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Accredited Official Statistics

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Reported Road Casualties Scotland 2023

An Accredited Official Statistics Publication for Scotland

October 2024

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Supporting Information

An Accredited Official Statistics Publication for Scotland

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

The statistics were accredited in March 2020 and details can be found on the Office for Statistics Regulation website here Statistics on Reported Road Casualties in Scotland – Office for Statistics Regulation (statisticsauthority.gov.uk)

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

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

This publication presents detailed statistics about the circumstances of personal injury road accidents in Scotland that were reported by the police using the Stats 19 statistical returns.

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

Each accident is classified according to the severity of the injury to the most seriously injured person involved in the accident. These statistics are used to inform public debate and support policy on road safety (through education and engineering programs).

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

- Valuation of road accident and casualties: Table 9 presents estimates of the value of preventing reported road accidents in GB and Scotland, based on DfT analysis.

- Drink drive estimates: Table 22 presents estimates of the levels of accidents and casualties involving drivers and riders with illegal alcohol levels using Procurator Fiscal data.

Since 2023, Transport Scotland has used the term ‘collision’ rather than ‘accident’ in our Reported Road Casualties publications. This brings us in line with the terminology used by Police Scotland and the Department for Transport.

The status of the statistics

Most of the data used in this publication were extracted from Transport Scotland’s Road Collisions statistical database on the **20 September 2024**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Reported Road Casualty Statistics* in May) because they were extracted on a different date and wouldn’t incorporate any later changes (e.g. due to late returns or late corrections). Any late returns will be incorporated into the next available publication.

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

In mid-2019, Police Scotland started to use a new collision recording system. The introduction of this new system has changed the way casualty severity is recorded, making direct comparisons difficult. For the years 2004 to 2019, this publication uses figures for slight casualties, slight collisions, serious casualties, and serious collisions that have been adjusted in order to maximise comparability with figures for the most recent years. This does mean that the figures for serious and slight collision and casualties are not comparable prior to 2004. More information is set out in the following section.

Changes in severity reporting and 'adjustments' to figures

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

officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level from 'slight' to 'serious'.

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

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

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

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

The years covered in the tables

Some tables present a time series so that any trends can be identified. However, more detailed tables provide figures in the form of 5-year annual averages (e.g. 2019-2023), and do not present figures for the latest single year. This smooths out levels of variation often present with low numbers of collisions 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 the period 2014-18. This is to allow comparison against the baseline period for the Scotland's 2030 casualty reduction targets published within the Road Safety Framework to 2030.

This publication discusses these targets in more detail, monitoring progress and exploring differences between modes of travel. Due to the changes in casualty severity recording, progress against some of the targets is measured using the

adjusted figures produced by the Department for Transport, which show what historical figures would have looked like if the CRASH system had been used previously.

Estimates of the total volume of road traffic

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

Review of Stats 19

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road collisions involving personal injury. The statistics are subject to regular reviews as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection.

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

Following this review, the changes to the data collection that were anticipated to effect in calendar year 2024.

In practice, these changes were implemented on the collision recording system used by Police Scotland in November 2023, meaning that collisions entered after this date were entered using the new format of the 19 data collection.

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

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

Office for Statistics Regulation compliance check

In 2019 and 2020, these statistics were assessed against the Code of Practice for Official Statistics by the Office for Statistics Regulation (OSR). The outcome of the review was that these statistics should continue to be classified as National Statistics (now referred to as Accredited Official Statistics. More information about the findings of the review is available on the OSR website.

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

Other Scottish Transport Statistics

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

Key articles from previous editions of Reported Road Casualties Scotland

Article	Version of RRCS where article can be found
Estimating under- counting of Road Casualties in Scotland	RRCS 2010 http://bit.ly/2xSFW9v
Priorities in Scotland's Road Safety Framework to 2020- An assessment of relative levels and trends	RRCS 2011 http://bit.ly/2yHMoz6
Comparison of police casualty statistics with other sources	RRCS 2011 http://bit.ly/2yHMoz6
Vulnerable road users	RRCS 2014 http://bit.ly/2yqZLrx
In Focus: Pedal and motorcycle casualties	RRCS 2013 http://bit.ly/2yXQcxb
Road User Factsheet	RRCS 2017 https://bit.ly/2IVRkbl
Casualty rates for local authority roads by local authority area, and the likely range of random year-to-year variation in these figures	RRCS 2018 https://bit.ly/2SW0GZg

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

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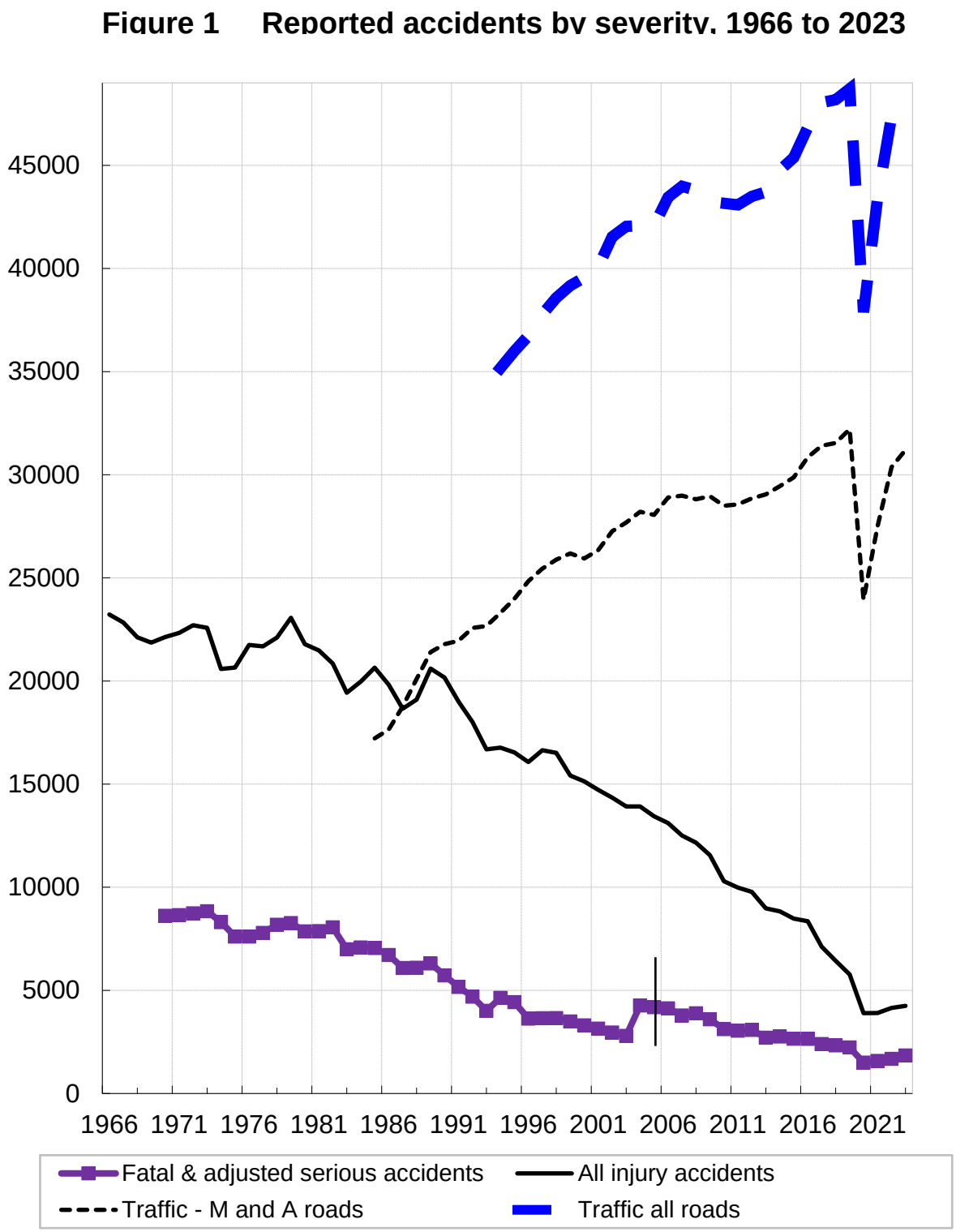
Figure 1 - Reported collisions by severity 1966 to 2023



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

Trends in the reported numbers of Injury Road Collisions and Casualties

Main Points

Table 1 shows the long-term trends in the reported numbers of injury road collisions 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 collisions, and of the injuries suffered by the casualties, is provided in Table 2. The numbers of injury road collisions were first recorded separately in 1966, while the numbers of casualties are available back to 1938, with annual collection of data starting in 1950. Figures 1 to 7 illustrate the trends in the reported numbers of injury road collisions and casualties including (in some cases) indications of the likely range of random year–to-year variations.

As mentioned in the introduction, injury collisions not reported by the public to the police won't appear in the returns. Note that each collision will result in one or more casualties. For example a fatal collision could result in two fatalities and a serious injury which would count as one collision and 3 casualties.

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

Collisions

- In 2023, there were 151 fatal collisions, the same as 2022.
- In 2023 there were 1,696 serious injury collisions.
- In 2023 there were 2,404 slight injury collisions.

Casualties

- There were 155 people killed in road collisions in Scotland in 2023, 16 less than in 2022.
- 1,944 people were seriously injured in road collisions in 2023.

- 3,730 people were slightly injured in road collisions in 2023.
- There were a total number of 5,829 casualties in 2023 – 186 (3%) more than in 2022.

Figures for casualties and collisions have increased since the lows seen during the pandemic years of 2020 and 2021. All figures are lower than they were prior to the pandemic.

Reported Collisions

In 1966 there were just over 23,200 injury road collisions 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. Collision 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 collisions fell by 7% in a single year to 19,400, serious collisions fell by 13% to just over 6,400, and fatal collisions fell by 11% to 568. The 1981 Transport Act came into force in 1983 and changed the law relating to drink driving, with the introduction of evidential breath testing. Compulsory front seatbelt wearing and new procedures for licensing learner motorcyclists were also introduced in 1983. After 1983 the total number of injury collisions increased again to over 20,600 in 1985, and the number of serious collisions rose to just over 6,500 while fatal collisions continued a downward trend.

By 1987 the total number of injury collisions 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 collisions. Since 1989, the total number of injury collisions has fallen in 28 out of 32 years, and in 2020 it was at the lowest level ever recorded. The 2022 figure of 4,134 was 226 more than in 2021.

Since the late 1980s, the number of **fatal collisions** has fallen considerably e.g. from 517 in 1987 to 135 in 2021. For **serious collisions**, the trend has also been downwards. The number of **slight collisions** did not share such a clear downward trend between 1970 and 1998, oscillating between 12,000 and 15,000 with a recent peak level of 14,443 in 1990. However, they fell below 12,000 in 1999. The 2023 figure was 2,404.

Reported Casualties

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

Numbers killed

In 2023 there were 155 people killed in road collisions in Scotland, 16 less than in 2022. 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 of fatalities in 2023 was lower than in 2019, the last year pre-pandemic.

Numbers seriously injured

In 2023 there were 1,944 people seriously injured in road collisions. The long-term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and has generally fallen since the early 1980s. The long-term downward trend appeared to level off at around 4,050 in the mid to late nineties, but the downward trend subsequently resumed. The number of people seriously injured in 2023 increased by 9% on 2022.

Numbers slightly injured

In 2023 there were 3,730 people slightly injured. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2004 to 2021 showed consecutive falls continuing the downward trend. The number of people slightly injured in road collisions in 2023 increased by 1% on 2022.

Total numbers of casualties

In 2023 there was a total of 5,829 casualties, 186 (3%) more than in 2022 (the fourth lowest number recorded). Between about 1970 and 1990, the figures fluctuated around a general downward trend. Subsequently, the casualty figures fell markedly from the level of the most recent short-term peak (over 27,000 in both 1989 and 1990), before appearing to level off. However, the downward trend resumed from 1999 to 2020.

Reported Collisions by road type and severity

Table 4 shows separate figures for trunk roads and local authority roads. Trunk roads accounted for a minority of the total number of collisions in 2023: 31% of fatal collisions, 21% of serious collisions, and 22% of all collisions. The trunk road network's share of collision numbers in previous years were broadly similar.

Collision 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 collisions 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.

Collision rates

Collision rates showing the number of collisions per 100 million vehicle kilometres are contained in parts (b) and (c) of table 5. These are calculated by dividing the numbers of collisions 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 collision rates were calculated by dividing the total number of collisions 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 collision rates for the five years.

Collision rates have fallen markedly since the early 1990s. The overall fatal collision rate has dropped from 0.63 per 100 million vehicle kilometres in 2005 to 0.32 in 2023 and the overall collision rate (all severities) reduced from 31.93 per 100 million vehicle kilometres to 8.73. Motorways had consistently lower collision rates than A roads. Leaving aside the relatively low rate for fatal collisions, minor roads (taken together as a group) tend to have higher collision rates than major roads, and collision rates tend to be higher for built-up roads (roads with speed limits of up to 40 mph) than for non built-up roads (ones with higher speed limits).

Part C of the table shows that estimated collision 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.

Collisions by month by road type

Table 6 refers.

The numbers of injury collisions over the years 2019-2023 were fairly evenly spread throughout the year, with minor peaks in August and November. (Months are standardised to 30 days to allow comparison).

On average, there were 12 fatal collisions per month in the years 2019 to 2023. Over the five year period, the number did not vary greatly between the months: the lowest average was 9, and the highest was 15.

Collisions by light condition and road type

Table 7 refers.

Using annual averages over the period 2019-2023, 6.8% of injury road collisions on non built-up roads in darkness (31 out of 455) resulted in one or more deaths compared with 3.0% of collisions on built-up roads in darkness (22 out of 735) and 5.3% of collisions on non built-up roads in daylight (65 out of 1,220).

Car driver collision rates

Table 18b refers.

This table includes all car drivers involved in injury collisions 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 collision rates shown for each sex and age group are on a per head of population basis, rather than based on the numbers of driving licence holders or on the distance driven, they can provide only a general indication of the relative collision 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 collision rates per head of population vary markedly by age and sex. In 2023, the overall rate was 1.1 collisions per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 2.0 per thousand

population in 2023. This rate is nearly twice that of females of the same age (1.1 per thousand in 2023).

The overall male car driver collision rate in 2023 was 1.3 per thousand population; slightly higher than 2022 with rates for all age groups being slightly higher than the previous year except for 26-34 which was slightly lower than 2022. The overall female car driver collision rate in 2023 was 0.9 per thousand population and all age groups showed slight increases from the previous year except for ages 17-25.

Between 2013 and 2023, the male car driver collision rate fell from 2.8 to 1.3 per thousand population, while the female car driver collision rate has declined slowly from 2.1 to 0.9 per thousand in 2023. As a result, the overall, ratio of male to female car driver collision rates has fluctuated between 1.3:1 and 1.5:1 from 2013 and 2023.

Reported casualties by type of road

Table 23 refers.

In 2023, non built-up roads accounted for over two-fifths of the total number of casualties (45%: 2,636 out of 5,829). However, because speeds are higher on non built-up roads than elsewhere (the definition is roads with a speed limit of more than 40mph), they accounted for almost two thirds of those killed (65%: 101 out of 155) and for just under half of the total number of seriously injured (46%: 902 out of 1,944).

Compared with 2013, the fall in the total number of casualties has been 43% for non built-up roads and 54% for those elsewhere. The numbers killed on built-up roads has risen by 15% whereas those on non built-up ones have fallen by 19%. Over the years, some traffic will have been transferred away from built-up roads by the opening of city and town bypasses, and by the construction of non built-up roads with higher average traffic volumes. Therefore, these figures do *not* provide an accurate measure of the comparative change in the road safety performance of built-up and non built-up roads.

Casualties by mode of transport

Table 23 refers.

A total of 3,402 car users were injured in road collisions in 2023, representing 58% of all casualties. Of these car users, 61 died. There were 952 pedestrian casualties (16% of the total), of whom 47 died, 405 pedal cycle casualties (7% of the total), of whom 7 died, and 477 motorcycle casualties (8% of the total), of whom 27 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 593 casualties in 2023 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 147 bus and coach users injured in 2023, of whom 43 suffered serious injuries (1 died). There were also 183 casualties who were travelling in light goods vehicles (4 died), 30 people in heavy goods vehicles(2 died), 118 users of taxis(1 died), 7 users of minibuses(none died) and 108 people with another means of transport (5 died).

Car user casualties

A total of 3,402 car users were injured in road collisions in 2023, representing 58% of all casualties. Of these people, a total of 904 were seriously injured, 61 died. Non built-up roads accounted for over a half of all car user casualties (75%: 1,975 out of 2,636). 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 (82%: 50 out of 61) or were seriously injured (66%: 598 out of 902). *(see Table 23)*

The number of car users killed in 2023 was 37 less than the 2022 figure and the total number of casualties of all severities was up by 6%. Since 2013, the number killed has decreased by 31%, and there has been a fall of 51% in the total number of car user casualties. *(see Table 23)*

Looking at the annual average over the years 2019-2023, the casualty rate for 16-22 year old car users was 1.25 per thousand population. This was much higher than the rate for car users in the older age groups, which varied from 0.44 to 1.13 per thousand population. *(see Table 32)*

On average, over the years 2019-2023, 65% of car user fatalities occurred on roads with a speed limit of 60 mph. Such roads accounted for 37% of the total number of car user casualties of all severities, where less casualties occurred on roads with a 30 mph limit (32%). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 4pm to 5pm average of 219 (the average over the years 2019-2023) was 67% higher than the average of 131 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in April and most in August. August had 35% more adult car user casualties than April (annual averages over the years 2019-2023; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2019-2023 with 18% more than the average daily number of adult car user casualties. *(see Table 30)*

Pedestrian casualties

There were 952 pedestrian casualties in 2023: 16% of all casualties. Of these, 434 were seriously injured and 47 died. Presumably due to their greater vulnerability, a higher proportion of the total number of people who were killed (30%) and seriously injured (22%) were pedestrians. In addition, 46% of pedestrian casualties were seriously injured (434 out of 952) compared with serious for all modes of 33% (1,944 out of 5,829). 92% of pedestrian casualties occurred on built-up roads (878 out of 952) in 2023. *(see Table 23)*

The overall number of pedestrian casualties was 4% higher than 2022. Since 2013, the number of pedestrians killed has risen by 9 and there has been a 45% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2019 to 2023, the 12-15 age-group had the highest 'all severities' pedestrian casualty rates (0.52 per thousand population). *(see Tables 23 & 32)*

The overall pedestrian 'all severities' casualty rate for males was 0.19 per thousand population, compared with 0.15 per thousand for females, using the averages for the period 2019 to 2023. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2019 to 2023, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from 5pm to 7pm. *(see Table 28)*

November and December were the peak months for adult pedestrian casualties, with each having 42% and 44% respectively more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 28% more than the monthly average (annual averages over the years 2019-2023; months standardised to 30 days). *(see Table 29)*

Friday has the highest numbers of adult pedestrian casualties; 19% more than the daily average over the period 2019 to 2023. *(see Table 30)*

Pedal Cycle Casualties

There were 405 pedal cycle casualties in 2023, 75 less than the previous year. The number of seriously injured pedal cycle casualties in 2023 was 158. There were 7 pedal cycle fatalities in 2023, 5 more than 2022. Since 2013 there has been a 54% decrease in all pedal cycle casualties and the number of fatalities has fluctuated between 2 and 13. In 2023, 83% of pedal cycle casualties were on built-up roads *(see Table 23).* It should be noted that pedal cycle traffic is estimated to have seen a decrease of 5% in 2023 compared with 2022.

In terms of the averages for the period 2019 to 2023, the pedal cycle casualty rate per head of population was highest for those aged 23-25 (0.17 per thousand population). 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 2019 to 2023, on weekdays, the peak numbers of adult pedal cycle casualties occurred from 4 pm to 6 pm and from 8 am to 9 am. At weekends the numbers were smaller, but appear to peak between 11 am to 1 pm. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were June and August which were 21-31% more than the monthly average (2019-2023 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Tuesday, 17% higher than the daily average, over the years 2019-2023. There were substantially fewer adult pedal cycle casualties on Sunday, 31% less than the daily average. *(see Table 30)*

Motorcyclist casualties

A total of 477 motorcyclists were injured in road collisions in 2023, representing 8% of all casualties. Of these, 292 were seriously injured and 27 died. 53% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for 58% of those seriously injured, and all of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2023 was 2% higher than in the previous year and the number killed increased by 2. 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 2023 was 38% lower than in 2013. Four more motorcyclists died in 2023 than in 2013. *(see Table 23)*

On average, over the years 2019 to 2023, the motorcyclist casualty rate was highest for the 16-22 and 23-29 age groups (0.15 and 0.14 per thousand population respectively); other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2019 to 2023, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak months of the year were June (61 casualties) and August (63 casualties, amidst a general peak from May to September *(see Table 29)* and there were more casualties from Friday to Sunday than on any of the other days *(see Table 30).*

Child (0-15) casualties

There were 582 child casualties in 2023, representing 10% of the total number of casualties of all ages. Of the child casualties, 178 were seriously injured, and five died *(see Table 24)*.

There were two more children killed in 2023 than in 2022. The total number of child casualties decreased by 5 on 2022. Since 2013, the number of children killed has decreased by four. *(see Table A and Table 25)*

In terms of the averages for the period 2019 to 2023, on weekdays, the peak time for child casualties was from 3 pm to 6 pm, with 42% of all weekday casualties in those three hours. A further 19% occurred in the three hours between 6 pm and 9 pm There was another peak in the morning, between 8 am and 9 am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7 pm *(see Table 27)*

August was the peak month for child casualties, with 24% more than in an average month. June and October had 16% more than an average month. (2019-2023 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2019 to 2023, Friday was the peak day of the week for child casualties, with 28% more than an average day. Sunday, on the other hand, had 21% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2023, there were 263 child pedestrian casualties. They accounted for 28% of all pedestrian casualties of all ages (263 out of 952). Of the child pedestrian casualties, 107 were seriously injured and 2 died. *(see Table 24)*

There were 34 child pedal cycle casualties in 2023 (8% of the total of 405 pedal cycle casualties of all ages). The child pedal cycle casualties included 8 who were seriously injured, one died. *(see Table 24)*

In 2023, there were 238 child casualties in cars, 8% of the total number of car user casualties of all ages (238 out of 3,520). Of the child casualties in cars, 45 were seriously injured (two died). *(see Tables 23 and 25)*

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

Children's casualty rates (per head of population) increase with age: using the averages for the years 2019-2023 taken together, for children aged 0-4 the rate was 0.32 per thousand population, whereas it was 0.66 per thousand for those aged 5-11 and for the 12-15 age group it was 0.99 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 33% of that for 5-11 and 19% of the 12-15 year old rate. *(see Table 32)*

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

The overall child pedestrian casualty rate at 0.30 per thousand child population was twice the corresponding rate for adult pedestrian casualties. *(see Table 32)*

Emergency hospital admissions for Road Traffic Collisions, by ethnic group

A new table U has been added to the Excel data tables which provides a time series showing the number of emergency hospital admissions for injury collisions by ethnic group.

Motorists, breath testing and drink-driving

Breath testing of drivers

Tables 19, 20, and 21 refer.

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

In 2023, 58% of motorists involved in injury collisions were asked for a breath test (this ranged from 43% to 71% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 4.1% of those drivers breathalysed. This represented 2.4% of the total number of motorists involved in collisions (including those who were not asked for a breath test). Although there was a general downward trend in these percentages, in the last couple of years these have been rising as seen in Table 19.

Tables 20 and 21 show the time and day of the collision (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2023, of the 165 positive / refused cases, 31% occurred between 9 pm and 3 am (15% between 9 pm and midnight, plus 16% between midnight and 3 am). Table 20 shows that, using 2019 to 2023 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in collisions, was highest at 23% between midnight and 6 am, but varied depending upon the day of the week, from 7% (the average for 3 am to 6 am for Monday-Thursday) to 13% (3 am to 6 am on Sundays). Table 20 shows that, although the period from 9 pm to midnight had the highest number of positive / refused cases, the equivalent percentages were not as high, because between 9 pm and midnight there were many more motorists involved in collisions than between midnight and 3 am.

Drink-drive collisions and casualties

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

The estimates show that the numbers of drink-drive collisions and casualties fell by 55% and 47% respectively between 2012 and 2022 (the latest year for which estimates are available): from a rounded estimate of 440 to roughly 200 (collisions) and from around 580 to some 310 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated to have by 20 from 10 in 2012 to 30 2022. The adjusted number of serious casualties is estimated to have dropped by 100% (from roughly 180 in 2012 to some 90 in 2022).

Comparisons of Scottish figures against those of other countries

Casualty rates: against England & Wales

Tables C to F refer.

Historically, killed casualty rates per head of population in Scotland have been above those for England & Wales, whereas the serious and total casualty rate is usually lower in Scotland than in England & Wales. In 2023, Scotland's casualty rates were 17% higher (killed), 18% lower (serious) and 49% lower (all severities).

Child rates

In 2023, the Scottish rates were 3% higher (serious) than those in England and Wales and 34% lower (all severities). In the case of serious and all severities this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2014-18 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2019-2023, child fatality rates in Scotland were on average 28% higher than England and Wales, however, in two of the five years the rates were lower.

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

Mode of transport

The casualty rates of car users in Scotland have typically been higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. In 2023, Scotland's car user fatality rate was 2% higher than that of England & Wales, the seriously injured rate was the same and the all severity car user rate was 46% lower. For child car users, the seriously injured rate was 24% higher in Scotland and the all severities rate was 34% less than that of England and Wales.

In 2023, the pedestrian killed rate per thousand was 46% higher in Scotland than England & Wales, and the serious and all severities rates were 15% and 42% lower respectively. The child pedestrian casualty rates in Scotland were higher for killed (9%) and seriously injured (11%) but lower for all severities (24%) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2023 for seriously injured (54% lower) and for all severities (69% lower). The child pedal cycle casualty serious rate was 68% lower and the all severities rate 73% lower in Scotland than in England & Wales.

Further information about the numbers of casualties in England and Wales, and for Great Britain as a whole, can be found in Reported road casualties Great Britain 2023 which is published by the Department for Transport.

Road deaths: International comparison 2022 & 2023 (provisional)

Tables G and H refer.

Introduction

This section compares Scotland's road death rates in 2022 and 2023 (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 count *each* of the UK, Great Britain, England, Wales and Northern Ireland as individual countries). The fatality rates were calculated on a per capita basis (the statistics given are rates per million population), and the countries were then listed in order of their fatality rates in Table G sections (a), (b), (c) and (d). In cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables. A table of car user fatality rates which were calculated on a per motor vehicle basis is no longer shown due to a lack of consistent data.

Tables G and H were provided by the Department for Transport, which obtained the figures for foreign countries from the International Road Traffic and Accident Database (IRTAD).

In accordance with the commonly agreed international definition, most countries define a fatality as being due to a road collision if death occurs within 30 days of the collision. However, the official road collision statistics of some countries limit the fatalities to those occurring within shorter periods after the collision. The numbers of deaths, and the death rates, which appear in the IRTAD tables take account of the

adjustment factors used by the Economic Commission for Europe and the European Conference of Ministers of Transport to represent standardised 30-day numbers of deaths.

Latest Results

In 2023, Scotland's provisional overall road death rate of 28 per million population was the sixth lowest of the 37 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as separate countries, but *not* counting the overall GB and UK figures). Figures for tables G2 and H have not been updated this year for 2022 due to difficulties obtaining data from IRTAD.

Pedestrians

In 2021, Scotland's pedestrian fatality rate was 7 per million population. Scotland ranked 20 of the 33 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 7 per million population: the twentieth lowest of 33 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 35 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. The Scottish rate is the tenth lowest for casualties aged 0-14. It was the fourteenth lowest for those aged 15-24, tenth lowest for those aged 25-64 and twelfth lowest for 65+ (in each case, *not* counting the overall GB and UK figures).

International comparisons of road safety are based on road death rates, as this is the only basis for which there is an international standard definition. As indicated above, the OECD IRTAD tables provide comparable figures for each country, after making adjustments to the data for countries which do not collect their figures on the standard basis. One should not try to compare different countries' overall road collision casualty rates (i.e. the total numbers killed or injured, relative to the population of each country) because there is no internationally-adopted standard definition of an injury road collision. There are considerable differences between

countries in the coverage of their injury road collision statistics. For example, many countries count only collisions which result in someone being admitted to hospital – so their figures would not include the kinds of collision which, in Britain, are classified as causing only slight injuries or certain types of serious injury. Because many countries' definitions of injury road collisions are much narrower than the definition used in the UK, their reported numbers of injury road collisions will appear low relative to ours – so comparing the reported numbers of people injured in road collisions may provide a misleading impression of different countries' road safety records.

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

Introduction

Transport Scotland has published a Road Safety Framework to 2030 The following section provides information on the progress made towards the four main casualty reduction targets outlined in the framework. Each reduction target is assessed against a baseline of the 2014-2018 average.

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

As outlined previously, the number of serious and slight casualties cannot be directly compared to previously recorded figures due to changes in severity reporting.

Progress against the serious casualty reduction targets are therefore based on adjusted figures.

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

	2014-2018 average	2023	2030 target
People killed	174	155	87
People seriously injured	2,728	1,944	1,364
Children (aged < 16) killed (3 year average)	6	4	3
Children (aged < 16) seriously injured	259	178	155

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

Summary of Progress

The 2023 figures show:

- 155 people were reported as killed in 2023, 11 per cent (19) below the 2014-2018 average of 174.
- 1,944 people were reported as seriously injured in 2023, 29 per cent (784) below the 2014-2018 average of 2,728.
- 5 children were reported as killed in 2023, meaning the average for the 2021-2023 period was 4 a year, this is 23 per cent (2) below the 2014-2018 average of 6.
- 178 children were reported as seriously injured in 2023, 31 per cent (81) below the 2014-2018 average of 259.

Figure 8 shows progress towards the casualty reduction targets for 2023.

Figure 8 (A) - Reported casualties killed

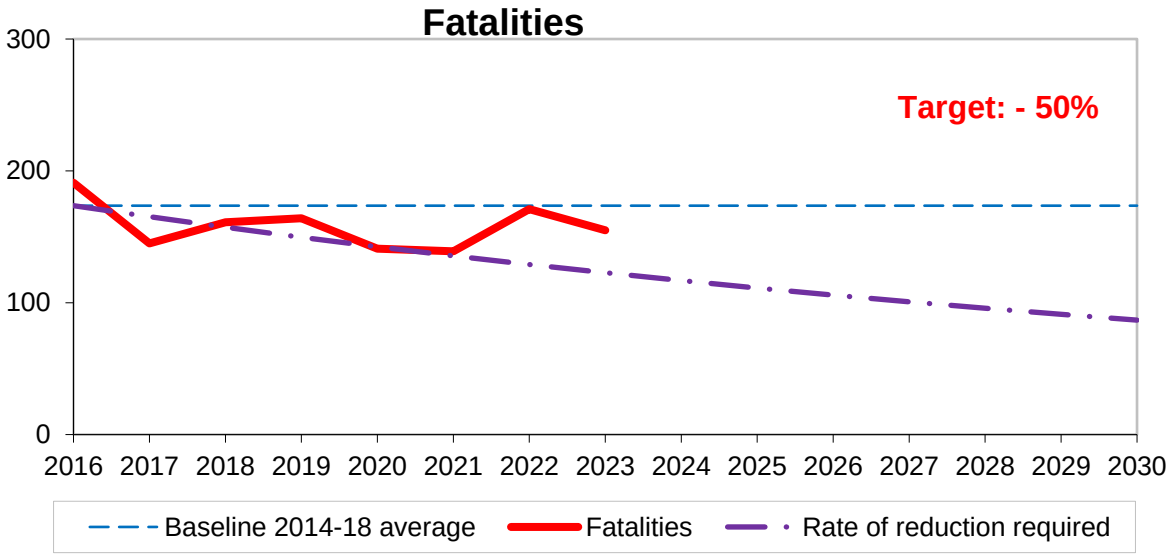


Figure 8 (B) - Reported seriously injured

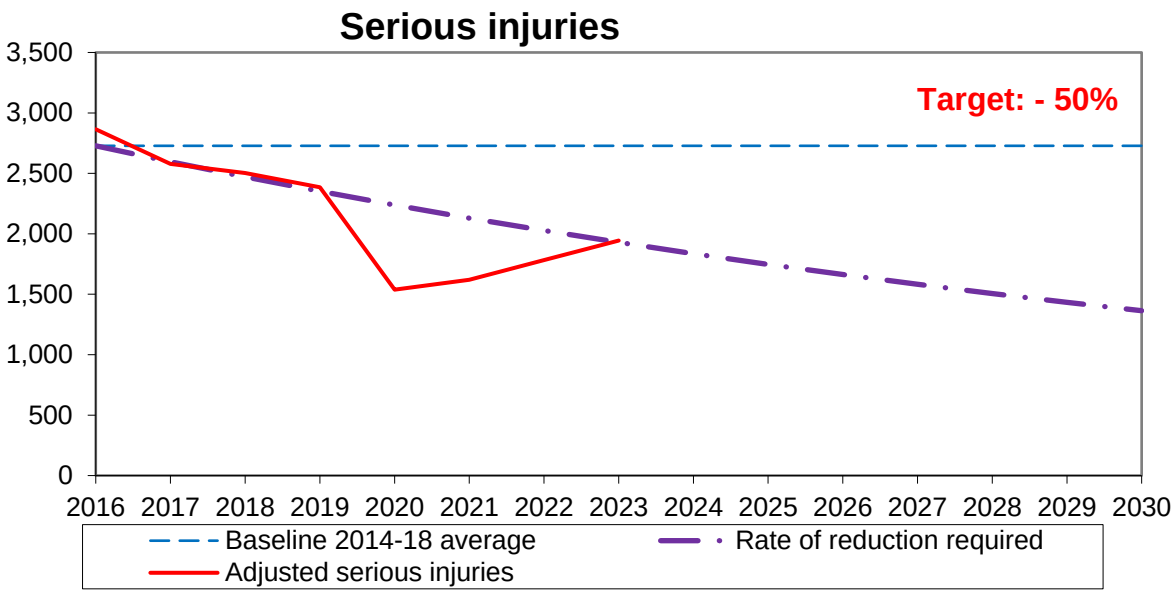


Figure 8 (C) - Reported children killed

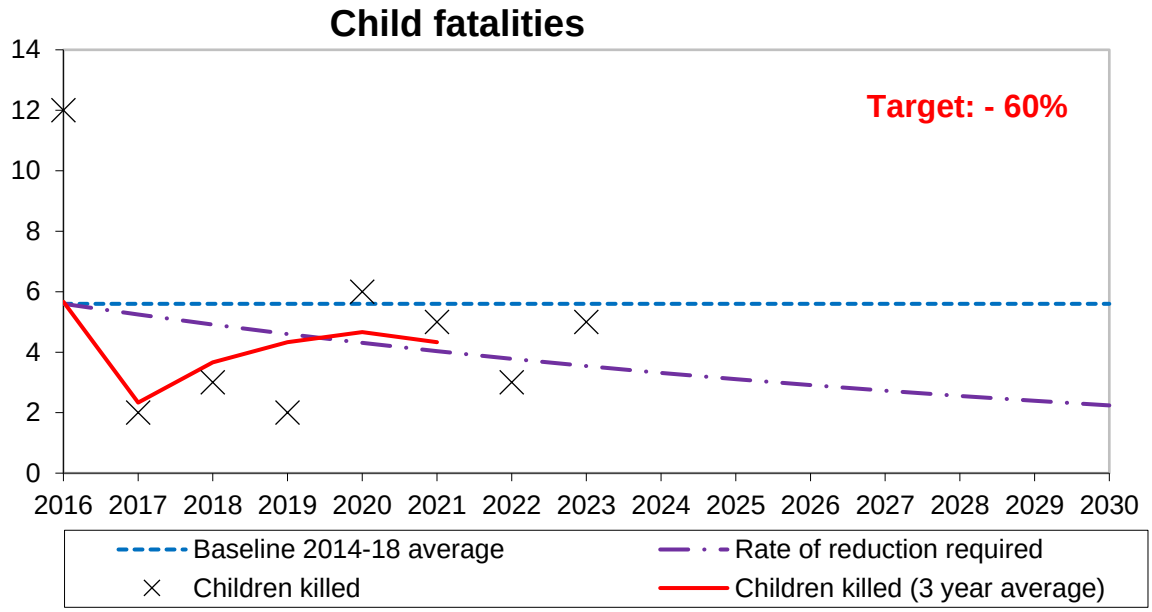
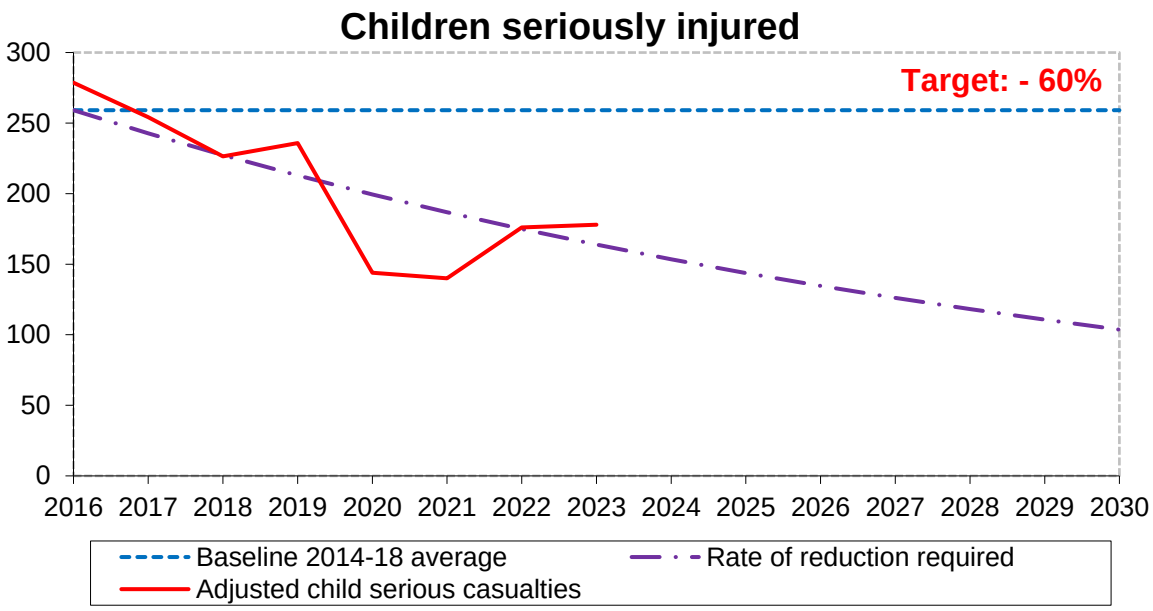


Figure 8 (D) - Reported child seriously Injured casualties



Commentary

Numbers killed

There were 155 people killed in 2023, an 11% reduction from the 2014-18 baseline average.

Figure 8(A) shows that this reduction is not on track to meet to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Numbers Seriously Injured

There were 1,944 serious injuries in 2023, a 29% reduction since the 2014-18 baseline level.

Figure 8(B) shows that this reduction is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Children killed

Due to the relatively small numbers involved and the impact of year-to-year fluctuations this target is measured using a three-year average. An average of 4 children a year were killed in the 2021-2023 period, a 23% reduction from the 2014-2018 baseline.

Figure 8(C) shows that this reduction is not on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline).

Children seriously injured

There were 178 child serious injuries in 2023, a 33% reduction since the adjusted 2014-18 baseline level.

Figure 8(D) shows that the reduction is not currently on track to meet the framework target for 2030 (a reduction of 60% from 2014-18 baseline).

Other statistics for monitoring progress

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

Method for assessing progress towards the casualty reduction targets

One way of assessing progress towards the targets is to compare actual casualty numbers in each year with an indicative line that starts at the baseline figure in 2016 (mid-point of the 2014 to 2018 average) and falls, by a constant percentage reduction in each subsequent year, to the target for 2030. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2030.

The method adopted to produce the indicative target lines shown in Figure 8 involves a constant percentage reduction in each year after 2016 to 2030. The resulting indicative target lines represent the percentages of the baseline averages which are shown in the table below. They are not straight lines, because of the compounding over the years effect of constant annual percentage reductions (to two decimal places, the falls are: 4.83% per annum for both killed and serious to meet the 2030 target. For both children killed and seriously injured casualties the fall is 6.34%.

Table Ia Constant percentage reductions needed to achieve 2030 targets

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

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

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

- fatal road collisions (1972 to 2023);
- road deaths (1949 to 2023);
- people killed or seriously injured (1950 to 2023);
- children killed or seriously injured (1981 to 2023).

The number of years covered by each chart reflects the availability of the relevant figures. The blue dots are the values in each year, and the blue lines indicate the year-to-year variation. The grey dashed lines show the likely range of random year-to-year variation in the figures: based on statistical theory, one would expect that only about 5% of years would have figures outwith these ranges. Appendix G describes how these ranges were produced: the limits of the likely ranges of values are calculated in a similar way to 95% confidence intervals. It also explains why they cannot be produced for all years. It should be noted that figures for combined fatal and serious, serious and slight severities prior to 2004 cannot be compared to later years due to changes in the way casualty severities were recorded from 2004 onwards.

Figure 2 - Scottish fatal reported road collisions: 1972 onwards

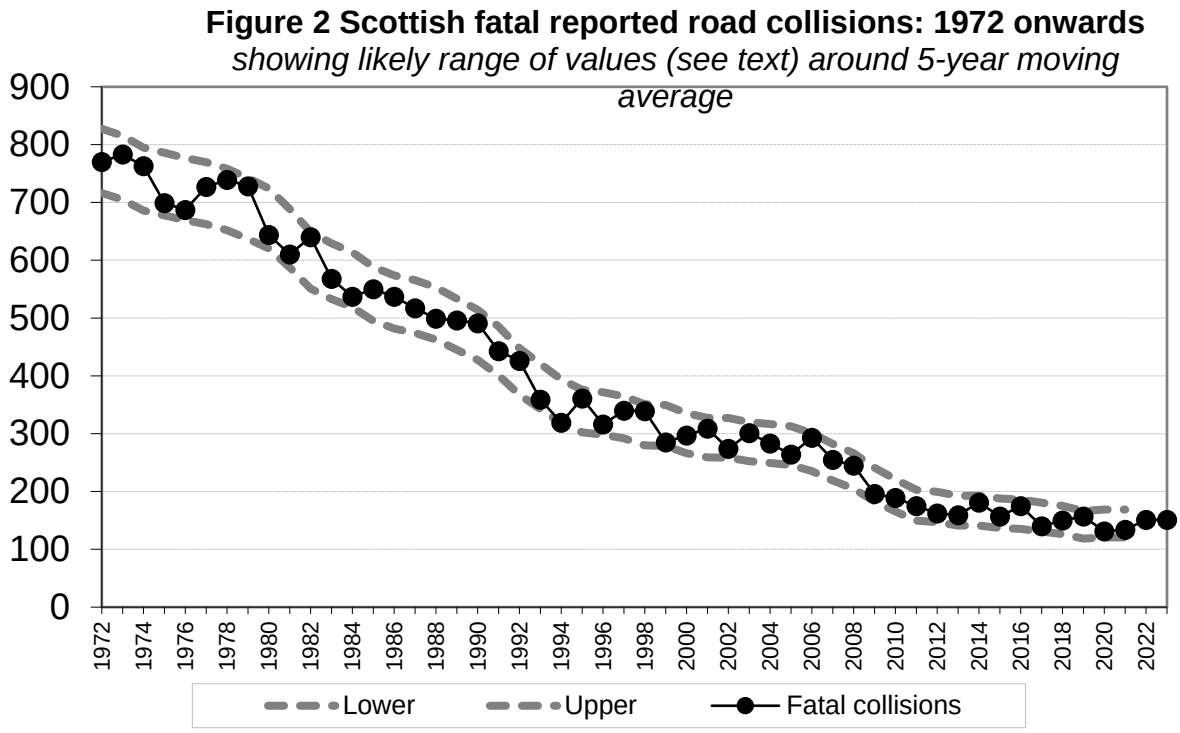


Figure 3 Scottish reported road collision deaths:1949 onwards

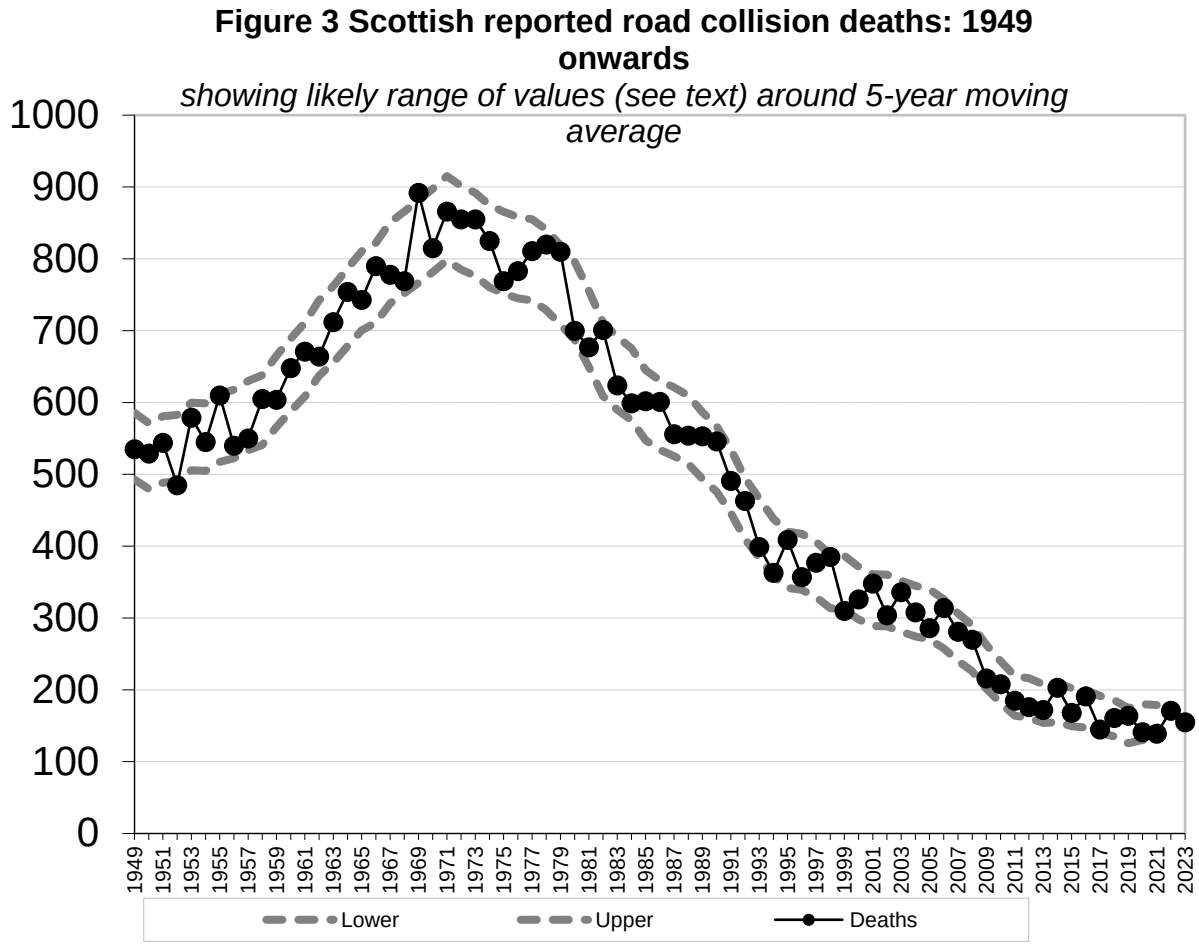
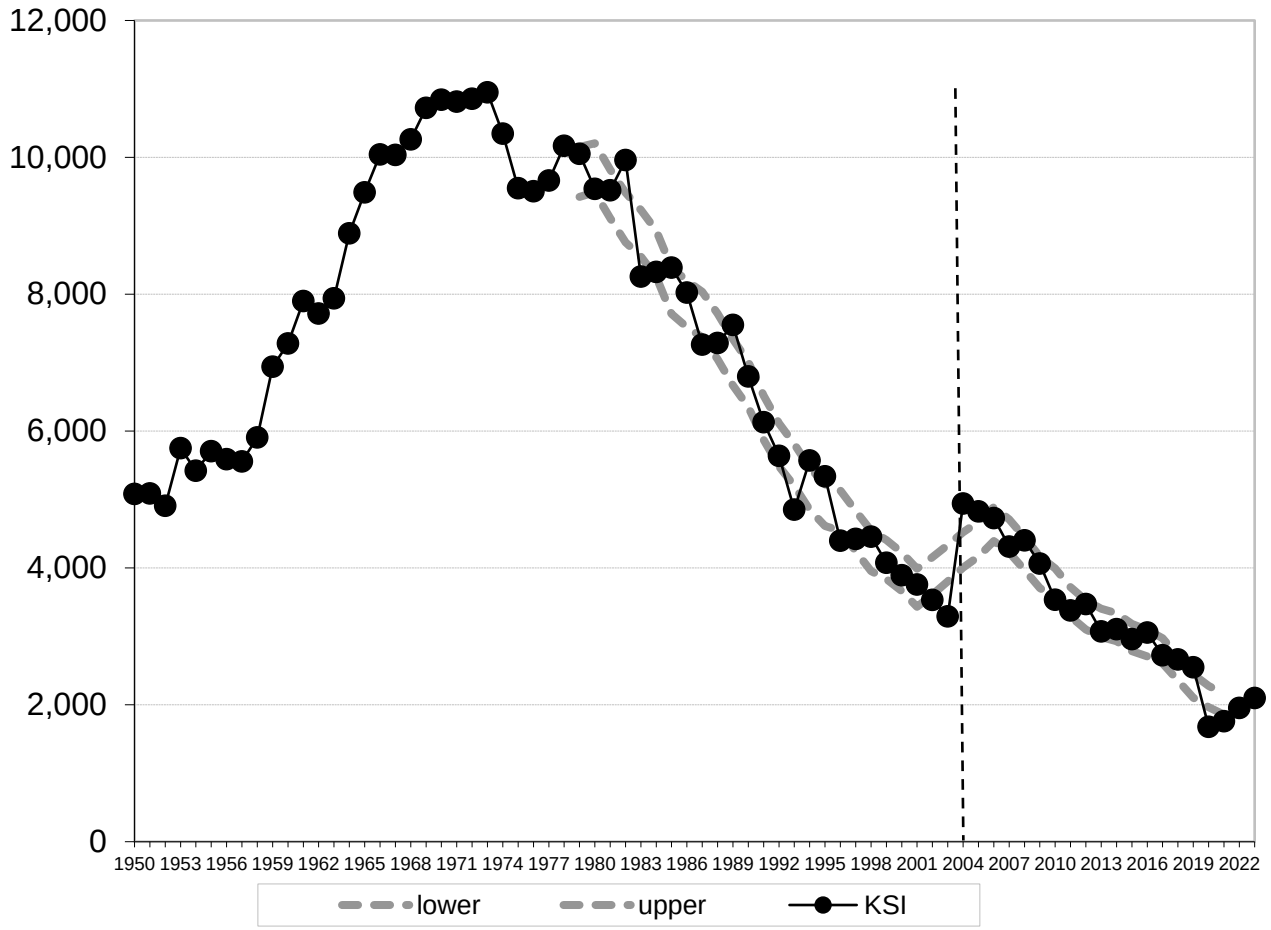


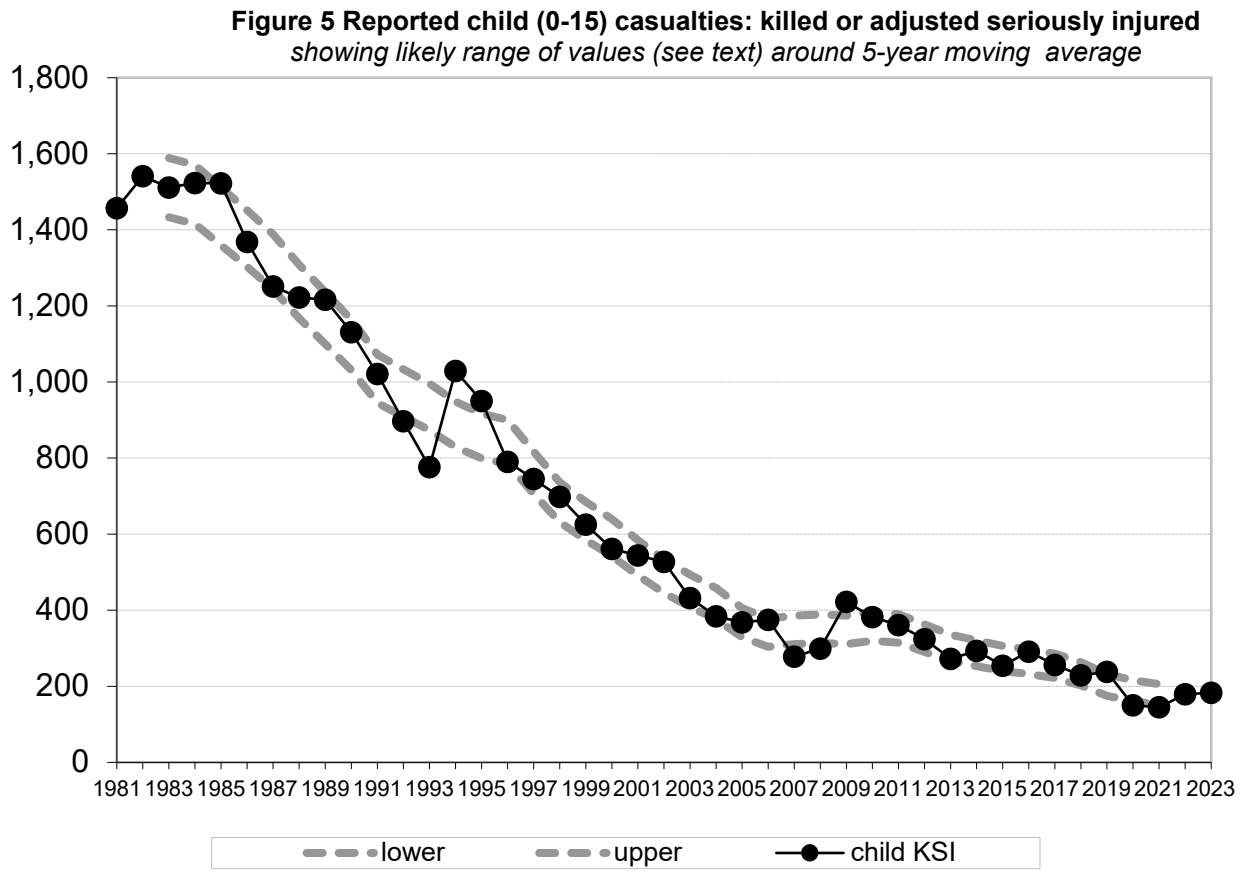
Figure 4 Killed and seriously injured reported casualties

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



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

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



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

Fatal collisions, and deaths in road collisions

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

Killed or seriously injured (KSI) casualties

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

Such factors change the underlying rate of occurrence of collisions 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 collision and casualty numbers used in the charts, the following might be observed. The percentage fall could be *within* the relatively wide percentage range of likely random variation around the *smaller* numbers, but *outwith* the relatively narrow percentage range of likely random variation around the *larger* numbers. The ranges in Figures 2, 3 and 5 appear to be sufficiently wide to encompass the effects of changes such as those mentioned above. That is, the effects of the changes in their first years may fall within the likely range of random variation.

Of course, over the longer-term, such changes should make significant contributions to the reductions in casualty numbers and their severity. However, the intervals in Figure 4 include a much smaller than expected proportion of the figures. This is because the likely range of random variation for KSI casualties represents only a

small percentage of the total, and factors like those mentioned above appear to have had a greater percentage effect than was seen in their first years.

Children killed or seriously injured

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

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

Contributory factors to reported road collisions

The most recent review of the STATS19 data collection resulted in a number of changes to the data collection that were anticipated to effect in calendar year 2024.

In practice, these changes were implemented on the collision recording system used by Police Scotland in November 2023, meaning that collisions entered after this date were entered using the new format of the STATS19 data collection.

The most significant area of change within the data collection was the contributory factors. The existing set of contributory factors was replaced by a new set of 'Road Safety Factors'.

The contributory factors figures for 2023 presented within this publication are for collisions recorded using the old STATS19 format and are therefore only for collisions recorded prior the change in November 2023.

More information on the STATS19 review can be found in the full STATS19 review report.

Summary

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

- Driver/rider errors or reactions were reported in 51% of all reported collisions with failed to look properly the most common type (involved in 25%).
- Travelling too fast for the conditions or excessive speed was reported in 8% of all reported collisions and 18% of fatal collisions.
- Pedestrian only factors were reported in 17% of fatal collisions whilst failed to look properly and careless, reckless or in a hurry were the most frequently reported driver/rider factors (involved in 25% and 23% of fatal collisions respectively).

Introduction

From 2005, all police forces across Great Britain reported contributory factors as part of the stats19 collection. These were developed to provide insight into why and how road collisions 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 collision (or the opinion of a person whose duties include deciding which CFs should be recorded based on the officer's report).
- are based on the information which was available at that time, so may not be the result of subsequent extensive investigation (indeed, subsequent enquiries could result in the reporting officer opinion changing).

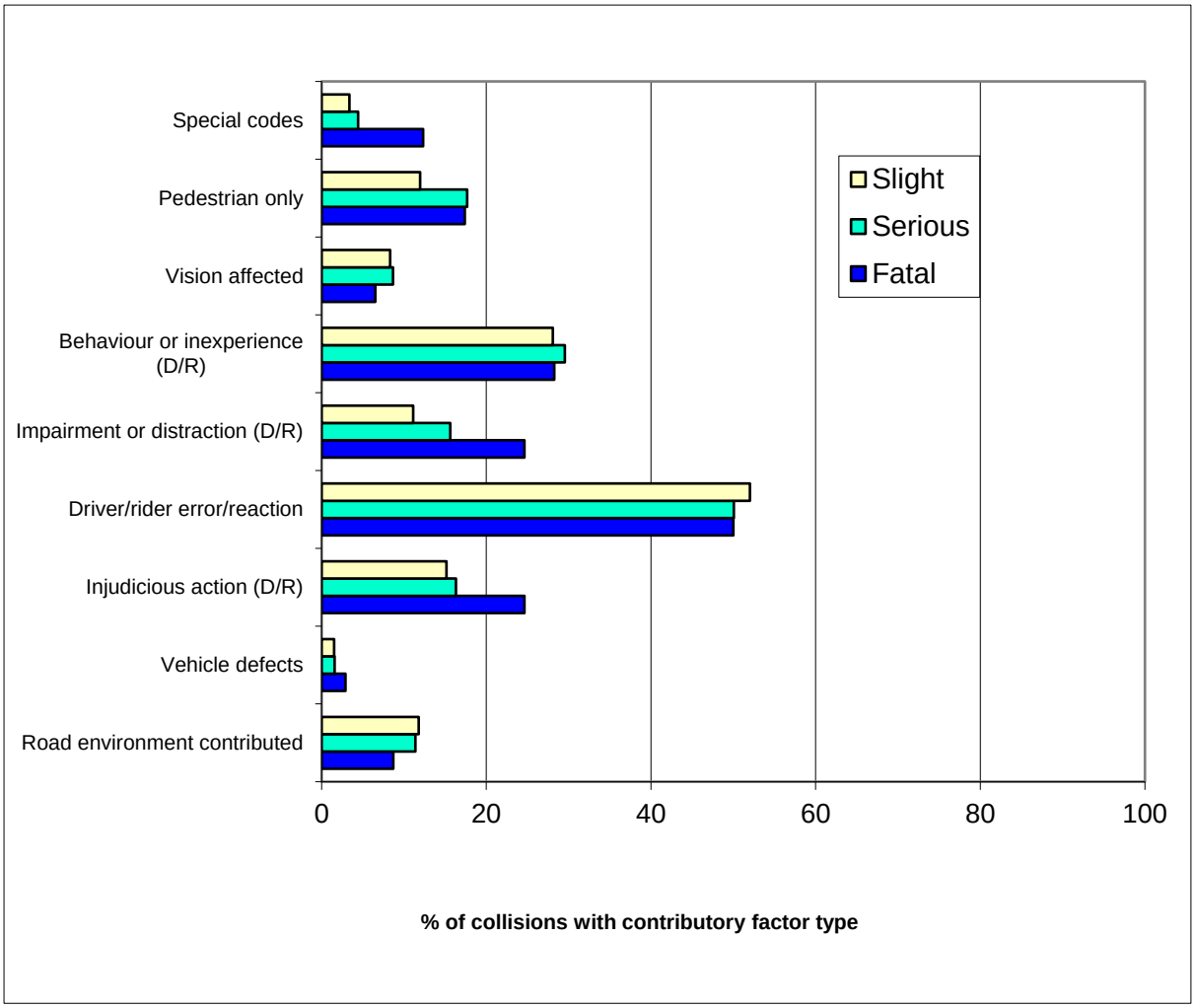
A reporting office attending the scene of a road collision may select up to 6 contributory factors (from a list of 77) to assign to that collision. Multiple factors may be listed against any participant or vehicles in the collision, (therefore percentages in the tables provided may not sum to 100).

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

This section presents analysis from collisions in Scotland reported to the police in 2023, with the following background note describing the collection of the contributory factor system in more detail.

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

Figure 11 - Contributory factor type: Reported collisions by severity, 2023



Collisions

Categories

Each of the 77 contributory factors fits into one of nine categories. Figure 11 shows the percentage of collisions 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 collision and was reported in 51% of collisions reported to the police).
- Pedestrian contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the collision), were reported in 15% of reported collisions, rising to 17% of fatal collisions.

- Injudicious action (including travelling too fast for conditions, following too close or exceeding speed limit) was involved in 16% of all reported collisions and 25% of fatal collisions.
- Road environment factors were reported in 11% of reported collisions.

Factors

On average there were 1.8 contributory factors listed per reported collision with more factors recorded for fatal collisions and fewer for slight collisions. Table M shows the numbers (and percentages) of reported collisions in which each contributory factor was reported.

- Failed to look properly was the most frequently reported contributory factor, involved in 25 % of all reported collisions. This was followed by careless / reckless or in a hurry (23%), failed to judge other person's speed (13%), loss of control (12%), poor turn/manoeuvre (8%), pedestrian failed to look properly (7%) were also in the top six.
- Travelling too fast for the conditions or excessive speed was reported in 8% of all reported collisions and 18% of fatal collisions (Note that the individual percentages for each of these factors cannot simply be added together to obtain combined totals.)
- For fatal collisions, careless/reckless or in a hurry was the most frequently reported driver/rider factor involved in 24% of collisions. Failed to look properly was reported in 22%, loss of control in 20% and exceeding the speed limit in 12%. Pedestrian wearing dark clothing at night were involved in 1% and pedestrians who failed to look properly were involved in 7% of fatal collisions.

Table M also shows how the incidence of some CFs varies with the severity of the collision. For example: *loss of control* is cited in 12% of all collisions for which CFs were recorded but 20% of fatal collisions and *exceeding speed limit* is cited in 5% of all collisions but 12% of fatal ones.

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

Changes over time

Table N compares the top ten contributory factors listed in 2023 against previous years. These top ten factors remained the same in all five years, though the order and frequency changed over the 17 years of collection.

Vehicle & pedestrians

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

Tables O & P show that:

- Failed to look properly was the most frequently reported factor both overall (reported in 14% of all vehicles' factors), and for every vehicle except motorcycles.
- Loss of control (17%) was the most commonly reported factor for motorcycles.
- Careless/reckless or in a hurry (D/R) was the second most common factor reported for cars or taxis (14%).
- Careless, reckless or in a hurry and loss of control were the second most common factors associated with cyclists (both 4%).
- Careless, reckless or in a hurry was the second most common factor reported for goods vehicles (reported in 15%).
- Careless, reckless or in a hurry was associated with a total of 13% of all vehicles involved in reported collisions.
- Pedestrians involved in collisions were most likely to have failed to look properly as an associated contributory factor (recorded in 36% of all pedestrian collisions), followed by careless / reckless /in a hurry (16%) and failed to judge vehicles path or speed and crossed road masked by stationary/parked vehicle (both 10%).

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

- loss of control was recorded for 17% of motorcycles but only 2% of vehicles in the bus/coach/minibus grouping;
- sudden braking was recorded for 6% of buses but for only 1% of all vehicles involved.

On average, fewer contributory factors were recorded for pedal cycles (an average of 0.45 per pedal cycle involved in a reported collision) and bus or coaches (an average of 0.50), compared to an overall average of 0.88 factors per all vehicles.

Note that percentages differ from Tables M & N which presents the percentage of collisions with each contributory factor. As more than one vehicle may be involved in

an collision, the average number of factors associated with an individual vehicle is generally lower.

Pairing of factors

Table Q shows the most frequent pairs of contributory factors assigned to the same reported road collision participant in 2023.

- 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 156 occasions.
- As would be expected, the CFs identified (earlier) as most frequent to appear in several of the most frequently-occurring combinations – for example, (driver/rider) failed to look properly occurs in the first two of the most frequently-occurring combinations.

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

Casualties

Tables R & S show the number (and percentage) of fatal and seriously injured casualties involved in collisions where each contributory factor was reported. Unsurprisingly the pattern is similar to that seen in Tables M & N showing the number of collisions with each factor reported

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

Fatalities

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

- Careless / reckless /in a hurry (D/R) – 36 deaths (representing 25% of all deaths in collisions for which CFs were recorded);
- (driver/rider) failed to look properly– 31 deaths (22%);
- Loss of control– 28 deaths (20%);
- Exceeding the speed limit – 18 deaths (13%);
- Other – 16 deaths (11%)

- Illness or disability (mental/physical) (D/R)– 15 deaths (11%);
- Failed to judge other persons path/speed (D/R)– 13 deaths (9%)
- Pedestrian failed to look properly– 10 deaths (7%);

Seriously injured

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

- (driver/rider) careless / reckless / in a hurry – 422 (representing 25% of all serious injuries in collisions for which CFs were recorded);
- Failed to look properly (D/R) – 398 serious injuries (24%);
- Loss of control – 231 (14%)
- (driver/rider) failed to judge other persons path/speed –184 serious injuries (11%) ;
- Pedestrian failed to look properly – 128 (8%);
- Poor turn or manoeuvre – 112 (7%)
- Exceeding speed limit – 105 (6%)
- Slippery road (due to weather) – 101 (6%)

Overall frequencies of recording

In 2023 at least one contributory factor was recorded in 91.9% of reported collisions where a police officer attended the scene (3,384). This is a lower percentage than in previous years, as collisions recorded following the introduction of the new format of the STATS19 data collection in November 2023 do not have contributory factors recorded. Instead, Police Scotland record a new set of 'Road Safety Factors' for these collisions. Road Safety Factors will be the subject of analysis in future publications.

A total of 5,976 contributory factors were recorded, resulting in an average of 1.8 factors per collision.

Around 85% (4,921) of all factors listed related to vehicles (and their drivers/rider) and the road environment. Around 12% (690) related to pedestrians who were casualties. Relatively few related to uninjured pedestrians (20 or 0.3%).

Table T presents a ranking of all 77 factors by the frequency of reporting in 2023. (Note that figures differ from earlier tables as repeats of factors within the same

collision are counted). It is apparent that some CFs are not used often – many were used fewer than 100 times.

Note that data relating to all reported CFs were used to produce Tables O to T. In cases where the same CF applies to more than one vehicle in the same collision, 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 collision).

Possible vs. Very likely

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

Overall, just under 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 72% of occasions on which they were used:

- Aggressive driving (89%)
- Disobeyed Give Way or Stop sign or markings (88%)
- Pedestrian careless / reckless /in a hurry (87%)
- Pedestrian failed to look properly (84%)
- Impaired by alcohol (D/R) (82%)
- Loss of control (80%)
- Poor turn or manoeuvre (80%)
- Failed to look properly (D/R) (76%)
- Careless / reckless /in a hurry (D/R) (75%)
- Other (72%)

and the following were described as very likely between 60 and 71% of the occasions on which they were used:

- Failed to judge other persons path/speed (D/R) (71%)
- Dazzling sun (70%)
- Slippery road (due to weather) (67%)
- Travelling too fast for the conditions (65%)
- Exceeding speed limit (60%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 17 years. It is clear contributory factor information can provide useful indications of the circumstances that may have led to a reported road collision. These can also be attributed to the different participants within the collision, which can help build a picture of how the collision may have occurred.

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

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

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Background: The collection of Contributory Factor data

Guidance on recording road collisions 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 collision;
- 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 collision and base the codes on this, taking into account all other available evidence.

Some CFs may be less likely than others to be recorded, since clear evidence of them may not be available, or may be very difficult to obtain, after an collision 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 collision, and so are more subjective in nature than other Stats 19 data. This should be kept in mind when using these results.

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

- a factor which is thought to have contributed to the occurrence of the collision – 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 collision to whom the factor is related:
    - whether this is a:
        - Vehicle – in which case the factor may relate to the driver/rider or to the road environment;
        - Casualty – a pedestrian or a passenger in a vehicle; or
        - Uninjured pedestrian.
    - if a Vehicle or a Casualty, the relevant Stats 19 reference
- whether it was thought very likely or just possible this factor contributed to the occurrence of the collision

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 collision.

Appendix B of this publication illustrates the CF codes and their descriptions, including a brief set of completion instructions for the reporting officer. More detailed

information is available in the DfT's Stats 20 document (pages 10; 84 -101) and the procedure for allocating them – for example:

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

Worked example

Clearly, there could be a lot of CF information in the case of an collision 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 collision:

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

Quality

As the CFs were added to the Stats 19 data specification at the start of 2005, the results for 2005 could have been affected by teething troubles. In June 2006, the Liaison Group on Road Collision 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 collision 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 collisions than for slight collisions, as the former may be attended by more experienced road policing officers.

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

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

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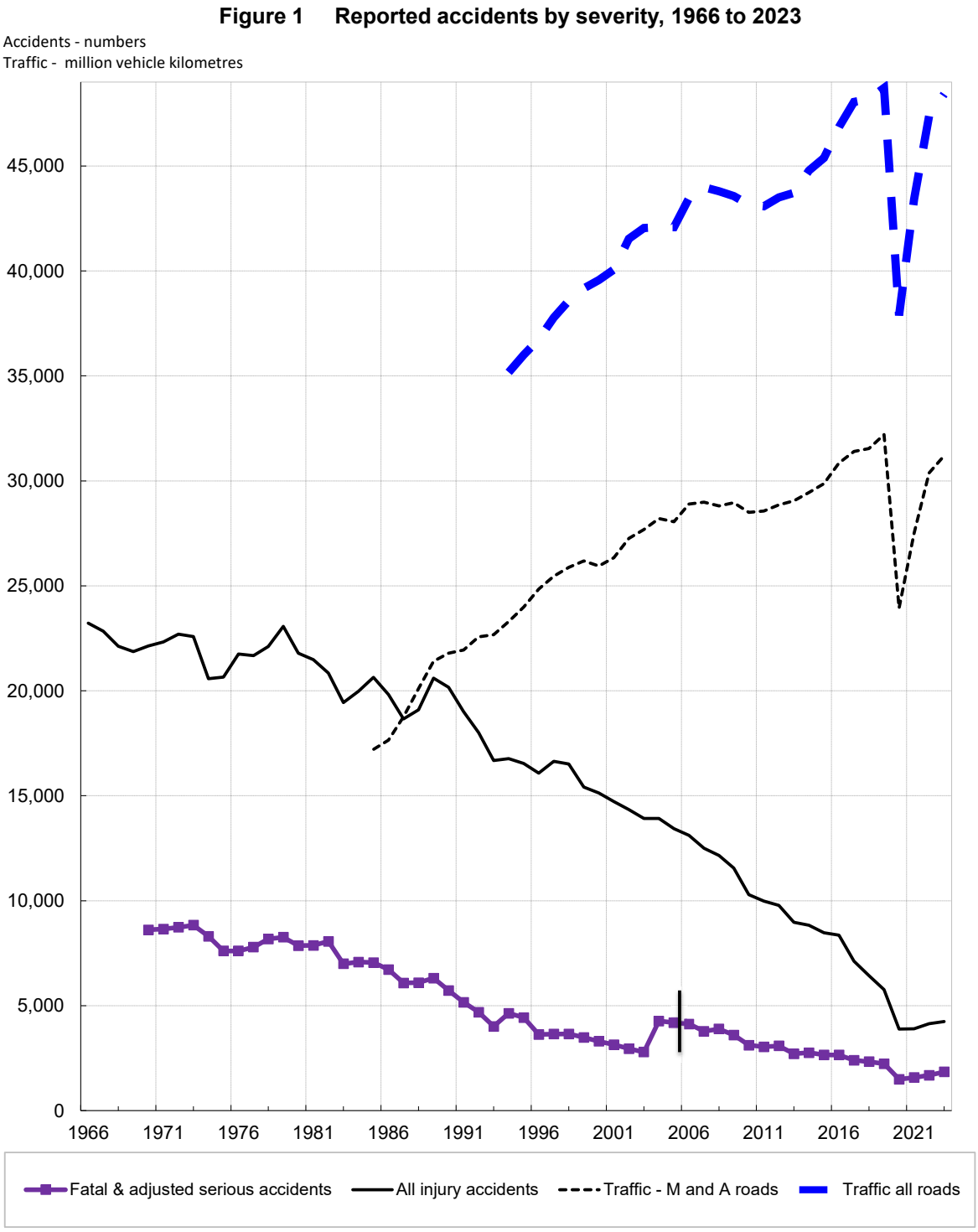
Collisions *Traffic*
Numbers *million*



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

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

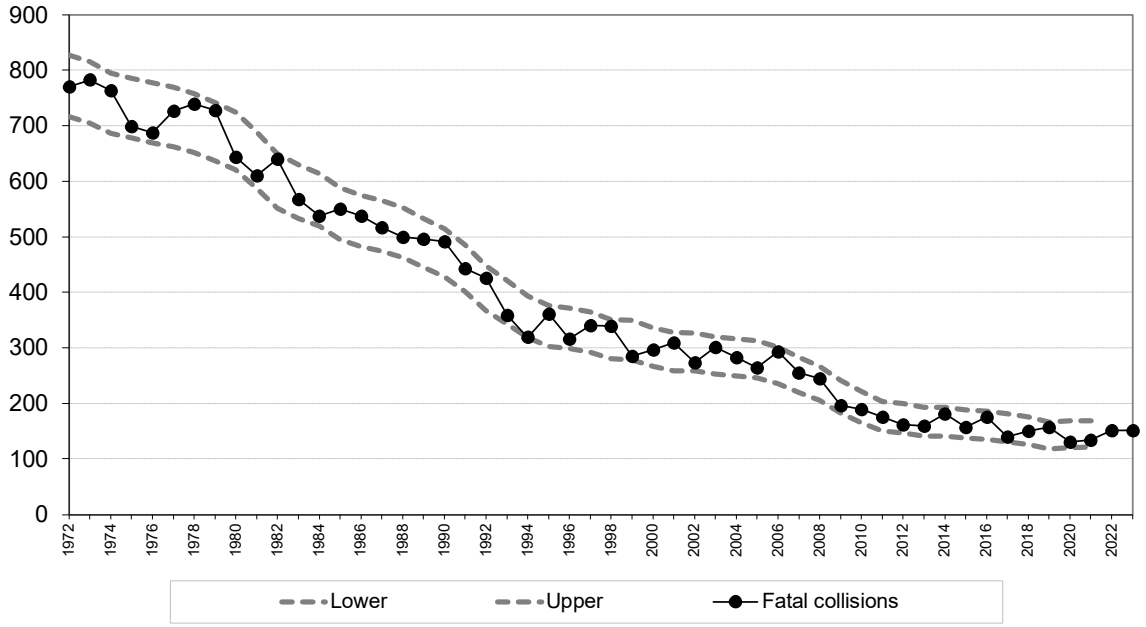


Figure 3 Scottish reported road collision deaths: 1949 onwards
showing likely range of values (see text) around 5-year moving average

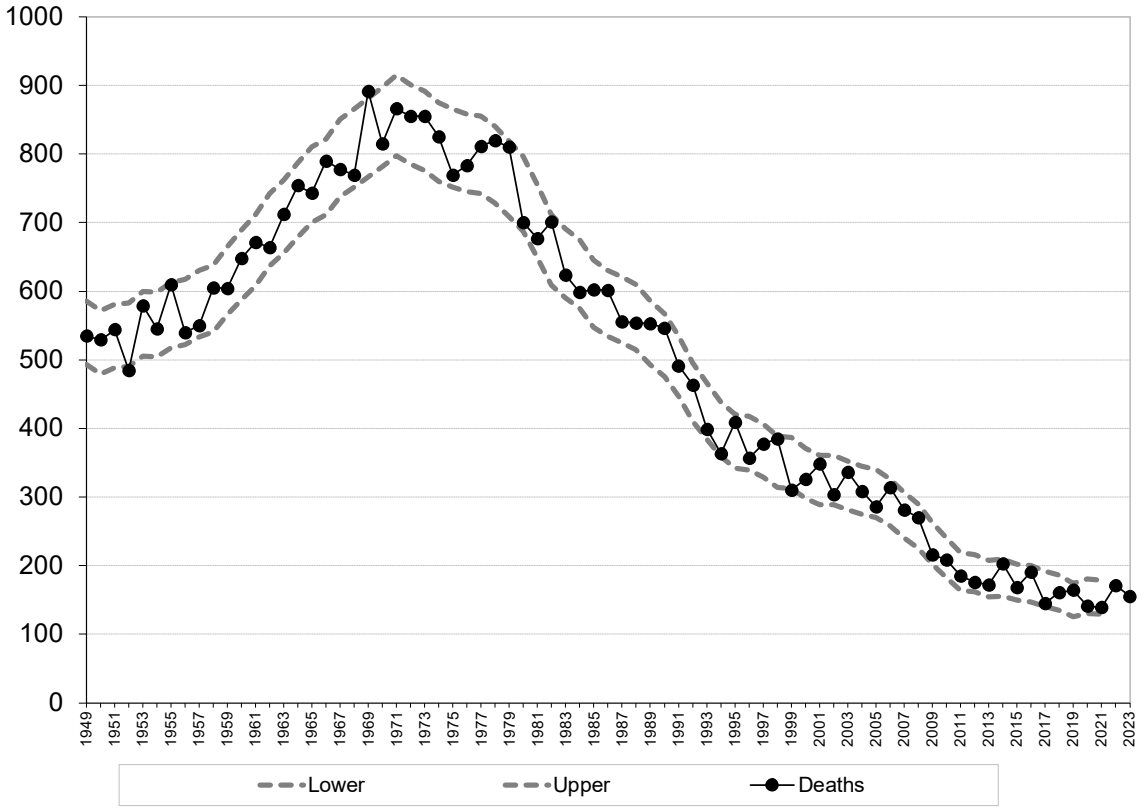
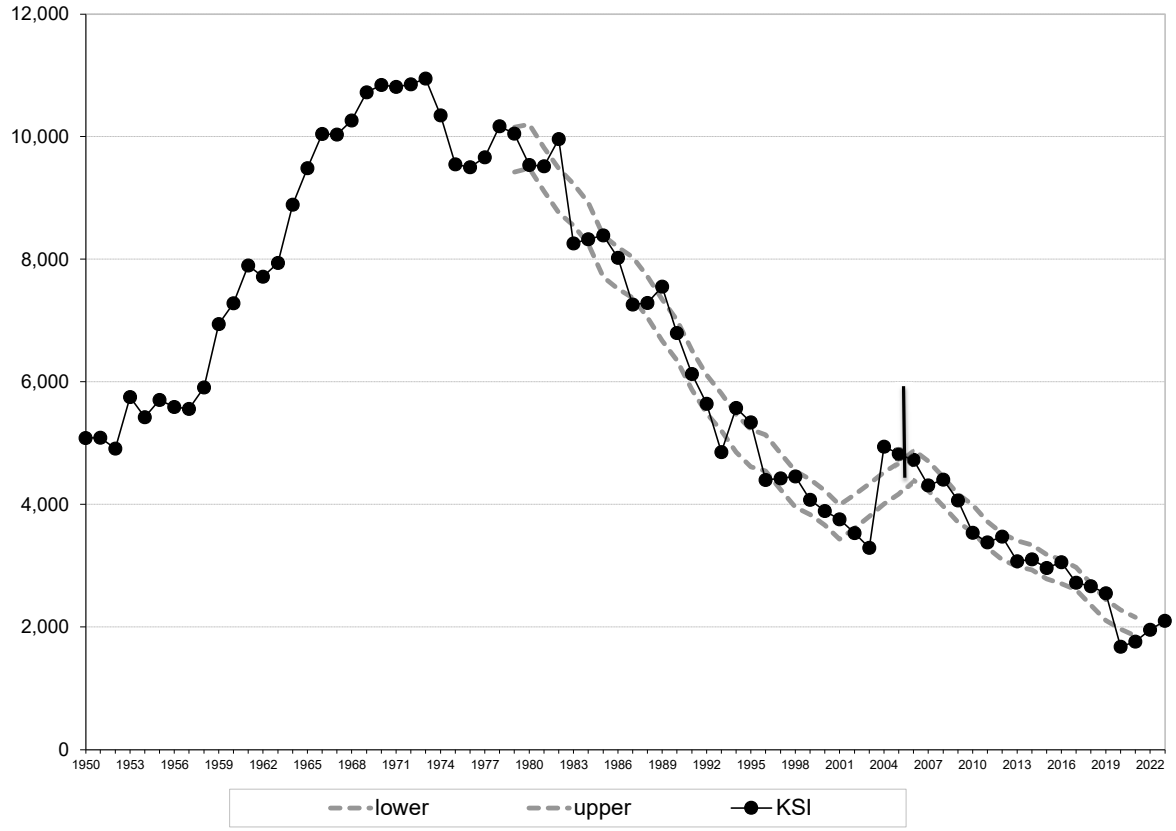
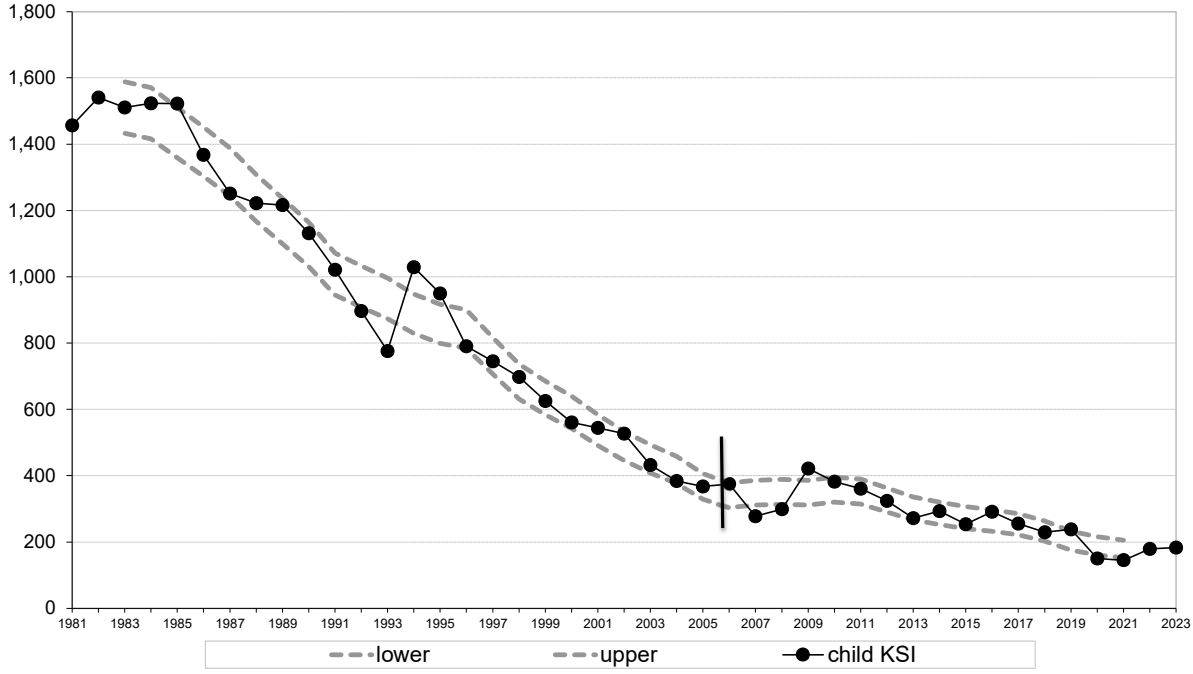


Figure 4 Killed and adjusted seriously injured reported casualties
showing likely range of values (see text) around 5-year moving average



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

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



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

Figure 6

Reported casualties: Total and Slightly injured - from 1950

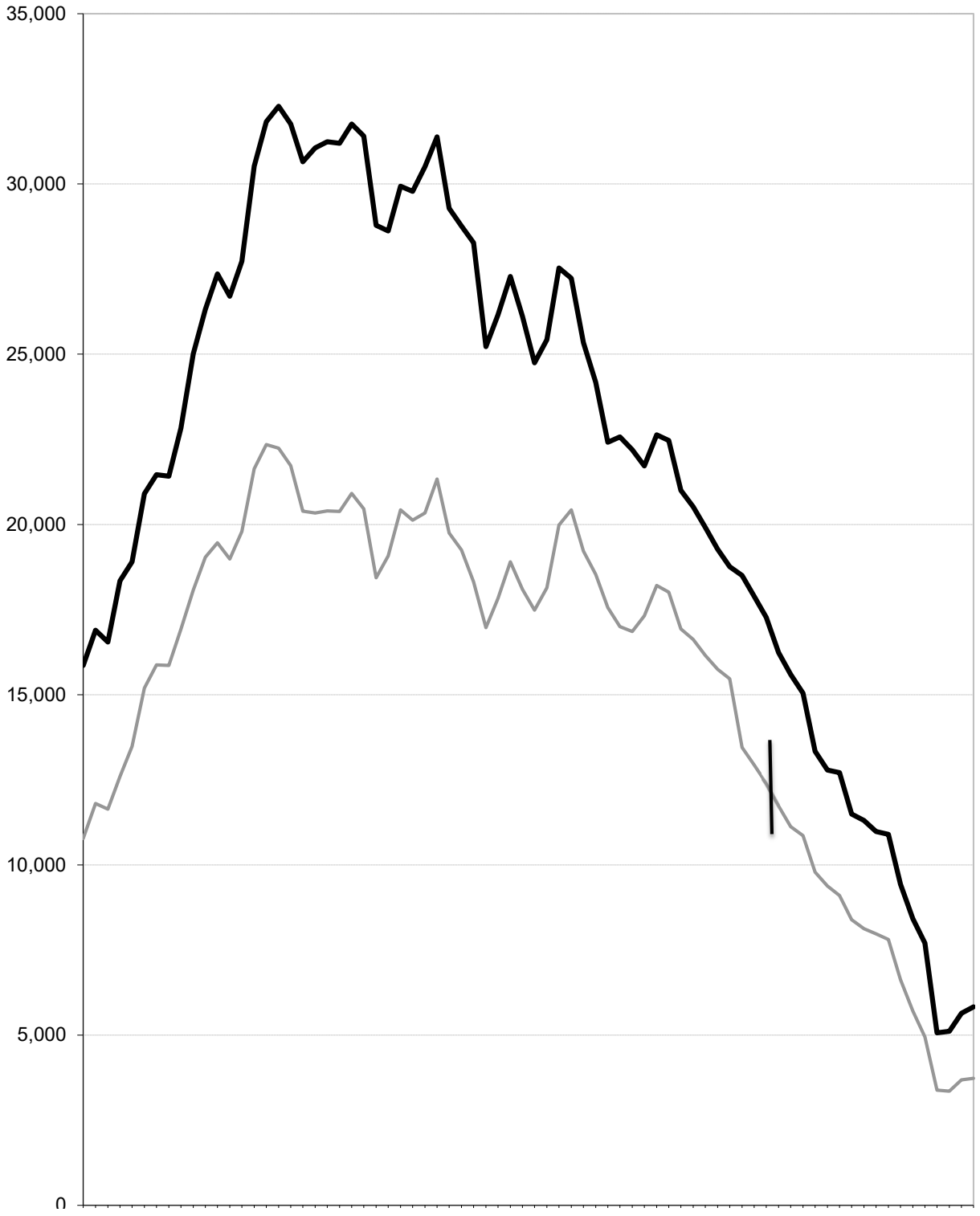
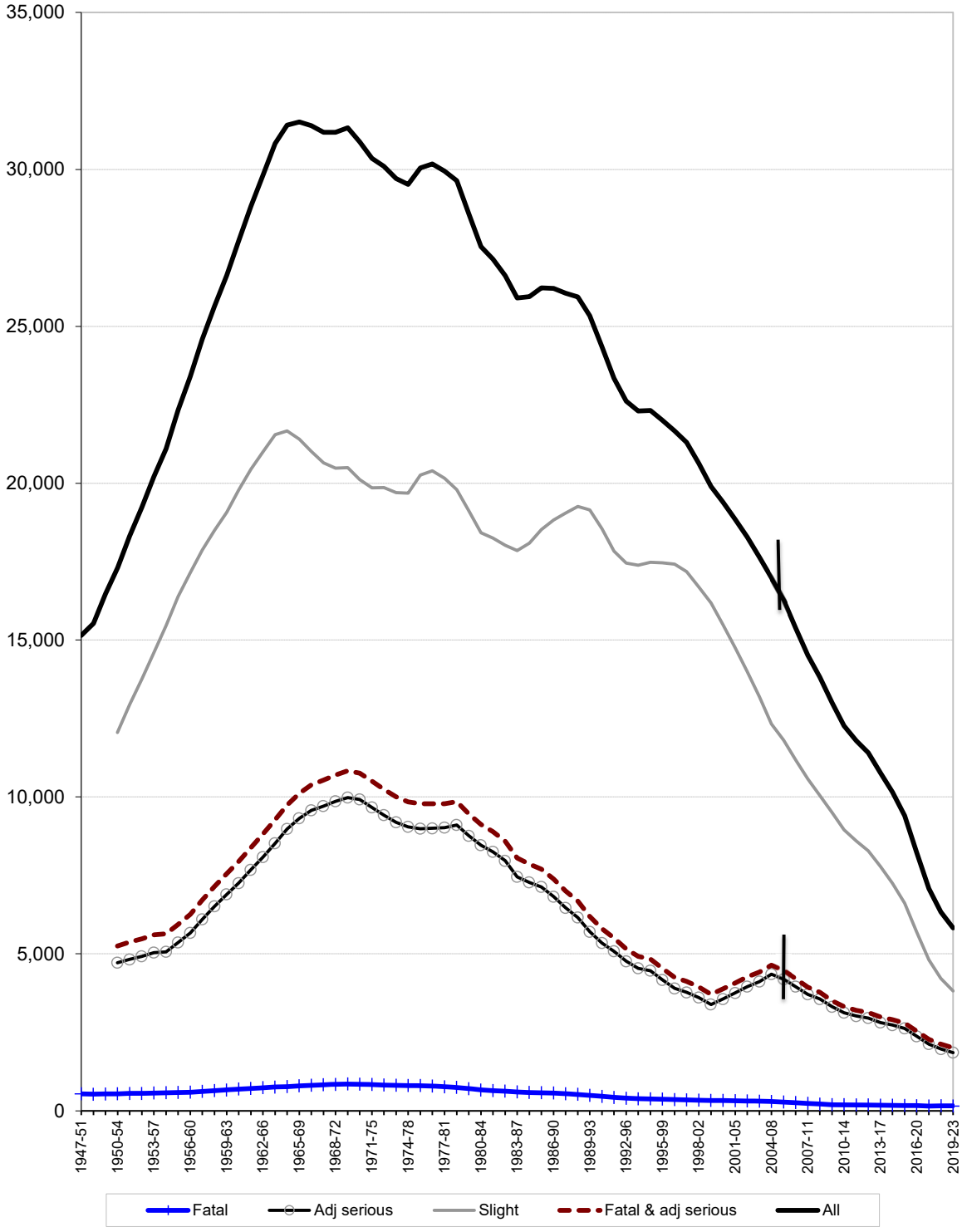


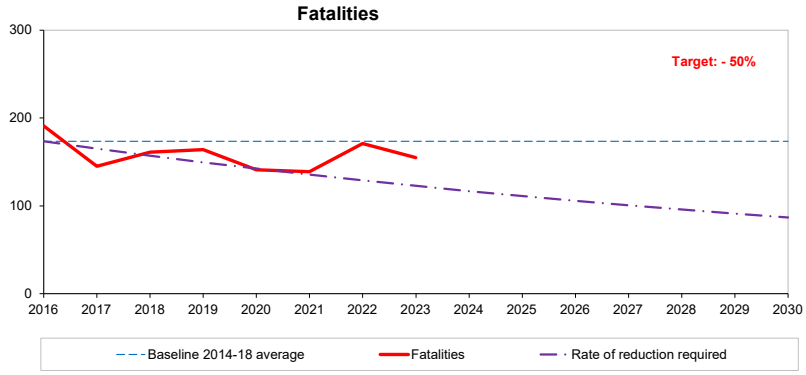
Figure 7 Reported casualties: 5 year moving average (1947-51 to 2019-23)

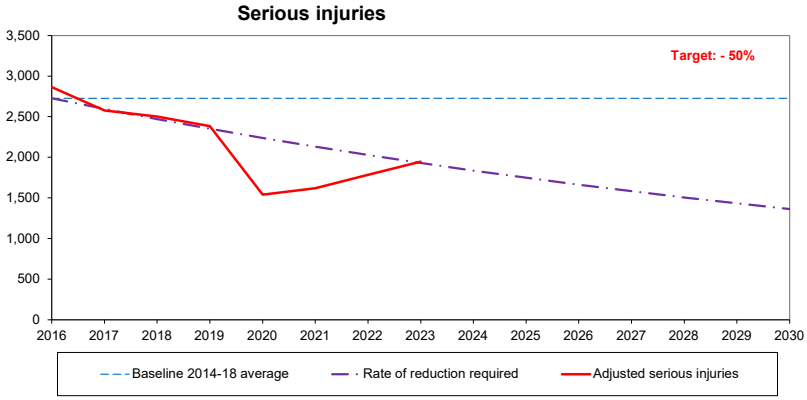


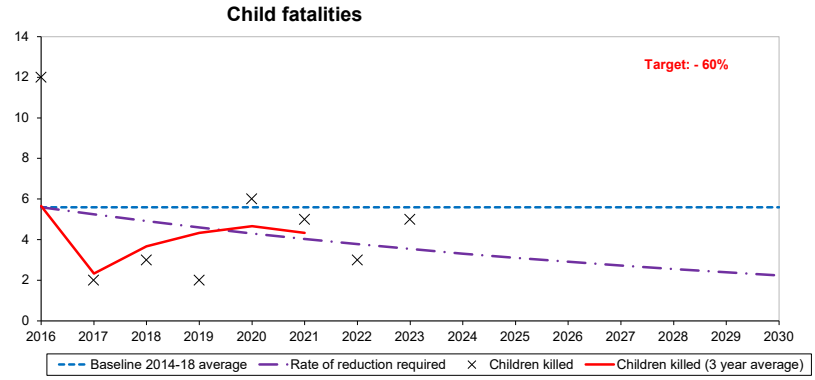
Due to changes in the the way casualty severities are recorded, serious and slight figures prior to 2004 are not comparable with previous years.

Figure 8a

Progress towards the 2030 casualty reduction targets







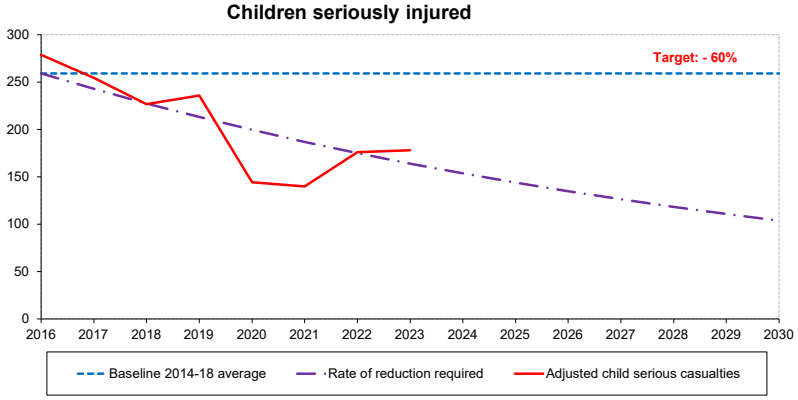
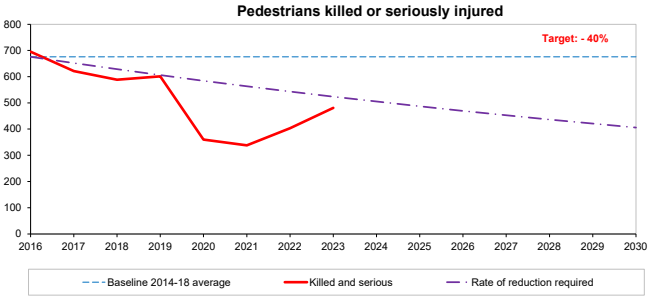
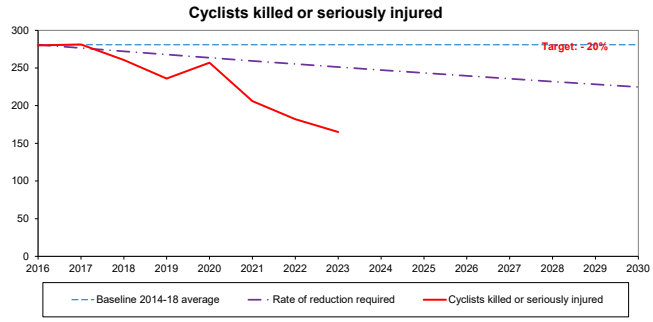
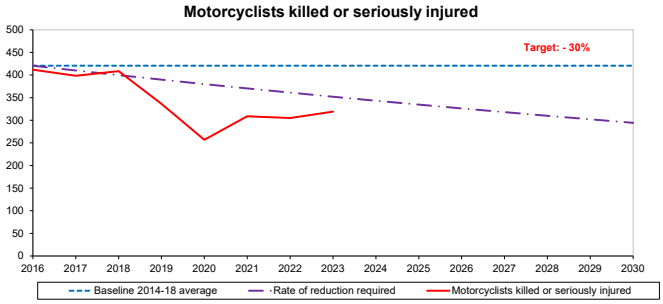


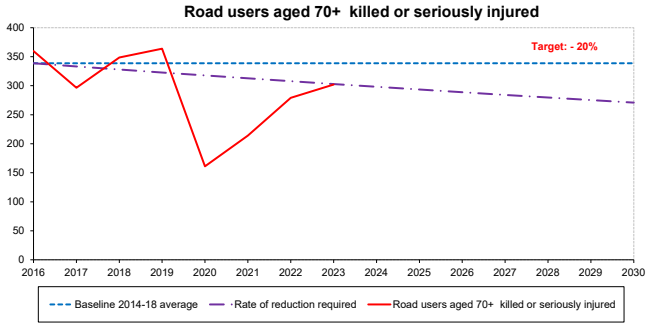
Figure 8B

Progress towards the 2030 casualty reduction targets









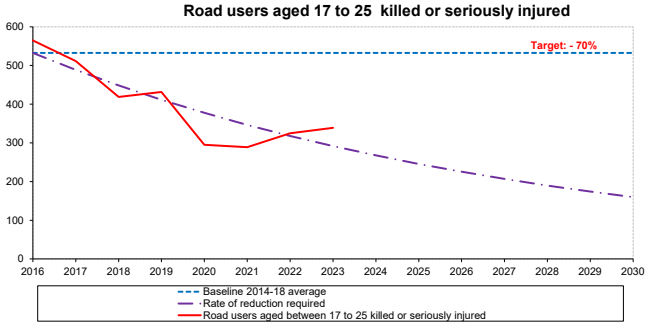


Table 1a DfT serious/slight adjusted and unadjusted collisions, 2004 to 2023

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2014-18 average	**2,402**	**5,244**	**1,412**	**6,234**	**7,646**
2004	3,984	9,582	2,313	11,253	13,566
2005	3,926	9,189	2,238	10,877	13,115
2006	3,836	8,876	2,240	10,472	12,712
2007	3,528	8,556	2,028	10,056	12,084
2008	3,648	8,227	2,241	9,634	11,875
2009	3,405	7,935	1,998	9,342	11,340
2010	2,932	7,166	1,709	8,389	10,098
2011	2,870	6,918	1,668	8,120	9,788
2012	2,924	6,586	1,714	7,796	9,510
2013	2,550	6,248	1,420	7,378	8,798
2014	2,585	6,027	1,481	7,131	8,612
2015	2,501	5,797	1,419	6,879	8,298
2016	2,479	5,680	1,428	6,731	8,159
2017	2,261	4,654	1,365	5,550	6,915
2018	2,184	4,063	1,367	4,880	6,247
2019	2,081	3,437	1,626	3,892	5,518
2020	1,366	2,400	1,366	2,400	3,766
2021	1,446	2,327	1,446	2,327	3,773
2022	1,534	2,464	1,534	2,464	3,998
2023	1,696	2,404	1,696	2,404	4,100
2023 change on 2022	**10.6**	**-2.4**			**2.6**
2023 change on 14-18 average	**-29.4**	**-54.2**			**-46.4**

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

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

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

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

Table 1b DfT serious/slight adjusted and unadjusted casualties, 2004 to 2023

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2014-18 average	**2,728**	**7,251**	**1,628**	**8,352**	**9,979**
2004	4,634	13,449	2,741	15,342	18,083
2005	4,539	12,935	2,643	14,831	17,474
2006	4,414	12,398	2,614	14,198	16,812
2007	4,031	11,726	2,364	13,393	15,757
2008	4,134	11,127	2,571	12,690	15,261
2009	3,847	10,858	2,281	12,424	14,705
2010	3,328	9,788	1,964	11,152	13,116
2011	3,193	9,376	1,871	10,698	12,569
2012	3,297	9,101	1,956	10,442	12,398
2013	2,901	8,392	1,662	9,631	11,293
2014	2,901	8,126	1,691	9,336	11,027
2015	2,793	7,978	1,597	9,174	10,771
2016	2,865	7,808	1,693	8,980	10,673
2017	2,578	6,632	1,577	7,633	9,210
2018	2,503	5,712	1,580	6,635	8,215
2019	2,385	4,943	1,842	5,486	7,328
2020	1,538	3,386	1,538	3,386	4,924
2021	1,620	3,355	1,620	3,355	4,975
2022	1,783	3,689	1,783	3,689	5,472
2023	1,944	3,730	1,944	3,730	5,674
2022 change on 2021	**9.0**	**1.1**			**3.7**
2022 change on 14-18 average	**-28.7**	**-48.6**			**-43.1**

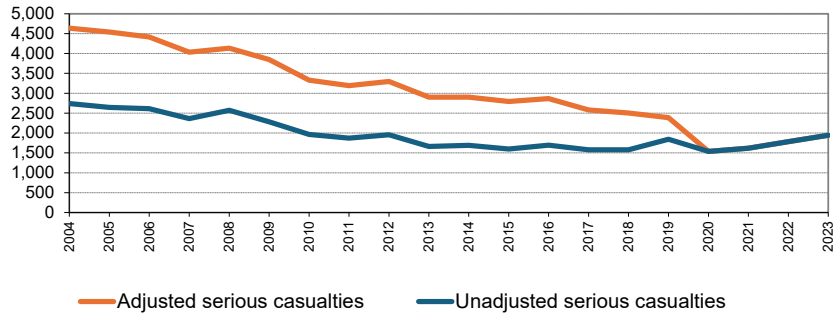
Source: Department for Transport.
The unadjusted figures in this table are National Statistics
The adjusted figures in this table are Experimental Statistics

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

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

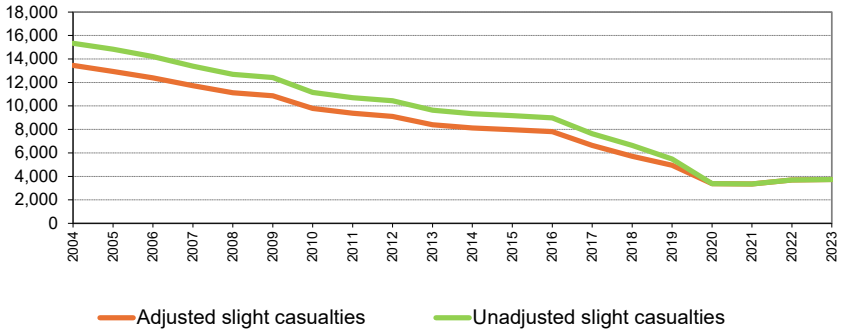
More information on the change and the adjustment process is available at the following address.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833813/annex-update-severity-adjustments-methodology.pdf

Figure A: DfT Adjusted/unadjusted serious casualties, 2004 to 2023



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

Figure B: DfT Adjusted/unadjusted slight casualties, 2004 to 2023



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

Table A: Summary of reported road injury collision and reported casualty statistics: 2007 to 2022

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Collisions																	
Fatal	255	245	196	189	175	162	159	181	157	175	140	150	157	131	134	151	151
Fatal & adjusted serious	3,783	3,893	3,601	3,121	3,045	3,086	2,709	2,766	2,658	2,654	2,401	2,334	2,238	1,497	1,580	1,685	1,847
All severities	12,507	12,159	11,556	10,295	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,897	3,907	4,149	4,251
Collisions on built-up(1) roads																	
Fatal	71	82	56	56	61	64	44	67	47	44	44	43	52	50	42	44	54
Fatal & adjusted serious	2,068	2,136	1,847	1,661	1,707	1,744	1,522	1,591	1,518	1,514	1,377	1,276	1,254	856	857	918	1,022
All severities	7,782	7,464	6,991	6,341	6,357	6,165	5,747	5,703	5,401	5,465	4,592	4,037	3,659	2,477	2,381	2,544	2,543
Collisions on non built-up(1) roads																	
Fatal	184	163	140	133	114	98	115	114	110	131	96	107	105	81	92	107	97
Fatal & adjusted serious	1,715	1,757	1,755	1,460	1,338	1,343	1,187	1,174	1,140	1,140	1,025	1,058	984	641	723	767	825
All severities	4,725	4,695	4,565	3,954	3,628	3,612	3,227	3,130	3,076	2,890	2,526	2,395	2,114	1,420	1,526	1,605	1,708
Drink-drive collisions and casualties(2)																	
Collisions	670	660	660	530	490	440	330	340	340	410	270	280	230	190	150	200	..
Casualties (all severities)	940	960	920	750	680	580	450	460	470	580	410	400	350	250	210	310	..
Fatal casualties	30	40	30	20	20	10	20	20	20	30	10	20	20	20	10	30	..
Killed by mode of transport																	
Pedestrian	60	60	47	47	43	59	38	59	44	32	38	34	44	34	37	34	47
Pedal cycle	4	9	5	7	7	9	13	8	5	8	5	6	9	11	9	2	7
Motorcycle	40	34	43	35	33	21	23	30	27	30	29	33	25	16	30	25	27
Car	160	153	116	105	89	73	89	94	75	106	64	75	75	71	55	98	61
Other (eg taxi, bus, goods)	17	14	5	14	13	14	9	12	17	15	9	13	11	9	8	12	13
All modes of transport	281	270	216	208	185	176	172	203	168	191	145	161	164	141	139	171	155
Adjusted seriously injured casualties by mode																	
Pedestrian	1,005	1,015	837	761	819	758	676	689	684	663	583	554	557	326	301	369	434
Pedal cycle	239	248	255	247	267	295	277	287	282	272	276	255	227	246	197	180	158
Motorcycle	533	559	506	451	417	479	404	447	381	382	369	376	311	241	279	280	292
Car	1,947	1,998	1,959	1,591	1,415	1,485	1,316	1,271	1,230	1,327	1,146	1,125	1,126	624	711	819	904
Other (eg taxi, bus, goods)	308	313	291	278	275	280	228	208	215	221	203	193	163	101	132	135	156
All modes of transport	4,031	4,134	3,847	3,328	3,193	3,297	2,901	2,901	2,793	2,865	2,578	2,503	2,385	1,538	1,620	1,783	1,944
Adjusted slightly injured casualties by mode																	
Pedestrian	1,612	1,508	1,292	1,202	1,194	1,135	1,018	992	957	958	731	658	612	456	429	514	471
Pedal cycle	463	470	531	526	550	593	592	594	508	509	438	375	323	352	305	298	240
Motorcycle	467	446	465	358	355	363	345	343	327	297	217	230	177	162	149	162	158
Car	7,838	7,487	7,445	6,599	6,259	6,018	5,546	5,380	5,389	5,246	4,449	3,858	3,310	2,084	2,148	2,292	2,437
Other (eg taxi, bus, goods)	1,345	1,217	1,124	1,103	1,018	992	891	816	798	798	798	591	522	332	324	423	424
All modes of transport	11,726	11,127	10,858	9,788	9,376	9,101	8,392	8,126	7,978	7,808	6,632	5,712	4,943	3,386	3,355	3,689	3,730
All casualties by mode, by sex and by age																	
Pedestrian	2,704	2,593	2,199	2,013	2,065	1,979	1,734	1,745	1,690	1,663	1,363	1,256	1,252	816	767	917	952
Pedal cycle	714	730	804	781	824	905	886	895	797	790	728	638	591	609	511	480	405
Motorcycle	1,061	1,042	1,021	845	806	867	775	826	735	709	620	640	522	419	458	467	477
Car	10,063	9,670	9,579	8,301	7,777	7,665	6,964	6,786	6,713	6,697	5,707	5,085	4,614	2,779	2,914	3,209	3,402
Other (eg taxi, bus, goods)	1,697	1,557	1,440	1,398	1,313	1,296	1,133	1,050	1,042	1,039	1,015	805	726	442	464	570	593
All modes of transport	**16,239**	**15,592**	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,898**	**9,433**	**8,424**	**7,705**	**5,065**	**5,114**	**5,643**	**5,829**
Male	9,302	8,843	8,450	7,541	7,310	7,217	6,509	6,433	6,183	6,122	5,298	4,845	4,343	3,103	3,091	3,390	3,428
Female	6,917	6,738	6,587	5,787	5,469	5,489	4,973	4,865	4,784	4,767	4,134	3,569	3,352	1,962	2,023	2,251	2,397
Child: 0 - 15	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	494	495	587	582
Young adult: 16-22	3,419	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,690	1,605	1,398	1,100	1,006	734	708	778	814
Adult: 23-59	8,931	8,706	8,450	7,713	7,360	7,404	6,770	6,651	6,630	6,604	5,615	5,026	4,476	3,073	3,028	3,124	3,210
Older adults: 60+	2,044	2,000	1,997	1,732	1,845	1,836	1,752	1,725	1,673	1,674	1,497	1,517	1,440	763	882	1,153	1,220
Child[4] killed by mode of transport																	
Pedestrian	4	4	1	1	2	1	5	3	3	3	2	2	2	3	1	1	2
Pedal cycle	1	2	1	1	-	1	2	-	1	1	-	-	-	1	1	-	1
Car	4	13	3	1	5	-	2	4	-	7	-	-	-	2	2	1	2
Other (eg m/c, taxi, bus...)	-	1	-	1	-	-	-	-	-	1	-	1	-	-	1	1	-
All modes of transport	9	20	5	4	7	2	9	7	4	12	2	3	2	6	5	3	5
Child[4] adjusted seriously injured casualties by mode																	
Pedestrian	305	304	249	241	232	203	161	188	167	178	164	144	145	80	94	115	107
Pedal cycle	51	38	45	43	41	37	27	29	21	16	21	25	30	24	17	12	8
Car	102	97	104	80	69	68	63	53	54	74	53	53	55	30	24	27	44
Other (eg m/c, taxi, bus...)	18	21	19	15	12	13	12	16	8	12	16	5	6	10	5	22	19
All modes of transport	477	461	417	378	354	322	263	286	250	279	254	226	236	144	140	176	178
All child[4] casualties by mode																	
Pedestrian	882	831	674	642	646	521	462	499	460	478	401	334	332	228	244	295	263
Pedal cycle	174	150	148	146	135	121	112	81	71	55	67	64	74	59	58	44	34
Car	633	569	548	506	460	451	404	389	373	419	328	316	306	180	172	194	232
Other (eg m/c, taxi, bus...)	127	139	103	84	75	74	74	60	67	47	104	40	57	27	21	54	53
All modes of transport	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	494	495	587	582
Collision costs (£ million)(3)							1,500	1,573	1,440	1,514	1,287	1,269	1,310	1,021	1,038	1,179	1,189

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 collisions) at 2017 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury Collisions and casualties injured in those collisions by police force division, council and sev

	Collisions				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
North East [1]	**12**	**144**	**118**	**274**	**12**	**172**	**206**	**390**	**37**
Aberdeen City	4	48	41	93	4	53	52	109	**13**
Aberdeenshire	7	76	61	144	7	97	127	231	18
Moray	1	20	16	37	1	22	27	50	6
Tayside	**17**	**147**	**216**	**380**	**17**	**159**	**355**	**531**	**57**
Dundee City	2	44	93	139	2	47	126	175	27
Angus	9	42	51	102	9	43	98	150	14
Perth & Kinross	6	61	72	139	6	69	131	206	16
Argyll & West Dunbartonsl	**10**	**82**	**68**	**160**	**11**	**101**	**121**	**233**	**21**
Argyll & Bute	9	52	44	105	10	71	90	171	14
West Dunbartonshire	1	30	24	55	1	30	31	62	7
Forth Valley	**6**	**88**	**131**	**225**	**6**	**98**	**196**	**300**	**38**
Clackmannanshire	2	7	13	22	2	9	22	33	3
Stirling	1	33	52	86	1	38	74	113	13
Falkirk	3	48	66	117	3	51	100	154	22
Dumfries & Galloway	**5**	**69**	**113**	**187**	**5**	**70**	**160**	**235**	**16**
Ayrshire	**13**	**118**	**138**	**269**	**13**	**144**	**227**	**384**	**41**
North Ayrshire	4	45	50	99	4	50	80	134	12
East Ayrshire	6	41	56	103	6	53	100	159	20
South Ayrshire	3	32	32	67	3	41	47	91	9
Greater Glasgow	**20**	**236**	**416**	**672**	**20**	**255**	**592**	**867**	**81**
Glasgow City	15	209	345	569	15	226	489	730	71
East Dunbartonshire	4	9	22	35	4	11	35	50	1
East Renfrewshire	1	18	49	68	1	18	68	87	9
Lothians & Scottish Borde	**16**	**165**	**229**	**410**	**17**	**186**	**363**	**566**	**57**
West Lothian	4	43	94	141	4	46	151	201	22
Midlothian	4	36	39	79	4	36	56	96	10
East Lothian	3	29	51	83	3	32	78	113	9
Scottish Borders	5	57	45	107	6	72	78	156	16
Edinburgh	**8**	**119**	**329**	**456**	**8**	**125**	**426**	**559**	**39**
Highlands & Islands	**17**	**166**	**120**	**303**	**17**	**210**	**225**	**452**	**32**
Highland	14	148	99	261	14	187	195	396	31
Orkney Islands	-	6	4	10	-	8	5	13	-
Shetland Islands	2	7	9	18	2	9	13	24	1
Eilean Siar	1	5	8	14	1	6	12	19	-
Fife	**12**	**94**	**158**	**264**	**14**	**118**	**261**	**393**	**41**
Renfrewshire & Inverclyde	**3**	**71**	**70**	**144**	**3**	**75**	**111**	**189**	**20**
Inverclyde	-	21	11	32	-	21	31	52	5
Renfrewshire	3	50	59	112	3	54	80	137	15
Lanarkshire	**12**	**197**	**298**	**507**	**12**	**231**	**487**	**730**	**102**
North Lanarkshire	5	85	155	245	5	107	248	360	56
South Lanarkshire	7	112	143	262	7	124	239	370	46
Scotland	**151**	**1,696**	**2,404**	**4,251**	**155**	**1,944**	**3,730**	**5,829**	**582**
of which:									
Built up roads	54	968	1,521	2,543	54	1,042	2,097	3,193	422
Non- built up roads	97	728	883	1,708	101	902	1,633	2,636	160

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

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

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

Fatal

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	3	7	7	7	4	6	4	3	2	2	3	1	2	1
Aberdeenshire	21	22	10	14	22	22	18	16	7	8	8	7	12	9
Angus	7	6	5	5	3	6	8	6	9	2	3	3	3	1
Argyll & Bute	5	15	4	4	9	4	6	8	4	8	9	6	9	8
Clackmannanshire	2	2	2	0	0	0	0	0	1	1	4	3	1	2
Dumfries & Galloway	9	4	9	7	12	10	9	12	11	6	7	5	8	6
Dundee City	5	5	2	2	2	1	1	1	1	1	1	2	1	0
East Ayrshire	4	5	4	3	4	2	1	4	2	5	6	2	6	5
East Dunbartonshire	2	4	0	0	1	1	1	0	0	0	1	1	1	1
East Lothian	5	3	1	0	1	2	3	3	3	2	1	2	0	4
East Renfrewshire	1	1	2	2	2	0	0	0	0	0	1	1	1	2
Edinburgh, City of	6	4	9	13	8	10	3	9	6	5	6	6	3	5
Eilean Siar	0	2	1	2	1	4	1	0	0	1	2	1	1	0
Falkirk	3	1	1	10	3	2	3	1	0	2	4	2	4	5
Fife	6	13	11	6	11	10	12	9	5	9	14	11	2	8
Glasgow City	18	10	13	7	4	13	15	7	7	9	9	13	9	7
Highland	24	21	18	13	17	19	14	17	15	22	21	13	13	24
Inverclyde	2	1	1	1	0	1	2	2	3	0	1	3	2	2
Midlothian	3	1	2	2	5	0	3	6	2	1	1	0	2	1
Moray	4	4	4	3	3	2	2	5	5	5	5	4	3	4
North Ayrshire	4	5	4	2	3	3	4	5	4	2	2	1	3	5
North Lanarkshire	10	2	11	4	5	5	7	3	6	5	5	8	6	5
Orkney Islands	0	0	0	4	2	2	0	1	1	0	2	1	2	3
Perth & Kinross	9	17	16	10	10	13	6	10	12	13	6	3	5	7
Renfrewshire	2	1	7	8	4	8	1	3	2	4	2	1	2	4
Scottish Borders	12	8	6	9	4	6	6	11	7	12	6	5	8	8
Shetland Islands	0	1	0	0	1	1	3	0	1	1	1	0	0	0
South Ayrshire	3	7	3	3	4	2	5	7	7	1	2	2	6	6
South Lanarkshire	16	11	10	9	5	12	5	17	6	14	12	8	7	9
Stirling	5	4	6	4	4	7	8	2	5	4	5	9	5	0
West Dunbartonshire	1	1	4	3	0	2	1	3	2	1	1	2	2	2
West Lothian	4	1	2	5	5	5	5	4	4	4	6	5	5	7
Total	**196**	**189**	**175**	**162**	**159**	**181**	**157**	**175**	**140**	**150**	**157**	**131**	**134**	**151**

Adjusted serious

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	129	114	132	132	130	108	93	71	51	58	51	39	27	25
Aberdeenshire	274	239	218	227	180	187	151	147	123	119	95	69	81	77
Angus	81	70	74	66	64	49	52	44	49	54	42	40	48	35
Argyll & Bute	107	92	82	79	69	73	72	77	72	65	81	30	36	33
Clackmannanshire	22	22	16	26	21	15	19	23	14	16	13	8	11	13
Dumfries & Galloway	154	114	118	112	95	109	93	85	78	108	78	37	66	66
Dundee City	89	64	77	67	58	60	35	47	45	35	47	48	39	40
East Ayrshire	64	61	59	56	43	46	57	51	46	57	38	29	32	41
East Dunbartonshire	33	35	31	37	21	28	22	24	24	19	28	12	13	18
East Lothian	51	55	46	45	43	54	47	45	52	51	46	28	32	40
East Renfrewshire	28	35	27	25	22	24	26	27	29	23	23	12	18	22
Edinburgh, City of	276	266	305	319	281	304	290	310	255	219	229	130	149	164
Eilean Siar	12	11	8	9	5	11	9	8	6	7	12	4	6	4
Falkirk	82	68	66	87	64	65	71	70	68	48	37	25	39	31
Fife	172	152	130	141	124	120	121	134	111	116	124	95	76	78
Glasgow City	368	336	298	337	266	299	291	298	266	259	241	182	183	204
Highland	213	158	164	150	134	128	117	131	109	145	137	88	88	89
Inverclyde	38	39	40	36	27	31	29	29	22	26	33	13	15	16
Midlothian	58	51	47	54	43	54	59	47	52	42	37	20	25	31
Moray	58	45	40	52	51	49	40	36	29	21	24	20	13	18
North Ayrshire	77	47	60	61	57	59	67	52	57	53	57	37	34	37
North Lanarkshire	157	133	122	124	118	117	110	118	119	108	105	64	50	72
Orkney Islands	10	9	5	5	7	7	4	10	5	4	7	2	4	3
Perth & Kinross	139	109	103	112	102	89	74	65	78	80	70	48	64	70
Renfrewshire	88	90	87	80	59	63	73	77	71	61	66	36	37	47
Scottish Borders	125	114	96	97	91	84	90	75	73	70	63	41	45	43
Shetland Islands	13	9	9	10	9	5	7	9	5	3	8	4	5	4
South Ayrshire	82	57	64	54	46	58	58	64	63	50	49	30	35	32
South Lanarkshire	172	130	134	124	116	135	124	130	113	100	105	75	71	76
Stirling	79	75	74	74	82	60	68	56	53	55	48	30	29	44
West Dunbartonshire	41	39	37	32	36	26	27	38	35	28	23	20	19	10
West Lothian	112	95	102	95	84	67	104	82	86	84	64	50	56	51
Total	**3,405**	**2,932**	**2,870**	**2,924**	**2,550**	**2,585**	**2,501**	**2,479**	**2,261**	**2,184**	**2,081**	**1,366**	**1,446**	**1,534**

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 collisions by council and severity (cont'd)

All severities

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	445	350	364	385	349	273	229	175	155	137	118	72	61	67
Aberdeenshire	687	599	518	533	462	419	347	334	252	242	199	118	140	141
Angus	232	192	220	202	178	141	145	111	135	126	98	128	122	96
Argyll & Bute	282	275	232	211	208	193	227	178	174	156	142	81	92	78
Clackmannanshire	77	69	64	84	69	62	62	69	48	34	36	23	19	25
Dumfries & Galloway	388	360	319	320	303	311	278	269	236	259	199	119	148	190
Dundee City	281	219	237	227	185	168	126	135	120	96	130	147	114	136
East Ayrshire	215	201	204	173	162	164	205	179	131	163	103	87	70	88
East Dunbartonshire	147	141	140	114	102	101	94	93	88	59	73	46	37	31
East Lothian	174	199	159	170	154	178	158	158	158	128	105	82	89	103
East Renfrewshire	103	104	116	97	98	92	93	95	95	71	67	51	55	56
Edinburgh, City of	1,192	1,179	1,181	1,167	1,157	1,263	1,110	1,140	905	772	741	438	481	511
Eilean Siar	39	42	35	28	20	37	32	24	17	21	25	13	20	10
Falkirk	303	240	261	270	248	229	250	235	216	166	129	85	108	82
Fife	588	556	447	421	420	410	428	452	317	328	304	245	216	235
Glasgow City	1,511	1,336	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910	867	591	553	605
Highland	616	475	488	514	443	432	379	383	309	393	337	215	208	207
Inverclyde	146	165	155	136	120	130	110	112	91	79	99	43	37	34
Midlothian	207	193	177	216	165	188	189	166	134	119	116	73	96	107
Moray	197	141	137	129	119	92	81	75	60	50	54	31	28	37
North Ayrshire	225	177	230	205	188	179	192	186	165	147	129	93	91	95
North Lanarkshire	664	585	569	512	510	482	451	483	444	382	345	192	202	220
Orkney Islands	27	27	13	22	23	24	12	25	11	10	24	9	13	11
Perth & Kinross	396	330	293	313	279	224	201	175	204	184	128	129	149	157
Renfrewshire	312	320	354	336	254	257	258	289	260	211	163	119	105	123
Scottish Borders	363	307	274	263	255	221	221	202	185	173	149	84	101	95
Shetland Islands	42	30	32	30	25	24	25	26	16	13	21	11	8	6
South Ayrshire	266	198	219	202	190	200	193	205	157	125	122	77	71	71
South Lanarkshire	596	511	514	454	455	503	456	466	395	383	335	231	185	224
Stirling	254	229	220	214	239	169	196	177	141	127	126	80	75	92
West Dunbartonshire	173	161	145	133	142	111	119	128	114	85	75	45	43	39
West Lothian	408	384	384	380	370	313	404	331	308	283	214	139	170	177
Total	**11,556**	**10,295**	**9,985**	**9,777**	**8,974**	**8,833**	**8,477**	**8,355**	**7,118**	**6,432**	**5,773**	**3,897**	**3,907**	**4,149**

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

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

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

Killed

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	4	7	7	8	4	6	5	3	2	2	3	1	2	1
Aberdeenshire	22	26	11	14	23	25	19	17	7	8	10	7	12	9
Angus	7	6	5	5	3	6	8	6	10	2	3	3	3	1
Argyll & Bute	5	15	5	4	11	4	6	9	4	8	9	7	9	11
Clackmannanshire	3	2	2	0	0	0	0	0	1	1	4	3	1	2
Dumfries & Galloway	10	5	9	7	12	11	11	14	14	7	8	5	8	8
Dundee City	5	5	2	2	2	1	1	1	1	1	1	2	1	0
East Ayrshire	5	5	4	3	4	2	1	4	2	5	7	2	7	6
East Dunbartonshire	2	4	0	0	1	1	1	0	0	0	1	1	1	1
East Lothian	8	3	1	0	3	4	3	3	3	2	1	2	0	4
East Renfrewshire	2	1	2	2	2	0	0	0	0	0	1	1	1	2
Edinburgh, City of	7	4	10	13	8	11	3	9	6	5	6	6	3	5
Eilean Siar	0	2	1	2	1	4	1	0	0	1	2	1	1	0
Falkirk	3	1	1	10	3	5	3	1	0	4	4	2	4	5
Fife	6	13	11	7	11	12	12	10	5	10	15	12	2	8
Glasgow City	18	11	13	7	4	18	15	8	7	10	9	14	9	7
Highland	28	26	21	16	20	20	14	18	15	23	21	17	14	32
Inverclyde	2	1	1	1	0	1	2	2	3	0	1	3	2	2
Midlothian	3	1	3	4	5	0	3	8	2	1	1	0	2	1
Moray	5	4	4	3	3	2	2	6	5	9	5	4	3	4
North Ayrshire	4	5	4	2	4	4	4	5	4	2	2	1	3	5
North Lanarkshire	10	2	11	6	6	5	8	3	6	5	5	8	7	6
Orkney Islands	0	0	0	5	2	2	0	1	1	0	2	1	2	4
Perth & Kinross	9	19	18	12	11	13	7	10	12	13	6	3	5	8
Renfrewshire	2	2	7	8	5	9	1	3	2	4	2	1	4	4
Scottish Borders	13	9	6	10	4	7	7	12	7	12	6	5	8	10
Shetland Islands	0	1	0	0	1	1	3	0	1	1	1	0	0	0
South Ayrshire	3	10	3	4	4	2	6	8	8	1	2	2	6	6
South Lanarkshire	18	12	11	9	6	13	5	18	6	14	13	10	7	10
Stirling	5	4	6	4	4	7	11	2	5	5	5	9	5	0
West Dunbartonshire	1	1	4	3	0	2	1	3	2	1	1	2	2	2
West Lothian	6	1	2	5	5	5	5	7	4	4	7	6	5	7
Total	**216**	**208**	**185**	**176**	**172**	**203**	**168**	**191**	**145**	**161**	**164**	**141**	**139**	**171**

Adjusted serious

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	140	122	139	150	137	121	100	80	55	61	57	40	27	28
Aberdeenshire	326	283	262	270	237	235	195	183	156	157	124	88	94	105
Angus	97	80	86	75	76	55	58	54	61	59	48	49	51	45
Argyll & Bute	121	116	99	101	88	85	96	93	84	75	98	37	45	47
Clackmannanshire	24	27	20	30	24	16	19	24	16	16	13	8	13	15
Dumfries & Galloway	181	126	136	137	111	122	109	106	92	131	94	41	76	80
Dundee City	95	67	80	73	61	64	36	51	46	38	54	50	40	41
East Ayrshire	74	75	72	67	50	50	63	69	55	66	40	41	37	47
East Dunbartonshire	38	39	32	41	22	28	23	28	25	19	33	12	14	23
East Lothian	63	63	52	48	52	63	54	52	59	63	53	32	32	43
East Renfrewshire	31	36	29	25	25	25	27	29	30	25	24	16	21	24
Edinburgh, City of	276	276	316	338	292	317	304	327	265	233	238	134	159	169
Eilean Siar	13	16	9	14	5	13	9	8	6	7	14	4	6	5
Falkirk	92	71	74	94	72	68	77	83	74	59	44	27	40	38
Fife	192	190	147	157	145	136	134	152	127	140	143	109	84	95
Glasgow City	388	353	313	348	277	320	307	310	279	281	241	190	198	223
Highland	262	200	189	190	163	151	139	165	134	170	174	106	115	120
Inverclyde	42	40	44	40	27	33	31	32	24	26	36	13	16	22
Midlothian	64	56	50	59	49	62	64	58	59	46	42	21	26	31
Moray	76	54	44	61	61	57	45	54	44	32	35	23	16	19
North Ayrshire	93	52	67	66	60	71	82	63	66	61	61	40	36	44
North Lanarkshire	165	145	129	136	131	127	119	132	131	118	122	73	52	77
Orkney Islands	10	10	6	8	8	9	4	10	6	6	8	2	4	4
Perth & Kinross	167	129	132	129	127	103	81	82	99	104	91	53	75	85
Renfrewshire	100	99	97	83	64	68	77	84	74	66	67	38	40	54
Scottish Borders	150	131	110	114	114	97	100	107	88	91	84	50	55	53
Shetland Islands	14	11	11	11	10	6	8	11	10	5	8	4	5	4
South Ayrshire	93	74	70	60	51	67	68	75	72	55	56	33	38	37
South Lanarkshire	196	151	147	142	132	150	132	147	136	110	119	85	82	84
Stirling	90	91	86	85	97	77	89	66	65	64	61	38	41	50
West Dunbartonshire	45	42	38	36	39	27	30	39	45	31	26	20	21	14
West Lothian	128	105	110	108	96	78	113	90	98	90	73	61	61	57
Total	**3,847**	**3,328**	**3,193**	**3,297**	**2,901**	**2,901**	**2,793**	**2,865**	**2,578**	**2,503**	**2,385**	**1,538**	**1,620**	**1,783**

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

Table B: Summary of reported casualties injured in collisions by council and severity (cont'd)
All severities

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	498	407	412	449	392	313	270	211	185	154	148	87	65	82
Aberdeenshire	907	794	664	689	619	578	459	442	346	352	290	166	192	234
Angus	308	247	290	263	229	182	174	149	189	156	132	192	158	131
Argyll & Bute	387	396	319	297	304	255	322	240	250	207	206	119	125	118
Clackmannanshire	97	91	88	113	86	87	78	81	62	44	43	26	25	30
Dumfries & Galloway	533	459	424	428	381	399	401	385	314	358	254	153	201	251
Dundee City	343	254	297	264	219	207	145	178	141	113	169	181	134	182
East Ayrshire	286	270	266	234	208	226	275	272	185	214	145	123	104	124
East Dunbartonshire	185	182	178	144	121	117	119	133	115	68	104	58	50	44
East Lothian	230	247	207	219	208	242	220	204	224	196	138	104	112	143
East Renfrewshire	125	122	154	121	120	109	115	117	117	92	77	58	66	75
Edinburgh, City of	1,402	1,394	1,372	1,376	1,367	1,475	1,322	1,345	1,081	947	893	508	575	620
Eilean Siar	49	55	40	42	24	47	38	28	21	22	32	16	25	13
Falkirk	395	299	335	342	320	301	313	321	279	219	169	100	136	111
Fife	766	725	595	549	549	526	565	606	428	428	415	346	292	358
Glasgow City	1,880	1,693	1,581	1,645	1,331	1,574	1,537	1,576	1,332	1,141	1,096	744	699	770
Highland	943	725	685	779	616	581	507	542	436	547	503	296	296	310
Inverclyde	182	205	208	170	150	186	147	146	117	96	146	51	49	51
Midlothian	280	263	224	309	230	251	254	219	183	157	155	98	145	139
Moray	268	171	164	169	152	122	94	113	91	75	82	45	37	49
North Ayrshire	312	230	281	259	235	241	262	249	220	192	170	109	126	121
North Lanarkshire	880	762	749	702	661	635	592	631	627	483	483	248	244	284
Orkney Islands	35	38	26	33	30	29	15	28	14	15	28	10	16	17
Perth & Kinross	521	450	400	392	398	296	238	242	296	265	190	171	203	229
Renfrewshire	392	414	483	430	324	319	321	365	331	263	209	149	136	169
Scottish Borders	505	398	368	370	333	295	294	302	274	239	223	109	139	138
Shetland Islands	72	55	46	41	47	29	33	37	23	18	26	12	10	9
South Ayrshire	362	271	286	281	249	247	247	259	215	168	173	98	91	93
South Lanarkshire	760	705	671	640	618	655	594	607	534	508	432	320	254	284
Stirling	332	310	294	278	302	227	292	247	186	181	162	112	99	142
West Dunbartonshire	213	201	180	166	167	137	158	156	174	108	105	54	56	53
West Lothian	595	505	498	518	502	414	576	467	443	398	307	202	254	269
Total	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,898**	**9,433**	**8,424**	**7,705**	**5,065**	**5,114**	**5,643**

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities
1. All Ages						
(a) Numbers						
2014-18 ave	**174**	**2,771**	**10,207**	**1,603**	**27,940**	**168,549**
2019	164	2,385	7,705	1,587	26,294	145,568
2020	141	1,538	5,065	1,317	20,863	110,592
2021	139	1,620	5,114	1,415	23,920	123,103
2022	171	1,783	5,643	1,538	26,217	129,869
2023	155	1,944	5,829	1,471	26,156	127,176
2019-2023 ave	**154**	**1,854**	**5,871**	**1,466**	**24,690**	**127,262**
(b) Per cent changes:						
2023 on 2022	-9.4	9.0	3.3	-4.4	-0.2	-2.1
2023 on 2014-18 ave	-10.7	-29.8	-42.9	-8.2	-6.4	-24.5
2019-23 ave. on 14-18 ave	-11.3	-33.1	-42.5	-8.6	-11.6	-24.5
2. Reported child casualties						
(a) Numbers						
2014-18 ave	**6**	**264**	**931**	**49**	**2,394**	**14,822**
2019	2	236	769	37	2,236	12,816
2020	6	144	494	35	1,649	8,680
2021	5	140	495	31	2,060	10,430
2022	3	176	587	46	2,221	11,235
2023	5	178	582	54	2,163	11,107
2019-2023 ave	**4**	**175**	**585**	**41**	**2,066**	**10,854**
(b) Per cent changes:						
2023 on 2022	66.7	1.1	-0.9	17.4	-2.6	-1.1
2023 on 2014-18 ave	-10.7	-32.5	-37.5	11.1	-9.6	-25.1
2019-23 ave. on 14-18 ave	-25.0	-33.7	-37.1	-16.5	-13.7	-26.8

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

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

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities
1. All Ages									
(a) Rates per 1,000 population [2]									
2014-18 ave	**.03**	**.52**	**1.90**	**.03**	**.48**	**2.89**	**118**	**108**	**66**
2019	.03	.44	1.42	.03	.44	2.45	113	99	58
2020	.03	.28	.94	.02	.35	1.86	118	81	50
2021	.03	.30	.94	.02	.40	2.06	108	75	46
2022	.03	.33	1.04	.03	.44	2.16	123	75	48
2023	.03	.35	1.06	.02	.43	2.09	117	82	51
2019-2023 ave	.03	.34	1.08	.02	.41	2.12	116	83	51
(b) Per cent changes:									
2023 on 2022	-10.1	8.2	2.5	-5.3	-1.2	-3.1	-5.0	9.5	5.7
2023 on 2014-18 ave	-12.7	-31.4	-44.2	-12.1	-10.3	-27.7	-0.7	-23.5	-22.7
2019-23 ave. on 14-18 ave	-12.4	-33.9	-43.2	-11.0	-14.0	-26.5	-1.5	-23.2	-22.7

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

2. Reported child casualties [1]

(a) Rates per 1,000 population [2]									
2014-18 ave	**.01**	**.29**	**1.02**	**.00**	**.22**	**1.35**	**139**	**132**	**75**
2019	.00	.26	.85	.00	.20	1.15	66	129	73
2020	.01	.16	.55	.00	.15	.78	210	107	70
2021	.01	.16	.55	.00	.19	.95	198	83	58
2022	.00	.20	.66	.00	.20	1.01	81	99	65
2023	.01	.20	.65	.00	.19	.99	116	103	66
2019-2023 ave	.00	.19	.65	.00	.19	.98	128	104	67
(b) Per cent changes:									
2023 on 2022	66.1	0.8	-1.2	16.5	-3.3	-1.9	42.5	4.2	0.7
2023 on 2014-18 ave	-9.0	-31.2	-36.2	8.8	-11.5	-26.6	-16.3	-22.2	-13.1
2019-23 ave. on 14-18 ave	-23.9	-32.8	-36.2	-17.5	-14.8	-27.7	-7.8	-21.2	-11.8

1. Child 0-15 years

2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2023

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	47	434	952	358	5,636	18,319
Pedal cycle	7	158	405	80	3,784	14,595
Car	61	904	3,402	665	10021	69309
Bus/coach	1	43	147	3	305	2,254
Other	39	405	923	365	6,409	22,699
Total	**155**	**1,944**	**5,829**	**1,471**	**26,156**	**127,176**
2. Child casualties [1]						
Pedestrian	2	107	263	23	1,211	4355
Pedal cycle	1	8	34	5	317	1563
Car	2	44	232	21	445	4397
Bus/coach	-	10	30	-	17	267
Other	-	9	23	5	174	525
Total	**5**	**178**	**582**	**54**	**2,163**	**11,107**

1. Child 0-15 years

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2023

Rate per 1,000 population [2] : All ages and child casualties

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages							*percentages*		
Pedestrian	.01	.08	.17	.01	.09	.30	146	85	58
Pedal cycle	.00	.03	.07	.00	.06	.24	97	46	31
Car	.01	.16	.62	.01	.16	1.14	102	100	54
Bus/coach	.00	.01	.03	.00	.01	.04	369	156	72
Other	.01	.07	.17	.01	.11	.37	118	70	45
Total	**.03**	**.35**	**1.06**	.02	.43	2.09	**117**	**82**	**51**
2. Child casualties [1]									
Pedestrian	.00	.12	.29	.00	.11	.39	109	111	76
Pedal cycle	.00	.01	.04	.00	.03	.14	250	32	27
Car	.00	.05	.26	.00	.04	.39	119	124	66
Bus/coach	-	.01	.03	-	.00	.02	n/a	738	141
Other	-	.01	.03	.00	.02	.05	n/a	65	55
Total	**.01**	**.20**	**.65**	**.00**	**.19**	**.99**	**116**	**103**	**66**

1. Child 0-15 years

Table G: Fatality rates per capita, for (a) All road users 2022 and 2023 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2023 (Provisional [3])

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	110	20	71
Sweden	229	22	77
England	1,370	24	85
Great Britain	1,624	25	88
United Kingdom	1,695	25	89
Denmark	155	26	93
Switzerland	236	27	95
Scotland	**155**	**28**	**100**
Malta	16	30	105
Wales	101	32	113
Finland	182	33	116
Germany	2,830	34	119
Irish Republic	185	35	124
Israel	363	37	131
Cyprus	34	37	131
Spain	1,779	37	131
Northern Ireland	71	37	132
Netherlands	684	38	136
Slovenia	82	39	137
Luxembourg	26	39	139
Belgium	483	41	146
Estonia	59	43	153
Austria	402	44	156
Czech Republic	502	46	164
France	3,167	48	170
Slovakia	267	50	177
Hungary	481	50	177
Poland	1,893	52	182
Italy	3,094	52	186
Lithuania	160	56	198
Greece	621	60	211
Portugal	600	60	213
Croatia	274	60	213
Latvia	142	75	267
Serbia	503	76	268
Romania	1,545	81	287
Bulgaria	526	82	289
Australia	[no data]	[no data]	[no data]
Canada	[no data]	[no data]	[no data]
Iceland	[no data]	[no data]	[no data]
Japan	[no data]	[no data]	[no data]
New Zealand	[no data]	[no data]	[no data]
Republic of Korea	[no data]	[no data]	[no data]
United States of America	[no data]	[no data]	[no data]

(b) All road users 2022

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	116	21	67
Sweden	227	22	68
Iceland	9	23	73
England	1,443	25	80
Great Britain	1,695	26	82
Japan	3,216	26	82
United Kingdom	1,750	26	82
Denmark	154	26	83
Switzerland	241	27	87
Northern Ireland	55	29	91
Wales	95	30	95
Irish Republic	157	31	97
Scotland	**173**	**32**	**100**
Germany	2,776	33	105
Finland	191	34	109
Israel	351	37	116
Spain	1,759	37	117
Estonia	50	38	119
Slovenia	85	40	127
Cyprus	37	41	129
Austria	370	41	130
Netherlands	737	42	132
Lithuania	120	43	137
Australia	1,188	44	140
Slovakia	244	45	141
Belgium	521	45	141
France	3,260	48	152
Malta	26	49	153
Czech Republic	527	49	155
Poland	1,896	50	159
Republic of Korea	2,735	53	167
Italy	3,170	54	170
Hungary	535	55	174
Luxembourg	36	56	177
Portugal	614	60	189
Greece	635	60	189
Latvia	113	60	191
Croatia	275	69	218
Bulgaria	531	78	246
Serbia	553	83	262
Romania	1,634	86	273
United States of America	42,795	127	401
New Zealand	[no data]	[no data]	[no data]
Canada	[no data]	[no data]	[no data]

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

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

3. The 2022 figures presented for Scotland, Great Britain and the United Kingdom use Scotland's finalised fatality numbers.

Table G: Fatality rates per capita, for (c) Pedestrians and (d) Car users - 2021;

(c) Pedestrians

	Numbers killed	Per million population	
		Rate	Index
Norway	9	2	25
Sweden	24	2	34
Denmark	19	3	48
Ireland	20	4	58
Germany	343	4	61
Austria	37	4	61
Northern Ireland	8	4	62
Switzerland	37	4	63
Finland	24	4	64
Wales	15	5	70
Australia	133	5	75
New Zealand	26	5	75
Iceland	2	5	77
England	309	5	80
United Kingdom	369	5	81
Great Britain	361	6	82
France	414	6	91
Spain	301	6	94
Belgium	75	6	96
Scotland	**37**	**7**	**100**
Slovenia	15	7	105
Luxembourg	5	8	116
Italy	471	8	118
Canada	307	8	119
Greece	95	9	132
Japan	1,135	9	134
Czech Republic	104	10	143
Portugal	100	10	144
Hungary	97	10	147
Lithuania	28	10	149
Israel	98	10	154
Poland	527	14	206
Republic of Korea	1018	20	291
Serbia	148	22	320
USA	7,488	22	330
Netherlands	[no data]	[no data]	[no data]
Slovakia	[no data]	[no data]	[no data]
Croatia	[no data]	[no data]	[no data]
Estonia	[no data]	[no data]	[no data]
Bulgaria	[no data]	[no data]	[no data]
Cyprus	[no data]	[no data]	[no data]
Latvia	[no data]	[no data]	[no data]
Romania	[no data]	[no data]	[no data]
Malta	[no data]	[no data]	[no data]

(d) Car users

	Numbers killed	Per million population	
		Rate	Index
Norway	9	2	25
Sweden	24	2	34
Denmark	19	3	48
Ireland	20	4	58
Germany	343	4	61
Austria	37	4	61
Northern Ireland	8	4	62
Switzerland	37	4	63
Finland	24	4	64
Wales	15	5	70
Australia	133	5	75
New Zealand	26	5	75
Iceland	2	5	77
England	309	5	80
United Kingdom	369	5	81
Great Britain	361	6	82
France	414	6	91
Spain	301	6	94
Belgium	75	6	96
Scotland	**37**	**7**	**100**
Slovenia	15	7	105
Luxembourg	5	8	116
Italy	471	8	118
Canada	307	8	119
Greece	95	9	132
Japan	1,135	9	134
Czech Republic	104	10	143
Portugal	100	10	144
Hungary	97	10	147
Lithuania	28	10	149
Israel	98	10	154
Poland	527	14	206
Republic of Korea	1,018	20	291
Serbia	148	22	320
USA	7,488	22	330
Estonia	[no data]	[no data]	[no da
Netherlands	[no data]	[no data]	[no da
Cyprus	[no data]	[no data]	[no da
Slovakia	[no data]	[no data]	[no da
Croatia	[no data]	[no data]	[no da
Romania	[no data]	[no data]	[no da
Latvia	[no data]	[no data]	[no da
Bulgaria	[no data]	[no data]	[no da
Malta	[no data]	[no data]	[no da

Table H: Road collision fatality rates per capita, by age group, ranked by respective rates - 2021;

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

(a) 0-14 years	Per million pop	Index
Luxembourg	0	0
Portugal	1	29
Switzerland	2	44
Sweden	2	46
England	3	72
Japan	3	73
Great Britain	3	74
United Kingdom	3	79
Wales	3	79
Denmark	3	90
Norway	3	93
Scotland	**4**	**100**
Italy	4	104
Spain	4	105
Greece	4	113
Germany	4	121
Korea	4	125
Austria	5	133
Hungary	5	141
Ireland	5	142
Finland	6	165
Czech Republic	8	215
Northern Ireland	8	234
Poland	9	243
Australia	9	246
France	9	247
Canada	**9**	**255**
Belgium	9	265
Slovenia	9	269
Lithuania	9	270
Israel	10	291
Serbia	11	321
New Zealand	14	412
Iceland	14	412
Chile	17	486
Colombia	19	532
United States	20	556

(b) 15-24 years	Per million pop	Index
Iceland	0	0
Canada	6	15
Slovenia	8	19
Colombia	19	46
Japan	20	49
Norway	26	64
Sweden	28	68
Switzerland	29	71
Wales	31	75
Korea	31	76
Denmark	35	86
England	35	87
Great Britain	36	87
United Kingdom	36	88
Ireland	40	97
Scotland	**41**	**100**
Spain	41	101
Germany	42	103
Northern Ireland	45	110
Hungary	49	122
Belgium	52	129
Portugal	55	134
Israel	60	148
Italy	63	155
Czech Republic	63	155
Finland	64	158
Lithuania	65	159
Austria	66	162
Australia	68	167
France	76	187
Poland	82	202
Serbia	88	217
Greece	89	219
New Zealand	96	237
Luxembourg	111	274
Chile	120	294
United States	164	405

(c) 25-64 years		
Canada	5	20
Slovenia	6	24
Norway	15	58
Japan	16	64
Colombia	17	68
Sweden	17	68
Switzerland	18	71
Iceland	20	80
Denmark	20	81
Scotland	**25**	**100**
United Kingdom	25	100
England	26	103
Great Britain	26	105
Germany	29	114
Ireland	30	117
Northern Ireland	30	121
Wales	34	137
Spain	36	143
Luxembourg	38	151
Finland	38	153
Austria	39	155
Israel	41	163
Belgium	44	176
Australia	45	179
Korea	45	180
France	46	181
Italy	49	194
Czech Republic	52	207
Portugal	59	235
Lithuania	61	243
Greece	62	247
Hungary	66	264
Poland	67	264
New Zealand	72	284
Serbia	74	295

(d) 65+ years		
Canada	6	14
Slovenia	6	16
Norway	19	49
Colombia	20	52
Northern Ireland	21	56
Luxembourg	22	56
England	29	75
United Kingdom	29	77
Great Britain	29	77
Wales	30	79
Denmark	35	91
Sweden	36	94
Spain	37	98
Scotland	**38**	**100**
Ireland	39	103
Germany	48	124
Switzerland	53	138
Japan	53	139
Lithuania	56	146
France	56	147
Australia	57	150
Austria	58	151
Finland	58	152
New Zealand	61	160
Italy	62	163
Greece	64	166
Israel	65	169
Belgium	65	170
Hungary	66	172
Poland	67	176
Czech Republic	69	180
Portugal	70	183
Iceland	74	193
Chile	103	270
Serbia	121	317

Table Ib: Reported killed casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**41**	**6**	**31**	**84**	**2**	**6**	**4**	**174**
2014	59	8	31	95	1	2	7	203
2015	44	5	28	75	1	13	2	168
2016	32	8	31	108	3	6	3	191
2017	38	5	29	64	2	3	4	145
2018	34	6	34	77	2	5	3	161
2019	44	9	25	75	3	6	2	164
2020	34	11	17	71	-	7	1	141
2021	37	9	31	56	2	3	1	139
2022	34	2	27	98	-	7	3	171
2023	47	7	28	61	1	6	5	155
19-23 ave	**39**	**8**	**26**	**72**	**1**	**6**	**2**	**154**
2030 target	*21*	*3*	*15*	*42*	*1*	*3*	*2*	*87*
Percent changes:								
2023 on 2022	38	250	4	-38	n/a	-14	67	-9
2023 on 2014-18 average	14	9	-8	-27	-44	3	32	-11

Adjusted seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**635**	**274**	**410**	**1,225**	**63**	**93**	**27**	**2,728**
2014	689	287	465	1,276	53	94	38	2,901
2015	684	282	399	1,236	77	94	21	2,793
2016	664	272	404	1,334	70	100	21	2,865
2017	583	276	392	1,149	59	86	32	2,578
2018	554	255	391	1,130	58	92	23	2,503
2019	557	227	334	1,135	34	79	18	2,385
2020	326	246	253	625	20	49	19	1,538
2021	301	197	290	715	27	54	36	1,620
2022	369	180	293	825	20	57	39	1,783
2023	434	158	313	905	43	45	46	1,944
19-23 ave	**397**	**202**	**297**	**841**	**29**	**57**	**32**	**1,854**
2030 target	*317*	*137*	*205*	*613*	*32*	*47*	*14*	*1,364*
Percent changes:								
2023 on 2022	18	-12	7	10	115	-21	18	9
2023 on 2014-18 average	-32	-42	-24	-26	-32	-52	70	-29

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**2.6**	**0.4**	**0.2**	**2.4**	**-**	**-**	**-**	**5.6**
2014	3	-	-	4	-	-	-	7
2015	3	1	-	-	-	-	-	4
2016	3	1	1	7	-	-	-	12
2017	2	-	-	-	-	-	-	2
2018	2	-	-	1	-	-	-	3
2019	2	-	-	-	-	-	-	2
2020	3	1	-	2	-	-	-	6
2021	1	1	-	3	-	-	-	5
2022	1	-	-	1	-	-	1	3
2023	2	1	-	2	-	-	-	5
19-23 ave	**2**	**1**	**-**	**2**	**-**	**-**	**0**	**4**
2030 target	*2*	*0*	*0*	*1*	-	-	-	*3*
21-23 ave	**1.3**	**0.7**	**-**	**2.0**	**-**	**-**	**0.3**	**4.3**
Percent changes:								
21-2023 on 2014-18 average	-49	67	-100	-17	n/a	n/a	n/a	-22.6

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**168**	**22**	**4**	**58**	**4**	**2**	**1**	**259**
2014	188	29	8	53	4	2	2	287
2015	167	21	2	54	4	1	1	250
2016	178	16	5	74	3	3	0	279
2017	164	21	5	53	7	4	-	254
2018	144	25	2	53	1	1	1	226
2019	145	30	4	55	1	0	-	236
2020	80	24	5	30	1	-	4	144
2021	94	17	1	25	2	-	1	140
2022	115	12	6	27	6	1	9	176
2023	107	8	3	44	10	-	6	178
19-23 ave	**108**	**18**	**4**	**36**	**4**	**0**	**4**	**175**
2030 target	*101*	*13*	*3*	*35*	*2*	*1*	*0*	*155*
Percent changes:								
2023 on 2022	-7	-33	-50	63	67	-100	-33	1
2023 on 2014-18 average	-36	-64	-33	-23	156	-100	632	-31

Adjusted slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
2014-18 average	**859**	**485**	**406**	**4,888**	**236**	**336**	**42**	**7,251**	**46,645**	**15.61**
2014	993	594	486	5,410	235	349	60	8,126	44,776	18.15
2015	957	508	442	5,410	254	362	46	7,978	45,374	17.58
2016	958	509	427	5,285	228	365	37	7,808	46,843	16.67
2017	731	438	358	4,463	293	311	39	6,632	48,045	13.80
2018	658	375	318	3,871	169	292	29	5,713	48,187	11.85
2019	612	323	285	3,323	155	207	39	4,943	48,713	10.15
2020	456	352	216	2,096	66	158	42	3,386	37,883	8.94
2021	429	305	204	2,163	51	156	47	3,355	43,410	7.73
2022	514	298	223	2,302	97	186	69	3,689	47,379	7.79
2023	471	240	254	2,443	103	162	57	3,730	48,421	7.70
19-23 ave	**496**	**304**	**236**	**2,465**	**94**	**174**	**51**	**3,821**	**45,161**	**8**
2030 target										*14.05*
Percent changes:										
2023 on 2022	-8	-19	14	6	6	-13	-17	1	2	-1
2023 on 2014-18 average	-45	-50	-37	-50	-56	-52	35	-49	4	-51

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

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

	All ages								Children[4]		
			Police Stats 19 statistics[3]								
			reported road casualties			reported road deaths		KSI			
	NRS: deaths from road traffic collisions1	Hospital emergency admissions resulting from Road Traffic Collisions2	Killed	Seriously injured	Killed & Seriously Injured (KSI)	NRS: difference	NRS: %	% of hospitals emergency admiss.	Hospital emergency admissions resulting from Road Traffic Collisions2	Killed & Seriously Injured (KSI)	% of hospitals emergency admiss.
1980	753	8,744	700	8,839	9,539	-53	93%	109%			
1981	732	9,080	677	8,840	9,517	-55	92%	105%			
1982	749	8,664	701	9,260	9,961	-48	94%	115%			
1983	656	7,512	624	7,633	8,257	-32	95%	110%			
1984	621	7,650	599	7,727	8,326	-22	96%	109%			
1985	614	7,521	602	7,786	8,388	-12	98%	112%			
1986	615	7,065	601	7,422	8,023	-14	98%	114%			
1987	586	6,349	556	6,707	7,263	-30	95%	114%			
1988	564	6,546	554	6,732	7,286	-10	98%	111%			
1989	564	6,665	553	6,998	7,551	-11	98%	113%			
1990	555	6,461	546	6,252	6,798	-9	98%	105%			
1991	521	6,148	491	5,638	6,129	-30	94%	100%			
1992	472	5,890	463	5,176	5,639	-9	98%	96%			
1993	410	5,399	399	4,454	4,853	-11	97%	90%			
1994	359	5,411	363	5,208	5,571	4	101%	103%			
1995	427	5,321	409	4,930	5,339	-18	96%	100%			
1996	367	5,106	357	4,041	4,398	-10	97%	86%	996	790	79%
1997	389	5,316	377	4,047	4,424	-12	97%	83%	1,116	745	67%
1998	390	5,289	385	4,072	4,457	-5	99%	84%	1,079	698	65%
1999	324	4,941	310	3,765	4,075	-14	96%	82%	1,012	625	62%
2000	343	4,904	326	3,568	3,894	-17	95%	79%	978	561	57%
2001	369	4,881	348	3,410	3,758	-21	94%	77%	893	544	61%
2002	321	4,700	304	3,229	3,533	-17	95%	75%	865	527	61%
2003	351	4,426	336	2,957	3,293	-15	96%	74%	776	432	56%
2004	326	4,373	308	2,766	3,074	-18	94%	70%	693	384	55%
2005	294	4,389	286	2,666	2,952	-8	97%	67%	696	368	53%
2006	327	4,304	314	2,635	2,949	-13	96%	69%	633	375	59%
2007	295	3,902	281	2,385	2,666	-14	95%	68%	452	278	62%
2008	274	3,656	270	2,575	2,845	-4	99%	78%	366	299	82%
2009	241		216	2,287	2,503	-25	90%			258	
2010	219		208	1,969	2,177	-11	95%			227	
2011	204		185	1,880	2,065	-19	91%			210	
2012	189		178	1,980	2,158						
2013	185		172	1,672	1,844						
2014	212										
Change from 2002 to 2012											
	-41%		-41%	-39%	-39%					-100%	
Overall averages											
1980 - 2008							96%	93%			
1980 - 1995							96%	107%			
1996 - 2008							96%	76%			63%

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

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

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

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

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

Hospital emergency admissions[1]

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

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

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

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

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

Comparison of sources: Scottish Household Survey & Police Stats 19

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

1 Derived from Table 32

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

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

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

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

Table M: Contributory Factors: Reported collisions [1,2,6] by severity, 2023

	Fatal		Serious		Slight		All collisions	
Contributory factor reported in collision	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Road environment contributed [4]	**12**	*9*	**167**	*11*	**210**	*12*	**389**	*11*
Poor or defective road surface	1	*1*	13	*1*	7	*0*	21	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	17	*1*	23	*1*	40	*1*
Slippery road (due to weather)	6	*4*	86	*6*	114	*6*	206	*6*
Inadequate/masked signs or road markings	0	*0*	4	*0*	10	*1*	14	*0*
Defective traffic signals	1	*1*	1	*0*	2	*0*	4	*0*
Traffic calming (eg road humps, chicanes	0	*0*	2	*0*	1	*0*	3	*0*
Temporary road layout (eg contraflow)	1	*1*	1	*0*	3	*0*	5	*0*
Road layout (eg bend, hill, narrow c-way	1	*1*	29	*2*	45	*3*	75	*2*
Animal or other object in carriageway	2	*1*	23	*2*	20	*1*	45	*1*
Sunken,raised or slippery inspection cover	0	*0*	2	*0*	0	*0*	2	*0*
Vehicle defects [4]	**4**	*3*	**23**	*2*	**27**	*2*	**54**	*2*
Tyres illegal, defective or under-inflat	2	*1*	8	*1*	9	*1*	19	*1*
Defective lights or indicators	0	*0*	4	*0*	1	*0*	5	*0*
Defective brakes	0	*0*	9	*1*	10	*1*	19	*1*
Defective steering or suspension	2	*1*	1	*0*	6	*0*	9	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	1	*0*	2	*0*	3	*0*
Injudicious action (driver/rider) [4]	**34**	*25*	**239**	*16*	**270**	*15*	**543**	*16*
Disobeyed automatic traffic signal	0	*0*	10	*1*	16	*1*	26	*1*
Disobeyed Give Way or Stop sign or markings	4	*3*	45	*3*	70	*4*	119	*4*
Disobeyed double white line	0	*0*	5	*0*	3	*0*	8	*0*
Disobeyed pedestrian crossing facility	1	*1*	6	*0*	5	*0*	12	*0*
Illegal turn or direction of travel	1	*1*	15	*1*	12	*1*	28	*1*
Exceeding speed limit	17	*12*	87	*6*	51	*3*	155	*5*
Travelling too fast for the conditions	8	*6*	61	*4*	59	*3*	128	*4*
Following too close	2	*1*	21	*1*	54	*3*	77	*2*
Vehicle travelling along pavement	1	*1*	6	*0*	2	*0*	9	*0*
Cyclist entering road from pavement	0	*0*	2	*0*	10	*1*	12	*0*
Driver/rider error or reaction [4]	**69**	*50*	**734**	*50*	**926**	*52*	**1,729**	*51*
Junction overshoot	2	*1*	21	*1*	15	*1*	38	*1*
Junction restart	1	*1*	10	*1*	13	*1*	24	*1*
Poor turn or manoeuvre	7	*5*	97	*7*	109	*6*	213	*6*
Failed to signal / misleading signal	0	*0*	9	*1*	20	*1*	29	*1*
Failed to look properly (D/R)	30	*22*	352	*24*	449	*25*	831	*25*
Failed to judge other pers path/speed (D/R)	13	*9*	161	*11*	249	*14*	423	*13*
Too close to cyclist,horse or pedestrian	0	*0*	11	*1*	14	*1*	25	*1*
Sudden braking	0	*0*	33	*2*	34	*2*	67	*2*
Swerved	3	*2*	18	*1*	29	*2*	50	*1*
Loss of control	28	*20*	193	*13*	197	*11*	418	*12*
Impairment or distraction (driver/rider) [4]	**34**	*25*	**229**	*16*	**198**	*11*	**461**	*14*
Impaired by alcohol (D/R)	6	*4*	79	*5*	67	*4*	152	*4*
Impaired by drugs (illicit/medicinal) (D/R)	7	*5*	46	*3*	24	*1*	77	*2*
Fatigue	4	*3*	25	*2*	33	*2*	62	*2*
Uncorrected defective eyesight	0	*0*	6	*0*	2	*0*	8	*0*
Illness or disability (mental/physic) (D/R)	15	*11*	33	*2*	36	*2*	84	*2*
Not display lights at night / in poor visibiltiy	0	*0*	2	*0*	1	*0*	3	*0*
Cyclist wearing dark clothing at night	0	*0*	1	*0*	4	*0*	5	*0*
Driver using mobile phone	3	*2*	7	*0*	3	*0*	13	*0*
Distraction in vehicle	7	*5*	43	*3*	25	*1*	75	*2*
Distraction outside vehicle	1	*1*	10	*1*	15	*1*	26	*1*
Behaviour or inexperience (driver/rider) [4]	**39**	*28*	**433**	*30*	**500**	*28*	**972**	*29*
Aggressive driving	6	*4*	50	*3*	49	*3*	105	*3*
Careless / reckless /in a hurry (D/R)	33	*24*	346	*24*	398	*22*	777	*23*
Nervous / uncertain / panic	0	*0*	13	*1*	12	*1*	25	*1*
Driving too slow for condits / slow vehicle	0	*0*	1	*0*	1	*0*	2	*0*
Inexperienced or learner driver/rider	3	*2*	43	*3*	46	*3*	92	*3*
Inexperience of driving on the left	1	*1*	16	*1*	18	*1*	35	*1*
Inexperience with type of vehicle	0	*0*	7	*0*	5	*0*	12	*0*

	Fatal		Serious		Slight		All collisions	
Contributory factor reported in collision	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Vision affected [4]	**9**	*7*	**127**	*9*	**148**	*8*	**284**	*8*
Stationary or parked vehicle	1	*1*	21	*1*	20	*1*	42	*1*
Vegetation	0	*0*	5	*0*	3	*0*	8	*0*
Road layout (eg bend, winding road, hill crest)	4	*3*	18	*1*	10	*1*	32	*1*
Buildings, road signs, street furniture	0	*0*	3	*0*	5	*0*	8	*0*
Dazzling headlights	0	*0*	5	*0*	4	*0*	9	*0*
Dazzling sun	2	*1*	45	*3*	55	*3*	102	*3*
Rain, sleet, snow or fog	1	*1*	31	*2*	41	*2*	73	*2*
Spray from other vehicles	0	*0*	0	*0*	3	*0*	3	*0*
Visor/windscreen dirty/scratched/frosted	1	*1*	2	*0*	2	*0*	5	*0*
Vehicle blind spot	2	*1*	4	*0*	14	*1*	20	*1*
Pedestrian only [4]	**24**	*17*	**259**	*18*	**213**	*12*	**496**	*15*
Crossed road masked by stationary/parked	3	*2*	32	*2*	33	*2*	68	*2*
Pedestrian failed to look properly	10	*7*	125	*9*	118	*7*	253	*7*
Ped. failed to judge vehicles path or space	4	*3*	43	*3*	20	*1*	67	*2*
Wrong use of pedestrian crossing facilities	1	*1*	11	*1*	13	*1*	25	*1*
Dangerous action in carriageway (e.g. playing)	3	*2*	14	*1*	12	*1*	29	*1*
Pedestrian impaired by alcohol	4	*3*	43	*3*	17	*1*	64	*2*
Ped. impaired by drugs (illicit/medicina	2	*1*	9	*1*	1	*0*	12	*0*
Ped. careless / reckless /in a hurry	2	*1*	59	*4*	50	*3*	111	*3*
Pedestrian wearing dark clothing at night	2	*1*	22	*2*	9	*1*	33	*1*
Ped. disability or illness, mental/physical	2	*1*	10	*1*	9	*1*	21	*1*
Special codes [4]	**17**	*12*	**65**	*4*	**60**	*3*	**142**	*4*
Stolen vehicle	1	*1*	3	*0*	5	*0*	9	*0*
Vehicle in course of crime	1	*1*	6	*0*	7	*0*	14	*0*
Emergency vehicle on call	2	*1*	1	*0*	11	*1*	14	*0*
Other	15	*11*	55	*4*	39	*2*	109	*3*
Total reported collisions [1]	138		1,466		1,780		3,384	*100*
Number of Contributory Factors [5]	285		2,722		2,969		5,976	
Average number of CFs per collision [1,5]	2.1		1.9		1.7		1.8	

1 Includes only collisions where a police officer attended the scene.
2 Includes only one count of a CF per collision.
3 Columns won't sum to 100 per cent as collisions can have more than one CF.
4 collisions with more than one CF in a category are only counted once in the category total.
5 Includes all contributory factors e.g. if two cars are involved in the same collision and both are exceeding the speed limit this would count as 2 CFs.
6 From 2024 major changes have been made to collection of contributory factors.However, this has meant that some late records for 2023

Table M: Contributory Factors: Reported collisions [1] by severity, 2023

	Fatal		Serious		Slight		All collisions	
Contributory factor reported in collision [2]	**Number**	**Per cent [3]**	**Number**	**Per cent [3]**	**Number**	**Per cent [3]**	**Number**	**Per cent [3]**
Road environment contributed	12	*9*	167	*11*	210	*12*	389	***11***
Vehicle defects	4	*3*	23	*2*	27	*2*	54	***2***
Injudicious action (D/R)	34	*25*	239	*16*	270	*15*	543	***16***
Driver/rider error/reaction	69	*50*	734	*50*	926	*52*	1,729	***51***
Impairment or distraction (D/R)	34	*25*	229	*16*	198	*11*	461	***14***
Behaviour or inexperience (D/R)	39	*28*	433	*30*	500	*28*	972	***29***
Vision affected	9	*7*	127	*9*	148	*8*	284	***8***
Pedestrian only	24	*17*	259	*18*	213	*12*	496	***15***
Special codes	17	***12***	65	***4***	60	***3***	142	***4***
Total reported collisions1	138	*100%*	**1,466**	*100%*	**1,780**	*100%*	**3,384**	*100%*
Number of Contributory Factors [4]	**285**		**2,722**		**2,969**		**5,976**	
Average number of CFs per collision1,2	2.1		1.9		1.7		1.8	

1 Includes only collisions where a police officer attended the scene and in which a contributory factor was reported
2 collisions with more than one CF in a category are only counted once in the category total.
3 Columns won't sum to 100 per cent as collisions can have more than one CF
4 Includes all contributory factors eg if two cars are involved in the same collision and both are exceeding the speed limit this would count as 2 CFs.

Figure 11: Contributory factor type: Reported collisions by severity, 2023

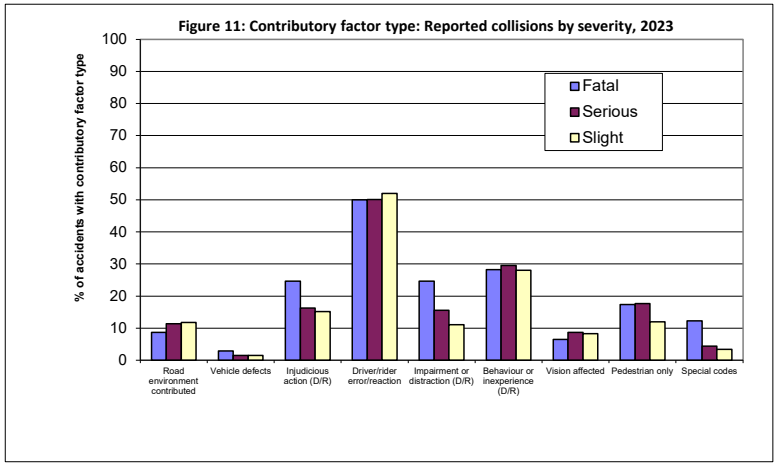


Table N: Contributory factors: Reported Collisions: 2019-2023 comparison [1]

Contributory factor reported in collision [2]	2019		2020		2021		2022		2023	
	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)	1247	*30*	676	*29*	831	*28*	926	*27*	831	*25*
Careless / reckless /in a hurry (D/R)	572	*14*	200	*8*	272	*9*	440	*13*	777	*23*
Failed to judge other pers path/speed (D/R)	688	*17*	271	*11*	370	*12*	414	*12*	423	*13*
Loss of control	582	*14*	297	*13*	339	*11*	409	*12*	418	*12*
Pedestrian failed to look properly	388	*9*	181	*8*	225	*8*	287	*8*	253	*7*
Poor turn or manoeuvre	477	*12*	228	*10*	304	*10*	273	*8*	213	*6*
Slippery road (due to weather)	390	*9*	234	*10*	239	*8*	244	*7*	206	*6*
Travelling too fast for the conditions	258	*6*	152	*6*	169	*6*	187	*6*	128	*4*
Following too close	171	*4*	90	*4*	90	*3*	95	*3*	77	*2*
Sudden braking	166	*4*	56	*2*	71	*2*	60	*2*	67	*2*
Total reported collisions [1]	4,129	***100***	2,371	***100***	2,991	***100***	3,399	***100***	3,384	***100***

1. Includes only collisions 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 2023. Factors not shown may also have been reported.

3. Columns won't sum to 100 per cent as collisions can have more than one CF

Table O: Contributory factors: vehicles [1], 2023

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**12**	***4***	**58**	***13***	**248**	***6***	**4**	***3***	**14**	***3***	**8**	***4***	**344**	***6***
Poor or defective road surface	2	*1*	5	*1*	8	*0*	0	*0*	1	*0*	0	*0*	16	*0*
Deposit on road (eg oil, mud, chippings)	0	*0*	18	*4*	18	*0*	0	*0*	1	*0*	2	*1*	39	*1*
Slippery road (due to weather)	7	*2*	22	*5*	149	*3*	1	*1*	5	*1*	4	*2*	188	*3*
Inadequate/masked signs or road markings	0	*0*	0	*0*	8	*0*	0	*0*	2	*0*	1	*1*	11	*0*
Defective traffic signals	0	*0*	1	*0*	2	*0*	0	*0*	1	*0*	0	*0*	4	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	1	*0*	0	*0*	0	*0*	0	*0*	1	*0*
Temporary road layout (eg contraflow)	0	*0*	0	*0*	4	*0*	0	*0*	1	*0*	0	*0*	5	*0*
Road layout (eg bend, hill, narrow c-way	3	*1*	10	*2*	54	*1*	3	*2*	4	*1*	3	*2*	77	*1*
Animal or other object in carriageway	1	*0*	8	*2*	32	*1*	1	*1*	2	*0*	0	*0*	44	*1*
Sunken,raised or slippery inspection cov	0	*0*	1	*0*	1	*0*	0	*0*	0	*0*	0	*0*	2	*0*
Vehicle defects [3]	**3**	***1***	**5**	***1***	**31**	***1***	**0**	***0***	**9**	*2*	**6**	***3***	**54**	***1***
Tyres illegal, defective or under-inflat	0	*0*	1	*0*	14	*0*	0	*0*	2	*0*	2	*1*	19	*0*
Defective lights or indicators	2	*1*	2	*0*	0	*0*	0	*0*	0	*0*	1	*1*	5	*0*
Defective brakes	0	*0*	2	*0*	11	*0*	0	*0*	3	*1*	3	*2*	19	*0*
Defective steering or suspension	1	*0*	0	*0*	6	*0*	0	*0*	2	*0*	0	*0*	9	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	0	*0*	1	*0*	0	*0*	2	*0*	0	*0*	3	*0*
Injudicious action (driver/rider) [3]	**22**	***8***	**59**	***14***	**391**	***9***	**5**	***4***	**47**	***10***	**19**	***10***	**543**	***9***
Disobeyed automatic traffic signal	4	*1*	4	*1*	17	*0*	0	*0*	1	*0*	0	*0*	26	*0*
Disobeyed Give Way or Stop sign or marki	6	*2*	7	*2*	91	*2*	2	*2*	8	*2*	5	*3*	119	*2*
Disobeyed double white line	0	*0*	1	*0*	6	*0*	0	*0*	1	*0*	0	*0*	8	*0*
Disobeyed pedestrian crossing facility	0	*0*	1	*0*	8	*0*	0	*0*	2	*0*	1	*1*	12	*0*
Illegal turn or direction of travel	0	*0*	2	*0*	23	*1*	1	*1*	1	*0*	1	*1*	28	*0*
Exceeding speed limit	0	*0*	26	*6*	113	*3*	0	*0*	14	*3*	3	*2*	156	*3*
Travelling too fast for the conditions	1	*0*	11	*3*	98	*2*	2	*2*	13	*3*	5	*3*	130	*2*
Following too close	0	*0*	9	*2*	62	*1*	0	*0*	11	*2*	1	*1*	83	*1*
Vehicle travelling along pavement	1	*0*	2	*0*	2	*0*	0	*0*	1	*0*	3	*2*	9	*0*
Cyclist entering road from pavement	12	*4*	0	*0*	0	*0*	0	*0*	0	*0*	0	*0*	12	*0*
Driver/rider error or reaction [3]	**40**	***14***	**163**	***38***	**1,306**	***30***	**27**	***22***	**140**	***30***	**53**	***27***	**1,729**	***29***
Junction overshoot	3	*1*	4	*1*	29	*1*	0	*0*	2	*0*	1	*1*	39	*1*
Junction restart	0	*0*	0	*0*	19	*0*	0	*0*	4	*1*	1	*1*	24	*0*
Poor turn or manoeuvre	5	*2*	33	*8*	156	*4*	3	*2*	13	*3*	6	*3*	216	*4*
Failed to signal / misleading signal	1	*0*	0	*0*	25	*1*	0	*0*	2	*0*	1	*1*	29	*0*
Failed to look properly (D/R)	22	*8*	47	*11*	659	*15*	12	*10*	83	*18*	24	*12*	847	*14*
Failed to judge other pers path/speed (D	8	*3*	27	*6*	347	*8*	7	*6*	45	*10*	18	*9*	452	*8*
Too close to cyclist,horse or pedestrian	1	*0*	0	*0*	20	*0*	0	*0*	0	*0*	4	*2*	25	*0*
Sudden braking	3	*1*	12	*3*	50	*1*	8	*6*	1	*0*	0	*0*	74	*1*
Swerved	3	*1*	4	*1*	40	*1*	0	*0*	2	*0*	1	*1*	50	*1*
Loss of control	10	*4*	75	*17*	295	*7*	3	*2*	22	*5*	15	*8*	420	*7*
Impairment or distraction (driver/rider) [3]	**10**	***4***	**23**	***5***	**376**	***9***	**3**	***2***	**36**	***8***	**13**	***7***	**461**	***8***
Impaired by alcohol (D/R)	5	*2*	8	*2*	123	*3*	0	*0*	10	*2*	6	*3*	152	*3*
Impaired by drugs (illicit/medicinal) (D	0	*0*	5	*1*	63	*1*	0	*0*	7	*2*	2	*1*	77	*1*
Fatigue	0	*0*	2	*0*	56	*1*	1	*1*	2	*0*	1	*1*	62	*1*
Uncorrected defective eyesight	0	*0*	1	*0*	6	*0*	0	*0*	1	*0*	0	*0*	8	*0*
Illness or disability (mental/physic) (D	0	*0*	6	*1*	68	*2*	1	*1*	8	*2*	1	*1*	84	*1*
Not display lights at night / in poor vi	1	*0*	0	*0*	2	*0*	0	*0*	0	*0*	0	*0*	3	*0*
Cyclist wearing dark clothing at night	4	*1*	1	*0*	0	*0*	0	*0*	0	*0*	0	*0*	5	*0*
Driver using mobile phone	0	*0*	0	*0*	8	*0*	1	*1*	3	*1*	1	*1*	13	*0*
Distraction in vehicle	0	*0*	0	*0*	65	*1*	1	*1*	7	*2*	2	*1*	75	*1*
Distraction outside vehicle	1	*0*	2	*0*	18	*0*	0	*0*	4	*1*	2	*1*	27	*0*
Behaviour or inexperience (driver/rider) [3]	**12**	***4***	**99**	***23***	**748**	***17***	**7**	***6***	**78**	***17***	**28**	***14***	**972**	***17***
Aggressive driving	0	*0*	11	*3*	85	*2*	0	*0*	7	*2*	5	*3*	108	*2*
Careless / reckless /in a hurry (D/R)	12	*4*	64	*15*	617	*14*	6	*5*	68	*15*	21	*11*	788	*13*
Nervous / uncertain / panic	0	*0*	4	*1*	19	*0*	0	*0*	2	*0*	0	*0*	25	*0*
Driving too slow for condits / slow vehi	0	*0*	0	*0*	1	*0*	0	*0*	0	*0*	1	*1*	2	*0*
Inexperienced or learner driver/rider	0	*0*	30	*7*	59	*1*	1	*1*	1	*0*	1	*1*	92	*2*
Inexperience of driving on the left	0	*0*	6	*1*	26	*1*	0	*0*	3	*1*	0	*0*	35	*1*
Inexperience with type of vehicle	1	*0*	0	*0*	9	*0*	1	*1*	0	*0*	1	*1*	12	*0*
Vision affected [3]	**1**	***0***	**17**	***4***	**209**	***5***	**4**	***3***	**27**	***6***	**8**	***4***	**266**	***5***
Stationary or parked vehicle	1	*0*	2	*0*	35	*1*	0	*0*	4	*1*	2	*1*	44	*1*
Vegetation	0	*0*	0	*0*	7	*0*	1	*1*	0	*0*	1	*1*	9	*0*
Road layout (eg bend, winding rd, hill c	0	*0*	6	*1*	22	*1*	1	*1*	1	*0*	0	*0*	30	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	2	*0*	1	*1*	2	*0*	2	*1*	7	*0*
Dazzling headlights	0	*0*	0	*0*	8	*0*	0	*0*	1	*0*	0	*0*	9	*0*
Dazzling sun	0	*0*	6	*1*	75	*2*	1	*1*	13	*3*	3	*2*	98	*2*
Rain, sleet, snow or fog	0	*0*	4	*1*	63	*1*	0	*0*	3	*1*	0	*0*	70	*1*
Spray from other vehicles	0	*0*	0	*0*	2	*0*	0	*0*	1	*0*	0	*0*	3	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	1	*0*	3	*0*	0	*0*	1	*0*	0	*0*	5	*0*
Vehicle blind spot	0	*0*	0	*0*	11	*0*	1	*1*	6	*1*	1	*1*	19	*0*
Special codes [3]	**5**	***2***	**10**	***2***	**74**	***2***	**2**	***2***	**7**	***2***	**7**	***4***	**105**	***2***
Stolen vehicle	0	*0*	1	*0*	8	*0*	0	*0*	0	*0*	0	*0*	9	*0*
Vehicle in course of crime	0	*0*	1	*0*	11	*0*	0	*0*	0	*0*	0	*0*	12	*0*
Emergency vehicle on call	0	*0*	0	*0*	6	*0*	0	*0*	4	*1*	3	*2*	13	*0*
Other	5	*2*	9	*2*	52	*1*	2	*2*	3	*1*	4	*2*	75	*1*
Number of vehicle Contributory Factors [2]	**126**		**505**		**3,899**		**62**		**414**		**166**		**5,172**	
Total number of vehicles involved	282	100%	433	100%	4,364	100%	125	100%	465	100%	195	100%	5,864	100%
Average number of CFs per vehicle	0.45		1.17		0.89		0.50		0.89		0.85		0.88	

1. Includes only collisions 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], 2023

	Number	%
Pedestrian failed to look properly	254	*36*
Ped. careless / reckless /in a hurry	114	*16*
Ped. failed to judge vehicles path or speed	68	*10*
Crossed road masked by stationary/parked	68	*10*
Pedestrian impaired by alcohol	64	*9*
Pedestrian wearing dark clothing at night	34	*5*
Dangerous action in carriageway (e.g. playing)	30	*4*
Wrong use of pedestrian crossing facilit	25	*4*
Ped. disability or illness, mental/physi	21	*3*
Ped. impaired by drugs (illicit/medicina	12	*2*
All	690	
Number of Contributory Factors [3]	690	
Total number of pedestrians involved[1]	711	
Average number of CFs per pedestrian	0.97	

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

Table Q: Most common pairs of contributory factors reported together [1], 2023

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D	156
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	151
Failed to judge other pers path/speed (D	Careless / reckless /in a hurry (D/R)	89
Loss of control	Careless / reckless /in a hurry (D/R)	78
Exceeding speed limit	Careless / reckless /in a hurry (D/R)	61
Slippery road (due to weather)	Loss of control	53
Poor turn or manoeuvre	Failed to look properly (D/R)	53
Travelling too fast for the conditions	Loss of control	46
Disobeyed Give Way or Stop sign or marki	Failed to look properly (D/R)	44
Impaired by alcohol (D/R)	Careless / reckless /in a hurry (D/R)	43
Slippery road (due to weather)	Travelling too fast for the conditions	41
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	37
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	36
Exceeding speed limit	Loss of control	34
Aggressive driving	Careless / reckless /in a hurry (D/R)	33
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	32
Failed to look properly (D/R)	Dazzling sun	31
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	30
Distraction in vehicle	Careless / reckless /in a hurry (D/R)	30
Disobeyed Give Way or Stop sign or marki	Careless / reckless /in a hurry (D/R)	29
Crossed road masked by stationary/parked	Pedestrian failed to look properly	29
Impaired by drugs (illicit/medicinal) (D	Careless / reckless /in a hurry (D/R)	27
Exceeding speed limit	Impaired by alcohol (D/R)	25
Loss of control	Inexperienced or learner driver/rider	25
Loss of control	Impaired by alcohol (D/R)	25
Careless / reckless /in a hurry (D/R)	Inexperienced or learner driver/rider	25
Poor turn or manoeuvre	Failed to judge other pers path/speed (D	23
Exceeding speed limit	Aggressive driving	22
Loss of control	Rain, sleet, snow or fog	22
Exceeding speed limit	Failed to look properly (D/R)	20

1. Includes only collisions 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 collisions - fatalities [1], 2023

	Person who was killed						as a % of all fatalities
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	1	0	0	0	1	*1*
Slippery road (due to weather)	1	0	1	5	0	7	*5*
Defective traffic signals	1	0	0	0	0	1	*1*
Temporary road layout (eg contraflow)	0	0	0	1	0	1	*1*
Road layout (eg bend, hill, narrow c-way	0	0	1	0	0	1	*1*
Animal or other object in carriageway	0	0	1	0	1	2	*1*
Vehicle defects							*0*
Tyres illegal, defective or under-inflated	0	0	0	0	2	2	*1*
Defective steering or suspension	0	0	0	2	0	2	*1*
Injudicious action (driver/rider)							
Disobeyed Give Way or Stop sign or markings	0	0	2	2	0	4	*3*
Disobeyed pedestrian crossing facility	1	0	0	0	0	1	*1*
Illegal turn or direction of travel	1	0	0	0	0	1	*1*
Exceeding speed limit	5	0	2	11	0	18	*13*
Travelling too fast for the conditions	0	1	3	5	0	9	*6*
Following too close	0	0	1	1	0	2	*1*
Vehicle travelling along pavement	1	0	0	0	0	1	*1*
Driver/rider error or reaction							
Junction overshoot	0	0	0	2	0	2	*1*
Junction restart	0	1	0	0	0	**1**	*1*
Poor turn or manoeuvre	2	1	2	1	1	7	*5*
Failed to look properly (D/R)	13	2	6	8	2	31	*22*
Failed to judge other pers path/speed (D/R)	5	2	1	4	1	13	*9*
Swerved	0	0	1	2	0	3	*2*
Loss of control	1	3	6	15	3	28	*20*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	0	0	0	5	1	6	*4*
Impaired by drugs (illicit/medicinal) (D/R)	2	1	1	3	0	7	*5*
Fatigue	0	0	0	3	1	4	*3*
Illness or disability (mental/physic) (D/R)	0	0	2	11	2	**15**	*11*
Driver using mobile phone	2	0	0	1	0	3	*2*
Distraction in vehicle	2	0	1	2	2	7	*5*
Distraction outside vehicle	0	0	1	0	0	1	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	0	0	2	4	0	6	*4*
Careless / reckless /in a hurry (D/R)	10	3	11	12	0	36	*25*
Inexperienced or learner driver/rider	0	1	1	1	0	3	*2*
Inexperience of driving on the left	0	0	1	0	0	1	*1*
Vision affected							
Stationary or parked vehicle	1	0	0	0	0	1	*1*
Road layout (eg bend, winding rd, hill crest	1	0	1	2	0	4	*3*
Dazzling sun	1	1	0	0	0	2	*1*
Rain, sleet, snow or fog	0	0	0	1	0	1	*1*
Visor/windscreen dirty/scratched/frosted	0	1	0	0	0	1	*1*
Vehicle blind spot	1	1	0	0	0	**2**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	3	0	0	0	0	3	*2*
Pedestrian failed to look properly	9	0	1	0	0	**10**	*7*
Ped. failed to judge vehicles path or space	4	0	0	0	0	4	*3*
Wrong use of pedestrian crossing facility	1	0	0	0	0	1	*1*
Dangerous action in carriageway (eg playing)	3	0	0	0	0	3	*2*
Pedestrian impaired by alcohol	4	0	0	0	0	4	*3*
Ped. impaired by drugs (illicit/medicinal)	2	0	0	0	0	2	*1*
Ped. careless / reckless /in a hurry	2	0	0	0	0	2	*1*
Pedestrian wearing dark clothing at night	2	0	0	0	0	2	*1*
Ped. disability or illness, mental/physical	2	0	0	0	0	2	*1*
Special codes							
Stolen vehicle	0	0	0	1	0	**1**	*1*
Vehicle in course of crime	0	0	0	1	0	1	*1*

Table S: Contributory factors: Casualties in reported collisions - seriously injured [1], 2023

	Person who was seriously injured						as a % of all seriously injured casualties
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	2	2	5	6	0	15	*1*
Deposit on road (eg oil, mud, chippings)	0	0	9	8	2	19	*1*
Slippery road (due to weather)	3	5	14	72	7	101	*6*
Inadequate/masked signs or road markings	0	0	2	3	0	5	*0*
Defective traffic signals	0	0	0	1	0	1	*0*
Traffic calming (eg road humps, chicanes	0	0	0	3	0	3	*0*
Temporary road layout (eg contraflow)	1	0	0	0	0	1	*0*
Road layout (eg bend, hill, narrow c-way	5	4	10	11	2	32	*2*
Animal or other object in carriageway	2	2	6	12	2	24	*1*
Sunken,raised or slippery inspection cover	0	0	1	2	0	3	*0*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	0	12	0	12	*1*
Defective lights or indicators	1	1	1	1	0	4	*0*
Defective brakes	1	0	2	3	3	9	*1*
Defective steering or suspension	0	1	0	0	1	2	*0*
Overloaded or poorly loaded vehicle/trailer	0	0	0	2	0	2	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	0	2	5	7	0	14	*1*
Disobeyed Give Way or Stop sign or markings	0	5	7	38	3	53	*3*
Disobeyed double white line	0	0	2	6	0	8	*0*
Disobeyed pedestrian crossing facility	6	0	0	0	1	7	*0*
Illegal turn or direction of travel	3	1	2	14	0	20	*1*
Exceeding speed limit	3	0	22	76	4	105	*6*
Travelling too fast for the conditions	3	2	6	63	7	81	*5*
Following too close	0	2	5	17	2	26	*2*
Vehicle travelling along pavement	5	0	3	0	1	9	*1*
Cyclist entering road from pavement	0	2	0	0	0	2	*0*
Driver/rider error or reaction							
Junction overshoot	1	2	4	14	1	22	*1*
Junction restart	4	0	1	5	0	10	*1*
Poor turn or manoeuvre	3	5	36	63	5	112	*7*
Failed to signal / misleading signal	0	1	4	4	0	9	*1*
Failed to look properly (D/R)	89	53	78	146	32	398	*24*
Failed to judge other pers path/speed (D/R)	16	15	34	106	13	184	*11*
Too close to cyclist,horse or pedestrian	5	5	0	0	1	11	*1*
Sudden braking	0	3	9	17	7	36	*2*
Swerved	0	1	3	18	5	27	*2*
Loss of control	7	7	53	145	19	231	*14*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	2	4	7	73	11	97	*6*
Impaired by drugs (illicit/medicinal) (D/R)	3	1	2	52	7	65	*4*
Fatigue	0	2	2	28	1	33	*2*
Uncorrected defective eyesight	3	1	1	1	0	6	*0*
Illness or disability (mental/physic) (D/R)	0	0	5	29	4	38	*2*
Not display lights at night / in poor visibility	0	1	0	1	0	2	*0*
Cyclist wearing dark clothing at night	0	1	0	0	0	1	*0*
Driver using mobile phone	0	0	0	9	2	11	*1*
Distraction in vehicle	12	1	0	37	4	54	*3*
Distraction outside vehicle	4	2	0	3	1	10	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	7	2	8	45	4	66	*4*
Careless / reckless /in a hurry (D/R)	43	31	66	254	28	422	*25*
Nervous / uncertain / panic	2	0	3	7	2	14	*1*
Driving too slow for condits / slow vehicle	0	0	0	0	1	1	*0*
Inexperienced or learner driver/rider	1	0	20	31	0	52	*3*
Inexperience of driving on the left	0	0	5	22	1	28	*2*
Inexperience with type of vehicle	1	1	1	3	5	11	*1*
Vision affected							
Stationary or parked vehicle	9	2	5	6	0	22	*1*
Vegetation	0	1	1	3	0	5	*0*
Road layout (eg bend, winding rd, hill crest	2	0	7	17	0	26	*2*
Buildings, road signs, street furniture	1	0	0	3	0	4	*0*
Dazzling headlights	2	2	0	1	0	5	*0*
Dazzling sun	12	4	7	26	9	58	*3*
Rain, sleet, snow or fog	4	3	4	25	0	36	*2*
Visor/windscreen dirty/scratched/frosted	1	0	1	0	0	2	*0*
Vehicle blind spot	3	0	0	1	0	4	*0*
Pedestrian only							
Crossed road masked by stationary/parked	32	1	0	0	0	33	*2*
Pedestrian failed to look properly	116	5	3	2	2	128	*8*
Ped. failed to judge vehicles path or space	42	0	2	1	0	45	*3*
Wrong use of pedestrian crossing facility	11	0	0	0	0	11	*1*
Dangerous action in carriageway (eg playing)	12	2	0	0	0	14	*1*
Pedestrian impaired by alcohol	36	0	0	3	4	43	*3*
Ped. impaired by drugs (illicit/medicinal)	6	0	0	1	2	9	*1*
Ped. careless / reckless /in a hurry	53	3	1	2	2	61	*4*
Pedestrian wearing dark clothing at night	22	0	0	0	0	22	*1*
Ped. disability or illness, mental/physical	7	1	0	2	0	10	*1*
Special codes							
Stolen vehicle	1	0	0	4	0	5	*0*
Vehicle in course of crime	3	1	1	2	0	7	*0*
Emergency vehicle on call	0	0	0	0	2	2	*0*
Other	12	6	8	24	9	59	*3*
All serious injuries	348	123	278	820	121	1,690	100%

Table T: Contributory factors: ranked[1,2], 2023

Rank	Contributory Factor reported in each collision	Number			As a % of all contributory factors[1]
		Very likely	Possible	Total	
1	Failed to look properly (D/R)	643	204	847	14%
2	Careless / reckless /in a hurry (D/R)	590	198	788	13%
3	Failed to judge other pers path/speed (D/R)	322	130	452	8%
4	Loss of control	338	82	420	7%
5	Pedestrian failed to look properly	213	41	254	4%
6	Slippery road (due to weather)	146	71	217	4%
7	Poor turn or manoeuvre	173	43	216	4%
8	Exceeding speed limit	93	63	156	3%
9	Impaired by alcohol (D/R)	124	28	152	3%
10	Travelling too fast for the conditions	84	46	130	2%
11	Disobeyed Give Way or Stop sign or markings	105	14	119	2%
12	Ped. careless / reckless /in a hurry	99	15	114	2%
13	Other	81	31	112	2%
14	Aggressive driving	96	12	108	2%
15	Dazzling sun	74	32	106	2%
16	Inexperienced or learner driver/rider	60	32	92	2%
17	Road layout (eg bend, hill, narrow c-way	43	41	84	1%
18	Illness or disability (mental/physic) (D/R)	49	35	84	1%
19	Following too close	55	28	83	1%
20	Impaired by drugs (illicit/medicinal) (D/R)	48	29	77	1%
21	Distraction in vehicle	24	51	75	1%
22	Rain, sleet, snow or fog	47	27	74	1%
23	Sudden braking	49	25	74	1%
24	Ped. failed to judge vehicles path or space	45	23	68	1%
25	Crossed road masked by stationary/parked	61	7	68	1%
26	Pedestrian impaired by alcohol	52	12	64	1%
27	Fatigue	32	30	62	1%
28	Swerved	37	13	50	1%
29	Animal or other object in carriageway	31	18	49	1%
30	Stationary or parked vehicle	31	17	48	1%
31	Deposit on road (eg oil, mud, chippings)	22	19	41	1%
32	Junction overshoot	30	9	39	1%
33	Inexperience of driving on the left	29	6	35	1%
34	Pedestrian wearing dark clothing at night	26	8	34	1%
35	Road layout (eg bend, winding rd, hill crest	21	11	32	1%
36	Dangerous action in carriageway (eg playing)	24	6	30	1%
37	Failed to signal / misleading signal	15	14	29	0%
38	Illegal turn or direction of travel	26	2	28	0%
39	Distraction outside vehicle	13	14	27	0%
40	Disobeyed automatic traffic signal	23	3	26	0%
41	Wrong use of pedestrian crossing facility	19	6	25	0%
42	Too close to cyclist,horse or pedestrian	16	9	25	0%
43	Nervous / uncertain / panic	12	13	25	0%
44	Junction restart	15	9	24	0%
45	Ped. disability or illness, mental/physical	11	10	21	0%
46	Poor or defective road surface	11	10	21	0%
47	Vehicle blind spot	9	11	20	0%
48	Defective brakes	5	14	19	0%
49	Tyres illegal, defective or under-inflated	9	10	19	0%
50	Inadequate/masked signs or road markings	4	10	14	0%
51	Emergency vehicle on call	12	2	14	0%
52	Vehicle in course of crime	11	3	14	0%
53	Driver using mobile phone	3	10	13	0%
54	Ped. impaired by drugs (illicit/medicinal)	10	2	12	0%
55	Disobeyed pedestrian crossing facility	11	1	12	0%
56	Inexperience with type of vehicle	6	6	12	0%
57	Cyclist entering road from pavement	11	1	12	0%
58	Stolen vehicle	9	.	9	0%
59	Defective steering or suspension	2	7	9	0%
60	Dazzling headlights	5	4	9	0%
61	Vehicle travelling along pavement	8	1	9	0%
62	Vegetation	6	3	9	0%
63	Buildings, road signs, street furniture	6	2	8	0%
64	Uncorrected defective eyesight	5	3	8	0%
65	Disobeyed double white line	8	.	8	0%
66	Temporary road layout (eg contraflow)	3	3	6	0%
67	Defective lights or indicators	4	1	5	0%
68	Visor/windscreen dirty/scratched/frosted	3	2	5	0%
69	Cyclist wearing dark clothing at night	4	1	5	0%
70	Defective traffic signals	2	2	4	0%
71	Overloaded or poorly loaded vehicle/trailer	2	1	3	0%
72	Traffic calming (eg road humps, chicanes	2	1	3	0%
73	Not display lights at night / in poor visability	1	2	3	0%
74	Spray from other vehicles	1	2	3	0%
75	Driving too slow for condits / slow vehicle	1	1	2	0%
76	Sunken,raised or slippery inspection cover	1	1	2	0%
77	**All**	**4,322**	**1,654**	**5,976**	100%

1. Includes only collisions 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 collision (i.e. to more than one particpant). Therefore the total differs from earlier tables.
(D/R) indicates Driver/Rider

Table U: Number of emergency hospital admissions for Road Traffic Collisions, by ethnic group and financial year, from April 2011 to March 2022 - Scotland

Source: PHS Scotland SMR01
Ref: IR2023-00151
Date extracted: 24 February 2023

Financial year	White	Asian, Asian Scottish or Asian British	African	Caribbean or Black	Mixed or multiple ethnic groups	Other ethnic group	Not Known	Not provided by patient
2011/12	1,728	20	6	6	*	*	1,275	21
2012/13	1,935	33	6	5	5	*	965	55
2013/14	2,085	36	*	6	7	*	860	69
2014/15	2,214	21	9	*	*	9	616	80
2015/16	2,393	36	*	*	*	10	582	75
2016/17	2,251	24	5	*	9	*	659	72
2017/18	2,083	30	6	*	10	10	588	114
2018/19	2,314	30	*	*	9	12	608	122
2019/20	2,373	23	*	*	11	19	600	125
2020/21	1,924	37	7	0	15	25	397	106
2021/22	2,115	45	6	*	14	22	380	111

*Indicates values that have been suppressed due to the potential risk of disclosure and to help maintain patient confidentiality.

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury collisions, vehicles involved and casualties: Years: 1953 to 2022

Year	Population [2]	Vehicles licensed[(1)]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury collisions	Vehicles involved	Casualties
	Million	*Million*	*Thousand km*	*Million vehicle km*	*Million vehicle km*	*Number*	*Number*	*Number*
1953	5.100	..	..		..	..	..	18,343
1954	5.104	..	..		..	..	..	18,901
1955	**5.111**	**..**	**44.1**	**..**	**..**	**..**	**..**	**20,899**
1956	5.120	..	44.4	..	..	..	..	21,459
1957	5.125	..	44.6	..	..	..	..	21,417
1958	5.141	..	44.8	..	..	..	..	22,830
1959	5.163	..	45.0	..	..	..	..	25,011
1960	**5.178**	**..**	**45.2**	..	**..**	**..**	**..**	**26,315**
1961	5.184	..	45.4	..	..	..	..	27,362
1962	5.198	0.775	45.6	..	..	..	..	26,703
1963	5.205	0.836	45.8	..	..	..	..	27,728
1964	5.209	0.900	45.9	..	..	..	..	30,527
1965	**5.210**	**0.951**	**46.2**	**..**	**..**	**..**	**..**	**31,827**
1966	5.201	0.991	46.4	..	..	23,225	..	32,280
1967	5.198	1.035	46.4	..	..	22,838	..	31,760
1968	5.200	1.065	46.4	..	..	22,120	..	30,649
1969	5.208	1.106	47.0	..	..	21,863	31,885	31,056
1970	**5.214**	**1.124**	**47.2**	..	**..**	**22,133**	**33,430**	**31,240**
1971	5.236	1.135	47.5	..	..	22,332	32,165	31,194
1972	5.231	1.181	47.9	..	..	22,703	32,832	31,762
1973	5.234	1.252	48.0	..	..	22,580	32,951	31,404
1974	5.241	1.274	48.3	..	..	20,581	30,073	28,783
1975	**5.232**	**1.304**	**48.3**	**..**	**..**	**20,652**	**30,613**	**28,621**
1976	5.233	1.314	48.9	..	..	21,751	32,547	29,933
1977	5.226	..	48.9	..	..	21,678	32,893	29,783
1978	5.212	1.308	48.9	..	..	22,107	33,965	30,506
1979	5.204	1.353	49.3	..	..	23,064	35,512	31,387
1980	**5.193**	**1.398**	**49.4**	..	**..**	**21,788**	**33,626**	**29,286**
1981	5.180	1.397	50.0	..	..	21,485	33,311	28,766
1982	5.165	1.416	50.2	..	..	20,850	32,192	28,273
1983	5.148	1.448	50.4	..	..	19,434	29,918	25,224
1984	5.139	1.489	50.6	..	..	19,974	31,236	26,158
1985	**5.128**	**1.514**	**50.7**	**..**	**17,219**	**20,644**	**32,446**	**27,287**
1986	5.112	1.546	50.8	..	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	..	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	..	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	..	21,404	20,605	33,221	27,532
1990	**5.081**	**1.788**	**51.7**	..	**21,786**	**20,171**	**32,423**	**27,228**
1991	5.083	1.830	51.9	..	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	..	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	**5.104**	**1.910**	**52.8**	**36,736**	**23,987**	**16,534**	**27,232**	**22,194**
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	**5.063**	**2.188**	**53.9**	**39,561**	**25,937**	**15,132**	**25,557**	**20,518**
2001	5.064	2.262	54.1	40,065	26,342	14,724	24,872	19,911
2002	5.055	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.057	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.6	42,078	28,209	13,919	23,403	18,502
2005	**5.095**	**2.531**	**54.8**	**42,086**	**28,055**	**13,438**	**22,476**	**17,890**
2006	5.117	2.564	55.0	43,456	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.2	43,988	28,986	12,507	20,804	16,239
2008	5.169	2.665	55.3	43,799	28,810	12,159	20,220	15,592
2009	5.194	2.684	55.5	43,566	28,961	11,556	19,387	15,043
2010	**5.222**	**2.685**	**55.6**	**43,160**	**28,495**	**10,295**	**17,242**	**13,338**
2011	5.300	2.691	55.8	43,085	28,566	9,985	16,752	12,785
2012	5.309	2.717	55.9	43,498	28,852	9,777	16,530	12,712
2013	5.317	2.759	56.0	43,711	29,048	8,974	15,301	11,492
2014	5.332	2.821	56.1	44,776	29,446	8,833	15,290	11,302
2015	5.352	2.863	56.2	45,374	29,872	8,477	14,676	10,977
2016	5.375	2.919	56.2	46,843	30,848	8,355	14,752	10,898
2017	5.390	2.962	56.4	48,045	31,405	7,118	12,673	9,433
2018	5.394	2.991	56.6	48,187	31,542	6,432	11,411	8,424
2019	5.414	3.041	56.7	48,713	32,211	5,773	10,187	7,705
2020	5.413	3.042	57.0	37,883	23,941	3,897	6,685	5,065
2021	5.418	3.064	57.1	43,410	27,502	3,907	6,852	5,114
2022	5.448	3.093	57.2	47,379	30,371	4,149	7,229	5,643
2023	0.000	3.132		48,421	31,199	4,251	7,311	5,829
2014-18 average	5.369	2.911	56.3	46,645	30,623	7,843	13,760	10,207
2019-2023 average	4.339	3.074	45.6	45,161	29,045	4,395	7,653	5,871
Per cent changes:								
2023 on 2022	-100.0	1.3	-100.0	2.2	2.7	2.5	1.1	3.3
2023 on 2014-18 ave	-100.0	7.6	-100.0	3.8	1.9	-45.8	-46.9	-42.9

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.

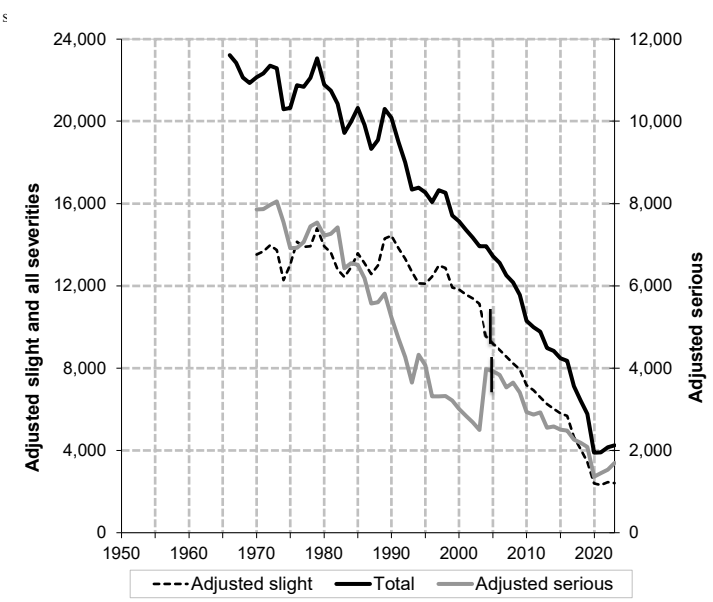
Reported collisions and casualties by severity
Years: 1938 to 2022

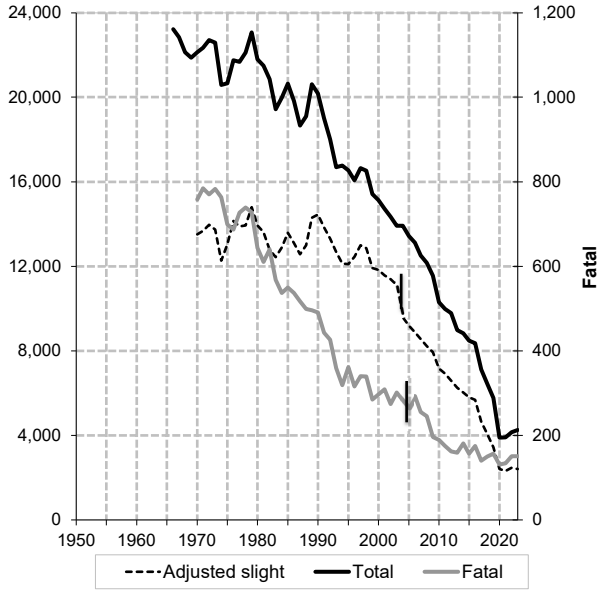
	Collisions					Casualties				
Year	Fatal	Adjusted serious	Adjusted slight	Fatal and adjusted serious	All severities	Killed	Adjusted serious injury	Adjusted slight injury	Killed and adjusted serious	All Severities
										numbers
1938	..	..	..	..	..	655	5,309	14,451	5,964	20,415
1947	..	..	..	..	..	554	..	..	..	14,655
1948	..	..	..	..	..	534	..	..	..	13,635
1949	..	..	..	..	..	535	..	..	..	14,706
1950	**..**	**..**	**..**	**..**	**..**	**529**	**4,553**	**10,774**	**5,082**	**15,856**
1951	..	..	..	..	..	544	4,545	11,806	5,089	16,895
1952	..	..	..	..	..	485	4,424	11,638	4,909	16,547
1953	..	..	..	..	..	579	5,170	12,594	5,749	18,343
1954	..	..	..	..	..	545	4,875	13,481	5,420	18,901
1955	**..**	**..**	**..**	**..**	**..**	**610**	**5,096**	**15,193**	**5,706**	**20,899**
1956	..	..	..	..	..	540	5,049	15,870	5,589	21,459
1957	..	..	..	..	..	550	5,006	15,861	5,556	21,417
1958	..	..	..	..	..	605	5,302	16,923	5,907	22,830
1959	..	..	..	..	..	604	6,336	18,071	6,940	25,011
1960	**..**	**..**	**..**	**..**	**..**	**648**	**6,632**	**19,035**	**7,280**	**26,315**
1961	..	..	..	..	..	671	7,228	19,463	7,899	27,362
1962	..	..	..	..	..	664	7,052	18,987	7,716	26,703
1963	..	..	..	..	..	712	7,227	19,789	7,939	27,728
1964	..	..	..	..	..	754	8,136	21,637	8,890	30,527
1965	**..**	**..**	**..**	**..**	**..**	**743**	**8,744**	**22,340**	**9,487**	**31,827**
1966	..	..	..	..	23,225	790	9,253	22,237	10,043	32,280
1967	..	..	..	..	22,838	778	9,258	21,724	10,036	31,760
1968	..	..	..	..	22,120	769	9,493	20,387	10,262	30,649
1969	..	..	..	..	21,863	892	9,831	20,333	10,723	31,056
1970	**758**	**7,860**	**13,515**	**8,618**	**22,133**	**815**	**10,027**	**20,398**	**10,842**	**31,240**
1971	785	7,867	13,680	8,652	22,332	866	9,947	20,381	10,813	31,194
1972	770	7,965	13,968	8,735	22,703	855	10,000	20,907	10,855	31,762
1973	783	8,056	13,741	8,839	22,580	855	10,094	20,455	10,949	31,404
1974	763	7,548	12,270	8,311	20,581	825	9,522	18,436	10,347	28,783
1975	**699**	**6,912**	**13,041**	**7,611**	**20,652**	**769**	**8,779**	**19,073**	**9,548**	**28,621**
1976	687	6,923	14,141	7,610	21,751	783	8,720	20,430	9,503	29,933
1977	727	7,063	13,888	7,790	21,678	811	8,850	20,122	9,661	29,783
1978	739	7,442	13,926	8,181	22,107	820	9,349	20,337	10,169	30,506
1979	728	7,536	14,800	8,264	23,064	810	9,241	21,336	10,051	31,387
1980	**644**	**7,218**	**13,926**	**7,862**	**21,788**	**700**	**8,839**	**19,747**	**9,539**	**29,286**
1981	610	7,265	13,610	7,875	21,485	677	8,840	19,249	9,517	28,766
1982	640	7,421	12,789	8,061	20,850	701	9,260	18,312	9,961	28,273
1983	568	6,429	12,437	6,997	19,434	624	7,633	16,967	8,257	25,224
1984	537	6,547	12,890	7,084	19,974	599	7,727	17,832	8,326	26,158
1985	**550**	**6,507**	**13,587**	**7,057**	**20,644**	**602**	**7,786**	**18,899**	**8,388**	**27,287**
1986	537	6,182	13,100	6,719	19,819	601	7,422	18,094	8,023	26,117
1987	517	5,568	12,572	6,085	18,657	556	6,707	17,485	7,263	24,748
1988	499	5,602	12,996	6,101	19,097	554	6,732	18,139	7,286	25,425
1989	496	5,814	14,295	6,310	20,605	553	6,998	19,981	7,551	27,532
1990	**491**	**5,237**	**14,443**	**5,728**	**20,171**	**546**	**6,252**	**20,430**	**6,798**	**27,228**
1991	443	4,724	13,837	5,167	19,004	491	5,638	19,217	6,129	25,346
1992	426	4,268	13,314	4,694	18,008	463	5,176	18,534	5,639	24,173
1993	359	3,651	12,675	4,010	16,685	399	4,454	17,561	4,853	22,414
1994	319	4,324	12,125	4,643	16,768	363	5,208	17,002	5,571	22,573
1995	**361**	**4,071**	**12,102**	**4,432**	**16,534**	**409**	**4,930**	**16,855**	**5,339**	**22,194**
1996	316	3,315	12,442	3,631	16,073	357	4,041	17,318	4,398	21,716
1997	340	3,312	12,994	3,652	16,646	377	4,047	18,205	4,424	22,629
1998	339	3,318	12,862	3,657	16,519	385	4,072	18,010	4,457	22,467
1999	285	3,209	11,921	3,494	15,415	310	3,765	16,927	4,075	21,002
2000	**297**	**3,007**	**11,828**	**3,304**	**15,132**	**326**	**3,568**	**16,624**	**3,894**	**20,518**
2001	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003 [1]	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	3,984	9,582	4,267	13,919	308	4,634	13,449	4,942	18,502
2005	**264**	**3,926**	**9,190**	**4,190**	**13,438**	**286**	**4,539**	**12,935**	**4,825**	**17,890**
2006	293	3,836	8,876	4,129	13,110	314	4,414	12,398	4,728	17,269
2007	255	3,528	8,556	3,783	12,507	281	4,031	11,726	4,312	16,239
2008	245	3,648	8,227	3,893	12,159	270	4,134	11,127	4,404	15,592
2009	196	3,405	7,935	3,601	11,556	216	3,847	10,858	4,063	15,043
2010	**189**	**2,932**	**7,166**	**3,121**	**10,295**	**208**	**3,328**	**9,788**	**3,536**	**13,338**
2011	175	2,870	6,918	3,045	9,985	185	3,193	9,376	3,378	12,785
2012	162	2,924	6,586	3,086	9,777	176	3,297	9,101	3,473	12,712
2013	159	2,550	6,248	2,709	8,974	172	2,901	8,392	3,073	11,492
2014	181	2,585	6,027	2,766	8,833	203	2,901	8,126	3,104	11,302
2015	157	2,501	5,797	2,658	8,477	168	2,793	7,978	2,961	10,977
2016	175	2,479	5,680	2,654	8,355	191	2,865	7,808	3,056	10,898
2017	140	2,261	4,654	2,401	7,118	145	2,578	6,632	2,723	9,433
2018	150	2,184	4,063	2,334	6,432	161	2,503	5,713	2,664	8,424
2019	157	2,081	3,437	2,238	5,773	164	2,385	4,943	2,549	7,705
2020	131	1,366	2,400	1,497	3,897	141	1,538	3,386	1,679	5,065
2021	134	1,446	2,327	1,580	3,907	139	1,620	3,355	1,759	5,114
2022	151	1,534	2,464	1,685	4,149	171	1,783	3,689	1,954	5,643
2023	151	1,696	2,404	1,847	4,251	155	1,944	3,730	2,099	5,829
2014-18 average	161	2,402	5,244	2,563	7,843	174	2,728	7,251	2,902	10,207
2019-2023 average	145	1,625	2,606	1,769	4,395	154	1,854	3,821	2,008	5,871
Per cent changes:										
2023 on 2022	0.0	10.6	-2.4	9.6	2.5	-9.4	9.0	1.1	7.4	3.3
2023 on 2014-18 ave	-6.0	-29.4	-54.2	-27.9	-45.8	-10.7	-28.7	-48.6	-27.7	-42.9

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

Table 2(a): Reported collisions by severity,1950-2023

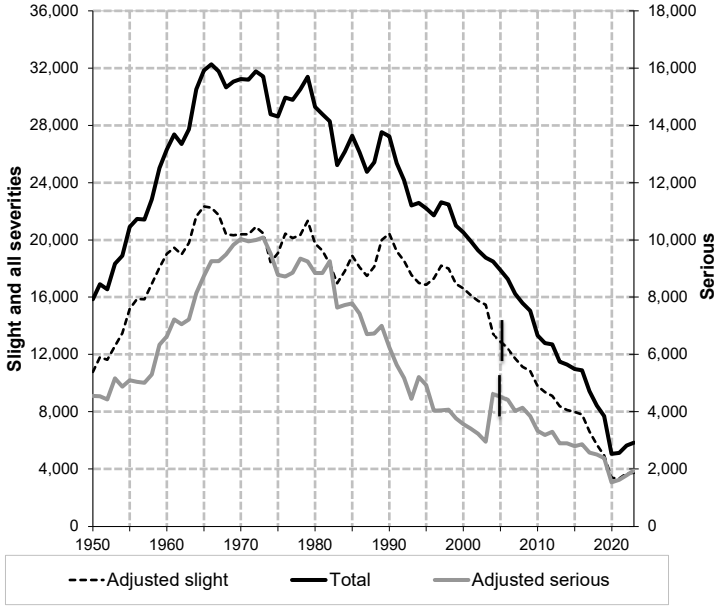
COLLISIONS





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

Table 2(b): Reported casualties by severity,1950-2023



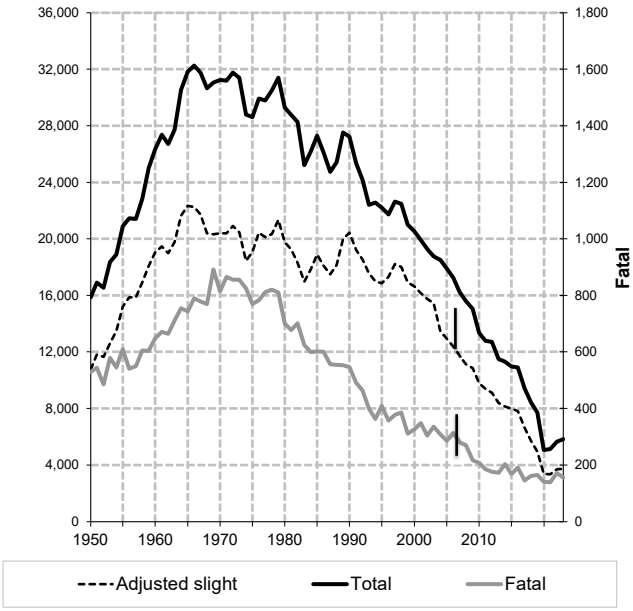


Table 3

Collisions by police force division and severity
Years:2014-18 and 2018-2022 averages, 2019 to 2023

		Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
North East [1]	**2014-18 average**	**21**	**257**	**298**	**278**	**584**
	2019	16	170	176	**186**	371
	2020	12	128	81	**140**	221
	2021	17	121	91	**138**	229
	2022	14	120	111	**134**	245
	2023	12	144	118	**156**	274
	2019-2023 average	**14**	**137**	**115**	**151**	**268**
Tayside	**2014-18 average**	**18**	**171**	**264**	**189**	**458**
	2019	10	160	174	**170**	356
	2020	8	136	260	**144**	404
	2021	9	151	225	**160**	385
	2022	8	145	236	**153**	389
	2023	17	147	216	**164**	380
	2019-2023 average	**10**	**148**	**222**	**158**	**383**
Argyll/W.Dunb'shire	**2014-18 average**	**8**	**103**	**186**	**110**	**297**
	2019	10	104	103	**114**	217
	2020	8	50	68	**58**	126
	2021	11	55	69	**66**	135
	2022	10	43	64	**53**	117
	2023	10	82	68		160
	2019-2023 average	**10**	**67**	**74**	**73**	**151**
Forth Valley	**2014-18 average**	**7**	**140**	**287**	**147**	**436**
	2019	13	98	173	**111**	291
	2020	14	63	111	**77**	188
	2021	10	79	113	**89**	202
	2022	7	88	104	**95**	199
	2023	6	88	131	**94**	225
	2019-2023 average	**10**	**83**	**126**	**93**	**221**
Dumfries & Galloway	**2014-18 average**	**10**	**94**	**166**	**104**	**271**
	2019	7	78	110	**85**	199
	2020	5	37	77	**42**	119
	2021	8	66	74	**74**	148
	2022	6	66	118	**72**	190
	2023	5	69	113	**74**	187
	2019-2023 average	**6**	**63**	**98**	**69**	**169**
Ayrshire	**2014-18 average**	**11**	**168**	**338**	**179**	**518**
	2019	10	144	200	**154**	354
	2020	5	96	156	**101**	257
	2021	15	101	116	**116**	232
	2022	16	110	128	**126**	254
	2023	13	118	138	**131**	269
	2019-2023 average	**12**	**114**	**148**	**126**	**273**
Greater Glasgow	**2014-18 average**	**11**	**332**	**971**	**343**	**1,319**
	2019	11	291	680	**302**	1,007
	2020	15	206	467	**221**	688
	2021	11	214	420	**225**	645
	2022	10	244	438	**254**	692
	2023	20	236	416	**256**	672
	2019-2023 average	**13**	**238**	**484**	**252**	**741**

Table 3

Collisions by police force division and severity
Years:2014-18 and 2018-2022 averages, 2019 to 2023

		Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
Lothians & Borders	**2014-18 average**	**18**	**264**	**558**	**281**	**843**
	2019	14	211	346	**225**	584
	2020	12	139	227	**151**	378
	2021	15	158	283	**173**	456
	2022	20	165	297	**185**	482
	2023	16	165	229	**181**	410
	2019-2023 average	**15**	**168**	**276**	**183**	**462**
Edinburgh	**2014-18 average**	**7**	**275**	**752**	**282**	**1,038**
	2019	6	229	491	**235**	741
	2020	6	130	302	**136**	438
	2021	3	149	329	**152**	481
	2022	5	164	342	**169**	511
	2023	8	119	329	**127**	456
	2019-2023 average	**6**	**158**	**359**	**164**	**525**
Highlands & Islands	**2014-18 average**	**21**	**146**	**275**	**167**	**443**
	2019	26	164	215	**190**	407
	2020	15	98	135	**113**	248
	2021	16	103	130	**119**	249
	2022	27	100	107	**127**	234
	2023	17	166	120	**183**	303
	2019-2023 average	**20**	**126**	**141**	**146**	**288**
Fife	**2014-18 average**	**9**	**120**	**257**	**129**	**387**
	2019	14	124	166	**138**	304
	2020	11	95	139	**106**	245
	2021	2	76	138	**78**	216
	2022	8	78	149	**86**	235
	2023	12	94	158	**106**	264
	2019-2023 average	**9**	**93**	**150**	**103**	**253**
Renfrewshire/Inverclyde	**2014-18 average**	**5**	**97**	**256**	**102**	**359**
	2019	3	99	157	**102**	262
	2020	4	49	109	**53**	162
	2021	4	52	86	**56**	142
	2022	6	63	88	**69**	157
	2023	3	71	70	**74**	144
	2019-2023 average	**4**	**67**	**102**	**71**	**173**
Lanarkshire	**2014-18 average**	**16**	**235**	**636**	**251**	**889**
	2019	17	210	446	**227**	680
	2020	16	139	268	**155**	423
	2021	13	121	253	**134**	387
	2022	14	148	282	**162**	444
	2023	12	197	298	**209**	507
	2019-2023 average	**14**	**163**	**309**	**177**	**488**

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

Reported collisions by road type and severity 2014-18 and 2019 to 2023 averages, 2019 to 2023

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										
2019	46	4	50	37	17	22	31	107	157	32
2020	38	1	39	25	22	18	27	92	131	30
2021	37	4	41	32	13	23	25	93	134	31
2022	52	1	53	38	15	17	28	98	151	35
2023	45	2	47	27	19	25	33	104	151	31
Adjusted serious										
2019	339	43	382	321	372	219	787	1,699	2,081	18
2020	195	33	228	203	258	162	515	1,138	1,366	17
2021	252	32	284	209	269	170	514	1,162	1,446	20
2022	248	28	276	237	282	175	564	1,258	1,534	18
2023	302	52	354	222	312	204	604	1,342	1,696	21
All Severities										
2019	896	141	1,037	710	1,180	508	2,338	4,736	5,773	18
2020	558	96	654	469	782	393	1,599	3,243	3,897	17
2021	674	101	775	466	764	386	1,516	3,132	3,907	20
2022	668	86	754	544	821	393	1,637	3,395	4,149	18
2023	797	143	940	484	841	428	1,558	3,311	4,251	22
(b) annual averages										
Fatal										
2014-18 average	49	3	52	42	18	20	28	108	161	33
2019 to 2023 average	44	2	46	32	17	21	29	99	145	32
Adjusted serious										
2014-18 average	367	53	420	329	438	300	915	1,982	2,402	18
2019 to 2023 average	267	38	305	238	299	186	597	1,320	1,625	19
All Severities										
2014-18 average	1,187	189	1,376	866	1,601	750	3,249	6,467	7,843	18
2019 to 2023 average	719	113	832	535	878	422	1,730	3,563	4,395	19
(c) Per cent changes										
2023 on 2022										
Fatal	-13	100	-11	-29	27	47	18	6	0	
Adjusted serious	22	86	28	-6	11	17	7	7	11	
All Severities	19	66	25	-11	2	9	-5	-2	2	
2023 on 2014-18 average										
Fatal	-9	-33	-10	-36	3	24	20	-4	-6	
Adjusted serious	-18	-2	-16	-32	-29	-32	-34	-32	-29	
All Severities	-33	-24	-32	-44	-47	-43	-52	-49	-46	
2019 to 2023 average on 2014-18 average										
Fatal	-11	-20	-12	-25	-7	4	4	-9	-10	
Serious [1]	-27	-29	-27	-27	-32	-38	-35	-33	-32	
All Severities	-39	-40	-40	-38	-45	-44	-47	-45	-44	

(a) Reported collisions by severity and road class for built-up and non built-up roads
Years: 2014-18 and 2019 to 2023 averages, 2014 to 2023

	Major roads						Minor roads			All roads
	Motor-ways	Trunk A roads		LA A roads						
		Non built up	Built up	Non built up	Built up	All major roads	Built up	Non built up	All minor roads	
Fatal										
2014-18 ave	**8**	**41**	**3**	**42**	**18**	**113**	**28**	**20**	**48**	**161**
2014	8	46	4	38	19	115	44	22	66	181
2015	9	38	5	45	16	113	26	18	44	157
2016	9	53	2	46	17	127	25	23	48	175
2017	4	33	1	41	21	100	22	18	40	140
2018	9	37	3	41	19	109	21	20	41	150
2019	10	36	4	37	17	104	31	22	53	157
2020	9	29	1	25	22	86	27	18	45	131
2021	13	24	4	32	13	86	25	23	48	134
2022	4	48	1	38	15	106	28	17	45	151
2023	9	36	2	27	19	93	33	25	58	151
2019 to 2023 ave	**9**	**35**	**2**	**32**	**17**	**95**	**29**	**21**	**50**	**145**
Adjusted serious										
2014-18 ave	**78**	**289**	**53**	**329**	**438**	**1,187**	**915**	**300**	**1,215**	**2,402**
2014	67	292	58	361	445	1,223	1022	341	1,362	2,585
2015	96	298	55	330	456	1,235	960	306	1,266	2,501
2016	76	286	51	346	456	1,214	963	301	1,265	2,479
2017	74	276	52	301	448	1,150	833	278	1,111	2,261
2018	79	292	51	306	387	1,114	795	275	1,070	2,184
2019	88	251	43	321	372	1,075	787	219	1,006	2,081
2020	42	153	33	203	258	689	515	162	677	1,366
2021	68	184	32	209	269	762	514	170	684	1,446
2022	82	166	28	237	282	795	564	175	739	1,534
2023	70	232	52	222	312	888	604	204	808	1,696
2019 to 2023 ave	**70**	**197**	**38**	**239**	**299**	**842**	**597**	**186**	**783**	**1,625**
All severities										
2014-18 ave	**370**	**817**	**189**	**866**	**1,601**	**3,844**	**3,249**	**750**	**3,999**	**7,843**
2014	355	903	207	989	1,737	4,191	3,759	883	4,642	8,833
2015	438	870	199	958	1,672	4,137	3,530	810	4,340	8,477
2016	390	853	202	901	1,755	4,101	3,508	746	4,254	8,355
2017	347	734	166	772	1,524	3,543	2,902	673	3,575	7,118
2018	320	726	171	711	1,319	3,247	2,547	638	3,185	6,432
2019	306	590	141	710	1,180	2,927	2,338	508	2,846	5,773
2020	172	386	96	469	782	1,905	1,599	393	1,992	3,897
2021	239	435	101	466	764	2,005	1,516	386	1,902	3,907
2022	234	434	86	544	821	2,119	1,637	393	2,030	4,149
2023	251	546	143	484	841	2,265	1,558	428	1,986	4,251
2019 to 2023 ave	**240**	**478**	**113**	**535**	**878**	**2,244**	**1,730**	**422**	**2,151**	**4,395**

(b) Reported collision rates by severity and road class for built-up and non built-up roads rates per 100 million vehicle km [1]

Years: 2014-18 and 2019 to 2023 averages, 2014 to 2023

	Major roads						Minor roads			All roads
	Motor-ways	Trunk A roads		LA A roads		All major roads			All minor roads	
		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		Built up[1]	Non Built up[1]		
Fatal										
14-18ave	**0.10**	**0.47**	**0.23**	**0.55**	**0.38**	**0.37**	**1.11**	**0.15**	**0.30**	**0.34**
2014	0.11	0.53	0.41	0.48	0.42	0.39	1.74	0.17	0.43	0.40
2015	0.12	0.43	0.52	0.56	0.36	0.38	1.02	0.14	0.28	0.35
2016	0.11	0.58	0.20	0.56	0.37	0.41	0.98	0.17	0.30	0.37
2017	0.05	0.38	0.05	0.55	0.38	0.32	0.89	0.13	0.24	0.29
2018	0.11	0.42	0.17	0.58	0.36	0.35	0.89	0.14	0.25	0.31
2019	0.12	0.40	0.23	0.51	0.31	0.32	1.31	0.16	0.32	0.32
2020	0.14	0.44	0.08	0.45	0.53	0.36	1.52	0.15	0.32	0.35
2021	0.18	0.31	0.25	0.56	0.26	0.31	1.17	0.17	0.30	0.31
2022	0.05	0.55	0.06	0.62	0.28	0.35	1.27	0.11	0.26	0.32
2023	0.10	0.40	0.11	0.43	0.35	0.30	1.48	0.17	0.34	0.31
2019 to 2023 ave	**0.11**	**0.42**	**0.15**	**0.51**	**0.34**	**0.33**	**1.35**	**0.15**	**0.31**	**0.32**
Adjusted serious										
14-18ave	**1.00**	**3.26**	**4.09**	**4.25**	**8.99**	**3.88**	**36.70**	**2.22**	**7.58**	**5.15**
2014	0.91	3.34	6.01	4.59	9.94	4.15	40.32	2.66	8.88	5.77
2015	1.29	3.34	5.76	4.11	10.12	4.13	37.5	2.37	8.17	5.51
2016	0.96	3.13	5.12	4.19	9.89	3.94	37.74	2.24	7.91	5.29
2017	0.92	3.19	2.81	4.05	8.2	3.66	33.8	1.96	6.68	4.71
2018	0.93	3.3	2.88	4.32	7.26	3.53	33.86	1.92	6.43	4.53
2019	1.01	2.76	2.49	4.39	6.89	3.34	33.28	1.55	6.1	4.27
2020	0.67	2.31	2.5	3.66	6.23	2.88	28.93	1.33	4.86	3.61
2021	0.92	2.35	1.97	3.67	5.48	2.77	24.1	1.23	4.3	3.33
2022	0.99	1.88	1.59	3.88	5.23	2.62	25.65	1.18	4.34	3.24
2023	0.81	2.57	2.96	3.54	5.68	2.85	27.17	1.36	4.69	3.5
2019 to 2023 ave	**0.89**	**2.38**	**2.29**	**3.85**	**5.89**	**2.90**	**27.89**	**1.33**	**4.86**	**3.60**
All severities										
14-18ave	**4.71**	**9.23**	**14.52**	**11.21**	**32.84**	**12.55**	**130.39**	**5.54**	**24.96**	**16.81**
2014	4.78	10.35	21.44	12.59	38.79	14.23	148.36	6.90	30.28	19.73
2015	5.86	9.77	20.73	11.93	37.15	13.85	137.92	6.26	28	18.68
2016	4.98	9.31	20.45	10.91	38.08	13.29	137.42	5.55	26.6	17.84
2017	4.31	8.5	9.06	10.4	27.88	11.28	117.75	4.75	21.49	14.82
2018	3.76	8.2	9.69	10.04	24.77	10.29	108.44	4.46	19.14	13.35
2019	3.54	6.48	8.09	9.71	21.86	9.09	98.87	3.59	17.25	11.85
2020	2.73	5.82	7.28	8.45	18.9	7.96	89.84	3.23	14.29	10.29
2021	3.22	5.55	6.21	8.17	15.56	7.29	71.07	2.8	11.96	9.00
2022	2.82	4.93	4.87	8.92	15.24	6.98	74.46	2.65	11.94	8.76
2023	2.89	6.06	8.13	7.73	15.32	7.26	70.08	2.85	11.53	8.78
2019 to 2023 ave	**3.05**	**5.78**	**6.90**	**8.64**	**17.33**	**7.73**	**80.83**	**3.02**	**13.35**	**9.73**

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 collisions. Therefore, these rates are approximations: the "non-built up" rate is the number of collisions on "non-built up" roads divided by the estimated volume of traffic on "rural" roads, for example. The figures given in this table take account of any revisions to the traffic estimates for previous years.

(c) Reported collision rates on all roads by police force area and severity
Years: 2014-18 and 2019-2023 averages

Severity/ Police force area	Trunk roads	Local Authority roads	All Roads
Reported collision rate per 100 million vehicle km - for 2014-18 average			
Fatal			
North East [1]	0.3	0.5	0.4
Tayside	0.3	0.5	0.4
Argyll & West Dunbartonshire	0.7	0.3	0.5
Forth Valley	0.2	0.2	0.2
Dumfries & Galloway	0.4	0.5	0.5
Ayrshire	0.4	0.4	0.4
Greater Glasgow	0.0	0.3	0.2
Lothians & Scottish Borders	0.4	0.4	0.4
Edinburgh	0.0	0.3	0.2
Highlands & Islands	0.6	0.6	0.6
Fife	0.3	0.3	0.3
Renfrewshire & Inverclyde	0.1	0.3	0.3
Lanarkshire	0.2	0.4	0.3
Scotland	**0.3**	**0.4**	**0.3**
Adjusted serious			
North East [1]	2.7	6.0	5.0
Tayside	1.8	5.7	3.9
Argyll & West Dunbartonshire	6.7	6.3	6.4
Forth Valley	2.4	5.5	4.4
Dumfries & Galloway	2.3	8.4	4.5
Ayrshire	3.6	7.1	5.8
Greater Glasgow	1.1	10.2	6.9
Lothians & Scottish Borders	2.5	7.3	5.6
Edinburgh	2.0	12.0	9.3
Highlands & Islands	3.8	4.9	4.4
Fife	2.2	4.8	4.0
Renfrewshire & Inverclyde	1.9	6.5	4.7
Lanarkshire	1.3	6.3	4.1
Scotland	**2.4**	**7.0**	**5.2**
All severities			
North East [1]	6.7	13.2	11.3
Tayside	4.7	15.0	10.3
Argyll & West Dunbartonshire	17.1	19.2	18.4
Forth Valley	7.0	17.0	13.5
Dumfries & Galloway	6.8	23.0	12.6
Ayrshire	10.5	22.1	17.7
Greater Glasgow	6.6	38.6	27.0
Lothians & Scottish Borders	8.2	22.9	17.8
Edinburgh	8.9	43.7	34.6
Highlands & Islands	10.7	14.9	12.9
Fife	7.6	15.0	12.8
Renfrewshire & Inverclyde	8.4	23.0	17.1
Lanarkshire	5.5	22.8	15.1
Scotland	**7.6**	**22.6**	**16.8**

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

(c) Reported collision rates on all roads by police force area and severity
Years: 2014-18 and 2019-2023 averages

Severity/ Police force area	Trunk roads	Local Authority roads	All Roads
Reported collision rate per 100 million vehicle km - for 2019-23 avera			
Fatal			
North East [1]	0.3	0.3	0.3
Tayside	0.2	0.3	0.3
Argyll & West Dunbartonshire	0.9	0.5	0.6
Forth Valley	0.3	0.4	0.3
Dumfries & Galloway	0.2	0.5	0.3
Ayrshire	0.3	0.5	0.4
Greater Glasgow	0.1	0.4	0.3
Lothians & Scottish Borders	0.3	0.4	0.3
Edinburgh	0.1	0.2	0.2
Highlands & Islands	0.6	0.6	0.6
Fife	0.3	0.4	0.3
Renfrewshire & Inverclyde	0.1	0.3	0.2
Lanarkshire	0.2	0.3	0.3
Scotland	**0.3**	**0.4**	**0.3**
Adjusted serious			
North East [1]	1.8	2.9	2.6
Tayside	1.5	5.4	3.5
Argyll & West Dunbartonshire	4.2	4.5	4.4
Forth Valley	1.7	3.3	2.7
Dumfries & Galloway	1.7	5.4	3.0
Ayrshire	2.5	5.0	4.0
Greater Glasgow	1.1	7.5	5.1
Lothians & Scottish Borders	1.5	4.8	3.6
Edinburgh	1.1	7.4	5.5
Highlands & Islands	3.0	4.4	3.7
Fife	1.5	4.1	3.3
Renfrewshire & Inverclyde	1.4	4.8	3.3
Lanarkshire	1.1	4.3	2.8
Scotland	**1.7**	**4.8**	**3.6**
All severities			
North East [1]	3.4	5.7	5.1
Tayside	3.9	13.8	9.1
Argyll & West Dunbartonshire	8.4	10.9	9.8
Forth Valley	4.4	8.8	7.3
Dumfries & Galloway	4.4	15.0	8.1
Ayrshire	5.8	12.1	9.7
Greater Glasgow	4.5	22.6	15.9
Lothians & Scottish Borders	4.8	12.8	10.0
Edinburgh	4.8	24.0	18.1
Highlands & Islands	6.9	10.0	8.5
Fife	5.2	10.6	8.8
Renfrewshire & Inverclyde	4.0	12.3	8.5
Lanarkshire	3.6	12.6	8.5
Scotland	**4.7**	**13.0**	**9.7**

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

Table 6

Collisions by severity, month and road type, 2019 to 2023 average
(figures adjusted for 30 day months)

		Trunk M & A	M & A NBUP	Minor NBUP	M & A BUP	Minor BUP	Total	Trunk M & A %	M & A NBUP %	Minor NBUP %	M & A BUP %	Minor BUP %	Total %
Fatal	**January**	4	1	2	3	3	13	9	3.1	8.4	18.3	10.2	9
	February	3	2	1	1	3	10	7.5	5.5	6.1	3.8	11.9	7.3
	March	3	2	2	1	3	11	6.4	7.4	7.5	5.7	11.6	7.7
	April	3	2	2	1	2	10	7.1	6.4	7.7	5.9	6.3	6.7
	May	3	2	1	1	2	9	5.6	6.8	5.6	4.6	7.5	6.1
	June	3	2	1	1	2	10	6.2	7.7	5.8	7.1	7.7	6.9
	July	5	3	2	2	2	14	12	10.5	10.3	10.3	5.4	9.9
	August	5	5	1	1	2	15	11.5	16.7	6.5	6.9	6.8	10.5
	September	4	2	4	2	3	15	8.8	7.7	20.3	11.8	9.1	10.7
	October	4	3	1	1	2	12	9.8	9.9	4.7	4.6	8.2	8.1
	November	3	2	2	2	2	11	7.1	7.7	11.6	9.5	6.3	8
	December	4	3	1	2	3	13	9	10.5	5.6	11.5	8.8	9.1
	Year total	45	31	21	17	28	143	100	100	100	100	100	100
Adjusted serious	**January**	22	16	12	25	45	120	7.4	6.9	6.5	8.4	7.6	7.5
	February	24	16	13	23	45	121	7.9	6.8	7.1	7.8	7.7	7.6
	March	17	16	15	23	43	114	5.7	6.7	8.3	8	7.3	7.1
	April	17	21	15	22	45	120	5.7	8.9	8.1	7.5	7.7	7.5
	May	22	23	15	22	48	131	7.5	9.7	8.4	7.4	8.2	8.2
	June	25	26	20	26	45	142	8.5	10.9	10.9	8.8	7.7	8.9
	July	31	22	20	22	48	143	10.3	9.1	11.1	7.5	8.2	8.9
	August	33	25	20	24	61	162	11.2	10.4	10.7	8.2	10.3	10.1
	September	30	23	21	27	47	148	10.1	9.7	11.3	9.1	8	9.2
	October	26	19	14	32	54	144	8.8	7.8	7.4	10.7	9.1	9
	November	25	17	10	28	58	137	8.3	7.1	5.3	9.4	9.9	8.6
	December	26	15	9	21	49	118	8.6	6.1	4.8	7.1	8.3	7.4
	Year total	297	238	183	294	588	1601	100	100	100	100	100	100
Total	**January**	62	39	29	71	143	345	7.6	7.2	7.1	8.3	8.4	8
	February	66	44	34	73	134	352	8.2	8.3	8.2	8.4	7.9	8.1
	March	55	40	29	67	134	324	6.7	7.4	7.1	7.7	7.8	7.5
	April	49	45	31	68	128	320	6	8.4	7.4	7.8	7.5	7.4
	May	61	44	33	68	137	342	7.5	8.1	8.1	7.9	8	7.9
	June	64	53	39	74	141	371	7.9	9.9	9.3	8.5	8.3	8.6
	July	80	47	45	67	127	366	9.9	8.8	10.9	7.7	7.4	8.4
	August	90	55	40	74	160	419	11	10.3	9.7	8.5	9.4	9.7
	September	77	45	43	75	143	382	9.5	8.4	10.2	8.6	8.4	8.8
	October	71	44	31	83	155	385	8.8	8.3	7.5	9.6	9.1	8.9
	November	67	39	32	77	167	382	8.3	7.4	7.8	8.9	9.8	8.8
	December	70	40	28	69	136	344	8.6	7.5	6.8	8	8	7.9
	Year total	811	535	416	865	1,704	4,332	100	100	100	100	100	100

BUP=Built-up NBUP=Non Built-up

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

Table 7

Collisions by light condition, road surface condition(1), severity
Built-up and non built-up roads,
2014-18 and 2019-2023 averages, 2019 to 2023

		Built-up			Non Built-up			Total		
		Fatal	adjusted serious	Total	Fatal	adjusted serious	Total	Fatal	adjusted serious	Total
Daylight	**2014-18 ave**	**30**	**1,000**	**3,721**	**76**	**740**	**2,082**	**106**	**1,740**	**5,803**
	2019	30	865	2,687	81	653	1,560	111	1,518	4,247
	2020	24	556	1,769	47	399	993	71	955	2,762
	2021	27	614	1,782	65	481	1,135	92	1,095	2,917
	2022	19	602	1,881	64	489	1,175	83	1,091	3,056
	2023	30	665	1,812	68	519	1,237	98	1,184	3,049
	2019-23 ave	**26**	**660**	**1,986**	**65**	**508**	**1,220**	**91**	**1,169**	**3,206**
Darkness	**2014-18 ave**	**19**	**406**	**1,319**	**35**	**256**	**721**	**55**	**662**	**2,040**
	2019	22	337	972	24	227	554	46	564	1,526
	2020	26	250	708	34	161	427	60	411	1,135
	2021	15	201	599	27	150	391	42	351	990
	2022	25	272	663	43	171	430	68	443	1,093
	2023	24	303	731	29	209	471	53	512	1,202
	2019-23 ave	**22**	**273**	**735**	**31**	**184**	**455**	**54**	**456**	**1,189**
Dry	**2014-18 ave**	**26**	**916**	**3,249**	**66**	**542**	**1,454**	**92**	**1,458**	**4,703**
	2019	32	793	2,443	62	503	1,186	94	1,296	3,629
	2020	28	503	1,549	34	311	727	62	814	2,276
	2021	29	561	1,705	58	416	948	87	977	2,653
	2022	26	570	1,723	64	415	968	90	985	2,691
	2023	34	636	1,692	54	427	1,005	88	1,063	2,697
	2019-23 ave	**30**	**613**	**1,822**	**54**	**414**	**967**	**84**	**1,027**	**2,789**
Wet/damp/flood	**2014-18 ave**	**22**	**467**	**1,672**	**44**	**398**	**1,162**	**66**	**864**	**2,834**
	2019	20	388	1,151	42	338	821	62	727	1,972
	2020	22	294	903	44	227	606	66	521	1,509
	2021	13	239	620	30	185	492	43	424	1,112
	2022	17	288	771	42	212	554	59	500	1,325
	2023	19	313	808	40	276	634	59	589	1,442
	2019-23 ave	**18**	**304**	**851**	**40**	**248**	**621**	**58**	**552**	**1,472**
Snow/frost/ice	**2014-18 ave**	**1**	**23**	**115**	**2**	**55**	**184**	**3**	**78**	**299**
	2019	-	21	64	1	38	107	1	59	171
	2020	-	9	23	3	22	87	3	31	110
	2021	-	15	56	4	30	86	4	45	142
	2022	1	16	48	1	33	83	2	49	131
	2023	1	19	43	3	25	69	4	44	112
	2019-23 ave	**0**	**16**	**47**	**2**	**30**	**86**	**3**	**46**	**133**
All conditions	**2014-18 ave**	**49**	**1,406**	**5,040**	**112**	**996**	**2,803**	**161**	**2,402**	**7,843**
	2019	52	1202	3,659	105	879	2,114	157	2,081	5,773
	2020	50	806	2,477	81	560	1,420	131	1,366	3,897
	2021	42	815	2,381	92	631	1,526	134	1,446	3,907
	2022	44	874	2,544	107	660	1,605	151	1,534	4,149
	2023	54	968	2,543	97	728	1,708	151	1,696	4,251
	2019-23 ave	**48**	**933**	**2,721**	**96**	**692**	**1,675**	**145**	**1,625**	**4,395**

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 collisions 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

Collisions by junction detail and severity separately for built-up and non built-up roads
Years: 2019-2023 average

		Fatal	Adjusted serious	Adjusted slight	All severities	Fatal %	Adjusted serious %	Adjusted slight %	All severities %
Built-up	More than 20m from junction	25	390	636	1,058	50.8	41.8	36.9	38.9
	Roundabout	1	57	144	203	1.7	6.1	8.3	7.5
	Mini-roundabout	1	10	25	35	1.7	1	1.4	1.3
	T/Y staggered junc	12	248	489	754	25.2	26.6	28.4	27.7
	Slip road	0	6	11	17	0.4	0.7	0.6	0.6
	Cross roads	4	96	191	292	8.3	10.3	11.1	10.7
	Junction>4 arms(not rd'about)	1	26	47	74	2.1	2.7	2.7	2.7
	Private drive	1	10	18	29	2.1	1.1	1	1.1
	Other junction	4	90	164	259	7.9	9.7	9.5	9.5
	Total	48	933	1725	2721	100	100	100	100
Non Built-up	More than 20m from junction	75	496	603	1177	78.2	71.7	68.4	70.3
	Roundabout	1	23	57	81	0.6	3.3	6.5	4.8
	Mini-roundabout	-	0	0	1	-	0.1	0	0.0
	T/Y staggered junc	10	87	108	205	10.2	12.5	12.2	12.3
	Slip road	1	12	25	38	1.2	1.7	2.9	2.3
	Cross roads	3	26	25	53	2.7	3.7	2.8	3.2
	Junction>4 arms(not rd'about)	1	4	6	11	0.6	0.6	0.6	0.6
	Private drive	1	12	16	29	1.0	1.7	1.8	1.7
	Other junction	5	32	43	80	5.4	4.6	4.8	4.8
	Total	96	692	882	1,675	100.0	100	100	100.0
Total built-up/non built-up	More than 20m from junction	100	886	1239	2235	69.1	54.5	47.5	50.8
	Roundabout	1	80	201	284	1.0	4.9	7.7	6.5
	Mini-roundabout	1	10	25	36	0.6	0.6	1	0.8
	T/Y staggered junc	22	335	597	959	15.2	20.6	22.9	21.8
	Slip road	1	18	36	56	1.0	1.1	1.4	1.3
	Cross roads	7	122	215	345	4.6	7.5	8.3	7.8
	Junction>4 arms(not rd'about)	2	30	52	84	1.1	1.8	2	1.9
	Private drive	2	22	34	58	1.4	1.3	1.3	1.3
	Other junction	9	122	207	339	6.2	7.5	7.9	7.7
	Total	145	1625	2606	4,395	100.0	100	100	100.0

Collision Costs: Details of Calculations

Tables 9 to 11 refer.

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

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

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 collision also includes:

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

A summary of the DfT's latest findings can be found in Reported Road Casualties GB: 2022

Scotland analysis

The average cost per collision in Scotland and the total cost of all collisions 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 collisions in Scotland. The average costs per collision for Great Britain and Scotland differ because of differences in the average numbers of casualties per collision, and the proportions of fatal and serious casualties in an collision.

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

Figures are presented in constant 2023 prices. Therefore estimates of values in earlier years have been calculated by applying 2023 values to previous years.

Further information on the methodology can be obtained from the DfT:

Integrated Transport Economics and Appraisal Division
Department for Transport

Zone 3/04
Great Minster House
76 Marsham Street
LONDON
SW1P 4DR
Email: itea@dft.gov.uk
Tel: 020 7944 6177

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2023 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	2,411,659	271,003	20,892	99,048

(b) Costs per collision by element of cost and severity for Great Britain (£) at 2023 prices

		Collision Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		897,022	35,672	4,186	
Medical/ambulance		8,840	21,441	1,776	
Pain, grief, suffering		1,770,228	243,408	19,946	
Police and damage to property costs for GB:					
Police/administration		26,253	3,051	789	52
Insurance		442	275	167	79
Damage to property	Total	16,076	7,250	4,267	2,749
	- Motorways	24,878	21,228	10,740	3,745
	- Non built-up roads	19,558	8,916	5,910	3,897
	- Built-up roads	11,532	6,180	3,646	2,607
Total costs per collision for GB		2,718,861	311,098	31,132	2,880

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

Table 10

Cost per collision by road type and severity in Scotland (£) for 2023 at 2023 prices

Category of road	Collision Severity			Average for all injury collisions	Damage only	Average for all collisions
	Fatal	Serious	Slight			
Non built-up roads	2,680,106	345,845	36,893	335,860	3,949	41,666
Built-up roads	2,480,716	304,149	30,096	186,515	2,659	12,491
Motorways	2,495,223	337,894	41,774	212,329	3,797	28,045
All roads	**2,597,781**	**321,719**	**32,945**	**239,261**	**2,948**	**19,015**
Trunk roads only	2,611,038	355,803	37,955	286,500	3,540	31,129
	2611037.53	355,803	37,955	286,500	3539.8	31129.02

Table 11

Total estimated collision costs in Scotland (£ million) at 2023 prices, by severity
Years: 2013 to 2023

	Injury Road Collisions							Damage only	All collisions
	Motorway	Non built-up	Built-up	All injury collisions	Fatal	Serious	Slight		
2013	45.0	586.8	498.5	**1,130.3**	443.6	455.2	231.5	369.2	**1,499.5**
2014	44.6	589.1	575.5	**1,209.2**	515.3	468.3	225.7	364.1	**1,573.4**
2015	61.0	529.3	501.4	**1,091.7**	423.5	449.1	219.0	348.1	**1,439.8**
2016	56.2	626.6	485.7	**1,168.5**	495.5	460.0	213.1	345.5	**1,514.0**
2017	35.8	498.4	459.6	**993.8**	370.6	441.5	181.7	293.3	**1,287.1**
2018	54.7	521.9	428.8	**1,005.4**	410.4	438.6	156.4	263.1	**1,268.5**
2019 [1]	60.0	519.4	493.8	**1,073.2**	421.6	523.5	128.0	236.7	**1,309.9**
2020 [1]	43.3	395.6	422.1	**860.9**	358.9	425.3	76.7	160.0	**1,020.9**
2021 [1]	69.4	415.1	394.5	**879.0**	353.2	451.4	74.4	158.6	**1,037.6**
2022 [1]	44.0	533.2	432.5	**1,009.8**	432.7	496.8	80.3	168.7	**1,178.5**
2023 [1]	53.3	489.7	474.1	**1,017.1**	392.3	545.6	79.2	171.8	**1,188.9**

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

Vehicles involved in reported injury collisions by type
Years: 2014-18 and 2019-23 averages and 2013-2023

Year	Pedal cycle	Motor cycle [1, 2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
2014-18 average	**794**	**724**	**10,196**	**270**	**40**	**367**	**844**	**341**	**183**	**13,760**
2013	919	791	11,220	327	39	469	876	408	252	15,301
2014	924	846	11,191	310	43	433	878	419	246	15,290
2015	829	757	10,935	270	37	389	886	384	189	14,676
2016	809	728	11,077	304	52	396	910	322	154	14,752
2017	752	630	9,406	264	37	320	787	305	172	12,673
2018	658	657	8,373	203	32	299	760	274	155	11,411
2019	606	537	7,490	250	27	246	603	239	189	10,187
2020	628	426	4,670	126	13	114	396	146	166	6,685
2021	523	461	4,785	134	16	134	432	146	221	6,852
2022	493	474	5,077	151	17	138	472	171	236	7,229
2023	424	475	5249	182	20	148	398	148	267	7311
2019-23 average	**535**	**475**	**5,454**	**169**	**19**	**156**	**460**	**170**	**216**	**7,653**
Per cent changes:										
2023 on 2022	-14	0	3	21	18	7	-16	-13	13	1
2023 on 2014-18 average	-47	-34	-49	-33	-50	-60	-53	-57	46	-47

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

Vehicles involved in reported injury collisions, traffic volumes and vehicle involvement rates, by vehicle type and severity of collision
Years: 2012 to 2023, and 2014-18 and 2019-2023 averages

	Pedal cycle	Motorcycle [3]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious collisions							*number*
14-18 average	**295**	**433**	**2,918**	**124**	**246**	**129**	**4,217**
2012	321	515	3,341	179	230	163	4,845
2013	307	432	2,980	150	214	154	4,322
2014	310	495	3,035	127	255	152	4,471
2015	306	420	3,007	120	256	147	4,318
2016	291	420	3,096	148	251	118	4,382
2017	296	406	2,772	107	236	109	3,997
2018	271	426	2,682	117	232	117	3,917
2019	254	356	2,601	89	217	100	3,688
2020	270	271	1,590	47	143	65	2,443
2021	213	316	1,734	58	148	65	2,619
2022	194	312	1,903	61	188	89	2,846
2023	181	323	2,114	77	146	72	3,034
2019-23 average	**222**	**316**	**1,988**	**66**	**168**	**78**	**2,926**
(b) vehicles involved - all severities of reported collision							
14-18 average	**794**	**724**	**10,467**	**408**	**844**	**341**	**13,760**
2012	934	891	12,547	574	806	453	16,530
2013	919	791	11,547	508	876	408	15,301
2014	924	846	11,501	476	878	419	15,290
2015	829	757	11,205	426	886	384	14,676
2016	809	728	11,381	448	910	322	14,752
2017	752	630	9,670	357	787	305	12,673
2018	658	657	8,576	331	760	274	11,411
2019	606	537	7,740	273	603	239	10,187
2020	628	426	4,796	127	396	146	6,685
2021	523	461	4,919	150	432	146	6,852
2022	493	474	5,228	155	472	171	7,229
2023	424	475	5,431	168	398	148	7,311
2019-23 average	**535**	**475**	**5,623**	**175**	**460**	**170**	**7,653**
(c) traffic volumes [(2)]							*million vehicle kilometres*
14-18 average	**317**	**280**	**35,350**	**540**	**7,602**	**2,555**	**46,645**
2012	323	264	33,551	610	6,275	2,475	43,498
2013	319	277	33,640	605	6,377	2,492	43,711
2014	358	288	34,293	608	6,750	2,479	44,776
2015	331	285	34,596	587	7,066	2,511	45,374
2016	290	266	35,488	514	7,721	2,562	46,843
2017	294	280	36,076	525	8,257	2,614	48,045
2018	311	282	36,299	466	8,218	2,610	48,187
2019	365	291	36,678	514	8,277	2,587	48,713
2020	597	219	27,032	377	7,398	2,259	37,883
2021	435	243	31,063	424	8,745	2,500	43,410
2022	422	272	34,375	473	9,332	2,505	47,379
2023	403	273	35,372	454	9,489	2,431	48,421
2019-23 average	**444**	**260**	**32,904**	**448**	**8,648**	**2,456**	**45,161**

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 collision statistics and those used for the traffic estimates.
3. A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.

Vehicles involved in reported injury collisions, traffic volumes and vehicle involvement rates, by vehicle type and severity of collision
Years: 2012 to 2023, and 2014-18 and 2019-2023 averages

	Pedal cycle	Motorcycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious collisions						*per million vehicle kilometres*	
14-18 average	**0.93**	**1.54**	**0.08**	**0.23**	**0.03**	**0.05**	**0.09**
2012	**1.00**	**1.95**	**0.10**	**0.29**	**0.04**	**0.07**	**0.11**
2013	**0.96**	**1.56**	**0.09**	**0.25**	**0.03**	**0.06**	**0.10**
2014	**0.87**	**1.72**	**0.09**	**0.21**	**0.04**	**0.06**	**0.10**
2015	**0.92**	**1.48**	**0.09**	**0.20**	**0.04**	**0.06**	**0.10**
2016	**1.00**	**1.58**	**0.09**	**0.29**	**0.03**	**0.05**	**0.09**
2017	**1.01**	**1.45**	**0.08**	**0.20**	**0.03**	**0.04**	**0.08**
2018	**0.87**	**1.51**	**0.07**	**0.25**	**0.03**	**0.04**	**0.08**
2019	**0.70**	**1.22**	**0.07**	**0.17**	**0.03**	**0.04**	**0.08**
2020	**0.45**	**1.24**	**0.06**	**0.12**	**0.02**	**0.03**	**0.06**
2021	**0.49**	**1.30**	**0.06**	**0.14**	**0.02**	**0.03**	**0.06**
2022	**0.46**	**1.15**	**0.06**	**0.13**	**0.02**	**0.04**	**0.06**
2023	**0.45**	**1.18**	**0.06**	**0.17**	**0.02**	**0.03**	**0.06**
2019-23 average	**0.50**	**1.22**	**0.06**	**0.15**	**0.02**	**0.03**	**0.06**
(e) vehicle involvement rates: all severities of collision						*per million vehicle kilometres*	
14-18 average	**2.51**	**2.58**	**0.30**	**0.76**	**0.11**	**0.13**	**0.29**
2012	**2.90**	**3.37**	**0.37**	**0.94**	**0.13**	**0.18**	**0.38**
2013	**2.88**	**2.85**	**0.34**	**0.84**	**0.14**	**0.16**	**0.35**
2014	**2.58**	**2.93**	**0.34**	**0.78**	**0.13**	**0.17**	**0.34**
2015	**2.50**	**2.66**	**0.32**	**0.73**	**0.13**	**0.15**	**0.32**
2016	**2.79**	**2.73**	**0.32**	**0.87**	**0.12**	**0.13**	**0.31**
2017	**2.56**	**2.25**	**0.27**	**0.68**	**0.10**	**0.12**	**0.26**
2018	**2.12**	**2.33**	**0.24**	**0.71**	**0.09**	**0.10**	**0.24**
2019	**1.66**	**1.84**	**0.21**	**0.53**	**0.07**	**0.09**	**0.21**
2020	**1.05**	**1.94**	**0.18**	**0.34**	**0.05**	**0.06**	**0.18**
2021	**1.20**	**1.89**	**0.16**	**0.35**	**0.05**	**0.06**	**0.16**
2022	**1.17**	**1.74**	**0.15**	**0.33**	**0.05**	**0.07**	**0.15**
2023	**1.05**	**1.74**	**0.15**	**0.37**	**0.04**	**0.06**	**0.15**
2019-23 average	**1.20**	**1.83**	**0.17**	**0.39**	**0.05**	**0.07**	**0.17**

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 collision statistics and those used for the traffic estimates.

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

(a) Vehicles involved in reported injury collisions by manoeuvre and type of vehicle
Separately for built-up and non built-up roads
Years: 2019-2023 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	0	0	63	5	-	0	15	1	5	90
Parked	1	0	228	5	1	7	18	5	7	272
Slowing or stopping	7	12	181	7	1	23	11	3	5	250
Moving off	16	8	212	11	1	25	15	3	7	299
U turn	-	2	45	6	-	0	3	0	1	58
Turning/waiting turn left	14	9	165	8	0	7	15	4	8	229
Turning/waiting turn right	35	10	490	24	1	7	33	4	11	616
Changing lane	8	2	31	2	0	2	3	3	0	51
Overtaking	22	21	80	2	1	2	6	1	4	140
Going round bend	23	23	192	7	1	6	15	5	4	276
Waiting/going ahead	326	140	1,544	69	5	57	103	20	55	2,320
Total[(2)]	**453**	**227**	**3,232**	**146**	**11**	**136**	**237**	**49**	**110**	**4,600**
Non built-up										
Reversing	-	-	2	0	-	-	1	0	1	5
Parked	0	-	31	0	0	1	4	4	6	48
Slowing or stopping	3	11	155	2	1	1	14	6	5	197
Moving off	1	3	44	1	-	1	3	3	3	59
U turn	-	0	8	-	0	-	1	0	1	11
Turning/waiting turn left	2	6	38	0	0	1	3	1	3	54
Turning/waiting turn right	6	6	174	2	0	1	16	5	15	225
Changing lane	1	5	45	0	-	0	6	7	3	67
Overtaking	1	31	99	1	0	1	9	1	3	145
Going round bend	12	93	443	3	1	5	34	18	16	625
Waiting/going ahead	56	93	1,183	13	4	10	133	74	50	1,616
Total[(2)]	**82**	**248**	**2,223**	**23**	**7**	**20**	**224**	**121**	**106**	**3,053**
Total										
Reversing	0	0	65	5	-	0	16	1	6	94
Parked	2	0	259	5	1	9	22	9	13	320
Slowing or stopping	9	22	336	8	2	24	25	9	11	446
Moving off	17	11	256	12	1	25	18	7	10	358
U turn	-	2	53	6	0	0	4	1	2	69
Turning/waiting turn left	15	15	203	9	1	7	18	5	11	283
Turning/waiting turn right	41	16	665	26	1	8	48	9	27	841
Changing lane	8	7	76	2	0	2	9	9	3	118
Overtaking	23	52	179	3	1	3	15	2	7	285
Going round bend	35	116	636	10	2	10	49	23	20	901
Waiting/going ahead	382	233	2,727	83	10	67	235	95	105	3,936
Total[(2)]	**535**	**475**	**5,454**	**169**	**19**	**156**	**460**	**170**	**216**	**7,653**

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 collisions by junction detail and type of vehicle
Separately for built-up and non built-up roads
Years: 2019-2023 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	114	79	1,231	48	4	63	90	22	47	1,699
Roundabout	59	24	238	8	-	7	12	5	6	359
Mini roundabout	8	3	42	2	-	2	4	-	1	62
T/Y or staggered junction	151	70	899	45	4	33	74	10	26	1,312
Slip road	3	1	22	2	-	-	1	-	1	31
Crossroads	54	21	382	22	1	13	27	5	9	535
Multiple junction	15	7	81	6	-	4	7	1	5	126
Private drive	4	3	33	1	-	-	3	-	2	48
Other junction	45	19	303	13	1	12	18	4	13	428
Total[(2)]	**453**	**227**	**3,232**	**146**	**11**	**136**	**237**	**49**	**110**	**4,600**
Non built-up										
Over 20m from junction	51	170	1,504	15	4	13	156	94	72	2,080
Roundabout	9	13	99	1	-	2	11	6	4	144
Mini roundabout	-	-	1	-	-	-	-	-	-	1
T/Y or staggered junction	12	31	309	2	1	3	27	10	14	410
Slip road	-	4	59	1	-	1	6	3	2	77
Crossroads	4	6	81	2	-	-	8	2	4	106
Multiple junction	-	2	15	-	-	-	1	1	-	20
Private drive	3	6	39	-	-	-	6	1	3	58
Other junction	3	15	117	1	1	1	9	5	7	158
Total[(2)]	**82**	**248**	**2,223**	**23**	**7**	**20**	**224**	**121**	**106**	**3,053**
Total										
Over 20m from junction	165	249	2,735	63	8	76	246	116	119	3,778
Roundabout	67	37	336	9	1	9	23	11	10	503
Mini roundabout	8	3	43	2	-	2	4	-	1	63
T/Y or staggered junction	163	101	1,208	47	5	37	101	20	39	1,722
Slip road	3	5	81	3	1	1	7	3	3	107
Crossroads	58	27	463	23	1	14	35	7	13	641
Multiple junction	16	9	96	6	-	4	8	2	5	146
Private drive	7	9	72	1	-	-	9	2	5	105
Other junction	48	34	420	14	2	13	27	9	20	586
Total[(2)]	**535**	**475**	**5,454**	**169**	**19**	**156**	**460**	**170**	**216**	**7,653**

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

Cars involved in in reported injury collisions by manoeuvre and type of collision 1
Separately for built-up and non built-up roads
Years: 2019-2023 average

	Type of collision					Type of collision				
	Single vehicle	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**	**Single vehicle**	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**
					numbers					*percentages*
Built-up										
Reversing	2	39	19	3	63	1	6	1	1	2
Parked	2	2	102	122	228	1	0	5	24	7
Slowing or stopping	4	28	109	40	181	3	5	6	8	6
Moving off	6	45	145	16	212	4	7	7	3	7
U Turn	1	3	40	1	45	1	1	2	0	1
Turning/wtg turn left	10	30	113	11	165	7	5	6	2	5
Turning/wtg turn right	8	73	368	41	490	5	12	19	8	15
Changing lane	1	2	24	4	31	1	0	1	1	1
Overtaking	1	15	54	10	80	1	3	3	2	3
Going round bend	44	26	110	12	192	30	4	6	2	6
Going/waiting go ahead	69	352	869	254	1,544	47	57	45	49	48
Total	**149**	**616**	**1,953**	**515**	**3,232**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	-	1	1	-	2	-	2	0	-	0
Parked	1	-	15	15	31	0	1	1	3	1
Slowing or stopping	4	1	75	75	155	1	4	6	13	7
Moving off	1	1	39	3	44	0	3	3	1	2
U Turn	-	-	8	-	8	0	-	1	0	0
Turning/wtg turn left	8	1	25	4	38	2	2	2	1	2
Turning/wtg turn right	8	1	138	28	174	2	2	12	5	8
Changing lane	4	-	27	13	45	1	1	2	2	2
Overtaking	6	1	62	29	99	2	3	5	5	4
Going round bend	180	5	205	52	443	45	15	17	9	20
Going/waiting go ahead	192	24	591	376	1,183	47	67	50	63	53
Total	**404**	**36**	**1,187**	**596**	**2,223**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	2	39	20	3	65	0	6	1	0	1
Parked	3	3	117	137	259	1	0	4	12	5
Slowing or stopping	8	30	184	115	336	1	5	6	10	6
Moving off	7	46	184	19	256	1	7	6	2	5
U Turn	1	3	48	1	53	0	1	2	0	1
Turning/wtg turn left	18	31	138	16	203	3	5	4	1	4
Turning/wtg turn right	16	74	506	69	665	3	11	16	6	12
Changing lane	5	2	52	17	76	1	0	2	2	1
Overtaking	8	16	116	39	179	1	3	4	4	3
Going round bend	225	31	315	65	636	41	5	10	6	12
Going/waiting go ahead	261	376	1,460	629	2,727	47	58	47	57	50
Total	**553**	**651**	**3,139**	**1,110**	**5,454**	**100**	**100**	**100**	**100**	**100**

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

Estimated distance between the home of the driver or rider and the location of the injury collision by type of vehicle and police force area in which the reported collision occurred 1
Year: 2023

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider							
Postcode, invalid or not known	5	3	-	9	-	9	28
Driver from elsewhere in the UK	-	2	-	-	1	-	-
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	1
Up to 2 km	7	16	3	6	7	2	43
Over 2 up to 5 km	3	6	1	5	-	2	26
Over 5 up to 10 km	2	1	1	4	-	2	16
Over 10 up to 20 km	1	2	-	2	-	3	3
Over 20 up to 50 km	1	-	1	1	1	-	-
Over 50 km	-	1	-	-	-	1	2
Total	**19**	**31**	**6**	**27**	**9**	**19**	**119**
Motorcycle rider							
Postcode, invalid or not known	8	4	7	3	-	6	8
Driver from elsewhere in the UK	2	2	4	2	5	1	-
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	4	7	4	3	1	3	12
Over 2 up to 5 km	6	11	2	2	1	5	8
Over 5 up to 10 km	8	9	1	2	2	5	3
Over 10 up to 20 km	8	10	1	6	-	4	5
Over 20 up to 50 km	3	4	1	5	1	5	5
Over 50 km	2	6	7	2	4	1	1
Total	**41**	**53**	**27**	**25**	**14**	**30**	**42**
Car driver							
Postcode, invalid or not known	62	63	40	51	4	77	124
Driver from elsewhere in the UK	6	12	12	7	16	4	11
Scottish driver, distance not known [4]	-	1	-	-	-	1	-
Vehicle parked and unattended	3	16	2	5	4	8	45
Up to 2 km	56	97	31	71	46	59	200
Over 2 up to 5 km	61	58	23	49	40	47	154
Over 5 up to 10 km	67	56	20	37	30	33	165
Over 10 up to 20 km	36	57	18	18	34	54	96
Over 20 up to 50 km	40	45	21	31	35	31	30
Over 50 km	28	46	23	13	14	16	9
Total	**359**	**451**	**190**	**282**	**223**	**330**	**834**
Other driver or rider [2]							
Postcode, invalid or not known	12	14	7	12	8	25	41
Driver from elsewhere in the UK	3	8	1	2	8	5	5
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	1	1	-	-	1	-	8
Up to 2 km	4	10	4	3	5	6	29
Over 2 up to 5 km	6	8	3	8	2	10	31
Over 5 up to 10 km	6	8	4	7	4	6	39
Over 10 up to 20 km	8	13	1	4	6	10	29
Over 20 up to 50 km	12	14	1	8	8	10	16
Over 50 km	11	19	11	7	6	1	3
Total	**63**	**95**	**32**	**51**	**48**	**73**	**201**
All drivers and riders							
Postcode, invalid or not known	87	84	54	75	12	117	201
Driver from elsewhere in the UK	11	24	17	11	30	10	16
Scottish driver, distance not known [4]	-	1	-	-	-	1	-
Vehicle parked and unattended	4	17	2	5	5	8	54
Up to 2 km	71	130	42	83	59	70	284
Over 2 up to 5 km	76	83	29	64	43	64	219
Over 5 up to 10 km	83	74	26	50	36	46	223
Over 10 up to 20 km	53	82	20	30	40	71	133
Over 20 up to 50 km	56	63	24	45	45	46	51
Over 50 km	41	72	41	22	24	19	15
Total	**482**	**630**	**255**	**385**	**294**	**452**	**1,196**

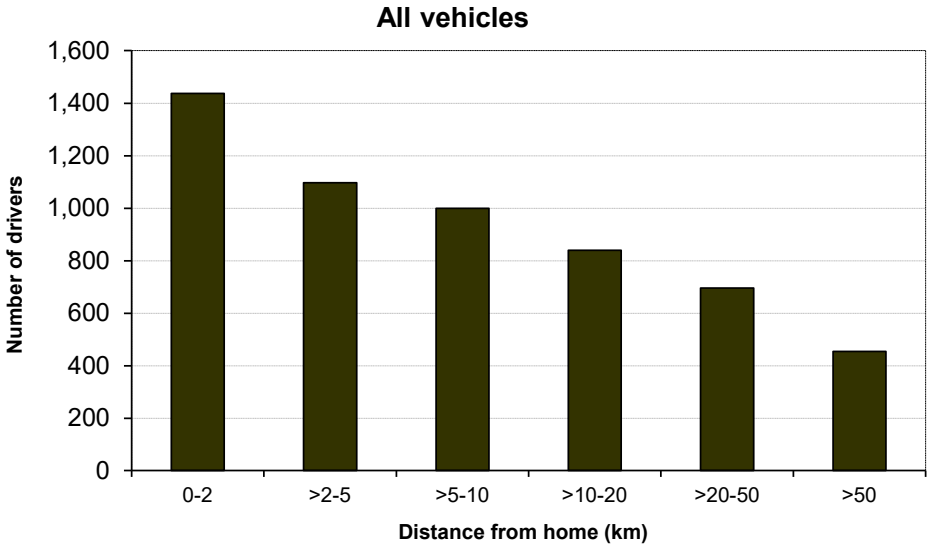
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

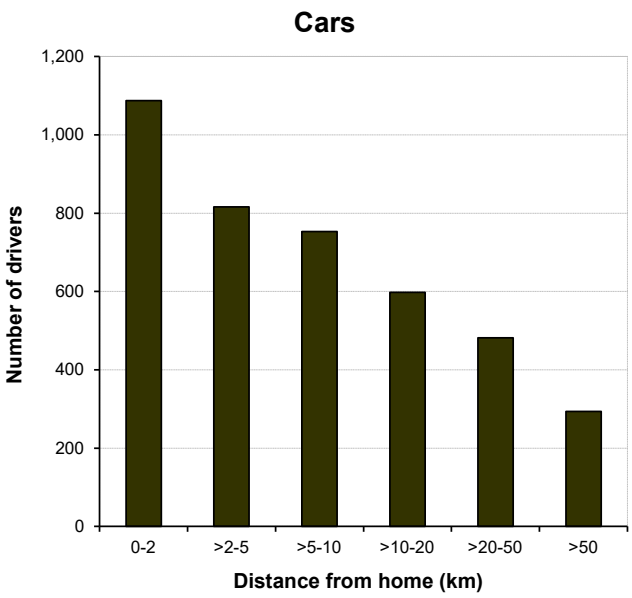
Estimated distance between the home of the driver or rider and the location of the injury collision by type of vehicle and police force area in which the reported collision occurred 1
Year: 2023

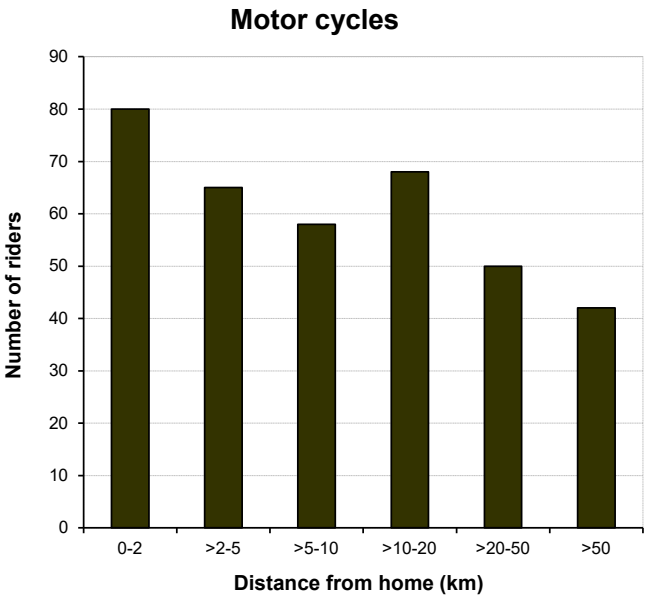
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	13	30	4	1	3	5	110
Driver from elsewhere in the UK	-	2	3	1	-	-	9
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	1
Up to 2 km	10	19	5	5	2	15	140
Over 2 up to 5 km	4	18	7	1	3	6	82
Over 5 up to 10 km	6	8	3	1	1	5	50
Over 10 up to 20 km	3	2	-	1	1	2	20
Over 20 up to 50 km	2	1	-	-	-	-	7
Over 50 km	-	-	1	-	-	-	5
Total	**38**	**80**	**23**	**10**	**10**	**33**	**424**
Motorcycle rider							
Postcode, invalid or not known	6	8	11	6	3	7	77
Driver from elsewhere in the UK	7	-	11	-	-	1	35
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	10	12	3	7	4	10	80
Over 2 up to 5 km	10	7	1	3	3	6	65
Over 5 up to 10 km	6	7	3	2	4	6	58
Over 10 up to 20 km	11	5	4	4	-	10	68
Over 20 up to 50 km	8	1	3	4	1	9	50
Over 50 km	2	1	14	-	-	2	42
Total	**60**	**41**	**50**	**26**	**15**	**51**	**475**
Car driver							
Postcode, invalid or not known	89	109	75	67	28	136	925
Driver from elsewhere in the UK	19	7	27	7	-	12	140
Scottish driver, distance not known [4]	-	-	-	-	-	2	4
Vehicle parked and unattended	13	13	3	11	4	22	149
Up to 2 km	106	100	43	72	56	151	1,088
Over 2 up to 5 km	85	74	29	55	27	114	816
Over 5 up to 10 km	63	45	45	73	28	91	753
Over 10 up to 20 km	58	51	43	41	22	70	598
Over 20 up to 50 km	59	41	48	37	12	52	482
Over 50 km	17	28	65	10	3	22	294
Total	**509**	**468**	**378**	**373**	**180**	**672**	**5,249**
Other driver or rider [2]							
Postcode, invalid or not known	23	47	12	19	7	32	259
Driver from elsewhere in the UK	8	4	2	2	-	7	55
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	2	2	3	-	-	3	21
Up to 2 km	15	23	4	9	4	14	130
Over 2 up to 5 km	4	28	8	6	8	12	134
Over 5 up to 10 km	7	26	5	6	5	16	139
Over 10 up to 20 km	10	29	7	8	7	22	154
Over 20 up to 50 km	19	24	14	8	7	16	157
Over 50 km	7	10	21	7	1	10	114
Total	**95**	**193**	**76**	**65**	**39**	**132**	**1,163**
All drivers and riders							
Postcode, invalid or not known	131	194	102	93	41	180	1,371
Driver from elsewhere in the UK	34	13	43	10	-	20	239
Scottish driver, distance not known [4]	-	-	-	-	-	2	4
Vehicle parked and unattended	15	15	6	11	4	25	171
Up to 2 km	141	154	55	93	66	190	1,438
Over 2 up to 5 km	103	127	45	65	41	138	1,097
Over 5 up to 10 km	82	86	56	82	38	118	1,000
Over 10 up to 20 km	82	87	54	54	30	104	840
Over 20 up to 50 km	88	67	65	49	20	77	696
Over 50 km	26	39	101	17	4	34	455
Total	**702**	**782**	**527**	**474**	**244**	**888**	**7,311**

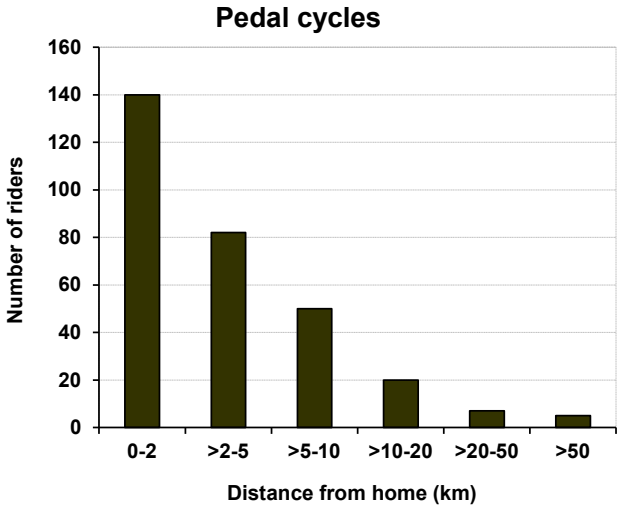
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

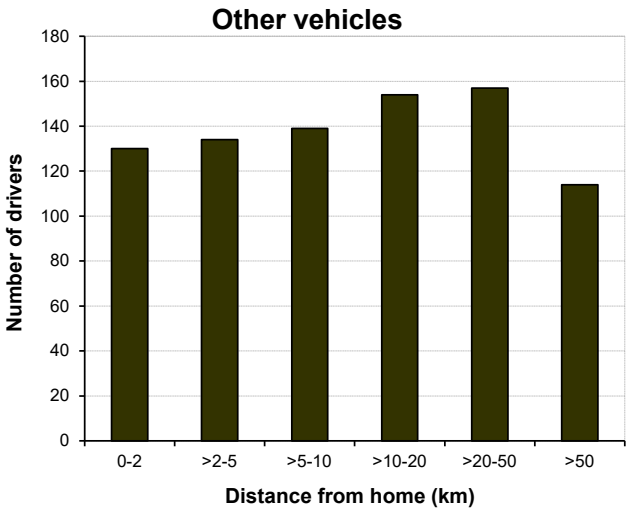
Estimated distance between the home of the driver or rider and the location of the reported injury collision by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2023











Cars drivers involved in reported injury collisions by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2019-2023 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	8	10	27	15	3	63	2	2	2	3	1	2
Parked	9	13	36	12	158	228	2	2	3	2	72	7
Slowing or stopping	29	39	78	30	4	181	5	6	6	5	2	6
Moving off	34	44	83	45	6	212	6	7	7	8	3	7
U Turn	9	8	16	11	1	45	2	1	1	2	1	1
Turning/wtg turn left	32	31	70	29	3	165	6	5	6	5	1	5
Turning/wtg turn right	80	95	204	103	7	490	15	15	16	18	3	15
Changing lane	5	6	12	6	2	31	1	1	1	1	1	1
Overtaking	17	18	24	17	4	80	3	3	2	3	2	3
Going round bend	47	43	71	30	2	192	9	7	6	5	1	6
Going/wtg go ahead	272	317	637	289	29	1,544	50	51	51	49	13	48
Total[(1)]	**541**	**624**	**1,260**	**588**	**218**	**3,232**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	0	1	1	0	0	2	0	0	0	0	0	0
Parked	3	4	12	4	8	31	1	1	1	1	39	1
Slowing or stopping	26	33	70	25	1	155	5	8	8	6	7	7
Moving off	7	8	15	14	0	44	2	2	2	3	1	2
U Turn	0	1	3	4	0	8	0	0	0	1	0	0
Turning/wtg turn left	9	9	12	9	0	38	2	2	1	2	0	2
Turning/wtg turn right	31	28	67	48	0	174	7	7	8	11	2	8
Changing lane	11	10	16	7	0	45	2	2	2	2	2	2
Overtaking	24	19	38	16	1	99	5	5	4	4	7	4
Going round bend	129	79	158	76	1	443	28	19	18	18	5	20
Going/wtg go ahead	229	227	492	228	7	1,183	49	54	56	53	36	53
Total[(1)]	**470**	**417**	**883**	**432**	**20**	**2,223**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	8	10	27	16	3	65	1	1	1	2	1	1
Parked	11	17	49	16	166	259	1	2	2	2	70	5
Slowing or stopping	55	72	148	56	5	336	5	7	7	6	2	6
Moving off	41	52	98	59	6	256	4	5	5	6	3	5
U Turn	10	9	19	15	1	53	1	1	1	2	0	1
Turning/wtg turn left	40	40	82	38	3	203	4	4	4	4	1	4
Turning/wtg turn right	111	123	271	151	7	665	11	12	13	15	3	12
Changing lane	16	16	28	13	2	76	2	2	1	1	1	1
Overtaking	42	37	62	33	5	179	4	4	3	3	2	3
Going round bend	176	122	228	106	3	636	17	12	11	10	1	12
Going/wtg go ahead	501	544	1,129	517	36	2,727	50	52	53	51	15	50
Total[(1)]	**1,011**	**1,042**	**2,143**	**1,020**	**239**	**5,454**	**100**	**100**	**100**	**100**	**100**	**100**

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

Table 18a **CAR DRIVERS**

Car drivers involved in reported injury collisions by age and severity of collision
Years:2014-18 and 2019-23 ave and 2013 to 2023

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**2014-18 average**	**34**	**30**	**64**	**41**	**172**	**19.9**	**17.3**	**37.4**	**24.0**	100
	2013	32	29	70	45	182	17.6	15.9	38.5	24.7	100
	2014	42	20	81	46	193	21.8	10.4	42.0	23.8	100
	2015	37	36	55	32	161	23.0	22.4	34.2	19.9	100
	2016	40	44	73	46	204	19.6	21.6	35.8	22.5	100
	2017	25	27	55	40	149	16.8	18.1	36.9	26.8	100
	2018	27	22	58	43	154	17.5	14.3	37.7	27.9	100
	2019	27	20	60	63	176	15.3	11.4	34.1	35.8	100
	2020	27	23	60	33	154	17.5	14.9	39	21.4	100
	2021	24	17	51	31	127	18.9	13.4	40.2	24.4	100
	2022	21	34	52	56	166	12.7	20.5	31.3	33.7	100
	2023	27	22	52	35	139	19.4	15.8	37.4	25.2	100
	2019 to 2023 average	**25**	**23**	**55**	**44**	**152**	**16.5**	**15.2**	**36.1**	**28.6**	100
Adjusted serious	**2014-18 average**	**514**	**476**	**1,050**	**510**	**2,674**	**19.2**	**17.8**	**39.3**	**19.1**	100
	2013	524	461	1,136	502	2,701	19.4	17.1	42.1	18.6	100
	2014	566	478	1,108	524	2,765	20.5	17.3	40.1	19.0	100
	2015	546	541	1,104	494	2,775	19.7	19.5	39.8	17.8	100
	2016	551	466	1,091	545	2,806	19.6	16.6	38.9	19.4	100
	2017	485	466	982	472	2,548	19.1	18.3	38.6	18.5	100
	2018	424	428	966	513	2,474	17.1	17.3	39.0	20.8	100
	2019	407	405	904	513	2,341	17.4	17.3	38.6	21.9	100
	2020	296	269	516	265	1,396	21.2	19.3	37.0	19.0	100
	2021	286	278	625	315	1,564	18.3	17.8	40.0	20.1	100
	2022	293	294	607	405	1,688	17.4	17.4	36.0	24.0	100
	2023	327	330	738	437	1,910	17.1	17.3	38.6	22.9	100
	2019 to 2023 average	**322**	**315**	**678**	**387**	**1,780**	**18**	**18**	**38**	**22**	**100**
Adjusted slight	**2014-18 average**	**1,429**	**1,413**	**3,031**	**1,054**	**7,308**	**19.6**	**19.3**	**41.5**	**14.4**	100
	2013	1,659	1,639	3,654	1,154	8,321	19.9	19.7	43.9	13.9	100
	2014	1,631	1,608	3,544	1,151	8,193	19.9	19.6	43.3	14.0	100
	2015	1,594	1,610	3,354	1,115	7,969	20.0	20.2	42.1	14.0	100
	2016	1,563	1,525	3,346	1,140	8,046	19.4	18.9	41.6	14.2	100
	2017	1,295	1,238	2,660	967	6,627	19.5	18.7	40.1	14.6	100
	2018	1,064	1,086	2,251	897	5,707	18.6	19.0	39.4	15.7	100
	2019	889	970	1,952	765	4,850	18.3	20.0	40.3	15.8	100
	2020	627	672	1,237	483	3,120	20.1	21.5	39.6	15.5	100
	2021	582	647	1,203	531	3,094	18.8	20.9	38.9	17.2	100
	2022	598	615	1,319	556	3,223	18.6	19.1	40.9	17.3	100
	2023	609	587	1,300	585	3,200	19.0	18.3	40.6	18.3	100
	2019 to 2023 average	**661**	**698**	**1,402**	**584**	**3,497**	**19**	**20**	**40**	**17**	**100**
Total	**2014-18 average**	**1,987**	**1,927**	**4,162**	**1,611**	**10,196**	**19.5**	**18.9**	**40.8**	**15.8**	100
	2013	2,220	2,131	4,865	1,704	11,220	19.8	19.0	43.4	15.2	100
	2014	2,247	2,116	4,749	1,727	11,191	20.1	18.9	42.4	15.4	100
	2015	2,184	2,192	4,524	1,645	10,935	20.0	20.0	41.4	15.0	100
	2016	2,162	2,038	4,517	1,733	11,077	19.5	18.4	40.8	15.6	100
	2017	1,821	1,745	3,728	1,495	9,406	19.4	18.6	39.6	15.9	100
	2018	1,522	1,545	3,291	1,456	8,373	18.2	18.5	39.3	17.4	100
	2019	1,340	1,420	2,955	1,367	7,490	17.9	19.0	39.5	18.3	100
	2020	950	964	1,813	781	4,670	20.3	20.6	38.8	16.7	100
	2021	892	942	1,879	877	4,785	18.6	19.7	39.3	18.3	100
	2022	912	943	1,978	1,017	5,077	18.0	18.6	39.0	20.0	100
	2023	963	939	2,090	1,057	5,249	18.3	17.9	39.8	20.1	100
	2019 to 2023 average	**1,011**	**1,042**	**2,143**	**1,020**	**5,454**	**18.5**	**19.1**	**39.3**	**18.7**	100

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

Car drivers involved in reported injury collisions by age and sex 1
Years:2014-18 and 2019-23 ave and 2013 to 2023

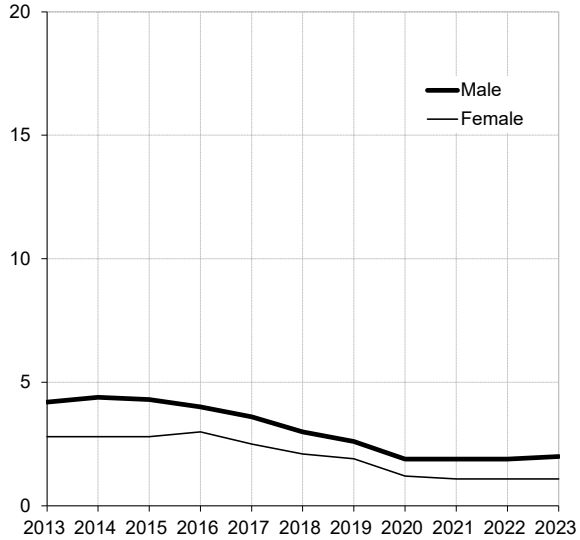
	Year	Numbers					Rates per thousand population [5]				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2014-18 average**	**1,174**	**1,105**	**2,342**	**1,032**	**5,741**	**3.9**	**3.5**	**2.5**	**1.4**	**2.5**
	2013	1,314	1,125	2,758	1,105	6,341	4.2	3.6	2.9	1.6	2.8
	2014	1,355	1,161	2,653	1,110	6,331	4.4	3.7	2.8	1.6	2.8
	2015	1,307	1,231	2,551	1,059	6,194	4.3	3.9	2.7	1.5	2.7
	2016	1,226	1,198	2,499	1,109	6,127	4.0	3.8	2.6	1.5	2.6
	2017	1,081	1,027	2,104	945	5,250	3.6	3.2	2.2	1.3	2.2
	2018	902	908	1,902	935	4,804	3.0	2.8	2.0	1.3	2.0
	2019	762	817	1,705	857	4,194	2.6	2.5	1.8	1.1	1.8
	2020	565	564	1,101	525	2,768	1.9	1.8	1.2	0.7	1.2
	2021	543	591	1,092	570	2,804	1.9	1.8	1.2	0.7	1.2
	2022	572	566	1,140	644	2,934	1.9	1.8	1.2	0.8	1.2
	2023	608	513	1,216	649	2,994	2.0	1.6	1.3	0.8	1.3
	2019 to 2023 average	**610**	**610**	**1,251**	**649**	**3,139**	**2.1**	**1.9**	**1.3**	**0.8**	**1.3**
Female	**2014-18 average**	**792**	**773**	**1,766**	**577**	**3,936**	**2.6**	**2.5**	**2.0**	**1.0**	**1.9**
	2013	882	892	1,987	598	4,376	2.8	3.0	2.2	1.0	2.1
	2014	870	857	1,989	616	4,350	2.8	2.8	2.2	1.1	2.1
	2015	845	853	1,899	582	4,201	2.8	2.8	2.1	1.0	2.0
	2016	903	817	1,967	618	4,344	3.0	2.7	2.2	1.0	2.0
	2017	734	708	1,602	547	3,632	2.5	2.3	1.8	0.9	1.7
	2018	607	631	1,372	520	3,154	2.1	2.0	1.5	0.8	1.5
	2019	551	592	1,239	506	2,903	1.9	1.9	1.4	0.8	1.4
	2020	352	389	699	243	1,684	1.2	1.3	0.8	0.4	0.8
	2021	320	340	772	303	1,738	1.1	1.1	0.9	0.5	0.8
	2022	315	362	810	370	1,862	1.1	1.2	0.9	0.5	0.9
	2023	321	405	847	404	1,986	1.1	1.3	1.0	0.6	0.9
	2019 to 2023 average	**372**	**418**	**873**	**365**	**2,035**	**1.3**	**1.4**	**1.0**	**0.5**	**0.9**
Total [4]	**2014-18 average**	**1,987**	**1,927**	**4,162**	**1,611**	**10,196**	**3.3**	**3.1**	**2.3**	**1.2**	**2.2**
	2013	2,220	2,131	4,865	1,704	11,220	3.6	3.5	2.6	1.3	2.5
	2014	2,247	2,116	4,749	1,727	11,191	3.7	3.4	2.6	1.3	2.5
	2015	2,184	2,192	4,524	1,645	10,935	3.6	3.5	2.5	1.3	2.4
	2016	2,162	2,038	4,517	1,733	11,077	3.6	3.3	2.4	1.3	2.4
	2017	1,821	1,745	3,728	1,495	9,406	3.0	2.8	2.0	1.1	2.0
	2018	1,522	1,545	3,291	1,456	8,373	2.6	2.4	1.8	1.1	1.8
	2019	1,341	1,420	2,955	1,367	7,490	2.3	2.2	1.6	1.0	1.6
	2020	951	964	1,812	781	4,669	1.6	1.5	1.0	0.6	1.0
	2021	890	943	1,879	877	4,784	1.5	1.5	1.0	0.6	1.0
	2022	912	943	1,978	1,017	5,077	1.5	1.5	1.1	0.7	1.1
	2023	962	935	2,091	1,056	5,249	1.6	1.5	1.2	0.7	1.1
	2019 to 2023 average	**1,011**	**1,041**	**2,143**	**1,020**	**5,454**	**1.7**	**1.7**	**1.2**	**0.7**	**1.2**
Male	**2014-18 average**	**1.5**	**1.4**	**1.3**	**1.8**	**1.5**	**1.5**	**1.4**	**1.3**	**1.4**	**1.3**
Female	2013	1.5	1.3	1.4	1.8	1.4	1.5	1.2	1.3	1.6	1.3
Ratio	2014	1.6	1.4	1.3	1.8	1.5	1.6	1.3	1.3	1.5	1.3
	2015	1.5	1.4	1.3	1.8	1.5	1.5	1.4	1.3	1.5	1.4
	2016	1.4	1.5	1.3	1.8	1.4	1.3	1.4	1.2	1.5	1.3
	2017	1.5	1.5	1.3	1.7	1.4	1.4	1.4	1.2	1.4	1.3
	2018	1.5	1.4	1.4	1.8	1.5	1.4	1.4	1.3	1.6	1.3
	2019	1.4	1.4	1.4	1.7	1.4	1.4	1.3	1.3	1.4	1.3
	2020	1.6	1.4	1.6	2.2	1.6	1.6	1.4	1.5	1.8	1.5
	2021	1.7	1.7	1.4	1.9	1.6	1.7	1.6	1.3	1.4	1.5
	2022	1.8	1.6	1.4	1.7	1.6	1.7	1.5	1.3	1.6	1.3
	2023	1.9	1.3	1.4	1.6	1.5	1.8	1.2	1.3	1.3	1.4
	2019 to 2023 average	**1.6**	**1.5**	**1.4**	**1.8**	**1.5**	**1.6**	**1.4**	**1.3**	**1.6**	**1.4**

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 collision.
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 collisions by age and sex
Years: 2012 to 2022

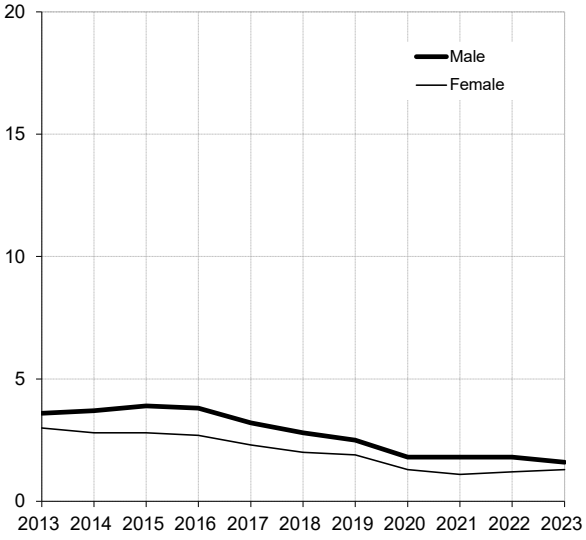
(a) 17-25

Rate per thousand population



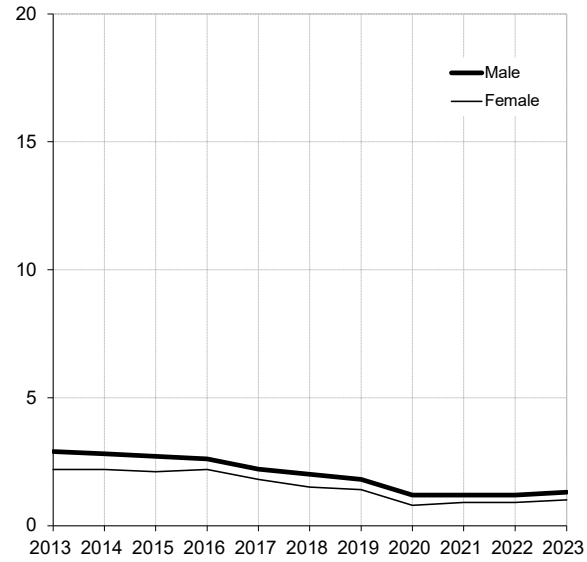
(b) 26-34

Rate per thousand population



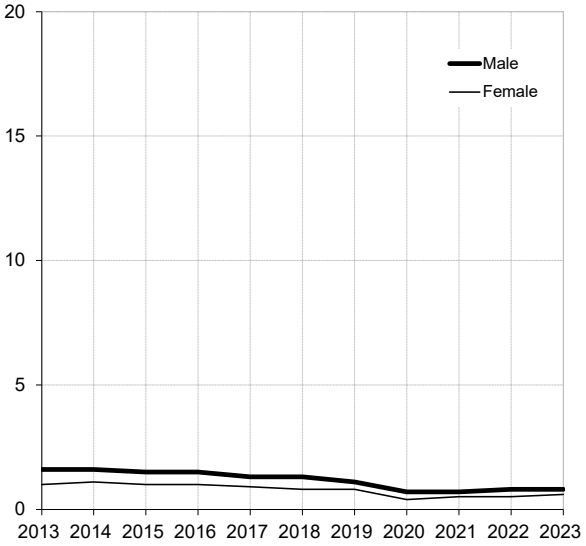
(c) 35-59

Rate per thousand population



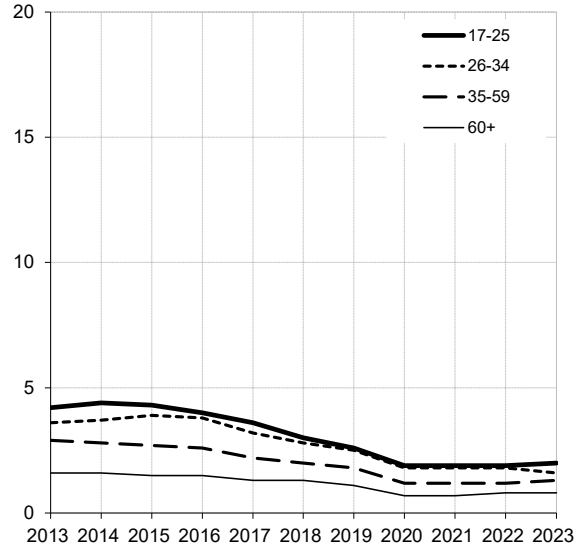
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

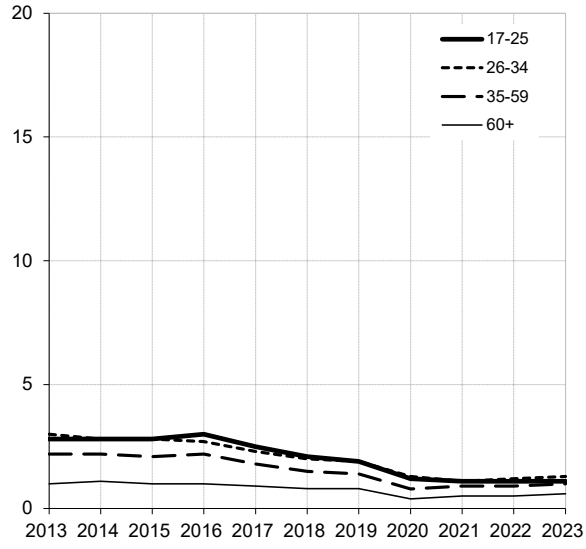


Table 19
Motorists involved in collisions by police force division 1
Years:2014-18 and 2019-23 ave and 2019 to 2023

	North East [2]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow	Lothians & Borders Scottish	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Motorists involved														
14-18 ave	**933**	**745**	**483**	**753**	**446**	**865**	**2,215**	**1,410**	**1,613**	**695**	**655**	**610**	**1,540**	**12,962**
2019	630	598	347	491	320	592	1,706	976	1,101	665	502	454	1,197	9,579
2020	350	621	199	309	194	400	1,070	604	616	375	383	255	680	6,056
2021	379	631	211	320	224	392	1,039	774	705	405	361	241	646	6,328
2022	386	630	193	333	312	426	1,089	803	756	406	409	244	749	6,736
2023	463	599	249	358	285	432	1,077	663	702	504	464	234	855	6,885
19-23 ave	**442**	**616**	**240**	**362**	**267**	**448**	**1,196**	**764**	**776**	**471**	**424**	**286**	**825**	**7,117**
Breath test requested														
14-18 ave	**446**	**555**	**251**	**476**	**322**	**489**	**982**	**914**	**889**	**435**	**442**	**291**	**793**	**7,286**
2019	280	409	169	278	217	320	584	609	593	404	332	187	559	4,941
2020	190	369	126	158	135	214	357	384	350	248	212	116	294	3,153
2021	187	354	113	178	150	171	369	444	379	227	206	88	318	3,184
2022	239	450	99	182	195	251	413	545	431	267	254	93	393	3,812
2023	279	427	156	200	219	258	459	392	383	353	319	113	428	3,986
19-23 ave	**235**	**402**	**133**	**199**	**183**	**243**	**436**	**475**	**427**	**300**	**265**	**119**	**398**	**3,815**
Positive/refused														
14-18 ave	**19**	**19**	**8**	**15**	**7**	**13**	**29**	**22**	**15**	**13**	**12**	**12**	**28**	**214**
2019	10	15	5	9	12	9	22	16	7	20	6	7	30	168
2020	6	17	1	7	6	4	18	16	14	14	12	8	10	133
2021	5	16	3	6	5	8	15	14	14	5	3	4	14	112
2022	10	12	3	2	9	16	19	24	11	7	7	9	19	148
2023	10	16	4	6	8	23	21	19	11	15	11	3	18	165
19-23 ave	**8**	**15**	**3**	**6**	**8**	**12**	**19**	**18**	**11**	**12**	**8**	**6**	**18**	**145**
Breath test requested as a percent of those involved														
14-18 ave	**47.8**	**74.6**	**52.0**	**63.2**	**72.2**	**56.5**	**44.4**	**64.9**	**55.1**	**62.5**	**67.5**	**47.7**	**51.5**	**56.2**
2019	44.4	68.4	48.7	56.6	67.8	54.1	34.2	62.4	53.9	60.8	66.1	41.2	46.7	51.6
2020	54.3	59.4	63.3	51.1	69.6	53.5	33.4	63.6	56.8	66.1	55.4	45.5	43.2	52.1
2021	49.3	56.1	53.6	55.6	67.0	43.6	35.5	57.4	53.8	56.0	57.1	36.5	49.2	50.3
2022	61.9	71.4	51.3	54.7	62.5	58.9	37.9	67.9	57.0	65.8	62.1	38.1	52.5	56.6
2023	60.3	71.3	62.7	55.9	76.8	59.7	42.6	59.1	54.6	70.0	68.8	48.3	50.1	57.9
19-23 ave	**53.2**	**65.2**	**55.3**	**55.0**	**68.6**	**54.1**	**36.5**	**62.1**	**55.1**	**63.7**	**62.4**	**41.8**	**48.3**	**53.6**
Positive/refused as a percent of motorists involved														
14-18 ave	**2.0**	**2.5**	**1.7**	**2.0**	**1.6**	**1.5**	**1.3**	**1.6**	**1.0**	**1.9**	**1.9**	**2.0**	**1.8**	**1.6**
2019	1.6	2.5	1.4	1.8	3.8	1.5	1.3	1.6	0.6	3.0	1.2	1.5	2.5	1.8
2020	1.7	2.7	0.5	2.3	3.1	1.0	1.7	2.6	2.3	3.7	3.1	3.1	1.5	2.2
2021	1.3	2.5	1.4	1.9	2.2	2.0	1.4	1.8	2.0	1.2	0.8	1.7	2.2	1.8
2022	2.6	1.9	1.6	0.6	2.9	3.8	1.7	3.0	1.5	1.7	1.7	3.7	2.5	2.2
2023	2.2	2.7	1.6	1.7	2.8	5.3	1.9	2.9	1.6	3.0	2.4	1.3	2.1	2.4
19-23 ave	**1.9**	**2.5**	**1.3**	**1.7**	**3.0**	**2.7**	**1.6**	**2.3**	**1.5**	**2.6**	**1.8**	**2.2**	**2.2**	**2.0**
Positive/refused as a percent of those where breath test requested														
14-18 ave	**4.3**	**3.4**	**3.3**	**3.2**	**2.2**	**2.7**	**3.0**	**2.4**	**1.7**	**3.0**	**2.8**	**4.1**	**3.5**	**2.9**
2019	3.6	3.7	3.0	3.2	5.5	2.8	3.8	2.6	1.2	5.0	1.8	3.7	5.4	3.4
2020	3.2	4.6	0.8	4.4	4.4	1.9	5.0	4.2	4.0	5.6	5.7	6.9	3.4	4.2
2021	2.7	4.5	2.7	3.4	3.3	4.7	4.1	3.2	3.7	2.2	1.5	4.5	4.4	3.5
2022	4.2	2.7	3.0	1.1	4.6	6.4	4.6	4.4	2.6	2.6	2.8	9.7	4.8	3.9
2023	3.6	3.7	2.6	3.0	3.7	8.9	4.6	4.8	2.9	4.2	3.4	2.7	4.2	4.1
19-23 ave	**3.5**	**3.8**	**2.4**	**3.0**	**4.4**	**4.9**	**4.4**	**3.7**	**2.7**	**4.1**	**2.9**	**5.2**	**4.6**	**3.8**

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

Motorists involved in reported injury collisions, breath tested and breath test results, by day and time, 2019-2023 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	17	21	38	61	187
	03-06	11	14	18	25	102
	06-09	139	131	48	34	769
	09-12	161	167	151	100	1,063
	12-15	194	297	247	193	1,512
	15-18	303	335	213	180	1,942
	18-21	150	176	152	136	1,064
	21-24	62	81	88	61	477
	Total	**1,038**	**1,221**	**955**	**790**	**7,117**
Breath test requested	00-03	9	13	21	36	106
	03-06	6	8	11	12	56
	06-09	76	70	28	20	423
	09-12	87	94	84	59	585
	12-15	103	160	125	102	798
	15-18	158	171	118	97	1,017
	18-21	79	99	82	74	570
	21-24	34	46	50	30	261
	Total	**551**	**663**	**519**	**430**	**3,815**
Positive/refused	00-03	2	5	6	9	27
	03-06	1	1	2	3	9
	06-09	1	1	2	2	11
	09-12	1	2	2	2	9
	12-15	2	2	2	4	14
	15-18	3	3	5	3	22
	18-21	3	4	5	6	27
	21-24	2	6	7	4	27
	Total	**14**	**24**	**32**	**33**	**145**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	55	63	56	58	57
	03-06	55	58	59	48	54
	06-09	55	54	59	59	55
	09-12	54	56	56	59	55
	12-15	53	54	51	53	53
	15-18	52	51	55	54	52
	18-21	52	56	54	55	54
	21-24	54	58	57	50	55
	Total	**53**	**54**	**54**	**54**	**54**
Positive/refused as a percentage of motorists involved	00-03	10	22	16	15	14
	03-06	7	9	9	13	9
	06-09	1	1	5	6	1
	09-12	1	1	1	2	1
	12-15	1	1	1	2	1
	15-18	1	1	3	2	1
	18-21	2	2	4	4	2
	21-24	4	8	8	7	6
	Total	**1**	**2**	**3**	**4**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	18	35	29	26	25
	03-06	12	15	15	26	16
	06-09	2	2	8	10	3
	09-12	1	2	3	3	2
	12-15	2	1	2	4	2
	15-18	2	2	5	3	2
	18-21	4	4	7	8	5
	21-24	7	13	13	15	10
	Total	**3**	**4**	**6**	**8**	**4**

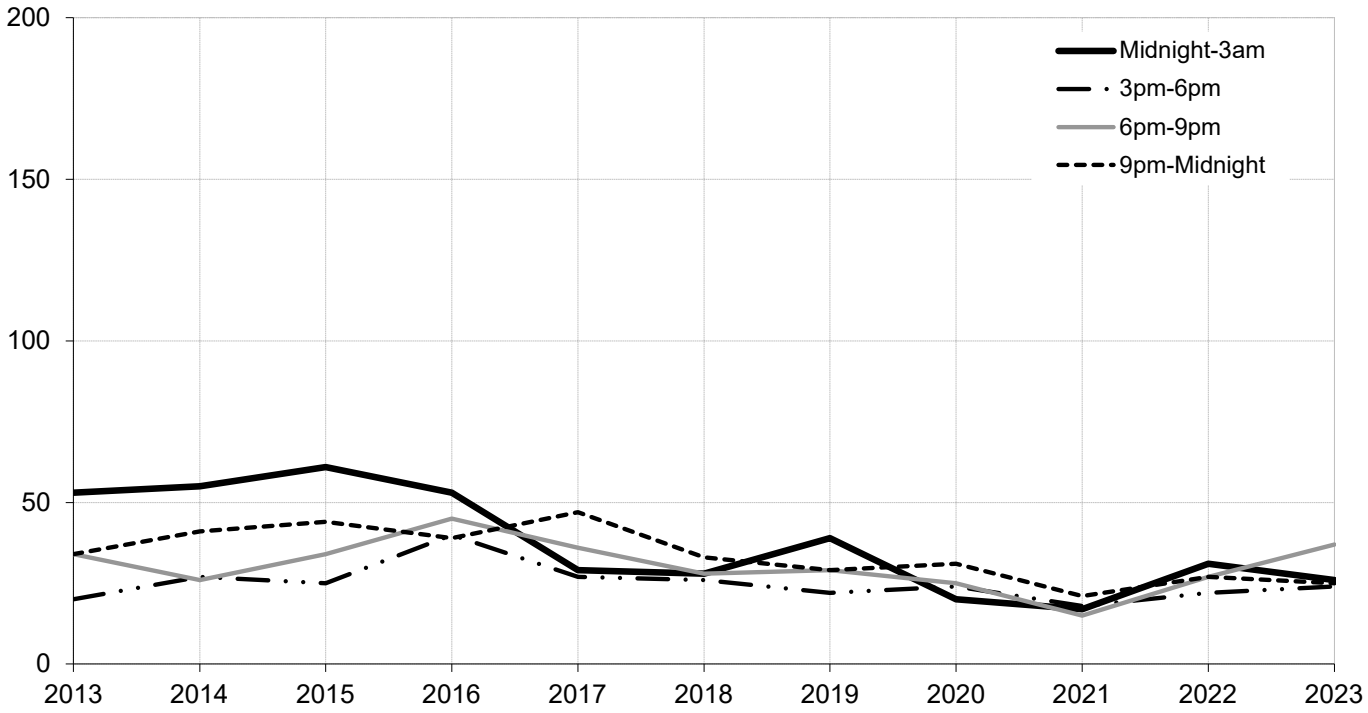
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road collisions, breath tested and breath test results, by time of day
Years: 2014-18 and 2019-23 averages, 2019 to 2023

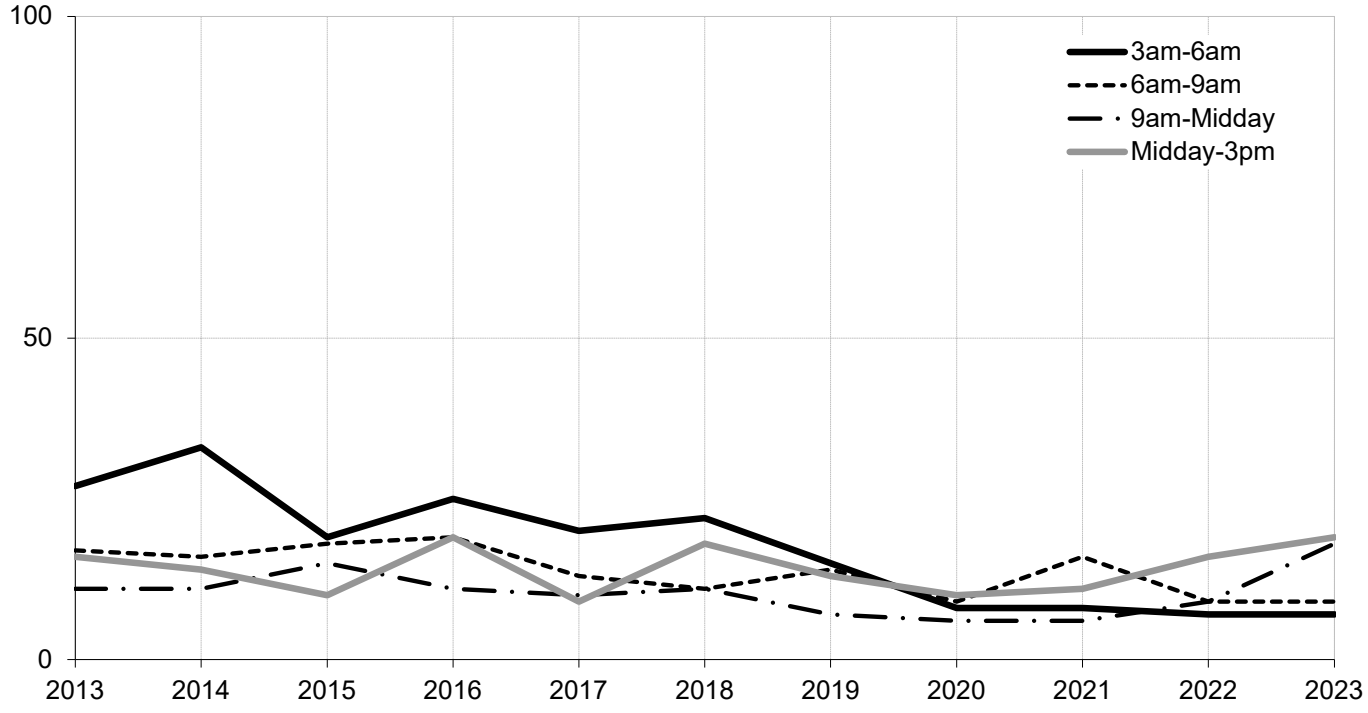
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2014-18 average**	**348**	**196**	**1,598**	**1,930**	**2,616**	**3,505**	**1,958**	**812**	**12,962**
	2019	274	133	1,157	1,389	2,011	2,616	1,379	620	9,579
	2020	131	117	614	829	1,376	1,633	930	426	6,056
	2021	149	90	598	950	1,365	1,796	964	416	6,328
	2022	190	88	732	1,053	1,380	1,859	994	440	6,736
	2023	190	84	744	1,094	1,430	1,806	1,054	483	6,885
	2019 to 2023 average	**187**	**102**	**769**	**1,063**	**1,512**	**1,942**	**1,064**	**477**	**7,117**
Breath tests requested	**2014-18 average**	**213**	**115**	**908**	**1,088**	**1,452**	**1,907**	**1,122**	**481**	**7,286**
	2019	160	77	617	713	1,039	1,341	694	300	4,941
	2020	79	63	320	412	713	817	506	243	3,153
	2021	73	44	316	509	662	887	480	213	3,184
	2022	108	43	423	618	754	1,026	583	257	3,812
	2023	111	52	440	672	820	1,014	585	292	3,986
	2019 to 2023 average	**106**	**56**	**423**	**585**	**798**	**1,017**	**570**	**261**	**3,815**
Positive/refused	**2014-18 average**	**45**	**24**	**15**	**12**	**14**	**29**	**34**	**41**	**214**
	2013	53	27	17	11	16	20	34	34	212
	2014	55	33	16	11	14	27	26	41	223
	2015	61	19	18	15	10	25	34	44	226
	2016	53	25	19	11	19	40	45	39	251
	2017	29	20	13	10	9	27	36	47	191
	2018	28	22	11	11	18	26	28	33	177
	2019	39	15	14	7	13	22	29	29	168
	2020	20	8	9	6	10	24	25	31	133
	2021	17	8	16	6	11	18	15	21	112
	2022	31	7	9	9	16	22	27	27	148
	2023	26	7	9	18	19	24	37	25	165
	2019 to 2023 average	**27**	**9**	**11**	**9**	**14**	**22**	**27**	**27**	**145**
(b) Percentages										
Breath test requested as %	**2014-18 average**	**61.2**	**58.4**	**56.8**	**56.4**	**55.5**	**54.4**	**57.3**	**59.3**	**56.2**
involved	2019	58.4	57.9	53.3	51.3	51.7	51.3	50.3	48.4	51.6
	2020	60.3	53.8	52.1	49.7	51.8	50.0	54.4	57.0	52.1
	2021	49.0	48.9	52.8	53.6	48.5	49.4	49.8	51.2	50.3
	2022	56.8	48.9	57.8	58.7	54.6	55.2	58.7	58.4	56.6
	2023	58.4	61.9	59.1	61.4	57.3	56.1	55.5	60.5	57.9
	2019 to 2023 average	**56.9**	**54.5**	**55.0**	**55.0**	**52.7**	**52.4**	**53.5**	**54.7**	**53.6**
Positive/refused as %	**2014-18 average**	**13.0**	**12.1**	**1.0**	**0.6**	**0.5**	**0.8**	**1.7**	**5.0**	**1.6**
involved	2019	14.2	11.3	1.2	0.5	0.6	0.8	2.1	4.7	1.8
	2020	15.3	6.8	1.5	0.7	0.7	1.5	2.7	7.3	2.2
	2021	11.4	8.9	2.7	0.6	0.8	1.0	1.6	5.0	1.8
	2022	16.3	8.0	1.2	0.9	1.2	1.2	2.7	6.1	2.2
	2023	13.7	8.3	1.2	1.6	1.3	1.3	3.5	5.2	2.4
	2019 to 2023 average	**14.2**	**8.8**	**1.5**	**0.9**	**0.9**	**1.1**	**2.5**	**5.6**	**2.0**
Positive/refused as %	**2014-18 average**	**21.2**	**20.8**	**1.7**	**1.1**	**1.0**	**1.5**	**3.0**	**8.5**	**2.9**
breath test requested	2019	24.4	19.5	2.3	1.0	1.3	1.6	4.2	9.7	3.4
	2020	25.3	12.7	2.8	1.5	1.4	2.9	4.9	12.8	4.2
	2021	23.3	18.2	5.1	1.2	1.7	2.0	3.1	9.9	3.5
	2022	28.7	16.3	2.1	1.5	2.1	2.1	4.6	10.5	3.9
	2023	23.4	13.5	2.0	2.7	2.3	2.4	6.3	8.6	4.1
	2019 to 2023 average	**25.0**	**16.1**	**2.7**	**1.6**	**1.7**	**2.2**	**4.7**	**10.2**	**3.8**

Motorists involved in reported injury road collisions with positive or refused breath test
Years: 2012 to 2023

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



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



Drink-drive collisions and casualties

Table 22 refers

The numbers of drink-drive collisions and casualties both fell by 55% and 47% respectively between 2012 and 2022 (the latest year for which estimates are available): from a rounded estimate of 440 to roughly 200 (collisions) and from around 580 to some 310 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated have risen from 10 in 2012 to 30 in 2022. The number of adjusted serious casualties is estimated to have dropped by 50% (from roughly 180 in 2012 to some 90 in 2022).

Drink-drive estimates: background

The Department for Transport (DfT) annually estimates the number of reported drink drive collisions: i.e. those reported injury road collisions involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from the 5th December 2014).

DfT published GB final figures in July 2024. Scotland estimates are presented in Reported Road Casualties GB Table RAS 2013 which was updated with 2022 data in July 2024. Because of the uncertainty involved figures are rounded to the nearest ten.

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

Estimates for 2023 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 2023 data is insufficient to allow a breakdown by country.

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

estimates for Scotland of the numbers of *non*-injury (damage only) road collisions involving illegal alcohol levels.

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

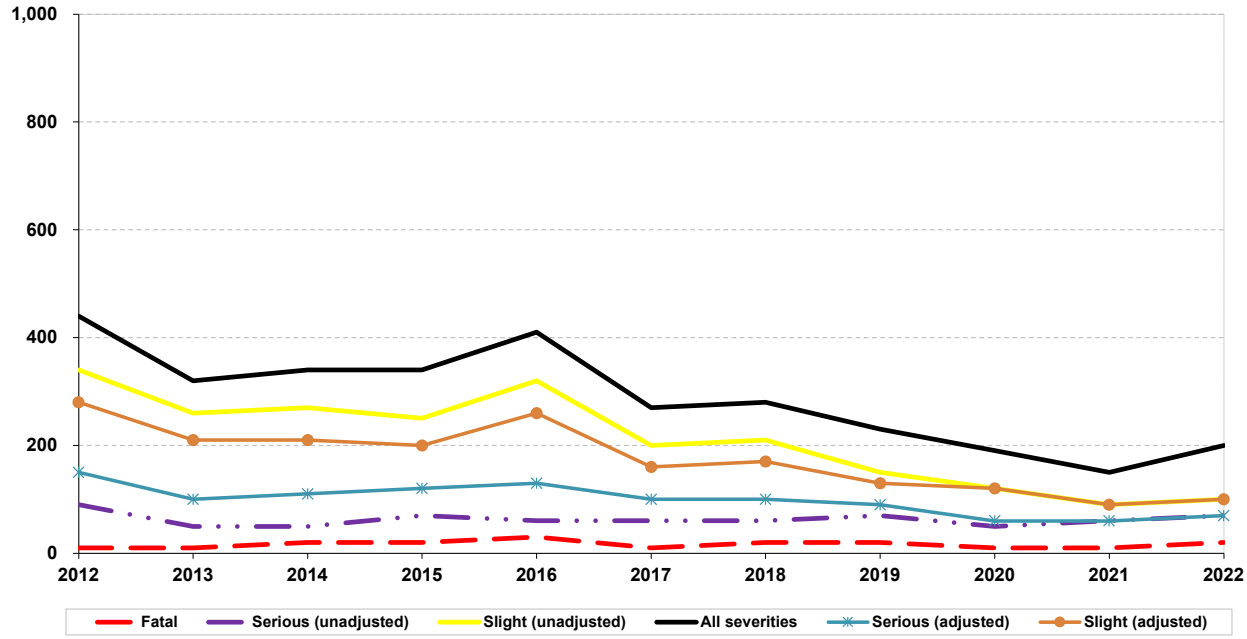
Table 22
Collisions which involved motor vehicle drivers or riders with illegal alcohol levels(1), by severity of Collision; and casualties in such collisions, by severity
Years: 2002 to 2022

	Number of collisions						Number of casualties					
	Fatal	Serious (unadjusted)	Serious (adjusted)	Slight (unadjusted)	Slight (adjusted)	All severities	Fatal	Serious (unadjusted)	Serious (adjusted)	Slight (unadjusted)	Slight (adjusted)	All severities
2002	40	160	..	620	..	820	50	240	..	970	..	1,270
2003	40	180	..	530	..	750	50	230	..	850	..	1,130
2004	30	140	..	540	..	720	40	180	..	850	..	1,060
2005	30	130	240	500	390	660	30	170	310	780	650	990
2006	30	130	240	550	440	720	30	160	300	780	640	980
2007	20	120	230	530	420	670	30	150	280	760	620	930
2008	30	140	240	490	390	660	30	170	300	750	620	950
2009	20	120	220	520	410	660	20	150	280	730	610	910
2010	10	80	170	440	350	530	10	110	210	610	510	740
2011	10	70	150	400	320	490	10	90	180	570	470	670
2012	10	90	150	340	280	440	10	100	180	470	400	580
2013	10	50	100	260	210	320	20	70	130	360	300	450
2014	20	50	110	270	210	340	20	70	130	380	320	470
2015	20	70	120	250	200	340	20	90	150	370	300	470
2016	30	60	130	320	260	410	30	80	160	460	380	580
2017	10	60	100	200	160	270	10	80	130	320	260	410
2018	20	60	100	210	170	280	20	70	120	310	260	400
2019	20	70	90	150	130	230	20	90	110	240	220	350
2020	10	50	60	120	120	190	20	60	60	180	170	250
2021	10	60	60	90	90	150	10	70	70	130	130	210
2022	20	70	70	100	100	200	30	90	90	190	190	310

Table 22

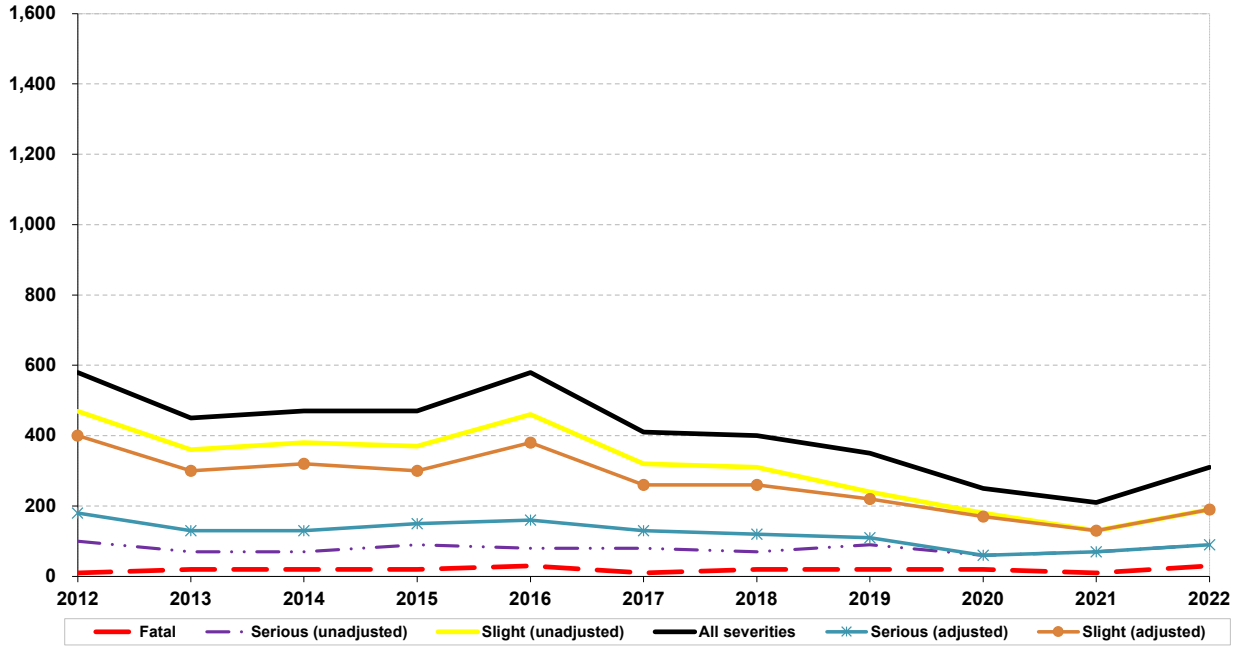
(a) Estimated number of reported drink drive collisions

Years: 2012 to 2022



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

Years: 2011 to 2021



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted Serious	All Severities	Killed	Adjusted Serious	All Severities
(a) Numbers										
Pedestrian	**2014-18 average**	**29**	**604**	**1,476**	**12**	**31**	**68**	**41**	**635**	**1,543**
	2013	24	635	1,653	14	42	81	38	677	1,734
	2014	41	654	1,662	18	34	83	59	689	1,745
	2015	30	655	1,619	14	29	71	44	684	1,690
	2016	23	634	1,600	9	30	63	32	664	1,663
	2017	26	552	1,298	12	32	65	38	583	1,363
	2018	25	523	1,199	9	31	57	34	554	1,256
	2019	33	521	1,188	11	36	64	44	557	1,252
	2020	20	293	742	14	33	74	34	326	816
	2021	23	282	719	14	19	48	37	301	767
	2022	19	342	856	15	27	61	34	369	917
	2023	36	402	878	11	32	74	47	434	952
	2019 to 2023 average	**26**	**368**	**877**	**13**	**30**	**64**	**39**	**397**	**941**
Pedal cycle	**2014-18 average**	**3**	**224**	**670**	**4**	**51**	**99**	**6**	**274**	**770**
	2013	2	232	783	11	46	103	13	277	886
	2014	3	239	789	5	48	106	8	287	895
	2015	2	229	691	3	53	106	5	282	797
	2016	3	224	682	5	48	108	8	272	790
	2017	3	223	634	2	53	94	5	276	728
	2018	2	205	555	4	50	83	6	255	638
	2019	3	192	520	6	35	71	9	227	591
	2020	5	194	508	6	52	101	11	246	609
	2021	3	158	423	6	39	88	9	197	511
	2022	1	149	419	1	31	61	2	180	480
	2023	3	124	335	4	34	70	7	158	405
	2019 to 2023 average	**3**	**163**	**441**	**5**	**38**	**78**	**8**	**202**	**519**
Motorcycle [1]	**2014-18 average**	**5**	**173**	**370**	**25**	**218**	**336**	**30**	**391**	**706**
	2013	5	190	428	18	214	347	23	404	775
	2014	6	217	463	24	230	363	30	447	826
	2015	3	170	396	24	212	339	27	381	735
	2016	7	165	372	23	217	337	30	382	709
	2017	3	167	316	26	202	304	29	369	620
	2018	5	147	302	28	229	338	33	376	640
	2019	6	126	257	19	185	265	25	311	522
	2020	7	103	207	9	138	212	16	241	419
	2021	5	108	198	25	171	260	30	279	458
	2022	3	114	208	22	166	259	25	280	467
	2023	-	122	222	27	170	255	27	292	477
	2019 to 2023 average	**4**	**115**	**218**	**20**	**166**	**250**	**25**	**281**	**469**
Car	**2014-18 average**	**10**	**389**	**3,049**	**73**	**831**	**3,148**	**83**	**1,220**	**6,198**
	2013	14	384	3,368	75	931	3,596	89	1,316	6,964
	2014	18	396	3,343	76	875	3,443	94	1,271	6,786
	2015	9	400	3,325	66	830	3,388	75	1,230	6,713
	2016	8	420	3,332	98	907	3,365	106	1,327	6,697
	2017	7	377	2,835	57	769	2,872	64	1,146	5,707
	2018	9	353	2,412	66	772	2,673	75	1,125	5,085
	2019	6	342	2,117	69	785	2,497	75	1,126	4,614
	2020	20	217	1,358	51	407	1,421	71	624	2,779
	2021	8	260	1,253	47	451	1,661	55	711	2,914
	2022	20	288	1,407	78	531	1,802	98	819	3,209
	2023	11	306	1,427	50	598	1,975	61	904	3,402
	2019 to 2023 average	**13**	**283**	**1,512**	**59**	**554**	**1,871**	**72**	**837**	**3,384**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Taxi	**2014-18 average**	**0**	**15**	**121**	**0**	**5**	**24**	**1**	**19**	**145**
	2013	1	18	139	-	3	13	1	22	152
	2014	1	15	142	-	3	22	1	18	164
	2015	1	14	120	-	4	17	1	17	137
	2016	-	16	129	1	7	26	1	22	155
	2017	-	17	133	-	6	31	-	22	164
	2018	-	12	83	1	3	22	1	15	105
	2019	-	19	113	-	4	26	-	23	139
	2020	-	11	54	1	1	13	1	12	67
	2021	1	8	54	-	3	13	1	11	67
	2022	2	10	65	-	3	11	2	13	76
	2023	1	12	85	-	9	33	1	21	118
	2019 to 2023 average	**1**	**12**	**74**	**0**	**4**	**19**	**1**	**16**	**93**
Minibus	**2014-18 average**	**0**	**1**	**10**	**1**	**5**	**21**	**1**	**6**	**31**
	2013	-	4	12	1	16	41	1	19	53
	2014	1	1	11	-	5	25	1	6	36
	2015	-	0	8	-	6	26	-	6	34
	2016	-	2	18	2	5	30	2	7	48
	2017	-	1	9	-	3	8	-	3	17
	2018	-	0	4	2	5	17	2	5	21
	2019	-	1	6	-	7	18	-	9	24
	2020	-	1	7	-	-	6	-	1	13
	2021	-	1	14	1	3	6	1	4	20
	2022	-	-	7	-	6	9	-	6	16
	2023	-	1	3	-	-	4	-	1	7
	2019 to 2023 average	**-**	**1**	**7**	**0**	**3**	**9**	**0**	**4**	**16**
Bus/coach	**2014-18 average**	**1**	**46**	**246**	**1**	**18**	**57**	**2**	**63**	**302**
	2013	1	56	317	1	14	77	2	69	394
	2014	1	45	257	-	8	34	1	53	291
	2015	1	46	259	-	32	73	1	77	332
	2016	-	47	227	3	23	75	3	70	302
	2017	2	45	278	-	15	79	2	59	357
	2018	-	47	208	2	10	22	2	58	230
	2019	3	28	167	-	7	32	3	34	199
	2020	-	15	56	-	5	30	-	20	86
	2021	2	23	74	-	4	6	2	27	80
	2022	-	17	83	-	3	34	-	20	117
	2023	-	37	121	1	6	26	1	43	147
	2019 to 2023 average	**1**	**24**	**100**	**0**	**5**	**26**	**1**	**29**	**126**
Light goods	**2014-18 average**	**0**	**16**	**134**	**3**	**53**	**213**	**3**	**68**	**347**
	2013	-	17	144	4	40	188	4	57	332
	2014	-	15	135	-	49	213	-	64	348
	2015	-	20	136	5	48	218	5	68	354
	2016	-	16	165	5	59	226	5	75	391
	2017	-	16	125	2	50	198	2	66	323
	2018	1	13	109	4	56	211	5	69	320
	2019	-	13	71	4	43	175	4	56	246
	2020	2	6	44	4	30	127	6	36	171
	2021	1	5	47	1	35	121	2	40	168
	2022	1	10	74	1	41	140	2	51	214
	2023	1	8	56	3	29	127	4	37	183
	2019 to 2023 average	**1**	**9**	**58**	**3**	**36**	**138**	**4**	**44**	**196**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Heavy goods	**2014-18 average**	**0**	**5**	**23**	**2**	**20**	**68**	**2**	**25**	**91**
	2013	-	5	23	1	29	86	1	34	109
	2014	-	6	28	2	24	78	2	30	106
	2015	1	7	31	7	19	85	8	26	116
	2016	-	3	14	1	22	68	1	25	82
	2017	1	5	24	-	16	55	1	21	79
	2018	-	6	20	-	16	53	-	23	73
	2019	-	8	18	2	15	37	2	23	55
	2020	-	4	15	1	9	28	1	13	43
	2021	-	2	7	1	12	38	1	14	45
	2022	-	3	9	5	3	27	5	6	36
	2023	-	2	6	2	6	24	2	8	30
	2019 to 2023 average	**-**	**4**	**11**	**2**	**9**	**31**	**2**	**13**	**42**
Other	**2014-18 average**	**2**	**11**	**32**	**2**	**16**	**41**	**4**	**27**	**73**
	2013	-	8	37	-	20	56	-	28	93
	2014	2	16	40	5	22	65	7	38	105
	2015	1	8	35	1	13	34	2	21	69
	2016	3	10	32	-	11	29	3	21	61
	2017	2	11	27	2	21	48	4	32	75
	2018	1	13	26	2	11	30	3	23	56
	2019	2	8	29	-	10	34	2	18	63
	2020	-	9	29	1	10	33	1	19	62
	2021	-	19	48	1	17	36	1	36	84
	2022	-	23	53	3	16	58	3	39	111
	2023	2	28	60	3	18	48	5	46	108
	2019 to 2023 average	**1**	**18**	**44**	**2**	**14**	**42**	**2**	**32**	**86**
Total	**2014-18 average**	**50**	**1,483**	**6,132**	**123**	**1,245**	**4,075**	**174**	**2,728**	**10,207**
	2013	47	1,547	6,904	125	1,354	4,588	172	2,901	11,492
	2014	73	1,603	6,870	130	1,299	4,432	203	2,901	11,302
	2015	48	1,548	6,620	120	1,245	4,357	168	2,793	10,977
	2016	44	1,537	6,571	147	1,328	4,327	191	2,865	10,898
	2017	44	1,412	5,679	101	1,166	3,754	145	2,578	9,433
	2018	43	1,318	4,918	118	1,184	3,506	161	2,503	8,424
	2019	53	1,258	4,486	111	1,127	3,219	164	2,385	7,705
	2020	54	853	3,020	87	685	2,045	141	1,538	5,065
	2021	43	866	2,837	96	754	2,277	139	1,620	5,114
	2022	46	956	3,181	125	827	2,462	171	1,783	5,643
	2023	54	1,042	3,193	101	902	2,636	155	1,944	5,829
	2019 to 2023 average	**50**	**995**	**3,343**	**104**	**859**	**2,528**	**154**	**1,854**	**5,871**

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

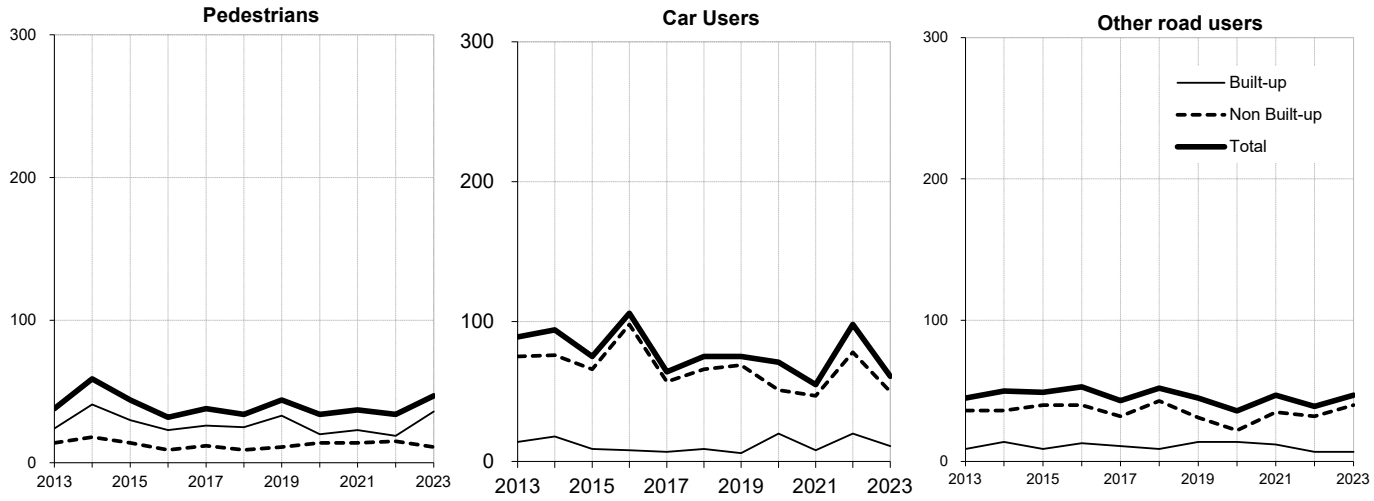
Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

Mode of Transport	Built-up			Non built-up			Total		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(b) Change in numbers: 2023 on 2022									
Pedestrian	17	60	22	-4	5	13	13	65	35
Pedal cycle	2	-25	-84	3	3	9	5	-22	-75
Motorcycle[1]	-3	8	14	5	4	-4	2	12	10
Car	-9	18	20	-28	67	173	-37	85	193
Taxi	-1	2	20	-	6	22	-1	8	42
Minibus	-	1	-4	-	-6	-5	-	-5	-9
Bus/coach	-	20	38	1	3	-8	1	23	30
Light goods	-	-2	-18	2	-12	-13	2	-14	-31
Heavy goods	-	-1	-3	-3	3	-3	-3	2	-6
Other	2	5	7	-	2	-10	2	7	-3
Total	8	86	12	-24	75	174	-16	161	186
(c) Per cent changes: [2]									
2023 on 2022									
Pedestrian	89	18	3	-27	19	21	38	18	4
Pedal cycle	*	-17	-20	*	10	15	*	-12	-16
Motorcycle[(1)]	*	7	7	23	2	-2	8	4	2
Car	-45	6	1	-36	13	10	-38	10	6
Taxi	*	20	31	n/a	*	200	*	62	55
Minibus	n/a	n/a	*	n/a	*	*	n/a	*	-56
Bus/coach	n/a	118	46	n/a	*	-24	n/a	115	26
Light goods	*	-20	-24	*	-29	-9	*	-27	-14
Heavy goods	n/a	*	*	*	*	-11	*	*	-17
Other	n/a	22	13	*	13	-17	*	18	-3
Total	17	9	0	-19	9	7	-9	9	3
2023 on 2014-18 average									
Pedestrian	24	-33	-40	-11	3	9	14	-32	-38
Pedal cycle	*	-45	-50	*	-33	-30	*	-42	-47
Motorcycle [1]	*	-30	-40	8	-22	-24	-9	-25	-32
Car	8	-21	-53	-31	-28	-37	-26	-26	-45
Taxi	*	-17	-30	*	*	40	*	11	-19
Minibus	*	*	-70	*	*	-81	*	*	-78
Bus/coach	*	-19	-51	*	-66	-54	*	-32	-51
Light goods	*	-50	-58	*	-45	-40	*	-46	-47
Heavy goods	*	*	-74	*	-69	-65	*	-68	-67
Other	*	148	88	*	15	17	*	70	48
Total	7	-30	-48	-18	-28	-35	-11	-29	-43

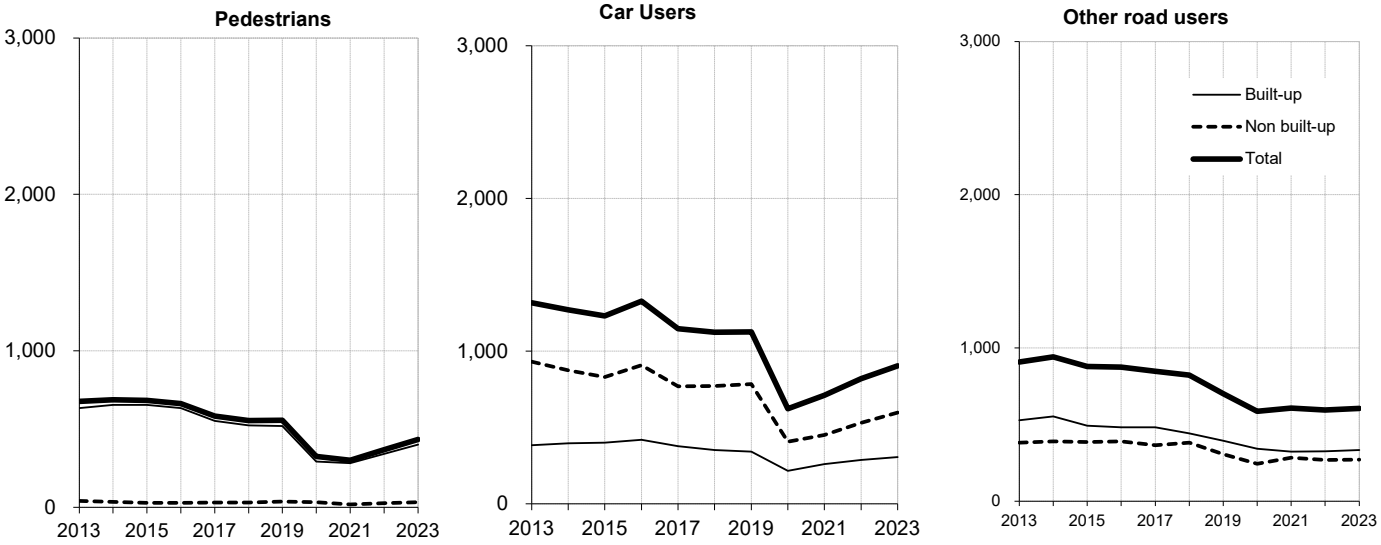
* A percentage changes is not shown if the denominator is 10 or fewer.
1. Motorcycle includes all two wheeled motor vehicles
2. Care should be taken when using per cent changes due to the small numbers involved.

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2013 to 2023

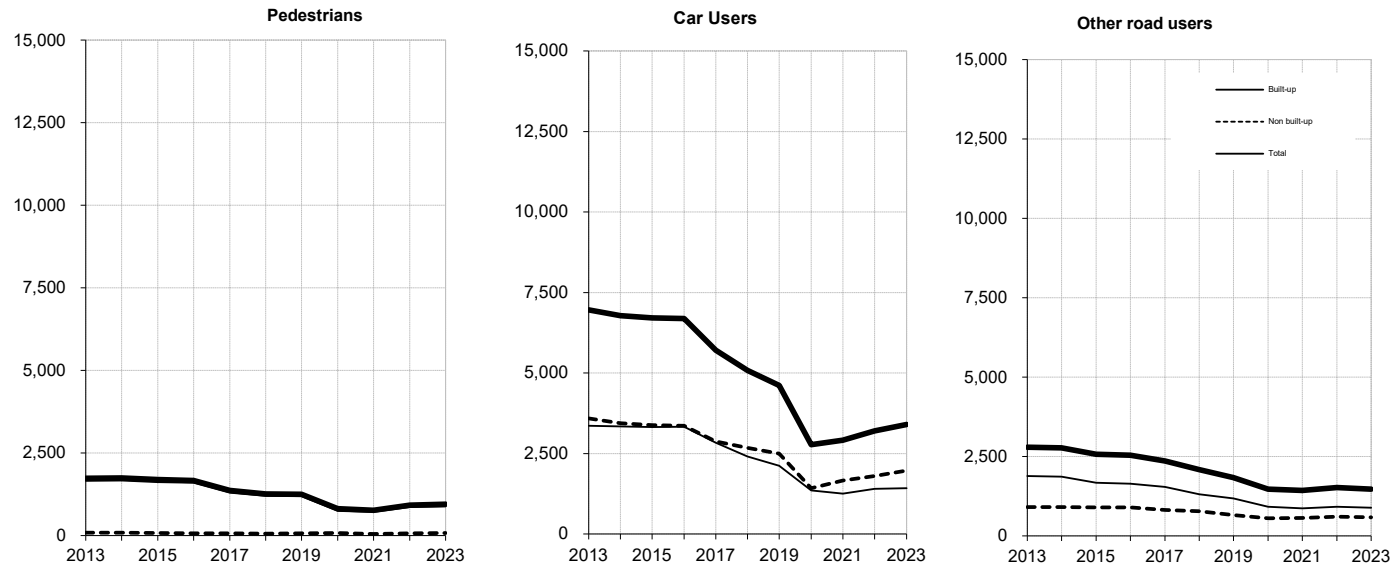
(a) Killed



(b) Adjusted serious



(c) All Severities



Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(a) Numbers										
Pedestrian	**2014-18 average**	**7**	**20**	**43**	**17**	**102**	**259**	**41**	**635**	**1,543**
	2013	9	30	58	17	81	191	38	677	1,734
	2014	7	25	54	25	108	281	59	689	1,745
	2015	8	20	46	22	253	644	44	684	1,690
	2016	7	17	39	12	53	146	32	664	1,663
	2017	8	19	40	15	48	121	38	583	1,363
	2018	7	20	35	9	48	102	34	554	1,256
	2019	6	28	46	12	50	114	44	557	1,252
	2020	8	23	50	13	42	102	34	326	816
	2021	7	11	31	14	36	90	37	301	767
	2022	7	12	28	11	43	99	34	369	917
	2023	6	21	37	13	46	101	47	434	952
	2019 to 2023 average	**7**	**19**	**38**	**13**	**44**	**101**	**39**	**397**	**941**
Pedal cycle	**2014-18 average**	**3**	**38**	**71**	**4**	**79**	**188**	**6**	**274**	**770**
	2013	9	33	75	11	59	146	13	277	886
	2014	5	33	68	5	74	195	8	287	895
	2015	2	39	78	4	147	395	5	282	797
	2016	3	36	74	4	54	125	8	272	790
	2017	1	42	70	3	64	117	5	276	728
	2018	3	39	63	3	59	110	6	255	638
	2019	6	29	52	6	47	92	9	227	591
	2020	6	38	70	6	60	126	11	246	609
	2021	6	33	69	6	58	119	9	197	511
	2022	1	27	48	1	45	87	2	180	480
	2023	4	26	53	5	41	85	7	158	405
	2019 to 2023 average	**5**	**31**	**58**	**5**	**50**	**102**	**8**	**202**	**519**
Motorcycle [1]	**2014-18 average**	**23**	**179**	**273**	**24**	**246**	**395**	**30**	**391**	**706**
	2013	15	176	271	17	217	359	23	404	775
	2014	21	186	287	22	261	425	30	447	826
	2015	23	179	281	24	284	506	27	381	735
	2016	21	184	285	23	229	358	30	382	709
	2017	25	169	254	27	218	333	29	369	620
	2018	24	178	260	25	237	352	33	376	640
	2019	17	151	216	18	191	279	25	311	522
	2020	8	110	166	11	146	228	16	241	419
	2021	23	147	213	25	178	270	30	279	458
	2022	20	137	202	23	186	288	25	280	467
	2023	25	145	203	27	179	268	27	292	477
	2019 to 2023 average	**19**	**138**	**200**	**21**	**176**	**267**	**25**	**281**	**469**
Car	**2014-18 average**	**59**	**634**	**2,081**	**75**	**871**	**3,429**	**83**	**1,220**	**6,198**
	2013	59	726	2,473	79	943	3,653	89	1,316	6,964
	2014	66	669	2,254	79	861	3,525	94	1,271	6,786
	2015	52	613	2,197	70	992	4,612	75	1,230	6,713
	2016	77	707	2,240	97	930	3,395	106	1,327	6,697
	2017	47	585	1,892	59	782	2,922	64	1,146	5,707
	2018	53	594	1,821	70	788	2,689	75	1,125	5,085
	2019	56	591	1,664	67	797	2,467	75	1,126	4,614
	2020	39	320	1,003	53	427	1,459	71	624	2,779
	2021	35	322	1,039	47	465	1,637	55	711	2,914
	2022	65	399	1,208	80	581	1,874	98	819	3,209
	2023	40	466	1,327	51	633	2,008	61	904	3,402
	2019 to 2023 average	**47**	**420**	**1,248**	**60**	**581**	**1,889**	**72**	**837**	**3,384**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Taxi	**2014-18 average**	**0**	**3**	**15**	**0**	**5**	**34**	**1**	**19**	**145**
	2013	-	1	5	-	2	21	1	22	152
	2014	-	3	16	-	3	23	1	18	164
	2015	-	3	8	-	11	72	1	17	137
	2016	-	2	14	1	5	24	1	22	155
	2017	-	4	23	-	4	28	-	22	164
	2018	1	3	15	1	4	21	1	15	105
	2019	-	3	12	-	6	20	-	23	139
	2020	1	1	7	1	2	8	1	12	67
	2021	-	2	7	1	2	10	1	11	67
	2022	-	3	7	-	4	13	2	13	76
	2023	-	7	22	-	8	32	1	21	118
	2019 to 2023 average	**0**	**3**	**11**	**0**	**4**	**17**	**1**	**16**	**93**
Minibus	**2014-18 average**	**1**	**4**	**15**	**1**	**5**	**21**	**1**	**6**	**31**
	2013	1	12	34	1	16	42	1	19	53
	2014	-	5	20	-	5	25	1	6	36
	2015	-	3	8	-	6	30	-	6	34
	2016	2	4	21	2	4	24	2	7	48
	2017	-	3	8	-	3	8	-	3	17
	2018	2	5	17	2	5	18	2	5	21
	2019	-	6	9	-	7	18	-	9	24
	2020	-	-	6	-	1	7	-	1	13
	2021	-	-	-	1	3	5	1	4	20
	2022	-	4	7	-	6	10	-	6	16
	2023	-	-	1	-	-	4	-	1	7
	2019 to 2023 average	**-**	**2**	**5**	**0**	**4**	**9**	**0**	**4**	**16**
Bus/coach	**2014-18 average**	**0**	**14**	**44**	**1**	**22**	**89**	**2**	**63**	**302**
	2013	1	11	56	1	15	83	2	69	394
	2014	-	3	21	-	12	72	1	53	291
	2015	-	31	69	1	47	183	1	77	332
	2016	1	14	46	3	25	73	3	70	302
	2017	-	13	69	1	17	94	2	59	357
	2018	1	8	14	2	10	21	2	58	230
	2019	-	5	26	2	13	47	3	34	199
	2020	-	-	10	-	6	33	-	20	86
	2021	-	4	5	-	5	8	2	27	80
	2022	-	3	30	-	3	40	-	20	117
	2023	1	5	17	1	9	33	1	43	147
	2019 to 2023 average	**0**	**4**	**18**	**1**	**7**	**32**	**1**	**29**	**126**
Light goods	**2014-18 average**	**2**	**41**	**137**	**3**	**55**	**223**	**3**	**68**	**347**
	2013	3	30	119	4	38	187	4	57	332
	2014	-	38	126	-	49	210	-	64	348
	2015	4	36	138	5	59	268	5	68	354
	2016	3	45	149	5	57	222	5	75	391
	2017	2	43	135	2	51	202	2	66	323
	2018	2	45	137	5	57	212	5	69	320
	2019	1	33	115	4	42	174	4	56	246
	2020	3	22	80	5	29	124	6	36	171
	2021	1	24	65	2	35	117	2	40	168
	2022	1	25	81	2	43	148	2	51	214
	2023	2	24	80	3	34	126	4	37	183
	2019 to 2023 average	**2**	**26**	**84**	**3**	**37**	**138**	**4**	**44**	**196**

Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2019-2023 averages, 2013 to 2023

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Heavy goods	**14-18 ave**	**1**	**13**	**43**	**2**	**22**	**75**	**2**	**25**	**91**
	2013	1	18	50	1	31	94	1	34	109
	2014	2	16	50	2	26	89	2	30	106
	2015	4	12	55	8	24	100	8	26	116
	2016	1	15	46	1	23	75	1	25	82
	2017	-	11	34	1	17	59	1	21	79
	2018	-	11	32	-	18	53	-	23	73
	2019	1	8	20	2	20	47	2	23	55
	2020	1	5	19	1	7	29	1	13	43
	2021	-	9	25	1	12	39	1	14	45
	2022	3	2	20	5	5	29	5	6	36
	2023	1	4	11	2	6	24	2	8	30
	19-23 ave	**1**	**6**	**19**	**2**	**10**	**34**	**2**	**13**	**42**
Other	**14-18 ave**	**2**	**14**	**34**	**2**	**19**	**50**	**4**	**27**	**73**
	2013	-	15	38	-	21	60	-	28	93
	2014	4	18	51	5	25	71	7	38	105
	2015	1	12	28	1	16	50	2	21	69
	2016	-	10	24	-	14	34	3	21	61
	2017	1	18	40	2	22	52	4	32	75
	2018	2	10	26	3	18	43	3	23	56
	2019	-	7	21	1	13	37	2	18	63
	2020	1	8	28	1	12	36	1	19	62
	2021	1	11	25	1	20	41	1	36	84
	2022	2	14	41	3	19	59	3	39	111
	2023	3	13	36	3	20	54	5	46	108
	19-23 ave	**1**	**11**	**30**	**2**	**17**	**45**	**2**	**32**	**86**
Total	**14-18 ave**	**99**	**959**	**2,756**	**130**	**1,425**	**4,762**	**174**	**2,728**	**10,207**
	2013	98	1,051	3,179	131	1,424	4,836	172	2,901	11,492
	2014	105	995	2,947	138	1,425	4,916	203	2,901	11,302
	2015	94	948	2,908	135	1,839	6,860	168	2,793	10,977
	2016	115	1,034	2,938	148	1,394	4,476	191	2,865	10,898
	2017	84	905	2,565	110	1,225	3,936	145	2,578	9,433
	2018	95	912	2,420	120	1,244	3,621	161	2,503	8,424
	2019	87	863	2,181	112	1,184	3,295	164	2,385	7,705
	2020	67	527	1,439	91	732	2,152	141	1,538	5,065
	2021	73	563	1,479	98	814	2,336	139	1,620	5,114
	2022	99	626	1,672	125	935	2,647	171	1,783	5,643
	2023	82	711	1,787	105	976	2,735	155	1,944	5,829
	19-23 ave	**82**	**658**	**1,712**	**106**	**928**	**2,633**	**154**	**1,854**	**5,871**

Table 24

Reported casualties by mode of transport, age-group, severity and sex
Years:2014-18 average, 2023

		2014-18 average					2023				
			All severities					All severities			
Mode of Transport	Age	Killed	Adjusted Serious	Male	Female	All[1]	Killed	Serious	Male	Female	All[1]
Pedestrian	0-4	-	16	27	13	41	-	6	15	7	22
	5-7	1	29	46	27	73	1	17	21	15	36
	8-11	1	52	79	56	135	-	37	50	24	74
	12-15	1	71	106	79	185	1	47	76	55	131
	16-19	-	40	59	47	106	-	22	25	28	53
	20-24	1	42	63	51	114	1	21	25	27	52
	25-29	1	43	61	45	106	3	17	23	24	47
	30-39	5	60	103	61	164	8	39	71	32	103
	40-49	5	60	95	58	152	8	40	50	33	83
	50-59	6	65	86	72	158	1	55	53	57	110
	60-69	7	57	64	55	119	6	49	51	43	94
	70-79	5	55	56	49	105	9	48	48	39	87
	80+	8	43	37	44	81	9	36	27	31	58
	All ages [2]	**41**	**635**	**884**	**658**	**1,543**	**47**	**434**	**537**	**415**	**952**
	Child 0-15	3	168	258	176	434	2	107	162	101	263
	Adult 16+	39	466	624	481	1,106	45	327	373	314	687
Pedal cycle	0-4	-	-	-	1	1	-	-	1	-	1
	5-7	-	3	6	3	9	-	-	1	-	1
	8-11	-	9	22	6	28	1	2	14	3	17
	12-15	-	10	28	2	30	-	6	13	2	15
	16-19	-	10	30	6	36	-	3	13	1	14
	20-24	-	16	42	18	60	1	9	21	5	28
	25-29	-	22	57	23	80	-	16	31	8	39
	30-39	1	54	133	33	166	-	24	55	18	73
	40-49	1	69	145	29	174	-	39	70	18	88
	50-59	1	56	110	21	132	2	30	56	11	67
	60-69	1	18	34	4	38	2	20	38	5	43
	70-79	1	5	9	2	11	1	8	10	5	15
	80+	-	1	2	1	3	-	1	4	-	4
	All ages [2]	**6**	**274**	**621**	**148**	**770**	**7**	**158**	**327**	**76**	**405**
	Child 0-15	-	22	56	11	68	1	8	29	5	34
	Adult 16+	6	252	563	136	700	6	150	298	71	371
Motorcycle [3]	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	4	5	1	5	-	2	2	-	2
	16-19	-	29	54	7	61	-	27	42	3	45
	20-24	3	44	80	9	89	3	24	48	5	53
	25-29	3	43	75	6	81	1	38	50	2	52
	30-39	6	60	100	11	111	6	42	68	12	80
	40-49	6	86	136	17	152	6	39	58	6	64
	50-59	8	88	129	16	145	2	67	84	8	92
	60-69	3	31	42	5	47	7	40	66	7	73
	70-79	1	6	9	1	10	2	13	16	-	16
	80+	-	1	1	1	2	-	-	-	-	-
	All ages [2]	**30**	**391**	**633**	**72**	**706**	**27**	**292**	**434**	**43**	**477**
	Child 0-15	-	4	5	1	6	-	2	2	-	2
	Adult 16+	30	387	627	71	699	27	290	432	43	475
Car/taxi driver	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	2	-	2	-	-	-	-	-
	16-19	4	65	172	134	307	6	44	109	63	172
	20-24	8	98	297	270	567	6	52	142	90	232
	25-29	7	83	262	245	507	2	50	117	112	229
	30-39	9	129	408	391	799	5	103	243	220	464
	40-49	8	123	381	379	760	9	81	193	160	353
	50-59	6	122	332	322	654	8	94	205	174	380
	60-69	6	90	199	164	362	7	88	139	126	265
	70-79	7	64	129	88	217	5	67	114	67	181
	80+	5	44	78	46	124	8	35	59	31	90
	All ages [2]	**59**	**821**	**2,261**	**2,041**	**4,304**	**56**	**614**	**1,321**	**1,043**	**2,366**
	Child 0-15	-	1	2	-	2	-	-	-	-	-
	Adult 16+	59	819	2,258	2,039	4,298	56	614	1,321	1,043	2,366

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

Reported casualties by mode of transport, age-group, severity and sex
Years:2014-18 average, 2023

		2014-18 average					2023				
				All severities					All severities		
Mode of Transport	Age	Killed	Adjusted serious	Male	Female	All [1]	Killed	Adjusted serious	Male	Female	All [1]
Car/taxi passenger	0-4	1	13	46	37	83	-	11	24	26	50
	5-7	-	11	33	42	76	1	7	19	28	47
	8-11	1	15	54	52	107	-	11	34	32	66
	12-15	1	19	43	61	105	1	16	30	45	75
	16-19	4	69	135	153	289	1	60	100	84	184
	20-24	4	53	120	140	259	1	30	60	54	114
	25-29	2	34	74	104	178	-	29	33	65	98
	30-39	1	45	102	143	246	-	20	54	66	120
	40-49	1	34	64	134	198	-	25	29	65	94
	50-59	2	36	48	139	187	-	34	28	78	106
	60-69	2	34	32	107	139	-	26	31	71	102
	70-79	3	33	24	90	114	2	26	13	48	61
	80+	4	21	13	41	53	-	16	8	28	36
	All ages [2]	**25**	**418**	**792**	**1,245**	**2,039**	**6**	**311**	**464**	**690**	**1,154**
	Child 0-15	2	58	177	193	370	2	45	107	131	238
	Adult 16+	23	359	613	1,050	1,663	4	266	356	559	915
Bus/coach/minibus	0-4	-	1	6	5	12	-	-	2	-	2
	5-7	-	-	1	2	3	-	-	-	1	1
	8-11	-	-	2	3	5	-	-	-	-	-
	12-15	-	2	8	12	20	-	10	9	18	27
	16-19	-	2	6	10	16	-	4	8	7	15
	20-24	-	2	4	7	11	1	1	8	2	10
	25-29	-	3	8	8	16	-	1	1	3	4
	30-39	-	5	15	15	31	-	3	11	7	18
	40-49	-	5	20	17	36	-	3	7	4	11
	50-59	-	9	22	23	46	-	2	2	6	8
	60-69	-	15	22	34	56	-	9	9	11	20
	70-79	-	11	12	28	39	-	7	5	17	22
	80+	1	13	11	31	42	-	4	3	13	16
	All ages [2]	**3**	**69**	**138**	**195**	**334**	**1**	**44**	**65**	**89**	**154**
	Child 0-15	-	4	18	22	40	-	10	11	19	30
	Adult 16+	3	65	120	172	293	1	34	54	70	124
Goods vehicles	0-4	-	-	1	1	3	-	-	-	1	1
	5-7	-	1	1	1	3	-	-	-	-	-
	8-11	-	1	1	1	2	-	-	-	-	-
	12-15	-	-	1	1	2	-	-	3	-	3
	16-19	-	2	12	1	13	-	1	3	-	3
	20-24	-	6	32	5	37	-	5	18	3	21
	25-29	-	12	54	7	60	1	3	21	3	24
	30-39	1	16	88	7	95	-	12	51	7	58
	40-49	3	23	93	11	104	1	9	37	2	39
	50-59	1	18	73	7	80	4	7	35	8	43
	60-69	1	9	28	4	32	-	7	17	2	19
	70-79	-	2	5	1	6	-	1	2	-	2
	80+	-	-	-	1	1	-	-	-	-	-
	All ages [2]	**6**	**93**	**390**	**48**	**438**	**6**	**45**	**187**	**26**	**213**
	Child 0-15	-	2	5	3	9	-	-	3	1	4
	Adult 16+	6	91	385	44	429	6	45	184	25	209
All users [4]	0-4	1	32	81	57	140	-	17	42	34	76
	5-7	1	44	89	75	164	2	26	41	46	87
	8-11	2	77	159	118	277	1	51	101	60	161
	12-15	2	107	194	156	350	2	84	138	120	258
	16-19	9	221	472	361	833	7	163	303	187	490
	20-24	17	264	643	500	1,143	13	145	334	188	524
	25-29	13	242	594	440	1,034	7	160	286	217	503
	30-39	22	374	962	664	1,627	19	252	570	363	934
	40-49	25	404	944	645	1,589	25	242	457	289	746
	50-59	25	400	811	604	1,415	18	297	480	346	827
	60-69	20	258	426	375	800	23	243	359	266	625
	70-79	17	180	249	259	508	21	170	211	178	389
	80+	18	124	145	164	309	17	94	103	103	206
	All ages [2]	**174**	**2,728**	**5,776**	**4,424**	**10,207**	**155**	**1,944**	**3,428**	**2,397**	**5,829**
	Child 0-15	6	259	522	406	931	5	178	322	260	582
	Adult 16+	168	2,465	5,245	4,011	9,258	150	1,766	3,103	2,137	5,244

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

Table 25

Child and adult pedestrian, pedal cycle, car and other casualties by severity
Years: 2014-18 and 2019-2023 averages, 2019 to 2023

		Child (0-15)			Adult		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Pedestrian	**2014-18 average**	**2.6**	**168.2**	**434.4**	**38.8**	**465.9**	**1,106**
	2019	2	145	332	42	410.6	916
	2020	3	80	228	30	246	587
	2021	1	94	244	36	207	523
	2022	1	115	295	33	254	621
	2023	2	107	263	45	327	687
	2019-23 average	**1.8**	**108.2**	**272.4**	**37.2**	**288.9**	**667**
	% ch on 14-18 av: 2023	*-23*	*-36*	*-39*	*16*	*-30*	*-38*
	% ch on 14-18 av: 19-23	*-31*	*-36*	*-37*	*-4*	*-38*	*-40*
Pedal cycle	**2014-18 average**	**0.4**	**22.3**	**67.6**	**6**	**251.6**	**699.6**
	2019	0	30	74	9	196.7	515
	2020	1	24	59	10	222	550
	2021	1	17	58	8	180	453
	2022	0	12	44	2	168	436
	2023	1	8	34	6	150	371
	2019-23 average	**0.6**	**18.2**	**53.8**	**7**	**183.3**	**465**
	% ch on 14-18 av: 2023	*150*	*-64*	*-50*	*0*	*-40*	*-47*
	% ch on 14-18 av: 19-23	*50*	*-18*	*-20*	*17*	*-27*	*-34*
Car	**2014-18 average**	**2.2**	**57.3**	**365**	**80.6**	**1,160**	**5,823**
	2019	0	54.7	306	75	1,071	4,302
	2020	2	30	180	69	594	2,599
	2021	2	24	172	53	687	2,741
	2022	1	27	194	97	792	3,015
	2023	2	44	232	59	860	3,169
	2019-23 average	**1.4**	**35.9**	**216.8**	**70.6**	**800.7**	**3,165**
	% ch on 14-18 av: 2023	*-9*	*-23*	*-36*	*-27*	*-26*	*-46*
	% ch on 14-18 av: 19-23	*-36*	*-37*	*-41*	*-12*	*-31*	*-46*
Other	**2014-18 average**	**0.4**	**11.4**	**63.6**	**42.6**	**587.2**	**1,629**
	2019	0	6.1	57	36	468.1	1,189
	2020	0	10	27	25	332	834
	2021	1	5	21	37	406	901
	2022	1	22	54	36	393	983
	2023	0	19	53	40	429	1,017
	2019-23 average	**0.4**	**12.4**	**42.4**	**34.8**	**405.6**	**985**
	% ch on 14-18 av: 2023	*-100*	*67*	*-17*	*-6*	*-27*	*-38*
	% ch on 14-18 av: 19-23	*0*	*9*	*-33*	*-18*	*-31*	*-40*
All road users	**2014-18 average**	**5.6**	**259.1**	**931**	**168**	**2,465**	**9,258**
	2019	2	235.8	769	162	2,146	6,922
	2020	6	144	494	134	1,394	4,570
	2021	5	140	495	134	1480	4,618
	2022	3	176	587	168	1,607	5,055
	2023	5	178	582	150	1,766	5,244
	2019-23 average	**4.2**	**174.8**	**585.4**	**149.6**	**1678.6**	**5,282**
	% ch on 14-18 av: 2023	*-11*	*-31*	*-37*	*-11*	*-28*	*-43*
	% ch on 14-18 av: 19-23	*-25*	*-33*	*-37*	*-11*	*-32*	*-43*

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

Table 26

Reported casualties by mode of motor transport, casualty class and severity
Years: 2014-18 and 2019-2023 averages, 2019 to 2023

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Motorcycle	**2014-18 average**	**27.6**	**368.9**	**665.8**	**2.2**	**22**	**40.2**
	2019	25	302.2	503	0	9.1	19
	2020	15	229	395	1	12	24
	2021	29	269	442	1	10	16
	2022	25	268	447	0	12	20
	2023	26	274	451	1	18	26
	2019-23 average	**24**	**268.4**	**447.6**	**0.6**	**12.2**	**21**
Car	**2014-18 average**	**58.2**	**811.9**	**4,239**	**24.6**	**407.8**	**1,959**
	2019	56	724.9	3,069	19	401.4	1,545
	2020	50	422	1851	21	202	928
	2021	38	457	1,937	17	254	977
	2022	68	534	2,173	30	285	1,036
	2023	55	607	2,311	6	297	1,091
	2019-23 average	**53.4**	**549**	**2,268**	**18.6**	**287.9**	**1,115**
Taxi	**2014-18 average**	**0.6**	**8.6**	**65.2**	**0.2**	**10.4**	**79.8**
	2019	0	14.8	65	0	7.7	74
	2020	0	6	33	1	6	34
	2021	1	6	28	0	5	39
	2022	1	7	42	1	6	34
	2023	1	7	55	0	14	63
	2019-23 average	**0.6**	**8.2**	**44.6**	**0.4**	**7.7**	**48.8**
Minibus	**2014-18 average**	**0.4**	**1.5**	**10.4**	**0.6**	**4**	**20.8**
	2019	0	4.2	9	0	4.4	15
	2020	0	0	5	0	1	8
	2021	0	0	4	1	4	16
	2022	0	3	7	0	3	9
	2023	0	1	4	0	0	3
	2019-23 average	**0**	**1.6**	**5.8**	**0.2**	**2.5**	**10.2**
Bus/coach	**2014-18 average**	**0.2**	**5.6**	**27.2**	**1.6**	**57.8**	**275.2**
	2019	1	3.8	27	2	30.7	172
	2020	0	2	12	0	18	74
	2021	0	1	6	2	26	74
	2022	0	0	7	0	20	110
	2023	1	3	10	0	40	137
	2019-23 average	**0.4**	**2**	**12.4**	**0.8**	**26.9**	**113.4**
Light goods	**2014-18 average**	**2.8**	**52**	**262.4**	**0.6**	**16.5**	**84.8**
	2019	2	37.6	176	2	18.7	70
	2020	5	26	124	1	10	47
	2021	2	27	127	0	13	41
	2022	2	36	153	0	15	61
	2023	4	32	142	0	5	41
	2019-23 average	**3**	**31.7**	**144.4**	**0.6**	**12.3**	**52**
Heavy goods	**2014-18 average**	**2.2**	**20.5**	**73.2**	**0.2**	**4.4**	**18**
	2019	2	21.7	50	0	1.3	5
	2020	1	13	36	0	0	7
	2021	1	13	41	0	1	4
	2022	5	5	32	0	1	4
	2023	2	7	25	0	1	5
	2019-23 average	**2.2**	**11.9**	**36.8**	**0**	**0.9**	**5**
Other	**2014-18 average**	**3.6**	**20.2**	**55**	**0.2**	**6.8**	**18.2**
	2019	2	15.3	51	0	3	12
	2020	1	14	49	0	5	13
	2021	1	32	74	0	4	10
	2022	2	30	83	1	9	28
	2023	4	37	84	1	9	24
	2019-23 average	**2**	**25.7**	**68.2**	**0.4**	**6**	**17.4**
All modes of transport	**2014-18 average**	**95.6**	**1289.1**	**5,398**	**30.2**	**529.6**	**2,496**
	2019	88	1124.5	3,950	23	476.3	1,912
	2020	72	712	2,505	24	254	1,135
	2021	72	805	2,659	21	317	1,177
	2022	103	883	2,944	32	351	1,302
	2023	93	968	3,082	8	384	1,390
	2019-23 average	**85.6**	**898.5**	**3,028**	**21.6**	**356.5**	**1,383**

'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.

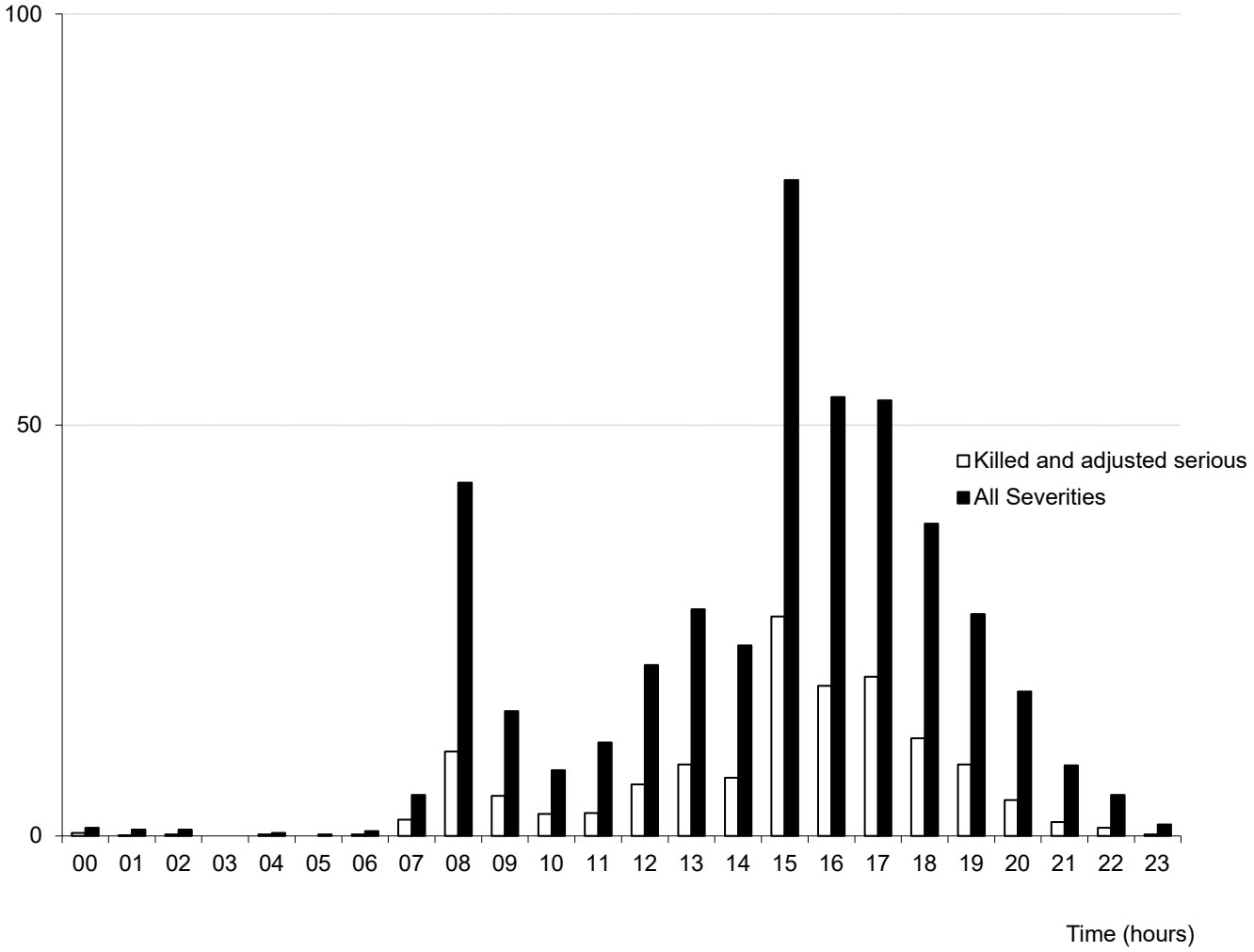
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2019-2023 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	-	-	-	1	-	-	-	-	-	-	1
01.00 to 01.59	-	-	-	0	-	-	-	0	-	-	1
02.00 to 02.59	-	-	-	1	-	-	-	-	0	-	1
03.00 to 03.59	-	-	-	-	-	-	-	-	-	-	-
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	0	-	-	-	-	-	-	0
06.00 to 06.59	0	-	-	0	-	-	-	-	-	-	1
07.00 to 07.59	2	0	-	3	-	-	-	0	-	-	5
08.00 to 08.59	23	5	-	8	1	1	4	0	0	0	43
09.00 to 09.59	6	0	-	5	-	-	3	0	-	-	15
10.00 to 10.59	3	-	-	4	-	-	1	0	-	-	8
11.00 to 11.59	3	0	0	8	-	-	0	-	-	-	11
12.00 to 12.59	10	2	-	8	-	-	1	-	-	-	21
13.00 to 13.59	15	2	0	8	2	-	0	-	-	0	28
14.00 to 14.59	11	2	-	9	0	-	1	-	0	0	23
15.00 to 15.59	51	6	0	21	0	-	1	0	-	0	80
16.00 to 16.59	32	5	0	13	0	1	1	0	-	1	53
17.00 to 17.59	28	7	-	18	0	0	0	-	-	0	53
18.00 to 18.59	18	4	0	13	0	-	1	1	-	0	38
19.00 to 19.59	11	4	-	10	1	-	0	-	-	1	27
20.00 to 20.59	7	2	0	9	-	-	-	-	-	-	18
21.00 to 21.59	2	1	1	5	-	-	-	-	-	-	9
22.00 to 22.59	1	1	-	3	-	-	0	-	-	1	5
23.00 to 23.59	0	0	0	1	-	-	-	-	-	-	1
Total	**223**	**41**	**3**	**147**	**5**	**2**	**15**	**2**	**1**	**4**	**442**
Total for Weekends											
00.00 to 00.59	0	-	-	0	-	-	-	0	-	-	1
01.00 to 01.59	0	-	-	1	-	-	-	-	-	-	1
02.00 to 02.59	0	-	-	0	-	-	-	-	-	0	1
03.00 to 03.59	-	-	-	-	-	-	-	-	-	-	-
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	0	-	-	-	-	-	-	0
06.00 to 06.59	-	-	-	-	-	-	-	-	-	-	-
07.00 to 07.59	-	-	-	-	-	-	-	-	-	-	-
08.00 to 08.59	-	0	-	1	-	-	-	0	-	-	1
09.00 to 09.59	1	0	-	2	-	-	-	-	-	-	3
10.00 to 10.59	2	-	-	3	-	-	0	0	-	-	5
11.00 to 11.59	2	1	-	4	-	-	1	0	-	-	8
12.00 to 12.59	3	1	-	7	-	0	1	-	-	1	12
13.00 to 13.59	4	1	0	8	0	-	0	0	-	0	15
14.00 to 14.59	5	2	0	7	-	-	0	-	-	0	15
15.00 to 15.59	6	2	0	6	-	-	0	-	-	0	15
16.00 to 16.59	5	1	-	6	-	-	-	-	-	1	13
17.00 to 17.59	6	2	0	8	-	0	-	0	-	-	17
18.00 to 18.59	5	1	-	5	-	-	0	0	-	0	12
19.00 to 19.59	5	1	-	4	0	-	1	-	-	-	11
20.00 to 20.59	2	1	-	3	-	-	0	-	-	-	6
21.00 to 21.59	1	1	-	2	-	-	-	-	-	0	5
22.00 to 22.59	0	-	-	0	-	-	-	-	-	-	1
23.00 to 23.59	0	-	-	1	-	-	-	-	-	-	1
Total	**50**	**13**	**1**	**70**	**1**	**1**	**4**	**2**	**-**	**3**	**144**

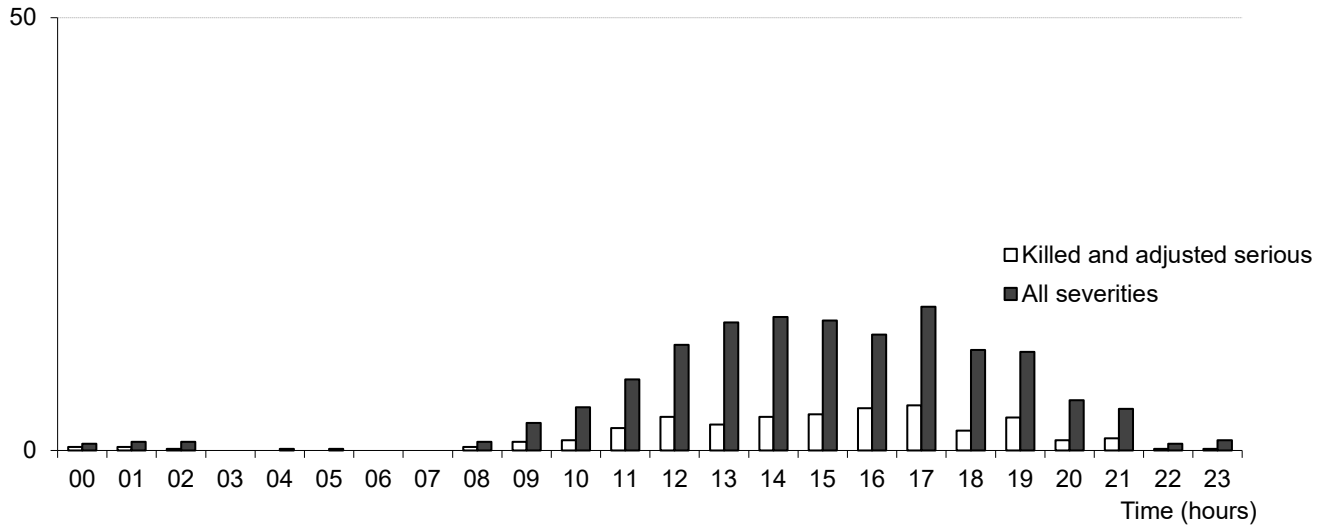
1. Child 0-15 years
2. Motor cycle includes all two wheeled motor vehicles
'0' represents 0.1 to 0.4 and '-'=zero.

Reported child casualties by time of day
Years: 2019 - 2023 average

Total for Weekdays



Total for Weekends

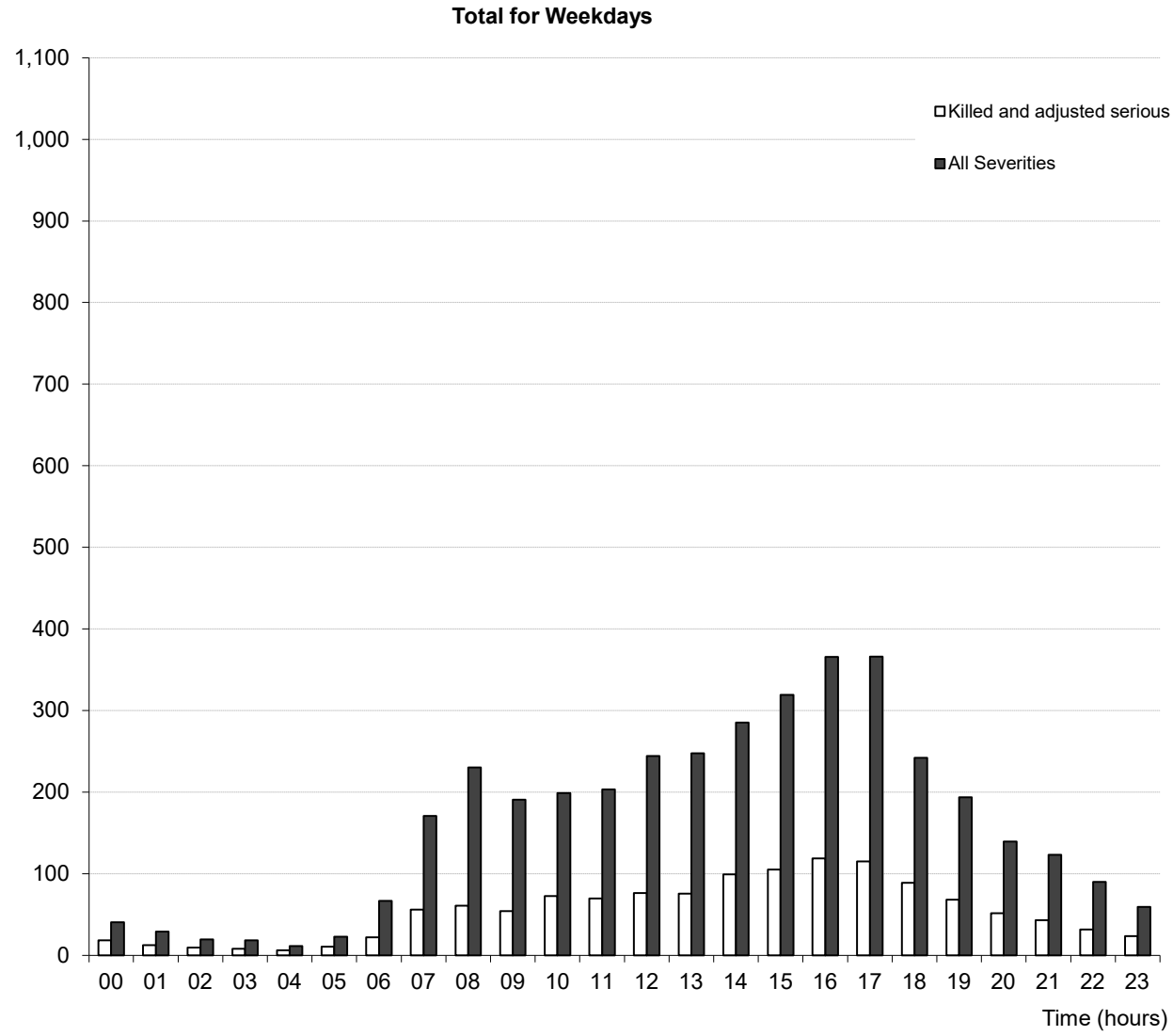


Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2019-2023 average

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	6	1	1	29	1	-	0	1	0	1	41
01.00 to 01.59	4	1	1	22	1	-	-	1	-	0	29
02.00 to 02.59	4	0	0	13	0	-	-	1	0	0	20
03.00 to 03.59	1	-	1	14	1	-	-	1	1	1	19
04.00 to 04.59	1	1	0	8	0	-	-	0	1	0	12
05.00 to 05.59	2	3	1	14	0	-	-	2	1	0	23
06.00 to 06.59	5	9	3	38	2	-	0	8	1	2	67
07.00 to 07.59	15	24	16	92	2	-	2	14	3	3	171
08.00 to 08.59	25	30	13	131	3	1	5	15	3	4	230
09.00 to 09.59	24	19	11	113	3	1	3	10	3	4	191
10.00 to 10.59	26	20	15	107	2	1	7	13	2	4	199
11.00 to 11.59	29	17	19	115	3	0	5	7	2	5	203
12.00 to 12.59	33	26	20	135	2	1	8	10	4	5	244
13.00 to 13.59	32	18	21	146	5	1	7	10	2	6	248
14.00 to 14.59	35	23	24	172	3	1	8	11	3	5	285
15.00 to 15.59	42	23	24	191	4	2	11	16	3	4	319
16.00 to 16.59	47	32	36	219	4	1	8	13	2	4	366
17.00 to 17.59	49	40	33	216	3	1	6	12	1	4	366
18.00 to 18.59	36	27	26	135	3	-	4	7	1	2	242
19.00 to 19.59	31	21	18	104	4	2	6	6	0	3	194
20.00 to 20.59	15	13	10	94	3	0	1	1	0	2	140
21.00 to 21.59	14	8	9	86	3	-	1	1	0	2	123
22.00 to 22.59	13	4	6	59	4	-	0	3	1	1	90
23.00 to 23.59	8	2	4	41	3	-	0	1	0	0	60
Total	**496**	**363**	**311**	**2,293**	**59**	**12**	**84**	**166**	**36**	**62**	**3,881**
Total for Weekends											
00.00 to 00.59	10	1	1	28	1	-	-	2	-	0	44
01.00 to 01.59	7	1	1	21	2	1	-	1	-	1	35
02.00 to 02.59	5	0	1	15	1	-	-	0	0	0	23
03.00 to 03.59	3	0	1	10	1	-	-	0	-	-	15
04.00 to 04.59	0	1	0	10	1	-	-	0	-	0	13
05.00 to 05.59	1	0	1	11	1	-	0	1	0	-	15
06.00 to 06.59	1	1	1	11	-	-	-	-	-	-	13
07.00 to 07.59	1	3	1	18	0	-	1	1	0	1	26
08.00 to 08.59	3	3	2	21	0	-	0	1	0	0	31
09.00 to 09.59	4	6	4	25	1	0	0	1	0	1	42
10.00 to 10.59	7	9	8	40	1	-	1	1	-	1	69
11.00 to 11.59	10	10	13	47	0	-	5	1	1	1	87
12.00 to 12.59	10	11	17	66	1	1	4	2	0	1	112
13.00 to 13.59	7	9	17	69	1	-	2	2	0	1	109
14.00 to 14.59	9	8	16	73	2	-	2	2	0	2	113
15.00 to 15.59	13	6	18	53	1	-	2	1	0	1	95
16.00 to 16.59	10	6	17	58	1	-	1	1	-	1	96
17.00 to 17.59	13	6	11	61	1	-	1	3	-	1	98
18.00 to 18.59	12	5	8	52	2	-	1	1	0	1	82
19.00 to 19.59	11	5	5	48	2	-	1	1	1	1	75
20.00 to 20.59	13	4	2	41	2	-	1	1	-	1	64
21.00 to 21.59	5	3	4	45	4	-	-	1	0	1	62
22.00 to 22.59	10	2	2	26	2	-	-	1	-	-	44
23.00 to 23.59	6	2	2	23	1	-	0	1	0	1	37
Total	**171**	**102**	**153**	**872**	**29**	**2**	**23**	**27**	**5**	**16**	**1,401**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2019 - 2023 average



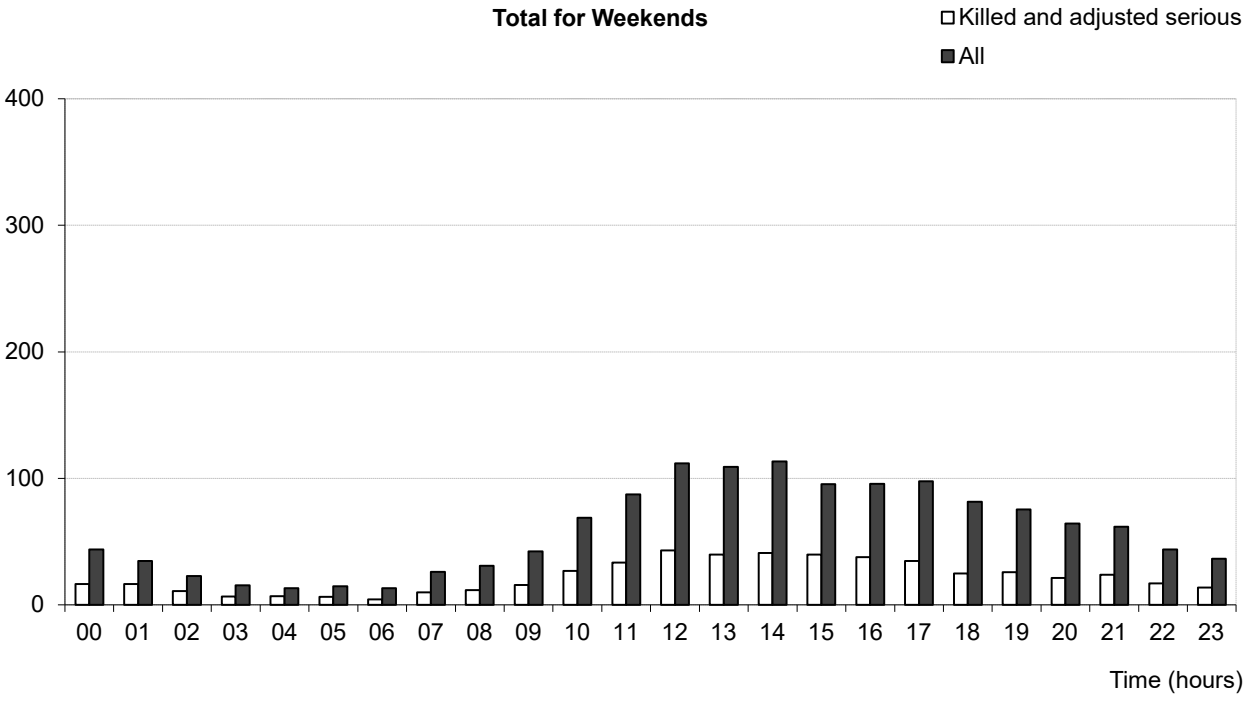


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2019 to 2023 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	22	2	0	18	0	0	1	0	-	1	45
	February	20	2	0	18	0	-	1	1	-	-	44
	March	20	3	0	11	-	0	0	0	-	0	36
	April	22	2	0	16	-	-	2	1	0	1	45
	May	18	7	1	17	0	-	1	1	-	0	46
	June	29	7	0	19	-	-	1	-	-	1	56
	July	14	7	1	25	0	1	1	-	0	2	50
	August	27	9	0	24	0	1	1	0	-	1	63
	September	26	5	0	13	1	-	0	-	-	1	46
	October	25	4	0	20	0	-	5	0	-	0	56
	November	26	3	-	16	1	-	3	0	-	1	49
	December	19	1	-	16	2	0	1	0	0	0	40
	Year Total	269	53	4	214	5	2	19	4	1	7	577
Adult	January	69	30	14	259	7	1	9	16	4	6	414
	February	55	27	22	273	8	0	9	20	6	5	425
	March	52	32	22	236	8	2	11	20	3	5	392
	April	36	40	43	220	4	1	7	15	2	6	375
	May	40	45	51	232	6	1	14	14	3	4	409
	June	42	46	61	247	5	1	7	12	2	8	431
	July	39	45	57	277	6	1	10	15	3	7	460
	August	52	50	63	297	7	1	8	15	4	8	506
	September	50	44	59	264	5	1	9	14	3	8	458
	October	64	42	32	275	8	0	9	16	3	6	457
	November	78	36	22	273	10	3	7	18	3	6	457
	December	79	21	12	267	11	1	6	15	3	7	421
	Year Total	657	458	457	3,120	87	14	105	190	41	77	5,205
Total	January	91	32	14	277	7	1	10	16	4	7	459
	February	76	29	23	291	8	0	10	21	6	5	469
	March	72	35	23	247	8	3	11	21	3	6	428
	April	58	42	43	236	4	1	10	16	2	7	420
	May	58	53	52	250	7	1	15	14	3	4	455
	June	71	53	61	266	5	1	8	12	2	8	489
	July	53	53	57	302	6	2	12	15	3	9	511
	August	79	59	63	321	8	2	9	15	4	9	569
	September	76	49	59	277	6	1	9	14	3	9	504
	October	90	46	32	295	8	0	15	16	3	7	513
	November	104	39	22	288	11	3	10	19	3	7	506
	December	99	22	12	283	13	2	7	15	3	7	462
	Year Total	927	511	461	3,335	92	16	124	194	41	84	5,786

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: 2019 to 2023 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/coach	Light goods	Heavy goods	Other	Total
Child (0-15)	Monday	41	7	1	29	2	0	1	0	0	1	82
	Tuesday	40	6	1	24	0	0	3	-	-	1	77
	Wednesday	45	8	1	28	0	1	1	-	-	1	86
	Thursday	46	9	1	27	1	-	5	1	-	0	90
	Friday	50	10	0	38	1	0	4	1	0	2	107
	Saturday	27	8	0	37	0	1	2	1	-	2	78
	Sunday	22	5	1	33	0	-	3	1	-	1	66
	Total	272	54	4	217	5	2	19	4	1	8	585
Adult	Monday	89	63	58	427	10	2	16	35	5	10	715
	Tuesday	92	78	61	438	10	2	16	36	9	16	758
	Wednesday	99	73	62	448	11	2	14	27	8	12	755
	Thursday	103	75	63	447	13	3	17	35	9	10	773
	Friday	113	74	68	533	14	3	21	34	5	14	880
	Saturday	104	57	74	456	18	1	13	13	4	8	748
	Sunday	67	46	79	416	12	1	10	13	1	7	653
	Total	667	465	464	3,165	88	14	107	192	41	78	5,282
Total (1)	Monday	131	70	58	457	12	2	17	35	5	11	798
	Tuesday	132	84	62	462	10	2	19	36	9	18	835
	Wednesday	145	81	62	477	11	2	16	27	8	12	841
	Thursday	149	84	64	474	14	3	21	35	9	10	864
	Friday	164	84	69	572	15	3	25	35	5	16	988
	Saturday	131	65	74	493	18	1	15	14	4	11	826
	Sunday	90	51	80	449	12	1	13	14	1	8	719
	Total	941	519	469	3,384	93	16	126	196	42	86	5,871

(1) Includes those whose ages were not known

Population estimates, number of reported casualties and casualty rates per thousand population by age groups

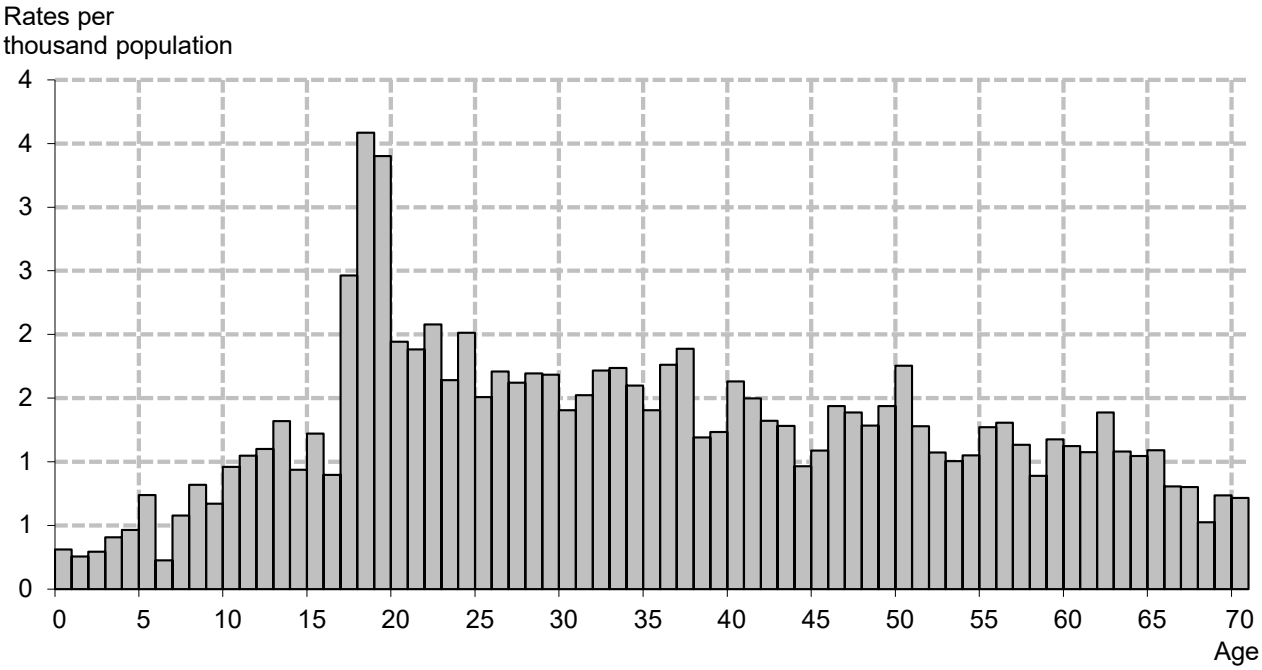
Years: 2014-18 and 2019-2023 averages, 2019 to 2023

Year	0-4	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	All Ages [1]
Population											*thousands*
2014-18 average	**281.4**	**406.1**	**224.7**	**450.2**	**494.2**	**670.1**	**732.9**	**782.3**	**637.0**	**689.5**	**5,368.6**
2019	267.3	414.8	227.4	443.4	484.6	693.6	682.6	803.9	651.7	745.0	5,414.4
2020	260.0	411.5	231.7	442.4	478.4	694.3	672.9	803.3	662.4	756.3	5,413.1
2021	252.1	408.8	237.8	439.6	469.5	697.7	665.6	802.6	675.4	769.5	5,418.4
2022	247.7	402.7	241.4	444.4	473.7	706.2	663.1	796.7	691.1	779.9	5,447.0
2023	247.3	401.3	246.2	443.7	486.1	718.1	666.6	783.7	706.2	791.0	5,490.1
2019-2023. average	**254.9**	**407.8**	**236.9**	**442.7**	**478.5**	**702.0**	**670.1**	**798.1**	**677.3**	**768.4**	**5,436.6**
Casualties											*number*
2014-18 average	**140**	**441**	**350**	**1,535**	**1,474**	**1,627**	**1,589**	**1,415**	**800**	**817**	**10,207**
2019	125	354	290	1,006	1,040	1,249	1,023	1,164	670	770	7,705
2020	85	226	183	734	772	889	689	723	403	360	5,065
2021	66	232	197	708	708	858	703	759	435	447	5,114
2022	56	289	242	778	713	896	699	816	578	575	5,643
2023	76	248	258	814	703	934	746	827	625	595	5,829
2019-2023. average	**82**	**270**	**234**	**808**	**787**	**965**	**772**	**858**	**542**	**549**	**5,871**
2023 Male	37	160	139	498	446	556	434	491	345	284	3,390
2023 Female	19	129	103	279	267	340	265	325	233	290	2,251
Casualty rates											*rates per thousand population*
2014-18 average	**0.50**	**1.09**	**1.56**	**3.41**	**2.98**	**2.43**	**2.17**	**1.81**	**1.26**	**1.18**	**1.90**
2019	0.47	0.85	1.28	2.27	2.15	1.8	1.5	1.45	1.03	1.03	1.42
2020	0.33	0.55	0.79	1.66	1.61	1.28	1.02	0.9	0.61	0.48	0.94
2021	0.26	0.57	0.83	1.61	1.51	1.23	1.06	0.95	0.64	0.58	0.94
2022	0.23	0.72	1	1.75	1.51	1.27	1.05	1.02	0.84	0.74	1.04
2023	0.31	0.62	1.05	1.83	1.45	1.3	1.12	1.06	0.89	0.75	1.06
2019-2023. average	**0.32**	**0.66**	**0.99**	**1.83**	**1.65**	**1.37**	**1.15**	**1.07**	**0.8**	**0.72**	**1.08**
Male											
2014-18 average	**0.59**	**1.25**	**1.76**	**3.82**	**3.39**	**2.81**	**2.51**	**2.03**	**1.30**	**1.00**	**2.09**
2019	0.46	1.03	1.41	2.55	2.32	2.1	1.75	1.65	1.10	0.87	1.56
2020	0.33	0.6	1	2.01	1.91	1.62	1.24	1.11	0.72	0.49	1.11
2021	0.33	0.67	1.02	1.87	1.81	1.53	1.32	1.18	0.70	0.52	1.11
2022	0.31	0.82	1.18	2.26	1.85	1.53	1.28	1.19	0.97	0.65	1.21
2023	0.35	0.73	1.15	2.3	1.7	1.55	1.34	1.19	0.98	0.71	1.22
2019-2023. average	0.36	0.77	1.15	2.2	1.92	1.67	1.39	1.26	0.89	0.65	1.24
Female											
2014-18 average	**0.39**	**0.93**	**1.36**	**3.00**	**2.57**	**2.03**	**1.81**	**1.58**	**1.21**	**1.43**	**1.70**
2019	0.44	0.69	1.15	1.98	1.96	1.48	1.23	1.23	0.96	1.24	1.27
2020	0.32	0.5	0.59	1.31	1.3	0.92	0.79	0.68	0.49	0.46	0.75
2021	0.2	0.47	0.64	1.35	1.19	0.91	0.78	0.69	0.59	0.66	0.77
2022	0.15	0.62	0.84	1.25	1.15	0.99	0.82	0.84	0.7	0.84	0.85
2023	0.27	0.51	0.96	1.37	1.18	1.04	0.89	0.91	0.78	0.8	0.90
2019-2023. average	**0.28**	**0.56**	**0.83**	**1.45**	**1.36**	**1.07**	**0.91**	**0.87**	**0.70**	**0.80**	**0.91**

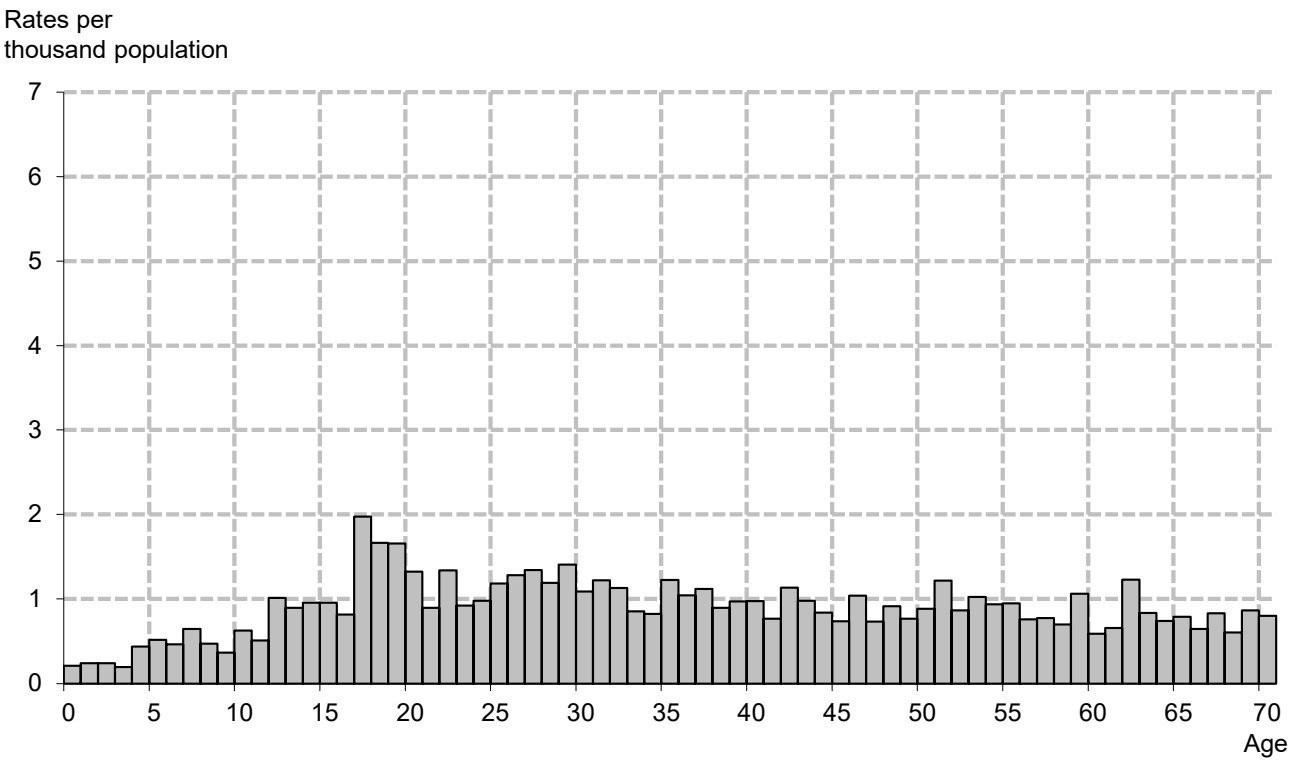
1. Includes those whose ages were 'not known'.
2. Minor revisions have been made to the population estimates for indvidual age groups. Overall estimates for Scotland are unchanged.

Reported casualty rates per thousand population, by age and sex
Year: 2023

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2019-2023 average

Mode of Transport	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	1	9	15	25	-	0.04	0.06	0.10
	5 - 11	-	48	75	124	-	0.12	0.18	0.30
	12 - 15	1	51	71	124	-	0.22	0.30	0.52
	16 - 22	3	35	54	93	0.01	0.08	0.12	0.21
	23-25	1	12	16	29	-	0.06	0.08	0.14
	26-29	2	15	23	40	0.01	0.05	0.08	0.14
	30 - 39	6	42	57	106	0.01	0.06	0.08	0.15
	40 - 49	6	34	46	86	0.01	0.05	0.07	0.13
	50 - 59	4	46	53	104	0.01	0.06	0.07	0.13
	60 - 69	6	42	37	85	0.01	0.06	0.05	0.13
	70 & over	11	63	49	123	0.01	0.08	0.06	0.16
	Total [1]	**39**	397	496	**941**	**0.01**	0.07	0.09	**0.17**
	Child 0-15	2	108	161	272	-	0.12	0.18	0.30
	Adult 16+	37	289	334	667	0.01	0.06	0.07	0.15
Pedal Cycle	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	7	15	23	-	0.02	0.04	0.06
	12 - 15	-	11	18	30	-	0.05	0.08	0.13
	16 - 22	-	16	32	49	-	0.04	0.07	0.11
	23-25	-	9	24	34	-	0.05	0.12	0.17
	26-29	-	16	21	37	-	0.06	0.08	0.13
	30 - 39	2	36	60	98	-	0.05	0.08	0.14
	40 - 49	1	38	54	94	-	0.06	0.08	0.14
	50 - 59	1	40	49	92	-	0.05	0.06	0.12
	60 - 69	1	18	21	41	-	0.03	0.03	0.06
	70 & over	1	10	8	20	-	0.01	0.01	0.03
	Total [1]	**8**	202	304	**519**	-	0.04	0.06	**0.10**
	Child 0-15	1	18	34	54	-	0.02	0.04	0.06
	Adult 16+	7	183	269	465	-	0.04	0.06	0.10
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	3	1	4	-	0.01	-	0.02
	16 - 22	2	34	30	66	-	0.08	0.07	0.15
	23-25	1	15	13	29	-	0.07	0.07	0.14
	26-29	2	22	14	38	0.01	0.08	0.05	0.14
	30 - 39	4	49	28	81	0.01	0.07	0.04	0.12
	40 - 49	4	45	25	75	0.01	0.07	0.04	0.11
	50 - 59	6	70	29	107	0.01	0.09	0.04	0.13
	60 - 69	5	33	17	55	0.01	0.05	0.03	0.08
	70 & over	1	8	3	13	-	0.01	-	0.02
	Total [1]	**25**	281	162	**469**	**-**	0.05	0.03	**0.09**
	Child 0-15	-	3	1	4	-	-	-	-
	Adult 16+	25	278	160	464	0.01	0.06	0.04	0.10
Car	0 - 4	1	8	42	50	-	0.03	0.16	0.20
	5 - 11	-	17	91	109	-	0.04	0.22	0.27
	12 - 15	-	12	45	57	-	0.05	0.19	0.24
	16 - 22	8	145	398	555	0.02	0.33	0.90	1.25
	23-25	5	54	170	230	0.03	0.27	0.84	1.13
	26-29	4	61	214	281	0.02	0.22	0.78	1.02
	30 - 39	10	117	445	575	0.01	0.17	0.63	0.82
	40 - 49	7	90	331	431	0.01	0.13	0.49	0.64
	50 - 59	7	119	325	453	0.01	0.15	0.41	0.57
	60 - 69	9	85	206	301	0.01	0.13	0.30	0.44
	70 & over	20	129	186	338	0.03	0.17	0.24	0.44
	Total [1]	**72**	837	2,454	**3,384**	**0.01**	**0.15**	**0.45**	**0.62**
	Child 0-15	1	36	178	217	-	0.04	0.20	0.24
	Adult 16+	71	801	2,275	3,165	0.02	0.18	0.50	0.70

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: 2019-2023 average

Road User	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	1	6	6	-	-	0.01	0.01
	23-25	-	-	3	4	-	-	0.02	0.02
	26-29	-	1	5	5	-	-	0.02	0.02
	30 - 39	-	2	15	17	-	-	0.02	0.02
	40 - 49	-	2	12	15	-	-	0.02	0.02
	50 - 59	1	4	15	20	-	0.01	0.02	0.02
	60 - 69	-	3	11	14	-	0.01	0.02	0.02
	70 & over	-	3	4	7	-	-	0.01	0.01
	Total [1]	**1**	16	75	**93**	**-**	-	0.01	**0.02**
	Child 0-15	-	1	4	5	-	-	-	0.01
	Adult 16+	1	15	70	88	-	-	0.02	0.02
Minibus	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	-	1	-	-	-	-
	16 - 22	-	-	1	1	-	-	-	-
	23-25	-	-	-	-	-	-	-	-
	26-29	-	-	1	1	-	-	-	-
	30 - 39	-	-	1	2	-	-	-	-
	40 - 49	-	1	2	3	-	-	-	-
	50 - 59	-	1	3	3	-	-	-	-
	60 - 69	-	1	2	3	-	-	-	-
	70 & over	-	-	-	1	-	-	-	-
	Total [1]	**-**	4	11	**16**	**-**	-	-	**-**
	Child 0-15	-	-	2	2	-	-	-	-
	Adult 16+	-	4	10	14	-	-	-	-
Bus/Coach	0 - 4	-	-	3	3	-	-	0.01	0.01
	5 - 11	-	1	5	5	-	-	0.01	0.01
	12 - 15	-	3	7	10	-	0.01	0.03	0.04
	16 - 22	-	2	7	10	-	0.01	0.02	0.02
	23-25	-	-	3	4	-	-	0.01	0.02
	26-29	-	-	2	3	-	-	0.01	0.01
	30 - 39	-	2	10	12	-	-	0.01	0.02
	40 - 49	-	2	10	12	-	-	0.01	0.02
	50 - 59	-	3	12	15	-	-	0.01	0.02
	60 - 69	-	4	10	14	-	0.01	0.02	0.02
	70 & over	1	11	26	38	-	0.01	0.03	0.05
	Total [1]	**1**	29	94	**126**	**-**	0.01	0.02	**0.02**
	Child 0-15	-	4	15	19	-	-	0.02	0.02
	Adult 16+	1	25	80	107	-	0.01	0.02	0.02
Light goods	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	1	1	-	-	-	-
	16 - 22	-	3	13	17	-	0.01	0.03	0.04
	23-25	-	2	13	16	-	0.01	0.07	0.08
	26-29	-	5	18	23	-	0.02	0.06	0.08
	30 - 39	1	12	39	51	-	0.02	0.06	0.07
	40 - 49	-	9	25	34	-	0.01	0.04	0.05
	50 - 59	1	7	25	33	-	0.01	0.03	0.04
	60 - 69	1	5	9	15	-	0.01	0.01	0.02
	70 & over	-	1	2	3	-	-	-	-
	Total [1]	**4**	44	148	**196**	**-**	0.01	0.03	**0.04**
	Child 0-15	-	-	4	4	-	-	-	-
	Adult 16+	4	44	144	192	-	0.01	0.03	0.04

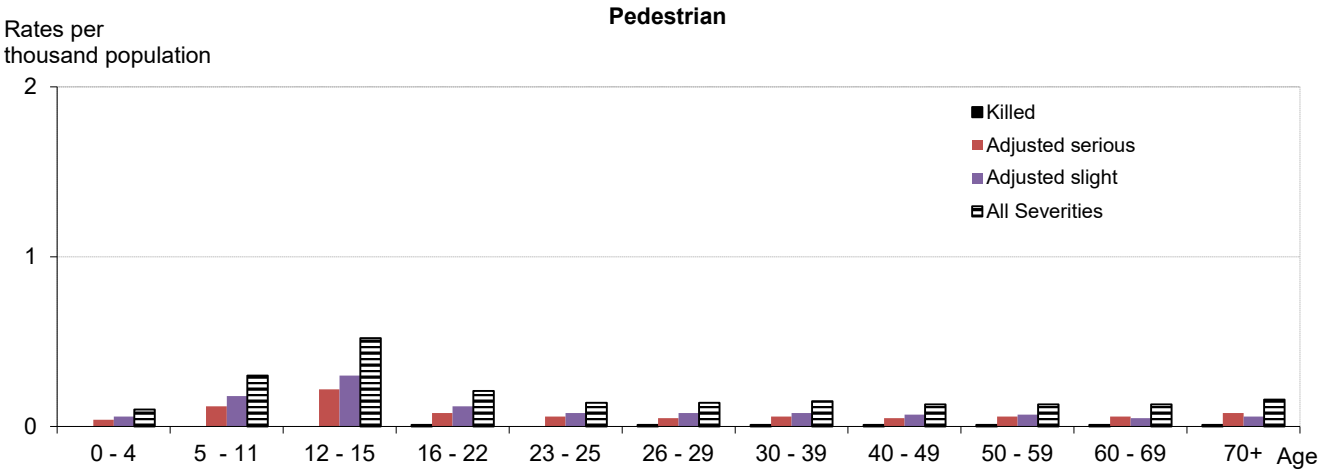
1. Includes those whose age was 'not known'

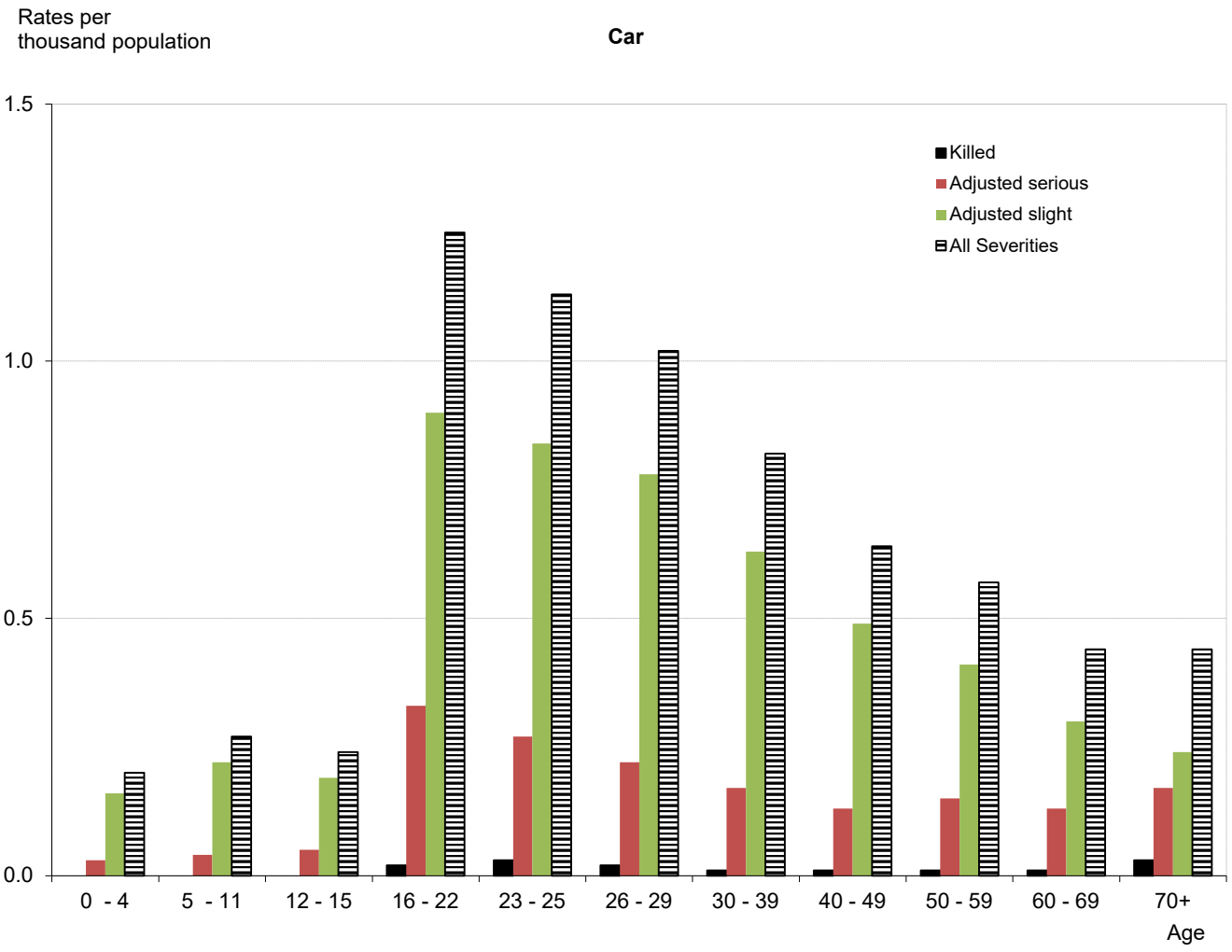
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2019-2023 average

Road User	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers				*rates per thousand population*
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	-	1	2	-	-	-	-
	23-25	-	-	-	1	-	-	-	-
	26-29	-	1	2	3	-	-	0.01	0.01
	30 - 39	-	2	4	6	-	-	0.01	0.01
	40 - 49	-	3	6	10	-	-	0.01	0.01
	50 - 59	1	5	9	15	-	0.01	0.01	0.02
	60 - 69	-	2	3	5	-	-	-	0.01
	70 & over	-	-	-	-	-	-	-	-
	Total [1]	**2**	13	26	**42**	-	-	-	**0.01**
	Child 0-15	-	-	1	1	-	-	-	-
	Adult 16+	2	13	25	41	-	-	0.01	0.01
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	2	2	4	-	-	-	0.01
	12 - 15	-	2	1	4	-	0.01	0.01	0.02
	16 - 22	-	3	7	10	-	0.01	0.01	0.02
	23-25	-	1	3	5	-	0.01	0.01	0.02
	26-29	-	3	3	6	-	0.01	0.01	0.02
	30 - 39	-	7	10	17	-	0.01	0.01	0.02
	40 - 49	-	3	8	12	-	-	0.01	0.02
	50 - 59	-	4	10	15	-	0.01	0.01	0.02
	60 - 69	-	3	4	7	-	-	0.01	0.01
	70 & over	1	3	2	7	-	-	-	0.01
	Total [1]	**2**	32	51	**86**	-	0.01	0.01	**0.02**
	Child 0-15	-	4	3	8	-	-	-	0.01
	50 - 59	22	298	531	858	0.03	0.37	0.66	1.07
	60 - 69	22	197	320	542	0.03	0.29	0.47	0.80
	70 & over	36	228	281	549	0.05	0.30	0.37	0.72
	Total [1]	**154**	1,854	3,821	**5,871**	**0.03**	0.34	0.70	**1.08**
	Child 0-15	4	175	403	585	-	0.19	0.45	0.65
	Adult 16+	150	1,679	3,415	5,282	0.03	0.37	0.75	1.16

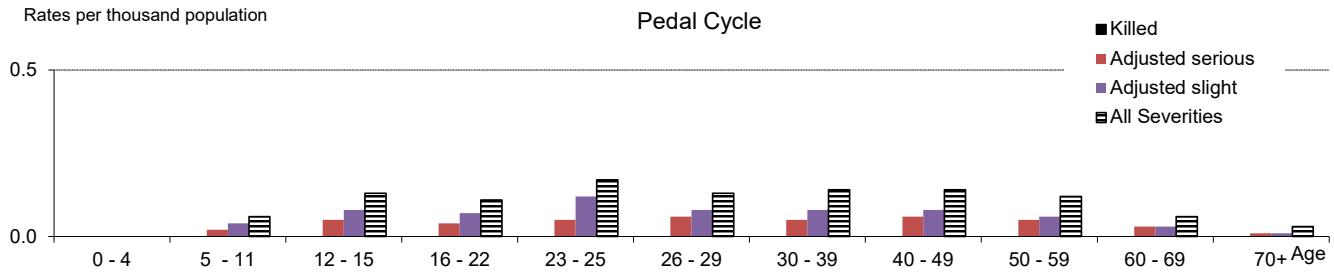
1. Includes those whose age was 'not known'

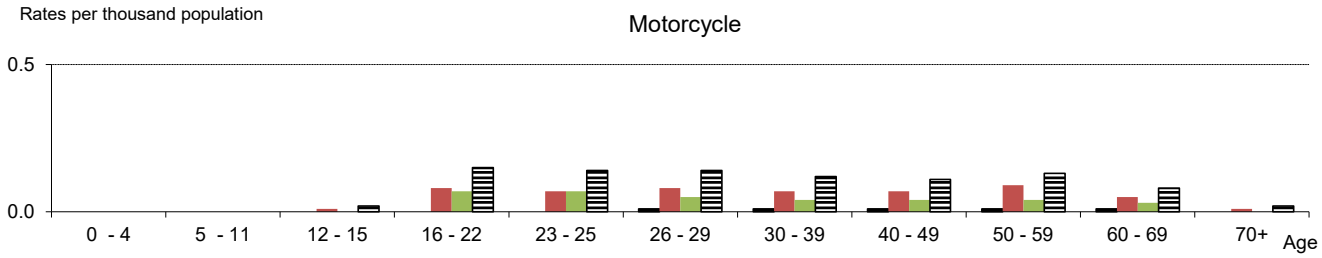
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2019-2023 average

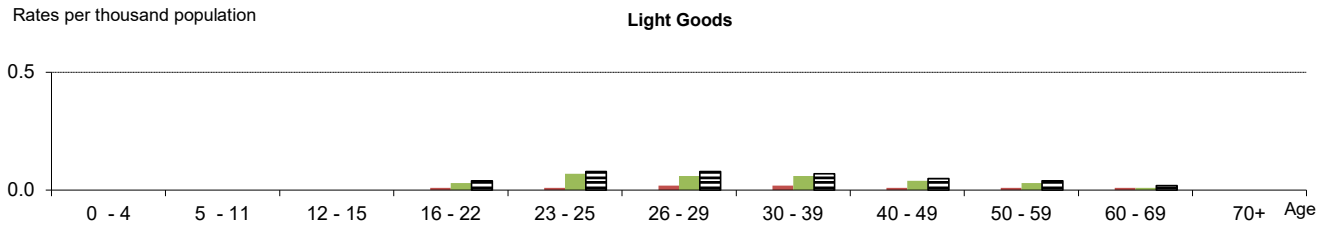




Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2019-2023 average







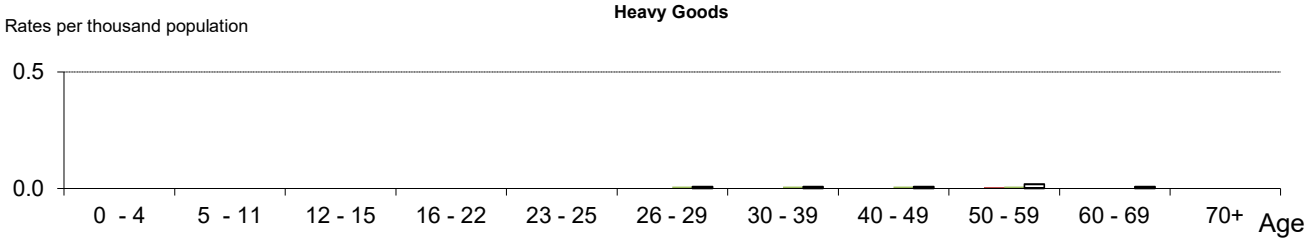


Table 33

Reported casualties by speed limit, mode of transport and severity
Years: 2019-2023 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	**Pedestrians**	4	19	3	2	6	5	39
	Pedal cycle	-	3	0	0	4	-	8
	Motorcycle	0	3	1	1	18	1	25
	Car users	1	8	4	1	47	10	72
	Bus/coach	1	0	0	-	0	-	1
	Other	0	2	1	1	4	2	9
	Total	6	35	8	7	79	18	154
Adjusted seriou	**Pedestrians**	77	274	16	4	19	7	397
	Pedal cycle	38	113	12	4	31	3	202
	Motorcycle	15	82	17	10	137	19	281
	Car users	25	196	62	34	419	101	837
	Bus/coach	8	13	3	1	4	0	29
	Other	6	30	7	4	48	15	109
	Total	169	709	117	56	658	145	1854
All Severities	**Pedestrians**	200	646	30	8	39	17	941
	Pedal cycle	116	297	28	8	63	7	519
	Motorcycle	31	155	32	17	201	32	469
	Car users	144	1,099	269	145	1,262	465	3,384
	Bus/coach	33	58	9	2	21	3	126
	Other	27	139	29	18	151	69	433
	Total	552	2,393	397	197	1,737	593	5,871

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2019-2023 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	6	17	-	3	8	1	9	25
5 - 11	-	32	77	-	16	46	-	48	124
12 - 15	1	30	69	-	22	55	1	51	124
16 - 22	2	20	51	1	15	42	3	35	93
23 - 25	1	6	16	-	6	13	1	12	29
26 - 29	1	9	23	1	5	17	2	15	40
30 - 39	5	33	72	1	10	34	6	42	106
40 - 49	5	23	55	1	12	31	6	34	86
50 - 59	3	24	54	2	22	50	4	46	104
60 - 69	3	21	45	3	21	41	6	42	85
70 & over	7	27	59	4	35	64	11	63	123
Total [1]	**27**	231	**539**	**12**	166	**401**	39	397	**941**
Child 0-15	1	68	163	1	41	109	2	108	273
Adult 16+	26	163	375	11	126	292	37	289	667
Driver or rider									
0 - 4	-	-	1	-	-	-	-	-	2
5 - 11	-	6	20	-	2	5	-	8	25
12 - 15	-	14	33	-	1	2	-	15	35
16 - 22	6	97	293	2	29	142	8	127	436
23 - 25	4	47	153	-	15	83	5	62	237
26 - 29	4	60	189	2	23	112	6	83	301
30 - 39	12	143	449	2	50	243	14	193	693
40 - 49	10	127	377	2	41	194	12	168	571
50 - 59	14	162	427	3	50	193	17	212	620
60 - 69	11	88	237	3	32	107	14	120	344
70 & over	13	71	190	5	40	94	17	112	284
Total [1]	**75**	815	**2,369**	**18**	284	**1,174**	**93**	1,099	**3,547**
Child 0-15	1	20	54	-	3	7	1	22	62
Adult 16+	74	795	2,314	18	281	1,167	92	1,077	3,484
Passenger vehicle/pillion									
0 - 4	-	4	27	-	5	29	1	9	56
5 - 11	-	8	55	-	10	66	-	18	121
12 - 15	-	7	31	-	10	44	1	17	75
16 - 22	3	46	140	1	32	139	3	79	279
23 - 25	1	10	39	-	12	47	2	22	85
26 - 29	1	12	47	-	13	49	1	24	96
30 - 39	1	19	79	1	15	88	2	33	167
40 - 49	1	12	45	-	15	70	1	26	115
50 - 59	-	12	39	1	29	95	1	41	134
60 - 69	1	10	30	2	25	83	2	35	113
70 & over	2	11	29	6	43	113	8	54	143
Total [1]	**10**	150	**563**	**12**	207	**822**	**22**	358	**1,385**
Child 0-15	1	19	113	1	25	138	2	44	252
Adult 16+	9	131	449	11	182	683	20	314	1,132

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: 2019-2023 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	.00	.05	.14	.00	.02	.06	.00	.04	.10
5 - 11	.00	.16	.39	-	.08	.22	.00	.12	.30
12 - 15	.01	.26	.60	.00	.18	.45	.00	.22	.52
16 - 22	.01	.09	.23	.00	.07	.19	.01	.08	.21
23 - 25	.01	.06	.16	-	.06	.13	.00	.06	.14
26 - 29	.01	.07	.17	.00	.04	.12	.01	.05	.14
30 - 39	.01	.09	.20	.00	.03	.10	.01	.06	.15
40 - 49	.01	.07	.16	.00	.04	.10	.01	.05	.13
50 - 59	.01	.06	.13	.00	.06	.13	.01	.06	.13
60 - 69	.01	.06	.13	.01	.06	.12	.01	.06	.13
70 & over	.02	.06	.14	.01	.10	.19	.01	.08	.16
Total [1]	**.01**	**.08**	**.19**	**.00**	**.06**	**.15**	**.01**	**.07**	**.17**
Child 0-15	.00	.15	.37	.00	.09	.24	.00	.12	.30
Adult 16+	.01	.07	.16	.01	.06	.13	.01	.06	.15
Driver or rider									
0 - 4	-	.00	.01	-	.00	.00	-	.00	.01
5 - 11	.00	.03	.10	.00	.01	.02	.00	.02	.06
12 - 15	.00	.12	.28	-	.01	.02	.00	.06	.15
16 - 22	.03	.44	1.33	.01	.13	.64	.02	.29	.99
23 - 25	.04	.46	1.49	.00	.15	.83	.02	.30	1.17
26 - 29	.03	.42	1.34	.01	.17	.83	.02	.30	1.09
30 - 39	.03	.40	1.25	.01	.15	.71	.02	.28	.99
40 - 49	.03	.37	1.10	.01	.13	.59	.02	.25	.85
50 - 59	.03	.39	1.04	.01	.13	.50	.02	.27	.78
60 - 69	.03	.25	.68	.01	.10	.33	.02	.18	.51
70 & over	.03	.17	.44	.01	.12	.28	.02	.15	.37
Total [1]	**.03**	**.29**	**.85**	**.01**	**.11**	**.44**	**.02**	**.20**	**.65**
Child 0-15	.00	.04	.12	.00	.01	.01	.00	.03	.07
Adult 16+	.03	.34	.98	.01	.13	.54	.02	.24	.77
Passenger vehicle/pillion									
0 - 4	.00	.03	.21	.00	.04	.22	.00	.03	.22
5 - 11	.00	.04	.28	-	.05	.31	.00	.04	.30
12 - 15	.00	.06	.27	.00	.08	.36	.00	.07	.32
16 - 22	.01	.21	.64	.00	.15	.62	.01	.18	.63
23 - 25	.01	.10	.37	.00	.12	.47	.01	.11	.42
26 - 29	.01	.08	.33	-	.09	.36	.00	.09	.35
30 - 39	.00	.05	.22	.00	.04	.26	.00	.05	.24
40 - 49	.00	.03	.13	.00	.04	.22	.00	.04	.17
50 - 59	-	.03	.10	.00	.08	.25	.00	.05	.17
60 - 69	.00	.03	.09	.00	.08	.25	.00	.05	.17
70 & over	.00	.03	.07	.02	.13	.33	.01	.07	.19
Total [1]	**.00**	**.05**	**.20**	**.00**	**.08**	**.31**	**.00**	**.07**	**.25**
Child 0-15	.00	.04	.26	.00	.05	.30	.00	.05	.28
Adult 16+	.00	.06	.19	.00	.08	.31	.00	.07	.25

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

Table 35

Reported child/adult pedestrian casualties in single vehicle collisions, by pedestrian action, pedestrian crossing details 2014-18, 2019-23 averages and 2019 to 2023

Child pedestrian

		On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	2014-18 average	41	4	23	168	18	254
	2019	34	2	24	137	16	213
	2020	33	3	11	91	11	149
	2021	33	1	11	92	7	144
	2022	47	1	24	93	14	179
	2023	36	3	14	88	24	165
	2019-23 average	37	2	17	100	14	170
Crossing road-concealed by vehicle	2014-18 average	6	1	12	93	6	118
	2019	4	1	5	58	2	70
	2020	-	1	4	35	8	48
	2021	6	-	5	45	4	60
	2022	4	-	6	48	4	62
	2023	4	-	5	46	6	61
	2019-23 average	4	0	5	46	5	60
Standing/walking	2014-18 average	-	-	-	-	16	16
	2019	-	-	-	-	8	8
	2020	-	-	-	-	4	4
	2021	-	-	-	-	8	8
	2022	-	-	-	-	16	16
	2023	-	-	-	-	17	17
	2019-23 average	-	-	-	-	11	11
Other/unknown	2014-18 average	1	-	0	4	26	31
	2019	-	-	-	8	17	25
	2020	1	-	-	6	11	18
	2021	1	-	-	-	19	20
	2022	-	-	-	5	23	28
	2023	-	-	-	2	13	15
	2019-23 average	0	-	-	4	17	21
Total	2014-18 average	47	5	35	266	66	419
	2019	38	3	29	203	43	316
	2020	34	4	15	132	34	219
	2021	40	1	16	137	38	232
	2022	51	1	30	146	57	285
	2023	40	3	19	136	60	258
	2019-23 average	41	2	22	151	46	262

Table 35

Reported child/adult pedestrian casualties in single vehicle collisions, by pedestrian action, pedestrian crossing details 2014-18, 2019-23 averages and 2019 to 2023

Adult pedestrian

		On ped crossing	In zig zag crossing	In 50 metres crossing	Crossing elsewhere	Other/ unknown	All locations
Crossing road-not concealed by vehicle	2014-18 average	125	10	93	356	47	631
	2019	116	6	61	302	64	549
	2020	78	2	34	182	32	328
	2021	82	3	35	152	23	295
	2022	79	4	36	185	47	351
	2023	72	1	60	175	59	367
	2019-23 average	85	3	45	199	45	378
Crossing road-concealed by vehicle	2014-18 average	9	3	18	74	7	111
	2019	7	1	15	48	2	73
	2020	5	-	5	31	1	42
	2021	5	-	4	23	2	34
	2022	6	-	8	28	6	48
	2023	8	-	7	39	4	58
	2019-23 average	6	0	8	34	3	51
Standing/walking	2014-18 average	0	-	-	-	121	121
	2019	-	-	-	-	93	93
	2020	-	-	-	-	78	78
	2021	-	-	-	-	77	77
	2022	-	-	-	-	96	96
	2023	-	-	-	-	124	124
	2019-23 average	-	-	-	-	94	94
Other/unknown	2014-18 average	3	0	3	23	138	168
	2019	6	-	1	19	123	149
	2020	3	-	-	14	88	105
	2021	1	-	-	9	55	65
	2022	5	-	2	12	65	84
	2023	3	-	1	10	84	98
	2019-23 average	4	-	1	13	83	100
Total	2014-18 average	137	13	114	454	314	1,032
	2019	129	7	77	369	282	864
	2020	86	2	39	227	199	553
	2021	88	3	39	184	157	471
	2022	90	4	46	225	214	579
	2023	83	1	68	224	271	647
	2019-23 average	95	3	54	246	225	623

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2019-2023 averages, 2019-23

		Killed				Adjusted Serious							All severities					
	Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Built Up	Local Auth. Non Built Up	Local Auth. Minor Built up	Local Auth. Non Built up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Built Up	Local Auth. Non Built Up	Local Auth. Minor Built up	Local Auth. Non Built up	All LA roads	ALL ROADS
Aberdeen City	2014-18 average	1	-	3	3	4	10	1	5	21	46	73	83	29	3	13	59	122	197	227
	2019	1	-	2	2	3	4	1	3	21	28	53	57	10	4	7	54	73	138	148
	2020	-	-	1	1	1	3	-	2	17	18	37	40	5	-	4	38	40	82	87
	2021	-	-	2	2	2	1	-	3	10	13	26	27	3	1	3	23	35	62	65
	2022	-	-	1	1	1	1	2	2	11	12	27	28	4	7	9	26	36	78	82
	2023	-	1	3	4	4	5	-	3	18	27	48	53	9	2	6	43	49	100	109
	2019-23 average	0	0	2	2	2	3	1	3	15	20	38	41	6	3	6	37	47	92	98
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-	-	-12	-42	-35	-36	-69	-	-53	-27	-60	-49	-52
	19-23 av	-	-	-	-	-	-	-	-	-25	-58	-48	-51	-79	-	-55	-37	-62	-53	-57
Aberdeenshire	2014-18 average	3	11	2	12	15	31	57	65	9	24	155	185	81	125	142	24	63	354	435
	2019	4	6	-	6	10	23	47	39	5	10	101	124	60	99	78	16	37	230	290
	2020	4	2	1	3	7	23	28	27	4	6	65	88	42	57	39	7	21	124	166
	2021	3	9	-	9	12	27	19	33	4	11	67	94	52	49	60	7	24	140	192
	2022	2	6	1	7	9	18	45	28	10	4	87	105	42	87	69	18	18	192	234
	2023	2	4	1	5	7	23	26	34	8	6	74	97	65	62	69	17	18	166	231
	2019-23 average	3	5	1	6	9	23	33	32	6	7	79	102	52	71	63	13	24	170	223
	% ch on 14-18 av: 2023	-	-62	-	-59	-54	-25	-55	-47	-	-75	-52	-48	-20	-51	-51	-28	-71	-53	-47
	19-23 av	-	-49	-	-51	-41	-26	-43	-50	-	-69	-49	-45	-36	-44	-56	-45	-63	-52	-49
Angus	2014-18 average	1	4	1	5	6	8	14	19	7	10	49	57	20	39	47	26	38	150	170
	2019	1	2	-	2	3	6	8	13	10	11	42	48	20	24	40	26	22	112	132
	2020	1	1	1	2	3	9	16	12	4	8	40	49	28	61	37	34	32	164	192
	2021	-	1	2	3	3	4	16	16	10	5	47	51	29	32	39	23	35	129	158
	2022	-	1	-	1	1	3	7	12	11	12	42	45	15	23	40	19	34	116	131
	2023	-	6	3	9	9	2	11	13	5	12	41	43	15	35	57	15	28	135	150
	2019-23 average	0	2	1	3	4	5	12	13	8	10	42	47	21	35	43	23	30	131	153
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-19	-30	-	19	-17	-25	-26	-10	21	-43	-26	-10	-12
	19-23 av	-	-	-	-	-	-	-14	-29	-	-5	-14	-17	6	-10	-9	-11	-20	-12	-10
Argyll & Bute	2014-18 average	4	2	-	3	6	43	19	10	6	7	43	86	118	52	30	26	29	136	255
	2019	6	3	-	3	9	50	24	10	8	6	48	98	83	62	28	14	19	123	206
	2020	2	5	-	5	7	17	9	4	4	3	20	37	51	22	15	17	14	68	119
	2021	4	4	1	5	9	19	17	4	2	3	26	45	49	31	17	13	15	76	125
	2022	5	3	3	6	11	25	12	5	2	3	22	47	58	29	8	10	13	60	118
	2023	9	1	-	1	10	31	16	6	11	7	40	71	76	32	12	36	15	95	171
	2019-23 average	5	3	1	4	9	28	16	6	5	4	31	60	63	35	16	18	15	84	148
	% ch on 14-18 av: 2023	-	-	-	-	-	-28	-18	-42	-	-	-8	-18	-36	-38	-60	38	-48	-30	-33
	19-23 av	-	-	-	-	-	-34	-20	-44	-	-	-28	-31	-46	-32	-46	-31	-48	-38	-42
Clackmannanshire	2014-18 average	-	-	-	-	-	-	4	2	5	7	18	18	2	11	7	24	27	69	70
	2019	-	2	2	4	4	-	5	-	4	4	13	13	-	10	2	11	20	43	43
	2020	-	1	2	3	3	1	2	1	4	-	7	8	1	4	5	9	7	25	26
	2021	-	1	-	1	1	-	4	3	4	2	13	13	-	7	5	7	6	25	25
	2022	-	-	2	2	2	-	3	2	3	7	15	15	-	7	4	4	15	30	30
	2023	-	2	-	2	2	-	5	1	2	1	9	9	-	12	3	10	8	33	33
	2019-23 average	-	1	1	2	2	0	4	1	3	3	11	12	0	8	4	8	11	31	31
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-	-	-	-	-50	-50	-	5	-	-58	-71	-52	-53
	19-23 av	-	-	-	-	-	-	-	-	-	-	-36	-36	-	-30	-	-65	-59	-55	-55
Dumfries & Galloway	2014-18 average	7	4	-	5	11	41	22	26	7	15	70	112	146	64	82	28	53	226	371
	2019	5	2	1	3	8	28	23	22	7	14	66	94	93	43	48	18	52	161	254
	2020	1	4	-	4	5	14	5	11	2	9	27	41	54	23	46	10	20	99	153
	2021	3	4	1	5	8	37	15	12	8	4	39	76	90	41	29	18	23	111	201
	2022	2	5	1	6	8	27	26	15	6	6	53	80	75	67	62	16	31	176	251
	2023	2	3	-	3	5	30	11	18	6	5	40	70	101	37	58	14	25	134	235
	2019-23 average	3	4	1	4	7	27	16	16	6	8	45	72	83	42	49	15	30	136	219
	% ch on 14-18 av: 2023	-	-	-	-	-56	-28	-50	-32	-	-67	-43	-37	-31	-42	-29	-49	-52	-41	-37
	19-23 av	-	-	-	-	-40	-34	-27	-41	-	-50	-36	-35	-43	-34	-41	-45	-43	-40	-41
Dundee City	2014-18 average	-	-	1	1	1	5	-	-	7	34	41	47	16	1	-	26	114	141	157
	2019	-	-	1	1	1	8	-	-	11	35	46	54	29	-	-	26	114	140	169
	2020	-	-	2	2	2	3	-	-	11	36	47	50	17	-	-	37	127	164	181
	2021	-	-	1	1	1	4	-	-	7	29	36	40	22	-	1	20	91	112	134
	2022	-	-	-	-	-	4	1	-	8	28	37	41	20	6	1	41	114	162	182
	2023	1	-	1	1	2	9	-	-	4	34	38	47	35	-	1	31	108	140	175
	2019-23 average	0	-	1	1	1	6	0	0	8	32	41	46	25	1	1	31	111	144	168
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-	-	-	1	-8	1	116	-	-	19	-5	0	12
	19-23 av	-	-	-	-	-	-	-	-	-	-3	-1	-1	52	-	-	19	-3	2	7
East Ayrshire	2014-18 average	1	2	-	2	3	15	15	9	8	15	46	61	58	52	32	31	62	177	234
	2019	1	6	-	6	7	8	11	5	5	10	32	40	33	31	21	21	39	112	145
	2020	2	-	-	-	2	8	13	11	5	4	33	41	23	30	21	15	34	100	123
	2021	2	5	-	5	7	3	14	5	5	10	34	37	7	34	19	14	30	97	104
	2022	1	4	1	5	6	10	9	11	8	9	37	47	30	27	20	22	25	94	124
	2023	2	4	-	4	6	10	11	11	10	11	43	53	28	46	29	19	37	131	159
	2019-23 average	2	4	0	4	6	8	12	9	7	9	36	44	24	34	22	18	33	107	131
	% ch on 14-18 av: 2023	-	-	-	-	-	-32	-25	-	-	-26	-7	-13	-52	-11	-9	-38	-41	-26	-32
	19-23 av	-	-	-	-	-	-47	-20	-	-	-41	-22	-28	-58	-35	-31	-41	-47	-40	-44
East Dunbartonshire	2014-18 average	-	-	-	-	-	-	3	3	7	12	25	25	-	8	12	37	54	110	110
	2019	-	-	1	1	1	-	-	4	9	20	33	33	-	1	9	24	70	104	104
	2020	-	-	1	1	1	-	2	1	3	6	12	12	-	5	6	17	30	58	58
	2021	-	-	1	1	1	-	1	1	6	6	14	14	-	2	3	16	29	50	50
	2022	-	-	1	1	1	-	2	5	5	11	23	23	-	2	12	10	20	44	44
	2023	-	3	1	4	4	-	3	1	5	2	11	11	-	12	3	24	11	50	50
	2019-23 average	-	1	1	2	2	-	2	2	6	9	19	19	-	4	7	18	32	61	61
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-	-	-	-83	-55	-55	-	-	-75	-34	-79	-55	-55
	19-23 av	-	-	-	-	-	-	-	-	-	-24	-25	-25	-	-	-45	-50	-40	-45	-45
East Lothian	2014-18 average	2	1	-	1	3	9	10	12	9	18	49	58	46	32	39	27	73	172	217
	2019	-	1	-	1	1	5	13	8	10	17	47	53	24	23	27	25	39	114	138
	2020	-	1	1	2	2	9	9	5	3	6	23	32	21	23	13	18	29	83	104
	2021	-	-	-	-	-	5	5	7	6	9	27	32	22	13	24	18	35	90	112
	2022	3	-	1	1	4	7	7	12	7	10	36	43	38	24	20	24	37	105	143
	2023	1	2	-	2	3	5	4	10	5	8	27	32	31	13	26	15	28	82	113
	2019-23 average	1	1	0	1	2	6	8	8	6	10	32	38	27	19	22	20	34	95	122
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-61	-15	-	-56	-45	-45	-32	-59	-34	-45	-62	-52	-48
	19-23 av	-	-	-	-	-	-	-26	-29	-	-45	-35	-34	-40	-39	-44	-26	-54	-45	-44
East Renfrewshire	2014-18 average	-	-	-	-	-	3	1	4	7	13	25	27	9	4	12	30	54	101	110
	2019	-	-	1	1	1	1	-	4	9	9	22	24	6	2	10	30	29	71	77
	2020	-	-	1	1	1	-	-	3	5	8	16	16	3	-	9	20	26	55	58
	2021	-	-	1	1	1	1	-	2	5	13	20	21	2	1	11	19	33	64	66
	2022	-	-	2	2	2	1	3	6	7	7	23	24	6	8	11	20	30	69	75
	2023	-	-	1	1	1	2	1	-	4	11	16	18	9	7	11	18	42	78	87
	2019-23 average	-	-	1	1	1	1	1	3	6	10	19	21	5	4	10	21	32	67	73
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-	-	-	-15	-36	-34	-	-	-11	-41	-23	-23	-21
	19-23 av	-	-	-	-	-	-	-	-	-	-27	-22	-25	-	-	-16	-30	-41	-34	-34
Edinburgh, City of	2014-18 average	-	1	6	7	7	17	5	7	96	164	272	289	109	25	25	410	666	1,125	1,234
	2019	1	-	5	5	6	30	7	3	73	124	208	238	107	15	10	303	458	786	893
	2020	-	-	6	6	6	6	1	1	49	77	128	134	41	6	3	173	285	467	508
	2021	-	-	3	3	3	5	-	2	61	91	154	159	64	6	12	202	291	511	575
	2022	2	-	3	3	5	6	3	1	57	102	163	169	45	11	3	231	330	575	620
	2023	2	-	6	6	8	7	2	-	51	65	118	125	73	6	1	207	272	486	559
	2019-23 average	1	-	5	5	6	11	3	1	58	92	154	165	66	9	6	223	327	565	631
	% ch on 14-18 av: 2023	-	-	-	-	-	-59	-	-	-47	-60	-57	-57	-33	-76	-96	-49	-59	-57	-55
	19-23 av	-	-	-	-	-	-37	-	-	-39	-44	-43	-43	-39	-64	-77	-46	-51	-50	-49
Eilean Siar	2014-18 average	-	1	1	1	1	-	4	2	1	2	9	9	-	12	5	8	6	31	31
	2019	-	-	2	2	2	-	4	3	5	2	14	14	-	10	8	9	5	32	32
	2020	-	1	-	1	1	-	1	-	1	2	4	4	-	9	-	4	3	16	16
	2021	-	1	-	1	1	-	3	2	-	1	6	6	-	14	5	2	4	25	25
	2022	-	-	-	-	-	-	4	-	1	-	5	5	-	6	3	1	3	13	13
	2023	-	-	1	1	1	-	-	1	2	3	6	6	-	5	3	4	7	19	19
	2019-23 average	-	-	1	1	1	-	2	1	2	2	7	7	-	9	4	4	4	21	21
	% ch on 14-18 av: 2023	-	-	-	-	-	-	-	-	-	-	-	-	- -	60	-	-	- -	39 -	39

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2019-2023 averages, 2019-23

			Killed					Adjusted Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built-up	Local Auth. Minor Built-up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built-up	Local Auth. Minor Built-up	All LA roads	ALL ROADS
	19-23 av		-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	-	-	-	33	33
Falkirk	2014-18 average		-	2	1	2	3	9	11	8	15	29	63	72	41	46	24	65	111	246	287
		2019	-	2	2	4	4	4	11	4	9	16	41	44	23	33	9	38	66	146	169
		2020	-	-	2	2	2	4	1	1	12	9	23	27	9	18	8	25	40	91	100
		2021	1	1	2	3	4	6	4	4	10	16	34	40	33	13	11	27	52	103	136
		2022	1	2	2	4	5	5	6	2	11	14	33	38	21	20	6	26	38	90	111
		2023	1	1	1	2	3	9	4	2	12	24	42	51	28	12	6	42	66	126	154
	2019-23 average		1	1	2	3	4	6	5	3	11	16	35	40	23	19	8	32	52	111	134
	% ch on 14-18 av:	2023	-	-	-	-	-	-	-65	-	-19	-17	-33	-29	-31	-74	-75	-36	-40	-49	-46
	19-23 av		-	-	-	-	-	-	-55	-	-26	-46	-45	-45	-44	-58	-66	-52	-53	-55	-53
Fife	2014-18 average		3	5	2	7	10	24	23	24	24	44	114	138	96	78	67	93	178	415	511
		2019	3	6	6	12	15	25	35	18	18	48	119	143	79	79	51	67	139	336	415
		2020	4	1	7	8	12	19	19	15	17	39	90	109	70	53	39	61	123	276	346
		2021	1	1	-	1	2	14	11	15	15	29	70	84	60	43	49	40	100	232	292
		2022	2	4	2	6	8	15	10	13	20	37	80	95	69	66	42	62	119	289	358
		2023	3	4	7	11	14	19	23	16	20	40	99	118	103	58	56	64	112	290	393
	2019-23 average		3	3	4	8	10	18	20	15	18	39	92	110	76	60	47	59	119	285	361
	% ch on 14-18 av:	2023	-	-	-	-	-	-20	2	-32	-17	-9	-13	-14	8	-25	-16	-31	-37	-30	-23
	19-23 av		-	-	-	-	-	-22	-13	-35	-25	-12	-20	-20	-20	-23	-29	-37	-33	-31	-29
Glasgow City	2014-18 average		1	1	10	11	12	18	5	2	87	187	281	299	154	20	11	404	844	1,278	1,432
		2019	-	-	9	9	9	19	4	3	54	161	223	241	125	25	4	290	652	971	1,096
		2020	5	-	9	9	14	13	5	-	53	119	177	190	91	18	1	183	451	653	744
		2021	1	-	8	8	9	19	6	-	55	118	179	198	111	20	2	189	377	588	699
		2022	1	1	5	6	7	19	6	2	49	147	204	223	77	23	12	187	471	693	770
		2023	1	-	14	14	15	22	1	2	52	149	204	226	103	9	12	187	419	627	730
	2019-23 average		2	0	9	9	11	18	4	1	53	139	197	216	101	19	6	207	474	706	808
	% ch on 14-18 av:	2023	-	-	35	27	29	20	-	-	-40	-20	-27	-25	-33	-54	13	-54	-50	-51	-49
	19-23 av		-	-	-13	-16	-7	0	-	-	-40	-26	-30	-28	-34	-3	-42	-49	-44	-45	-44
Highland	2014-18 average		10	7	1	8	18	79	28	24	4	17	73	152	261	91	80	13	77	262	523
		2019	12	7	2	9	21	63	64	19	6	22	112	174	178	174	68	20	63	325	503
		2020	7	8	2	10	17	46	21	16	5	18	60	106	150	52	45	11	38	146	296
		2021	9	3	2	5	14	66	22	12	3	12	49	115	161	64	34	11	26	135	296
		2022	20	12	-	12	32	45	48	16	5	6	75	120	157	85	35	10	23	153	310
		2023	7	7	-	7	14	110	33	24	3	17	77	187	240	52	58	8	38	156	396
	2019-23 average		11	7	1	9	20	66	38	17	4	15	75	140	177	85	48	12	38	183	360
	% ch on 14-18 av:	2023	-	-	-	-	-22	39	17	0	-	1	6	23	-8	-43	-28	-38	-51	-40	-24
	19-23 av		-	-	-	-	9	-17	33	-28	-	-11	2	-7	-32	-6	-40	-6	-51	-30	-31
Inverclyde	2014-18 average		1	-	1	1	2	7	1	2	4	15	23	29	40	3	8	15	73	99	138
		2019	1	-	-	-	1	7	-	4	4	21	29	36	51	2	7	15	71	95	146
		2020	2	-	1	1	3	4	2	-	3	4	9	13	14	2	2	7	26	37	51
		2021	-	1	1	2	2	3	1	3	3	6	13	16	15	2	11	3	18	34	49
		2022	1	-	1	1	2	7	4	1	1	9	15	22	11	5	3	3	29	40	51
		2023	-	-	-	-	-	10	1	2	2	6	11	21	15	1	7	10	19	37	52
	2019-23 average		1	0	1	1	2	6	2	2	3	9	15	22	21	2	6	8	33	49	70
	% ch on 14-18 av:	2023	-	-	-	-	-	-	-	-	-	-59	-51	-28	-62	-	-	-32	-74	-62	-62
	19-23 av		-	-	-	-	-	-	-	-	-	-37	-32	-26	-47	-	-	-48	-55	-51	-50
Midlothian	2014-18 average		2	1	-	1	3	11	7	6	10	23	47	58	44	27	17	37	88	169	213
		2019	-	-	1	1	1	4	5	6	7	19	37	42	25	25	18	25	62	130	155
		2020	-	-	-	-	-	1	4	-	8	8	20	21	12	11	7	29	39	86	98
		2021	-	2	-	2	2	2	6	2	6	10	24	26	32	27	13	25	48	113	145
		2022	-	1	-	1	1	2	5	2	4	18	29	31	17	25	4	32	61	122	139
		2023	2	1	1	2	4	6	4	1	9	16	30	36	20	17	4	22	33	76	96
	2019-23 average		0	1	0	1	2	3	5	2	7	14	28	31	21	21	9	27	49	105	127
	% ch on 14-18 av:	2023	-	-	-	-	-	-46	-	-	-13	-31	-36	-38	-54	-37	-77	-40	-63	-55	-55
	19-23 av		-	-	-	-	-	-72	-	-	-33	-38	-40	-46	-51	-22	-47	-28	-45	-38	-41
Moray	2014-18 average		2	3	-	3	5	15	10	13	2	7	32	46	30	21	26	5	18	69	99
		2019	4	1	-	1	5	11	14	3	2	5	24	35	22	31	7	5	17	60	82
		2020	3	1	-	1	4	3	10	6	2	2	20	23	10	21	9	2	3	35	45
		2021	1	2	-	2	3	3	4	5	2	2	13	16	12	10	8	3	4	25	37
		2022	-	4	-	4	4	6	4	7	1	1	13	19	16	8	20	2	3	33	49
		2023	1	-	-	-	1	10	4	4	2	2	12	22	25	10	7	3	5	25	50
	2019-23 average		2	2	-	2	3	7	7	5	2	2	16	23	17	16	10	3	6	36	53
	% ch on 14-18 av:	2023	-	-	-	-	-	-32	-61	-68	-	-	-62	-53	-16	-52	-73	-	-72	-64	-49
	19-23 av		-	-	-	-	-	-55	-30	-61	-	-	-48	-50	-43	-23	-61	-	-64	-49	-47
North Ayrshire	2014-18 average		2	2	-	2	4	21	8	12	6	22	48	69	61	25	37	32	78	172	233
		2019	-	1	1	2	2	12	10	8	9	23	50	61	43	24	23	27	53	127	170
		2020	-	-	1	1	1	12	1	6	5	16	28	40	36	4	12	13	44	73	109
		2021	-	2	1	3	3	12	3	4	5	12	24	36	41	13	17	10	45	85	126
		2022	1	3	1	4	5	6	7	6	3	22	38	44	30	17	16	9	49	91	121
		2023	1	2	1	3	4	12	7	9	3	19	38	50	28	19	29	6	52	106	134
	2019-23 average		0	2	1	3	3	11	6	7	5	18	36	46	36	15	19	13	49	96	132
	% ch on 14-18 av:	2023	-	-	-	-	-	-42	-	-22	-	-12	-21	-27	-54	-25	-21	-81	-33	-38	-42
	19-23 av		-	-	-	-	-	-49	-	-42	-	-15	-26	-33	-41	-39	-47	-60	-38	-44	-43
North Lanarkshire	2014-18 average		1	2	3	5	5	14	10	12	28	61	111	125	90	45	42	142	275	503	594
		2019	2	2	1	3	5	22	14	9	23	53	99	122	110	41	33	103	196	373	483
		2020	2	2	4	6	8	10	9	7	15	32	63	73	43	14	22	51	118	205	248
		2021	1	1	5	6	7	5	5	4	13	25	47	52	30	15	23	62	114	214	244
		2022	3	-	3	3	6	9	3	8	14	43	68	77	60	14	23	56	131	224	284
		2023	4	-	1	1	5	19	3	6	25	54	88	107	93	28	17	71	151	267	360
	2019-23 average		2	1	3	4	6	13	7	7	18	41	73	86	67	22	24	69	142	257	324
	% ch on 14-18 av:	2023	-	-	-	-	-	35	-71	-49	-12	-11	-21	-15	3	-37	-60	-50	-45	-47	-39
	19-23 av		-	-	-	-	-	-7	-35	-41	-37	-32	-34	-31	-26	-50	-44	-52	-48	-49	-45
Orkney Islands	2014-18 average		-	1	-	1	1	-	4	1	1	1	7	7	-	11	4	3	2	20	20
		2019	-	2	-	2	2	-	5	2	-	-	8	8	-	17	7	3	1	28	28
		2020	-	-	1	1	1	-	-	-	1	1	2	2	-	3	3	1	3	10	10
		2021	-	1	1	2	2	-	1	-	1	2	4	4	-	6	2	2	6	16	16
		2022	-	4	-	4	4	-	2	1	1	-	4	4	-	12	4	1	-	17	17
		2023	-	-	-	-	-	-	6	1	1	-	8	8	-	9	2	2	-	13	13
	2019-23 average		-	1	0	2	2	-	3	1	1	1	5	5	-	9	4	2	2	17	17
	% ch on 14-18 av:	2023	-	-	-	-	-	-	-	-	-	-	-	-	-	-17	-	-	-	-36	-36
	19-23 av		-	-	-	-	-	-	-	-	-	-	-	-	-	-13	-	-	-	-17	-17
Perth & Kinross	2014-18 average		5	4	1	6	11	34	21	14	12	12	59	94	101	51	36	40	40	167	267
		2019	3	2	1	3	6	45	16	9	10	12	47	91	85	42	14	26	23	105	190
		2020	1	2	-	2	3	19	11	9	5	9	34	53	46	39	31	24	31	125	171
		2021	2	3	-	3	5	17	17	15	9	17	58	75	78	34	29	24	38	125	203
		2022	6	1	1	2	8	33	15	10	12	15	52	85	82	44	34	35	34	147	229
		2023	3	3	-	3	6	22	13	13	8	13	47	69	84	36	30	23	33	122	206
	2019-23 average		3	2	0	3	6	27	14	11	9	13	48	75	75	39	28	26	32	125	200
	% ch on 14-18 av:	2023	-	-	-	-	-45	-36	-37	-7	-36	5	-21	-26	-17	-29	-18	-42	-18	-27	-23
	19-23 av		-	-	-	-	-49	-21	-30	-20	-30	7	-20	-20	-26	-23	-24	-33	-21	-25	-25
Renfrewshire	2014-18 average		-	1	2	3	4	11	5	8	16	34	63	74	58	16	28	75	143	262	320
		2019	-	-	2	2	2	9	3	1	17	38	59	67	43	18	8	52	88	166	209
		2020	-	-	1	1	1	3	2	3	6	24	35	38	20	6	3	27	93	129	149
		2021	3	-	1	1	4	11	5	3	8	13	29	40	45	12	9	21	49	91	136
		2022	-	1	3	4	4	12	5	4	10	23	42	54	25	14	13	38	79	144	169
		2023	1	-	2	2	3	5	2	7	15	25	49	54	28	4	12	35	58	109	137
	2019-23 average		1	0	2	2	3	8	3	4	11	25	43	51	32	11	9	35	73	128	160
	% ch on 14-18 av:	2023	-	-	-	-	-	-53	-	-	-6	-27	-22	-27	-52	-75	-57	-53	-59	-58	-57
	19-23 av		-	-	-	-	-	-26	-	-	-30	-29	-32	-31	-44	-33	-68	-54	-49	-51	-50
Scottish Borders	2014-18 average		2	6	1	7	9	21	38	22	4	12	76	97	65	94	63	13	46	215	281
		2019	-	4	2	6	6	20	34	24	1	6	65	84	56	74	53	6	34	167	223
		2020	3	2	-	2	5	9	14	19	2	6	41	50	18	34	38	4	15	91	109
		2021	2	4	2	6	8	21	24	6	1	3	34	55	40	56	21	9	13	99	139
		2022	4	6	-	6	10	7	21	16	4	5	46	53	24	61	35	9	9	114	138
		2023	3	3	-	3	6	20	27	17	5	3	52	72	35	61	31	15	14	121	156
	2019-23 average		2	4	1	5	7	15	24	16	3	5	48	63	35	57	36	9	17	118	153

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2019-2023 averages, 2019-23

			Killed					Adjusted Serious							All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built-up	Local Auth. Minor Built-up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built-up	Local Auth. Minor Built-up	All LA roads	ALL ROADS
	% ch on 14-18 av: 2023		-	-	-	-	-5	-28	-24	-	-74	-31	-26	-46	-35	-51	19	-69	-44	-44
	19-23 av		-	-	-	-	-27	-36	-27	-	-60	-37	-35	-47	-39	-43	-32	-63	-45	-46
Shetland Islands	2014-18 average		-	1	1	1	-	5	2	1	1	8	8	-	18	4	4	3	28	28
	2019		-	-	1	1	-	5	1	-	2	8	8	-	13	3	2	8	26	26
	2020		-	-	-	-	-	2	-	-	2	4	4	-	7	2	1	2	12	12
	2021		-	-	-	-	-	3	2	-	-	5	5	-	5	4	1	-	10	10
	2022		-	-	-	-	-	3	1	-	-	4	4	-	8	1	-	-	9	9
	2023		-	1	1	2	2	6	-	2	1	9	9	-	14	1	3	6	24	24
	2019-23 average		-	0	0	1	1	4	1	0	1	6	6	-	9	2	1	3	16	16
	% ch on 14-18 av: 2023		-	-	-	-	-	-	-	-	-	-	-	-	-22	-	-	-	-14	-14
	19-23 av		-	-	-	-	-	-	-	-	-	-	-	-	-48	-	-	-	-42	-42
South Ayrshire	2014-18 average		2	3	1	3	5	16	9	16	10	16	51	67	57	29	40	47	53	170	227
	2019		1	1	-	1	2	20	5	14	8	9	37	56	52	22	35	33	31	121	173
	2020		-	2	-	2	2	6	2	11	6	8	27	33	17	13	30	22	16	81	98
	2021		-	4	2	6	6	10	7	3	8	10	28	38	25	21	8	15	22	66	91
	2022		3	1	2	3	6	11	5	8	7	6	26	37	26	8	14	24	21	67	93
	2023		1	2	-	2	3	6	13	6	9	7	35	41	27	16	10	21	17	64	91
	2019-23 average		1	2	1	3	4	11	6	8	8	8	31	41	29	16	19	23	21	80	109
	% ch on 14-18 av: 2023		-	-	-	-	-	-63	-	-62	-14	-55	-31	-39	-52	-46	-75	-56	-68	-62	-60
	19-23 av		-	-	-	-	-	-35	-	-47	-27	-49	-40	-39	-48	-46	-52	-51	-60	-53	-52
South Lanarkshire	2014-18 average		4	3	4	7	11	22	27	15	21	50	113	135	109	82	54	115	220	471	580
	2019		3	8	2	10	13	21	21	16	17	44	98	119	86	62	50	82	152	346	432
	2020		1	4	5	9	10	12	22	11	13	27	73	85	54	59	29	67	111	266	320
	2021		3	3	1	4	7	24	12	6	15	25	58	82	68	40	18	47	81	186	254
	2022		5	1	4	5	10	22	13	11	14	24	62	84	66	43	27	53	95	218	284
	2023		1	2	4	6	7	26	20	14	21	43	98	124	93	50	32	63	132	277	370
	2019-23 average		3	4	3	7	9	21	18	12	16	33	78	99	73	51	31	62	114	259	332
	% ch on 14-18 av: 2023		-	-	-	-	-38	17	-25	-5	0	-15	-13	-8	-15	-39	-40	-45	-40	-41	-36
	19-23 av		-	-	-	-	-16	-6	-33	-21	-24	-35	-31	-27	-33	-38	-42	-46	-48	-45	-43
Stirling	2014-18 average		3	1	2	3	6	26	19	7	8	12	46	72	74	58	17	32	46	152	227
	2019		4	-	1	1	5	27	16	2	6	9	33	61	57	48	4	27	26	105	162
	2020		4	3	2	5	9	17	11	6	1	3	21	38	42	25	18	13	14	70	112
	2021		3	2	-	2	5	9	17	3	6	6	32	41	27	29	8	17	18	72	99
	2022		-	-	-	-	-	17	15	7	4	7	33	50	35	55	22	16	14	107	142
	2023		-	-	1	1	1	18	5	4	5	6	20	38	50	19	10	16	18	63	113
	2019-23 average		2	1	1	2	4	18	13	4	4	6	28	46	42	35	12	18	18	83	126
	% ch on 14-18 av: 2023		-	-	-	-	-	-31	-74	-	-	-52	-57	-47	-33	-67	-41	-50	-61	-59	-50
	19-23 av		-	-	-	-	-	-32	-34	-	-	-50	-39	-37	-43	-39	-27	-44	-61	-45	-45
West Dunbartonshir	2014-18 average		1	-	1	1	2	8	4	-	10	12	27	34	31	18	1	46	50	115	147
	2019		1	-	-	-	1	3	4	-	8	11	23	26	16	6	-	37	46	89	105
	2020		-	1	1	2	2	6	-	-	5	9	14	20	11	3	-	16	24	43	54
	2021		1	-	1	1	2	7	3	-	2	9	14	21	18	8	-	9	21	38	56
	2022		2	-	-	-	2	3	3	-	7	1	11	14	18	6	-	13	16	35	53
	2023		-	-	1	1	1	8	3	-	9	10	22	30	14	11	-	18	19	48	62
	2019-23 average		1	0	1	1	2	5	3	-	6	8	17	22	15	7	-	19	25	51	66
	% ch on 14-18 av: 2023		-	-	-	-	-	-	-	-	-14	-15	-18	-13	-55	-39	-	-61	-62	-58	-58
	19-23 av		-	-	-	-	-	-	-	-	-40	-33	-37	-35	-51	-62	-	-59	-50	-56	-55
West Lothian	2014-18 average		2	1	2	3	5	10	21	14	11	38	84	94	60	89	56	53	203	400	460
	2019		-	4	3	7	7	8	15	9	8	33	65	73	51	63	32	36	125	256	307
	2020		1	4	1	5	6	3	25	7	6	20	58	61	31	60	34	24	53	171	202
	2021		4	1	-	1	5	13	15	7	6	20	48	61	51	53	32	40	78	203	254
	2022		-	2	5	7	7	6	15	4	10	22	51	57	50	61	22	41	95	219	269
	2023		-	3	1	4	4	3	12	3	8	20	43	46	24	55	15	35	72	177	201
	2019-23 average		1	3	2	5	6	7	16	6	8	23	53	60	41	58	27	35	85	205	247
	% ch on 14-18 av: 2023		-	-	-	-	-	-70	-42	-79	-26	-47	-49	-51	-60	-38	-73	-34	-64	-56	-56
	19-23 av		-	-	-	-	-	-35	-21	-58	-30	-39	-37	-36	-31	-34	-51	-33	-58	-49	-46
Scotland	2014-18 average		57	69	47	116	174	528	411	364	467	958	2,200	2,728	2,004	1,249	1,060	1,985	3,909	8,203	10,207
	2019		53	62	49	111	164	482	425	268	388	822	1,902	2,385	1,567	1,123	714	1,471	2,830	6,138	7,705
	2020		43	45	53	98	141	280	247	195	277	539	1,258	1,538	960	682	531	980	1,912	4,105	5,065
	2021		44	56	39	95	139	348	260	184	296	532	1,272	1,620	1,187	702	527	937	1,761	3,927	5,114
	2022		64	62	45	107	171	327	314	218	313	611	1,456	1,783	1,117	879	595	1,059	1,993	4,526	5,643
	2023		48	55	52	107	155	449	277	229	342	647	1,495	1,944	1,452	750	618	1,097	1,912	4,377	5,829
	2019-23 average		50	56	48	104	154	377	305	219	323	630	1477	1854	1257	827	597	1109	2082	4615	5871
	% ch on 14-18 av: 2023		-16	-20	10	-8	-11	-15	-33	-37	-27	-32	-32	-29	-28	-40	-42	-45	-51	-47	-43
	19-23 av		-12	-19	0	-11	-11	-29	-26	-40	-31	-34	-33	-32	-37	-34	-44	-44	-47	-44	-42

Table 37

Reported casualties by police force division, council and severity
Years: 2014-18, 2019-23 averages and 2023

	2014-18 average			Numbers in 2023			2019-23 average		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	24	315	761	12	172	390	15	166	373
Aberdeen City	4	83	227	4	53	109	2	41	98
Aberdeenshire	15	185	435	7	97	231	9	102	223
Moray	5	46	99	1	22	50	3	23	53
Tayside	18	198	594	17	159	531	11	168	521
Dundee City	1	47	157	2	47	175	1	46	168
Angus	6	57	170	9	43	150	4	47	153
Perth & Kinross	11	94	267	6	69	206	6	75	200
Argyll/W.Dunbartonshire	8	121	401	11	101	233	11	82	214
Argyll & Bute	6	86	255	10	71	171	9	60	148
West Dunbartonshire	2	34	147	1	30	62	2	22	66
Forth Valley	9	163	584	6	98	300	10	97	291
Clackmannanshire	-	18	70	2	9	33	2	12	31
Stirling	6	72	227	1	38	113	4	46	126
Falkirk	3	72	287	3	51	154	4	40	134
Dumfries & Galloway	11	112	371	5	70	235	7	72	219
Ayrsh Ayrshire	12	197	694	13	144	384	12	131	372
North Ayrshire	4	69	233	4	50	134	3	46	132
East Ayrshire	3	61	234	6	53	159	6	44	131
South Ayrshire	5	67	227	3	41	91	4	41	109
Greater Glasgow	12	351	1,652	20	255	867	14	255	942
Glasgow City	12	299	1,432	15	226	730	11	216	808
East Dunbartonshire	-	25	110	4	11	50	2	19	61
East Renfrewshire	-	27	110	1	18	87	1	21	73
Lothians/Scot Borders	20	306	1,170	17	186	566	16	192	648
West Lothian	5	94	460	4	46	201	6	60	247
Midlothian	3	58	213	4	36	96	2	31	127
East Lothian	3	58	217	3	32	113	2	38	122
Scottish Borders	9	97	281	6	72	156	7	63	153
Edinburgh, City of	7	289	1,234	8	125	559	6	165	631
Highlands & Islands	21	175	602	17	210	452	23	159	414
Highland	18	152	523	14	187	396	20	140	360
Orkney Islands	1	7	20	-	8	13	2	5	17
Shetland Islands	1	8	28	2	9	24	1	6	16
Eilean Siar	1	9	31	1	6	19	1	7	21
Fife	10	138	511	14	118	393	10	110	361
Renfrewshire/Inverlclyde	5	103	458	3	75	189	4	72	230
Inverclyde	2	29	138	-	21	52	2	22	70
Renfrewshire	4	74	320	3	54	137	3	51	160
Lanarkshire	17	260	1,173	12	231	730	16	185	656
North Lanarkshire	5	125	594	5	107	360	6	86	324
South Lanarkshire	11	135	580	7	124	370	9	99	332
Scotland	174	2,728	10,207	155	1,944	5,829	154	1,854	5,871

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

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2014-18, 2019-23 averages and 2023

		2023 % change on 2014-18 ave			2019-23 % change on 2014-18 ave			2023 rates per 1,000 population [2]		
		Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police	Council									
North East [1]		-49	-45	-49	-38	-47	-51	0.02	0.29	0.66
	Aberdeen City	-	-36	-52	-	-51	-57	0.02	0.23	0.48
	Aberdeenshire	-54	-48	-47	-41	-45	-49	0.03	0.37	0.87
	Moray	-	-53	-49	-	-50	-47	0.01	0.23	0.53
Tayside		-8	-20	-11	-42	-15	-12	0.04	0.38	1.27
	Dundee City	-	1	12	-	-1	7	0.01	0.31	1.16
	Angus	-	-25	-12	-	-17	-10	0.08	0.37	1.31
	Perth & Kinross	-45	-26	-23	-49	-20	-25	0.04	0.45	1.35
Argyll/W.Dunbartonshire		-	-16	-42	-	-32	-47	0.06	0.57	1.32
	Argyll & Bute	-	-18	-33	-	-31	-42	0.11	0.81	1.95
	West Dunbartonshire	-	-13	-58	-	-35	-55	0.01	0.34	0.7
Forth Valley		-	-40	-49	-	-40	-50	0.02	0.32	0.99
	Clackmannanshire	-	-50	-53	-	-36	-55	0.04	0.17	0.64
	Stirling	-	-47	-50	-	-37	-45	0.01	0.41	1.21
	Falkirk	-	-29	-46	-	-45	-53	0.02	0.32	0.97
Dumfries & Galloway		-56	-37	-37	-40	-35	-41	0.03	0.48	1.61
Ayrshir	Ayrshire	12	-27	-45	7	-33	-46	0.04	0.39	1.05
	North Ayrshire	-	-27	-42	-	-33	-43	0.03	0.37	1
	East Ayrshire	-	-13	-32	-	-28	-44	0.05	0.44	1.32
	South Ayrshire	-	-39	-60	-	-39	-52	0.03	0.37	0.81
Greater Glasgow		67	-27	-48	13	-27	-43	0.02	0.3	1.03
	Glasgow City	29	-25	-49	-7	-28	-44	0.02	0.36	1.16
	East Dunbartonshire	-	-55	-55	-	-25	-45	0.04	0.1	0.46
	East Renfrewshire	-	-34	-21	-	-25	-34	0.01	0.18	0.88
Lothians/Scot Borders		-14	-39	-52	-17	-37	-45	0.03	0.36	1.1
	West Lothian	-	-51	-56	-	-36	-46	0.02	0.25	1.09
	Midlothian	-	-38	-55	-	-46	-41	0.04	0.37	0.98
	East Lothian	-	-45	-48	-	-34	-44	0.03	0.28	0.99
	Scottish Borders	-	-26	-44	-	-35	-46	0.05	0.62	1.34
Edinbu	Edinburgh, City of	-	-57	-55	-	-43	-49	0.02	0.24	1.07
Highlands & Islands		-20	20	-25	8	-9	-31	0.06	0.68	1.47
	Highland	-22	23	-24	9	-7	-31	0.06	0.79	1.68
	Orkney Islands	-	-	-36	-	-	-17	-	0.36	0.59
	Shetland Islands	-	-	-14	-	-	-42	0.09	0.39	1.04
	Eilean Siar	-	-	-39	-	-	-33	0.04	0.23	0.73
Fife	Fife	-	-14	-23	-	-20	-29	0.04	0.32	1.05
Renfrewshire/Inverlclyde		-	-27	-59	-	-30	-50	0.01	0.28	0.71
	Inverclyde	-	-28	-62	-	-26	-50	-	0.27	0.66
	Renfrewshire	-	-27	-57	-	-31	-50	0.02	0.29	0.73
Lanarkshire		-28	-11	-38	-6	-29	-44	0.02	0.34	1.09
	North Lanarkshire	-	-15	-39	-	-31	-45	0.01	0.31	1.05
	South Lanarkshire	-38	-8	-36	-16	-27	-43	0.02	0.38	1.12
Scotland		-11	-29	-43	-11	-32	-42	0.03	0.35	1.06

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

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

2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table 38

Reported pedestrian casualties by police force division, council and severity
Years: 2014-18, 2019-23 averages and 2023

	2014-18 average			Numbers in 2023			2019-23 average		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	5	49	97	2	31	50	3	21	43
Aberdeen City	2	27	53	-	20	31	1	12	23
Aberdeenshire	3	17	34	2	6	11	1	6	13
Moray	0	5	10	-	5	8	1	3	7
Tayside	3	38	89	3	36	92	2	34	76
Dundee City	1	19	42	1	16	50	1	18	41
Angus	1	7	19	1	9	18	1	7	15
Perth & Kinross	1	12	27	1	11	24	1	9	19
Argyll/W.Dunbartonshire	1	19	44	2	16	36	1	11	28
Argyll & Bute	0	6	17	1	5	16	1	4	11
West Dunbartonshire	1	13	27	1	11	20	1	7	17
Forth Valley	1	30	70	1	23	48	2	16	40
Clackmannanshire	0	5	12	-	2	5	1	2	7
Stirling	1	9	23	1	4	11	0	4	10
Falkirk	0	16	35	-	17	32	1	10	23
Dumfries & Galloway	1	11	27	-	8	20	1	7	19
Ayrshire	2	40	92	3	27	59	2	30	60
North Ayrshire	1	13	33	3	14	26	1	11	23
East Ayrshire	0	13	28	-	7	19	0	10	20
South Ayrshire	1	13	30	-	6	14	1	9	17
Greater Glasgow	8	149	365	14	94	207	8	92	220
Glasgow City	8	133	326	12	85	182	7	82	194
East Dunbartonshire	-	7	19	1	1	4	1	5	11
East Renfrewshire	-	8	21	1	8	21	0	5	15
Lothians/Scot Borders	3	48	118	3	36	71	5	29	73
West Lothian	1	19	49	1	12	24	3	11	27
Midlothian	0	9	22	1	9	14	1	7	17
East Lothian	1	12	28	1	6	15	1	6	16
Scottish Borders	1	8	19	-	9	18	1	5	13
Edinburgh, City of	3	101	265	5	46	122	3	50	137
Highlands & Islands	3	16	47	3	16	33	2	13	29
Highland	2	13	37	1	14	27	1	11	24
Orkney Islands	0	1	4	-	-	-	-	1	2
Shetland Islands	0	1	3	1	2	4	0	1	1
Eilean Siar	0	1	3	1	0	2	0	1	2
Fife	2	29	70	4	21	50	4	21	51
Renfrewshire/Inverlclyde	3	32	79	2	21	42	2	23	50
Inverclyde	1	8	24	-	6	9	1	6	14
Renfrewshire	2	23	55	2	15	33	1	17	36
Lanarkshire	6	73	182	5	59	122	5	49	116
North Lanarkshire	3	39	96	-	22	55	2	25	59
South Lanarkshire	3	34	86	5	37	67	3	24	56
Scotland	41	635	1543	47	434	952	39	397	941

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

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2014-18, 2019-23 averages and 2023

	2023 % change on 2014-18 ave			2019-23 % change on 2014-18 ave			2023 rates per 1,000 population		
Police ‹ Council	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
North East [1]	-	-37	-48	-	-57	-56	0	0.05	0.09
Aberdeen City	-	-25	-41	-	-54	-57	-	0.09	0.14
Aberdeenshire	-	-65	-68	-	-66	-62	0.01	0.02	0.04
Moray	-	-	-22	-	-	-31	-	0.05	0.08
Tayside	-	-4	4	-	-9	-14	0.01	0.09	0.22
Dundee City	-	-14	18	-	-4	-2	0.01	0.11	0.33
Angus	-	-	-6	-	-	-20	0.01	0.08	0.16
Perth & Kinross	-	-6	-12	-	-20	-29	0.01	0.07	0.16
Argyll/W.Dunbartonshire	-	-17	-18	-	-43	-36	0.01	0.09	0.2
Argyll & Bute	-	-	-5	-	-	-35	0.01	0.06	0.18
West Dunbartonshire	-	-13	-26	-	-46	-38	0.01	0.12	0.23
Forth Valley	-	-24	-31	-	-48	-43	0	0.08	0.16
Clackmannanshire	-	-	-58	-	-	-39	-	0.04	0.1
Stirling	-	-	-53	-	-	-56	0.01	0.04	0.12
Falkirk	-	5	-8	-	-40	-35	-	0.11	0.2
Dumfries & Galloway	-	-25	-26	-	-30	-30	-	0.05	0.14
Ayrshire	-	-32	-36	-	-24	-34	0.01	0.07	0.16
North Ayrshire	-	4	-22	-	-15	-31	0.02	0.1	0.19
East Ayrshire	-	-46	-32	-	-24	-27	-	0.06	0.16
South Ayrshire	-	-54	-54	-	-34	-44	-	0.05	0.13
Greater Glasgow	-	-37	-43	-	-38	-40	0.02	0.11	0.25
Glasgow City	-	-36	-44	-	-39	-41	0.02	0.13	0.29
East Dunbartonshire	-	-	-78	-	-	-39	0.01	0.01	0.04
East Renfrewshire	-	-	1	-	-	-29	0.01	0.08	0.21
Lothians/Scot Borders	-	-25	-40	-	-40	-38	0.01	0.07	0.14
West Lothian	-	-38	-51	-	-43	-44	0.01	0.07	0.13
Midlothian	-	-	-37	-	-	-25	0.01	0.09	0.14
East Lothian	-	-48	-46	-	-49	-44	0.01	0.05	0.13
Scottish Borders	-	-	-5	-	-	-32	-	0.08	0.15
Edinburgh, City of	-	-55	-54	-	-51	-48	0.01	0.09	0.23
Highlands & Islands	-	0	-30	-	-17	-39	0.01	0.05	0.11
Highland	-	10	-28	-	-12	-37	0	0.06	0.11
Orkney Islands	-	-	-	-	-	-	-	-	-
Shetland Islands	-	-	-	-	-	-	0.04	0.09	0.17
Eilean Siar	-	-	-	-	-	-	0.04	0	0.08
Fife	-	-27	-28	-	-27	-27	0.01	0.06	0.13
Renfrewshire/Inverlclyde	-	-33	-47	-	-27	-36	0.01	0.08	0.16
Inverclyde	-	-	-62	-	-	-43	-	0.08	0.11
Renfrewshire	-	-36	-40	-	-28	-34	0.01	0.08	0.18
Lanarkshire	-	-19	-33	-	-33	-37	0.01	0.09	0.18
North Lanarkshire	-	-44	-43	-	-37	-38	-	0.06	0.16
South Lanarkshire	-	10	-22	-	-29	-34	0.02	0.11	0.2
Scotland	14	-32	-38	-5	-37	-39	0.01	0.08	0.17

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

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

Table 39a

Estimated distance [1] between the home of the reported casualty and the location of the collision, by road user type and police force division in which the collision occurred
Year: 2023

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian							
Casualty from elsewhere in the UK	18	21	9	12	0	23	53
Postcode blank, invalid or not known	0	0	1	0	1	2	3
Non - UK casualty [3]	0	0	0	0	0	0	1
Up to 2 km	18	42	15	25	12	20	92
Over 2 up to 5 km	5	16	3	6	3	3	27
Over 5 up to 10 km	3	5	4	2	0	3	15
Over 10 up to 20 km	1	3	1	1	3	3	10
Over 20 up to 50 km	3	4	3	1	1	5	3
Over 50 km	2	1	0	1	0	0	3
Total	**50**	**92**	**36**	**48**	**20**	**59**	**207**
Pedal cycle user							
Casualty from elsewhere in the UK	5	3	0	9	0	9	25
Postcode blank, invalid or not known	0	2	0	0	1	0	0
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	7	16	3	6	7	2	43
Over 2 up to 5 km	3	6	1	5	0	2	25
Over 5 up to 10 km	2	1	1	4	0	1	16
Over 10 up to 20 km	0	2	0	2	0	3	3
Over 20 up to 50 km	1	0	1	1	1	0	0
Over 50 km	0	1	0	0	0	1	2
Total	**18**	**31**	**6**	**27**	**9**	**18**	**114**
Motor cycle user							
Casualty from elsewhere in the UK	8	4	7	3	0	5	9
Postcode blank, invalid or not known	2	2	4	2	5	1	0
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	5	7	4	3	1	3	13
Over 2 up to 5 km	6	13	2	2	1	5	7
Over 5 up to 10 km	8	8	1	2	2	5	3
Over 10 up to 20 km	9	10	1	8	0	4	5
Over 20 up to 50 km	3	6	1	5	1	5	5
Over 50 km	2	6	7	2	4	2	1
Total	**43**	**56**	**27**	**27**	**14**	**30**	**43**
Car user							
Casualty from elsewhere in the UK	46	43	37	28	1	61	70
Postcode blank, invalid or not known	2	17	17	6	14	2	5
Non - UK casualty [3]	0	2	0	1	0	1	1
Up to 2 km	28	42	10	35	27	43	96
Over 2 up to 5 km	34	33	14	28	36	32	88
Over 5 up to 10 km	39	45	12	26	28	21	76
Over 10 up to 20 km	27	43	12	12	24	47	46
Over 20 up to 50 km	33	45	21	21	31	19	17
Over 50 km	26	38	25	14	10	13	4
Total	**235**	**308**	**148**	**171**	**171**	**239**	**403**
Other [2]							
Casualty from elsewhere in the UK	8	7	3	7	3	17	32
Postcode blank, invalid or not known	3	1	3	1	1	3	0
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	1	6	3	2	3	5	26
Over 2 up to 5 km	3	2	1	3	1	6	18
Over 5 up to 10 km	2	2	1	5	0	2	9
Over 10 up to 20 km	10	6	0	1	5	1	7
Over 20 up to 50 km	11	7	0	4	3	3	7
Over 50 km	6	13	5	4	5	1	1
Total	**44**	**44**	**16**	**27**	**21**	**38**	**100**
All casualties							
Casualty from elsewhere in the UK	85	78	56	59	4	115	189
Postcode blank, invalid or not known	7	22	25	9	22	8	8
Non - UK casualty 3	0	2	0	1	0	1	2
Up to 2 km	59	113	35	71	50	73	270
Over 2 up to 5 km	51	70	21	44	41	48	165
Over 5 up to 10 km	54	61	19	39	30	32	119
Over 10 up to 20 km	47	64	14	24	32	58	71
Over 20 up to 50 km	51	62	26	32	37	32	32
Over 50 km	36	59	37	21	19	17	11
Total	**390**	**531**	**233**	**300**	**235**	**384**	**867**

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

Table 39a cont'd

Estimated distance [1] between the home of the reported casualty and the location of the Collision, by road user type and police force division in which the collision occurred
Year: 2023

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Casualty from elsewhere in the UK	27	43	7	19	20	41	293
Postcode blank, invalid or not known	3	1	1	1	0	0	13
Non - UK casualty 3	0	0	0	0	0	1	2
Up to 2 km	29	45	9	24	18	47	396
Over 2 up to 5 km	5	14	4	1	0	19	106
Over 5 up to 10 km	3	8	0	2	2	6	53
Over 10 up to 20 km	1	5	3	2	2	7	42
Over 20 up to 50 km	2	3	5	1	0	1	32
Over 50 km	1	3	4	0	0	0	15
Total	**71**	**122**	**33**	**50**	**42**	**122**	**952**
Pedal cycle user							
Casualty from elsewhere in the UK	13	28	3	1	3	4	103
Postcode blank, invalid or not known	0	2	3	1	0	0	9
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	9	18	5	5	2	14	137
Over 2 up to 5 km	4	18	4	1	3	5	77
Over 5 up to 10 km	6	7	3	1	1	5	48
Over 10 up to 20 km	3	2	0	1	1	2	19
Over 20 up to 50 km	2	1	0	0	0	0	7
Over 50 km	0	0	1	0	0	0	5
Total	**37**	**76**	**19**	**10**	**10**	**30**	**405**
Motor cycle user							
Casualty from elsewhere in the UK	3	6	11	4	2	6	68
Postcode blank, invalid or not known	9	0	11	0	0	1	37
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	11	12	3	8	4	10	84
Over 2 up to 5 km	10	6	1	3	3	6	65
Over 5 up to 10 km	6	6	3	3	4	6	57
Over 10 up to 20 km	11	4	4	4	0	10	70
Over 20 up to 50 km	9	1	3	4	1	9	53
Over 50 km	2	1	14	0	0	2	43
Total	**61**	**36**	**50**	**26**	**14**	**50**	**477**
Car user							
Casualty from elsewhere in the UK	72	44	69	47	24	89	631
Postcode blank, invalid or not known	16	5	21	4	0	12	121
Non - UK casualty 3	0	0	0	0	0	1	6
Up to 2 km	58	43	20	35	32	83	552
Over 2 up to 5 km	66	45	24	42	11	87	540
Over 5 up to 10 km	40	26	27	72	18	70	500
Over 10 up to 20 km	46	30	44	34	15	55	435
Over 20 up to 50 km	52	21	35	31	9	36	371
Over 50 km	13	19	67	5	1	11	246
Total	**363**	**233**	**307**	**270**	**110**	**444**	**3,402**
Other [2]							
Casualty from elsewhere in the UK	9	30	5	8	1	25	155
Postcode blank, invalid or not known	3	0	0	0	0	1	16
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	5	28	5	4	1	13	102
Over 2 up to 5 km	3	11	5	9	2	15	79
Over 5 up to 10 km	3	7	5	8	5	9	58
Over 10 up to 20 km	3	7	1	4	0	10	55
Over 20 up to 50 km	6	5	9	3	4	9	71
Over 50 km	2	4	13	1	0	2	57
Total	**34**	**92**	**43**	**37**	**13**	**84**	**593**
All casualties							
Casualty from elsewhere in the UK	124	151	95	79	50	165	1,250
Postcode blank, invalid or not known	31	8	36	6	0	14	196
Non - UK casualty 3	0	0	0	0	0	2	8
Up to 2 km	112	146	42	76	57	167	1,271
Over 2 up to 5 km	88	94	38	56	19	132	867
Over 5 up to 10 km	58	54	38	86	30	96	716
Over 10 up to 20 km	64	48	52	45	18	84	621
Over 20 up to 50 km	71	31	52	39	14	55	534
Over 50 km	18	27	99	6	1	15	366
Total	**566**	**559**	**452**	**393**	**189**	**730**	**5,829**

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.

Table 39b

Casualties1 involved in reported collisions 2023: Council of residence vs. council of collision location **COLLISION LOCATION**

Percentages

		LOCATION OF COLLISION															
		Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Eilean Siar	Falkirk	Fife	Glasgow City
																	Column Percentages
CASUALTY RESIDENCE	**Aberdeen City**	**68.7**	15.2	-	-	-	-	0.7	0.8	-	-	-	-	-	-	-	-
	Aberdeenshire	23.9	**67.0**	7.8	-	-	-	-	-	-	-	-	0.2	-	-	-	-
	Angus	1.5	1.6	**65.6**	-	-	-	16.1	-	-	-	-	-	-	-	0.3	0.2
	Argyll & Bute	-	-	-	**41.7**	-	-	-	-	-	-	-	-	-	-	-	0.2
	Clackmannanshire	-	-	-	0.8	**56.0**	-	-	-	-	-	-	0.5	-	6.7	0.6	-
	Dumfries & Galloway	-	-	-	1.7	-	**81.0**	-	4.2	-	-	-	-	-	-	-	0.4
	Dundee City	1.5	-	11.7	2.5	4.0	-	**77.6**	-	-	-	-	0.5	-	-	1.0	-
	East Ayrshire	-	-	-	-	-	-	-	**57.6**	-	-	10.7	-	-	-	-	1.1
	East Dunbartonshire	-	-	-	0.8	-	0.9	-	0.8	**46.2**	-	-	0.2	-	-	-	2.9
	East Lothian	-	-	-	0.8	-	-	1.4	-	-	**77.9**	-	2.7	-	-	0.6	0.2
	East Renfrewshire	-	-	-	2.5	-	-	-	0.8	-	-	**57.3**	-	-	-	-	2.1
	Edinburgh, City of	-	0.5	-	3.3	-	0.4	-	-	-	6.3	-	**69.4**	-	0.8	2.9	0.9
	Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**88.9**	-	-	-
	Falkirk	-	-	-	-	8.0	-	-	-	-	-	-	2.2	-	**73.3**	0.3	-
	Fife	-	3.7	3.1	2.5	8.0	-	1.4	-	-	2.1	1.3	4.2	-	2.5	**87.9**	0.2
	Glasgow City	1.5	-	-	10.0	-	-	-	7.6	38.5	-	18.7	3.0	-	1.7	-	**72.5**
	Highland	-	2.6	-	3.3	-	0.4	-	-	-	-	-	0.2	-	-	0.3	-
	Inverclyde	-	-	-	-	-	-	-	-	2.6	-	-	-	-	-	-	0.7
	Midlothian	-	-	-	-	-	-	-	0.8	-	5.3	-	6.4	-	1.7	-	-
	Moray	-	5.2	1.6	-	-	-	-	-	-	-	-	-	-	-	-	-
	North Ayrshire	-	-	-	-	-	1.7	-	11.9	-	-	4.0	0.2	-	-	-	1.3
	North Lanarkshire	-	-	-	2.5	16.0	0.4	-	1.7	7.7	2.1	-	1.0	-	4.2	0.6	5.4
	Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Perth & Kinross	-	0.5	3.9	-	8.0	-	2.8	-	-	-	-	0.5	-	0.8	1.6	-
	Renfrewshire	-	-	-	3.3	-	0.9	-	0.8	2.6	-	2.7	0.2	-	-	-	3.4
	Scottish Borders	-	-	-	-	-	2.2	-	-	-	2.1	-	1.7	-	-	-	-
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	South Ayrshire	-	0.5	-	1.7	-	-	-	4.2	-	-	1.3	-	-	-	0.3	0.2
	South Lanarkshire	-	0.5	-	4.2	-	1.7	-	5.1	-	-	4.0	0.2	-	0.8	-	5.5
	Stirling	-	-	0.8	-	-	-	-	-	-	-	-	0.5	-	2.5	0.3	0.2
	West Dunbartonshire	-	-	-	2.5	-	-	-	-	-	-	-	-	-	-	0.3	1.6
	West Lothian	-	-	-	1.7	-	0.4	-	-	-	-	-	4.2	-	3.3	1.0	0.2
	Elsewhere in UK	3.0	2.6	5.5	14.2	-	9.9	-	3.4	2.6	4.2	-	1.7	11.1	1.7	1.9	1.1
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**59**	**205**	**113**	**102**	**22**	**242**	**152**	**108**	**38**	**128**	**71**	**547**	**9**	**94**	**293**	**697**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported collisions 2023:Council of residence vs council of collision location **SEVERITY/ROAD TYPE/AREA**

		LOCATION OF COLLISION															
		Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Orkney Islands	Perth & Kinross	Renfrewshire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbartonshire	West Lothian
																	Column Percentages
CASUALTY RESIDENCE	**Aberdeen City**	2.0	-	-	-	-	-	-	1.1	-	-	-	-	-	1.1	-	-
	Aberdeenshire	1.3	-	-	2.3	-	-	-	0.6	-	-	-	-	-	-	-	-
	Angus	0.3	-	-	-	-	-	-	3.4	-	-	-	-	-	4.3	-	-
	Argyll & Bute	-	-	-	-	-	-	-	-	-	-	-	-	-	1.1	5.7	0.6
	Clackmannanshire	0.7	-	-	-	-	0.4	-	2.8	-	-	-	-	-	4.3	-	-
	Dumfries & Galloway	-	-	1.5	-	-	0.4	-	-	-	-	-	5.4	0.7	1.1	-	-
	Dundee City	0.7	-	-	-	-	-	-	8.0	-	-	-	-	-	1.1	-	-
	East Ayrshire	-	2.6	-	-	8.9	0.7	-	-	2.0	0.8	-	12.5	0.4	-	-	0.6
	East Dunbartonshire	-	-	-	-	1.1	1.1	-	1.7	2.0	-	-	-	-	4.3	3.8	-
	East Lothian	-	-	7.5	-	-	-	-	-	-	0.8	-	-	-	-	-	-
	East Renfrewshire	0.7	-	-	-	-	-	-	0.6	2.0	-	-	-	1.4	3.2	-	-
	Edinburgh, City of	2.0	-	13.4	-	-	-	-	1.1	-	4.9	-	-	1.1	1.1	-	7.7
	Eilean Siar	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Falkirk	1.0	-	1.5	-	-	4.6	-	0.6	-	-	-	-	1.1	2.2	-	7.7
	Fife	0.7	-	-	-	-	1.1	-	8.0	-	0.8	-	-	1.4	4.3	-	2.6
	Glasgow City	1.3	7.9	1.5	-	4.4	8.6	-	3.4	18.0	0.8	-	3.6	10.8	6.5	11.3	2.6
	Highland	**67.0**	-	-	4.5	1.1	-	-	0.6	1.0	0.8	-	-	-	1.1	-	-
	Inverclyde	-	**65.8**	-	-	-	-	-	-	3.0	-	-	-	-	-	1.9	-
	Midlothian	0.7	-	**52.2**	-	-	0.7	-	0.6	-	4.1	-	-	0.4	-	-	2.6
	Moray	2.6	-	-	**88.6**	-	-	-	-	-	-	-	-	-	-	-	-
	North Ayrshire	-	5.3	1.5	-	**65.6**	-	-	1.1	6.0	-	-	1.8	0.4	1.1	-	0.6
	North Lanarkshire	2.3	2.6	-	-	1.1	**69.3**	-	1.7	4.0	1.6	-	7.1	14.0	1.1	-	5.8
	Orkney Islands	0.7	-	-	-	-	-	**100.0**	-	-	-	-	-	-	-	-	-
	Perth & Kinross	1.3	-	-	-	-	0.4	-	**51.1**	-	-	-	3.6	-	3.2	-	-
	Renfrewshire	0.7	13.2	-	-	10.0	0.7	-	1.1	**59.0**	-	-	-	0.7	1.1	1.9	-
	Scottish Borders	-	-	13.4	-	-	-	-	1.1	-	**67.2**	-	-	0.4	-	-	-
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	**100.0**	-	-	-	-	0.6
	South Ayrshire	-	-	-	-	6.7	0.4	-	-	-	-	-	**51.8**	0.7	1.1	-	-
	South Lanarkshire	1.0	2.6	-	2.3	-	7.1	-	0.6	2.0	0.8	-	3.6	**60.9**	1.1	-	3.9
	Stirling	-	-	-	-	-	0.7	-	2.8	-	-	-	-	-	**45.2**	3.8	1.9
	West Dunbartonshire	1.0	-	-	2.3	1.1	0.4	-	-	1.0	-	-	3.6	0.4	2.2	**64.2**	-
	West Lothian	1.6	-	6.0	-	-	3.2	-	1.1	-	-	-	-	1.4	1.1	-	**60.6**
	Elsewhere in UK	9.8	-	1.5	-	-	0.4	-	6.8	-	17.2	-	7.1	3.9	7.5	7.5	1.9
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**229**	**40**	**126**	**39**	**94**	**226**	**14**	**189**	**133**	**131**	**6**	**81**	**251**	**124**	**41**	**253**

1. Where postcode of casualty is known.

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2019-2023 averages and 2013-2023

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Aberdeen City	**2014-18 average**	**0**	**0**	**0**	**0**	**7**	**7**	**1**	**3**	**4**	**10**	**73**	**83**
	2013	0	1	1	2	10	12	0	4	4	16	121	137
	2014	0	0	0	0	9	9	2	4	6	15	106	121
	2015	0	0	0	0	9	9	1	4	5	9	90	100
	2016	0	0	0	0	11	12	1	2	3	16	64	80
	2017	0	0	0	0	4	5	0	2	2	4	50	55
	2018	0	0	0	0	2	2	0	2	2	5	56	61
	2019	0	0	0	0	6	6	1	2	3	4	53	57
	2020	0	0	0	0	2	2	0	1	1	3	37	40
	2021	0	0	0	0	0	0	0	2	2	1	26	27
	2022	0	0	0	0	5	5	0	1	1	1	27	28
	2023	0	0	0	0	4	4	0	4	4	5	48	53
	2019-23 average	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**2**	**2**	**3**	**38**	**41**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*-100*	*-44*	*-45*	*-100*	*43*	*11*	*-50*	*-35*	*-36*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*-92*	*-53*	*-54*	*-75*	*-29*	*-39*	*-73*	*-48*	*-51*
Aberdeenshire	**2014-18 average**	**0**	**1**	**2**	**10**	**12**	**3**	**12**	**15**	**31**	**155**	**185**
	2013	0	2	2	3	15	18	8	15	23	59	178	237
	2014	1	1	2	5	12	17	5	20	25	31	204	235
	2015	0	0	0	2	8	11	4	15	19	35	160	195
	2016	0	1	1	1	14	14	4	13	17	28	156	183
	2017	0	0	0	0	8	8	1	6	7	33	122	156
	2018	0	0	0	1	11	12	1	7	8	25	131	157
	2019	0	0	0	0	6	6	4	6	10	23	101	124
	2020	0	0	0	2	4	6	4	3	7	23	65	88
	2021	0	0	0	0	0	0	3	9	12	27	67	94
	2022	0	0	0	1	6	7	2	7	9	18	87	105
	2023	0	0	0	1	4	5	2	5	7	23	74	97
	2019-23 average	**0**	**0**	**0**	**1**	**4**	**5**	**3**	**6**	**9**	**23**	**79**	**102**
	% ch on 14-18 av. 2023	*-100*	*-100*	*-100*	*-45*	*-62*	*-59*	*-33*	*-59*	*-54*	*-25*	*-52*	*-48*
	% ch on 14-18 av. 1923	*-100*	*-100*	*-100*	*-56*	*-62*	*-61*	*0*	*-51*	*-41*	*-26*	*-49*	*-45*
Angus	**2014-18 average**	**0**	**0**	**0**	**0**	**4**	**5**	**1**	**5**	**6**	**8**	**49**	**57**
	2013	0	0	0	0	8	8	2	1	3	9	67	76
	2014	0	0	0	0	4	4	2	4	6	7	48	55
	2015	0	0	0	0	7	7	3	5	8	3	55	58
	2016	0	0	0	0	2	2	1	5	6	12	41	54
	2017	0	0	0	1	4	5	1	9	10	13	47	61
	2018	0	0	0	0	5	5	0	2	2	4	54	59
	2019	0	0	0	0	7	7	1	2	3	6	42	48
	2020	0	0	0	0	3	3	1	2	3	8	40	49
	2021	0	0	0	0	2	2	0	3	3	4	47	51
	2022	0	0	0	0	4	4	0	1	1	3	42	45
	2023	0	0	0	0	7	7	0	9	9	2	41	43
	2019-23 average	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**3**	**4**	**5**	**42**	**47**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*-100*	*66*	*52*	*-100*	*80*	*-41*	*-75*	*-17*	*-25*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*-100*	*7*	*-1*	*-71*	*-32*	*-41*	*-39*	*-14*	*-17*
Argyll & Bute	**2014-18 average**	**0**	**1**	**1**	**1**	**3**	**4**	**4**	**3**	**6**	**43**	**43**	**86**
	2013	0	0	0	1	1	2	10	1	11	43	44	88
	2014	0	0	0	1	5	6	3	1	4	41	45	85
	2015	0	0	0	0	2	3	4	2	6	54	42	96
	2016	0	3	3	1	2	3	4	5	9	43	50	93
	2017	0	0	0	1	5	6	2	2	4	33	51	84
	2018	0	0	0	1	2	4	5	3	8	45	30	75
	2019	0	0	0	2	1	2	6	3	9	50	46	96
	2020	0	0	0	0	1	1	2	5	7	17	20	37
	2021	0	0	0	0	1	1	4	5	9	19	26	45
	2022	0	0	0	1	2	3	5	6	11	25	22	47
	2023	0	0	0	0	5	5	9	1	10	31	40	71
	2019-23 average	**0**	**0**	**0**	**1**	**2**	**2**	**5**	**4**	**9**	**28**	**31**	**60**
	% ch on 14-18 av. 2023	*0*	*-100*	*-100*	*-100*	*48*	*15*	*150*	*-62*	*61*	*-28*	*-8*	*-18*
	% ch on 14-18 av. 1923	*0*	*-100*	*-100*	*-46*	*-42*	*-43*	*44*	*54*	*48*	*-34*	*-28*	*-31*
Clackmannanshire	**2014-18 average**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**18**	**18**
	2013	0	0	0	0	4	4	0	0	0	1	23	24
	2014	0	0	0	0	2	2	0	0	0	0	15	16
	2015	0	0	0	0	2	2	0	0	0	0	19	19
	2016	0	0	0	0	1	1	0	0	0	0	24	24
	2017	0	0	0	0	3	3	0	1	1	1	14	16
	2018	0	0	0	0	2	2	0	1	1	1	16	16
	2019	0	0	0	0	2	2	0	4	4	0	13	13
	2020	0	0	0	0	2	2	0	3	3	1	7	8
	2021	0	0	0	0	0	0	0	1	1	0	13	13
	2022	0	0	0	0	3	3	0	2	2	0	15	15
	2023	0	0	0	0	1	1	0	2	2	0	9	9
	2019-23 average	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**2**	**0**	**11**	**12**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*0*	*-54*	*-54*	*0*	*400*	*400*	*-100*	*-50*	*-50*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*0*	*-31*	*-31*	*0*	*500*	*500*	*-39*	*-36*	*-36*
Dumfries & Galloway	**2014-18 average**	**0**	**0**	**0**	**2**	**6**	**7**	**7**	**5**	**11**	**41**	**70**	**112**
	2013	0	0	0	2	2	4	6	6	12	38	72	111
	2014	0	0	0	2	6	9	4	7	11	45	77	122
	2015	0	0	0	2	5	7	9	2	11	38	71	109
	2016	0	0	0	2	6	8	5	9	14	36	70	106
	2017	0	0	0	0	1	2	9	5	14	37	55	92
	2018	0	0	0	3	10	12	6	1	7	51	79	131
	2019	0	0	0	1	3	4	5	3	8	28	66	94
	2020	0	0	0	1	6	7	1	4	5	14	27	41
	2021	1	1	2	1	2	3	3	5	8	37	39	76
	2022	0	0	0	1	4	5	2	6	8	27	53	80
	2023	0	0	0	0	3	3	2	3	5	30	40	70
	2019-23 average	**0**	**0**	**0**	**1**	**4**	**4**	**3**	**4**	**7**	**27**	**45**	**72**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*-100*	*-47*	*-60*	*-70*	*-35*	*-56*	*-38*	*-43*	*-37*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*-59*	*-36*	*-42*	*-51*	*-12*	*-40*	*-34*	*-36*	*-35*
Dundee City	**2014-18 average**	**0**	**0**	**0**	**1**	**7**	**8**	**0**	**1**	**1**	**5**	**41**	**47**
	2013	0	0	0	0	7	7	1	1	2	7	54	61
	2014	0	0	0	1	5	6	0	1	1	6	58	64
	2015	0	0	0	1	8	9	0	1	1	5	31	36
	2016	0	0	0	0	10	10	0	1	1	5	46	51
	2017	0	0	0	0	7	8	0	1	1	6	40	46
	2018	0	0	0	0	7	7	0	1	1	5	33	38
	2019	0	0	0	0	5	6	0	1	1	8	46	54
	2020	0	1	1	1	4	5	0	2	2	3	47	50
	2021	0	0	0	0	5	5	0	1	1	4	36	40
	2022	0	0	0	0	8	8	0	0	0	4	37	41
	2023	0	0	0	1	5	6	1	1	2	9	38	47
	2019-23 average	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**1**	**6**	**41**	**46**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*64*	*-31*	*-24*	*0*	*0*	*100*	*68*	*-8*	*1*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*-34*	*-24*	*-25*	*0*	*0*	*20*	*5*	*-1*	*-1*
East Ayrshire	**2014-18 average**	**0**	**0**	**0**	**1**	**6**	**8**	**1**	**2**	**3**	**15**	**46**	**61**
	2013	0	0	0	0	4	4	1	3	4	7	43	50
	2014	0	0	0	0	9	9	1	1	2	6	44	50
	2015	0	0	0	1	5	6	0	1	1	15	48	63
	2016	0	0	0	3	5	8	2	2	4	26	44	69
	2017	0	0	0	0	4	5	0	2	2	9	46	55
	2018	0	0	0	4	8	12	1	4	5	18	48	66
	2019	0	0	0	0	4	4	1	6	7	8	32	40
	2020	0	0	0	1	3	4	2	0	2	8	33	41
	2021	0	0	0	1	7	8	2	5	7	3	34	37
	2022	0	0	0	2	3	5	1	5	6	10	32	42
	2023	1	1	2	2	5	7	2	4	6	10	43	53
	2019-23 average	**0**	**0**	**0**	**1**	**4**	**5**	**2**	**4**	**6**	**8**	**38**	**44**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*38*	*-21*	*-10*	*150*	*100*	*114*	*-32*	*-7*	*-13*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*-17*	*-29*	*-27*	*100*	*100*	*100*	*-47*	*-22*	*-28*
East Dunbartonshire	**2014-18 average**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**25**	**25**
	2013	0	0	0	0	4	4	0	1	1	0	22	22
	2014	0	0	0	0	3	3	0	1	1	0	28	28
	2015	0	0	0	0	2	2	0	1	1	0	23	23
	2016	0	0	0	0	2	2	0	0	0	0	28	28
	2017	0	0	0	0	6	6	0	0	0	0	25	25
	2018	0	0	0	0	2	2	0	0	0	0	19	19
	2019	0	0	0	0	9	9	0	1	1	0	33	33
	2020	0	0	0	0	2	2	0	1	1	0	12	12
	2021	0	0	0	0	2	2	0	1	1	0	14	14
	2022	0	0	0	0	1	1	0	1	1	0	23	23
	2023	0	0	0	0	0	0	0	4	4	0	11	11
	2019-23 average	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**2**	**2**	**0**	**19**	**19**
	% ch on 14-18 av. 2023	*0*	*0*	*0*	*-100*	*-100*	*-100*	*0*	*900*	*900*	*0*	*-58*	*-58*
	% ch on 14-18 av. 1923	*0*	*0*	*0*	*-11*	*-11*	*0*	*300*	*300*	*0*	*-25*	*-25*

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2019-2023 averages and 2013-2023

		Child (0-15) killed Local Authority			Child (0-15) serious Local Authority			All ages killed Local Authority			All ages serious Local Authority	
		Trunk roads	All roads	Trunk roads	All roads	Trunk roads	All roads	Trunk roads	All roads	Trunk roads	All roads	
		roads			roads			roads			roads	
East Lothian	2014-18 average	0	0	0	0	6	7	2	1	3	9	49	58
	2013	0	1	1	0	4	4	0	3	3	6	47	52
	2014	0	0	0	0	8	8	3	1	4	9	54	63
	2015	0	0	0	1	2	2	1	2	3	8	46	54
	2016	0	0	0	0	3	4	2	1	3	7	44	52
	2017	0	0	0	0	6	6	2	1	3	9	50	59
	2018	0	0	0	0	12	13	1	1	2	10	52	63
	2019	0	0	0	0	3	3	0	1	1	5	47	53
	2020	0	0	0	0	3	3	0	2	2	9	23	32
	2021	0	0	0	0	3	3	0	0	0	5	27	32
	2022	0	0	0	0	2	2	3	1	4	7	36	43
	2023	0	0	0	1	0	1	1	2	3	5	27	32
	2019-23 average	0	0	0	0	2	1	1	1	2	6	32	38
	% ch on 14-18 av. 2023	0	0	0	187	-100	-85	-44	67	0	-42	-45	-40
	% ch on 14-18 av. 1923	0	0	0	-43	-64	-63	-56	0	-33	-27	-35	-34
East Renfrewshire	2014-18 average	0	0	0	0	4	4	0	0	0	3	25	27
	2013	0	0	0	0	3	3	0	2	2	0	25	25
	2014	0	0	0	0	4	4	0	0	0	2	23	25
	2015	0	0	0	0	4	4	0	0	0	2	25	27
	2016	0	0	0	0	2	2	0	0	0	1	28	29
	2017	0	0	0	0	4	4	0	0	0	4	26	30
	2018	0	0	0	0	2	2	0	0	0	3	21	25
	2019	0	0	0	0	2	2	0	1	1	1	22	24
	2020	0	0	0	0	2	2	0	1	1	0	16	16
	2021	0	0	0	0	2	2	0	1	1	1	20	21
	2022	0	0	0	0	2	2	0	2	2	1	23	24
	2023	0	0	0	0	3	3	0	1	1	2	16	18
	2019-23 average	0	0	0	0	2	2	0	1	1	1	19	21
	% ch on 14-18 av. 2023	0	0	0	-100	-15	-15	0	0	0	-20	-36	-34
	% ch on 14-18 av. 1923	0	0	0	-100	-36	-36	0	0	0	-56	-22	-25
Edinburgh, City of	2014-18 average	0	0	0	1	22	23	0	7	7	17	272	289
	2013	0	0	0	0	21	22	3	5	8	14	277	292
	2014	0	0	0	1	31	31	1	10	11	21	296	317
	2015	0	0	0	1	22	23	0	3	3	21	283	304
	2016	0	1	1	1	20	21	0	9	9	14	313	327
	2017	0	0	0	0	20	21	0	6	6	11	254	265
	2018	0	0	0	2	18	19	0	5	5	18	215	233
	2019	0	0	0	2	14	16	1	5	6	30	208	238
	2020	0	1	1	0	11	11	0	6	6	6	128	134
	2021	0	0	0	0	19	19	0	3	3	5	154	159
	2022	0	0	0	0	21	21	2	3	5	6	183	189
	2023	0	0	0	0	9	9	2	6	8	7	118	125
	2019-23 average	0	0	0	0	15	15	1	5	6	11	154	165
	% ch on 14-18 av. 2023	0	-100	-100	-100	-59	-61	900	-9	18	-59	-57	-57
	% ch on 14-18 av. 1923	0	0	0	-43	-34	-34	400	-30	-18	-37	-43	-43
Eilean Siar	2014-18 average	0	0	0	0	0	0	0	1	1	0	9	9
	2013	0	0	0	0	1	1	0	1	1	0	5	5
	2014	0	0	0	0	1	1	0	4	4	0	13	13
	2015	0	0	0	0	0	0	0	1	1	0	9	9
	2016	0	0	0	0	0	0	0	0	0	0	8	8
	2017	0	0	0	0	0	0	0	0	0	0	6	6
	2018	0	0	0	0	0	0	0	1	1	0	7	7
	2019	0	0	0	0	0	0	0	2	2	0	14	14
	2020	0	0	0	0	1	1	0	1	1	0	4	4
	2021	0	0	0	0	1	1	0	1	1	0	6	6
	2022	0	0	0	0	0	0	0	0	0	0	5	5
	2023	0	0	0	0	0	0	0	1	1	0	6	6
	2019-23 average	0	0	0	0	0	0	0	1	1	0	7	7
	% ch on 14-18 av. 2023	0	0	0	0	-100	-100	0	-17	-17	0	-30	-30
	% ch on 14-18 av. 1923	0	0	0	0	46	46	0	-17	-17	0	-18	-18
Falkirk	2014-18 average	0	1	1	0	8	8	0	2	3	9	63	72
	2013	1	0	1	0	7	7	1	2	3	6	65	72
	2014	0	2	2	0	7	7	0	5	5	7	61	68
	2015	0	0	0	0	9	10	1	2	3	12	65	77
	2016	0	1	1	0	6	6	0	1	1	9	74	83
	2017	0	0	0	0	9	9	0	0	0	10	66	74
	2018	0	0	0	0	10	10	0	4	4	8	51	59
	2019	0	0	0	0	6	6	0	4	4	4	41	44
	2020	0	0	0	0	3	3	0	2	2	4	23	27
	2021	0	0	0	0	4	4	1	3	4	5	34	40
	2022	0	0	0	0	6	6	1	4	5	5	33	38
	2023	0	0	0	0	8	8	1	2	3	9	42	51
	2019-23 average	0	0	0	0	5	5	1	3	4	6	35	40
	% ch on 14-18 av. 2023	0	-100	-100	-100	-2	-3	400	-17	15	-3	-33	-29
	% ch on 14-18 av. 1923	0	-100	-100	-100	-33	-33	200	25	38	-40	-45	-45
Fife	2014-18 average	0	0	1	1	13	14	3	7	10	24	114	138
	2013	0	0	0	0	8	9	2	9	11	22	123	145
	2014	0	1	1	0	8	9	4	8	12	28	108	136
	2015	1	0	1	0	12	12	5	7	12	18	116	134
	2016	1	0	1	3	16	18	4	6	10	25	127	152
	2017	0	0	0	0	17	17	0	5	5	18	109	127
	2018	0	1	1	3	12	15	0	10	10	28	112	140
	2019	0	0	0	0	17	17	3	12	15	25	119	143
	2020	0	1	1	1	13	14	4	8	12	14	90	104
	2021	0	0	0	0	7	7	1	1	2	14	70	84
	2022	1	0	1	0	9	9	2	6	8	15	80	95
	2023	0	0	0	0	14	14	3	11	14	19	99	118
	2019-23 average	0	0	0	0	12	12	3	8	10	18	92	110
	% ch on 14-18 av. 2023	-100	-100	-100	-100	9	-1	15	53	43	-20	-13	-14
	% ch on 14-18 av. 1923	-50	-50	-50	-78	-7	-14	0	6	4	-22	-20	-20
Glasgow City	2014-18 average	0	0	0	0	36	37	1	11	12	18	281	299
	2013	0	0	0	0	27	27	0	4	4	11	265	277
	2014	0	1	1	0	45	45	0	18	18	19	301	320
	2015	0	0	0	0	34	34	0	15	15	13	294	307
	2016	0	1	1	0	42	42	1	7	8	18	292	310
	2017	0	0	0	0	32	32	0	7	7	27	252	279
	2018	0	0	0	0	29	30	2	8	10	15	266	281
	2019	0	0	0	2	42	44	0	9	9	19	223	241
	2020	0	0	0	0	21	21	5	9	14	13	177	190
	2021	0	0	0	0	25	25	1	8	9	19	179	198
	2022	0	0	0	0	34	34	1	6	7	19	204	223
	2023	0	2	2	1	18	19	1	14	15	22	204	226
	2019-23 average	0	0	0	1	28	29	2	9	11	18	197	216
	% ch on 14-18 av. 2023	0	400	400	207	-51	-48	67	27	29	20	-27	-28
	% ch on 14-18 av. 1923	0	0	0	101	-23	-22	167	-16	-7	0	-30	-28
Highland	2014-18 average	0	0	0	2	5	7	10	8	18	79	73	152
	2013	2	0	2	3	4	7	13	7	20	87	77	163
	2014	0	0	0	2	5	7	13	7	20	75	76	151
	2015	0	0	0	3	5	8	6	8	14	73	67	139
	2016	0	0	0	3	3	6	11	7	18	93	71	165
	2017	0	0	0	4	5	8	9	6	15	78	56	134
	2018	0	0	0	1	7	8	9	14	23	76	94	170
	2019	0	0	0	2	3	5	12	9	21	63	112	174
	2020	2	0	2	3	5	8	7	10	17	46	60	106
	2021	1	0	1	2	3	5	9	5	14	66	49	115
	2022	1	1	2	1	2	3	20	12	32	45	75	120
	2023	0	1	1	6	4	10	7	7	14	110	77	187
	2019-23 average	1	0	1	3	3	6	11	9	20	66	75	140
	% ch on 14-18 av. 2023	0	0	0	144	-20	-34	-27	-17	-22	-39	6	-23
	% ch on 14-18 av. 1923	0	0	0	17	-34	-17	15	2	9	-17	2	-7
Inverclyde	2014-18 average	0	0	0	1	3	4	1	1	2	7	23	29
	2013	0	0	0	0	4	4	0	0	0	7	21	27
	2014	0	0	0	1	5	6	1	0	1	8	25	33
	2015	0	1	1	2	5	7	1	1	2	7	24	31
	2016	0	0	0	0	2	2	0	2	2	4	28	32
	2017	0	0	0	0	2	2	1	2	3	7	17	24
	2018	0	0	0	0	1	1	0	0	0	8	18	26
	2019	0	0	0	0	5	6	1	0	1	7	29	36
	2020	0	0	0	0	0	0	2	1	3	4	9	13
	2021	0	0	0	1	2	3	0	2	2	3	13	16
	2022	0	0	0	0	3	3	1	1	2	7	15	22
	2023	0	0	0	1	2	3	0	0	0	10	11	21
	2019-23 average	0	0	0	0	2	3	1	1	2	6	15	22
	% ch on 14-18 av. 2023	0	-100	-100	40	-36	-21	-100	-100	-100	48	-51	-28
	% ch on 14-18 av. 1923	0	-100	-100	-40	-20	-24	33	-20	0	-7	-32	-26
Midlothian	2014-18 average	0	0	0	0	4	5	2	1	3	11	47	58
	2013	0	1	1	1	6	8	0	5	5	13	36	49
	2014	0	0	0	1	3	3	0	0	0	16	46	62
	2015	0	0	0	0	5	5	2	1	3	13	52	64
	2016	0	0	0	0	6	7	5	3	8	10	48	58
	2017	0	0	0	0	5	5	0	2	2	10	49	59
	2018	0	0	0	0	3	3	0	1	1	7	38	46
	2019	0	0	0	0	6	6	0	1	1	4	37	42
	2020	0	0	0	0	3	3	0	0	0	1	20	21
	2021	0	0	0	0	3	3	0	2	2	2	24	26
	2022	0	0	0	0	2	2	0	1	1	2	29	31
	2023	0	0	0	0	3	3	2	2	4	2	30	36
	2019-23 average	0	0	0	0	3	3	0	1	2	3	28	31
	% ch on 14-18 av. 2023	0	0	0	-100	-36	-25	67	43	33	-46	-36	-38
	% ch on 14-18 av. 1923	0	0	0	-100	-19	-25	-75	0	-43	-72	-40	-46
Moray	2014-18 average	0	0	1	1	3	4	2	3	5	15	32	46
	2013	0	0	0	1	4	5	1	2	3	13	48	61
	2014	0	0	0	0	8	8	0	2	2	15	42	57
	2015	0	0	0	1	3	3	1	1	2	15	36	51
	2016	0	1	1	2	5	7	0	6	6	17	38	54
	2017	0	1	1	1	0	1	2	3	5	16	27	44
	2018	1	0	1	0	0	1	5	4	9	11	21	32
	2019	0	0	0	1	2	3	4	1	5	11	24	35
	2020	0	0	0	0	1	1	3	1	4	3	20	23
	2021	0	0	0	0	2	2	1	2	3	3	13	16
	2022	0	0	0	0	0	0	0	4	4	6	13	19
	2023	0	0	0	2	1	3	1	0	1	10	12	22
	2019-23 average	0	0	0	1	1	2	2	2	3	7	16	23
	% ch on 14-18 av. 2023	-100	-100	-100	122	-67	-24	-38	-100	-79	-32	-52	-53
	% ch on 14-18 av. 1923	-100	-100	-100	-33	-58	-52	13	-50	-29	-55	-48	-50

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2019-2023 averages and 2013-2023

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious	
		Trunk roads	Local Authority	All roads	Trunk roads	Local Authority	All roads	Trunk roads	Local Authority	All roads	Trunk roads	Local Authority	All roads
		roads			roads			roads			roads		
North Ayrshire	2014-18 average	0	0	0	1	5	6	2	2	4	21	48	69
	2013	0	0	0	0	4	4	3	1	4	18	43	60
	2014	0	0	0	2	6	7	1	3	4	15	56	71
	2015	0	0	0	2	2	2	2	2	4	31	51	82
	2016	0	0	0	1	8	9	3	2	5	18	46	63
	2017	0	0	0	1	4	5	1	3	4	26	40	66
	2018	0	0	0	0	7	7	1	1	2	15	47	61
	2019	0	0	0	2	6	8	0	2	2	12	50	61
	2020	0	0	0	0	3	3	0	1	1	12	28	40
	2021	0	0	0	0	4	4	0	3	3	12	24	36
	2022	0	0	0	0	3	3	1	4	5	6	38	44
	2023	0	0	0	0	4	4	1	3	4	12	38	50
	2019-23 average	0	0	0	0	4	4	0	3	3	11	36	46
	% ch on 14-18 av. 2023	0	0	0	-100	-25	-36	-38	36	5	-42	-21	-27
	% ch on 14-18 av. 1923	0	0	0	-65	-25	-31	-75	18	-21	-49	-26	-33
North Lanarkshire	2014-18 average	0	0	0	0	19	19	1	5	5	14	111	125
	2013	0	0	0	0	28	28	1	5	6	12	119	131
	2014	0	0	0	0	23	23	2	3	5	14	113	127
	2015	0	0	0	0	23	23	1	7	8	12	107	119
	2016	0	0	0	1	18	18	0	3	3	16	116	132
	2017	0	0	0	1	19	20	1	5	6	14	117	131
	2018	0	0	0	0	12	13	0	5	5	14	104	118
	2019	0	1	1	1	13	14	2	3	5	22	99	122
	2020	0	1	1	0	14	14	2	6	8	10	63	73
	2021	0	1	1	0	4	4	1	6	7	5	47	52
	2022	0	0	0	0	13	13	3	3	6	9	68	77
	2023	0	0	0	0	18	18	4	1	5	19	88	107
	2019-23 average	0	1	1	0	12	13	2	4	6	13	73	86
	% ch on 14-18 av. 2023	0	0	0	-100	-5	-7	400	-78	17	-7	35	-31
	% ch on 14-18 av. 1923	0	0	0	-38	-35	-35	200	-17	15	-7	-34	-31
Orkney Islands	2014-18 average	0	0	0	0	0	0	0	1	1	0	7	7
	2013	0	0	0	0	0	0	0	2	2	0	8	8
	2014	0	0	0	0	1	1	0	2	2	0	9	9
	2015	0	0	0	0	0	0	0	0	0	0	4	4
	2016	0	0	0	0	0	0	0	1	1	0	10	10
	2017	0	0	0	0	0	0	0	1	1	0	6	6
	2018	0	0	0	0	0	0	0	0	0	0	6	6
	2019	0	0	0	0	1	1	0	2	2	0	8	8
	2020	0	0	0	0	1	1	0	1	1	0	2	2
	2021	0	0	0	0	2	2	0	2	2	0	4	4
	2022	0	0	0	0	0	0	0	4	4	0	4	4
	2023	0	0	0	0	0	0	0	0	0	0	8	8
	2019-23 average	0	0	0	0	1	1	0	2	2	0	5	5
	% ch on 14-18 av. 2023	0	0	0	0	-100	-100	0	-100	-100	0	16	16
	% ch on 14-18 av. 1923	0	0	0	0	88	88	0	125	125	0	-24	-24
Perth & Kinross	2014-18 average	0	0	0	3	5	8	5	6	11	34	59	94
	2013	0	0	0	1	10	11	5	6	11	34	93	127
	2014	0	0	0	4	3	7	6	7	13	37	65	103
	2015	1	0	1	1	9	10	6	1	7	25	56	81
	2016	0	1	1	5	4	10	6	4	10	33	50	82
	2017	0	0	0	1	5	6	3	9	12	34	65	99
	2018	0	0	0	2	4	6	6	7	13	43	61	104
	2019	0	0	0	1	6	7	3	3	6	45	47	91
	2020	0	0	0	0	3	3	1	2	3	19	34	53
	2021	0	0	0	2	6	8	2	3	5	17	58	75
	2022	0	0	0	0	5	5	6	2	8	33	52	85
	2023	0	0	0	0	3	3	3	3	6	22	47	69
	2019-23 average	0	0	0	1	5	5	3	3	6	27	48	75
	% ch on 14-18 av. 2023	-100	-100	-100	-100	-39	-61	-44	-46	-45	-36	-21	-26
	% ch on 14-18 av. 1923	-100	-100	-100	-77	-5	-31	-44	-54	-49	-21	-20	-20
Renfrewshire	2014-18 average	0	0	0	0	8	8	0	3	4	11	63	74
	2013	0	0	0	0	8	8	2	3	5	5	59	64
	2014	0	0	0	0	7	7	1	8	9	6	63	68
	2015	0	0	0	0	8	8	0	1	1	12	64	77
	2016	1	1	1	0	9	10	0	3	3	13	70	84
	2017	0	0	0	0	9	9	1	1	2	10	65	74
	2018	0	0	0	0	5	5	0	4	4	13	53	66
	2019	0	1	1	0	9	9	0	2	2	9	59	67
	2020	0	0	0	0	6	6	0	1	1	3	35	38
	2021	0	0	0	0	3	3	1	3	4	11	29	40
	2022	0	0	0	0	7	7	0	4	4	12	42	54
	2023	0	0	0	0	5	5	1	2	3	5	49	54
	2019-23 average	0	0	0	0	6	6	1	2	3	8	43	51
	% ch on 14-18 av. 2023	0	-100	-100	-100	-35	-38	150	-41	-21	-53	-22	-27
	% ch on 14-18 av. 1923	0	0	0	-100	-23	-24	100	-41	-26	-26	-32	-31
Scottish Borders	2014-18 average	0	0	0	1	4	5	2	7	9	21	76	97
	2013	0	0	0	0	6	7	1	3	4	28	86	114
	2014	0	0	0	0	3	4	2	5	7	18	80	97
	2015	0	0	0	1	4	5	1	6	7	23	77	100
	2016	0	0	0	1	8	10	4	8	12	29	77	107
	2017	0	0	0	2	3	4	0	7	7	15	72	88
	2018	0	0	0	0	5	5	5	7	12	20	71	91
	2019	0	0	0	2	4	6	0	6	6	20	64	84
	2020	0	0	0	0	0	0	3	2	5	9	41	50
	2021	0	0	0	1	2	3	2	6	8	21	34	55
	2022	0	0	0	0	2	2	4	6	10	7	46	53
	2023	0	0	0	1	4	5	3	3	6	20	52	72
	2019-23 average	0	0	0	1	2	3	2	5	7	15	48	63
	% ch on 14-18 av. 2023	0	0	0	9	-11	-7	25	-55	-33	-5	-31	-26
	% ch on 14-18 av. 1923	0	0	0	-13	-47	-41	0	-30	-22	-27	-37	-35
Shetland Islands	2014-18 average	0	0	0	0	1	1	0	1	1	0	8	8
	2013	0	0	0	0	0	0	0	1	1	0	10	10
	2014	0	0	0	0	0	0	0	1	1	0	6	6
	2015	0	0	0	0	1	1	0	3	3	0	8	8
	2016	0	0	0	0	2	2	0	0	0	0	11	11
	2017	0	0	0	0	1	1	0	1	1	0	10	10
	2018	0	0	0	0	0	0	0	1	1	0	5	5
	2019	0	0	0	0	0	0	0	1	1	0	8	8
	2020	0	0	0	0	1	1	0	0	0	0	4	4
	2021	0	0	0	0	0	0	0	0	0	0	5	5
	2022	0	0	0	0	0	0	0	0	0	0	4	4
	2023	0	0	0	0	0	0	0	2	2	0	9	9
	2019-23 average	0	0	0	0	0	0	0	1	1	0	6	6
	% ch on 14-18 av. 2023	0	0	0	-100	-100	-100	0	67	67	0	12	12
	% ch on 14-18 av. 1923	0	0	0	-71	-71	-71	0	-50	-50	0	-25	-25
South Ayrshire	2014-18 average	0	0	0	1	5	5	2	3	5	16	51	67
	2013	0	0	0	0	5	5	3	1	4	14	36	51
	2014	0	0	0	1	6	8	1	3	4	12	53	67
	2015	0	0	0	0	5	5	1	5	6	20	48	68
	2016	0	0	0	0	5	5	2	6	8	14	61	75
	2017	0	0	0	0	4	4	4	4	8	21	51	72
	2018	0	0	0	0	4	5	1	0	1	13	42	55
	2019	0	0	0	0	5	5	1	1	2	20	37	56
	2020	0	0	0	0	2	2	0	2	2	6	27	33
	2021	0	0	0	0	1	1	0	6	6	10	28	38
	2022	0	0	0	1	3	4	3	3	6	11	26	37
	2023	0	0	0	0	3	3	1	2	3	6	35	41
	2019-23 average	0	0	0	1	3	4	1	3	4	11	31	41
	% ch on 14-18 av. 2023	0	0	0	-100	-37	-43	-44	-38	-40	-63	-31	-39
	% ch on 14-18 av. 1923	0	0	0	-74	-42	-31	-44	-13	-24	-35	-40	-39
South Lanarkshire	2014-18 average	0	0	1	1	15	16	4	7	11	22	113	135
	2013	0	1	1	1	14	14	1	5	6	27	108	132
	2014	1	0	1	0	13	13	4	9	13	21	129	150
	2015	0	0	0	1	10	12	1	4	5	25	107	132
	2016	0	0	0	0	19	21	7	11	18	24	123	147
	2017	0	1	1	0	22	22	1	5	6	17	119	136
	2018	0	1	1	0	11	11	6	8	14	25	84	110
	2019	0	0	0	0	15	15	3	10	13	21	98	119
	2020	0	0	0	0	7	7	1	9	10	12	73	85
	2021	0	0	0	0	8	8	3	4	7	24	58	82
	2022	0	0	0	0	4	4	5	5	10	22	62	84
	2023	0	0	0	2	20	22	1	6	7	26	98	124
	2019-23 average	0	0	0	0	11	11	3	7	9	21	78	99
	% ch on 14-18 av. 2023	-100	-100	-100	199	33	40	-74	-19	-38	17	-13	-8
	% ch on 14-18 av. 1923	-100	-100	-100	-39	-28	-28	-32	-8	-16	-6	-31	-27
Stirling	2014-18 average	0	0	0	1	5	6	3	3	6	26	46	72
	2013	0	0	0	2	4	6	4	5	9	4	29	33
	2014	0	0	0	1	7	8	4	3	7	26	51	77
	2015	0	0	0	2	4	6	6	5	11	43	46	89
	2016	0	0	0	0	4	4	2	0	2	19	47	66
	2017	0	0	0	2	4	7	2	3	5	20	44	65
	2018	0	0	0	1	4	5	3	2	5	22	42	64
	2019	0	0	0	0	0	4	1	5	7	27	33	61
	2020	0	0	0	1	0	1	4	5	9	17	21	38
	2021	0	0	0	0	1	1	3	2	5	9	32	41
	2022	0	0	0	1	2	3	0	0	0	17	33	50
	2023	0	0	0	0	2	2	0	1	1	18	20	38
	2019-23 average	0	0	0	0	1	1	2	2	4	18	28	46
	% ch on 14-18 av. 2023	0	0	0	-100	-86	-88	-100	-62	-83	-31	-37	-47
	% ch on 14-18 av. 1923	0	0	0	-70	-78	-76	-35	-31	-33	-32	-39	-37
West Dunbartonshire	2014-18 average	0	0	0	0	6	6	1	1	2	8	19	27
	2013	0	0	0	0	7	7	0	0	0	9	30	39
	2014	0	0	0	0	5	5	2	0	2	5	22	27
	2015	0	0	0	0	6	6	0	1	1	4	25	30
	2016	0	0	0	0	5	5	1	2	3	8	31	39
	2017	0	0	0	1	9	10	0	2	2	10	34	45
	2018	0	0	0	0	4	5	1	0	1	10	21	31
	2019	0	0	0	0	4	4	1	0	1	3	23	26
	2020	0	0	0	0	1	1	0	2	2	6	14	20
	2021	0	0	0	0	2	2	1	1	2	7	14	21
	2022	0	0	0	0	0	0	2	0	2	3	11	14
	2023	0	0	0	0	0	0	1	1	2	8	22	30
	2019-23 average	0	0	0	0	1	1	1	1	2	5	17	22
	% ch on 14-18 av. 2023	0	0	0	-100	-100	-100	-100	0	-44	5	-18	-13
	% ch on 14-18 av. 1923	0	0	0	-100	-76	-78	0	-20	-11	-30	-37	-35
West Lothian	2014-18 average	0	0	0	1	8	9	2	3	5	10	84	94
	2013	0	0	0	0	13	13	0	5	5	4	92	96
	2014	0	0	0	0	7	7	1	4	5	5	73	78
	2015	0	1	1	1	8	9	2	3	5	29	93	113
	2016	1	0	1	2	9	11	5	2	7	10	80	90
	2017	0	0	0	0	12	12	0	4	4	6	92	98
	2018	0	0	0	0	6	7	2	2	4	10	80	90
	2019	0	0	0	0	6	6	0	7	7	8	65	73
	2020	0	0	0	0	6	6	1	5	6	3	58	61
	2021	1	0	1	1	8	9	4	1	5	13	48	61
	2022	0	0	0	0	12	12	0	7	7	6	51	57
	2023	0	0	0	0	5	5	0	4	4	3	43	46
	2019-23 average	0	0	0	0	8	8	1	5	6	7	53	60
	% ch on 14-18 av. 2023	-100	-100	-100	-100	-41	-45	-100	33	-20	-70	-49	-51
	% ch on 14-18 av. 1923	0	-100	-50	-52	-8	-11	-50	60	16	-35	-37	-36
Scotland	2014-18 average	1	4	6	23	236	259	57	116	174	528	2,200	2,728
	2013	3	6	9	19	244	263	68	104	172	539	2,363	2,901
	2014	2	5	7	24	252	286	63	140	203	512	2,390	2,901
	2015	2	2	4	22	228	250	58	110	168	569	2,234	2,793
	2016	2	10	12	30	249	279	70	121	191	547	2,318	2,865
	2017	0	2	2	19	236	254	40	105	145	498	2,080	2,578
	2018	1	2	3	21	205	226	56	105	161	524	1,978	2,503
	2019	0	2	2	21	215	236	53	111	164	482	1,902	2,385
	2020	2	4	6	10	134	144	43	98	141	280	1,258	1,538
	2021	3	2	5	9	131	140	44	95	139	348	1,272	1,620
	2022	2	1	3	8	168	176	64	107	171	327	1,456	1783
	2023	1	4	5	18	160	178	48	107	155	449	1495	1944
	2019-23 average	2	3	4	13	162	175	50	104	154	377	1477	1854
	% ch on 14-18 av. 2023	-29	-5	-11	-22	-32	-31	-16	-8	-11	-15	-33	-29
	% ch on 14-18 av. 1923	14	-38	-25	-43	-32	-33	-12	-11	-11	-29	-33	-32

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years:2014-18, 2019-2023 averages and 2014-2023

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity	All roads	Trunk roads	Local Author-ity	All roads	Trunk roads	Local Author-ity	All roads
			roads			roads			roads	
Aberdeen City	**2014-18 average**	**18**	**119**	**137**	**268**	**1,062**	**1,329**	**7**	**11**	**10**
	2014	27	157	184	264	1,035	1,299	10	15	14
	2015	26	137	162	263	1,044	1,308	10	13	12
	2016	17	106	123	273	1,071	1,345	6	10	9
	2017	13	115	127	267	1,077	1,344	5	11	9
	2018	8	80	88	271	1,080	1,351	3	7	7
	2019	5	77	82	300	1,286	1,586	2	6	5
	2020	2	44	46	210	1,044	1,254	1	4	4
	2021	2	34	36	245	1,137	1,382	1	3	3
	2022	3	50	53	261	1,232	1,493	1	4	4
	2023	4	48	52	292	1,256	1,547	1	4	3
	2019-23 average	**3**	**51**	**54**	**262**	**1,191**	**1,452**	**1**	**4**	**4**
	% ch 14-18 av. 2023	*-78*	*-60*	*-62*	*9*	*18*	*16*	*-80*	*-66*	*-67*
	% ch 14-08 av. 1923	*-82*	*-57*	*-61*	*-2*	*12*	*9*	*-81*	*-62*	*-64*
Aberdeenshire	**2014-18 average**	**46**	**182**	**228**	**950**	**2,113**	**3,063**	**5**	**9**	**7**
	2014	41	263	304	902	1,996	2,898	5	13	10
	2015	58	186	244	908	2,046	2,954	6	9	8
	2016	47	181	229	948	2,130	3,078	5	9	7
	2017	41	143	183	1040	2,216	3,257	4	6	6
	2018	46	136	182	952	2,176	3,127	5	6	6
	2019	31	117	148	901	2,362	3,262	3	5	5
	2020	15	56	71	636	1,926	2,562	2	3	3
	2021	22	64	86	743	2,145	2,888	3	3	3
	2022	22	98	120	831	2,303	3,134	3	4	4
	2023	40	87	127	844	2,369	3,213	5	4	4
	2019-23 average	**26**	**84**	**110**	**791**	**2,221**	**3,012**	**3**	**4**	**4**
	% ch 14-18 av. 2023	*-14*	*-52*	*-44*	*-11*	*12*	*5*	*-3*	*-57*	*-47*
	% ch 14-08 av. 1923	*-44*	*-54*	*-52*	*-17*	*5*	*-2*	*-33*	*-56*	*-51*
Angus	**2014-18 average**	**10**	**93**	**103**	**366**	**763**	**1,130**	**3**	**12**	**9**
	2014	14	103	117	370	730	1,100	4	14	11
	2015	9	99	108	358	744	1,102	3	13	10
	2016	9	80	88	367	767	1,133	2	10	8
	2017	14	95	108	372	792	1,163	4	12	9
	2018	7	88	94	364	784	1,148	2	11	8
	2019	13	61	74	366	778	1,145	3	8	6
	2020	18	122	140	262	625	887	7	20	16
	2021	25	79	104	305	707	1,012	8	11	10
	2022	12	73	85	352	760	1,112	3	10	8
	2023	13	85	98	357	773	1,130	4	11	9
	2019-23 average	**16**	**84**	**100**	**329**	**728**	**1,057**	**5**	**12**	**9**
	% ch 14-18 av. 2023	*25*	*-8*	*-5*	*-2*	*1*	*0*	*28*	*-9*	*-5*
	% ch 14-08 av. 1923	*55*	*-9*	*-3*	*-10*	*-5*	*-6*	*73*	*-5*	*4*
Argyll & Bute	**2014-18 average**	**72**	**90**	**162**	**401**	**555**	**956**	**18**	**16**	**17**
	2014	78	86	165	362	545	908	22	16	18
	2015	94	124	218	376	555	931	25	22	23
	2016	61	77	138	392	571	963	16	14	14
	2017	63	99	162	419	577	996	15	17	16
	2018	61	63	124	456	527	983	13	12	13
	2019	27	72	99	459	527	986	6	14	10
	2020	32	43	75	323	413	737	10	10	10
	2021	26	45	71	400	465	865	6	10	8
	2022	28	32	60	454	499	953	6	6	6
	2023	36	54	90	459	507	966	8	11	9
	2019-23 average	**30**	**49**	**79**	**419**	**482**	**901**	**7**	**10**	**9**
	% ch 14-18 av. 2023	*-50*	*-40*	*-44*	*14*	*-9*	*1*	*-56*	*-34*	*-45*
	% ch 14-08 av. 1923	*-58*	*-45*	*-51*	*4*	*-13*	*-6*	*-60*	*-37*	*-48*
Clackmannanshire	**2014-18 average**	**1**	**50**	**51**	**3**	**327**	**330**	**41**	**15**	**15**
	2014	1	67	67	0	319	319	-	21	21
	2015	-	59	59	0	324	324	-	18	18
	2016	3	54	57	0	333	333	-	16	17
	2017	3	43	45	0	336	336	-	13	13
	2018	-	27	27	16	324	340	-	8	8
	2019	-	24	24	16	329	345	-	7	7
	2020	0	15	15	11	263	274	0	6	5
	2021	-	11	11	13	295	308	-	4	4
	2022	-	13	13	15	324	339	-	4	4
	2023	-	22	22	15	328	343	-	7	6
	2019-23 average	**0**	**17**	**17**	**14**	**308**	**322**	**0**	**6**	**5**
	% ch 14-18 av. 2023	*-*	*-56*	*-57*	*391*	*0*	*4*	*-*	*-56*	*-59*
	% ch 14-08 av. 1923	*-100*	*-66*	*-67*	*351*	*-6*	*-3*	*-100*	*-64*	*-66*
Dumfries & Galloway	**2014-18 average**	**96**	**150**	**246**	**1,392**	**762**	**2,154**	**7**	**20**	**11**
	2014	88	174	262	1,311	721	2,032	7	24	13
	2015	101	172	273	1,349	738	2,087	7	23	13
	2016	110	155	265	1,387	763	2,150	8	20	12
	2017	89	119	208	1,467	800	2,267	6	15	9
	2018	92	128	219	1,444	790	2,234	6	16	10
	2019	60	87	147	1,455	785	2,240	4	11	7
	2020	39	68	107	1,069	627	1,692	4	11	6
	2021	50	67	117	1341	710	2,051	4	9	6
	2022	46	117	163	1462	761	2,223	3	15	7
	2023	69	91	160	1,488	776	2,262	5	12	7
	2019-23 average	**53**	**86**	**139**	**1,362**	**732**	**2,094**	**4**	**12**	**7**
	% ch 14-18 av. 2023	*-28*	*-39*	*-35*	*7*	*2*	*5*	*-33*	*-40*	*-38*
	% ch 14-08 av. 1923	*-45*	*-43*	*-43*	*-2*	*-4*	*-3*	*-44*	*-40*	*-42*
Dundee City	**2014-18 average**	**11**	**94**	**105**	**171**	**662**	**832**	**6**	**14**	**13**
	2014	12	120	132	169	650	819	7	19	16
	2015	11	97	108	168	650	817	7	15	13
	2016	14	110	124	173	663	836	8	17	15
	2017	9	79	88	171	668	839	5	12	11
	2018	8	65	73	174	677	850	5	10	9
	2019	20	88	108	171	683	854	12	13	13
	2020	14	115	129	133	558	691	11	21	19
	2021	18	75	93	164	620	783	11	12	12
	2022	16	125	141	180	671	851	9	19	17
	2023	25	101	126	184	679	864	14	15	15
	2019-23 average	**19**	**101**	**119**	**166**	**642**	**809**	**11**	**16**	**15**
	% ch 14-18 av. 2023	*130*	*7*	*20*	*8*	*3*	*4*	*114*	*4*	*15*
	% ch 14-08 av. 1923	*71*	*7*	*13*	*-3*	*-3*	*-3*	*76*	*10*	*17*
East Ayrshire	**2014-18 average**	**42**	**128**	**170**	**365**	**747**	**1,112**	**12**	**17**	**15**
	2014	33	140	173	374	705	1,079	9	20	16
	2015	56	154	210	369	720	1,089	15	21	19
	2016	59	139	199	352	749	1,101	17	19	18
	2017	25	102	127	349	790	1,139	7	13	11
	2018	38	105	143	381	769	1,150	10	14	12
	2019	22	71	93	383	765	1,148	6	9	8
	2020	13	67	80	287	616	903	5	11	9
	2021	2	58	60	343	705	1,048	1	8	6
	2022	19	52	71	372	761	1,133	5	7	6
	2023	16	84	100	384	772	1,156	4	11	9
	2019-23 average	**14**	**66**	**81**	**354**	**724**	**1,078**	**4**	**9**	**7**
	% ch 14-18 av. 2023	*-62*	*-34*	*-41*	*5*	*3*	*4*	*-64*	*-37*	*-44*
	% ch 14-08 av. 1923	*-66*	*-48*	*-53*	*-3*	*-3*	*-3*	*-65*	*-47*	*-51*
East Dunbartonshire	**2014-18 average**	**-**	**85**	**85**	**0**	**548**	**548**	**-**	**16**	**16**
	2014	-	88	88	0	529	529	-	17	17
	2015	-	95	95	0	532	532	-	18	18
	2016	-	105	105	0	545	545	-	19	19
	2017	-	89	89	0	566	566	-	16	16
	2018	-	49	49	0	571	571	-	9	9
	2019	-	66	66	0	573	573	-	11	11
	2020	-	45	45	0	467	467	-	10	10
	2021	-	35	35	0	521	521	-	7	7
	2022	-	20	20	0	560	560	-	4	4
	2023	-	35	35	0	568	568	-	6	6
	2019-23 average	**-**	**40**	**40**	**0**	**538**	**538**	**-**	**7**	**7**
	% ch 14-18 av. 2023	*-*	*-59*	*-59*	*-*	*4*	*4*	*-*	*-60*	*-60*
	% ch 14-08 av. 1923	*-*	*-53*	*-53*	*-*	*-2*	*-2*	*-*	*-52*	*-52*
East Lothian	**2014-18 average**	**35**	**120**	**155**	**387**	**555**	**941**	**9**	**22**	**16**
	2014	33	142	175	359	516	875	9	28	20
	2015	38	125	163	362	525	887	11	24	18
	2016	33	117	149	391	543	934	8	21	16
	2017	39	117	156	414	590	1004	9	20	16
	2018	30	101	130	407	600	1006	7	17	13
	2019	17	60	76	419	599	1018	4	10	7
	2020	12	58	70	308	485	793	4	12	9
	2021	17	63	80	372	561	932	5	11	9
	2022	28	68	96	422	600	1,021	7	11	9
	2023	25	53	78	422	613	1,035	6	9	8
	2019-23 average	**20**	**60**	**80**	**388**	**571**	**960**	**5**	**11**	**8**
	% ch 14-18 av. 2023	*-28*	*-56*	*-50*	*9*	*11*	*10*	*-34*	*-60*	*-54*
	% ch 14-08 av. 1923	*-43*	*-50*	*-48*	*0*	*3*	*2*	*-43*	*-51*	*-49*
East Renfrewshire	**2014-18 average**	**6**	**76**	**82**	**241**	**543**	**784**	**3**	**14**	**10**
	2014	1	83	84	214	540	754	0	15	11
	2015	8	79	87	230	546	776	3	14	11
	2016	10	78	88	237	563	800	4	14	11
	2017	8	78	86	234	558	792	3	14	11
	2018	4	63	66	288	509	797	1	12	8
	2019	5	44	48	285	506	791	2	9	6
	2020	3	38	41	213	411	624	1	9	7
	2021	1	43	44	241	474	715	0	9	6
	2022	5	44	49	266	518	784	2	8	6
	2023	7	61	68	273	524	798	3	12	9
	2019-23 average	**4**	**46**	**50**	**258**	**487**	**742**	**2**	**9**	**7**
	% ch 14-18 av. 2023	*15*	*-20*	*-17*	*14*	*-4*	*2*	*1*	*-17*	*-19*
	% ch 14-08 av. 1923	*-33*	*-40*	*-39*	*6*	*-10*	*-5*	*-37*	*-32*	*-36*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years:2014-18, 2019-2023 averages and 2014-2023

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Edinburgh, City of	**2014-18 average**	**91**	**843**	**934**	**792**	**2,212**	**3,004**	**11**	**38**	**31**
	2014	115	1,028	1,143	715	2,174	2,889	16	47	40
	2015	111	904	1,015	755	2,197	2,951	15	41	34
	2016	81	928	1,009	779	2,247	3,026	10	41	33
	2017	68	726	794	777	2,237	3,014	9	32	26
	2018	79	628	707	933	2,205	3,138	8	28	23
	2019	76	545	621	961	2,197	3,158	8	25	20
	2020	35	333	368	703	1,765	2,468	5	19	15
	2021	59	354	413	836	1,921	2,757	7	18	15
	2022	37	409	446	967	2,072	3,039	4	20	15
	2023	64	362	426	1001	2,079	3,080	6	17	14
	2019-23 average	**54**	**401**	**455**	**894**	**2,007**	**2,900**	**6**	**20**	**16**
	% ch 14-18 av. 2023	*-30*	*-57*	*-54*	*26*	*-6*	*3*	*-44*	*-54*	*-55*
	% ch 14-08 av. 1923	*-40*	*-52*	*-51*	*13*	*-9*	*-3*	*-47*	*-48*	*-50*
Eilean Siar	**2014-18 average**	**-**	**21**	**21**	**0**	**236**	**236**	**-**	**9**	**9**
	2014	-	30	30	0	220	220	-	14	14
	2015	-	28	28	0	226	226	-	12	12
	2016	-	20	20	0	256	256	-	8	8
	2017	-	15	15	0	241	241	-	6	6
	2018	-	14	14	0	238	238	-	6	6
	2019	-	16	16	0	234	234	-	7	7
	2020	-	11	11	0	187	187	-	6	6
	2021	-	18	18	0	207	207	-	9	9
	2022	-	8	8	0	222	222	-	4	4
	2023	-	12	12	0	226	226	-	5	5
	2019-23 average	**-**	**13**	**13**	**0**	**215**	**215**	**-**	**6**	**6**
	% ch 14-18 av. 2023	-	*-44*	*-44*	-	*-4*	*-4*	-	*-41*	*-41*
	% ch 14-08 av. 1923	-	*-40*	*-40*	-	*-9*	*-9*	-	*-34*	*-34*
Falkirk	**2014-18 average**	**31**	**179**	**210**	**625**	**985**	**1,610**	**5**	**18**	**13**
	2014	30	193	223	581	956	1,537	5	20	14
	2015	42	191	233	608	968	1,576	7	20	15
	2016	29	208	237	647	993	1,641	4	21	14
	2017	27	177	205	639	1009	1,647	4	18	12
	2018	29	125	154	649	1000	1,648	4	13	9
	2019	19	96	116	657	990	1,647	3	10	7
	2020	5	66	71	470	807	1,277	1	8	6
	2021	26	66	92	528	912	1,440	5	7	6
	2022	15	53	68	571	976	1,546	3	5	4
	2023	18	82	100	627	985	1,612	3	8	6
	2019-23 average	**17**	**73**	**89**	**571**	**934**	**1,505**	**3**	**8**	**6**
	% ch 14-18 av. 2023	*-43*	*-54*	*-52*	*0*	*0*	*0*	*-43*	*-54*	*-53*
	% ch 14-08 av. 1923	*-47*	*-59*	*-58*	*-9*	*-5*	*-7*	*-42*	*-57*	*-55*
Fife	**2014-18 average**	**70**	**293**	**363**	**896**	**2,129**	**3,024**	**8**	**14**	**12**
	2014	65	313	378	842	2,081	2,923	8	15	13
	2015	80	339	419	841	2,104	2,945	9	16	14
	2016	103	341	444	878	2,162	3,040	12	16	15
	2017	49	246	295	895	2,229	3,124	5	11	9
	2018	52	225	277	1023	2,062	3,085	5	11	9
	2019	49	202	252	1070	2,049	3,119	5	10	8
	2020	47	178	225	752	1,657	2,409	6	11	9
	2021	45	161	206	876	1,880	2,755	5	9	7
	2022	52	203	255	993	2,006	2,999	5	10	9
	2023	81	180	261	1,028	2,036	3,064	8	9	9
	2019-23 average	**55**	**185**	**240**	**944**	**1,926**	**2,869**	**6**	**10**	**8**
	% ch 14-18 av. 2023	*16*	*-39*	*-28*	*15*	*-4*	*1*	*-2*	*-36*	*-29*
	% ch 14-08 av. 1923	*-21*	*-37*	*-34*	*5*	*-10*	*-5*	*-25*	*-30*	*-30*
Glasgow City	**2014-18 average**	**135**	**980**	**1,115**	**1,534**	**2,024**	**3,558**	**9**	**48**	**31**
	2014	154	1,076	1,230	1,510	2,016	3,526	10	53	35
	2015	148	1,057	1,205	1,499	1,999	3,498	10	53	34
	2016	139	1,111	1,250	1,548	2,035	3,583	9	55	35
	2017	135	906	1,041	1,572	2,025	3,597	9	45	29
	2018	98	749	847	1,543	2,043	3,586	6	37	24
	2019	103	696	800	1,605	2,040	3,645	6	34	22
	2020	73	467	540	1,169	1,663	2,832	6	28	19
	2021	91	401	492	1381	1,859	3,240	7	22	15
	2022	57	483	540	1529	1,993	3,522	4	24	15
	2023	80	409	489	1,573	2,019	3,592	5	20	14
	2019-23 average	**81**	**491**	**572**	**1,451**	**1,915**	**3,366**	**6**	**26**	**17**
	% ch 14-18 av. 2023	*-41*	*-58*	*-56*	*3*	*0*	*1*	*-42*	*-58*	*-57*
	% ch 14-08 av. 1923	*-40*	*-50*	*-49*	*-5*	*-5*	*-5*	*-37*	*-47*	*-46*
Highland	**2014-18 average**	**172**	**180**	**352**	**1,659**	**1,158**	**2,817**	**10**	**16**	**12**
	2014	186	224	410	1,557	1,091	2,648	12	21	15
	2015	161	190	352	1,614	1,114	2,727	10	17	13
	2016	195	165	359	1,675	1,150	2,825	12	14	13
	2017	157	129	286	1,720	1,204	2,923	9	11	10
	2018	163	190	353	1,732	1,230	2,963	9	15	12
	2019	101	197	299	1,752	1,242	2,994	6	16	10
	2020	97	76	173	1,289	1,010	2,298	8	8	8
	2021	86	81	167	1561	1,163	2,723	6	7	6
	2022	92	66	158	1740	1,244	2,984	5	5	5
	2023	123	72	195	1,845	1,274	3,119	7	6	6
	2019-23 average	**100**	**98**	**198**	**1,637**	**1,187**	**2,824**	**6**	**8**	**7**
	% ch 14-18 av. 2023	*-29*	*-60*	*-45*	*11*	*10*	*11*	*-36*	*-64*	*-50*
	% ch 14-08 av. 1923	*-42*	*-45*	*-44*	*-1*	*2*	*0*	*-41*	*-46*	*-44*
Inverclyde	**2014-18 average**	**32**	**75**	**107**	**71**	**454**	**525**	**46**	**16**	**20**
	2014	52	100	152	72	444	516	72	23	29
	2015	32	82	114	73	446	519	44	18	22
	2016	28	84	112	75	457	532	37	18	21
	2017	32	58	90	67	464	531	49	12	17
	2018	18	51	69	68	462	530	27	11	13
	2019	42	63	105	200	343	544	21	18	19
	2020	8	27	35	164	283	447	5	10	8
	2021	12	19	31	186	315	501	6	6	6
	2022	3	24	27	191	340	531	2	7	5
	2023	5	26	31	185	344	529	3	8	6
	2019-23 average	**14**	**32**	**46**	**185**	**325**	**510**	**8**	**10**	**9**
	% ch 14-18 av. 2023	*-85*	*-65*	*-71*	*160*	*-24*	*1*	*-94*	*-54*	*-71*
	% ch 14-08 av. 1923	*-57*	*-58*	*-57*	*161*	*-28*	*-3*	*-84*	*-41*	*-56*
Midlothian	**2014-18 average**	**31**	**121**	**151**	**142**	**551**	**693**	**22**	**22**	**22**
	2014	40	149	189	143	522	665	28	29	28
	2015	39	147	187	136	535	671	29	28	28
	2016	28	124	152	141	555	695	20	22	22
	2017	23	96	119	143	574	717	16	17	17
	2018	23	88	110	145	572	716	16	15	15
	2019	21	85	105	146	572	718	14	15	15
	2020	11	66	77	107	459	566	10	14	14
	2021	30	87	117	130	510	640	23	17	18
	2022	15	92	107	141	544	686	11	17	16
	2023	12	44	56	143	551	694	8	8	8
	2019-23 average	**18**	**75**	**92**	**134**	**527**	**661**	**13**	**14**	**14**
	% ch 14-18 av. 2023	*-61*	*-64*	*-63*	*1*	*0*	*0*	*-61*	*-64*	*-63*
	% ch 14-08 av. 1923	*-42*	*-38*	*-39*	*-6*	*-4*	*-5*	*-39*	*-35*	*-36*
Moray	**2014-18 average**	**13**	**33**	**46**	**283**	**498**	**782**	**5**	**7**	**6**
	2014	19	41	60	270	475	745	7	9	8
	2015	7	40	47	274	482	757	3	8	6
	2016	17	33	51	286	499	785	6	7	6
	2017	17	26	42	287	523	809	6	5	5
	2018	6	25	31	299	512	812	2	5	4
	2019	7	34	41	300	510	809	2	7	5
	2020	4	14	18	249	420	669	2	3	3
	2021	8	10	18	282	483	765	3	2	2
	2022	10	16	26	277	515	792	4	3	3
	2023	14	13	27	308	524	832	5	2	3
	2019-23 average	**9**	**17**	**26**	**283**	**490**	**774**	**3**	**4**	**3**
	% ch 14-18 av. 2023	*6*	*-51*	*-42*	*9*	*5*	*6*	*-3*	*-53*	*-45*
	% ch 14-08 av. 1923	*-36*	*-47*	*-44*	*0*	*-2*	*-1*	*-36*	*-46*	*-43*
North Ayrshire	**2014-18 average**	**38**	**121**	**159**	**319**	**469**	**788**	**12**	**26**	**20**
	2014	37	129	166	316	449	765	12	29	22
	2015	46	129	175	320	454	774	14	28	23
	2016	38	142	181	326	467	793	12	31	23
	2017	42	106	148	319	485	805	13	22	18
	2018	27	100	128	316	488	804	9	21	16
	2019	31	74	106	327	479	806	10	15	13
	2020	24	44	68	238	391	629	10	11	11
	2021	29	58	87	277	444	721	10	13	12
	2022	23	49	72	308	478	786	7	10	9
	2023	15	65	80	315	487	803	5	13	10
	2019-23 average	**24**	**58**	**83**	**293**	**456**	**749**	**8**	**13**	**11**
	% ch 14-18 av. 2023	*-61*	*-46*	*-50*	*-1*	*4*	*2*	*-60*	*-48*	*-51*
	% ch 14-08 av. 1923	*-36*	*-52*	*-48*	*-8*	*-3*	*-5*	*-30*	*-51*	*-46*
North Lanarkshire	**2014-18 average**	**75**	**385**	**460**	**1,255**	**1,920**	**3,174**	**6**	**20**	**15**
	2014	73	430	503	1,253	1,846	3,099	6	23	16
	2015	71	390	461	1,191	1,860	3,051	6	21	15
	2016	88	408	496	1,217	1,899	3,117	7	21	16
	2017	78	410	488	1,289	1,966	3,255	6	21	15
	2018	66	287	353	1,323	2,026	3,349	5	14	11
	2019	86	257	342	1,318	2,021	3,338	6	13	10
	2020	31	136	167	986	1,639	2,625	3	8	6
	2021	24	161	185	1154	1,853	3,007	2	9	6
	2022	48	153	201	1309	1,992	3,302	4	8	6
	2023	70	178	248	1,382	2,022	3,404	5	9	7
	2019-23 average	**52**	**177**	**229**	**1,230**	**1,905**	**3,135**	**4**	**9**	**7**
	% ch 14-18 av. 2023	*-7*	*-54*	*-48*	*10*	*5*	*7*	*-15*	*-56*	*-50*
	% ch 14-08 av. 1923	*-31*	*-54*	*-50*	*-2*	*-1*	*-1*	*-30*	*-54*	*-50*
Orkney Islands	**2014-18 average**	**-**	**12**	**12**	**0**	**149**	**149**	**-**	**8**	**8**
	2014	-	18	18	0	142	142	-	13	13
	2015	-	11	11	0	145	145	-	8	8
	2016	-	17	17	0	151	151	-	11	11
	2017	-	7	7	0	155	155	-	5	5
	2018	-	9	9	0	152	152	-	6	6
	2019	-	18	18	0	151	151	-	12	12
	2020	-	7	7	0	123	123	-	6	6
	2021	-	10	10	0	135	135	-	7	7
	2022	-	9	9	0	145	145	-	6	6
	2023	-	5	5	0	148	148	-	3	3
	2019-23 average	**-**	**10**	**10**	**0**	**140**	**140**	**-**	**7**	**7**
	% ch 14-18 av. 2023	*-*	*-60*	*-60*	*-*	*-1*	*-1*	*-*	*-60*	*-60*
	% ch 14-08 av. 1923	*-*	*-22*	*-22*	*-*	*-6*	*-6*	*-*	*-17*	*-17*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years:2014-18, 2019-2023 averages and 2014-2023

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Perth & Kinross	**2014-18 average**	**60**	**99**	**159**	**1,500**	**998**	**2,498**	**4**	**10**	**6**
	2014	63	109	171	1,363	974	2,337	5	11	7
	2015	45	105	150	1,381	999	2,380	3	10	6
	2016	65	83	149	1,467	1035	2,501	4	8	6
	2017	73	103	176	1,608	1040	2,647	5	10	7
	2018	53	94	147	1,679	943	2,622	3	10	6
	2019	34	53	88	1,667	923	2,591	2	6	3
	2020	26	89	115	1,214	738	1,952	2	12	6
	2021	59	64	123	1351	812	2,163	4	8	6
	2022	43	93	136	1608	869	2,477	3	11	5
	2023	59	72	131	1,641	887	2,528	4	8	5
	2019-23 average	**44**	**74**	**119**	**1,496**	**846**	**2,342**	**3**	**9**	**5**
	% ch 14-18 av: 2023	*-1*	*-27*	*-17*	*9*	*-11*	*1*	*-10*	*-18*	*-18*
	% ch 14-08 av: 1923	*-26*	*-25*	*-25*	*0*	*-15*	*-6*	*-26*	*-11*	*-20*
Renfrewshire	**2014-18 average**	**47**	**194**	**241**	**768**	**803**	**1,571**	**6**	**24**	**15**
	2014	42	197	240	732	777	1,508	6	25	16
	2015	48	195	242	758	786	1,544	6	25	16
	2016	55	223	277	774	807	1,581	7	28	18
	2017	50	201	252	771	818	1,589	7	25	16
	2018	39	153	192	806	828	1,634	5	18	12
	2019	34	102	137	817	822	1,639	4	12	8
	2020	17	93	110	609	670	1,280	3	14	9
	2021	31	61	92	714	757	1,471	4	8	6
	2022	13	98	111	792	827	1,619	2	12	7
	2023	22	58	80	780	845	1,625	3	7	5
	2019-23 average	**23**	**82**	**106**	**743**	**784**	**1,527**	**3**	**11**	**7**
	% ch 14-18 av: 2023	*-53*	*-70*	*-67*	*2*	*5*	*3*	*-54*	*-72*	*-68*
	% ch 14-08 av: 1923	*-50*	*-57*	*-56*	*-3*	*-2*	*-3*	*-48*	*-56*	*-55*
Scottish Borders	**2014-18 average**	**41**	**132**	**174**	**407**	**871**	**1,277**	**10**	**15**	**14**
	2014	38	152	191	394	827	1,222	10	18	16
	2015	40	147	187	406	848	1,254	10	17	15
	2016	46	138	183	419	876	1,295	11	16	14
	2017	46	128	173	404	910	1,313	11	14	13
	2018	38	98	136	410	893	1,303	9	11	10
	2019	36	91	128	405	887	1,292	9	10	10
	2020	6	48	54	296	693	989	2	7	5
	2021	17	59	76	380	798	1,178	4	7	6
	2022	13	62	75	418	850	1,268	3	7	6
	2023	12	66	78	395	867	1,262	3	8	6
	2019-23 average	**17**	**65**	**82**	**379**	**819**	**1,198**	**4**	**8**	**7**
	% ch 14-18 av: 2023	*-71*	*-50*	*-55*	*-3*	*0*	*-1*	*-70*	*-50*	*-55*
	% ch 14-08 av: 1923	*-59*	*-51*	*-53*	*-7*	*-6*	*-6*	*-56*	*-48*	*-50*
Shetland Islands	**2014-18 average**	**-**	**19**	**19**	**0**	**230**	**230**	**-**	**8**	**8**
	2014	-	22	22	0	219	219	-	10	10
	2015	-	22	22	0	225	225	-	10	10
	2016	-	26	26	0	233	233	-	11	11
	2017	-	12	12	0	238	238	-	5	5
	2018	-	12	12	0	234	234	-	5	5
	2019	-	17	17	0	233	233	-	7	7
	2020	-	8	8	0	189	189	-	4	4
	2021	-	5	5	0	208	208	-	2	2
	2022	-	5	5	0	224	224	-	2	2
	2023	-	13	13	0	228	228	-	6	6
	2019-23 average	**-**	**10**	**10**	**0**	**216**	**216**	**-**	**4**	**4**
	% ch 14-18 av: 2023	*-*	*-31*	*-31*	*-*	*-1*	*-1*	*-*	*-30*	*-30*
	% ch 14-08 av: 1923	*-*	*-49*	*-49*	*-*	*-6*	*-6*	*-*	*-46*	*-46*
South Ayrshire	**2014-18 average**	**39**	**116**	**155**	**404**	**617**	**1021**	**10**	**19**	**15**
	2014	37	141	178	387	593	980	10	24	18
	2015	44	128	172	395	601	996	11	21	17
	2016	44	132	176	406	622	1028	11	21	17
	2017	41	94	135	409	640	1049	10	15	13
	2018	27	85	112	422	629	1051	6	13	11
	2019	31	83	115	430	622	1,053	7	13	11
	2020	11	52	63	398	507	814	4	10	8
	2021	15	32	47	375	575	950	4	6	5
	2022	12	38	50	428	620	1,048	3	6	5
	2023	20	27	47	427	634	1,061	5	4	4
	2019-23 average	**18**	**46**	**64**	**394**	**592**	**985**	**5**	**8**	**7**
	% ch 14-18 av: 2023	*-48*	*-77*	*-70*	*6*	*3*	*4*	*-51*	*-77*	*-71*
	% ch 14-08 av: 1923	*-54*	*-60*	*-58*	*-3*	*-4*	*-3*	*-53*	*-58*	*-57*
South Lanarkshire	**2014-18 average**	**83**	**350**	**433**	**1,350**	**1,352**	**2,702**	**6**	**26**	**16**
	2014	95	397	492	1,261	1,325	2,585	8	30	19
	2015	94	361	455	1,264	1,343	2,608	7	27	17
	2016	70	372	442	1,328	1,385	2,713	5	27	16
	2017	64	327	391	1,395	1,401	2,796	5	23	14
	2018	91	293	383	1,501	1,308	2,809	6	22	14
	2019	62	228	290	1,535	1,301	2,836	4	18	10
	2020	41	184	225	1,126	1,055	2,181	4	17	10
	2021	41	124	165	1375	1,183	2,559	3	10	6
	2022	39	151	190	1526	1,267	2,793	3	12	7
	2023	66	173	239	1,564	1,291	2,855	4	13	8
	2019-23 average	**50**	**172**	**222**	**1,425**	**1,219**	**2,645**	**3**	**14**	**8**
	% ch 14-18 av: 2023	*-20*	*-51*	*-45*	*16*	*-5*	*6*	*-31*	*-48*	*-48*
	% ch 14-08 av: 1923	*-40*	*-51*	*-49*	*6*	*-10*	*-2*	*-43*	*-46*	*-48*
Stirling	**2014-18 average**	**45**	**103**	**148**	**525**	**779**	**1,304**	**9**	**13**	**11**
	2014	45	95	140	485	751	1,236	9	13	11
	2015	64	128	192	500	763	1,263	13	17	15
	2016	52	127	179	544	786	1,329	10	16	13
	2017	29	88	116	544	797	1,341	5	11	9
	2018	34	78	112	554	797	1,351	6	10	8
	2019	25	66	90	564	787	1,350	4	8	7
	2020	21	44	65	389	631	1,020	5	7	6
	2021	15	38	53	461	699	1,160	3	5	5
	2022	18	74	92	515	755	1,270	3	10	7
	2023	32	42	74	522	768	1,290	6	5	6
	2019-23 average	**22**	**53**	**75**	**490**	**728**	**1,218**	**5**	**7**	**6**
	% ch 14-18 av: 2023	*-28*	*-59*	*-50*	*-1*	*-1*	*-1*	*-28*	*-59*	*-49*
	% ch 14-08 av: 1923	*-51*	*-49*	*-49*	*-7*	*-6*	*-7*	*-47*	*-45*	*-46*
West Dunbartonshire	**2014-18 average**	**23**	**87**	**110**	**221**	**441**	**662**	**10**	**20**	**17**
	2014	25	83	108	213	433	646	12	19	17
	2015	25	102	126	220	435	655	11	23	19
	2016	27	87	114	223	444	667	12	19	17
	2017	16	112	127	220	445	664	7	25	19
	2018	22	52	74	228	449	677	10	12	11
	2019	12	65	77	231	446	678	5	14	11
	2020	5	27	32	171	363	534	3	7	6
	2021	10	23	33	207	406	613	5	6	5
	2022	13	24	37	231	436	667	6	6	6
	2023	6	25	31	234	443	676	3	6	5
	2019-23 average	**9**	**33**	**42**	**215**	**419**	**634**	**4**	**8**	**7**
	% ch 14-18 av: 2023	*-74*	*-71*	*-72*	*6*	*0*	*2*	*-75*	*-71*	*-72*
	% ch 14-08 av: 1923	*-59*	*-62*	*-62*	*-3*	*-5*	*-4*	*-58*	*-60*	*-60*
West Lothian	**2014-18 average**	**47**	**312**	**358**	**725**	**1,116**	**1,841**	**6**	**28**	**19**
	2014	44	287	331	693	1,063	1,757	6	27	19
	2015	67	391	458	724	1,079	1,803	9	36	25
	2016	49	321	370	724	1,111	1,835	7	29	20
	2017	33	305	338	730	1,154	1,884	5	26	18
	2018	41	254	295	753	1,173	1,926	5	22	15
	2019	43	176	219	756	1,174	1,931	6	15	11
	2020	27	108	135	561	948	1,509	5	11	9
	2021	34	154	188	648	1,063	1,711	5	14	11
	2022	44	161	205	723	1,133	1,856	6	14	11
	2023	21	130	151	758	1,154	1,912	3	11	8
	2019-23 average	**34**	**146**	**180**	**689**	**1,094**	**1,784**	**5**	**13**	**10**
	% ch 14-18 av: 2023	*-55*	*-58*	*-58*	*5*	*3*	*4*	*-57*	*-60*	*-59*
	% ch 14-08 av: 1923	*-28*	*-53*	*-50*	*-5*	*-2*	*-3*	*-24*	*-52*	*-48*
Scotland	**2014-18 average**	**1,410**	**5,841**	**7,251**	**18,018**	**28,627**	**46,645**	**8**	**20**	**16**
	2014	1,488	6,637	8,126	17,112	27,664	44,776	9	24	18
	2015	1,562	6,416	7,978	17,342	28,033	45,374	9	23	18
	2016	1,518	6,290	7,808	17,977	28,866	46,843	8	22	17
	2017	1,285	5,347	6,632	18,519	29,526	48,045	7	18	14
	2018	1,199	4,514	5,712	19,138	29,048	48,187	6	16	12
	2019	1,013	3,031	4,043	19,498	29,215	48,713	5	13	10
	2020	637	2,749	3,386	14,251	23,632	37,883	4	12	9
	2021	795	2560	3355	16890	26,520	43,410	5	10	8
	2022	726	2963	3689	18882	28,408	47,379	4	10	8
	2023	955	2,775	3,730	19,446	28,975	48,421	5	10	8
	2019-23 average	**825**	**2986**	**3821**	**17,793**	**27,368**	**45,161**	**5**	**11**	**8**
	% ch 14-18 av: 2023	*-32*	*-52*	*-49*	*8*	*1*	*4*	*-37*	*-53*	*-50*
	% ch 14-08 av: 1923	*-41*	*-49*	*-47*	*-1*	*-4*	*-3*	*-41*	*-46*	*-46*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years:2014-18, 2019-2023 averages and 2014-2023

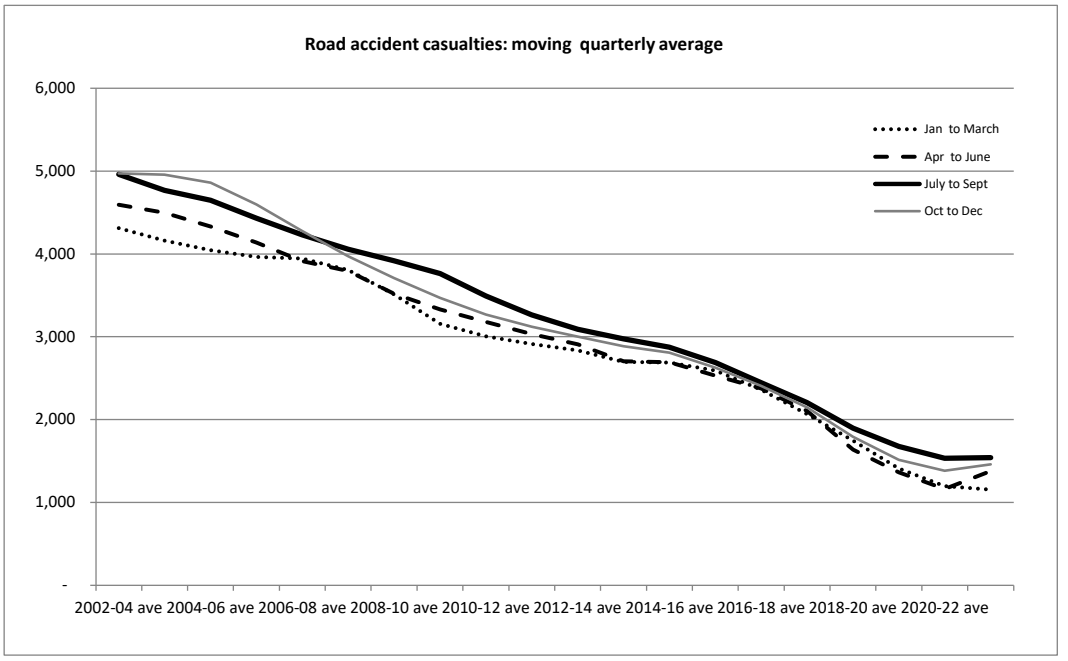
		All Killed	All adjusted serious	Child Killed	Child adjusted serious	Killed/adjusted serious casualties	Traffic estimates (million veh-km)	Killed/adjusted serious casualty rate (per 100 million veh-km)
North East	**2014-18 average**	**24**	**315**	**1**	**24**	**339**	**5,174**	**7**
	2014	33	413	2	34	446	4,942	9
	2015	26	340	-	23	366	5,018	7
	2016	26	318	2	33	344	5,207	7
	2017	14	254	1	13	268	5,410	5
	2018	19	251	1	14	270	5,290	5
	2019	18	216	-	15	234	5,657	4
	2020	12	151	-	9	163	4,485	4
	2021	17	137	-	2	154	5,035	3
	2022	14	152	-	12	166	5,420	3
	2023	12	172	-	12	184	5,592	3
	2019-23 average	**15**	**166**	**-**	**10**	**180**	**5,238**	**3**
	% ch 14-18 av. 2023	*-49*	*-45*	*-*	*-49*	*-46*	*8*	*-50*
	% ch 14-18 av. 1923	*-38*	*-47*	*-*	*-57*	*-47*	*1*	*-47*
Tayside	**2014-18 average**	**18**	**198**	**0**	**20**	**216**	**4,460**	**5**
	2014	20	222	-	17	242	4,256	6
	2015	16	175	1	25	191	4,300	4
	2016	17	187	1	22	204	4,471	5
	2017	23	205	-	19	228	4,650	5
	2018	16	200	-	18	216	4,621	5
	2019	10	194	-	20	204	4,590	4
	2020	8	152	1	11	160	3,530	5
	2021	9	166	-	15	175	3,958	4
	2022	9	171	-	17	180	4,440	4
	2023	17	159	-	16	176	4,521	4
	2019-23 average	**11**	**168**	**0**	**16**	**179**	**4,208**	**4**
	% ch 14-18 av. 2023	*-8*	*-20*	*-*	*-21*	*-19*	*1*	*-20*
	% ch 14-18 av. 1923	*-42*	*-15*	*-50*	*-22*	*-17*	*-6*	*-12*
Argyll & West Dunbartonshire	**2014-18 average**	**8**	**121**	**1**	**11**	**129**	**1,618**	**8**
	2014	6	112	-	11	118	1,554	8
	2015	7	125	-	9	132	1,586	8
	2016	12	132	3	8	144	1,630	9
	2017	6	129	-	16	135	1,661	8
	2018	9	106	-	9	115	1,660	7
	2019	10	125	-	6	135	1,663	8
	2020	9	57	-	2	66	1,270	5
	2021	11	66	-	3	77	1,478	5
	2022	13	61	-	3	74	1,619	5
	2023	11	101	-	5	112	1,642	7
	2019-23 average	**11**	**82**	**-**	**4**	**93**	**1,535**	**6**
	% ch 14-18 av. 2023	*38*	*-16*	*-*	*-53*	*-13*	*5*	*-14*
	% ch 14-18 av. 1923	*35*	*-32*	*-*	*-63*	*-28*	*-5*	*-24*
Forth Valley	**2014-18 average**	**9**	**163**	**1**	**16**	**172**	**3,244**	**5**
	2014	12	161	2	17	173	3,091	6
	2015	14	185	-	18	199	3,163	6
	2016	3	173	1	11	176	3,303	5
	2017	6	155	-	18	161	3,325	5
	2018	10	139	-	17	149	3,339	4
	2019	13	118	-	8	131	3,342	4
	2020	14	73	-	6	87	2,571	3
	2021	10	94	-	5	104	2,959	4
	2022	7	103	-	12	110	3,155	3
	2023	6	98	-	11	104	3,246	3
	2019-23 average	**10**	**97**	**-**	**8**	**107**	**3,045**	**4**
	% ch 14-18 av. 2023	*-33*	*-40*	*-*	*-32*	*-39*	*0*	*-39*
	% ch 14-18 av. 1923	*11*	*-40*	*-*	*-48*	*-38*	*-6*	*-33*
Dumfries & Galloway	**2014-18 average**	**11**	**112**	**-**	**7**	**123**	**2,154**	**6**
	2014	11	122	-	9	133	2,032	7
	2015	11	109	-	7	120	2,087	6
	2016	14	106	-	8	120	2,150	6
	2017	14	92	-	2	106	2,267	5
	2018	7	131	-	12	138	2,234	6
	2019	8	94	-	6	102	2,240	5
	2020	5	41	-	7	46	1,692	3
	2021	8	76	2	3	84	2,051	4
	2022	8	80	-	5	88	2,223	4
	2023	5	70	-	3	75	2,262	3
	2019-23 average	**7**	**72**	**0**	**4**	**79**	**2,094**	**4**
	% ch 14-18 av. 2023	*-56*	*-37*	*-*	*-60*	*-39*	*5*	*-42*
	% ch 14-18 av. 1923	*-40*	*-35*	*-*	*-42*	*-36*	*-3*	*-34*
Ayrshire	**2014-18 average**	**12**	**197**	**-**	**19**	**208**	**2,920**	**7**
	2014	8	187	-	24	195	2,824	7
	2015	11	213	-	13	224	2,859	8
	2016	17	208	-	22	225	2,921	8
	2017	14	192	-	14	206	2,993	7
	2018	8	183	-	23	191	3,005	6
	2019	11	158	-	20	169	3,007	6
	2020	5	114	-	9	119	2,346	5
	2021	16	111	-	13	127	2,719	5
	2022	17	128	-	12	145	2,967	5
	2023	13	144	2	14	157	3,020	5
	2019-23 average	**12**	**131**	**0**	**14**	**143**	**2,812**	**5**
	% ch 14-18 av. 2023	*12*	*-27*	*-*	*-27*	*-25*	*3*	*-27*
	% ch 14-18 av. 1923	*7*	*-33*	*-*	*-29*	*-31*	*-4*	*-29*
Greater Glasgow	**2014-18 average**	**12**	**351**	**0**	**43**	**363**	**4,890**	**7**
	2014	19	374	1	53	393	4,809	8
	2015	16	357	-	41	373	4,806	8
	2016	8	367	1	47	375	4,928	8
	2017	7	334	-	43	341	4,955	7
	2018	10	324	-	34	334	4,954	7
	2019	11	298	-	55	309	5,009	6
	2020	16	218	-	25	234	3,923	6
	2021	11	233	-	29	244	4,476	5
	2022	10	270	-	37	280	4,866	6
	2023	20	255	2	22	275	4,958	6
	2019-23 average	**14**	**255**	**0**	**34**	**268**	**4,646**	**6**
	% ch 14-18 av. 2023	*67*	*-27*	*400*	*-49*	*-24*	*1*	*-25*
	% ch 14-18 av. 1923	*13*	*-27*	*0*	*-22*	*-26*	*-5*	*-22*
Lothians & Scottish Borders	**2014-18 average**	**20**	**305**	**0**	**26**	**326**	**4,753**	**7**
	2014	16	309	-	22	316	4,518	7
	2015	18	331	1	21	349	4,615	8
	2016	30	306	1	31	336	4,759	7
	2017	16	304	-	28	320	4,919	7
	2018	19	289	-	27	308	4,952	6
	2019	15	252	-	24	267	4,958	5
	2020	13	164	-	12	177	3,857	5
	2021	15	174	1	18	189	4,461	4
	2022	22	184	-	18	206	4,831	4
	2023	17	186	-	14	203	4,903	4
	2019-23 average	**16**	**192**	**0**	**17**	**208**	**4,602**	**5**
	% ch 14-18 av. 2023	*-14*	*-38*	*-*	*-46*	*-36*	*3*	*-40*
	% ch 14-18 av. 1923	*-17*	*-37*	*-50*	*-33*	*-36*	*-3*	*-34*
Edinburgh	**2014-18 average**	**7**	**289**	**0**	**23**	**296**	**3,004**	**10**
	2014	11	317	-	31	328	2,889	11
	2015	3	304	-	23	307	2,951	10
	2016	9	327	1	21	336	3,026	11
	2017	6	265	-	21	271	3,014	9
	2018	5	233	-	19	238	3,138	8
	2019	6	238	-	16	244	3,158	8
	2020	6	134	1	11	140	2,468	6
	2021	3	159	-	19	162	2,757	6
	2022	5	169	-	21	174	3,039	6
	2023	8	125	-	9	133	3,080	4
	2019-23 average	**6**	**165**	**0**	**15**	**171**	**2,900**	**6**
	% ch 14-18 av. 2023	*18*	*-57*	*-*	*-61*	*-55*	*3*	*-56*
	% ch 14-18 av. 1923	*-18*	*-43*	*0*	*-34*	*-42*	*-3*	*-40*
Highlands & Islands	**2014-18 average**	**21**	**175**	**-**	**9**	**197**	**3,432**	**6**
	2014	27	179	-	10	206	3,229	6
	2015	18	160	-	8	178	3,323	5
	2016	19	194	-	8	213	3,465	6
	2017	17	156	-	10	173	3,557	5
	2018	25	188	-	8	213	3,587	6
	2019	26	205	-	6	231	3,613	6
	2020	19	116	2	11	135	2,798	5
	2021	17	130	1	8	147	3,273	4
	2022	36	133	2	3	169	3,575	5
	2023	17	219	1	10	227	3,721	6
	2019-23 average	**23**	**159**	**1**	**8**	**182**	**3,396**	**5**
	% ch 14-18 av. 2023	*-20*	*20*	*-*	*13*	*15*	*8*	*7*
	% ch 14-18 av. 1923	*8*	*-9*	*-*	*-14*	*-8*	*-1*	*-7*
Fife	**2014-18 average**	**10**	**138**	**1**	**14**	**148**	**3,024**	**5**
	2014	12	136	1	9	148	2,923	5
	2015	12	134	1	12	146	2,945	5
	2016	10	152	1	18	162	3,040	5
	2017	5	127	-	17	132	3,124	4
	2018	10	140	1	15	150	3,085	5
	2019	15	143	-	17	158	3,119	5
	2020	12	109	1	14	121	2,469	5
	2021	2	84	-	7	86	2,755	3
	2022	8	95	1	9	103	2,999	3
	2023	14	118	-	14	132	3,084	4
	2019-23 average	**10**	**110**	**0**	**12**	**120**	**2,869**	**4**
	% ch 14-18 av. 2023	*43*	*-14*	*-*	*-1*	*-11*	*1*	*-12*
	% ch 14-18 av. 1923	*4*	*-20*	*-50*	*-14*	*-19*	*-5*	*-14*
Renfrewshire & Inverclyde	**2014-18 average**	**5**	**103**	**0**	**12**	**108**	**2,097**	**5**
	2014	10	101	-	14	111	2,024	5
	2015	3	108	1	15	111	2,062	5
	2016	5	116	1	12	121	2,113	6
	2017	5	98	-	12	103	2,120	5
	2018	4	92	-	6	96	2,183	4
	2019	3	104	1	14	107	2,183	5
	2020	4	51	-	6	55	1,727	3
	2021	6	56	-	6	62	1,972	3
	2022	6	76	-	10	82	2,150	4
	2023	3	75	-	8	78	2,154	4
	2019-23 average	**4**	**72**	**0**	**9**	**77**	**2,037**	**4**
	% ch 14-18 av. 2023	*-44*	*-27*	*-*	*-31*	*-28*	*3*	*-30*
	% ch 14-18 av. 1923	*-19*	*-30*	*-50*	*-24*	*-29*	*-3*	*-27*
Lanarkshire	**2014-18 average**	**17**	**260**	**1**	**35**	**277**	**5,076**	**5**
	2014	18	277	1	36	295	5,084	5
	2015	13	251	-	35	264	5,059	5
	2016	21	278	-	39	299	5,829	5
	2017	12	267	1	42	279	6,052	5
	2018	19	228	1	23	247	6,158	4
	2019	18	241	1	30	259	6,175	4
	2020	18	158	1	21	176	4,806	4
	2021	14	134	1	12	148	5,565	3
	2022	16	161	-	17	177	6,095	3
	2023	12	231	-	40	243	6,259	4
	2019-23 average	**16**	**185**	**1**	**24**	**201**	**5,780**	**3**
	% ch 14-18 av. 2023	*-28*	*-11*	*-*	*14*	*-12*	*7*	*-18*
	% ch 14-18 av. 1923	*-6*	*-29*	*0*	*-32*	*-28*	*-2*	*-26*
Scotland	**2014-18 average**	**174**	**2,728**	**6**	**259**	**2,902**	**46,645**	**6**
	2014	203	2,901	7	286	3,104	44,776	7
	2015	168	2,793	4	250	2,961	45,374	7
	2016	191	2,865	12	279	3,056	46,843	7
	2017	145	2,578	2	254	2,723	48,045	6
	2018	161	2,503	3	226	2,664	48,187	6
	2019	164	2,385	2	236	2,549	48,713	5
	2020	141	1,538	6	144	1,679	37,883	4
	2021	139	1620	5	140	1759	43,410	4
	2022	171	1783	3	176	1954	47,379	4
	2023	155	1,944	5	178	2,099	48,421	4
	2019-23 average	**154**	**1854**	**4**	**178**	**2008**	**45,161**	**4**
	% ch 14-18 av. 2023	*-11*	*-29*	*-11*	*-31*	*-28*	*4*	*-30*
	% ch 14-18 av. 1923	*-11*	*-32*	*-25*	*-33*	*-31*	*-3*	*-29*

Reported casualties by severity and quarter
Years: 1981 to 2023

	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Percentage difference from average per quarter for that year: Jan to March	Apr to June	July to Sept	Oct to Dec
(a) Killed						*numbers*				*percentage*
1981	151	156	166	204	677	169	-11	-8	-2	21
1982	155	172	181	193	701	175	-12	-2	3	10
1983	174	133	152	165	624	156	12	-15	-3	6
1984	122	122	178	177	599	150	-19	-19	19	18
1985	128	155	157	162	602	151	-15	3	4	8
1986	124	130	154	193	601	150	-17	-13	2	28
1987	116	126	145	169	556	139	-17	-9	4	22
1988	123	117	143	171	554	139	-11	-16	3	23
1989	145	112	148	148	553	138	5	-19	7	7
1990	134	119	137	156	546	137	-2	-13	0	14
1991	104	92	146	149	491	123	-15	-25	19	21
1992	106	113	113	131	463	116	-8	-2	-2	13
1993	100	103	93	103	399	100	0	3	-7	3
1994	88	82	86	107	363	91	-3	-10	-5	18
1995	91	77	125	116	409	102	-11	-25	22	13
1996	86	83	98	90	357	89	-4	-7	10	1
1997	85	91	94	107	377	94	-10	-3	0	14
1998	70	82	127	106	385	96	-27	-15	32	10
1999	82	73	82	73	310	78	6	-6	6	-6
2000	73	65	97	91	326	82	-10	-20	19	12
2001	78	83	106	81	348	87	-10	-5	22	-7
2002	65	70	97	72	304	76	-14	-8	28	-5
2003	70	81	83	102	336	84	-17	-4	-1	21
2004	70	71	80	87	308	77	-9	-8	4	13
2005	56	64	72	94	286	72	-22	-10	1	31
2006	64	62	94	94	314	79	-18	-21	20	20
2007	70	66	75	70	281	70	0	-6	7	0
2008	61	57	76	76	270	68	-10	-16	13	13
2009	61	42	64	49	216	54	13	-22	19	-9
2010	43	42	64	59	208	52	-17	-19	23	13
2011	51	44	47	43	185	46	10	-5	2	-7
2012	44	46	47	39	176	44	0	5	7	-11
2013	32	45	54	41	172	43	-26	5	26	-5
2014	45	53	50	55	203	51	-11	4	-1	8
2015	35	48	41	44	168	42	-17	14	-2	5
2016	46	50	57	38	191	48	-4	5	19	-20
2017	27	39	35	44	145	36	-26	8	-3	21
2018	27	37	52	45	161	40	-33	-8	29	12
2019	44	39	46	35	164	41	7	-5	12	-15
2020	45	14	41	41	141	35	28	-60	16	16
2021	19	23	60	37	139	35	-45	-34	73	6
2022	42	36	51	42	171	43	-2	-16	19	-2
2023	35	33	46	41	155	39	-10	-15	19	6
(b) Adjusted/unadjusted seriously injured										
1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
2000	823	872	955	918	3,568	892	-8	-2	7	3
2001	799	794	898	919	3,410	853	-6	-7	5	8
2002	693	813	919	804	3,229	807	-14	1	14	0
2003	648	744	787	778	2,957	739	-12	1	6	5
2004	1,029	1,187	1,254	1,163	4,634	1,158	-11	2	8	0
2005	993	1,105	1,206	1,236	4,539	1,135	-13	-3	6	9
2006	934	1,054	1,244	1,183	4,414	1,104	-15	-5	13	7
2007	967	1,019	1,039	1,006	4,031	1,008	-4	1	3	0
2008	983	1054	1055	1042	4,134	1,034	-5	2	2	1
2009	879	1018	1077	874	3,847	962	-9	6	12	-9
2010	703	863	967	795	3,328	832	-16	4	16	-4
2011	711	816	888	779	3,193	799	-11	2	11	-2
2012	740	844	898	816	3,297	825	-10	2	9	-1
2013	648	713	828	711	2,901	725	-11	-2	14	-2
2014	669	737	790	706	2,901	726	-8	2	9	-3
2015	630	673	773	716	2,793	698	-10	-4	11	3
2016	692	729	734	709	2,865	716	-3	2	3	-1
2017	628	647	700	604	2,578	645	-3	0	9	-6
2018	510	682	675	635	2,503	626	-18	9	8	2
2019	564	632	602	587	2,385	596	-5	6	1	-2
2020	410	281	480	367	1,538	385	7	-27	25	-5
2021	249	415	529	427	1,620	405	-39	2	31	5
2022	373	430	521	459	1,783	446	-16	-4	17	3
2023	433	495	526	490	1,944	486	-11	2	8	1

Reported casualties by severity and quarter
Years: 1981 to 2023

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(c) All severities										
						numbers				*percentage*
1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
1983	5,384	6,176	6,796	6,868	25,224	6,306	-15	-2	8	9
1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
1985	5,684	6,623	7,802	7,178	27,287	6,822	-17	-3	14	5
1986	5,745	6,207	6,656	7,509	26,117	6,529	-12	-5	2	15
1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
1992	5,886	5,701	6,453	6,133	24,173	6,043	-3	-6	7	1
1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
1998	5,060	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
2005	4,070	4,320	4,550	4,950	17,890	4,473	-9	-3	2	11
2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,945	3,078	3,486	3,276	12,785	3,196	-8	-4	9	2
2012	3,018	3,230	3,275	3,189	12,712	3,178	-5	2	3	0
2013	2,771	2,786	3,034	2,901	11,492	2,873	-4	-3	6	1
2014	2,714	2,714	2,964	2,910	11,302	2,826	-4	-4	5	3
2015	2,601	2,613	2,923	2,840	10,977	2,744	-5	-5	7	3
2016	2,753	2,743	2,729	2,673	10,898	2,725	1	1	0	-2
2017	2,426	2,231	2,413	2,363	9,433	2,358	3	-5	2	0
2018	1,899	2,148	2,197	2,180	8,424	2,106	-10	2	4	4
2019	1,872	1,938	2,002	1,893	7,705	1,926	-3	1	4	-2
2020	1,460	822	1,483	1,300	5,065	1,266	15	-35	17	3
2021	895	1,328	1,543	1,348	5,114	1,279	-30	4	21	5
2022	1,237	1,340	1,569	1,497	5,643	1,411	-12	-5	11	6
2023	1,327	1,469	1,503	1,530	5,829	1,457	-9	1	3	5



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

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

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

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

Table 45

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

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

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

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

Appendix 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 collisions and take measures to prevent them.

1975: Temporary 50 and 60 mph limits extended.

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

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

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

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

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

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

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

1985: In December, Scottish Police Authorities introduced a policy of breath testing all drivers in an collision 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 collision 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 collision. Seat belt wearing by rear child passengers became law in cars where appropriate restraints have been fitted and are available. Accompanied motorcycle testing became mandatory.
1990: Compulsory basic training for motorcyclists introduced and learner drivers banned from carrying pillion passengers. High Risk Offenders Scheme for problem drink-drivers extended. New regulations requiring those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Scottish Road Safety Year.

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

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

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

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

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

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

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

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

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

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

2000: The Government announced a new road safety strategy and casualty reduction targets for the period to 2010 in “Tomorrow’s Roads – Safer for Everyone”. A review of speed policy was conducted and reported in ‘New Directions in Speed Management’.

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

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

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

2004: Publication of the first three year review of the GB road safety strategy and casualty reduction targets, set out in "Tomorrow's Roads – Safer for Everyone".
2006: Road Safety Act passed. The Act made provision for a wide range of road safety matters, including drink driving, speeding, driver training and driver and vehicle licensing. Revised guidance on setting local speed limits issued to local authorities.

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

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

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

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

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

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

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

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

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

2014: Devolution of powers to the Scottish Parliament in relation to the Drink-Drive alcohol blood limit, and certain national speed limits

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

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

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

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

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

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

2015: Scottish Road Safety Week pilot undertaken.

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

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

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

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

2017: The Scottish Government announces plans to create a new criminal offence of drug driving.

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

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

2018: Learner drivers can now take motorway driving lessons

2019: European Parliament approves new minimum EU vehicle safety requirements that will come into force from May 2022 for new models and from May 2024 for existing models. European Commission publishes its Staff Working Document EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero”. From 1 July vehicle manufacturers must install a noise-emitting device– which sounds like a traditional engine – in new electric and hybrid vehicles. In July DfT publishes its revised Road Safety Statement and two-year action plan. From 21 October, Scotland adopts a ‘zero tolerance’ approach to the eight drugs most associated with illegal use, with limits set at a level where any claims of accidental exposure can be ruled out. Meanwhile, a list of other drugs associated with medical use will have limits based on impairment and road safety risk.

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

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

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

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

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

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

May 2021: UK first media reporting guidelines for crashes published

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

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

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

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

October 2021: Traffic Regulation Order Regulations laid before Scottish parliament

Appendix C - Consultation & reviews

Introduction

This Appendix describes the arrangements for consulting users and providers of the road collision statistics. It also discusses the regular reviews of the Stats 19 road collision statistics specification, describing the changes to the Stats 19 specification in 2005 and the future recommendations resulting from the recent (2008) review.

The Liaison Group on Road Accident Statistics (LGRAS)

Transport Scotland (TS) consults the Liaison Group on Road Accident Statistics (LGRAS), whose members include representatives of each Police Force and of the Association of Chief Police Officers (Scotland), of some individual local authorities and of the Society of Chief Officers of Transportation in Scotland, and of other types of user of the statistics, including the Royal Society for the Prevention of Accidents, the Institute of Road Safety Officers in Scotland, a transport consultant, and an academic researcher. LGRAS meets, on average, once a year. It discusses matters such as the arrangements for the supply of the road collision 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 collision statistics specification, and improvements.

Further details of LGRAS (including papers and minutes) are available on the Transport Scotland website.

The Standing Committee on Road Accident Statistics (SCRAS)

Users and providers of reported road collision statistics across Great Britain are consulted via the Standing Committee on Road Accident Statistics (SCRAS), chaired by the Department for Transport (DfT). Its members include representatives Police Scotland, TS, and other interested parties from across Great Britain. SCRAS is responsible for reviewing the GB-wide Stats 19 road collision statistics specification (see below) and discusses other aspects of the collection and use of the road collision statistics.

Further information is available from Anil Bhagat at the DfT (Tel: 020 7944 3078).

Reviews of the Stats 19 road collision 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 collisions involving personal injury. The statistics are subject to regular reviews (led by SCRAS) as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection.

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

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

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

Appendix D - Definitions and points to note

The definition of severity used in the Road Collision statistics

The classification of the severity of an collision (as fatal, serious or slight) is determined by the severity of the injury to the most severely injured casualty. The police usually record this information soon after the collision occurs. However, if further information becomes available which would alter the classification (for example, if a person dies within 30 days of the collision, as a result of the injuries sustained in the collision) the police change the initial classification of the severity.

For the purposes of the Road Collisions statistical returns:

a ***fatal injury*** is one which causes death less than 30 days after the collision;

a ***fatal collision*** is an collision in which at least one person is fatally injured;

a ***serious injury*** is one which does *not* cause death less than 30 days after the collision, *and* which is in one (or more) of the following categories:

(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 collision;

a ***serious collision*** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;

a ***slight injury*** is any injury which is neither fatal nor serious – for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;

a ***slight collision*** is one in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.

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

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

Classification of injury severity using the CRASH reporting system

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

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

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some collisions. Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only 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 collisions 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 collisions in 1994 was partly attributed to a change in the health boards' policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35% 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 collision and by a clerk who bases the code on a police officer's written description of the collision.

Other definitions

Collision: The statistical returns include only those collisions 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 collisions only: damage-only collisions are not included in the figures.

***Adults**:* People aged 16 and over.

***Built-up roads**:* collisions 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 collision 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 collision 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 collision. 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 collision. One collision 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 collision.

***Light goods vehicles**:* From 1994, light goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of up to 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of 1.5 tons (1.52 tonnes) or less.

***Major roads**:* Motorways and A roads.

***Minor roads**:* B roads, C roads and unclassified roads.

***Motorcycles**:* Includes all two wheeled motor vehicles.

***Motorists**:* The drivers or riders of motor vehicles (including, for example, motorcyclists).

***Motorways**:* Include A(M) roads.

***Non built-up roads**:* Roads for which the normal speed limit (*ignoring* any temporary speed limits) is more than 40mph.

***Other vehicles**:* Include ambulances, fire engines, pedestrian-controlled vehicles with motors, railway trains or engines, refuse vehicles, road rollers, tractors, excavators, mobile cranes, tower wagons, army tanks, etc – and from 1999, motor caravans. Other non-motor vehicles include those drawn by an animal, ridden horses, invalid carriages without motor, street barrows, etc.

***Passengers**:* Occupants of vehicles, other than the person in control, including pillion passengers.

***Pedal cycles**:* Including toy cycles ridden on the carriageway, tandems and tricycles. Pedal cyclists includes any passengers of pedal cycles.

***Pedestrians**:* Includes people riding toy cycles on the footway, people pushing bicycles, people pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

***Riders**:* People in control of pedal cycles or two-wheeled motor vehicles.

***Road users**:* Pedestrians and vehicle riders, drivers and passengers.

***Trunk roads**:* Roads for whose upkeep Scottish Government Ministers are responsible.

***Users of a vehicle**:* All occupants, ie driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

***Vehicles involved in collisions**:* Any vehicle directly involved in an collision where at least one injury is sustained by a pedestrian or vehicle driver, rider or passenger. Vehicles which collide after the initial collision which caused injury are not included, unless they aggravate the degree of injury or lead to further casualties.

Some other points to note

Driver and casualty postcodes, and estimated distances between homes and the locations of collisions

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 collision 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 collision (as reported by the police) to estimate the distance. A similar approach was used in the small proportion of cases where there was only the start of a postcode (eg the police might record EH10 if they knew that someone lived in Edinburgh 10, but they could not provide the full postcode) or where only the postal district or postcode sector could be matched with the postcode directory. A distance could not be estimated if the postcode were blank, coded not known or non-UK resident, did not contain a valid postal district, or were for a place outwith Scotland.

Vehicle type: coding of motor caravans

The vehicle type code formerly used for 'Minibus/motor caravan' (code 10) was changed in 1999:

- **Minibus:** the code 10 category now covers only minibuses;
- **Motor caravans** are not identified as a separate category – they are now included with 'Other motor vehicles' (code 14)

As a result, the figures for the categories described in the tables as minibus and other are on different bases for (a) 1998 and earlier years and (b) 1999 and later years. The scale of the discontinuity is not known, because motor caravans have not been identified separately in the statistical returns. However, it is likely that this change has contributed to the fall in the minibus figures between 1998 and 1999, and the rise in the other figures.

Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or collision or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain.

DfT's estimates are based on an urban/rural classification of roads, *not* on the built-up/non built-up classification of roads used in the traffic estimates that were made up to 2002 (which is still used for the collision 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 collisions occurring on it classed as built-up, it would be incorrect to estimate an area's collision rate for built-up roads by dividing its number of collisions on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up collision rates are provided in Table 5 *only* for Scotland *as a whole* – and these estimates may *not* be precise, due to the nature of the classifications.

The DfT traffic estimates provide only a rough indication of the likely total volume of traffic in each Council area. These are not National Statistics. For example, DfT believes that its estimates of the volume of traffic on minor roads (i.e. B, C and unclassified roads) for Scotland as a whole are of acceptable quality. However, the 320 or so counts now taken per year at minor road sites across Scotland represent an average of 10 per local authority per year – clearly too few to be the basis of reliable estimates for individual local authority areas for each year. DfT therefore estimate the total volume of traffic on minor roads in individual local authority areas in other ways (outlined in *Scottish Transport Statistics)*. The resulting estimates, which are consistent with the overall totals for Scotland as a whole, provide only a broad indication of the likely total volume of traffic on minor roads in each local authority area. As a result:

- it is not possible for DfT to quantify the possible margins of error around them;

- they are not classed as National Statistics;
- more detailed breakdowns of the estimates for individual local authority areas (e.g. separately for B, C and unclassified roads; or for urban roads and rural roads) are not published

In addition, DfT's estimates of traffic on major roads in each local authority area are also not classed as National Statistics. They too are based on limited data: as manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site. Therefore, DfT notes that there could be large errors in its traffic estimates for the major roads in some of the smaller local authority areas. Similar considerations apply to DfT's estimates of the total volume of traffic on all roads in each area, which are produced by adding together its estimates of traffic on major roads and on minor roads.

In conclusion: DfT provides its estimates of the volume of traffic in each local authority area as the best that it can produce from the limited amount of data available to it – rough indications of the likely volume of traffic in each area, for use with caution, as no better estimates are available.

Appendix E - Local Government Reorganisation and the Trunk Road Network

Introduction

This Appendix explains how statistics for the areas of the new Councils were produced for the period prior to local government reorganisation on 1 April 1996. It then describes the trunk road network the changes made to it then, and their effect on the statistics. The next section is about identifying collisions 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 collision and casualty rates for 1995 and earlier years were calculated. The final section mentions how the statistics for some types of road in some areas may be affected by the opening of new roads.

Local Government re-organisation

The reorganisation of local government established new Councils with effect from 1st April 1996, to replace the former Regions, Districts and Island Areas. Statistics for the areas covered by the new Councils for earlier years (back to 1981) were derived in three ways:

- In the case of the former Island Areas, by allocating all the collisions which occurred in each Island Area to the relevant Council.
- In those cases where a whole District fell in a new Council's area, by allocating all the collisions which occurred in that District to the area of the new Council.
- In the case of collisions 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 collision to allocate it to the area of one of the new Councils, using a computer mapping system. This was successful for 99% of collisions for these five Districts, consistently over all years from 1981. The remaining 1% of the collisions in the five Districts were assigned to the new Council in which the majority of the District's collisions fell. This should cause only a very small error (considerably less than 1%) for any of the new Councils, in any year.

The Trunk Road Network

Trunk roads are those roads for whose upkeep Scottish Ministers are responsible. The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

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

Currently, the trunk road network in Scotland consists of all the Motorways plus some (but not all) of the A roads. In some cases, the trunk road network may include the whole of a particular road; in other cases, only certain stretches of a road may be part of the trunk road network. For example, only that part of the A7 which runs south of the junction with the A6091 near Galashiels is part of the current trunk road network: the northern part is *not* a trunk road.

Changes to the trunk road network in April 1996, and their effect on the statistics

Following the review of the trunk road network, several changes were made with effect from 1st April 1996 (coinciding with the reorganisation of local government). Some roads (or stretches of road) which had previously been part of the trunk road network were transferred to local authority control: examples include the A7 from near Edinburgh to near Galashiels, and the A91 from the M90 to St Andrews. Some roads which had previously been the responsibility of local authorities became part of the new trunk road network: examples include the A720 Edinburgh City bypass east of the M8 extension and the A95 from Aviemore to Keith. The overall result was that, on 1st April 1996, about 214 miles of road ceased to be trunk road, and about 361 miles of road became trunk road.

Because of these changes to the trunk road network, the original figures for the numbers of collisions which occurred on trunk roads before and after 1st April 1996 were on different bases, and a comparison could be misleading. Comparisons of the figures for local authority roads could also be misleading, particularly when one looked at the figures for the areas covered by certain Councils, because they may relate to significantly different road networks before and after 1 April 1996.

Identifying collisions 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 collisions 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 collisions 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 collision - 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 collisions which occurred *before* 31st March 1996, (b) is actually the status *at the time* of the collision (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 collisions before that date, and would show it as a local authority road thereafter.

ii. For collisions which occurred *after* 1st April 1996, © is actually the status *at the time* of the collision (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 collisions before that date, and would show it as a local authority road thereafter.

Assessing the effect of the April 1996 changes on the figures for trunk roads and for local authority roads, for individual local authority areas

Because data for 1992 to 1995 are available both on the basis of the old trunk road network and on the basis of the new trunk road network, one can see the extent of the change in the number of collisions 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 collisions 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 Collisions 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 collisions in Scotland as a whole. However, the figures in the second table showed that the changes did have a noticeable effect on the trunk road network's share in some parts of Scotland. For example, the 1992-95 annual average number of casualties, on all types of road, in the area which is now covered by Highland Council was 1,079. Of these, an average of 423 (39%) occurred on the roads which formed the pre- 1 April 1996 trunk road network, and 495 (46%) occurred on the roads which formed the post- 1 April 1996 trunk road network. Therefore, the April 1996 changes could have a noticeable effect on the 1994-98 averages for trunk roads and local authority major roads for some local authority areas.

How the statistics for some types of road in some areas may be affected by the opening of new roads

Finally, it should be noted that analysis by type of road does *not* take account of changes in the numbers of collisions 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 collisions 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 collisions 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 collisions 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: 2023

This annex lists most of the "Stats 19" variables, showing the values which were used in the returns for the latest year and the number of times each was used. Variables such as "grid co-ordinates" and "road number" are not listed, because they have many possible values.

Reported attendant circumstances variables

Month	
January	346
February	301
March	344
April	314
May	368
June	392
July	346
August	369
September	355
October	342
November	364
December	410

Severity of Collision	
Fatal	151
Unadjusted serious	1696
Unadjusted slight	2404

Local Authority	
Aberdeen City	93
Aberdeenshire	144
Angus	102
Argyll & Bute	105
Clackmannanshire	22
Dumfries & Galloway	187
Dundee City	139
East Ayrshire	103
East Dunbartonshire	35
East Lothian	83
East Renfrewshire	68
Edinburgh, City of	456
Eilean Siar	14
Falkirk	117
Fife	264
Glasgow City	569
Highland	261
Inverclyde	32
Midlothian	79
Moray	37
North Ayrshire	99
North Lanarkshire	245
Orkney Islands	10
Perth & Kinross	139
Renfrewshire	112
Scottish Borders	107
Shetland Islands	18
South Ayrshire	67
South Lanarkshire	262
Stirling	86
West Dunbartonshire	55
West Lothian	141

Speed Limit	
10	1
20	487
30	1817
40	282
50	176
60	1178
70	310

Junction Control	
Not at or near junction	2244
Authorised person	9
Automatic traffic signal	387
Stop sign	46
Give way or uncontrolled	1565

Weather Conditions	
Fine	3,201
Raining	680
Snowing	25
Fine high winds	60
Raining high winds	96
Snowing high winds	4
Fog mist	8
Other	115
Unknown	62

First road class	
Motorway	233
A(m)	16
A	2015
B	606
C	22
Unclassified	1358

Second road class	
No second road class	2,360
Motorway	18
A(m)	1
A	409
B	199
C	17
Unclassified	1,247

Light Conditions	
Daylight	3,049
Dknss:lights present lit	744
Dknss:lights present unlit	36
Dknss: no lights	406
Dknss: lights unknown	16

Pedestrian Crossing - Human Control	
None within 50 metres	4,146
School crossing patrol	30
Other authorised person	75

Road Type	
Roundabout	183
One way street	16
Dual carriageway	693
Single carriageway	3,272
Slip road	66
Unknown	21

Pedestrian Crossing - Physical Facilities	
None within 50m	3,567
Zebra crossing	62
Pelican, puffin or similar	243
Pedestrian phase at lights	310
Footbridge or subway	2
Central refuge	67

Junction Detail	
Not at or within 20 metres	2,230
Roundabout	272
Mini Roundabout	40
T or staggered junction	753
Slip Road	56
Crossroads	330
Junction >4 arms (not rd'bt)	123
Private drive	54
Other junction	393

Road Surface Conditions	
Dry	2,697
Wet or damp	1,432
Snow	19
Frost or ice	93
Flood over 3cm deep	10

Special Conditions at site	
None	4,142
Automat traffic signal out	8
Automat trfc sig part defctv	5
Road sign defect obsc	8
Roadworks	62
Road surf defect	12
Oil or diesel	7
Mud	7

Carriageway hazards	
None	4,089
Veh load in cgwy	22
Other object in cgwy	88
Involved prev accdnt	17
Ped in cgwy not inj	13
Animal in cgwy-not horse	22

Did a police officer attend?	
Yes	3,682
No-collision reported over counter	474
Unknown	95

Contributory Factors
Please see the section on the Contributory Factors

Reported vehicle variables

Month	
January	552
February	506
March	623
April	558
May	648
June	675
July	625
August	656
September	601
October	567
November	627
December	673

Breath test	
Not applicable	610
Positive	137
Negative	3,823
Not requested	645
Refused to provide	29
Driver not contacted	770
Not provided (medical)	548
Unknown	749

Sex of driver	
Male	4,789
Female	2,173
Not traced	349

Vehicle Reference Number	
1	4,247
2	2,542
3	385
4	74
5	24
6	10
7	5
8	4
9	3
10	3
11	4
12	2
13	2
14	2
15	2
16	1
17	1

Type of Vehicle	
Pedal cycle	424
Moped	18
Motorcycle to 125cc	123
Motorcycle over 125cc	30
Motorcycle over 500cc	260
Taxi	182
Car	5,249
Minibus (8-16 pass)	20
Bus coach (17 or more pass)	148
Ridden horse	2
Agricultural vehicle	37
Van/Goods to 3.5t mgw	398
Goods 3.5t to 7.5t mgw	27
Goods 7.5t mgw and over	121
Mobility scooter	5
Electric motorcycle	11
Other vehicle	93
Motorcycle unknown cc	44
Goods vehicle unknown wgt	104
Unknown	15

Manoeuvres	
Reversing	80
Parked	255
Wtg go ahd held up	230
Slowing/stopping	336
Moving off	374
U turn	70
Turning left	226
Wtg turn left	24
Turning right	662
Wtg turn right	103
Changing lang left	54
Changing lane rght	77
Overtkg mvg veh offs	137
Overtkg sty veh offs	47
Overtkg nrsde	65
Ahead lh bend	401
Ahead rh bend	409
Ahead other	3,756
Unknown	5

Junction location of vehicle	
Not at or within 20 metres	3,746
Approach junction or wait/park approach	1,593
Cleared junction or wait/park at exit	442
Leaving roundabout	152
Entering roundabout	246
Leaving main road	124
Entering main road	216
Entering from slip rd	20
Mid-junction on roundabout/main road	770
Unknown	2

Skidding and overturning	
None	6,134
Skidding	622
Skid overtd	233
Jacknifed	3
Jacknifed overturned	5
Overturned	308
Unknown	6

Hit object in carriageway	
None	6,907
Previous collision	17
Road works	14
Parked vehicle	134
Bridge roof	1
Bridge side	9
Bollard refuge	25
Open door vehicle	2
Central island roundaboutt	7
Kerb	81
Other object	93
Animal excluding ridden horse	15
Unknown	6

Vehicle leaving carriageway	
Did not leave c'way	5,924
Left c'way nearside	723
Left c'way nearside rebound	72
Left c'way ahead junction	51
Left c'way offside onto central reservation	40
Left c'way offside onto central res & rebound	15
Left c'way offside and crossed central res	14
Left c'way offside	421
Left c'way offside and rebounded	45
Unknown	6

Hit object off carriageway	
None	6,693
Road sign traffic signal	49
Lamp post	44
Telegraph pole electricity pole	22
Tree	102
Bus stop bus shelter	2
Central crash barrier	32
Nearside or offside crash barrier	39
Entered ditch	61
Other permanent object	66
Wall or fence	201

First point of impact	
Unknown	3
None	254
Front	4,023
Back	1,051
Offside	1,053
Nrside	927

Towing and Articulation	
No towing or articulation	7,180
Articulated vehicle	71
Double or multiple trailer	3
Caravan	3
Single trailer	41
Other tow	8
Unknown	5

Hit and run	
Other	7,007
Hit run	215
Non-stop vehicle, not hit	89

Vehicle location at time of acc - Lane	
On main carriageway	7,023
Tram light rail track	8
Bus lane	42
Busway	6
Cycle lane	25
Cycleway	14
On lay-by hard shldr	43
Entering lay-by hard shldr	3
Leaving lay-by hard shldr	16
Footway	125
Unknown	6

Journey Purpose of driver/rider	
Journey part of work	1,171
Commuting to/from work	880
Taking pupil to/from school	65
Pupil riding to/from school	7
Other	3,038
Not known	2,150

Was vehicle left hand drive	
No	7,176
Yes	135

Vehicle movement from/to	
Unknown	8
Parked	171
U turn frm n	15
N to ne	4
N to e	44
N to se	80
N to s	623
N to sw	87
N to w	89
N to nw	12
Ne to n	8
U turn frm ne	9
Ne to e	5
Ne to se	23
Ne to s	55
Ne to sw	508
Ne to w	95
Ne to nw	50
E to n	93
E to ne	8
U turn frm e	17
E to se	6
E to s	31
E to sw	76
E to w	743
E to nw	95
Se to n	74
Se to ne	59
Se to e	16
U turn frm se	13
Se to s	3
Se to sw	20
Se to w	87
Se to nw	486
S to n	595
S to ne	92
S to e	80
S to se	8
U turn frm s	11
S to sw	3
S to w	31
S to nw	93
Sw to n	66
Sw to ne	578
Sw to e	86
Sw to se	57
Sw to s	9
U turn frm sw	16
Sw to w	3
Sw to nw	23
W to n	36
W to ne	103
W to e	754
W to se	85
W to s	70
W to sw	10
U turn frm w	24
W to nw	1
Nw to n	6
Nw to ne	22
Nw to e	83
Nw to se	485
Nw to s	89
Nw to sw	57
Nw to w	4
U turn frm nw	14

Age of driver	
Unknown	237
0	9
5	1
6	2
8	6
9	4
10	5
11	4
12	6
13	5
14	1
15	10
16	18
17	86
18	166
19	158
20	137
21	135
22	144
23	128
24	130
25	132
26	145
27	136
28	140
29	140
30	177
31	125
32	164
33	150
34	122
35	160
36	145
37	143
38	122
39	129
40	154
41	121
42	128
43	113
44	106
45	87
46	104
47	96
48	115
49	126
50	149

Age of driver	
51	133
52	138
53	124
54	105
55	128
56	121
57	114
58	98
59	134
60	106
61	95
62	128
63	96
64	94
65	85
66	60
67	59
68	44
69	51
70	41
71	56
72	50
73	34
74	42
75	43
76	45
77	36
78	28
79	36
80	31
81	21
82	18
83	15
84	14
85	17
86	14
87	4
88	5
89	5
90	6
91	5
92	6
93	2
95	2
98	1

Reported casualty variables

Month	
January	463
February	406
March	458
April	436
May	514
June	519
July	514
August	523
September	466
October	468
November	492
December	570

Sex of casualty	
Male	3,428
Female	2,397
Unknown	4

Road user	
Pedestrian	952
Pedal cycle	405
Motor cycle	477
Car	3,402
Taxi	118
Minibus	7
Bus/Coach	147
Light goods vehicle	183
Heavy goods vehicle	30
Other	108

Severity of casualty	
Killed	155
Serious	1,944
Slight	3,730

Bus or coach passenger	
Not psv pass	5,694
Boarding	4
Alighting	10
Standing pass	25
Seated pass	96

Use of seatbelt	
Not applicable	1,693
Worn independently confirm	899
Worn not independently confirm	1,728
Not worn	132
Unknown	1,377

Pedestrian direction	
Not pedestrian	4,877
Ped stndg still	73
Heading N	159
Heading NE	59
Heading E	142
Heading SE	66
Heading S	152
Heading SW	80
Heading W	134
Heading NW	71
Unknown	16

Casualty Class	
Driver or rider	3,487
Passenger - vehicle/pillion	1,390
Pedestrian	952

PSV passenger	
Not psv pass	5,694
Boarding	4
Alighting	10
Standing pass	25
Seated pass	96

Pedestrian location	
Not pedestrian	4,877
In cwy xing ped xing	125
In cwy xing zg zg appr	1
In cwy xing zg zg exit	3
In cwy xing wthn 50m	87
In cwy xing elsewh	371
Footwy verge	104
On refuge cent isl reserv	7
Cent cwy not ref ci res	118
In cwy not xing	81
Unknown other	55

Pedestrian movement	
Not pedestrian	4,877
Crossing driver nearside	298
Crossing driver nearside mskd	76
Crossing driver offside	242
Crossing driver offside masked	47
In carriageway stationary not crossing	54
In carriageway stationary not crossing masked	5
Walking in carriageway facing traffic	54
Walking in carriageway back to traffic	37
Unknown	139

Car passenger	
Not car passenger	4,656
Front seat car passenger	715
Rear seat car passenger	440
Unknown	18

Pedestrian road maintenance worker	
Not a pedestrian	4,877
No	537
Yes	15
Not known	400

Cycle helmet worn	
Not cyclist	5,402
Yes	232
No	123
Not known	72

Age of casualty	
Unknown	3
0	12
1	12
2	13
3	15
4	24
5	33
6	19
7	35
8	37
9	30
10	47
11	47
12	65
13	68
14	58
15	67
16	51
17	131
18	149
19	159
20	111
21	94
22	119
23	94
24	106
25	92
26	104
27	101
28	98
29	108
30	88
31	100
32	106
33	94
34	88
35	98
36	100
37	108
38	75
39	77
40	92
41	80
42	87
43	78
44	61
45	57
46	76
47	69
48	72
49	74
50	93

Age of casualty	
51	93
52	75
53	78
54	79
55	90
56	84
57	77
58	66
59	92
60	70
61	68
62	99
63	71
64	65
65	67
66	49
67	53
68	35
69	48
70	41
71	44
72	40
73	29
74	48
75	41
76	39
77	34
78	34
79	39
80	28
81	23
82	22
83	21
84	20
85	23
86	13
87	7
88	16
89	7
90	10
91	8
92	2
93	2
94	1
95	1
96	1
97	1

Casualty Reference Number	
1	4207
2	1016
3	340
4	138
5	60
6	23
7	12
8	6
9	4
10	3
11	3
12	3
13	2
14	2
15	2
16	2
17	2
18	2
19	2

Vehicle Reference Number	
1	3,497
2	2,140
3	153
4	22
5	2
6	8
10	2
11	1
12	2
13	2

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

Introduction

This Appendix describes the methods that were used to calculate the likely range of random year-to-year variation in road collision and casualty numbers for Scotland as a whole that are shown in Figures 2, 3, 4 and 5. Two different methods were used: a simple method for Figures 2, 3 and 5, and a more complex method for Figure 4.

Calculating the likely ranges of values for Figures 2, 3 and 5

In the case of Figures 2, 3 and 5, the likely ranges of values were calculated on the assumption that the numbers are the outcome of a Poisson process. This is a process in which events occur at random, with the probability of an event occurring depending upon the underlying rate of their occurrence (*not* upon how long it has been since a previous event, *nor* upon the number of events that have occurred in a recent period). For the purpose of producing these charts, it was assumed that the underlying rate of occurrence in each year is the same as the value of the 5-year moving average centred on that year. (That is why there are no grey dashed lines for the last two years: one cannot calculate a 5-year moving average centred on 2020 until one has the values for 2021 and 2022).

A characteristic of a Poisson distribution is that the mean and the (statistical) variance are the same. Because the numbers are all much larger than 100, the assumption of asymptotic normality applies, and one would expect only about 5% of cases to fall outwith a 95% confidence interval range of plus or minus two standard deviations. Therefore, the upper and lower limits shown on the chart were calculated simply as the moving average plus and minus twice the standard deviation (for smaller numbers, exact ranges could have been calculated using the inverse Chi-square distribution).In the case of Figures 2, 3 and 5, the standard deviation was taken to be the square root of the assumed variance (i.e. the square root of the assumed underlying rate, and therefore the square root of the moving average).

In terms of statistical theory, this approach is appropriate for the number of fatal collisions (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 collision, and the number of casualties in it. The numbers of casualties would therefore be expected to have a greater range of statistical variability than that resulting from a simple Poisson

process. However, as it happens, the simple approach appears to suffice for Figures 3 and 5 (probably because the numbers involved are relatively small, and therefore, as discussed in Section 1.4 of the Commentary, the calculated ranges are quite wide in percentage terms) – but the larger numbers in Figure 4 require a more complex method of calculation of the likely range of values.

Calculating the likely range of values for Figure 4

An initial version of Figure 4 was produced using the approach described above – i.e. the numbers of casualties were assumed to be the result of a Poisson process whose underlying rate for each year was the moving average for that year. The standard deviation was simply calculated from the square root of the moving average, and the ranges were simply +/- twice this standard deviation. However, the initial version of the chart showed that this approach under-estimated greatly the variability of the figures, as over half the years (53%) had values which were outwith the calculated ranges.

It was noted earlier that the variation in the number of casualties is likely to be greater than that which would result from a simple Poisson process. A method to deal with this extra-Poisson variation is discussed in a paper by Washington State Department of Health, *Guidelines for using Confidence Intervals for Public Health Assessment*.

The paper discussed the statistical problem of multiple admissions. For example, an asthma patient may be admitted many times, so that multiple admissions for an individual person are not likely to be independent of each other. A person who is hospitalised once for asthma is more likely to be hospitalised for asthma again than someone who has never been hospitalised for asthma. Therefore, the total count of admissions may not follow a Poisson distribution, and it is typical for the total count in such a situation to exhibit greater variability than would be expected from a Poisson process. As a result, simple methods of estimation (like those used to produce Figures 2, 3 and 5) will produce intervals which are too narrow.

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

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

- d is the number of killed and seriously injured casualties;
- dj is the number of killed and seriously injured casualties for collision j;and
- P is the total number of injury collisions (including slight collisions)

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 collision. These numbers were extracted from the Transport Scotland's computer database, which holds details of individual injury collisions back to 1979. For example, in 1979 there were 23,064 injury collisions. 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 collision 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 collisions (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 collision).

The likely ranges of values are then calculated in the usual way, with the interval being +/- twice the standard deviation.

Figure 4 was prepared on this basis. This method appears to produce more realistic measures of the variability of the number of KSI casualties, but there are many years' figures (around a third) outwith the calculated ranges. The likely reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers, as discussed in the publication Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of collisions and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random year-to-year variation cannot take account of the effect of such changes.

Errors in the previous edition

This list covers errors which occurred in the preparation of the tables or the commentary in *Reported Road Casualties Scotland*.

We apologise for the following errors, which we have found in the previous edition.

Table Ib: The table with the heading ‘Reported children (0-15) killed by mode of transport’ shows ‘Percent change 18-2022 on 2014-18 average ’ This should have been ‘20-2022 on 2014-18 average’ However, the calculations were correct.

Table 31: The 2014-18 average casualty rates for males and females were calculated using data for an incorrect range of years.

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

Data

The data collected for this statistical bulletin:

- are available as part of a GB dataset on data.gov.uk
- may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transport.gov.scot for further information.

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Enquiries

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ISSN 1351 3869 ISBN 978-1-911672-47-0

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ISBN: 978-1-911672-47-0
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Produced for Transport Scotland by APS Group Scotland
Published by Transport Scotland, October 2024
PPDAS1354442 (10/23)

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