



TRANSPORT  
**SCOTLAND**  
CÒMHDHAIL ALBA

# Key Reported Road Casualties Scotland 2015



# Statistical Bulletin

## Transport Series

29 June 2016



## Key Reported Road Casualties Scotland 2015

This bulletin presents *provisional* statistics of reported injury road accidents (i.e. road accidents reported to the police in which one or more people were killed or injured) in Scotland in 2015. Final figures will be published in October 2016.

### 1. Main Points

- 1.1 There were a total of **10,950** road casualties reported in 2015 this is 357 or 3% fewer than 2014 and the lowest number of casualties since records began in 1950. Of which there were:
  - **162 fatalities**: 41 (or 20%) less than 2014 - This updates National Indicator 32: “Reduce deaths on Scotland’s roads.”
  - **1,597 seriously injured**: 107 (or 6%) less than 2014
  - **9,191 slightly injured**: 209 (or 2%) fewer than 2014 [Table 2].
- 1.2 By mode, in 2015 there were:
  - 6,701 **car** users injured (84, 1% less than 2014); including 72 fatalities (22 less than 2014)
  - 1,688 **pedestrian** casualties (66, 4% less than 2014); including 41 fatalities (18 less than 2014)
  - 734 **motorcycle** casualties (94, 11% less than 2014); including 27 fatalities (3 less than 2014)
  - 794 **pedal cycle** casualties (11% less than 2014); including 5 fatalities (3 fewer than 2014)
  - 332 **bus** and **coach** user casualties (41, 27% more than 2014) [Table 3].

These figures take no account of changes in modal choice so changes could be because more or fewer people are travelling by a particular mode.
- 1.3 In 2015 there were 974 **child** casualties reported, 59 (6%) fewer than in 2014. This included **5** fatalities, 2 fewer than last year [Table 4]. Conclusions on trend cannot be made from a single year’s data as the numbers are small and fluctuate from year to year. Trends using a three year average are included in table 7.
- 1.4 In 2015 **male** fatalities fell by 27, 18% (to 123). **Female** fatalities fell by 14, 26% (to 39). Fifteen per cent (1,686) of all casualties were aged 16–22, a fall of 10% on 2014, of which 950 were male and 736 were female. Casualties aged under 5 fell by 10%, from 162 to 146 between 2014 and 2015 [Table 12].
- 1.5 Scotland’s road safety framework to 2020 contains 5 **national targets for casualty reductions by 2020** – a reduction compared to the 2004-2008 baseline has been achieved in each case:
  - 162 people were **killed** in 2015, a reduction of **44%** since the baseline (2020 target: 40% reduction) [Table 5]
  - 1,597 people were **seriously injured** in 2015, a reduction of **39%** since the baseline (2020 target: 55% reduction) [Table 6]
  - On average, there were **7 children killed** each year between 2013 and 2015: a reduction of **55%** since the baseline (2020 target: 50% reduction) [Table 7]
  - There were **140 children seriously injured** in 2015: a reduction of **57%** since the baseline (2020 target: 65% reduction) [Table 8]
  - the 2015 **slight casualty rate** was 20.26 casualties per 100 million vehicle kilometres, a reduction of **38%** since the baseline (2020 target: 10% reduction) [Table 9].

## CONTENTS

	Topic	Page
1.	Main points	1
2.	Background	3
	Summary Infographic	4
3.	Reported numbers of Accidents	5
4.	Reported numbers of Casualties by Severity	5
5.	Casualties by Type of Road	8
6.	Casualties by Mode of Transport	10
7.	Child Casualties	10
8.	Progress towards the casualty reduction targets for 2020	12
9.	Accidents and Casualties by Police Force division and Local Authority area	18
10	Casualties by gender and age	21
11.	Source and definitions	22

Figure 1: Killed from 1950 - 2015

Figure 2: Killed & seriously injured casualties and seriously injured casualties, 1950 - 2015

Figure 3: All casualties and slightly injured casualties, 1950 - 2015

Figure 4: Progress to casualty reduction target: Casualties killed

Figure 5: Progress to casualty reduction target: Serious injured casualties

Figure 6: Progress to casualty reduction target: Children killed

Figure 7: Progress to casualty reduction target: Children seriously injured

Table 1: Injury road accidents by severity

Table 2: Casualties by severity

Table 3: Casualties by built-up and non built-up roads, mode of transport and severity

Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity

Table 5: People killed by mode of transport

Table 6: People seriously injured by mode of transport

Table 7: Children killed by mode of transport

Table 8: Children seriously injured by mode of transport

Table 9: Slight casualties by mode of transport

Table 10: Accidents by police force division, council and severity

Table 11: Casualties by police force division, council and severity

Table 12: Casualties by gender, severity and age, 2004 - 2015

## 2. Background

2.1 This bulletin presents *provisional* statistics of reported injury road accidents (i.e. road accidents in which one or more people were killed or injured) in Scotland in 2015. These figures were extracted from Transport Scotland's reported road accident statistical database (based on 'Stats19' statistical returns made by police forces) on 19 May 2016. Final 2015 figures will appear in *Reported Road Casualties Scotland 2015*, which will be published in October 2016 and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2014 and earlier years may differ slightly from those published previously. Further information about the differences between the main figures in the publications can be found in section 11.2.

2.2 The statistics are the numbers of injury road accidents which were **reported by the police**. Each accident is classified according to the severity of its most seriously injured casualty. Very few, if any, fatal accidents do not become known to the police. However, there could be many non-fatal injury accidents which are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only report accidents of which they are aware. An article on under counting in the statistics is included in [Reported Road Casualties Scotland 2010](#)

2.3 The [Scottish Road Safety Framework](#) published on 15 June 2009, outlined Scotland specific road safety targets. The **casualty reduction targets** for 2020 are described in section 11.5. Progress towards them is covered in section 8, figures 4 to 7 and tables 5 to 9..

2.4 *Key Reported Road Casualties Scotland 2015* is one of a series of Transport Statistics publications. A comprehensive statistical picture of transport activity is given in the compendium *Scottish Transport Statistics* volume and the latest transport and travel trends from Scottish Household Survey transport data published in *Transport and Travel in Scotland*. *Key Reported Road Casualties Scotland 2015* is followed in October by *Reported Road Casualties Scotland*, a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties. See [Transport Scotland statistical publications](#) for more details:

2.5 We welcome comments and feedback on these statistics. Any comments can be addressed to us using the contact details below.

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## Infographic Summary: 2015 Road Accidents And Casualties

# 10,950

road accident casualties in Scotland in 2015

3% fewer than the previous year



# 162

People were killed in road accidents

20% fewer than the previous year



1,597 people recorded as seriously injured in road accidents in 2015, 107 fewer than in 2014

6% fewer







9,191 people recorded as slightly injured in road accidents in 2015, 209 fewer than in 2014

2% fewer



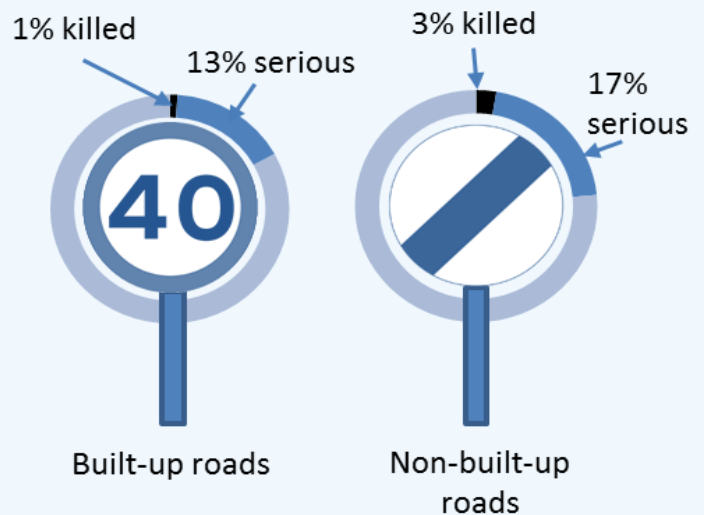
### Road accident casualties by mode of transport:

	Number of Casualties 2015	% change in casualties since 2014
	6,701	-1%
	1,688	-4%
	734	-11%
	794	-11%

### Road casualties in relation to 2020 targets:

Actual % change in 2015 casualties from 2004-08 average	Casualty reduction milestone for 2015	Casualty reduction target for 2020
<b>Killed</b>		
-44%	-30%	-40%
<b>Serious</b>		
-39%	-43%	-55%
<b>Children killed</b>		
-68%	-35%	-50%
<b>Children serious</b>		
-57%	-50%	-65%

There were more people killed or seriously injured on built-up roads (roads with a speed limit of 40 mph or less), however, proportionally, casualties on non built-up roads were more severe



For web publication and further information, visit <http://bit.ly/TSSstats-KRRCS>



### 3. Reported numbers of Accidents (Table 1)

3.1 *Table 1* shows the downward trend of injury road **accidents** recorded by the police. In 2015, there were 8,464 accidents in which someone was killed or injured, 4 per cent fewer than in 2014 and the lowest number since records began. There were 152 fatal accidents in 2015, twenty nine (16%) less than in 2014. In 2015, there were 1,416 serious injury accidents - a decrease of 75 (5%) on 2014; and 6,896 slight injury accidents reported in 2015, 4 per cent (274) fewer than 2014.

**Table 1: Injury Road Accidents by Severity, 1970 – 2015**

	Fatal	Serious	Fatal and Serious	Slight	All Severities
1970	758	7,860	8,618	13,515	22,133
1975	699	6,912	7,611	13,041	20,652
1980	644	7,218	7,862	13,926	21,788
1985	550	6,507	7,057	13,587	20,644
1990	491	5,237	5,728	14,443	20,171
1995	361	4,071	4,432	12,102	16,534
1996	316	3,315	3,631	12,442	16,073
1997	340	3,312	3,652	12,994	16,646
1998	339	3,318	3,657	12,862	16,519
1999	285	3,209	3,494	11,921	15,415
2000	297	3,007	3,304	11,828	15,132
2001	309	2,840	3,149	11,575	14,724
2002	274	2,684	2,958	11,385	14,343
2003	301	2,495	2,796	11,121	13,917
2004	283	2,331	2,614	11,305	13,919
2005	264	2,252	2,516	10,922	13,438
2006	293	2,257	2,550	10,560	13,110
2007	255	2,049	2,304	10,203	12,507
2008	245	2,242	2,487	9,672	12,159
2009	196	1,998	2,194	9,362	11,556
2010	189	1,713	1,902	8,393	10,295
2011	175	1,676	1,851	8,136	9,987
2012	162	1,736	1,898	7,881	9,779
2013	159	1,429	1,588	7,402	8,990
2014	181	1,491	1,672	7,170	8,842
2015 prov.	152	1,416	1,568	6,896	8,464

### 4. Reported numbers of Casualties (Table 2)

4.1 In 2015, 162 people were **killed** in road accidents in Scotland: 41 (20%) less than 2014 . Since 1978, there has been a clear, steady long-term downward trend. More recent years' figures have fluctuated around a less pronounced downward trend [**Figure 1**].

4.2 In 2015 there were 1,597 people **seriously injured** in road accidents: 107 (6%) less than in 2014. The long-term trend, has generally been downward since the early 1980s [**Figure 2**].

4.3 There were 9,191 people reported as **slightly injured** in 2015 which was 209 (2%) fewer than in 2014. Between 1970 and the late 1990s, the figures fluctuated between 17,000 and 21,000. However, there has been a clear downward trend since 1997 [**Figure 3**].

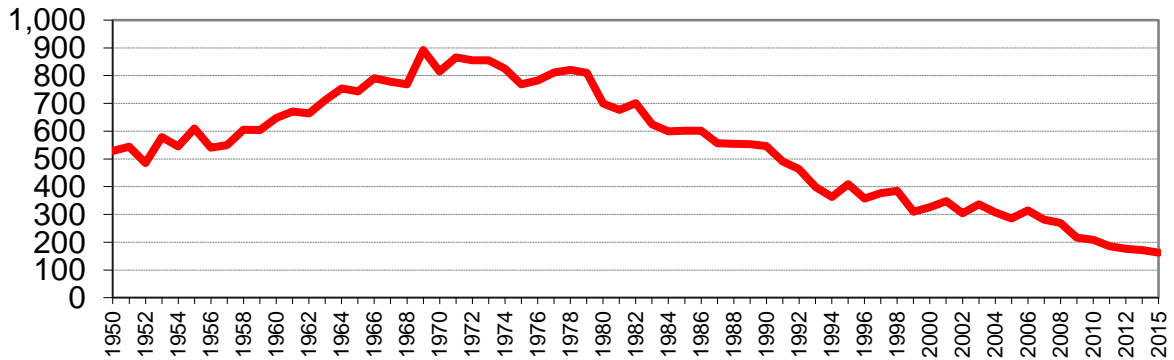
**Table 2: Casualties by Severity, 1950 – 2015**

	Killed	Serious injury	Killed and Serious	Slight injury	All Severities
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,561	22,414
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,072	4,457	18,010	22,467
1999	310	3,765	4,075	16,927	21,002
2000	326	3,568	3,894	16,624	20,518
2001	348	3,410	3,758	16,153	19,911
2002	304	3,229	3,533	15,742	19,275
2003	336	2,957	3,293	15,463	18,756
2004	308	2,766	3,074	15,428	18,502
2005	286	2,666	2,952	14,933	17,885
2006	314	2,635	2,949	14,320	17,269
2007	281	2,385	2,666	13,573	16,239
2008	270	2,575	2,845	12,747	15,592
2009	216	2,287	2,503	12,540	15,043
2010	208	1,969	2,177	11,161	13,338
2011	185	1,880	2,065	10,725	12,790
2012	176	1,981	2,157	10,557	12,714
2013	172	1,671	1,843	9,662	11,505
2014	203	1,704	1,907	9,400	11,307
2015 prov.	162	1,597	1,759	9,191	10,950
<i>2004 - 2008 average</i>	<i>292</i>	<i>2,605</i>	<i>2,897</i>	<i>14,200</i>	<i>17,097</i>
<i>2011 - 2015 average</i>	<i>180</i>	<i>1,767</i>	<i>1,946</i>	<i>9,907</i>	<i>11,853</i>
<u>2015 percentage change:</u>					
on 2014	-20%	-6%	-8%	-2%	-3%
on 04-08 average	-44%	-39%	-39%	-35%	-36%

1. Figures for 2014 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.  
2. Although regular records of the numbers of casualties began in 1947, the level of severity was only collected from 1950 and the number of injury road accidents weren't collected until 1970.

4.4 There were a total of 10,950 casualties (of all severities) reported in 2015: 357 (3%) fewer than in 2014 and the lowest number since records began in 1950. Between around 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction every year, with numbers falling below 12,000 in 2013 which was half the level of the early 1990s [Figure 3].

**Figure 1: Number of casualties killed, 1950 to 2015**



**Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2015**

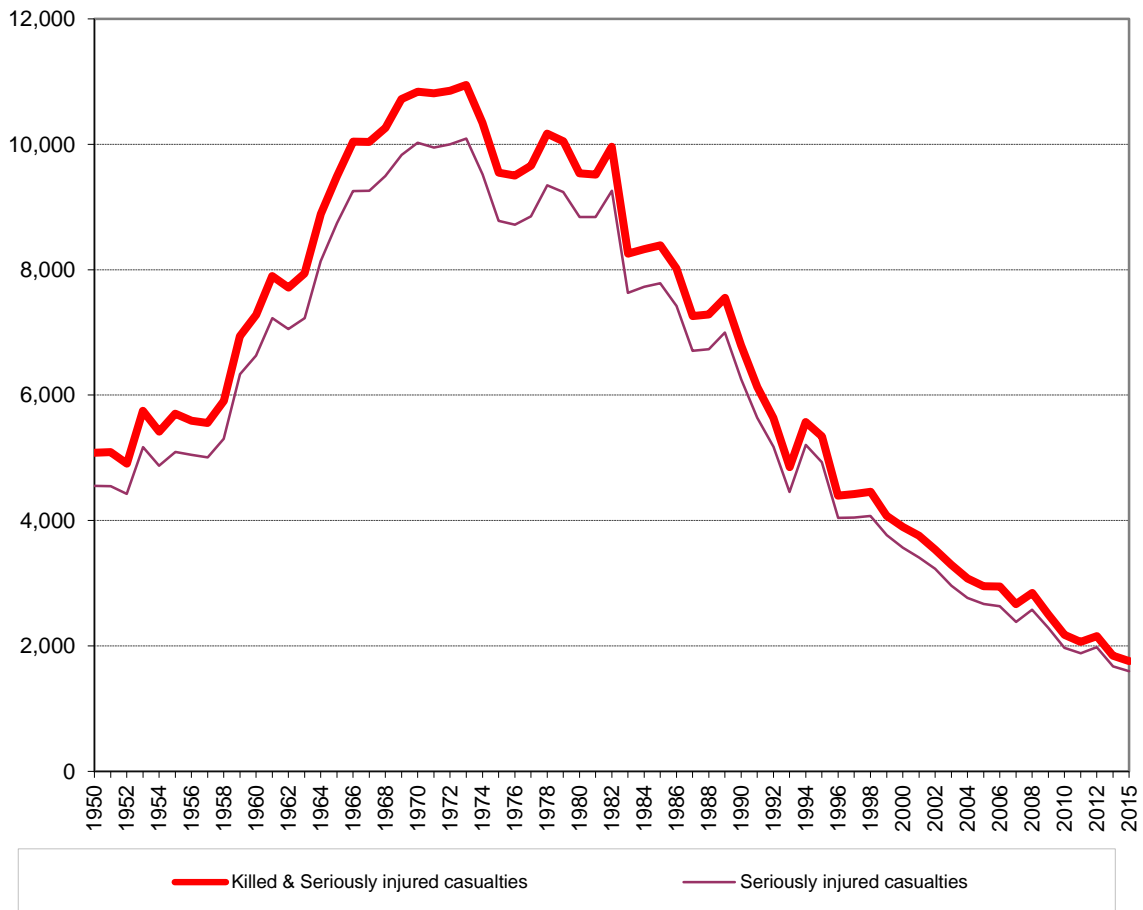
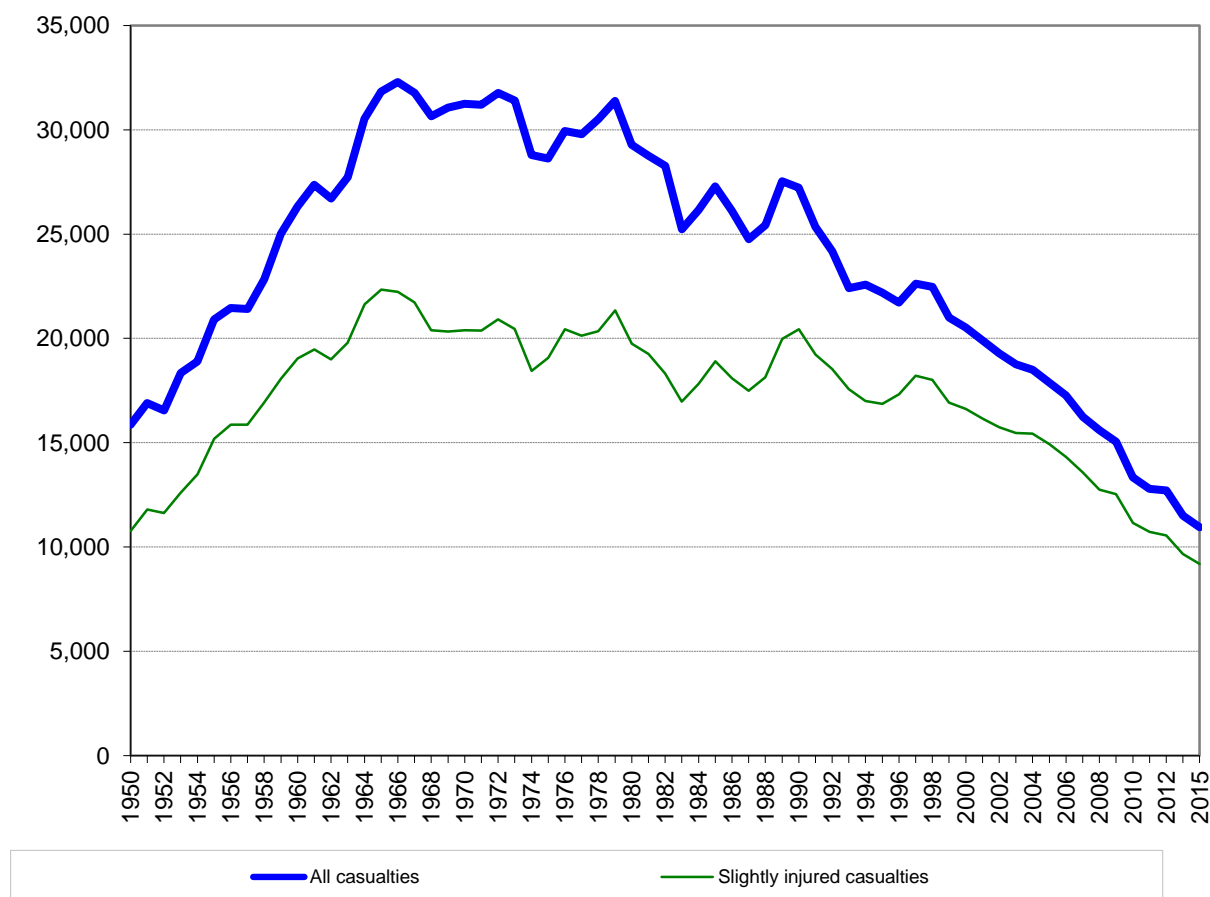




Figure 3: All casualties and Slightly injured casualties, 1950 - 2015



## 5. Casualties by Type of Road (Table 3)

5.1 In 2015, **non built-up roads** (roads with a speed limit of over 40mph, see paragraph 11.4 for more detail) accounted for two-fifths of the total number of reported casualties (40%: 4,344 out of 10,950). However, they accounted for almost three quarters of those killed (72%: 117 out of 162) and almost half of the total number of seriously injured (46%: 727 out of 1,597). This will be at least in part due to the higher average speed as non built-up roads are those with a speed limit of greater than 40 mph. These roads also make up two thirds of Scotland's road network.

5.2 Compared with the 2004-08 average, there has been a greater reduction in casualties on non built-up roads (40%) than built-up roads (33%). The reduction in built-up roads fatalities was greater at 45% than non built-up at 44%. There was a 34% and 44% reduction respectively in those seriously injured for both built-up and non built-up roads.

**Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2013-2015 & 2004-08 average**

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
<b>Pedestrian</b>									
2004-08 average	46	609	2,723	18	47	133	65	656	2,855
2013	24	371	1,665	14	32	82	38	403	1,747
2014	41	401	1,671	18	22	83	59	423	1,754
2015 prov.	27	404	1,617	14	17	71	41	421	1,688
% change on 2014	*	1%	-3%	*	*	-14%	-31%	0%	-4%
on 04-08 average	*	-34%	-41%	*	*	-46%	-37%	-36%	-41%
<b>Pedal cycle</b>									
2004-08 average	5	111	673	4	23	83	9	134	756
2013	2	120	783	11	29	103	13	149	886
2014	3	124	787	5	35	106	8	159	893
2015 prov.	2	129	688	3	35	106	5	164	794
% change on 2014	*	4%	-13%	*	*	0%	*	3%	-11%
on 04-08 average	*	16%	2%	*	*	27%	*	22%	5%
<b>Motor cycle</b>									
2004-08 average	6	159	561	36	212	489	42	371	1,049
2013	5	124	428	18	157	347	23	281	775
2014	6	144	465	24	183	363	30	327	828
2015 prov.	3	99	395	24	156	339	27	255	734
% change on 2014	*	-31%	-15%	*	-15%	-7%	*	-22%	-11%
on 04-08 average	*	-38%	-30%	*	-26%	-31%	*	-31%	-30%
<b>Car</b>									
2004-08 average	21	337	4,762	141	920	5,844	162	1,258	10,606
2013	14	179	3,373	75	541	3,589	89	720	6,962
2014	18	186	3,340	76	499	3,445	94	685	6,785
2015 prov.	10	189	3,320	62	452	3,381	72	641	6,701
% change on 2014	*	2%	-1%	-18%	-9%	-2%	-23%	-6%	-1%
on 04-08 average	*	-44%	-30%	-56%	-51%	-42%	-55%	-49%	-37%
<b>Bus/Coach</b>									
2004-08 average	0	50	669	0	5	80	1	55	749
2013	1	28	317	1	6	77	2	34	394
2014	1	24	257	0	4	34	1	28	291
2015 prov.	1	25	259	0	24	73	1	49	332
% change on 2014	*	*	1%	*	*	*	*	*	14%
on 04-08 average	*	*	-61%	*	*	-8%	*	-11%	-56%
<b>Other modes of transport</b>									
2004-08 average	4	42	489	10	90	591	14	132	1,080
2013	1	26	355	6	58	386	7	84	741
2014	4	28	355	7	54	401	11	82	756
2015 prov.	2	24	327	14	43	374	16	67	701
% change on 2014	*	*	-8%	*	-20%	-7%	*	-18%	-7%
on 04-08 average	*	*	-33%	*	-52%	-37%	*	-49%	-35%
<b>All casualties</b>									
2004-08 average	82	1,309	9,877	209	1,297	7,220	292	2,605	17,097
2013	47	848	6,921	125	823	4,584	172	1,671	11,505
2014	73	907	6,875	130	797	4,432	203	1,704	11,307
2015 prov.	45	870	6,606	117	727	4,344	162	1,597	10,950
% change on 2014	-38%	-4%	-4%	-10%	-9%	-2%	-20%	-6%	-3%
on 04-08 average	-45%	-34%	-33%	-44%	-44%	-40%	-44%	-39%	-36%

1 Figures for 2014 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

2 \* indicates that a percentage change is not shown because the denominator is 50 or fewer.

3 There are two cases where the speed limit is unknown.

## 6. Casualties by Mode of Transport (Table 3)

6.1 Figures on numbers of casualties by mode should be compared with data on mode use since changes could be due to more or fewer people travelling by a particular mode. Information on mode use is published in the road traffic or personal travel sections of Scottish Transport Statistics (STS). Department for Transport (DfT) traffic estimates, STS showed that both car and motorcycle/moped traffic volumes increased by 2% between 2010 and 2014. Over the same period cycling volumes increased by 14%. Latest Scottish data by mode covers 2014, data for 2015 will be published in August 2016 in [Transport and Travel in Scotland 2015](#).

6.2 In 2015 there were 6,701 **car users** reported injured in road accidents; three fifths of all casualties (61%: 6,701 out of 10,950) and a 1% fall on 2014. Of these, 72 were killed and 641 seriously injured (decreases of 23% and 6% on 2014 respectively). Non built-up roads accounted for half of all car user casualties (50%: 3,381 out of 6,701) but a much higher percentage of car user fatalities (86%: 62 out of 72) and those seriously injured (71%: 452 out of 641). Again likely due in part to higher average speeds on these types of roads.

6.3 There were 1,688 **pedestrian** casualties recorded in 2015, a sixth of all casualties (15%: 1,688 out of 10,950) and down by 66 (4%) since 2014. Two per cent of pedestrian casualties were killed (41 out of 1,688) and 25% seriously injured (421 out of 1,688). 96% of pedestrian casualties occurred on built-up roads (1,617 out of 1,688). 44% of pedestrian casualties on non built-up roads were killed or seriously injured (31 out of 71) compared with 27% on built-up roads (431 out of 1,617).

6.4 Together, **all other modes of transport** accounted for a quarter (23%) of casualties in 2015 (2,561 out of 10,950), for a slightly higher proportion of those killed (30%: 49 out of 162) and a third of those seriously injured (34%: 535 out of 1,597).

6.5 Both Motorcycle and cycle casualty numbers decreased by 11% compared to 2014. In 2015, 734 **motorcycle** casualties were reported, of whom 255 (35% and a decrease of 22% on 2014) suffered serious injuries, 27 died, a decrease of three on 2014. There were 794 **pedal cyclist** casualties recorded in 2015, 164 (21% and an increase of 3% on 2014) were seriously injured and 5 died (three less than in 2014). There are now more cyclists on the roads which will likely impact on cycling casualty numbers with numbers. There was an increase of 46% in pedal cycle traffic in the last ten years, as shown by the DfT traffic estimates published in [Scottish Transport Statistics](#)

6.6 A total of 332 **bus and coach** users were reported injured (an increase of 14% on 2014), of whom 49 (21 more than 2014) were seriously injured, one died.

## 7. Child Casualties (Table 4)

7.1 There were 974 **child** casualties reported in 2015 representing 9% of all casualties (974 out of 10,950) and a reduction of 59 (or 6%) on 2014. Of these, 140 were seriously injured and 5 died, 2 fewer deaths than in 2014. One of the five children killed in 2015 was in a car, three were pedestrians and one was a pedal cyclist. The numbers of fatalities are small, so care should be taken when drawing conclusions from year on year changes and trends should be looked at over the longer term. The three year average used to monitor progress against the Road Safety Framework targets shows individual years as fluctuating around the longer term trend **[Table 7]**.

7.2 There were 460 child **pedestrian** casualties recorded in 2015. They accounted for 27% of all pedestrian casualties of all ages (460 out of 1,688). Of the child pedestrian casualties, 97 were seriously injured (3 died). The number killed was the same as 2014 but the number of seriously injured was 20 less than in 2014.

7.3 In 2015, there were 378 child casualties in **cars**, 6% of all car user casualties (378 out of 6,701). Of the child casualties in cars, 28 were seriously injured (1 died): an increase of one in the number of serious but three less killed than in 2014. In 2015, there were 71 child **pedal cycle** casualties (9% of the total of 794 pedal cycle casualties of all ages) including 11 who were seriously injured, there was one child killed on a pedal cycle in 2014, compared with none in 2014.

**Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2013-2015 & 2004-08 average**

Table 4 Child casualties by built-up and non built-up roads, mode of transport and severity, 2013-2015 & 2004-08 average									
Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
<b>Pedestrian</b>									
2004-08 average	4	210	976	2	9	21	6	218	997
2013	3	88	452	2	4	12	5	92	464
2014	2	115	494	1	2	8	3	117	502
2015 <i>prov.</i>	1	95	450	2	2	10	3	97	460
% change on 2014	*	-17%	-9%	*	*	*	*	-17%	-8%
on 04-08 average	*	-55%	-54%	*	*	*	*	-56%	-54%
<b>Pedal cycle</b>									
2004-08 average	2	27	194	1	2	9	2	29	203
2013	1	9	105	1	2	7	2	11	112
2014	0	17	74	0	1	6	0	18	80
2015 <i>prov.</i>	1	11	70	0	0	1	1	11	71
% change on 2014	*	*	-5%	*	*	*	*	*	-11%
on 04-08 average	*	*	-64%	*	*	*	*	*	-65%
<b>Car</b>									
2004-08 average	1	18	316	6	44	353	6	62	670
2013	0	7	207	2	27	201	2	34	408
2014	0	3	206	4	24	184	4	27	390
2015 <i>prov.</i>	1	7	192	0	21	186	1	28	378
% change on 2014	*	*	-7%	*	*	1%	*	*	-3%
on 04-08 average	*	*	-39%	*	*	-47%	*	-55%	-44%
<b>Bus/Coach</b>									
2004-08 average	0	3	68	0	0	20	0	3	88
2013	0	1	27	0	2	24	0	3	51
2014	0	2	29	0	0	1	0	2	30
2015 <i>prov.</i>	0	2	41	0	0	1	0	2	42
% change on 2014	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	-40%	*	*	*	*	*	-52%
<b>Other</b>									
2004-08 average	1	9	39	0	3	23	1	13	62
2013	0	2	9	0	1	14	0	3	23
2014	0	6	26	0	2	5	0	8	31
2015 <i>prov.</i>	0	2	14	0	0	9	0	2	23
% change on 2014	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	*	*	*	*	*	*	-63%
<b>All child casualties</b>									
2004-08 average	7	267	1,593	8	59	426	15	325	2,019
2013	4	107	800	5	36	258	9	143	1,058
2014	2	143	829	5	29	204	7	172	1,033
2015 <i>prov.</i>	3	117	767	2	23	207	5	140	974
% change on 2014	*	-18%	-7%	*	*	1%	*	-19%	-6%
on 04-08 average	*	-56%	-52%	*	-61%	-51%	*	-57%	-52%

1 Figures for 2013 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

2 \* indicates that a percentage change is not shown because the denominator is 50 or fewer.

## 8. Progress towards the casualty reduction targets for 2020 (Tables 5-9)

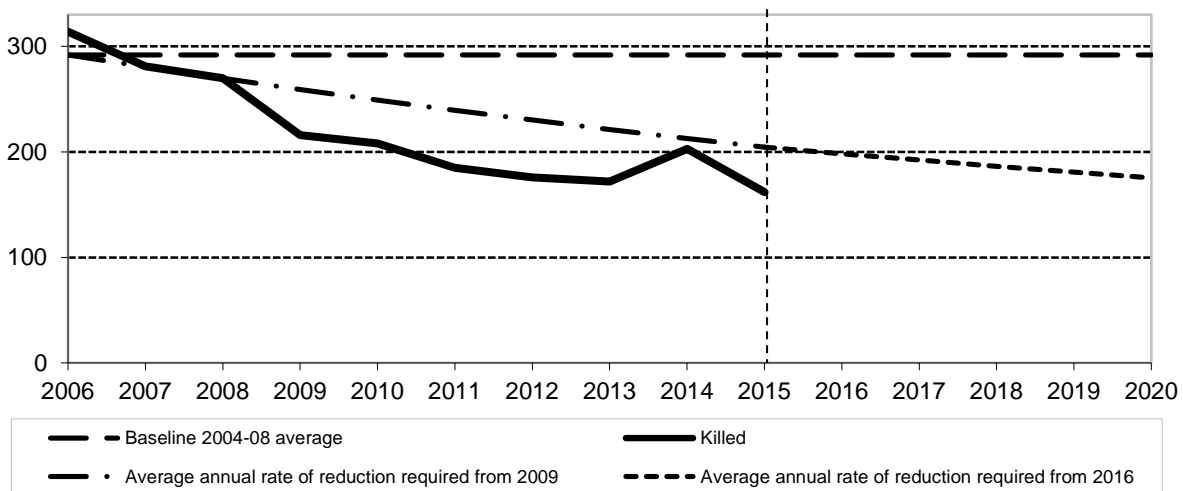
8.1 The following section provides information on the progress made towards each of the casualty reduction targets set out in Scotland's Road Safety Framework to 2020 (see section 11.5 for more information about the Framework).

8.2 Progress is assessed towards a milestone in 2015 and the final target by means of an indicative trend based on a constant annual percentage reduction (see section 11.6 for more information). Detailed tables for each of the targets, including a breakdown by mode and historic data are included in *Tables 5 to 9*.

### **Target: 40% reduction in those killed by 2020**

8.3 There were 162 people killed in 2015, a **44%** reduction since the 2004-08 baseline average. The decrease seen to 2015 is greater than that required to achieve the 2015 milestone reduction (30%). *Figure 4* shows that the total number of fatalities in 2015 was below the indicative line required to achieve both the milestone and target [**Table 5**].

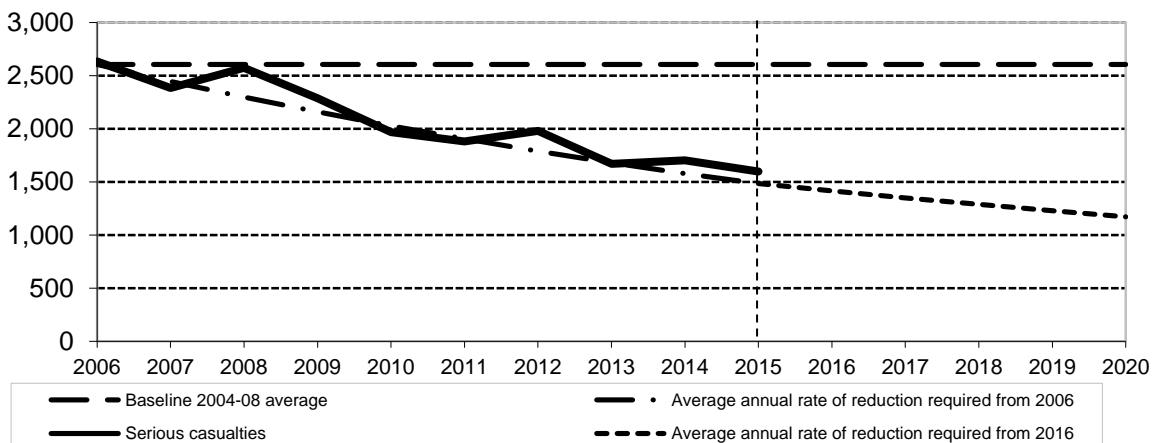
**Figure 4: Progress to casualty reduction target: Casualties killed**



### **Target: 55% reduction in those seriously injured by 2020**

8.4 There were 1,597 serious injuries in 2015, a **39%** reduction since the 2004-08 baseline level. The decrease seen to 2015 has not yet surpassed the framework milestone for 2015 (a reduction of 43% from 2004-08) [**Table 6**].

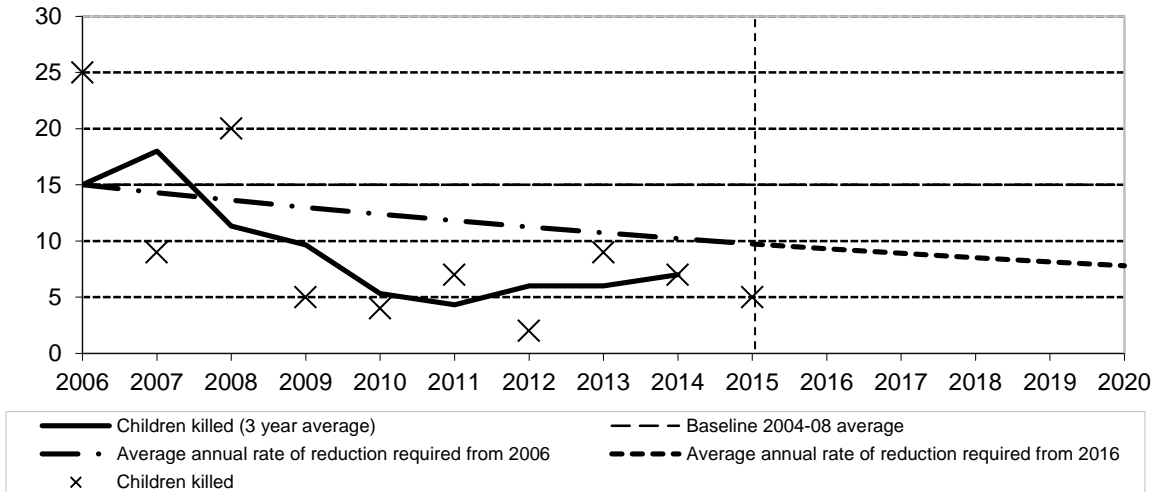
**Figure 5: Progress to casualty reduction target: Seriously injured casualties**



**Target: 50% reduction in children killed by 2020**

8.5 Due to small numbers and year-to-year fluctuations this target is measured using a three year average. An average of 7 children a year were killed in the 2013-2015 period, a **55%** reduction since the 2004-2008 baseline. The current reduction seen to 2015 is greater than that required by both the 2015 milestone (a 35% reduction) and the 2020 target [Table 7].

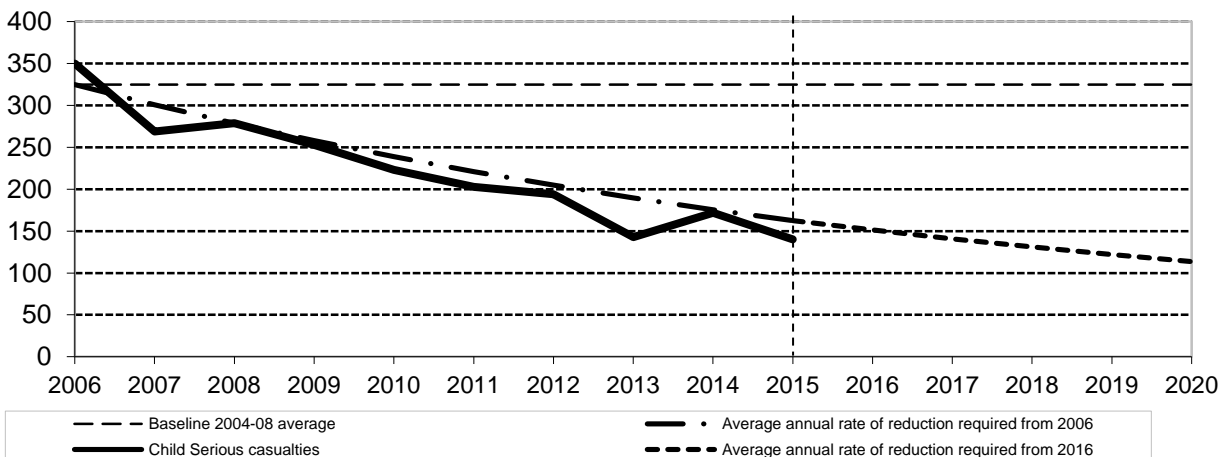
**Figure 6: Progress to casualty reduction target: Children killed**



**Target: 65% reduction in children seriously injured by 2020**

8.6 140 children recorded as seriously injured in 2015, a **57%** reduction since the 2004-08 baseline. The decrease to 2015 is greater than that required to achieve the 2015 milestone reduction (50%) [Table 8].

**Figure 7: Progress to casualty reduction target: Children seriously injured**



**Target: 10% reduction in slight casualties by 2020 (per 100 million vehicle kilometres)**

8.7 Table 9 shows that the 2015 slight casualty rate was 20.26 casualties per 100 million vehicle kilometres. This was a **38%** reduction since the 2004-08 baseline and is therefore greater than the reduction required to achieve the 2020 target [Table 9].

**Table 5: People killed by mode of transport, 1994 – 2015**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users
1994-98 ave	104	11	31	209	3	15	5	378
1994	111	5	24	197	9	14	3	363
1995	121	11	33	221	1	19	3	409
1996	106	15	29	185	3	14	5	357
1997	87	9	37	219	2	16	7	377
1998	96	13	33	223	1	13	6	385
1999	89	8	30	169	1	11	2	310
2000	72	12	40	182	1	15	4	326
2001	76	10	49	194	0	14	5	348
2002	73	8	46	154	0	21	2	304
2003	63	14	50	189	1	14	5	336
2004	76	7	42	167	3	12	1	308
2005	66	16	34	153	0	15	2	286
2006	61	10	58	175	0	8	2	314
2007	60	4	40	160	0	15	2	281
2008	60	9	34	153	1	8	5	270
2009	47	5	43	116	0	5	0	216
2010	47	7	35	105	1	8	5	208
2011	43	7	33	89	1	9	3	185
2012	59	9	21	73	1	13	0	176
2013	38	13	23	89	2	5	2	172
2014	59	8	30	94	1	2	9	203
2015 prov.	41	5	27	72	1	14	2	162
2004-08 average	65	9	42	162	1	12	2	292
2011-15 average	48	8	27	83	1	9	3	180
<i>Numbers in 2015 implied by target</i>	45	6	29	113	1	8	2	204
<u>2015 % change:</u>	-31%	*	*	-23%	*	*	*	-20%
on 2014								
on 04-08 ave	-37%	*	*	-55%	*	*	*	-44%

\* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

**Table 6: People seriously injured by mode of transport, 1994 – 2015**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users
1994-98 ave	1,272	238	324	2,292	93	156	84	4,460
1994	1,536	311	329	2,607	141	197	87	5,208
1995	1,466	281	362	2,432	104	192	93	4,930
1996	1,173	201	271	2,108	93	123	72	4,041
1997	1,124	201	321	2,146	53	120	82	4,047
1998	1,060	197	338	2,167	75	150	85	4,072
1999	1,054	181	401	1,835	82	133	79	3,765
2000	925	164	435	1,796	79	106	63	3,568
2001	842	161	405	1,758	62	115	67	3,410
2002	820	144	410	1,628	59	120	48	3,229
2003	712	125	367	1,511	69	114	59	2,957
2004	674	121	353	1,414	63	83	58	2,766
2005	677	116	371	1,304	63	83	52	2,666
2006	688	131	352	1,258	57	91	58	2,635
2007	594	147	381	1,110	33	87	33	2,385
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,135	36	73	50	2,287
2010	457	138	319	903	52	60	40	1,969
2011	515	156	293	758	51	63	44	1,880
2012	461	169	343	847	44	68	49	1,981
2013	403	149	281	720	34	45	39	1,671
2014	423	159	327	685	28	51	31	1,704
2015 prov.	421	164	255	641	49	47	20	1,597
2004-08 average	656	134	371	1,258	55	82	51	2,605
2011-15 average	445	159	300	730	41	55	37	1,767
<i>Numbers in 2015 implied by target</i>	374	76	211	717	31	47	29	1,485
<u>2015 % change:</u> on 2014	0%	3%	-22%	-6%	*	-8%	*	-6%
on 04-08 ave	-36%	22%	-31%	-49%	-11%	-43%	-60%	-39%

\* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.



**Table 7: Children killed by mode of transport, 1994 – 2015**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users	3 year average <sup>3</sup>
1994-98 ave	17	3	0	8	1	0	0	30	
1994	18	4	1	10	4	-	-	37	
1995	16	3	-	11	-	-	-	30	31
1996	16	6	1	3	1	-	-	27	28
1997	15	1	-	9	-	1	-	26	28
1998	18	3	-	9	1	-	1	32	28
1999	17	1	-	6	-	-	1	25	26
2000	13	4	-	4	-	-	-	21	22
2001	14	4	-	2	-	-	-	20	18
2002	12	-	-	2	-	-	-	14	17
2003	5	2	-	10	-	-	-	17	14
2004	8	-	1	3	-	-	-	12	13
2005	5	4	-	1	-	-	1	11	16
2006	9	5	-	10	-	1	-	25	15
2007	4	1	-	4	-	-	-	9	18
2008	4	2	1	13	-	-	-	20	11
2009	1	1	-	3	-	-	-	5	10
2010	1	1	1	1	-	-	-	4	5
2011	2	-	-	5	-	-	-	7	4
2012	1	1	-	-	-	-	-	2	6
2013	5	2	-	2	-	-	-	9	6
2014	3	-	-	4	-	-	-	7	7
2015 <i>prov.</i>	3	1	-	1	-	-	-	5	
2004-08 average	6	2	0	6	-	0	0	15	
2011-15 average	3	1	-	2	-	-	-	6	
2013-15 average									7
2013-15 avg % change on 04-08 ave									-55%

1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport.
3. All averages rounded to whole percentages.

Table 8: Children seriously injured by mode of transport, 1994 - 2015

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users
1994-98 ave	546	96	5	136	10	8	10	812
1994	656	140	5	151	20	12	8	992
1995	622	110	7	142	9	13	17	920
1996	524	94	3	115	14	3	10	763
1997	490	77	4	129	3	6	10	719
1998	437	61	8	144	5	6	5	666
1999	413	68	5	102	2	2	8	600
2000	365	61	7	90	7	5	5	540
2001	339	52	7	108	5	6	7	524
2002	328	46	7	109	9	7	7	513
2003	268	46	5	83	5	2	6	415
2004	239	40	9	74	3	3	4	372
2005	239	26	11	67	6	2	5	356
2006	239	35	10	60	4	0	2	350
2007	181	28	4	51	1	1	3	269
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	0	0	223
2011	139	23	2	34	4	0	1	203
2012	132	21	1	34	1	5	0	194
2013	92	11	1	34	3	0	2	143
2014	117	18	4	27	2	1	3	172
2015 prov.	97	11	1	28	2	0	1	140
2004-08 average	218	29	8	62	3	1	3	325
2011-15 average	115	17	2	31	2	1	1	170
<i>Numbers in 2015 implied by target</i>	109	15	4	31	2	1	2	163
<u>2015 % change:</u> on 2014	-17%	*	*	*	*	*	*	-19%
on 04-08 ave	-56%	*	*	-55%	*	*	*	-57%

\* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

**Table 9: Slight casualties by mode of transport, 1994 - 2015**

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road	Slight	
								users	Traffic	casualty rate
								numbers	mill veh-km	per 100 mill veh-km
1994-98 ave	3,009	1,034	580	10,859	912	583	501	17,478	37,653	46.42
1994	3,083	1,068	577	10,123	1,084	669	398	17,002	36,000	47.23
1995	3,048	1,031	576	10,321	802	579	498	16,855	36,737	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,581	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,168	45.98
1999	2,620	828	594	10,901	841	609	534	16,927	39,770	42.56
2000	2,607	708	655	10,675	854	542	582	16,623	39,561	42.02
2001	2,487	745	724	10,342	761	595	499	16,153	40,065	40.32
2002	2,423	676	711	10,050	801	621	460	15,742	41,535	37.90
2003	2,215	663	697	10,055	822	537	474	15,463	42,038	36.78
2004	2,328	648	599	10,024	849	561	419	15,428	42,705	36.13
2005	2,308	649	677	9,532	794	495	478	14,933	42,718	34.96
2006	2,104	640	658	9,272	706	484	456	14,320	44,119	32.46
2007	2,050	563	640	8,793	590	506	431	13,573	44,666	30.39
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,506	661	482	6,933	454	384	305	10,725	43,390	24.72
2012	1,460	728	503	6,745	396	411	314	10,557	43,549	24.24
2013	1,306	724	471	6,153	358	390	260	9,662	43,840	22.04
2014	1,272	726	471	6,006	262	398	265	9,400	44,839	20.96
2015 prov.	1,226	625	452	5,988	282	411	207	9,191	45,374	20.26
2004-08 average	2,136	613	637	9,187	693	503	431	14,200	43,736	32.52
2011-15 average	1,354	693	476	6,365	350	399	270	9,907	44,198	22.44
<i>Rate in 2015 implied by target</i>										30.89
<u>2015 % change:</u>	-4%	-14%	-4%	0%	8%	3%	-22%	-2%	1%	-3%
on 2014										
on 04-08 ave	-43%	2%	-29%	-35%	-59%	-18%	-52%	-35%	4%	-38%

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

## 9. Accidents and Casualties by Police Force division and Local Authority area (Tables 10 & 11)

9.1 Tables 10 and 11 show the reported numbers of accidents and casualties in each Police Force division and each Local Authority area. These are *provisional* figures, which are subject to a higher degree of revision from late returns and amendments than the overall national figures. In addition, there can be quite large percentage year-to-year fluctuations in the figures for local authority areas within Scotland, particularly for those with the lower numbers. Therefore, the annual average for 2011 -2015 is shown along with 2004-08 average and the figures for the latest year.

Table 10: Accidents by police force division, council and severity, 04-08, 11-15 averages and 2015

Police division Council	2004-08 average			2015 (provisional)			2011-2015 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
<b>Aberdeen City</b>	<b>5</b>	<b>74</b>	<b>423</b>	<b>5</b>	<b>69</b>	<b>227</b>	<b>6</b>	<b>86</b>	<b>321</b>
<b>Aberdeenshire &amp; Moray</b>	<b>36</b>	<b>164</b>	<b>783</b>	<b>19</b>	<b>147</b>	<b>429</b>	<b>20</b>	<b>175</b>	<b>571</b>
Aberdeenshire	30	131	608	18	114	347	17	141	458
Moray	6	33	175	1	33	82	3	34	113
<b>Tayside</b>	<b>28</b>	<b>234</b>	<b>986</b>	<b>14</b>	<b>102</b>	<b>475</b>	<b>18</b>	<b>140</b>	<b>628</b>
Dundee City	3	61	290	1	22	131	2	37	190
Angus	11	67	294	7	33	144	5	39	177
Perth & Kinross	14	105	401	6	47	200	11	64	262
<b>Argyll &amp; West Dunbartonshire</b>	<b>15</b>	<b>99</b>	<b>507</b>	<b>7</b>	<b>48</b>	<b>344</b>	<b>7</b>	<b>60</b>	<b>344</b>
Argyll & Bute	11	67	298	6	35	226	5	43	214
West Dunbartonshire	4	32	209	1	13	118	2	17	130
<b>Forth Valley</b>	<b>14</b>	<b>140</b>	<b>679</b>	<b>11</b>	<b>95</b>	<b>508</b>	<b>10</b>	<b>101</b>	<b>528</b>
Clackmannanshire	2	16	89	-	10	62	0	10	68
Stirling	7	65	288	8	43	197	6	48	208
Falkirk	5	58	302	3	42	249	4	42	253
<b>Dumfries &amp; Galloway</b>	<b>12</b>	<b>106</b>	<b>455</b>	<b>9</b>	<b>47</b>	<b>276</b>	<b>9</b>	<b>61</b>	<b>305</b>
<b>Ayrshire</b>	<b>20</b>	<b>143</b>	<b>812</b>	<b>11</b>	<b>109</b>	<b>586</b>	<b>10</b>	<b>95</b>	<b>581</b>
North Ayrshire	6	52	291	4	43	190	3	36	199
East Ayrshire	7	47	259	1	29	204	3	28	182
South Ayrshire	7	44	262	6	37	192	4	30	200
<b>Greater Glasgow</b>	<b>21</b>	<b>307</b>	<b>2,170</b>	<b>16</b>	<b>177</b>	<b>1,387</b>	<b>12</b>	<b>188</b>	<b>1,434</b>
Glasgow City	18	264	1,870	14	151	1,198	10	160	1,224
East Dunbartonshire	2	24	172	1	11	95	1	15	111
East Renfrewshire	2	19	129	1	15	94	1	13	100
<b>Lothians &amp; Scottish Borders</b>	<b>28</b>	<b>211</b>	<b>1,296</b>	<b>16</b>	<b>168</b>	<b>972</b>	<b>14</b>	<b>154</b>	<b>968</b>
West Lothian	9	64	463	5	52	404	4	45	370
Midlothian	3	36	226	3	36	190	2	27	187
East Lothian	4	31	208	3	24	158	1	25	164
Scottish Borders	12	80	399	5	56	220	6	57	247
<b>Edinburgh</b>	<b>9</b>	<b>177</b>	<b>1,403</b>	<b>3</b>	<b>142</b>	<b>1,111</b>	<b>9</b>	<b>150</b>	<b>1,176</b>
<b>Highlands &amp; Islands</b>	<b>29</b>	<b>148</b>	<b>754</b>	<b>17</b>	<b>57</b>	<b>448</b>	<b>20</b>	<b>75</b>	<b>528</b>
Highland	25	124	634	13	49	379	16	64	451
Orkney Islands	1	6	35	-	1	12	2	4	19
Shetland Islands	2	6	38	3	3	25	1	4	27
Eilean Siar	2	11	47	1	4	32	2	4	30
<b>Fife</b>	<b>15</b>	<b>134</b>	<b>663</b>	<b>12</b>	<b>64</b>	<b>428</b>	<b>10</b>	<b>75</b>	<b>426</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>9</b>	<b>94</b>	<b>634</b>	<b>3</b>	<b>59</b>	<b>367</b>	<b>7</b>	<b>58</b>	<b>422</b>
Inverclyde	1	31	194	2	16	109	1	18	130
Renfrewshire	8	63	441	1	43	258	6	41	292
<b>Lanarkshire</b>	<b>25</b>	<b>197</b>	<b>1,463</b>	<b>9</b>	<b>132</b>	<b>906</b>	<b>14</b>	<b>131</b>	<b>981</b>
North Lanarkshire	11	95	742	5	64	447	6	63	503
South Lanarkshire	15	102	721	4	68	459	8	67	478
<b>Scotland</b>	<b>268</b>	<b>2,226</b>	<b>13,026</b>	<b>152</b>	<b>1,416</b>	<b>8,464</b>	<b>166</b>	<b>1,550</b>	<b>9,212</b>

Note: Latest year is provisional, see paragraph 9.1

**Table 11: Casualties by police force division, council and severity, 04-08, 11-15 averages and 2015**

Police division Council	2004-08 average			2015 (provisional)			2011-2015 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
<b>Aberdeen City</b>	<b>6</b>	<b>82</b>	<b>496</b>	<b>6</b>	<b>74</b>	<b>268</b>	<b>6</b>	<b>94</b>	<b>368</b>
<b>Aberdeenshire &amp; Moray</b>	<b>41</b>	<b>206</b>	<b>1,053</b>	<b>20</b>	<b>190</b>	<b>553</b>	<b>21</b>	<b>220</b>	<b>745</b>
Aberdeenshire	33	166	824	19	153	458	19	180	603
Moray	7	41	230	1	37	95	3	40	142
<b>Tayside</b>	<b>30</b>	<b>278</b>	<b>1,291</b>	<b>15</b>	<b>111</b>	<b>560</b>	<b>19</b>	<b>164</b>	<b>799</b>
Dundee City	3	65	351	1	22	151	2	40	228
Angus	12	83	401	7	37	172	5	45	227
Perth & Kinross	15	131	539	7	52	237	12	78	345
<b>Argyll &amp; West Dunbartonshire</b>	<b>16</b>	<b>121</b>	<b>698</b>	<b>7</b>	<b>65</b>	<b>477</b>	<b>8</b>	<b>74</b>	<b>460</b>
Argyll & Bute	12	87	427	6	51	320	6	56	299
West Dunbartonshire	4	34	271	1	14	157	2	18	161
<b>Forth Valley</b>	<b>15</b>	<b>168</b>	<b>911</b>	<b>14</b>	<b>115</b>	<b>683</b>	<b>11</b>	<b>117</b>	<b>692</b>
Clackmannanshire	2	20	117	-	10	78	0	12	90
Stirling	7	82	392	11	59	293	6	59	279
Falkirk	5	66	401	3	46	312	4	47	323
<b>Dumfries &amp; Galloway</b>	<b>14</b>	<b>127</b>	<b>621</b>	<b>11</b>	<b>58</b>	<b>393</b>	<b>10</b>	<b>73</b>	<b>404</b>
<b>Ayrshire</b>	<b>22</b>	<b>173</b>	<b>1,078</b>	<b>12</b>	<b>130</b>	<b>780</b>	<b>10</b>	<b>110</b>	<b>759</b>
North Ayrshire	6	64	387	4	55	259	4	42	256
East Ayrshire	8	56	338	1	31	274	3	34	243
South Ayrshire	8	53	353	7	44	247	4	34	261
<b>Greater Glasgow</b>	<b>21</b>	<b>331</b>	<b>2,718</b>	<b>16</b>	<b>186</b>	<b>1,761</b>	<b>13</b>	<b>197</b>	<b>1,791</b>
Glasgow City	18	281	2,332	14	160	1,524	11	168	1,529
East Dunbartonshire	2	26	222	1	11	120	1	16	137
East Renfrewshire	2	24	165	1	15	117	1	13	124
<b>Lothians &amp; Scottish Borders</b>	<b>29</b>	<b>250</b>	<b>1,780</b>	<b>17</b>	<b>180</b>	<b>1,344</b>	<b>16</b>	<b>176</b>	<b>1,306</b>
West Lothian	9	78	659	5	54	576	4	51	502
Midlothian	3	41	297	3	38	255	3	30	253
East Lothian	4	36	267	3	27	220	2	29	219
Scottish Borders	12	95	557	6	61	293	7	66	332
<b>Edinburgh</b>	<b>9</b>	<b>188</b>	<b>1,673</b>	<b>3</b>	<b>148</b>	<b>1,323</b>	<b>9</b>	<b>157</b>	<b>1,383</b>
<b>Highlands &amp; Islands</b>	<b>33</b>	<b>189</b>	<b>1,111</b>	<b>17</b>	<b>69</b>	<b>593</b>	<b>22</b>	<b>94</b>	<b>738</b>
Highland	28	160	942	13	61	507	18	80	634
Orkney Islands	1	7	47	-	1	15	2	5	27
Shetland Islands	2	8	51	3	3	33	1	4	39
Eilean Siar	2	14	71	1	4	38	2	5	38
<b>Fife</b>	<b>18</b>	<b>159</b>	<b>872</b>	<b>12</b>	<b>72</b>	<b>566</b>	<b>11</b>	<b>86</b>	<b>558</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>9</b>	<b>106</b>	<b>823</b>	<b>3</b>	<b>60</b>	<b>467</b>	<b>7</b>	<b>61</b>	<b>547</b>
Inverclyde	2	36	256	2	16	145	1	19	172
Renfrewshire	8	70	567	1	44	322	6	42	376
<b>Lanarkshire</b>	<b>27</b>	<b>228</b>	<b>1,972</b>	<b>9</b>	<b>139</b>	<b>1,182</b>	<b>15</b>	<b>144</b>	<b>1,302</b>
North Lanarkshire	12	107	1,012	5	68	583	7	69	664
South Lanarkshire	16	121	960	4	71	599	9	75	638
<b>Scotland</b>	<b>292</b>	<b>2,605</b>	<b>17,097</b>	<b>162</b>	<b>1,597</b>	<b>10,950</b>	<b>180</b>	<b>1,767</b>	<b>11,853</b>

Note: Latest year is provisional, see paragraph 9.1

## 10. Casualties by Gender and Age

10.1 Table 12 shows the number of reported casualties by gender and age. This table does not account for differences between gender and age groups in the level of exposure to risk, for example, we do not account for the number of people in each group with driving licences.

10.2 In 2015 **male** fatalities fell by 27, 18% (to 123). **Female** fatalities fell by 14, 26% (to 39). Fifteen per cent (1,686) of all casualties were aged 16–22, a fall of 10% on 2014, of which 950 were male and 736 were female. Casualties aged under 5 fell by 10%, from 162 to 146 between 2014 and 2015

**Table 12 Casualties by gender, severity and age, 2004 – 2015**

Male															
Year	Killed	Serious	All severities										Total <sup>1</sup>	Child 0-15	Adult 16+
			Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+			
2004	225	1,807	191	667	539	2,038	1,392	2,070	1,519	976	571	480	10,473	1,397	9,046
2005	209	1,745	156	602	495	2,166	1,364	1,894	1,577	933	524	479	10,204	1,253	8,937
2006	244	1,672	151	557	451	2,100	1,377	1,662	1,511	946	505	447	9,723	1,159	8,548
2007	207	1,631	130	500	427	2,042	1,299	1,555	1,476	880	520	458	9,302	1,057	8,230
2008	191	1,684	127	449	407	1,870	1,256	1,485	1,424	866	477	469	8,843	983	7,847
2009	162	1,486	105	399	302	1,846	1,197	1,412	1,397	821	511	444	8,450	806	7,628
2010	146	1,275	109	375	336	1,459	1,050	1,275	1,272	817	461	377	7,541	820	6,711
2011	139	1,220	122	364	272	1,276	975	1,201	1,317	856	515	405	7,310	758	6,545
2012	128	1,303	94	316	245	1,322	1,028	1,144	1,237	937	445	448	7,219	655	6,561
2013	119	1,084	95	278	210	1,089	878	1,090	1,173	849	449	399	6,518	583	5,927
2014	150	1,095	87	267	223	1,100	910	1,036	1,121	827	452	406	6,436	577	5,852
2015	123	1,031	78	257	187	950	964	1,012	1,017	841	437	416	6,161	522	5,637

Female															
Year	Killed	Serious	All severities										Total <sup>1</sup>	Child 0-15	Adult 16+
			Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+			
2004	83	958	116	450	430	1,424	1,009	1,459	1,078	835	536	667	8,016	996	7,008
2005	77	919	111	375	418	1,375	928	1,293	1,114	820	544	671	7,658	904	6,745
2006	70	962	108	345	404	1,460	908	1,257	1,123	781	519	619	7,532	857	6,667
2007	74	753	95	328	332	1,376	931	1,073	952	762	483	579	6,917	755	6,156
2008	79	890	106	304	295	1,305	920	1,032	1,028	691	476	577	6,738	705	6,029
2009	54	801	96	283	288	1,240	901	1,013	992	717	486	556	6,587	667	5,905
2010	62	693	61	256	240	1,032	835	916	913	635	416	478	5,787	557	5,225
2011	46	659	82	226	249	967	714	873	829	599	424	501	5,474	557	4,907
2012	48	677	84	225	200	978	779	782	839	657	421	522	5,489	509	4,978
2013	53	585	85	210	172	802	690	744	725	629	417	489	4,977	467	4,496
2014	53	609	72	224	157	780	608	772	736	642	391	479	4,867	453	4,408
2015	39	564	61	218	166	736	683	710	729	654	393	427	4,779	445	4,332

All casualties <sup>2</sup>															
Year	Killed	Serious	All severities										Total <sup>1</sup>	Child 0-15	Adult 16+
			Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+			
2004	308	2,766	307	1,119	969	3,463	2,402	3,529	2,597	1,811	1,108	1,151	18,502	2,395	16,061
2005	286	2,666	273	977	913	3,541	2,294	3,187	2,692	1,753	1,068	1,153	17,885	2,163	15,688
2006	314	2,635	264	902	855	3,560	2,285	2,919	2,634	1,727	1,024	1,066	17,269	2,021	15,215
2007	281	2,385	228	829	759	3,419	2,231	2,628	2,430	1,642	1,003	1,041	16,239	1,816	14,394
2008	270	2,575	234	753	702	3,175	2,178	2,519	2,452	1,557	953	1,047	15,592	1,689	13,881
2009	216	2,287	201	682	590	3,086	2,098	2,425	2,389	1,538	997	1,000	15,043	1,473	13,533
2010	208	1,969	170	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338	1,377	11,936
2011	185	1,880	205	590	521	2,243	1,690	2,074	2,146	1,455	939	906	12,790	1,316	11,453
2012	176	1,981	182	541	445	2,300	1,807	1,926	2,076	1,595	866	970	12,714	1,168	11,540
2013	172	1,671	188	488	382	1,891	1,568	1,834	1,898	1,478	866	888	11,505	1,058	10,423
2014	203	1,704	162	491	380	1,880	1,518	1,808	1,857	1,469	843	885	11,307	1,033	10,260
2015	162	1,597	146	475	353	1,686	1,647	1,723	1,746	1,495	830	843	10,950	974	9,970

Notes: 1. Includes unknown ages; 2. Includes unknown gender; 3. 2014 data are provisional.

## 11. Sources and definitions

### 11.1 The sources of the data

The figures in this bulletin were compiled from the "Stats 19" statistical returns made by police forces. These cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, *if* they become known to the police. As noted in section 2.2, there could be many non-fatal injury accidents which are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only include in their returns details of the accidents of which they are aware. More information about this is given in *Reported Road Casualties Scotland 2010*, in the section entitled *Estimating under-counting of Road Casualties in Scotland*. The vehicle(s) involved in the accident need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. Damage only accidents (i.e. accidents which do not involve personal injury) are not included in these statistics.

### 11.2 Provisional data

Data used in this publication were extracted from Transport Scotland's reported road accident statistical database in May 2016. The figures published here are marked as provisional as late returns and amendments will be included in the final figures published in Reported Road Casualties Scotland in October and in figures included in later years publications.

The differences between the provisional and final numbers are likely to be small. The figures for previous years are included in the table below. Over the last four years, there was a difference of 4 more people killed in 2012 between the June and October publications. The 3 year average figure published in Reported Road Casualties Scotland has been 0.5% higher for Serious and 0.4% higher for Slight casualties and all severities. Differences may be larger for some subsets of the data, for example the tables by mode, so small changes should be treated with caution.

Killed					Serious				
Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)	Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	347	347	0		2001	3,405	3,406	1	0.0%
2002	304	305			2002	3,204	3,213		
2003	332	331	-1	-0.3%	2003	2,931	2,940	9	0.3%
2004	307	306	-1	-0.3%	2004	2,712	2,742	30	1.1%
2005	286	286	0		2005	2,594	2,652	58	2.2%
2006	314	314	0		2006	2,594	2,625	31	1.2%
2007	282	281	-1	-0.4%	2007	2,316	2,382	66	2.8%
2008	272	270	-2	-0.7%	2008	2,535	2,568	33	1.3%
2009	216	216	0		2009	2,269	2,269	0	
2010	208	208	0		2010	1,960	1,964	4	0.2%
2011	186	186	0		2011	1,873	1,875	2	0.1%
2012	170	174	4	2.4%	2012	1,959	1,974	15	0.8%
2013	172	172	0		2013	1,667	1,672	5	0.3%
2014	200	200	0		2014	1,694	1,699	5	0.3%
10YA	261	261	0.0		10YA	2,417	2,442	24.9	1.0%
5YA	187	188	0.8	0.4%	5YA	1,831	1,837	6.2	0.3%
3YA	181	182	1.3	0.7%	3YA	1,773	1,782	8.3	0.5%
Slight					All Severities				
Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)	Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	16,137	16,141	4	0.0%	2001	19,889	19,894	5	0.0%
2002	15,730	15,730			2002	19,238	19,248		
2003	15,406	15,435	29	0.2%	2003	18,669	18,706	37	0.2%
2004	15,227	15,357	130	0.9%	2004	18,246	18,405	159	0.9%
2005	14,912	14,883	-29	-0.2%	2005	17,792	17,821	29	0.2%
2006	14,169	14,328	159	1.1%	2006	17,077	17,267	190	1.1%
2007	13,465	13,550	85	0.6%	2007	16,063	16,213	150	0.9%
2008	12,756	12,738	-18	-0.1%	2008	15,563	15,576	13	0.1%
2009	12,528	12,545	17	0.1%	2009	15,013	15,030	17	0.1%
2010	11,156	11,162	6	0.1%	2010	13,324	13,334	10	0.1%
2011	10,704	10,709	5	0.0%	2011	12,763	12,770	7	0.1%
2012	10,446	10,528	82	0.8%	2012	12,575	12,676	101	0.8%
2013	9,654	9,654	0		2013	11,493	11,498	5	0.0%
2014	9,346	9,369	23	0.2%	2014	11,240	11,268	28	0.2%
10YA	13,436	13,482	46.0	0.3%	10YA	16,115	16,186	70.9	0.4%
5YA	10,261	10,284	23.2	0.2%	5YA	12,279	12,309	30.2	0.2%
3YA	9,815	9,850	35.0	0.4%	3YA	11,769	11,814	44.7	0.4%

### 11.3 The definition of “severity” used in the Road Accident statistics

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

For the purposes of the Road Accidents statistical returns:

- a **fatal injury** is one which causes death less than 30 days after the accident;
- a **fatal accident** is an accident in which at least one person is fatally injured;
- a **serious injury** is one which does *not* cause death less than 30 days after the accident, *and* which is in one (or more) of the following categories:
  - (a) an injury for which a person is detained in hospital as an in-patient
  - or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
  - or (c) any injury causing death 30 or more days after the accident;
- a **serious accident** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;
- a **“slight” injury** is any injury which is neither “fatal” nor “serious” - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;
- a **“slight” accident** is one in which at least one person suffers “slight” injuries, but no-one is seriously injured, or fatally injured.

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

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

However, it is also possible that some of the changes shown in the statistics of “serious injuries” and “slight injuries” may be due to changes in administrative practices, which may have altered the proportion of accidents categorised as “serious”. For example, the distinction between “serious” and “slight” injuries could be affected by factors such as changes in hospitals’ admission policies. All else being equal, the number of “serious injury” cases would rise, and the number of “slight injury” cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury.

The increase in the number of “serious” injury accidents in 1994 was partly attributed to a change in the health boards’ policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from “slight” to “serious”. The number of child casualties recorded as having serious injuries in 1994 was 35 per cent higher than in the previous year. There could also be changes in hospitals’ procedures that would reduce the numbers of “serious injury” cases.

In addition, there is anecdotal evidence that changes in procedures for assigning severity codes may affect the categorisation of injuries. For example, different severity codes might be assigned by a police officer who was at the scene of an accident and by a clerk who bases the code on a police officer’s written description of the accident.



#### 11.4 Some other definitions

**Built-up roads:** accidents which occur on “built-up” roads are those which occur on roads which have speed limits of up to 40 miles per hour (*ignoring* temporary speed limits on roads for which the normal speed limit is over 40 mph).

**Children:** people under 16 years old.

**Pedestrians:** includes people riding toy cycles on the footway, people pushing bicycles, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

#### 11.5 Scottish specific casualty reduction

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

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

\* As numbers are small, a 3 year average is included in the table to smooth out large fluctuations in the numbers.

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

#### 11.6 The calculation of the “indicative lines” shown in the graphs

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 2004-08 and falls, by a constant percentage reduction in each subsequent year, to the target for 2020. This is the approach adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 2006 as that is the middle year of the baseline period. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2020.

The method adopted to produce the indicative target lines shown in Figure 4 involves a constant percentage reduction in each year after 2006 to the 2015 milestone, then a constant percentage reduction between 2015 and 2020. The resulting indicative target lines represent the percentages of the baseline averages which are shown in the table below. They are not straight lines, because of the compounding over the years effect of constant annual percentage reductions (to two decimal places, the falls are: 3.89% p.a. for killed to meet the 2015 milestone and 3.02 between 2015 and 2020. For seriously injured casualties the falls are 6.06% and 4.61%. For child killed 4.67% and 4.37 or seriously injured 7.41% and 6.90.

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

## SCOTTISH GOVERNMENT STATISTICIAN GROUP

### OUR AIM

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

### OBJECTIVES

1. To produce statistics and analysis relevant to user needs by
  - Developing our understanding of customer requirements to ensure statistics are kept relevant and analysis is well targeted;
  - Developing the range of statistics and analysis we produce;
  - Where practicable improving timeliness;
  - Providing more statistics disaggregated by age, gender and ethnicity;
  - Developing more data for small areas through the Neighbourhood Statistics project;
  - Contributing to production of comparable statistics across the UK and internationally.
2. To ensure effective use of our statistics by
  - Contributing more directly to policy processes inside and where possible outside government;
  - Improving access to and presentation of data and analysis;
  - Improving the advice provided on statistics.
3. To work effectively with users and providers by
  - Maintaining arrangements to consult and involve users and providers;
  - Involving users and providers in planning developments in outputs and processes;
  - Minimising the burden on data providers through dropping or streamlining collections as appropriate, to ensure the benefits of the information justify the costs of collection.
4. To develop the quality of statistics by
  - Assuring and improving quality as an integral part of data collection and analysis and through regular reviews in line with National Statistics quality strategy;
  - Developing statistical methods, systems and classifications;
  - Working with the rest of the Government Statistical Service to develop joint approaches/solutions where appropriate.
5. To assure the integrity of statistics by
  - Maintaining and promoting integrity through implementation of the National Statistics Code of Practice and related protocols;
  - Safeguarding the confidentiality of data subjects.
6. To ensure the efficient and effective delivery of statistics products and services by
  - Making best use of all sources including administrative sources;
  - Working with other analysts to maximise the contribution of our own and other analysts' work;
  - Ensuring value for money;
  - Making best use of Information and Communications Technology;
  - Ensuring effective communication within the Statistician Group.
7. To develop our workforce and competences
  - Ensuring recruitment of staff with the necessary skills and potential;
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- are available in more detail through Scottish Neighbourhood Statistics
- are available as part of a GB dataset on data.gov.uk
- may be made available on request, subject to consideration of legal and ethical factors. Please contact [Transtat@transport.gov.scot](mailto:Transtat@transport.gov.scot) for further information.
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