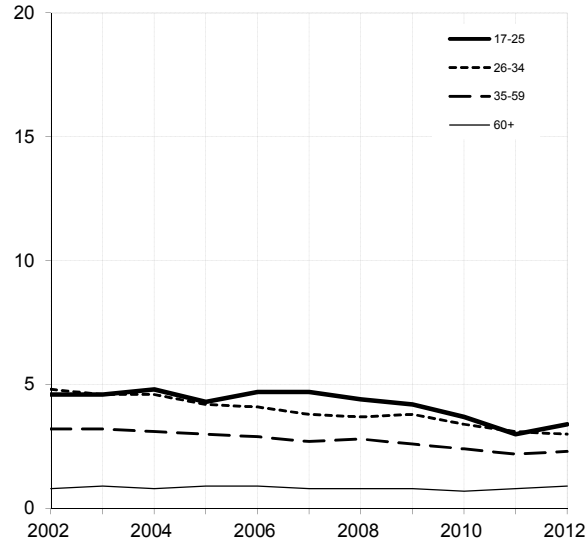
(e) Male

Rate per thousand population



(f) Female

Rate per thousand population



Motorists involved in reported injury accidents, breath tested and breath test results, by police force
Years: 2004-08 and 2008 to 2012 averages, 2008 to 2012

	Year	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Scotland
(a) Numbers										
Motorists involved	**2004-08 average**	**1,141**	**1,882**	**1,587**	**1,100**	**4,289**	**1,111**	**9,142**	**719**	**20,972**
	2008	1,056	2,105	1,496	956	4,066	1,085	8,040	642	19,446
	2009	1,086	2,027	1,475	995	3,694	1,030	7,658	600	18,565
	2010	853	1,665	1,154	912	3,528	870	6,856	587	16,425
	2011	834	1,549	1,212	741	3,345	904	6,805	495	15,885
	2012	883	1,588	1,185	703	3,404	921	6,369	495	15,548
	2008 to 2012 average	**942**	**1,787**	**1,304**	**861**	**3,607**	**962**	**7,146**	**564**	**17,174**
Breath test requested	**2004-08 average**	**824**	**1,197**	**1,310**	**749**	**2,486**	**601**	**4,880**	**512**	**12,559**
	2008	747	1,309	1,204	645	2,212	685	4,592	473	11,867
	2009	733	1,230	1,206	597	1,836	617	4,263	454	10,936
	2010	580	959	938	575	1,865	546	3,750	449	9,662
	2011	490	966	975	463	1,925	526	3,698	364	9,407
	2012	535	933	944	466	1,952	550	3,571	359	9,310
	2008 to 2012 average	**617**	**1,079**	**1,053**	**549**	**1,958**	**585**	**3,975**	**420**	**10,236**
Positive/ refused	**2004-08 average**	**35**	**51**	**36**	**32**	**71**	**26**	**203**	**19**	**474**
	2008	39	69	29	29	63	26	157	22	434
	2009	25	67	21	30	61	19	203	5	431
	2010	30	46	24	32	43	18	139	15	347
	2011	20	49	22	15	47	13	141	14	321
	2012	16	41	21	15	49	26	110	9	287
	2008 to 2012 average	**26**	**54**	**23**	**24**	**53**	**20**	**150**	**13**	**364**
(b) Percentages										
Breath test requested as percent of motorists involved	**2004-08 average**	**72.2**	**63.6**	**82.5**	**68.1**	**58.0**	**54.1**	**53.4**	**71.1**	**59.9**
	2008	70.7	62.2	80.5	67.5	54.4	63.1	57.1	73.7	61.0
	2009	67.5	60.7	81.8	60.0	49.7	59.9	55.7	75.7	58.9
	2010	68.0	57.6	81.3	63.0	52.9	62.8	54.7	76.5	58.8
	2011	58.8	62.4	80.4	62.5	57.5	58.2	54.3	73.5	59.2
	2012	60.6	58.8	79.7	66.3	57.3	59.7	56.1	72.5	59.9
	2008 to 2012 average	**65.5**	**60.4**	**80.8**	**63.8**	**54.3**	**60.8**	**55.6**	**74.5**	**59.6**
Positive/refused as percent of motorists involved	**2004-08 average**	**3.1**	**2.7**	**2.3**	**2.9**	**1.7**	**2.3**	**2.2**	**2.7**	**2.3**
	2008	3.7	3.3	1.9	3.0	1.5	2.4	2.0	3.4	2.2
	2009	2.3	3.3	1.4	3.0	1.7	1.8	2.7	0.8	2.3
	2010	3.5	2.8	2.1	3.5	1.2	2.1	2.0	2.6	2.1
	2011	2.4	3.2	1.8	2.0	1.4	1.4	2.1	2.8	2.0
	2012	1.8	2.6	1.8	2.1	1.4	2.8	1.7	1.8	1.8
	2008 to 2012 average	**2.8**	**3.0**	**1.8**	**2.8**	**1.5**	**2.1**	**2.1**	**2.3**	**2.1**
Positive/refused as percent of those where breath test requested 2011	**2004-08 average**	**4.2**	**4.3**	**2.8**	**4.3**	**2.9**	**4.3**	**4.2**	**3.8**	**3.8**
	2008	5.2	5.3	2.4	4.5	2.8	3.8	3.4	4.7	3.7
	2009	3.4	5.4	1.7	5.0	3.3	3.1	4.8	1.1	3.9
	2010	5.2	4.8	2.6	5.6	2.3	3.3	3.7	3.3	3.6
	2011	4.1	5.1	2.3	3.2	2.4	2.5	3.8	3.8	3.4
	2012	3.0	4.4	2.2	3.2	2.5	4.7	3.1	2.5	3.1
	2008 to 2012 average	**4.2**	**5.0**	**2.2**	**4.4**	**2.7**	**3.5**	**3.8**	**3.1**	**3.6**

Motorists involved in reported injury accidents, breath tested and breath test results, by day and time, 2008-2012 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	45	66	145	171	563
	03-06	31	37	68	95	322
	06-09	384	354	141	83	2,113
	09-12	395	403	361	232	2,575
	12-15	469	588	566	437	3,467
	15-18	685	741	511	405	4,395
	18-21	375	423	345	278	2,548
	21-24	154	217	212	144	1,190
	Total	**2,538**	**2,829**	**2,350**	**1,844**	**17,174**
Breath test requested	00-03	31	43	91	105	363
	03-06	20	24	46	58	207
	06-09	226	215	92	54	1,267
	09-12	229	229	224	148	1,517
	12-15	265	330	330	257	1,979
	15-18	397	431	308	264	2,592
	18-21	219	261	223	177	1,535
	21-24	101	141	140	88	775
	Total	**1,489**	**1,675**	**1,455**	**1,151**	**10,236**
Positive/refused	00-03	7	9	26	29	90
	03-06	3	3	14	19	48
	06-09	2	4	8	6	26
	09-12	2	2	7	4	22
	12-15	2	2	5	6	21
	15-18	4	2	9	8	36
	18-21	5	8	12	11	51
	21-24	7	13	18	9	70
	Total	**32**	**44**	**100**	**93**	**364**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	69	65	62	62	65
	03-06	64	66	68	61	64
	06-09	59	61	65	66	60
	09-12	58	57	62	64	59
	12-15	57	56	58	59	57
	15-18	58	58	60	65	59
	18-21	58	62	65	64	60
	21-24	66	65	66	61	65
	Total	**59**	**59**	**62**	**62**	**60**
Positive/refused as a percentage of motorists involved	00-03	15	13	18	17	16
	03-06	9	9	20	21	15
	06-09	1	1	6	8	1
	09-12	1	1	2	2	1
	12-15	0	0	1	1	1
	15-18	1	0	2	2	1
	18-21	1	2	4	4	2
	21-24	5	6	9	6	6
	Total	**1**	**2**	**4**	**5**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	21	20	28	28	25
	03-06	15	14	29	34	23
	06-09	1	2	9	12	2
	09-12	1	1	3	3	1
	12-15	1	1	2	2	1
	15-18	1	1	3	3	1
	18-21	2	3	6	6	3
	21-24	7	9	13	10	9
	Total	**2**	**3**	**7**	**8**	**4**

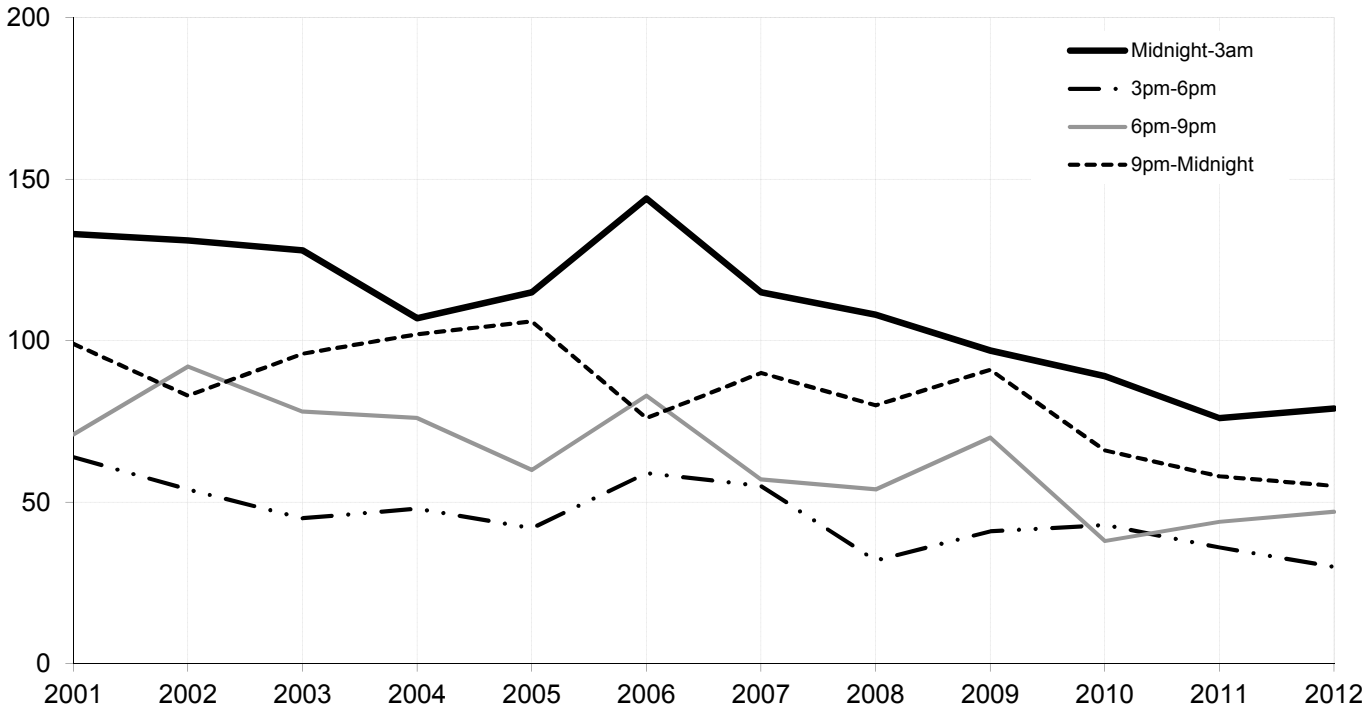
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-08 and 2008-2012 averages, 2008 to 2012

		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**	**2,518**	**2,994**	**4,122**	**5,396**	**3,199**	**1,597**	**20,972**
	2008	655	381	2,494	2,943	3,785	4,922	2,943	1,323	19,446
	2009	600	324	2,165	2,754	3,739	4,665	2,840	1,478	18,565
	2010	559	338	1,945	2,556	3,402	4,207	2,355	1,063	16,425
	2011	538	275	1,941	2,438	3,176	4,141	2,352	1,024	15,885
	2012	465	293	2,021	2,182	3,235	4,039	2,249	1,064	15,548
	2008 to 2012 average	**563**	**322**	**2,113**	**2,575**	**3,467**	**4,395**	**2,548**	**1,190**	**17,174**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,400**	**3,178**	**1,958**	**1,020**	**12,559**
	2008	442	249	1,538	1,796	2,293	2,955	1,737	857	11,867
	2009	383	206	1,239	1,569	2,154	2,755	1,689	941	10,936
	2010	373	210	1,180	1,460	1,853	2,430	1,450	706	9,662
	2011	326	184	1,165	1,458	1,774	2,399	1,432	669	9,407
	2012	293	186	1,213	1,302	1,822	2,422	1,368	704	9,310
	2008 to 2012 average	**363**	**207**	**1,267**	**1,517**	**1,979**	**2,592**	**1,535**	**775**	**10,236**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	2001	133	68	33	22	18	64	71	99	508
	2002	131	75	21	23	30	54	92	83	509
	2003	128	81	29	26	20	45	78	96	503
	2004	107	67	34	27	25	48	76	102	486
	2005	115	67	33	22	27	42	60	106	472
	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
	2008 to 2012 average	**90**	**48**	**26**	**22**	**21**	**36**	**51**	**70**	**364**
(b) Percentages										
Breath test requested	**2004-08 average**	**65.0**	**63.5**	**59.4**	**59.1**	**58.2**	**58.9**	**61.2**	**63.8**	**59.9**
as percent of motorists	2008	67.5	65.4	61.7	61.0	60.6	60.0	59.0	64.8	61.0
involved	2009	63.8	63.6	57.2	57.0	57.6	59.1	59.5	63.7	58.9
	2010	66.7	62.1	60.7	57.1	54.5	57.8	61.6	66.4	58.8
	2011	60.6	66.9	60.0	59.8	55.9	57.9	60.9	65.3	59.2
	2012	63.0	63.5	60.0	59.7	56.3	60.0	60.8	66.2	59.9
	2008 to 2012 average	**64.5**	**64.2**	**60.0**	**58.9**	**57.1**	**59.0**	**60.3**	**65.1**	**59.6**
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	2008	16.5	15.0	1.5	1.2	0.8	0.7	1.8	6.0	2.2
involved	2009	16.2	17.0	1.2	0.8	0.7	0.9	2.5	6.2	2.3
	2010	15.9	16.0	1.2	0.7	0.4	1.0	1.6	6.2	2.1
	2011	14.1	16.0	1.3	0.8	0.6	0.9	1.9	5.7	2.0
	2012	17.0	10.2	0.8	0.6	0.5	0.7	2.1	5.2	1.8
	2008 to 2012 average	**15.9**	**14.9**	**1.2**	**0.8**	**0.6**	**0.8**	**2.0**	**5.9**	**2.1**
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	2008	24.4	22.9	2.5	2.0	1.3	1.1	3.1	9.3	3.7
breath test requested	2009	25.3	26.7	2.2	1.5	1.3	1.5	4.1	9.7	3.9
	2010	23.9	25.7	2.0	1.2	0.8	1.8	2.6	9.3	3.6
	2011	23.3	23.9	2.2	1.3	1.0	1.5	3.1	8.7	3.4
	2012	27.0	16.1	1.3	1.0	0.9	1.2	3.4	7.8	3.1
	2008 to 2012 average	**24.7**	**23.2**	**2.1**	**1.4**	**1.1**	**1.4**	**3.3**	**9.0**	**3.6**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2001 to 2012

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



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

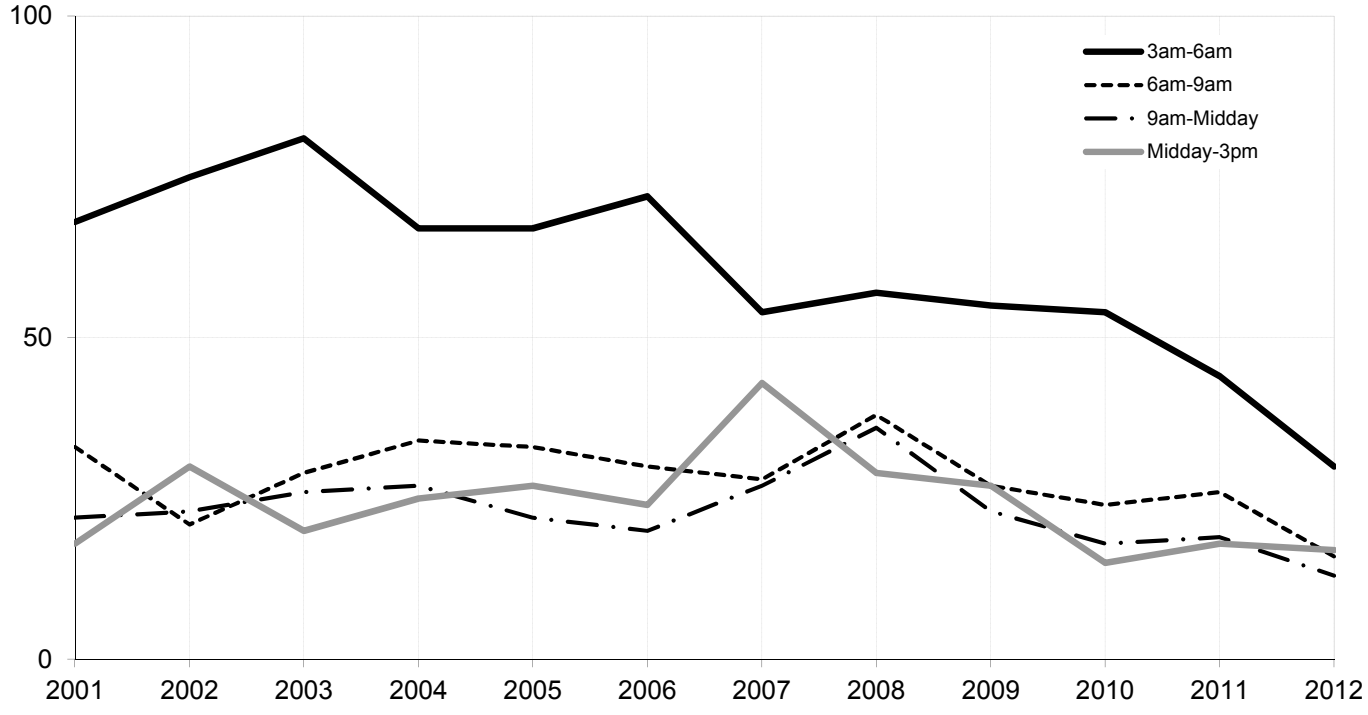
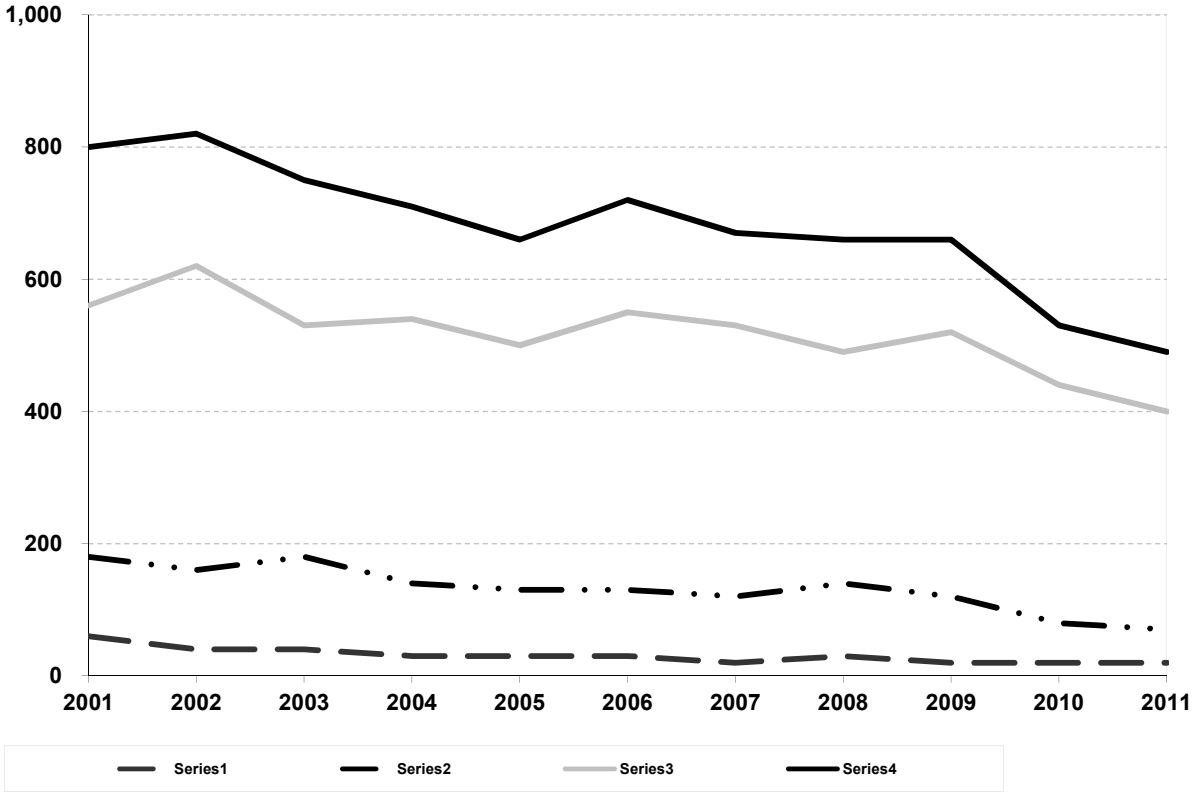


Table 22

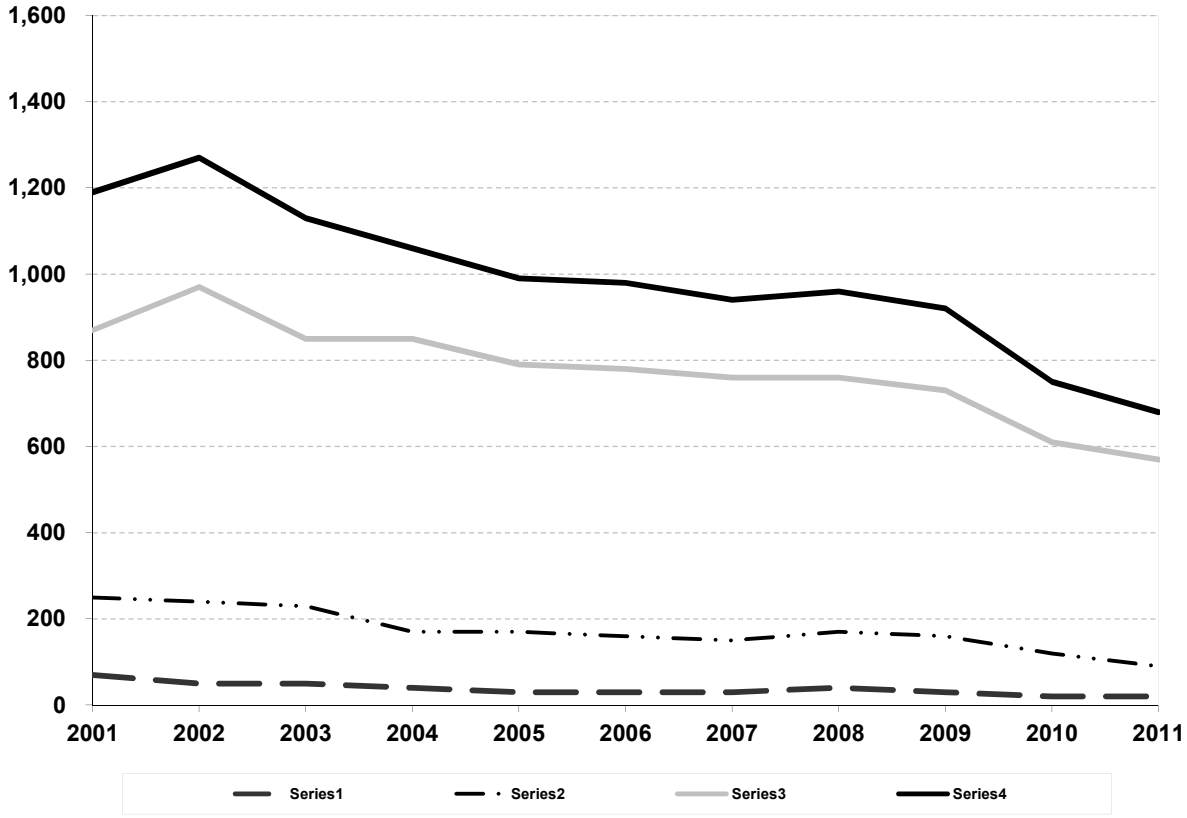
(a) Estimated number of reported drink drive *accidents*

Years: 2001 to 2011



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

Years: 2001 to 2011



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). DfT published GB estimates in *Reported Road Casualties Great Britain 2012* in September 2013. Scotland estimates are presented in Table 22. Because of the uncertainty involved figures are rounded to the nearest ten.

https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

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 2012 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 2012 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, 2001 to 2011

Number of accidents/casualties

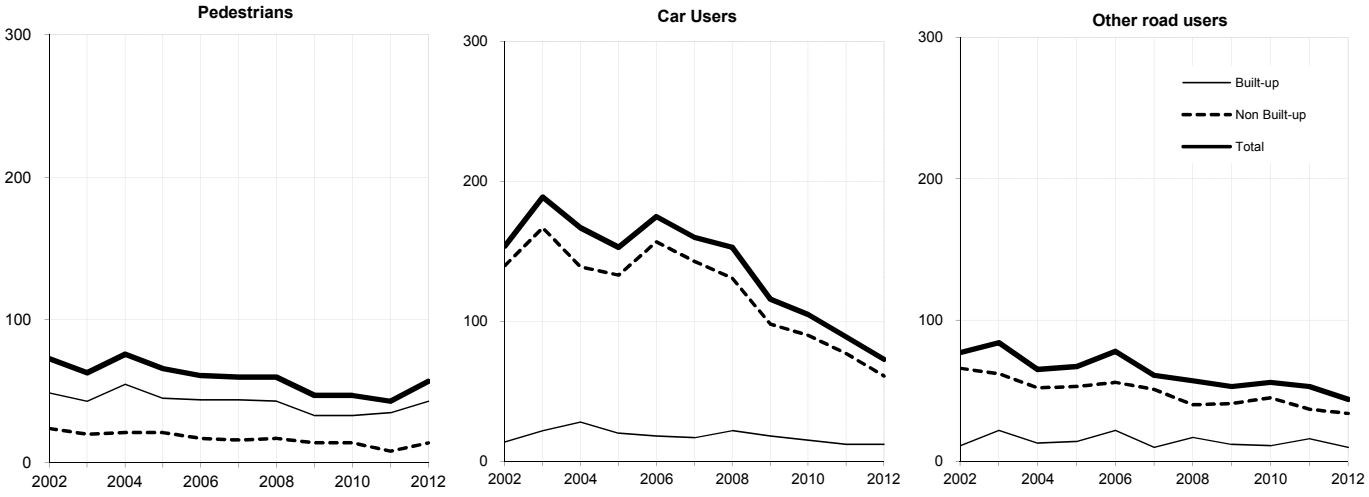
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
2004-08 Average	30	130	520	690	30	170	790	990
2001	60	180	560	800	70	250	870	1,190
2002	40	160	620	820	50	240	970	1,270
2003	40	180	530	750	50	230	850	1,130
2004	30	140	540	710	40	170	850	1,060
2005	30	130	500	660	30	170	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
2007-11 average	20	110	470	600	30	140	690	850

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

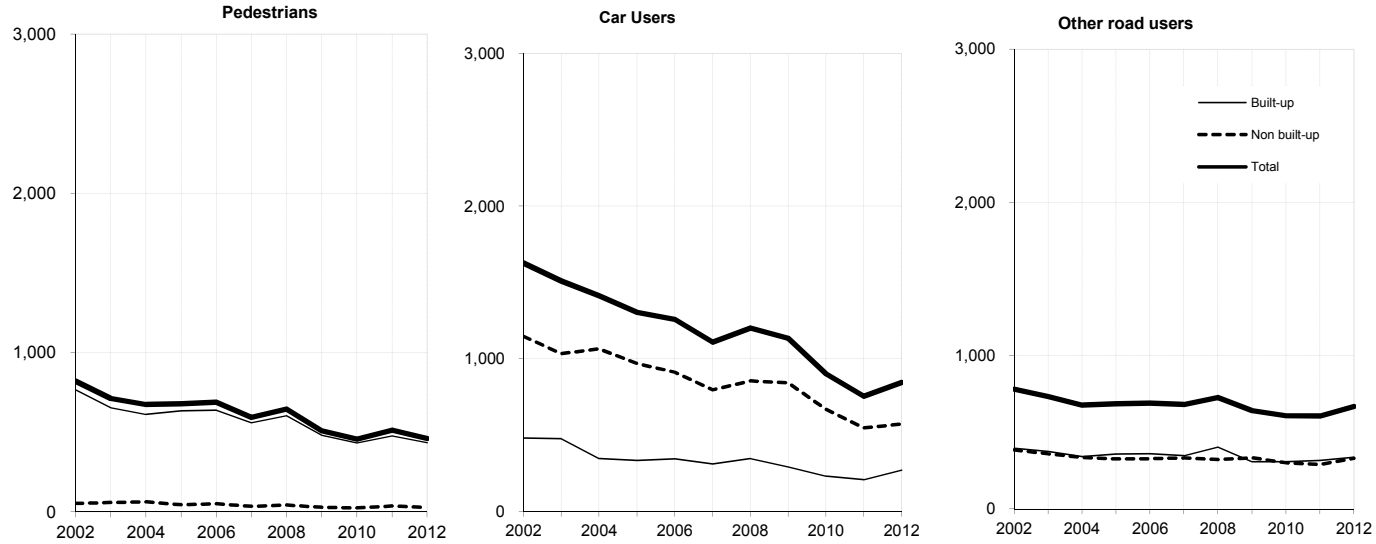
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2002 to 2012

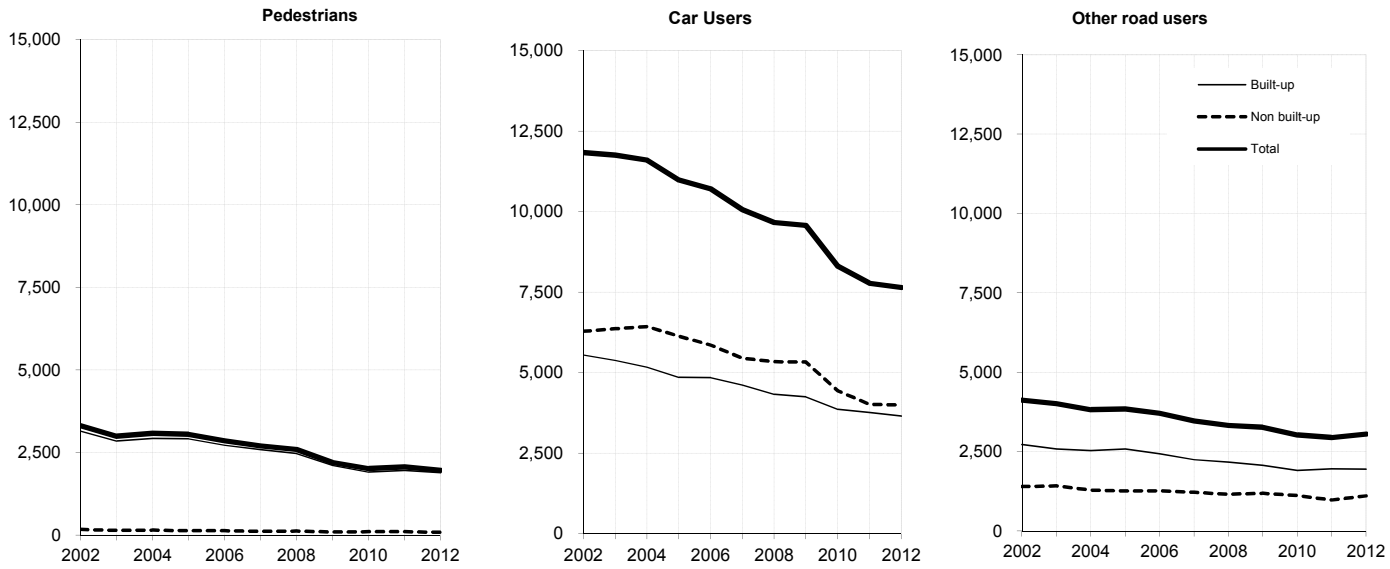
(a) Killed



(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 2008-2012 averages, 2002 to 2012

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**
	2002	49	767	3,144	24	53	172	73	820	3,316
	2003	43	654	2,847	20	58	143	63	712	2,990
	2004	55	611	2,921	21	63	157	76	674	3,078
	2005	45	633	2,918	21	44	133	66	677	3,051
	2006	44	638	2,719	17	50	134	61	688	2,853
	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	477	1,957	8	37	103	43	514	2,060
	2012	43	434	1,884	14	26	85	57	460	1,969
	2008 to 2012 average	**37**	**485**	**2,066**	**13**	**32**	**101**	**51**	**517**	**2,167**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	2002	-	125	727	8	19	101	8	144	828
	2003	6	98	707	8	27	95	14	125	802
	2004	3	104	697	4	17	79	7	121	776
	2005	8	99	696	8	17	85	16	116	781
	2006	7	106	695	3	25	86	10	131	781
	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	135	788	4	32	113	9	167	901
	2008 to 2012 average	**3**	**124**	**711**	**4**	**30**	**97**	**7**	**154**	**808**
Motor cycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	2002	8	174	631	38	236	536	46	410	1,167
	2003	12	147	591	38	220	523	50	367	1,114
	2004	5	142	529	37	211	465	42	353	994
	2005	3	155	576	31	216	506	34	371	1,082
	2006	12	165	573	46	187	495	58	352	1,068
	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	114	427	24	179	381	33	293	808
	2012	3	132	432	18	210	433	21	342	865
	2008 to 2012 average	**7**	**133**	**460**	**27**	**203**	**456**	**33**	**336**	**916**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	2002	14	481	5,547	140	1,147	6,285	154	1,628	11,832
	2003	22	477	5,387	167	1,034	6,368	189	1,511	11,755
	2004	28	348	5,171	139	1,066	6,434	167	1,414	11,605
	2005	20	334	4,856	133	970	6,133	153	1,304	10,989
	2006	18	346	4,846	157	912	5,859	175	1,258	10,705
	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	843	5,331	116	1,136	9,580
	2010	15	233	3,865	90	670	4,436	105	903	8,301
	2011	12	208	3,758	77	548	4,017	89	756	7,775
	2012	12	271	3,650	61	574	3,997	73	845	7,647
	2008 to 2012 average	**16**	**270**	**3,969**	**91**	**698**	**4,625**	**107**	**969**	**8,595**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2008-2012 averages, 2002 to 2012

		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**
	2002	1	16	218	-	2	33	1	18	251
	2003	1	28	252	-	2	52	1	30	304
	2004	-	11	205	-	10	35	-	21	240
	2005	-	9	213	-	2	37	-	11	250
	2006	-	15	194	1	6	54	1	21	248
	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
	2008 to 2012 average	**0**	**10**	**156**	**0**	**5**	**38**	**0**	**15**	**194**
Minibus	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	2002	-	2	38	-	9	76	-	11	114
	2003	-	2	32	1	7	62	1	9	94
	2004	-	3	32	-	6	48	-	9	80
	2005	-	1	25	1	9	44	1	10	69
	2006	-	1	38	-	8	56	-	9	94
	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
	2008 to 2012 average	**0**	**2**	**22**	**1**	**7**	**32**	**1**	**8**	**54**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	2002	-	53	782	-	6	78	-	59	860
	2003	1	57	731	-	12	161	1	69	892
	2004	1	53	795	2	10	120	3	63	915
	2005	-	55	782	-	8	75	-	63	857
	2006	-	50	698	-	7	65	-	57	763
	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	411	-	5	93	1	51	504
	2012	1	36	333	-	7	106	1	43	439
	2008 to 2012 average	**1**	**42**	**421**	**0**	**6**	**88**	**1**	**48**	**509**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	2002	2	12	138	9	57	254	11	69	392
	2003	1	13	109	10	40	239	11	53	348
	2004	2	10	138	5	35	268	7	45	406
	2005	-	17	136	8	36	242	8	53	378
	2006	2	3	116	4	54	276	6	57	392
	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	196	6	35	310
	2012	-	8	141	7	28	211	7	36	352
	2008 to 2012 average	**1**	**9**	**119**	**5**	**32**	**209**	**5**	**41**	**328**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2008-2012 averages, 2002 to 2012

		Built-up			Non built-up			Total		
Mode of transport	Year	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**
	2002	0	9	116	10	42	254	10	51	370
	2003	0	21	100	3	40	217	3	61	317
	2004	2	8	70	3	30	180	5	38	250
	2005	2	10	63	5	20	152	7	30	215
	2006	0	9	48	2	25	143	2	34	191
	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	112	3	28	144
	2012	1	5	36	5	27	104	6	32	140
	2008 to 2012 average	**1**	**5**	**41**	**3**	**20**	**119**	**3**	**25**	**160**
Other	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	2002	0	5	73	1	14	72	1	19	145
	2003	1	9	62	2	11	78	3	20	140
	2004	0	11	65	1	17	93	1	28	158
	2005	1	12	88	0	19	125	1	31	213
	2006	1	11	75	0	17	99	1	28	174
	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	55	2	19	132
	2012	0	4	64	0	14	65	0	18	129
	2008 to 2012 average	**1**	**11**	**80**	**0**	**13**	**75**	**1**	**24**	**155**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	2002	74	1,644	11,414	230	1,585	7,861	304	3,229	19,275
	2003	87	1,506	10,818	249	1,451	7,938	336	2,957	18,756
	2004	96	1,301	10,623	212	1,465	7,879	308	2,766	18,502
	2005	79	1,325	10,353	207	1,341	7,532	286	2,666	17,885
	2006	84	1,344	10,002	230	1,291	7,267	314	2,635	17,269
	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	1,206	6,620	216	2,288	15,044
	2010	59	972	7,681	149	997	5,657	208	1,969	13,338
	2011	63	1,001	7,674	122	876	5,103	185	1,877	12,777
	2012	65	1,043	7,487	109	931	5,189	174	1,974	12,676
	2008 to 2012 average	**66**	**1,090**	**8,045**	**144**	**1,046**	**5,840**	**211**	**2,137**	**13,885**

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 2008-2012 averages, 2002 to 2012

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: 2012 on 2011									
Pedestrian	8	-43	-73	6	-11	-18	14	-54	-91
Pedal cycle	2	15	55	-	-4	22	2	11	77
Motor cycle[1]	-6	18	5	-6	31	52	-12	49	57
Car	-	63	-108	-16	26	-20	-16	89	-128
Taxi	-1	-	-22	-	-7	-11	-1	-7	-33
Minibus	-	5	16	-	8	31	-	13	47
Bus/coach	-	-10	-78	-	2	13	-	-8	-65
Light goods	-1	2	27	2	-1	15	1	1	42
Heavy goods	1	2	4	2	2	-8	3	4	-4
Other	-1	-10	-13	-1	9	10	-2	-1	-3
Total	2	42	-187	-13	55	86	-11	97	-101
(c) Per cent changes: [2]									
2012 on 2011									
Pedestrian	23	-9	-4	*	-30	-17	33	-11	-4
Pedal cycle	*	13	8	*	-11	24	*	7	9
Motor cycle[(1)]	*	16	1	-25	17	14	-36	17	7
Car	0	30	-3	-21	5	0	-18	12	-2
Taxi	*	0	-15	n/a	-70	-23	*	-30	-17
Minibus	n/a	n/a	114	n/a	*	*	n/a	*	214
Bus/coach	*	-22	-19	n/a	*	14	*	-16	-13
Light goods	*	*	24	*	-3	8	*	3	14
Heavy goods	n/a	*	13	*	8	-7	*	14	-3
Other	*	-71	-17	*	*	18	*	-5	-2
Total	3	4	-2	-11	6	2	-6	5	-1
2012 on 2004-08 average									
Pedestrian	-7	-29	-31	-24	-44	-36	-12	-30	-31
Pedal cycle	*	21	17	*	42	35	*	25	19
Motor cycle [1]	*	-17	-23	-49	-1	-11	-50	-8	-18
Car	-43	-20	-23	-57	-38	-32	-55	-33	-28
Taxi	*	*	-32	*	*	-4	*	5	-28
Minibus *		*	-1	*	*	-11	*	*	-7
Bus/coach	*	-27	-50	*	*	33	*	-22	-41
Light goods	*	-25	7	*	-29	-18	*	-28	-9
Heavy goods	*	*	-37	*	18	-31	*	1	-33
Other *		-66	-20	*	-10	-37	*	-34	-29
Total	-21	-20	-24	-48	-28	-28	-40	-24	-26

* A percentage changes is not shown if the denominator is 10 or fewer.
1. Motor cycle 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 2008-2012 averages, 2002 to 2012

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**	**26**	**82**	**20**	**79**	**287**	**65**	**656**	**2,855**
	2002	10	33	101	22	96	350	73	820	3,316
	2003	12	40	94	19	88	297	63	712	2,990
	2004	11	45	103	22	92	313	76	674	3,078
	2005	11	20	80	20	78	286	66	677	3,051
	2006	11	28	88	18	96	312	61	688	2,853
	2007	10	16	67	19	63	260	60	594	2,704
	2008	12	19	72	18	68	261	60	645	2,593
	2009	8	18	58	14	60	221	47	509	2,199
	2010	7	14	61	17	49	193	47	457	2,013
	2011	2	24	64	9	55	198	43	514	2,060
	2012	11	14	55	17	35	177	57	460	1,969
	2008 to 2012 average	**8**	**18**	**62**	**15**	**53**	**210**	**51**	**517**	**2,167**
Pedal cycle	**2004-08 average**	**3**	**16**	**57**	**5**	**35**	**132**	**9**	**134**	**756**
	2002	6	13	67	7	26	148	8	144	828
	2003	5	19	68	9	35	159	14	125	802
	2004	3	13	55	4	32	139	7	121	776
	2005	7	12	60	10	29	145	16	116	781
	2006	3	20	61	3	39	140	10	131	781
	2007	-	16	53	2	35	120	4	147	714
	2008	3	20	55	5	38	117	9	155	730
	2009	2	25	74	2	38	140	5	152	804
	2010	5	19	70	6	31	139	7	138	781
	2011	4	26	61	4	40	128	7	156	824
	2012	4	22	80	4	42	165	9	167	901
	2008 to 2012 average	**4**	**22**	**68**	**4**	**38**	**138**	**7**	**154**	**808**
Motor cycle [1]	**2004-08 average**	**32**	**174**	**393**	**36**	**225**	**530**	**42**	**371**	**1,049**
	2002	35	196	428	40	250	575	46	410	1,167
	2003	34	182	413	39	242	577	50	367	1,114
	2004	34	180	393	37	221	498	42	353	994
	2005	28	177	402	31	229	537	34	371	1,082
	2006	40	158	397	47	211	543	58	352	1,068
	2007	34	175	375	36	226	520	40	381	1,061
	2008	23	182	398	27	236	550	34	396	1,042
	2009	34	177	435	40	223	565	43	332	1,021
	2010	26	167	359	32	206	477	35	319	845
	2011	22	152	313	27	181	408	33	293	808
	2012	17	176	344	19	217	454	21	342	865
	2008 to 2012 average	**24**	**171**	**370**	**29**	**213**	**491**	**33**	**336**	**916**
Car	**2004-08 average**	**117**	**721**	**4,105**	**140**	**922**	**5,788**	**162**	**1,258**	**10,606**
	2002	101	937	4,501	131	1,161	6,195	154	1,628	11,832
	2003	130	821	4,565	164	1,078	6,323	189	1,511	11,755
	2004	111	866	4,621	147	1,063	6,355	167	1,414	11,605
	2005	114	752	4,393	130	966	6,084	153	1,304	10,989
	2006	137	728	4,080	154	912	5,752	175	1,258	10,705
	2007	116	599	3,743	137	797	5,427	160	1,110	10,063
	2008	105	661	3,691	132	873	5,333	153	1,203	9,670
	2009	80	649	3,826	100	842	5,345	116	1,136	9,580
	2010	79	523	3,053	91	680	4,429	105	903	8,301
	2011	59	435	2,770	79	564	3,977	89	756	7,775
	2012	48	455	2,720	57	600	4,001	73	845	7,647
	2008 to 2012 average	**74**	**545**	**3,212**	**92**	**712**	**4,617**	**107**	**969**	**8,595**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2008-2012 averages, 2002 to 2012

		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**	**20**	**0**	**6**	**35**	**0**	**15**	**228**
	2002	-	2	19	1	7	33	1	18	251
	2003	-	2	27	-	3	40	1	30	304
	2004	-	9	22	-	9	30	-	21	240
	2005	-	1	21	-	2	33	-	11	250
	2006	-	5	23	1	7	46	1	21	248
	2007	-	2	19	-	4	37	1	9	225
	2008	-	4	14	-	6	27	-	14	177
	2009	-	4	26	-	4	41	-	10	225
	2010	-	2	21	1	4	38	1	10	205
	2011	-	7	22	-	9	36	1	23	198
	2012	-	1	23	-	2	35	-	16	165
	2008 to 2012 average	**-**	**4**	**21**	**0**	**5**	**35**	**0**	**15**	**194**
Minibus 2004-08	**average**	**1**	**5**	**31**	**1**	**7**	**48**	**1**	**8**	**74**
	2002	-	6	50	-	10	64	-	11	114
	2003	1	6	48	1	7	68	1	9	94
	2004	-	5	40	-	7	50	-	9	80
	2005	1	7	38	1	9	51	1	10	69
	2006	-	1	24	-	8	62	-	9	94
	2007	-	3	28	-	3	45	-	4	70
	2008	2	7	27	2	7	30	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	-	1	23	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2012	-	8	27	-	12	44	-	15	69
	2008 to 2012 average	**0**	**6**	**27**	**0**	**7**	**32**	**1**	**8**	**54**
Bus/coach	**2004-08 average**	**-**	**3**	**46**	**0**	**7**	**92**	**1**	**55**	**749**
	2002	-	5	64	-	12	153	-	59	860
	2003	-	10	113	-	12	148	1	69	892
	2004	-	9	79	1	9	125	3	63	915
	2005	-	1	35	-	12	104	-	63	857
	2006	-	4	42	-	8	80	-	57	763
	2007	-	-	38	-	1	62	-	33	623
	2008	-	2	36	-	4	90	1	59	587
	2009	-	2	36	-	6	61	-	36	473
	2010	1	13	115	1	16	150	1	52	540
	2011	-	3	52	-	5	82	1	51	504
	2012	-	7	89	-	10	121	1	43	439
	2008 to 2012 average	**0**	**5**	**66**	**0**	**8**	**101**	**1**	**48**	**509**
Light goods	**2004-08 average**	**5**	**30**	**175**	**7**	**39**	**256**	**8**	**50**	**387**
	2002	9	52	185	9	59	249	11	69	392
	2003	7	31	173	11	43	241	11	53	348
	2004	5	28	203	7	35	288	7	45	406
	2005	6	28	158	8	37	238	8	53	378
	2006	3	35	189	5	49	260	6	57	392
	2007	6	35	174	11	39	272	13	54	411
	2008	3	24	150	5	33	221	6	42	349
	2009	1	29	162	3	42	238	4	51	338
	2010	2	18	117	3	33	190	3	39	292
	2011	5	23	145	5	32	213	6	35	310
	2012	7	22	136	7	30	214	7	36	352
	2008 to 2012 average	**4**	**23**	**142**	**5**	**34**	**215**	**5**	**41**	**328**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2008-2012 averages, 2002 to 2012

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**	**157**	**4**	**32**	**209**
	2002	4	28	165	8	40	258	10	51	370
	2003	0	20	130	3	42	221	3	61	317
	2004	0	15	113	5	33	189	5	38	250
	2005	4	15	109	5	20	157	7	30	215
	2006	1	14	92	2	30	143	2	34	191
	2007	0	18	102	2	31	156	2	33	197
	2008	1	8	86	2	16	142	2	23	191
	2009	0	12	74	1	19	129	1	22	163
	2010	4	10	85	5	20	137	5	21	162
	2011	1	17	67	3	26	116	3	28	144
	2012	3	19	60	6	28	114	6	32	140
	2008 to 2012 average	**2**	**13**	**74**	**3**	**22**	**128**	**3**	**25**	**160**
Other 2004-08	**average**	**0**	**12**	**75**	**1**	**18**	**104**	**1**	**27**	**182**
	2002	1	10	57	1	12	73	1	19	145
	2003	1	8	59	2	12	86	3	20	140
	2004	1	13	65	1	21	93	1	28	158
	2005	0	15	92	0	18	120	1	31	213
	2006	0	14	76	0	20	98	1	28	174
	2007	0	8	63	1	13	96	1	20	171
	2008	0	12	79	1	18	112	2	30	195
	2009	0	11	63	0	14	89	0	25	165
	2010	0	16	52	2	20	83	3	28	155
	2011	0	4	41	2	8	61	2	19	132
	2012	0	13	50	0	15	75	0	18	129
	2008 to 2012 average	**0**	**11**	**57**	**1**	**15**	**84**	**1**	**24**	**155**
Total	**2004-08 average**	**169**	**1,006**	**5,084**	**212**	**1,362**	**7,428**	**292**	**2,605**	**17,097**
	2002	166	1,282	5,637	219	1,673	8,098	304	3,229	19,275
	2003	190	1,139	5,690	248	1,562	8,160	336	2,957	18,756
	2004	165	1,183	5,694	224	1,522	8,080	308	2,766	18,502
	2005	171	1,028	5,388	205	1,400	7,755	286	2,666	17,885
	2006	195	1,007	5,072	230	1,380	7,436	314	2,635	17,269
	2007	166	872	4,662	208	1,212	6,995	281	2,385	16,239
	2008	149	939	4,608	192	1,299	6,883	270	2,575	15,592
	2009	125	941	4,809	160	1,262	6,888	216	2,288	15,044
	2010	124	783	3,952	158	1,060	5,859	208	1,969	13,338
	2011	93	692	3,540	129	922	5,225	185	1,877	12,777
	2012	90	737	3,584	110	991	5,400	174	1,974	12,676
	2008 to 2012 average	**116**	**818**	**4,099**	**150**	**1,107**	**6,051**	**211**	**2,137**	**13,885**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2012

		2004-08 average					2012				
		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	-	14	31	24	55
	5-7	1	41	115	53	168	-	22	55	34	89
	8-11	2	62	184	105	289	1	37	91	59	150
	12-15	2	91	252	189	441	-	59	127	98	225
	16-19	4	57	166	108	274	4	31	93	67	160
	20-24	4	47	148	91	239	8	29	120	77	197
	25-29	2	35	106	60	166	1	27	92	47	139
	30-39	6	63	195	110	305	8	47	145	76	221
	40-49	5	53	147	100	247	7	48	129	75	204
	50-59	5	51	112	82	194	6	38	98	65	164
	60-69	6	48	85	77	162	4	32	65	73	138
	70-79	12	47	66	75	141	10	37	68	55	123
	80+	14	36	54	67	122	8	39	43	59	102
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**57**	**460**	**1,159**	**809**	**1,969**
	Child 0-15	6	218	615	381	997	1	132	304	215	519
	Adult 16+	59	437	1,080	769	1,850	56	328	853	594	1,448
Pedal cycle	0-4	-	-	5	1	5	-	-	2	1	3
	5-7	-	5	27	8	35	-	4	21	6	27
	8-11	1	10	60	19	79	1	7	44	8	52
	12-15	1	13	72	12	84	-	10	38	1	39
	16-19	1	8	35	6	42	-	7	26	5	31
	20-24	-	7	44	14	58	-	8	68	24	92
	25-29	1	12	59	15	74	-	14	66	26	92
	30-39	1	26	129	28	157	-	33	161	35	196
	40-49	2	26	102	19	121	4	41	174	34	208
	50-59	1	14	47	12	58	1	29	87	19	106
	60-69	-	7	22	3	26	2	9	31	4	35
	70-79	-	3	9	2	11	1	4	15	2	17
	80+	1	1	3	-	4	-	1	1	1	2
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**9**	**167**	**735**	**166**	**901**
	Child 0-15	2	29	163	40	203	1	21	105	16	121
	Adult 16+	7	104	452	99	551	8	146	629	150	779
Motor cycle [3]	0-4	-	-	-	-	1	-	-	1	-	1
	5-7	-	-	-	-	1	-	-	-	-	-
	8-11	-	1	2	1	3	-	1	3	-	3
	12-15	-	6	13	4	17	-	-	4	-	4
	16-19	1	42	140	12	152	1	29	94	11	105
	20-24	4	33	93	14	107	2	35	84	11	95
	25-29	4	39	94	10	104	3	29	73	8	81
	30-39	14	100	241	32	273	3	66	135	15	150
	40-49	12	97	229	27	255	7	103	187	32	219
	50-59	4	39	90	11	101	2	58	140	18	158
	60-69	1	10	26	2	28	2	17	36	3	39
	70-79	-	2	4	1	5	1	4	9	-	9
	80+	-	-	1	-	1	-	-	1	-	1
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**21**	**342**	**767**	**98**	**865**
	Child 0-15	-	8	15	6	21	-	1	8	-	8
	Adult 16+	41	362	917	109	1,026	21	341	759	98	857
Car/taxi driver	0-4	-	-	-	-	1	-	-	-	-	1
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	3	-	4	-	-	1	-	1
	16-19	14	97	512	268	780	7	50	251	185	436
	20-24	18	123	590	461	1,050	4	75	377	410	787
	25-29	10	76	422	357	779	4	49	292	296	588
	30-39	18	135	776	722	1,498	10	77	459	443	902
	40-49	13	137	696	611	1,307	6	85	487	498	985
	50-59	10	104	457	378	835	7	78	407	356	763
	60-69	8	64	271	165	437	3	60	223	164	387
	70-79	9	42	165	89	254	7	46	143	103	246
	80+	7	21	73	30	103	4	34	91	38	129
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**52**	**554**	**2,731**	**2,494**	**5,226**
	Child 0-15	-	1	4	1	6	-	-	1	-	2
	Adult 16+	106	800	3,961	3,080	7,043	52	554	2,730	2,493	5,223

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, 2012

		2004-08 average					2012				
		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	-	7	47	50	98
	5-7	1	10	57	58	115	-	9	39	44	83
	8-11	1	12	89	94	182	-	5	57	63	120
	12-15	3	29	100	149	249	-	13	61	90	151
	16-19	17	106	364	393	757	4	60	207	222	429
	20-24	8	68	242	275	517	-	37	212	172	384
	25-29	2	35	139	156	295	1	27	109	119	228
	30-39	5	43	168	260	428	4	36	101	173	274
	40-49	3	40	119	234	353	2	22	86	156	242
	50-59	3	38	73	226	299	3	19	66	136	202
	60-69	3	33	46	176	222	2	21	37	124	161
	70-79	5	30	31	128	159	4	33	18	120	138
	80+	3	16	16	54	70	1	18	20	55	75
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**21**	**307**	**1,060**	**1,524**	**2,586**
	Child 0-15	6	61	312	359	673	-	34	204	247	452
	Adult 16+	49	410	1,198	1,901	3,099	21	273	856	1,277	2,133
Bus/coach/minibus	0-4	-	1	15	13	29	-	-	10	8	18
	5-7	-	1	7	7	14	-	-	2	3	5
	8-11	-	-	9	11	20	-	-	-	3	3
	12-15	-	2	18	19	36	-	1	9	8	17
	16-19	-	2	12	20	33	-	1	7	15	22
	20-24	-	3	16	23	39	-	3	17	10	27
	25-29	-	2	18	22	41	-	4	11	19	30
	30-39	1	4	44	54	99	-	3	23	26	49
	40-49	-	6	42	50	91	-	5	39	30	69
	50-59	-	8	38	59	97	-	12	36	46	82
	60-69	-	9	30	82	112	-	10	20	46	66
	70-79	1	15	21	101	123	-	8	27	45	72
	80+	-	12	16	70	87	1	11	8	40	48
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**1**	**58**	**209**	**299**	**508**
	Child 0-15	-	4	49	50	99	-	1	21	22	43
	Adult 16+	1	59	238	482	721	1	57	188	277	465
Goods vehicles	0-4	-	-	-	1	1	-	2	2	1	5
	5-7	-	-	2	1	2	-	2	1	1	2
	8-11	-	-	1	-	1	-	-	-	3	3
	12-15	-	1	2	1	3	-	1	1	2	3
	16-19	-	2	22	3	25	-	3	14	2	16
	20-24	2	7	52	4	55	1	6	50	9	59
	25-29	1	9	66	6	72	1	5	47	2	49
	30-39	2	19	148	9	158	5	15	105	7	112
	40-49	2	19	135	11	146	2	21	116	9	125
	50-59	2	15	85	6	91	2	11	79	7	86
	60-69	1	8	32	2	35	2	2	25	2	27
	70-79	-	1	3	1	5	-	-	4	1	5
	80+	-	-	1	-	1	-	-	-	-	-
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**13**	**68**	**444**	**46**	**492**
	Child 0-15	-	1	5	3	8	-	5	4	7	13
	Adult 16+	11	80	544	42	587	13	63	440	39	479
All users [4]	0-4	2	36	151	108	263	-	23	93	84	181
	5-7	2	58	208	129	337	-	37	118	89	207
	8-11	4	87	347	231	579	2	50	197	136	333
	12-15	6	145	464	376	840	-	84	243	200	443
	16-19	37	318	1,262	813	2,074	16	186	702	515	1,217
	20-24	36	289	1,200	884	2,084	15	195	937	715	1,652
	25-29	19	211	919	631	1,551	10	157	703	523	1,226
	30-39	48	393	1,733	1,224	2,957	30	279	1,143	781	1,924
	40-49	37	382	1,501	1,059	2,560	28	327	1,235	838	2,073
	50-59	26	274	920	777	1,697	21	247	931	651	1,583
	60-69	20	181	519	511	1,030	15	154	445	419	864
	70-79	28	142	302	398	701	23	132	284	327	611
	80+	25	87	165	224	391	14	103	164	193	357
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**174**	**1,974**	**7,198**	**5,472**	**12,676**
	Child 0-15	15	325	1,171	844	2,019	2	194	651	509	1,164
	Adult 16+	276	2,276	8,521	6,521	15,046	172	1,780	6,544	4,962	11,507

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, 2008-2012 averages, 2008-2012

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2008	4	194	831	56	451	1,755
	2009	1	155	674	46	354	1,519
	2010	1	150	642	46	307	1,369
	2011	2	139	646	41	374	1,408
	2012	1	132	519	56	328	1,448
	2008-12 average	**2**	**154**	**662**	**49**	**363**	**1,500**
	% ch on 04-08 av: 2012	*-83*	*-40*	*-48*	*-4*	*-25*	*-22*
	% ch on 04-08 av: 0812	*-70*	*-29*	*-34*	*-16*	*-17*	*-19*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2008	2	18	150	7	137	578
	2009	1	26	148	4	126	652
	2010	1	23	146	6	115	635
	2011	0	23	135	7	133	689
	2012	1	21	121	8	146	779
	2008-12 average	**1**	**22**	**140**	**6**	**131**	**667**
	% ch on 04-08 av: 2012	*-58*	*-29*	*-40*	*18*	*40*	*41*
	% ch on 04-08 av: 0812	*-58*	*-24*	*-31*	*-6*	*26*	*21*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2008	13	56	569	140	1,147	9,092
	2009	3	62	548	113	1,074	9,012
	2010	1	40	505	104	862	7,778
	2011	5	34	460	84	720	7,301
	2012	0	34	450	73	811	7,195
	2008-12 average	**4**	**45**	**506**	**103**	**923**	**8,076**
	% ch on 04-08 av: 2012	*-100*	*45*	*-33*	*53*	*-32*	*27*
	% ch on 04-08 av: 0812	*-29*	*-27*	*-24*	*-34*	*-23*	*-19*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2008	1	11	139	47	559	2,456
	2009	0	10	103	48	480	2,351
	2010	1	10	84	48	461	2,154
	2011	0	7	75	46	444	2,042
	2012	0	7	74	35	495	2,085
	2008-12 average	**0**	**9**	**95**	**45**	**488**	**2,218**
	% ch on 04-08 av: 2012	*-100*	*-56*	*50*	*-37*	*8*	*-23*
	% ch on 04-08 av: 0812	*-50*	*-43*	*-36*	*-19*	*-10*	*-19*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2008	20	279	1,689	250	2,294	13,881
	2009	5	253	1,473	211	2,034	13,534
	2010	4	223	1,377	204	1,745	11,936
	2011	7	203	1,316	178	1,671	11,440
	2012	2	194	1,164	172	1,780	11,507
	2008-12 average	**8**	**230**	**1,404**	**203**	**1,905**	**12,460**
	% ch on 04-08 av: 2012	*-87*	*-40*	*-42*	*-38*	*-22*	*-24*
	% ch on 04-08 av: 0812	*-51*	*-29*	*-30*	*-27*	*-16*	*-17*

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 2008-12 averages, 2008-2012

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motor cycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2008	34	370	969	-	26	73
	2009	39	315	956	4	17	65
	2010	33	300	801	2	19	44
	2011	32	279	757	1	14	51
	2012	20	322	815	1	20	50
	2008-12 ave	**32**	**317**	**860**	**2**	**19**	**57**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2008	96	780	6,468	57	423	3,202
	2009	81	728	6,348	35	408	3,232
	2010	70	580	5,569	35	323	2,732
	2011	65	497	5,269	24	259	2,506
	2012	52	547	5,147	21	298	2,500
	2008-12 ave	**73**	**626**	**5,760**	**34**	**342**	**2,834**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2008	-	7	82	-	7	95
	2009	-	4	110	-	6	115
	2010	1	5	101	-	5	104
	2011	1	9	90	-	14	108
	2012	-	7	79	-	9	86
	2008-12 ave	**0**	**6**	**92**	**-**	**8**	**102**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2008	-	1	11	3	7	47
	2009	-	4	16	-	11	60
	2010	1	2	15	-	-	29
	2011	-	2	9	-	-	13
	2012	-	2	23	-	13	46
	2008-12 ave	**0**	**2**	**15**	**1**	**6**	**39**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	2008	-	5	43	1	54	544
	2009	-	1	33	-	35	440
	2010	-	4	32	1	48	508
	2011	-	1	39	1	50	465
	2012	-	6	34	1	37	405
	2008-12 ave	**-**	**3**	**36**	**1**	**45**	**472**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2008	5	30	266	1	12	83
	2009	3	41	267	1	10	71
	2010	3	28	219	-	11	73
	2011	4	28	245	2	7	65
	2012	4	27	254	3	9	98
	2008-12 ave	**4**	**31**	**250**	**1**	**10**	**78**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2008	1	18	163	1	5	28
	2009	1	19	142	-	3	21
	2010	5	15	131	-	6	31
	2011	3	25	126	-	3	18
	2012	6	23	118	-	9	22
	2008-12 ave	**3**	**20**	**136**	**0**	**5**	**24**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2008	1	21	129	1	9	66
	2009	-	15	106	-	10	59
	2010	1	28	116	2	-	39
	2011	2	15	89	-	4	43
	2012	-	9	78	-	9	51
	2008-12 ave	**1**	**18**	**104**	**1**	**6**	**52**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2008	137	1,232	8,131	64	543	4,138
	2009	124	1,127	7,978	40	500	4,063
	2010	114	962	6,984	40	412	3,560
	2011	107	856	6,624	28	351	3,269
	2012	82	943	6,548	26	404	3,258
	2008-12 ave	**113**	**1,024**	**7,253**	**40**	**442**	**3,658**

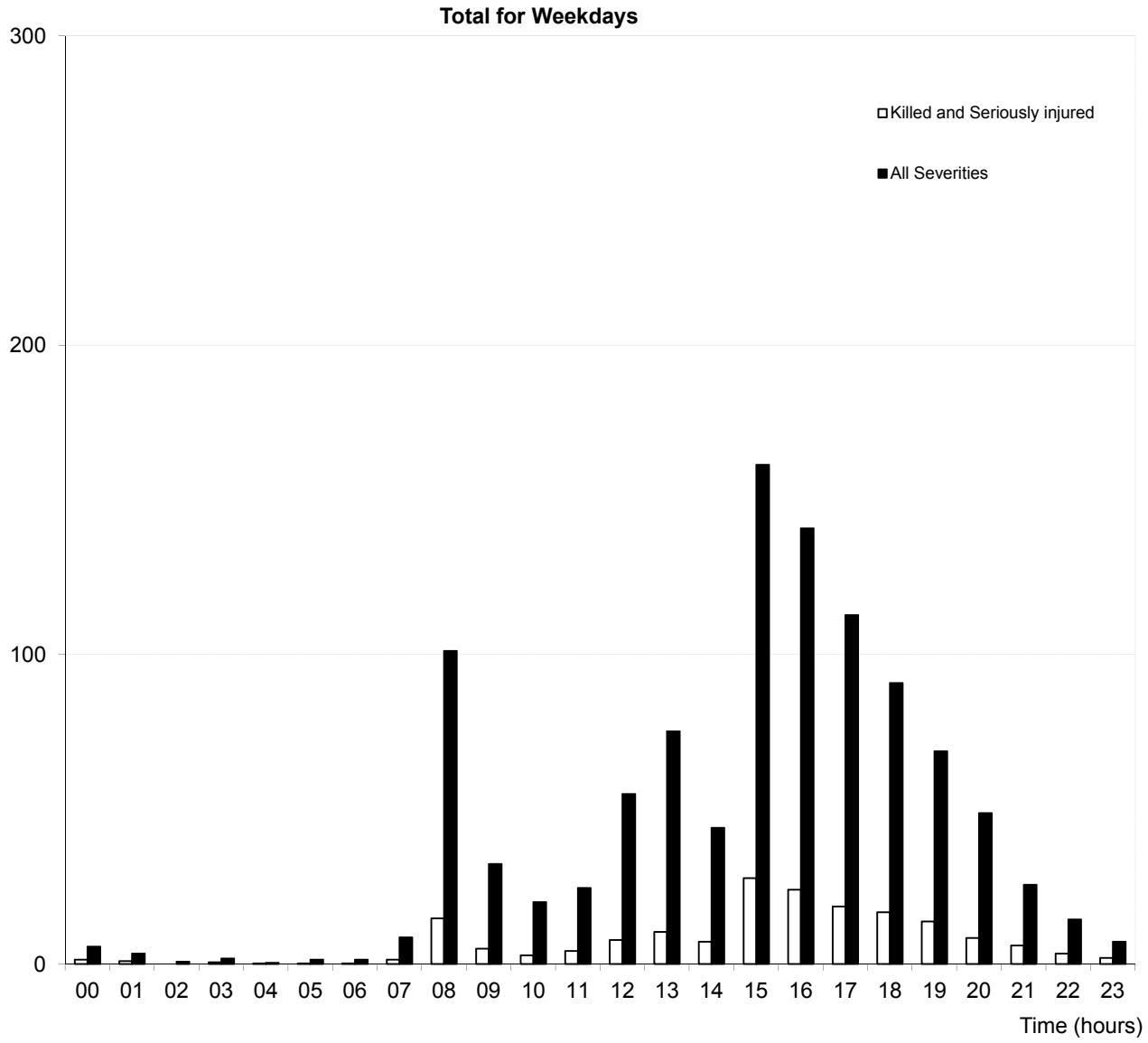
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

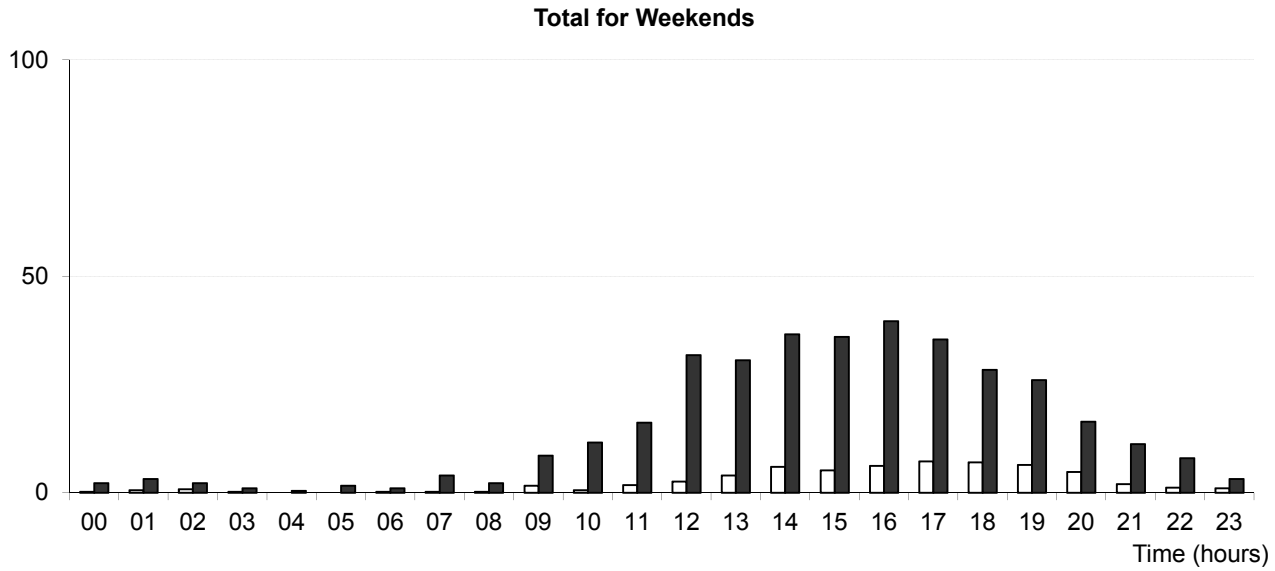
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2008-2012 average

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	2	0	-	3	-	-	-	0	-	-	6
01.00 to 01.59	0	-	-	3	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	0	1	-	-	-	-	1	-	2
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	1	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	-	0	0	1	-	-	-	-	-	-	1
07.00 to 07.59	4	1	-	3	-	-	-	-	-	-	9
08.00 to 08.59	61	8	-	25	1	0	5	0	-	-	101
09.00 to 09.59	12	1	-	16	0	-	3	-	-	-	32
10.00 to 10.59	7	0	-	11	-	-	2	0	-	-	20
11.00 to 11.59	8	2	0	13	-	-	1	0	-	-	25
12.00 to 12.59	25	4	1	21	-	1	3	0	0	0	55
13.00 to 13.59	44	5	-	20	0	-	5	0	-	1	75
14.00 to 14.59	17	5	1	18	0	2	2	-	-	-	44
15.00 to 15.59	104	12	1	35	0	0	8	0	-	1	161
16.00 to 16.59	74	13	1	38	0	-	12	1	-	1	141
17.00 to 17.59	60	17	2	29	1	1	3	-	0	1	113
18.00 to 18.59	46	13	1	27	1	1	2	1	-	0	91
19.00 to 19.59	33	11	0	23	-	-	1	-	-	-	69
20.00 to 20.59	23	6	0	19	-	0	1	0	-	0	49
21.00 to 21.59	12	4	0	10	-	-	0	-	-	0	26
22.00 to 22.59	5	1	0	8	-	0	-	0	-	-	14
23.00 to 23.59	2	0	0	4	1	1	-	-	-	-	7
Total	**539**	**103**	**8**	**329**	**5**	**5**	**48**	**4**	**1**	**5**	**1,046**
Total for Weekends											
00.00 to 00.59	-	0	-	2	-	-	-	-	-	-	2
01.00 to 01.59	0	-	-	3	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	2	-	-	-	-	-	-	2
03.00 to 03.59	0	0	-	1	-	-	-	-	-	-	1
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	0	-	-	1	-	-	-	-	-	-	2
06.00 to 06.59	-	-	-	1	-	-	-	-	-	-	1
07.00 to 07.59	0	0	-	3	-	-	-	-	-	-	4
08.00 to 08.59	1	-	-	2	-	-	-	-	-	-	2
09.00 to 09.59	1	1	-	6	-	-	0	0	-	-	9
10.00 to 10.59	1	1	-	9	-	-	0	-	-	-	12
11.00 to 11.59	4	1	-	11	-	-	-	0	-	-	16
12.00 to 12.59	9	3	0	17	0	-	1	0	-	-	32
13.00 to 13.59	10	3	-	15	0	-	2	-	-	0	31
14.00 to 14.59	12	5	-	18	0	-	2	-	-	-	37
15.00 to 15.59	14	4	0	16	-	0	1	0	-	1	36
16.00 to 16.59	15	4	0	19	0	-	1	0	-	0	40
17.00 to 17.59	15	4	0	15	-	1	0	-	-	-	35
18.00 to 18.59	13	4	-	11	-	-	0	0	-	-	28
19.00 to 19.59	13	4	0	8	-	-	1	0	-	1	26
20.00 to 20.59	8	2	0	6	0	-	-	-	-	0	16
21.00 to 21.59	4	1	1	4	0	-	-	-	-	0	11
22.00 to 22.59	2	0	1	4	0	-	0	-	-	0	8
23.00 to 23.59	1	0	-	2	-	-	-	-	-	-	3
Total	**124**	**37**	**3**	**177**	**2**	**1**	**9**	**2**	**-**	**3**	**357**

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: 2008 - 2012 average





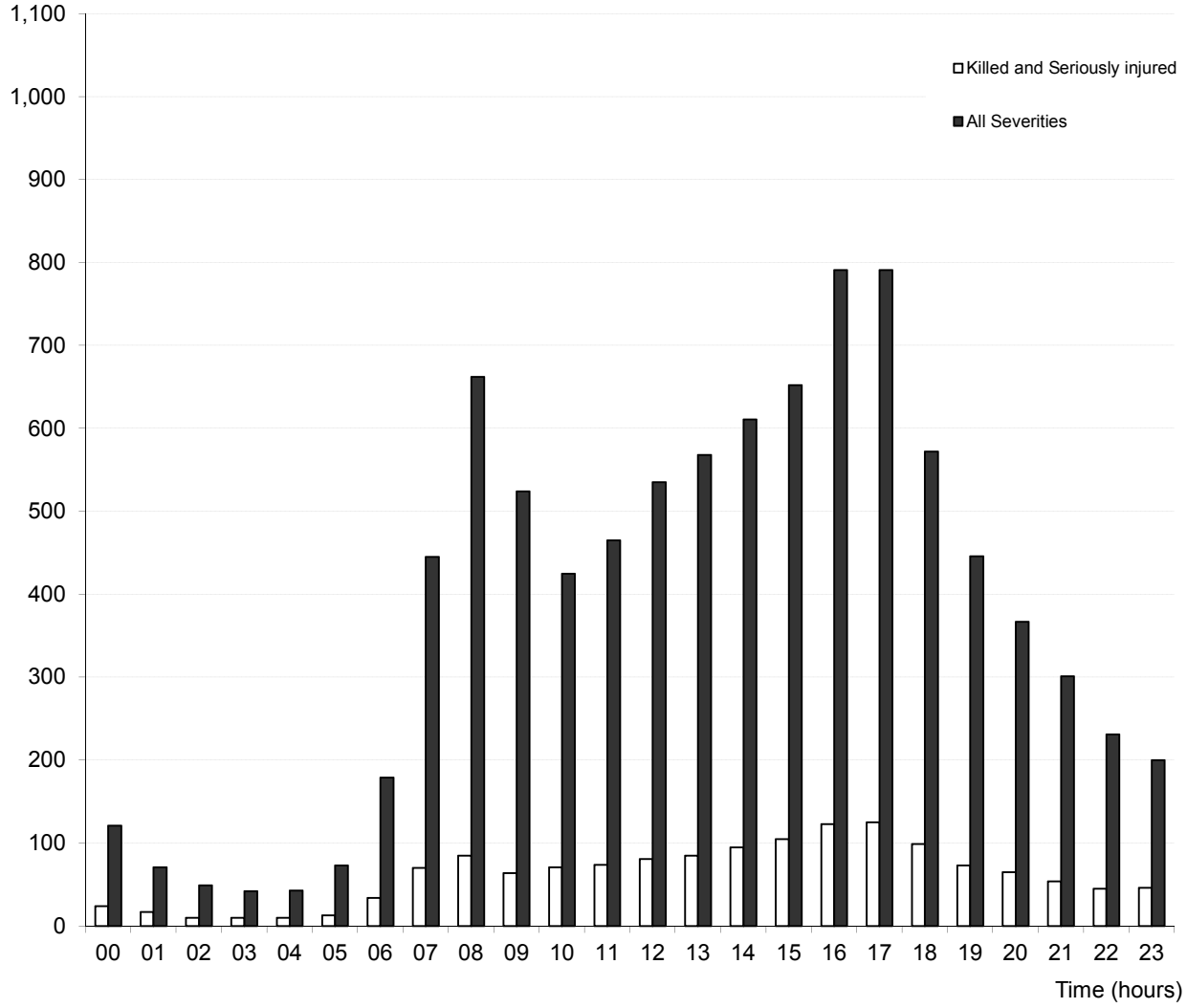
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2008-2012 average

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	15	3	4	87	5	1	1	3	2	1	121
01.00 to 01.59	5	1	2	56	2	-	1	2	2	1	71
02.00 to 02.59	8	-	2	35	1	-	-	2	2	-	49
03.00 to 03.59	6	1	1	28	1	-	-	3	2	1	42
04.00 to 04.59	2	1	1	28	2	-	2	2	2	1	43
05.00 to 05.59	3	4	4	38	-	1	10	6	6	2	73
06.00 to 06.59	9	15	11	116	3	2	1	11	7	3	179
07.00 to 07.59	29	50	33	274	5	4	15	24	7	6	445
08.00 to 08.59	62	60	40	425	6	1	20	27	12	10	662
09.00 to 09.59	55	32	22	341	6	1	25	23	13	7	524
10.00 to 10.59	55	23	20	254	5	1	28	18	11	8	425
11.00 to 11.59	61	18	27	278	7	3	28	22	12	10	465
12.00 to 12.59	76	21	31	332	4	1	31	16	13	10	535
13.00 to 13.59	71	24	39	356	7	2	33	18	8	11	568
14.00 to 14.59	77	25	42	391	6	2	32	18	9	9	611
15.00 to 15.59	84	28	43	406	8	4	42	17	10	9	652
16.00 to 16.59	100	50	59	493	8	3	40	21	9	8	791
17.00 to 17.59	104	66	70	493	7	2	22	15	6	7	791
18.00 to 18.59	71	51	47	361	5	3	16	8	5	6	572
19.00 to 19.59	59	33	34	299	5	-	9	4	1	2	446
20.00 to 20.59	45	15	32	248	6	1	8	5	2	4	367
21.00 to 21.59	36	13	19	215	8	-	3	3	2	2	301
22.00 to 22.59	35	5	12	164	6	-	2	2	2	2	231
23.00 to 23.59	30	5	9	143	7	1	3	1	-	2	200
Total	**1,098**	**545**	**604**	**5,859**	**119**	**33**	**371**	**271**	**143**	**121**	**9,165**
Total for Weekends											
00.00 to 00.59	30	2	1	80	5	-	1	2	-	-	122
01.00 to 01.59	31	1	2	73	5	2	-	1	-	1	117
02.00 to 02.59	18	1	1	54	5	1	-	1	-	1	82
03.00 to 03.59	18	1	2	42	6	-	-	1	1	1	73
04.00 to 04.59	7	-	-	34	2	1	-	2	1	-	49
05.00 to 05.59	2	1	1	34	3	1	-	1	2	-	46
06.00 to 06.59	3	1	3	31	2	1	-	2	1	1	45
07.00 to 07.59	3	2	4	51	1	-	-	2	1	1	65
08.00 to 08.59	4	4	4	60	1	-	2	5	1	1	82
09.00 to 09.59	7	8	10	82	2	1	2	3	1	1	115
10.00 to 10.59	14	10	16	94	4	-	5	3	1	2	147
11.00 to 11.59	16	10	23	121	3	-	8	3	1	2	187
12.00 to 12.59	17	11	26	158	2	-	8	3	-	2	227
13.00 to 13.59	17	13	32	157	1	-	12	5	1	2	240
14.00 to 14.59	19	11	33	160	3	-	10	2	-	2	239
15.00 to 15.59	20	8	30	159	1	1	9	3	1	3	236
16.00 to 16.59	21	8	29	149	2	1	6	2	1	1	219
17.00 to 17.59	27	8	28	133	3	1	4	1	-	1	207
18.00 to 18.59	24	8	20	122	2	-	3	2	-	1	183
19.00 to 19.59	23	4	11	117	2	1	3	2	2	2	166
20.00 to 20.59	22	3	9	88	3	-	3	1	-	1	130
21.00 to 21.59	20	3	7	82	2	-	2	1	-	1	118
22.00 to 22.59	18	1	4	73	4	1	2	1	-	1	106
23.00 to 23.59	21	1	3	60	4	-	1	2	-	1	94
Total	**402**	**122**	**301**	**2,216**	**68**	**14**	**79**	**50**	**15**	**27**	**3,295**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2008 - 2012 average

Total for Weekdays



Total for Weekends

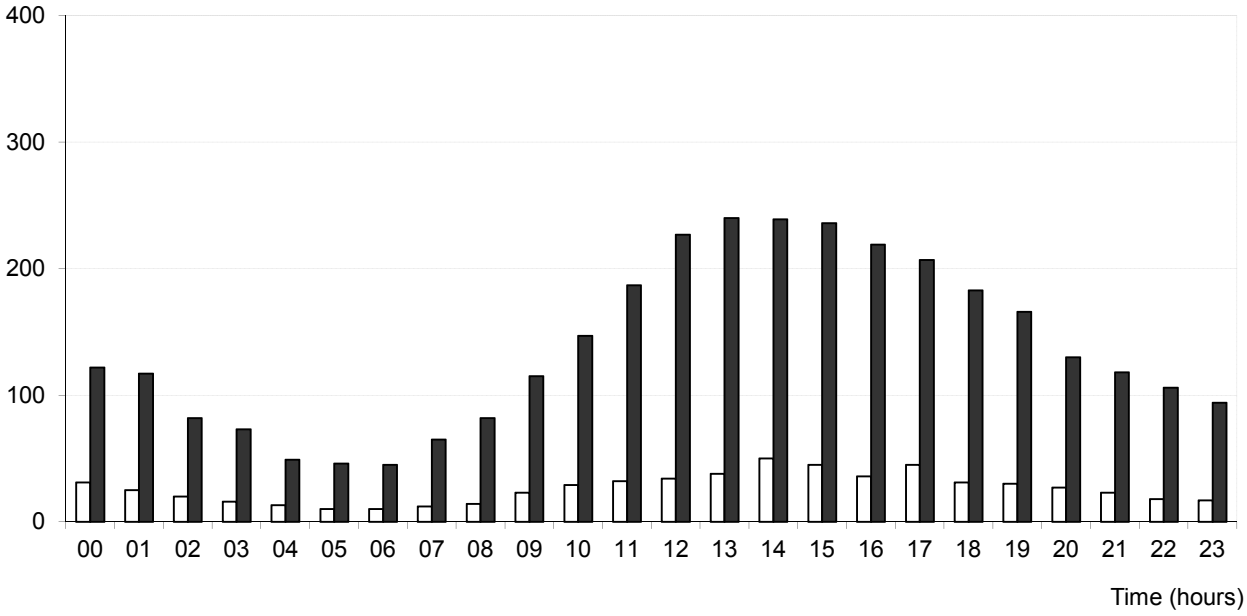


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2008 to 2012 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**	44	4	-	33	1	1	4	0	-	0	88
	February	62	7	1	35	0	-	5	0	-	0	111
	March	58	9	0	37	0	1	5	1	-	0	111
	April	56	10	1	36	-	-	4	0	-	0	108
	May	61	17	1	42	1	-	5	0	-	2	129
	June	58	18	1	41	1	1	4	0	-	1	126
	July	43	17	2	49	1	-	4	0	-	1	117
	August	57	21	1	56	1	2	6	1	1	1	148
	September	67	20	1	40	-	0	11	0	-	1	141
	October	54	9	1	46	0	0	3	0	-	0	114
	November	54	3	1	42	0	0	2	0	-	-	103
	December	40	2	0	41	1	0	2	1	0	0	87
	Year Total	654	138	10	498	7	6	57	5	1	7	1,383
Adult												
	January	141	43	27	665	14	3	24	33	17	12	979
	February	139	40	38	676	14	3	33	29	16	12	999
	March	119	45	64	644	14	6	44	30	12	10	989
	April	106	49	85	562	17	2	36	26	10	12	904
	May	105	62	110	637	14	7	41	20	11	11	1,018
	June	98	65	104	668	11	2	44	27	12	11	1,042
	July	97	60	107	647	16	4	33	23	12	13	1,012
	August	107	65	107	714	20	4	44	30	13	15	1,117
	September	121	66	105	670	14	7	44	26	13	14	1,082
	October	130	62	69	682	16	3	34	20	11	11	1,038
	November	168	64	51	728	18	4	36	27	13	12	1,120
	December	149	35	21	664	17	2	30	27	16	13	974
	Year Total	1,479	656	889	7,956	184	47	444	317	157	145	12,275
Total												
	January	185	47	27	700	15	4	28	33	17	12	1,069
	February	202	46	39	712	14	3	38	29	16	12	1,111
	March	178	54	64	681	14	7	49	31	12	11	1,102
	April	162	60	86	599	17	2	41	26	10	12	1,014
	May	166	79	112	680	14	7	46	21	11	13	1,150
	June	157	83	105	710	12	4	49	27	12	12	1,170
	July	139	77	110	696	17	4	37	23	12	15	1,131
	August	165	87	108	771	21	6	51	31	14	15	1,266
	September	188	87	107	710	14	8	56	26	13	15	1,224
	October	184	71	71	729	16	3	38	20	11	12	1,154
	November	222	68	52	771	18	4	38	27	13	12	1,225
	December	190	37	21	707	18	2	32	28	17	13	1,064
	Year Total	2,137	795	901	8,467	191	53	501	323	158	153	13,679

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: 2008 to 2012 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	105	20	2	66	1	-	8	1	-	1	202
	Tuesday	104	19	1	63	1	1	14	1	-	1	205
	Wednesday	103	20	3	62	0	2	7	0	-	0	198
	Thursday	105	17	0	62	1	0	12	1	0	1	201
	Friday	121	26	2	77	2	2	7	1	1	1	239
	Saturday	78	21	1	99	2	1	6	1	-	2	211
	Sunday	46	16	1	78	0	0	3	1	-	1	147
	Total	662	140	11	506	7	6	57	6	1	7	1,404
Adult												
	Monday	209	106	118	1,128	21	6	61	60	28	19	1,757
	Tuesday	199	114	122	1,160	22	8	65	52	29	23	1,795
	Wednesday	208	119	106	1,158	23	8	87	54	32	26	1,822
	Thursday	225	112	124	1,132	21	5	60	54	26	25	1,783
	Friday	257	93	133	1,281	33	6	98	50	28	27	2,007
	Saturday	248	60	150	1,205	37	8	59	30	11	15	1,824
	Sunday	154	62	151	1,011	31	6	20	20	5	11	1,471
	Total	1,500	667	904	8,076	187	47	450	322	159	148	12,460
Total (1)												
	Monday	314	126	120	1,196	22	6	70	62	28	20	1,963
	Tuesday	304	134	124	1,224	22	9	79	54	29	24	2,003
	Wednesday	313	140	109	1,222	24	10	94	55	32	26	2,024
	Thursday	330	129	125	1,197	22	5	72	54	27	26	1,987
	Friday	379	120	134	1,361	35	8	105	52	29	28	2,251
	Saturday	327	81	152	1,306	38	9	65	31	11	17	2,038
	Sunday	200	78	153	1,089	31	7	24	21	5	12	1,620
	Total	2,167	808	916	8,595	194	54	509	328	160	155	13,885

(1) Includes those whose ages were not known

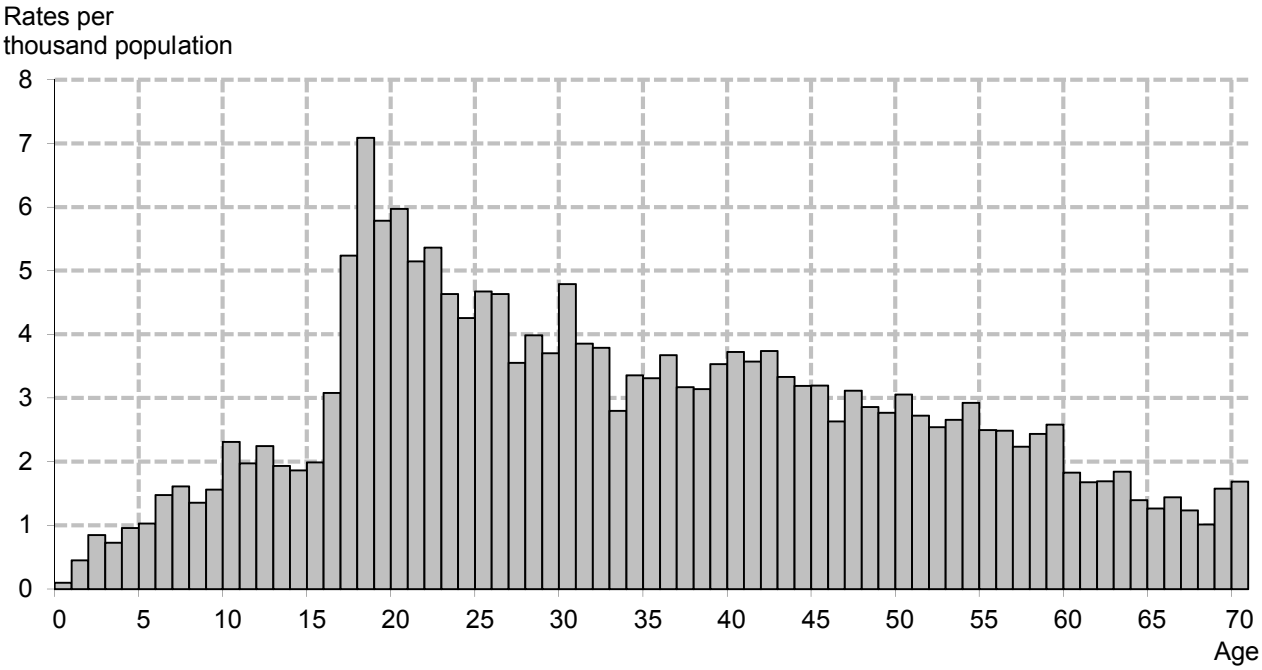
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2004-08 and 2008-2012 averages, 2008 to 2012

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	**271.0**	**399.2**	**253.2**	**469.1**	**445.8**	**701.1**	**781.0**	**672.9**	**532.3**	**594.9**	**5,120.6**
2008	283.0	386.7	243.9	477.9	475.1	662.3	795.0	675.8	560.2	608.7	5,168.5
2009	289.0	382.8	240.5	477.5	487.7	650.8	795.3	681.6	572.3	616.4	5,194.0
2010	293.5	381.3	237.0	477.9	497.5	646.1	791.6	690.2	582.3	624.7	5,222.1
2011	293.6	381.7	240.8	486.1	491.3	659.9	804.4	709.2	600.9	632.0	5,299.9
2012	295.9	383.0	235.8	482.8	493.0	655.0	795.8	724.0	608.4	640.0	5,313.6
2008-2012 average	**291.0**	**383.1**	**239.6**	**480.4**	**488.9**	**654.8**	**796.4**	**696.2**	**584.8**	**624.4**	**5,239.6**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
2008	234	753	702	3,174	2,179	2,519	2,452	1,557	953	1,047	15,592
2009	201	682	590	3,085	2,098	2,425	2,390	1,539	997	1,000	15,044
2010	170	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338
2011	205	590	521	2,242	1,688	2,073	2,143	1,453	937	904	12,777
2012	181	540	443	2,290	1,805	1,924	2,073	1,583	864	968	12,676
2008-2012 average	**198**	**639**	**566**	**2,656**	**1,931**	**2,226**	**2,249**	**1,517**	**926**	**955**	**13,885**
2012 Male	93	315	243	1,316	1,026	1,143	1,235	931	445	448	7,198
2012 Female	84	225	200	974	779	781	838	651	419	520	5,472
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**
2008	0.83	1.95	2.88	6.64	4.59	3.80	3.08	2.30	1.70	1.72	3.02
2009	0.70	1.78	2.45	6.46	4.30	3.73	3.01	2.26	1.74	1.62	2.90
2010	0.58	1.65	2.43	5.21	3.79	3.39	2.76	2.10	1.51	1.37	2.55
2011	0.70	1.55	2.16	4.61	3.44	3.14	2.66	2.05	1.56	1.43	2.41
2012	0.61	1.41	1.88	4.74	3.66	2.94	2.61	2.19	1.42	1.51	2.39
2008-2012 average	**0.68**	**1.67**	**2.36**	**5.53**	**3.95**	**3.40**	**2.82**	**2.18**	**1.58**	**1.53**	**2.65**
Male											
2004-08 average	**1.09**	**2.72**	**3.59**	**8.54**	**5.96**	**5.12**	**3.98**	**2.78**	**2.05**	**1.98**	**3.93**
2008	0.87	2.27	3.26	7.65	5.21	4.62	3.72	2.62	1.78	1.92	3.54
2009	0.71	2.04	2.45	7.56	4.83	4.45	3.66	2.47	1.86	1.78	3.36
2010	0.73	1.92	2.77	5.98	4.15	4.02	3.35	2.44	1.65	1.48	2.98
2011	0.81	1.86	2.20	5.21	4.02	3.71	3.36	2.46	1.77	1.55	2.84
2012	0.62	1.61	2.01	5.4	4.22	3.56	3.2	2.63	1.51	1.69	2.79
2008-2012 average	**0.75**	**1.94**	**2.54**	**6.36**	**4.48**	**4.07**	**3.46**	**2.52**	**1.71**	**1.68**	**3.10**
Female											
2004-08 average	**0.82**	**1.85**	**3.04**	**6.04**	**4.25**	**3.38**	**2.62**	**2.27**	**1.83**	**1.73**	**2.78**
2008	0.77	1.61	2.47	5.58	3.93	3.03	2.49	2.00	1.63	1.59	2.53
2009	0.68	1.51	2.46	5.31	3.76	3.04	2.40	2.05	1.63	1.52	2.46
2010	0.42	1.38	2.08	4.41	3.41	2.79	2.22	1.79	1.38	1.29	2.15
2011	0.57	1.21	2.13	4.01	2.86	2.60	2.00	1.66	1.37	1.35	2.00
2012	0.58	1.2	1.74	4.07	3.12	2.34	2.04	1.76	1.34	1.39	2
2008-2012 average	**0.60**	**1.38**	**2.18**	**4.67**	**3.41**	**2.76**	**2.23**	**1.85**	**1.47**	**1.43**	**2.23**

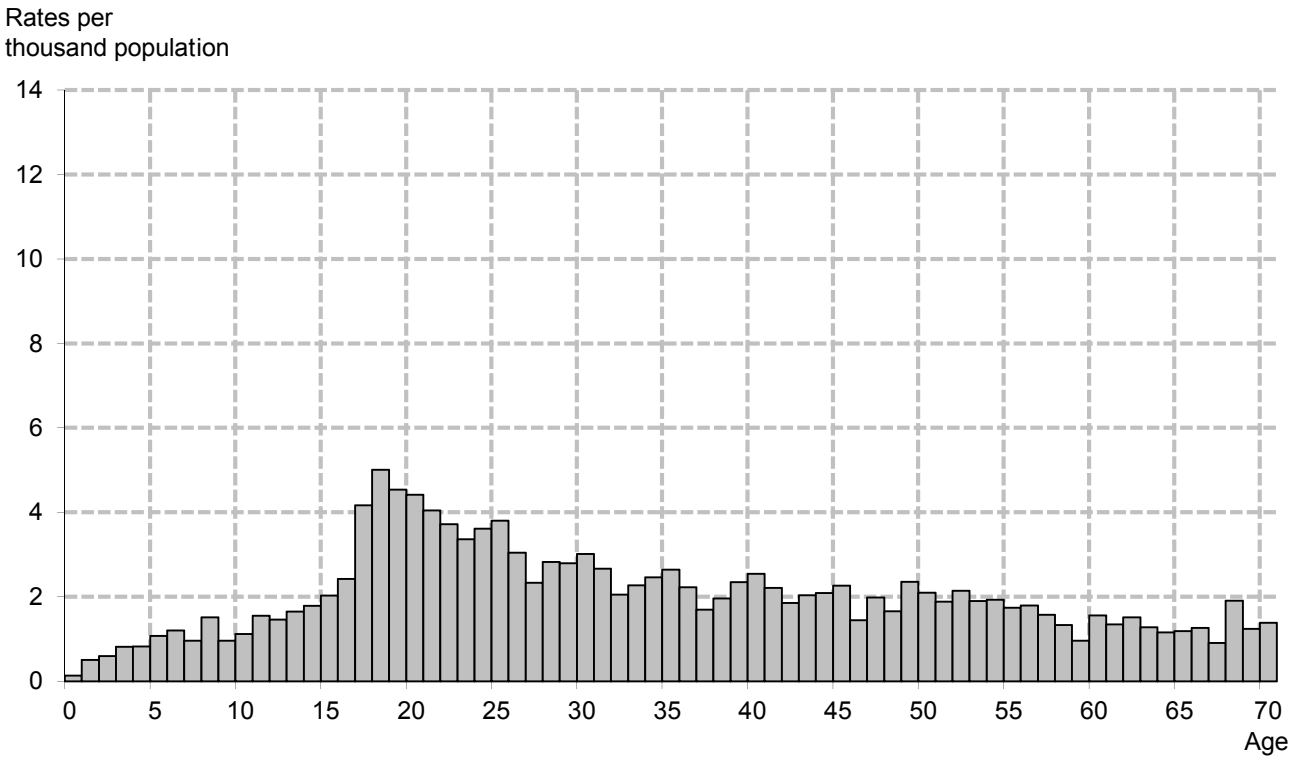
1. Includes those whose ages were 'not known'.

Reported casualty rates per thousand population, by age and sex
Year: 2012

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2008-2012 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	-	18	51	68	-	0.06	0.17	0.24
	5 - 11	1	72	235	307	-	0.19	0.61	0.80
	12 - 15	1	64	221	287	0.01	0.27	0.92	1.20
	16 - 22	8	63	274	345	0.02	0.13	0.57	0.72
	23-25	2	23	80	105	0.01	0.11	0.37	0.49
	26-29	2	20	76	98	0.01	0.07	0.28	0.36
	30 - 39	7	52	169	227	0.01	0.08	0.26	0.35
	40 - 49	5	47	158	210	0.01	0.06	0.20	0.26
	50 - 59	4	39	117	160	0.01	0.06	0.17	0.23
	60 - 69	5	40	93	139	0.01	0.07	0.16	0.24
	70 & over	16	78	122	216	0.03	0.12	0.19	0.35
	Total [1]	**51**	**517**	**1,599**	**2,167**	**0.01**	**0.10**	**0.31**	**0.41**
	Child 0-15	2	154	507	662	-	0.17	0.55	0.72
	Adult 16+	49	363	1,088	1,500	0.01	0.08	0.25	0.35
Pedal Cycle	0 - 4	-	-	4	4	-	-	0.01	0.01
	5 - 11	1	12	67	80	-	0.03	0.18	0.21
	12 - 15	-	10	45	56	-	0.04	0.19	0.23
	16 - 22	-	13	70	84	-	0.03	0.15	0.17
	23-25	-	7	40	47	-	0.03	0.19	0.22
	26-29	-	10	57	68	-	0.04	0.21	0.25
	30 - 39	2	31	141	173	-	0.05	0.22	0.26
	40 - 49	2	35	133	170	-	0.04	0.17	0.21
	50 - 59	1	22	56	79	-	0.03	0.08	0.11
	60 - 69	1	9	22	32	-	0.02	0.04	0.05
	70 & over	1	4	10	14	-	0.01	0.02	0.02
	Total [1]	**7**	**154**	**647**	**808**	-	**0.03**	**0.12**	**0.15**
	Child 0-15	1	22	117	140	-	0.02	0.13	0.15
	Adult 16+	6	131	529	667	-	0.03	0.12	0.15
Motorcycle [2]	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	1	1	2	-	-	-	0.01
	12 - 15	-	2	6	8	-	0.01	0.02	0.03
	16 - 22	3	56	120	179	0.01	0.12	0.25	0.37
	23-25	3	20	35	58	0.01	0.09	0.16	0.27
	26-29	3	22	48	72	0.01	0.08	0.17	0.26
	30 - 39	8	71	108	186	0.01	0.11	0.16	0.28
	40 - 49	10	92	131	233	0.01	0.12	0.16	0.29
	50 - 59	5	52	71	128	0.01	0.08	0.10	0.18
	60 - 69	1	16	20	37	-	0.03	0.03	0.06
	70 & over	1	4	6	10	-	0.01	0.01	0.02
	Total [1]	**33**	**336**	**547**	**916**	**0.01**	**0.06**	**0.10**	**0.17**
	Child 0-15	-	3	8	11	-	-	0.01	0.01
	Adult 16+	33	333	538	904	0.01	0.08	0.12	0.21
Car	0 - 4	1	10	88	100	-	0.03	0.30	0.34
	5 - 11	2	20	206	228	0.01	0.05	0.54	0.59
	12 - 15	1	15	163	179	0.01	0.06	0.68	0.75
	16 - 22	25	227	1,655	1,906	0.05	0.47	3.45	3.97
	23-25	9	67	547	623	0.04	0.31	2.54	2.90
	26-29	5	65	629	699	0.02	0.24	2.30	2.55
	30 - 39	15	137	1,249	1,401	0.02	0.21	1.91	2.14
	40 - 49	11	123	1,235	1,369	0.01	0.15	1.55	1.72
	50 - 59	10	110	821	941	0.01	0.16	1.18	1.35
	60 - 69	8	83	483	575	0.01	0.14	0.83	0.98
	70 & over	19	112	431	562	0.03	0.18	0.69	0.90
	Total [1]	**107**	**969**	**7,519**	**8,595**	**0.02**	**0.18**	**1.43**	**1.64**
	Child 0-15	4	45	457	506	-	0.05	0.50	0.55
	Adult 16+	103	923	7,050	8,076	0.02	0.21	1.63	1.87

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

Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2008-2012 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	2	3	-	-	0.01	0.01
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	24	25	-	-	0.05	0.05
	23-25	-	1	9	10	-	-	0.04	0.05
	26-29	-	1	12	13	-	-	0.04	0.05
	30 - 39	-	2	31	33	-	-	0.05	0.05
	40 - 49	-	3	38	40	-	-	0.05	0.05
	50 - 59	-	3	35	38	-	-	0.05	0.05
	60 - 69	-	2	18	21	-	-	0.03	0.04
	70 & over	-	1	6	7	-	-	0.01	0.01
	Total [1]	**-**	**15**	**179**	**194**	**-**	**-**	**0.03**	**0.04**
	Child 0-15	-	1	6	7	-	-	0.01	0.01
	Adult 16+	-	14	173	187	-	-	0.04	0.04
Minibus	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	4	6	-	-	0.01	0.01
	23-25	-	-	3	3	-	-	0.01	0.02
	26-29	-	1	2	3	-	-	0.01	0.01
	30 - 39	1	2	6	9	-	-	0.01	0.01
	40 - 49	-	1	9	10	-	-	0.01	0.01
	50 - 59	-	1	6	7	-	-	0.01	0.01
	60 - 69	-	1	4	5	-	-	0.01	0.01
	70 & over	-	1	3	4	-	-	-	0.01
	Total [1]	**1**	**8**	**45**	**54**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	6	6	-	-	0.01	0.01
	Adult 16+	1	8	38	47	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	19	20	-	-	0.07	0.07
	5 - 11	-	-	14	14	-	-	0.04	0.04
	12 - 15	-	2	21	23	-	0.01	0.09	0.10
	16 - 22	-	2	37	39	-	-	0.08	0.08
	23-25	-	1	15	16	-	-	0.07	0.07
	26-29	-	2	18	19	-	0.01	0.06	0.07
	30 - 39	-	2	49	51	-	-	0.07	0.08
	40 - 49	-	3	58	61	-	-	0.07	0.08
	50 - 59	-	7	52	59	-	0.01	0.08	0.08
	60 - 69	-	10	63	73	-	0.02	0.11	0.13
	70 & over	-	19	112	131	-	0.03	0.18	0.21
	Total [1]	**1**	**48**	**460**	**509**	**-**	**0.01**	**0.09**	**0.10**
	Child 0-15	-	3	54	57	-	-	0.06	0.06
	Adult 16+	1	45	405	450	-	0.01	0.09	0.10
Light goods	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	0.01	0.01
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	1	5	38	43	-	0.01	0.08	0.09
	23-25	-	3	23	26	-	0.01	0.11	0.12
	26-29	1	2	26	29	-	0.01	0.09	0.10
	30 - 39	2	9	64	75	-	0.01	0.10	0.11
	40 - 49	1	11	63	75	-	0.01	0.08	0.09
	50 - 59	1	6	43	51	-	0.01	0.06	0.07
	60 - 69	-	2	18	20	-	-	0.03	0.03
	70 & over	-	1	2	4	-	-	-	0.01
	Total [1]	**5**	**41**	**282**	**328**	**-**	**0.01**	**0.05**	**0.06**
	Child 0-15	-	1	5	6	-	-	0.01	0.01
	Adult 16+	5	40	277	322	-	0.01	0.06	0.07

1. Includes those whose age was 'not known'

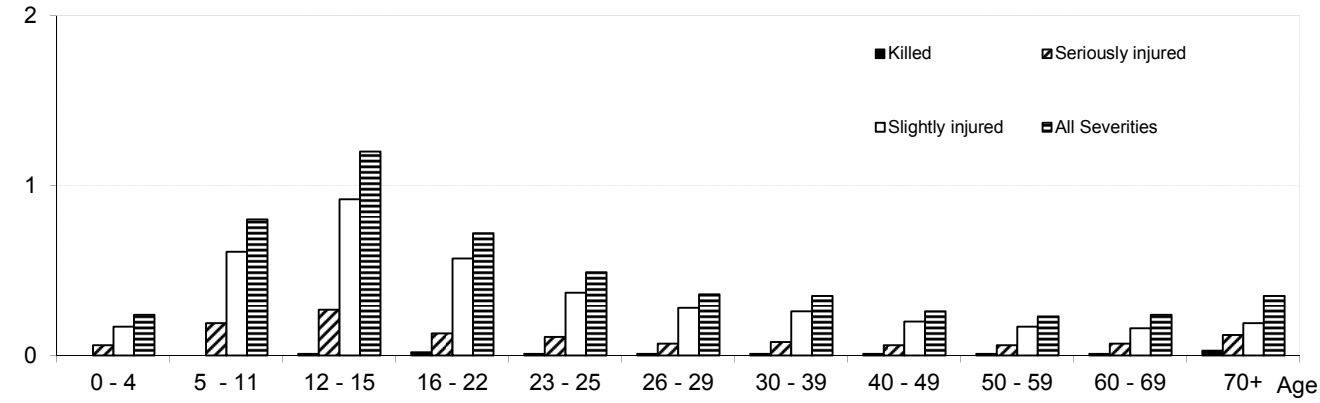
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2008-2012 average

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	-	-	5	6	-	-	0.01	0.01
	23-25	-	1	5	6	-	0.01	0.02	0.03
	26-29	-	2	11	13	-	0.01	0.04	0.05
	30 - 39	1	7	34	41	-	0.01	0.05	0.06
	40 - 49	1	6	41	48	-	0.01	0.05	0.06
	50 - 59	1	5	25	31	-	0.01	0.04	0.04
	60 - 69	1	4	8	13	-	0.01	0.01	0.02
	70 & over	-	-	1	1	-	-	-	-
	Total [1]	**3**	**25**	**131**	**160**	-	**-**	**0.03**	**0.03**
	Child 0-15	-	1	1	1	-	-	-	-
	Adult 16+	3	25	131	159	-	0.01	0.03	0.04
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	2	2	-	-	0.01	0.01
	12 - 15	-	1	4	5	-	-	0.02	0.02
	16 - 22	-	6	17	22	-	0.01	0.03	0.05
	23-25	-	1	7	8	-	-	0.03	0.04
	26-29	-	1	12	14	-	-	0.05	0.05
	30 - 39	-	3	28	31	-	-	0.04	0.05
	40 - 49	-	4	28	33	-	0.01	0.04	0.04
	50 - 59	-	3	20	23	-	-	0.03	0.03
	60 - 69	-	3	7	11	-	-	0.01	0.02
	70 & over	-	2	4	6	-	-	0.01	0.01
	Total [1]	**1**	**24**	**130**	**155**	-	**-**	**0.02**	**0.03**
	Child 0-15	-	1	6	7	-	-	0.01	0.01
	Adult 16+	1	23	123	148	-	0.01	0.03	0.03
Total	0 - 4	1	29	168	198	-	0.10	0.58	0.68
	5 - 11	3	105	530	639	0.01	0.28	1.38	1.67
	12 - 15	3	96	468	566	0.01	0.40	1.95	2.36
	16 - 22	36	376	2,244	2,656	0.08	0.78	4.67	5.53
	23-25	14	124	764	903	0.07	0.58	3.55	4.20
	26-29	11	127	891	1,028	0.04	0.46	3.25	3.75
	30 - 39	35	314	1,877	2,226	0.05	0.48	2.87	3.40
	40 - 49	31	324	1,894	2,249	0.04	0.41	2.38	2.82
	50 - 59	21	248	1,248	1,517	0.03	0.36	1.79	2.18
	60 - 69	18	170	738	926	0.03	0.29	1.26	1.58
	70 & over	37	221	696	955	0.06	0.35	1.12	1.53
	Total [1]	**211**	**2,137**	**11,538**	**13,885**	**0.04**	**0.41**	**2.20**	**2.65**
	Child 0-15	8	230	1,166	1,404	0.01	0.25	1.28	1.54
	Adult 16+	203	1,905	10,352	12,460	0.05	0.44	2.39	2.88

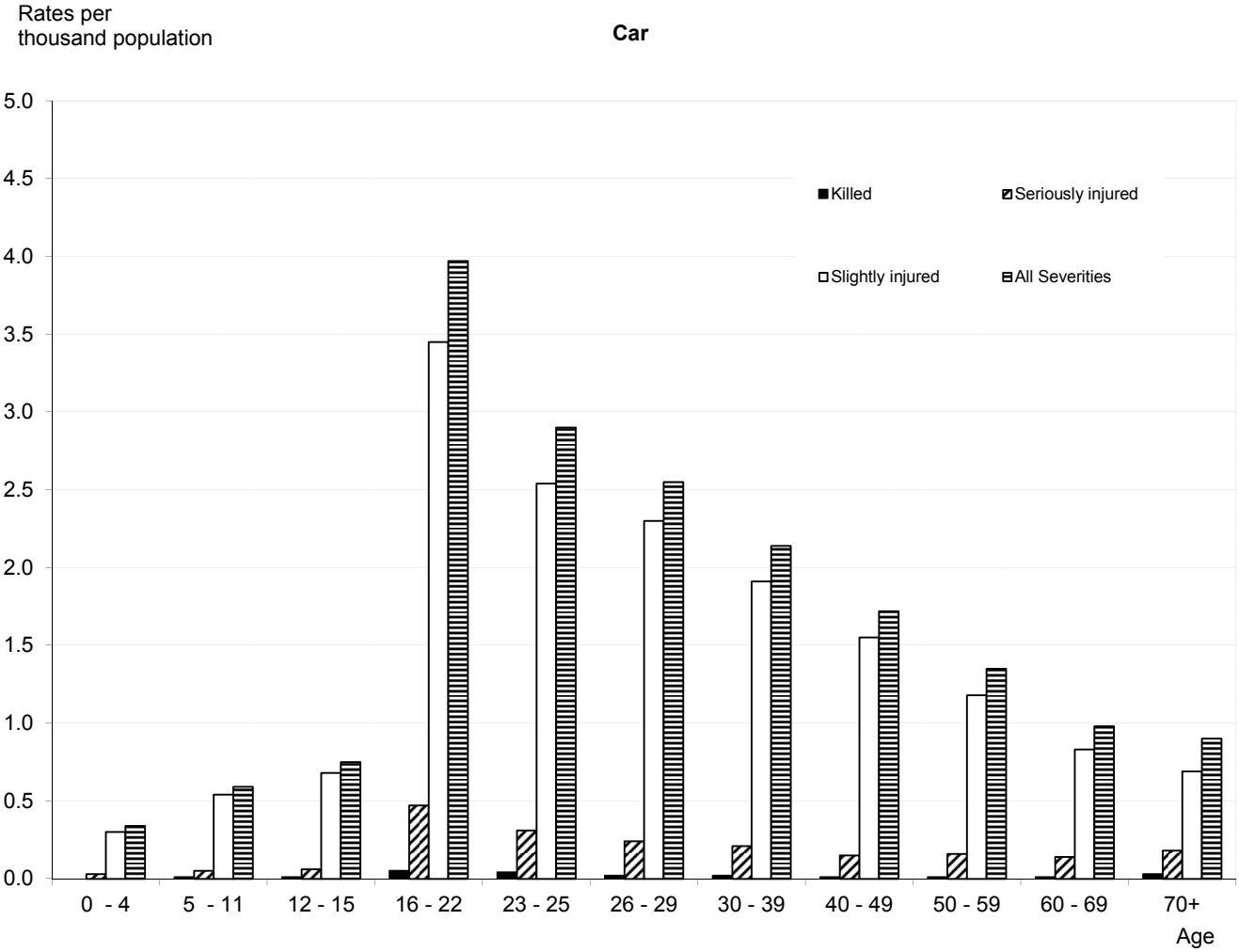
(1) Includes those whose age was 'not known'

Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2008-2012 average

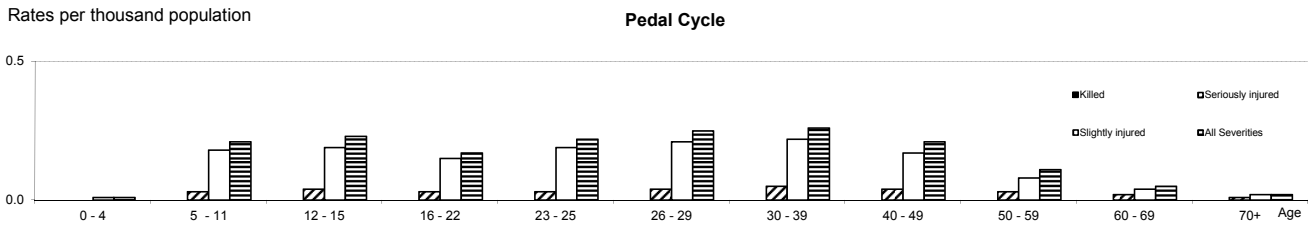
Pedestrian

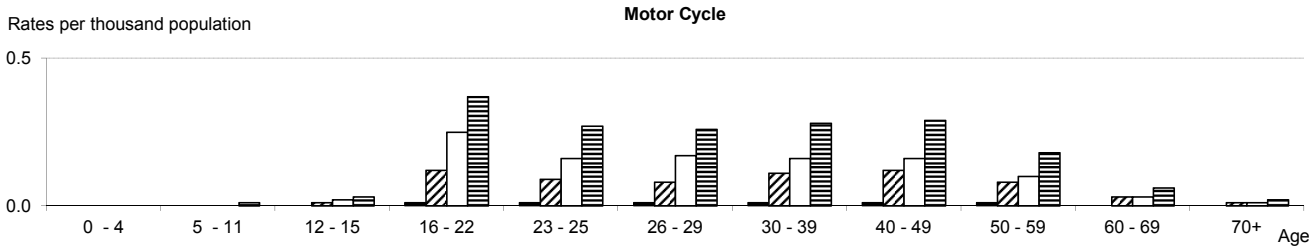


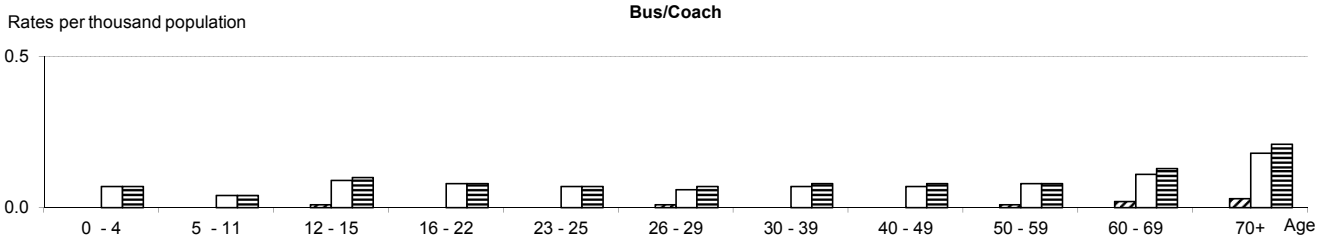
Car

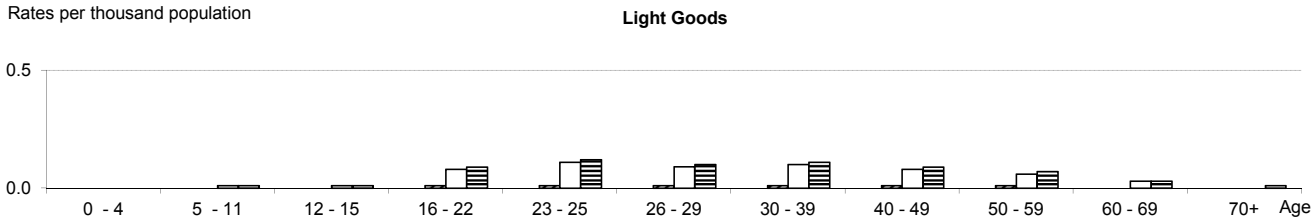


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2008-2012 average









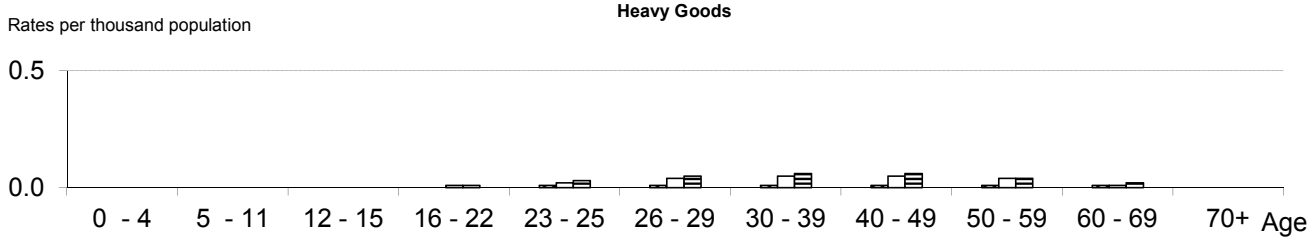


Table 33

Reported casualties by speed limit, mode of transport and severity
2008 to 2012 average

		30 mph	40 mph	50 mph	60 mph	70 mph	Other	Total
Killed	**Pedestrians**	33	4	3	7	3	1	51
	Pedal cycle	2	1	0	4	0	-	7
	Motor cycle	4	2	0	25	2	0	33
	Car users	11	5	3	76	13	-	107
	Bus/coach	1	-	-	0	-	-	1
	Other	2	1	0	6	2	-	11
	Total	53	13	7	118	20	1	211
Serious								
	Pedestrians	454	17	5	21	6	14	517
	Pedal cycle	111	10	2	26	3	3	154
	Motor cycle	113	16	9	180	14	4	336
	Car users	223	42	29	570	98	5	969
	Bus/coach	38	2	1	5	0	2	48
	Other	28	8	2	61	14	1	113
	Total	967	95	48	862	136	29	2,137
All Severities								
	Pedestrians	1,930	50	15	70	16	86	2,167
	Pedal cycle	654	38	7	84	6	20	808
	Motor cycle	400	50	23	394	39	10	916
	Car users	3,418	497	250	3,500	875	54	8,595
	Bus/coach	391	21	9	72	7	9	509
	Other	359	53	25	340	108	6	891
	Total	7,151	711	329	4,460	1,051	183	13,885

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2008-2012 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	-	13	42	-	5	26	-	18	68
5 - 11	1	47	197	-	25	110	1	72	307
12 - 15	1	43	168	-	22	119	1	64	287
16 - 22	6	44	215	2	19	130	8	63	345
23 - 25	1	15	61	-	8	44	2	23	105
26 - 29	2	15	64	-	5	34	2	20	98
30 - 39	4	35	146	2	17	81	7	52	227
40 - 49	4	30	133	1	17	78	5	47	210
50 - 59	3	26	93	1	13	67	4	39	160
60 - 69	2	19	72	3	22	67	5	40	139
70 & over	9	32	99	8	46	117	16	78	216
Total [1]	**33**	**317**	**1,291**	**18**	**200**	**875**	**51**	**517**	**2,167**
Child 0-15	1	102	407	-	52	256	2	154	662
Adult 16+	31	216	882	18	147	618	49	363	1,500
Driver or rider									
0 - 4	-	-	3	-	-	1	-	-	4
5 - 11	1	9	62	-	3	18	1	12	80
12 - 15	-	11	55	-	1	7	-	12	61
16 - 22	14	157	899	4	44	513	18	200	1,412
23 - 25	9	56	337	1	21	238	10	77	575
26 - 29	6	59	416	1	22	274	8	81	692
30 - 39	19	164	994	4	54	615	23	219	1,610
40 - 49	19	187	1,058	3	55	606	22	242	1,664
50 - 59	12	126	667	3	45	380	14	170	1,046
60 - 69	8	66	344	1	23	169	8	89	513
70 & over	11	51	260	4	24	130	15	75	390
Total [1]	**99**	**885**	**5,099**	**21**	**292**	**2,952**	**120**	**1,177**	**8,054**
Child 0-15	1	20	119	-	4	26	1	24	145
Adult 16+	98	865	4,975	21	287	2,924	119	1,152	7,901
Passenger vehicle/pillion									
0 - 4	1	6	66	-	5	59	1	12	127
5 - 11	2	12	122	-	10	130	2	22	252
12 - 15	1	8	90	-	11	129	1	19	218
16 - 22	7	60	439	3	52	460	11	112	899
23 - 25	2	14	109	1	10	114	3	25	223
26 - 29	1	15	113	-	11	126	1	26	240
30 - 39	4	25	163	1	19	227	5	44	390
40 - 49	2	12	138	2	23	236	3	35	374
50 - 59	1	13	98	2	26	212	2	39	310
60 - 69	1	9	66	3	32	208	4	41	274
70 & over	1	13	70	5	55	279	6	68	349
Total [1]	**21**	**189**	**1,477**	**18**	**253**	**2,184**	**40**	**442**	**3,664**
Child 0-15	3	26	278	1	26	318	5	52	597
Adult 16+	18	162	1,196	17	227	1,863	35	390	3,060

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: 2008-2012 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	-	.08	.28	-	.04	.18	-	.06	.24
5 - 11	.00	.24	1.00	-	.13	.59	.00	.19	.80
12 - 15	.01	.35	1.37	.00	.19	1.02	.01	.27	1.20
16 - 22	.02	.18	.88	.01	.08	.55	.02	.13	.72
23 - 25	.01	.14	.56	.00	.07	.41	.01	.11	.49
26 - 29	.01	.11	.46	.00	.04	.25	.01	.07	.36
30 - 39	.01	.11	.46	.01	.05	.24	.01	.08	.35
40 - 49	.01	.08	.35	.00	.04	.19	.01	.06	.26
50 - 59	.01	.08	.27	.00	.04	.19	.01	.06	.23
60 - 69	.01	.07	.25	.01	.07	.22	.01	.07	.24
70 & over	.03	.12	.39	.02	.13	.32	.03	.12	.35
Total [1]	**.01**	**.13**	**.51**	**.01**	**.07**	**.32**	**.01**	**.10**	**.41**
Child 0-15	.00	.22	.87	.00	.12	.57	.00	.17	.72
Adult 16+	.02	.10	.43	.01	.07	.27	.01	.08	.35
Driver or rider									
0 - 4	-	-	.02	-	-	.00	-	.00	.01
5 - 11	.00	.05	.31	.00	.01	.10	.00	.03	.21
12 - 15	.00	.09	.44	-	.01	.06	.00	.05	.26
16 - 22	.06	.64	3.68	.02	.18	2.17	.04	.42	2.94
23 - 25	.08	.51	3.11	.01	.20	2.23	.05	.36	2.67
26 - 29	.05	.43	3.03	.01	.16	2.00	.03	.29	2.52
30 - 39	.06	.51	3.10	.01	.16	1.84	.04	.33	2.46
40 - 49	.05	.49	2.75	.01	.13	1.47	.03	.30	2.09
50 - 59	.03	.37	1.96	.01	.13	1.07	.02	.24	1.50
60 - 69	.03	.23	1.22	.00	.07	.56	.01	.15	.88
70 & over	.04	.20	1.02	.01	.07	.35	.02	.12	.62
Total [1]	**.04**	**.35**	**2.01**	**.01**	**.11**	**1.09**	**.02**	**.22**	**1.54**
Child 0-15	.00	.04	.25	.00	.01	.06	.00	.03	.16
Adult 16+	.05	.42	2.40	.01	.13	1.30	.03	.27	1.83
Passenger vehicle/pillion									
0 - 4	.01	.04	.45	.00	.04	.41	.00	.04	.44
5 - 11	.01	.06	.62	.00	.05	.70	.01	.06	.66
12 - 15	.01	.07	.73	.00	.10	1.10	.01	.08	.91
16 - 22	.03	.25	1.80	.01	.22	1.95	.02	.23	1.87
23 - 25	.01	.13	1.01	.01	.10	1.07	.01	.11	1.04
26 - 29	.01	.11	.83	.00	.08	.92	.00	.09	.87
30 - 39	.01	.08	.51	.00	.06	.68	.01	.07	.60
40 - 49	.00	.03	.36	.00	.06	.57	.00	.04	.47
50 - 59	.00	.04	.29	.00	.07	.60	.00	.06	.45
60 - 69	.00	.03	.23	.01	.10	.69	.01	.07	.47
70 & over	.00	.05	.27	.01	.15	.76	.01	.11	.56
Total [1]	**.01**	**.07**	**.58**	**.01**	**.09**	**.81**	**.01**	**.08**	**.70**
Child 0-15	.01	.06	.59	.00	.06	.71	.01	.06	.65
Adult 16+	.01	.08	.58	.01	.10	.83	.01	.09	.71

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, 2008-12 averages and 2008 to 2012

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**
	2008	55	9	38	325	38	465
	2009	51	9	32	244	37	373
	2010	49	3	28	233	37	350
	2011	48	5	41	271	17	382
	2012	40	6	31	207	16	300
	2008-12 average	**49**	**6**	**34**	**256**	**29**	**374**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2008	11	-	16	169	10	206
	2009	12	2	13	155	9	191
	2010	11	2	24	149	13	199
	2011	11	5	14	138	8	176
	2012	6	1	13	107	11	138
	2008-12 average	**10**	**2**	**16**	**144**	**10**	**182**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2008	-	-	-	-	39	39
	2009	-	-	-	-	33	33
	2010	-	-	-	-	37	37
	2011	-	-	-	-	30	30
	2012	-	-	-	-	21	21
	2008-12 average	**-**	**-**	**-**	**-**	**32**	**32**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2008	-	-	2	13	79	94
	2009	3	-	-	4	51	58
	2010	-	-	-	4	40	44
	2011	1	-	1	5	33	40
	2012	-	-	1	8	34	43
	2008-12 average	**1**	**-**	**1**	**7**	**47**	**56**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2008	66	9	56	507	166	804
	2009	66	11	45	403	130	655
	2010	60	5	52	386	127	630
	2011	60	10	56	414	88	628
	2012	46	7	45	322	82	502
	2008-12 average	**60**	**8**	**51**	**406**	**119**	**644**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2008-12 averages and 2008 to 2012

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**
	2008	174	11	143	539	68	935
	2009	132	13	122	507	69	843
	2010	110	11	105	430	55	711
	2011	129	10	123	442	58	762
	2012	164	11	117	477	60	829
	2008-12 average	**142**	**11**	**122**	**479**	**62**	**816**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	2008	22	1	47	118	8	196
	2009	14	3	29	87	9	142
	2010	17	2	24	86	13	142
	2011	15	4	29	105	8	161
	2012	17	1	38	94	4	154
	2008-12 average	**17**	**2**	**33**	**98**	**8**	**159**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2008	-	-	-	-	198	198
	2009	-	-	-	-	169	169
	2010	-	-	-	-	196	196
	2011	-	-	-	-	192	192
	2012	-	-	-	-	167	167
	2008-12 average	**-**	**-**	**-**	**-**	**184**	**184**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2008	6	-	6	46	266	324
	2009	4	-	4	54	211	273
	2010	7	-	4	42	165	218
	2011	2	-	4	36	179	221
	2012	4	-	3	36	182	225
	2008-12 average	**5**	**-**	**4**	**43**	**201**	**252**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2008	202	12	196	703	540	1,653
	2009	150	16	155	648	458	1,427
	2010	134	13	133	558	429	1,267
	2011	146	14	156	583	437	1,336
	2012	185	12	158	607	413	1,375
	2008-12 average	**163**	**13**	**160**	**620**	**455**	**1,412**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	1	-	2	2	3	10	3	14	31	75	123	133	68	18	52	146	310	526	594
	2009	1	2	1	3	4	11	2	8	11	50	71	82	64	20	46	109	259	434	498
	2010	2	2	3	5	7	17	2	6	19	31	58	75	72	13	24	93	205	335	407
	2011	2	1	4	5	7	16	7	5	15	56	83	99	62	13	25	93	219	350	412
	2012	1	-	7	7	8	11	6	9	27	56	98	109	52	15	27	108	240	390	442
	2008-12 average	**1**	**1**	**3**	**4**	**6**	**13**	**4**	**8**	**21**	**54**	**87**	**100**	**64**	**16**	**35**	**110**	**247**	**407**	**471**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*25*	*34*	*33*	*33*	*-16*	*0*	*-22*	*-13*	*-8*	*-10*	*-11*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-5*	*28*	*18*	*21*	*3*	*5*	*0*	*-11*	*-5*	*-6*	*-5*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	2008	3	21	2	23	26	52	60	73	19	28	180	232	178	235	280	62	141	718	896
	2009	4	16	2	18	22	43	65	81	14	21	181	224	170	280	296	54	107	737	907
	2010	4	19	3	22	26	49	63	68	3	19	153	202	169	221	262	32	110	625	794
	2011	4	5	2	7	11	34	60	68	8	21	157	191	120	198	226	35	85	544	664
	2012	3	9	2	11	14	37	64	74	7	21	166	203	119	198	237	32	100	567	686
	2008-12 average	**4**	**14**	**2**	**16**	**20**	**43**	**62**	**73**	**10**	**22**	**167**	**210**	**151**	**226**	**260**	**43**	**109**	**638**	**789**
	% ch on 04-08 av: 2012	*-*	*-64*	*-*	*-59*	*-58*	*6*	*18*	*49*	*-*	*13*	*27*	*22*	*-26*	*-21*	*-6*	*-20*	*-16*	*-14*	*-17*
	08-12 av	*-*	*-44*	*-*	*-39*	*-41*	*24*	*15*	*46*	*-*	*18*	*28*	*27*	*-7*	*-10*	*3*	*7*	*-9*	*-4*	*-4*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	2008	2	9	2	11	13	8	22	17	8	9	56	64	35	102	92	48	85	327	362
	2009	1	6	-	6	7	7	14	15	11	13	53	60	46	62	88	38	74	262	308
	2010	1	2	3	5	6	9	13	15	6	11	45	54	44	52	67	35	49	203	247
	2011	1	3	1	4	5	9	9	15	13	11	48	57	40	65	64	52	69	250	290
	2012	-	4	1	5	5	8	12	10	7	8	37	45	42	57	70	32	62	221	263
	2008-12 average	**1**	**5**	**1**	**6**	**7**	**8**	**14**	**14**	**9**	**10**	**48**	**56**	**41**	**68**	**76**	**41**	**68**	**253**	**294**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-58*	*-32*	*-49*	*-56*	*-*	*-47*	*-48*	*-46*	*-20*	*-44*	*-30*	*-43*	*-32*	*-37*	*-34*
	08-12 av	*-*	*-*	*-*	*-*	*-40*	*-31*	*-40*	*-37*	*-*	*-31*	*-33*	*-32*	*-21*	*-34*	*-23*	*-28*	*-25*	*-28*	*-27*

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 2008-2012 averages, 2008-12

		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**
	2008	7	5	1	6	13	54	31	7	9	10	57	111	207	92	36	54	47	229	436
	2009	3	2	-	2	5	33	20	8	3	9	40	73	174	84	42	44	43	213	387
	2010	8	5	2	7	15	34	19	6	2	5	32	66	174	85	43	46	48	222	396
	2011	5	-	-	0	5	32	9	5	8	4	26	58	158	56	26	38	39	159	317
	2012	4	-	-	0	4	34	14	6	2	7	29	63	116	74	46	17	44	181	297
	2008-12 average	**5**	**2**	**1**	**3**	**8**	**37**	**19**	**6**	**5**	**7**	**37**	**74**	**166**	**78**	**39**	**40**	**44**	**201**	**367**
	% ch on 04-08 av: 2012	-	-	-	-	*-67*	*-11*	*-39*	-	-	-	*-40*	*-27*	*-37*	*-26*	*5*	*-64*	*-15*	*-25*	*-30*
	08-12 av	-	-	-	-	*-31*	*-2*	*-18*	-	-	-	*-24*	*-15*	*-10*	*-22*	*-12*	*-15*	*-15*	*-17*	*-14*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	2008	-	1	1	2	2	-	5	2	4	12	23	23	-	18	9	29	54	110	110
	2009	-	3	-	3	3	-	7	1	2	4	14	14	-	25	9	21	42	97	97
	2010	-	2	-	2	2	-	6	3	2	8	19	19	-	18	9	22	42	91	91
	2011	1	1	-	1	2	-	4	-	6	-	10	10	4	17	5	28	34	84	88
	2012	-	-	-	-	-	1	8	1	3	6	18	19	4	33	5	29	42	109	113
	2008-12 average	**0**	**1**	**0**	**2**	**2**	**0**	**6**	**1**	**3**	**6**	**17**	**17**	**2**	**22**	**7**	**26**	**43**	**98**	**100**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	-	*-12*	*-7*	-	*4*	*-63*	*23*	*-14*	*-7*	*-4*
	08-12 av	-	-	-	-	-	-	-	-	-	-	*-18*	*-17*	-	*-30*	*-45*	*9*	*-12*	*-16*	*-15*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	2008	5	3	2	5	10	35	25	28	8	9	70	105	201	93	143	42	73	351	552
	2009	8	1	1	2	10	47	26	24	6	17	73	120	202	107	109	41	74	331	533
	2010	3	2	-	2	5	25	9	21	5	7	42	67	146	87	113	35	78	313	459
	2011	8	1	-	1	9	25	15	30	8	6	59	84	146	73	122	26	57	278	424
	2012	1	4	1	5	6	25	24	23	6	5	58	83	121	97	107	37	64	305	426
	2008-12 average	**5**	**2**	**1**	**3**	**8**	**31**	**20**	**25**	**7**	**9**	**60**	**92**	**163**	**91**	**119**	**36**	**69**	**316**	**479**
	% ch on 04-08 av: 2012	-	-	-	-	*-58*	*-48*	*0*	*-22*	-	*-72*	*-26*	*-35*	*-48*	*-10*	*-24*	*-22*	*-31*	*-22*	*-31*
	08-12 av	-	-	-	-	*-44*	*-35*	*-18*	*-14*	-	*-50*	*-23*	*-28*	*-30*	*-15*	*-16*	*-24*	*-25*	*-19*	*-23*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	1	-	3	3	4	5	1	1	8	44	54	59	44	10	3	50	213	276	320
	2009	3	1	1	2	5	9	3	-	10	43	56	65	34	14	1	52	242	309	343
	2010	2	-	3	3	5	7	-	-	4	30	34	41	33	8	2	27	184	221	254
	2011	-	1	1	2	2	5	-	1	13	33	47	52	28	6	2	74	187	269	297
	2012	1	-	1	1	2	4	3	-	11	29	43	47	29	6	3	36	189	234	263
	2008-12 average	**1**	**0**	**2**	**2**	**4**	**6**	**1**	**0**	**9**	**36**	**47**	**53**	**34**	**9**	**2**	**48**	**203**	**262**	**295**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	*-35*	*-24*	*-27*	*-36*	-	-	*-31*	*-22*	*-23*	*-25*
	08-12 av	-	-	-	-	-	-	-	-	-	*-20*	*-17*	*-18*	*-26*	-	-	*-8*	*-16*	*-14*	*-16*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	2008	1	7	-	7	8	11	15	14	5	14	48	59	47	75	69	34	71	249	296
	2009	3	2	-	2	5	11	12	6	5	10	33	44	63	80	50	28	65	223	286
	2010	1	3	1	4	5	12	10	8	8	12	38	50	57	67	39	40	67	213	270
	2011	-	3	1	4	4	5	14	8	7	9	38	43	37	74	51	37	67	229	266
	2012	-	3	-	3	3	10	11	7	5	10	33	43	35	61	44	40	54	199	234
	2008-12 average	**1**	**4**	**0**	**4**	**5**	**10**	**12**	**9**	**6**	**11**	**38**	**48**	**48**	**71**	**51**	**36**	**65**	**223**	**270**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	*-28*	*-42*	-	*-35*	*-31*	*-23*	*-29*	*-25*	*-40*	*16*	*-46*	*-31*	*-31*
	08-12 av	-	-	-	-	-	-	*-18*	*-28*	-	*-29*	*-21*	*-15*	*-4*	*-13*	*-30*	*4*	*-35*	*-23*	*-20*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	2008	-	2	-	2	2	-	3	4	6	9	22	22	-	25	30	53	75	183	183
	2009	-	-	2	2	2	-	7	2	7	5	21	21	-	23	30	62	70	185	185
	2010	-	-	4	4	4	-	2	1	9	10	22	22	-	23	11	65	83	182	182
	2011	-	-	-	-	-	-	-	1	5	10	16	16	-	15	12	72	79	178	178
	2012	-	-	-	-	-	-	1	5	5	15	26	26	-	8	28	31	77	144	144
	2008-12 average	**-**	**0**	**1**	**2**	**2**	**-**	**3**	**3**	**6**	**10**	**21**	**21**	**-**	**19**	**22**	**57**	**77**	**174**	**174**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	*25*	*-1*	*-1*	-	*-66*	*4*	*-56*	*-24*	*-35*	*-35*
	08-12 av	-	-	-	-	-	-	-	-	-	*-18*	*-18*	*-18*	-	*-20*	*-18*	*-19*	*-24*	*-21*	*-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 2008-2012 averages, 2008-12

		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**
	2008	2	1	-	1	3	1	6	6	1	6	19	20	37	55	37	30	82	204	241
	2009	-	7	1	8	8	10	8	12	1	8	29	39	34	37	59	24	76	196	230
	2010	-	2	1	3	3	8	6	6	2	12	26	34	43	44	55	33	72	204	247
	2011	-	-	1	1	1	5	9	4	2	9	24	29	36	44	32	25	70	171	207
	2012	-	-	-	-	-	2	8	4	1	8	21	23	44	30	41	24	79	174	218
	2008-12 average	**0**	**2**	**1**	**3**	**3**	**5**	**7**	**6**	**1**	**9**	**24**	**29**	**39**	**42**	**45**	**27**	**76**	**190**	**229**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	*-33*	*-34*	*-35*	*3*	*-39*	*-29*	*3*	*-16*	*-23*	*-18*
	08-12 av	-	-	-	-	-	-	-	-	-	*-28*	*-25*	*-19*	*-9*	*-14*	*-23*	*17*	*-20*	*-15*	*-15*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	2008	-	-	1	1	1	4	5	3	5	8	21	25	19	11	11	28	64	114	133
	2009	-	-	2	2	2	4	2	2	4	7	15	19	15	15	10	27	58	110	125
	2010	-	1	-	1	1	5	4	3	3	10	20	25	16	12	15	25	54	106	122
	2011	-	1	1	2	2	-	-	-	4	8	12	12	13	4	18	55	64	141	154
	2012	-	-	2	2	2	1	-	-	4	7	11	12	9	8	20	32	52	112	121
	2008-12 average	**-**	**0**	**1**	**2**	**2**	**3**	**2**	**2**	**4**	**8**	**16**	**19**	**14**	**10**	**15**	**33**	**58**	**117**	**131**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	-	*-50*	*-49*	*-31*	*-26*	*-12*	*-18*	*-35*	*-26*	*-26*
	08-12 av	-	-	-	-	-	-	-	-	-	-	*-28*	*-21*	*11*	*-7*	*-35*	*-14*	*-26*	*-23*	*-20*
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**
	2008	1	1	11	12	13	5	3	6	70	99	178	183	119	46	21	540	807	1,414	1,533
	2009	-	1	6	7	7	2	6	7	46	80	139	141	94	24	30	470	784	1,308	1,402
	2010	1	1	2	3	4	4	3	6	45	74	128	132	108	27	37	498	724	1,286	1,394
	2011	2	2	6	8	10	3	5	3	54	101	163	166	73	19	20	477	782	1,298	1,371
	2012	-	-	13	13	13	8	4	2	68	106	180	188	102	22	16	462	770	1,270	1,372
	2008-12 average	**1**	**1**	**8**	**9**	**9**	**4**	**4**	**5**	**57**	**92**	**158**	**162**	**99**	**28**	**25**	**489**	**773**	**1,315**	**1,414**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	*-4*	*9*	*-0*	*0*	*-6*	*-61*	*-58*	*-27*	*-8*	*-19*	*-18*
	08-12 av	-	-	-	-	-	-	-	-	*-21*	*-6*	*-13*	*-14*	*-9*	*-51*	*-35*	*-23*	*-8*	*-16*	*-15*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	-	-	1	1	1	-	9	-	2	5	16	16	-	52	12	16	16	96	96
	2009	-	-	-	-	-	-	4	2	-	1	7	7	-	28	12	2	7	49	49
	2010	-	1	1	2	2	-	8	1	1	-	10	10	-	34	6	7	8	55	55
	2011	-	1	-	1	1	-	3	-	1	-	4	4	-	18	1	8	11	38	38
	2012	-	1	1	2	2	-	4	1	3	-	8	8	-	24	7	6	5	42	42
	2008-12 average	**-**	**1**	**1**	**1**	**1**	**-**	**6**	**1**	**1**	**1**	**9**	**9**	**-**	**31**	**8**	**8**	**9**	**56**	**56**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	-	*-41*	*-41*	-	*-25*	*-36*	*-55*	*-66*	*-41*	*-41*
	08-12 av	-	-	-	-	-	-	-	-	-	-	*-34*	*-34*	-	*-3*	*-31*	*-42*	*-36*	*-21*	*-21*
Falkirk	**2004-08 average**	**1**	**2**	**2**	**4**	**5**	**5**	**14**	**9**	**13**	**26**	**61**	**66**	**35**	**67**	**45**	**86**	**167**	**366**	**401**
	2008	-	1	3	4	4	4	13	8	16	28	65	69	31	64	42	81	183	370	401
	2009	-	2	1	3	3	8	12	9	6	20	47	55	35	90	43	68	159	360	395
	2010	-	1	-	1	1	8	5	6	7	17	35	43	30	43	31	88	107	269	299
	2011	1	-	-	0	1	4	10	2	13	14	39	43	30	53	32	76	144	305	335
	2012	2	3	5	8	10	7	14	5	18	20	57	64	38	66	18	80	138	302	340
	2008-12 average	**1**	**1**	**2**	**3**	**4**	**6**	**11**	**6**	**12**	**20**	**49**	**55**	**33**	**63**	**33**	**79**	**146**	**321**	**354**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	*0*	-	*41*	*-22*	*-7*	*-3*	*10*	*-2*	*-60*	*-7*	*-18*	*-18*	*-15*
	08-12 av	-	-	-	-	-	-	*-23*	-	*-6*	*-23*	*-21*	*-17*	*-5*	*-6*	*-27*	*-9*	*-13*	*-12*	*-12*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	2008	1	9	4	13	14	9	27	32	14	32	105	114	94	150	158	85	245	638	732
	2009	-	4	2	6	6	8	25	31	16	34	106	114	88	147	132	103	296	678	766
	2010	5	5	3	8	13	25	23	21	16	34	94	119	114	130	117	95	269	611	725
	2011	-	10	1	11	11	8	20	14	16	34	84	92	76	115	87	90	229	521	597
	2012	-	4	3	7	7	11	23	18	18	30	89	100	72	106	88	103	180	477	549
	2008-12 average	**1**	**6**	**3**	**9**	**10**	**12**	**24**	**23**	**16**	**33**	**96**	**108**	**89**	**130**	**116**	**95**	**244**	**585**	**674**
	% ch on 04-08 av: 2012	-	-	-	*-52*	*-62*	*-47*	*-41*	*-48*	*7*	*-38*	*-36*	*-37*	*-36*	*-46*	*-44*	*-9*	*-39*	*-37*	*-37*
	08-12 av	-	-	-	*-38*	*-45*	*-41*	*-40*	*-33*	*-5*	*-32*	*-31*	*-32*	*-21*	*-34*	*-26*	*-16*	*-17*	*-23*	*-23*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	-	-	15	15	15	8	1	4	78	230	313	321	213	19	12	553	1,213	1,797	2,010
	2009	1	-	17	17	18	11	1	2	64	146	213	224	174	27	14	481	1,184	1,706	1,880
	2010	1	1	9	10	11	11	4	-	68	127	199	210	232	28	3	430	1,000	1,461	1,693
	2011	3	1	9	10	13	6	1	-	64	106	171	177	172	22	8	454	922	1,406	1,578
	2012	-	-	7	7	7	12	4	1	53	118	176	188	178	29	20	460	949	1,458	1,636
	2008-12 average	**1**	**0**	**11**	**12**	**13**	**10**	**2**	**1**	**65**	**145**	**214**	**224**	**194**	**25**	**11**	**476**	**1,054**	**1,566**	**1,759**
	% ch on 04-08 av: 2012	*-*	*-*	*-57*	*-58*	*-60*	*-14*	*-*	*-*	*-28*	*-36*	*-34*	*-33*	*-16*	*-18*	*15*	*-28*	*-34*	*-31*	*-30*
	08-12 av	*-*	*-*	*-30*	*-29*	*-27*	*-31*	*-*	*-*	*-11*	*-22*	*-20*	*-20*	*-8*	*-29*	*-34*	*-25*	*-26*	*-26*	*-25*
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	2008	18	13	3	16	34	61	17	15	4	17	53	114	432	126	135	18	135	414	846
	2009	20	7	1	8	28	75	22	17	1	13	53	128	501	143	138	9	152	442	943
	2010	13	8	5	13	26	49	21	15	2	15	53	102	384	101	113	16	111	341	725
	2011	10	8	3	11	21	43	25	10	1	19	55	98	318	123	88	18	138	367	685
	2012	10	6	-	6	16	46	18	15	3	16	52	98	315	167	144	16	135	462	777
	2008-12 average	**14**	**8**	**2**	**11**	**25**	**55**	**21**	**14**	**2**	**16**	**53**	**108**	**390**	**132**	**124**	**15**	**134**	**405**	**795**
	% ch on 04-08 av: 2012	*-44*	*-*	*-*	*-40*	*-42*	*-43*	*-41*	*-39*	*-*	*-25*	*-35*	*-39*	*-35*	*12*	*-5*	*-22*	*-1*	*1*	*-18*
	08-12 av	*-20*	*-*	*-*	*8*	*-10*	*-32*	*-32*	*-41*	*-*	*-25*	*-33*	*-33*	*-19*	*-11*	*-19*	*-25*	*-2*	*-12*	*-16*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	2008	-	-	2	2	2	10	4	2	3	20	29	39	62	10	12	23	155	200	262
	2009	-	1	1	2	2	6	2	2	3	13	20	26	36	9	4	22	111	146	182
	2010	1	-	-	0	1	3	-	2	1	15	18	21	41	11	6	28	119	164	205
	2011	-	-	1	1	1	7	-	2	2	15	19	26	56	4	10	16	122	152	208
	2012	1	-	-	0	1	4	2	1	2	16	21	25	38	10	7	17	98	132	170
	2008-12 average	**0**	**0**	**1**	**1**	**1**	**6**	**2**	**2**	**2**	**16**	**21**	**27**	**47**	**9**	**8**	**21**	**121**	**159**	**205**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-7*	*-22*	*-30*	*-39*	*-12*	*-58*	*-38*	*-29*	*-32*	*-34*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-8*	*-20*	*-23*	*-25*	*-23*	*-53*	*-23*	*-12*	*-18*	*-20*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	-	-	3	3	3	5	6	4	6	13	29	34	54	51	34	51	103	239	293
	2009	1	2	-	2	3	7	10	2	6	10	28	35	39	48	31	35	127	241	280
	2010	-	1	-	1	1	7	7	-	2	13	22	29	41	49	25	35	113	222	263
	2011	-	-	3	3	3	1	5	2	2	17	26	27	30	39	15	43	97	194	224
	2012	4	-	-	0	4	4	6	3	4	6	19	23	53	43	39	56	117	255	308
	2008-12 average	**1**	**1**	**1**	**2**	**3**	**5**	**7**	**2**	**4**	**12**	**25**	**30**	**43**	**46**	**29**	**44**	**111**	**230**	**274**
	% ch on 04-08 av: 2012	-	-	-	-	-	-	-	-	-	*-65*	*-42*	*-44*	*12*	*-19*	*2*	*42*	*-1*	*2*	*4*
	08-12 av	-	-	-	-	-	-	-	-	-	*-31*	*-24*	*-29*	*-8*	*-14*	*-25*	*12*	*-6*	*-8*	*-8*
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	2008	2	4	-	4	6	10	7	21	1	9	38	48	50	47	56	27	52	182	232
	2009	2	1	2	3	5	18	10	6	3	4	23	41	79	59	49	16	66	190	269
	2010	1	1	2	3	4	11	7	8	2	7	24	35	48	25	45	13	40	123	171
	2011	1	3	-	3	4	10	1	5	3	5	14	24	41	34	38	15	36	123	164
	2012	1	1	-	1	2	15	17	4	-	8	29	44	54	49	22	4	37	112	166
	2008-12 average	**1**	**2**	**1**	**3**	**4**	**13**	**8**	**9**	**2**	**7**	**26**	**38**	**54**	**43**	**42**	**15**	**46**	**146**	**200**
	% ch on 04-08 av: 2012	-	-	-	-	-	*44*	-	*-65*	-	-	*-4*	*8*	*-11*	*1*	*-62*	*-76*	*-19*	*-34*	*-28*
	08-12 av	-	-	-	-	-	*23*	-	*-23*	-	-	*-15*	*-5*	*-11*	*-12*	*-27*	*-11*	*1*	*-14*	*-13*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	2008	2	2	2	4	6	10	6	7	4	26	43	53	77	21	41	42	123	227	304
	2009	2	1	1	2	4	12	6	19	5	20	50	62	82	25	55	27	123	230	312
	2010	1	3	1	4	5	6	3	6	5	5	19	25	62	23	50	22	73	168	230
	2011	-	3	1	4	4	6	3	8	4	18	33	39	72	20	35	55	99	209	281
	2012	-	1	1	2	2	12	1	6	3	14	24	36	62	28	41	32	96	197	259
	2008-12 average	**1**	**2**	**1**	**3**	**4**	**9**	**4**	**9**	**4**	**17**	**34**	**43**	**71**	**23**	**44**	**36**	**103**	**206**	**277**
	% ch on 04-08 av: 2012	-	-	-	-	-	*-31*	-	*-58*	-	*-31*	*-49*	*-44*	*-35*	*-29*	*-38*	*-32*	*-31*	*-32*	*-33*
	08-12 av	-	-	-	-	-	*-47*	-	*-36*	-	*-18*	*-28*	*-33*	*-26*	*-41*	*-33*	*-25*	*-26*	*-29*	*-28*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	5	3	5	8	13	17	9	10	25	37	81	98	104	68	76	200	403	747	851
	2009	3	2	5	7	10	8	6	5	19	56	86	94	112	74	75	216	403	768	880
	2010	-	-	2	2	2	7	3	8	15	44	70	77	84	52	61	217	348	678	762
	2011	1	2	8	10	11	4	3	6	11	35	55	59	82	51	68	158	390	667	749
	2012	-	5	1	6	6	7	6	9	9	42	66	73	113	44	68	151	326	589	702
	2008-12 average	**2**	**2**	**4**	**7**	**8**	**9**	**5**	**8**	**16**	**43**	**72**	**80**	**99**	**58**	**70**	**188**	**374**	**690**	**789**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-49*	*-33*	*-*	*-42*	*-58*	*-15*	*-31*	*-32*	*-7*	*-54*	*-31*	*-34*	*-30*	*-34*	*-31*
	08-12 av	*-*	*-*	*-*	*-*	*-29*	*-17*	*-*	*-51*	*-26*	*-14*	*-26*	*-25*	*-18*	*-39*	*-30*	*-18*	*-20*	*-23*	*-22*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	2008	-	2	-	2	2	-	4	1	-	2	7	7	-	21	8	6	9	44	44
	2009	-	-	-	-	-	-	3	2	-	1	6	6	-	24	3	4	4	35	35
	2010	-	-	-	-	-	-	3	-	1	1	5	5	-	24	4	5	5	38	38
	2011	-	-	-	-	-	-	1	-	-	1	2	2	-	13	9	3	1	26	26
	2012	-	4	1	5	5	-	5	1	1	4	11	11	-	20	1	4	8	33	33
	2008-12 average	**-**	**1**	**0**	**1**	**1**	**-**	**3**	**1**	**0**	**2**	**6**	**6**	**-**	**20**	**5**	**4**	**5**	**35**	**35**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-15*	*-*	*-*	*-22*	*-30*	*-30*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-14*	*-*	*-*	*-47*	*-25*	*-25*
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	2008	7	6	1	7	14	34	40	19	6	17	82	116	157	117	96	50	68	331	488
	2009	3	5	1	6	9	37	37	16	5	14	72	109	188	129	88	44	72	333	521
	2010	12	7	-	7	19	24	21	16	10	9	56	80	154	91	79	69	57	296	450
	2011	10	7	1	8	18	36	25	15	4	10	54	90	147	91	59	43	60	253	400
	2012	6	4	2	6	12	30	21	15	9	13	58	88	144	75	65	55	53	248	392
	2008-12 average	**8**	**6**	**1**	**7**	**14**	**32**	**29**	**16**	**7**	**13**	**64**	**97**	**158**	**101**	**77**	**52**	**62**	**292**	**450**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-22*	*-30*	*-39*	*-34*	*-38*	*-18*	*-34*	*-33*	*-18*	*-36*	*-38*	*-15*	*-32*	*-32*	*-27*
	08-12 av	*-*	*-*	*-*	*-*	*-6*	*-25*	*-17*	*-29*	*-53*	*-20*	*-26*	*-26*	*-10*	*-14*	*-26*	*-19*	*-20*	*-20*	*-16*

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Years: 2004-2008 and 2008-2012 averages, 2008-12

		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**
	2008	2	-	7	7	9	6	4	7	11	38	60	66	76	22	36	112	214	384	460
	2009	1	1	-	1	2	10	12	6	8	30	56	66	68	32	23	85	184	324	392
	2010	2	-	-	0	2	10	5	3	12	32	52	62	72	41	24	86	191	342	414
	2011	2	-	5	5	7	7	4	7	7	27	45	52	82	58	30	91	222	401	483
	2012	2	1	5	6	8	3	2	2	12	27	43	46	73	18	20	107	213	358	431
	2008-12 average	**2**	**0**	**3**	**4**	**6**	**7**	**5**	**5**	**10**	**31**	**51**	**58**	**74**	**34**	**27**	**96**	**205**	**362**	**436**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-32*	*-12*	*-30*	*-34*	*-24*	*-40*	*-55*	*-20*	*-18*	*-24*	*-24*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-43*	*0*	*-16*	*-16*	*-23*	*13*	*-40*	*-28*	*-22*	*-23*	*-23*
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	2008	2	7	-	7	9	23	33	20	2	13	68	91	136	170	133	21	70	394	530
	2009	5	7	1	8	13	25	30	19	3	14	66	91	130	148	126	11	90	375	505
	2010	3	6	-	6	9	20	31	20	4	11	66	86	94	121	91	29	63	304	398
	2011	1	5	-	5	6	17	31	9	1	6	47	64	78	151	74	10	55	290	368
	2012	-	9	1	10	10	12	27	12	3	15	57	69	75	142	78	12	63	295	370
	2008-12 average	**2**	**7**	**0**	**7**	**9**	**19**	**30**	**16**	**3**	**12**	**61**	**80**	**103**	**146**	**100**	**17**	**68**	**332**	**434**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-19*	*-42*	*-28*	*-45*	*-*	*12*	*-23*	*-27*	*-38*	*-27*	*-45*	*-23*	*-25*	*-32*	*-34*
	08-12 av	*-*	*-*	*-*	*-*	*-24*	*-6*	*-19*	*-27*	*-*	*-12*	*-18*	*-15*	*-15*	*-25*	*-29*	*6*	*-19*	*-24*	*-22*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	2008	-	-	-	-	-	-	4	-	-	1	5	5	-	15	5	2	2	24	24
	2009	-	-	-	-	-	-	2	1	-	2	5	5	-	38	14	13	7	72	72
	2010	-	1	-	1	1	-	-	1	-	2	3	3	-	34	11	4	6	55	55
	2011	-	-	-	-	-	-	4	-	1	-	5	5	-	24	8	8	6	46	46
	2012	-	-	-	-	-	-	5	1	-	1	7	7	-	25	5	5	6	41	41
	2008-12 average	**-**	**0**	**-**	**0**	**0**	**-**	**3**	**1**	**0**	**1**	**5**	**5**	**-**	**27**	**9**	**6**	**5**	**48**	**48**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-19*	*-*	*-*	*-*	*-19*	*-19*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-12*	*-*	*-*	*-*	*-6*	*-6*

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 2008-2012 averages, 2008-12

		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**
	2008	2	3	1	4	6	11	4	10	10	15	39	50	54	31	74	46	70	221	275
	2009	2	-	1	1	3	10	13	8	15	9	45	55	99	55	50	65	93	263	362
	2010	4	3	3	6	10	18	9	5	11	7	32	50	73	44	40	58	56	198	271
	2011	-	-	3	3	3	11	3	10	5	9	27	38	66	35	56	40	89	220	286
	2012	2	2	-	2	4	5	1	7	7	9	24	29	69	30	39	66	75	210	279
	2008-12 average	**2**	**2**	**2**	**3**	**5**	**11**	**6**	**8**	**10**	**10**	**33**	**44**	**72**	**39**	**52**	**55**	**77**	**222**	**295**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-67*	*-*	*-30*	*-*	*-20*	*-37*	*-45*	*-22*	*-26*	*-48*	*9*	*-14*	*-20*	*-21*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-27*	*-*	*-20*	*-*	*-12*	*-12*	*-16*	*-19*	*-4*	*-31*	*-9*	*-12*	*-16*	*-16*
South Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	2008	2	9	6	15	17	22	28	18	10	48	104	126	178	138	105	120	328	691	869
	2009	4	5	9	14	18	24	15	22	14	46	97	121	144	117	92	104	303	616	760
	2010	1	7	4	11	12	19	14	13	16	21	64	83	130	114	77	127	257	575	705
	2011	1	5	5	10	11	13	16	19	11	19	65	78	107	125	80	138	220	563	670
	2012	3	2	4	6	9	7	10	10	16	29	65	72	113	97	50	123	257	527	640
	2008-12 average	**2**	**6**	**6**	**11**	**13**	**17**	**17**	**16**	**13**	**33**	**79**	**96**	**134**	**118**	**81**	**122**	**273**	**594**	**729**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-48*	*-42*	*-67*	*-65*	*-37*	*-1*	*-28*	*-35*	*-41*	*-41*	*-40*	*-53*	*-18*	*-26*	*-31*	*-33*
	08-12 av	*-*	*-*	*-*	*-3*	*-14*	*-19*	*-41*	*4*	*-17*	*-19*	*-21*	*-21*	*-30*	*-26*	*-25*	*-19*	*-22*	*-23*	*-24*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	2008	3	3	-	3	6	21	30	7	5	13	55	76	115	119	28	49	72	268	383
	2009	1	4	-	4	5	16	22	7	5	4	38	54	81	123	31	29	68	251	332
	2010	1	2	1	3	4	25	21	3	3	5	32	57	91	88	31	36	64	219	310
	2011	1	4	1	5	6	18	20	5	7	7	39	57	82	88	26	49	49	212	294
	2012	1	3	-	3	4	22	13	9	4	7	33	55	79	65	35	42	57	199	278
	2008-12 average	**1**	**3**	**0**	**4**	**5**	**20**	**21**	**6**	**5**	**7**	**39**	**60**	**90**	**97**	**30**	**41**	**62**	**230**	**319**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-15*	*-58*	*-*	*-*	*-33*	*-41*	*-33*	*-22*	*-53*	*-5*	*-11*	*-17*	*-32*	*-29*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-21*	*-31*	*-*	*-*	*-31*	*-30*	*-27*	*-11*	*-30*	*-18*	*-13*	*-10*	*-21*	*-19*

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 2008-2012 averages, 2008-12

		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**
	2008	-	2	-	2	2	7	1	1	6	9	17	24	39	14	2	48	72	136	175
	2009	-	1	-	1	1	5	4	-	5	12	21	26	53	15	-	59	86	160	213
	2010	-	-	1	1	1	4	4	-	8	9	21	25	32	31	2	65	71	169	201
	2011	3	1	-	1	4	2	1	-	2	17	20	22	40	13	1	54	72	140	180
	2012	-	1	2	3	3	3	3	1	8	4	16	19	37	15	1	49	64	129	166
	2008-12 average	**1**	**1**	**1**	**2**	**2**	**4**	**3**	**0**	**6**	**10**	**19**	**23**	**40**	**18**	**1**	**55**	**73**	**147**	**187**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-71*	*-42*	*-45*	*-24*	*-56*	*-*	*-42*	*-37*	*-42*	*-39*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-26*	*-31*	*-33*	*-18*	*-49*	*-*	*-35*	*-28*	*-34*	*-31*
West Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	2008	3	4	2	6	9	3	21	19	8	21	69	72	51	162	98	60	290	610	661
	2009	2	-	4	4	6	4	18	15	7	23	63	67	41	128	117	60	249	554	595
	2010	-	1	-	1	1	1	20	6	3	30	59	60	35	120	54	34	262	470	505
	2011	-	2	-	2	2	4	13	5	8	33	59	63	60	101	70	50	216	437	497
	2012	1	2	2	4	5	-	15	13	6	24	58	58	52	109	54	73	230	466	518
	2008-12 average	**1**	**2**	**2**	**3**	**5**	**2**	**17**	**12**	**6**	**26**	**62**	**64**	**48**	**124**	**79**	**55**	**249**	**507**	**555**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*-*	*-*	*-35*	*-6*	*-*	*-24*	*-21*	*-25*	*-3*	*-27*	*-46*	*40*	*-24*	*-23*	*-21*
	08-12 av	*-*	*-*	*-*	*-*	*-*	*-*	*-25*	*-16*	*-*	*-17*	*-16*	*-18*	*-10*	*-17*	*-21*	*7*	*-18*	*-16*	*-16*
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**
	2008	72	118	80	198	270	446	447	380	385	917	2,129	2,575	2,878	2,197	1,946	2,726	5,845	12,714	15,592
	2009	70	84	62	146	216	461	426	357	305	739	1,827	2,288	2,846	2,230	1,867	2,423	5,678	12,198	15,044
	2010	67	87	54	141	208	418	346	277	295	633	1,551	1,969	2,579	1,861	1,547	2,415	4,936	10,759	13,338
	2011	57	70	58	128	185	331	321	259	306	660	1,546	1,877	2,256	1,762	1,398	2,431	4,930	10,521	12,777
	2012	43	69	62	131	174	341	352	275	325	681	1,633	1,974	2,238	1,771	1,446	2,341	4,880	10,438	12,676
	2008-12 average	**62**	**86**	**63**	**149**	**211**	**399**	**378**	**310**	**323**	**726**	**1,737**	**2,137**	**2,559**	**1,964**	**1,641**	**2,467**	**5,254**	**11,326**	**13,885**
	% ch on 04-08 av: 2012	*-52*	*-45*	*-20*	*-35*	*-40*	*-31*	*-27*	*-28*	*-15*	*-21*	*-23*	*-24*	*-27*	*-29*	*-31*	*-23*	*-24*	*-26*	*-26*
	08-12 av	*-31*	*-31*	*-18*	*-26*	*-28*	*-19*	*-21*	*-19*	*-16*	*-16*	*-18*	*-18*	*-16*	*-21*	*-22*	*-19*	*-18*	*-19*	*-19*

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

Table 37

Reported casualties by police force, council and severity
Years: 2004-08, 2008-12 averages and 2012

		2004-08 average			Numbers in 2012			2008-12 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	33	189	1,111	23	124	893	28	128	934
	Highland	28	160	942	16	98	777	25	108	795
	Orkney Islands	1	7	47	5	11	33	1	6	35
	Shetland Islands	2	8	51	-	7	41	0	5	48
	Eilean Siar	2	14	71	2	8	42	1	9	56
Grampian	**Total for Grampian**	46	288	1,550	24	356	1,294	30	348	1,460
	Aberdeen City	6	82	496	8	109	442	6	100	471
	Aberdeenshire	33	166	824	14	203	686	20	210	789
	Moray	7	41	230	2	44	166	4	38	200
Tayside	**Total for Tayside**	30	278	1,291	19	180	918	25	205	1,040
	Dundee City	3	65	351	2	47	263	4	53	295
	Angus	12	83	401	5	45	263	7	56	294
	Perth & Kinross	15	131	539	12	88	392	14	97	450
Fife	**Fife**	18	159	872	7	100	549	10	108	674
Lothian & Bord	**Total for Lothian & Bord**	38	437	3,453	32	361	2,786	29	365	2,906
	Edinburgh, City of	9	188	1,673	13	188	1,372	9	162	1,414
	West Lothian	9	78	659	5	58	518	5	64	555
	Midlothian	3	41	297	4	23	308	3	30	274
	East Lothian	4	36	267	-	23	218	3	29	229
	Scottish Borders	12	95	557	10	69	370	9	80	434
Central	**Total for Central**	15	168	911	14	138	731	11	132	773
	Clackmannanshire	2	20	117	-	19	113	2	17	100
	Stirling	7	82	392	4	55	278	5	60	319
	Falkirk	5	66	401	10	64	340	4	55	354
Strathclyde	**Total for Strathclyde**	97	958	7,288	49	632	5,079	70	759	5,620
	Glasgow City	18	281	2,332	7	188	1,636	13	224	1,759
	Argyll & Bute	12	87	427	4	63	297	8	74	367
	West Dunbartonshire	4	34	271	3	19	166	2	23	187
	East Dunbartonshire	2	26	222	-	26	144	2	21	174
	Inverclyde	2	36	256	1	25	170	1	27	205
	Renfrewshire	8	70	567	8	46	431	6	58	436
	East Renfrewshire	2	24	165	2	12	121	2	19	131
	North Lanarkshire	12	107	1,012	6	73	702	8	80	789
	South Lanarkshire	16	121	960	9	72	640	13	96	729
	North Ayrshire	6	64	387	2	36	259	4	43	277
	East Ayrshire	8	56	338	3	43	234	5	48	270
	South Ayrshire	8	53	353	4	29	279	5	44	295
Dumfries & Gal	**Dumfries & Galloway**	14	127	621	6	83	426	8	92	479
Scotland	**Total Scotland**	292	2,605	17,097	174	1,974	12,676	211	2,137	13,885

Table 37 (continued)

Reported casualties by police force area, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2008-12 averages and 2012

		2012 % change on 2004-08 ave			2008-12 % change on 2004-08 ave			2012 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	-30	-34	-20	-16	-32	-16	0.08	0.41	2.93
	Highland	-42	-39	-18	-10	-33	-16	0.07	0.42	3.34
	Orkney Islands	-	-	-30	-	-	-25	0.23	0.51	1.53
	Shetland Islands	-	-	-19	-	-	-6	-	0.30	1.77
	Eilean Siar	-	-41	-41	-	-34	-21	0.07	0.29	1.52
Grampian	**Total for Grampian**	-48	23	-17	-35	21	-6	0.04	0.62	2.26
	Aberdeen City	-	33	-11	-	21	-5	0.04	0.48	1.96
	Aberdeenshire	-58	22	-17	-41	27	-4	0.05	0.79	2.68
	Moray	-	8	-28	-	-5	-13	0.02	0.47	1.79
Tayside	**Total for Tayside**	-37	-35	-29	-17	-26	-19	0.05	0.44	2.23
	Dundee City	-	-27	-25	-	-18	-16	0.01	0.32	1.78
	Angus	-58	-46	-34	-40	-32	-27	0.04	0.39	2.26
	Perth & Kinross	-22	-33	-27	-6	-26	-16	0.08	0.60	2.65
Fife	**Fife**	-62	-37	-37	-45	-32	-23	0.02	0.27	1.50
Lothian & Bord	**Total for Lothian & Bord**	-16	-17	-19	-24	-17	-16	0.03	0.38	2.91
	Edinburgh, City of	-	0	-18	-	-14	-15	0.03	0.39	2.84
	West Lothian	-	-25	-21	-	-18	-16	0.03	0.33	2.94
	Midlothian	-	-44	4	-	-29	-8	0.05	0.27	3.66
	East Lothian	-	-35	-18	-	-19	-15	-	0.23	2.16
	Scottish Borders	-19	-27	-34	-24	-15	-22	0.09	0.61	3.25
Central	**Total for Central**	-5	-18	-20	-28	-22	-15	0.05	0.46	2.44
	Clackmannanshire	-	-7	-4	-	-17	-15	-	0.37	2.20
	Stirling	-	-33	-29	-	-27	-19	0.04	0.60	3.05
	Falkirk	-	-3	-15	-	-17	-12	0.06	0.41	2.17
Strathclyde	**Total for Strathclyde**	-49	-34	-30	-28	-21	-23	0.02	0.28	2.26
	Glasgow City	-60	-33	-30	-27	-20	-25	0.01	0.32	2.75
	Argyll & Bute	-67	-27	-30	-31	-15	-14	0.05	0.72	3.42
	West Dunbartonshire	-	-45	-39	-	-33	-31	0.03	0.21	1.84
	East Dunbartonshire	-	-1	-35	-	-18	-21	-	0.25	1.36
	Inverclyde	-	-30	-34	-	-23	-20	0.01	0.31	2.11
	Renfrewshire	-	-34	-24	-	-16	-23	0.05	0.26	2.47
	East Renfrewshire	-	-49	-26	-	-21	-20	0.02	0.13	1.33
	North Lanarkshire	-49	-32	-31	-29	-25	-22	0.02	0.22	2.08
	South Lanarkshire	-42	-41	-33	-14	-21	-24	0.03	0.23	2.04
	North Ayrshire	-	-44	-33	-	-33	-28	0.01	0.26	1.88
	East Ayrshire	-	-23	-31	-	-15	-20	0.02	0.35	1.91
	South Ayrshire	-	-45	-21	-	-16	-16	0.04	0.26	2.47
Dumfries & Gal	**Dumfries & Galloway**	-58	-35	-31	-44	-28	-23	0.04	0.55	2.82
Scotland	**Total Scotland**	-40	-24	-26	-28	-18	-19	0.03	0.37	2.39

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

Table 37a

Reported casualties by police force division, council and severity
Years: 2004-08, 2008-12 averages and 2012

		2004-08 average			Numbers in 2012			2008-12 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	6	82	496	8	109	442	6	100	471
Ab'shire/Moray	**Aberdeenshire/Moray**	41	206	1,053	16	247	852	24	249	990
	Aberdeenshire	33	166	824	14	203	686	20	210	789
	Moray	7	41	230	2	44	166	4	38	200
Tayside	**Tayside**	30	278	1,291	19	180	918	25	205	1,040
	Dundee City	3	65	351	2	47	263	4	53	295
	Angus	12	83	401	5	45	263	7	56	294
	Perth & Kinross	15	131	539	12	88	392	14	97	450
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	16	121	698	7	82	463	11	97	554
	Argyll & Bute	12	87	427	4	63	297	8	74	367
	West Dunbartonshire	4	34	271	3	19	166	2	23	187
Forth Valley	**Forth Valley**	15	168	911	14	138	731	11	132	773
	Clackmannanshire	2	20	117	-	19	113	2	17	100
	Stirling	7	82	392	4	55	278	5	60	319
	Falkirk	5	66	401	10	64	340	4	55	354
Dumf/Galloway	**Dumfries & Galloway**	14	127	621	6	83	426	8	92	479
Ayrshire	**North Ayrshire**	6	64	387	2	36	259	4	43	277
	East Ayrshire	8	56	338	3	43	234	5	48	270
	South Ayrshire	8	53	353	4	29	279	5	44	295
G'ter Glasgow	**Greater Glasgow**	21	331	2,718	9	226	1,901	16	264	2,065
	Glasgow City	18	281	2,332	7	188	1,636	13	224	1,759
	East Dunbartonshire	2	26	222	-	26	144	2	21	174
	East Renfrewshire	2	24	165	2	12	121	2	19	131
Loth/S'Borders	**Lothians/Scot Borders**	29	250	1,780	19	173	1,414	20	203	1,492
	West Lothian	9	78	659	5	58	518	5	64	555
	Midlothian	3	41	297	4	23	308	3	30	274
	East Lothian	4	36	267	-	23	218	3	29	229
	Scottish Borders	12	95	557	10	69	370	9	80	434
Edinburgh	**Edinburgh**	9	188	1,673	13	188	1,372	9	162	1,414
	Edinburgh, City of	9	188	1,673	13	188	1,372	9	162	1,414
Highlands/Isles	**Highlands & Islands**	33	189	1,111	23	124	893	28	128	934
	Highland	28	160	942	16	98	777	25	108	795
	Orkney Islands	1	7	47	5	11	33	1	6	35
	Shetland Islands	2	8	51	-	7	41	0	5	48
	Eilean Siar	2	14	71	2	8	42	1	9	56
Fife	**Fife**	37	318	1,745	14	200	1,098	20	216	1,348
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	9	106	823	9	71	601	7	86	641
	Inverclyde	2	36	256	1	25	170	1	27	205
	Renfrewshire	8	70	567	8	46	431	6	58	436
Lanarkshire	**Lanarkshire**	27	228	1,972	15	145	1,342	22	176	1,518
	North Lanarkshire	12	107	1,012	6	73	702	8	80	789
	South Lanarkshire	16	121	960	9	72	640	13	96	729
Scotland	**Total Scotland**	292	2,605	17,097	174	1,974	12,676	211	2,137	13,885

Table 37a (continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2008-12 averages and 2012

		2012 % change on 2004-08 ave			2008-12 % change on 2004-08 ave			2012 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	-	33	-11	-	21	-5	0.04	0.48	1.96
Ab'shire/Moray	**Aberdeenshire/Moray**	-61	20	-19	-41	21	-6	0.05	0.71	2.45
	Aberdeenshire	-58	22	-17	-41	27	-4	0.05	0.79	2.68
	Moray	-	8	-28	-	-5	-13	0.02	0.47	1.79
Tayside	**Tayside**	-37	-35	-29	-17	-26	-19	0.05	0.44	2.23
	Dundee City	-	-27	-25	-	-18	-16	0.01	0.32	1.78
	Angus	-58	-46	-34	-40	-32	-27	0.04	0.39	2.26
	Perth & Kinross	-22	-33	-27	-6	-26	-16	0.08	0.60	2.65
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-57	-32	-34	-35	-20	-21	0.04	0.46	2.61
	Argyll & Bute	-67	-27	-30	-31	-15	-14	0.05	0.72	3.42
	West Dunbartonshire	-	-45	-39	-	-33	-31	0.03	0.21	1.84
Forth Valley	**Forth Valley**	-5	-18	-20	-28	-22	-15	0.05	0.46	2.44
	Clackmannanshire	-	-7	-4	-	-17	-15	-	0.37	2.20
	Stirling	-	-33	-29	-	-27	-19	0.04	0.60	3.05
	Falkirk	-	-3	-15	-	-17	-12	0.06	0.41	2.17
Dumf/Galloway	**Dumfries & Galloway**	-58	-35	-31	-44	-28	-23	0.04	0.55	2.82
Ayrshire	**North Ayrshire**	-	-44	-33	-	-33	-28	0.01	0.26	1.88
	East Ayrshire	-	-23	-31	-	-15	-20	0.02	0.35	1.91
	South Ayrshire	-	-45	-21	-	-16	-16	0.04	0.26	2.47
G'ter Glasgow	**Greater Glasgow**	-58	-32	-30	-25	-20	-24	0.01	0.29	2.40
	Glasgow City	-60	-33	-30	-27	-20	-25	0.01	0.32	2.75
	East Dunbartonshire	-	-1	-35	-	-18	-21	-	0.25	1.36
	East Renfrewshire	-	-49	-26	-	-21	-20	0.02	0.13	1.33
Loth/S'Borders	**Lothians/Scot Borders**	-35	-31	-21	-32	-19	-16	0.04	0.36	2.98
	West Lothian	-	-25	-21	-	-18	-16	0.03	0.33	2.94
	Midlothian	-	-44	4	-	-29	-8	0.05	0.27	3.66
	East Lothian	-	-35	-18	-	-19	-15	-	0.23	2.16
	Scottish Borders	-19	-27	-34	-24	-15	-22	0.09	0.61	3.25
Edinburgh	**Edinburgh**	-	0	-18	-	-14	-15	0.03	0.39	2.84
	Edinburgh, City of	-	0	-18	-	-14	-15	0.03	0.39	2.84
Highlands/Isles	**Highlands & Islands**	-30	-34	-20	-16	-32	-16	0.08	0.41	2.93
	Highland	-42	-39	-18	-10	-33	-16	0.07	0.42	3.34
	Orkney Islands	-	-	-30	-	-	-25	0.23	0.51	1.53
	Shetland Islands	-	-	-19	-	-	-6	-	0.30	1.77
	Eilean Siar	-	-41	-41	-	-34	-21	0.07	0.29	1.52
Fife	**Fife**	-124	-74	-74	-89	-65	-46	0.04	0.55	3.00
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-33	-27	-	-19	-22	0.04	0.28	2.36
	Inverclyde	-	-30	-34	-	-23	-20	0.01	0.31	2.11
	Renfrewshire	-	-34	-24	-	-16	-23	0.05	0.26	2.47
Lanarkshire	**Lanarkshire**	-45	-36	-32	-20	-23	-23	0.02	0.22	2.06
	North Lanarkshire	-49	-32	-31	-29	-25	-22	0.02	0.22	2.08
	South Lanarkshire	-42	-41	-33	-14	-21	-24	0.03	0.23	2.04
Scotland	**Total Scotland**	-40	-24	-26	-28	-18	-19	0.03	0.37	2.39

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

Table 38

Reported pedestrian casualties by police force, council and severity
Years: 2004-08, 2008-12 averages and 2012

		2004-08 average			Numbers in 2012			2008-12 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	3	21	89	3	14	79	3	16	75
	Highland	3	16	69	1	11	63	2	11	61
	Orkney Islands	0	2	9	1	2	7	0	2	5
	Shetland Islands	0	1	5	-	1	4	-	1	5
	Eilean Siar	-	2	6	1	-	5	0	2	4
Grampian	**Total for Grampian**	7	52	234	7	60	186	5	58	210
	Aberdeen City	3	33	144	2	44	121	2	40	136
	Aberdeenshire	4	13	61	4	12	47	2	13	49
	Moray	1	6	29	1	4	18	1	5	25
Tayside	**Total for Tayside**	5	56	192	3	36	130	5	43	151
	Dundee City	2	28	98	1	20	73	2	23	81
	Angus	1	12	46	1	7	26	1	9	33
	Perth & Kinross	2	16	48	1	9	31	2	10	37
Fife	**Fife**	4	28	128	3	24	82	2	22	91
Lothian & Bord	**Total for Lothian & Bord**	10	123	586	11	97	453	8	95	458
	Edinburgh, City of	5	78	388	8	73	311	5	63	308
	West Lothian	2	16	73	1	8	54	1	13	57
	Midlothian	1	11	41	1	3	35	1	7	31
	East Lothian	1	8	40	-	4	24	0	3	28
	Scottish Borders	1	11	44	1	9	29	1	9	33
Central	**Total for Central**	4	28	133	2	17	100	2	19	103
	Clackmannanshire	0	4	24	-	3	21	-	3	19
	Stirling	1	10	40	-	3	25	1	6	31
	Falkirk	2	14	69	2	11	54	1	10	53
Strathclyde	**Total for Strathclyde**	30	331	1,432	27	206	910	25	252	1,036
	Glasgow City	12	149	631	7	90	410	9	116	444
	Argyll & Bute	0	7	32	1	3	20	0	6	24
	West Dunbartonshire	2	13	59	2	8	40	1	9	39
	East Dunbartonshire	1	9	40	-	12	30	0	6	25
	Inverclyde	1	13	54	1	9	37	0	9	40
	Renfrewshire	3	23	100	4	18	67	2	18	76
	East Renfrewshire	1	6	28	1	3	18	1	5	23
	North Lanarkshire	4	39	183	2	19	99	3	27	135
	South Lanarkshire	3	32	145	5	24	91	4	25	114
	North Ayrshire	1	16	64	2	10	45	2	11	48
	East Ayrshire	1	12	50	1	5	21	0	9	32
	South Ayrshire	2	12	46	1	5	32	2	10	36
Dumfries & Gal	**Dumfries & Galloway**	1	17	62	1	6	29	1	12	43
Scotland	**Total Scotland**	65	656	2,855	57	460	1,969	51	517	2,167

Table 38 (continued)

Reported pedestrian casualties by police force area, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2008-12 averages and 2012

		2012 % change on 2004-08 ave			2008-12 % change on 2004-08 ave			2012 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Northern	**Total for Northern**	-	-33	-11	-	-24	-15	0.01	0.05	0.26
	Highland	-	-29	-9	-	-27	-12	0.00	0.05	0.27
	Orkney Islands	-	-	-	-	-	-	0.05	0.09	0.33
	Shetland Islands	-	-	-	-	-	-	-	0.04	0.17
	Eilean Siar	-	-	-	-	-	-	0.04	-	0.18
Grampian	**Total for Grampian**	-	16	-21	-	13	-10	0.01	0.10	0.32
	Aberdeen City	-	35	-16	-	22	-6	0.01	0.20	0.54
	Aberdeenshire	-	-9	-23	-	2	-19	0.02	0.05	0.18
	Moray	-	-	-38	-	-	-14	0.01	0.04	0.19
Tayside	**Total for Tayside**	-	-35	-32	-	-24	-21	0.01	0.09	0.32
	Dundee City	-	-29	-26	-	-18	-18	0.01	0.14	0.49
	Angus	-	-42	-43	-	-25	-28	0.01	0.06	0.22
	Perth & Kinross	-	-42	-36	-	-33	-22	0.01	0.06	0.21
Fife	**Fife**	-	-14	-36	-	-23	-29	0.01	0.07	0.22
Lothian & Bord	**Total for Lothian & Bord**	6	-21	-23	-27	-22	-22	0.01	0.10	0.47
	Edinburgh, City of	-	-6	-20	-	-20	-21	0.02	0.15	0.64
	West Lothian	-	-49	-26	-	-17	-22	0.01	0.05	0.31
	Midlothian	-	-72	-14	-	-30	-24	0.01	0.04	0.42
	East Lothian	-	-	-40	-	-	-29	-	0.04	0.24
	Scottish Borders	-	-17	-34	-	-19	-24	0.01	0.08	0.26
Central	**Total for Central**	-	-39	-25	-	-31	-22	0.01	0.06	0.33
	Clackmannanshire	-	-	-11	-	-	-21	-	0.06	0.41
	Stirling	-	-	-38	-	-	-22	-	0.03	0.27
	Falkirk	-	-20	-22	-	-25	-23	0.01	0.07	0.34
Strathclyde	**Total for Strathclyde**	-11	-38	-36	-19	-24	-28	0.01	0.09	0.40
	Glasgow City	-40	-40	-35	-26	-22	-30	0.01	0.15	0.69
	Argyll & Bute	-	-	-37	-	-	-23	0.01	0.03	0.23
	West Dunbartonshire	-	-37	-32	-	-27	-34	0.02	0.09	0.44
	East Dunbartonshire	-	-	-25	-	-	-37	-	0.11	0.28
	Inverclyde	-	-30	-31	-	-30	-25	0.01	0.11	0.46
	Renfrewshire	-	-23	-33	-	-24	-24	0.02	0.10	0.38
	East Renfrewshire	-	-	-37	-	-	-18	0.01	0.03	0.20
	North Lanarkshire	-	-51	-46	-	-30	-26	0.01	0.06	0.29
	South Lanarkshire	-	-25	-37	-	-20	-21	0.02	0.08	0.29
	North Ayrshire	-	-39	-30	-	-34	-26	0.01	0.07	0.33
	East Ayrshire	-	-59	-58	-	-25	-36	0.01	0.04	0.17
	South Ayrshire	-	-58	-30	-	-13	-22	0.01	0.04	0.28
Dumfries & Gal	**Dumfries & Galloway**	-	-65	-53	-	-29	-31	0.01	0.04	0.19
Scotland	**Total Scotland**	-12	-30	-31	-21	-21	-24	0.01	0.09	0.37

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

Table 39a

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force area in which the accident occurred
Year: 2012

	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Total
Pedestrian									
Postcode blank, invalid or not known	11	28	1	11	45	8	21	0	125
Casualty from elsewhere in the UK	3	1	0	0	4	1	4	2	15
Scottish casualty, distance not known [4]	1	1	0	1	0	3	38	0	44
Non - UK casualty [3]	0	1	0	0	0	0	3	0	4
Up to 2 km	35	97	96	46	246	63	546	22	1,151
Over 2 up to 5 km	9	26	15	8	74	12	130	2	276
Over 5 up to 10 km	2	13	9	8	33	4	73	2	144
Over 10 up to 20 km	5	8	4	2	23	7	46	1	96
Over 20 up to 50 km	7	7	1	6	24	2	32	0	79
Over 50 km	6	4	4	0	4	0	17	0	35
Total	**79**	**186**	**130**	**82**	**453**	**100**	**910**	**29**	**1,969**
Pedal cycle user									
Postcode blank, invalid or not known	3	9	1	2	12	1	11	0	39
Casualty from elsewhere in the UK	6	0	1	0	1	1	1	0	10
Scottish casualty, distance not known [4]	0	0	0	1	1	0	9	0	11
Non - UK casualty [3]	0	0	0	0	0	0	0	2	2
Up to 2 km	17	29	33	14	162	28	137	11	431
Over 2 up to 5 km	2	13	8	10	78	11	75	3	200
Over 5 up to 10 km	1	10	3	2	43	8	43	2	112
Over 10 up to 20 km	6	4	5	3	10	1	23	0	52
Over 20 up to 50 km	2	0	0	1	17	2	11	0	33
Over 50 km	5	1	1	0	0	0	4	0	11
Total	**42**	**66**	**52**	**33**	**324**	**52**	**314**	**18**	**901**
Motor cycle user									
Postcode blank, invalid or not known	9	8	2	4	6	1	8	2	40
Casualty from elsewhere in the UK	22	4	1	0	6	4	6	8	51
Scottish casualty, distance not known [4]	1	0	0	0	1	2	11	1	16
Non - UK casualty [3]	3	0	0	0	0	2	3	0	8
Up to 2 km	11	31	15	5	43	5	63	11	184
Over 2 up to 5 km	8	14	7	3	56	8	43	2	141
Over 5 up to 10 km	4	17	6	6	44	10	33	5	125
Over 10 up to 20 km	7	25	12	5	21	8	36	5	119
Over 20 up to 50 km	13	23	7	8	23	7	21	4	106
Over 50 km	17	9	7	2	8	9	19	4	75
Total	**95**	**131**	**57**	**33**	**208**	**56**	**243**	**42**	**865**
Car user									
Postcode blank, invalid or not known	28	68	26	25	64	25	66	3	305
Casualty from elsewhere in the UK	42	9	21	3	33	7	56	29	200
Scottish casualty, distance not known [4]	3	5	1	9	0	7	135	0	160
Non - UK casualty [3]	16	2	0	0	0	0	16	0	34
Up to 2 km	59	133	116	73	313	124	851	46	1,715
Over 2 up to 5 km	68	155	102	94	304	93	713	41	1,570
Over 5 up to 10 km	87	141	89	62	287	68	521	58	1,313
Over 10 up to 20 km	66	145	69	56	218	42	397	43	1,036
Over 20 up to 50 km	105	114	92	32	165	56	239	32	835
Over 50 km	112	60	72	17	60	21	110	27	479
Total	**586**	**832**	**588**	**371**	**1,444**	**443**	**3,104**	**279**	**7,647**
Other [2]									
Postcode blank, invalid or not known	13	7	3	3	24	10	36	1	97
Casualty from elsewhere in the UK	4	2	3	0	12	2	23	15	61
Scottish casualty, distance not known [4]	0	1	0	0	2	2	21	0	26
Non - UK casualty [3]	0	0	0	0	0	0	2	0	2
Up to 2 km	3	7	18	15	88	13	130	7	281
Over 2 up to 5 km	1	12	16	4	66	14	96	3	212
Over 5 up to 10 km	5	11	13	4	63	7	68	5	176
Over 10 up to 20 km	5	14	6	4	45	10	57	7	148
Over 20 up to 50 km	11	18	12	0	37	18	44	11	151
Over 50 km	49	7	20	0	20	4	31	9	140
Total	**91**	**79**	**91**	**30**	**357**	**80**	**508**	**58**	**1,294**
All casualties									
Postcode blank, invalid or not known	64	120	33	45	151	45	142	6	606
Casualty from elsewhere in the UK	77	16	26	3	56	15	90	54	337
Scottish casualty, distance not known [4]	5	7	1	11	4	14	214	1	257
Non - UK casualty [3]	19	3	0	0	0	2	24	2	50
Up to 2 km	125	297	278	153	852	233	1,727	97	3,762
Over 2 up to 5 km	88	220	148	119	578	138	1,057	51	2,399
Over 5 up to 10 km	99	192	120	82	470	97	738	72	1,870
Over 10 up to 20 km	89	196	96	70	317	68	559	56	1,451
Over 20 up to 50 km	138	162	112	47	266	85	347	47	1,204
Over 50 km	189	81	104	19	92	34	181	40	740
Total	**893**	**1,294**	**918**	**549**	**2,786**	**731**	**5,079**	**426**	**12,676**

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. The post code matching programme used to create these tables has been improved enabling a distance to be calculated for more drivers and casualties.

Table 39b

Casualties[1] involved in reported accidents 2012: Council of residence vs. council of accident location

Percentages

ACCIDENT LOCATION

LOCATION OF ACCIDENT

CASUALTY RESIDENCE	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	**76.7**	11.3	3.5	-	-	-	-	-	-	-	-	-	-	-	-	0.1
Aberdeenshire	21.1	**78.7**	1.6	0.4	-	-	-	-	-	-	-	0.2	-	-	0.2	0.1
Angus	-	2.2	**76.3**	-	-	-	10.2	-	-	-	-	0.2	-	-	0.9	0.3
Argyll & Bute	-	-	-	**68.6**	-	-	-	-	-	0.5	-	-	-	-	-	0.2
Clackmannanshire	0.3	-	-	0.4	**76.0**	0.5	-	-	-	-	-	0.5	-	1.0	1.3	0.3
Dumfries & Galloway	0.3	0.2	-	-	-	**79.6**	-	4.5	-	-	-	0.2	-	-	-	0.1
Dundee City	-	0.5	10.5	-	1.0	0.7	**82.3**	-	-	-	-	0.2	-	0.3	0.6	0.1
East Ayrshire	-	-	0.8	0.8	-	0.5	-	**71.6**	-	-	6.4	-	-	-	-	0.7
East Dunbartonshire	-	0.2	-	-	-	0.2	-	-	**66.4**	-	0.9	-	-	1.3	0.4	3.3
East Lothian	-	-	-	-	-	-	-	-	-	**79.8**	-	5.7	-	1.0	-	0.2
East Renfrewshire	-	-	-	1.2	-	0.2	-	2.5	1.5	-	**51.8**	-	-	-	-	3.0
Edinburgh, City of	-	0.2	0.4	-	-	0.2	0.4	-	-	10.6	-	**75.9**	-	0.6	1.3	0.4
Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**77.8**	-	-	-
Falkirk	-	0.5	-	0.4	4.8	0.2	-	-	-	0.5	1.8	0.6	-	**83.8**	0.2	0.3
Fife	0.3	0.7	1.6	1.2	3.8	-	2.4	0.5	-	0.5	-	2.2	-	0.6	**89.8**	0.3
Glasgow City	-	-	-	2.9	1.0	0.7	-	1.5	20.4	-	14.5	1.0	-	-	0.9	**69.9**
Highland	0.3	0.7	-	1.6	-	-	-	-	-	-	-	0.1	-	-	0.6	0.1
Inverclyde	-	0.2	-	0.8	-	-	0.4	-	-	-	-	-	-	-	-	0.3
Midlothian	-	-	-	-	-	0.2	-	-	-	4.3	-	4.6	-	-	0.2	-
Moray	0.3	2.7	-	-	-	-	-	-	-	-	-	0.2	-	-	-	-
North Ayrshire	-	-	-	-	-	0.2	-	8.0	-	-	4.5	0.1	-	0.3	-	0.7
North Lanarkshire	-	-	-	2.0	1.0	0.5	-	1.0	7.3	-	2.7	0.3	-	3.9	0.4	6.9
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.2	-
Perth & Kinross	-	0.2	3.5	0.8	3.8	0.2	3.9	-	-	-	-	0.2	-	0.6	0.6	0.1
Renfrewshire	-	-	-	-	1.9	0.5	-	0.5	1.5	0.5	4.5	-	-	0.3	-	1.9
Scottish Borders	-	-	-	-	-	0.2	-	-	-	1.9	-	1.0	-	-	-	-
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	0.2	-	1.2	-	-	-	5.5	-	-	2.7	-	-	-	-	0.6
South Lanarkshire	0.3	0.2	-	2.0	1.0	1.0	-	2.5	-	-	8.2	0.4	2.8	0.3	0.2	6.2
Stirling	-	0.2	-	-	3.8	0.7	-	-	1.5	-	-	0.2	-	2.6	0.9	0.5
West Dunbartonshire	-	-	-	6.9	-	-	-	0.5	0.7	-	1.8	-	-	-	-	2.1
West Lothian	-	-	0.4	1.2	-	0.2	-	0.5	-	1.0	-	5.0	-	1.6	0.6	0.4
Elsewhere in UK	0.5	1.5	1.6	7.3	1.9	13.0	0.4	1.0	0.7	0.5	-	1.4	19.4	1.6	0.6	1.0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**369**	**601**	**257**	**245**	**104**	**407**	**254**	**201**	**137**	**208**	**110**	**1,255**	**36**	**308**	**469**	**1,440**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2012:Council of residence vs council of accident location

LOCATION OF ACCIDENT

CASUALTY RESIDENCE	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	1.2	-	-	1.4	-	-	-	0.8	0.3	-	-	-	-	0.9	-	-
Aberdeenshire	0.8	-	-	2.8	0.4	-	-	0.3	-	-	2.7	-	-	0.9	-	-
Angus	0.2	-	-	-	-	-	-	5.2	-	-	-	-	0.2	-	-	-
Argyll & Bute	0.3	0.7	0.3	-	0.4	0.2	-	0.5	0.3	-	-	-	0.2	0.9	6.3	-
Clackmannanshire	-	-	-	0.7	-	0.2	-	1.1	-	-	-	-	-	7.7	-	0.2
Dumfries & Galloway	-	-	0.3	-	0.4	-	-	0.3	-	3.2	-	3.2	0.7	0.9	-	-
Dundee City	0.2	-	0.3	-	-	-	-	5.7	-	-	-	-	0.2	0.4	-	-
East Ayrshire	0.2	-	-	-	2.6	-	-	-	1.0	-	-	18.1	0.5	0.4	-	0.4
East Dunbartonshire	-	-	-	-	-	1.4	-	0.5	1.0	-	-	-	0.4	1.7	1.4	0.2
East Lothian	0.2	-	5.8	-	-	-	-	-	0.3	1.7	-	-	-	0.4	-	-
East Renfrewshire	-	-	-	-	1.7	-	-	0.5	2.6	-	-	0.8	1.6	0.9	0.7	0.4
Edinburgh, City of	3.1	-	11.9	1.4	-	0.6	3.6	2.2	-	4.0	-	0.4	0.7	0.9	-	5.9
Eilean Siar	0.8	-	-	-	-	-	-	-	-	-	-	-	0.2	-	-	-
Falkirk	0.5	-	-	-	-	1.6	-	1.6	0.3	0.6	-	0.8	0.7	10.6	-	4.7
Fife	1.4	0.7	2.0	0.7	-	0.2	-	7.4	-	2.6	-	0.4	0.5	2.1	-	0.6
Glasgow City	0.6	3.4	-	-	4.3	4.8	-	1.6	9.7	-	-	3.6	9.7	3.0	12.6	0.6
Highland	**72.2**	-	0.3	4.1	-	-	-	1.9	-	-	-	-	-	0.9	-	0.2
Inverclyde	-	**84.6**	-	-	2.1	0.2	-	0.3	3.9	-	-	-	0.2	-	0.7	0.4
Midlothian	1.2	-	**65.9**	-	-	0.2	-	0.3	-	2.9	-	-	0.2	-	-	1.6
Moray	3.6	-	-	**84.8**	-	-	-	1.1	-	-	-	-	-	-	-	-
North Ayrshire	0.3	2.0	0.3	-	**82.4**	-	-	-	2.9	-	-	5.6	0.4	0.4	-	-
North Lanarkshire	0.6	0.7	0.7	0.7	0.4	**76.5**	-	1.4	2.6	0.6	-	0.8	8.2	3.8	0.7	3.5
Orkney Islands	0.2	-	-	-	-	-	**96.4**	-	-	-	-	-	-	-	-	-
Perth & Kinross	0.6	-	0.3	0.7	-	0.3	-	**56.4**	-	-	-	-	-	2.6	-	0.2
Renfrewshire	0.5	6.7	0.3	-	0.4	0.6	-	1.1	**66.6**	-	-	2.8	0.7	-	6.3	0.2
Scottish Borders	0.2	-	3.8	-	-	-	-	-	-	**75.6**	-	-	0.2	0.4	-	0.2
Shetland Islands	-	-	-	-	-	-	-	-	-	-	**97.3**	-	-	-	-	-
South Ayrshire	-	-	-	-	2.6	-	-	-	0.5	-	-	**56.0**	0.2	0.4	-	0.2
South Lanarkshire	1.2	-	1.4	0.7	0.4	8.5	-	1.6	0.5	1.7	-	2.8	**70.3**	0.9	2.8	3.7
Stirling	0.3	0.7	-	-	-	0.5	-	1.4	-	-	-	-	-	**52.8**	-	0.6
West Dunbartonshire	-	0.7	-	-	-	0.2	-	0.5	5.0	-	-	1.2	-	1.3	**67.1**	-
West Lothian	0.3	-	2.4	-	0.9	3.8	-	0.8	0.5	0.9	-	-	0.9	1.7	-	**75.6**
Elsewhere in UK	9.5	-	3.8	2.1	0.9	0.3	-	5.4	2.1	6.3	-	3.2	3.1	3.4	1.4	0.6
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**644**	**149**	**293**	**145**	**233**	**626**	**28**	**367**	**383**	**348**	**37**	**248**	**548**	**235**	**143**	**492**

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, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	1	2	3	2	4	6	9	54	63
	2003	-	1	1	1	10	11	1	3	4	8	67	75
	2004	-	-	-	-	9	9	2	3	5	10	72	82
	2005	-	-	-	-	9	9	1	6	7	8	67	75
	2006	-	-	-	-	10	10	5	3	8	6	49	55
	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
	2008-12 average	**-**	**0**	**0**	**1**	**12**	**13**	**1**	**4**	**6**	**13**	**87**	**100**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*90*	*110*	*-44*	*84*	*43*	*31*	*33*	*33*
	% ch on 04-08 av: 0812	*-*	*-*	*-*	*-*	*22*	*32*	*-22*	*16*	*4*	*55*	*18*	*21*
Aberdeenshire*	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	2002	-	1	1	-	12	12	4	27	31	21	136	157
	2003	-	1	1	-	13	13	15	26	41	34	121	155
	2004	-	1	1	3	12	15	8	26	34	28	120	148
	2005	-	1	1	1	11	12	7	29	36	38	122	160
	2006	-	1	1	4	9	13	13	33	46	25	101	126
	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	37	166	203
	2008-12 average	**0**	**1**	**2**	**2**	**12**	**14**	**4**	**16**	**20**	**43**	**167**	**210**
	% ch on 04-08 av: 2012	*-100*	*-38*	*-44*	*-100*	*18*	*-5*	*-56*	*-59*	*-58*	*6*	*27*	*22*
	% ch on 04-08 av: 0812	*0*	*-13*	*-11*	*-25*	*18*	*10*	*-47*	*-39*	*-41*	*24*	*28*	*27*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may not be comparable.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	12	12	2	5	7	9	80	89
	2003	-	1	1	2	7	9	1	6	7	10	61	71
	2004	-	-	-	-	10	10	4	12	16	22	98	120
	2005	-	-	-	-	10	10	1	6	7	13	67	80
	2006	-	-	-	-	10	10	2	9	11	12	67	79
	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
	2008-12 average	**-**	**-**	**-**	**1**	**4**	**5**	**1**	**6**	**7**	**8**	**48**	**56**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-*	*-61*	*-61*	*-100*	*-46*	*-58*	*-32*	*-48*	*-46*
	% ch on 04-08 av: 0812	*-*	*-100*	*-100*	*-*	*-47*	*-39*	*-64*	*-33*	*-40*	*-31*	*-33*	*-32*
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	2002	-	-	-	9	13	22	5	3	8	64	60	124
	2003	-	-	-	1	6	7	7	7	14	47	76	123
	2004	-	-	-	1	5	6	9	6	15	40	56	96
	2005	-	-	-	-	4	4	5	4	9	35	45	80
	2006	-	-	-	2	2	4	6	4	10	38	52	90
	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
	2008-12 average	**0**	**0**	**0**	**1**	**4**	**5**	**5**	**3**	**8**	**37**	**37**	**74**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-100*	*19*	*-11*	*-47*	*-100*	*-67*	*-11*	*-40*	*-27*
	% ch on 04-08 av: 0812	*-*	*0*	*100*	*-14*	*-14*	*-14*	*-29*	*-35*	*-31*	*-2*	*-24*	*-15*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	8	8	-	4	4	-	41	41
	2003	-	-	-	-	7	7	-	4	4	-	31	31
	2004	-	-	-	-	4	4	-	3	3	-	21	21
	2005	-	-	-	-	4	4	-	1	1	-	24	24
	2006	-	-	-	-	4	4	-	4	4	-	23	23
	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
	2008-12 average	**-**	**0**	**0**	**-**	**3**	**3**	**0**	**2**	**2**	**0**	**17**	**17**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-*	*-44*	*-44*	*-*	*-100*	*-100*	*-*	*-12*	*-7*
	% ch on 04-08 av: 0812	*-*	*0*	*0*	*-*	*-28*	*-28*	*-*	*-27*	*-18*	*-*	*-18*	*-17*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	2002	-	-	-	5	13	18	14	4	18	48	62	110
	2003	-	-	-	4	12	16	6	4	10	36	71	107
	2004	-	-	-	6	8	14	4	4	8	38	61	99
	2005	1	-	1	4	7	11	10	7	17	51	76	127
	2006	-	-	-	4	9	13	17	8	25	56	90	146
	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	5	6	25	58	83
	2008-12 average	**-**	**-**	**-**	**2**	**5**	**7**	**5**	**3**	**8**	**31**	**60**	**92**
	% ch on 04-08 av: 2012	*-100*	*-*	*-100*	*-29*	*-61*	*-49*	*-89*	*-11*	*-58*	*-48*	*-26*	*-35*
	% ch on 04-08 av: 0812	*-100*	*-*	*-100*	*-48*	*-39*	*-42*	*-43*	*-46*	*-44*	*-35*	*-23*	*-28*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	20	20	-	3	3	2	69	71
	2003	-	-	-	1	11	12	1	2	3	9	57	66
	2004	-	-	-	1	18	19	-	1	1	9	62	71
	2005	-	-	-	1	15	16	2	5	7	5	53	58
	2006	-	-	-	1	15	16	-	-	-	12	71	83
	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
	2008-12 average	**0**	**-**	**0**	**0**	**10**	**11**	**1**	**2**	**4**	**6**	**47**	**53**
	% ch on 04-08 av: 2012	*-100*	*-*	*-100*	*-100*	*-49*	*-52*	*25*	*-50*	*-29*	*-51*	*-24*	*-27*
	% ch on 04-08 av: 0812	*0*	*-*	*0*	*-50*	*-26*	*-27*	*75*	*10*	*29*	*-27*	*-17*	*-18*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	2002	-	-	-	3	15	18	4	7	11	15	66	81
	2003	-	-	-	1	14	15	3	8	11	10	57	67
	2004	-	-	-	-	14	14	5	8	13	15	67	82
	2005	-	-	-	-	6	6	2	3	5	7	41	48
	2006	-	-	-	1	8	9	1	4	5	3	54	57
	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
	2008-12 average	**-**	**-**	**-**	**1**	**3**	**4**	**1**	**4**	**5**	**10**	**38**	**48**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-100*	*-87*	*-88*	*-100*	*-38*	*-61*	*25*	*-31*	*-23*
	% ch on 04-08 av: 0812	*-*	*-*	*-*	*33*	*-59*	*-52*	*-64*	*-17*	*-34*	*23*	*-21*	*-15*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	9	9	-	1	1	-	39	39
	2003	-	-	-	-	9	9	-	3	3	1	41	42
	2004	-	-	-	-	6	6	-	2	2	-	31	31
	2005	-	-	-	-	9	9	-	-	-	-	26	26
	2006	-	1	1	-	9	9	-	1	1	-	27	27
	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
	2008-12 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**2**	**2**	**-**	**21**	**21**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-*	*-48*	*-48*	*-*	*-100*	*-100*	*-*	*-1*	*-1*
	% ch on 04-08 av: 0812	*-*	*-100*	*-100*	*-*	*-59*	*-59*	*-*	*0*	*0*	*-*	*-18*	*-18*
East Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	2002	-	1	1	1	7	8	7	2	9	17	35	52
	2003	-	-	-	-	4	4	1	5	6	5	21	26
	2004	-	-	-	1	6	7	1	6	7	6	31	37
	2005	-	-	-	-	10	10	1	2	3	5	43	48
	2006	-	-	-	-	4	4	1	3	4	4	34	38
	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	21	23
	2008-12 average	**-**	**0**	**0**	**1**	**2**	**2**	**0**	**3**	**3**	**5**	**24**	**29**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-100*	*-80*	*-81*	*-100*	*-100*	*-100*	*-50*	*-34*	*-35*
	% ch on 04-08 av: 0812	*-*	*-*	*-*	*200*	*-68*	*-58*	*-78*	*0*	*-32*	*30*	*-25*	*-19*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	1	6	7	1	1	2	5	35	40
	2003	-	-	-	-	4	4	3	1	4	6	26	32
	2004	-	-	-	-	4	4	1	1	2	1	29	30
	2005	-	-	-	-	1	1	-	2	2	2	13	15
	2006	-	-	-	-	3	3	-	1	1	1	31	32
	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
	2008-12 average	**-**	**-**	**-**	**-**	**3**	**3**	**-**	**2**	**2**	**3**	**16**	**19**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*25*	*25*	*-100*	*11*	*0*	*-44*	*-50*	*-49*
	% ch on 04-08 av: 0812	*-*	*-*	*-*	*-*	*8*	*8*	*-100*	*-11*	*-20*	*56*	*-28*	*-21*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	2002	-	1	1	-	31	31	-	12	12	4	205	209
	2003	-	-	-	-	24	24	-	11	11	4	158	162
	2004	-	-	-	-	21	21	1	7	8	5	157	162
	2005	-	-	-	-	27	27	1	5	6	8	188	196
	2006	-	2	2	-	32	32	1	12	13	8	198	206
	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
	2008-12 average	**-**	**-**	**-**	**0**	**18**	**18**	**1**	**9**	**9**	**4**	**158**	**162**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-100*	*-25*	*-25*	*-100*	*59*	*44*	*8*	*-0*	*0*
	% ch on 04-08 av: 0812	*-*	*-100*	*-100*	*0*	*-29*	*-28*	*0*	*5*	*4*	*-41*	*-13*	*-14*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	1	1	-	2	2	-	19	19
	2003	-	-	-	-	4	4	-	3	3	-	16	16
	2004	-	-	-	-	-	-	-	6	6	-	18	18
	2005	-	-	-	-	2	2	-	4	4	-	16	16
	2006	-	-	-	-	-	-	-	1	1	-	7	7
	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	-	4	4
	2012	-	-	-	-	-	-	-	2	2	-	8	8
	2008-12 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**9**	**9**
	% ch on 04-08 av: 2012	-	-	-	-	*-100*	*-100*	-	*-17*	*-17*	-	*-41*	*-41*
	% ch on 04-08 av: 0812	-	-	-	-	*0*	*0*	-	*-50*	*-50*	-	*-34*	*-34*
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	2002	-	-	-	-	17	17	5	7	12	10	82	92
	2003	-	1	1	-	8	8	2	6	8	15	70	85
	2004	-	-	-	-	5	5	-	7	7	6	55	61
	2005	-	-	-	1	15	16	1	7	8	5	72	77
	2006	-	2	2	-	15	15	2	3	5	3	60	63
	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
	2008-12 average	**-**	**-**	**-**	**-**	**5**	**5**	**1**	**3**	**4**	**6**	**49**	**55**
	% ch on 04-08 av: 2012	-	*-100*	*-100*	*-100*	*-80*	*-80*	*150*	*82*	*92*	*46*	*-7*	*-3*
	% ch on 04-08 av: 0812	-	*-100*	*-100*	*-100*	*-51*	*-52*	*-25*	*-27*	*-27*	*29*	*-21*	*-17*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	1	-	1	1	26	27	6	23	29	39	210	249
	2003	-	2	2	-	20	20	2	16	18	26	156	182
	2004	-	5	5	1	22	23	5	25	30	23	161	184
	2005	-	1	1	1	20	21	6	9	15	30	142	172
	2006	1	1	2	1	25	26	6	13	19	28	161	189
	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	84	92
	2012	-	-	-	-	11	11	-	7	7	11	89	100
	2008-12 average	**-**	**0**	**0**	**1**	**14**	**14**	**1**	**9**	**10**	**12**	**96**	**108**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*-100*	*-40*	*-43*	*-100*	*-52*	*-62*	*-47*	*-36*	*-37*
	% ch on 04-08 av: 0812	*-100*	*-88*	*-89*	*0*	*-26*	*-25*	*-68*	*-38*	*-45*	*-41*	*-31*	*-32*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	2002	-	3	3	1	77	78	-	13	13	19	362	381
	2003	-	1	1	-	66	66	1	15	16	10	345	355
	2004	-	1	1	-	55	55	1	15	16	17	257	274
	2005	-	1	1	-	50	50	1	16	17	20	250	270
	2006	-	4	4	-	54	54	3	23	26	15	276	291
	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	12	176	188
	2008-12 average	**-**	**1**	**1**	**1**	**35**	**36**	**1**	**12**	**13**	**10**	**214**	**224**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-*	*-43*	*-41*	*-100*	*-58*	*-60*	*-14*	*-34*	*-33*
	% ch on 04-08 av: 0812	*-*	*-50*	*-50*	*-*	*-30*	*-29*	*0*	*-29*	*-27*	*-31*	*-20*	*-20*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	11	17	28	10	13	23	104	86	190
	2003	2	-	2	3	10	13	16	14	30	93	113	206
	2004	-	1	1	6	9	15	18	7	25	114	90	204
	2005	-	-	-	7	4	11	13	7	20	101	78	179
	2006	2	-	2	1	8	9	21	5	26	62	89	151
	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	10	6	16	46	52	98
	2008-12 average	**1**	**0**	**1**	**2**	**3**	**5**	**14**	**11**	**25**	**55**	**53**	**108**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*-100*	*-38*	*-61*	*-44*	*-40*	*-42*	*-43*	*-35*	*-39*
	% ch on 04-08 av: 0812	*-20*	*-67*	*-38*	*-47*	*-47*	*-47*	*-20*	*8*	*-10*	*-32*	*-33*	*-33*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**36**
	2002	-	-	-	3	4	7	2	1	3	17	19	36
	2003	-	2	2	-	6	6	2	6	8	8	28	36
	2004	-	-	-	-	6	6	-	-	-	5	27	32
	2005	-	-	-	-	3	3	2	1	3	6	29	35
	2006	-	-	-	2	5	7	-	-	-	9	30	39
	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
	2008-12 average	**-**	**-**	**-**	**0**	**4**	**4**	**0**	**1**	**1**	**6**	**21**	**27**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*150*	*-57*	*-40*	*67*	*-100*	*-38*	*-56*	*-22*	*-30*
	% ch on 04-08 av: 0812	*-*	*-*	*-*	*0*	*-22*	*-20*	*-33*	*0*	*-13*	*-33*	*-20*	*-23*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	5	5	1	2	3	17	41	58
	2003	-	-	-	-	9	9	1	5	6	5	32	37
	2004	-	-	-	-	4	4	-	2	2	4	18	22
	2005	-	-	-	1	10	11	-	2	2	6	54	60
	2006	-	-	-	2	3	5	2	2	4	18	26	44
	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
	2008-12 average	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**2**	**3**	**5**	**25**	**30**
	% ch on 04-08 av: 2012	-	-	-	*-100*	*-63*	*-69*	*900*	*-100*	*33*	*-53*	*-42*	*-44*
	% ch on 04-08 av: 0812	-	-	-	*-60*	*-15*	*-22*	*150*	*-31*	*-7*	*-44*	*-24*	*-29*
Moray*	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	2002	2	-	2	3	5	8	6	6	12	14	39	53
	2003	-	-	-	3	6	9	4	2	6	15	34	49
	2004	-	-	-	-	6	6	-	5	5	15	35	50
	2005	-	1	1	1	3	4	2	8	10	12	17	29
	2006	-	2	2	1	3	4	3	5	8	9	30	39
	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	23	41
	2010	-	-	-	-	5	5	1	3	4	11	24	35
	2011	-	-	-	-	1	1	1	3	4	10	14	24
	2012	-	-	-	2	2	4	1	1	2	15	29	44
	2008-12 average	**-**	**0**	**0**	**1**	**2**	**3**	**1**	**3**	**4**	**13**	**26**	**38**
	% ch on 04-08 av: 2012	-	*-100*	*-100*	*400*	*-50*	*-9*	*-44*	*-81*	*-72*	*44*	*-4*	*8*
	% ch on 04-08 av: 0812	-	*-75*	*-75*	*50*	*-50*	*-41*	*-22*	*-48*	*-42*	*23*	*-15*	*-5*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may not be comparable.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	1	1	1	16	17	2	2	4	10	64	74
	2003	-	1	1	-	13	13	2	5	7	18	52	70
	2004	-	1	1	5	7	12	-	6	6	27	56	83
	2005	-	1	1	2	14	16	-	10	10	19	53	72
	2006	-	-	-	3	6	9	1	3	4	20	44	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
	2008-12 average	**-**	**-**	**-**	**1**	**5**	**6**	**1**	**3**	**4**	**9**	**34**	**43**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-100*	*-36*	*-53*	*-100*	*-63*	*-69*	*-31*	*-49*	*-44*
	% ch on 04-08 av: 0812	*-*	*-100*	*-100*	*-64*	*-38*	*-45*	*0*	*-41*	*-34*	*-47*	*-28*	*-33*
North Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	2002	-	-	-	-	41	41	6	9	15	14	126	140
	2003	1	1	2	-	25	25	5	11	16	12	133	145
	2004	-	-	-	-	27	27	1	12	13	6	98	104
	2005	1	-	1	-	22	22	2	7	9	10	93	103
	2006	-	2	2	-	14	14	2	10	12	11	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	66	73
	2008-12 average	**0**	**0**	**0**	**-**	**14**	**14**	**2**	**7**	**8**	**9**	**72**	**80**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*-100*	*-34*	*-35*	*-100*	*-38*	*-49*	*-33*	*-31*	*-32*
	% ch on 04-08 av: 0812	*-50*	*-67*	*-60*	*-100*	*-28*	*-29*	*-18*	*-31*	*-29*	*-17*	*-26*	*-25*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	-	-	-	-	-	-	9	9
	2003	-	-	-	-	-	-	-	1	1	-	8	8
	2004	-	-	-	-	-	-	-	-	-	-	9	9
	2005	-	-	-	-	2	2	-	-	-	-	8	8
	2006	-	-	-	-	1	1	-	2	2	-	9	9
	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
	2008-12 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**6**	**6**
	% ch on 04-08 av: 2012	*-*	*-*	*-*	*-*	*67*	*67*	*-*	*525*	*525*	*-*	*57*	*57*
	% ch on 04-08 av: 0812	*-*	*-*	*-*	*-*	*-33*	*-33*	*-*	*75*	*75*	*-*	*-11*	*-11*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	2002	-	-	-	1	17	18	10	7	17	25	129	154
	2003	-	1	1	-	13	13	16	11	27	51	95	146
	2004	-	-	-	6	9	15	11	7	18	56	92	148
	2005	-	1	1	4	9	13	7	8	15	49	90	139
	2006	-	1	1	-	11	11	3	7	10	43	96	139
	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
	2008-12 average	**0**	**-**	**0**	**1**	**5**	**6**	**8**	**7**	**14**	**32**	**64**	**97**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*-100*	*-40*	*-54*	*-27*	*-17*	*-22*	*-30*	*-34*	*-33*
	% ch on 04-08 av: 0812	*100*	*-100*	*-33*	*-58*	*-40*	*-44*	*-7*	*-6*	*-6*	*-25*	*-26*	*-26*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	2	2	-	18	18	2	4	6	13	78	91
	2003	-	1	1	-	20	20	1	5	6	18	89	107
	2004	-	1	1	-	10	10	3	8	11	11	62	73
	2005	-	1	1	-	11	11	-	5	5	6	63	69
	2006	-	2	2	-	8	8	1	6	7	12	70	82
	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
	2008-12 average	**-**	**0**	**0**	**-**	**6**	**6**	**2**	**4**	**6**	**7**	**51**	**58**
	% ch on 04-08 av: 2012	-	*25*	*25*	-	*-43*	*-43*	*11*	*0*	*3*	*-65*	*-30*	*-34*
	% ch on 04-08 av: 0812	-	*-75*	*-75*	-	*-32*	*-32*	*0*	*-37*	*-28*	*-16*	*-16*	*-16*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	2002	-	1	1	3	7	10	1	8	9	22	95	117
	2003	-	-	-	1	14	15	2	12	14	19	83	102
	2004	-	-	-	-	6	6	2	9	11	14	80	94
	2005	-	1	1	-	9	9	6	10	16	24	102	126
	2006	-	-	-	-	7	7	-	10	10	24	55	79
	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
	2008-12 average	**-**	**0**	**0**	**2**	**4**	**6**	**2**	**7**	**9**	**19**	**61**	**80**
	% ch on 04-08 av: 2012	-	*-100*	*-100*	*67*	*-47*	*-39*	*-100*	*2*	*-19*	*-42*	*-23*	*-27*
	% ch on 04-08 av: 0812	-	*-50*	*-50*	*267*	*-45*	*-22*	*-15*	*-27*	*-24*	*-6*	*-18*	*-15*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	5	5	-	2	2	-	13	13
	2003	-	-	-	-	-	-	-	2	2	-	5	5
	2004	-	-	-	-	1	1	-	1	1	-	6	6
	2005	-	-	-	-	-	-	-	3	3	-	12	12
	2006	-	1	1	-	-	-	-	1	1	-	11	11
	2007	-	-	-	-	-	-	-	5	5	-	6	6
	2008	-	-	-	-	-	-	-	-	-	-	5	5
	2009	-	-	-	-	-	-	-	-	-	-	5	5
	2010	-	-	-	-	1	1	-	1	1	-	3	3
	2011	-	-	-	-	-	-	-	-	-	-	5	5
	2012	-	-	-	-	-	-	-	-	-	-	7	7
	2008-12 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**0**	**0**	**-**	**5**	**5**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-*	*-100*	*-100*	*-*	*-100*	*-100*	*-*	*-13*	*-13*
	% ch on 04-08 av: 0812	*-*	*-100*	*-100*	*-*	*0*	*0*	*-*	*-90*	*-90*	*-*	*-38*	*-38*
South Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	2002	-	-	-	4	9	13	6	4	10	34	62	96
	2003	1	-	1	1	10	11	8	1	9	24	63	87
	2004	1	-	1	1	10	11	6	5	11	19	40	59
	2005	-	-	-	-	7	7	1	4	5	18	35	53
	2006	-	-	-	1	4	5	4	6	10	14	37	51
	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	5	24	29
	2008-12 average	**-**	**0**	**0**	**0**	**3**	**3**	**2**	**3**	**5**	**11**	**33**	**44**
	% ch on 04-08 av: 2012	*-100*	*-*	*-100*	*233*	*-100*	*-71*	*-41*	*-58*	*-51*	*-67*	*-37*	*-45*
	% ch on 04-08 av: 0812	*-100*	*-*	*0*	*-33*	*-59*	*-57*	*-41*	*-33*	*-37*	*-27*	*-12*	*-16*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	1	1	2	24	26	10	8	18	26	146	172
	2003	-	-	-	-	23	23	2	16	18	30	119	149
	2004	-	-	-	3	18	21	7	7	14	31	108	139
	2005	-	1	1	1	8	9	5	12	17	15	83	98
	2006	1	-	1	2	16	18	3	13	16	13	106	119
	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	65	78
	2012	-	-	-	-	7	7	3	6	9	7	65	72
	2008-12 average	**-**	**0**	**0**	**1**	**13**	**14**	**2**	**11**	**13**	**17**	**79**	**96**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*-100*	*-54*	*-59*	*-25*	*-48*	*-42*	*-67*	*-35*	*-41*
	% ch on 04-08 av: 0812	*-100*	*0*	*-33*	*-44*	*-14*	*-18*	*-45*	*-3*	*-14*	*-19*	*-21*	*-21*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	2002	-	-	-	-	7	7	3	5	8	20	79	99
	2003	-	-	-	2	9	11	5	7	12	30	82	112
	2004	-	-	-	2	8	10	1	6	7	45	68	113
	2005	-	-	-	1	7	8	5	4	9	28	58	86
	2006	1	-	1	-	6	6	4	6	10	12	50	62
	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
	2008-12 average	**-**	**0**	**0**	**1**	**3**	**4**	**1**	**4**	**5**	**20**	**39**	**60**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*150*	*-63*	*-35*	*-69*	*-29*	*-46*	*-15*	*-41*	*-33*
	% ch on 04-08 av: 0812	*-100*	*0*	*-50*	*-25*	*-41*	*-39*	*-56*	*-14*	*-32*	*-21*	*-30*	*-27*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	-	-	-	-	9	9	-	1	1	2	46	48
	2003	-	-	-	3	9	12	-	3	3	10	36	46
	2004	-	1	1	-	7	7	2	2	4	4	39	43
	2005	-	-	-	1	10	11	4	5	9	8	26	34
	2006	-	-	-	1	9	10	1	3	4	8	35	43
	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
	2008-12 average	**0**	**-**	**0**	**-**	**5**	**5**	**1**	**2**	**2**	**4**	**19**	**23**
	% ch on 04-08 av: 2012	*-*	*-100*	*-100*	*-100*	*-52*	*-57*	*-100*	*15*	*-29*	*-56*	*-42*	*-45*
	% ch on 04-08 av: 0812	*-*	*-100*	*0*	*-100*	*-23*	*-31*	*-63*	*-38*	*-48*	*-38*	*-31*	*-33*
West Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	2002	-	-	-	-	10	10	1	4	5	1	61	62
	2003	-	-	-	1	5	6	1	7	8	4	53	57
	2004	-	-	-	-	9	9	-	7	7	4	67	71
	2005	-	-	-	-	12	12	-	9	9	2	89	91
	2006	-	1	1	-	14	14	1	10	11	9	75	84
	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	59	63
	2012	-	-	-	-	5	5	1	4	5	-	58	58
	2008-12 average	**-**	**-**	**-**	**-**	**7**	**7**	**1**	**3**	**5**	**2**	**62**	**64**
	% ch on 04-08 av: 2012	*-100*	*-100*	*-100*	*-*	*-44*	*-44*	*-29*	*-50*	*-47*	*-100*	*-21*	*-25*
	% ch on 04-08 av: 0812	*-100*	*-100*	*-100*	*-*	*-27*	*-27*	*-14*	*-58*	*-51*	*-50*	*-16*	*-18*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2008-2012 averages and 2002-2012

		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**
	2002	3	11	14	50	463	513	110	194	304	581	2,648	3,229
	2003	4	13	17	24	391	415	108	228	336	558	2,399	2,957
	2004	1	11	12	36	336	372	92	216	308	575	2,191	2,766
	2005	2	9	11	26	331	357	85	201	286	531	2,135	2,666
	2006	5	20	25	26	324	350	103	211	314	475	2,160	2,635
	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	1,827	2,288
	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	1,546	1,877
	2012	-	2	2	14	180	194	43	131	174	341	1,633	1,974
	2008-12 average	**2**	**5**	**8**	**20**	**210**	**230**	**62**	**149**	**211**	**399**	**1,737**	**2,137**
	% ch on 04-08 av: 2012	*-100*	*-84*	*-87*	*-47*	*-40*	*-40*	*-52*	*-35*	*-40*	*-31*	*-23*	*-24*
	% ch on 04-08 av: 0812	*-31*	*-56*	*-51*	*-25*	*-30*	*-29*	*-31*	*-26*	*-28*	*-19*	*-18*	*-18*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	51	315	366	281	1,072	1,353	18	29	27
	2004	52	296	348	286	1,081	1,367	18	27	25
	2005	53	393	446	275	1,081	1,357	19	36	33
	2006	43	355	398	286	1,141	1,427	15	31	28
	2007	54	342	396	265	1,126	1,391	20	30	28
	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	285	325	263	1,040	1,303	15	27	25
	2008-12 average	**49**	**316**	**365**	**259**	**1,064**	**1,323**	**19**	**30**	**28**
	% ch 04-08 av: 2012	*-23*	*-20*	*-20*	*-4*	*-6*	*-6*	*-19*	*-15*	*-16*
	% ch 04-08 av: 0812	*-5*	*-11*	*-11*	*-6*	*-4*	*-4*	*1*	*-8*	*-7*
Aberdeenshire*	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	2003	109	463	572	852	1,836	2,688	13	25	21
	2004	115	474	589	847	1,836	2,683	14	26	22
	2005	135	522	657	844	1,852	2,697	16	28	24
	2006	114	491	605	866	1,964	2,830	13	25	21
	2007	114	520	634	840	1,993	2,834	14	26	22
	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	390	469	861	1,825	2,686	9	21	17
	2008-12 average	**105**	**455**	**559**	**831**	**1,901**	**2,732**	**13**	**24**	**20**
	% ch 04-08 av: 2012	*-34*	*-23*	*-25*	*2*	*-5*	*-3*	*-36*	*-18*	*-23*
	% ch 04-08 av: 0812	*-13*	*-10*	*-10*	*-1*	*-1*	*-1*	*-12*	*-9*	*-9*
Angus	**2004-08 average**	**38**	**268**	**306**	**318**	**728**	**1,046**	**12**	**37**	**29**
	2003	18	255	273	293	690	983	6	37	28
	2004	55	264	319	300	695	995	18	38	32
	2005	41	294	335	292	704	996	14	42	34
	2006	32	254	286	341	734	1,076	9	35	27
	2007	35	270	305	319	747	1,066	11	36	29
	2008	25	260	285	339	758	1,097	7	34	26
	2009	38	203	241	334	752	1,086	11	27	22
	2010	34	153	187	346	740	1,086	10	21	17
	2011	30	198	228	344	731	1,076	9	27	21
	2012	34	179	213	353	722	1,075	10	25	20
	2008-12 average	**32**	**199**	**231**	**343**	**741**	**1,084**	**9**	**27**	**21**
	% ch 04-08 av: 2012	*-10*	*-33*	*-30*	*11*	*-1*	*3*	*-18*	*-33*	*-32*
	% ch 04-08 av: 0812	*-14*	*-26*	*-25*	*8*	*2*	*4*	*-21*	*-27*	*-27*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may not be comparable.

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	114	222	336	344	527	871	33	42	39
	2004	140	182	322	353	526	879	40	35	37
	2005	141	232	373	344	515	858	41	45	43
	2006	141	191	332	360	551	911	39	35	36
	2007	127	175	302	358	552	910	35	32	33
	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	121	133	254	353	526	879	34	25	29
	2012	78	152	230	351	516	866	22	29	27
	2008-12 average	**123**	**161**	**284**	**354**	**533**	**887**	**35**	**30**	**32**
	% ch 04-08 av: 2012	*-44*	*-20*	*-30*	*-1*	*-4*	*-3*	*-43*	*-16*	*-28*
	% ch 04-08 av: 0812	*-12*	*-15*	*-13*	*0*	*-1*	*-1*	*-12*	*-14*	*-13*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**306**	**306**	**-**	**31**	**31**
	2003	1	111	112	-	290	290	-	38	39
	2004	-	90	90	-	294	294	-	31	31
	2005	-	97	97	-	297	297	-	33	33
	2006	-	103	103	-	307	307	-	34	34
	2007	-	99	99	-	313	313	-	32	32
	2008	-	85	85	-	317	317	-	27	27
	2009	-	80	80	-	331	331	-	24	24
	2010	-	70	70	-	328	328	-	21	21
	2011	3	73	76	-	327	327	-	22	23
	2012	3	91	94	-	323	323	-	28	29
	2008-12 average	**1**	**80**	**81**	**-**	**325**	**325**	**-**	**25**	**25**
	% ch 04-08 av: 2012	*-*	*-4*	*-1*	*-*	*6*	*6*	*-*	*-9*	*-6*
	% ch 04-08 av: 0812	*-*	*-16*	*-15*	*-*	*6*	*6*	*-*	*-21*	*-20*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**14**	**43**	**24**
	2003	165	302	467	1,230	672	1,902	13	45	25
	2004	173	292	465	1,236	685	1,920	14	43	24
	2005	208	341	549	1,258	686	1,944	17	50	28
	2006	159	314	473	1,241	711	1,952	13	44	24
	2007	176	298	474	1,299	723	2,021	14	41	23
	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	242	337	1,252	676	1,927	8	36	17
	2008-12 average	**127**	**252**	**379**	**1,277**	**699**	**1,977**	**10**	**36**	**19**
	% ch 04-08 av: 2012	*-46*	*-20*	*-30*	*-1*	*-4*	*-2*	*-45*	*-17*	*-28*
	% ch 04-08 av: 0812	*-28*	*-17*	*-21*	*1*	*-1*	*0*	*-28*	*-16*	*-21*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	38	298	336	173	678	850	22	44	40
	2004	34	292	326	186	679	866	18	43	38
	2005	38	223	261	184	685	869	21	33	30
	2006	44	274	318	187	698	885	24	39	36
	2007	29	229	258	187	719	906	16	32	28
	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	190	214	186	685	871	13	28	25
	2008-12 average	**26**	**213**	**239**	**181**	**697**	**878**	**14**	**31**	**27**
	% ch 04-08 av: 2012	*-34*	*-23*	*-25*	*1*	*-2*	*-2*	*-35*	*-21*	*-23*
	% ch 04-08 av: 0812	*-28*	*-14*	*-16*	*-2*	*-1*	*-1*	*-27*	*-14*	*-15*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**353**	**668**	**1,021**	**11**	**35**	**27**
	2003	57	263	320	357	625	982	16	42	33
	2004	52	252	304	363	633	997	14	40	30
	2005	26	250	276	312	639	951	8	39	29
	2006	33	247	280	361	702	1,062	9	35	26
	2007	48	234	282	372	686	1,057	13	34	27
	2008	35	194	229	357	682	1,039	10	28	22
	2009	49	188	237	364	672	1,037	13	28	23
	2010	44	171	215	355	665	1,020	12	26	21
	2011	32	187	219	354	660	1,014	9	28	22
	2012	25	163	188	354	645	999	7	25	19
	2008-12 average	**37**	**181**	**218**	**357**	**665**	**1,022**	**10**	**27**	**21**
	% ch 04-08 av: 2012	*-36*	*-31*	*-31*	*0*	*-3*	*-2*	*-36*	*-28*	*-30*
	% ch 04-08 av: 0812	*-5*	*-23*	*-21*	*1*	*-1*	*0*	*-6*	*-23*	*-21*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	2003	-	201	201	-	536	536	-	37	37
	2004	-	215	215	-	540	540	-	40	40
	2005	-	225	225	-	537	537	-	42	42
	2006	-	210	210	-	545	545	-	39	39
	2007	-	160	160	-	556	556	-	29	29
	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
	2008-12 average	**-**	**151**	**151**	**-**	**538**	**538**	**-**	**28**	**28**
	% ch 04-08 av: 2012	*-*	*-39*	*-39*	*-*	*-3*	*-3*	*-*	*-37*	*-37*
	% ch 04-08 av: 0812	*-*	*-22*	*-22*	*-*	*-1*	*-1*	*-*	*-21*	*-21*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	33	214	247	344	464	808	10	46	31
	2004	36	206	242	361	473	834	10	44	29
	2005	38	191	229	378	478	856	10	40	27
	2006	35	192	227	390	499	889	9	38	26
	2007	42	179	221	409	509	918	10	35	24
	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
	2008-12 average	**33**	**163**	**197**	**358**	**499**	**856**	**9**	**33**	**23**
	% ch 04-08 av: 2012	*14*	*-20*	*-14*	*-9*	*-2*	*-5*	*24*	*-18*	*-10*
	% ch 04-08 av: 0812	*-10*	*-14*	*-14*	*-6*	*1*	*-2*	*-4*	*-15*	*-12*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**542**	**691**	**7**	**24**	**20**
	2003	15	168	183	118	494	612	13	34	30
	2004	15	153	168	124	500	624	12	31	27
	2005	10	135	145	116	497	613	9	27	24
	2006	7	139	146	154	565	719	5	25	20
	2007	8	121	129	177	571	747	5	21	17
	2008	15	92	107	175	577	752	9	16	14
	2009	11	93	104	181	568	749	6	16	14
	2010	11	85	96	172	558	730	6	15	13
	2011	13	127	140	208	549	757	6	23	18
	2012	8	99	107	205	539	744	4	18	14
	2008-12 average	**12**	**99**	**111**	**188**	**558**	**746**	**6**	**18**	**15**
	% ch 04-08 av: 2012	*-27*	*-23*	*-23*	*37*	*-1*	*8*	*-47*	*-22*	*-28*
	% ch 04-08 av: 0812	*5*	*-23*	*-20*	*26*	*3*	*8*	*-16*	*-25*	*-26*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	2003	80	1,493	1,573	670	2,260	2,929	12	66	54
	2004	88	1,536	1,624	683	2,289	2,972	13	67	55
	2005	85	1,420	1,505	688	2,285	2,973	12	62	51
	2006	119	1,398	1,517	682	2,306	2,988	17	61	51
	2007	98	1,302	1,400	714	2,326	3,040	14	56	46
	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	1,127	1,195	712	2,190	2,902	10	51	41
	2012	94	1,077	1,171	700	2,179	2,879	13	49	41
	2008-12 average	**94**	**1,149**	**1,243**	**700**	**2,220**	**2,920**	**13**	**52**	**43**
	% ch 04-08 av: 2012	*-7*	*-22*	*-21*	*1*	*-5*	*-4*	*-8*	*-18*	*-18*
	% ch 04-08 av: 0812	*-7*	*-16*	*-16*	*1*	*-3*	*-2*	*-8*	*-14*	*-14*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	-	65	65	-	186	186	-	35	35
	2004	-	46	46	-	186	186	-	25	25
	2005	-	49	49	-	176	176	-	28	28
	2006	-	53	53	-	208	208	-	25	25
	2007	-	48	48	-	209	209	-	23	23
	2008	-	79	79	-	205	205	-	39	39
	2009	-	42	42	-	206	206	-	20	20
	2010	-	43	43	-	203	203	-	21	21
	2011	-	33	33	-	202	202	-	16	16
	2012	-	32	32	-	203	203	-	16	16
	2008-12 average	**-**	**46**	**46**	**-**	**204**	**204**	**-**	**22**	**22**
	% ch 04-08 av: 2012	*-*	*-42*	*-42*	*-*	*3*	*3*	*-*	*-44*	*-44*
	% ch 04-08 av: 0812	*-*	*-17*	*-17*	*-*	*3*	*3*	*-*	*-19*	*-19*
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	2003	42	315	357	503	887	1,390	8	36	26
	2004	31	310	341	542	897	1,439	6	35	24
	2005	25	310	335	534	902	1,436	5	34	23
	2006	32	284	316	560	931	1,492	6	30	21
	2007	30	297	327	571	953	1,524	5	31	21
	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	237	266	577	944	1,521	5	25	17
	2008-12 average	**26**	**269**	**295**	**552**	**950**	**1,502**	**5**	**28**	**20**
	% ch 04-08 av: 2012	*0*	*-21*	*-19*	*4*	*2*	*3*	*-4*	*-23*	*-21*
	% ch 04-08 av: 0812	*-10*	*-10*	*-10*	*-0*	*3*	*1*	*-10*	*-13*	*-12*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	2003	110	690	800	837	1,906	2,743	13	36	29
	2004	90	708	798	866	1,939	2,805	10	37	28
	2005	97	645	742	822	1,949	2,770	12	33	27
	2006	94	607	701	870	1,987	2,856	11	31	25
	2007	74	555	629	889	2,022	2,911	8	27	22
	2008	84	520	604	868	2,023	2,891	10	26	21
	2009	80	566	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
	2008-12 average	**75**	**480**	**556**	**851**	**2,004**	**2,854**	**9**	**24**	**19**
	% ch 04-08 av: 2012	*-31*	*-37*	*-36*	*-5*	*-0*	*-2*	*-27*	*-37*	*-35*
	% ch 04-08 av: 0812	*-14*	*-21*	*-20*	*-1*	*1*	*0*	*-13*	*-22*	*-20*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**	**1,330**	**2,130**	**3,459**	**15**	**86**	**59**
	2003	155	2,077	2,232	1,206	2,091	3,296	13	99	68
	2004	220	2,098	2,318	1,277	2,107	3,384	17	100	68
	2005	187	2,059	2,246	1,300	2,117	3,417	14	97	66
	2006	190	1,821	2,011	1,330	2,130	3,460	14	85	58
	2007	180	1,737	1,917	1,349	2,159	3,508	13	80	55
	2008	205	1,469	1,674	1,391	2,135	3,527	15	69	47
	2009	162	1,476	1,638	1,385	2,100	3,485	12	70	47
	2010	220	1,252	1,472	1,370	2,053	3,423	16	61	43
	2011	163	1,225	1,388	1,397	2,039	3,435	12	60	40
	2012	166	1,275	1,441	1,452	2,022	3,475	11	63	41
	2008-12 average	**183**	**1,339**	**1,523**	**1,399**	**2,070**	**3,469**	**13**	**65**	**44**
	% ch 04-08 av: 2012	*-15*	*-31*	*-29*	*9*	*-5*	*0*	*-23*	*-27*	*-29*
	% ch 04-08 av: 0812	*-7*	*-27*	*-25*	*5*	*-3*	*0*	*-11*	*-25*	*-25*
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	2003	391	408	799	1,476	1,001	2,477	26	41	32
	2004	430	399	829	1,464	1,012	2,477	29	39	33
	2005	381	416	797	1,468	1,022	2,490	26	41	32
	2006	355	349	704	1,503	1,053	2,556	24	33	28
	2007	409	333	742	1,525	1,070	2,595	27	31	29
	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	259	404	663	1,528	1,024	2,552	17	39	26
	2008-12 average	**321**	**341**	**662**	**1,534**	**1,054**	**2,587**	**21**	**32**	**26**
	% ch 04-08 av: 2012	*-33*	*10*	*-12*	*2*	*-2*	*0*	*-34*	*12*	*-12*
	% ch 04-08 av: 0812	*-17*	*-7*	*-12*	*3*	*1*	*2*	*-19*	*-8*	*-14*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	2003	71	211	282	76	444	520	94	48	54
	2004	72	153	225	80	455	535	90	34	42
	2005	43	144	187	78	452	530	55	32	35
	2006	40	190	230	80	460	539	50	41	43
	2007	57	173	230	78	468	545	73	37	42
	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
	2008-12 average	**40**	**136**	**177**	**73**	**450**	**523**	**55**	**30**	**34**
	% ch 04-08 av: 2012	*-38*	*-33*	*-34*	*-9*	*-5*	*-5*	*-31*	*-30*	*-30*
	% ch 04-08 av: 0812	*-24*	*-18*	*-19*	*-6*	*-2*	*-3*	*-19*	*-16*	*-17*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	55	249	304	142	476	618	39	52	49
	2004	45	226	271	141	482	624	32	47	43
	2005	22	228	250	141	486	627	16	47	40
	2006	51	221	272	142	498	640	36	44	42
	2007	25	188	213	142	507	649	18	37	33
	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	236	281	140	504	644	32	47	44
	2008-12 average	**38**	**204**	**241**	**138**	**513**	**652**	**27**	**40**	**37**
	% ch 04-08 av: 2012	*17*	*10*	*11*	*-1*	*2*	*1*	*19*	*9*	*10*
	% ch 04-08 av: 0812	*-2*	*-5*	*-4*	*-2*	*3*	*2*	*-0*	*-8*	*-7*
Moray*	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	2003	58	155	213	278	428	706	21	36	30
	2004	57	128	185	280	434	715	20	29	26
	2005	59	131	190	283	438	722	21	30	26
	2006	55	129	184	270	457	727	20	28	25
	2007	34	138	172	277	466	743	12	30	23
	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	82	120	265	446	711	14	18	17
	2008-12 average	**40**	**118**	**158**	**267**	**454**	**720**	**15**	**26**	**22**
	% ch 04-08 av: 2012	*-22*	*-38*	*-34*	*-4*	*-1*	*-3*	*-18*	*-38*	*-32*
	% ch 04-08 av: 0812	*-17*	*-12*	*-13*	*-4*	*0*	*-1*	*-14*	*-12*	*-12*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	2003	97	265	362	256	453	709	38	59	51
	2004	98	306	404	272	461	733	36	66	55
	2005	67	264	331	276	445	720	24	59	46
	2006	82	216	298	319	463	781	26	47	38
	2007	73	231	304	326	466	792	22	50	38
	2008	65	180	245	330	462	792	20	39	31
	2009	68	178	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
	2008-12 average	**61**	**169**	**230**	**320**	**451**	**771**	**19**	**38**	**30**
	% ch 04-08 av: 2012	*-35*	*-29*	*-30*	*2*	*-5*	*-3*	*-36*	*-25*	*-28*
	% ch 04-08 av: 0812	*-21*	*-29*	*-27*	*5*	*-2*	*1*	*-25*	*-28*	*-28*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may not be comparable.

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	139	818	957	1,100	1,812	2,911	13	45	33
	2004	114	865	979	1,134	1,833	2,968	10	47	33
	2005	113	818	931	1,133	1,831	2,964	10	45	31
	2006	130	801	931	1,114	1,869	2,983	12	43	31
	2007	104	783	887	1,143	1,906	3,049	9	41	29
	2008	82	658	740	1,166	1,894	3,060	7	35	24
	2009	101	675	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	517	623	1,414	1,822	3,235	7	28	19
	2008-12 average	**89**	**612**	**700**	**1,205**	**1,851**	**3,056**	**7**	**33**	**23**
	% ch 04-08 av: 2012	*-2*	*-34*	*-30*	*24*	*-2*	*8*	*-21*	*-33*	*-35*
	% ch 04-08 av: 0812	*-18*	*-22*	*-22*	*6*	*-1*	*2*	*-23*	*-21*	*-23*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**30**	**30**
	2003	-	35	35	-	128	128	-	27	27
	2004	-	38	38	-	128	128	-	30	30
	2005	-	46	46	-	128	128	-	36	36
	2006	-	43	43	-	136	136	-	32	32
	2007	-	35	35	-	137	137	-	25	25
	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
	2008-12 average	**-**	**28**	**28**	**-**	**135**	**135**	**-**	**20**	**20**
	% ch 04-08 av: 2012	*-*	*-57*	*-57*	*-*	*-2*	*-2*	*-*	*-56*	*-56*
	% ch 04-08 av: 0812	*-*	*-30*	*-30*	*-*	*1*	*1*	*-*	*-31*	*-31*
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	2003	150	319	469	1,296	927	2,223	12	34	21
	2004	124	318	442	1,336	931	2,267	9	34	19
	2005	143	267	410	1,345	928	2,273	11	29	18
	2006	107	273	380	1,381	960	2,340	8	28	16
	2007	128	246	374	1,379	972	2,351	9	25	16
	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	108	184	292	1,296	918	2,215	8	20	13
	2008-12 average	**118**	**221**	**339**	**1,319**	**943**	**2,262**	**9**	**23**	**15**
	% ch 04-08 av: 2012	*-13*	*-32*	*-26*	*-4*	*-3*	*-4*	*-9*	*-29*	*-23*
	% ch 04-08 av: 0812	*-4*	*-18*	*-14*	*-3*	*-1*	*-2*	*-2*	*-17*	*-12*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**	**622**	**754**	**1,376**	**14**	**53**	**36**
	2003	93	491	584	590	727	1,316	16	68	44
	2004	110	441	551	611	734	1,345	18	60	41
	2005	92	442	534	616	741	1,357	15	60	39
	2006	85	410	495	627	755	1,382	14	54	36
	2007	76	406	482	620	769	1,389	12	53	35
	2008	68	317	385	639	769	1,408	11	41	27
	2009	57	267	324	628	755	1,382	9	35	23
	2010	60	290	350	611	748	1,359	10	39	26
	2011	73	351	424	616	745	1,362	12	47	31
	2012	68	309	377	607	742	1,349	11	42	28
	2008-12 average	**65**	**307**	**372**	**620**	**752**	**1,372**	**11**	**41**	**27**
	% ch 04-08 av: 2012	*-21*	*-23*	*-23*	*-2*	*-2*	*-2*	*-19*	*-22*	*-21*
	% ch 04-08 av: 0812	*-24*	*-24*	*-24*	*-0*	*-0*	*-0*	*-24*	*-24*	*-24*
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	2003	80	434	514	386	768	1,154	21	57	45
	2004	110	430	540	389	777	1,166	28	55	46
	2005	95	406	501	392	776	1,168	24	52	43
	2006	95	326	421	400	801	1,201	24	41	35
	2007	79	276	355	400	812	1,212	20	34	29
	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
	2008-12 average	**81**	**264**	**345**	**386**	**798**	**1,184**	**21**	**33**	**29**
	% ch 04-08 av: 2012	*-36*	*-35*	*-35*	*-2*	*-2*	*-2*	*-34*	*-34*	*-34*
	% ch 04-08 av: 0812	*-17*	*-25*	*-23*	*-2*	*0*	*-0*	*-16*	*-25*	*-23*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	2003	-	42	42	-	194	194	-	22	22
	2004	-	40	40	-	195	195	-	21	21
	2005	-	56	56	-	198	198	-	28	28
	2006	-	49	49	-	205	205	-	24	24
	2007	-	40	40	-	206	206	-	19	19
	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
	2008-12 average	**-**	**42**	**42**	**-**	**203**	**203**	**-**	**21**	**21**
	% ch 04-08 av: 2012	*-*	*-17*	*-17*	*-*	*-1*	*-1*	*-*	*-16*	*-16*
	% ch 04-08 av: 0812	*-*	*4*	*4*	*-*	*0*	*0*	*-*	*4*	*4*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	116	243	359	401	567	968	29	43	37
	2004	63	243	306	398	573	971	16	42	32
	2005	103	231	334	385	576	962	27	40	35
	2006	67	236	303	387	595	981	17	40	31
	2007	78	218	296	393	600	992	20	36	30
	2008	41	178	219	379	607	987	11	29	22
	2009	87	217	304	381	602	983	23	36	31
	2010	51	160	211	384	595	979	13	27	22
	2011	55	190	245	384	590	974	14	32	25
	2012	62	184	246	379	572	951	16	32	26
	2008-12 average	**59**	**186**	**245**	**381**	**593**	**975**	**16**	**31**	**25**
	% ch 04-08 av: 2012	*-12*	*-17*	*-16*	*-3*	*-3*	*-3*	*-10*	*-14*	*-13*
	% ch 04-08 av: 0812	*-16*	*-16*	*-16*	*-2*	*1*	*-0*	*-14*	*-16*	*-16*
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	2003	151	780	931	1,088	1,206	2,294	14	65	41
	2004	185	748	933	1,121	1,223	2,343	17	61	40
	2005	158	668	826	1,095	1,240	2,335	14	54	35
	2006	153	670	823	1,142	1,311	2,453	13	51	34
	2007	189	619	808	1,130	1,333	2,462	17	46	33
	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	1,329	1,258	2,586	8	36	22
	2008-12 average	**115**	**504**	**619**	**1,204**	**1,281**	**2,485**	**10**	**39**	**25**
	% ch 04-08 av: 2012	*-39*	*-30*	*-32*	*17*	*-2*	*7*	*-48*	*-29*	*-37*
	% ch 04-08 av: 0812	*-31*	*-23*	*-25*	*6*	*0*	*3*	*-35*	*-23*	*-27*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**727**	**1,216**	**15**	**32**	**25**
	2003	98	241	339	457	693	1,149	21	35	29
	2004	66	234	300	459	699	1,158	14	33	26
	2005	57	200	257	466	709	1,175	12	28	22
	2006	80	262	342	501	736	1,237	16	36	28
	2007	65	251	316	513	749	1,262	13	33	25
	2008	91	210	301	505	743	1,248	18	28	24
	2009	64	209	273	499	735	1,234	13	28	22
	2010	65	184	249	481	732	1,213	14	25	21
	2011	63	168	231	478	720	1,198	13	23	19
	2012	56	163	219	470	705	1,175	12	23	19
	2008-12 average	**68**	**187**	**255**	**487**	**727**	**1,214**	**14**	**26**	**21**
	% ch 04-08 av: 2012	*-22*	*-30*	*-28*	*-4*	*-3*	*-3*	*-19*	*-27*	*-25*
	% ch 04-08 av: 0812	*-6*	*-19*	*-16*	*-0*	*-0*	*-0*	*-5*	*-19*	*-16*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		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**
	2003	45	209	254	188	415	604	24	50	42
	2004	47	238	285	191	418	608	25	57	47
	2005	51	202	253	195	425	620	26	47	41
	2006	40	212	252	199	436	635	20	49	40
	2007	32	189	221	189	439	629	17	43	35
	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
	2008-12 average	**35**	**126**	**162**	**203**	**434**	**637**	**17**	**29**	**25**
	% ch 04-08 av: 2012	*-16*	*-43*	*-38*	*7*	*1*	*2*	*-21*	*-43*	*-39*
	% ch 04-08 av: 0812	*-12*	*-34*	*-30*	*5*	*1*	*2*	*-17*	*-35*	*-32*
West Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**51**	**33**
	2003	63	516	579	658	989	1,647	10	52	35
	2004	54	531	585	675	1,013	1,688	8	52	35
	2005	43	517	560	687	1,015	1,702	6	51	33
	2006	51	566	617	682	1,031	1,713	7	55	36
	2007	43	474	517	688	1,055	1,742	6	45	30
	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
	2008-12 average	**44**	**442**	**487**	**688**	**1,042**	**1,730**	**6**	**42**	**28**
	% ch 04-08 av: 2012	*8*	*-23*	*-20*	*-3*	*0*	*-1*	*11*	*-23*	*-20*
	% ch 04-08 av: 0812	*-6*	*-16*	*-15*	*-0*	*1*	*1*	*-6*	*-16*	*-15*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	2003	2,595	12,868	15,463	15,599	26,439	42,038	17	49	37
	2004	2,676	12,752	15,428	15,976	26,729	42,705	17	48	36
	2005	2,511	12,422	14,933	15,906	26,811	42,718	16	46	35
	2006	2,434	11,886	14,320	16,375	27,745	44,119	15	43	32
	2007	2,407	11,166	13,573	16,548	28,118	44,666	15	40	30
	2008	2,360	10,387	12,747	16,504	27,966	44,470	14	37	29
	2009	2,315	10,225	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	1,868	8,847	10,715	16,313	27,077	43,390	11	33	25
	2012	1,854	8,674	10,528	16,791	26,757	43,549	11	32	24
	2008-12 average	**2,098**	**9,440**	**11,538**	**16,475**	**27,348**	**43,823**	**13**	**35**	**26**
	% ch 04-08 av: 2012	*-25*	*-26*	*-26*	*3*	*-3*	*-0*	*-28*	*-24*	*-26*
	% ch 04-08 av: 0812	*-15*	*-19*	*-19*	*1*	*-0*	*0*	*-16*	*-19*	*-19*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		All	Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Northern	**2004-08 average**		**33**	**189**	**2**	**12**	**889**	**3,075**	**29**
	2003		36	235	2	17	941	2,984	32
	2004		32	237	1	16	953	2,985	32
	2005		27	215	-	15	948	2,992	32
	2006		30	178	3	10	849	3,106	27
	2007		39	172	2	13	865	3,147	27
	2008		37	142	3	6	831	3,145	26
	2009		28	146	2	7	925	3,169	29
	2010		29	120	-	14	724	3,125	23
	2011		22	109	-	3	664	3,117	21
	2012		23	124	-	5	746	3,086	24
	2008-12 average		**28**	**128**	**1**	**7**	**778**	**3,128**	**25**
	% ch 04-08 av: 2012		*-30*	*-34*	*-*	*-58*	*-16*	*0*	*-16*
	% ch 04-08 av: 0812		*-16*	*-32*	*-44*	*-42*	*-13*	*2*	*-14*
Grampian *	**2004-08 average**		**46**	**288**	**3**	**27**	**1,215**	**4,885**	**25**
	2003		51	279	2	33	1,151	4,746	24
	2004		44	280	1	30	1,122	4,765	24
	2005		53	264	2	25	1,293	4,775	27
	2006		62	220	3	27	1,187	4,984	24
	2007		37	265	-	20	1,202	4,968	24
	2008		35	413	7	33	1,274	4,932	26
	2009		31	347	1	26	1,296	4,820	27
	2010		37	312	-	26	1,023	4,738	22
	2011		22	314	2	26	904	4,688	19
	2012		24	356	1	37	914	4,700	19
	2008-12 average		**30**	**348**	**2**	**30**	**1,082**	**4,776**	**23**
	% ch 04-08 av: 2012		*-48*	*23*	*-62*	*37*	*-25*	*-4*	*-22*
	% ch 04-08 av: 0812		*-35*	*21*	*-15*	*10*	*-11*	*-2*	*-9*
Tayside	**2004-08 average**		**30**	**278**	**1**	**33**	**983**	**4,238**	**23**
	2003		37	283	2	34	1,078	4,057	27
	2004		35	339	-	44	1,087	4,128	26
	2005		29	277	1	39	1,006	4,137	24
	2006		21	301	1	37	984	4,302	23
	2007		35	234	2	21	937	4,323	22
	2008		31	239	2	24	900	4,301	21
	2009		21	234	-	25	917	4,263	22
	2010		30	175	-	20	746	4,197	18
	2011		25	199	1	22	763	4,198	18
	2012		19	180	-	15	719	4,161	17
	2008-12 average		**25**	**205**	**1**	**21**	**809**	**4,224**	**19**
	% ch 04-08 av: 2012		*-37*	*-35*	*-*	*-55*	*-27*	*-2*	*-25*
	% ch 04-08 av: 0812		*-17*	*-26*	*-50*	*-36*	*-18*	*-0*	*-17*

* Grampian police force data underwent a data quality review from 2007 onwards. Data prior to that may not be comparable

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**695**	**2,847**	**24**
	2003	18	182	2	20	800	2,743	29
	2004	30	184	5	23	798	2,805	28
	2005	15	172	1	21	742	2,770	27
	2006	19	189	2	26	701	2,856	25
	2007	14	137	-	14	629	2,911	22
	2008	14	114	1	12	604	2,891	21
	2009	6	114	-	20	646	2,894	22
	2010	13	119	-	11	593	2,848	21
	2011	11	92	-	18	494	2,839	17
	2012	7	100	-	11	442	2,800	16
	2008-12 average	**10**	**108**	**0**	**14**	**556**	**2,854**	**19**
	% ch 04-08 av: 2012	*-62*	*-37*	*-*	*-43*	*-36*	*-2*	*-35*
	% ch 04-08 av: 0812	*-45*	*-32*	*-89*	*-25*	*-20*	*0*	*-20*
Lothian & Borders	**2004-08 average**	**38**	**437**	**2**	**54**	**2,978**	**7,409**	**40**
	2003	45	384	-	58	3,217	7,156	45
	2004	35	386	-	47	3,262	7,283	45
	2005	36	521	1	69	3,045	7,326	42
	2006	42	451	3	62	3,054	7,432	41
	2007	41	428	4	47	2,706	7,561	36
	2008	37	400	-	46	2,821	7,444	38
	2009	37	373	-	40	2,602	7,445	35
	2010	18	341	2	40	2,448	7,289	34
	2011	22	349	1	34	2,296	7,304	31
	2012	32	361	-	32	2,393	7,229	33
	2008-12 average	**29**	**365**	**1**	**38**	**2,512**	**7,342**	**34**
	% ch 04-08 av: 2012	*-16*	*-17*	*-*	*-41*	*-20*	*-2*	*-18*
	% ch 04-08 av: 0812	*-24*	*-17*	*-63*	*-29*	*-16*	*-1*	*-15*
Central	**2004-08 average**	**15**	**168**	**1**	**20**	**727**	**3,003**	**24**
	2003	24	228	1	26	808	2,830	29
	2004	17	195	-	19	731	2,891	25
	2005	18	187	-	28	689	2,908	24
	2006	19	148	3	25	761	3,036	25
	2007	8	144	-	11	742	3,099	24
	2008	12	168	2	16	714	3,082	23
	2009	11	123	-	13	690	3,070	22
	2010	7	119	-	10	574	3,020	19
	2011	9	110	-	9	598	3,014	20
	2012	14	138	-	8	579	3,019	19
	2008-12 average	**11**	**132**	**0**	**11**	**631**	**3,041**	**21**
	% ch 04-08 av: 2012	*-5*	*-18*	*-*	*-60*	*-20*	*1*	*-21*
	% ch 04-08 av: 0812	*-28*	*-22*	*-60*	*-43*	*-13*	*1*	*-14*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 2004-08 and 2008-2012 averages and 2003 to 2012

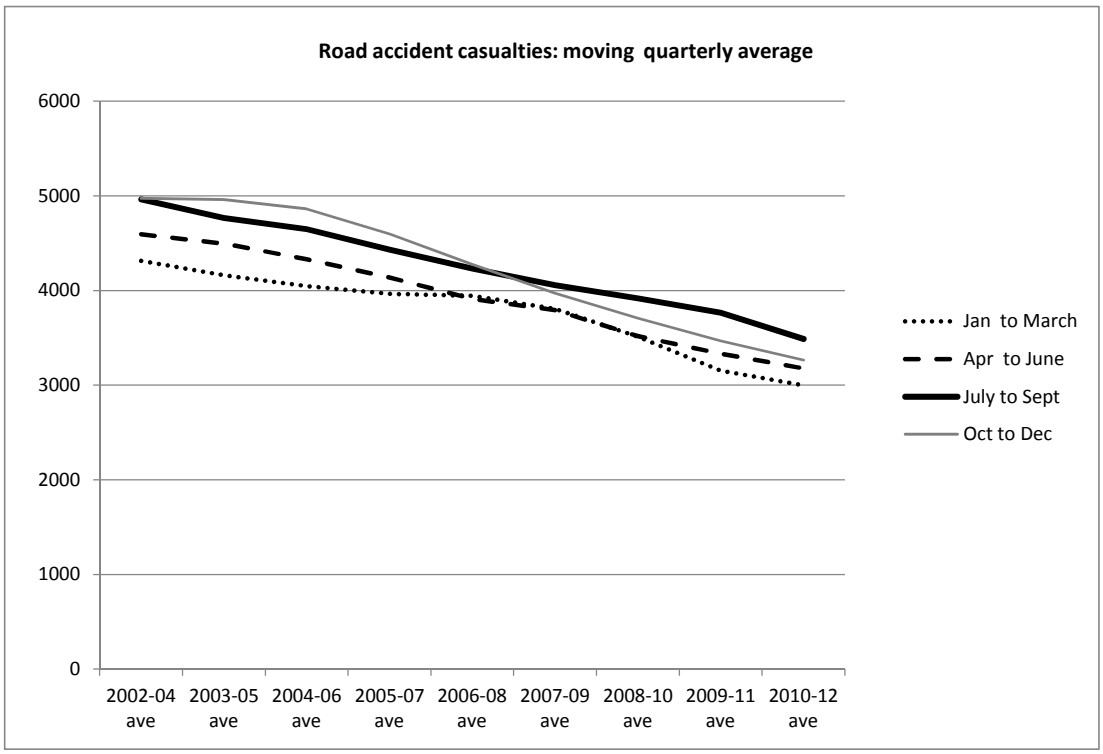
		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Strathclyde	**2004-08 average**	**97**	**958**	**5**	**148**	**6,233**	**16,307**	**38**
	2003	115	1,259	8	211	7,001	15,620	45
	2004	107	1,046	5	179	7,010	15,927	44
	2005	91	903	5	149	6,661	15,866	42
	2006	96	1,002	10	150	6,311	16,452	38
	2007	95	847	1	130	6,018	16,636	36
	2008	94	994	5	134	5,166	16,653	31
	2009	72	831	2	112	5,061	16,560	31
	2010	69	716	2	98	4,666	16,297	29
	2011	65	620	3	85	4,665	16,268	29
	2012	49	632	1	80	4,398	16,627	26
	2008-12 average	**70**	**759**	**3**	**102**	**4,791**	**16,481**	**29**
	% ch 04-08 av: 2012	*-49*	*-34*	*-81*	*-46*	*-29*	*2*	*-31*
	% ch 04-08 av: 0812	*-28*	*-21*	*-50*	*-31*	*-23*	*1*	*-24*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**480**	**1,972**	**24**
	2003	10	107	-	16	467	1,902	25
	2004	8	99	-	14	465	1,920	24
	2005	17	127	1	11	549	1,944	28
	2006	25	146	-	13	473	1,952	24
	2007	12	158	-	13	474	2,021	23
	2008	10	105	-	8	437	2,021	22
	2009	10	120	-	10	403	1,998	20
	2010	5	67	-	4	387	1,974	20
	2011	9	84	-	6	331	1,963	17
	2012	6	83	-	6	337	1,927	17
	2008-12 average	**8**	**92**	**-**	**7**	**379**	**1,977**	**19**
	% ch 04-08 av: 2012	*-58*	*-35*	*-*	*-49*	*-30*	*-2*	*-28*
	% ch 04-08 av: 0812	*-44*	*-28*	*-*	*-42*	*-21*	*0*	*-21*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**14,200**	**43,736**	**32**
	2003	336	2,957	17	415	15,463	42,038	37
	2004	308	2,766	12	372	15,428	42,705	36
	2005	286	2,666	11	357	14,933	42,718	35
	2006	314	2,635	25	350	14,320	44,119	32
	2007	281	2,385	9	269	13,573	44,666	30
	2008	270	2,575	20	279	12,747	44,470	29
	2009	216	2,288	5	253	12,540	44,219	28
	2010	208	1,969	4	223	11,161	43,488	26
	2011	185	1,877	7	203	10,715	43,390	25
	2012	174	1,974	2	194	10,528	43,549	24
	2008-12 average	**211**	**2,137**	**8**	**230**	**11,538**	**43,823**	**26**
	% ch 04-08 av: 2012	*-40*	*-24*	*-87*	*-40*	*-26*	*-0*	*-26*
	% ch 04-08 av: 0812	*-28*	*-18*	*-51*	*-29*	*-19*	*0*	*-19*

Reported casualties by severity and quarter
Years: 1981 to 2012

							Percentage difference from average per quarter for that year			
	Jan Apr to March	to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr Jul to June	y 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	43	45	47	39	174	44	-1	3	8	-10
(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	514	2,288	572	-9	7	12	-10
2010	400	528	573	468	1,969	492	-19	7	16	-5
2011	412	495	520	450	1,877	469	-12	5	11	-4
2012	436	504	543	491	1,974	494	-12	2	10	-1

Reported casualties by severity and quarter
Years: 1981 to 2012

							Percentage difference from average per quarter for that year			
	Jan Apr to March	to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr Jul to June	y 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	3,793	15,044	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,941	3,077	3,486	3,273	12,777	3,194	-8	-4	9	2
2012	3,004	3,224	3,264	3,184	12,676	3,169	-5	2	3	0



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

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

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

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1] by mode of transport
Years: 2004-88 and 2008-2012 averages and 1996 to 2012

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

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

Appendices

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 motor cyclists 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. Consultation on a road safety framework for Scotland 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. This initiative, first launched as part of the festive campaign and continuing into 2010, uses existing legal powers to forfeit the vehicles of any drivers who are detected with a blood alcohol level greater than the legal limit and who also had a similar conviction in the previous five years or had a case pending for this offence.

2010: Have You Clicked? Year long campaign launched on 19 April. The campaign aims to encourage drivers and passengers in Scotland to put their seatbelt on every time they get in any vehicle. ACPOS agreed that all subsequent police campaigns would feature seatbelts as part of the campaign activity.

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. The Plan provides an overall framework for activities including: building road safety management capacity; improving the safety of road infrastructure and broader transport networks; further developing the safety of vehicles; enhancing the behaviour of road users; and improving post-crash care.

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 providing clarity to local authorities, road safety professionals and other stakeholders on their roles and responsibilities and setting out the role that the UK Government has in road safety and the measures it intends to take to decrease casualty numbers on Britain's roads.

2012: Devolution of powers from the UK Government to Scottish Ministers in relation to the Drink-Drive alcohol blood limit, and National Speed Limits

2012: Public Consultation launched in Scotland seeking views on reducing the existing blood/alcohol limit of 80mg/100ml to 50 mg/100ml and consequential equivalent reductions in the breath and urine limit.

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. These measures are designed to free up court time. Existing fixed penalty fines for most driving offences, including mobile phone use and not wearing a seat belt, will rise from £60 to £100.

2013: A Review of the Guide to Improving School Transport was published in Scotland. This report details a review of *A Guide to Improving School Transport* (published in 2010) and its accompanying report which were issued to all local authorities in Scotland. The review's data analysis provided an in-depth understanding of how the guide was perceived and used, how it could be improved, which recommendations were most and least useful and whether the guide had prompted or led to the implementation of policy.

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: http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

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/files/documents/analysis/statistics/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 **(2005 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
http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

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:

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STATS19 (2005)

Accident Record Attendant Circumstances

(For completion by Police)

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

1.2 Police Force

1.3 Accident Reference

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date of Accident (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
10 digit OS Grid Reference number (Easting Northing)

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 Multiple junction
- 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 non-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: street lights present
- 2 Daylight: no street lighting
- 3 Daylight: street lighting unknown
- 4 Darkness: street lights present and lit
- 5 Darkness: street lights present but unlit
- 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
- 9 Unknown

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 defective
- 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 injured
- 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'

1.27 DfT Special Projects

STATS19 (2005)

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	Passing too close to cyclist, horse rider or pedestrian 407	Cyclist 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 709	Pedestrian wearing dark clothing at night 809	
		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

If 999 Other: give brief details ……

Note: Only use if "Other" Factor contributed to the accident. Also include in text description of how accident happened

Note: These factors reflect the Reporting Officer's opinion at the time of the accident and are not necessarily the result of extensive investigation

Vehicle Record

STATS19 (2005)

2.1 Record Type [2]

21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Reference

2.4 Vehicle Reference Number

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 passenger seats)
11 Bus or coach (17 or more passenger seats)
14 Other motor vehicle
15 Other non-motor vehicle
16 Ridden horse
17 Agricultural vehicle (includes diggers etc.)
18 Tram / Light rail
19 Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw and over

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 lane to right
13 Overtaking moving vehicle on its offside
14 Overtaking stationary vehicle on its offside
15 Overtaking on nearside
16 Going ahead left hand bend
17 Going ahead right hand bend
18 Going ahead other

2.8 Vehicle Movement Compass Point From To

1 N 2 NE 3 E 4 SE 5 S 6 SW 7 W 8 NW
Parked [0 0]

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 Open door of vehicle
09 Central island of 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

2.16 First Point of Impact

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

2.17 Other Vehicle Hit

Ref no. of other vehicle hit (or hit by)
Special code: 000 No other vehicle hit

(For completion by Police)

2.21 Sex of Driver

1 Male 2 Female 3 Not traced

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 contacted at time of accident
6 Not provided (medical reasons)

2.24 Hit and Run

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

2.25 DfT Special Projects

2.26 Vehicle Registration Mark (VRM)

2.28 Foreign Registered Vehicle

0 Not foreign registered vehicle
1 Foreign registered vehicle – left hand drive
2 Foreign registered vehicle – right hand
3 Foreign registered vehicle – two wheeler

2.27 Driver Postcode

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

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/Not known

Casualty Record

STATS19 (2005)

3.1 Record Type [3]

31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Reference

3.4 Vehicle Reference Number

3.5 Casualty Reference Number

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
3 Slight

Pedestrian Casualties Only

3.10 Pedestrian Location

01 In carriageway, crossing on pedestrian crossing facility
02 In carriageway, crossing within zig-zag lines at crossing approach
03 In carriageway, crossing within zig-zag lines at crossing exit
04 In carriageway, crossing elsewhere within 50 metres of pedestrian crossing
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 refuge, central island or central reservation
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 – masked by parked or stationary vehicle
3 Crossing from driver's offside
4 Crossing from driver's offside – masked by parked or stationary vehicle
5 In carriageway, stationary – not crossing (standing or playing)
6 In carriageway, stationary – not crossing (standing or playing), masked by parked or stationary vehicle
7 Walking along in carriageway – facing traffic
8 Walking along in carriageway – back to 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 Injured in the Course of 'On the Road' Work

Work activity carried out on public road (eg delivery services, road maintenance, traffic control etc.)

0 No
1 Yes
2 Not known

(For completion by Police)

3.13 School Pupil Casualty

1 School pupil on journey to or from school
0 Other

3.15 Car Passenger

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

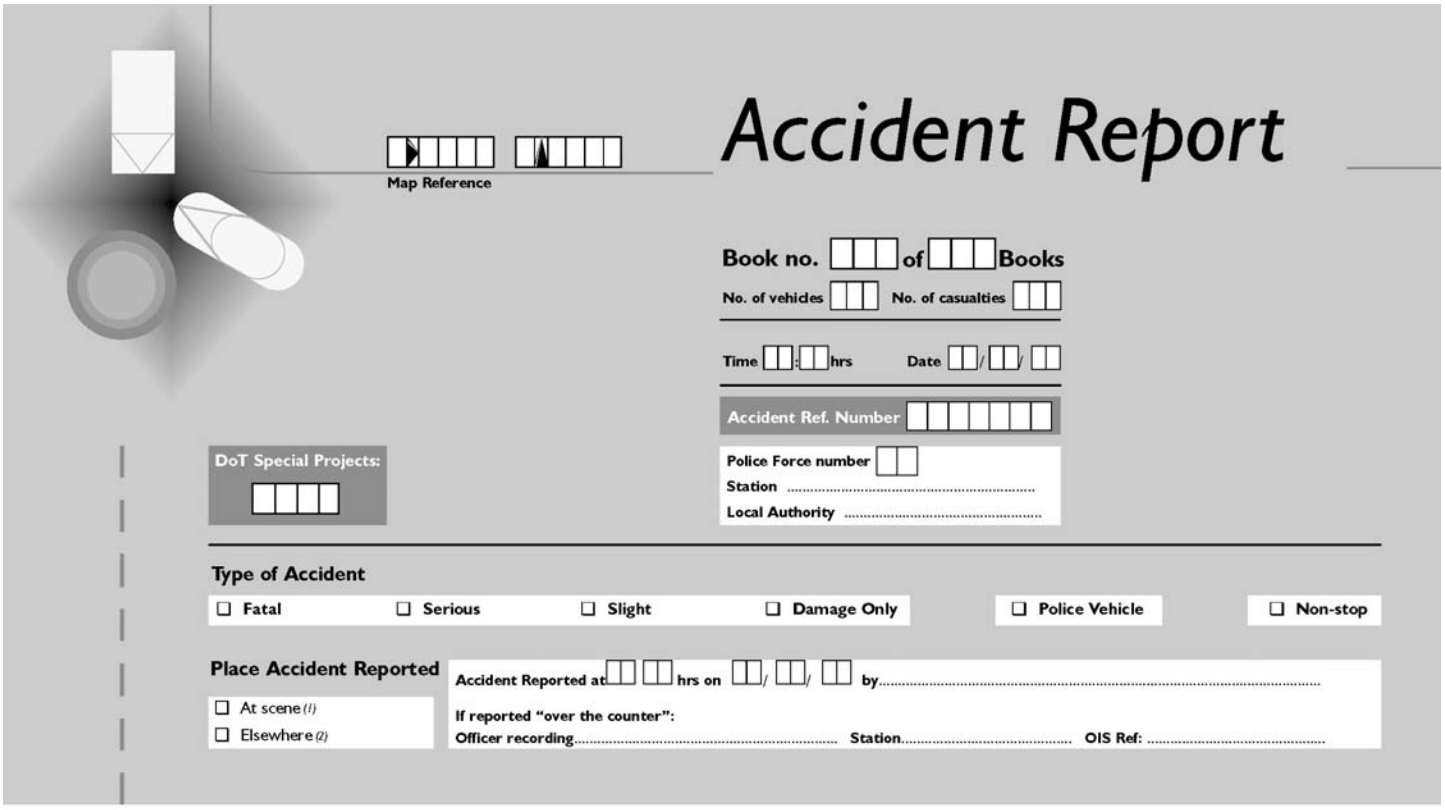
3.16 Bus or Coach Passenger

0 Not a bus or coach passenger
1 Boarding
2 Alighting
3 Standing passenger
4 Seated passenger

3.17 DfT Special Projects

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

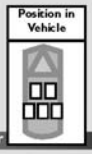
- ☐ Driver/rider (1)
- ☐ Vehicle/pillion Passenger (2)
- ☐ Pedestrian (3)

Bus/coach passenger

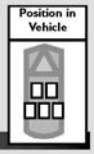
- ☐ Boarding (1)
- ☐ Alighting (2)
- ☐ Standing (3)
- ☐ Seated (4)

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?

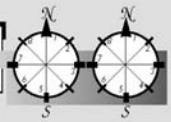
- ☐ Yes (1)
- ☐ No (2)

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)

Direction

- ☐ Standing Still (0)
- ☐ Walking
- ☐ Unknown (9)



- ☐ 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)

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.....

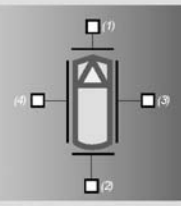
Address.....

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.....

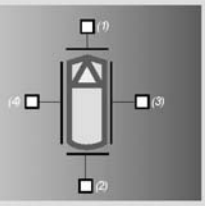
Address.....

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: ☐☐☐ ☐☐☐

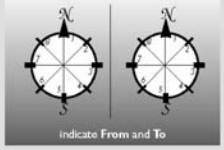
Type of Vehicle
- ☐☐ Pedal cycle *(1)*
- ☐☐ Moped *(2)*
- ☐☐ Motorcycle
  - ☐☐ under 125cc *(3)*
  - ☐☐ over 125cc *(4)*
- ☐☐ Taxi *(8)*
- ☐☐ Car *(9)*
- ☐☐ Minibus (8-16 seats) *(10)*
- ☐☐ Bus or Coach (over 17 seats) *(11)*
- ☐☐ Other motor vehicle *(14)*
- ☐☐ Other non-motor vehicle *(15)*
- ☐☐ Ridden 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:
http://www.transportscotland.gov.uk/analysis/statistics/scotstat/committees

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 of the Association of Chief Police Officers (Scotland), COSLA, 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 Linden Francis at the DfT (Tel: 020 7944 3078) or www.dft.gov.uk/transtat/scras.

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 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: http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

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.

***Motor cycles**:* 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: 2012

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	593
Grampian	1,034
Tayside	741
Fife	421
Lothian & Borders	2,190
Central	567
Strathclyde	3,883
Dumfries & Galloway	318

Month	
January	846
February	750
March	761
April	692
May	887
June	811
July	742
August	868
September	880
October	837
November	905
December	768

Severity of Accident	
Fatal	160
Serious	1,730
Slight	7,857

Local Authority	
Aberdeen City	378
Aberdeenshire	530
Angus	202
Argyll & Bute	211
Clackmannanshire	84
Dumfries & Galloway	318
Dundee City	226
East Ayrshire	173
East Dunbartonshire	114
East Lothian	169
East Renfrewshire	97
Edinburgh, City of	1,163
Eilean Siar	28
Falkirk	269
Fife	421
Glasgow City	1,310
Midlothian	215
Moray	126
North Ayrshire	205
North Lanarkshire	512
Orkney Islands	22
Perth & Kinross	313
Renfrewshire	337
Scottish Borders	263
Shetland Islands	30
South Ayrshire	201
South Lanarkshire	454
Stirling	214
West Dunbartonshire	133
West Lothian	380

Speed Limit	
20	157
30	5,506
40	480
50	309
60	2,696
70	599

Junction Control	
Not at or near junction	4,864
Authorised person	20
Automatic traffic signal	951
Stop sign	89
Give way or uncontrolled	3,813
Unknown	10

Weather Conditions	
Fine	7,017
Raining	1,783
Snowing	86
Fine high winds	115
Raining high winds	257
Snowing high winds	28
Fog mist	60
Other	278
Unknown	123

First road class	
Motorway	348
A(m)	32
A	4,262
B	1,320
C	363
Unclassified	3,422

Second road class	
No second road class	4,976
Motorway	70
A(m)	2
A	680
B	372
C	187
Unclassified	3,459

Light Conditions	
Daylight street lights present	7,140
Dknss:lights present lit	1,730
Dknss:lights present unlit	70
Dknss: no lights	782
Dknss: lights unknown	25

Pedestrian Crossing - Human Control	
None within 50 metres	9,642
School crossing patrol	46
Other authorised person	59

Road Type	
Roundabout	490
One way street	223
Dual carriageway	1,507
Single carriageway	7,327
Slip road	105
Unknown	95

Pedestrian Crossing - Physical Facilities	
None within 50m	7,986
Zebra crossing	113
Pelican, puffin or similar	690
Pedestrian phase at lights	809
Footbridge or subway	13
Central refuge	135
Unknown	1

Junction Detail	
Not at or within 20 metres	4,863
Roundabout	716
Mini Roundabout	71
T or staggered junction	2,191
Slip Road	188
Crossroads	774
Multiple junction	204
Private drive	162
Other junction	577

Road Surface Conditions	
Dry	5,373
Wet or damp	3,813
Snow	88
Frost or ice	433
Flood over 3cm deep	37

Special Conditions at site	
None	9,447
Automatic traffic signal out	33
Automat traffic sig part defective	9
Road sign defective or obscured	20
Roadworks	105
Road surface defective	35
Oil or diesel	59
Mud	38

Carriageway hazards	
None	9,453
Veh load in cgwy	14
Other object in cgwy	126
Involved prev accdnt	27
Ped in cgwy not inj	40
Animal in cgwy-not horse	85

Did a police officer attend?	
Yes	8,182
No-accident reported over counter	1,553

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	929
Grampian	1,655
Tayside	1,240
Fife	738
Lothian & Borders	3,737
Central	977
Strathclyde	6,695
Dumfries & Galloway	514

Month	
January	1,385
February	1,255
March	1,303
April	1,194
May	1,511
June	1,419
July	1,242
August	1,495
September	1,490
October	1,448
November	1,498
December	1,245

Breath test	
Not applicable	134
Positive	264
Negative	9,105
Not requested	3,790
Refused to provide	27
Driver not contacted	2,373
Not provided (medical)	792

Sex of driver	
Male	10,645
Female	5,111
Not traced	726

Vehicle Reference Number	
1	9,747
2	5,662
3	810
4	193
5	47
6	15
7	5
8	2
9	1
10	1
11	1
12	1

Type of Vehicle	
Pedal cycle	930
Moped	86
Motor cycle to 125cc	218
Motor cycle over 125cc	194
Motor cycle over 500cc	390
Taxi	333
Car	12,182
Minibus (8-16 pass)	54
Bus coach (17 or more pass)	517
Ridden horse	7
Agricultural vehicle	67
Van/Goods to 3.5t mgw	803
Goods 3.5t to 7.5t mgw	139
Goods 7.5t mgw and over	314
Other vehicle	243
Motorcycle unknown cc	1
Goods vehicle unknown wgt	3

Manoeuvres	
Reversing	285
Parked	633
Waiting to go ahead/held up	988
Slowing/stopping	1,124
Moving off	678
U turn	126
Turning left	416
Waiting to turn left	97
Turning right	1,254
Waiting to turn right	261
Changing lane left	152
Changing lane rght	117
Overtaking moving vehicle offside	284
Overtaking stationery vehicle offside	132
Overtaking nearside	90
Ahead left hand bend	965
Ahead right hand bend	1,000
Ahead other	7,881

Other vehicle hit	
Unknown	510
0	5,170
1	4,745
2	5,427
3	492
4	106
5	23
6	6
7	2
8	1
9	1
10	1
11	1

Junction location of vehicle	
Unknown	1
Not at or within 20 metres	7,678
Approach junction or wait/park approach	4,119
Cleared junction or wait/park at exit	951
Leaving roundabout	283
Entering roundabout	466
Leaving main road	241
Entering main road	451
Entering from slip rd	108
Mid-junction on roundabout/main road	2,187

Skidding and overturning	
None	13,919
Skidding	1,566
Skid overtd	536
Jacknifed	8
Jacknifed overturned	3
Overturned	452

Hit object in carriageway	
Unknown	6
None	15,684
Prev accident	10
Road works	12
Parked vehicle	326
Bridge roof	2
Bridge side	17
Bollard refuge	46
Open door vehicle	28
Central island roundabout	15
Kerb	214
Other object	82
Animal excluding ridden horse	43

Vehicle leaving carriageway	
Unknown	3
Did not leave c'way	13,614
Left c'way nearside	1,483
Left c'way nearside rebound	200
Left c'way ahead junction	72
Left c'way offside onto central reservation	75
Left c'way offside onto central res & rebound	48
Left c'way offside and crossed central res	23
Left c'way offside	844
Left c'way offside and rebounded	123

Hit object off carriageway	
Unknown	2
None	14,387
Road sign traffic signal	166
Lamp post	151
Telegraph pole electricity pole	53
Tree	251
Bus stop bus shelter	12
Central crash barrier	133
Nearside or offside crash barrier	192
Submerged in water	2
Entered ditch	221
Other permanent object	905
Wall or fence	9

First point of impact	
Unknown	2
None	989
Front	8,113
Back	2,787
Offside	2,378
Nrside	2,216

Towing and Articulation	
No towing or articulation	16,220
Articulated vehicle	157
Double or multiple trailer	7
Caravan	9
Single trailer	69
Other tow	21

Hit and run	
Other	15,525
Hit run	659
Non-stop vehicle, not hit	300

Vehicle location at time of acc - Lane	
Unknown	2
On main carriageway	15,995
Bus lane	118
Busway	40
Cycle lane	31
Cycleway	7
On lay-by hard shldr	67
Entering lay-by hard shldr	19
Leaving lay-by hard shldr	28
Footway	172

Journey Purpose of driver/rider	
Journey part of work	2,842
Commuting to/from work	2,239
Taking pupil to/from school	146
Pupil riding to/from school	40
Other	11,205
Not known	10

Foreign registered vehicle	
Not foreign reg veh	15,849
Foreign reg LH drive	57
Foreign reg RH drive	37
Foreign reg 2 wheeler	29
Other/not known	2

Vehicle movement from/to	
Unknown	22
Parked	658
U turn from north	30
North to north east	10
North to east	202
North to south east	22
North to south	2,760
North to south west	40
North to west	373
North to north west	17
North east to north	4
U turn from north east	3
North east to east	7
North east to south east	23
North east to south	25
North east to south west	368
North east to west	21
North east to north west	41
East to north	354
East to north east	10
U turn from east	41
East to south east	14
East to south	135
East to south west	23
East to west	2,968
East to north west	29
South east to north	27
South east to north east	43
South east to east	10
U turn from south east	3
South east to south	4
South east to south west	13
South east to west	21
South east to north west	387
South to north	2,662
South to north east	56
South to east	392
South to south east	7
U turn from south	36
South to south west	10
South to west	156
South to north west	31
South west to north	28
South west to north east	403
South west to east	26
South west to south east	41
South west to south	7
U turn from south west	3
South west to west	4
South west to north west	21
West to north	119
West to north east	21
West to east	2,889
West to south east	27
West to south	312
West to south west	11
U turn from west	23
West to north west	5
North west to north	3
North west to north east	14
North west to east	14
North west to south east	375
North west to south	31
North west to south west	40
North west to west	6
U turn from north west	4

Age of driver	
Unknown	425
0	5
1	2
2	0
3	1
4	1
5	6
6	12
7	13
8	10
9	10
10	12
11	23
12	11
13	11
14	9
15	14
16	53
17	205
18	347
19	365
20	410
21	362
22	388
23	343
24	329
25	386
26	343
27	273
28	326
29	306
30	547
31	316
32	300
33	265
34	279
35	441
36	263
37	264
38	281
39	313
40	489
41	349
42	341
43	309
44	319
45	410
46	312
47	343
48	298
49	358
50	420

Age of driver	
51	297
52	286
53	251
54	253
55	253
56	238
57	210
58	178
59	179
60	168
61	143
62	149
63	143
64	152
65	140
66	96
67	82
68	97
69	93
70	95
71	72
72	64
73	61
74	50
75	56
76	52
77	53
78	46
79	53
80	44
81	36
82	34
83	42
84	20
85	13
86	11
87	16
88	11
89	11
90	4
91	7
92	5
96	2
97	1

Reported casualty variables

Police Force	
Northern	893
Grampian	1,294
Tayside	918
Fife	549
Lothian & Borders	2,786
Central	731
Strathclyde	5,079
Dumfries & Galloway	426

Month	
January	1,069
February	980
March	955
April	932
May	1,183
June	1,109
July	989
August	1,152
September	1,123
October	1,053
November	1,138
December	993

Sex of casualty	
Unknown	3
Male	7,198
Female	5,472

Road user	
Pedestrian	1,969
Pedal cycle	901
Motor cycle	865
Car	7,647
Taxi	165
Minibus	69
Bus/Coach	439
Light goods vehicle	352
Heavy goods vehicle	140
Other	129

Severity of casualty	
Killed	174
Serious	1,974
Slight	10,528

Bus or coach passenger	
Not psv passenger	12,245
Boarding	19
Alighting	21
Standing passenger	95
Seated passenger	296

School pupil casualty	
All other casualties	12,483
Pupil to/from school	193

Pedestrian direction	
Not pedestrian	10,707
Pedestrian standing still	207
Heading North	406
Heading North East	33
Heading East	378
Heading South East	29
Heading South	377
Heading South West	36
Heading West	361
Heading North West	42
Unknown	100

Casualty Class	
Driver or rider	7,445
Passenger - vehicle/pillion	3,262
Pedestrian	1,969

Pedestrian location	
Not pedestrian	10,708
In carriageway, crossing pedestrian crossing	233
In carriageway, crossing in zig zag crossing approach	18
In carriageway, crossing in zig zag crossing exit	2
In carriageway crossing elsewhere within 50 metres	206
In carriageway crossing elsewhere	949
Footway or verge	151
On refuge, central island or central reservation	24
Centre carriageway not refuge, central island or reservation	67
In carriageway not crossing	228
Unknown other	90

Pedestrian movement	
Not pedestrian	10,707
Crossing driver nearside	669
Crossing driver nearside mskd	179
Crossing driver offside	481
Crossing driver offside masked	120
In carriageway stationary not crossing	131
In carriageway stationary not crossing masked	17
Walking in carriageway facing traffic	29
Walking in carriageway back to traffic	44
Unknown	299

Car passenger	
Not car passenger	9,954
Front seat car passenger	1,791
Rear seat car passenger	929

Pedestrian injured in the course of 'on the road' work	
Not a pedestrian	10,725
No	1,908
Yes	24
Not known	19

Age of casualty	
Unknown	5
0	11
1	29
2	42
3	46
4	53
5	60
6	75
7	72
8	78
9	67
10	91
11	97
12	105
13	105
14	109
15	124
16	170
17	294
18	398
19	355
20	387
21	351
22	335
23	291
24	288
25	300
26	270
27	205
28	229
29	222
30	270
31	225
32	197
33	166
34	177
35	178
36	187
37	155
38	166
39	203
40	230
41	220
42	210
43	210
44	211
45	221
46	163
47	212
48	185
49	211
50	207

Age of casualty	
51	181
52	178
53	172
54	178
55	152
56	149
57	127
58	124
59	115
60	106
61	96
62	102
63	102
64	86
65	90
66	75
67	56
68	79
69	72
70	84
71	67
72	57
73	61
74	47
75	66
76	55
77	66
78	47
79	61
80	50
81	49
82	39
83	46
84	33
85	31
86	25
87	20
88	16
89	14
90	5
91	7
92	9
93	1
94	2
95	1
96	3
97	1
98	4
99	1

Casualty Reference Number	
1	9,747
2	1,940
3	572
4	204
5	91
6	32
7	16
8	11
9	7
10	7
11	5
12	4
13	3
14	2
15	2
16	2
17	2
18	2
19	2
20	2
21	2
22	2
23	2
24	2
25	2
26	1
27	1
28	1
29	1
30	1
31	1
32	1
33	1
34	1
35	1
36	1
37	1
38	1

Vehicle Reference Number	
1	7,538
2	4,806
3	277
4	43
5	8
6	1
7	3

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 http://tinyurl.com/8o9v6bs). 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 2008 to 2012. 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 2008 to 2012 provides the best estimate of the underlying rate of occurrence of casualties around 2010. This figure was then taken as representing the number of casualties that one would expect to arise in 2010, 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 2008 to 2012 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 2010 was then estimated using the underlying rate for 2010 (the annual average for 2008 to 2012) 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 2010 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 2010 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 2010;
- 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 2010 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2010. 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 - one case;
- (all ages) seriously injured casualty rate - five cases;
- slight casualty rate - two 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 four out of range cases of the slight 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 larger 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

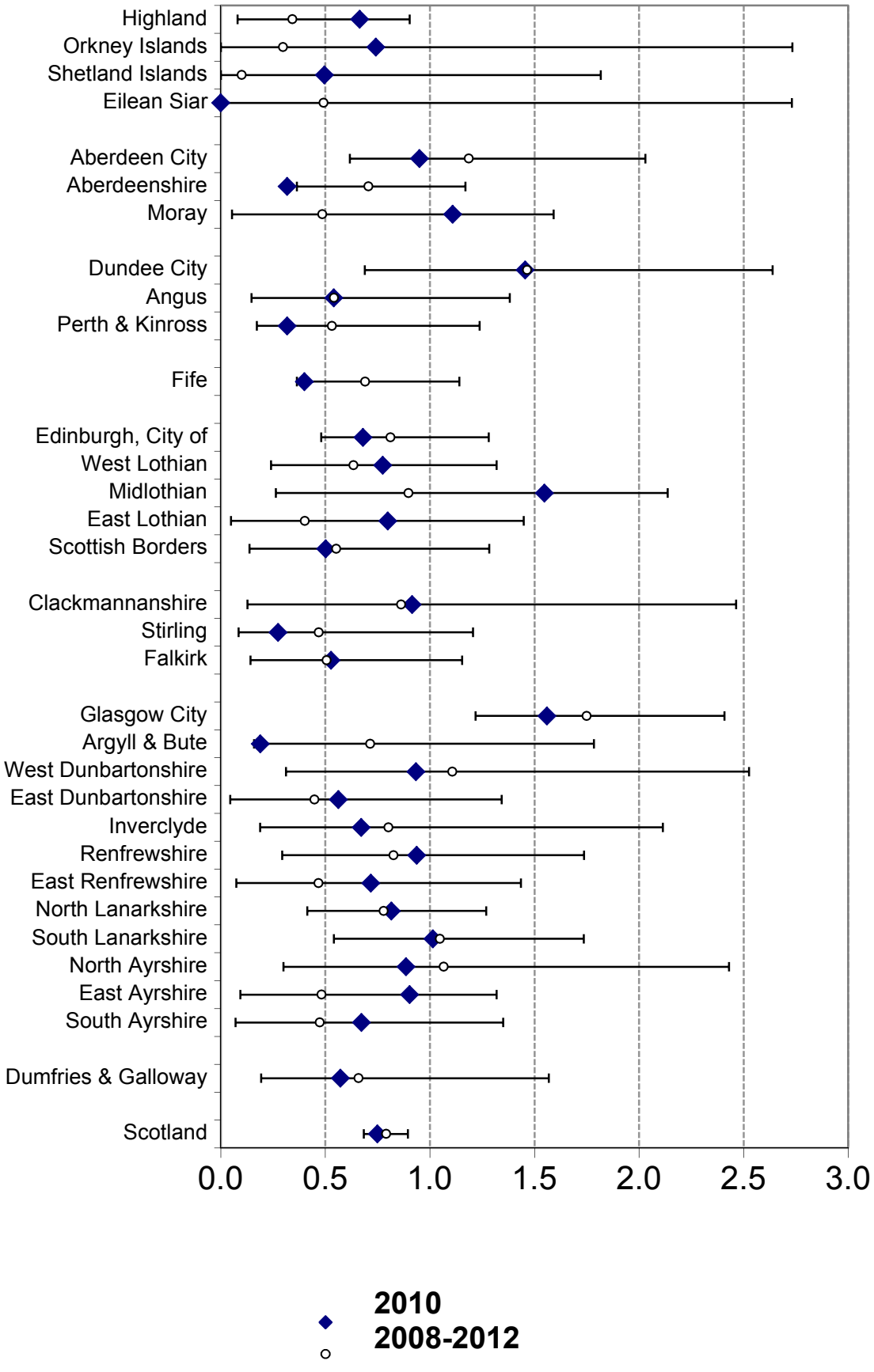
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres, by council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2010 rates, with the likely range of values around the 2008-2012 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 2010	Lower	Upper	All ages Killed casualty rate 2010	Lower	Upper	All ages Seriously injured casualty rate 2010	Lower	Upper	Slight casualty rate 2010	Lower	Upper
Northern												
Highland	**0.66**	0.08	0.90	**1.23**	0.49	1.81	**5.02**	3.77	6.58	**26.1**	28.9	35.8
Orkney Islands	**0.74**	0.00	2.73	**0.00**	0.02	4.13	**3.70**	1.63	9.67	**24.4**	13.5	29.5
Shetland Islands	**0.50**	0.00	1.82	**0.50**	0.00	1.82	**1.49**	0.80	5.75	**25.2**	14.9	28.0
Eilean Siar	**0.00**	0.01	2.73	**0.99**	0.01	2.73	**4.93**	2.02	8.37	**21.2**	16.3	29.8
Grampian												
Aberdeen City	**0.95**	0.62	2.03	**0.47**	0.10	0.96	**5.51**	6.51	10.03	**25.8**	26.4	33.0
Aberdeenshire	**0.32**	0.36	1.17	**1.16**	0.48	1.37	**8.08**	7.47	10.14	**23.8**	21.7	26.1
Moray	**1.11**	0.05	1.59	**0.67**	0.09	1.76	**5.32**	3.65	8.26	**21.3**	21.2	30.6
Tayside												
Dundee City	**1.46**	0.69	2.64	**0.44**	0.03	1.04	**4.95**	4.89	8.89	**26.8**	26.4	34.6
Angus	**0.54**	0.15	1.38	**0.68**	0.30	1.76	**6.08**	4.72	8.51	**20.7**	23.1	30.5
Perth & Kinross	**0.32**	0.17	1.24	**0.74**	0.27	1.46	**5.93**	5.23	8.67	**24.7**	20.3	26.5
Fife	**0.40**	0.36	1.14	**0.40**	0.21	0.85	**4.70**	3.86	5.82	**25.5**	21.8	26.1
Lothian & Borders												
Edinburgh, City of	**0.68**	0.48	1.28	**0.14**	0.17	0.74	**5.80**	5.99	8.21	**52.3**	48.8	54.7
West Lothian	**0.77**	0.24	1.32	**0.10**	0.06	0.84	**5.71**	4.52	7.57	**39.7**	38.5	46.4
Midlothian	**1.55**	0.26	2.14	**0.19**	0.02	1.25	**4.26**	3.08	7.08	**38.5**	34.2	45.1
East Lothian	**0.80**	0.05	1.45	**0.60**	0.08	1.60	**5.19**	3.00	7.04	**34.9**	27.7	37.8
Scottish Borders	**0.50**	0.14	1.28	**0.75**	0.35	1.81	**8.27**	5.79	9.75	**29.1**	29.0	37.0
Central												
Clackmannanshire	**0.91**	0.13	2.46	**0.61**	0.03	1.97	**5.79**	2.93	8.19	**21.3**	19.4	30.5
Stirling	**0.27**	0.09	1.21	**0.41**	0.12	1.31	**4.37**	3.81	7.33	**25.1**	22.0	29.4
Falkirk	**0.53**	0.14	1.15	**0.11**	0.07	0.92	**3.69**	3.77	6.76	**24.6**	25.0	31.7
Strathclyde												
Glasgow City	**1.56**	1.22	2.41	**0.49**	0.28	0.98	**9.69**	8.97	11.74	**61.0**	61.2	68.2
Argyll & Bute	**0.19**	0.16	1.78	**1.32**	0.12	1.64	**6.02**	4.81	9.46	**34.4**	25.5	34.9
West Dunbartonshire	**0.93**	0.31	2.53	**0.23**	0.02	1.48	**4.90**	2.64	6.84	**34.3**	24.0	34.2
East Dunbartonshire	**0.56**	0.05	1.34	**0.75**	0.02	1.19	**4.12**	2.42	5.97	**29.2**	23.7	32.6
Inverclyde	**0.67**	0.19	2.11	**0.00**	0.01	1.24	**4.03**	2.89	7.13	**32.7**	25.2	35.4
Renfrewshire	**0.94**	0.29	1.74	**0.00**	0.11	1.26	**6.95**	5.05	8.92	**38.8**	36.2	45.4
East Renfrewshire	**0.72**	0.07	1.43	**0.18**	0.02	1.15	**3.58**	1.57	4.55	**15.2**	14.4	21.6
North Lanarkshire	**0.82**	0.41	1.27	**0.11**	0.14	0.74	**3.80**	3.02	4.87	**32.9**	30.4	35.7
South Lanarkshire	**1.01**	0.54	1.74	**0.86**	0.43	1.54	**4.99**	4.88	7.69	**39.0**	35.9	42.8
North Ayrshire	**0.88**	0.30	2.43	**0.88**	0.14	1.94	**4.20**	5.13	10.41	**32.1**	31.9	43.2
East Ayrshire	**0.90**	0.09	1.32	**0.60**	0.16	1.54	**5.71**	4.04	7.84	**25.7**	23.2	31.1
South Ayrshire	**0.67**	0.07	1.35	**1.01**	0.10	1.48	**5.38**	3.83	7.82	**26.9**	26.8	35.8
Dumfries & Galloway	**0.57**	0.19	1.57	**0.29**	0.09	1.25	**6.00**	6.55	11.05	**38.4**	31.6	40.5
Scotland	**0.75**	0.68	0.89	**0.52**	0.46	0.63	**5.69**	6.05	6.65	**33.3**	33.8	35.2

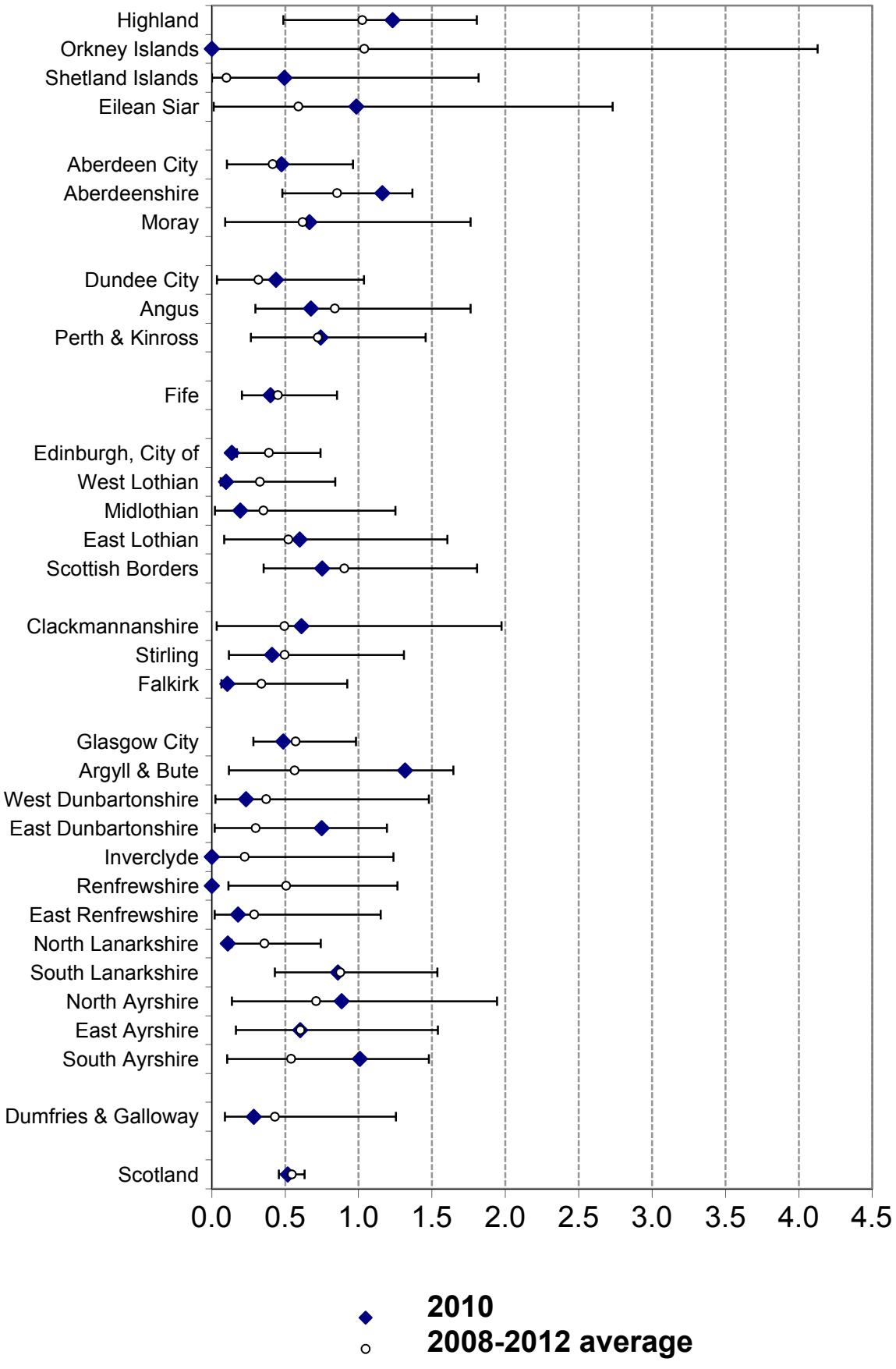
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2010 and likely range of values (see text) around the 2008-2012 average



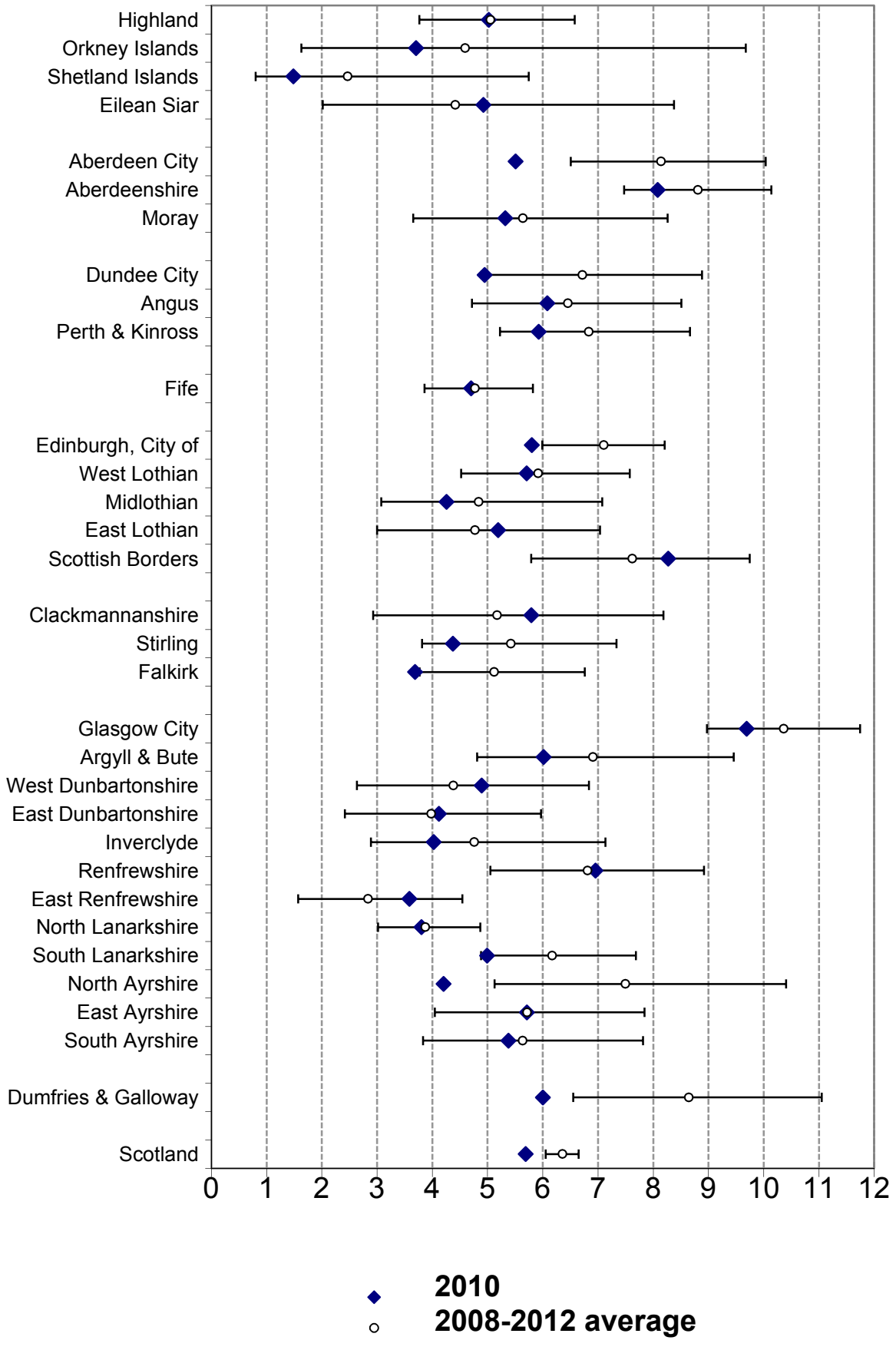
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2010 and likely range of values (see text) around the 2008-2012 average



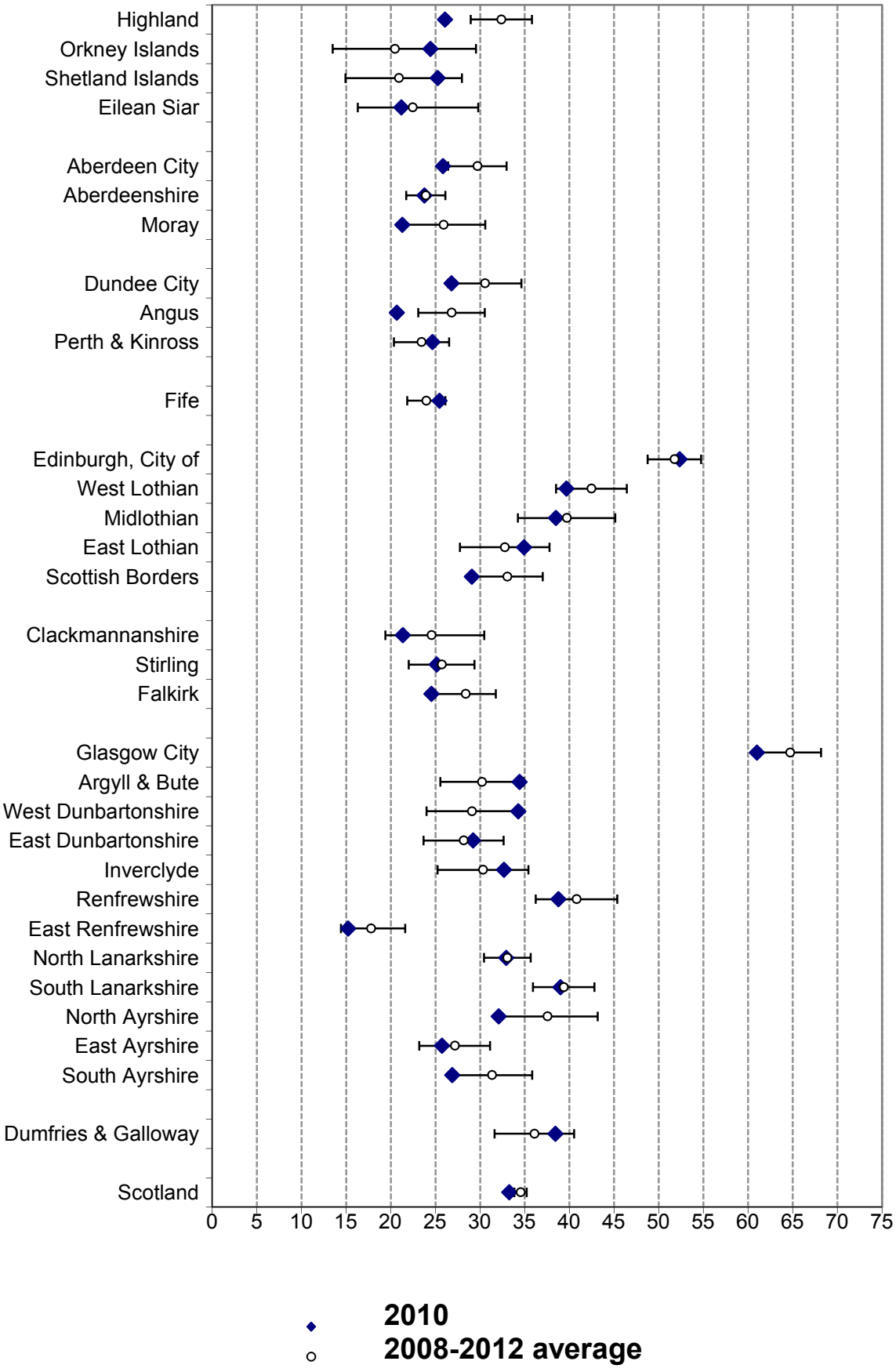
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2010 and likely range of values (see text) around the 2008-2012 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2010 and likely range of values (see text) around the 2008-2012 average



Appendix I

Scottish Parliamentary Questions: April 2007 to August 2013

This Appendix lists 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 via http://tinyurl.com/9b9ef8j. Use the information in the Reference column to complete the four boxes on the first line of the search form:

- *Session number* – select Session 2 if the Reference begins S2…, or Session 3 if it begins S3….
- *Question Type* – select Written for References which begin S2W… or S3W …. (NB: the Oral option identifies *only* oral questions which were answered in writing because they were not reached during Question Time – Oral answers given then appear in the specified date's Official Report, which can be found via: http://www.scottish.parliament.uk/business/officialReports/meetingsParliament/previousOR.htm.)
- *Question number* – enter in the next *two* boxes the number which appears at the end of the Reference. Two boxes are provided to allow users to select a *range* of PQs – e.g. S2W-27236 to S2W-27238. (NB: do *not* enter any leading zeros – e.g. if a Reference were S3W-00123, you should enter 123 in *both* boxes.)

- then just click on the Find Answers button at the *foot* of the form

Question:	**Answer (*)**	**Reference**
April 2007 to September 2007		
… how many road traffic (a) fatalities and (b) injuries there have been (i) in each of the last three years and (ii) so far this year, broken down by (A) police force area and (B) parliamentary region, expressed also as a percentage of all road traffic accidents and showing year-on-year percentage changes.	Information provided ($)	S3W-02004
… in how many and what percentage of road traffic accidents drink driving was a contributory factor in each of the last five years, broken down by police force area.	Information provided	S3W-02966
… in how many road traffic accidents resulting in (a) fatality or (b) serious injury drink driving was a contributory factor in each of the last five years, broken down by police force area.	Information provided	S3W-02967
… what the average cost to the public purse is of road traffic accidents resulting in (a) fatality and (b) serious injury.	Information provided ($)	S3W-02968
… what the annual cost to the public purse was of road traffic accidents in which drink driving was a contributory factor in each of the last five years for which information is available.	Information not available	S3W-02969
… how many road traffic accidents have taken place in each year since 1999 involving foreign motorists.	Information provided	S3W-03515
… how many road traffic accidents have taken place in each year since 1999 on the (a) A835, (b) A836, (c) A837, (d) A894, (e) A897 and (f) A9 north of the Dornoch Firth bridge.	Information provided (#)	S3W-03516
… for how many road traffic accidents foreign motorists were deemed to be responsible in each year since 1999.	Information provided	S3W-03517
… how many (a) motorists and (b) pedestrians were (i) injured and (ii) killed in each of the last 10 years.	Information provided ($)	S3W-03736
… what information it has on the proportion of road deaths that can be attributed to (a) not wearing seatbelts, (b) fatigue, (c) speeding, (d) running a red light at an intersection, (e) being under the influence of alcohol and (f) being under the influence of drugs.	Information provided ($)	S3W-03952
… what proportion of road deaths in each of the last four years occurred on (a) urban and (b) rural roads.	Information provided ($)	S3W-03954
… what proportion of road deaths in each of the last four years occurred on roads for which (a) it is responsible and (b) local authorities are responsible.	Information provided ($)	S3W-03955
… whether it has any information on what proportion of road accidents in Scotland involved an international visitor.	Information provided	S3W-03963
… how many road traffic accidents have taken place on the A838 in each year since 1999.	Information provided (#)	S3W-04129
… how many road traffic accidents involving foreign motorists have taken place on the (a) A835, (b) A836, (c) A837, (d) A838, (e) A894, (f) A897 and (g) A9 north of the Dornoch Bridge Roundabout in each year since 1999.	Information provided (#)	S3W-04130
… for how many road traffic accidents on the (a) A835, (b) A836, (c) A837, (d) A838, (e) A894, (f) A897 and (g) A9 north of the Dornoch Bridge Roundabout foreign motorists have been deemed to be responsible in each year since 1999.	Information provided (#)	S3W-04131
… how many road accidents there were in Grampian between November 2006 and February 2007	Information provided	S3W-04227
… how many road accidents there were on rural roads in Grampian between November 2006 and February 2007.	Information provided	S3W-04228
October 2007 to March 2008		
… how many foreign registered vehicles have been involved in road traffic accidents in each year since 1999.	Information provided	S3W-05318
… how many breathalyser tests were administered in (a) Dundee and (b) Angus following road accidents ineach year since 1997 and what percentage of these were recorded as failed.	Information provided	S3W-06394
…what percentage of breathalyser tests administered following road accidents in each year since 1997 were recorded as failed.	Information provided	S3W-06395

April 2008 to October 2009

… which roads have had the highest number of (a) accidents and (b) fatalities in each of the last 5 years.	Information provided(#)	S3W-11165
…how many accidents involving vehicles were reported on the A739 (a) southbound and (b) northbound at the Clyde Tunnel in each year from 1997 to 2007 broken down by month.	Information provided(#)	S3W-11380
…how many road accidents have occurred on the A723, A724, A72, B755, B7071, B7012 and B758 in each year since 1999, broken down by driver age group.	Information provided(#)	S3W-11897 to S3W-11903
…how many casualties have resulted from road accidents on the A723, A724, A72, B755, B7071, B7012 and B758 in each year since 1999, broken down by severity.	Information provided(#)	S3W-11904 to S3W-11910
…how many pedestrians have been struck by a vehicle while crossing either a zebra or a pelican crossing in the last two years.	Information provided(#)	S3W-15529
…how many road fatalities there were in 2007-08 and how this compared with the previous three years	Information provided(#)	S3W-17259
…how many road traffic accidents resulting in (a) injury and (b) fatality there have been on the A70 within the (i) south and (ii) east Ayrshire local authority areas in each of the last five years.	Information provided(#)	S3W-17928
…which 20 roads have had the highest number of (a) accidents and (b) fatalities in each of the last five years	Information provided(#)	S3W-17931
…further to the answer to question S3W-11165 by Stewart Stevenson on 17 April 2008, which roads have had the highest number of (a) accidents and (b) fatalities in each of the last five years.	Information provided(#)	S3W-23118
…how many road traffic accidents involving drivers under the age of 25 have occurred in Hamilton in each year since 1999	Information provided(#)	S3W-25543
…how many road traffic accidents involving drivers under the age of 25 have occurred in Blantyre in each year since 1999.	Information provided(#)	S3W-25544
… further to the answer to question S3W-11910 by Stewart Stevenson on 29 April 2008, how many casualties have resulted from road accidents on the B758, B7012, B7071, B755, A72, A724 and A723 in each year since 2006, broken down by severity.	Information provided(#)	S3W-25545 to S3W-25551
… further to the answer to question S3W-11903 by Stewart Stevenson on 30 April 2008, how many road accidents have occurred on the B758, B7012, B7071, B755, A72, A724 and A723 in each year since 2006, broken down by driver age group.	Information provided(#)	S3W-25552 to S3W-25558
…how many people have been killed in accidents on Scottish roads in each month since May 2007	Information provided(#)	S3W-26551
…how many people have been killed in accidents on roads in the Lothians region in each month since May 2007, broken down by road.	Information provided(#)	S3W-28068

November 2009 to August 2010

… how many road accidents involving tractors and other agricultural vehicles there have been on (a) trunk roads and (b) non-trunk roads in the last 5 years.	Information provided(#)	S3W-28295
…what the number (a) fatal accidents and (b) people killed in accidents on roads in Dumfries & Galloway has been in each month since May 2007, broken down by road.	Information provided(#)	S3W-29072
… how many fatal and serious accidents accidents on roads in Dumfries & Galloway have been recorded in each month since May 2007, broken down by road.	Information provided(#)	S3W-29073
…how many accidents of all severities have been recorded on roads in Dumfries & Galloway in each month since May 2007, broken down by road.	Information provided(#)	S3W-29074
… how many (a) fatal accidents, (b) fatal and serious accidents and (c) accidents of all severities have been recorded on roads across Scotland in each month since May 2007, broken down by local authority area.	Information provided(#)	S3W-29075
… how many (a) fatal accidents, (b) fatal and serious accidents and (c) accidents of all severities have been recorded on roads across Scotland in each month since May 2007, broken down by road type.	Information provided(#)	S3W-29076
… what percentage of roads goes through (a) rural and (b) remote areas broken down by (i) region, (ii) UK Parliament constituency and (iii) Scottish Parliament constituency.	Information provided($)	S3W-29502
…how many (a) fatal and (b) non-fatal accidents have there been on the A82 in	Information	S3W-29883

the last 10 years.	provided(#)	
… how many road accidents involving bicycles and cars have been reported in the last 5 years, broken down by (a) local authority area and (b) parliamentary constituency.	Information provided(#)	S3W-30727
… how many road accidents involving motor cycles and cars have been reported in the last 5 years, broken down by (a) local authority area and (b) parliamentary constituency.	Information provided(#)	S3W-30728
… how many serious accidents have been recorded in Midlothian since 1999, broken down by (a) year and (b) road.	Information provided(#)	S3W-32109
… how many fatal accidents have been recorded in Midlothian since 1999, broken down by (a) year and (b) road.	Information provided(#)	S3W-32110
… how many horse riders received (a) fatal, (b) serious, and (c) slight injuries from accidents with (i) cars, (ii) an HGV(s) and (iii) an other vehicle(s) in the last 5 years, broken down by police force area.	Information provided(#)	S3W-32442
… on what 20 roads the highest number of (a) accidents and (b) fatalities have been recorded in each of the last five years.	Information provided(#)	S3W-33199
… how many road accidents were associated with drivers smoking in each of the last five years.	Information not available	S3W-33215
…how many (a) reported accidents, (b) injuries and (c) fatalities there have been on the roads since 1997, also broken down by road.	Information provided(#)	S3W-34928
… how many cyclists have been (a) involved in reported accidents, (b) injured and (c) killed on the roads in each year since 1997, also broken down by road.	Information provided(#)	S3W-34929
… how many (a) speed cameras and (b) road accidents there have been in each year since 1997, also broken down by local authority.	Information provided(#)	S3W-35487

September 2010 to August 2011

…how many road crashes involving (a) oil and (b) diesel spills there have been in each year since 1999	Information provided(#)	S3W-39066 S3W-39959
…how many accidents were attributed to potholes and damaged road surfaces in (a)2007-08 and (b) 2008-09 and (c) 2009-10 and have been in 2010-11, broken down by local authority	Information provided(#)	
…further to the answer to question S3W-33199 by Stewart Stevenson on 12 May 2010, which roads have had the highest number of (a) accidents and (b) fatalities in each of the last five years	Information provided(#)	S3W-40334
…how many people have been killed in accidents on roads in the Lothians region in each month since May 2007, broken down by road	Information provided(#)	S3W-40552

September 2011 to August 2012

… how many (a) fatal and (b) non-fatal road accidents have been recorded in each police force area in each year since 1999, showing percentage changes in each year.	Information provided(#)	S4W-03832
…how many (a) male and (b) female road fatalities of people aged (i) under-17, (ii) 18 to 25, (iii) 26 to 40, (iv) 41 to 64 and (v) over 65 have been recorded in each police force area in each year since 1999, showing percentage changes in each year.	Information provided(#)	S4W-03833
… how many road fatalities occurred on (a) A, (b) B, (c) C and (d) unclassified roads in each police force area in each year since 1999, showing percentage changes in each year.	Information provided(#)	S4W-03834
… how many road fatalities have been as a result of a seatbelt not being worn in each police force area in each year since 1999, showing percentage changes in each year.	Information not available	S4W-03835
… further to the answer to question S3W-33199 by Stewart Stevenson on 12 May 2010, on what 20 roads the highest number of (a) accidents and (b) fatalities has been recorded in each of the last five years.	Information provided(#)	S4W-07450
…how many (a) fatal and (b) non-fatal accidents there have been on roads in Central Scotland in each of the last five years, broken down by road.	Information provided(#)	S4W-09088

September 2012 to August 2013

…how many people have been killed or seriously injured on the (a) trunk road and (b) local road network in each of the last three years, broken down by type of road user.	Information provided(#)	S4W-12204

…how many (a) fatal and (b) serious road accidents heavy goods vehicles have been involved in in the North East Scotland parliamentary region, in each of the last five years.	Information provided(#)	S4W-12574
… how many road traffic collisions there have been in (a) Aberdeen and (b) Aberdeenshire in each of the last five years.	Information provided(#)	S4W-12575
…in how many cases of death or injury resulting from an alcohol-related road traffic accident the driver had a blood alcohol content of between 50 and 80 milligrams per 100 millilitres of blood in each of the last three years.	Information provided(#)	S4W-13893
…how many deaths due to road traffic accidents there have been in each year since 2007.	Information provided(#)	S4W-16596
…how many accidents there have been on rural roads in each of the last five years.	Information provided(#)	S4W-16694

(*) – 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

SCOTTISH GOVERNMENT / TRANSPORT SCOTLAND STATISTICS PUBLICATIONS

Scottish Transport Statistics **Annual**. This compendium publication covers transport statistics in Scotland relating to road transport, bus and coach travel road freight, the road network, traffic, Injury road accidents, rail, air & water transport, finance, personal and cross-modal travel, and includes international comparisons.

Latest edition: provides figures up to 2011, published December 2012.

Transport and Travel in Scotland **Annual**. A new publication which combines Main Transport Trends and Household Transport publications. Summarises a broad range of transport statistics including road vehicles, traffic, casualties, bus and rail passengers, road and rail freight, air and water transport and personal travel as well as providing some comparisons with GB figures. Further breakdowns of Scottish Household Survey transport data including households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to services are also presented.

Latest edition: provides figures up to 2012, published August 2013 *Web only*

SHS Transport: Local Area Analysis **Annual.** Updated alongside TATIS and SHS Travel Diary publications. Provides SHS information over two-year periods for Local Authorities and Regional Transport Partnership areas.

Latest edition: Last updated August 2013 Web tables only

Scottish Household Survey Travel Diary results **Annual.** Provides details of journeys made collected via the Travel Diary. Includes purposes for travel, distances, the times of day at which trips start, duration of journeys, days of the week and car occupancy levels.

Latest edition: figures up to 2012, trends since 1999; published November 2012. *Web only*

National Travel Survey Scottish Results **Biennial**. These web-tables provides trends on the average number of journeys and average distance travelled per person per year, including average journey length, main mode of travel, journey purpose.

Latest edition: figures up to 2009/2010; published in March 2012 *Web only*

Bus and Coach Statistics **Annual**. Presents Department for Transport statistics on bus and coach operators, and some related Scottish Household Survey (SHS) results. Includes: vehicle kms, patronage levels, fare indices; passenger receipts; public transport support and concessionary fare reimbursement; adults' frequency of use of local bus services; views on aspects of bus services; travel to work by bus; reasons for not using buses; safety on buses; concessionary travel passes.

Latest edition: figures up to 2011-12; published February 2013 *Web only*

Key Reported Road Casualties Scotland **Annual.** Provisional figures on accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2012. Also figures by Police Force and local authority.

Latest edition: provides figures up to 2012; published in June 2013 *Web only*

Prolific Illegal Driving Behaviour: A Qualitative Study
This report presents the findings from a qualitative study of prolific illegal driving behaviour, based on a number of depth interviews carried out with a segment of current car drivers living in Scotland.
http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j267570-00.htm

Road Safety Tracking Study
Findings from the Road Safety Driver Attitudes and Behaviour Tracking (RITS) by TNS BMRB from March 2013 available on the Road Safety Scotland website.
http://www.road-safety.org.uk/research/completed-research/

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.

Tables 16, 39a and 39b The post code matching programme used to create these tables has been improved enabling a distance to be calculated for more drivers and casualties.

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: **www.dft.gov.uk/transtat**

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**

1. 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 Institute of Logistics and Transport (then known as The Chartered Institute of Transport). From its inception, TSUG has had strong links with government departments responsible for transport statistics.

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 publicity and education.

The main activities of TSUG are:

- The production of a **Newsletter** containing reviews of recently published transport statistics, which is sent to members about four times per year.
- 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 production of the **Transport Yearbook**, an easy-to-use but comprehensive reference guide to major UK transport organisations, sources of transport statistics and other important UK and international contacts. A copy of the Yearbook is sent to all members.

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:

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Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

Further information about Official and National Statistics can be found on the UK Statistics Authority website at www.statisticsauthority.gov.uk

SCOTTISH GOVERNMENT STATISTICIAN GROUP

Our Aim
To provide relevant and reliable information, analysis and advice that meets the needs of government, business and the people of Scotland.

For more information on the Statistician Group, please see the Scottish Government website at www.scotland.gov.uk/statistics

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Complaints and suggestions
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Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2012	
Trn / 2012 / 2	Transport and Travel in Scotland	August 2013	Web only
	SHS Transport: Local Area Analysis	August 2013	Web only
	National Travel Survey Scottish results	March 2012	Web only
	Bus and Coach Statistics	February 2013	Web only
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Trn / 2012 /1	Key Reported Road Casualty Statistics	June 2013	Web only
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