Reported Road Casualties

Scotland 2010

A National Statistics Publication for Scotland

REPORTED ROAD CASUALTIES SCOTLAND

2010

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Conventions

Symbols used: the following are used throughout:

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

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

Enquiries

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

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

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

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

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

Web version of the publication

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

Some extra road accident statistics tables are available via:
http://www.transportscotland.gov.uk/analysis/statistics/datasets/RoadAccidentTables

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

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Drink-drive Accidents and Casualties

Reported Casualties

Preface

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

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

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

In addition to the statistical tables and commentary the publication contains 3 articles discussing further analysis of the statistics:

- Article 1 examines progress towards **casualty reduction target**s;
- Article 2 **compares** the police Stats 19 data with **other sources**;
- Article 3 uses alternative data sources to estimate levels of **under reporting**;
- Article 4 describes **contributory factors** attributed to reported road accidents and casualties.

Comparisons with death registrations show that very few any, fatal accidents do not become known to the police. However, there could be many non-fatal injury accidents that 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. Article 2 looks at other sources and describes analysis the DfT have carried out, attempting to estimate the level of under-reporting. Article 3 builds on this work and uses other data to estimate a figure for Scotland.

Review of Stats 19
National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection. The results of the recent review, including results of the public consultation were published by the DfT on 5 August 2010. The review made a number of recommendations for change to the process, coverage and definition of the Stats 19 collection system (to be implemented by 2013). Details can be found at:
www.dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

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

Further details on the role of the UKSA and the assessment process can be found at:
www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/index.html

The status of the statistics
Most of the data used in this publication were extracted from the Road Accidents statistical database on the **23 August 2011**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Road Casualty Statistics in* June) because they were extracted on a different date and wouldn't incorporate any later changes (e.g. due to late returns or late corrections). Any late returns will be incorporated into the next available publication

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

The years covered in the tables
Some tables present a time series so that any trends can be identified. However, more detailed tables provide figures in the form of 5-year annual averages (e.g. 2006-2010), and do not present figures for the latest single year. This smoothes out levels of variation often present with low numbers of accidents and casualties. If readers require versions of the detailed tables for single years, these can be provided on request.

Road casualty reduction targets
In many of the tables, the latest figures are compared with the annual averages for 1994-98. This is to allow comparison against 2010 casualty reduction targets.

Article 1 discusses these targets in more detail, monitoring progress and exploring differences between modes of travel. The article also introduces the 2020 Scottish specific casualty reduction targets published within the Scottish Road Safety Framework in 2009.

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

Other Scottish Transport Statistics
Reported Road Casualties Scotland is one of a series of Transport Statistics publications, most of which focus on particular aspects of transport and cover them in depth. These can be found at www.transportscotland.gov.uk/analysis/statistics.

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

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Local Authorities and Police Boundaries, 2008

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

Local Authority boundaries - Ordance Survey Boundary Line 2007

SUMMARY

Summary

On Scotland's roads **in 2010** there were:

- 10,293 reported injury **accidents** in which 13,334 people were reported as being casualties;
- 2,172 people reported **killed** or **seriously** injured (208 of whom died);
- 8,296 casualties in cars, 105 of whom died;
- 2,014 **pedestrian** casualties, of whom 47 were killed;
- 845 **motor cyclist** casualties (of whom 35 were killed);
- 1,376 **child**[1] casualties, 227 of whom were killed or seriously injured (4 of them died);
- 643 **child**[1] **pedestrian** casualties - 151 were killed or seriously injured (1 died).

Between **2000** and **2010**:

- The number of **fatal accidents** fell by 36%, from 297 to 189;
- The total of **fatal** and **serious accidents** fell by 43%, from 3,304 to 1,897;
- The total number of **accidents** (all severities) fell by 32%, from 15,131 to 10,293;
- The number of people **killed** fell by 36%, from 326 to 208;
- The total of **killed and seriously** injured casualties fell by 44%, from 3,894 to 2,172;
- The total number of **casualties** (all severities) fell by 35%, from 20,517 to 13,334;
- **Car** user casualties fell by 34%, from 12,653 to 8,296;
- **Pedestrian** casualties fell by 44%, from 3,604 to 2,014;
- **Pedal cycle** casualties fell by 12%, from 884 to 781;
- **Motor cycle** casualties fell by 25%, from 1,130 to 845;
- **Male** casualties fell by 35%, from 11,536 to 7,538;
- **Female** casualties fell by 35%, from 8,956 to 5,786;
- Casualties **aged 16-22** fell by 31% from 3,594 to 2,490;
- Casualties **aged 23-59** fell by 33% from 11,500 to 7,710;
- Casualties **aged 60** and over fell by 26% from 2,341 to 1,732;
- **Child**[1] fatalities fell from 21 to 4;
- **Child**[1] **killed and seriously injured** casualties fell by 60% from 561 to 227;
- The total number of **child**[1] casualties (all severities) fell by 54% from 3,000 to 1,376;
- **Child**[1] **pedestrian** fatalities fell from 13 to 1;
- **Child**[1] pedestrians killed and seriously injured casualties fell by 60% from 378 to 151;
- The total number of **child**[1] **pedestrian** casualties fell by 57% from 1,486 to 643;

- The estimated number of **drink-drive accidents** fell by 11%, from about 750 (in 1999) to roughly 660 (in 2009 – the latest year for which estimates are available); it's estimated that the number of people killed in such accidents fell from about 60 to around 30;
- The estimated total **cost of all road accidents** in Scotland (including damage only accidents) at constant 2009 prices, fell by 38%, from £1,853 million to £1,151 million.

Over the longer-term:

- **Between 1950 and 2010** (inclusive), 34,685 people were killed, and a total of about 1.492 million people were either killed or injured, in accidents on Scotland's roads;
- **In 1962** (the earliest year for which a figure is available), there were roughly 775,000 vehicles licensed in Scotland, whereas in 2010 the vehicle population stood at 2.685 million. Over the same period, the number of casualties fell from about 26,700 to around 13,000. Therefore whilst the vehicle stock has more than trebled, the number of casualties has actually halved.

[1] Child age 0-15

Table A: Summary of reported road injury accident and reported casualty statistics: 2000 to 2010

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Accidents											
Fatal	297	309	274	301	283	264	293	255	245	196	189
Fatal & serious	3,304	3,149	2,958	2,796	2,614	2,516	2,550	2,304	2,487	2,193	1,897
All severities	15,131	14,724	14,343	13,917	13,919	13,438	13,110	12,506	12,158	11,555	10,293
Accidents on built-up[1] roads											
Fatal	93	91	71	85	90	76	83	71	82	56	56
Fatal & serious	1,767	1,648	1,599	1,474	1,322	1,300	1,347	1,207	1,359	1,088	977
All severities	9,771	9,436	9,185	8,745	8,708	8,387	8,197	7,781	7,463	6,989	6,342
Accidents on non built-up[1] roads											
Fatal	204	218	203	216	193	188	210	184	163	140	133
Fatal & serious	1,537	1,501	1,359	1,322	1,292	1,216	1,203	1,097	1,128	1,105	920
All severities	5,360	5,288	5,158	5,172	5,211	5,051	4,913	4,725	4,695	4,566	3,951
Drink-drive accidents and casualties[2]											
Accidents	780	800	820	750	710	660	720	670	660	660	
Casualties (all severities)	1,150	1,190	1,270	1,130	1,060	990	980	940	960	920	
Killed	40	70	50	50	40	30	30	30	40	30	
Killed by mode of transport											
Pedestrian	72	76	73	63	76	66	61	60	60	47	47
Pedal cycle	12	10	8	14	7	16	10	4	9	5	7
Motor cycle	40	49	46	50	42	34	58	40	34	43	35
Car	182	194	154	189	167	153	175	160	153	116	105
Other (eg taxi, bus, goods)	20	19	23	20	16	17	10	17	14	5	14
All modes of transport	326	348	304	336	308	286	314	281	270	216	208
Killed or seriously injured casualties by mode											
Pedestrian	997	918	893	775	750	743	749	654	705	556	502
Pedal cycle	176	171	152	139	128	132	141	151	164	157	145
Motor cycle	475	454	456	417	395	405	410	421	430	375	353
Car	1,978	1,952	1,782	1,700	1,581	1,457	1,433	1,270	1,355	1,250	1,006
Other (eg taxi, bus, goods)	268	263	250	262	220	215	216	170	190	164	166
All modes of transport	3,894	3,758	3,533	3,293	3,074	2,952	2,949	2,666	2,844	2,502	2,172
All casualties by mode, by sex and by age											
Pedestrian	3,604	3,405	3,316	2,990	3,078	3,051	2,853	2,703	2,592	2,199	2,014
Pedal cycle	884	916	828	802	776	781	781	714	730	804	781
Motor cycle	1,130	1,178	1,167	1,114	994	1,082	1,068	1,061	1,042	1,020	845
Car	12,653	12,294	11,832	11,755	11,605	10,989	10,705	10,063	9,669	9,580	8,296
Other (eg taxi, bus, goods)	2,246	2,118	2,132	2,095	2,049	1,982	1,862	1,697	1,557	1,440	1,398
All modes of transport	**20,517**	**19,911**	**19,275**	**18,756**	**18,502**	**17,885**	**17,269**	**16,238**	**15,590**	**15,043**	**13,334**
Male	11,536	11,301	11,086	10,657	10,473	10,204	9,723	9,302	8,842	8,450	7,538
Female	8,956	8,582	8,176	8,086	8,016	7,658	7,532	6,916	6,737	6,587	5,786
Child: 0 - 15	3,000	2,923	2,745	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,376
Young adult: 16-22	3,594	3,703	3,587	3,467	3,463	3,540	3,559	3,419	3,174	3,084	2,490
Adult: 23-59	11,500	10,929	10,667	10,426	10,340	9,926	9,566	8,929	8,706	8,451	7,710
Older adults: 60+	2,341	2,287	2,226	2,330	2,258	2,218	2,090	2,044	1,999	1,998	1,732
Child[4] killed by mode of transport											
Pedestrian	13	14	12	5	8	5	9	4	4	1	1
Pedal cycle	4	4	-	2	-	4	5	1	2	1	1
Car	4	2	2	10	3	1	10	4	13	3	1
Other (eg m/c, taxi, bus...)	-	-	-	-	1	1	1	-	1	-	1
All modes of transport	21	20	14	17	12	11	25	9	20	5	4
Child[4] killed or seriously injured casualties by mode											
Pedestrian	378	353	340	273	247	244	248	185	198	156	151
Pedal cycle	65	56	46	48	40	30	40	29	20	27	24
Car	94	110	111	93	77	69	70	55	69	65	41
Other (eg m/c, taxi, bus...)	24	25	30	18	20	25	17	9	12	10	11
All modes of transport	561	544	527	432	384	368	375	278	299	258	227
All child[4] casualties by mode											
Pedestrian	1,486	1,475	1,296	1,201	1,180	1,099	993	882	831	674	643
Pedal cycle	330	307	277	276	263	219	209	174	150	148	145
Car	965	950	926	825	805	684	657	633	569	548	505
Other (eg m/c, taxi, bus...)	219	191	246	178	147	170	163	128	139	103	83
All modes of transport	3,000	2,923	2,745	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,376
Accident costs (£ million)[3]	1,853	1,840	1,720	1,703	1,624	1,549	1,570	1,443	1,437	1,277	1,151

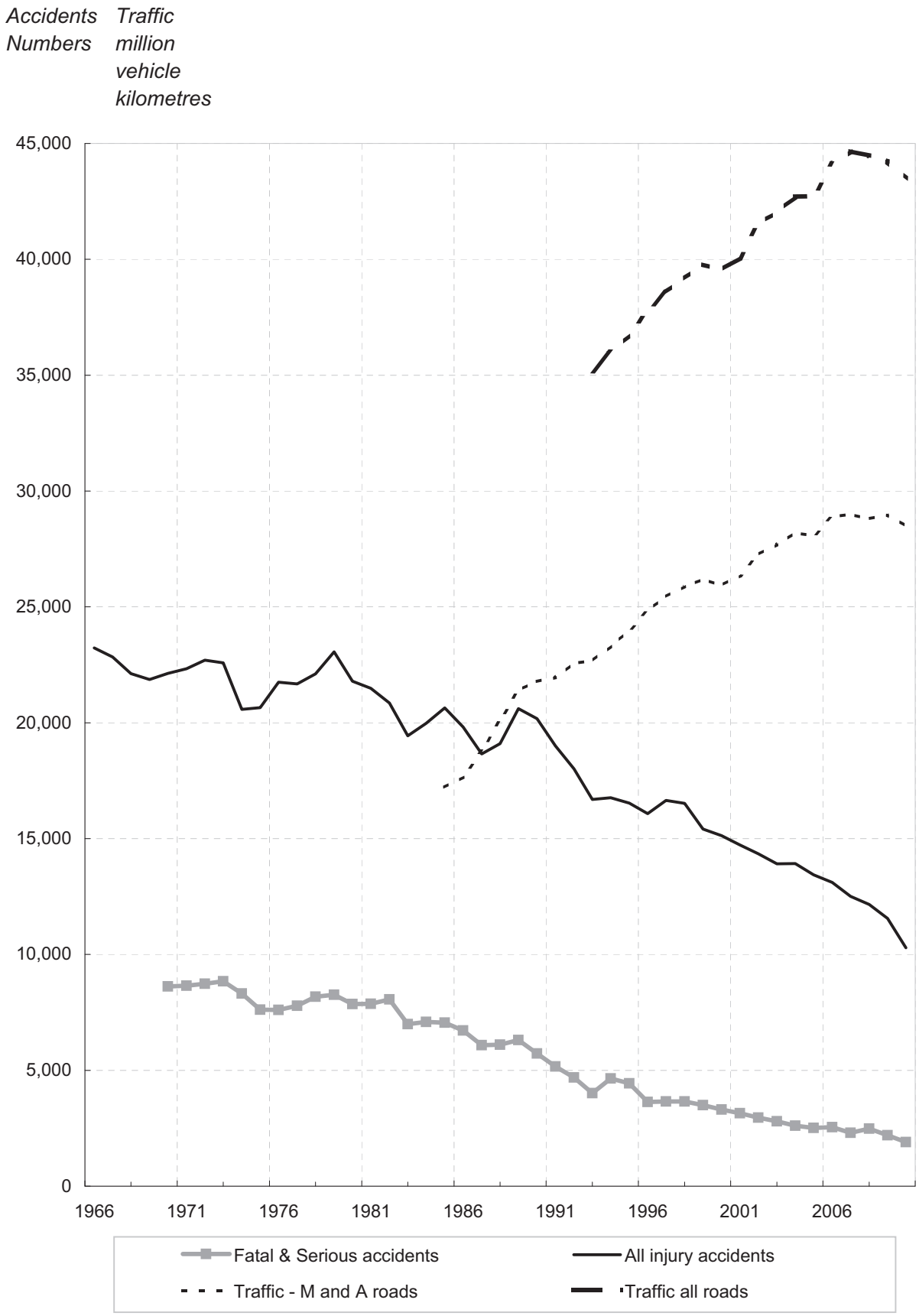
1. Built-up roads have a speed limit of up to 40mph; Non built-up roads have a speed limit of over 40mph
2. Estimates, adjusted for under-reporting as described in the text accompanying Table 22. The latest year's estimates are not yet available.
3. Estimated total costs (including damage only accidents) at 2009 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury accidents and reported casualties by police force area, council and severity: 2010

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
Northern	**24**	**92**	**458**	**574**	**29**	**120**	**724**	**873**	**62**
Highland	21	80	374	475	26	102	597	725	54
Orkney Islands	-	4	23	27	-	5	33	38	1
Shetland Islands	1	2	27	30	1	3	51	55	3
Eilean Siar	2	6	34	42	2	10	43	55	4
Grampian	**33**	**266**	**790**	**1,089**	**37**	**311**	**1,023**	**1,371**	**122**
Aberdeen City	7	70	273	350	7	75	325	407	46
Aberdeenshire	22	169	407	598	26	202	565	793	57
Moray	4	27	110	141	4	34	133	171	19
Tayside	**28**	**154**	**559**	**741**	**30**	**175**	**746**	**951**	**103**
Dundee City	5	39	175	219	5	41	208	254	46
Angus	6	46	140	192	6	54	187	247	23
Perth & Kinross	17	69	244	330	19	80	351	450	34
Fife	13	88	455	556	13	119	591	723	**91**
Lothian & Borders	**17**	**307**	**1,938**	**2,262**	**18**	**338**	**2,451**	**2,807**	**297**
Edinburgh, City of	4	124	1,051	1,179	4	130	1,260	1,394	138
West Lothian	1	54	329	384	1	60	444	505	57
Midlothian	1	26	166	193	1	28	234	263	31
East Lothian	3	29	167	199	3	34	210	247	30
Scottish Borders	8	74	225	307	9	86	303	398	41
Central	**7**	**104**	**427**	**538**	**7**	**119**	**574**	**700**	**63**
Clackmannanshire	2	15	52	69	2	19	70	91	11
Stirling	4	46	179	229	4	57	249	310	19
Falkirk	1	43	196	240	1	43	255	299	33
Strathclyde	**63**	**637**	**3,473**	**4,173**	**69**	**715**	**4,666**	**5,450**	**596**
Glasgow, City	10	200	1,127	1,337	11	210	1,473	1,694	183
Argyll & Bute	15	50	211	276	15	66	316	397	19
West Dunbartonshire	1	23	136	160	1	25	174	200	20
East Dunbartonshire	4	19	118	141	4	22	156	182	20
Inverclyde	1	21	143	165	1	21	183	205	21
Renfrewshire	1	57	262	320	2	62	350	414	35
East Renfrewshire	1	25	77	103	1	25	95	121	12
North Lanarkshire	2	70	512	584	2	77	682	761	114
South Lanarkshire	11	74	427	512	12	83	611	706	73
North Ayrshire	5	23	149	177	5	25	200	230	41
East Ayrshire	5	40	156	201	5	50	215	270	25
South Ayrshire	7	35	155	197	10	49	211	270	33
Dumfries & Galloway	**4**	**60**	**296**	**360**	**5**	**67**	**387**	**459**	**42**
Scotland	**189**	**1,708**	**8,396**	**10,293**	**208**	**1,964**	**11,162**	**13,334**	**1,376**
of which:									
Built up roads	56	921	5,365	6,342	59	968	6,655	7,682	1,072
Non- built up roads	133	787	3,031	3,951	149	996	4,507	5,652	304

Commentary

Figure 1 Reported accidents by severity, 1966 to 2010



Commentary

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

1.1 Main Points

Table 1 shows the long-term trends in the reported numbers of injury road accidents and casualties, the population of Scotland, the number of vehicles licensed, the length of the road network and the volume of traffic. Information on the severities of the accidents, and of the injuries suffered by the casualties, is provided in Table 2. The numbers of injury road accidents were first recorded separately in 1966, while the numbers of casualties are available back to 1938. Figures 1 to 7 illustrate the trends in the reported numbers of injury road accidents and casualties including (in some cases) indications of the likely range of random year–to-year variations (see section 1.4). As mentioned in the introduction, injury accidents not reported by the public to the police won't appear in the returns.

Accidents

- In 2010, there were 189 **fatal accidents,** 7 (4%) less than in 2009, the lowest number since the records began in 1970.

- **Serious injury accidents** in 2010 fell by 289 (14%) to 1,708 - the lowest number since the records began in 1970.

- **Slight injury accidents** fell by 966 (10%) in 2010 to 8,396 - the lowest number since records began.

Casualties

- There were 208 people **killed** in road accidents in Scotland in 2010, 8 (or 4%) less than in 2009 and the lowest since records began in 1950.

- 1,964 people were **seriously injured** in road accidents in 2010, 322 (or 14%) less than in 2009 – the lowest number since records began.

- 11,162 people were **slightly injured** in road accidents in 2010**,** 1,379 (or 11%) fewer than in 2009 – the lowest figure since 1950.

- There were a **total number of 13,334 casualties** in 2010 – 1,709 (or 11%) less than in 2009 - the lowest figure since 1938.

The reductions in the numbers of accidents and casualties in recent years are even more significant given the rise in vehicle and subsequent traffic. E.g. in 2010 the number of vehicles licensed in Scotland was about a fifth higher than in 2000 and traffic on Scottish roads was estimated to have grown by about a tenth since 2000.

1.2 Reported Accidents

In 1966 there were just over 23,200 injury road accidents and the annual total remained around this level until 1973. Numbers then dropped considerably in 1974 and 1975 to about 20,600. This was the time of a fuel crisis when a national speed

limit of 50 mph was introduced and the volume of traffic in Great Britain fell by 3% in 1974. Accident numbers increased again in 1976 and reached a peak of nearly 23,100 in 1979.

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

By 1987 the total number of injury accidents had fallen to under 18,700, but in 1989 it rose to just over 20,600. 1989 was the most recent peak in the total number of injury accidents. Since 1989, the total number of injury accidents has fallen in 19 out of 22 years, and in 2010 it was at the lowest level ever recorded. The 2010 figure of 10,293 was 1,262 less than in 2009.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 189 in 2010. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,708 in 2010 - the lowest number ever recorded. The numbers of **slight accidents** have not changed as much over the years: oscillating between 12,000 and 15,000 from 1970 to 1998. The most recent peak level was 14,443 in 1990. However, they fell below 12,000 in 1999, and the 2010 figure of 8,396 was the lowest since slight accident numbers were first recorded in 1970.

1.3 Reported Casualties

As the numbers of accidents have fallen, so have the numbers of casualties. Therefore, this section does not repeat the previous section's detailed analysis of how the numbers have changed.

Numbers killed

In 2010 there were 208 road accidents fatalities in Scotland in, a decrease of 4% on 2009. This was the lowest figure recorded. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend, particularly between 1982 and 1994. Since then, figures have been fluctuating around a less pronounced downwards trend. The number in 2010 was 24% below the average for the previous five years (273).

Numbers seriously injured

In 2010 there were 1,964 people seriously injured in road accidents: 322 (14%) less than in 2009. This is the lowest number since records began in 1950. The long term trend shows that the number of serious casualties peaked in the early 1970's at around 10,000 and generally fell since the early 1980's. However, there has been some fluctuation around the long-term downwards trend, and appeared to level-off:

1996, 1997 and 1998 were around 4,050. But the downward trend subsequently resumed.

Numbers slightly injured

In 2010 there were 11,162 people slightly injured, 1,379 (11%) fewer than in 2009, and the lowest number since 1950. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999, could have been a continuation of that pattern. However, 2000 to 2010 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2010 there was a total of 13,334 casualties, 1,709 (11%) fewer than in 2009 (The lowest number recorded). Between about 1970 and 1990, the figures fluctuated around a general downward trend. Subsequently, the casualty figures fell markedly from the level of the most recent short-term peak (over 27,000 in both 1989 and 1990), before appearing to level off. However, as the totals for 1999 to 2010 were all under 21,100, with falls each year, it appears that the downward trend has resumed.

Government targets for reductions in the numbers of road accident casualties

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

In March 2000, the UK Government, the then Scottish Executive and the National Assembly for Wales announced a new national road safety strategy and casualty reduction targets for 2010**.**

A separate section on the GB casualty reduction targets for 2010 and Scottish targets for 2020 (which appears after this Commentary) provides statistics related to these targets, plus a selection of key points. It contains charts and tables for each of the three GB targets showing the main trends in casualty numbers in comparison to the 1994-98 baseline averages. It also shows the numbers that might be expected in each year up to 2020 if the targets were to be achieved by means of a constant percentage reduction in each year.

Figure 2

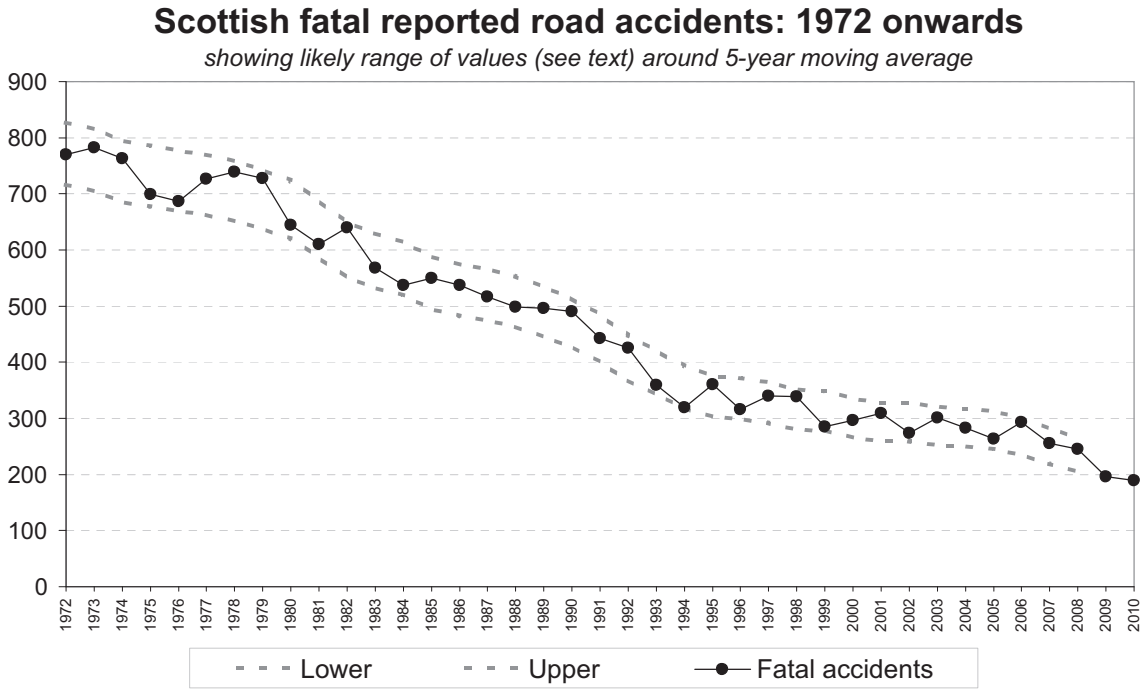
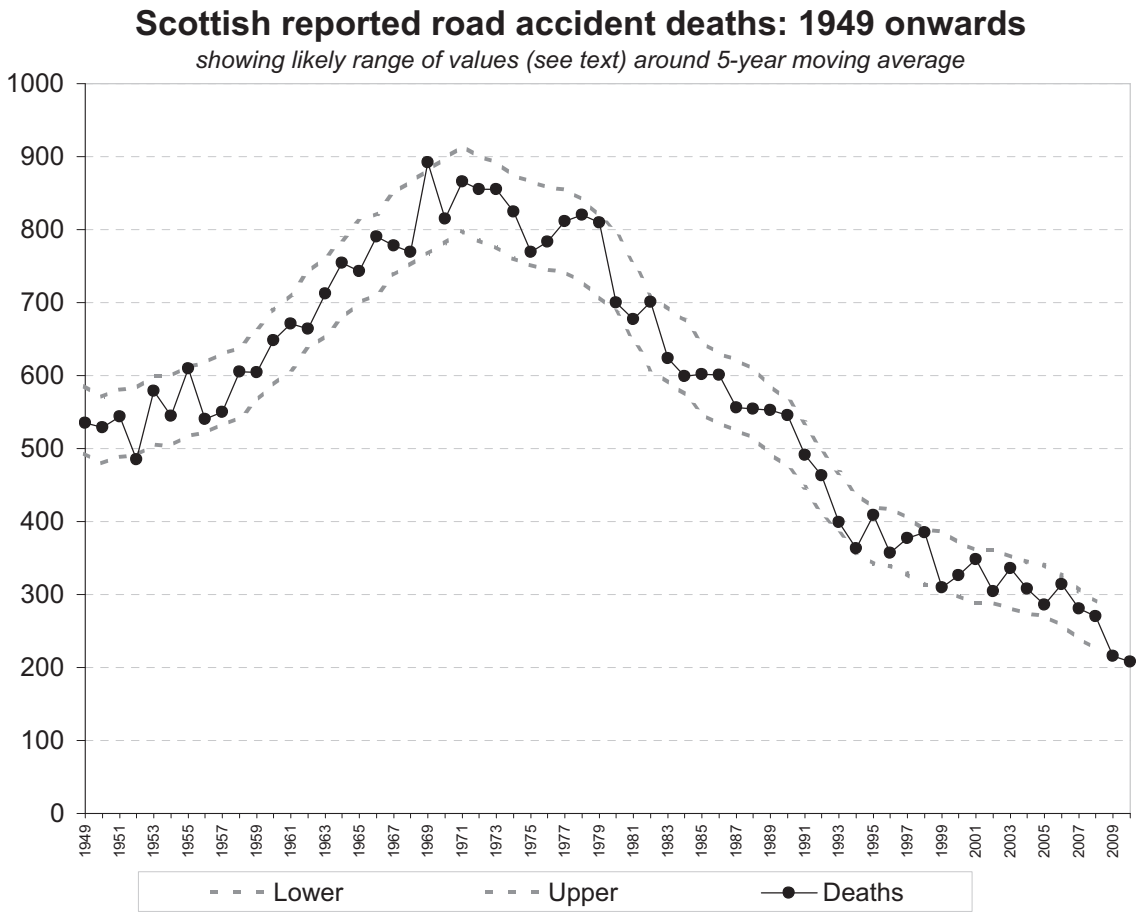


Figure 3



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

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

- fatal road accidents (1972 to 2010);
- road deaths (1949 to 2010);
- people killed or seriously injured (1950 to 2010);
- children killed or seriously injured (1981 to 2010).

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

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

Figures 2 and 3 show that the number of fatal accidents is within its likely range of values in every year, and the number of road deaths is within its likely range of values in all but three years. These results are reasonable: one would expect a few years' figures to be outside the likely range of random year-to-year variation, given that there are over 30 years' figures for fatal accidents and over 50 years' figures for road accident deaths. Figures 2 and 3 therefore show that, despite the large percentage changes such as the falls in deaths of 19% between 1998 and 1999, and of 13% between 2001 and 2002, the figures almost always remain within the expected ranges. Hence, one should not put too much weight on a single large percentage change.

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

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

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

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

Figure 4 has many years' figures (around a third) outwith the calculated likely range of values. The reason for this is that *statistical variability is not the only reason for year-to-year changes* - other factors have contributed to sharp falls and rises in KSI casualty numbers. For example, the sharp fall shown in 1983 may be partly due to the introduction of seat belt wearing (for drivers and front seat passengers in most

Figure 4

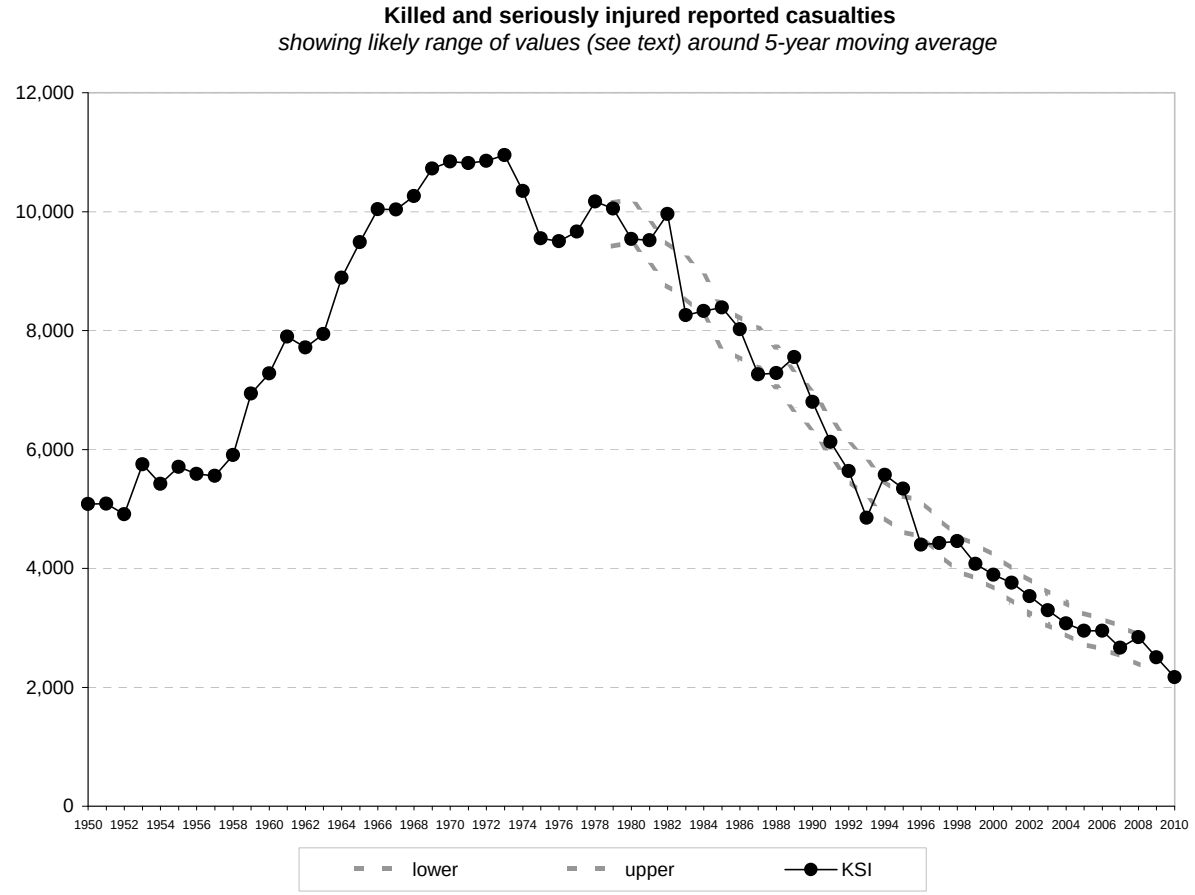
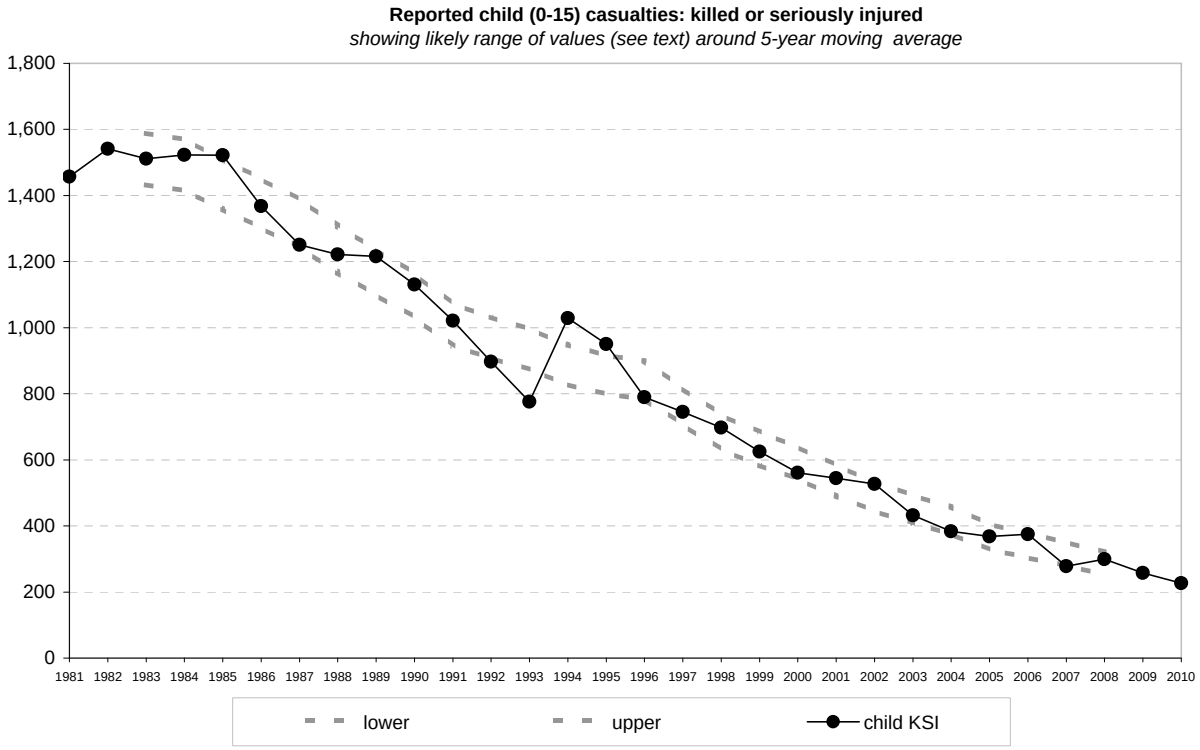


Figure 5



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

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

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

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

2. Reported Accidents

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

Table 4 shows separate figures for trunk roads and for local authority roads. Trunk roads accounted for only small proportions of the total numbers of accidents in 2010: 30% of fatal accidents, 19% of serious accidents, and 17% of all accidents. The trunk road network's shares of accident numbers in previous years were broadly similar.

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

Several changes were made to the trunk road network with effect from 1st April 1996. Appendix E refers to them, and explains why the 1994-98 averages for trunk

roads and for local authority major roads have been calculated by counting accidents which occurred prior to 1st April 1996 on the basis of whether they occurred on roads which were part of the post- 1 April 1996 trunk road network.

2.2 Accident rates (see Table 5)

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

Accident rates have fallen markedly since the early 1990s. The overall fatal accident rate has dropped from 0.75 per 100 million vehicle kilometres in 2000 to 0.43 in 2010; the serious accident rate fell from 7.60 to 3.93; and the overall accident rate (all severities) reduced from 38.25 per 100 million vehicle kilometres to 23.67. Motorways had consistently lower accident rates than A roads. Leaving aside the relatively low rate for fatal accidents, minor roads (taken together as a group) tend to have higher accident rates than major roads, and accident rates tend to be higher for built-up roads (roads with speed limits of up to 40mph) than for non built-up roads (ones with higher speed limits).

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

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

The numbers of injury accidents over the years 2006-2010 were fairly evenly spread throughout the year, with minor peaks in August, September and November. Serious accidents varied more between the months, and their peak, which occurred in September, was 12% above the monthly average. (Months are standardised to 30 days to allow comparison)

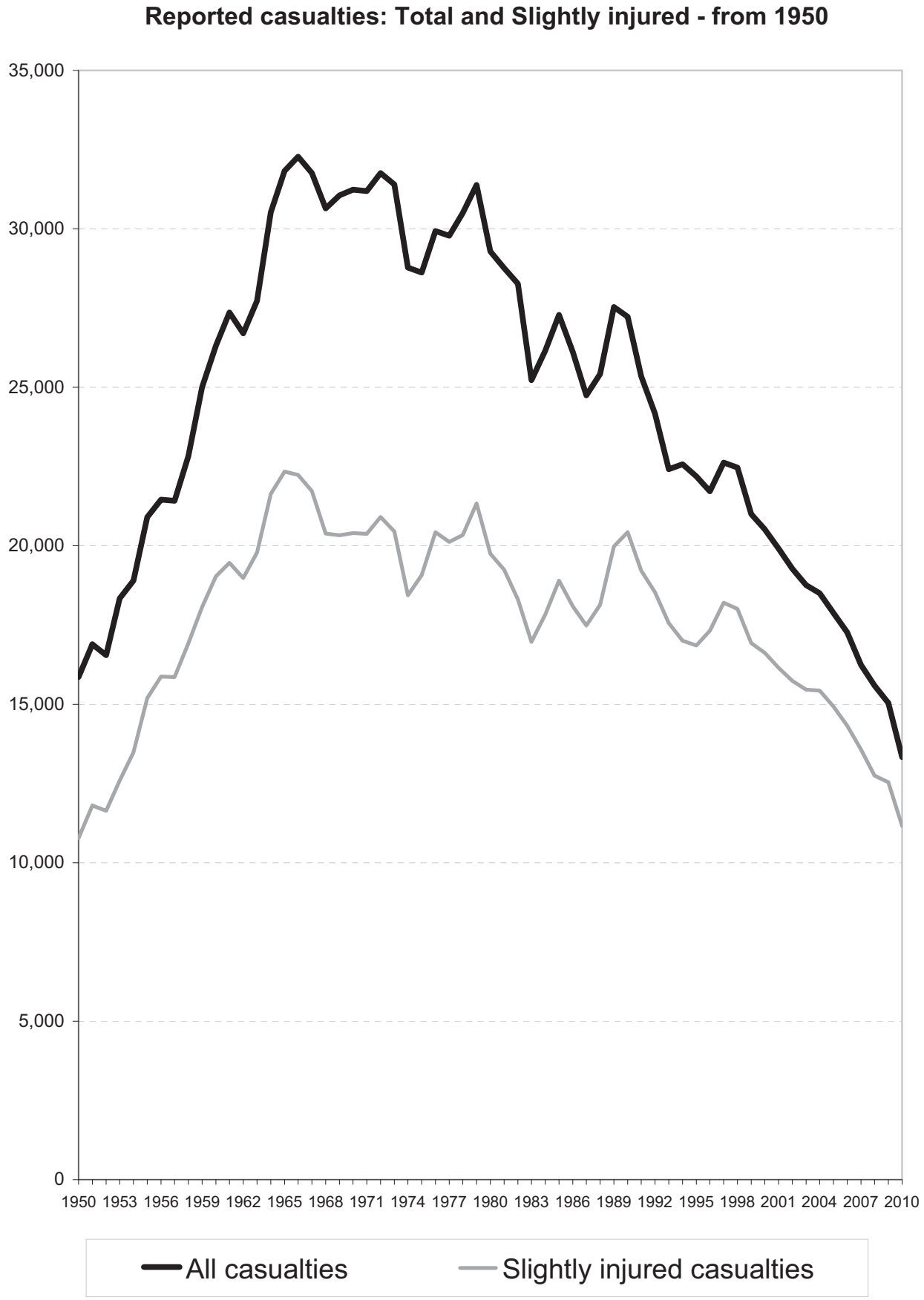
On average, there were 19 fatal accidents per month in the years 2006 to 2010. The number did not vary greatly between the months: the lowest average was 16, and the highest was 24.

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

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

For example, taking the annual averages for 2006-2010, 4.4% of injury road accidents on non built-up roads in darkness (58 out of 1,307) resulted in one (or more) deaths compared with 1.5% of accidents on built-up roads in darkness (30 out of 2,012) and 3.3% of accidents on non built-up roads in daylight (108 out of 3,263).

Figure 6


Reported casualties: Total and Slightly injured - from 1950
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
1950 1953 1956 1959 1962 1965 1968 1971 1974 1977 1980 1983 1986 1989 1992 1995 1998 2001 2004 2007 2010
All casualties
Slightly injured casualties

Similarly, the percentage of accidents classified as serious is higher for built-up roads in daylight than for built-up roads in darkness.

Severity rates did not appear to be higher when the road surface condition was wet, damp or flooded, or affected by snow, frost or ice. For example, taking the annual averages for 2006 to 2010, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 23.4% (487 out of 2,083) compared with 18.5% (379 out of 2,054) when the surface was wet and 13.6% (59 out of 433) when it was affected by snow, frost or ice.

2.5 Car driver accident rates *(see Table 18b)*

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

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

Age & Gender

Car driver accident rates per head of population vary markedly by age and sex. In 2010, the overall rate was 3.0 per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 5.4 per thousand population in 2010. This rate is one and a half times those of females of the same age (3.7 per thousand in 2010), and males aged 35-59 (3.6 per thousand in 2010).

The overall male car driver accident rate in 2010 (3.6 per thousand) was less than in the previous year, and this was the case for each of the age groups. The overall female car driver accident rate in 2010 (2.2 per thousand) was lower than the previous year. The rates for the age groups, were slightly lower than the previous year.

Between 2000 and 2010, the male car driver accident rate fell from 6.2 to 3.6 per thousand population, while the female car driver accident rate has declined slowly from 3.0 per thousand population to 2.2 per thousand in 2010. As a result, the overall, ratio of male to female car driver accident rates has fallen from 2.0 : 1 for 2000 to 1.6 : 1 in 2010.

3. Reported Casualties

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

In 2010, non built-up roads accounted for two-fifths of the total number of casualties (42%: 5,652 out of 13,334). However, perhaps because average speeds are higher on non built-up roads than elsewhere, they accounted for three quarters of those

killed (72%: 149 out of 208) and for just over half of the total number of seriously injured (51%: 996 out of 1,964).

Compared with 2000, the fall in the total number of casualties has been slightly greater for built-up roads (37%) than elsewhere (32%). The difference in the numbers killed on built up roads is also higher than those on non built-up ones (down by 39% for built-up roads compared with a reduction of 35% elsewhere). Over the years, some traffic will have been transferred away from built-up roads by the opening of city and town bypasses, and by the construction of non built-up roads with higher average traffic volumes. Therefore, these figures do *not* provide an accurate measure of the comparative change in the road safety performance of built-up and non built-up roads.

3.2 Casualties by mode of transport (see Table 23)

A total of 8,296 car users were injured in road accidents in 2010, representing 62% of all casualties. Of these car users, 105 died. There were 2,014 pedestrian casualties (15% of the total), of whom 47 died, 781 pedal cycle casualties (6% of the total), of whom 7 died, and 845 motorcycle casualties (6% of the total), of whom 35 died. Because of the numbers of car user, pedestrian, pedal cyclist and motorcyclist casualties, the figures for each of these four groups of road users are the subject of separate sections, which follow this one, and are followed by a section on child casualties, which gives details of their modes of transport.

Together, all the modes of transport other than the four mentioned above accounted for 1,398 casualties in 2010 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 540 bus and coach users injured in 2010, of whom 52 suffered serious injuries (one died). There were also 292 casualties who were travelling in light goods vehicles, 162 people in heavy goods vehicles, 205 users of taxis, 44 users of minibuses and 155 people with another means of transport.

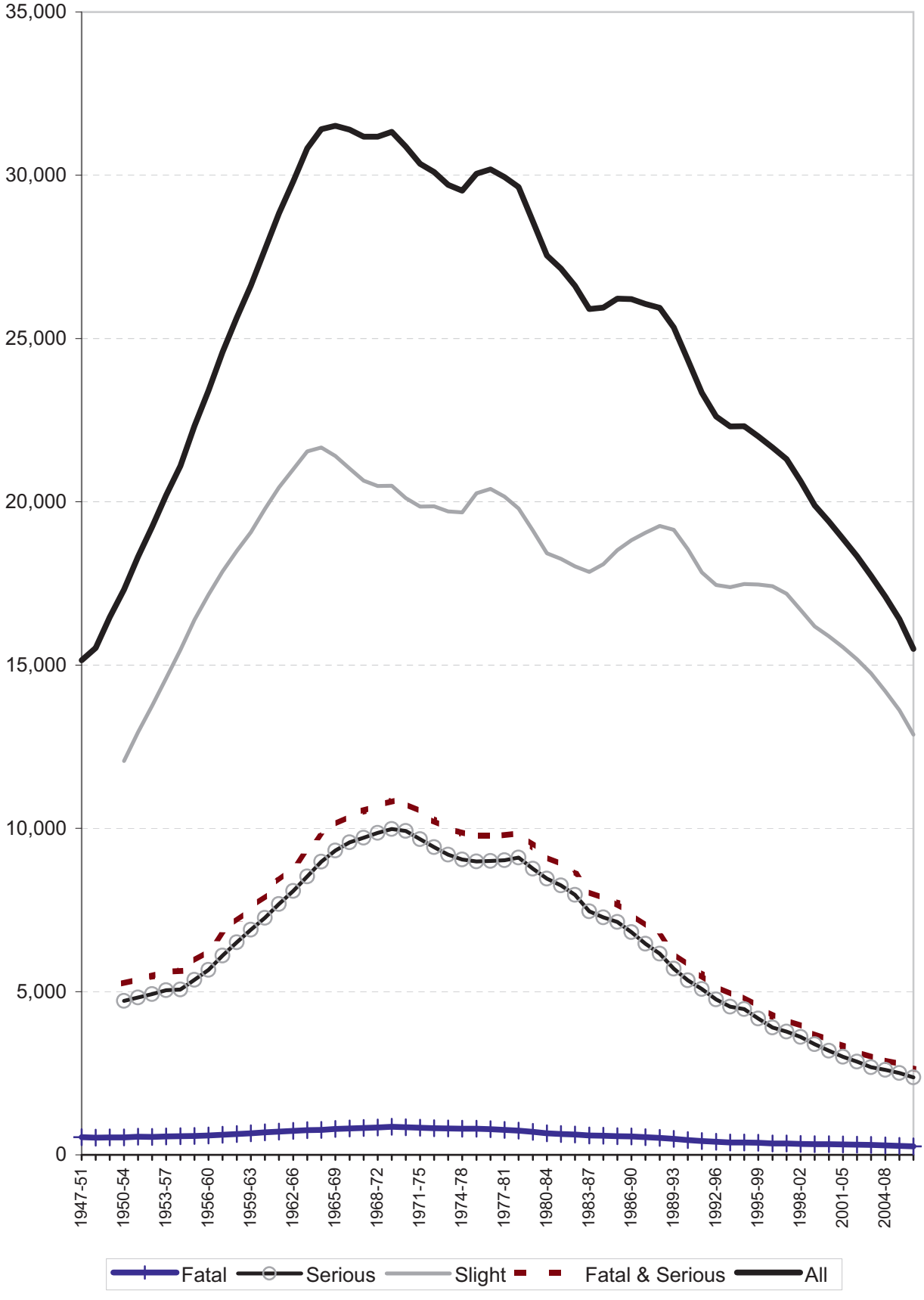
3.3 Car user casualties

A total of 8,296 car users were injured in road accidents in 2010, representing 62% of all casualties. Of these people, a total of 901 were seriously injured, 105 died. Non built-up roads accounted for over half of all car user casualties (53%: 4,432 out of 8,296). 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 (86%: 90 out of 105) or were seriously injured (74%: 669 out of 901). *(see Table 23)*

The number of car users killed in 2010 was 9% less than the 2009 figure. The number who were seriously injured fell by 21% and the total number of casualties of all severities was down by 13%. Since 2000, the number killed has dropped by 42%, and there have been falls of 50% in the number who were seriously injured and of 34% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2006-2010, the seriously injured casualty rate for 16-22 year old car users was 0.60 per thousand population. This was much

Figure 7 Reported casualties: 5 year moving average (1947/51 to 2006/10)



higher than the rate for car users in the older age groups, which varied from 0.15 to 0.33 per thousand population. *(see Table 32)*

On average, over the years 2006-2010, 75% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 60% of those car users who were seriously injured, but for only 42% of the total number of car user casualties (of all severities). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 4pm to 5pm average of 879 (the average over the years 2006-2010) was 23% higher than the average of 714 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewer in the months of January to April and more between October and December. The peak month was November, which had 31% more adult car user casualties than the lowest month, April (annual averages over the years 2006-2010; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2006-2010 with 10% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 2,014 pedestrian casualties in 2010: 15% of all casualties. Of these, 455 were seriously injured (47 died). Presumably because of the greater vulnerability of pedestrians, a high proportion (23%) of the total number of people who were seriously injured were pedestrians. In addition, 23% of pedestrian casualties were seriously injured (455 out of 2,014) compared with 15% of all casualties (1,964 out of 13,334). About 95% of pedestrian casualties occurred on built-up roads (1,912 out of 2,014). Perhaps because of higher average speeds on non built-up roads, 25% of the pedestrian casualties on such roads were seriously injured (25 out of 102) compared with 22% on built-up roads (430 out of 1,912). *(see Table 23)*

The number of pedestrians seriously injured in 2010 was 11% less than 2009 and the overall number of pedestrian casualties was 8% less. Since 2000, the number of pedestrians killed has fallen by 35%, the number who were seriously injured has dropped by 51%, and there has been a 44% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2006 to 2010, the pedestrian fatality rate was higher for those aged 70+ (0.03 per thousand population) than for any other age-group. However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.32 and 1.46 per thousand population, respectively). The corresponding casualty rates for the 5-11 age-group were slightly lower. *(see Tables 23 & 32)*

The overall pedestrian 'all severities' casualty rate for males was 0.59 per thousand population, compared with 0.38 per thousand for females, using the averages for the period 2006 to 2010. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2006 to 2010, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from midnight to 2am. *(see Table 28)*

November and December were the peak months for adult pedestrian casualties, with each having 20-29% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 18% more than the monthly average (annual averages over the years 2006-2010; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 23% and 15% more than the daily average over the period 2006 to 2010. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 781 pedal cycle casualties in 2010, 23 less than the previous year. The number of seriously injured pedal cycle casualties in 2010 was 138, 9% less than in 2009. There were 7 pedal cycle fatalities in 2010, 2 more than in 2009. Since 2000 there has been a 12% reduction in all pedal cycle casualties, the number who were seriously injured has fallen by 16%, and the number of fatalities has fluctuated between 4 and 16. In 2010, 88% of pedal cycle casualties were on built-up roads. *(see Table 23)*

In terms of the averages for the period 2006 to 2010, the pedal cycle casualty rate per head of population was highest for those aged 12-15 (0.28 per thousand population) and 5-11 (0.24 per thousand). The other age groups with above-average casualty rates were: 16-22, 23-29, 30-39 and 40-49. 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 2006 to 2010, on weekdays, the peak numbers of adult pedal cycle casualties were from 4pm to 6pm and from 7 am to 9 am. At weekends the numbers were smaller, and there was no clear peak. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were June, August and September which were 24% more than the monthly average (2006-2010 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Wednesday, 29% higher than the daily average, over the years 2006-2010. There were substantially fewer adult pedal cycle casualties on Saturday and Sunday, with 35% and 36% less than the daily average respectively. *(see Table 30)*

3.6 Motorcyclist casualties

A total of 845 motorcyclists were injured in road accidents in 2010, representing 6% of all casualties. Of these, 318 were seriously injured and 35 died. Just over half of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for three fifths of those seriously injured, and four fifths of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2010 was 17% fewer than in the previous year. The number killed fell by 8 and the number seriously injured fell by 14. 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 2010 was 25% lower than in 2000. Five less motorcyclists died in 2010 than in 2000. *(see Table 23)*

On average, over the years 2006 to 2010, the motorcyclist casualty rate was highest for the 16-22 and 30-39 year old age groups (0.44 and 0.34 per thousand population respectively), followed by 40-49, 0.32 per thousand population and 23-29, 0.30 per thousand population; other age-groups had much smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2006 to 2010, the peak time of day for adult motorcyclist casualties was 4 p.m. to 6 p.m. on weekdays *(see Table 28)*, the peak months of the year were July (118), May and September (both 116), with relatively high numbers in the months of June (115) and August (114) *(see Table 29)* and there were more casualties on Saturdays than on any of the other days *(see Table 30).*

3.7 Child (0-15) casualties

There were 1,376 child casualties in 2010, representing 10% of the total number of casualties of all ages. Of the child casualties, 223 were seriously injured, and 4 died *(see Table 24)*.

There was one less child killed in 2010 than in 2009 and a fall of 12% in the number of children seriously injured. The total number of child casualties fell by 7%. Since 2006, the number of children killed has fallen by 21, there has been a reduction of 36% in child seriously injured casualties, and a 32% fall in the total number of child casualties. *(see Table 25)*

In terms of the averages for the period 2006 to 2010, on weekdays, the peak time for child casualties was from 3 p.m. to 5 p.m., with 29% of all weekday casualties in those two hours. A further 26% occurred in the three hours between 5 p.m. and 8 p.m. There was a smaller peak in the morning, between 8 a.m. and 9 a.m. There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 1 p.m. to 6 p.m. *(see Table 27)*

August was the peak month for child casualties, with 21% more than in an average month. June and September had 9% and 15% more than an average month respectively. (2006-2010 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2006 to 2010, Friday was the peak day of the week for child casualties, with 19% more than an average day. Sunday, on the other hand, had 24% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2010, there were 643 child pedestrian casualties. They accounted for 32% of all pedestrian casualties of all ages (643 out of 2,014). Of the child pedestrian casualties, 150 were seriously injured (1 died). *(see Table 24)*

There were 145 child pedal cycle casualties in 2010 (19% of the total of 781 pedal cycle casualties of all ages). The child pedal cycle casualties included 23 who were seriously injured and 1 who died. *(see Table 24)*

In 2010, there were 505 child casualties in cars, 6% of the total number of car user casualties of all ages (505 out of 8,296). Of the child casualties in cars, 40 were seriously injured (1 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 2006-2010 taken together, for children aged 0-4 the rate was 0.78 per thousand population, whereas it was 1.96 per thousand for those aged 5-11 and for the 12-15 age group it was 2.84 per thousand. The pedestrian casualty rate for younger children (0-4 years) was two fifths of those for 5-11 and a quarter of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys in the 5-11 age group was almost twice that for girls. The difference between the sexes was even more pronounced in the case of the driver or rider casualty rates, particularly for the 12-15 age group. *(see Table 34)*

The overall child pedestrian casualty rates for seriously injured and for all severities, at 0.20 and 0.88 per thousand child population respectively, were two times higher than the corresponding rates for pedestrian casualties of all ages. *(see Table 32)*

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

There can be some large percentage year-to-year fluctuations in the numbers of some types of casualty for local authority areas. In order to illustrate this, the table and charts in Appendix H were initially prepared in 2006 and published in *Road Accidents Scotland 2005.* They have now been updated using data for 2006 to 2010. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2008:

- child killed and seriously injured casualty rate;
- (all ages) killed and seriously injured casualty rate;
- slight casualty rate

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

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

The table in Appendix H also shows the likely upper and lower limits of the ranges within which these casualty rates would be expected to fall, given the likely random statistical variation that might affect the number of casualties in that year. Based on statistical theory, one would expect that the actual figures would be outwith these ranges in only about 5% of cases. The text in Appendix H describes how the ranges were calculated, using the annual averages for 2006 to 2010, as that is the five year period centred on 2008 (the year to which the casualty rates relate). That is why the table and charts are not for 2010: the calculation of ranges for 2010 would require the annual averages for 2008 to 2012. When the table and charts were prepared, 2008 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2008, casualty rates based upon the 2006-2010 annual averages, and the likely ranges of values within which the 2008 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2006-2010 annual averages). The 2008 rates are identified by black diamonds, the rates based upon the 2006-2010 annual averages by small circles, and the likely ranges of values by the thin bars which extend to either side of the small circles. (In any case where the 2006-2010 annual average is zero, there is *no* likely *range* of values as, by definition, the value for 2008 could only be zero.) For example, the slight casualty rate chart shows that (for local authority roads in 2008):

- Shetland had the lowest slight casualty rate (9 per 100 million vehicle-kilometres) and Glasgow the highest (69 per 100 million vehicle kilometres), as can be seen from the table;
- In the case, of Shetland table 41 shows that, in 2008, they had a much lower number of slight casualties than their 2006-2010 annual average numbers, whereas Glasgow only had a slightly lower number than their 2006-2010 annual average;

- Orkney and Eilean Siar had the widest likely ranges of values. This is due to their having relatively few slight casualties (2006-2010 annual averages of 35 and 53, respectively). The smaller the casualty numbers are, the greater in *percentage* terms the potential random year-to-year variation (this is discussed in Section 1.4 and Appendix G). Edinburgh and Glasgow have much narrower likely ranges of values, because their numbers of slight casualties on local authority roads are much larger (2006-2010 annual averages of 1,250 and 1,551 respectively). The Scotland figure (at the foot of the chart) has a very narrow likely range of values, because it is based on an annual average of 10,551 in 2006-10.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Shetland had a slight casualty rate (9 per 100 million vehicle-kilometres) which was noticeably below the lower limit (of 16 per 100 million vehicle-kilometres) of the estimated likely range of values - in other words, the slight casualty rate that year was unusually low, compared with what would have been expected on the basis of the casualty numbers for the five-year period. On the other hand Eilean Siar had a slight casualty rate (39 per 100 million vehicle-kilometres) which was noticeably above the upper limit of 34 per 100 million vehicle-kilometres which was unusually high. Table 41 shows that its number of slight casualties in 2008 was 79, compared with the annual average of 53 for the years 2006 to 2010.

4. Motorists, breath testing and drink-driving

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

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

In 2010, 59% of motorists involved in injury accidents were asked for a breath test (this ranged from 53% to around 81% across the police forces). The breath test proved positive (or the motorist refused to take the test) for 3.6% of those drivers breathalysed. This represented 2.1% of the total number of motorists involved (including those who were not asked for a breath test). There has been little variation over the past five years.

Tables 20 and 21 show the time and day of the accident (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2010, 45% of the positive / refused cases occurred between 9 p.m. and 3 a.m.: 66 between 9 p.m. and midnight, plus 89 between midnight and 3 a.m., out of a total of 347. Table 20 shows that, using 2006 to 2010 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 16%) between midnight and 6 a.m., but varied depending upon the day of the week, from 11% (the average for 3 a.m. to 6 a.m. for Mondays to Thursdays) to 22% (3 a.m. to 6 a.m. on Saturdays). Table 20 shows that although the period from 9 p.m. to midnight had the second highest number of positive / refused cases, the equivalent percentages were not as high, because between 9 p.m. and midnight there were many more motorists involved in accidents than between midnight and 3 a.m.

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

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

The estimates show that the numbers of drink-drive accidents fell by 12% and the number of casualties by 17% between 1999 and 2009 (the latest year for which estimates are available): from about 750 to roughly 660 (accidents) and from around 1,110 to some 920 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to have fallen slightly, from about 60 in 1999 to around 30 in 2009. The number of serious casualties is estimated to have dropped by over 32% (from roughly 250 in 1999 to some 160 in 2009).

5. Comparisons of Scottish figures against those of other countries

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

Historically, killed and seriously injured casualty rates per head of population in Scotland have been above those for England & Wales, whereas the total casualty rate is usually lower in Scotland than in England & Wales. In 2010, Scotland's casualty rates were 34% higher (killed), the same for serious and 28% lower (all severities). In the case of serious casualties, this represented a worsening of the position in Scotland relative to that in England & Wales (compared with the 1994-98 average).

Child rates

For years, the Scottish child casualty rates per head of population have been higher than those of England & Wales for seriously injured and slightly lower for fatalities and all severities. In 2010, the Scottish rates were 11% lower (killed) than those in England and Wales, 13% higher (seriously injured) and 14% lower (all severities). In all cases, this represented an improvement in Scotland's figures relative to England & Wales (compared with the 1994-98 average).

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

Mode of transport
The casualty rates of car users in Scotland have for many years been substantially higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. In 2010, Scotland's car user fatality rate was 53% higher than that of England & Wales, the seriously injured rate was 19% higher, while the all severity car user rate was 30% lower. For child car users, the seriously injured rate was 50% higher in Scotland and the all severities rate was 21% less than that of England and Wales.

In 2010, the pedestrian killed and serious rates per capita were 39% and 1% higher respectively in Scotland than England & Wales, and the all severities rate was 11% lower. The child pedestrian casualty rates in Scotland were 15% higher (seriously injured) and the same (all severities) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2010 for seriously injured (42% lower) and for all severities (50% lower). The child pedal cycle casualty all severities rate was also lower in Scotland than in England & Wales. These differences may reflect the fact that, according to the National Travel Survey, on average, people in Scotland do not travel as far by bicycle as people in England and Wales.

Further information about the numbers of casualties in England and Wales, and for Great Britain as a whole, can be found in *Reported Road Casualties Great Britain 2010,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2009 & 2010 (provisional) (*see Tables G and H)*

Introduction
This section compares Scotland's road death rates in 2009 and 2010 (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 41 countries (including Scotland, and counting *each* of the UK, Great Britain, England, Wales and Northern Ireland as an individual country). The fatality rates were calculated on a per capita basis (the statistics given are rates per million population), and the countries were then listed in order of their fatality rates in Table G sections (a), (b), (c) and (d). In cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables. A table of car user fatality rates which were calculated on a per motor vehicle basis is no longer shown due to a lack of consistent data.

Tables G and H were provided by the Department for Transport, which obtained the figures for foreign countries from the International Road Traffic and Accident Database (IRTAD) Web site, the address of which is:
http://www.internationaltransportforum.org/irtad/index.html.

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

Conference of Ministers of Transport to represent standardised 30-day numbers of deaths.

Latest Results

In 2010, Scotland's provisional overall road death rate of 40 per million population was the eighth lowest of the 39 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as a separate country, but *not* counting the overall GB and UK figures).

Pedestrians

However, Scotland's overall road safety position does not appear as good when the fatality rates of pedestrians are conside\red separately. In 2009, Scotland's pedestrian fatality rate was 9 per million population. Scotland ranked thirteenth 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 low car user fatality rate (22 per million population: the seventh lowest of 36 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for 30 countries (including Scotland, England, Wales and Northern Ireland as separate countries, but not counting the overall GB and UK figures) are shown, for each of four broad age-groups, in Table H. Again, the ordering takes account of decimal places not shown in the table. In most cases, Scotland has one of the lowest rates per capita. However, the Scottish rate is in twelfth place for casualties aged 15-24. It was the second lowest for those aged 0-14 and 65+ and seventh lowest for those aged 65+ (in each case, *not* counting the overall GB and UK figures).

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages						
(a) Numbers						
1994-98 ave	**378**	**4,460**	**22,316**	**3,200**	**39,623**	**297,624**
2006	314	2,635	17,269	2,858	26,066	241,269
2007	281	2,385	16,238	2,664	25,459	231,735
2008	270	2,574	15,590	2,266	23,499	215,342
2009	216	2,286	15,043	2,006	22,421	207,134
2010	208	1,964	13,334	1,642	20,700	195,324
2006-2010 ave	**258**	**2,369**	**15,495**	**2,287**	**23,629**	**218,161**
(b) Per cent changes:						
2010 on 2009	-3.7	-14.1	-11.4	-18.1	-7.7	-5.7
2010 on 1994-98 ave.	-45.0	-56.0	-40.2	-48.7	-47.8	-34.4
2006-10 ave. on 94-98 ave	-31.8	-46.9	-30.6	-28.5	-40.4	-26.7
2. Reported child casualties[1]						
(a) Numbers						
1994-98 ave	**30**	**812**	**3,852**	**230**	**5,788**	**40,504**
2006	25	350	2,022	144	2,779	23,525
2007	9	269	1,817	112	2,707	22,009
2008	20	279	1,689	104	2,413	20,306
2009	5	253	1,473	76	2,338	19,181
2010	4	223	1,376	51	2,225	18,194
2006-2010 ave	**13**	**275**	**1,675**	**97**	**2,492**	**20,643**
(b) Per cent changes:						
2010 on 2009	-20.0	-11.9	-6.6	-32.9	-4.8	-5.1
2010 on 1994-98 ave.	-86.8	-72.5	-64.3	-77.8	-61.6	-55.1
2006-10 ave. on 94-98 ave	-58.6	-66.2	-56.5	-57.6	-56.9	-49.0

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

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

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages									
(a) Rates per 1,000 population									
1994-98 ave	**.07**	**.88**	**4.38**	**.06**	**.77**	**5.79**	**119**	**114**	**76**
2006	.06	.52	3.39	.05	.49	4.52	115	106	75
2007	.05	.47	3.17	.05	.47	4.31	111	98	74
2008	.05	.50	3.02	.04	.43	3.96	126	115	76
2009	.04	.44	2.90	.04	.41	3.80	113	107	76
2010	.04	.38	2.55	.03	.37	3.54	134	100	72
2006-2010 ave	**.05**	**.46**	**3.00**	**.04**	**.43**	**4.01**	**119**	**105**	**75**
(b) Per cent changes:									
2010 on 2009	-4.2	-14.5	-11.8	-19.3	-9.0	-7.1			
2010 on 1994-98 ave.	-46.4	-57.1	-41.7	-52.2	-51.4	-38.9			
2006-10 ave. on 94-98 ave	-32.9	-47.7	-31.6	-32.4	-43.6	-30.7			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
1994-98 ave	**.03**	**.80**	**3.78**	**.02**	**.55**	**3.83**	**138**	**146**	**99**
2006	.03	.38	2.19	.01	.27	2.30	193	140	95
2007	.01	.29	1.98	.01	.27	2.16	89	111	92
2008	.02	.31	1.85	.01	.24	1.99	215	129	93
2009	.01	.28	1.61	.01	.23	1.88	74	121	86
2010	.00	.24	1.51	.00	.22	1.76	89	113	86
2006-2010 ave	**.01**	**.30**	**1.83**	**.01**	**.24**	**2.02**	**145**	**123**	**91**
(b) Per cent changes:									
2010 on 2009	-20.0	-11.8	-6.5	-33.5	-5.7	-6.0			
2010 on 1994-98 ave.	-85.3	-69.3	-60.1	-77.2	-60.6	-53.9			
2006-10 ave. on 94-98 ave	-53.9	-62.3	-51.6	-56.2	-55.5	-47.3			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2010

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	47	455	2,014	358	4,747	23,834
Pedal cycle	7	138	781	104	2,522	16,404
Car	105	901	8,296	728	8,002	124,663
Bus/coach	1	52	540	8	341	5,730
Other	48	418	1,703	444	5,088	24,693
Total	**208**	**1,964**	**13,334**	**1,642**	**20,700**	**195,324**
2. Child casualties[1]						
Pedestrian	1	150	643	25	1,470	7,286
Pedal cycle	1	23	145	6	368	2,683
Car	1	40	505	17	302	7,271
Bus/coach	0	7	53	1	36	731
Other	1	3	30	2	49	223
Total	**4**	**223**	**1,376**	**51**	**2,225**	**18,194**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2009

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

	Scotland			England & Wales			Scotland % of England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages									*percentages*
Pedestrian	.01	.09	.39	.01	.09	.43	139	101	89
Pedal cycle	.00	.03	.15	.00	.05	.30	71	58	50
Car	.02	.17	1.59	.01	.14	2.26	153	119	70
Bus/coach	.00	.01	.10	.00	.01	.10	132	161	100
Other	.01	.08	.33	.01	.09	.45	114	87	73
Total	**.04**	**.38**	**2.55**	**.03**	**.37**	**3.54**	**134**	**100**	**72**
2. Child casualties[1]									
Pedestrian	.00	.16	.71	.00	.14	.71	45	115	100
Pedal cycle	.00	.03	.16	.00	.04	.26	189	71	61
Car	.00	.04	.55	.00	.03	.70	67	150	79
Bus/coach	-	.01	.06	.00	.00	.07	n/a	220	82
Other	.00	.00	.03	.00	.00	.02	566	69	152
Total	**.00**	**.24**	**1.51**	**.00**	**.22**	**1.76**	**89**	**113**	**86**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) all road users 2010 (Provisional), (b) all road users 2009, (c) Pedestria and: (d) car users ranked by respective rates: International Comparisons [1,2]

(a) All road users 2010 (Provisional)

	Numbers killed	Per million population Rate	Index
Iceland	8	*25*	63
Sweden	266	*28*	71
Wales	89	*30*	74
England	1,553	*30*	75
Northern Ireland	55	*31*	77
United Kingdom	1,905	*31*	77
Great Britain	1,850	*31*	77
Malta	15	*36*	91
Netherlands	640	*39*	97
Scotland	**208**	***40***	**100**
Switzerland	327	*42*	105
Norway	210	*43*	109
Germany	3,651	*45*	112
Japan	5,745	*45*	114
Israel	352	*46*	114
Irish Republic	212	*47*	119
Denmark	265	*48*	120
Finland	270	*50*	127
Spain	2,470	*54*	135
Estonia	78	*58*	146
Australia	1,366	*60*	152
France	3,992	*62*	155
Luxembourg	32	*64*	160
Slovakia	353	*65*	163
Austria	552	*66*	165
Italy	3,998	*66*	166
Slovenia	138	*67*	169
Hungary	739	*74*	185
Cyprus	60	*75*	188
Czech Republic	802	*76*	192
Belgium	840	*77*	195
Portugal	845	*79*	199
New Zealand	375	*87*	219
Lithuania	300	*90*	226
Croatia	426	*96*	242
Latvia	218	*97*	243
Poland	3,907	*102*	257
Bulgaria	775	*102*	257
United States of America	32,788	*106*	267
Romania	2,377	*111*	278
Greece	1,281	*113*	284

(b) All road users 2009

	Numbers killed	Per million population Rate	Index
England	1,880	*36*	87
Sweden	358	*39*	93
Great Britain	2,222	*37*	89
United Kingdom	2,337	*38*	91
Scotland	**216**	***42***	**100**
Israel	315	*42*	100
Wales	126	*42*	101
Netherlands	720	*44*	105
Norway	212	*44*	106
Japan	5,772	*45*	109
Switzerland	349	*45*	109
Germany	4,152	*51*	122
Malta	21	*51*	122
Finland	281	*53*	127
Iceland	17	*53*	128
Irish Republic	239	*54*	129
Denmark	303	*55*	132
Spain	2,668	*58*	140
Canada	2,130	*63*	152
Northern Ireland	115	*64*	155
France	4,273	*66*	160
Italy	4,050	*67*	162
Australia	1,504	*68*	163
Slovakia	385	*71*	171
Estonia	100	*75*	179
Austria	633	*76*	182
Portugal	839	*79*	190
Hungary	822	*82*	197
Slovenia	171	*84*	202
Czech Republic	901	*86*	207
New Zealand	384	*88*	211
Belgium	955	*89*	214
Cyprus	71	*89*	214
Luxembourg	47	*95*	229
Lithuania	370	*110*	266
United States of America	33,963	*111*	267
Latvia	254	*112*	270
Bulgaria	901	*118*	285
Poland	4,572	*120*	288
Republic of Korea	5,838	*120*	289
Croatia	538	*121*	292
Greece	1,453	*129*	310
Romania	2,796	*130*	313

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

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

Table G: Fatality rates per capita, for (c) Pedestrians and (d) Car users - 2009;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Netherlands	63	4	42
Sweden	44	5	53
Norway	25	5	58
Finland	30	6	62
Wales	18	6	66
Iceland	2	6	69
New Zealand	31	7	79
Germany	591	7	80
France	496	8	85
Switzerland	60	8	86
Great Britain	500	8	92
England	435	8	93
United Kingdom	524	8	94
Australia	195	9	97
Scotland	**47**	**9**	**100**
Belgium	101	9	104
Denmark	52	9	104
Malta	4	10	107
Spain	470	10	113
Italy	667	11	123
Slovenia	24	12	131
Austria	101	12	134
United States of America	4,092	13	147
Northern Ireland	24	13	148
Israel	105	14	155
Japan	2,012	16	174
Czech Republic	176	17	186
Estonia	23	17	190
Greece	202	18	198
Hungary	186	19	205
Slovakia	113	21	231
Latvia	82	36	401
Poland	1,467	38	425
Republic of Korea	2,137	44	484
Romania	1,015	47	522

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	1,190	9	42
England	874	17	76
Netherlands	288	17	78
Great Britain	1,059	18	79
Switzerland	136	18	79
United Kingdom	1,123	18	81
Israel	161	22	96
Malta	9	22	97
Scotland	**116**	**22**	**100**
Wales	69	23	103
Sweden	219	24	106
Germany	2,110	26	115
Republic of Korea	1,330	27	122
Spain	1,260	27	123
Iceland	9	28	126
Slovenia	59	29	130
Denmark	164	30	133
Norway	143	30	133
Italy	1,793	30	134
Finland	165	31	139
Irish Republic	144	32	145
Portugal	344	32	145
France	2,162	34	150
Slovakia	182	34	151
Northern Ireland	67	37	168
Hungary	386	38	172
Austria	325	39	174
Estonia	54	40	180
United States of Americ	13,095	43	191
Belgium	464	43	193
Australia	1,039	47	210
Czech Republic	497	47	213
Latvia	116	51	230
Luxembourg	26	53	236
Romania	1,168	54	243
Poland	2,179	57	256
Greece	680	60	270
New Zealand	287	66	298

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2009

(a) 0-14 years	Per million pop	Index
Iceland	0.0	0
Scotland	**0.5**	**100**
Sweden	0.6	124
Great Britain	0.6	132
England	0.6	134
United Kingdom	0.6	136
Finland	0.7	143
Japan	0.7	145
Slovenia	0.7	149
Wales	0.8	166
Netherlands	0.8	167
Germany	0.8	172
Italy	0.8	179
Norway	0.9	187
Spain	0.9	189
Denmark	1.0	211
France	1.1	227
Czech Republic	1.1	230
Northern Ireland	1.1	238
Austria	1.2	253
Israel	1.2	255
Ireland	1.3	274
Portugal	1.3	276
Hungary	1.5	314
Australia	1.7	358
Switzerland	1.8	378
Korea	1.9	400
Poland	2.2	471
New Zealand	2.5	524
United States	2.5	536
Greece	2.7	566
Luxemburg	6.8	1450

(b) 15-24 years	Per million pop	Index
Iceland	4.3	51
Japan	4.7	57
Israel	6.0	72
England	6.8	82
Great Britain	7.0	84
Sweden	7.0	84
United Kingdom	7.2	87
Wales	7.3	88
Netherlands	7.6	91
Hungary	7.7	93
United States	7.9	95
Korea	8.0	96
Switzerland	8.2	98
Scotland	**8.3**	**100**
Spain	8.7	104
Germany	9.9	119
Norway	10.3	123
Denmark	10.6	128
Portugal	10.8	130
Czech Republic	10.9	130
Finland	11.2	135
Australia	11.4	137
Italy	11.5	138
Ireland	12.3	148
Austria	12.5	150
France	13.9	167
Slovenia	13.9	167
Northern Ireland	15.1	182
New Zealand	15.9	192
Luxemburg	17.2	207
Poland	17.3	208
Greece	22.9	275

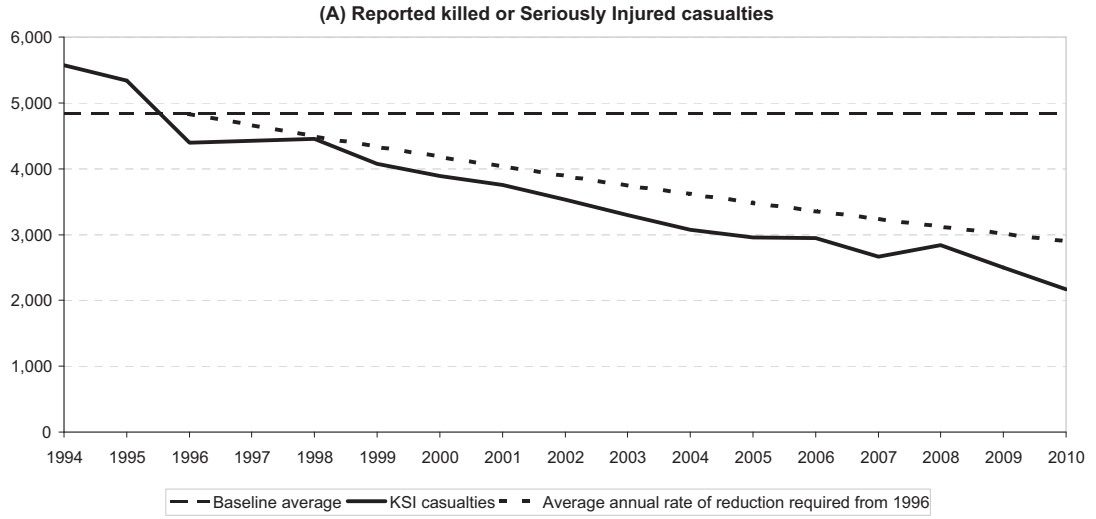
(c) 25-64 years		
Japan	3.0	75
Netherlands	3.1	77
Sweden	3.5	88
England	3.7	91
Great Britain	3.8	93
United Kingdom	3.8	94
Switzerland	3.8	94
Norway	4.0	100
Scotland	**4.1**	**100**
Wales	4.2	103
Israel	4.4	109
Finland	4.5	111
Germany	4.5	112
Ireland	5.2	129
Denmark	5.5	135
Northern Ireland	5.7	140
Spain	6.4	157
Italy	6.8	167
France	6.9	171
Australia	7.0	174
Iceland	7.1	176
Austria	7.2	177
Portugal	8.1	200
Slovenia	8.2	202
Luxemburg	8.2	204
New Zealand	8.8	218
Czech Republic	9.4	232
Hungary	9.5	235
Korea	11.6	286
Poland	12.1	300
United States	12.8	317
Greece	13.1	323

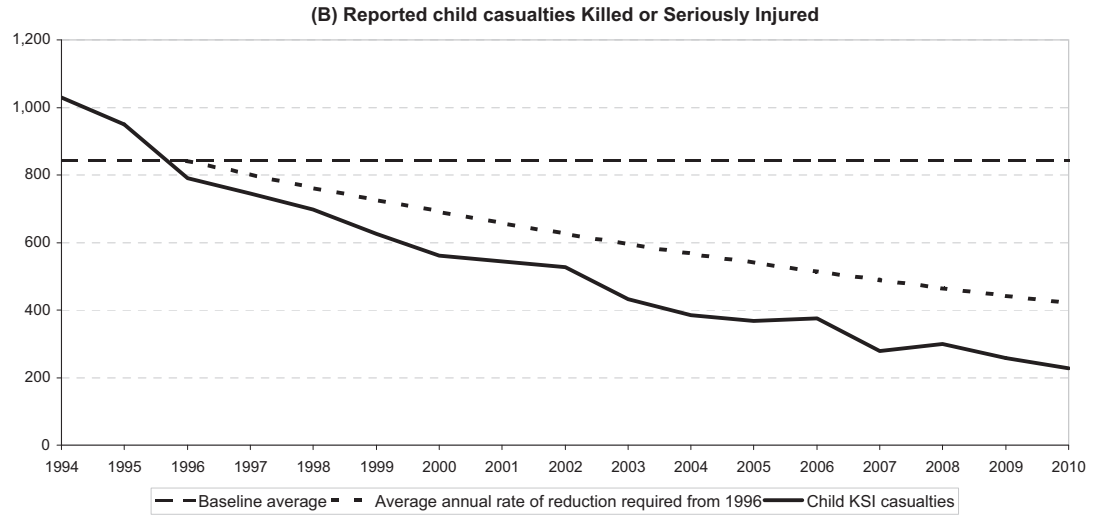
(d) 65+ years		
England	4.1	84
Great Britain	4.2	86
United Kingdom	4.3	88
Scotland	**4.8**	**100**
Wales	5.1	106
Norway	5.2	109
Ireland	5.3	109
Sweden	5.6	116
Spain	6.6	136
Germany	6.6	136
Switzerland	6.9	143
Denmark	7.0	144
Australia	7.5	156
Netherlands	7.6	156
France	7.6	158
Finland	7.7	160
Northern Ireland	7.9	163
Iceland	8.1	168
Israel	8.3	172
Italy	9.2	190
Hungary	9.5	197
New Zealand	10.1	209
Japan	10.2	211
Czech Republic	10.5	217
Portugal	10.8	223
Austria	11.0	227
Slovenia	11.7	241
Luxemburg	13.0	270
Greece	13.1	270
United States	13.4	276
Poland	15.7	325
Korea	35.2	727

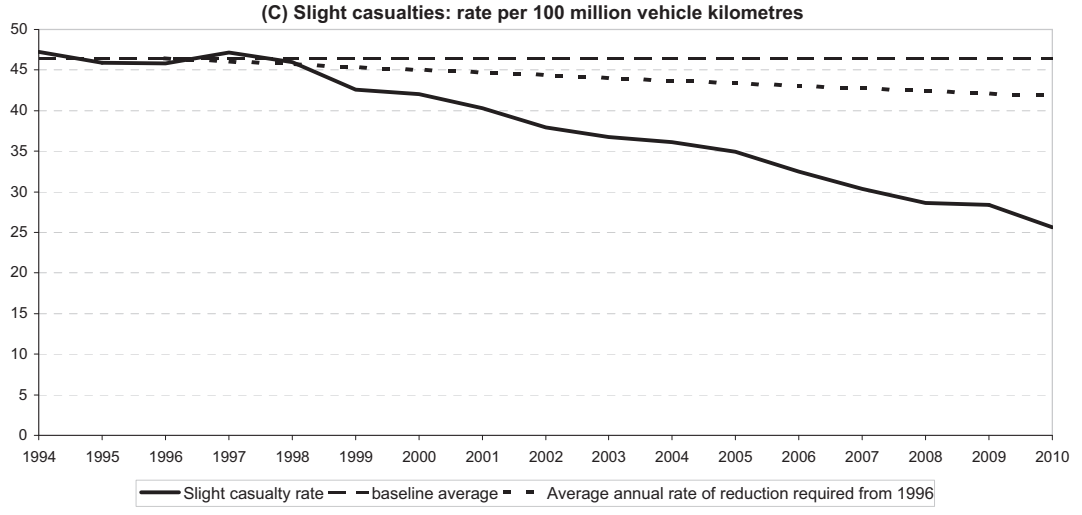
Article 1

Casualty Reduction Targets: 2010 & beyond

Figure 8 Progress towards the 2010 casualty reduction targets







Article 1: Casualty Reduction Targets: 2010 & beyond

1. Introduction

In March 2000, the UK Government, the then Scottish Executive and the National Assembly for Wales announced a new national road safety strategy and casualty reduction targets for 2010. These targets (outlined in *Tomorrow's roads - safer for everyone)* were introduced to focus on achieving a further substantial improvement in road safety over the following ten years, with particular emphasis on child casualties. They were based on the 1994 to 1998 annual average casualty levels and it was hoped that by 2010 there would be:

- a **40% reduction** in those **killed or seriously injured** in road accidents.
- a **50% reduction** in the number of **children killed or seriously injured**; and
- a **10% reduction** in the **slight casualty rate**, (i.e. the number slightly injured per 100 million vehicle kilometres).

The Scottish Road Safety Framework, published in June 2009, included **Scotland-specific 2020 targets** to be adopted from 2010. These are discussed in section 5 of this article.

2 Summary of Progress

The 2010 figures show:

- 2,172 people were reported as killed or seriously injured in 2010, **55% (2,666) below the 1994-98 average** of 4,838 – so the reduction is greater than the 2010 target of a 40% fall.

- 227 children were reported as killed or seriously injured in 2010, **73% (615) below the 1994-98 average** of 842, - a greater reduction than the 2010 target of a 50% fall.

- The slight casualty rate of 25.67 casualties per 100 million vehicle kilometres in 2010 was **45% below the 1994-98 baseline** average of 46.42 – a greater reduction than the 2010 target of a 10% fall.

Figure 8 shows progress towards the casualty reduction targets for 2010.

3 Killed or seriously injured

Modes of transport

As noted above (and shown in Figure 8), the relevant indicative target line figure for 2010 is 40% below the 1994-98 baseline average. Table I shows that, in 2010, the numbers of killed or seriously injured (KSI) casualties for most modes of transport were well below this target line of a 40% reduction, with falls such as 64% for pedestrian KSI casualties and 60% for car KSI casualties. However, there was one exception: **motorcycle** KSI casualties fell by 1%.

Car users accounted for half of the 2,172 KSI casualties in 2010. The 2010 figure of 1,006 car KSI casualties was 60% below the 1994-98 baseline average of 2,501, and therefore a greater reduction than the 2010 target of a 40% reduction. There were 502 **pedestrian** KSI casualties in 2010, 64% fewer than the annual average of 1,376 for the period 1994-98.

However, the number of **motorcycle** KSI casualties in 2010 was 353, a fall of 1% (2) from the 1994-98 average: this was the only category of road user for which the figure in 2010 was not below the target. There were 145 pedal cycle KSI casualties, 42% below the 1994-

98 average. There were 68 Goods vehicles KSI casualties, 60% below the 1994-98 average. The numbers of KSI casualties in 2010 were 53 or under for the remaining categories of road user (bus/coach and others), and showed falls of 45% and 49%, respectively from the baseline average.

Children

The indicative target line figure for 2010 is 50% below the 1994-98 average. The middle section of Table I shows that, in 2010, the figures for the three main categories of child road user casualty were all lower than the 2010 target of a 50% reduction.

About two-thirds of the 227 children killed or seriously injured (KSI) in 2010 were **pedestrians**. The number of child pedestrian KSI casualties in 2010 was 151, 411 (73%) below the 1994-98 average of 562, and therefore a larger reduction than the 2010 target of a 50% reduction. There were 41 child car KSI casualties in 2010, a fall of 104 (72%) from the 1994-98 average of 145, and therefore a larger reduction than required for the target. Child pedal cycle KSI casualties in 2010 were also lower than the target: there were 24, a reduction of 76% from the 1994-98 average of 100. There are few child KSI casualties for other modes of transport, so small fluctuations in their numbers can cause apparently large percentage changes from the 1994-98 baseline average levels.

3 Slightly injured casualties

Modes of transport

By 2010, the indicative target line has a reduction of 10% in the slight casualty rate. Because of the limited availability of detailed reliable road traffic estimates for Scotland, Table I shows the *numbers* of slight casualties (rather than slight casualty *rates*) for categories of road user. The table also shows the overall total volume of traffic and the overall slight casualty rate.

Reductions in slight casualties were better than the 2010 reduction target (of 10%) across most categories of road users. Two-thirds of slight casualties in 2010 were car users. The total number of car user slight casualties in 2010 was 7,290, 33% below the 1994-98 average of 10,859, and therefore better than the 2010 target fall of 10%.

There were 1,512 slight pedestrian casualties 50% less than the 1994-98 average of 3,009, (again a better reduction than the 2010 target). Bus and coach user slight casualties totalled 487 in 2010, 47% fewer than the 1994-98 average, pedal cyclist slight casualties (636) were 39% below the baseline average, goods vehicle user slight casualties (386) were 34% below the baseline average and other road user slight casualties (359) were 28% less. Motorcyclist slight casualties fell by 113 from the 1994-98 average of 580 to 492 in 2010 and were 15% below the 1994-98 average.

4. Other statistics for monitoring progress

Table 40 in the main section of this publication shows the baseline figures for each local authority area for the first two targets (separately for trunk roads, local authority roads and all roads), along with the corresponding figures for each of the past 10 years and the latest five years' averages. ***Table 41*** provides figures for each local authority area related to the third target, and ***Table 42*** shows figures for each Police Force area related to all three targets. In addition, many other tables include the 1994-98 baseline averages.

Table I: Reported killed and seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 average	**1,376**	**249**	**355**	**2,501**	**96**	**172**	**89**	**4,838**
1998	1,156	210	371	2,390	76	163	91	4,457
1999	1,143	189	431	2,004	83	144	81	4,075
2000	997	176	475	1,978	80	121	67	3,894
2001	918	171	454	1,952	62	129	72	3,758
2002	893	152	456	1,782	59	141	50	3,533
2003	775	139	417	1,700	70	128	64	3,293
2004	750	128	395	1,581	66	95	59	3,074
2005	743	132	405	1,457	63	98	54	2,952
2006	749	141	410	1,433	57	99	60	2,949
2007	654	151	421	1,270	33	102	35	2,666
2008	705	164	430	1,355	60	73	57	2,844
2009	556	157	375	1,250	36	78	50	2,502
2010	502	145	353	1,006	53	68	45	2,172
06-10 ave	**633**	**152**	**398**	**1,263**	**48**	**84**	**49**	**2,627**
2010 target	*826*	*149*	*213*	*1,501*	*58*	*103*	*53*	*2,903*
Percent changes:								
2010 on 2009	-10	-8	-6	-20	47	-13	-10	-13
2010 on 1994-98 average	-64	-42	-1	-60	-45	-60	-49	-55

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 average	**562**	**100**	**6**	**145**	**11**	**8**	**10**	**842**
1998	455	64	8	153	6	6	6	698
1999	430	69	5	108	2	2	9	625
2000	378	65	7	94	7	5	5	561
2001	353	56	7	110	5	6	7	544
2002	340	46	7	111	9	7	7	527
2003	273	48	5	93	5	2	6	432
2004	247	40	10	77	3	3	4	384
2005	244	30	11	69	6	2	6	368
2006	248	40	10	70	4	1	2	375
2007	185	29	4	55	1	1	3	278
2008	198	20	6	69	2	1	3	299
2009	156	27	2	65	2	1	5	258
2010	151	24	4	41	7	0	0	227
06-10 ave	**188**	**28**	**5**	**60**	**3**	**1**	**3**	**287**
2010 target	*281*	*50*	*3*	*72*	*6*	*4*	*5*	*421*
Percent changes:								
2010 on 2009	-3	-11	100	-37	250	-100	-100	-12
2010 on 1994-98 average	-73	-76	-31	-72	-39	-100	-100	-73

Reported slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
1994-98 average	**3,009**	**1,034**	**580**	**10,859**	**912**	**583**	**501**	**17,478**	**37,653**	**46.42**
1998	2,921	930	605	11,444	887	643	580	18,010	39,169	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	44,120	32.46
2007	2,049	563	640	8,793	590	506	431	13,572	44,666	30.39
2008	1,887	566	612	8,314	527	467	373	12,746	44,470	28.66
2009	1,643	647	645	8,330	437	423	416	12,541	44,219	28.36
2010	1,512	636	492	7,290	487	386	359	11,162	43,488	25.67
06-10 ave	**1,839**	**610**	**609**	**8,400**	**549**	**453**	**407**	**12,868**	**44,193**	**29.12**
2010 target										*41.78*
Percent changes:										
2010 on 2009	-8	-2	-24	-12	11	-9	-14	-11	-2	-9
2010 on 1994-98 average	-50	-39	-15	-33	-47	-34	-28	-36	15	-45

1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport
3. A percentage change is not shown if the baseline figure is small.

5. Scotland specific 2020 Targets

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.

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

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

The 4 main targets differ to previous targets in that deaths have been separated out from serious injuries as, in recent years, trends have been different – serious injuries falling steadily but deaths declining at a lower rate.

The targets are deliberately challenging, particularly for child deaths as Scotland's record for child deaths is proportionately worse than that of England and Wales. The (child fatality) target itself will be monitored using a 3 year rolling average due to the small numbers involved.

To illustrate the reductions necessary the following table show the level of casualties inferred by the 2015 milestones and 2020 targets above.

	2004/2008 average	2015 milestone	2020 target
People killed	292	204	175
People seriously injured	2,604	1,484	1,172
Children (aged < 16) killed	15	10	8
Children (aged < 16) seriously injured	325	163	114

Charts showing indicative lines of progress are in figure 8a. More detail about the calculation of these indicative lines is included in section 6 below.

6. Assessing progress towards the casualty reduction targets

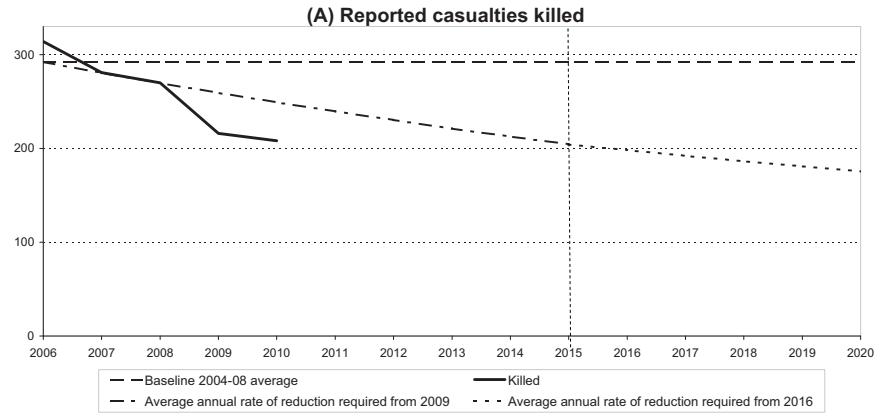
One way of assessing progress towards the targets is to compare actual casualty numbers in each year with an indicative line that starts at the baseline figure in 2006 and falls, by a constant percentage reduction in each subsequent year, to the target for 2010. This is the approach adopted by the GB 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.

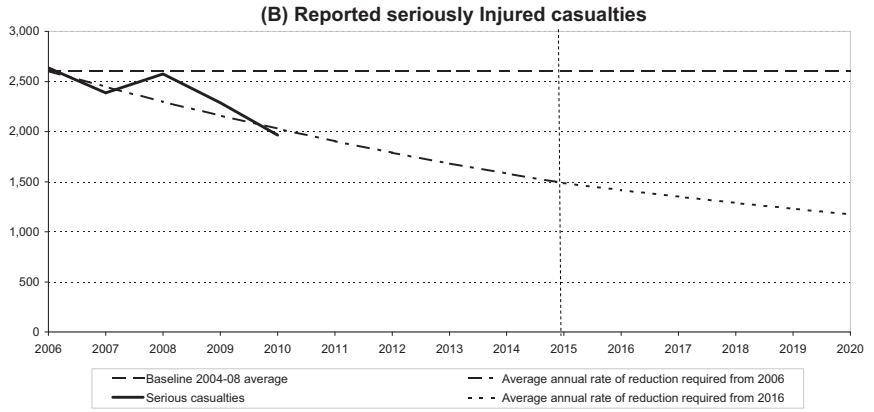
The method adopted to produce the indicative target lines shown in Figure 8a involves a constant percentage reduction in each year after 2006 to the 2015 milestone, then a constant percentage reduction between 2015 and 2020. The resulting indicative target lines represent the percentages of the baseline 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

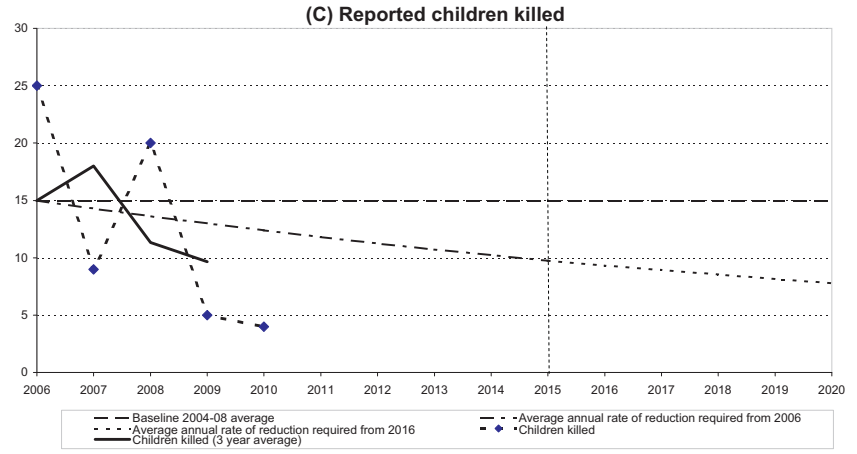
2015 milestone and 3.02 between 2015 and 2020. For seriously injured casualties the falls are 6.06% and 4.61%. For child killed 4.67% and 4.37 or seriously injured 7.41% and 6.90.

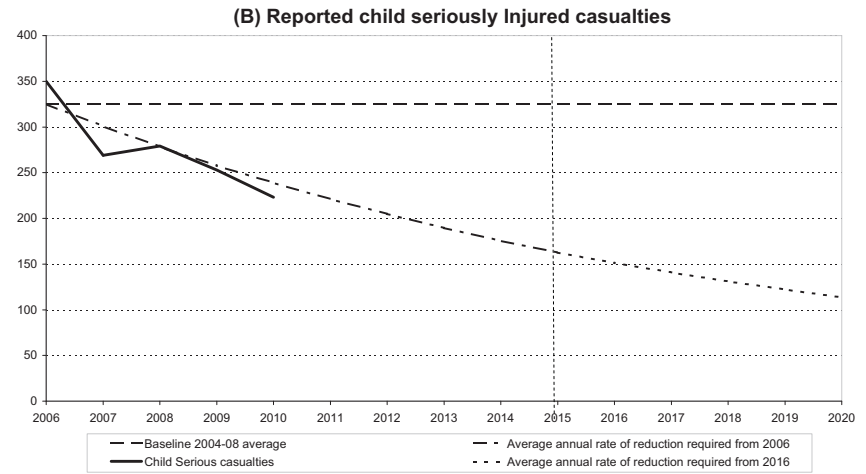
	Killed		**Serious**		**Child killed**		**Child serious**	
	% baseline (milestone from 2015)	% reduction from baseline (milestone)	% baseline (milestone from 2015)	% reduction from baseline (milestone)	% baseline (milestone from 2015)	% reduction from baseline (milestone)	% baseline (milestone from 2015)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

Figure 8a Progress towards the 2020 casualty reduction targets









Article 2

Comparison with other sources

Article 2: Comparison of Police road casualty statistics with other sources

Summary

- Stats 19 figures are a reliable measure of the level of, and trends in, the number of road deaths - they are very similar to GROS figures, but not the same due to definitional differences;

- Stats 19 killed and seriously injured (KSI) figures have fallen by 36% between 1998 and 2008, compared with a fall of 31% in hospital admissions due to road traffic accidents;

- Stats 19 child KSI figures have fallen by 57% between 1998 and 2008, compared with a fall of 66% in child hospital admissions due to road traffic accidents;

- 37% of adults interviewed in the Scottish Household Survey who had been injured in a road accident in the past year said that it had not been reported to the police;

- The DfT have published a provisional estimate of total injury GB road accidents within their Road Casualties Great Britain 2009 publication - based on findings from the National Travel Survey.

- Article 3 details further analysis to estimate a figure for the number of road casualties not included in the STATS 19 data for Scotland.

1. Introduction

This publication presents statistics on **reported injury road accidents** (i.e. road accidents where one or more people are injured) produced from police forces' Stats 19 returns. The police can only report details of the accidents of which they are aware.

Very few, if any, fatal accidents do not become known to the police. However there may be many non-fatal injury accidents not reported by the public to the police, which will not feature in the Stats 19 returns.

This article compares the official road casualty statistics for Scotland, produced from Stats 19 returns, with figures from some other sources. It refers to:

- **General Register Office for Scotland** road death figures (Section 2)
- numbers of emergency admissions to **hospital** as the result of road traffic accidents (Section 3);
- findings from two studies of casualties at a few **individual hospitals** (Section 4);
- **Scottish Household Survey** data (Section 5);
- some other research and analysis (including **DfT GB level** analysis) (Section 6)

2. Road Fatalities

National Records of Scotland data (Previously General Register Office for Scotland)

The NRS record the numbers of deaths registered in Scotland each year due to injuries sustained in motor vehicle (and other road vehicle) accidents. The definition is not identical to those used by the police, in particular there is no 30 day cut off point for fatalities associated with the road accident.

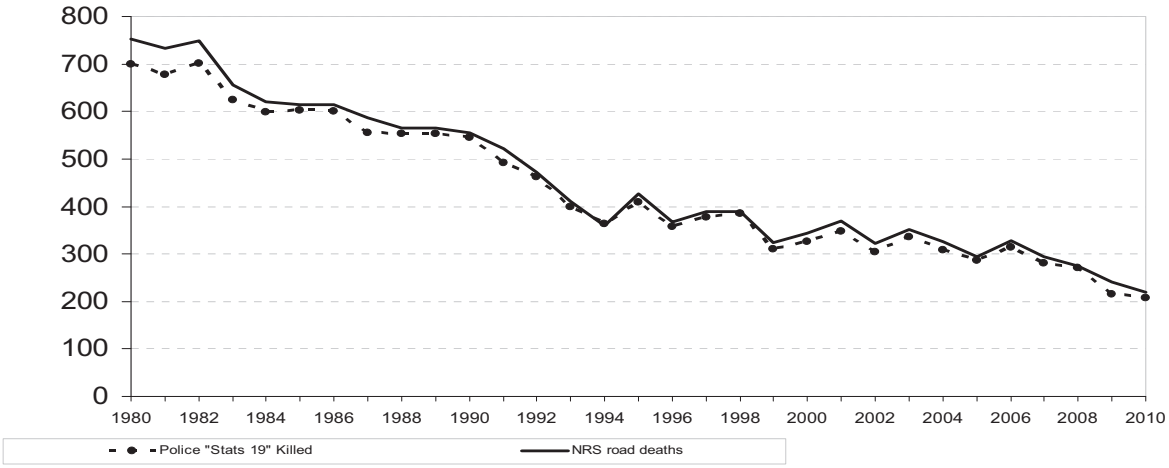
Figure 9 shows that the Stats 19 and NRS numbers of road deaths are similar in every year, that they tend to rise and fall together, and that, in 2010, they were at the lowest level that has been recorded for many years.

Table J shows that both the Stats 19 and the NRS figures fell by 36% between 2000 and 2010. The table also shows that the difference has fluctuated year to year, but the Stats 19 figure has always been between 90% and 101% of NRS figures (with an average of 96%).

Due to definitional difference the two sets of numbers will not agree exactly (see ***Figure 9*** notes). However, it is clear that the net effect of such differences is not great, and this comparison provides strong evidence that most, if not all road deaths become known to the police and confirms that trends in fatalities recorded by the police are reliable.

Figure 9: Comparison of Police Stats19 and NRS road deaths

Figure 9: Comparison of Police Stats 19 and NRS figures for numbers of road deaths



NB: there are definitional changes between the data:

- NRS figures cover all deaths in accidents involving motor vehicles, wherever they occur, whereas Stats19 relate to those on public roads.
- The Stats19 do not include persons who die more than 30 days after the accidents whereas the NRS do.
- The Stats19 includes people who fatally injured in Scotland but who die in England less than 30 days later whereas the NRS would not.

3. Killed or seriously injured (KSI) road casualties

Hospital Admission Statistics

3.1 Introduction

On admission to hospital, patients who had been involved in road traffic accidents are recorded specifically as being injured in a road traffic accident, to differentiate them from those who were involved in accidents that occurred off-road (therefore numbers should be broadly comparable with the Stats 19 figures).

This section compares Stats 19 data with hospitals' numbers of emergency admissions as the result of road traffic accidents It looks at those classed as killed and seriously injured (KSIs) because, in the Stats 19 statistics:

- **serious** injuries include any for which a person is detained in hospital as an in-patient;
- a **fatal** injury results in death less than 30 days after the accident, so some hospital admissions will later be counted as road deaths (but other road deaths occur before reaching hospital).

However, some casualties recorded as slight at the scene of the accident may attend hospital and some may be admitted. Hospital admission figures are based on periods of care (episodes) under a particular consultant, so patients can be counted more than once (e.g. if they transfer to another consultant). However, this should *not* affect greatly the relationship between the *trends* which are shown by the two sets of figures *unless* there is a marked change in the proportion of casualties who transfer to other consultants.

3.2 Comparisons - overall trends

Figure 10 shows that both sets of figures have been falling over the past few decades, with the underlying numbers appearing in **Table J**. It is clear that:

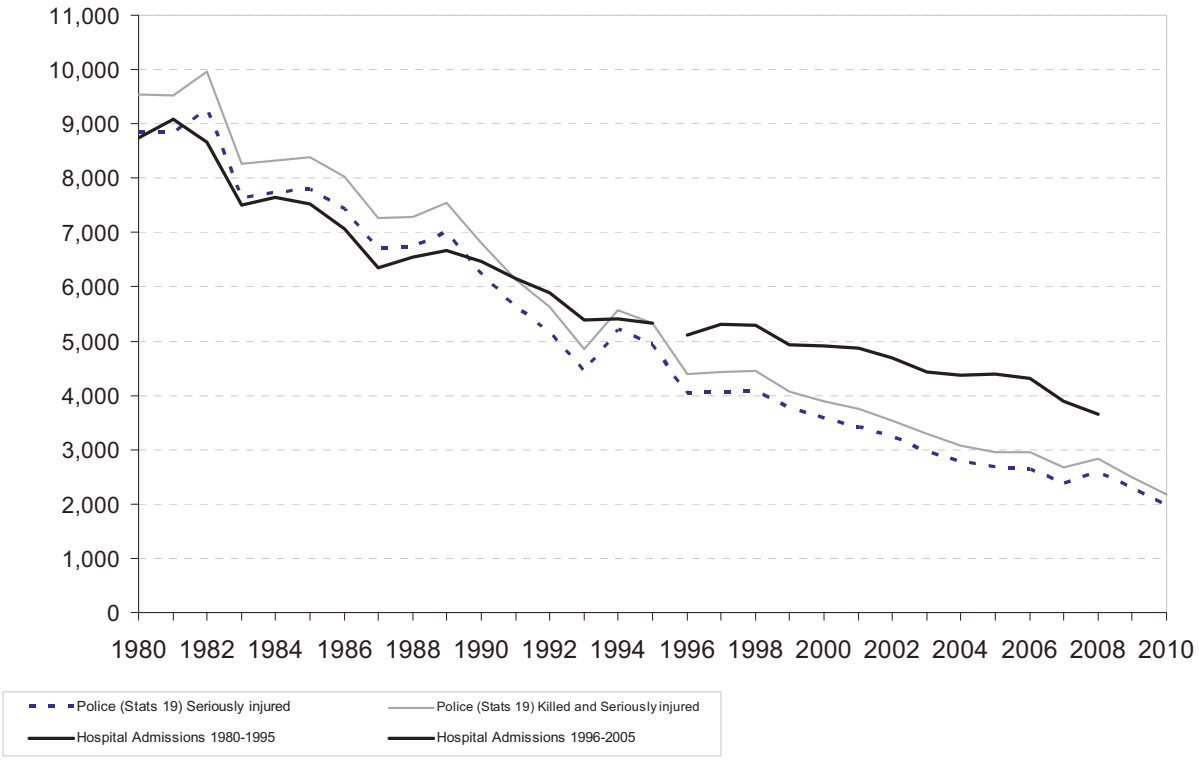
- up to the mid-1990's the Stats 19 and hospital figures were broadly the same, and tended to fall at similar rates;
- since the mid-1990's the Stats 19 figures have been noticeably lower than the hospital figures, however reductions over the last 10 years are more similar. That is between 1998 and 2008:
    - All ages:
        - Stats 19 KSI – 36% fall
        - Hospital admissions - 31% fall
    - Children:
        - Stats 19 KSI – 57% fall
        - Hospital admissions – 66% fall

As a result, the Stats 19 figures represent a decreasing percentage of the hospital figures. Between 1980 and 1995, the overall average for Stats 19 KSI figures as a percentage of the hospital figures was 107%; between 1996 and 2008, it was only 76%. P*ossible* reasons for this could be:

- reduced reporting of road accidents by the public to the police (and hence increased under-reporting in Stats 19);
- changes in the way in which Police Forces report accidents in their Stats 19 returns;
- an increase in the proportion of road casualties going to hospital;
- changes in hospitals' practices (which might result in an increased proportion of the casualties who go to A&E departments being admitted to hospital, or a larger proportion of admissions as a result of a road accident being identified as such in hospitals' data);
- road safety improvements which reduced the number of less serious injuries (those which are counted as serious in Stats 19 but which do *not* involve being *admitted* to hospital);

While some indications are beginning to emerge, it is not completely clear which (if any) of these reasons caused the different trends in the Stats 19 and hospitals figures. Further research may help.

Figure 10: Comparison of Police Stats 19 and hospital admissions as a result of a road traffic accident



The hospital admissions figures for 1980 to 1995 are Scottish Hospital In Patient System (SHIPS) figures for emergency hospital admissions as a result of a road traffic accident, as shown in a TRL research report (see Section 6); the figures for 1996 available from www.isdscotland.org/unintentional_injuries.

3.3 Comparisons - types of road user

Table K shows the Stats 19 KSI figures as percentages of the corresponding hospital admissions due to road traffic accidents figures. Because these comparisons are based on *overall* numbers they do not represent the full extent of the differences

between the two sources of data (a casualty counted in Stats 19 but not in the hospital admissions figures will off-set one counted in the hospital figures but not in Stats 19).

Table K covers ***casualties of all ages***. The smallest differences between the sets of figures exist for pedestrians, motorcyclists and car users (the most numerous types of casualty), but the gap is widening (e.g. the Stats 19 number of car user casualties represented 99% of the number of hospital admissions in 1998, but only 75% in 2005).

The greatest difference exists for pedal cyclists with Stats 19 figures representing only about 30% of the numbers of hospital admissions. While many pedal cyclist accidents occur off-road and are therefore not within the scope of Stats 19, only on-road casualties were included in these hospitals figures.

Recent work by the Department for Transport (using data for England) suggests that on- road pedal cyclist accidents which do not involve other vehicles are very unlikely to be reported to the police (see section 6.3). As it happens, such under-reporting of pedal cyclist casualties has *not* caused the difference in trends between the Stats 19 and hospitals figures: the Stats 19 figure for pedal cyclists has remained at roughly 30% of the hospitals figure since 1997, fluctuating only slightly (between 27% and 33%) from year to year. The main cause of the different trends is the fall from around 100% to about 75% in the corresponding percentage for car users, who account for about half of all Stats 19 KSI casualties.

4. Studies of casualties at a few individual hospitals

4.1 Extent and Severity of Cycle Accident Casualties (2005)

Cyclists who reported to one of five Accident and Emergency Departments in the Lothian and Borders areas were asked to complete a questionnaire relating to their accident. 806 forms were collected from those (aged 5+) who had been involved in a pedal cycle accident between September 2003 and August 2004. The research found that many of the casualties who reported to hospital with a cycling injury serious enough for medical attention did not appear in the official road accident statistics.

A large proportion of the accidents (41%) occurred off-road and therefore were not within the scope of the Stats 19 returns. However, even when comparing only those who reported their accident as being on the road (excluding pavements), the Stats 19 data appeared to under-report the extent of on-road cycling accidents. (Note that which occur on the footway or pavement should be included in the Stats 19 returns.)

The cyclists attending A&E gave a wide range of causes for the accidents, and no single cause stood out. By contrast, Stats 19 data described a smaller range of causes, with the involvement of a motor vehicle being the predominant factor. The research also found that the official statistics on road accidents were much less likely to record pedal cycle accidents involving children than those involving adults.

4.2 *Alcohol and the Pedestrian Road Casualty* (1998)

This research investigated the link between pedestrian accidents and the consumption of alcohol. Five hospitals were included in the study between October 1996 and April 1997. Casualties at Accident and Emergency who had been involved in a road traffic accident were asked to take part in the study. As part of the research, pedestrian

casualties only were linked with the Stats 19 data, and additional analysis carried out where a match was found. Of 145 pedestrian casualties in the sample, 98 (68%) resulted in a match with Stats 19 records. Two possible reasons were given for this: (a) insufficient information available to make a match or (b) some accidents resulting in the presentation of a casualty were not reported to the police.

5. Scottish Household Survey (SHS) Results

The Scottish Household Survey collects data via an interview with one randomly selected adult (aged 16+) per household in a sample spread across Scotland. The results are weighted to take account of differences in selection probabilities and response rates.

Were you injured in a road accident?
Between February 1999 and March 2003, respondents were asked whether they had been injured in a road accident in the past twelve months, and if so, how they were involved (driver/passenger/pedestrian/cyclist/other). The questions were then dropped from the survey, and reinstated in 2005 with an addition: respondents were also asked whether the accident had been reported to the police.

Table L compares the percentages of adults who had been injured (any severity) in an accident, using the SHS and Stats 19 data:

- **All users**: Stats 19 data suggest around 0.3% of the adult population is injured in a road accident per year, whereas the SHS figure suggest 1.4%. Stats 19 data accounts for around 22% of the SHS figure, and doesn't vary greatly with age (although slightly higher for the 70+ category at 30%);
- **Mode:** This is lowest for pedal cyclists (14%) and highest (39%) for pedestrians. The table does not subdivide the others between different types of motor vehicle (e.g. car, motorcycle, etc) as the SHS does not distinguish between them

Although the SHS and Stats 19 figures are not on the same basis, this shouldn't affect the conclusion greatly given the extent of the difference between the figures: it is clear that the SHS percentages are several times those obtained from Stats 19.

Was it reported?
In 2009/10, 42% of SHS respondents who said they had been injured in a road accident in the past year said that the accident had *not* been reported to the police compared to 37% in 2007/08. As this figure is based on only 280 adults who said that they had been injured in a road accident in the past year, it may be subject to a large sampling error (it has 95% confidence limits of +/- about 6 percentage points. However, whatever the true value is (i.e. 36%, or 48%), it is clear that a large percentage of accidents involving personal injury are *not* reported to the Police.

Further analysis and an estimate of those injury road accidents not reported to the police and therefore an approximation of total injury road accidents in Scotland is included in Article 3

6. Other research and analysis

6.1 DfT's estimation of total injury road accidents in Great Britain

In response to the UK Statistics Authority assessment of GB Stats 19, the DfT has begun to publish discussion articles within their annual Road Casualties Great Britain Annual reports comparing GB (police stats19) data with other sources.

www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/

The articles provide an overview of a number of sources, focusing on Government datasets with national coverage examining their strengths/weaknesses and drawing comparisons with the Stats 19 data. In a similar fashion to this article it looks at:

- Death registrations data;
- Hospital Episode data: inpatients and A & E attendances;
- DWP compensation Claims data;
- National Travel Survey data.

It concludes that although Stats 19 is the most detailed and useful source of information on road casualties at a national level, its isn't complete or perfect and complementary sources should be used to build a balanced picture.

It also attempts to quantify the total number of injury road accidents using the National Travel Survey which asks respondents (similar to the Scottish Household Survey) whether they were injured in a road accident in the last year. Although the NTS is a sample survey and is therefore subject to sampling variability, it is used as it is the only source providing complete coverage of casualties (particularly those who do not report to the police or hospital).

Grossing up the NTS survey estimate to the population suggests the total number of road injury accidents is between 610,000 and 780,000 per year, with a best estimate of around 700,000. This is over 3 times the 222,146 recorded casualties in Stats 19 in 2009.

It is clear that caution should be taken when looking at this provisional analysis, the DfT's article discusses the methodology in more detail and what the next steps will be. This work has also been considered in estimating a Scottish figure for all road casualties in Article 3.

6.2 Investigation of trends in emergency hospital admissions

DfT investigated the trends in the hospitals' figures for road casualties in England, and reported some findings in an article in *Road Casualties Great Britain 2006*. DfT found that there was a large percentage increase between 2002-03 and 2005-06 in the total number of short stay admissions, both following a road accident and for other reasons, and that the increase was proportionately much greater for the latter. The article that practice for patients requiring short periods of observation and assessment has been to use assessment or short-stay admission wards for monitoring and for the benefit of the patient. DfT concluded that the rise (in England) in road traffic emergency admissions

via A&E did not therefore necessarily equate to an actual rise in the number of road traffic accidents, but more likely represented a change in practice over that time.

The Information Services Division (ISD) of the Scottish Health Service has provided the numbers of emergency hospital admissions in Scotland following a road traffic accident broken down by the length of stay. These show a 15% increase between 1996-97 and 2005-06 in the number of stays of length 0 days. Over the same period, there was a fall in the number of longer stays (both for 1 day and 2+ days in length): had the number of 0 day stays fallen at the same rate, there would have been roughly 240 fewer emergency hospital admissions following a road traffic accident in 2005-06, and the drop since 1996-67 would have been about 4-5%-points greater. However, there would still have been a marked difference between what would then be a fall of 19-20% in emergency hospital admissions and the fall of 33% in the Stats 19 KSI figure.

Hospital administrative procedures

It may be suggested that hospitals' figures may not provide reliable road casualty trends because they could be affected by national administrative changes – e.g. the introduction of targets for A&E waiting times could lead to casualties who would previously have left A&E following treatment after waiting more than (say) 4 hours now being admitted to hospital, and therefore now being counted as an admission following a road accident. On such points, it should be noted that:

- we understand that the A&E waiting time target for Scottish hospitals was introduced in December 2004 (and that it didn't have to be met until the end of 2007), so it cannot have caused the difference between the trends shown by the Stats 19 and hospitals figures between 1996 and 2004;
- ISD's figures show that stays of length 0 days have increased fairly gradually, as a proportion of all emergency admissions following a road traffic accident, from 13% in 1996-97 through 14% in 1999-00 and 16% in 2002-03 to 18% in 2005-06 - there has not been the kind of sudden rise that might be expected if a significant change in practice had been applied across the country with effect from a particular date;
- ISD's figures also show a 15% increase, between 1996-97 and 2005-06, in the total number of stays of length 0 days for emergency admissions following all types of unintentional injury - over that period, they rose (again fairly gradually) from 18% to 23% of all such admissions, so again there is no evidence of a sudden change

These gradual increases in short stay emergency hospital admissions would be consistent with an increasing tendency to admit patients, of the kind that was mentioned in the DfT article.

The DfT article in *Road Casualties Great Britain 2006* also mentioned some other factors which may have affected the trend in the figures for hospital admissions in England:

- improvements in the coding of the English hospitals' data. Since 1996, there has been increased validation of external cause codes and other improvements in coding. In addition, an improved IT system was introduced in 2002/03, which allowed for 14 diagnosis codes (rather than the 7 used previously). Some road casualties with extensive injuries would require more than 7 codes and, as the external cause code is always the last in the sequence, would not have been identifiable as such in the data collected previously.

- the introduction of Payment by Results has increased the importance of the data, and hence of the accuracy and number of codes recorded, because each Primary Care Trust in England is charged for the hospital treatment of its residents according to factors such as the length of stay and the severity and number of their conditions

However, ISD advises that such factors are unlikely to have had any effect on the figures for Scotland: there has been no change in past few years in the number of diagnosis codes (six) which is used in the Scottish system, and there is no Scottish equivalent of Payment by Results.

6.3 Pedal cyclist casualties - DfT comparison of English Stats 19 and hospitals figures

As noted earlier, pedal cyclists are the type of casualty most under-reported in the Stats 19 returns. DfT's article in *Road Casualties Great Britain 2006* compared the Stats 19 and English Hospitals Episode Statistics (HES) data for pedal cyclist casualties. In England, in the 2005-06 financial year, HES had 7,065 admissions of pedal cyclists, whereas Stats 19 recorded only 2,092 seriously injured pedal cyclists. DfT found that

- almost all the difference was due to HES having 4,268 pedal cyclists who had *not* been involved in a collision (e.g. people who just fell, or were thrown from, a bicycle which had not collided with any other vehicle), whereas Stats 19 had only 101 such casualties.
- the figures for pedal cyclists who had been involved in a collision with another vehicle do not differ as greatly (the relevant figures are HES: 2,186; Stats 19: 1,899).
- there was little difference between the number of casualties in HES and Stats 19 for pedal cyclist accidents which also involved cars, motorcycles, goods vehicles or buses. The differences were proportionately much larger in the case of pedal cyclists who had collided with an object, a pedestrian or an animal, another cyclist or an other vehicle.
- the distributions by age of HES and Stats 19 pedal cyclist casualties differed greatly - for example, in each of the 8-11 and 12-15 age-groups, HES had 1,000+ whereas Stats 19 had only a few hundred. However, when DfT excluded the no collision cases, it found clear similarities between the two distributions by age of pedal cyclist casualties who had been involved in a collision

DfT suggested that the differences might be due to two factors. First, if the location of an accident is not specified in the patient's records, it will be assumed that it was a traffic accident. This may mean that some off-road accidents are counted as traffic accidents, and non-collision pedal cycle accidents may be particularly vulnerable to this. Second, accidents in which a pedal cyclist is the only participant are relatively unlikely to be reported to the police.

The current definitions of the Stats 19 returns make it clear that accidents which involve no collision pedal cyclist casualties should be counted. However, DfT's analysis of the English HES data shows clearly that Stats 19 includes only a tiny proportion of no collision pedal cyclist casualties - presumably, those involved in such accidents are very unlikely to see any need to inform the Police about them, with the result that the Stats 19 returns include very few no collision pedal cyclist casualties.

The same may well be the case in Scotland. ISD has looked at the data for Scottish hospitals' emergency admissions of pedal cyclists in the 2005-06 financial year. There were 420:

- 102 had collided with another road user (e.g. a pedestrian, a car, another pedal cycle, etc);
- 18 had collided with a fixed object;
- 275 were non-collision cases; and
- 25 for whom such information was not recorded

The sum of the 120 who were known to be involved in a collision and a proportion of the 25 unknown cases would give a result which would be close to the Stats 19 figure of 132 pedal cyclists killed or seriously injured in the 2005 calendar year - so it seems likely that more detailed analysis of the Scottish hospitals' data for pedal cyclists would produce results similar to those which DfT has obtained from the English data.

6.4 Linkage of STATS 19 and Scottish hospital in-patient data

TRL Report 420 (published in 1999) contains a comparison of the police Stats 19 road accident statistics for serious injury (the definition of which includes any non-fatal-within-30-days-injury for which the casualty is detained in hospital as an in-patient) and Scottish Hospital In Patient System (SHIPS) figures for emergency hospital admissions as a result of a road traffic accident from 1980 until 1995. These sets of figures show similar downward trends (that report's series of SHIPS figures was used to produce the hospital 1980-1995 line in ***Figure 10***).

SafetyNet

In addition TRL's work also contributed to SafetyNet - an Integrated Project part funded by the European Commission which ran for 4 years from May 2004. One task of the project dealt with the "estimation of the real number of road casualties". This was achieved by comparing in eight countries the details of road accident casualties recorded in the national road accident database with those who have been recorded in hospital records.

TRL carried out the UK contribution and compared Scottish STATS19 casualty records from 1997-2005 with medical records from the Scottish Hospital In-Patient System (SHIPS). This report is available at:

www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_linking_stats19_and_scottish_hospital_in-patient_data_for_the_safetynet_project.htm

6.5 Previous research

- *Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)* by Heather Ward, Ronan Lyons and Roselle Thoreau;

- *Road Accident Casualties: a comparison of STATS19 data with Hospital Episodes Statistics.*

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

	All ages								Children[4]		
			Police Stats 19 statistics[3]							Police Stats 19 statistics[3]	
			reported road casualties			reported road deaths		KSI			
	NRS: deaths from road traffic accidents1	Hospital emergency admissions resulting from Road Traffic Accidents[2]	Killed	Seriously injured	Killed & Seriously Injured (KSI)	NRS: difference	NRS: %	% of hospitals emergency admiss.	Hospital emergency admissions resulting from Road Traffic Accidents[2]	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	2,574	2,844	-4	99%	78%	366	299	82%
2009	241		216	2,286	2,502	-25	90%			258	
2010	219		208	1,964	2,172	-11	95%			227	
Change from 2000 to 2010											
	-36%		-36%	-45%	-44%					-60%	
Overall averages											
1980 - 2008							96%	93%			
1980 - 1995							96%	107%			
1996 - 2008							96%	76%			63%

1 Deaths caused by road transport accidents (NRS Web site Table 6.10 Deaths from road transport accidents)
2 Financial years from 1996 onwards (www.isdscotland.org/unintentional_injuries). Figures prior to 1996 raken from Table 1 of TRL report 42 *Linkage of STATS19 and Scottish hospi*
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	69	25	368
2006	749	141	410	1,433	216	2,949	248	40	70	17	375
2007	654	151	421	1,270	170	2,666	185	29	55	9	278
2008	705	164	430	1,355	190	2,844	198	20	69	12	299
2009	556	157	375	1,250	164	2,502	156	27	65	10	258
2010	502	145	353	1,006	166	2,172	151	24	41	11	227
	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%	66%	41%	53%

1 From ISD, identified using SMR admission type code 32 "Patient injury, Road Traffic Accident"
Road user type are bases on ICD10 diagnosis codes:
V01-V09 = "Pedestrian injured in transport accident"
V10-V19 = "Pedal cyclist injured in transport accident"
V20-V29 = "Motorcycle rider injured in transport accident"
V40-V49 = "Car occupant injured in transport accident"
the "Other" category includes users of (e.g.) buses, goods vehicles, etc - and any "road accident" 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

Table L Comparison of sources: Scottish Household Survey & Police Stats 19

Age	Road casualties - all severities (Police Stats 19 figures)[1] 2006-2010average	Scottish Household Survey 1999- Mar 2003 and 2006 - 2010	Police Stats 19 as a % of SHS	Road casualties - all severities (Police Stats 19 figures)[1] 2006-2010average	Scottish Household Survey 1999- Mar 2003 and 2006 - 2010	Police Stats 19 as a % of SHS
	percentages of adults		%	*percentages of adults*		%
All types of road user				**Pedestrians**		
16-22	0.661	2.836	23%	0.084	0.250	33%
23-29	0.452	2.192	21%	0.047	0.093	51%
30-39	0.380	1.750	22%	0.038	0.075	51%
40-49	0.306	1.292	24%	0.029	0.068	43%
50-59	0.233	1.138	20%	0.025	0.068	37%
60-69	0.174	0.746	23%	0.027	0.056	47%
70+	0.164	0.553	30%	0.039	0.126	31%
All adults	0.324	1.443	22%	0.039	0.099	39%
Pedal cyclists				**Others - drivers/riders and passengers**		
16-22	0.017	0.111	15%	0.560	2.475	23%
23-29	0.022	0.180	12%	0.383	1.919	20%
30-39	0.024	0.149	16%	0.318	1.526	21%
40-49	0.018	0.120	15%	0.258	1.104	23%
50-59	0.010	0.071	14%	0.198	0.999	20%
60-69	0.005	0.050	11%	0.142	0.640	22%
70+	0.002	0.017	12%	0.124	0.410	30%
All adults	0.014	0.099	14%	0.271	1.245	22%

1 Derived from Table 32

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

(a) they relate to different periods - the Stats 19 figures are calculated from the data for the years from 2006 to 2010 inclusive, whereas the SHS figures are based on the combined data from all the samples for which the question was asked (1999-March 2003 and 2006-2010)

(b) the SHS respondent is asked whether he/she was injured in a road accident 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

(c) 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

(d) 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

Article 3: Estimating under- counting of Road Casualties in Scotland

Article 3. Estimating under-counting of road casualties in Scotland

1. Background

1.1. It has always been recognised that not all accidents are reported to the police and there is no legal requirement to do so.

1.2. This article summarises and extends previous analysis produced by Department for Transport (DfT)[1] and Scottish Government / Transport Scotland[2]. It considers alternative sources of data on road accidents and casualties, and provides some estimates of the overall number of road casualties in Scotland. An earlier version of this article was discussed with the Liaison Group on Road Accident Statistics (LGRAS) in June 2011.

1.3. This work also meets Requirement 2 of the UK Statistics Authority Report 61, Statistics on Transport in Scotland. This states: *"For Reported Road Casualties Scotland and Key Reported Road Casualties Statistics, develop a best approximation of the numbers of casualties based on research into the under-counting associated with the Stats 19 form."*

1.4. It should be noted that more serious accidents are more likely to be reported to the police, although it is possible that many less serious accidents are reported for insurance or legal purposes. Reporting of road traffic accidents also varies by type of road user involved, so the estimates and percentages below should be applied to sub groups of the Stats 19 casualty data with caution.

1.5. There is no evidence to suggest that the trend in total road casualties is any different to the trend in levels of reported road casualties. Stats 19 remains the most reliable and complete data source for monitoring injury accidents on Scotland's roads and the statistics published in Key Reported Road Casualties and Reported Road Casualties Scotland remain the most complete and reliable source of this data.

2. What is a road casualty?

2.1. The data used in Key Reported Road Casualties and Reported Road Casualties Scotland (RRCS) are collected via the Stats 19 form from police forces. This is the same data source used by DfT to collect road accident circumstances, vehicle and casualty data in the rest of Great Britain. The following paragraphs define the terms "accident" and "casualty" in the context of Stats 19.

[1] Reported Road Casualties Great Britain 2009, Articles 5 and 6
http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2009
[2] eg RRCS 2010, Article 2 and Reported Road Casualties Scotland 2009
http://www.scotland.gov.uk/Publications/2010/11/05111814/7

2.2. *"The Statistical returns include only those accidents which result in personal injury, which occur on roads (including footways), in which a vehicle is concerned, and which become known to the police. The vehicle need not be moving and it need not be in collision. The statistics are therefore of injury road accidents only: damage only accidents are not included in the figures."* [3]

2.3. A casualty is *"A person killed or injured in an accident."*
*"A **fatal injury** is one which causes death less than 30 days after the accident*
*A **serious injury** is one which does not cause death less than 30 days after the accident, and which is 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 **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."*[4]

2.4. The definition of a road traffic accident or casualty will vary in other data collections, for example in hospital admissions or in death registrations.

3. Reporting of road accidents

3.1. There is no legal requirement to report road accidents to the police and it has long been recognised that this will lead to under-counting of accidents and casualties in the Stats 19 data.

3.2. The 1998 Road Traffic Act (section 170), and subsequent amendments, and Sections 261 and 262 of the Highway Code describe the duties of the driver to report an injury accident. They merely require drivers/riders to report to the police within 24 hours if they are unable to exchange documents, (these reports only relate to the need for information to support insurance claims and establish criminal liability, and not the detailed statistical coding). There is no requirement on the public to report an injury accident, if those involved are able to exchange documents, even though they may still attend hospital for treatment.[5]

3.3. The Stats 19 requirement for statistical information relating to a police report on a road accident differs in some respects to the requirement of the road traffic act. These differences, which mainly relate to the definition of public highway/road, the allowable reporting period for an injury road accident to the police, and the treatment of injury accidents involving cyclists, are set out in the definitional guidance to the Stats 19 requirement in a document

[3] Reported Road Casualties Scotland 2010, Appendix D, definition of accident
[4] Reported Road Casualties Scotland 2010, Appendix D, definition of injury types
[5] National Statistics Quality Review Series, Report No.45, Review of Road Accident Statistics, 2006

known as 'Stats 20'[6], the DfTs Instructions for the Completion of Road Accident Reports.

3.4. The figures published in Reported Road Casualties Scotland and Key Reported Road Casualties therefore relate only to accidents and casualties reported to the police, which is a subset of all road accidents and casualties.

4. Under-reporting of road accidents and casualties

4.1. Whether an accident is reported to the police will depend on a number of factors and the likelihood of the police becoming aware will increase as the severity of the accident and injuries increases.

4.2. The Stats 19 collection covers accidents where the police attended the scene and also self reported accidents ie where a member of the public reports the accident at a police station. Stats 19 data relate to injury accidents only and do not include non-injury accidents, many of which may be reported to the police.

4.3. There are three aspects of under-counting:

a. Under-reporting, where accidents are not reported to the police
b. Under-recording, where reported accidents are not recorded on the Stats 19 form
c. Misclassification, where the police officer reports what they find at the scene of the accident, but where for example, some casualties may appear uninjured, or a serious injury may appear slight.

4.4. There will be variation in the levels of each of these by type of accident and type of road user as well. For example, where someone falls off a bicycle and injures themselves they would be unlikely to report to the police and are not obliged to, where as a collision involving a number of vehicles on a motorway is more likely to receive police attendance whether it is required by the parties or not.

4.5. It would be possible to produce estimates of under-counting by type of road user however the margins of error around the estimates for individual types of user would be very wide.

5. Other data sources

5.1. As stated above, there is no legal requirement for parties involved in a road accident to report it to the police, even if someone is injured. People injured in a road accident will not necessarily report to hospital either so there is no administrative data source which can provide a complete record of road accidents or casualties.

[6] National Statistics Quality Review Series, Report No.45, Review of Road Accident Statistics, 2006

5.2. There are other sources of data which enable comparison with the Stats 19 return to estimate under-counting, though the definitions set out in Stats 20 differ from these alternative sources which makes direct comparisons with other sources difficult.

5.3. Death records: National Records of Scotland (NRS - Previously the General Register Office for Scotland) hold death records for Scotland which includes cause of death. There will be slight differences between the Stats 19 data and the NRS death registration data due to the different definitions used in the data collections. For example the NRS data will include deaths which occurred on roads other than public roads and deaths which occurred more than 30 days after the accident (which would count as a seriously injured casualty in Stats 19). The Stats 19 data will include people involved in a road accident in Scotland but whose death occurs outwith Scotland as the death registration will be made in the country of death. As reported in RRCS 2009[7] and RRCS 2010 Article 2, the death statistics and the Stats 19 trends and totals are very similar. As the deaths data and the numbers killed reported on Stats 19 track very closely and given the likelihood of police becoming aware of fatal accidents, it can be concluded that if there is under-counting of fatalities it will only be by a very small number (e.g. a delayed reaction to an accident) so the published figure is the best estimate.

5.4. Hospital Admissions data: The NHS record admissions to hospital and identify those that are a result of a road traffic accident, though the definition will differ from that used in Stats 19. The figures are based on periods of care (episodes) under a particular consultant so patients can be counted more than once (e.g. if they transfer to another consultant). Casualties admitted to hospital could be recorded as killed or seriously injured on Stats 19, and some casualties who appear to be slightly injured at the scene may turn out to be more serious. Also some injuries recorded on Stats 19 will be treated at A&E and through GPs without admission to hospital.

5.5. Analysis published in Reported Road Casualties 2009[8] and figures published by NHS Information Services Division (ISD)[9] shows the Stats 19 numbers of killed and seriously injured casualties are about 70% of the hospital admissions numbers (after a step change in the early 1990s) suggesting some under-counting in Stats 19. This is supported by work for the "Safety Net" project linking Stats 19 and Scottish Hospital in-Patient data[10]. There will be some injuries recorded by hospitals as road casualties that have not been reported to the police e.g. if someone is able to drive away from the scene after exchanging details. However, there will also be injuries recorded by hospitals as road casualties that may have been injured in accidents in private car parks, for example, which would not be collected under the Stats19 system.

[7] Reported Road Casualties 2009, Article 2, Section 2
[8] Reported Road Casualties 2009, Article 2, Section 3
[9] http://www.isdscotland.org/isd/3065.html
[10] TRL Published Project Report 207 (J Broughton and M Keigan, 2010)

5.6. Survey data: The UK wide National Travel Survey (NTS) and the Scottish Household Survey (SHS) contain questions about road traffic accidents and injuries. Published DfT analysis in Reported Road Casualties Great Britain 2009[11] uses the results of the NTS but the Scottish sample size is too small to look at the results for Scotland. The Scottish Household Survey includes a question asking respondents whether they have been injured in a road accident in the last 12 months and, if so, there is a second question asking whether the police became aware of it. Survey follow up work by DfT suggests some over-reporting in the survey data for example when people are asked to recall whether the accident occurred in the last 12 months. These reasons are explored in the 2009 DfT article.

6. Estimating under-counting of road casualties

6.1. A number of different approaches to estimating overall road casualties can be taken using the data sources above. As stated earlier, the number killed is very similar to the deaths data, however for simplicity, the initial analysis of data sources below uses figures relating to the numbers of casualties of all severities.

Scottish Household Survey

6.2. As a follow up question for those reporting being injured in a road accident in the last 12 months, respondents are asked whether the police became aware of the accident. Combining data from 2006 to 2009 enables analysis by sub group of road user. The police became aware of 68% of those injured who were drivers or passengers, 56% of those who were pedestrians and only 29% of cyclists. Cyclists make up a small proportion of casualties reported in the SHS, so the average for all road users is 63% (95% confidence interval +/- 3.8%). This figure will reflect casualties who would be recorded as serious or slight on Stats 19. As slight injuries are less likely to be reported and form a larger proportion of injury accidents, this will skew upwards the percentage not reported.

6.3. This 63% figure from the SHS is supported by Hospital admissions data for casualties in road traffic accidents (which will include some of those killed, most seriously injured and some slightly injured casualties) which suggests casualties reported to the police are around two thirds of those admitted to hospital. As stated above, there will be some seriously injured casualties (e.g. with a broken toe) where the injured party is able to exchange details at the scene and drive away, then report to hospital later.

6.4. Applying these percentages to the total numbers of reported road casualties provides an estimate of between 20,000 and 22,600 using SHS confidence intervals with a central estimate of 21,300 casualties.

[11] Reported Road Casualties Great Britain 2009, Article 5
http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2009

6.5. It is also possible to look at the question about involvement in an accident in the last 12 months. Combining data from 2006 to 2009 gives an estimate of 1.2% (95% confidence intervals of +/- 0.1%) of the adult population having been injured in a road traffic accident in the last year.

6.6. Applying this percentage to the population of Scotland, 5,222,100[12] gives a number of casualties between 58,500 and 67,900 with a central estimate of 63,200. However, we know from Reported Road Casualties 2009, table 25[13], that levels of injuries to children are 12% of reported injuries to adults (The child population of Scotland is 22% of the adult population). Applying the Scottish Household Survey estimate of 1.2% to the adult population in Scotland and increasing this by 12% to include injuries to children gives an estimate of 55,300 casualties.

6.7. Estimates based on the 1.2% appear very high given levels of reporting to the police. Even using the lowest figure above (55,300) and applying the proportion of cases where the police were made aware (63%), this would suggest 35,000 casualties are reported to the police each year, and Stats 19 returns are completed for less than 40% of these. Discussion with the police forces suggests that this is not the case so, either the 1.2% or the 63% is incorrect. Evidence from other sources suggests that the 63% is the more accurate, particularly for seriously injured casualties.

6.8. There are a number of reasons why the 1.2% figure will be an over estimate. DfT research identified "recall" issues, e.g. people saying yes to being injured in an accident in the last 12 months even if the accident happened outwith this period. There are also differences in what respondents perceive as an injury road accident and the definitions used in the statistical return e.g. injuries sustained on private ground. In Reported Road Casualties Great Britain 2009, Article 5[14], DfT decided not to use the figure for the percentage of people injured in the last year derived from the NTS as they felt this was an overestimate of injury accidents on public roads.

DfT best estimates

6.9. For Reported Road Casualties Great Britain 2009, DfT published an estimate of the number of road casualties in Great Britain of between 610,000 and 780,000 casualties per year, with a central estimate of 700,000. As a percentage of the Great Britain population, this works out as between 1% and 1.28% injured in a road accident each year, similar to the SHS percentage. Comparing these with Stats 19 data suggests between 28% and 36% of casualties are reported to the police. Both of these approaches could be applied to Scotland figures if similar levels of reporting and severity are assumed.

[12] 2010 National Records of Scotland population estimate
[13] Reported Road Casualties Scotland 2010, Table 25
[14] Reported Road Casualties Great Britain 2009, Article 5
http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2009

6.10. Applying the estimates of 1% to 1.28% of the GB population to the Scotland population would give a similar figure to the SHS data. However, reported road casualties as a percentage of the population are lower in Scotland than in Great Britain (2.55 per thousand population compared to 3.64 per thousand for GB). This suggests that the figure is an over estimate, unless the proportion of accidents reported to the police in Scotland is much lower than that in England and Wales. There is no evidence to suggest this as, for example, the SHS suggests 63% which is similar to the 60% suggested by the National Travel Survey and British Crime Survey[15].

6.11. Comparing the DfT estimate of casualties with the levels of reported road casualties in the UK suggests between 28% and 36% of all road casualties are reported through Stats 19. Applying these proportions to the Scotland casualty figures (13,334 in 2010) gives a lower estimate of between 36,600 and 46,800, with a central estimate of 42,000.

6.12. These results still seem high when compared to the published data and the levels of reporting and police awareness suggested by the SHS and British Crime Survey data.

Combining data sources for serious injuries

6.13. The published DfT best estimates uses 'Comparison of Hospital and Police Casualty Data: A National Study' (Simpson, 2006). This work took hospital admissions and linked them to Stats 19 data, finding 56% of those with serious injuries from a road traffic accident could be matched to a Stats 19 record. This work also suggests that some casualties recorded as slightly injured on the Stats 19 form received treatment in hospital that would count as a serious injury using the Stats 20 definitions. It is estimated that the number of Stats 19 seriously injured casualties should be multiplied by 1.52 to include this misclassification of severity.

6.14. 'Linking Stats 19 and Scottish Hospital In-Patient data for the SafetyNet project' (Broughton, 2010) used Stats 19 data as the basis for matching and found 58% of seriously injured casualties recorded on Stats 19 could be matched with hospital records. This project used data from 1997 to 2005, almost 50,000 Stats 19 records and the level of matching dropped to 53% in later years. This suggests the multiplier to account for slight casualties that should be serious is 1.50 to include this misclassification of severity.

6.15. This research and the Scottish Household Survey data allow an estimate to be calculated in two different ways, one using levels of under-reporting and the other using matching rates with hospital data.

[15] Reported Road Casualties Great Britain 2009, Article 5
http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2009

Method 1

i.	Published number of seriously injured casualties (2010)[16]:	1,964
ii.	Police aware but no Stats 19 match [i / 89%[17]]:	2,207
iii.	**Total seriously injured casualties** not reported to the police [ii / 63%[18]]:	**3,503**

6.16. The research also shows that some casualties recorded as slight injuries on Stats 19 should be categorised as serious injuries.

iv.	Proportion of Stats 19 seriously injured casualties matched to hospital data [i x 53%[19]]	1,041
v.	Apply percentage to calculate number of slightly injured casualties that should be recorded as seriously injured [iv x 50%[20]]	520
vi	**Total serious casualties** plus slightly injured casualties that should be recorded as seriously injured [iii + v]	**4,023**

6.17. It would also be possible to apply the proportions used in (ii) and (iii) above to the figure calculated in (v) which when added to (iii) gives an upper estimate of 4,430 serious casualties.

Method 2

vii.	Published number of seriously injured casualties (2010):	1,964
viii.	- Of which not matched to hospital data [vii x 47%]	923
ix.	**-** Number matched to hospital data [vii x 53%]:	1,041
x.	Of those in hospital, scale up to include slightly injured casualties that should be recorded as seriously injured [ix x 50%]	520
xi.	Total cases in hospital (using % of hospital data that can be matched to Stats 19) [(ix + x) / 56%[21]]	2,788
xii.	**Total seriously injured casualties** (those in hospital + Stats 19 not in hospital) [viii + xi]	**3,711**

6.18. Of these, 67% are recorded on Stats 19 which is an over estimate when compared to the SHS data which suggested 63%. This would suggest a figure of nearer 4,000, the difference being seriously injured casualties reporting to neither the police nor to hospital.

[16] Reported Road Casualties Scotland 2010, Transport Scotland
[17] Comparison of hospital and police casualty data: a national study, Simpson, 2006, page 31
[18] Scottish Household Survey
[19] Linking STATS 19 and Scottish Hospital In-patient data, Broughton, 2010, page 12
[20] Linking STATS 19 and Scottish Hospital In-patient data, Broughton, 2010, page 26
[21] Comparison of hospital and police casualty data: a national study, Simpson, 2006, page 12

6.19. These estimates are slightly below the figures that would be derived if the scaling factors from the research projects were applied, however the hospital definition of a road traffic accident differs from that used in the Stats 19 data collection system, and the severity of casualties (serious and slight) that report to hospital are likely to be different to from those who do not ie as severity increases the likelihood of going to hospital will increase. The more serious of the slightly injured casualties are the ones that are likely to seek medical attention.

Combining data sources for slight injuries

6.20. Slightly injured casualties are less likely to report to hospital so there are fewer sources to draw on to estimate levels of under-counting. The Simpson research mentioned above suggested there were just under a quarter of slightly injured casualties where the casualty said the police were aware of the accident which could not be matched to the Stats 19 data. Applying this and the 63% figure from the SHS suggests a total of 23,300 slightly injured casualties, though some slightly injured casualties should be recorded as serious, which could reduce this figure and others would not report to hospital or the police which could push the figure closer to 30,000. This would mean nearer to one in three slightly injured casualties recorded on a Stats 19 return, however there is little evidence to use to firm up this estimate above the 23,300 figure.

7. Best Estimates

7.1. A number of data sources have been considered to arrive at the estimates below

Killed
The published figure is the best estimate. The number of those killed in 2010 was 208.

Seriously injured
SHS data suggests just under two thirds of serious and slight injuries are reported to the police and research projects that matched hospital data with police data suggest around half of seriously injured casualties could be matched to a Stats 19 return. Although most seriously injured casualties are likely to attend hospital, a casualty with a broken toe, which would count as a serious injury by virtue of Stats 20, may report to neither the police nor hospital.
The SHS proportion of accidents reported to the police and the proportion of health records matched to Stats 19 will include a number of cases that would not be counted as a serious injury Stats 19. Taking misclassification, under-reporting and under-recording into account, these data sources produce an estimate of around 4,000 seriously injured casualties in 2010, which compares with a published Stats 19 figure of 1,964.

Slight injury

An estimate for the numbers of slightly injured casualties not reported to the police, or reported to the police but not recorded on Stats 19, is harder to narrow down, however available data sources suggest an overall estimate of around 23,300 slightly injured casualties, compared to a published Stats19 figure for 2010 of 11,162. This is the area where there will be the largest difference between reported and actual injuries as it includes sprains, bruises and cuts which may just result in an exchange of details (assuming that a party other than the driver was injured or otherwise involved) and so need not be reported to any authority. Accidents involving slightly injured casualties make up the largest proportion of casualties, so applying a different rate to these has the largest effect on overall estimates and some other possible sources are discussed above.

7.2. Combining the estimates for killed and seriously injured casualties provides an overall estimate for the numbers who are killed or seriously injured of 4,200 casualties per year, compared to a published Stats 19 figure of 2,172. There is no reason to suppose that there has been any change in the likelihood of an accident being reported to the police, so this estimate does not affect the published trends.

7.3. Combining the estimated number of slightly injured casualties with the estimate for killed and seriously injured casualties is possible but not particularly helpful given that the level of confidence in the former estimate is much lower than that for killed and seriously injured casualties. The resulting total would be very sensitive to any changes in the proportion of slightly injured casualties in non-reported accidents. Also the focus tends to be on particular severity of casualty eg KSI (Killed and Seriously Injured) or pedestrian casualties, so applying a single estimate of under-counting to a subset of casualty figures would provide a distorted picture.

8. Summary

8.1. There are several ways to approach the estimation of under-counting of road casualties which provide a wide range of possible values.

8.2. For the reasons outlined and particularly the similarity with the National Records of Scotland data, the number of casualties reported as killed through the Stats 19 system is the best estimate.

8.3. The definition of serious injuries used in Stats 20 covers a range of injuries some of which will result in hospital admissions and some of which will be treated in other ways. Given the different definitions used in Stats 19 and the hospital admission data and the percentage responding to the SHS to say an accident had been reported to the police, it is estimated around half of

seriously injured casualties are recorded as seriously injured on the Stats 19 form.

8.4. For slight injuries it is much harder to narrow down the estimates to a single number. Casualties whose injuries are very slight may have no reason to report to the authorities if details were exchanged at the scene and will possibly require no medical treatment. The figures above produce a very broad range, however using the SHS data and research suggests an estimate of just over two slightly injured casualties for each one recorded on Stats 19.

8.5. As slightly injured casualties make up the large proportion of total casualties, the uncertainty around this estimate would make a single figure for all accidents very difficult to interpret and for most purposes interest is in fatal and serious accidents or particular groups of casualties, where applying a single percentage under-counting of road casualties based on all severities would not be helpful.

8.6. These estimates are lower than the DfT estimates, which is what we would expect given rates of casualties per head of population in the two countries.

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Article 4: Contributory Factors

Article 4. Contributory factors to reported road accidents

Summary

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

- ***Driver/rider errors or reactions*** were reported in 91 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 30%).

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 13% of all reported accidents and 32% of fatal accidents.

- ***Pedestrian only*** factors were reported in 38% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 40% and 20% of fatal accidents respectively).

1. Introduction

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

- ***reflect the reporting officer's opinion at the time of reporting the accident*** (or the opinion of a person whose duties include deciding which CFs should be recorded based on the officer's report).

- are based on the information which was available at that time, so ***may not be the result of subsequent extensive investigation*** (indeed, subsequent enquiries could result in the reporting officer's opinion changing).

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

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

1.4 This article presents analysis from accidents in Scotland reported to the police in 2010, with the following background note describing the collection of the contributory factor system in more detail.

2. Accidents

Categories

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

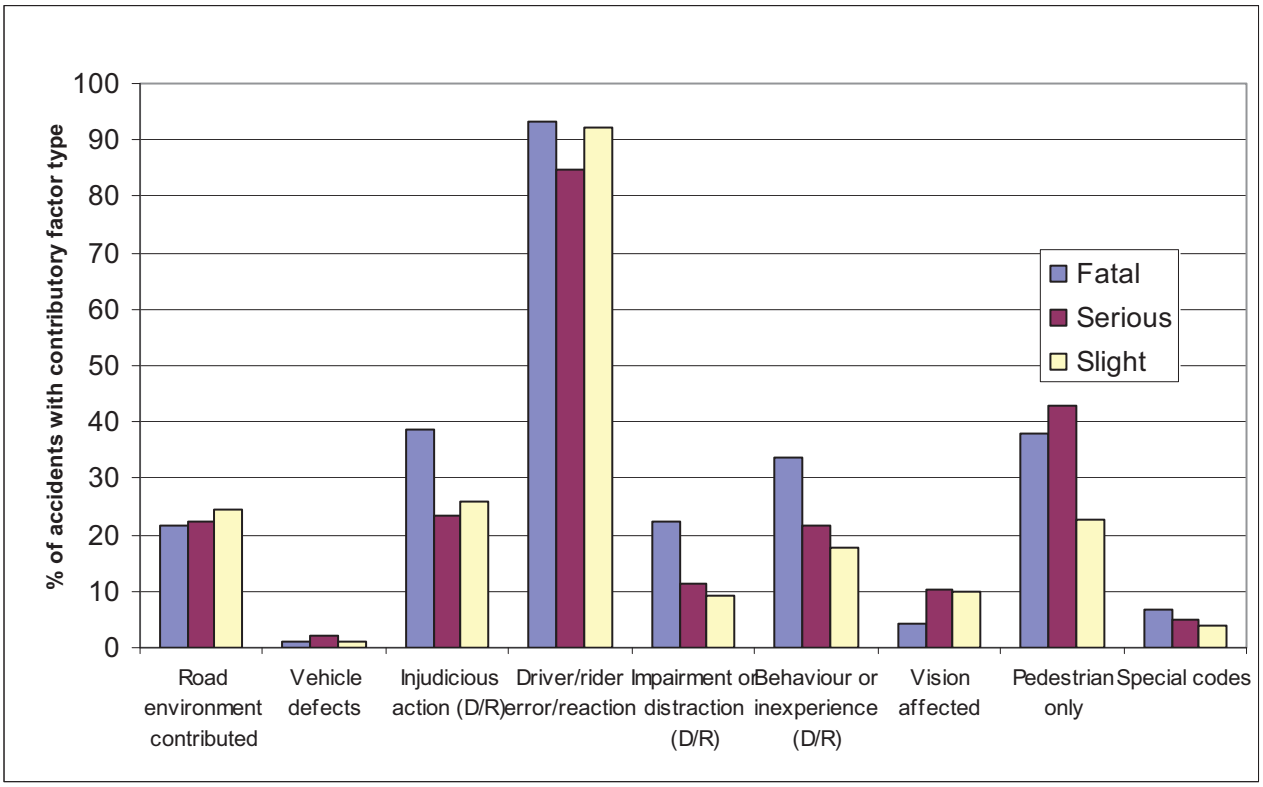
- ***Driver/rider error*** was the most frequently reported category for each type of severity of accident and was reported in 93 per cent of fatal accidents reported to the police).

- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was the second most frequently reported category, involved in 26 per cent of all reported accidents, increasing to 39 per cent of fatal accidents.

- ***Pedestrian*** contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the accident), were reported in 26 per cent of reported accidents , rising to 38 per cent of fatal accidents.

- ***Road environment*** factors were reported in 23 per cent of reported accidents.

Chart M: Contributory factor type: Reported accidents by severity, 2010



Factors

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

- ***Failed to look properly*** was the most frequently reported contributory factor, involved in 30 per cent of all reported accidents. This was followed *by loss of control* (18%) and

failed to judge other person's path/speed (17%). S*lippery road* (16%) and *careless/reckless or in a hurry and poor turn/manoeuvre* (both 11%) were also in the top five.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 13% of all reported accidents and 32% of fatal accidents.

- For fatal accidents, ***failed to look properly*** was the most frequently reported driver/rider factor involved in 20% of accidents. *Careless, reckless or in a hurry and travelling too fast for the conditions* were both involved in 19 per cent of accidents.

2.4 Table M also shows how the incidence of some CFs varies with the severity of the accident. For example: loss of control is cited in 18% of all accidents for which CFs were recorded but 40% of fatal accidents; slippery road due to weather is cited in 16% of all accidents but 15% of fatal ones; travelling too fast for the conditions is cited in 10% of all accidents but 19% of fatal ones and exceeding speed limit is cited in 3% of all accidents but 13% of fatal ones.

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

Changes over time

2.6 Table N compares the top 10 contributory factors listed in 2010 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 6 years of collection. The 2 most frequently recorded factors, *failed to look properly* and *loss of control, are associated with a larger proportion of* accidents in 2010 than when the CF system was introduced in 2005.

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

3. Vehicle & pedestrians

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

3.2 Tables O & P show that:

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

- *Sudden braking* was the most frequently reported factor for **bus or coaches** (15%) whereas loss of control (26%) was the most commonly reported factor for **motorcyclists**.

- *Loss of control and Slippery road* were the second most common factors reported for **cars or taxis** (11%).

- *Loss of control* was the second most common factor associated with **cyclists** (associated with 7% of bicycles).

- *Failed to judge other person's speed/path* was the second most common factor reported for **good vehicles** (reported in 14%).

- *Travelling too fast for the conditions* or *excessive speed* were associated with a total of 8% of all vehicles involved in reported accidents.

- **Pedestrians** involved in accidents were most likely to have *failed to look properly* as an associated contributory factor (recorded in 47% of all pedestrians), followed by careless/reckless or in a hurry (19%), crossed road masked by stationary/parked vehicle (13%), failed to judge vehicle speed/path (12%) and impaired by alcohol (also 12%).

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

- ***loss of control*** was recorded for 26% of motorcycles but only 2% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 15% of buses but for only 4% of all vehicles involved.

3.4 On average, fewer contributory factors were recorded for pedal cycles (an average of 0.72 per cycle involved in a reported accident) and bus or coaches (an average e of 0.76), compared to an overall average of 1.12 factors per vehicles.

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

Pairing of factors

3.5 Table Q shows the most frequent pairs of contributory factors assigned to the same reported road accident participant in 2010.

- 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 710 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 and loss of control each occur in three of the ten most frequently-occurring combinations.

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

4 Casualties

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

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

Fatalities

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

- loss of control - 82 deaths (representing 39% of all deaths in accidents for which CFs were recorded);
- travelling too fast for the conditions and exceeding speed limit together – 67 (32% of all fatalities);
- (driver/rider) failed to look properly - 42 (20%);
- (driver/rider) careless / reckless /in a hurry – 40 (19%);
- slippery road (due to weather) - 31deaths (15%)

Seriously injured

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

- loss of control - 538 serious injuries (representing 27% of all serious injuries in accidents for which CFs were recorded);
- (driver/rider) failed to look properly - 468 serious injuries (24%);
- (driver/rider) careless / reckless / in a hurry - 275 (14%);
- pedestrian failed to look properly - 275 (14%)
- slippery road (due to weather) - 266 (14%)

5 Overall frequencies of recording

5.1 In 2010 at least one contributory factor was recorded in 99.9% of reported accidents (10,293). A total of 21,682 factors were recorded, resulting in an average of 2.11 factors per accident.

5.3 Around 89% (19,323) of all factors listed were related to vehicles (and their drivers/rider) and the road environment). Around 13% (2,732) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (233 or 1.1%).

5.2 Table T presents a ranking of all 77 factors by the frequency of reporting in 2010. (Note that figures differ from earlier tables as repeats of factors within the same accident are counted). It is apparent that some CFs are not used often - for example, many were used fewer than 100 times.

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

counted once for each of them. These tables therefore differs from Tables M & N (which exclude repeats of the same CF within an accident).

Possible vs. Very likely

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

5.5 Overall, almost three-quarters of CFs (71%) 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 88% of occasions on which they were used:

- Disobeyed give way or stop sign markings (90%);
- Crossed road masked by stationary/parked vehicle (88%)

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

- Pedestrian failed to judge vehicles path or speed (58%)
- Illness or disability (mental/physic) (D/R) (58%)
- Following too close (57%)
- Fatigue (53%)
- Road layout (e.g. bend, winding rd, hill crest (53%)
- Travelling too fast for the conditions (53%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 6 years. It's clear that the contributory factor information can provide useful indications of the circumstances that may have led to a reported road accident. These can also be attributed to the different participants within the accident, which can help build a picture of how the accident may have occurred.

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

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

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Background: The collection of Contributory Factor data

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

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

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

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

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

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

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

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

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

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

Worked example

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

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

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

Quality

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

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

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

Table M: Contributory Factors: Reported accidents[1] by severity, 2010

Contributory factor reported in accident	Fatal		Serious		Slight		All accidents	
	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]
Road environment contributed	**41**	*22*	**381**	*22*	**2,046**	*24*	**2,468**	*24*
Poor or defective road surface	1	*1*	20	*1*	62	*1*	83	*1*
Deposit on road (e.g oil, mud, chippings)	3	*2*	47	*3*	121	*1*	171	*2*
Slippery road (due to weather)	29	*15*	219	*13*	1,442	*17*	1,690	*16*
Inadequate/masked signs or road markings	0	*0*	5	*0*	42	*1*	47	*0*
Defective traffic signals	0	*0*	0	*0*	18	*0*	18	*0*
Traffic calming (e.g road humps, chicanes)	0	*0*	1	*0*	8	*0*	9	*0*
Temporary road layout (e.g contraflow)	0	*0*	4	*0*	34	*0*	38	*0*
Road layout (e.g bend, hill, narrow c-way)	7	*4*	57	*3*	206	*2*	270	*3*
Animal or other object in carriageway	1	*1*	28	*2*	113	*1*	142	*1*
Vehicle defects	**2**	*1*	**36**	*2*	**94**	*1*	**132**	*1*
Tyres illegal, defective or under-inflated	2	*1*	14	*1*	33	*0*	49	*0*
Defective lights or indicators	0	*0*	0	*0*	5	*0*	5	*0*
Defective brakes	0	*0*	11	*1*	32	*0*	43	*0*
Defective steering or suspension	0	*0*	4	*0*	14	*0*	18	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	7	*0*	10	*0*	17	*0*
Injudicious action (driver/rider)	**73**	*39*	**397**	*23*	**2,179**	*26*	**2,649**	*26*
Disobeyed automatic traffic signal	1	*1*	22	*1*	110	*1*	133	*1*
Disobeyed Give Way or Stop sign or markings	6	*3*	44	*3*	275	*3*	325	*3*
Disobeyed double white line	1	*1*	3	*0*	10	*0*	14	*0*
Disobeyed pedestrian crossing facility	2	*1*	8	*0*	23	*0*	33	*0*
Illegal turn or direction of travel	3	*2*	7	*0*	38	*0*	48	*0*
Exceeding speed limit	24	*13*	68	*4*	233	*3*	325	*3*
Travelling too fast for the conditions	35	*19*	187	*11*	845	*10*	1,067	*10*
Following too close	1	*1*	40	*2*	572	*7*	613	*6*
Vehicle travelling along pavement	0	*0*	6	*0*	22	*0*	28	*0*
Cyclist entering road from pavement	0	*0*	12	*1*	51	*1*	63	*1*
Driver/rider error or reaction	**176**	*93*	**1,450**	*85*	**7,751**	*92*	**9,377**	*91*
Junction overshoot	3	*2*	29	*2*	166	*2*	198	*2*
Junction restart	2	*1*	6	*0*	50	*1*	58	*1*
Poor turn or manoeuvre	18	*10*	198	*12*	964	*11*	1,180	*11*
Failed to signal / misleading signal	2	*1*	10	*1*	89	*1*	101	*1*
Failed to look properly (D/R)	38	*20*	417	*24*	2,601	*31*	3,056	*30*
Failed to judge other pers path/speed (D/R)	16	*8*	190	*11*	1,493	*18*	1,699	*17*
Passing too close to cyclist/horse/pedestrian	4	*2*	28	*2*	185	*2*	217	*2*
Sudden braking	6	*3*	78	*5*	550	*7*	634	*6*
Swerved	12	*6*	71	*4*	271	*3*	354	*3*
Loss of control	75	*40*	423	*25*	1,382	*16*	1,880	*18*
Impairment or distraction (driver/rider)	**42**	*22*	**191**	*11*	**761**	*9*	**994**	*10*
Impaired by alcohol (D/R)	16	*8*	75	*4*	288	*3*	379	*4*
Impaired by drugs (illicit/medicinal) (D/R)	2	*1*	9	*1*	33	*0*	44	*0*
Fatigue	7	*4*	25	*1*	78	*1*	110	*1*
Uncorrected defective eyesight	0	*0*	2	*0*	5	*0*	7	*0*
Illness or disability (mental/physic) (D/R)	10	*5*	28	*2*	92	*1*	130	*1*
Not display lights at night / in poor visib	0	*0*	3	*0*	13	*0*	16	*0*
Cyclist wearing dark clothing at night	0	*0*	7	*0*	17	*0*	24	*0*
Driver using mobile phone	0	*0*	0	*0*	10	*0*	10	*0*
Distraction in vehicle	5	*3*	29	*2*	143	*2*	177	*2*
Distraction outside vehicle	2	*1*	13	*1*	82	*1*	97	*1*
Behaviour or inexperience (driver/rider)	**64**	*34*	**371**	*22*	**1,497**	*18*	**1,932**	*19*
Aggressive driving	10	*5*	35	*2*	146	*2*	191	*2*
Careless / reckless /in a hurry (D/R)	36	*19*	201	*12*	878	*10*	1,115	*11*
Nervous / uncertain / panic	3	*2*	17	*1*	97	*1*	117	*1*
Driving too slow for condits / slow vehicle	0	*0*	2	*0*	2	*0*	4	*0*
Inexperienced or learner driver/rider	10	*5*	80	*5*	281	*3*	371	*4*
Inexperience of driving on the left	3	*2*	13	*1*	47	*1*	63	*1*
Inexperience with type of vehicle	2	*1*	23	*1*	46	*1*	71	*1*

Vision affected	**8**	*4*	**175**	*10*	**821**	*10*	**1,004**	*10*
Stationary or parked vehicle	1	*1*	35	*2*	152	*2*	188	*2*
Vegetation	1	*1*	7	*0*	15	*0*	23	*0*
Road layout (e.g bend, winding rd, hill crest	2	*1*	20	*1*	92	*1*	114	*1*
Buildings, road signs, street furniture	0	*0*	3	*0*	12	*0*	15	*0*
Dazzling headlights	2	*1*	3	*0*	14	*0*	19	*0*
Dazzling sun	2	*1*	46	*3*	248	*3*	296	*3*
Rain, sleet, snow or fog	0	*0*	35	*2*	181	*2*	216	*2*
Spray from other vehicles	0	*0*	2	*0*	17	*0*	19	*0*
Visor or windscreen dirty or scratched	0	*0*	6	*0*	9	*0*	15	*0*
Vehicle blind spot	0	*0*	18	*1*	81	*1*	99	*1*
Pedestrian only	**72**	*38*	**732**	*43*	**1,912**	*23*	**2,716**	*26*
Crossed road masked by stationary/parked veh	1	*1*	74	*4*	219	*3*	294	*3*
Pedestrian failed to look properly	20	*11*	273	*16*	766	*9*	1,059	*10*
Ped. failed to judge vehicles path or speed	6	*3*	88	*5*	183	*2*	277	*3*
Wrong use of pedestrian crossing facility	3	*2*	28	*2*	67	*1*	98	*1*
Dangerous action in carriageway (e.g playing)	5	*3*	41	*2*	96	*1*	142	*1*
Pedestrian impaired by alcohol	17	*9*	63	*4*	183	*2*	263	*3*
Ped. impaired by drugs (illicit/medicinal)	4	*2*	7	*0*	16	*0*	27	*0*
Ped. careless / reckless /in a hurry	4	*2*	117	*7*	310	*4*	431	*4*
Pedestrian wearing dark clothing at night	10	*5*	30	*2*	48	*1*	88	*1*
Ped. disability or illness, mental/physical	2	*1*	11	*1*	24	*0*	37	*0*
Special codes	**13**	*7*	**83**	*5*	**314**	*4*	**410**	*4*
Stolen vehicle	2	*1*	15	*1*	42	*1*	59	*1*
Vehicle in course of crime	0	*0*	9	*1*	19	*0*	28	*0*
Emergency vehicle on call	1	*1*	3	*0*	24	*0*	28	*0*
Vehicle door opened or closed negligently	0	*0*	10	*1*	24	*0*	34	*0*
Other	10	*5*	46	*3*	205	*2*	261	*3*
Total reported accidents[1]	189		1,708		8,396		10,293	*100*
Number of Contributory Factors[2]	491		3,816		17,375		21,682	
Average number of CFs per accident[1,2]	2.6		2.2		2.1		2.1	

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

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

[3] Columns won't sum to 100 per cent as accidents can have more than one CF

Table N: Contributory factors: Reported Accidents: 2006-2010 comparison[1]

Contributory factor reported in accident[2]	2006		2007		2008		2009		2010	
	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)	3,249	*25*	3,343	*27*	3,371	*28*	3,303	*29*	3,056	*30*
Loss of control	2,262	*17*	2,280	*18*	2,267	*19*	2,258	*20*	1,880	*18*
Failed to judge other pers path/speed (D/R)	1,979	*15*	1,881	*15*	1,997	*16*	1,906	*17*	1,699	*17*
Slippery road (due to weather)	1,524	*12*	1,479	*12*	1,662	*14*	1,688	*15*	1,690	*16*
Poor turn or manoeuvre	1,431	*11*	1,413	*11*	1,359	*11*	1,397	*12*	1,180	*11*
Careless / reckless /in a hurry (D/R)	1,695	*13*	1,664	*13*	1,520	*13*	1,357	*12*	1,115	*11*
Travelling too fast for the conditions	1,339	*10*	1,224	*10*	1,203	*10*	1,221	*11*	1,067	*10*
Pedestrian failed to look properly	1,527	*12*	1,460	*12*	1,389	*11*	1,170	*10*	1,059	*10*
Sudden braking	796	*6*	791	*6*	800	*7*	707	*6*	634	*6*
Following too close	710	*5*	689	*6*	608	*5*	646	*6*	613	*6*
Total reported accidents[1]	**13,066**	***100***	**12,485**	***100***	**12,128**	***100***	**11,528**	***100***	**10,293**	***100***

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

2 Includes only the ten most frequently reported contributory factor citied in 2010. Factors not shown may also have been reported.

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

Table O: Contributory factors: vehicles, 2010

	Pedalcycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed	**28**	***3***	**201**	***23***	**2,066**	***16***	**40**	***6***	**166**	***13***	**42**	***9***	***2,543***	***15***
Poor or defective road surface	8	*1*	25	*3*	45	*0*	0	*0*	3	*0*	4	*1*	85	*0*
Deposit on road (eg oil, mud, chippings)	1	*0*	48	*6*	102	*1*	2	*0*	11	*1*	2	*0*	166	*1*
Slippery road (due to weather)	13	*2*	72	*8*	1,499	*11*	25	*4*	100	*8*	27	*6*	1,736	*10*
Inadequate/masked signs or road markings	1	*0*	1	*0*	42	*0*	0	*0*	4	*0*	0	*0*	48	*0*
Defective traffic signals	0	*0*	1	*0*	19	*0*	2	*0*	1	*0*	0	*0*	23	*0*
Traffic calming (eg road humps, chicanes)	0	*0*	1	*0*	6	*0*	1	*0*	1	*0*	0	*0*	9	*0*
Temporary road layout (eg contraflow)	0	*0*	3	*0*	30	*0*	3	*0*	1	*0*	2	*0*	39	*0*
Road layout (eg bend, hill, narrow c-way)	3	*0*	27	*3*	217	*2*	4	*1*	37	*3*	7	*2*	295	*2*
Animal or other object in carriageway	2	*0*	23	*3*	106	*1*	3	*0*	8	*1*	0	*0*	142	*1*
Vehicle defects	**14**	***2***	**11**	***1***	**80**	***1***	**5**	***1***	**15**	***1***	**7**	***2***	**132**	***1***
Tyres illegal, defective or under-inflated	0	*0*	3	*0*	43	*0*	0	*0*	1	*0*	2	*0*	49	*0*
Defective lights or indicators	2	*0*	0	*0*	1	*0*	1	*0*	1	*0*	0	*0*	5	*0*
Defective brakes	10	*1*	6	*1*	20	*0*	3	*0*	3	*0*	1	*0*	43	*0*
Defective steering or suspension	2	*0*	2	*0*	11	*0*	1	*0*	2	*0*	0	*0*	18	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	0	*0*	5	*0*	0	*0*	8	*1*	4	*1*	17	*0*
Injudicious action (driver/rider)	**113**	***14***	**130**	***15***	**2,151**	***16***	**34**	***5***	**217**	***17***	**82**	***18***	**2,727**	***16***
Disobeyed automatic traffic signal	10	*1*	3	*0*	114	*1*	2	*0*	11	*1*	7	*2*	147	*1*
Disobeyed Give Way or Stop sign or markings	17	*2*	3	*0*	270	*2*	2	*0*	23	*2*	11	*2*	326	*2*
Disobeyed double white line	0	*0*	0	*0*	11	*0*	0	*0*	1	*0*	2	*0*	14	*0*
Disobeyed pedestrian crossing facility	4	*0*	0	*0*	24	*0*	0	*0*	1	*0*	4	*1*	33	*0*
Illegal turn or direction of travel	2	*0*	1	*0*	37	*0*	1	*0*	3	*0*	4	*1*	48	*0*
Exceeding speed limit	1	*0*	26	*3*	282	*2*	0	*0*	14	*1*	8	*2*	331	*2*
Travelling too fast for the conditions	11	*1*	65	*8*	885	*7*	9	*1*	96	*7*	15	*3*	1,081	*6*
Following too close	11	*1*	32	*4*	507	*4*	17	*3*	65	*5*	24	*5*	656	*4*
Vehicle travelling along pavement	6	*1*	0	*0*	12	*0*	2	*0*	3	*0*	5	*1*	28	*0*
Cyclist entering road from pavement	51	*6*	0	*0*	9	*0*	1	*0*	0	*0*	2	*0*	63	*0*
Driver/rider error or reaction	**303**	***38***	**543**	***63***	**7,418**	***56***	**318**	***48***	**755**	***58***	**254**	***57***	**9,591**	***56***
Junction overshoot	7	*1*	1	*0*	167	*1*	4	*1*	12	*1*	7	*2*	198	*1*
Junction restart	1	*0*	1	*0*	49	*0*	2	*0*	3	*0*	3	*1*	59	*0*
Poor turn or manoeuvre	39	*5*	77	*9*	917	*7*	37	*6*	95	*7*	39	*9*	1,204	*7*
Failed to signal / misleading signal	3	*0*	3	*0*	82	*1*	3	*0*	5	*0*	6	*1*	102	*1*
Failed to look properly (D/R)	131	*16*	71	*8*	2,490	*19*	90	*13*	258	*20*	86	*19*	3,126	*18*
Failed to judge other pers path/speed (D/R)	44	*5*	75	*9*	1,375	*10*	49	*7*	185	*14*	45	*10*	1,773	*10*
Passing too close to cyclist/horse/pedestri	1	*0*	5	*1*	154	*1*	10	*1*	36	*3*	11	*2*	217	*1*
Sudden braking	15	*2*	59	*7*	449	*3*	101	*15*	29	*2*	12	*3*	665	*4*
Swerved	8	*1*	26	*3*	284	*2*	7	*1*	20	*2*	11	*2*	356	*2*
Loss of control	54	*7*	225	*26*	1,451	*11*	15	*2*	112	*9*	34	*8*	1,891	*11*
Impairment or distraction (driver/rider)	**38**	***5***	**29**	***3***	**833**	***6***	**15**	***2***	**58**	***4***	**18**	***4***	**991**	***6***
Impaired by alcohol (D/R)	7	*1*	17	*2*	331	*3*	2	*0*	11	*1*	8	*2*	376	*2*
Impaired by drugs (illicit/medicinal) (D/R)	1	*0*	2	*0*	40	*0*	1	*0*	0	*0*	0	*0*	44	*0*
Fatigue	0	*0*	1	*0*	91	*1*	0	*0*	16	*1*	2	*0*	110	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	6	*0*	0	*0*	0	*0*	1	*0*	7	*0*
Illness or disability (mental/physic) (D/R)	4	*0*	2	*0*	108	*1*	5	*1*	7	*1*	3	*1*	129	*1*
Not display lights at night / in poor visib	7	*1*	0	*0*	5	*0*	2	*0*	1	*0*	1	*0*	16	*0*
Cyclist wearing dark clothing at night	17	*2*	0	*0*	6	*0*	1	*0*	0	*0*	0	*0*	24	*0*
Driver using mobile phone	0	*0*	0	*0*	9	*0*	0	*0*	1	*0*	0	*0*	10	*0*
Distraction in vehicle	1	*0*	0	*0*	160	*1*	1	*0*	12	*1*	3	*1*	177	*1*
Distraction outside vehicle	1	*0*	7	*1*	77	*1*	3	*0*	10	*1*	0	*0*	98	*1*
Behaviour or inexperience (driver/rider)	**54**	***7***	**154**	***18***	**1,557**	***12***	**31**	***5***	**103**	***8***	**51**	***11***	**1,950**	***11***
Aggressive driving	4	*0*	9	*1*	162	*1*	2	*0*	13	*1*	5	*1*	195	*1*
Careless / reckless /in a hurry (D/R)	35	*4*	58	*7*	893	*7*	25	*4*	76	*6*	41	*9*	1,128	*7*
Nervous / uncertain / panic	8	*1*	3	*0*	104	*1*	1	*0*	1	*0*	0	*0*	117	*1*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	3	*0*	0	*0*	0	*0*	1	*0*	4	*0*
Inexperienced or learner driver/rider	4	*0*	61	*7*	302	*2*	1	*0*	3	*0*	1	*0*	372	*2*
Inexperience of driving on the left	2	*0*	5	*1*	49	*0*	0	*0*	7	*1*	0	*0*	63	*0*
Inexperience with type of vehicle	1	*0*	18	*2*	44	*0*	2	*0*	3	*0*	3	*1*	71	*0*
Vision affected	**20**	***2***	**40**	***5***	**864**	***7***	**25**	***4***	**83**	***6***	**40**	***9***	**1,072**	***6***
Stationary or parked vehicle	12	*1*	5	*1*	161	*1*	6	*1*	8	*1*	7	*2*	199	*1*
Vegetation	2	*0*	0	*0*	20	*0*	0	*0*	1	*0*	4	*1*	27	*0*
Road layout (eg bend, winding rd, hill crest	1	*0*	17	*2*	95	*1*	2	*0*	10	*1*	6	*1*	131	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	15	*0*	0	*0*	0	*0*	0	*0*	15	*0*
Dazzling headlights	1	*0*	0	*0*	16	*0*	1	*0*	1	*0*	0	*0*	19	*0*
Dazzling sun	1	*0*	10	*1*	267	*2*	6	*1*	28	*2*	6	*1*	318	*2*
Rain, sleet, snow or fog	3	*0*	6	*1*	196	*1*	5	*1*	13	*1*	6	*1*	229	*1*
Spray from other vehicles	0	*0*	1	*0*	13	*0*	0	*0*	4	*0*	1	*0*	19	*0*
Visor or windscreen dirty or scratched	0	*0*	1	*0*	13	*0*	0	*0*	1	*0*	1	*0*	16	*0*
Vehicle blind spot	0	*0*	0	*0*	68	*1*	5	*1*	17	*1*	9	*2*	99	*1*
Special codes	**9**	***1***	**14**	***2***	**210**	***2***	**42**	***6***	**32**	***2***	**10**	***2***	**317**	***2***
Stolen vehicle	0	*0*	2	*0*	52	*0*	0	*0*	3	*0*	2	*0*	59	*0*
Vehicle in course of crime	0	*0*	1	*0*	27	*0*	0	*0*	0	*0*	0	*0*	28	*0*
Emergency vehicle on call	0	*0*	0	*0*	17	*0*	0	*0*	5	*0*	5	*1*	27	*0*
Vehicle door opened or closed negligently	0	*0*	0	*0*	27	*0*	1	*0*	4	*0*	0	*0*	32	*0*
Other	9	*1*	11	*1*	87	*1*	41	*6*	20	*2*	3	***1***	171	*1*
Number of vehicle Contributory Factors[1]	**579**		**1,122**		**15,179**		**510**		**1,429**		**504**		**19,323**	
Total number of vehicles involved[2]	808	100%	859	100%	13,160	100%	668	100%	1,297	100%	447	100%	17,239	100%
Average number of CFs per vehicle[2]	0.72		1.31		1.15		0.76		1.10		1.13		1.12	

1. Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle.
2. Includes those without any CFs.

Table P: Contributory factors: pedestrians[1], 2010

	Number	%
Pedestrian failed to look properly	1,065	*47*
Ped. careless / reckless /in a hurry	433	*19*
Crossed road masked by stationary/parked veh	296	*13*
Ped. failed to judge vehicles path or speed	277	*12*
Pedestrian impaired by alcohol	264	*12*
Dangerous action in carriageway (eg playing)	143	*6*
Wrong use of pedestrian crossing facility	101	*4*
Pedestrian wearing dark clothing at night	88	*4*
Ped. disability or illness, mental/physical	38	*2*
Ped. impaired by drugs (illicit/medicinal)	27	*1*
Number of Contributory Factors[2]	2,732	
Total number of pedestrians involved[1]	2,247	
Average number of CFs per pedestrian	1.22	

1. Includes pedestrians injured and non injured in the accident
2. Excludes pedestrians incorrectly attributed a vehicle factor or special code

Table Q: Most common pairs of contributory factors reported together, 2010

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	710
Slippery road (due to weather)	Loss of control	559
Poor turn or manoeuvre	Failed to look properly (D/R)	549
Travelling too fast for the conditions	Loss of control	486
Slippery road (due to weather)	Travelling too fast for the conditions	434
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	377
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	295
Following too close	Failed to judge other pers path/speed (D/R)	253
Crossed road masked by stationary/parked veh	Pedestrian failed to look properly	231
Loss of control	Careless / reckless /in a hurry (D/R)	220
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	214
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	204
Disobeyed Give Way or Stop sign or markings	Failed to look properly (D/R)	189
Pedestrian failed to look properly	Ped. failed to judge vehicles path or speed	174
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	165
Swerved	Loss of control	164
Poor turn or manoeuvre	Loss of control	152
Following too close	Failed to look properly (D/R)	148
Loss of control	Inexperienced or learner driver/rider	139
Loss of control	Impaired by alcohol (D/R)	134
Slippery road (due to weather)	Rain, sleet, snow or fog	130
Exceeding speed limit	Loss of control	125
Slippery road (due to weather)	Sudden braking	124
Pedestrian failed to look properly	Pedestrian impaired by alcohol	121
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	120
Failed to look properly (D/R)	Dazzling sun	116
Slippery road (due to weather)	Careless / reckless /in a hurry (D/R)	105
Slippery road (due to weather)	Inexperienced or learner driver/rider	105
Sudden braking	Loss of control	105

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

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

Table R: Contributory factors: Casualties in reported accidents - fatalities, 2010

	Person who was killed						
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	as a % of all fatalities
Road environment contributed							
Poor or defective road surface	0	0	1	0	0	**1**	*0*
Deposit on road (eg oil, mud, chippings)	0	0	1	2	0	**3**	*1*
Slippery road (due to weather)	2	0	1	24	4	**31**	*15*
Road layout (eg bend, hill, narrow c-way)	1	0	3	3	1	**8**	*4*
Animal or other object in carriageway	0	0	0	2	0	**2**	*1*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	0	4	0	**4**	*2*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	1	0	0	0	0	**1**	*0*
Disobeyed Give Way or Stop sign or markings	1	0	1	4	0	**6**	*3*
Disobeyed double white line	0	0	0	1	0	**1**	*0*
Disobeyed pedestrian crossing facility	2	0	0	0	0	**2**	*1*
Illegal turn or direction of travel	0	0	0	5	0	**5**	*2*
Exceeding speed limit	6	0	5	15	1	**27**	*13*
Travelling too fast for the conditions	2	1	7	28	2	**40**	*19*
Following too close	0	0	0	1	0	**1**	*0*
Driver/rider error or reaction							
Junction overshoot	0	0	0	4	0	**4**	*2*
Junction restart	0	0	0	2	0	**2**	*1*
Poor turn or manoeuvre	2	0	7	14	0	**23**	*11*
Failed to signal / misleading signal	0	0	1	0	1	**2**	*1*
Failed to look properly (D/R)	12	1	13	15	1	**42**	*20*
Failed to judge other pers path/speed (D/R)	4	0	5	8	1	**18**	*9*
Passing too close to cyclist/horse/pedestri	4	0	0	0	0	**4**	*2*
Sudden braking	0	2	3	0	1	**6**	*3*
Swerved	3	0	2	9	0	**14**	*7*
Loss of control	5	5	16	52	4	**82**	*39*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	2	2	1	13	0	**18**	*9*
Impaired by drugs (illicit/medicinal) (D/R)	0	0	1	2	0	**3**	*1*
Fatigue	1	0	0	4	2	**7**	*3*
Illness or disability (mental/physic) (D/R)	0	1	1	9	0	**11**	*5*
Distraction in vehicle	1	0	0	6	0	**7**	*3*
Distraction outside vehicle	0	0	2	1	0	**3**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	2	0	1	9	0	**12**	*6*
Careless / reckless /in a hurry (D/R)	7	0	10	21	2	**40**	*19*
Nervous / uncertain / panic	0	0	0	3	0	**3**	*1*
Inexperienced or learner driver/rider	1	0	2	8	0	**11**	*5*
Inexperience of driving on the left	0	0	2	2	0	**4**	*2*
Inexperience with type of vehicle	0	0	1	1	0	**2**	
Vision affected							
Stationary or parked vehicle	0	0	0	1	0	**1**	*0*
Vegetation	0	0	0	1	0	**1**	*0*
Road layout (eg bend, winding rd, hill crest	0	0	2	0	0	**2**	*1*
Dazzling headlights	2	0	0	0	0	**2**	*1*
Dazzling sun	1	0	1	0	0	**2**	*1*
Pedestrian only							
Crossed road masked by stationary/parked veh	1	0	0	0	0	**1**	*0*
Pedestrian failed to look properly	20	0	0	0	0	**20**	*10*
Ped. failed to judge vehicles path or speed	6	0	0	0	0	**6**	*3*
Wrong use of pedestrian crossing facility	3	0	0	0	0	**3**	*1*
Dangerous action in carriageway (eg playing)	5	0	0	0	0	**5**	*2*
Pedestrian impaired by alcohol	16	0	0	0	1	**17**	*8*
Ped. impaired by drugs (illicit/medicinal)	4	0	0	0	0	**4**	*2*
Ped. careless / reckless /in a hurry	4	0	0	0	0	**4**	*2*
Pedestrian wearing dark clothing at night	10	0	0	0	0	**10**	*5*
Ped. disability or illness, mental/physical	2	0	0	0	0	**2**	*1*
Special codes							
Stolen vehicle	1	0	0	1	0	**2**	*1*
Emergency vehicle on call	0	0	0	1	0	**1**	*0*
Other	3	1	1	3	3	**11**	*5*
Total Road fatalities[1]	47	7	35	106	13	**208**	100%

1 Includes one accident where no CF was recorded.

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

Table S: Contributory factors: Casualties in reported accidents - seriously injured, 2010

	Person who was seriously injured						as a % of all seriously injured casualties
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	3	12	5	0	**20**	*1*
Deposit on road (eg oil, mud, chippings)	0	4	19	26	2	**51**	*3*
Slippery road (due to weather)	12	4	28	203	19	**266**	*14*
Inadequate/masked signs or road markings	0	0	0	5	0	**5**	*0*
Traffic calming (eg road humps, chicanes)	0	0	1	0	0	**1**	*0*
Temporary road layout (eg contraflow)	1	0	1	2	0	**4**	*0*
Road layout (eg bend, hill, narrow c-way)	5	3	16	43	5	**72**	*4*
Animal or other object in carriageway	0	1	12	13	3	**29**	*1*
Vehicle defects							*0*
Tyres illegal, defective or under-inflated	1	0	2	16	2	**21**	*1*
Defective brakes	0	3	4	3	1	**11**	*1*
Defective steering or suspension	0	2	1	1	0	**4**	*0*
Overloaded or poorly loaded vehicle/trailer	0	0	1	5	1	**7**	*0*
Injudicious action (driver/rider)							*0*
Disobeyed automatic traffic signal	6	2	1	12	4	**25**	*1*
Disobeyed Give Way or Stop sign or markings	1	11	8	36	0	**56**	*3*
Disobeyed double white line	0	0	0	8	0	**8**	*0*
Disobeyed pedestrian crossing facility	6	2	0	0	0	**8**	*0*
Illegal turn or direction of travel	2	0	1	11	1	**15**	*1*
Exceeding speed limit	5	2	14	70	2	**93**	*5*
Travelling too fast for the conditions	6	4	41	171	14	**236**	*12*
Following too close	0	8	14	15	8	**45**	*2*
Vehicle travelling along pavement	3	1	0	0	2	**6**	*0*
Cyclist entering road from pavement	1	10	0	3	0	**14**	*1*
Driver/rider error or reaction							*0*
Junction overshoot	0	1	5	25	3	**34**	*2*
Junction restart	0	1	3	2	1	**7**	*0*
Poor turn or manoeuvre	12	26	60	120	18	**236**	*12*
Failed to signal / misleading signal	4	0	3	3	2	**12**	*1*
Failed to look properly (D/R)	84	78	102	180	24	**468**	*24*
Failed to judge other pers path/speed (D/R)	23	21	54	98	20	**216**	*11*
Passing too close to cyclist/horse/pedestri	14	11	0	1	2	**28**	*1*
Sudden braking	1	7	15	42	21	**86**	*4*
Swerved	5	3	9	61	7	**85**	*4*
Loss of control	7	16	112	366	37	**538**	*27*
Impairment or distraction (driver/rider)							*0*
Impaired by alcohol (D/R)	5	2	7	84	3	**101**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	1	7	0	**9**	*0*
Fatigue	0	0	1	33	7	**41**	*2*
Uncorrected defective eyesight	0	0	0	1	1	**2**	*0*
Illness or disability (mental/physic) (D/R)	0	1	2	27	8	**38**	*2*
Not display lights at night / in poor visib	0	3	0	0	0	**3**	*0*
Cyclist wearing dark clothing at night	0	6	0	1	0	**7**	*0*
Distraction in vehicle	3	0	1	27	2	**33**	*2*
Distraction outside vehicle	3	0	1	7	2	**13**	*1*
Behaviour or inexperience (driver/rider)							*0*
Aggressive driving	8	2	9	33	0	**52**	*3*
Careless / reckless /in a hurry (D/R)	28	13	38	183	13	**275**	*14*
Nervous / uncertain / panic	1	1	1	20	0	**23**	*1*
Driving too slow for condits / slow vehicle	0	0	0	3	1	**4**	*0*
Inexperienced or learner driver/rider	2	4	26	65	2	**99**	*5*
Inexperience of driving on the left	0	0	1	21	3	**25**	*1*
Inexperience with type of vehicle	1	0	7	14	2	**24**	*1*
Vision affected							*0*
Stationary or parked vehicle	21	3	4	7	2	**37**	*2*
Vegetation	2	1	1	3	0	**7**	*0*
Road layout (eg bend, winding rd, hill crest	0	0	8	12	2	**22**	*1*
Buildings, road signs, street furniture	2	0	0	1	0	**3**	*0*
Dazzling headlights	2	0	0	1	0	**3**	*0*
Dazzling sun	8	6	8	28	2	**52**	*3*
Rain, sleet, snow or fog	7	1	3	18	8	**37**	*2*
Spray from other vehicles	0	0	0	1	1	**2**	*0*
Visor or windscreen dirty or scratched	1	0	0	7	0	**8**	*0*
Vehicle blind spot	11	3	2	2	0	**18**	*1*
Pedestrian only							*0*
Crossed road masked by stationary/parked veh	74	0	0	0	0	**74**	*4*
Pedestrian failed to look properly	272	1	0	1	1	**275**	*14*
Ped. failed to judge vehicles path or speed	85	0	1	1	1	**88**	*4*
Wrong use of pedestrian crossing facility	28	0	0	1	0	**29**	*1*
Dangerous action in carriageway (eg playing)	40	1	0	0	0	**41**	*2*
Pedestrian impaired by alcohol	62	0	0	1	1	**64**	*3*
Ped. impaired by drugs (illicit/medicinal)	7	0	0	0	0	**7**	*0*
Ped. careless / reckless /in a hurry	116	0	0	1	2	**119**	*6*
Pedestrian wearing dark clothing at night	30	0	0	0	0	**30**	*2*
Ped. disability or illness, mental/physical	11	0	0	0	0	**11**	*1*
Special codes							*0*
Stolen vehicle	4	0	1	14	0	**19**	*1*
Vehicle in course of crime	4	0	1	5	0	**10**	*1*
Emergency vehicle on call	0	0	0	2	1	**3**	*0*
Vehicle door opened or closed negligently	1	5	0	4	0	**10**	*1*
Other	9	2	5	16	22	**54**	*3*
All serious injuries[1]	455	138	318	911	142	**1,964**	100%

[1] Includes a small number where no CF was reported

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

Table T: Contributory factors: ranked[1], 2010

Rank	Contributory Factor reported in each accident	Number			As a % of all contributory factors[1]
		Very likely	Possible	Total	
1	Failed to look properly (D/R)	2,354	772	3,126	14%
2	Loss of control	1,568	323	1,891	9%
3	Slippery road (due to weather)	1,383	405	1,788	8%
4	Failed to judge other pers path/speed (D/R)	1,199	575	1,774	8%
5	Poor turn or manoeuvre	854	351	1,205	5%
6	Careless / reckless /in a hurry (D/R)	708	420	1,128	5%
7	Travelling too fast for the conditions	569	513	1,082	5%
8	Pedestrian failed to look properly	897	169	1,066	5%
9	Sudden braking	439	226	665	3%
10	Following too close	374	282	656	3%
11	Ped. careless / reckless /in a hurry	327	106	433	2%
12	Impaired by alcohol (D/R)	318	61	379	2%
13	Inexperienced or learner driver/rider	245	127	372	2%
14	Swerved	269	87	356	2%
15	Exceeding speed limit	166	165	331	1%
16	Disobeyed Give Way or Stop sign or markings	295	31	326	1%
17	Dazzling sun	205	113	318	1%
18	Road layout (eg bend, hill, narrow c-way)	175	124	299	1%
19	Crossed road masked by stationary/parked veh	260	36	296	1%
20	Ped. failed to judge vehicles path or speed	163	116	279	1%
21	Other	227	41	268	1%
22	Pedestrian impaired by alcohol	213	51	264	1%
23	Rain, sleet, snow or fog	146	83	229	1%
24	Passing too close to cyclist/horse/pedestri	144	73	217	1%
25	Stationary or parked vehicle	137	62	199	1%
26	Junction overshoot	146	52	198	1%
27	Aggressive driving	146	49	195	1%
28	Distraction in vehicle	85	92	177	1%
29	Deposit on road (eg oil, mud, chippings)	116	57	173	1%
30	Disobeyed automatic traffic signal	100	47	147	1%
31	Animal or other object in carriageway	111	35	146	1%
32	Dangerous action in carriageway (eg playing)	120	23	143	1%
33	Road layout (eg bend, winding rd, hill crest	69	62	131	1%
34	Illness or disability (mental/physic) (D/R)	75	55	130	1%
35	Nervous / uncertain / panic	56	61	117	1%
36	Fatigue	58	52	110	0%
37	Failed to signal / misleading signal	43	59	102	0%
38	Wrong use of pedestrian crossing facility	81	20	101	0%
39	Vehicle blind spot	39	60	99	0%
40	Distraction outside vehicle	46	52	98	0%
41	Pedestrian wearing dark clothing at night	62	26	88	0%
42	Poor or defective road surface	49	37	86	0%
43	Inexperience with type of vehicle	36	35	71	0%
44	Cyclist entering road from pavement	53	10	63	0%
45	Inexperience of driving on the left	37	26	63	0%
46	Junction restart	46	13	59	0%
47	Stolen vehicle	53	6	59	0%
48	Tyres illegal, defective or under-inflated	32	17	49	0%
49	Inadequate/masked signs or road markings	25	23	48	0%
50	Illegal turn or direction of travel	41	7	48	0%
51	Impaired by drugs (illicit/medicinal) (D/R)	28	16	44	0%
52	Defective brakes	20	23	43	0%
53	Temporary road layout (eg contraflow)	24	17	41	0%
54	Ped. disability or illness, mental/physical	28	10	38	0%
55	Vehicle door opened or closed negligently	32	2	34	0%
56	Disobeyed pedestrian crossing facility	28	5	33	0%
57	Emergency vehicle on call	23	5	28	0%
58	Vehicle in course of crime	25	3	28	0%
59	Vehicle travelling along pavement	22	6	28	0%
60	Ped. impaired by drugs (illicit/medicinal)	13	14	27	0%
61	Vegetation	13	14	27	0%
62	Cyclist wearing dark clothing at night	16	8	24	0%
63	Defective traffic signals	16	7	23	0%
64	Dazzling headlights	8	11	19	0%
65	Spray from other vehicles	8	11	19	0%
66	Defective steering or suspension	7	11	18	0%
67	Overloaded or poorly loaded vehicle/trailer	9	8	17	0%
68	Visor or windscreen dirty or scratched	8	8	16	0%
69	Not display lights at night / in poor visib	8	8	16	0%
70	Buildings, road signs, street furniture	10	5	15	0%
71	Disobeyed double white line	13	1	14	0%
72	Driver using mobile phone	4	6	10	0%
73	Traffic calming (eg road humps, chicanes)	5	4	9	0%
74	Uncorrected defective eyesight	2	5	7	0%
75	Defective lights or indicators	3	2	5	0%
76	Driving too slow for condits / slow vehicle	2	2	4	0%
	Total[1]	**15,735**	**6,500**	**22,235**	100%

1. Includes all contributory factors reported, even where the same CF is assigned more than once to an accident (i.e. to more than one particpant). Therefore the total differs from earlier tables.
(D/R) indicates Driver/Rider

STATISTICAL TABLES

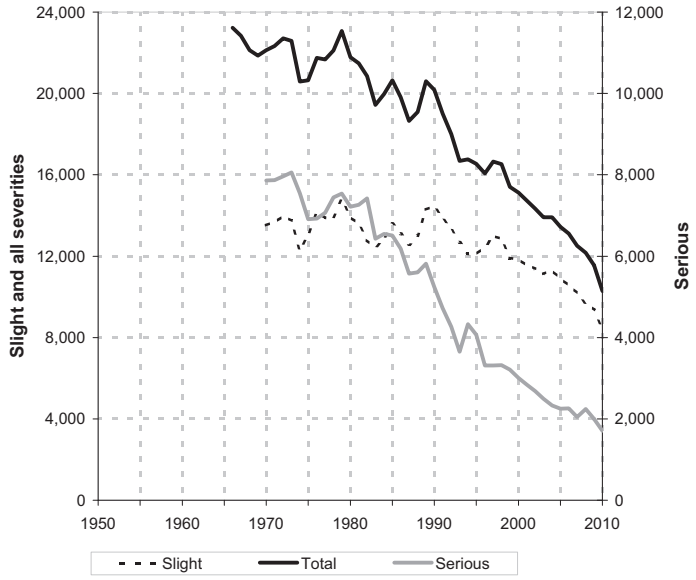
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2010

Year	Population	Vehicles licensed[1,2]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury accidents	Vehicles involved	Casualties
	Million	*Million*	*Thousand km*	*Million vehicle km*	*Million vehicle km*	*Number*	*Number*	*Number*
1953	5.100	..	..		..	..	..	18,343
1954	5.104	..	..		..	..	..	18,901
1955	**5.111**	**..**	**44.1**	**..**	**..**	**..**	**..**	**20,899**
1956	5.120	..	44.4	..	..	..	..	21,459
1957	5.125	..	44.6	..	..	..	..	21,417
1958	5.141	..	44.8	..	..	..	..	22,830
1959	5.163	..	45.0	..	..	..	..	25,011
1960	**5.178**	**..**	**45.2**	..	**..**	**..**	**..**	**26,315**
1961	5.184	..	45.4	..	..	..	..	27,362
1962	5.198	0.775	45.6	..	..	..	..	26,703
1963	5.205	0.836	45.8	..	..	..	..	27,728
1964	5.209	0.900	45.9	..	..	..	..	30,527
1965	**5.210**	**0.951**	**46.2**	**..**	**..**	**..**	**..**	**31,827**
1966	5.201	0.991	46.4	..	..	23,225	..	32,280
1967	5.198	1.035	46.4	..	..	22,838	..	31,760
1968	5.200	1.065	46.4	..	..	22,120	..	30,649
1969	5.208	1.106	47.0	..	..	21,863	31,885	31,056
1970	**5.214**	**1.124**	**47.2**	..	**..**	**22,133**	**33,430**	**31,240**
1971	5.236	1.135	47.5	..	..	22,332	32,165	31,194
1972	5.231	1.181	47.9	..	..	22,703	32,832	31,762
1973	5.234	1.252	48.0	..	..	22,580	32,951	31,404
1974	5.241	1.274	48.3	..	..	20,581	30,073	28,783
1975	**5.232**	**1.304**	**48.3**	**..**	**..**	**20,652**	**30,613**	**28,621**
1976	5.233	1.314	48.9	..	..	21,751	32,547	29,933
1977	5.226	..	48.9	..	..	21,678	32,893	29,783
1978	5.212	1.308	48.9	..	..	22,107	33,965	30,506
1979	5.204	1.353	49.3	..	..	23,064	35,512	31,387
1980	**5.193**	**1.398**	**49.4**	..	**..**	**21,788**	**33,626**	**29,286**
1981	5.180	1.397	50.0	..	..	21,485	33,311	28,766
1982	5.165	1.416	50.2	..	..	20,850	32,192	28,273
1983	5.148	1.448	50.4	..	..	19,434	29,918	25,224
1984	5.139	1.489	50.6	..	..	19,974	31,236	26,158
1985	**5.128**	**1.514**	**50.7**	**..**	**17,219**	**20,644**	**32,446**	**27,287**
1986	5.112	1.546	50.8	..	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	..	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	..	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	..	21,404	20,605	33,221	27,532
1990	**5.081**	**1.788**	**51.7**	..	**21,786**	**20,171**	**32,423**	**27,228**
1991	5.083	1.830	51.9	..	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	..	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	**5.104**	**1.910**	**52.8**	**36,736**	**23,987**	**16,534**	**27,232**	**22,194**
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	**5.063**	**2.188**	**53.9**	**39,561**	**25,937**	**15,131**	**25,555**	**20,517**
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	54.5	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.5	42,705	28,209	13,919	23,403	18,502
2005	**5.095**	**2.531**	**54.8**	**42,718**	**28,055**	**13,438**	**22,476**	**17,885**
2006	5.117	2.564	54.9	44,119	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.1	44,666	28,986	12,506	20,803	16,238
2008	5.169	2.665	55.2	44,470	28,810	12,158	20,217	15,590
2009	5.194	2.684	55.4	44,219	28,961	11,555	19,385	15,043
2010	5.222	2.685	52.1	43,488	28,495	10,293	17,239	13,334
1994-98 average	5.092	1.974	52.9	37,653	24,693	16,508	27,518	22,316
2006-2010 average	5.169	2.645	54.5	44,192	28,830	11,924	19,921	15,495
Per cent changes:								
2010 on 2009	0.5	0.0	-6.0	-1.7	-1.6	-10.9	-11.1	-11.4
2010 on 1994-98 ave	2.6	36.0	-1.5	15.5	15.4	-37.6	-37.4	-40.2

1. Figures from 1993 onwards are on a different basis from those for previous years, due to a change in the source of the data.
2. DfT have revised stock figures from 2006 to 2009 - see http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/licensing/latest/notesvls.pdf

Table 2(a): Reported accidents by severity,1950-2010



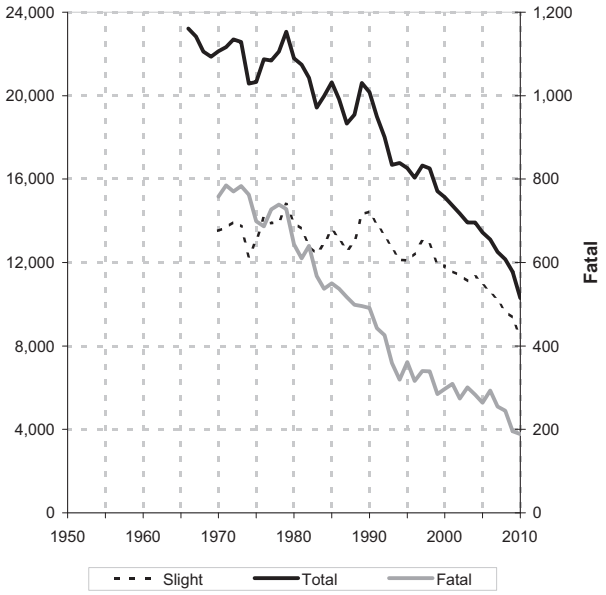
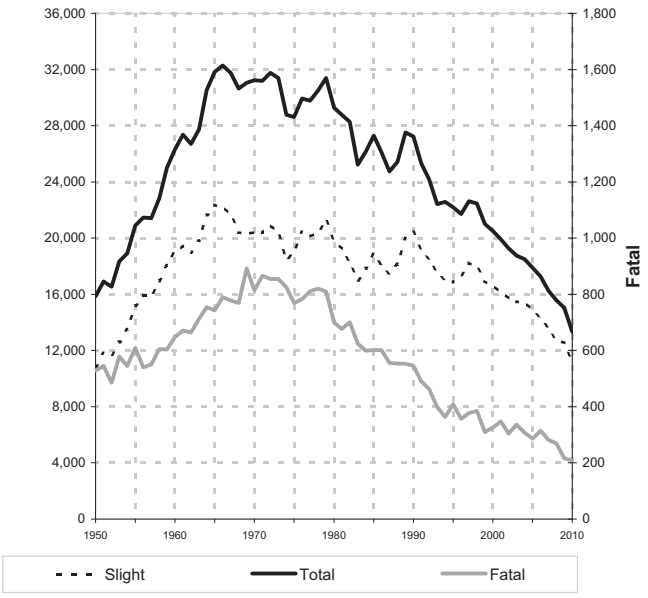


Table 2(b): Reported casualties by severity,1950-2010



Reported accidents and casualties by severity
Years: 1938 to 2010

	Accidents					Casualties				
Year	Fatal	Serious	Slight	Fatal & Serious	All Severities	Killed	Serious injury	Slight injury	Killed & Serious	All Severities
										numbers
1938	..	..	..	..	..	655	5,309	14,451	5,964	20,415
1947	..	..	..	..	..	554	..	..	..	14,655
1948	..	..	..	..	..	534	..	..	..	13,635
1949	..	..	..	..	..	535	..	..	..	14,706
1950	**..**	**..**	**..**	**..**	**..**	**529**	**4,553**	**10,774**	**5,082**	**15,856**
1951	..	..	..	..	..	544	4,545	11,806	5,089	16,895
1952	..	..	..	..	..	485	4,424	11,638	4,909	16,547
1953	..	..	..	..	..	579	5,170	12,594	5,749	18,343
1954	..	..	..	..	..	545	4,875	13,481	5,420	18,901
1955	**..**	**..**	**..**	**..**	**..**	**610**	**5,096**	**15,193**	**5,706**	**20,899**
1956	..	..	..	..	..	540	5,049	15,870	5,589	21,459
1957	..	..	..	..	..	550	5,006	15,861	5,556	21,417
1958	..	..	..	..	..	605	5,302	16,923	5,907	22,830
1959	..	..	..	..	..	604	6,336	18,071	6,940	25,011
1960	**..**	**..**	**..**	**..**	**..**	**648**	**6,632**	**19,035**	**7,280**	**26,315**
1961	..	..	..	..	..	671	7,228	19,463	7,899	27,362
1962	..	..	..	..	..	664	7,052	18,987	7,716	26,703
1963	..	..	..	..	..	712	7,227	19,789	7,939	27,728
1964	..	..	..	..	..	754	8,136	21,637	8,890	30,527
1965	**..**	**..**	**..**	**..**	**..**	**743**	**8,744**	**22,340**	**9,487**	**31,827**
1966	..	..	..	..	23,225	790	9,253	22,237	10,043	32,280
1967	..	..	..	..	22,838	778	9,258	21,724	10,036	31,760
1968	..	..	..	..	22,120	769	9,493	20,387	10,262	30,649
1969	..	..	..	..	21,863	892	9,831	20,333	10,723	31,056
1970	**758**	**7,860**	**13,515**	**8,618**	**22,133**	**815**	**10,027**	**20,398**	**10,842**	**31,240**
1971	785	7,867	13,680	8,652	22,332	866	9,947	20,381	10,813	31,194
1972	770	7,965	13,968	8,735	22,703	855	10,000	20,907	10,855	31,762
1973	783	8,056	13,741	8,839	22,580	855	10,094	20,455	10,949	31,404
1974	763	7,548	12,270	8,311	20,581	825	9,522	18,436	10,347	28,783
1975	**699**	**6,912**	**13,041**	**7,611**	**20,652**	**769**	**8,779**	**19,073**	**9,548**	**28,621**
1976	687	6,923	14,141	7,610	21,751	783	8,720	20,430	9,503	29,933
1977	727	7,063	13,888	7,790	21,678	811	8,850	20,122	9,661	29,783
1978	739	7,442	13,926	8,181	22,107	820	9,349	20,337	10,169	30,506
1979	728	7,536	14,800	8,264	23,064	810	9,241	21,336	10,051	31,387
1980	**644**	**7,218**	**13,926**	**7,862**	**21,788**	**700**	**8,839**	**19,747**	**9,539**	**29,286**
1981	610	7,265	13,610	7,875	21,485	677	8,840	19,249	9,517	28,766
1982	640	7,421	12,789	8,061	20,850	701	9,260	18,312	9,961	28,273
1983	568	6,429	12,437	6,997	19,434	624	7,633	16,967	8,257	25,224
1984	537	6,547	12,890	7,084	19,974	599	7,727	17,832	8,326	26,158
1985	**550**	**6,507**	**13,587**	**7,057**	**20,644**	**602**	**7,786**	**18,899**	**8,388**	**27,287**
1986	537	6,182	13,100	6,719	19,819	601	7,422	18,094	8,023	26,117
1987	517	5,568	12,572	6,085	18,657	556	6,707	17,485	7,263	24,748
1988	499	5,602	12,996	6,101	19,097	554	6,732	18,139	7,286	25,425
1989	496	5,814	14,295	6,310	20,605	553	6,998	19,981	7,551	27,532
1990	**491**	**5,237**	**14,443**	**5,728**	**20,171**	**546**	**6,252**	**20,430**	**6,798**	**27,228**
1991	443	4,724	13,837	5,167	19,004	491	5,638	19,217	6,129	25,346
1992	426	4,268	13,314	4,694	18,008	463	5,176	18,534	5,639	24,173
1993	359	3,651	12,675	4,010	16,685	399	4,454	17,561	4,853	22,414
1994	319	4,324	12,125	4,643	16,768	363	5,208	17,002	5,571	22,573
1995	**361**	**4,071**	**12,102**	**4,432**	**16,534**	**409**	**4,930**	**16,855**	**5,339**	**22,194**
1996	316	3,315	12,442	3,631	16,073	357	4,041	17,318	4,398	21,716
1997	340	3,312	12,994	3,652	16,646	377	4,047	18,205	4,424	22,629
1998	339	3,318	12,862	3,657	16,519	385	4,072	18,010	4,457	22,467
1999	285	3,209	11,921	3,494	15,415	310	3,765	16,927	4,075	21,002
2000	**297**	**3,007**	**11,827**	**3,304**	**15,131**	**326**	**3,568**	**16,623**	**3,894**	**20,517**
2001	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	2,331	11,305	2,614	13,919	308	2,766	15,428	3,074	18,502
2005	**264**	**2,252**	**10,922**	**2,516**	**13,438**	**286**	**2,666**	**14,933**	**2,952**	**17,885**
2006	293	2,257	10,560	2,550	13,110	314	2,635	14,320	2,949	17,269
2007	255	2,049	10,202	2,304	12,506	281	2,385	13,572	2,666	16,238
2008	245	2,242	9,671	2,487	12,158	270	2,574	12,746	2,844	15,590
2009	196	1,997	9,362	2,193	11,555	216	2,286	12,541	2,502	15,043
2010	189	1,708	8,396	1,897	10,293	208	1,964	11,162	2,172	13,334
1994-98 average	335	3,668	12,505	4,003	16,508	378	4,460	17,478	4,838	22,316
2006-2010 average	236	2,051	9,638	2,286	11,924	258	2,369	12,868	2,627	15,495
Per cent changes:										
2010 on 2009	-3.6	-14.5	-10.3	-13.5	-10.9	-3.7	-14.1	-11.0	-13.2	-11.4
2010 on 94-98 average	-43.6	-53.4	-32.9	-52.6	-37.6	-45.0	-56.0	-36.1	-55.1	-40.2

Table 3

Accidents by police force area and severity
Years:1994-98 and 2006-2010 averages, 2006 to 2010

		Fatal	Serious	Slight	Fatal & Serious	All severities
Northern	**1994-98 average**	**34**	**266**	**577**	**300**	**877**
	2006	27	134	586	161	747
	2007	34	135	569	169	738
	2008	33	116	553	149	702
	2009	24	120	580	144	724
	2010	24	92	458	116	574
	2006-2010 average	**28**	**119**	**549**	**148**	**697**
Grampian	**1994-98 average**	**44**	**280**	**1,168**	**324**	**1,493**
	2006	56	168	884	224	1,108
	2007	35	227	952	262	1,214
	2008	28	338	1,033	366	1,399
	2009	28	285	1,017	313	1,330
	2010	33	266	790	299	1,089
	2006-2010 average	**36**	**257**	**935**	**293**	**1,228**
Tayside	**1994-98 average**	**32**	**385**	**888**	**417**	**1,304**
	2006	20	262	739	282	1,021
	2007	30	205	692	235	927
	2008	29	211	691	240	931
	2009	21	201	687	222	909
	2010	28	154	559	182	741
	2006-2010 average	**26**	**207**	**674**	**232**	**906**
Fife	**1994-98 average**	**18**	**191**	**557**	**209**	**766**
	2006	17	162	498	179	677
	2007	10	120	476	130	606
	2008	13	95	468	108	576
	2009	6	100	482	106	588
	2010	13	88	455	101	556
	2006-2010 average	**12**	**113**	**476**	**125**	**601**
Lothian & Borders	**1994-98 average**	**53**	**485**	**2,904**	**538**	**3,442**
	2006	40	405	2,304	445	2,749
	2007	40	384	2,086	424	2,510
	2008	36	358	2,148	394	2,542
	2009	30	328	1,986	358	2,344
	2010	17	307	1,938	324	2,262
	2006-2010 average	**33**	**356**	**2,092**	**389**	**2,481**
Central	**1994-98 average**	**18**	**226**	**548**	**244**	**792**
	2006	19	131	551	150	701
	2007	8	122	545	130	675
	2008	11	148	521	159	680
	2009	10	109	515	119	634
	2010	7	104	427	111	538
	2006-2010 average	**11**	**123**	**512**	**134**	**646**
Strathclyde	**1994-98 average**	**119**	**1,695**	**5,588**	**1,814**	**7,401**
	2006	95	876	4,693	971	5,664
	2007	87	723	4,551	810	5,361
	2008	86	891	3,932	977	4,909
	2009	68	750	3,820	818	4,638
	2010	63	637	3,473	700	4,173
	2006-2010 average	**80**	**775**	**4,094**	**855**	**4,949**
Dumfries & Galloway	**1994-98 average**	**18**	**139**	**276**	**157**	**433**
	2006	19	119	305	138	443
	2007	11	133	331	144	475
	2008	9	85	325	94	419
	2009	9	104	275	113	388
	2010	4	60	296	64	360
	2006-2010 average	**10**	**100**	**306**	**111**	**417**

Reported accidents by road type and severity [1]
1994-98 and 2006-2010 averages, 2006 to 2010

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										
2006	82	8	90	81	30	47	45	203	293	31
2007	84	2	86	52	31	48	38	169	255	34
2008	59	2	61	68	28	36	52	184	245	25
2009	63	1	64	45	17	32	38	132	196	33
2010	52	5	57	44	23	37	28	132	189	30
Serious										
2006	305	56	361	389	370	299	838	1,896	2,257	16
2007	283	50	333	363	326	267	760	1,716	2,049	16
2008	290	49	339	357	363	318	865	1,903	2,242	15
2009	324	37	361	343	283	298	712	1,636	1,997	18
2010	282	42	324	279	273	226	606	1,384	1,708	19
All Severities										
2006	1,763	305	2,068	1,739	2,517	1,411	5,375	11,042	13,110	16
2007	1,713	308	2,021	1,628	2,346	1,384	5,127	10,485	12,506	16
2008	1,703	320	2,023	1,557	2,220	1,435	4,923	10,135	12,158	17
2009	1,671	261	1,932	1,550	2,005	1,345	4,723	9,623	11,555	17
2010	1,519	249	1,768	1,305	1,905	1,127	4,188	8,525	10,293	17
(b) annual averages										
Fatal										
1994-98 average[1]	95	5	100	82	40	50	63	235	335	30
2006-2010 average	68	4	72	58	26	40	40	164	236	30
Serious										
1994-98 average[1]	491	85	576	544	665	455	1,428	3,092	3,668	16
2006-2010 average	297	47	344	346	323	282	756	1,707	2,051	17
All Severities										
1994-98 average[1]	1,886	424	2,310	1,984	3,421	1,659	7,134	14,198	16,508	14
2006-2010 average	1,674	289	1,962	1,556	2,199	1,340	4,867	9,962	11,924	16
(c) Per cent changes										
2010 on 2009										
Fatal	-17	400	-11	-2	35	16	-26	0	-4	
Serious	-13	14	-10	-19	-4	-24	-15	-15	-14	
All Severities	-9	-5	-8	-16	-5	-16	-11	-11	-11	
2010 on 1994-98 average										
Fatal	-45	-7	-43	-46	-43	-26	-55	-44	-44	
Serious	-43	-51	-44	-49	-59	-50	-58	-55	-53	
All Severities	-19	-41	-23	-34	-44	-32	-41	-40	-38	
2006-2010 average on 1994-98 average										
Fatal	-28	-33	-29	-29	-36	-20	-36	-30	-30	
Serious	-40	-45	-40	-36	-51	-38	-47	-45	-44	
All Severities	-11	-32	-15	-22	-36	-19	-32	-30	-28	

(1) based on the road network following the 1 April 1996 changes - see Annex E

(a) Reported accidents by severity and road class for built-up and non built-up roads[1]
Years: 1994-98 and 2006-2010 averages, 1999 to 2010

	Major roads						Minor roads					All roads
	Motor-ways	Trunk A roads (1)		LA A roads (1)			B roads		C & Unclassified			
		Non built up	Built up	Non built up	Built up	All major roads	Non built up	Built up	Non built up	Built up	All minor roads	
Fatal												
1994-98 ave	**10**	**85**	**5**	**82**	**40**	**222**	**34**	**19**	**16**	**44**	**113**	**335**
2000	14	82	7	69	31	203	22	14	17	41	94	297
2001	11	63	7	95	33	209	34	8	15	43	100	309
2002	17	70	4	71	24	186	31	12	14	31	88	274
2003	12	72	7	73	32	196	38	11	21	35	105	301
2004	8	68	7	71	32	186	35	13	11	38	97	283
2005	10	63	4	65	31	173	36	6	14	35	91	264
2006	8	74	8	81	30	201	33	5	14	40	92	293
2007	8	76	2	52	31	169	28	9	20	29	86	255
2008	9	50	2	68	28	157	27	14	9	38	88	245
2009	11	52	1	45	17	126	20	11	12	27	70	196
2010	4	48	5	44	23	124	27	9	10	19	65	189
2006-2010 ave	**8**	**60**	**4**	**58**	**26**	**155**	**27**	**10**	**13**	**31**	**80**	**236**
Serious												
1994-98 ave	**74**	**418**	**85**	**544**	**665**	**1,785**	**271**	**275**	**184**	**1,153**	**1,883**	**3,668**
2000	70	386	70	457	487	1,470	247	194	173	923	1,537	3,007
2001	62	365	69	491	421	1,408	228	179	137	888	1,432	2,840
2002	57	285	64	444	449	1,299	223	187	147	828	1,385	2,684
2003	61	295	71	425	397	1,249	193	165	132	756	1,246	2,495
2004	62	305	65	412	371	1,215	191	156	129	640	1,116	2,331
2005	62	294	48	347	329	1,080	209	132	116	715	1,172	2,252
2006	51	254	56	389	370	1,120	203	135	96	703	1,137	2,257
2007	60	223	50	363	326	1,022	159	131	108	629	1,027	2,049
2008	45	245	49	357	363	1,059	197	134	121	731	1,183	2,242
2009	53	271	37	343	283	987	166	105	132	607	1,010	1,997
2010	50	232	42	279	273	876	127	83	99	523	832	1,708
2006-2010 ave	**52**	**245**	**47**	**346**	**323**	**1,013**	**170**	**118**	**111**	**639**	**1,038**	**2,051**
All severities												
1994-98 ave	**361**	**1,524**	**424**	**1,984**	**3,421**	**7,715**	**958**	**1,293**	**700**	**5,842**	**8,793**	**16,508**
2000	449	1,427	349	1,827	2,869	6,921	954	1,017	703	5,536	8,210	15,131
2001	508	1,379	371	1,858	2,684	6,800	910	1,048	633	5,333	7,924	14,724
2002	467	1,315	340	1,824	2,723	6,669	870	1,043	682	5,079	7,674	14,343
2003	419	1,345	380	1,875	2,598	6,617	917	977	616	4,790	7,300	13,917
2004	467	1,393	384	1,818	2,650	6,712	944	926	589	4,748	7,207	13,919
2005	450	1,327	314	1,752	2,448	6,291	975	916	547	4,709	7,147	13,438
2006	452	1,311	305	1,739	2,517	6,324	884	921	527	4,454	6,786	13,110
2007	435	1,278	308	1,628	2,346	5,995	846	830	538	4,297	6,511	12,506
2008	456	1,247	320	1,557	2,220	5,800	883	773	552	4,150	6,358	12,158
2009	404	1,267	261	1,550	2,005	5,487	841	732	504	3,991	6,068	11,555
2010	396	1,123	249	1,305	1,905	4,978	668	751	459	3,437	5,315	10,293
2006-2010 ave	**429**	**1,245**	**289**	**1,556**	**2,199**	**5,717**	**824**	**801**	**516**	**4,066**	**6,208**	**11,924**

1 The figures for the earlier years used in the 1994-98 averages are based on the road network following the 1 April 1996 changes, rather than the road network at the time of the accident (see Annex E).

(b) Reported accident rates by severity and road class for built-up and non built-up roads

rates per 100 million vehicle km

Years: 1994-98 and 2006-2010 averages, 1999 to 2010

	Major roads						Minor roads					All roads
	Motor-ways	Trunk A roads		LA A roads		All major roads	B roads		C & Unclassified		All minor roads	
		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		
Fatal												
1994-98 ave	**0.21**	**1.08**	**0.60**	**1.18**	**0.92**	**0.90**	**1.42**	**1.37**	**0.49**	**0.75**	**0.87**	**0.89**
2000	0.26	1.02	0.78	0.97	0.69	0.78	0.91	1.04	0.48	0.65	0.69	0.75
2001	0.20	0.76	0.77	1.32	0.75	0.79	1.41	0.61	0.42	0.67	0.73	0.77
2002	0.30	0.80	0.45	0.96	0.53	0.68	1.25	0.91	0.37	0.46	0.62	0.66
2003	0.20	0.82	0.76	0.96	0.71	0.71	1.53	0.83	0.56	0.52	0.73	0.72
2004	0.13	0.76	0.75	0.93	0.70	0.66	1.37	0.97	0.29	0.56	0.67	0.66
2005	0.16	0.71	0.43	0.86	0.68	0.62	1.39	0.45	0.36	0.51	0.62	0.62
2006	0.12	0.82	0.83	1.02	0.65	0.70	1.25	0.38	0.33	0.57	0.60	0.66
2007	0.12	0.84	0.22	0.66	0.69	0.58	1.02	0.67	0.45	0.41	0.55	0.57
2008	0.13	0.56	0.21	0.87	0.62	0.54	0.98	1.06	0.20	0.54	0.56	0.55
2009	0.17	0.58	0.10	0.57	0.38	0.44	0.75	0.86	0.27	0.39	0.46	0.44
2010	0.06	0.55	0.53	0.57	0.51	0.44	1.01	0.72	0.23	0.28	0.43	0.43
2006-2010 ave	**0.12**	**0.67**	**0.38**	**0.74**	**0.57**	**0.54**	**1.00**	**0.74**	**0.30**	**0.44**	**0.52**	**0.53**
Serious												
1994-98 ave	**1.60**	**5.28**	**9.37**	**7.85**	**15.29**	**7.23**	**11.41**	**20.00**	**5.51**	**19.63**	**14.53**	**9.74**
2000	1.30	4.81	7.79	6.41	10.89	5.67	10.17	14.40	4.88	14.64	11.28	7.60
2001	1.11	4.43	7.63	6.80	9.53	5.35	9.46	13.56	3.85	13.80	10.44	7.09
2002	0.99	3.27	7.18	6.01	9.89	4.76	8.96	14.16	3.92	12.33	9.70	6.46
2003	1.04	3.34	7.75	5.60	8.82	4.51	7.75	12.38	3.52	11.15	8.68	5.94
2004	1.02	3.41	6.93	5.40	8.06	4.31	7.49	11.70	3.36	9.44	7.70	5.46
2005	1.01	3.33	5.21	4.57	7.23	3.85	8.07	9.88	2.97	10.47	7.99	5.27
2006	0.79	2.83	5.80	4.91	8.05	3.88	7.67	10.29	2.23	10.11	7.47	5.12
2007	0.91	2.47	5.39	4.58	7.24	3.53	5.82	9.81	2.41	8.82	6.55	4.59
2008	0.67	2.76	5.20	4.57	8.08	3.68	7.17	10.19	2.68	10.33	7.55	5.04
2009	0.80	3.02	3.88	4.35	6.25	3.41	6.24	8.19	3.02	8.74	6.62	4.52
2010	0.77	2.64	4.44	3.60	6.04	3.07	4.77	6.66	2.27	7.77	5.55	3.93
2006-2010 ave	**0.79**	**2.74**	**4.94**	**4.40**	**7.13**	**3.51**	**6.33**	**9.06**	**2.52**	**9.16**	**6.76**	**4.64**
All severities												
1994-98 ave	**7.86**	**19.25**	**46.79**	**28.65**	**78.64**	**31.24**	**40.38**	**94.09**	**20.99**	**99.43**	**67.85**	**43.84**
2000	8.31	17.77	38.83	25.62	64.16	26.68	39.27	75.49	19.85	87.79	60.26	38.25
2001	9.12	16.74	41.02	25.75	60.78	25.81	37.76	79.40	17.78	82.90	57.75	36.75
2002	8.15	15.09	38.13	24.69	59.97	24.46	34.95	78.98	18.19	75.65	53.77	34.53
2003	7.16	15.24	41.48	24.73	57.74	23.90	36.83	73.32	16.40	70.66	50.85	33.11
2004	7.66	15.57	40.95	23.83	57.56	23.79	37.03	69.43	15.35	70.06	49.72	32.59
2005	7.32	15.02	34.06	23.06	53.79	22.42	37.67	68.55	14.00	68.93	48.74	31.46
2006	7.03	14.61	31.58	21.93	54.77	21.88	33.40	70.18	12.24	64.02	44.58	29.71
2007	6.61	14.13	33.19	20.52	52.08	20.68	30.95	62.17	12.01	60.24	41.52	28.00
2008	6.82	14.05	33.98	19.93	49.41	20.13	32.13	58.79	12.22	58.62	40.60	27.34
2009	6.09	14.14	27.40	19.66	44.26	18.95	31.60	57.06	11.53	57.49	39.77	26.13
2010	6.09	12.80	26.34	16.84	42.13	17.47	25.11	60.27	10.54	51.06	35.45	23.67
2006-2010 ave	**6.53**	**13.95**	**30.49**	**19.79**	**48.54**	**19.83**	**30.65**	**61.73**	**11.71**	**58.35**	**40.41**	**26.98**

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

(c) Reported accident rates on all roads by police force area and severity
Years: 1994-98 and 2006-2010 averages

Severity/ Police force area	Motorways	Trunk A roads	Local Authority A roads(1)	All Major Roads	Minor Roads	All Roads
Reported accident rate per 100 million vehicle km - for 1994-98 average						
Fatal						
Northern	-	1.0	1.8	1.3	1.2	1.3
Grampian	-	1.0	1.3	1.1	0.9	1.0
Tayside	0.1	0.9	1.2	0.9	0.7	0.9
Fife	-	0.9	0.8	0.7	0.7	0.7
Lothian & Borders	0.3	0.9	1.0	0.8	0.8	0.8
Central	0.3	1.6	1.0	0.8	0.6	0.7
Strathclyde	0.2	1.1	1.0	0.8	1.0	0.9
Dumfries & Galloway	0.2	1.3	1.4	1.1	0.9	1.1
Scotland	**0.2**	**1.0**	**1.1**	**0.9**	**0.9**	**0.9**
Serious						
Northern	-	7.5	10.3	8.5	14.9	10.0
Grampian	-	3.3	7.8	5.5	7.9	6.5
Tayside	1.7	5.0	12.1	7.3	18.0	10.3
Fife	1.2	4.0	7.6	5.7	11.5	7.8
Lothian & Borders	0.9	2.8	8.7	5.8	11.1	7.6
Central	1.9	10.2	10.7	7.7	11.9	9.1
Strathclyde	1.9	7.6	13.2	8.5	18.3	12.1
Dumfries & Galloway	1.2	5.6	11.1	5.8	20.0	8.1
Scotland	**1.6**	**5.7**	**10.7**	**7.2**	**14.5**	**9.7**
All severities						
Northern	-	23.2	32.0	26.5	55.3	32.9
Grampian	-	18.2	40.1	28.9	42.5	34.7
Tayside	5.5	16.3	38.5	23.2	64.3	35.0
Fife	5.6	15.5	30.7	22.8	45.7	31.4
Lothian & Borders	5.9	20.3	58.8	39.5	80.9	54.2
Central	6.5	29.6	36.5	25.5	44.8	31.9
Strathclyde	9.9	29.5	56.9	36.2	81.3	53.0
Dumfries & Galloway	3.6	17.2	36.5	18.5	60.4	25.3
Scotland	**7.9**	**22.1**	**47.9**	**31.2**	**67.9**	**43.8**
Percentage above/below Scottish average - for 1994-98 average						
Serious						
Northern	n/a	32	-4	18	3	2
Grampian	n/a	-42	-27	-24	-46	-33
Tayside	4	-12	13	0	24	6
Fife	-27	-30	-29	-22	-21	-20
Lothian & Borders	-47	-51	-19	-20	-24	-22
Central	16	79	0	7	-18	-7
Strathclyde	16	33	23	18	26	25
Dumfries & Galloway	-28	-2	4	-19	38	-16
All severities						
Northern	n/a	5	-33	-15	-18	-25
Grampian	n/a	-18	-16	-7	-37	-21
Tayside	-30	-26	-20	-26	-5	-20
Fife	-28	-30	-36	-27	-33	-28
Lothian & Borders	-25	-8	23	26	19	24
Central	-17	34	-24	-18	-34	-27
Strathclyde	25	33	19	16	20	21
Dumfries & Galloway	-54	-22	-24	-41	-11	-42

(c) Reported accident rates on all roads by police force area and severity
Years: 1994-98 and 2006-2010 averages

Severity/ Police force area	Motorways	Trunk A roads	Local Authority A roads(1)	All Major Roads	Minor Roads	All Roads
Reported accident rate per 100 million vehicle km - for 2006-2010 average						
Fatal						
Northern	-	1.0	0.6	0.9	1.0	0.9
Grampian	-	0.6	1.1	0.9	0.6	0.7
Tayside	-	0.7	0.8	0.6	0.6	0.6
Fife	-	0.4	0.5	0.4	0.4	0.4
Lothian & Borders	0.2	0.3	0.5	0.4	0.5	0.4
Central	0.1	0.6	0.5	0.4	0.3	0.4
Strathclyde	0.1	0.6	0.7	0.5	0.5	0.5
Dumfries & Galloway	0.1	1.0	0.4	0.5	0.7	0.5
Scotland	**0.1**	**0.6**	**0.7**	**0.5**	**0.5**	**0.5**
Serious						
Northern	-	3.0	3.9	3.3	5.5	3.8
Grampian	-	3.3	6.2	4.7	5.9	5.3
Tayside	1.1	2.5	6.0	3.6	7.6	4.8
Fife	0.9	1.7	3.9	2.7	5.9	3.9
Lothian & Borders	0.4	2.4	5.5	3.6	6.9	4.8
Central	0.7	5.0	5.0	3.4	5.2	4.0
Strathclyde	0.8	3.1	5.5	3.3	7.1	4.7
Dumfries & Galloway	1.4	4.1	7.5	3.8	11.2	5.0
Scotland	**0.8**	**3.0**	**5.4**	**3.5**	**6.8**	**4.6**
All severities						
Northern	-	18.4	20.1	19.0	32.7	22.2
Grampian	-	14.7	29.6	21.9	29.0	25.1
Tayside	4.6	11.0	24.4	15.2	35.3	21.2
Fife	4.6	10.1	20.1	14.5	31.5	20.9
Lothian & Borders	6.2	14.0	36.0	23.7	50.4	33.4
Central	4.1	20.3	25.7	17.0	29.6	21.1
Strathclyde	7.9	18.0	34.1	21.3	45.0	30.0
Dumfries & Galloway	4.7	16.8	31.1	15.1	49.4	20.9
Scotland	**6.5**	**15.5**	**30.3**	**19.8**	**40.4**	**27.0**
Percentage above/below Scottish average - for 2006-10 average						
Serious						
Northern	n/a	0	-29	-7	-18	-18
Grampian	n/a	13	14	34	-12	13
Tayside	42	-15	11	3	13	4
Fife	10	-42	-28	-22	-12	-16
Lothian & Borders	-47	-18	2	3	2	3
Central	-10	70	-7	-2	-23	-14
Strathclyde	-5	3	2	-6	5	1
Dumfries & Galloway	77	39	38	7	66	8
All severities						
Northern	n/a	18	-34	-4	-19	-18
Grampian	n/a	-6	-2	10	-28	-7
Tayside	-30	-29	-20	-24	-13	-21
Fife	-30	-35	-34	-27	-22	-23
Lothian & Borders	-5	-10	19	20	25	24
Central	-37	30	-15	-14	-27	-22
Strathclyde	21	16	13	7	11	11
Dumfries & Galloway	-29	8	3	-24	22	-22

Table 6

Accidents by severity, month and road type, 2006 to 2010 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**	8	5	2	3	4	21	10.7	9.5	4.4	9.9	10.3	9.2
	February	4	4	2	2	3	16	6.1	7.8	4.3	6.7	8.6	6.7
	March	5	5	2	1	4	16	6.9	8.5	3.9	2.3	10.3	6.8
	April	5	4	1	2	2	15	7.7	7.4	3.1	7.1	5.6	6.4
	May	5	5	4	2	3	19	6.9	8.1	9.9	9.2	7.3	8.0
	June	4	3	4	2	3	17	5.4	6.0	10.7	9.5	7.1	7.2
	July	7	4	5	2	4	23	9.6	7.8	12.8	9.2	11.2	9.9
	August	8	5	5	2	3	24	11.5	9.1	13.3	7.6	8.8	10.4
	September	6	5	4	2	2	20	8.5	9.5	10.2	7.1	6.1	8.5
	October	5	5	4	3	4	21	7.4	9.5	10.3	9.9	9.3	9.0
	November	7	5	3	2	4	22	9.7	9.5	8.7	8.7	11.1	9.6
	December	7	4	3	3	2	19	9.6	7.5	8.4	13.0	4.4	8.4
	Year total	70	57	39	25	40	232	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	26	21	15	25	50	137	7.8	6.0	5.6	8.0	6.7	6.8
	February	22	25	22	27	66	163	6.6	7.3	7.9	8.6	8.9	8.0
	March	25	18	23	23	62	152	7.4	5.3	8.3	7.3	8.3	7.5
	April	28	30	20	25	61	164	8.2	8.7	7.3	7.9	8.1	8.1
	May	31	31	28	30	60	181	9.2	9.2	10.1	9.5	8.0	8.9
	June	32	36	32	23	65	187	9.4	10.4	11.5	7.2	8.7	9.2
	July	30	33	25	21	60	168	8.8	9.5	8.9	6.7	8.1	8.3
	August	36	37	26	25	58	182	10.7	10.9	9.2	7.8	7.8	9.0
	September	30	36	26	31	66	189	8.8	10.5	9.3	9.7	8.9	9.3
	October	30	27	22	28	73	181	8.9	8.1	8.1	8.7	9.8	8.9
	November	27	24	20	34	71	176	7.9	7.0	7.3	10.6	9.5	8.7
	December	21	24	18	26	55	144	6.4	7.0	6.6	8.0	7.3	7.1
	Year total	338	341	278	319	746	2,022	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	159	121	103	167	357	906	8.2	7.9	7.8	7.7	7.4	7.7
	February	141	134	114	187	426	1,002	7.3	8.8	8.6	8.6	8.9	8.5
	March	146	111	106	177	412	952	7.6	7.2	8.0	8.2	8.6	8.1
	April	137	109	92	175	355	868	7.1	7.1	7.0	8.1	7.4	7.4
	May	158	126	106	185	400	975	8.2	8.2	8.0	8.5	8.3	8.3
	June	170	139	124	164	387	984	8.8	9.1	9.4	7.6	8.1	8.4
	July	172	132	114	167	374	959	8.9	8.6	8.6	7.7	7.8	8.2
	August	185	145	125	181	412	1,048	9.6	9.4	9.5	8.4	8.6	8.9
	September	161	136	116	198	425	1,036	8.3	8.9	8.7	9.1	8.9	8.8
	October	165	130	103	179	423	999	8.5	8.4	7.8	8.2	8.8	8.5
	November	169	126	115	215	444	1,068	8.8	8.2	8.7	9.9	9.2	9.1
	December	169	127	104	173	387	960	8.8	8.3	7.9	8.0	8.1	8.2
	Year total	1,931	1,535	1,322	2,169	4,800	11,757	100.0	100.0	100.0	100.0	100.0	100.0

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

Table 7

Accidents by light condition, road surface condition(1), severity
Built-up and non built-up roads,
1994-98 and 2006-2010 averages, 2006 to 2010

		Built-up			Non Built-up			Total		
		Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total
Daylight	**1994-98 ave**	**60**	**1,411**	**7,857**	**138**	**1,002**	**3,869**	**198**	**2,413**	**11,726**
	2006	50	821	5,777	133	684	3,380	183	1,505	9,157
	2007	43	759	5,576	129	651	3,437	172	1,410	9,013
	2008	47	853	5,424	101	692	3,315	148	1,545	8,739
	2009	26	692	5,094	88	702	3,304	114	1,394	8,398
	2010	32	653	4,840	88	573	2,880	120	1,226	7,720
	2006-10 ave	**40**	**756**	**5,342**	**108**	**660**	**3,263**	**147**	**1,416**	**8,605**
Darkness	**1994-98 ave**	**49**	**767**	**3,122**	**89**	**488**	**1,660**	**137**	**1,255**	**4,782**
	2006	33	443	2,420	77	309	1,533	110	752	3,953
	2007	28	377	2,205	55	262	1,288	83	639	3,493
	2008	35	424	2,039	62	273	1,380	97	697	3,419
	2009	30	340	1,895	52	263	1,262	82	603	3,157
	2010	24	268	1,502	45	214	1,071	69	482	2,573
	2006-10 ave	**30**	**370**	**2,012**	**58**	**264**	**1,307**	**88**	**635**	**3,319**
Dry	**1994-98 ave**	**60**	**1,337**	**6,760**	**124**	**747**	**2,592**	**184**	**2,085**	**9,352**
	2006	48	829	5,151	99	513	2,278	147	1,342	7,429
	2007	40	772	5,232	98	504	2,306	138	1,276	7,538
	2008	42	793	4,529	79	498	2,004	121	1,291	6,533
	2009	31	643	4,236	72	500	2,008	103	1,143	6,244
	2010	28	607	4,106	63	420	1,817	91	1,027	5,923
	2006-10 ave	**38**	**729**	**4,651**	**82**	**487**	**2,083**	**120**	**1,216**	**6,733**
Wet/damp/flood	**1994-98 ave**	**47**	**801**	**3,975**	**93**	**644**	**2,485**	**141**	**1,445**	**6,460**
	2006	34	425	2,933	105	440	2,376	139	865	5,309
	2007	29	353	2,417	81	377	2,153	110	730	4,570
	2008	39	455	2,701	75	405	2,253	114	860	4,954
	2009	24	353	2,435	61	402	2,074	85	755	4,509
	2010	24	252	1,708	52	269	1,413	76	521	3,121
	2006-10 ave	**30**	**368**	**2,439**	**75**	**379**	**2,054**	**105**	**746**	**4,493**
Snow/frost/ice	**1994-98 ave**	**1**	**40**	**245**	**9**	**99**	**451**	**10**	**138**	**696**
	2006	1	10	113	6	40	259	7	50	372
	2007	2	11	131	5	32	266	7	43	397
	2008	1	29	233	9	62	438	10	91	671
	2009	1	36	315	7	63	483	8	99	798
	2010	4	62	527	18	98	720	22	160	1,247
	2006-10 ave	**2**	**30**	**264**	**9**	**59**	**433**	**11**	**89**	**697**
All conditions	**1994-98 ave**	**108**	**2,178**	**10,980**	**227**	**1,490**	**5,528**	**335**	**3,668**	**16,508**
	2006	83	1,264	8,197	210	993	4,913	293	2,257	13,110
	2007	71	1,136	7,781	184	913	4,725	255	2,049	12,506
	2008	82	1,277	7,463	163	965	4,695	245	2,242	12,158
	2009	56	1,032	6,989	140	965	4,566	196	1,997	11,555
	2010	56	921	6,342	133	787	3,951	189	1,708	10,293
	2006-10 ave	**70**	**1,126**	**7,354**	**166**	**925**	**4,570**	**236**	**2,051**	**11,924**

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

Table 8

Accidents by junction detail and severity separately for built-up and non built-up roads
Years: 2006-2010 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	40	515	2,389	2,944	58.0	45.8	38.8	40.0
	Roundabout	1	61	513	575	1.7	5.4	8.3	7.8
	Mini-roundabout	0	8	55	63	0	0.7	0.9	0.9
	T/Y staggered junc	19	326	1,865	2,210	26.7	29.0	30.3	30.0
	Slip road	0	6	61	68	0.6	0.6	1.0	0.9
	Cross roads	5	111	662	778	7.5	9.8	10.7	10.6
	Multiple junction	1	23	148	172	1.7	2.0	2.4	2.3
	Private drive	0	20	74	94	0.6	1.7	1.2	1.3
	Other junction	2	57	392	451	3.2	5.0	6.4	6.1
	Total	70	1,126	6,159	7,354	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	127	685	2,520	3,333	76.7	74.1	72.4	72.9
	Roundabout	1	23	188	212	0.7	2.5	5.4	4.6
	Mini-roundabout	0	0	2	3	0	0.0	0.1	0.1
	T/Y staggered junc	21	110	371	502	12.5	11.9	10.7	11.0
	Slip road	3	23	126	152	1.7	2.5	3.6	3.3
	Cross roads	4	23	69	97	2.7	2.5	2.0	2.1
	Multiple junction	0	2	13	15	0.1	0.2	0.4	0.3
	Private drive	5	30	82	118	3.3	3.2	2.4	2.6
	Other junction	4	28	107	139	2.3	3.0	3.1	3.0
	Total	166	925	3,479	4,570	100.0	100.0	100.0	100.0
Total bup/nbup									
	More than 20m from junction	168	1,201	4,909	6,277	71.2	58.6	50.9	52.6
	Roundabout	2	84	701	787	1.0	4.1	7.3	6.6
	Mini-roundabout	0	8	57	66	0	0.4	0.6	0.6
	T/Y staggered junc	39	436	2,236	2,711	16.7	21.3	23.2	22.7
	Slip road	3	29	188	220	1.4	1.4	1.9	1.8
	Cross roads	10	134	731	875	4.1	6.5	7.6	7.3
	Multiple junction	1	24	161	187	0.6	1.2	1.7	1.6
	Private drive	6	50	156	212	2.5	2.4	1.6	1.8
	Other junction	6	85	499	590	2.5	4.1	5.2	4.9
	Total	236	2,051	9,638	11,924	100.0	100.0	100.0	100.0

Accident Costs: Details of Calculations

The Department for Transport estimate the values assigned to the cost of road casualties and accidents in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and accidents in road schemes. Up-to-date accident and casualty related costs for 2010 are not available at the moment and 2009 costs have been used instead. An update will be made to the online version of the tables in due course.

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

Types of Costs

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

The cost of an accident also includes:

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

A summary of the DfT's latest findings can be found in *Reported Road Casualties GB: 2010*.

http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-02.pdf

Scotland analysis

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

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

Figures are presented in constant 2009 prices. Therefore estimates of values in earlier years have been calculated by applying 2009 values to previous years.

Further information the methodology can be obtained from the DfT:

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

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

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2009 prices

	Killed	Seriously Injured	Slightly Injured	Average all casaulties
Average cost per casualty for Great Britain	1,585,510	178,160	13,740	47,740

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		596,674	23,767	2,959	
Medical/ambulance		5,615	14,244	1,253	
Pain, grief, suffering		1,175,101	161,713	14,090	
Police and damage to property costs for GB:					
Police/administration		2,139	426	167	55
Damage to property	Total	10,674	4,907	2,903	1,828
	- Motorways	16,356	13,956	7,061	2,462
	- Non built-up roads	12,858	5,862	3,886	2,562
	- Built-up roads	7,581	4,063	2,307	1,714
Total costs per accident for GB		**1,790,200**	**205,060**	**21,370**	**1,880**

Table 10

Cost per accident by road type and severity in Scotland (£) for 2010 at 2009 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	1,927,326	219,964	22,095	132,251	2,617	17,348
Built-up roads	1,706,364	193,176	18,998	59,192	1,769	4,840
Motorways	1,604,005	212,566	26,753	66,146	2,517	9,916
All roads	**1,855,013**	**205,303**	**20,306**	**84,693**	**1,949**	**7,505**
Trunk roads only	2,006,133	224,019	22,872	122,490	2,362	14,152

Table 11

Total estimated accident costs in Scotland (£ million) at 2009 prices, by severity
Years: 2000 to 2010

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2000	53.7	741.5	642.7	**1,437.9**	546.3	644.2	247.4	414.8	**1,852.7**
2001	43.7	780.3	613.0	**1,437.0**	582.3	613.9	240.7	402.7	**1,839.7**
2002	63.0	694.6	569.8	**1,327.4**	513.1	578.1	236.1	392.3	**1,719.6**
2003	45.4	721.1	558.0	**1,324.5**	561.5	531.9	231.1	378.9	**1,703.3**
2004	36.3	673.5	535.4	**1,245.3**	515.4	497.1	232.8	378.4	**1,623.7**
2005	40.9	635.0	508.0	**1,183.9**	474.2	484.4	225.3	365.1	**1,549.1**
2006	35.5	664.2	513.9	**1,213.6**	521.4	475.6	216.6	356.4	**1,570.0**
2007	38.7	601.1	464.1	**1,103.9**	468.2	427.5	208.1	339.5	**1,443.4**
2008	38.8	573.2	496.1	**1,108.1**	448.4	464.7	195.0	328.9	**1,437.0**
2009	40.6	512.7	412.3	**965.6**	358.8	415.6	191.2	311.5	**1,277.1**
2010	26.2	470.2	375.4	**871.7**	350.6	350.7	170.5	278.7	**1,150.5**

Note: Up-to-date accident and casualty related costs for 2010 are not available at the moment and 2009 costs have been used instead. An update will be made to the online version of the tables in due course.

Vehicles involved in reported injury accidents by type
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

Year	Pedal cycle	Motor cycle [1]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
1994-98 average	**1,320**	**940**	**20,975**	**527**	**153**	**1,156**	**1,201**	**891**	**356**	**27,518**
2000	900	1,155	19,285	589	134	1,109	985	924	474	25,555
2001	942	1,207	18,607	548	101	1,086	934	1,013	434	24,872
2002	852	1,200	18,194	504	114	1,059	858	999	374	24,154
2003	840	1,153	17,726	487	111	1,069	795	929	348	23,458
2004	794	1,033	17,718	477	109	1,131	976	800	365	23,403
2005	808	1,098	16,770	469	84	1,040	912	739	556	22,476
2006	801	1,091	16,398	474	87	979	923	697	509	21,959
2007	740	1,109	15,584	413	74	836	924	643	480	20,803
2008	768	1,050	15,058	367	65	796	918	654	541	20,217
2009	821	1,037	14,577	391	79	697	760	554	469	19,385
2010	808	859	12,805	355	57	611	751	546	447	17,239
2006-2010 average	**788**	**1,029**	**14,884**	**400**	**72**	**784**	**855**	**619**	**489**	**19,921**
Per cent changes:										
2010 on 2009	-2	-17	-12	-9	-28	-12	-1	-1	-5	-11
2010 on 1994-98 average	-39	-9	-39	-33	-63	-47	-37	-39	26	-37

1. Motorcycle includes all two wheeled motor vehicles.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2000 to 2010, and 1994-98 and 2006-2010 averages

	Pedal cycle	Motor cycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious accidents							*number*
1994-98 ave.	**266**	**360**	**4,639**	**247**	**291**	**284**	**6,184**
1999	206	438	3,981	223	234	249	5,423
2000	180	503	3,724	200	206	242	5,162
2001	178	473	3,558	206	182	272	4,966
2002	161	479	3,423	185	196	230	4,747
2003	149	438	3,179	193	167	246	4,449
2004	132	410	2,975	167	171	193	4,134
2005	138	411	2,772	173	167	194	3,960
2006	148	431	2,850	168	162	173	4,029
2007	159	440	2,492	119	164	157	3,618
2008	179	451	2,668	164	161	149	3,883
2009	165	381	2,440	121	131	134	3,457
2010	152	358	1,975	108	134	150	2,961
2006-10 ave.	**161**	**412**	**2,485**	**136**	**150**	**153**	**3,590**
(b) vehicles involved - all severities of reported accident							
1994-98 ave.	**1,320**	**940**	**21,502**	**1,309**	**1,201**	**891**	**27,518**
1999	1,062	1,032	20,174	1,165	1,073	944	25,834
2000	900	1,155	19,874	1,243	985	924	25,555
2001	942	1,207	19,155	1,187	934	1,013	24,872
2002	852	1,200	18,698	1,173	858	999	24,154
2003	840	1,153	18,213	1,180	795	929	23,458
2004	794	1,033	18,195	1,240	976	800	23,403
2005	808	1,098	17,239	1,124	912	739	22,476
2006	801	1,091	16,872	1,066	923	697	21,959
2007	740	1,109	15,997	910	924	643	20,803
2008	768	1,050	15,425	861	918	654	20,217
2009	821	1,037	14,968	776	760	554	19,385
2010	808	859	13,160	668	751	546	17,239
2006-10 ave.	**788**	**1,029**	**15,284**	**856**	**855**	**619**	**19,921**
(c) traffic volumes [2]							*million vehicle kilometres*
1994-98 ave.	**235**	**207**	**30,242**	**576**	**4,088**	**2,305**	**37,653**
1999	238	242	31,589	613	4,657	2,431	39,770
2000	242	250	31,443	599	4,591	2,436	39,561
2001	236	261	31,904	604	4,662	2,398	40,065
2002	250	292	33,127	630	4,828	2,408	41,535
2003	249	327	33,228	646	5,076	2,511	42,038
2004	232	309	33,674	593	5,283	2,615	42,705
2005	243	313	33,478	586	5,460	2,637	42,718
2006	260	302	34,466	609	5,761	2,721	44,119
2007	240	326	34,545	650	6,125	2,781	44,666
2008	273	315	34,357	630	6,145	2,751	44,470
2009	287	322	34,391	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
2006-10 ave.	**272**	**311**	**34,270**	**635**	**6,033**	**2,672**	**44,192**

1. Includes a small number of 'unknown' and 'other' types of vehicles.
2. There may be slight differences between the vehicle types used for road accident statistics and those used for the traffic estimates.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2000 to 2010, and 1994-98 and 2006-2010 averages

	Pedal cycle	Motor cycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious accidents							*per million vehicle kilometres*
1994-98 ave.	**1.13**	**1.74**	**0.15**	**0.43**	**0.07**	**0.12**	**0.16**
1999	0.87	1.81	0.13	0.36	0.05	0.10	0.14
2000	0.74	2.02	0.12	0.33	0.04	0.10	0.13
2001	0.76	1.81	0.11	0.34	0.04	0.11	0.12
2002	0.64	1.64	0.10	0.29	0.04	0.10	0.11
2003	0.60	1.34	0.10	0.30	0.03	0.10	0.11
2004	0.57	1.33	0.09	0.28	0.03	0.07	0.10
2005	0.57	1.31	0.08	0.30	0.03	0.07	0.09
2006	0.57	1.43	0.08	0.28	0.03	0.06	0.09
2007	0.66	1.35	0.07	0.18	0.03	0.06	0.08
2008	0.66	1.43	0.08	0.26	0.03	0.05	0.09
2009	0.57	1.18	0.07	0.19	0.02	0.05	0.08
2010	0.51	1.23	0.06	0.17	0.02	0.06	0.07
2006-10 ave.	**0.59**	**1.33**	**0.07**	**0.21**	**0.02**	**0.06**	**0.08**
(e) vehicle involvement rates: all severities of accident							*per million vehicle kilometres*
1994-98 ave.	**5.62**	**4.54**	**0.71**	**2.27**	**0.29**	**0.39**	**0.73**
1999	4.46	4.27	0.64	1.90	0.23	0.39	0.65
2000	3.72	4.63	0.63	2.07	0.21	0.38	0.65
2001	4.00	4.62	0.60	1.97	0.20	0.42	0.62
2002	3.41	4.11	0.56	1.86	0.18	0.41	0.58
2003	3.37	3.52	0.55	1.83	0.16	0.37	0.56
2004	3.43	3.34	0.54	2.09	0.18	0.31	0.55
2005	3.32	3.51	0.51	1.92	0.17	0.28	0.53
2006	3.08	3.61	0.49	1.75	0.16	0.26	0.50
2007	3.09	3.41	0.46	1.40	0.15	0.23	0.47
2008	2.82	3.34	0.45	1.37	0.15	0.24	0.45
2009	2.86	3.22	0.44	1.22	0.13	0.22	0.44
2010	2.71	2.96	0.39	1.03	0.12	0.21	0.40
2006-10 ave.	**2.90**	**3.31**	**0.45**	**1.35**	**0.14**	**0.23**	**0.45**

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

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

(a) Vehicles involved in reported injury accidents by manoeuvre and type of vehicle
Separately for built-up and non built-up roads
Years: 2006-2010 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	1	1	216	10	1	2	24	8	12	274
Parked	2	2	494	11	3	38	31	13	19	613
Slowing or stopping	13	27	635	24	4	112	33	13	17	878
Moving off	23	15	431	25	2	107	23	13	15	654
U turn	1	2	88	10	-	1	8	1	3	114
Turning/waiting turn left	18	15	343	12	1	21	22	14	10	456
Turning/waiting turn right	37	24	1,071	32	4	37	46	20	22	1,293
Changing lane	7	5	100	3	-	6	7	8	5	141
Overtaking	26	52	218	8	1	14	13	7	11	350
Going round bend	21	44	455	12	1	21	19	16	11	600
Waiting/going ahead	543	361	4,886	210	25	351	226	110	154	6,866
Total[(2)]	**693**	**547**	**8,942**	**357**	**43**	**710**	**452**	**222**	**281**	**12,247**
Non built-up										
Reversing	-	1	13	-	-	-	2	3	2	20
Parked	-	1	56	-	1	2	8	11	5	85
Slowing or stopping	1	14	369	3	2	3	29	18	12	450
Moving off	1	4	73	2	-	1	6	5	4	96
U turn	-	1	17	-	-	-	2	1	2	23
Turning/waiting turn left	1	6	71	1	-	1	4	7	4	95
Turning/waiting turn right	7	11	348	3	2	4	23	17	26	440
Changing lane	1	6	99	1	1	1	8	23	6	145
Overtaking	1	50	247	1	2	2	18	9	9	340
Going round bend	12	192	1,544	10	7	16	77	78	38	1,975
Waiting/going ahead	69	197	3,103	23	15	41	226	225	100	4,000
Total[(2)]	**94**	**482**	**5,943**	**43**	**29**	**74**	**403**	**397**	**209**	**7,674**
Total										
Reversing	1	2	229	10	1	2	26	10	14	294
Parked	2	3	550	11	3	40	39	25	24	698
Slowing or stopping	14	40	1,004	27	5	115	62	31	30	1,329
Moving off	24	19	504	27	3	109	29	18	19	751
U turn	1	2	105	10	1	1	10	2	5	137
Turning/waiting turn left	18	21	414	13	2	22	26	20	14	551
Turning/waiting turn right	44	35	1,419	35	6	41	69	37	48	1,732
Changing lane	9	11	199	4	1	7	14	30	10	285
Overtaking	28	102	465	10	3	17	31	16	20	690
Going round bend	34	235	1,999	21	8	38	96	94	50	2,575
Waiting/going ahead	612	558	7,989	233	39	392	453	336	254	10,866
Total[(2)]	**788**	**1,029**	**14,884**	**400**	**72**	**784**	**855**	**619**	**489**	**19,921**

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

(b) Vehicles involved in reported injury accidents by junction detail and type of vehicle
Separately for built-up and non built-up roads
Years: 2006-2010 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	191	191	3,302	132	16	318	173	94	117	4,533
Roundabout	79	56	757	20	4	42	34	24	18	1,033
Mini roundabout	10	5	79	4	-	6	4	1	2	111
T/Y or staggered junction	265	187	2,744	103	13	199	145	57	86	3,798
Slip road	4	5	94	3	-	3	5	3	2	120
Crossroads	69	50	1,055	61	6	72	45	20	30	1,409
Multiple junction	14	11	214	12	1	23	12	5	6	299
Private drive	15	11	122	2	1	3	5	6	5	169
Other junction	45	31	574	21	3	44	29	11	14	774
Total	**693**	**547**	**8,942**	**357**	**43**	**710**	**452**	**222**	**281**	**12,247**
Non built-up										
Over 20m from junction	59	338	4,110	28	20	49	271	287	139	5,301
Roundabout	12	24	290	3	2	6	20	20	8	384
Mini roundabout	-	-	5	-	-	-	-	-	-	5
T/Y or staggered junction	12	60	774	6	3	10	52	38	26	980
Slip road	2	12	222	2	1	3	15	21	7	284
Crossroads	3	9	155	1	1	1	14	8	5	196
Multiple junction	-	-	26	-	-	-	2	1	1	31
Private drive	4	19	162	1	1	3	14	13	12	229
Other junction	2	20	200	2	1	2	15	10	11	264
Total	**94**	**482**	**5,943**	**43**	**29**	**74**	**403**	**397**	**209**	**7,674**
Total										
Over 20m from junction	250	529	7,412	160	36	367	444	380	256	9,834
Roundabout	91	80	1,046	23	6	47	53	44	26	1,417
Mini roundabout	10	5	83	4	-	6	5	2	2	116
T/Y or staggered junction	277	247	3,518	109	16	209	197	95	112	4,778
Slip road	7	17	316	5	1	5	20	24	9	404
Crossroads	72	60	1,210	62	7	73	59	27	35	1,605
Multiple junction	15	11	240	12	1	23	14	6	7	330
Private drive	19	29	284	3	2	6	19	18	17	398
Other junction	47	51	773	23	4	47	44	22	26	1,037
Total	**788**	**1,029**	**14,884**	**400**	**72**	**784**	**855**	**619**	**489**	**19,921**

1. Motorcycle includes all two wheeled motor vehicles.

Cars involved in in reported injury accidents by manoeuvre and type of accident[1]
Separately for built-up and non built-up roads
Years: 2006-2010 average

	Type of Accident					Type of Accident				
	Single vehicle	Single vehicle & pedestrian	Two vehicles	Three/ more vehicles	Total	Single vehicle	Single vehicle & pedestrian	Two vehicles	Three/ more vehicles	Total
					numbers					*percentages*
Built-up										
Reversing	5	138	63	10	216	1	8	1	1	2
Parked	1	5	228	260	494	0	0	4	18	6
Slowing or stopping	12	84	376	163	635	2	5	7	11	7
Moving off	10	98	289	34	431	2	6	5	2	5
U Turn	2	6	73	7	88	0	0	1	1	1
Turning/wtg turn left	17	50	250	25	343	4	3	5	2	4
Turning/wtg turn right	23	100	856	93	1,071	5	6	16	6	12
Changing lane	4	5	81	10	100	1	0	2	1	1
Overtaking	6	64	123	25	218	1	4	2	2	2
Going round bend	154	42	221	37	455	32	3	4	3	5
Going/waiting go ahead	255	1,076	2,769	786	4,886	52	64	52	54	55
Total	**490**	**1,670**	**5,332**	**1,449**	**8,942**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	3	1	6	3	13	0	1	0	0	0
Parked	-	1	33	23	56	-	1	1	2	1
Slowing or stopping	11	2	188	167	369	1	4	7	13	6
Moving off	1	2	65	5	73	-	3	2	0	1
U Turn	1	-	16	1	17	-	0	1	0	0
Turning/wtg turn left	11	-	48	12	71	1	0	2	1	1
Turning/wtg turn right	10	1	273	64	348	1	1	9	5	6
Changing lane	19	1	59	20	99	1	1	2	2	2
Overtaking	36	3	152	56	247	2	5	5	4	4
Going round bend	880	6	544	114	1,544	53	9	19	9	26
Going/waiting go ahead	699	51	1,516	836	3,103	42	75	52	64	52
Total	**1,671**	**68**	**2,900**	**1,303**	**5,943**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	8	139	69	13	229	0	8	1	1	2
Parked	1	5	261	282	550	0	0	3	10	4
Slowing or stopping	23	86	564	330	1,004	1	5	7	12	7
Moving off	11	100	354	39	504	1	6	4	1	3
U Turn	3	6	89	8	105	0	0	1	0	1
Turning/wtg turn left	28	50	299	37	414	1	3	4	1	3
Turning/wtg turn right	33	101	1,128	157	1,419	2	6	14	6	10
Changing lane	24	5	140	30	199	1	0	2	1	1
Overtaking	41	68	274	81	465	2	4	3	3	3
Going round bend	1,034	49	765	151	1,999	48	3	9	6	13
Going/waiting go ahead	954	1,127	4,285	1,622	7,989	44	65	52	59	54
Total	**2,161**	**1,738**	**8,232**	**2,752**	**14,884**	**100**	**100**	**100**	**100**	**100**

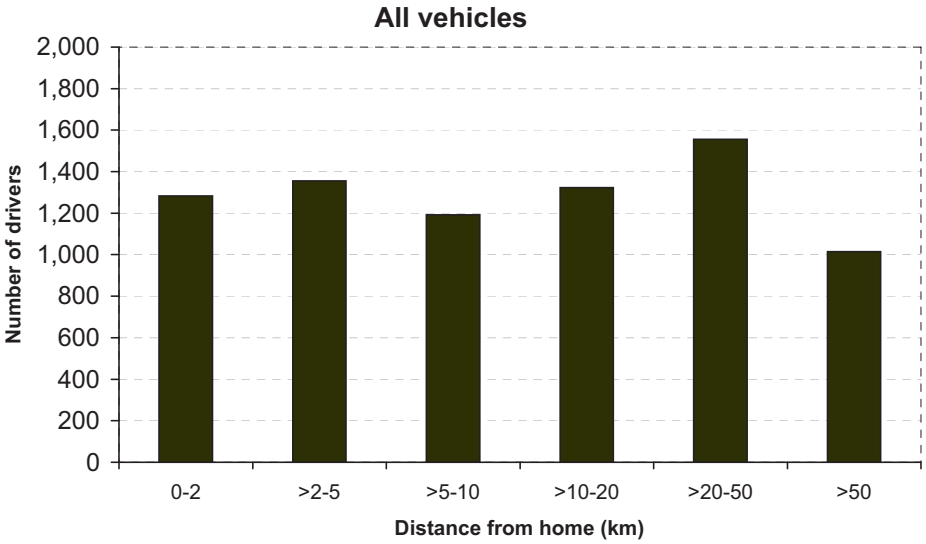
1. Totals include a small number of cases where the manoeuvre is unknown.

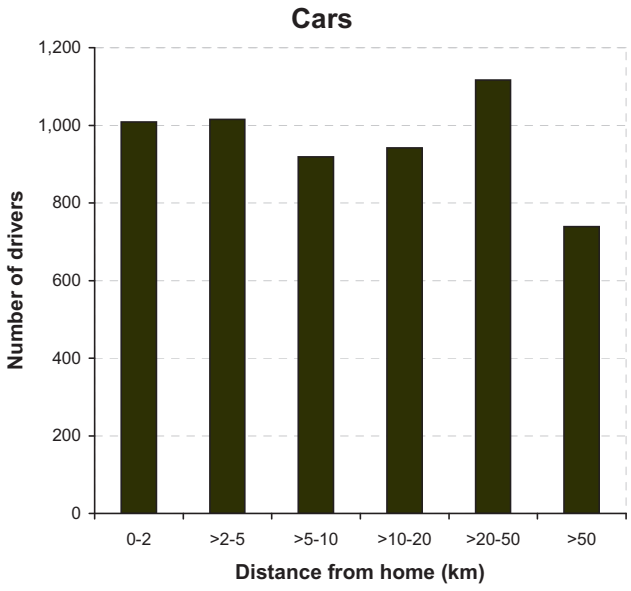
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2010

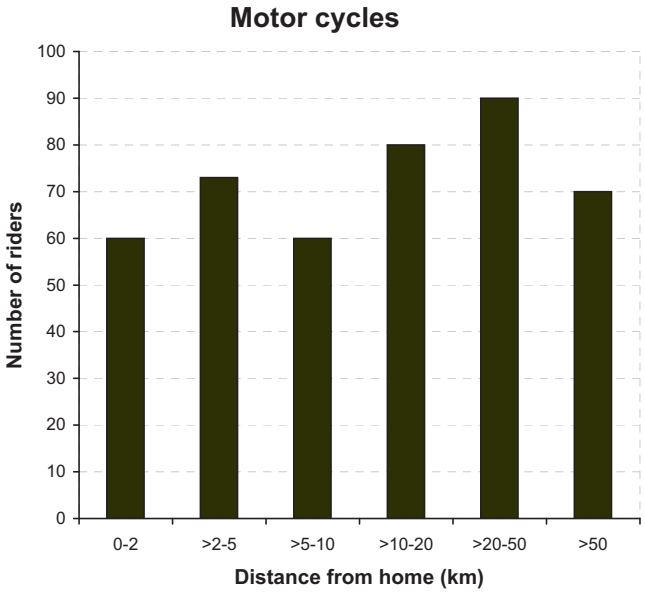
	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Total
Pedal cycle rider									
Postcode, invalid or not known	7	9	1	6	19	-	32	1	75
Driver from elsewhere in the UK	4	-	1	-	-	-	3	1	9
Scottish driver, distance not known	8	1	27	17	66	23	185	10	337
Vehicle parked and unattended	-	-	-	-	-	-	-	-	-
Non - UK driver	2	-	-	-	-	-	1	-	3
Up to 2 km	2	25	1	5	60	7	17	2	119
Over 2 up to 5 km	-	29	1	3	61	3	3	-	100
Over 5 up to 10 km	2	2	-	2	19	3	4	-	32
Over 10 up to 20 km	-	6	1	1	28	1	4	1	42
Over 20 up to 50 km	3	3	4	1	37	4	5	2	59
Over 50 km	8	-	3	-	1	2	18	-	32
Total	**36**	**75**	**39**	**35**	**291**	**43**	**272**	**17**	**808**
Motor cycle rider									
Postcode, invalid or not known	4	7	8	1	11	2	15	1	49
Driver from elsewhere in the UK	17	2	1	2	17	4	9	5	57
Scottish driver, distance not known	17	3	45	25	38	32	134	13	307
Vehicle parked and unattended	-	-	-	-	-	-	-	-	-
Non - UK driver	6	3	-	-	-	-	3	1	13
Up to 2 km	5	14	5	4	23	1	5	3	60
Over 2 up to 5 km	3	19	3	7	31	4	6	-	73
Over 5 up to 10 km	2	28	-	2	20	2	6	-	60
Over 10 up to 20 km	4	25	2	7	30	1	10	1	80
Over 20 up to 50 km	9	22	10	6	31	1	9	2	90
Over 50 km	25	7	6	-	3	9	18	2	70
Total	**92**	**130**	**80**	**54**	**204**	**56**	**215**	**28**	**859**
Car driver									
Postcode, invalid or not known	35	81	73	69	267	50	601	14	1,190
Driver from elsewhere in the UK	31	21	25	12	48	13	116	35	301
Scottish driver, distance not known	143	34	438	376	457	323	3,449	226	5,446
Vehicle parked and unattended	6	1	-	-	-	2	53	11	73
Non - UK driver	26	7	-	-	-	6	14	1	54
Up to 2 km	33	175	22	38	440	57	231	13	1,009
Over 2 up to 5 km	41	266	26	91	364	37	162	28	1,015
Over 5 up to 10 km	39	205	34	56	353	52	167	13	919
Over 10 up to 20 km	56	203	57	63	247	51	218	47	942
Over 20 up to 50 km	85	212	82	47	337	37	266	51	1,117
Over 50 km	145	71	89	6	66	53	287	22	739
Total	**640**	**1,276**	**846**	**758**	**2,579**	**681**	**5,564**	**461**	**12,805**
Other driver or rider [2]									
Postcode, invalid or not known	10	30	52	16	97	21	188	8	422
Driver from elsewhere in the UK	9	9	12	2	25	5	40	24	126
Scottish driver, distance not known	32	17	98	44	135	58	606	36	1,026
Vehicle parked and unattended	4	-	-	-	-	1	6	1	12
Non - UK driver	4	2	-	-	-	1	5	3	15
Up to 2 km	-	14	3	4	44	4	23	3	95
Over 2 up to 5 km	3	37	6	12	81	3	23	2	167
Over 5 up to 10 km	2	35	9	4	94	6	31	-	181
Over 10 up to 20 km	8	43	6	7	140	10	38	7	259
Over 20 up to 50 km	14	53	24	5	115	12	59	8	290
Over 50 km	36	19	20	6	15	13	57	8	174
Total	**122**	**259**	**230**	**100**	**746**	**134**	**1,076**	**100**	**2,767**
All drivers and riders									
Postcode, invalid or not known	56	127	134	92	394	73	836	24	1,736
Driver from elsewhere in the UK	61	32	39	16	90	22	168	65	493
Scottish driver, distance not known	200	55	608	462	696	436	4,374	285	7,116
Vehicle parked and unattended	10	1	-	-	-	3	59	12	85
Non - UK driver	38	12	-	-	-	7	23	5	85
Up to 2 km	40	228	31	51	567	69	276	21	1,283
Over 2 up to 5 km	47	351	36	113	537	47	194	30	1,355
Over 5 up to 10 km	45	270	43	64	486	63	208	13	1,192
Over 10 up to 20 km	68	277	66	78	445	63	270	56	1,323
Over 20 up to 50 km	111	290	120	59	520	54	339	63	1,556
Over 50 km	214	97	118	12	85	77	380	32	1,015
Total	**890**	**1,740**	**1,195**	**947**	**3,820**	**914**	**7,127**	**606**	**17,239**

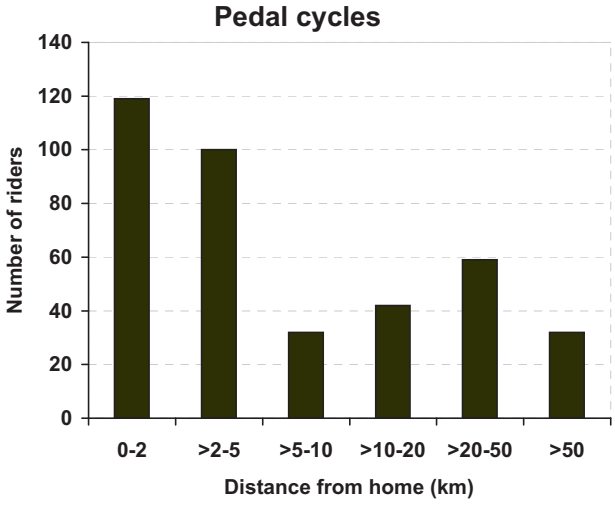
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

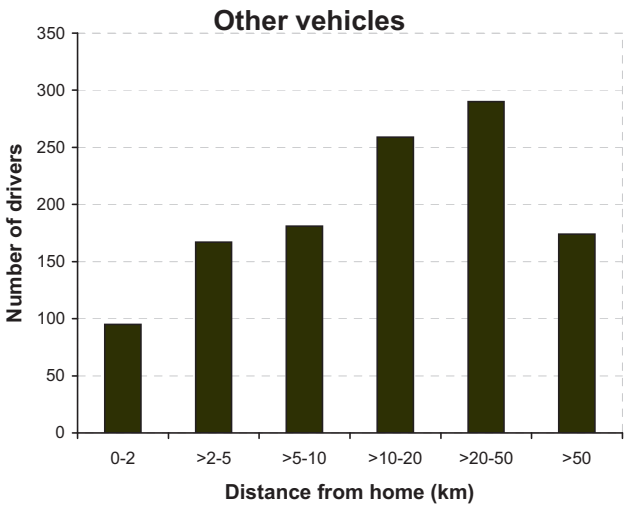
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2010











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2006-2010 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	32	42	99	35	8	216	2	3	3	3	3	2
Parked	61	80	197	30	127	494	3	5	5	3	43	6
Slowing or stopping	136	123	305	65	7	635	7	8	8	6	2	7
Moving off	88	73	187	73	9	431	4	4	5	7	3	5
U Turn	21	19	34	11	3	88	1	1	1	1	1	1
Turning/wtg turn left	72	66	155	37	12	343	4	4	4	4	4	4
Turning/wtg turn right	261	188	462	145	15	1,071	13	11	12	14	5	12
Changing lane	23	22	39	11	5	100	1	1	1	1	2	1
Overtaking	56	39	91	26	6	218	3	2	2	2	2	2
Going round bend	161	82	159	47	5	455	8	5	4	5	2	5
Going/wtg go ahead	1,129	912	2,171	581	93	4,886	55	55	56	55	32	55
Total[1]	**2,042**	**1,647**	**3,900**	**1,060**	**293**	**8,942**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	4	2	6	1	0	13	0	0	0	0	0	0
Parked	9	9	25	6	7	56	1	1	1	1	13	1
Slowing or stopping	76	72	179	40	2	369	5	7	7	6	3	6
Moving off	10	11	33	18	1	73	1	1	1	3	1	1
U Turn	4	2	8	2	0	17	0	0	0	0	0	0
Turning/wtg turn left	16	9	35	11	0	71	1	1	1	2	0	1
Turning/wtg turn right	61	54	154	79	1	348	4	5	6	11	2	6
Changing lane	29	17	44	8	1	99	2	2	2	1	2	2
Overtaking	77	46	93	26	5	247	5	4	4	4	9	4
Going round bend	612	253	533	136	11	1,544	37	24	22	19	20	26
Going/wtg go ahead	776	564	1,362	373	27	3,103	46	54	55	53	49	52
Total[1]	**1,676**	**1,038**	**2,472**	**700**	**56**	**5,943**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	36	44	105	37	8	229	1	2	2	2	2	2
Parked	70	89	222	36	134	550	2	3	4	2	38	4
Slowing or stopping	212	195	484	104	9	1,004	6	7	8	6	3	7
Moving off	99	84	220	91	10	504	3	3	4	5	3	3
U Turn	25	21	42	13	3	105	1	1	1	1	1	1
Turning/wtg turn left	88	76	190	47	12	414	2	3	3	3	4	3
Turning/wtg turn right	322	241	616	223	16	1,419	9	9	10	13	5	10
Changing lane	52	39	83	19	6	199	1	2	1	1	2	1
Overtaking	133	85	184	52	11	465	4	3	3	3	3	3
Going round bend	773	335	691	183	17	1,999	21	13	11	10	5	13
Going/wtg go ahead	1,906	1,476	3,533	955	120	7,989	51	55	55	54	35	54
Total[1]	**3,718**	**2,685**	**6,373**	**1,760**	**349**	**14,884**	**100**	**100**	**100**	**100**	**100**	**100**

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

Car drivers involved in reported injury accidents by age and severity of accident
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**1994-98 average**	**105**	**85**	**135**	**52**	**384**	**27.4**	**22.1**	**35.0**	**13.4**	100
	2000	65	72	140	46	334	19.5	21.6	41.9	13.8	100
	2001	88	62	133	36	324	27.2	19.1	41.0	11.1	100
	2002	76	73	120	52	325	23.4	22.5	36.9	16.0	100
	2003	78	70	145	49	346	22.5	20.2	41.9	14.2	100
	2004	77	66	124	57	324	23.8	20.4	38.3	17.6	100
	2005	91	40	104	46	284	32.0	14.1	36.6	16.2	100
	2006	95	39	137	62	337	28.2	11.6	40.7	18.4	100
	2007	70	52	98	47	268	26.1	19.4	36.6	17.5	100
	2008	66	53	96	61	283	23.3	18.7	33.9	21.6	100
	2009	61	22	87	35	205	29.8	10.7	42.4	17.1	100
	2010	55	34	86	45	220	25.0	15.5	39.1	20.5	100
	2006-2010 average	**69**	**40**	**101**	**50**	**263**	**26.4**	**15.2**	**38.4**	**19.0**	100
Serious	**1994-98 average**	**1,175**	**947**	**1,446**	**410**	**4,152**	**28.3**	**22.8**	**34.8**	**9.9**	100
	2000	794	684	1,292	393	3,294	24.1	20.8	39.2	11.9	100
	2001	734	670	1,252	371	3,145	23.3	21.3	39.8	11.8	100
	2002	688	596	1,231	378	3,017	22.8	19.8	40.8	12.5	100
	2003	637	545	1,153	347	2,749	23.2	19.8	41.9	12.6	100
	2004	640	451	1,098	329	2,587	24.7	17.4	42.4	12.7	100
	2005	616	438	990	316	2,436	25.3	18.0	40.6	13.0	100
	2006	630	380	1,085	289	2,435	25.9	15.6	44.6	11.9	100
	2007	603	306	892	323	2,167	27.8	14.1	41.2	14.9	100
	2008	587	388	956	338	2,311	25.4	16.8	41.4	14.6	100
	2009	544	372	888	336	2,183	24.9	17.0	40.7	15.4	100
	2010	419	292	705	255	1,710	24.5	17.1	41.2	14.9	100
	2006-2010 average	**557**	**348**	**905**	**308**	**2,161**	**25.8**	**16.1**	**41.9**	**14.3**	100
Slight	**1994-98 average**	**4,257**	**4,011**	**5,966**	**1,332**	**16,439**	**25.9**	**24.4**	**36.3**	**8.1**	100
	2000	3,421	3,750	6,310	1,463	15,657	21.8	24.0	40.3	9.3	100
	2001	3,351	3,578	6,120	1,428	15,138	22.1	23.6	40.4	9.4	100
	2002	3,308	3,272	6,273	1,452	14,852	22.3	22.0	42.2	9.8	100
	2003	3,320	3,026	6,299	1,567	14,631	22.7	20.7	43.1	10.7	100
	2004	3,436	2,942	6,423	1,564	14,807	23.2	19.9	43.4	10.6	100
	2005	3,290	2,633	6,254	1,513	14,050	23.4	18.7	44.5	10.8	100
	2006	3,372	2,497	5,991	1,390	13,626	24.7	18.3	44.0	10.2	100
	2007	3,447	2,352	5,555	1,453	13,149	26.2	17.9	42.2	11.1	100
	2008	3,139	2,217	5,458	1,353	12,464	25.2	17.8	43.8	10.9	100
	2009	3,029	2,333	5,084	1,476	12,189	24.9	19.1	41.7	12.1	100
	2010	2,472	2,088	4,746	1,338	10,875	22.7	19.2	43.6	12.3	100
	2006-2010 average	**3,092**	**2,297**	**5,367**	**1,402**	**12,461**	**24.8**	**18.4**	**43.1**	**11.3**	100
Total	**1994-98 average**	**5,537**	**5,043**	**7,547**	**1,794**	**20,975**	**26.4**	**24.0**	**36.0**	**8.6**	100
	2000	4,280	4,506	7,742	1,902	19,285	22.2	23.4	40.1	9.9	100
	2001	4,173	4,310	7,505	1,835	18,607	22.4	23.2	40.3	9.9	100
	2002	4,072	3,941	7,624	1,882	18,194	22.4	21.7	41.9	10.3	100
	2003	4,035	3,641	7,597	1,963	17,726	22.8	20.5	42.9	11.1	100
	2004	4,153	3,459	7,645	1,950	17,718	23.4	19.5	43.1	11.0	100
	2005	3,997	3,111	7,348	1,875	16,770	23.8	18.6	43.8	11.2	100
	2006	4,097	2,916	7,213	1,741	16,398	25.0	17.8	44.0	10.6	100
	2007	4,120	2,710	6,545	1,823	15,584	26.4	17.4	42.0	11.7	100
	2008	3,792	2,658	6,510	1,752	15,058	25.2	17.7	43.2	11.6	100
	2009	3,634	2,727	6,059	1,847	14,577	24.9	18.7	41.6	12.7	100
	2010	2,946	2,414	5,537	1,638	12,805	23.0	18.9	43.2	12.8	100
	2006-2010 average	**3,718**	**2,685**	**6,373**	**1,760**	**14,884**	**25.0**	**18.0**	**42.8**	**11.8**	100

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

Car drivers involved in reported injury accidents by age and sex[1]
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

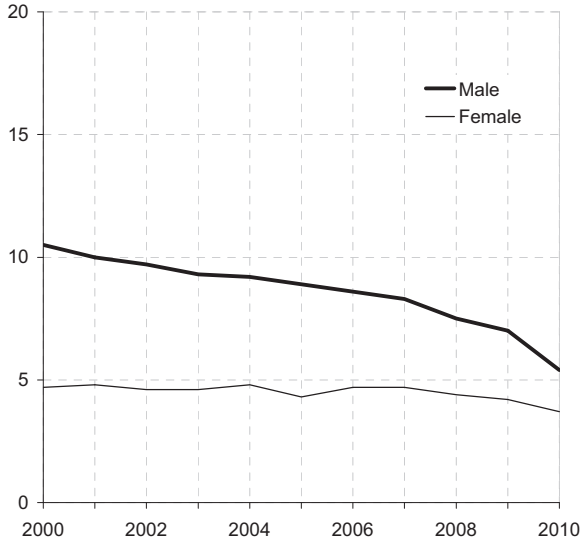
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**1994-98 average**	**3,789**	**3,185**	**4,903**	**1,375**	**13,514**	**12.6**	**9.0**	**6.1**	**3.2**	**7.0**
	2000	2,940	2,738	4,729	1,386	11,878	10.5	8.6	5.6	3.1	6.2
	2001	2,804	2,573	4,525	1,329	11,301	10.0	8.4	5.2	2.9	5.9
	2002	2,757	2,356	4,572	1,369	11,138	9.7	7.9	5.2	3.0	5.8
	2003	2,692	2,161	4,528	1,409	10,862	9.3	7.5	5.2	3.1	5.6
	2004	2,740	2,026	4,608	1,376	10,810	9.2	7.3	5.2	2.9	5.6
	2005	2,689	1,840	4,330	1,320	10,214	8.9	6.7	4.8	2.8	5.2
	2006	2,657	1,688	4,184	1,186	9,753	8.6	6.1	4.7	2.5	4.9
	2007	2,592	1,584	3,824	1,292	9,336	8.3	5.7	4.3	2.6	4.7
	2008	2,363	1,549	3,706	1,229	8,886	7.5	5.5	4.2	2.4	4.4
	2009	2,257	1,536	3,430	1,283	8,532	7.0	5.3	3.9	2.4	4.2
	2010	1,764	1,379	3,114	1,125	7,412	5.4	4.7	3.6	2.1	3.6
	2006-2010 average	**2,327**	**1,547**	**3,652**	**1,223**	**8,784**	**7.4**	**5.4**	**4.1**	**2.4**	**4.4**
Female	**1994-98 average**	**1,727**	**1,822**	**2,609**	**417**	**6,643**	**5.8**	**5.0**	**3.1**	**0.7**	**3.1**
	2000	1,315	1,701	2,954	510	6,503	4.7	5.0	3.3	0.8	3.1
	2001	1,344	1,669	2,903	504	6,441	4.8	5.1	3.2	0.8	3.0
	2002	1,284	1,508	2,956	510	6,275	4.6	4.8	3.2	0.8	2.9
	2003	1,293	1,389	2,961	541	6,202	4.6	4.6	3.2	0.9	2.9
	2004	1,389	1,367	2,859	524	6,151	4.8	4.6	3.1	0.8	2.9
	2005	1,269	1,211	2,784	542	5,823	4.3	4.2	3.0	0.9	2.7
	2006	1,405	1,170	2,778	549	5,913	4.7	4.1	2.9	0.9	2.7
	2007	1,422	1,075	2,538	524	5,569	4.7	3.8	2.7	0.8	2.6
	2008	1,350	1,047	2,636	520	5,563	4.4	3.7	2.8	0.8	2.5
	2009	1,299	1,078	2,497	557	5,446	4.2	3.8	2.6	0.8	2.5
	2010	1,142	976	2,260	503	4,889	3.7	3.4	2.4	0.7	2.2
	2006-2010 average	**1,324**	**1,069**	**2,542**	**531**	**5,476**	**4.3**	**3.7**	**2.7**	**0.8**	**2.5**
Total [4]	**1994-98 average**	**5,537**	**5,043**	**7,547**	**1,794**	**20,975**	**9.2**	**7.0**	**4.6**	**1.7**	**5.0**
	2000	4,280	4,506	7,742	1,902	19,285	7.6	6.9	4.5	1.8	4.6
	2001	4,173	4,310	7,505	1,835	18,607	7.4	6.8	4.3	1.7	4.4
	2002	4,072	3,941	7,624	1,882	18,194	7.2	6.4	4.3	1.8	4.3
	2003	4,035	3,641	7,597	1,963	17,726	7.0	6.2	4.2	1.8	4.3
	2004	4,153	3,459	7,645	1,950	17,718	7.1	6.0	4.2	1.8	4.2
	2005	3,997	3,111	7,348	1,875	16,770	6.7	5.5	4.0	1.7	4.0
	2006	4,097	2,916	7,213	1,741	16,398	6.8	5.2	3.9	1.6	3.9
	2007	4,120	2,710	6,545	1,823	15,584	6.7	4.8	3.6	1.6	3.7
	2008	3,792	2,658	6,510	1,752	15,058	6.1	4.7	3.6	1.5	3.5
	2009	3,634	2,727	6,059	1,847	14,577	5.8	4.7	3.3	1.6	3.4
	2010	2,946	2,414	5,537	1,638	12,805	4.6	4.1	3.0	1.4	3.0
	2006-2010 average	**3,718**	**2,685**	**6,373**	**1,760**	**14,884**	**6.0**	**4.7**	**3.5**	**1.5**	**3.5**
Male to Female Ratio	**1994-98 average**	**2.2**	**1.7**	**1.9**	**3.3**	**2.0**	**2.2**	**1.8**	**1.9**	**4.7**	**2.3**
	2000	2.2	1.6	1.6	2.7	1.8	2.2	1.7	1.7	3.9	2.0
	2001	2.1	1.5	1.6	2.6	1.8	2.1	1.6	1.6	3.6	2.0
	2002	2.1	1.6	1.5	2.7	1.8	2.1	1.6	1.6	3.8	2.0
	2003	2.1	1.6	1.5	2.6	1.8	2.0	1.6	1.6	3.4	1.9
	2004	2.0	1.5	1.6	2.6	1.8	1.9	1.6	1.7	3.6	1.9
	2005	2.1	1.5	1.6	2.4	1.8	2.1	1.6	1.6	3.1	1.9
	2006	1.9	1.4	1.5	2.2	1.6	1.8	1.5	1.6	2.8	1.8
	2007	1.8	1.5	1.5	2.5	1.7	1.8	1.5	1.6	3.3	1.8
	2008	1.8	1.5	1.4	2.4	1.6	1.7	1.5	1.5	3.0	1.8
	2009	1.7	1.4	1.4	2.3	1.6	1.7	1.4	1.5	3.0	1.7
	2010	1.5	1.4	1.4	2.2	1.5	1.5	1.4	1.5	3.0	1.6
	2006-2010 average	**1.8**	**1.4**	**1.4**	**2.3**	**1.6**	**1.7**	**1.5**	**1.5**	**3.0**	**1.8**

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

Car drivers involved in reported injury accidents by age and sex
Years: 2000 to 2010

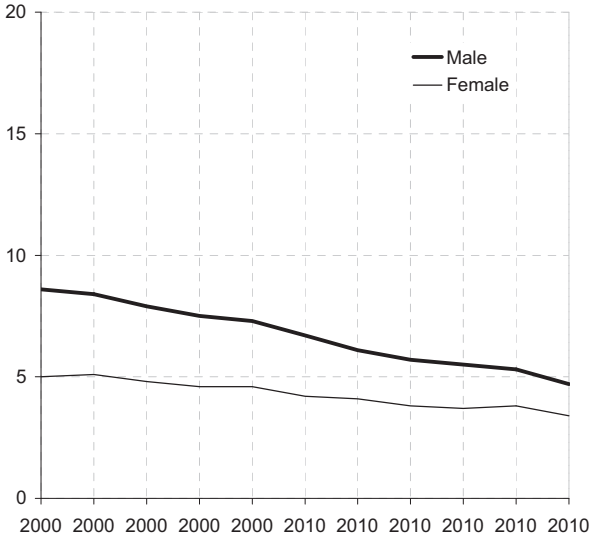
(a) 17-25

Rate per thousand population



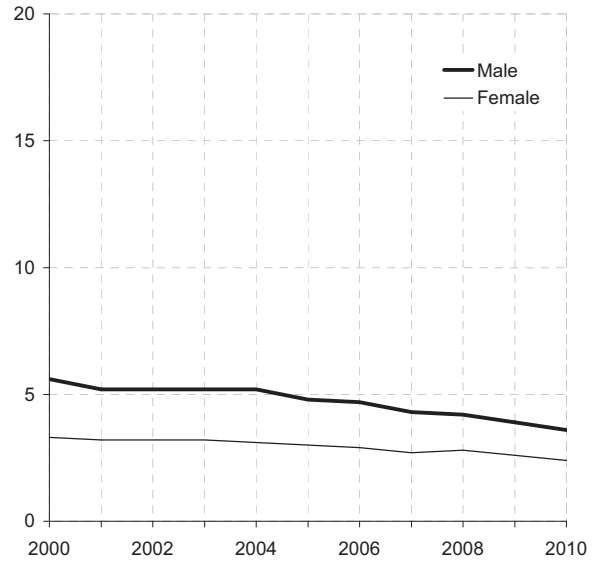
(b) 26-34

Rate per thousand population



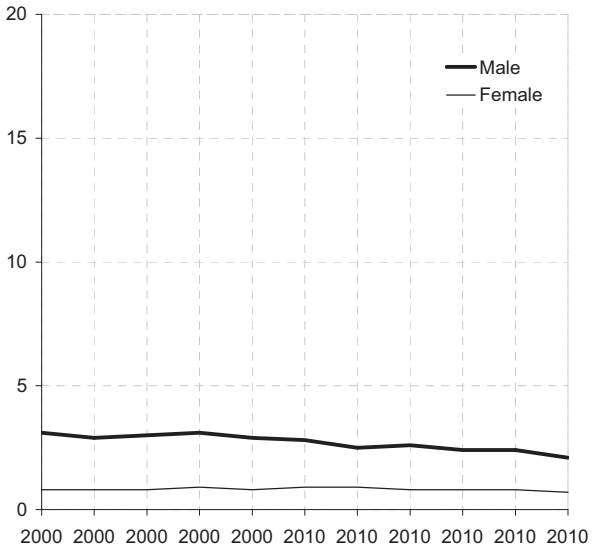
(c) 35-59

Rate per thousand population



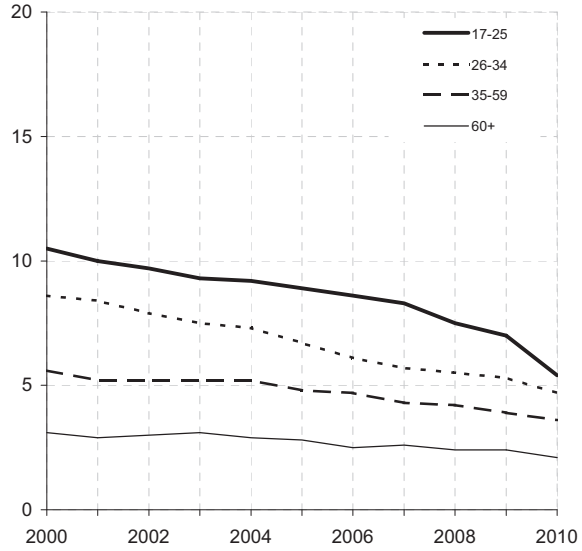
(d) 60+

Rate per thousand population



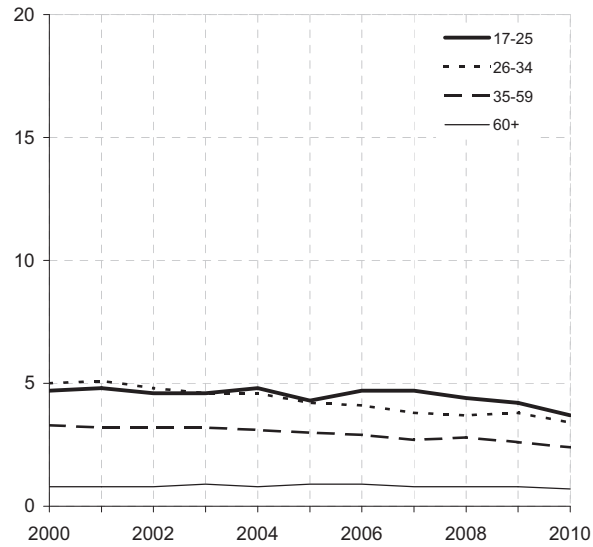
(e) Male

Rate per thousand population



(f) Female

Rate per thousand population



Motorists involved in reported injury accidents, breath tested and breath test results, by police force
Years: 1994-98 and 2006-2010 averages, 2006 to 2010

	Year	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Scotland
(a) Numbers										
Motorists involved	**1994-98 average**	**1,328**	**2,329**	**2,085**	**1,273**	**5,344**	**1,238**	**11,894**	**685**	**26,176**
	2006	1,144	1,740	1,661	1,107	4,359	1,171	9,252	713	21,147
	2007	1,098	1,866	1,494	1,038	3,965	1,081	8,771	734	20,047
	2008	1,053	2,104	1,494	956	4,064	1,085	8,033	642	19,431
	2009	1,086	2,026	1,474	994	3,693	1,028	7,653	600	18,554
	2010	853	1,663	1,152	912	3,525	868	6,851	587	16,411
	2006-2010 average	**1,047**	**1,880**	**1,455**	**1,001**	**3,921**	**1,047**	**8,112**	**655**	**19,118**
Breath test requested	**1994-98 average**	**1,017**	**1,749**	**1,689**	**967**	**3,249**	**756**	**7,859**	**516**	**17,802**
	2006	851	1,067	1,366	772	2,634	712	4,633	518	12,553
	2007	785	1,161	1,252	681	2,279	655	4,809	530	12,152
	2008	745	1,309	1,204	645	2,212	685	4,592	473	11,865
	2009	733	1,230	1,205	597	1,836	617	4,259	454	10,931
	2010	580	960	938	575	1,864	546	3,750	449	9,662
	2006-2010 average	**739**	**1,145**	**1,193**	**654**	**2,165**	**643**	**4,409**	**485**	**11,433**
Positive/ refused	**1994-98 average**	**62**	**65**	**45**	**26**	**81**	**29**	**238**	**21**	**566**
	2006	31	52	53	31	68	22	235	16	508
	2007	32	55	27	30	69	34	204	18	469
	2008	39	69	29	29	63	26	157	22	434
	2009	25	67	20	30	61	19	203	5	430
	2010	30	46	24	32	43	18	139	15	347
	2006-2010 average	**31**	**58**	**31**	**30**	**61**	**24**	**188**	**15**	**438**
(b) Percentages										
Breath test requested as percent of motorists involved	**1994-98 average**	**76.5**	**75.1**	**81.0**	**76.0**	**60.8**	**61.1**	**66.1**	**75.3**	**68.0**
	2006	74.4	61.3	82.2	69.7	60.4	60.8	50.1	72.7	59.4
	2007	71.5	62.2	83.8	65.6	57.5	60.6	54.8	72.2	60.6
	2008	70.8	62.2	80.6	67.5	54.4	63.1	57.2	73.7	61.1
	2009	67.5	60.7	81.8	60.1	49.7	60.0	55.7	75.7	58.9
	2010	68.0	57.7	81.4	63.0	52.9	62.9	54.7	76.5	58.9
	2006-2010 average	**70.6**	**60.9**	**82.0**	**65.3**	**55.2**	**61.4**	**54.3**	**74.0**	**59.8**
Positive/refused as percent of motorists involved	**1994-98 average**	**4.6**	**2.8**	**2.1**	**2.1**	**1.5**	**2.3**	**2.0**	**3.1**	**2.2**
	2006	2.7	3.0	3.2	2.8	1.6	1.9	2.5	2.2	2.4
	2007	2.9	2.9	1.8	2.9	1.7	3.1	2.3	2.5	2.3
	2008	3.7	3.3	1.9	3.0	1.6	2.4	2.0	3.4	2.2
	2009	2.3	3.3	1.4	3.0	1.7	1.8	2.7	0.8	2.3
	2010	3.5	2.8	2.1	3.5	1.2	2.1	2.0	2.6	2.1
	2006-2010 average	**3.0**	**3.1**	**2.1**	**3.0**	**1.6**	**2.3**	**2.3**	**2.3**	**2.3**
Positive/refused as percent of those where breath test requested	**1994-98 average**	**6.1**	**3.7**	**2.7**	**2.7**	**2.5**	**3.8**	**3.0**	**4.1**	**3.2**
	2006	3.6	4.9	3.9	4.0	2.6	3.1	5.1	3.1	4.0
	2007	4.1	4.7	2.2	4.4	3.0	5.2	4.2	3.4	3.9
	2008	5.2	5.3	2.4	4.5	2.8	3.8	3.4	4.7	3.7
	2009	3.4	5.4	1.7	5.0	3.3	3.1	4.8	1.1	3.9
	2010	5.2	4.8	2.6	5.6	2.3	3.3	3.7	3.3	3.6
	2006-2010 average	**4.3**	**5.0**	**2.6**	**4.6**	**2.8**	**3.7**	**4.3**	**3.1**	**3.8**

Motorists involved in reported injury accidents, breath tested and breath test results, by day and time, 2006-2010 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	56	87	177	200	688
	03-06	34	38	82	99	355
	06-09	420	367	157	93	2,298
	09-12	429	432	402	259	2,811
	12-15	502	630	633	521	3,791
	15-18	755	829	561	465	4,873
	18-21	415	508	394	331	2,894
	21-24	178	272	252	170	1,408
	Total	**2,790**	**3,164**	**2,658**	**2,138**	**19,118**
Breath test requested	00-03	37	58	112	130	449
	03-06	22	25	51	62	225
	06-09	247	224	100	60	1,371
	09-12	246	250	256	163	1,652
	12-15	287	347	382	313	2,189
	15-18	438	486	337	299	2,875
	18-21	248	306	254	209	1,760
	21-24	117	175	163	106	911
	Total	**1,641**	**1,871**	**1,655**	**1,341**	**11,433**
Positive/refused	00-03	8	12	30	37	111
	03-06	4	4	18	21	58
	06-09	2	5	9	8	29
	09-12	2	2	8	7	25
	12-15	3	3	7	7	28
	15-18	6	5	9	9	46
	18-21	6	10	15	11	60
	21-24	8	16	18	12	81
	Total	**38**	**58**	**115**	**111**	**438**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	67	66	63	65	65
	03-06	65	65	62	62	63
	06-09	59	61	64	64	60
	09-12	57	58	64	63	59
	12-15	57	55	60	60	58
	15-18	58	59	60	64	59
	18-21	60	60	64	63	61
	21-24	65	64	65	62	65
	Total	**59**	**59**	**62**	**63**	**60**
Positive/refused as a percentage of motorists involved	00-03	14	14	17	18	16
	03-06	11	11	22	21	16
	06-09	0	1	6	8	1
	09-12	0	0	2	3	1
	12-15	1	0	1	1	1
	15-18	1	1	2	2	1
	18-21	1	2	4	3	2
	21-24	5	6	7	7	6
	Total	**1**	**2**	**4**	**5**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	21	20	27	28	25
	03-06	17	18	35	34	26
	06-09	1	2	9	13	2
	09-12	1	1	3	4	2
	12-15	1	1	2	2	1
	15-18	1	1	3	3	2
	18-21	2	3	6	5	3
	21-24	7	9	11	12	9
	Total	**2**	**3**	**7**	**8**	**4**

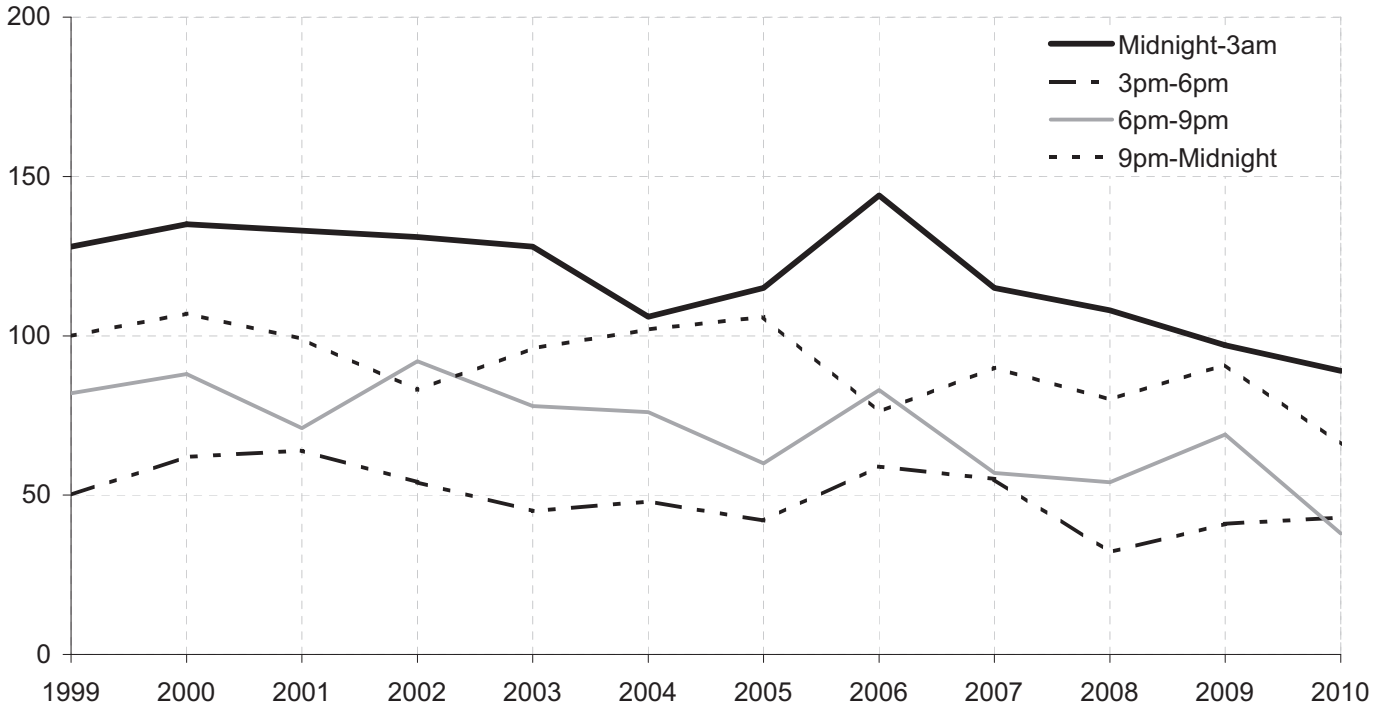
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 1994-98 and 2006-2010 averages, 2006 to 2010

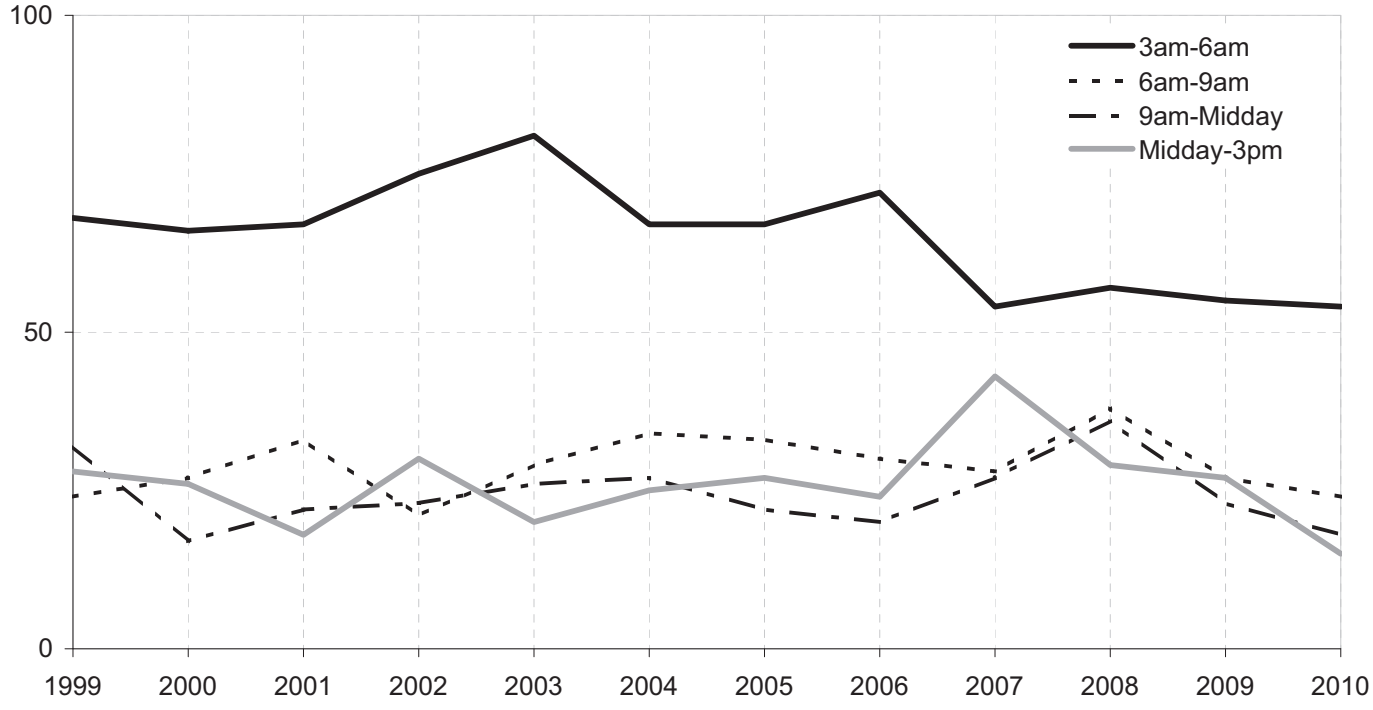
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**1994-98 average**	**961**	**398**	**2,943**	**3,619**	**5,096**	**6,794**	**4,296**	**2,068**	**26,176**
	2006	849	409	2,572	2,885	4,197	5,328	3,270	1,637	21,147
	2007	776	321	2,318	2,925	3,839	5,252	3,073	1,543	20,047
	2008	657	381	2,492	2,942	3,779	4,919	2,942	1,319	19,431
	2009	600	324	2,165	2,752	3,738	4,664	2,834	1,477	18,554
	2010	558	338	1,945	2,553	3,401	4,202	2,352	1,062	16,411
	2006-2010 average	**688**	**355**	**2,298**	**2,811**	**3,791**	**4,873**	**2,894**	**1,408**	**19,118**
Breath tests requested	**1994-98 average**	**680**	**264**	**1,901**	**2,417**	**3,406**	**4,601**	**3,056**	**1,478**	**17,802**
	2006	545	249	1,495	1,719	2,409	3,061	2,020	1,055	12,553
	2007	503	211	1,403	1,716	2,239	3,175	1,908	997	12,152
	2008	443	249	1,537	1,796	2,292	2,955	1,737	856	11,865
	2009	383	206	1,239	1,569	2,154	2,755	1,684	941	10,931
	2010	372	210	1,180	1,460	1,853	2,431	1,450	706	9,662
	2006-2010 average	**449**	**225**	**1,371**	**1,652**	**2,189**	**2,875**	**1,760**	**911**	**11,433**
Positive/refused	**1994-98 average**	**149**	**54**	**32**	**20**	**27**	**63**	**99**	**122**	**566**
	1999	128	68	24	32	28	50	82	100	512
	2000	135	66	27	17	26	62	88	107	528
	2001	133	67	33	22	18	64	71	99	507
	2002	131	75	21	23	30	54	92	83	509
	2003	128	81	29	26	20	45	78	96	503
	2004	106	67	34	27	25	48	76	102	485
	2005	115	67	33	22	27	42	60	106	472
	2006	144	72	30	20	24	59	83	76	508
	2007	115	54	28	27	43	55	57	90	469
	2008	108	57	38	36	29	32	54	80	434
	2009	97	55	27	23	27	41	69	91	430
	2010	89	54	24	18	15	43	38	66	347
	2006-2010 average	**111**	**58**	**29**	**25**	**28**	**46**	**60**	**81**	**438**
(b) Percentages										
Breath test requested	**1994-98 average**	**70.7**	**66.3**	**64.6**	**66.8**	**66.8**	**67.7**	**71.1**	**71.4**	**68.0**
as percent of motorists	2006	64.2	60.9	58.1	59.6	57.4	57.5	61.8	64.4	59.4
involved	2007	64.8	65.7	60.5	58.7	58.3	60.5	62.1	64.6	60.6
	2008	67.4	65.4	61.7	61.0	60.7	60.1	59.0	64.9	61.1
	2009	63.8	63.6	57.2	57.0	57.6	59.1	59.4	63.7	58.9
	2010	66.7	62.1	60.7	57.2	54.5	57.9	61.6	66.5	58.9
	2006-2010 average	**65.3**	**63.5**	**59.6**	**58.8**	**57.8**	**59.0**	**60.8**	**64.7**	**59.8**
Positive/refused as	**1994-98 average**	**15.5**	**13.6**	**1.1**	**0.6**	**0.5**	**0.9**	**2.3**	**5.9**	**2.2**
percent of motorists	2006	17.0	17.6	1.2	0.7	0.6	1.1	2.5	4.6	2.4
involved	2007	14.8	16.8	1.2	0.9	1.1	1.0	1.9	5.8	2.3
	2008	16.4	15.0	1.5	1.2	0.8	0.7	1.8	6.1	2.2
	2009	16.2	17.0	1.2	0.8	0.7	0.9	2.4	6.2	2.3
	2010	15.9	16.0	1.2	0.7	0.4	1.0	1.6	6.2	2.1
	2006-2010 average	**16.1**	**16.5**	**1.3**	**0.9**	**0.7**	**0.9**	**2.1**	**5.7**	**2.3**
Positive/refused as	**1994-98 average**	**22.0**	**20.4**	**1.7**	**0.8**	**0.8**	**1.4**	**3.2**	**8.2**	**3.2**
percent of those where	2006	26.4	28.9	2.0	1.2	1.0	1.9	4.1	7.2	4.0
breath test requested	2007	22.9	25.6	2.0	1.6	1.9	1.7	3.0	9.0	3.9
	2008	24.4	22.9	2.5	2.0	1.3	1.1	3.1	9.3	3.7
	2009	25.3	26.7	2.2	1.5	1.3	1.5	4.1	9.7	3.9
	2010	23.9	25.7	2.0	1.2	0.8	1.8	2.6	9.3	3.6
	2006-2010 average	**24.6**	**26.0**	**2.1**	**1.5**	**1.3**	**1.6**	**3.4**	**8.8**	**3.8**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 1999 to 2010

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

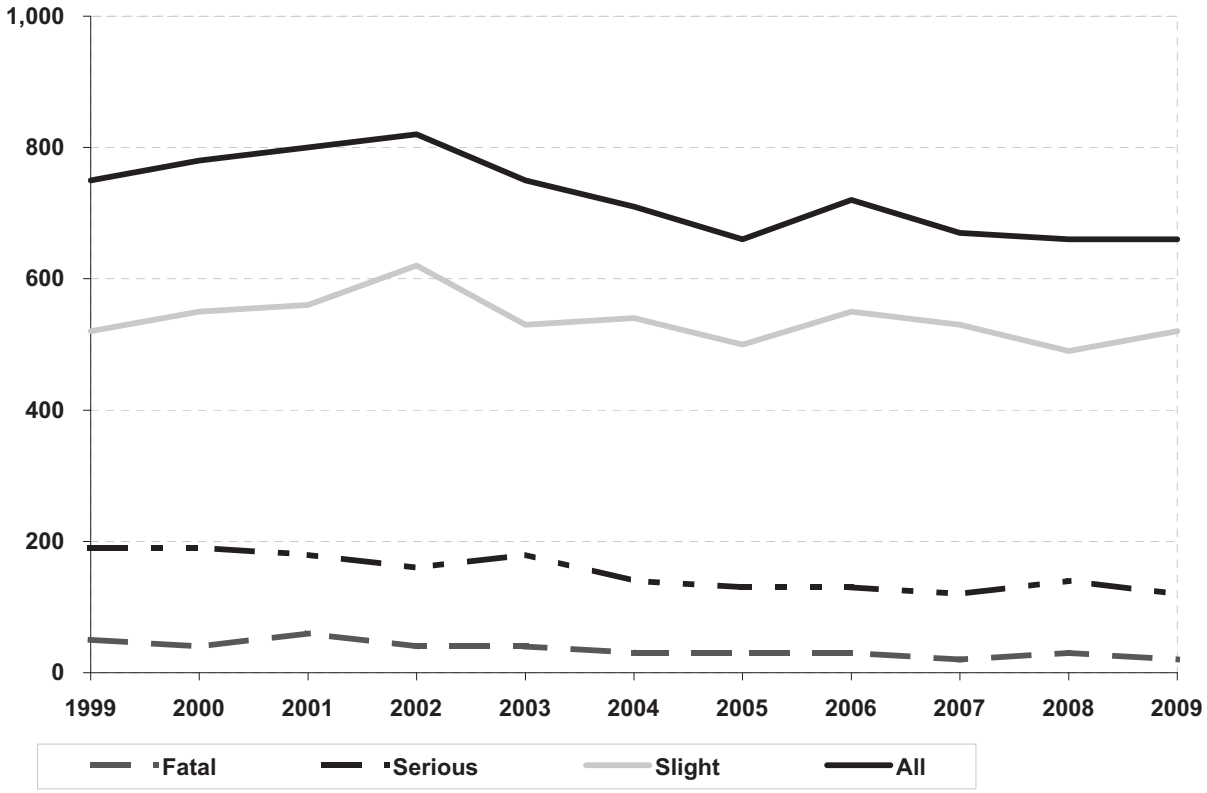


(b) Early morning to early afternoon (3am-3pm)



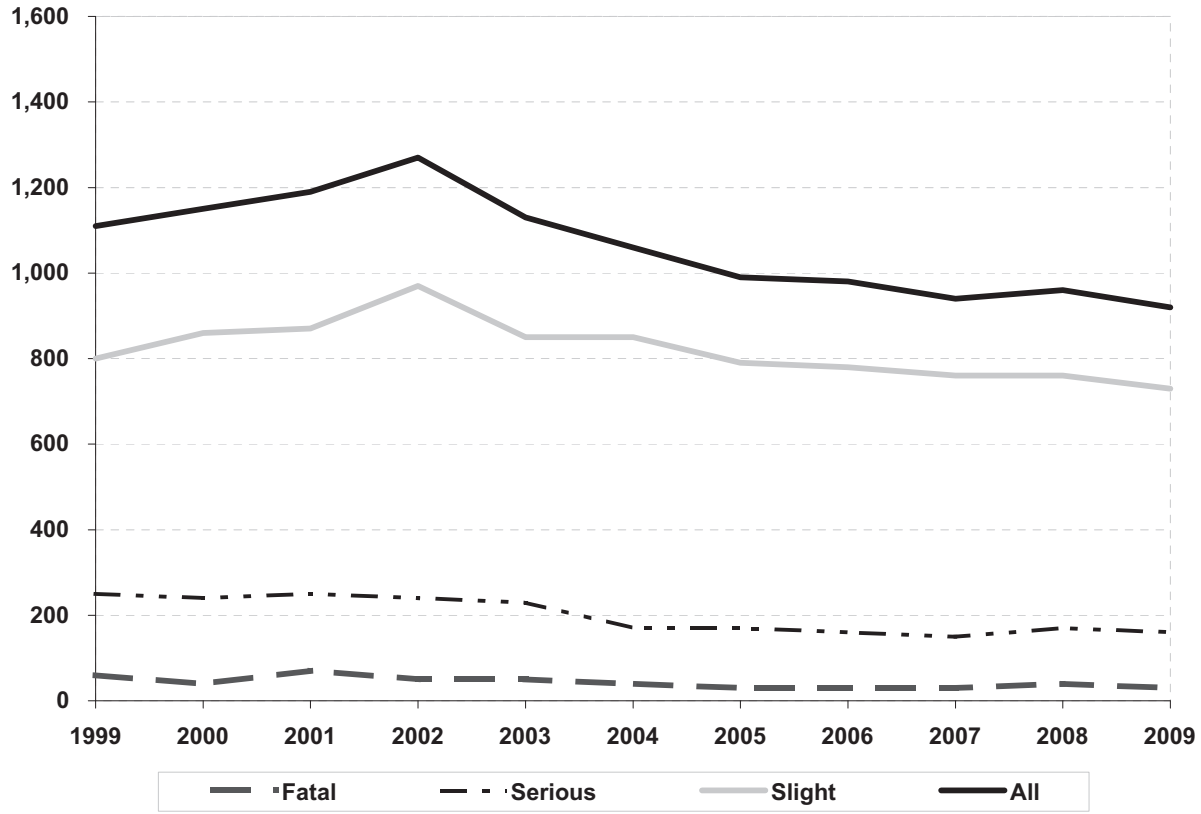
(a) Estimated number of reported drink drive accidents

Years: 1999 to 2009



(b) Estimated number of reported drink drive casualties

Years: 1999 to 2009



Drink-drive accidents and casualties

Drink-drive estimates: background

1. The Department for Transport (DfT), annually estimates the number of reported drink drive accidents: i.e. those reported injury road accidents involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood). DfT published GB estimates in *Reported Road Casualties Great Britain 2010* in September 2011. Scotland estimates are presented in Table 22. Because of the uncertainty involved figures are rounded to the nearest ten.

http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-03.pdf

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

3. Estimates for 2010 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.

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

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

Table 22 Estimated number of reported drink drive accidents and casualties, 1999 to 2009

Number of accidents/casualties

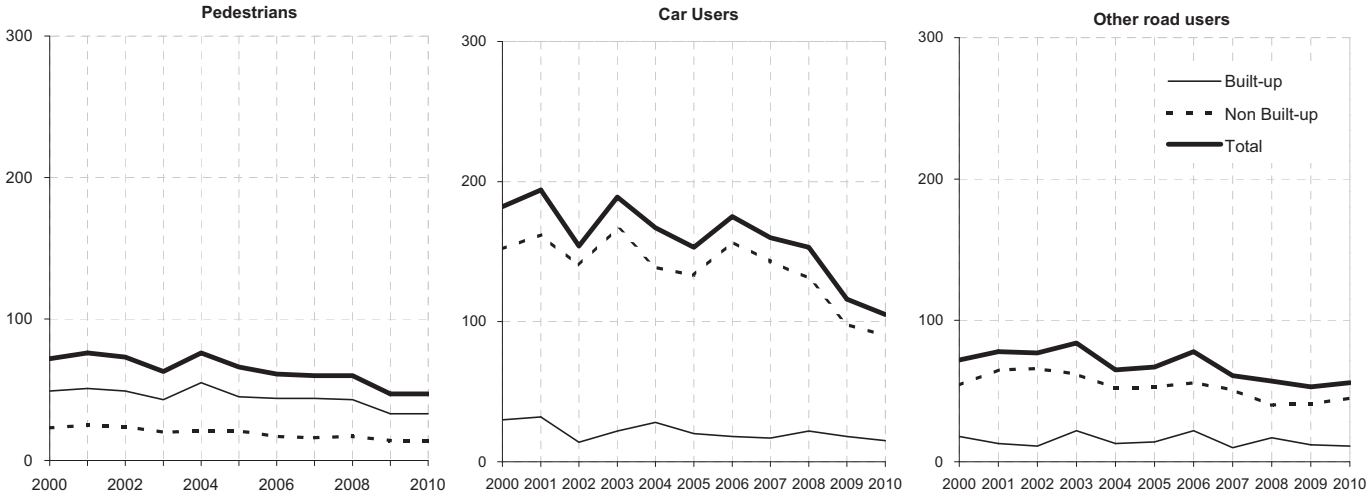
	Accidents				Casualties			
	Fatal	**Serious**	**Slight**	**Total**	**Killed**	**Serious**	**Slight**	**Total**
1994-98 average	50	210	520	770	50	290	830	1,170
1999	50	190	520	750	60	250	800	1,110
2000	40	190	550	780	40	240	860	1,150
2001	60	180	560	800	70	250	870	1,190
2002	40	160	620	820	50	240	970	1,270
2003	40	180	530	750	50	230	850	1,130
2004	30	140	540	710	40	170	850	1,060
2005	30	130	500	660	30	170	790	990
2006	30	130	550	720	30	160	780	980
2007	20	120	530	670	30	150	760	940
2008	30	140	490	660	40	170	760	960
2009	20	120	520	660	30	160	730	920
2005-2009 average	30	130	520	670	30	160	760	960

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

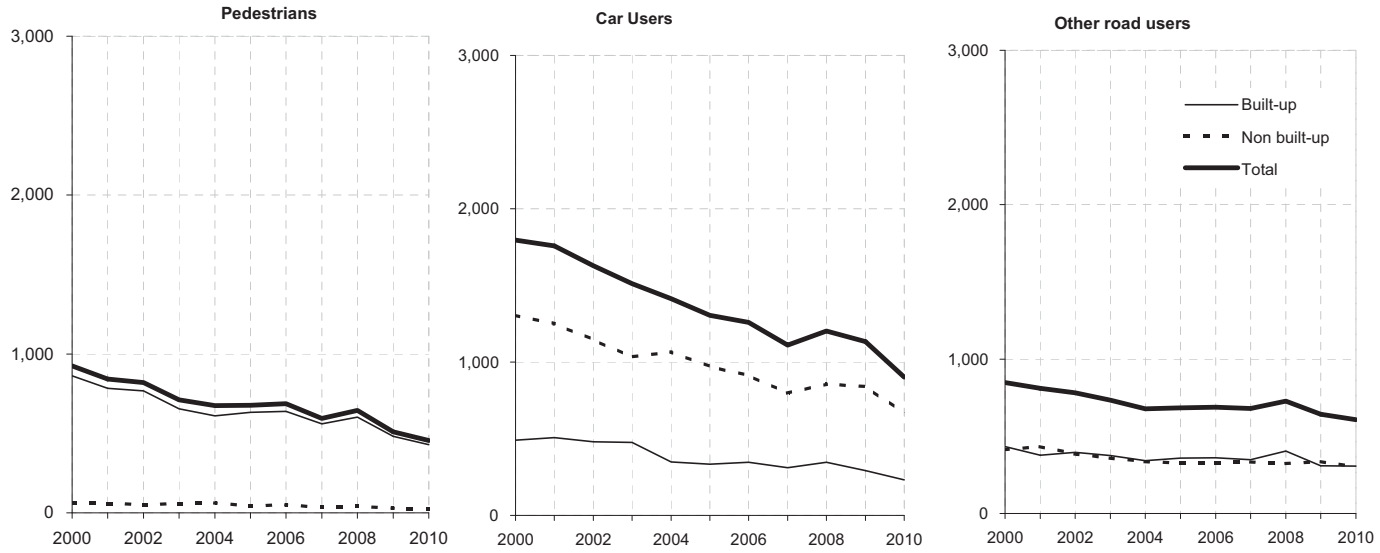
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2000 to 2010

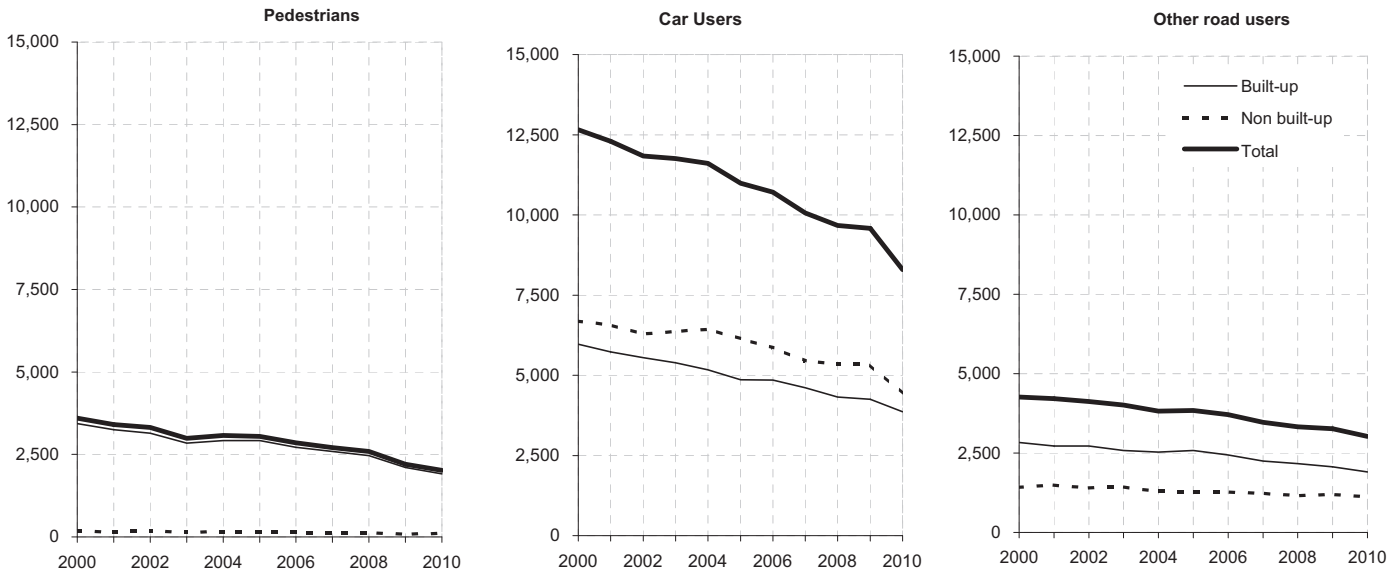
(a) Killed



(b) Serious



(c) All Severities



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**1994-98 average**	**72**	**1,183**	**4,165**	**32**	**88**	**219**	**104**	**1,272**	**4,385**
	2000	49	862	3,435	23	63	169	72	925	3,604
	2001	51	784	3,246	25	58	159	76	842	3,405
	2002	49	767	3,144	24	53	172	73	820	3,316
	2003	43	654	2,847	20	58	143	63	712	2,990
	2004	55	611	2,921	21	63	157	76	674	3,078
	2005	45	633	2,918	21	44	133	66	677	3,051
	2006	44	638	2,719	17	50	134	61	688	2,853
	2007	44	560	2,588	16	34	115	60	594	2,703
	2008	43	603	2,468	17	42	124	60	645	2,592
	2009	33	481	2,107	14	28	92	47	509	2,199
	2010	33	430	1,912	14	25	102	47	455	2,014
	2006-2010 average	**39**	**542**	**2,359**	**16**	**36**	**113**	**55**	**578**	**2,472**
Pedal cycle	**1994-98 average**	**4**	**191**	**1,130**	**6**	**47**	**153**	**11**	**238**	**1,283**
	2000	6	132	790	6	32	94	12	164	884
	2001	4	123	792	6	38	124	10	161	916
	2002	-	125	727	8	19	101	8	144	828
	2003	6	98	707	8	27	95	14	125	802
	2004	3	104	697	4	17	79	7	121	776
	2005	8	99	696	8	17	85	16	116	781
	2006	7	106	695	3	25	86	10	131	781
	2007	4	123	633	-	24	81	4	147	714
	2008	4	125	644	5	30	86	9	155	730
	2009	3	123	704	2	29	100	5	152	804
	2010	1	115	688	6	23	93	7	138	781
	2006-2010 average	**4**	**118**	**673**	**3**	**26**	**89**	**7**	**145**	**762**
Motor cycle [1]	**1994-98 average**	**5**	**143**	**509**	**26**	**181**	**426**	**31**	**324**	**935**
	2000	8	180	586	32	255	544	40	435	1,130
	2001	7	153	612	42	252	566	49	405	1,178
	2002	8	174	631	38	236	536	46	410	1,167
	2003	12	147	591	38	220	523	50	367	1,114
	2004	5	142	529	37	211	465	42	353	994
	2005	3	155	576	31	216	506	34	371	1,082
	2006	12	165	573	46	187	495	58	352	1,068
	2007	3	157	582	37	224	479	40	381	1,061
	2008	7	176	543	27	220	499	34	396	1,042
	2009	8	121	498	35	211	522	43	332	1,020
	2010	6	121	400	29	197	445	35	318	845
	2006-2010 average	**7**	**148**	**519**	**35**	**208**	**488**	**42**	**356**	**1,007**
Car	**1994-98 average**	**28**	**691**	**6,236**	**181**	**1,601**	**7,125**	**209**	**2,292**	**13,360**
	2000	30	491	5,968	152	1,305	6,685	182	1,796	12,653
	2001	32	507	5,731	162	1,251	6,563	194	1,758	12,294
	2002	14	481	5,547	140	1,147	6,285	154	1,628	11,832
	2003	22	477	5,387	167	1,034	6,368	189	1,511	11,755
	2004	28	348	5,171	139	1,066	6,434	167	1,414	11,605
	2005	20	334	4,856	133	970	6,133	153	1,304	10,989
	2006	18	346	4,846	157	912	5,859	175	1,258	10,705
	2007	17	312	4,614	143	798	5,449	160	1,110	10,063
	2008	22	346	4,324	131	856	5,345	153	1,202	9,669
	2009	18	292	4,249	98	842	5,331	116	1,134	9,580
	2010	15	232	3,864	90	669	4,432	105	901	8,296
	2006-2010 average	**18**	**306**	**4,379**	**124**	**815**	**5,283**	**142**	**1,121**	**9,663**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**1994-98 average**	**1**	**24**	**261**	**1**	**8**	**38**	**2**	**32**	**299**
	2000	1	20	279	1	3	51	2	23	330
	2001	1	14	254	-	8	53	1	22	307
	2002	1	16	218	-	2	33	1	18	251
	2003	1	28	252	-	2	52	1	30	304
	2004	-	11	205	-	10	35	-	21	240
	2005	-	9	213	-	2	37	-	11	250
	2006	-	15	194	1	6	54	1	21	248
	2007	1	6	188	-	3	37	1	9	225
	2008	-	8	153	-	6	24	-	14	177
	2009	-	6	185	-	4	40	-	10	225
	2010	-	8	163	1	2	42	1	10	205
	2006-2010 average	**0**	**9**	**177**	**0**	**4**	**39**	**1**	**13**	**216**
Minibus [2]	**1994-98 average**	**0**	**5**	**46**	**1**	**20**	**110**	**2**	**25**	**156**
	2000	1	6	43	1	6	76	2	12	119
	2001	-	7	37	4	10	57	4	17	94
	2002	-	2	38	-	9	76	-	11	114
	2003	-	2	32	1	7	62	1	9	94
	2004	-	3	32	-	6	48	-	9	80
	2005	-	1	25	1	9	44	1	10	69
	2006	-	1	38	-	8	56	-	9	94
	2007	-	1	26	-	3	44	-	4	70
	2008	1	1	30	2	7	28	3	8	58
	2009	-	1	16	-	14	60	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2006-2010 average	**0**	**1**	**26**	**1**	**7**	**43**	**1**	**8**	**68**
Bus/coach	**1994-98 average**	**2**	**73**	**835**	**1**	**20**	**174**	**3**	**93**	**1,009**
	2000	1	67	810	-	12	124	1	79	934
	2001	-	51	707	-	11	116	-	62	823
	2002	-	53	782	-	6	78	-	59	860
	2003	1	57	731	-	12	161	1	69	892
	2004	1	53	795	2	10	120	3	63	915
	2005	-	55	782	-	8	75	-	63	857
	2006	-	50	698	-	7	65	-	57	763
	2007	-	33	559	-	-	64	-	33	623
	2008	1	57	513	-	2	74	1	59	587
	2009	-	32	430	-	4	43	-	36	473
	2010	-	39	416	1	13	124	1	52	540
	2006-2010 average	**0**	**42**	**523**	**0**	**5**	**74**	**0**	**47**	**597**
Light goods	**1994-98 average**	**1**	**26**	**180**	**8**	**75**	**335**	**9**	**101**	**514**
	2000	1	10	143	7	48	244	8	58	387
	2001	-	9	147	8	50	264	8	59	411
	2002	2	12	138	9	57	254	11	69	392
	2003	1	13	109	10	40	239	11	53	348
	2004	2	10	138	5	35	268	7	45	406
	2005	-	17	136	8	36	242	8	53	378
	2006	2	3	116	4	54	276	6	57	392
	2007	1	11	126	12	43	285	13	54	411
	2008	2	12	140	4	30	209	6	42	349
	2009	-	12	99	4	39	239	4	51	338
	2010	-	6	100	3	33	192	3	39	292
	2006-2010 average	**1**	**9**	**116**	**5**	**40**	**240**	**6**	**49**	**356**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**1994-98 average**	**1**	**12**	**59**	**5**	**43**	**181**	**6**	**55**	**240**
	2000	0	11	88	7	37	188	7	48	276
	2001	1	10	82	5	46	231	6	56	313
	2002	0	9	116	10	42	254	10	51	370
	2003	0	21	100	3	40	217	3	61	317
	2004	2	8	70	3	30	180	5	38	250
	2005	2	10	63	5	20	152	7	30	215
	2006	0	9	48	2	25	143	2	34	191
	2007	0	8	52	2	25	145	2	33	197
	2008	0	9	54	2	14	137	2	23	191
	2009	1	5	57	0	17	106	1	22	163
	2010	1	5	28	4	16	134	5	21	162
	2006-2010 average	**0**	**7**	**48**	**2**	**19**	**133**	**2**	**27**	**181**
Other [2]	**1994-98 average**	**0**	**11**	**61**	**1**	**16**	**74**	**1**	**27**	**135**
	2000	0	8	98	0	20	102	0	28	200
	2001	0	10	87	0	18	83	0	28	170
	2002	0	5	73	1	14	72	1	19	145
	2003	1	9	62	2	11	78	3	20	140
	2004	0	11	65	1	17	93	1	28	158
	2005	1	12	88	0	19	125	1	31	213
	2006	1	11	75	0	17	99	1	28	174
	2007	1	9	80	0	11	91	1	20	171
	2008	2	16	90	0	14	105	2	30	195
	2009	0	8	78	0	17	87	0	25	165
	2010	3	11	92	0	17	63	3	28	155
	2006-2010 average	**1**	**11**	**83**	**0**	**15**	**89**	**1**	**26**	**172**
Total	**1994-98 average**	**115**	**2,359**	**13,481**	**263**	**2,101**	**8,834**	**378**	**4,460**	**22,316**
	2000	97	1,787	12,240	229	1,781	8,277	326	3,568	20,517
	2001	96	1,668	11,695	252	1,742	8,216	348	3,410	19,911
	2002	74	1,644	11,414	230	1,585	7,861	304	3,229	19,275
	2003	87	1,506	10,818	249	1,451	7,938	336	2,957	18,756
	2004	96	1,301	10,623	212	1,465	7,879	308	2,766	18,502
	2005	79	1,325	10,353	207	1,341	7,532	286	2,666	17,885
	2006	84	1,344	10,002	230	1,291	7,267	314	2,635	17,269
	2007	71	1,220	9,448	210	1,165	6,790	281	2,385	16,238
	2008	82	1,353	8,959	188	1,221	6,631	270	2,574	15,590
	2009	63	1,081	8,423	153	1,205	6,620	216	2,286	15,043
	2010	59	968	7,682	149	996	5,652	208	1,964	13,334
	2006-2010 average	**72**	**1,193**	**8,903**	**186**	**1,176**	**6,592**	**258**	**2,369**	**15,495**

1. Motor cycle includes all two wheeled motor vehicles
2. Comparisons of the figures for 1999 and earlier years are affected by a change in the way in which motor caravans are counted: for years up to 1998 they are included under 'minibus'; from 1999 they were counted in 'other' (see Annex D).

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 1994-98 and 2006-2010 averages, 2000 to 2010

Mode of Transport	Built-up			Non built-up			Total		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Change in numbers: 2010 on 2009									
Pedestrian	-	-51	-195	-	-3	10	-	-54	-185
Pedal cycle	-2	-8	-16	4	-6	-7	2	-14	-23
Motor cycle(1)	-2	-	-98	-6	-14	-77	-8	-14	-175
Car	-3	-60	-385	-8	-173	-899	-11	-233	-1,284
Taxi	-	2	-22	1	-2	2	1	-	-20
Minibus	-	-	3	1	-13	-35	1	-13	-32
Bus/coach	-	7	-14	1	9	81	1	16	67
Light goods	-	-6	1	-1	-6	-47	-1	-12	-46
Heavy goods	-	-	-29	4	-1	28	4	-1	-1
Other	3	3	14	-	-	-24	3	3	-10
Total	-4	-113	-741	-4	-209	-968	-8	-322	-1,709
(c) Per cent changes: [3]									
2010 on 2009									
Pedestrian	-	-11	-9	-	-11	11	-	-11	-8
Pedal cycle	-67	-7	-2	200	-21	-7	40	-9	-3
Motor cycle(1)	-25	-	-20	-17	-7	-15	-19	-4	-17
Car	-17	-21	-9	-8	-21	-17	-9	-21	-13
Taxi	n/a	33	-12	n/a	-50	5	n/a	-	-9
Minibus	n/a	-	19	n/a	-93	-58	n/a	-87	-42
Bus/coach	n/a	22	-3	n/a	225	188	n/a	44	14
Light goods	n/a	-50	1	-25	-15	-20	-25	-24	-14
Heavy goods	-	-	-51	n/a	-6	26	400	-5	-1
Other	n/a	38	18	n/a	-	-28	n/a	12	-6
Total	-6	-10	-9	-3	-17	-15	-4	-14	-11
2010 on 1994-98 average									
Pedestrian	-54	-64	-54	-56	-72	-54	-55	-64	-54
Pedal cycle	-77	-40	-39	-3	-51	-39	-34	-42	-39
Motor cycle [1]	15	-15	-21	12	9	4	12	-2	-10
Car	-46	-66	-38	-50	-58	-38	-50	-61	-38
Taxi	-100	-67	-38	-17	-76	12	-50	-69	-31
Minibus [2]	-100	-78	-58	-29	-95	-77	-44	-92	-72
Bus/coach	-100	-47	-50	-	-36	-29	-69	-44	-46
Light goods	-100	-77	-44	-64	-56	-43	-68	-62	-43
Heavy goods	-	-58	-53	-17	-63	-26	-14	-62	-33
Other [2]	n/a	2	51	-100	8	-15	200	5	15
Total	-49	-59	-43	-43	-53	-36	-45	-56	-40

1. Motor cycle includes all two wheeled motor vehicles
2. Comparisons of the figures for 1999 and earlier years are affected by a change in the way in which motor caravans are counted: for years up to 1998 they are included under 'minibus'; from 1999 they were counted in 'other' (see Annex D).
3. Care should be taken when using per cent changes due to the small numbers involved.

Reported casualties by mode of transport, age-group, severity and sex
Years:1994-98 average, 2010

		1994-98 average					2010				
				All severities					All severities		
Mode of Transport	Age	Killed	Serious	Male	Female	All[1]	Killed	Serious	Male	Female	All[1]
Pedestrian	0-4	4	79	167	96	262	-	16	39	21	60
	5-7	3	128	319	143	462	1	25	77	45	122
	8-11	5	162	384	211	595	-	48	116	61	177
	12-15	5	176	355	264	619	-	61	175	109	284
	16-19	7	79	193	121	313	6	40	141	70	211
	20-24	5	74	195	114	309	7	28	105	76	181
	25-29	6	60	170	84	254	4	28	76	44	120
	30-39	7	99	257	121	378	7	46	141	69	210
	40-49	6	82	179	98	277	7	43	117	76	193
	50-59	10	83	147	97	243	2	31	96	68	164
	60-69	11	83	132	118	250	2	26	57	59	116
	70-79	18	102	103	150	253	6	32	44	53	97
	80+	19	64	68	101	168	5	31	30	47	77
	All ages[2]	**104**	**1,272**	**2,668**	**1,717**	**4,385**	**47**	**455**	**1,214**	**798**	**2,014**
	Child 0-15	17	546	1,225	714	1,938	1	150	407	236	643
	Adult 16+	88	726	1,443	1,003	2,446	46	305	807	562	1,369
Pedal cycle	0-4	-	1	11	2	14	-	-	5	1	6
	5-7	1	20	93	20	114	1	5	17	5	22
	8-11	1	35	161	42	202	-	9	43	15	58
	12-15	1	40	180	27	207	-	9	51	8	59
	16-19	1	19	89	20	108	-	2	30	5	35
	20-24	1	20	105	30	135	-	10	51	16	67
	25-29	1	21	100	24	124	-	18	66	14	80
	30-39	2	34	159	27	187	2	23	125	32	157
	40-49	1	23	83	16	98	1	34	143	27	170
	50-59	1	15	42	12	54	1	16	63	15	78
	60-69	1	8	22	4	26	1	8	31	5	36
	70-79	1	3	11	1	11	1	3	8	3	11
	80+	-	1	2	-	3	-	1	2	-	2
	All ages[2]	**11**	**238**	**1,058**	**225**	**1,283**	**7**	**138**	**635**	**146**	**781**
	Child 0-15	3	96	445	91	537	1	23	116	29	145
	Adult 16+	7	142	612	134	747	6	115	519	117	636
Motor cycle[3]	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	1	-	1	-	-	-	-	-
	8-11	-	1	2	2	4	-	-	-	-	-
	12-15	-	4	10	2	13	1	3	9	1	10
	16-19	2	34	105	12	118	2	34	97	10	107
	20-24	6	51	134	26	160	1	27	73	9	82
	25-29	9	75	178	29	207	3	24	69	7	76
	30-39	9	93	239	29	268	10	63	153	18	171
	40-49	3	43	96	13	108	10	81	189	26	215
	50-59	1	15	30	6	36	7	60	117	18	135
	60-69	-	6	12	2	14	1	22	38	3	41
	70-79	-	2	4	1	4	-	4	6	2	8
	80+	-	-	1	-	1	-	-	-	-	-
	All ages[2]	**31**	**324**	**813**	**122**	**935**	**35**	**318**	**751**	**94**	**845**
	Child 0-15	-	5	13	5	18	1	3	9	1	10
	Adult 16+	31	319	800	117	917	34	315	742	93	835
Car/taxi driver	0-4	-	-	-	-	-					
	5-7	-	-	-	-	-					
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	6	13	-	13	-	-	1	-	1
	16-19	16	164	595	266	861	11	58	319	227	546
	20-24	19	224	777	543	1,320	10	78	413	394	807
	25-29	17	191	689	532	1,222	9	57	331	311	642
	30-39	27	283	1,051	871	1,923	8	118	570	552	1,122
	40-49	18	209	686	535	1,220	5	92	569	551	1,120
	50-59	12	138	432	307	739	10	73	383	322	705
	60-69	11	86	290	126	416	5	51	225	150	375
	70-79	9	58	162	75	236	8	36	144	85	229
	80+	5	25	57	22	78	5	20	78	31	109
	All ages[2]	**134**	**1,383**	**4,752**	**3,278**	**8,030**	**71**	**583**	**3,040**	**2,625**	**5,666**
	Child 0-15	-	6	13	-	14	-	-	1	-	1
	Adult 16+	134	1,377	4,739	3,277	8,016	71	583	3,032	2,623	5,655

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:1994-98 average, 2010

		1994-98 average					2010				
				All severities					All severities		
Mode of Transport	Age	Killed	Serious	Male	Female	All [1]	Killed	Serious	Male	Female	All [1]
Car/taxi passenger	0-4	2	24	117	125	242	-	10	54	32	86
	5-7	1	18	95	94	189	1	4	51	46	97
	8-11	2	27	128	153	280	-	11	65	75	140
	12-15	3	63	167	216	383	-	15	86	99	185
	16-19	14	199	538	472	1,010	8	64	229	264	493
	20-24	12	137	368	405	773	6	41	196	176	372
	25-29	7	89	219	319	538	1	27	116	156	272
	30-39	7	108	265	429	694	3	35	120	197	317
	40-49	6	72	150	337	487	3	20	94	190	284
	50-59	5	69	99	313	412	2	28	49	166	215
	60-69	9	64	65	254	319	5	30	38	143	181
	70-79	7	52	38	180	218	3	29	23	112	135
	80+	4	20	18	66	84	3	13	7	42	49
	All ages [2]	**77**	**942**	**2,267**	**3,363**	**5,630**	**35**	**328**	**1,130**	**1,699**	**2,834**
	Child 0-15	8	132	507	588	1,095	1	40	256	252	508
	Adult 16+	69	810	1,760	2,775	4,535	34	287	872	1,446	2,318
Bus/coach/minibus	0-4	-	2	23	28	51	-	2	11	6	17
	5-7	-	1	13	15	28	-	-	3	2	5
	8-11	1	5	21	27	47	-	-	4	5	9
	12-15	1	7	38	43	81	-	5	7	22	29
	16-19	-	3	22	28	50	1	4	28	30	58
	20-24	-	4	24	36	60	-	2	9	20	29
	25-29	1	8	41	37	78	-	3	20	17	37
	30-39	-	15	69	77	146	1	3	31	30	61
	40-49	1	9	50	59	109	-	3	32	30	62
	50-59	-	12	36	82	118	-	6	28	36	64
	60-69	1	18	40	124	164	-	9	28	52	80
	70-79	1	20	34	122	156	-	10	18	62	80
	80+	-	14	12	65	77	-	7	12	39	51
	All ages [2]	**5**	**118**	**423**	**741**	**1,164**	**2**	**54**	**231**	**353**	**584**
	Child 0-15	1	15	95	112	207	-	7	25	35	60
	Adult 16+	4	103	328	629	958	2	47	206	316	522
Goods vehicles	0-4	-	1	3	1	4	-	-	-	-	-
	5-7	-	1	3	1	4	-	-	-	-	-
	8-11	-	2	6	3	9	-	-	-	1	1
	12-15	-	4	10	3	13	-	-	2	-	2
	16-19	1	7	38	8	46	-	1	17	3	20
	20-24	1	18	84	12	96	1	6	36	4	40
	25-29	2	23	117	10	127	-	3	54	4	58
	30-39	3	43	193	14	207	2	16	103	9	112
	40-49	3	27	121	8	129	1	18	101	7	108
	50-59	2	22	83	6	88	3	8	64	6	70
	60-69	1	6	25	2	28	1	7	36	1	37
	70-79	-	1	3	1	4	-	1	2	-	2
	80+	-	-	-	-	1	-	-	-	-	-
	All ages [2]	**15**	**156**	**686**	**69**	**755**	**8**	**60**	**416**	**36**	**454**
	Child 0-15	-	8	22	8	30	-	-	2	1	3
	Adult 16+	15	148	664	61	725	8	60	413	34	447
All users [4]	0-4	6	108	321	254	575	-	28	109	60	169
	5-7	5	169	527	273	800	3	34	148	98	246
	8-11	9	233	704	439	1,143	-	68	228	158	386
	12-15	11	302	778	557	1,334	1	93	335	240	575
	16-19	41	508	1,588	930	2,517	28	205	869	611	1,480
	20-24	44	532	1,699	1,170	2,869	25	193	895	696	1,591
	25-29	42	468	1,530	1,038	2,568	18	163	743	559	1,302
	30-39	55	680	2,259	1,576	3,835	33	313	1,275	916	2,191
	40-49	38	467	1,380	1,066	2,446	29	296	1,272	913	2,185
	50-59	30	356	878	826	1,704	25	226	816	635	1,451
	60-69	33	273	594	631	1,225	15	156	461	416	877
	70-79	36	238	355	530	885	18	115	246	318	564
	80+	28	124	159	255	413	13	73	131	160	291
	All ages [2]	**378**	**4,460**	**12,772**	**9,544**	**22,316**	**208**	**1,964**	**7,538**	**5,786**	**13,334**
	Child 0-15	30	812	2,330	1,522	3,852	4	223	820	556	1,376
	Adult 16+	348	3,648	10,442	8,023	18,464	204	1,740	6,708	5,224	11,932

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: 1994-98, 2006-2010 averages, 2006-2010

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**1994-98 average**	**17**	**546**	**1,938**	**88**	**726**	**2,446**
	2006	9	239	993	52	447	1,853
	2007	4	181	882	56	413	1,816
	2008	4	194	831	56	451	1,754
	2009	1	155	674	46	354	1,519
	2010	1	150	643	46	305	1,369
	2006-10 average	**4**	**184**	**805**	**51**	**394**	**1,662**
	% ch on 94-98 av: 2010	*-94*	*-73*	*-67*	*-47*	*-58*	*-44*
	% ch on 94-98 av: 0610	*-77*	*-66*	*-58*	*-42*	*-46*	*-32*
Pedal cycle	**1994-98 average**	**3**	**96**	**537**	**7**	**142**	**747**
	2006	5	35	209	5	96	572
	2007	1	28	174	3	119	539
	2008	2	18	150	7	137	578
	2009	1	26	148	4	126	652
	2010	1	23	145	6	115	636
	2006-10 average	**2**	**26**	**165**	**5**	**119**	**595**
	% ch on 94-98 av: 2010	*-71*	*-76*	*-73*	*-17*	*-19*	*-15*
	% ch on 94-98 av: 0610	*-41*	*-73*	*-69*	*-31*	*-16*	*-20*
Car	**1994-98 average**	**8**	**136**	**1,094**	**201**	**2,156**	**12,267**
	2006	10	60	657	165	1,197	10,028
	2007	4	51	633	156	1,058	9,420
	2008	13	56	569	140	1,146	9,091
	2009	3	62	548	113	1,072	9,012
	2010	1	40	505	104	860	7,773
	2006-10 average	**6**	**54**	**582**	**136**	**1,067**	**9,065**
	% ch on 94-98 av: 2010	*-88*	*-71*	*-54*	*-48*	*-60*	*-37*
	% ch on 94-98 av: 0610	*-26*	*-60*	*-47*	*-32*	*-51*	*-26*
Other	**1994-98 average**	**2**	**34**	**283**	**52**	**624**	**3,005**
	2006	1	16	163	67	541	2,762
	2007	0	9	128	57	522	2,617
	2008	1	11	139	47	559	2,456
	2009	0	10	103	48	480	2,350
	2010	1	10	83	48	460	2,154
	2006-10 average	**1**	**11**	**123**	**53**	**512**	**2,468**
	% ch on 94-98 av: 2010	*-50*	*-70*	*-71*	*-8*	*-26*	*-28*
	% ch on 94-98 av: 0610	*-70*	*-67*	*-56*	*2*	*-18*	*-18*
All road users	**1994-98 average**	**30**	**812**	**3,852**	**348**	**3,648**	**18,464**
	2006	25	350	2,022	289	2,281	15,215
	2007	9	269	1,817	272	2,112	14,392
	2008	20	279	1,689	250	2,293	13,879
	2009	5	253	1,473	211	2,032	13,533
	2010	4	223	1,376	204	1,740	11,932
	2006-10 average	**13**	**275**	**1,675**	**245**	**2,092**	**13,790**
	% ch on 94-98 av: 2010	*-87*	*-73*	*-64*	*-41*	*-52*	*-35*
	% ch on 94-98 av: 0610	*-59*	*-66*	*-57*	*-29*	*-43*	*-25*

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: 1994-98 and 2006-10 averages, 2006-2010

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motor cycle	**1994-98 ave**	**27**	**292**	**832**	**4**	**32**	**103**
	2006	56	325	987	2	27	81
	2007	40	359	999	-	22	62
	2008	34	370	969	-	26	73
	2009	39	315	955	4	17	65
	2010	33	299	801	2	19	44
	2006-10 ave	**40**	**334**	**942**	**2**	**22**	**65**
Car	**1994-98 ave**	**132**	**1,369**	**7,918**	**77**	**923**	**5,443**
	2006	120	796	6,987	55	462	3,718
	2007	94	712	6,666	66	398	3,397
	2008	96	779	6,467	57	423	3,202
	2009	81	727	6,348	35	407	3,232
	2010	70	578	5,566	35	323	2,730
	2006-10 ave	**92**	**718**	**6,407**	**50**	**403**	**3,256**
Taxi	**1994-98 ave**	**1**	**14**	**112**	**1**	**18**	**187**
	2006	1	8	111	-	13	137
	2007	-	5	96	1	4	129
	2008	-	7	82	-	7	95
	2009	-	4	110	-	6	115
	2010	1	5	101	-	5	104
	2006-10 ave	**0**	**6**	**100**	**0**	**7**	**116**
Minibus	**1994-98 ave**	**1**	**7**	**39**	**1**	**18**	**117**
	2006	-	2	25	-	7	69
	2007	-	2	23	-	2	47
	2008	-	1	11	3	7	47
	2009	-	4	16	-	11	60
	2010	1	2	15	-	-	29
	2006-10 ave	**0**	**2**	**18**	**1**	**5**	**50**
Bus/coach	**1994-98 ave**	**0**	**8**	**73**	**3**	**85**	**936**
	2006	-	3	55	-	54	708
	2007	-	-	27	-	33	596
	2008	-	5	43	1	54	544
	2009	-	1	33	-	35	440
	2010	-	4	32	1	48	508
	2006-10 ave	**-**	**3**	**38**	**0**	**45**	**559**
Light goods	**1994-98 ave**	**6**	**68**	**347**	**3**	**33**	**168**
	2006	4	46	283	2	11	109
	2007	10	35	294	3	19	117
	2008	5	30	266	1	12	83
	2009	3	41	267	1	10	71
	2010	3	28	219	-	11	73
	2006-10 ave	**5**	**36**	**266**	**1**	**13**	**91**
Heavy goods	**1994-98 ave**	**5**	**46**	**195**	**1**	**9**	**45**
	2006	2	30	157	-	4	34
	2007	2	30	172	-	3	25
	2008	1	18	163	1	5	28
	2009	1	19	142	-	3	21
	2010	5	15	131	-	6	31
	2006-10 ave	**2**	**22**	**153**	**0**	**4**	**28**
Other	**1994-98 ave**	**1**	**16**	**86**	**-**	**11**	**49**
	2006	1	22	133	-	6	41
	2007	-	14	105	1	6	66
	2008	1	21	129	1	9	66
	2009	-	15	106	-	10	59
	2010	1	28	116	2	-	39
	2006-10 ave	**1**	**20**	**118**	**1**	**6**	**54**
All modes of transport	**1994-98 ave**	**174**	**1,820**	**9,601**	**89**	**1,130**	**7,047**
	2006	184	1,232	8,738	59	584	4,897
	2007	146	1,157	8,382	71	487	4,439
	2008	137	1,231	8,130	64	543	4,138
	2009	124	1,126	7,977	40	499	4,063
	2010	114	959	6,981	40	412	3,558
	2006-10 ave	**141**	**1,141**	**8,042**	**55**	**505**	**4,219**

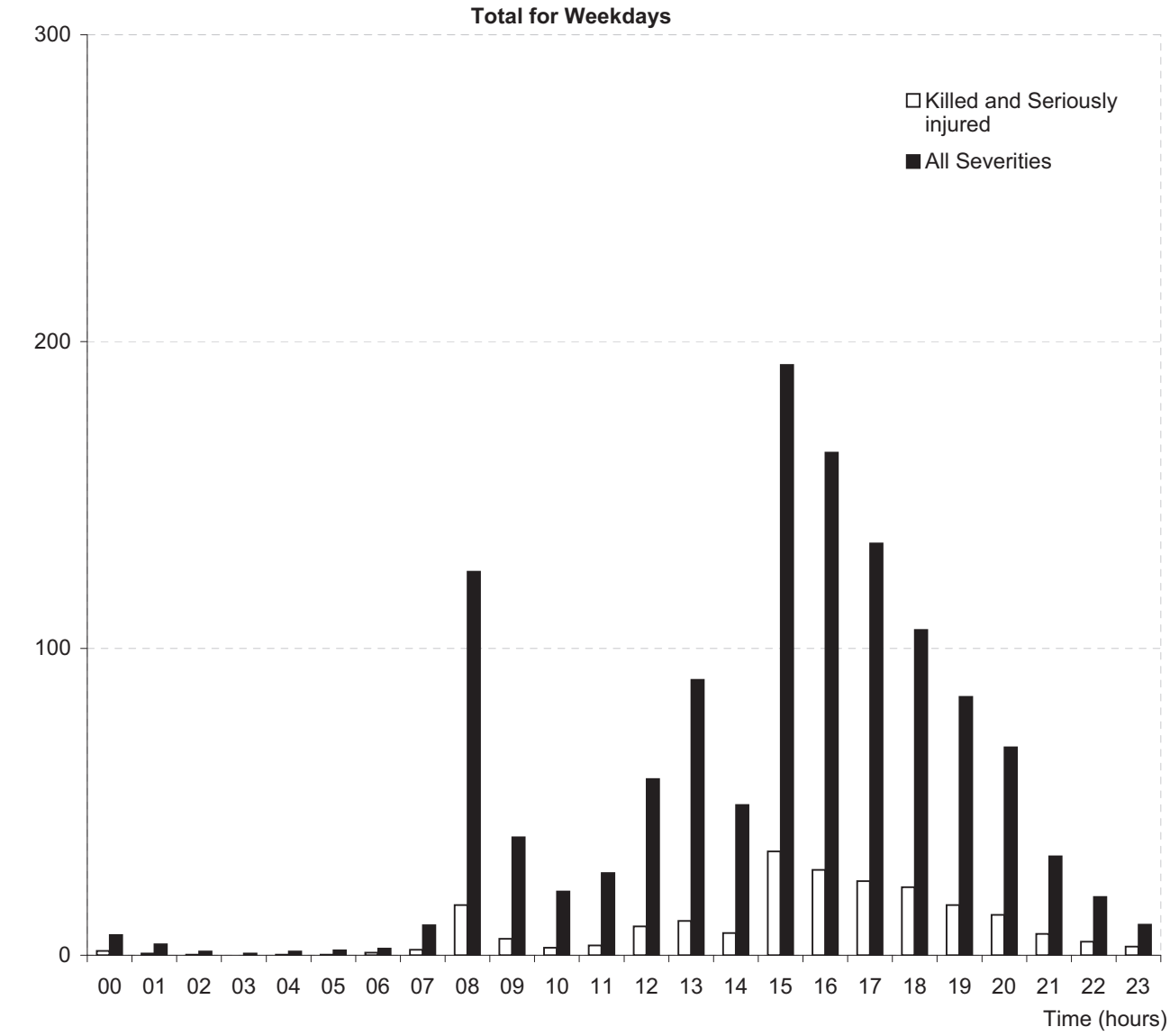
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

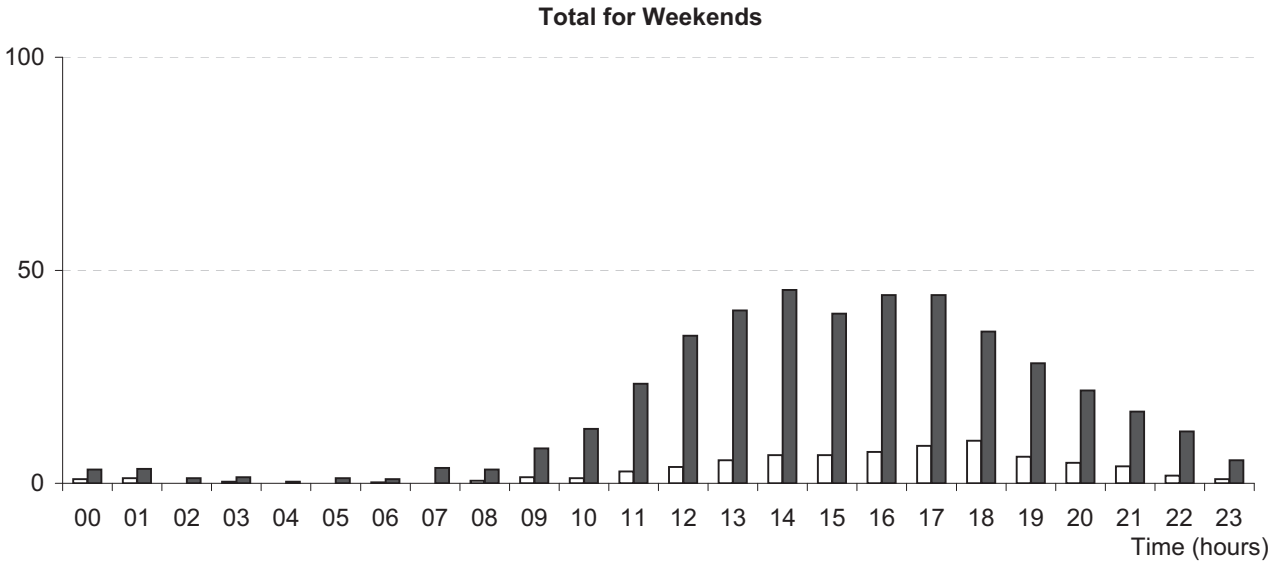
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2006-2010 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	2	0	-	4	-	-	-	0	-	-	7
01.00 to 01.59	-	-	-	4	-	-	-	-	-	-	4
02.00 to 02.59	0	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	-	1	-	-	-	-	-	-	1
04.00 to 04.59	-	-	-	1	-	-	-	-	-	-	1
05.00 to 05.59	1	-	-	1	0	-	-	-	-	-	2
06.00 to 06.59	0	0	-	1	-	-	-	-	-	0	2
07.00 to 07.59	3	1	-	4	-	-	1	0	-	-	10
08.00 to 08.59	72	7	0	30	1	3	12	0	-	0	125
09.00 to 09.59	18	1	-	16	1	-	3	-	-	-	38
10.00 to 10.59	6	1	-	12	-	-	2	0	-	-	21
11.00 to 11.59	10	2	0	13	-	-	1	-	0	-	27
12.00 to 12.59	26	6	1	19	0	1	4	0	0	0	57
13.00 to 13.59	54	6	-	24	0	-	5	0	-	0	90
14.00 to 14.59	17	5	0	21	0	2	3	0	-	1	49
15.00 to 15.59	128	15	1	37	0	1	8	0	-	1	192
16.00 to 16.59	90	16	2	40	0	-	13	0	-	1	164
17.00 to 17.59	74	18	2	34	1	1	3	0	0	1	134
18.00 to 18.59	56	16	2	28	1	1	2	0	-	0	106
19.00 to 19.59	41	15	0	27	-	0	1	-	-	-	84
20.00 to 20.59	32	8	1	26	-	0	0	-	-	1	68
21.00 to 21.59	15	3	1	13	0	0	0	-	-	-	32
22.00 to 22.59	7	1	0	10	-	0	-	0	-	-	19
23.00 to 23.59	2	-	0	5	1	1	0	-	-	0	10
Total	**654**	**122**	**9**	**374**	**5**	**10**	**59**	**3**	**1**	**7**	**1,244**
Total for Weekends											
00.00 to 00.59	0	-	-	3	-	-	-	-	-	-	3
01.00 to 01.59	0	-	0	3	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	0	0	0	0	-	-	-	-	-	-	1
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	-	-	-	1	-	-	-	-	-	-	1
07.00 to 07.59	0	0	-	3	-	-	-	-	-	-	4
08.00 to 08.59	0	-	-	3	-	-	0	-	-	-	3
09.00 to 09.59	1	1	0	6	-	-	-	0	-	-	8
10.00 to 10.59	3	1	-	9	-	-	1	-	-	-	13
11.00 to 11.59	6	2	0	15	0	-	0	-	-	-	23
12.00 to 12.59	9	4	1	19	0	-	1	1	-	-	35
13.00 to 13.59	13	4	-	21	0	-	2	-	-	0	41
14.00 to 14.59	16	6	0	20	0	-	3	0	-	1	45
15.00 to 15.59	15	5	1	16	-	0	2	1	-	1	40
16.00 to 16.59	18	5	1	19	0	-	1	-	-	0	44
17.00 to 17.59	18	4	1	20	-	1	0	-	-	0	44
18.00 to 18.59	16	4	-	14	-	-	1	1	-	0	36
19.00 to 19.59	13	4	0	10	-	-	1	0	-	1	28
20.00 to 20.59	9	2	0	9	0	-	-	-	-	0	22
21.00 to 21.59	8	1	1	7	-	-	-	-	-	0	17
22.00 to 22.59	3	1	1	6	1	-	1	-	-	-	12
23.00 to 23.59	2	0	-	3	-	-	-	-	-	-	5
Total	**151**	**43**	**7**	**208**	**2**	**1**	**14**	**3**	**-**	**4**	**432**

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: 2006 - 2010 average



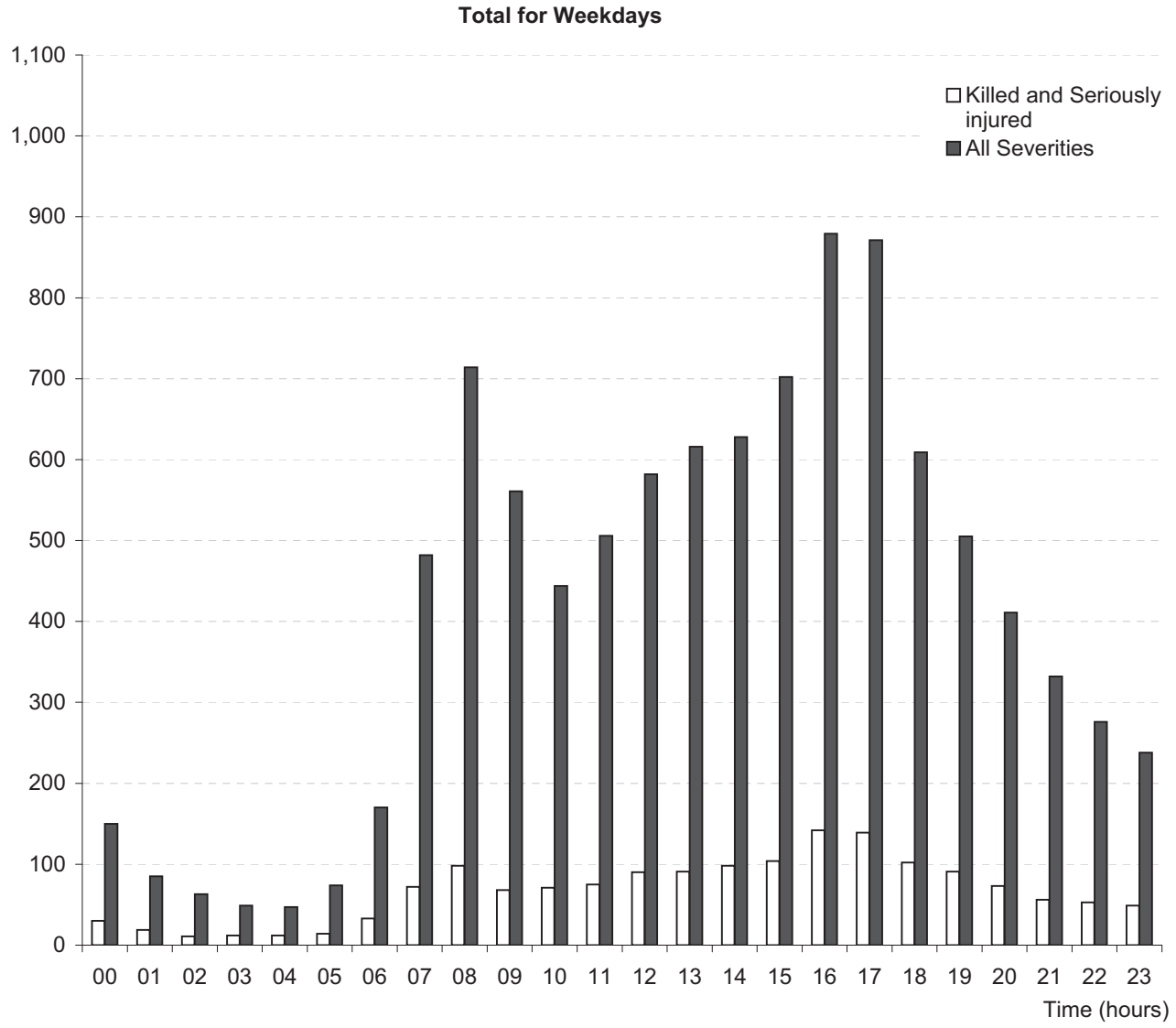


Reported adult casualties by time of day and mode of transport, Separately for weekdays/weekends
Years: 2006-2010 average

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	17	3	5	111	6	1	-	3	2	1	150
01.00 to 01.59	6	1	3	66	3	-	1	1	2	1	85
02.00 to 02.59	12	-	2	43	1	-	-	1	2	-	63
03.00 to 03.59	7	1	1	33	2	-	-	2	1	1	49
04.00 to 04.59	3	1	2	32	3	-	-	3	3	1	47
05.00 to 05.59	3	3	4	41	2	1	9	5	4	2	74
06.00 to 06.59	8	11	11	113	2	-	1	12	7	5	170
07.00 to 07.59	33	43	36	299	5	5	9	33	11	8	482
08.00 to 08.59	65	55	45	463	6	3	28	26	13	10	714
09.00 to 09.59	60	30	24	364	8	1	26	25	14	8	561
10.00 to 10.59	60	20	22	264	3	2	29	19	13	10	444
11.00 to 11.59	70	15	33	296	7	3	34	24	15	10	506
12.00 to 12.59	86	20	36	353	4	3	39	18	13	9	582
13.00 to 13.59	78	23	43	378	9	2	46	19	10	8	616
14.00 to 14.59	80	20	42	391	8	6	46	16	9	10	628
15.00 to 15.59	93	25	51	444	10	4	39	20	8	9	702
16.00 to 16.59	113	48	69	548	9	3	44	25	10	10	879
17.00 to 17.59	114	59	76	551	8	3	27	19	8	8	871
18.00 to 18.59	78	43	47	396	6	2	17	9	5	5	609
19.00 to 19.59	59	30	42	345	8	1	11	4	2	3	505
20.00 to 20.59	48	15	31	292	5	1	7	6	4	3	411
21.00 to 21.59	40	10	20	244	6	-	5	3	1	1	332
22.00 to 22.59	37	4	17	203	4	1	3	3	2	1	276
23.00 to 23.59	38	5	9	169	8	1	3	3	1	2	238
Total	**1,208**	**486**	**672**	**6,440**	**135**	**41**	**424**	**300**	**161**	**127**	**9,994**
Total for Weekends											
00.00 to 00.59	36	2	1	100	6	1	1	2	-	1	149
01.00 to 01.59	38	1	4	85	9	2	1	1	-	1	141
02.00 to 02.59	22	1	1	61	7	1	-	1	1	1	95
03.00 to 03.59	22	1	2	49	7	-	-	1	1	-	82
04.00 to 04.59	7	-	1	42	3	1	-	1	1	-	55
05.00 to 05.59	3	1	1	40	1	-	-	1	1	-	48
06.00 to 06.59	3	2	2	38	2	1	-	2	1	1	51
07.00 to 07.59	3	1	3	63	1	-	-	2	1	1	76
08.00 to 08.59	5	4	6	69	1	-	3	4	1	2	95
09.00 to 09.59	7	7	9	96	2	3	2	4	1	1	132
10.00 to 10.59	11	7	19	112	3	-	7	3	1	2	166
11.00 to 11.59	20	9	23	137	3	-	7	2	1	2	205
12.00 to 12.59	19	10	29	186	2	1	11	4	1	3	265
13.00 to 13.59	20	12	31	184	1	-	14	3	1	3	270
14.00 to 14.59	24	10	36	190	2	-	10	3	1	1	277
15.00 to 15.59	22	9	31	177	2	1	9	3	1	4	258
16.00 to 16.59	20	7	31	175	2	1	9	3	-	2	250
17.00 to 17.59	28	7	27	163	2	1	7	1	-	1	237
18.00 to 18.59	26	8	21	147	2	-	4	3	1	2	213
19.00 to 19.59	25	5	12	141	4	1	4	1	2	3	198
20.00 to 20.59	23	3	9	111	4	-	3	1	-	1	155
21.00 to 21.59	25	2	9	98	3	-	2	1	1	1	141
22.00 to 22.59	20	1	4	87	3	-	3	2	-	1	120
23.00 to 23.59	28	1	4	73	4	1	1	2	-	1	115
Total	**454**	**109**	**317**	**2,625**	**74**	**16**	**99**	**49**	**19**	**35**	**3,796**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2006 - 2010 average



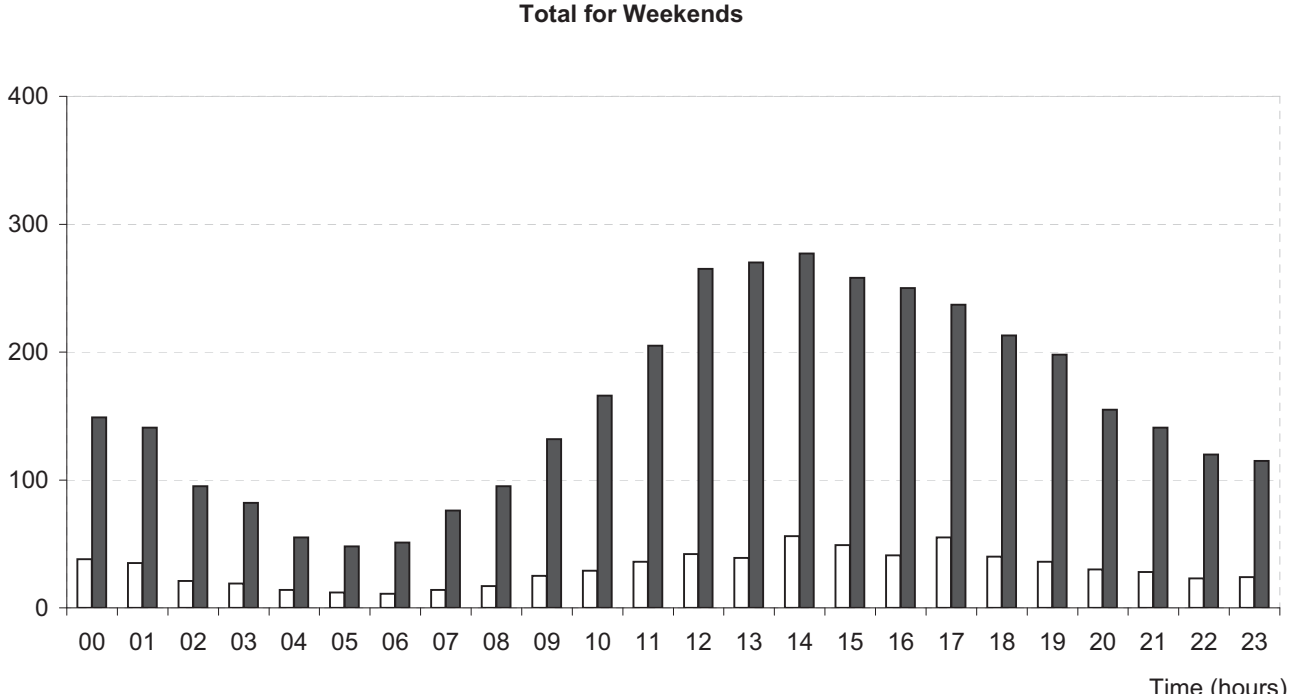


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2006 to 2010 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**	56	5	0	38	1	1	5	0	-	1	107
	February	78	7	1	45	1	2	6	0	-	1	141
	March	72	9	1	40	0	3	6	1	-	1	133
	April	66	13	2	41	-	-	6	-	-	1	128
	May	70	19	2	46	0	0	8	-	-	2	148
	June	73	20	2	46	0	2	5	0	-	1	150
	July	51	21	2	57	1	0	4	1	0	1	140
	August	63	28	1	63	2	2	6	1	0	0	166
	September	76	23	2	45	-	0	11	1	-	1	159
	October	66	12	1	56	1	0	6	0	-	0	143
	November	72	4	1	51	1	0	4	1	-	0	133
	December	52	1	1	46	1	-	4	0	0	0	106
	Year Total	795	162	16	574	7	10	72	6	1	10	1,652
Adult												
	January	147	38	31	715	16	3	31	32	17	13	1,044
	February	157	37	41	776	18	4	39	30	17	13	1,131
	March	135	37	57	740	18	4	51	32	15	14	1,105
	April	120	45	94	627	15	3	48	24	8	12	996
	May	116	55	116	727	16	3	43	23	11	12	1,122
	June	113	58	115	738	14	5	40	28	14	12	1,137
	July	116	51	118	728	18	8	41	25	15	14	1,134
	August	124	62	114	802	19	6	41	28	15	17	1,229
	September	131	62	116	740	15	7	51	29	15	11	1,177
	October	139	54	83	741	13	3	42	27	17	12	1,134
	November	176	55	59	823	23	5	50	31	15	14	1,252
	December	164	34	29	778	21	5	36	34	17	14	1,134
	Year Total	1,640	587	973	8,937	206	57	515	344	177	159	13,594
Total												
	January	204	43	32	755	17	4	36	32	17	14	1,154
	February	235	44	42	822	18	5	46	30	17	14	1,274
	March	208	45	58	782	19	7	58	33	15	15	1,240
	April	187	58	95	670	15	3	54	24	8	13	1,127
	May	186	74	119	775	17	4	51	23	11	14	1,274
	June	187	78	117	784	14	7	45	29	14	13	1,287
	July	167	72	121	786	19	8	45	26	15	16	1,276
	August	187	90	116	866	21	8	47	30	15	17	1,398
	September	208	85	118	785	15	7	63	30	15	12	1,338
	October	206	67	84	800	13	4	49	28	17	13	1,281
	November	249	59	59	875	24	6	54	31	15	15	1,386
	December	217	35	30	825	22	5	41	34	18	15	1,242
	Year Total	2,440	750	991	9,525	213	67	589	351	178	169	15,275

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: 2006 to 2010 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	129	24	2	79	1	0	10	0	-	1	247
	Tuesday	119	22	1	72	1	1	15	1	0	1	234
	Wednesday	127	24	2	73	1	3	13	0	-	1	244
	Thursday	129	22	2	65	1	1	12	1	0	2	235
	Friday	151	28	2	85	1	5	10	0	-	1	284
	Saturday	91	24	3	116	2	1	10	2	-	2	251
	Sunday	59	19	3	92	0	0	3	1	-	1	181
	Total	805	165	16	582	7	11	73	6	1	10	1,675
Adult												
	Monday	227	89	129	1,251	25	12	80	63	31	22	1,929
	Tuesday	212	105	127	1,257	24	6	83	58	34	24	1,930
	Wednesday	230	110	124	1,264	23	12	90	61	32	25	1,970
	Thursday	247	98	139	1,248	26	5	74	61	32	27	1,955
	Friday	292	85	153	1,421	38	7	97	57	33	28	2,211
	Saturday	272	55	162	1,416	42	6	75	29	12	19	2,087
	Sunday	183	54	155	1,208	32	10	24	20	6	16	1,709
	Total	1,662	595	989	9,065	209	57	523	349	180	161	13,790
Total (1)												
	Monday	357	114	132	1,332	25	12	89	64	31	24	2,180
	Tuesday	331	127	129	1,331	25	7	98	59	34	26	2,166
	Wednesday	358	134	126	1,340	23	15	103	62	32	26	2,220
	Thursday	376	120	141	1,315	27	6	86	61	32	30	2,194
	Friday	444	114	155	1,509	39	11	107	58	33	29	2,499
	Saturday	364	79	166	1,533	43	7	86	31	12	21	2,341
	Sunday	243	73	159	1,304	33	11	28	21	6	17	1,894
	Total	2,472	762	1,007	9,663	216	68	597	356	181	172	15,495

(1) Includes those whose ages were not known

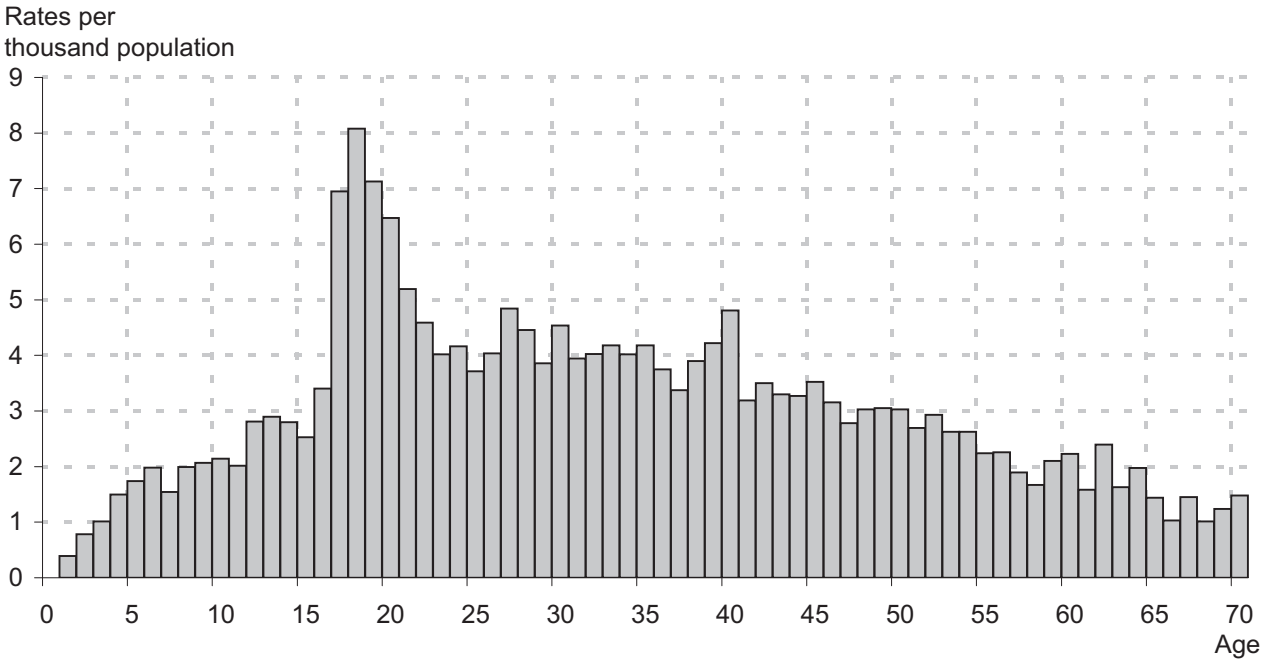
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 1994-98 and 2006-2010 averages, 2006 to 2010

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*
1994-98 average	**309.9**	**452.6**	**256.0**	**445.9**	**529.7**	**786.5**	**687.1**	**579.2**	**499.5**	**545.3**	**5,091.7**
2006	268.5	397.6	255.7	470.7	441.7	702.0	783.1	680.2	522.9	594.6	5,116.9
2007	275.2	391.7	250.1	476.7	458.0	680.6	790.9	674.4	545.3	601.3	5,144.2
2008	283.0	386.7	243.9	477.9	475.1	662.3	795.0	675.8	560.2	608.7	5,168.5
2009	289.0	382.8	240.5	477.5	487.7	650.8	795.3	681.6	572.3	616.4	5,194.0
2010	293.5	381.3	237.0	477.9	497.5	646.1	791.6	690.2	582.3	624.7	5,222.1
2006-2010 average	**281.8**	**388.0**	**245.4**	**476.1**	**472.0**	**668.4**	**791.2**	**680.4**	**556.6**	**609.2**	**5,169.1**
Casualties											*number*
1994-98 average	**575**	**1,942**	**1,334**	**4,306**	**3,648**	**3,835**	**2,446**	**1,704**	**1,225**	**1,299**	**22,316**
2006	265	902	855	3,559	2,286	2,919	2,634	1,727	1,024	1,066	17,269
2007	229	829	759	3,419	2,231	2,630	2,429	1,639	1,003	1,041	16,238
2008	234	753	702	3,174	2,179	2,519	2,451	1,557	952	1,047	15,590
2009	201	682	590	3,084	2,098	2,424	2,390	1,539	997	1,001	15,043
2010	169	632	575	2,490	1,883	2,191	2,185	1,451	877	855	13,334
2006-2010 average	**220**	**760**	**696**	**3,145**	**2,135**	**2,537**	**2,418**	**1,583**	**971**	**1,002**	**15,495**
2010 Male	109	376	335	1,458	1,049	1,275	1,272	816	461	377	7,538
2010 Female	60	256	240	1,032	834	916	913	635	416	478	5,786
Casualty rates											*rates per thousand population*
1994-98 average	**1.86**	**4.29**	**5.21**	**9.66**	**6.89**	**4.88**	**3.56**	**2.94**	**2.45**	**2.38**	**4.38**
2006	0.99	2.27	3.34	7.56	5.18	4.16	3.36	2.54	1.96	1.79	3.37
2007	0.83	2.12	3.03	7.17	4.87	3.86	3.07	2.43	1.84	1.73	3.16
2008	0.83	1.95	2.88	6.64	4.59	3.80	3.08	2.30	1.70	1.72	3.02
2009	0.70	1.78	2.45	6.46	4.30	3.72	3.01	2.26	1.74	1.62	2.90
2010	0.58	1.66	2.43	5.21	3.79	3.39	2.76	2.10	1.51	1.37	2.55
2006-2010 average	**0.78**	**1.96**	**2.84**	**6.61**	**4.52**	**3.80**	**3.06**	**2.33**	**1.74**	**1.64**	**3.00**
Male											
1994-98 average	**2.03**	**5.32**	**5.96**	**11.83**	**8.27**	**5.87**	**4.05**	**3.11**	**2.57**	**2.55**	**5.22**
2006	1.11	2.73	3.45	8.75	6.19	4.91	4.00	2.83	2.03	1.90	3.94
2007	0.92	2.49	3.34	8.38	5.61	4.73	3.87	2.66	2.00	1.91	3.74
2008	0.87	2.27	3.26	7.65	5.21	4.62	3.72	2.62	1.78	1.92	3.54
2009	0.71	2.04	2.45	7.56	4.83	4.44	3.66	2.47	1.86	1.78	3.36
2010	0.73	1.93	2.76	5.98	4.15	4.02	3.35	2.43	1.65	1.48	2.98
2006-2010 average	**0.86**	**2.30**	**3.06**	**7.66**	**5.17**	**4.55**	**3.72**	**2.60**	**1.86**	**1.79**	**3.51**
Female											
1994-98 average	**1.67**	**3.22**	**4.43**	**7.46**	**5.54**	**3.92**	**3.08**	**2.79**	**2.35**	**2.28**	**3.61**
2006	0.82	1.78	3.23	6.33	4.15	3.46	2.77	2.26	1.89	1.72	2.84
2007	0.72	1.72	2.71	5.90	4.11	3.06	2.33	2.21	1.69	1.60	2.60
2008	0.77	1.61	2.47	5.58	3.93	3.03	2.49	2.00	1.63	1.59	2.52
2009	0.68	1.51	2.46	5.30	3.76	3.04	2.40	2.05	1.63	1.52	2.46
2010	0.42	1.38	2.08	4.41	3.41	2.79	2.22	1.79	1.38	1.29	2.15
2006-2010 average	**0.68**	**1.60**	**2.60**	**5.50**	**3.86**	**3.08**	**2.44**	**2.06**	**1.64**	**1.54**	**2.51**

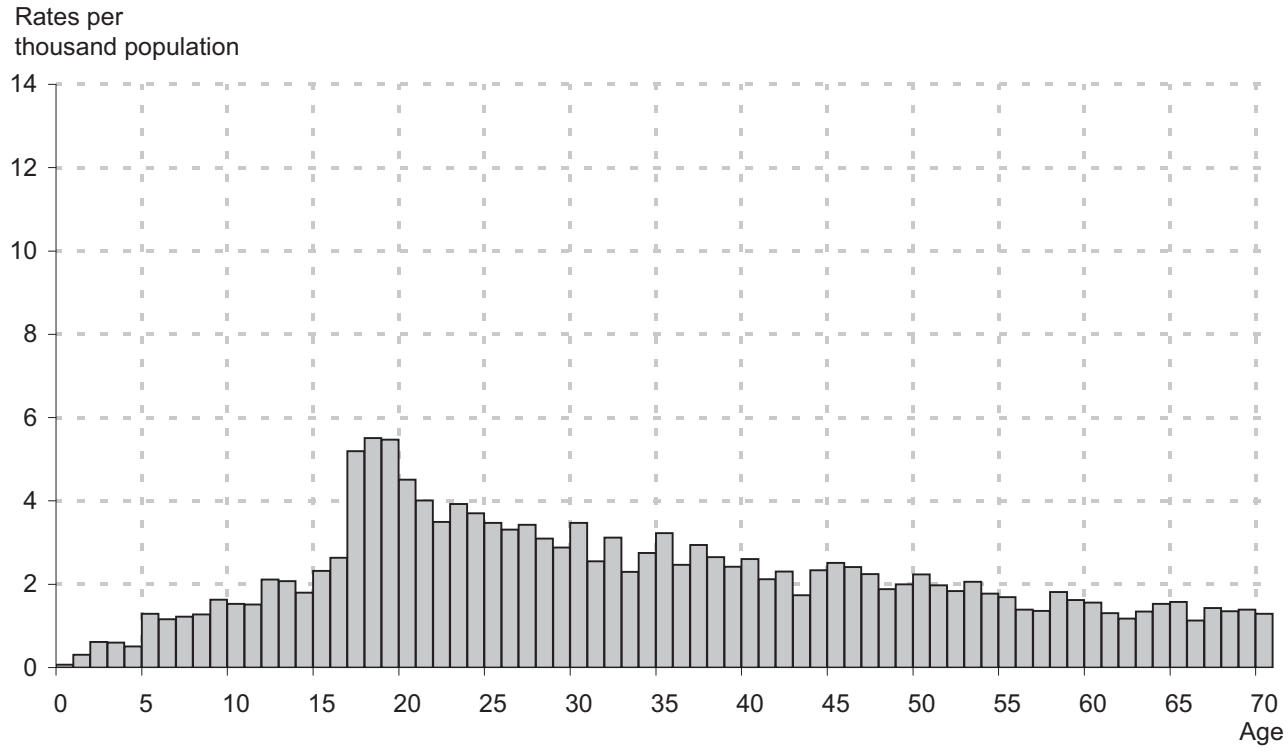
1. Includes those whose ages were 'not known'.

Reported casualty rates per thousand population, by age and sex
Year: 2010

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2006-2010 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Pedestrian	0 - 4	-	19	59	78	-	0.07	0.21	0.28
	5 - 11	2	87	278	367	-	0.23	0.72	0.95
	12 - 15	2	77	280	359	0.01	0.32	1.14	1.46
	16 - 22	7	79	312	398	0.02	0.17	0.65	0.84
	23-25	2	23	88	113	0.01	0.11	0.42	0.54
	26-29	2	26	82	110	0.01	0.10	0.31	0.42
	30 - 39	6	54	193	254	0.01	0.08	0.29	0.38
	40 - 49	5	46	177	229	0.01	0.06	0.22	0.29
	50 - 59	4	42	128	173	0.01	0.06	0.19	0.25
	60 - 69	5	47	96	148	0.01	0.08	0.17	0.27
	70 & over	20	76	141	237	0.03	0.12	0.23	0.39
	Total [1]	**55**	**578**	**1,839**	**2,472**	**0.01**	**0.11**	**0.36**	**0.48**
	Child 0-15	4	184	617	805	-	0.20	0.67	0.88
	Adult 16+	51	394	1,217	1,662	0.01	0.09	0.29	0.39
Pedal Cycle	0 - 4	-	-	4	4	-	-	0.01	0.01
	5 - 11	1	13	77	92	-	0.03	0.20	0.24
	12 - 15	1	13	56	69	-	0.05	0.23	0.28
	16 - 22	-	15	64	79	-	0.03	0.13	0.17
	23-25	-	7	35	42	-	0.03	0.17	0.20
	26-29	-	10	51	61	-	0.04	0.20	0.23
	30 - 39	1	28	131	160	-	0.04	0.20	0.24
	40 - 49	1	32	113	145	-	0.04	0.14	0.18
	50 - 59	1	17	48	66	-	0.02	0.07	0.10
	60 - 69	1	8	21	30	-	0.01	0.04	0.05
	70 & over	1	3	9	12	-	0.01	0.01	0.02
	Total [1]	**7**	**145**	**610**	**762**	-	**0.03**	**0.12**	**0.15**
	Child 0-15	2	26	137	165	-	0.03	0.15	0.18
	Adult 16+	5	119	472	595	-	0.03	0.11	0.14
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	0.01
	12 - 15	-	4	9	14	-	0.02	0.04	0.06
	16 - 22	4	63	143	211	0.01	0.13	0.30	0.44
	23-25	3	22	37	62	0.02	0.11	0.18	0.30
	26-29	3	27	50	80	0.01	0.10	0.19	0.30
	30 - 39	12	81	135	229	0.02	0.12	0.20	0.34
	40 - 49	12	93	145	249	0.01	0.12	0.18	0.32
	50 - 59	5	46	63	115	0.01	0.07	0.09	0.17
	60 - 69	1	14	20	35	-	0.02	0.04	0.06
	70 & over	-	3	4	8	-	0.01	0.01	0.01
	Total [1]	**42**	**356**	**609**	**1,007**	**0.01**	**0.07**	**0.12**	**0.19**
	Child 0-15	-	5	11	16	-	0.01	0.01	0.02
	Adult 16+	42	350	598	989	0.01	0.08	0.14	0.23
Car	0 - 4	1	9	97	108	-	0.03	0.34	0.38
	5 - 11	2	22	240	264	0.01	0.06	0.62	0.68
	12 - 15	3	22	186	211	0.01	0.09	0.76	0.86
	16 - 22	38	285	1,984	2,307	0.08	0.60	4.17	4.85
	23-25	13	82	623	718	0.06	0.39	2.99	3.44
	26-29	7	76	679	762	0.03	0.29	2.58	2.89
	30 - 39	20	160	1,427	1,607	0.03	0.24	2.13	2.40
	40 - 49	13	145	1,338	1,496	0.02	0.18	1.69	1.89
	50 - 59	11	126	874	1,011	0.02	0.18	1.28	1.49
	60 - 69	11	85	506	602	0.02	0.15	0.91	1.08
	70 & over	22	108	432	562	0.04	0.18	0.71	0.92
	Total [1]	**142**	**1,121**	**8,400**	**9,663**	**0.03**	**0.22**	**1.62**	**1.87**
	Child 0-15	6	54	522	582	0.01	0.06	0.57	0.64
	Adult 16+	136	1,067	7,863	9,065	0.03	0.25	1.85	2.13

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: 2006-2010 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	2	2	-	-	0.01	0.01
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	23	25	-	-	0.05	0.05
	23-25	-	1	11	12	-	-	0.05	0.06
	26-29	-	1	14	15	-	-	0.05	0.06
	30 - 39	-	1	42	43	-	-	0.06	0.06
	40 - 49	-	3	47	50	-	-	0.06	0.06
	50 - 59	-	2	37	40	-	-	0.05	0.06
	60 - 69	-	1	15	16	-	-	0.03	0.03
	70 & over	-	1	7	8	-	-	0.01	0.01
	Total [1]	**1**	**13**	**203**	**216**	**-**	**-**	**0.04**	**0.04**
	Child 0-15	-	1	6	7	-	-	0.01	0.01
	Adult 16+	1	12	196	209	-	-	0.05	0.05
Minibus	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	4	4	-	-	0.01	0.01
	12 - 15	-	-	5	5	-	-	0.02	0.02
	16 - 22	-	2	7	8	-	-	0.01	0.02
	23-25	-	-	4	4	-	-	0.02	0.02
	26-29	-	1	3	4	-	-	0.01	0.02
	30 - 39	1	2	9	11	-	-	0.01	0.02
	40 - 49	-	1	10	11	-	-	0.01	0.01
	50 - 59	-	1	7	8	-	-	0.01	0.01
	60 - 69	-	-	4	5	-	-	0.01	0.01
	70 & over	-	1	4	6	-	-	0.01	0.01
	Total [1]	**1**	**8**	**60**	**68**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	10	11	-	-	0.01	0.01
	Adult 16+	1	7	49	57	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	22	24	-	-	0.08	0.08
	5 - 11	-	-	23	23	-	-	0.06	0.06
	12 - 15	-	2	24	26	-	0.01	0.10	0.11
	16 - 22	-	2	40	42	-	-	0.08	0.09
	23-25	-	1	16	16	-	-	0.08	0.08
	26-29	-	1	19	20	-	-	0.07	0.08
	30 - 39	-	2	59	61	-	-	0.09	0.09
	40 - 49	-	4	64	68	-	-	0.08	0.09
	50 - 59	-	5	63	68	-	0.01	0.09	0.10
	60 - 69	-	10	80	90	-	0.02	0.14	0.16
	70 & over	-	20	137	157	-	0.03	0.23	0.26
	Total [1]	**-**	**47**	**549**	**597**	**-**	**0.01**	**0.11**	**0.12**
	Child 0-15	-	3	69	73	-	-	0.08	0.08
	Adult 16+	-	44	478	523	-	0.01	0.11	0.12
Light goods	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	3	-	-	0.01	0.01
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	1	7	38	46	-	0.01	0.08	0.10
	23-25	1	4	26	31	-	0.02	0.13	0.15
	26-29	1	3	29	33	-	0.01	0.11	0.13
	30 - 39	2	9	72	84	-	0.01	0.11	0.13
	40 - 49	1	12	67	80	-	0.02	0.08	0.10
	50 - 59	-	8	42	50	-	0.01	0.06	0.07
	60 - 69	-	3	17	20	-	0.01	0.03	0.04
	70 & over	-	1	3	4	-	-	0.01	0.01
	Total [1]	**6**	**49**	**301**	**356**	**-**	**0.01**	**0.06**	**0.07**
	Child 0-15	-	1	5	6	-	-	0.01	0.01
	Adult 16+	6	48	295	349	-	0.01	0.07	0.08

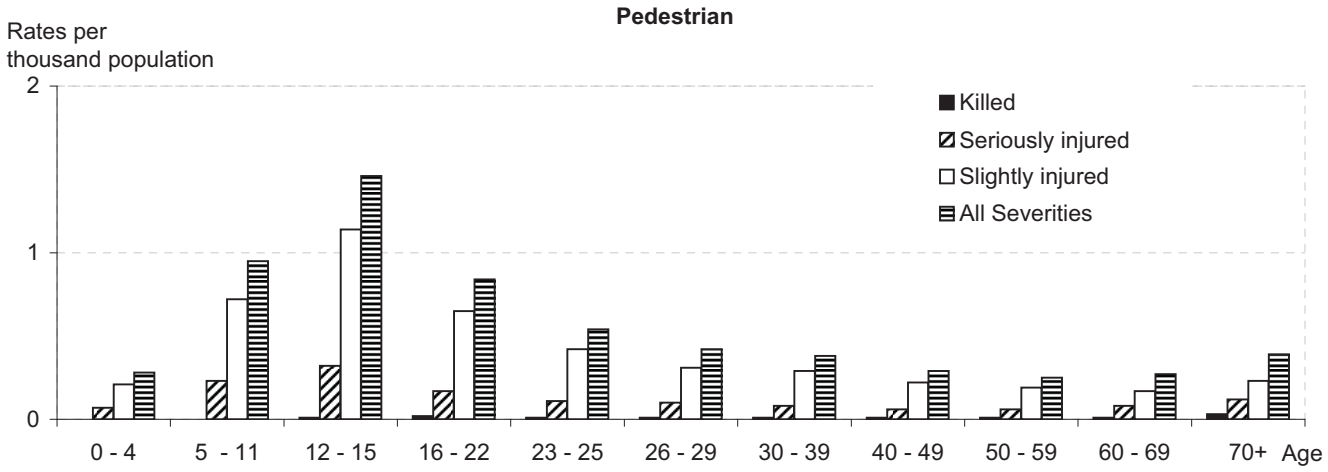
1. Includes those whose age was 'not known'

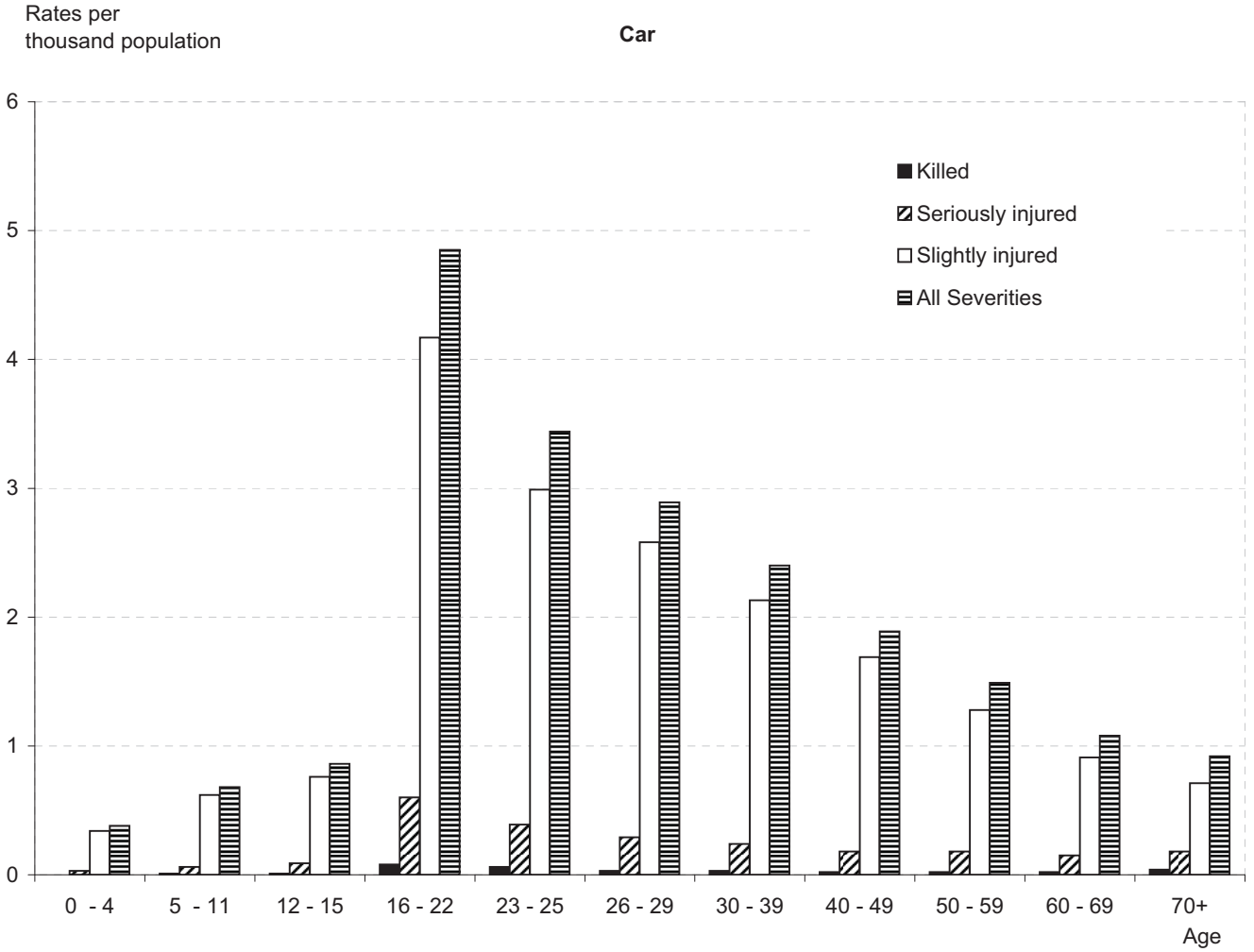
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2006-2010 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	1	6	6	-	-	0.01	0.01
	23-25	-	1	7	8	-	-	0.03	0.04
	26-29	-	2	14	16	-	0.01	0.05	0.06
	30 - 39	-	8	43	51	-	0.01	0.06	0.08
	40 - 49	-	6	46	52	-	0.01	0.06	0.07
	50 - 59	1	6	25	31	-	0.01	0.04	0.05
	60 - 69	1	4	10	14	-	0.01	0.02	0.03
	70 & over	-	1	1	1	-	-	-	-
	Total [1]	**2**	**27**	**152**	**181**	-	**0.01**	**0.03**	**0.03**
	Child 0-15	-	-	1	1	-	-	-	-
	Adult 16+	2	27	151	180	-	0.01	0.04	0.04
Other	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	1	2	3	-	-	0.01	0.01
	12 - 15	-	1	6	7	-	-	0.02	0.03
	16 - 22	-	5	18	22	-	0.01	0.04	0.05
	23-25	-	1	11	12	-	-	0.05	0.06
	26-29	-	2	13	15	-	0.01	0.05	0.06
	30 - 39	-	5	33	37	-	0.01	0.05	0.06
	40 - 49	-	5	32	37	-	0.01	0.04	0.05
	50 - 59	-	3	18	21	-	-	0.03	0.03
	60 - 69	-	3	7	10	-	0.01	0.01	0.02
	70 & over	-	2	4	6	-	-	0.01	0.01
	Total [1]	**1**	**26**	**144**	**172**	-	**0.01**	**0.03**	**0.03**
	Child 0-15	-	2	9	10	-	-	0.01	0.01
	Adult 16+	1	25	135	161	-	0.01	0.03	0.04
Total	0 - 4	2	30	188	220	0.01	0.11	0.67	0.78
	5 - 11	5	125	630	760	0.01	0.32	1.62	1.96
	12 - 15	6	120	570	696	0.02	0.49	2.32	2.84
	16 - 22	51	460	2,634	3,145	0.11	0.97	5.53	6.61
	23-25	20	142	857	1,019	0.09	0.68	4.11	4.89
	26-29	13	148	955	1,116	0.05	0.56	3.62	4.23
	30 - 39	43	350	2,143	2,537	0.06	0.52	3.21	3.80
	40 - 49	33	347	2,038	2,418	0.04	0.44	2.58	3.06
	50 - 59	23	255	1,305	1,583	0.03	0.38	1.92	2.33
	60 - 69	19	174	777	971	0.03	0.31	1.40	1.74
	70 & over	44	216	743	1,002	0.07	0.35	1.22	1.64
	Total [1]	**258**	**2,369**	**12,868**	**15,495**	**0.05**	**0.46**	**2.49**	**3.00**
	Child 0-15	13	275	1,388	1,675	0.01	0.30	1.52	1.83
	Adult 16+	245	2,092	11,453	13,790	0.06	0.49	2.69	3.24

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

Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2006-2010 average





Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2006-2010 average

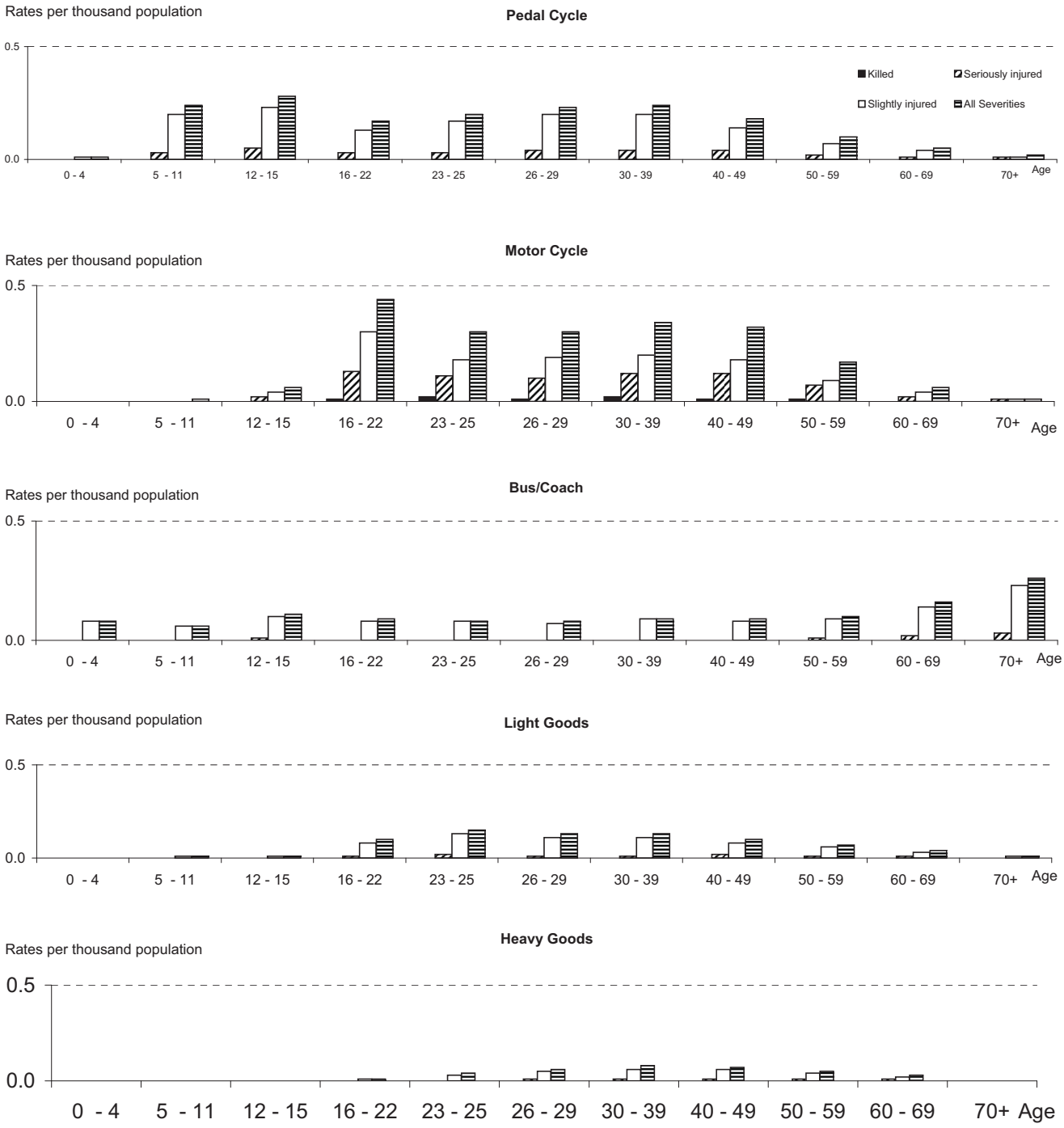


Table 33

Reported casualties by speed limit, mode of transport and severity
2006 to 2010 average

		30 mph	40 mph	50 mph	60 mph	70 mph	Other	Total
Killed	**Pedestrians**	34	4	2	10	4	1	55
	Pedal cycle	3	1	0	3	0	0	7
	Motor cycle	5	2	1	32	2	0	42
	Car users	11	7	2	106	15	0	142
	Bus/coach	0	-	-	0	-	-	0
	Other	2	1	0	5	3	-	12
	Total	56	15	5	156	24	1	258
Serious								
	Pedestrians	510	19	6	24	6	14	578
	Pedal cycle	110	6	2	23	2	2	145
	Motor cycle	127	17	9	185	14	4	356
	Car users	250	50	26	674	115	6	1,121
	Bus/coach	40	1	0	4	1	1	47
	Other	28	9	2	66	18	0	122
	Total	1,064	102	44	976	156	27	2,369
All Severities								
	Pedestrians	2,215	64	15	81	17	80	2,472
	Pedal cycle	624	33	6	77	6	15	762
	Motor cycle	449	59	23	424	41	11	1,007
	Car users	3,802	532	246	4,051	987	45	9,663
	Bus/coach	494	22	4	61	9	7	597
	Other	384	60	26	396	122	5	994
	Total	7,968	771	320	5,090	1,182	164	15,495

Reported casualties by age, severity and sex, separately for each casualty class[1]
Numbers and rates per thousand population
Years: 2006-2010 average

Casualty class/age	Male			Female			Total[(2)]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	13	50	-	6	29	-	19	78
5 - 11	1	56	237	1	32	130	2	87	367
12 - 15	1	48	208	1	29	151	2	77	359
16 - 22	6	56	248	1	23	150	7	79	398
23 - 25	2	14	67	-	9	46	2	23	113
26 - 29	2	19	71	-	7	39	2	26	110
30 - 39	4	37	157	2	18	97	6	54	254
40 - 49	4	31	139	1	15	89	5	46	229
50 - 59	2	29	102	1	13	71	4	42	173
60 - 69	3	22	76	2	25	72	5	47	148
70 & over	11	32	105	9	44	131	20	76	238
Total [2]	**36**	**357**	**1,463**	**19**	**221**	**1,008**	**55**	**578**	**2,472**
Child 0-15	2	117	494	1	67	310	4	184	805
Adult 16+	34	240	965	17	154	697	51	394	1,663
Driver or rider									
0 - 4	-	-	3	-	-	1	-	-	4
5 - 11	1	10	71	-	3	21	1	14	92
12 - 15	1	13	68	-	2	11	1	15	79
16 - 22	21	187	1,086	5	51	576	26	238	1,663
23 - 25	12	65	390	1	24	262	14	89	653
26 - 29	9	69	461	1	22	288	10	92	749
30 - 39	27	189	1,133	5	58	691	31	248	1,824
40 - 49	20	202	1,122	4	57	644	24	259	1,766
50 - 59	14	123	663	2	49	392	16	171	1,055
60 - 69	8	62	348	2	24	169	10	86	517
70 & over	11	48	261	5	24	123	15	71	384
Total [2]	**124**	**970**	**5,612**	**24**	**315**	**3,179**	**148**	**1,285**	**8,796**
Child 0-15	2	23	142	-	6	33	2	29	175
Adult 16+	122	945	5,464	24	309	3,144	146	1,254	8,610
Passenger vehicle/pillion									
0 - 4	1	5	72	1	6	64	1	11	139
5 - 11	2	13	149	1	11	152	2	24	301
12 - 15	1	13	108	1	15	149	3	27	258
16 - 22	13	78	528	5	64	556	18	142	1,084
23 - 25	2	17	124	2	13	129	4	30	253
26 - 29	1	18	123	-	12	134	1	30	258
30 - 39	3	23	188	2	25	271	6	48	459
40 - 49	1	17	155	2	24	268	4	41	424
50 - 59	2	16	101	1	26	254	3	42	355
60 - 69	1	9	71	3	32	235	5	41	306
70 & over	2	12	73	6	57	308	8	68	381
Total [2]	**30**	**222**	**1,697**	**25**	**284**	**2,525**	**55**	**506**	**4,227**
Child 0-15	4	31	329	3	31	365	6	62	698
Adult 16+	26	191	1,363	22	253	2,155	48	443	3,520

1. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
2. Includes those whose sex and/or age was not known.

Reported casualties by age, severity and sex, separately for each casualty class[1]
Numbers and rates per thousand population
Years: 2006-2010 average

Casualty class/age	Male			Female			Total[(2)]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	-	.09	.34	.00	.05	.21	.00	.07	.28
5 - 11	.01	.28	1.19	.00	.17	.69	.00	.23	.95
12 - 15	.01	.39	1.66	.01	.24	1.26	.01	.32	1.46
16 - 22	.03	.23	1.02	.00	.10	.65	.02	.17	.84
23 - 25	.02	.13	.63	.00	.09	.45	.01	.11	.54
26 - 29	.01	.14	.53	.00	.05	.30	.01	.10	.42
30 - 39	.01	.11	.48	.01	.05	.28	.01	.08	.38
40 - 49	.01	.08	.37	.00	.04	.22	.01	.06	.29
50 - 59	.01	.09	.31	.00	.04	.21	.01	.06	.25
60 - 69	.01	.08	.29	.01	.09	.25	.01	.08	.27
70 & over	.04	.13	.43	.03	.12	.36	.03	.12	.39
Total [2]	**.01**	**.14**	**.59**	**.01**	**.08**	**.38**	**.01**	**.11**	**.48**
Child 0-15	.01	.25	1.05	.00	.15	.69	.00	.20	.88
Adult 16+	.02	.12	.47	.01	.07	.31	.01	.09	.39
Driver or rider									
0 - 4	-	-	.02	-	-	.00	-	-	.01
5 - 11	.01	.05	.36	.00	.02	.11	.00	.04	.24
12 - 15	.01	.10	.54	-	.02	.09	.00	.06	.32
16 - 22	.09	.77	4.47	.02	.22	2.47	.05	.50	3.49
23 - 25	.12	.62	3.69	.01	.23	2.56	.07	.43	3.13
26 - 29	.07	.52	3.45	.01	.17	2.21	.04	.35	2.84
30 - 39	.08	.58	3.49	.01	.17	2.01	.05	.37	2.73
40 - 49	.05	.53	2.95	.01	.14	1.57	.03	.33	2.23
50 - 59	.04	.37	1.99	.01	.14	1.13	.02	.25	1.55
60 - 69	.03	.23	1.31	.01	.08	.58	.02	.15	.93
70 & over	.04	.20	1.07	.01	.06	.34	.02	.12	.63
Total [2]	**.05**	**.39**	**2.24**	**.01**	**.12**	**1.19**	**.03**	**.25**	**1.70**
Child 0-15	.00	.05	.30	.00	.01	.07	.00	.03	.19
Adult 16+	.06	.47	2.69	.01	.14	1.42	.03	.29	2.02
Passenger vehicle/pillion									
0 - 4	.00	.03	.50	.01	.04	.46	.00	.04	.49
5 - 11	.01	.07	.75	.00	.06	.80	.01	.06	.78
12 - 15	.01	.10	.86	.01	.12	1.25	.01	.11	1.05
16 - 22	.05	.32	2.17	.02	.27	2.38	.04	.30	2.28
23 - 25	.02	.16	1.17	.02	.13	1.26	.02	.14	1.21
26 - 29	.00	.14	.92	.00	.09	1.03	.00	.11	.98
30 - 39	.01	.07	.58	.01	.07	.79	.01	.07	.69
40 - 49	.00	.04	.41	.01	.06	.65	.00	.05	.54
50 - 59	.00	.05	.30	.00	.07	.73	.00	.06	.52
60 - 69	.00	.03	.27	.01	.11	.81	.01	.07	.55
70 & over	.01	.05	.30	.02	.16	.85	.01	.11	.63
Total [2]	**.01**	**.09**	**.68**	**.01**	**.11**	**.95**	**.01**	**.10**	**.82**
Child 0-15	.01	.07	.70	.01	.07	.82	.01	.07	.76
Adult 16+	.01	.09	.67	.01	.11	.97	.01	.10	.83

1. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
2. Includes those whose sex and/or age was not known.

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 1994-98, 2006-2010 averages and 2006 to 2010

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	**1994-98 average**	**76**	**16**	**72**	**939**	**94**	**1,198**
	2006	65	6	48	403	42	564
	2007	58	5	42	389	32	526
	2008	55	9	38	325	38	465
	2009	51	9	32	244	37	373
	2010	49	3	28	233	38	351
	2006-10 average	**56**	**6**	**38**	**319**	**37**	**456**
Crossing road-concealed by vehicle	**1994-98 average**	**11**	**2**	**30**	**443**	**37**	**522**
	2006	8	1	29	198	16	252
	2007	9	2	17	163	15	206
	2008	11	-	16	169	10	206
	2009	12	2	13	155	9	191
	2010	11	2	24	149	13	199
	2006-10 average	**10**	**1**	**20**	**167**	**13**	**211**
Standing/walking	**1994-98 average**	**-**	**-**	**-**	**-**	**111**	**111**
	2006	-	-	-	-	47	47
	2007	-	-	-	-	47	47
	2008	-	-	-	-	39	39
	2009	-	-	-	-	33	33
	2010	-	-	-	-	37	37
	2006-10 average	**-**	**-**	**-**	**-**	**41**	**41**
Other/unknown	**1994-98 average**	**0**	**0**	**0**	**5**	**43**	**48**
	2006	1	-	1	15	78	95
	2007	4	-	-	13	67	84
	2008	-	-	2	13	79	94
	2009	3	-	-	4	51	58
	2010	-	-	-	4	40	44
	2006-10 average	**2**	**-**	**1**	**10**	**63**	**75**
Total							
	1994-98 average	**87**	**18**	**102**	**1,387**	**284**	**1,879**
	2006	74	7	78	616	183	958
	2007	71	7	59	565	161	863
	2008	66	9	56	507	166	804
	2009	66	11	45	403	130	655
	2010	60	5	52	386	128	631
	2006-10 average	**67**	**8**	**58**	**495**	**154**	**782**

***Table 35* (continued)**

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 1994-98, 2006-2010 averages and 2006 to 2010

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	**1994-98 average**	**191**	**26**	**199**	**1,045**	**129**	**1,591**
	2006	154	11	152	664	69	1,050
	2007	138	10	146	618	100	1,012
	2008	173	11	143	539	68	934
	2009	132	13	122	507	69	843
	2010	110	11	105	430	55	711
	2006-10 average	**141**	**11**	**134**	**552**	**72**	**910**
Crossing road-concealed by vehicle	**1994-98 average**	**19**	**5**	**46**	**179**	**14**	**263**
	2006	11	2	31	128	9	181
	2007	15	-	30	125	11	181
	2008	22	1	47	118	8	196
	2009	14	3	29	87	9	142
	2010	17	2	24	86	13	142
	2006-10 average	**16**	**2**	**32**	**109**	**10**	**168**
Standing/walking	**1994-98 average**	**-**	**-**	**0**	**-**	**330**	**330**
	2006	-	-	-	-	197	197
	2007	-	-	-	-	197	197
	2008	-	-	-	-	198	198
	2009	-	-	-	-	169	169
	2010	-	-	-	-	196	196
	2006-10 average	**-**	**-**	**-**	**-**	**191**	**191**
Other/unknown	**1994-98 average**	**2**	**-**	**1**	**12**	**105**	**120**
	2006	4	-	10	34	262	310
	2007	9	1	10	36	265	321
	2008	6	-	6	46	266	324
	2009	4	-	4	54	211	273
	2010	7	-	4	42	165	218
	2006-10 average	**6**	**0**	**7**	**42**	**234**	**289**
Total							
	1994-98 average	**212**	**32**	**246**	**1,236**	**578**	**2,304**
	2006	169	13	193	826	537	1,738
	2007	162	11	186	779	573	1,711
	2008	201	12	196	703	540	1,652
	2009	150	16	155	648	458	1,427
	2010	134	13	133	558	429	1,267
	2006-10 average	**163**	**13**	**173**	**703**	**507**	**1,559**

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Highland	**1994-98 average**	**16**	**12**	**1**	**13**	**29**	**153**	**61**	**46**	**11**	**41**	**159**	**312**	**522**	**184**	**180**	**41**	**197**	**603**	**1,125**
	2006	21	4	1	5	26	62	31	26	6	26	89	151	438	128	151	30	134	443	881
	2007	19	12	3	15	34	65	29	30	5	24	88	153	493	147	150	20	119	436	929
	2008	18	13	3	16	34	61	17	15	4	17	53	114	432	126	135	18	135	414	846
	2009	20	7	1	8	28	75	22	17	1	13	53	128	501	143	138	9	152	442	943
	2010	13	8	5	13	26	49	21	15	2	15	53	102	380	101	116	16	112	345	725
	2006-10 average	**18**	**9**	**3**	**11**	**30**	**62**	**24**	**21**	**4**	**19**	**67**	**130**	**449**	**129**	**138**	**19**	**130**	**416**	**865**
	% ch on 94-98 av: 2010	*-20*	*-32*	*-*	*-2*	*-12*	*-68*	*-66*	*-67*	*-82*	*-63*	*-67*	*-67*	*-27*	*-45*	*-36*	*-61*	*-43*	*-43*	*-36*
	06-10 av	*12*	*-25*	*-*	*-14*	*1*	*-59*	*-61*	*-55*	*-68*	*-54*	*-58*	*-59*	*-14*	*-30*	*-24*	*-55*	*-34*	*-31*	*-23*
Orkney Islands	**1994-98 average**	**-**	**2**	**0**	**2**	**2**	**-**	**7**	**4**	**2**	**2**	**15**	**15**	**-**	**24**	**13**	**8**	**7**	**52**	**52**
	2006	-	2	-	2	2	-	3	4	1	1	9	9	-	27	13	4	10	54	54
	2007	-	-	-	-	-	-	1	-	1	-	2	2	-	17	3	4	13	37	37
	2008	-	2	-	2	2	-	4	1	-	2	7	7	-	21	8	6	9	44	44
	2009	-	-	-	-	-	-	3	2	-	1	6	6	-	24	3	4	4	35	35
	2010	-	-	-	-	-	-	3	-	1	1	5	5	-	24	4	5	5	38	38
	2006-10 average	**-**	**1**	**-**	**1**	**1**	**-**	**3**	**1**	**1**	**1**	**6**	**6**	**-**	**23**	**6**	**5**	**8**	**42**	**42**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	-	-	-	-	*-66*	*-66*	-	*-2*	*-69*	*-*	*-*	*-27*	*-27*
	06-10 av	-	-	-	-	-	-	-	-	-	-	*-60*	*-60*	-	*-7*	*-52*	*-*	*-*	*-21*	*-21*
Shetland Islands	**1994-98 average**	**-**	**3**	**-**	**3**	**3**	**-**	**11**	**5**	**2**	**2**	**21**	**21**	**-**	**47**	**18**	**10**	**8**	**82**	**82**
	2006	-	-	1	1	1	-	9	-	-	2	11	11	-	38	11	5	7	61	61
	2007	-	4	1	5	5	-	2	2	-	2	6	6	-	32	4	5	10	51	51
	2008	-	-	-	-	-	-	4	-	-	1	5	5	-	15	5	2	2	24	24
	2009	-	-	-	-	-	-	2	1	-	2	5	5	-	38	14	13	7	72	72
	2010	-	1	-	1	1	-	-	1	-	2	3	3	-	34	11	4	6	55	55
	2006-10 average	**-**	**1**	**0**	**1**	**1**	**-**	**3**	**1**	**-**	**2**	**6**	**6**	**-**	**31**	**9**	**6**	**6**	**53**	**53**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	*-100*	-	-	-	*-85*	*-85*	-	*-27*	*-38*	*-*	*-*	*-33*	*-33*
	06-10 av	-	-	-	-	-	-	*-70*	-	-	-	*-71*	*-71*	-	*-33*	*-49*	*-*	*-*	*-36*	*-36*

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious						All severities					
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Eilean Siar	**1994-98 average**	**-**	**2**	**1**	**3**	**3**	**-**	**14**	**4**	**6**	**2**	**26**	**26**	**-**	**43**	**22**	**20**	**9**	**94**	**94**
	2006	-	-	1	1	1	-	2	4	1	-	7	7	-	31	9	8	13	61	61
	2007	-	-	-	-	-	-	5	-	1	5	11	11	-	19	12	10	18	59	59
	2008	-	-	1	1	1	-	9	-	2	5	16	16	-	52	12	16	16	96	96
	2009	-	-	-	-	-	-	4	2	-	1	7	7	-	28	12	2	7	49	49
	2010	-	1	1	2	2	-	8	1	1	-	10	10	-	34	6	7	8	55	55
	2006-10 average	**-**	**0**	**1**	**1**	**1**	**-**	**6**	**1**	**1**	**2**	**10**	**10**	**-**	**33**	**10**	**9**	**12**	**64**	**64**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	*-44*	-	-	-	*-61*	*-61*	-	*-21*	*-72*	*-65*	-	*-42*	*-42*
	06-10 av	-	-	-	-	-	-	*-61*	-	-	-	*-60*	*-60*	-	*-24*	*-53*	*-57*	-	*-32*	*-32*
Aberdeen City *	**1994-98 average**	**1**	**2**	**7**	**8**	**9**	**8**	**5**	**7**	**32**	**51**	**95**	**102**	**58**	**21**	**47**	**225**	**365**	**658**	**716**
	2006	5	-	3	3	8	6	1	2	16	30	49	55	54	7	18	122	260	407	461
	2007	-	2	3	5	5	8	3	4	14	36	57	65	62	16	32	100	255	403	465
	2008	1	-	2	2	3	10	3	14	31	74	122	132	68	18	52	146	308	524	592
	2009	1	2	1	3	4	11	2	8	11	49	70	81	64	20	46	110	259	435	499
	2010	2	2	3	5	7	17	2	6	19	31	58	75	72	13	24	93	205	335	407
	2006-10 average	**2**	**1**	**2**	**4**	**5**	**10**	**2**	**7**	**18**	**44**	**71**	**82**	**64**	**15**	**34**	**114**	**257**	**421**	**485**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	-	-	*-40*	*-39*	*-39*	*-27*	*24*	*-39*	*-49*	*-59*	*-44*	*-49*	*-43*
	06-10 av	-	-	-	-	-	-	-	-	*-42*	*-14*	*-25*	*-20*	*10*	*-30*	*-27*	*-49*	*-29*	*-36*	*-32*
Aberdeenshire *	**1994-98 average**	**9**	**19**	**2**	**21**	**30**	**35**	**56**	**62**	**10**	**22**	**150**	**185**	**192**	**254**	**301**	**72**	**140**	**766**	**959**
	2006	13	29	4	33	46	25	51	32	6	12	101	126	152	258	217	35	115	625	777
	2007	3	22	-	22	25	31	55	52	7	18	132	163	148	254	268	34	118	674	822
	2008	3	21	2	23	26	52	60	73	19	28	180	232	178	235	280	62	141	718	896
	2009	4	16	2	18	22	43	65	81	14	21	181	224	170	280	296	54	107	737	907
	2010	4	19	3	22	26	49	63	68	3	19	153	202	169	221	262	32	109	624	793
	2006-10 average	**5**	**21**	**2**	**24**	**29**	**40**	**59**	**61**	**10**	**20**	**149**	**189**	**163**	**250**	**265**	**43**	**118**	**676**	**839**
	% ch on 94-98 av: 2010	-	*2*	-	*6*	*-13*	*40*	*13*	*10*	*-71*	*-14*	*2*	*9*	*-12*	*-13*	*-13*	*-56*	*-22*	*-19*	*-17*
	06-10 av	-	*15*	-	*13*	*-3*	*14*	*5*	*-1*	*-6*	*-12*	*-1*	*2*	*-15*	*-2*	*-12*	*-40*	*-16*	*-12*	*-12*

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

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Moray *	**1994-98 average**	**5**	**5**	**0**	**5**	**11**	**17**	**13**	**16**	**4**	**8**	**42**	**58**	**81**	**64**	**75**	**21**	**55**	**215**	**296**
	2006	3	5	-	5	8	9	13	9	-	8	30	39	67	59	58	10	37	164	231
	2007	2	5	-	5	7	6	7	11	3	10	31	37	42	50	70	12	42	174	216
	2008	2	4	-	4	6	10	7	21	1	9	38	48	50	47	56	27	52	182	232
	2009	2	1	2	3	5	18	10	6	3	4	23	41	79	59	49	16	66	190	269
	2010	1	1	2	3	4	11	6	8	2	7	23	34	48	25	45	13	40	123	171
	2006-10 average	**2**	**3**	**1**	**4**	**6**	**11**	**9**	**11**	**2**	**8**	**29**	**40**	**57**	**48**	**56**	**16**	**47**	**167**	**224**
	% ch on 94-98 av: 2010	-	-	-	-	*-62*	*-34*	*-55*	*-50*	-	-	*-45*	*-42*	*-41*	*-61*	*-40*	*-37*	*-27*	*-43*	*-42*
	06-10 av	-	-	-	-	*-43*	*-35*	*-36*	*-31*	-	-	*-30*	*-32*	*-30*	*-25*	*-26*	*-24*	*-14*	*-22*	*-24*
Dundee City	**1994-98 average**	**1**	**1**	**4**	**4**	**5**	**8**	**7**	**2**	**17**	**85**	**111**	**119**	**54**	**21**	**7**	**79**	**354**	**461**	**515**
	2006	-	-	-	-	-	12	2	2	9	58	71	83	56	6	5	57	277	345	401
	2007	1	-	1	1	2	10	1	1	7	33	42	52	40	8	1	43	220	272	312
	2008	1	-	3	3	4	5	1	1	8	44	54	59	44	10	3	50	213	276	320
	2009	3	1	1	2	5	9	3	-	10	43	56	65	34	14	1	52	242	309	343
	2010	2	-	3	3	5	7	-	-	4	30	34	41	33	8	2	27	184	221	254
	2006-10 average	**1**	**0**	**2**	**2**	**3**	**9**	**1**	**1**	**8**	**42**	**51**	**60**	**41**	**9**	**2**	**46**	**227**	**285**	**326**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	-	-	*-77*	*-65*	*-69*	*-65*	*-39*	*-62*	-	*-66*	*-48*	*-52*	*-51*
	06-10 av	-	-	-	-	-	-	-	-	*-56*	*-51*	*-54*	*-49*	*-23*	*-57*	-	*-42*	*-36*	*-38*	*-37*
Angus	**1994-98 average**	**3**	**6**	**1**	**7**	**9**	**18**	**44**	**39**	**8**	**29**	**121**	**139**	**63**	**148**	**123**	**38**	**135**	**445**	**508**
	2006	2	7	2	9	11	12	30	13	4	20	67	79	46	96	84	44	106	330	376
	2007	5	4	4	8	13	4	10	21	18	18	67	71	44	103	85	72	85	345	389
	2008	2	9	2	11	13	8	22	17	8	9	56	64	35	102	92	48	85	327	362
	2009	1	6	-	6	7	7	14	15	11	13	53	60	46	62	88	38	74	262	308
	2010	1	2	3	5	6	9	13	15	6	11	45	54	44	52	67	35	49	203	247
	2006-10 average	**2**	**6**	**2**	**8**	**10**	**8**	**18**	**16**	**9**	**14**	**58**	**66**	**43**	**83**	**83**	**47**	**80**	**293**	**336**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-51*	*-71*	*-62*	-	*-63*	*-63*	*-61*	*-31*	*-65*	*-46*	*-9*	*-64*	*-54*	*-51*
	06-10 av	-	-	-	-	-	*-56*	*-60*	*-59*	-	*-52*	*-52*	*-53*	*-32*	*-44*	*-32*	*23*	*-41*	*-34*	*-34*

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

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Perth & Kinross	**1994-98 average**	**11**	**9**	**2**	**10**	**21**	**71**	**62**	**36**	**22**	**24**	**144**	**215**	**246**	**180**	**124**	**94**	**106**	**503**	**749**
	2006	3	6	1	7	10	43	44	21	14	17	96	139	153	131	90	69	86	376	529
	2007	13	6	1	7	20	33	26	23	19	10	78	111	174	106	84	71	70	331	505
	2008	7	6	1	7	14	34	40	19	6	17	82	116	157	117	96	50	68	331	488
	2009	3	5	1	6	9	37	37	16	5	14	72	109	188	129	88	44	72	333	521
	2010	12	7	-	7	19	24	21	16	10	9	56	80	154	91	79	69	57	296	450
	2006-10 average	**8**	**6**	**1**	**7**	**14**	**34**	**34**	**19**	**11**	**13**	**77**	**111**	**165**	**115**	**87**	**61**	**71**	**333**	**499**
	% ch on 94-98 av: 2010	*11*	*-*	*-*	*-31*	*-10*	*-66*	*-66*	*-56*	*-55*	*-62*	*-61*	*-63*	*-37*	*-49*	*-36*	*-26*	*-46*	*-41*	*-40*
	06-10 av	*-30*	*-*	*-*	*-33*	*-31*	*-52*	*-46*	*-48*	*-51*	*-43*	*-47*	*-48*	*-33*	*-36*	*-29*	*-35*	*-34*	*-34*	*-33*
Fife	**1994-98 average**	**6**	**9**	**5**	**15**	**21**	**30**	**54**	**54**	**36**	**73**	**216**	**246**	**137**	**214**	**205**	**169**	**340**	**928**	**1,065**
	2006	6	11	2	13	19	28	36	39	19	67	161	189	128	184	170	115	312	781	909
	2007	1	9	4	13	14	13	38	22	11	53	124	137	88	160	117	109	306	692	780
	2008	1	9	4	13	14	9	27	32	14	32	105	114	94	150	158	85	245	638	732
	2009	-	4	2	6	6	8	25	31	16	34	106	114	88	147	132	103	296	678	766
	2010	5	5	3	8	13	25	23	21	16	34	94	119	112	128	118	95	270	611	723
	2006-10 average	**3**	**8**	**3**	**11**	**13**	**17**	**30**	**29**	**15**	**44**	**118**	**135**	**102**	**154**	**139**	**101**	**286**	**680**	**782**
	% ch on 94-98 av: 2010	*-*	*-*	*-*	*-45*	*-37*	*-16*	*-57*	*-61*	*-55*	*-53*	*-57*	*-52*	*-18*	*-40*	*-42*	*-44*	*-21*	*-34*	*-32*
	06-10 av	*-*	*-*	*-*	*-27*	*-36*	*-44*	*-45*	*-46*	*-57*	*-40*	*-45*	*-45*	*-26*	*-28*	*-32*	*-40*	*-16*	*-27*	*-27*
Edinburgh, City of	**1994-98 average**	**1**	**3**	**13**	**16**	**18**	**7**	**14**	**8**	**101**	**142**	**265**	**272**	**81**	**127**	**38**	**903**	**1,243**	**2,311**	**2,392**
	2006	1	1	11	12	13	8	5	6	92	95	198	206	128	42	48	661	857	1,608	1,736
	2007	-	1	4	5	5	11	7	4	78	91	180	191	109	46	42	640	759	1,487	1,596
	2008	1	1	11	12	13	5	3	6	70	99	178	183	119	46	21	540	807	1,414	1,533
	2009	-	1	6	7	7	2	6	7	46	80	139	141	94	24	30	470	784	1,308	1,402
	2010	1	1	2	3	4	4	3	6	45	72	126	130	102	28	41	501	722	1,292	1,394
	2006-10 average	**1**	**1**	**7**	**8**	**8**	**6**	**5**	**6**	**66**	**87**	**164**	**170**	**110**	**37**	**36**	**562**	**786**	**1,422**	**1,532**
	% ch on 94-98 av: 2010	*-*	*-*	*-85*	*-82*	*-78*	*-*	*-79*	*-*	*-55*	*-49*	*-52*	*-52*	*26*	*-78*	*7*	*-45*	*-42*	*-44*	*-42*
	06-10 av	*-*	*-*	*-48*	*-52*	*-53*	*-*	*-66*	*-*	*-34*	*-39*	*-38*	*-37*	*36*	*-71*	*-5*	*-38*	*-37*	*-38*	*-36*

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Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
West Lothian	**1994-98 average**	**2**	**10**	**2**	**12**	**14**	**7**	**34**	**15**	**16**	**36**	**101**	**107**	**54**	**194**	**112**	**120**	**283**	**709**	**763**
	2006	1	5	5	10	11	9	23	14	5	33	75	84	61	162	106	63	320	651	712
	2007	3	4	4	8	11	6	19	13	4	29	65	71	52	137	89	45	276	547	599
	2008	3	4	2	6	9	3	21	19	8	21	69	72	51	162	98	60	290	610	661
	2009	2	-	4	4	6	4	18	15	7	23	63	67	41	128	117	60	249	554	595
	2010	-	1	-	1	1	1	20	6	3	30	59	60	34	120	55	29	267	471	505
	2006-10 average	**2**	**3**	**3**	**6**	**8**	**5**	**20**	**13**	**5**	**27**	**66**	**71**	**48**	**142**	**93**	**51**	**280**	**567**	**614**
	% ch on 94-98 av: 2010	-	*-90*	-	*-92*	*-93*	-	*-40*	*-59*	*-81*	*-18*	*-41*	*-44*	*-38*	*-38*	*-51*	*-76*	*-6*	*-34*	*-34*
	06-10 av	-	*-72*	-	*-53*	*-46*	-	*-40*	*-8*	*-66*	*-25*	*-34*	*-34*	*-12*	*-27*	*-17*	*-57*	*-1*	*-20*	*-19*
Midlothian	**1994-98 average**	**1**	**1**	**2**	**3**	**4**	**11**	**12**	**7**	**7**	**13**	**39**	**51**	**63**	**80**	**43**	**49**	**120**	**292**	**354**
	2006	2	1	1	2	4	18	4	3	3	16	26	44	71	49	40	40	120	249	320
	2007	-	2	2	4	4	10	7	7	4	19	37	47	35	50	37	35	107	229	264
	2008	-	-	3	3	3	5	6	4	6	13	29	34	54	51	34	51	103	239	293
	2009	1	2	-	2	3	7	10	2	6	10	28	35	39	48	31	35	127	241	280
	2010	-	1	-	1	1	7	7	-	2	12	21	28	40	49	25	35	114	223	263
	2006-10 average	**1**	**1**	**1**	**2**	**3**	**9**	**7**	**3**	**4**	**14**	**28**	**38**	**48**	**49**	**33**	**39**	**114**	**236**	**284**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-38*	*-43*	-	-	*-10*	*-47*	*-45*	*-36*	*-38*	*-42*	*-29*	*-5*	*-24*	*-26*
	06-10 av	-	-	-	-	-	*-16*	*-44*	-	-	*4*	*-28*	*-26*	*-24*	*-38*	*-22*	*-21*	*-5*	*-19*	*-20*
East Lothian	**1994-98 average**	**2**	**3**	**1**	**4**	**7**	**8**	**7**	**14**	**7**	**12**	**40**	**48**	**54**	**46**	**57**	**53**	**105**	**262**	**316**
	2006	1	1	2	3	4	4	8	10	3	13	34	38	40	41	67	29	92	229	269
	2007	4	-	1	1	5	4	8	6	4	13	31	35	50	45	44	25	97	211	261
	2008	2	1	-	1	3	1	6	6	1	6	19	20	37	55	37	30	82	204	241
	2009	-	7	1	8	8	10	8	12	1	8	29	39	34	37	59	24	76	196	230
	2010	-	2	1	3	3	8	6	6	2	12	26	34	41	44	56	33	73	206	247
	2006-10 average	**1**	**2**	**1**	**3**	**5**	**5**	**7**	**8**	**2**	**10**	**28**	**33**	**40**	**44**	**53**	**28**	**84**	**209**	**250**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	-	*-57*	-	*3*	*-35*	*-29*	*-25*	*-4*	*-2*	*-38*	*-31*	*-21*	*-22*
	06-10 av	-	-	-	-	-	-	-	*-42*	-	*-10*	*-31*	*-31*	*-26*	*-3*	*-8*	*-47*	*-20*	*-20*	*-21*

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Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Scottish Borders	**1994-98 average**	**7**	**10**	**2**	**11**	**18**	**20**	**41**	**22**	**3**	**10**	**76**	**96**	**147**	**211**	**148**	**35**	**86**	**480**	**627**
	2006	-	9	1	10	10	24	31	14	-	10	55	79	119	189	117	8	77	391	510
	2007	3	13	-	13	16	18	37	15	2	12	66	84	100	165	103	11	76	355	455
	2008	2	7	-	7	9	23	33	20	2	13	68	91	136	170	133	21	70	394	530
	2009	5	7	1	8	13	25	30	19	3	14	66	91	130	148	126	11	90	375	505
	2010	3	6	-	6	9	20	31	20	4	11	66	86	92	121	91	29	65	306	398
	2006-10 average	**3**	**8**	**0**	**9**	**11**	**22**	**32**	**18**	**2**	**12**	**64**	**86**	**115**	**159**	**114**	**16**	**76**	**364**	**480**
	% ch on 94-98 av: 2010	-	-	-	*-47*	*-51*	*-1*	*-24*	*-10*	-	*8*	*-13*	*-11*	*-37*	*-43*	*-38*	*-17*	*-24*	*-36*	*-36*
	06-10 av	-	-	-	*-23*	*-37*	*9*	*-20*	*-21*	-	*18*	*-16*	*-11*	*-21*	*-25*	*-23*	*-54*	*-12*	*-24*	*-23*
Clackmannanshire	**1994-98 average**	**-**	**1**	**1**	**2**	**2**	**-**	**10**	**5**	**8**	**16**	**40**	**40**	**-**	**35**	**18**	**25**	**59**	**137**	**137**
	2006	-	3	1	4	4	-	10	1	3	9	23	23	-	38	10	27	55	130	130
	2007	-	1	-	1	1	-	1	1	3	6	11	11	-	36	9	16	50	111	111
	2008	-	1	1	2	2	-	5	2	4	12	23	23	-	18	9	29	54	110	110
	2009	-	3	-	3	3	-	7	1	2	4	14	14	-	25	9	21	42	97	97
	2010	-	2	-	2	2	-	6	3	2	8	19	19	-	18	9	22	42	91	91
	2006-10 average	**-**	**2**	**0**	**2**	**2**	**-**	**6**	**2**	**3**	**8**	**18**	**18**	**-**	**27**	**9**	**23**	**49**	**108**	**108**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	*-42*	-	-	*-51*	*-53*	*-53*	-	*-48*	*-51*	*-11*	*-29*	*-34*	*-34*
	06-10 av	-	-	-	-	-	-	*-44*	-	-	*-52*	*-55*	*-55*	-	*-22*	*-49*	*-7*	*-18*	*-21*	*-21*
Stirling	**1994-98 average**	**4**	**4**	**2**	**6**	**10**	**38**	**43**	**15**	**16**	**19**	**94**	**132**	**120**	**140**	**50**	**68**	**77**	**334**	**454**
	2006	4	6	-	6	10	12	30	6	5	9	50	62	96	159	33	46	80	318	414
	2007	3	2	-	2	5	23	26	10	6	7	49	72	91	132	50	45	75	302	393
	2008	3	3	-	3	6	21	30	7	5	13	55	76	115	119	28	49	72	268	383
	2009	1	4	-	4	5	16	22	7	5	4	38	54	81	123	31	29	68	251	332
	2010	1	2	1	3	4	25	21	3	3	5	32	57	89	88	31	36	66	221	310
	2006-10 average	**2**	**3**	**0**	**4**	**6**	**19**	**26**	**7**	**5**	**8**	**45**	**64**	**94**	**124**	**35**	**41**	**72**	**272**	**366**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-35*	*-51*	*-81*	*-82*	*-74*	*-66*	*-57*	*-26*	*-37*	*-38*	*-47*	*-14*	*-34*	*-32*
	06-10 av	-	-	-	-	-	*-49*	*-40*	*-57*	*-71*	*-60*	*-52*	*-51*	*-21*	*-11*	*-30*	*-39*	*-6*	*-18*	*-19*

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Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Falkirk	**1994-98 average**	**2**	**3**	**3**	**6**	**8**	**11**	**13**	**9**	**21**	**43**	**87**	**97**	**50**	**65**	**46**	**110**	**210**	**432**	**482**
	2006	2	1	2	3	5	3	14	10	7	29	60	63	37	65	46	68	168	347	384
	2007	1	-	1	1	2	6	10	11	9	25	55	61	37	55	49	85	164	353	390
	2008	-	1	3	4	4	4	13	8	15	29	65	69	31	64	42	80	184	370	401
	2009	-	2	1	3	3	8	12	9	7	19	47	55	35	90	43	69	158	360	395
	2010	-	1	-	1	1	8	6	5	7	17	35	43	30	44	30	88	107	269	299
	2006-10 average	**1**	**1**	**1**	**2**	**3**	**6**	**11**	**9**	**9**	**24**	**52**	**58**	**34**	**64**	**42**	**78**	**156**	**340**	**374**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-25*	*-55*	-	*-66*	*-61*	*-60*	*-56*	*-40*	*-33*	*-35*	*-20*	*-49*	*-38*	*-38*
	06-10 av	-	-	-	-	-	*-45*	*-18*	-	*-57*	*-45*	*-39*	*-40*	*-31*	*-3*	*-9*	*-29*	*-26*	*-21*	*-22*
Glasgow City	**1994-98 average**	**2**	**0**	**25**	**25**	**27**	**22**	**8**	**3**	**163**	**346**	**521**	**543**	**172**	**42**	**21**	**913**	**1,960**	**2,935**	**3,107**
	2006	3	2	21	23	26	15	1	3	82	190	276	291	208	31	22	660	1,407	2,120	2,328
	2007	-	-	14	14	14	10	10	2	69	157	238	248	190	47	14	579	1,349	1,989	2,179
	2008	-	-	15	15	15	8	1	4	78	230	313	321	213	19	12	553	1,213	1,797	2,010
	2009	1	-	17	17	18	11	1	2	64	146	213	224	174	27	14	480	1,185	1,706	1,880
	2010	1	1	9	10	11	11	4	-	67	128	199	210	232	28	3	427	1,004	1,462	1,694
	2006-10 average	**1**	**1**	**15**	**16**	**17**	**11**	**3**	**2**	**72**	**170**	**248**	**259**	**203**	**30**	**13**	**540**	**1,232**	**1,815**	**2,018**
	% ch on 94-98 av: 2010	-	-	*-64*	*-61*	*-60*	*-50*	-	-	*-59*	*-63*	*-62*	*-61*	*35*	*-33*	*-86*	*-53*	*-49*	*-50*	*-45*
	06-10 av	-	-	*-39*	*-38*	*-38*	*-50*	-	-	*-56*	*-51*	*-52*	*-52*	*19*	*-27*	*-38*	*-41*	*-37*	*-38*	*-35*
Argyll & Bute	**1994-98 average**	**8**	**4**	**1**	**6**	**13**	**72**	**40**	**20**	**13**	**16**	**89**	**162**	**232**	**125**	**69**	**51**	**79**	**324**	**556**
	2006	6	3	1	4	10	38	29	8	5	10	52	90	185	121	23	43	60	247	432
	2007	11	3	-	3	14	24	12	7	9	5	33	57	162	82	41	52	36	211	373
	2008	7	5	1	6	13	54	31	7	9	10	57	111	207	92	36	54	47	229	436
	2009	3	2	-	2	5	33	20	8	3	9	40	73	174	84	42	44	43	213	387
	2010	8	5	2	7	15	34	19	6	2	5	32	66	173	85	44	47	48	224	397
	2006-10 average	**7**	**4**	**1**	**4**	**11**	**37**	**22**	**7**	**6**	**8**	**43**	**79**	**180**	**93**	**37**	**48**	**47**	**225**	**405**
	% ch on 94-98 av: 2010	-	-	-	-	*12*	*-53*	*-52*	*-71*	*-84*	*-70*	*-64*	*-59*	*-26*	*-32*	*-37*	*-9*	*-39*	*-31*	*-29*
	06-10 av	-	-	-	-	*-15*	*-49*	*-44*	*-65*	*-56*	*-52*	*-52*	*-51*	*-22*	*-26*	*-46*	*-7*	*-40*	*-31*	*-27*

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Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
West Dunbartonshire	**1994-98 average**	**2**	**2**	**3**	**4**	**7**	**16**	**12**	**0**	**21**	**29**	**63**	**79**	**72**	**45**	**1**	**110**	**177**	**333**	**404**
	2006	1	2	1	3	4	8	8	-	14	13	35	43	49	36	1	107	106	250	299
	2007	1	-	1	1	2	7	8	2	6	5	21	28	40	37	2	81	91	211	251
	2008	-	2	-	2	2	7	1	1	6	9	17	24	39	14	2	48	72	136	175
	2009	-	1	-	1	1	5	4	-	5	12	21	26	53	15	-	59	86	160	213
	2010	-	-	1	1	1	4	4	-	7	10	21	25	32	31	2	63	72	168	200
	2006-10 average	**0**	**1**	**1**	**2**	**2**	**6**	**5**	**1**	**8**	**10**	**23**	**29**	**43**	**27**	**1**	**72**	**85**	**185**	**228**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-75*	*-67*	-	*-67*	*-66*	*-67*	*-68*	*-55*	*-31*	-	*-43*	*-59*	*-49*	*-51*
	06-10 av	-	-	-	-	-	*-61*	*-58*	-	*-64*	*-66*	*-63*	*-63*	*-41*	*-41*	-	*-35*	*-52*	*-44*	*-44*
East Dunbartonshire	**1994-98 average**	**-**	**1**	**1**	**2**	**2**	**-**	**12**	**9**	**17**	**27**	**65**	**65**	**-**	**51**	**47**	**116**	**141**	**354**	**354**
	2006	-	-	1	1	1	-	2	6	9	10	27	27	-	26	29	73	110	238	238
	2007	-	-	3	3	3	-	5	2	6	12	25	25	-	19	24	54	91	188	188
	2008	-	2	-	2	2	-	3	4	6	9	22	22	-	25	30	53	75	183	183
	2009	-	-	2	2	2	-	7	2	7	5	21	21	-	23	30	62	70	185	185
	2010	-	-	4	4	4	-	2	1	9	10	22	22	-	23	11	65	83	182	182
	2006-10 average	**-**	**0**	**2**	**2**	**2**	**-**	**4**	**3**	**7**	**9**	**23**	**23**	**-**	**23**	**25**	**61**	**86**	**195**	**195**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	*-83*	-	*-46*	*-63*	*-66*	*-66*	-	*-55*	*-76*	*-44*	*-41*	*-49*	*-49*
	06-10 av	-	-	-	-	-	-	*-68*	-	*-56*	*-66*	*-64*	*-64*	-	*-54*	*-47*	*-47*	*-39*	*-45*	*-45*
Inverclyde	**1994-98 average**	**2**	**0**	**0**	**1**	**2**	**17**	**4**	**3**	**10**	**33**	**51**	**68**	**113**	**18**	**15**	**55**	**204**	**292**	**405**
	2006	-	-	-	-	-	9	3	8	2	17	30	39	49	18	28	28	146	220	269
	2007	1	-	2	2	3	15	4	-	2	13	19	34	73	11	14	33	136	194	267
	2008	-	-	2	2	2	10	4	2	3	20	29	39	62	10	12	23	155	200	262
	2009	-	1	1	2	2	6	2	2	3	13	20	26	36	9	4	22	111	146	182
	2010	1	-	-	0	1	3	-	2	1	15	18	21	41	11	6	25	122	164	205
	2006-10 average	**0**	**0**	**1**	**1**	**2**	**9**	**3**	**3**	**2**	**16**	**23**	**32**	**52**	**12**	**13**	**26**	**134**	**185**	**237**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-82*	-	-	*-90*	*-55*	*-65*	*-69*	*-64*	*-40*	*-61*	*-54*	*-40*	*-44*	*-49*
	06-10 av	-	-	-	-	-	*-49*	-	-	*-78*	*-53*	*-54*	*-53*	*-54*	*-35*	*-17*	*-52*	*-34*	*-37*	*-42*

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
Renfrewshire	**1994-98 average**	**3**	**2**	**5**	**7**	**11**	**15**	**13**	**21**	**30**	**68**	**132**	**147**	**85**	**75**	**74**	**152**	**371**	**673**	**758**
	2006	1	3	3	6	7	12	2	17	19	32	70	82	98	27	52	154	253	486	584
	2007	3	-	4	4	7	8	6	7	14	24	51	59	87	27	50	123	261	461	548
	2008	2	-	7	7	9	6	4	7	11	38	60	66	76	22	36	112	214	384	460
	2009	1	1	-	1	2	10	12	6	8	30	56	66	68	32	23	85	184	324	392
	2010	2	-	-	0	2	10	5	3	12	32	52	62	72	41	24	86	191	342	414
	2006-10 average	**2**	**1**	**3**	**4**	**5**	**9**	**6**	**8**	**13**	**31**	**58**	**67**	**80**	**30**	**37**	**112**	**221**	**399**	**480**
	% ch on 94-98 av: 2010	-	-	-	-	*-81*	*-32*	*-61*	*-86*	*-61*	*-53*	*-61*	*-58*	*-15*	*-46*	*-68*	*-43*	*-49*	*-49*	*-45*
	06-10 av	-	-	-	-	*-49*	*-37*	*-55*	*-62*	*-58*	*-54*	*-56*	*-54*	*-5*	*-60*	*-50*	*-26*	*-41*	*-41*	*-37*
East Renfrewshire	**1994-98 average**	**2**	**2**	**1**	**3**	**6**	**8**	**6**	**8**	**6**	**25**	**44**	**53**	**38**	**20**	**42**	**43**	**128**	**233**	**272**
	2006	-	1	-	1	1	1	3	13	6	9	31	32	8	18	33	38	82	171	179
	2007	-	-	4	4	4	1	-	2	2	11	15	16	9	6	16	44	74	140	149
	2008	-	-	1	1	1	4	5	3	5	8	21	25	19	11	11	28	64	114	133
	2009	-	-	2	2	2	4	2	2	4	7	15	19	15	15	10	26	58	109	124
	2010	-	1	-	1	1	5	4	3	3	10	20	25	16	12	15	25	53	105	121
	2006-10 average	**-**	**0**	**1**	**2**	**2**	**3**	**3**	**5**	**4**	**9**	**20**	**23**	**13**	**12**	**17**	**32**	**66**	**128**	**141**
	% ch on 94-98 av: 2010	-	-	-	-	-	-	-	-	-	*-60*	*-55*	*-52*	*-58*	*-41*	*-65*	*-42*	*-58*	*-55*	*-55*
	06-10 av	-	-	-	-	-	-	-	-	-	*-64*	*-54*	*-56*	*-65*	*-39*	*-60*	*-25*	*-48*	*-45*	*-48*
North Lanarkshire	**1994-98 average**	**5**	**6**	**8**	**15**	**19**	**34**	**29**	**22**	**50**	**122**	**223**	**257**	**195**	**133**	**121**	**270**	**594**	**1,118**	**1,313**
	2006	2	4	6	10	12	11	14	13	21	48	96	107	143	113	90	254	450	907	1,050
	2007	1	8	3	11	12	8	10	19	16	68	113	121	113	88	102	218	499	907	1,020
	2008	5	3	5	8	13	17	9	10	25	37	81	98	104	68	76	200	403	747	851
	2009	3	2	5	7	10	8	6	5	19	56	86	94	112	74	75	215	403	767	879
	2010	-	-	2	2	2	7	3	8	15	44	70	77	82	52	61	217	349	679	761
	2006-10 average	**2**	**3**	**4**	**8**	**10**	**10**	**8**	**11**	**19**	**51**	**89**	**99**	**111**	**79**	**81**	**221**	**421**	**801**	**912**
	% ch on 94-98 av: 2010	-	-	-	*-86*	*-90*	*-79*	*-90*	*-63*	*-70*	*-64*	*-69*	*-70*	*-58*	*-61*	*-50*	*-20*	*-41*	*-39*	*-42*
	06-10 av	-	-	-	*-48*	*-49*	*-70*	*-71*	*-50*	*-62*	*-59*	*-60*	*-61*	*-43*	*-40*	*-33*	*-18*	*-29*	*-28*	*-31*

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
South Lanarkshire	**1994-98 average**	**4**	**8**	**8**	**16**	**20**	**41**	**48**	**29**	**35**	**91**	**203**	**245**	**234**	**225**	**149**	**226**	**494**	**1,093**	**1,327**
	2006	3	11	2	13	16	13	25	14	17	50	106	119	169	162	100	152	375	789	958
	2007	3	7	4	11	14	24	35	16	17	32	100	124	216	162	99	150	319	730	946
	2008	2	9	6	15	17	22	28	18	10	48	104	126	178	138	105	120	328	691	869
	2009	4	5	9	14	18	24	15	22	14	46	97	121	144	117	92	104	303	616	760
	2010	1	7	4	11	12	19	14	13	16	21	64	83	130	114	77	127	258	576	706
	2006-10 average	**3**	**8**	**5**	**13**	**15**	**20**	**23**	**17**	**15**	**39**	**94**	**115**	**167**	**139**	**95**	**131**	**317**	**680**	**848**
	% ch on 94-98 av: 2010	-	-	-	*-30*	*-39*	*-54*	*-71*	*-55*	*-54*	*-77*	*-69*	*-66*	*-44*	*-49*	*-48*	*-44*	*-48*	*-47*	*-47*
	06-10 av	-	-	-	*-19*	*-22*	*-51*	*-51*	*-42*	*-58*	*-57*	*-54*	*-53*	*-28*	*-38*	*-37*	*-42*	*-36*	*-38*	*-36*
North Ayrshire	**1994-98 average**	**1**	**2**	**2**	**4**	**6**	**31**	**18**	**28**	**12**	**40**	**97**	**128**	**145**	**71**	**98**	**49**	**177**	**395**	**540**
	2006	1	2	1	3	4	20	4	14	6	20	44	64	103	26	56	49	132	263	366
	2007	2	3	1	4	6	11	10	7	8	13	38	49	86	41	47	44	141	273	359
	2008	2	2	2	4	6	10	6	7	4	26	43	53	77	21	41	42	123	227	304
	2009	2	1	1	2	4	11	6	19	5	20	50	61	82	25	55	27	123	230	312
	2010	1	3	1	4	5	6	3	6	5	5	19	25	62	23	50	22	73	168	230
	2006-10 average	**2**	**2**	**1**	**3**	**5**	**12**	**6**	**11**	**6**	**17**	**39**	**50**	**82**	**27**	**50**	**37**	**118**	**232**	**314**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-81*	*-83*	*-78*	*-57*	*-87*	*-80*	*-80*	*-57*	*-68*	*-49*	*-55*	*-59*	*-57*	*-57*
	06-10 av	-	-	-	-	-	*-63*	*-68*	*-62*	*-52*	*-58*	*-60*	*-61*	*-43*	*-62*	*-49*	*-25*	*-33*	*-41*	*-42*
East Ayrshire	**1994-98 average**	**4**	**6**	**3**	**8**	**12**	**23**	**26**	**24**	**14**	**42**	**105**	**128**	**98**	**99**	**89**	**59**	**154**	**402**	**500**
	2006	1	4	-	4	5	3	23	15	6	10	54	57	37	100	86	31	88	305	342
	2007	5	1	1	2	7	4	7	8	7	8	30	34	57	64	73	36	93	266	323
	2008	1	7	-	7	8	11	15	14	5	14	48	59	47	75	69	34	71	249	296
	2009	3	2	-	2	5	11	12	6	5	10	33	44	63	80	50	27	66	223	286
	2010	1	3	1	4	5	12	10	8	8	12	38	50	55	67	41	40	67	215	270
	2006-10 average	**2**	**3**	**0**	**4**	**6**	**8**	**13**	**10**	**6**	**11**	**41**	**49**	**52**	**77**	**64**	**34**	**77**	**252**	**303**
	% ch on 94-98 av: 2010	-	-	-	-	*-58*	*-48*	*-61*	*-67*	*-42*	*-71*	*-64*	*-61*	*-44*	*-32*	*-54*	*-32*	*-56*	*-46*	*-46*
	06-10 av	-	-	-	-	*-50*	*-65*	*-48*	*-58*	*-55*	*-74*	*-61*	*-62*	*-47*	*-22*	*-29*	*-43*	*-50*	*-37*	*-39*

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 1994-1998 and 2006-2010 averages, 2006-10

		Killed					Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Non Built Up	Local Auth. Minor Non Built Up	Local Auth. Major Built Up	Local Auth. Minor Built Up	All LA roads	ALL ROADS
South Ayrshire	**1994-98 average**	**3**	**2**	**1**	**3**	**6**	**35**	**14**	**19**	**17**	**29**	**80**	**114**	**136**	**62**	**75**	**83**	**114**	**334**	**469**
	2006	4	6	-	6	10	14	11	13	6	7	37	51	85	50	84	51	94	279	364
	2007	4	2	3	5	9	13	13	6	4	16	39	52	95	42	68	51	101	262	357
	2008	2	3	1	4	6	11	4	10	10	15	39	50	54	31	74	46	70	221	275
	2009	2	-	1	1	3	10	13	8	15	9	45	55	99	54	51	65	93	263	362
	2010	4	3	3	6	10	18	9	5	11	6	31	49	71	44	42	58	55	199	270
	2006-10 average	**3**	**3**	**2**	**4**	**8**	**13**	**10**	**8**	**9**	**11**	**38**	**51**	**81**	**44**	**64**	**54**	**83**	**245**	**326**
	% ch on 94-98 av: 2010	-	-	-	-	-	*-48*	*-38*	*-73*	*-37*	*-80*	*-61*	*-57*	*-48*	*-29*	*-44*	*-30*	*-52*	*-40*	*-42*
	06-10 av	-	-	-	-	-	*-62*	*-31*	*-55*	*-47*	*-64*	*-52*	*-55*	*-40*	*-29*	*-14*	*-35*	*-28*	*-27*	*-31*
Dumfries & Galloway	**1994-98 average**	**14**	**7**	**1**	**8**	**22**	**75**	**33**	**43**	**16**	**25**	**117**	**192**	**234**	**107**	**129**	**61**	**93**	**389**	**623**
	2006	17	7	1	8	25	56	29	33	11	17	90	146	232	130	149	47	86	412	644
	2007	8	4	-	4	12	61	35	28	8	26	97	158	245	125	132	45	97	399	644
	2008	5	3	2	5	10	35	25	28	8	9	70	105	201	93	143	42	73	351	552
	2009	8	1	1	2	10	47	26	24	6	17	73	120	202	107	109	41	74	331	533
	2010	3	2	-	2	5	25	9	21	5	7	42	67	146	87	113	35	78	313	459
	2006-10 average	**8**	**3**	**1**	**4**	**12**	**45**	**25**	**27**	**8**	**15**	**74**	**119**	**205**	**108**	**129**	**42**	**82**	**361**	**566**
	% ch on 94-98 av: 2010	*-79*	-	-	-	*-78*	*-67*	*-73*	*-51*	*-68*	*-72*	*-64*	*-65*	*-38*	*-19*	*-12*	*-42*	*-16*	*-20*	*-26*
	06-10 av	*-41*	-	-	-	*-45*	*-40*	*-26*	*-37*	*-51*	*-39*	*-36*	*-38*	*-12*	*1*	*0*	*-31*	*-12*	*-7*	*-9*
Scotland	**1994-98 average**	**120**	**149**	**109**	**258**	**378**	**829**	**773**	**598**	**733**	**1,526**	**3,630**	**4,460**	**3,677**	**3,170**	**2,557**	**4,327**	**8,585**	**18,639**	**22,316**
	2006	103	136	75	211	314	475	501	373	398	888	2,160	2,635	3,012	2,568	2,046	3,128	6,515	14,257	17,269
	2007	97	115	69	184	281	434	447	339	364	801	1,951	2,385	2,938	2,329	1,931	2,892	6,148	13,300	16,238
	2008	72	118	80	198	270	446	447	380	384	917	2,128	2,574	2,878	2,197	1,946	2,725	5,844	12,712	15,590
	2009	70	84	62	146	216	460	426	357	306	737	1,826	2,286	2,846	2,229	1,868	2,421	5,679	12,197	15,043
	2010	67	87	54	141	208	418	346	276	293	631	1,546	1,964	2,552	1,861	1,561	2,406	4,954	10,782	13,334
	2006-10 average	**82**	**108**	**68**	**176**	**258**	**447**	**433**	**345**	**349**	**795**	**1,922**	**2,369**	**2,845**	**2,237**	**1,870**	**2,714**	**5,828**	**12,650**	**15,495**
	% ch on 94-98 av: 2010	*-44*	*-42*	*-50*	*-45*	*-45*	*-50*	*-55*	*-54*	*-60*	*-59*	*-57*	*-56*	*-31*	*-41*	*-39*	*-44*	*-42*	*-42*	*-40*
	06-10 av	*-32*	*-28*	*-38*	*-32*	*-32*	*-46*	*-44*	*-42*	*-52*	*-48*	*-47*	*-47*	*-23*	*-29*	*-27*	*-37*	*-32*	*-32*	*-31*

Percentage changes are not shown if the baseline (1994-98 average) is less than 10

Table 37

Reported casualties by police force, council and severity
Years: 1994-98, 2006-10 averages and 2010

		1994-98 average			2010			2006-10 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	38	373	1,353	29	120	873	33	152	1,023
	Highland	29	312	1,125	26	102	725	30	130	865
	Orkney Islands	2	15	52	-	5	38	1	6	42
	Shetland Islands	3	21	82	1	3	55	1	6	53
	Eilean Siar	3	26	94	2	10	55	1	10	64
Grampian	**Total for Grampian**	50	346	1,971	37	311	1,371	40	311	1,548
	Aberdeen City	9	102	716	7	75	407	5	82	485
	Aberdeenshire	30	185	959	26	202	793	29	189	839
	Moray	11	58	296	4	34	171	6	40	224
Tayside	**Total for Tayside**	36	473	1,772	30	175	951	28	237	1,161
	Dundee City	5	119	515	5	41	254	3	60	326
	Angus	9	139	508	6	54	247	10	66	336
	Perth & Kinross	21	215	749	19	80	450	14	111	499
Fife	**Fife**	21	246	1,065	13	119	723	13	135	782
Lothian & Bord	**Total for Lothian & Bord**	61	574	4,453	18	338	2,807	35	398	3,160
	Edinburgh, City of	18	272	2,392	4	130	1,394	8	170	1,532
	West Lothian	14	107	763	1	60	505	8	71	614
	Midlothian	4	51	354	1	28	263	3	38	284
	East Lothian	7	48	316	3	34	247	5	33	250
	Scottish Borders	18	96	627	9	86	398	11	86	480
Central	**Total for Central**	20	270	1,073	7	119	700	11	140	848
	Clackmannanshire	2	40	137	2	19	91	2	18	108
	Stirling	10	132	454	4	57	310	6	64	366
	Falkirk	8	97	482	1	43	299	3	58	374
Strathclyde	**Total for Strathclyde**	131	1,986	10,006	69	715	5,450	85	878	6,407
	Glasgow City	27	543	3,107	11	210	1,694	17	259	2,018
	Argyll & Bute	13	162	556	15	66	397	11	79	405
	West Dunbartonshire	7	79	404	1	25	200	2	29	228
	East Dunbartonshire	2	65	354	4	22	182	2	23	195
	Inverclyde	2	68	405	1	21	205	2	32	237
	Renfrewshire	11	147	758	2	62	414	5	67	480
	East Renfrewshire	6	53	272	1	25	121	2	23	141
	North Lanarkshire	19	257	1,313	2	77	761	10	99	912
	South Lanarkshire	20	245	1,327	12	83	706	15	115	848
	North Ayrshire	6	128	540	5	25	230	5	50	314
	East Ayrshire	12	128	500	5	50	270	6	49	303
	South Ayrshire	6	114	469	10	49	270	8	51	326
Dumfries & Gal	**Dumfries & Galloway**	22	192	623	5	67	459	12	119	566
Scotland	**Total Scotland**	378	4,460	22,316	208	1,964	13,334	258	2,369	15,495

Table 37 (continued)

Reported casualties by police force area, council and severity
Percent changes and rates per 1,000 population,
Years: 1994-98, 2006-10 averages and 2010

		2010 % change on 1994-98 ave			2006-10 % change on 1994-98 ave			2010 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	-24	-68	-35	-15	-59	-24	0.10	0.41	3.01
	Highland	-12	-67	-36	1	-59	-23	0.12	0.46	3.27
	Orkney Islands	-100	-66	-27	-100	-60	-21	-	0.25	1.89
	Shetland Islands	-67	-85	-33	-53	-71	-36	0.04	0.13	2.46
	Eilean Siar	-41	-61	-42	-76	-60	-32	0.08	0.38	2.10
Grampian	**Total for Grampian**	-26	-10	-30	-19	-10	-21	0.07	0.56	2.49
	Aberdeen City	-26	-27	-43	-43	-20	-32	0.03	0.35	1.87
	Aberdeenshire	-13	9	-17	-3	2	-12	0.11	0.82	3.23
	Moray	-62	-42	-42	-43	-32	-24	0.05	0.39	1.95
Tayside	**Total for Tayside**	-16	-63	-46	-22	-50	-34	0.07	0.43	2.36
	Dundee City	-7	-65	-51	-41	-49	-37	0.03	0.28	1.76
	Angus	-35	-61	-51	9	-53	-34	0.05	0.49	2.23
	Perth & Kinross	-10	-63	-40	-31	-48	-33	0.13	0.54	3.05
Fife	**Fife**	-37	-52	-32	-36	-45	-27	0.04	0.33	1.98
Lothian & Bord	**Total for Lothian & Bord**	-70	-41	-37	-42	-31	-29	0.02	0.36	2.96
	Edinburgh, City of	-78	-52	-42	-53	-37	-36	0.01	0.27	2.87
	West Lothian	-93	-44	-34	-46	-34	-19	0.01	0.35	2.93
	Midlothian	-75	-45	-26	-25	-26	-20	0.01	0.35	3.24
	East Lothian	-55	-29	-22	-30	-31	-21	0.03	0.35	2.53
	Scottish Borders	-51	-11	-36	-37	-11	-23	0.08	0.76	3.53
Central	**Total for Central**	-65	-56	-35	-43	-48	-21	0.02	0.41	2.38
	Clackmannanshire	0	-53	-34	20	-55	-21	0.04	0.38	1.80
	Stirling	-58	-57	-32	-38	-51	-19	0.04	0.63	3.45
	Falkirk	-88	-56	-38	-64	-40	-22	0.01	0.28	1.95
Strathclyde	**Total for Strathclyde**	-47	-64	-46	-35	-56	-36	0.03	0.32	2.45
	Glasgow City	-60	-61	-45	-38	-52	-35	0.02	0.35	2.86
	Argyll & Bute	12	-59	-29	-15	-51	-27	0.17	0.74	4.45
	West Dunbartonshire	-85	-68	-51	-70	-63	-44	0.01	0.28	2.21
	East Dunbartonshire	67	-66	-49	0	-64	-45	0.04	0.21	1.74
	Inverclyde	-58	-69	-49	-33	-53	-42	0.01	0.26	2.57
	Renfrewshire	-81	-58	-45	-49	-54	-37	0.01	0.36	2.43
	East Renfrewshire	-82	-52	-55	-68	-56	-48	0.01	0.28	1.35
	North Lanarkshire	-90	-70	-42	-49	-61	-31	0.01	0.24	2.33
	South Lanarkshire	-39	-66	-47	-22	-53	-36	0.04	0.27	2.26
	North Ayrshire	-11	-80	-57	-11	-61	-42	0.04	0.18	1.70
	East Ayrshire	-58	-61	-46	-50	-62	-39	0.04	0.42	2.25
	South Ayrshire	72	-57	-42	31	-55	-31	0.09	0.44	2.42
Dumfries & Gal	**Dumfries & Galloway**	-78	-65	-26	-45	-38	-9	0.03	0.45	3.10
Scotland	**Total Scotland**	-45	-56	-40	-32	-47	-31	0.04	0.38	2.55

Table 38

Reported pedestrian casualties by police force, council and severity
Years: 1994-98, 2006-10 averages and 2010

		1994-98 average			2010			2006-10 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	5	44	132	1	11	59	3	18	79
	Highland	2	35	102	-	9	45	2	13	61
	Orkney Islands	1	3	8	-	1	6	0	2	7
	Shetland Islands	1	3	9	-	1	5	-	1	6
	Eilean Siar	1	3	13	1	-	3	0	2	5
Grampian	**Total for Grampian**	10	72	345	7	51	192	7	51	228
	Aberdeen City	4	44	214	3	33	122	2	33	145
	Aberdeenshire	5	19	92	1	8	37	3	12	54
	Moray	1	9	39	3	10	33	1	6	30
Tayside	**Total for Tayside**	8	104	311	8	38	143	6	50	173
	Dundee City	3	59	166	5	22	83	2	26	88
	Angus	1	21	72	1	8	27	1	12	42
	Perth & Kinross	3	23	73	2	8	33	3	12	43
Fife	**Fife**	4	60	188	2	21	94	2	24	107
Lothian & Bord	**Total for Lothian & Bord**	20	184	934	3	80	422	9	105	499
	Edinburgh, City of	10	125	634	2	49	272	5	66	329
	West Lothian	4	24	112	1	14	57	2	13	63
	Midlothian	1	15	67	-	6	27	1	9	35
	East Lothian	2	11	58	-	5	34	1	6	35
	Scottish Borders	3	8	63	-	6	32	1	10	39
Central	**Total for Central**	7	66	175	3	16	83	2	22	117
	Clackmannanshire	1	15	38	-	4	16	0	5	23
	Stirling	2	20	51	3	4	29	1	6	35
	Falkirk	4	30	87	-	8	38	1	11	59
Strathclyde	**Total for Strathclyde**	50	714	2,229	22	228	971	25	292	1,217
	Glasgow City	18	293	964	8	108	398	11	136	532
	Argyll & Bute	2	15	45	1	2	26	0	6	28
	West Dunbartonshire	3	29	90	-	9	39	1	11	47
	East Dunbartonshire	1	19	56	-	3	28	1	6	32
	Inverclyde	1	28	106	-	8	48	0	11	50
	Renfrewshire	5	53	164	2	15	67	2	20	84
	East Renfrewshire	1	18	50	-	3	22	1	5	27
	North Lanarkshire	8	96	283	2	30	146	3	34	160
	South Lanarkshire	6	68	222	4	20	97	4	30	128
	North Ayrshire	1	35	101	2	5	35	1	12	51
	East Ayrshire	2	35	81	-	16	37	0	11	39
	South Ayrshire	2	24	66	3	9	28	1	11	38
Dumfries & Gal	**Dumfries & Galloway**	1	27	71	1	10	50	1	15	52
Scotland	**Total Scotland**	104	1,272	4,385	47	455	2,014	55	578	2,472

Table 38 (continued)

Reported pedestrian casualties by police force area, council and severity
Percent changes and rates per 1,000 population,
Years: 1994-98, 2006-10 averages and 2010

		2010 % change on 1994-98 ave			2006-10 % change on 1994-98 ave			2010 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Northern	**Total for Northern**	-78	-75	-55	-43	-59	-41	0.00	0.04	0.20
	Highland	-	-74	-56	-100	-62	-41	-	0.04	0.20
	Orkney Islands	-	-62	-23	-100	-31	-5	-	0.05	0.30
	Shetland Islands	-	-71	-44	-100	-65	-38	-	0.04	0.22
	Eilean Siar	25	-	-77	-75	-100	-64	0.04	-	0.11
Grampian	**Total for Grampian**	-31	-30	-44	-35	-29	-34	0.01	0.09	0.35
	Aberdeen City	-32	-25	-43	-45	-25	-32	0.01	0.15	0.56
	Aberdeenshire	-79	-58	-60	-38	-37	-42	0.00	0.03	0.15
	Moray	200	9	-15	20	-33	-22	0.03	0.11	0.38
Tayside	**Total for Tayside**	5	-63	-54	-18	-52	-44	0.02	0.09	0.36
	Dundee City	56	-63	-50	-31	-56	-47	0.03	0.15	0.58
	Angus	0	-63	-63	40	-45	-42	0.01	0.07	0.24
	Perth & Kinross	-41	-66	-55	-24	-47	-41	0.01	0.05	0.22
Fife	**Fife**	-50	-65	-50	-40	-60	-43	0.01	0.06	0.26
Lothian & Bord	**Total for Lothian & Bord**	-85	-57	-55	-55	-43	-47	0.00	0.08	0.44
	Edinburgh, City of	-81	-61	-57	-52	-47	-48	0.00	0.10	0.56
	West Lothian	-72	-43	-49	-50	-45	-44	0.01	0.08	0.33
	Midlothian	-	-61	-60	-100	-39	-49	-	0.07	0.33
	East Lothian	-	-54	-41	-100	-41	-40	-	0.05	0.35
	Scottish Borders	-	-25	-49	-100	20	-38	-	0.05	0.28
Central	**Total for Central**	-56	-76	-53	-68	-66	-33	0.01	0.05	0.28
	Clackmannanshire	-	-74	-57	-100	-69	-39	-	0.08	0.32
	Stirling	50	-80	-43	-40	-69	-31	0.03	0.04	0.32
	Falkirk	-	-73	-56	-100	-63	-33	-	0.05	0.25
Strathclyde	**Total for Strathclyde**	-56	-68	-56	-50	-59	-45	0.01	0.10	0.44
	Glasgow City	-56	-63	-59	-40	-54	-45	0.01	0.18	0.67
	Argyll & Bute	-38	-86	-43	-88	-61	-39	0.01	0.02	0.29
	West Dunbartonshire	-	-69	-57	-100	-63	-47	-	0.10	0.43
	East Dunbartonshire	-	-85	-50	-100	-71	-43	-	0.03	0.27
	Inverclyde	-	-72	-55	-100	-63	-53	-	0.10	0.60
	Renfrewshire	-57	-72	-59	-65	-63	-49	0.01	0.09	0.39
	East Renfrewshire	-	-84	-56	-100	-70	-47	-	0.03	0.25
	North Lanarkshire	-76	-69	-48	-62	-64	-43	0.01	0.09	0.45
	South Lanarkshire	-38	-71	-56	-44	-56	-42	0.01	0.06	0.31
	North Ayrshire	43	-86	-65	-14	-67	-49	0.01	0.04	0.26
	East Ayrshire	-	-54	-54	-100	-68	-52	-	0.13	0.31
	South Ayrshire	50	-62	-58	-30	-53	-42	0.03	0.08	0.25
Dumfries & Gal	**Dumfries & Galloway**	25	-63	-29	25	-45	-26	0.01	0.07	0.34
Scotland	**Total Scotland**	-55	-64	-54	-47	-55	-44	0.01	0.09	0.39

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force area in which the accident occurred
Year: 2010

	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Total
Pedestrian									
Postcode blank, invalid or not known	22	41	2	12	39	9	116	1	242
Casualty from elsewhere in the UK	3	0	1	2	1	1	4	4	16
Scottish casualty, distance not known	12	0	103	43	80	44	654	27	963
Non - UK casualty	1	2	0	0	0	0	3	0	6
Up to 2 km	4	68	9	12	118	13	84	8	316
Over 2 up to 5 km	4	54	2	15	68	3	15	0	161
Over 5 up to 10 km	1	14	0	4	36	2	13	2	72
Over 10 up to 20 km	0	6	5	2	27	2	19	2	63
Over 20 up to 50 km	7	5	16	4	52	4	13	6	107
Over 50 km	5	2	5	0	1	5	50	0	68
Total	**59**	**192**	**143**	**94**	**422**	**83**	**971**	**50**	**2,014**
Pedal cycle user									
Postcode blank, invalid or not known	8	11	1	7	14	3	25	1	70
Casualty from elsewhere in the UK	4	0	1	0	0	0	3	1	9
Scottish casualty, distance not known	7	2	27	17	66	21	182	10	332
Non - UK casualty	1	0	0	0	0	0	3	0	4
Up to 2 km	1	24	1	5	60	6	17	2	116
Over 2 up to 5 km	0	23	1	3	57	3	3	0	90
Over 5 up to 10 km	2	2	0	2	19	3	5	0	33
Over 10 up to 20 km	0	6	1	1	28	2	4	1	43
Over 20 up to 50 km	2	2	4	1	36	4	4	2	55
Over 50 km	6	1	3	0	1	1	17	0	29
Total	**31**	**71**	**39**	**36**	**281**	**43**	**263**	**17**	**781**
Motor cycle user									
Postcode blank, invalid or not known	4	10	10	1	9	4	16	1	55
Casualty from elsewhere in the UK	21	2	1	1	17	3	9	6	60
Scottish casualty, distance not known	17	3	43	25	37	27	129	13	294
Non - UK casualty	9	3	0	0	0	0	1	1	14
Up to 2 km	4	15	6	4	22	1	5	2	59
Over 2 up to 5 km	3	22	3	6	30	4	6	0	74
Over 5 up to 10 km	2	24	0	3	19	2	6	0	56
Over 10 up to 20 km	4	22	2	8	29	1	12	1	79
Over 20 up to 50 km	9	18	9	6	31	1	10	2	86
Over 50 km	24	6	5	0	3	8	20	2	68
Total	**97**	**125**	**79**	**54**	**197**	**51**	**214**	**28**	**845**
Car user									
Postcode blank, invalid or not known	34	46	44	17	108	26	250	5	530
Casualty from elsewhere in the UK	38	14	15	10	36	10	97	33	253
Scottish casualty, distance not known	132	20	251	264	263	228	2,143	159	3,460
Non - UK casualty	22	7	0	0	0	4	7	0	40
Up to 2 km	20	78	17	20	271	35	137	7	585
Over 2 up to 5 km	34	168	20	63	244	26	124	31	710
Over 5 up to 10 km	28	155	38	39	233	38	118	9	658
Over 10 up to 20 km	61	164	42	41	153	36	180	30	707
Over 20 up to 50 km	81	157	63	30	204	25	183	42	785
Over 50 km	146	57	84	4	28	33	201	15	568
Total	**596**	**866**	**574**	**488**	**1,540**	**461**	**3,440**	**331**	**8,296**
Other [2]									
Postcode blank, invalid or not known	5	10	8	2	38	5	62	1	131
Casualty from elsewhere in the UK	38	3	13	3	16	2	9	4	88
Scottish casualty, distance not known	14	9	56	25	77	32	350	14	577
Non - UK casualty	1	2	0	0	0	0	0	1	4
Up to 2 km	0	6	1	5	41	1	18	1	73
Over 2 up to 5 km	3	18	4	6	69	2	10	0	112
Over 5 up to 10 km	5	17	4	0	38	3	10	0	77
Over 10 up to 20 km	3	22	4	3	36	3	54	3	128
Over 20 up to 50 km	8	22	17	4	47	7	19	5	129
Over 50 km	13	8	9	3	5	7	30	4	79
Total	**90**	**117**	**116**	**51**	**367**	**62**	**562**	**33**	**1,398**
All casualties									
Postcode blank, invalid or not known	73	118	65	39	208	47	469	9	1,028
Casualty from elsewhere in the UK	104	19	31	16	70	16	122	48	426
Scottish casualty, distance not known	182	34	480	374	523	352	3,458	223	5,626
Non - UK casualty	34	14	0	0	0	4	14	2	68
Up to 2 km	29	191	34	46	512	56	261	20	1,149
Over 2 up to 5 km	44	285	30	93	468	38	158	31	1,147
Over 5 up to 10 km	38	212	42	48	345	48	152	11	896
Over 10 up to 20 km	68	220	54	55	273	44	269	37	1,020
Over 20 up to 50 km	107	204	109	45	370	41	229	57	1,162
Over 50 km	194	74	106	7	38	54	318	21	812
Total	**873**	**1,371**	**951**	**723**	**2,807**	**700**	**5,450**	**459**	**13,334**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus or coach, etc.

Table 39b

Casualties[1] involved in reported accidents 2010: Council of residence vs. council of accident location

ACCIDENT LOCATION

Percentages

CASUALTY RESIDENCE	LOCATION OF ACCIDENT															
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Eilean Siar	Falkirk	Fife	Glasgow City
																Column Percentages
Aberdeen City	**76.3**	13.0	2.1	1.2	-	-	0.4	-	-	-	-	0.1	-	0.4	0.3	0.1
Aberdeenshire	19.4	**75.1**	3.3	-	-	-	1.7	-	-	-	-	0.1	-	-	-	0.1
Angus	0.9	2.3	**70.7**	0.3	-	0.2	7.9	-	-	-	-	0.2	-	0.4	0.6	-
Argyll & Bute	0.3	-	-	**59.6**	-	-	-	-	-	-	-	-	-	-	-	0.5
Clackmannanshire	-	-	-	-	**87.8**	-	-	-	-	-	-	0.1	-	3.8	0.9	0.1
Dumfries & Galloway	-	-	-	0.6	-	**81.9**	-	2.1	-	-	0.9	-	-	-	-	0.1
Dundee City	-	0.7	10.5	-	-	-	**80.4**	0.4	-	-	-	0.1	-	-	2.1	0.1
East Ayrshire	-	-	0.8	0.3	-	1.1	-	**71.9**	-	-	6.6	-	-	0.4	-	0.4
East Dunbartonshire	-	-	-	0.6	-	0.2	-	-	**62.8**	0.4	0.9	0.1	-	0.8	-	4.1
East Lothian	-	0.3	-	0.3	-	0.2	-	-	-	**70.9**	-	3.2	-	-	-	0.3
East Renfrewshire	-	-	-	0.6	-	-	-	1.3	-	-	**59.4**	0.1	-	-	-	3.0
Edinburgh, City of	-	0.7	1.3	1.5	-	0.7	-	-	-	13.2	0.9	**77.0**	-	1.9	1.5	0.5
Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**92.2**	-	-	-
Falkirk	-	0.1	0.4	0.9	1.2	-	-	-	-	-	-	0.9	-	**80.6**	0.6	0.6
Fife	0.6	0.4	1.3	1.8	3.7	-	4.2	-	-	1.3	-	3.2	-	0.8	**88.2**	0.1
Glasgow City	-	0.4	0.4	7.7	-	0.2	-	2.1	21.2	0.4	15.1	0.6	-	1.1	0.5	**66.4**
Highland	0.3	1.7	-	1.8	-	0.2	0.4	-	-	-	-	-	2.0	-	-	0.1
Inverclyde	0.3	-	-	1.2	-	-	-	0.4	-	-	-	-	-	-	-	0.3
Midlothian	-	-	1.7	-	-	-	-	-	-	6.4	-	5.2	-	0.8	0.2	-
Moray	1.1	2.6	-	-	-	-	-	-	-	-	-	0.1	2.0	-	0.2	-
North Ayrshire	-	0.1	-	-	-	0.2	-	6.8	0.6	-	3.8	-	-	0.8	-	0.6
North Lanarkshire	-	-	-	2.1	1.2	0.9	-	2.6	7.1	-	0.9	0.9	-	1.9	0.3	7.7
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	-	0.1	4.2	0.6	6.1	0.2	3.3	-	-	-	-	0.2	-	-	1.1	0.1
Renfrewshire	-	-	-	1.2	-	0.5	-	1.7	0.6	-	5.7	-	-	-	-	3.0
Scottish Borders	-	-	-	-	-	0.2	-	-	-	3.8	-	0.9	-	-	-	0.1
Shetland Islands	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1
South Ayrshire	-	-	-	0.3	-	1.1	-	7.2	-	-	0.9	-	-	0.4	-	0.3
South Lanarkshire	-	0.1	0.8	2.1	-	0.9	0.4	1.7	1.3	-	4.7	0.2	-	0.4	0.8	6.5
Stirling	-	-	-	0.6	-	0.5	-	-	3.8	0.4	-	0.2	-	3.0	0.2	0.3
West Dunbartonshire	-	-	-	4.2	-	0.2	-	-	1.9	-	-	0.1	-	-	-	2.5
West Lothian	-	-	0.4	1.2	-	0.2	-	0.9	-	1.7	-	5.1	-	2.3	0.6	0.6
Elsewhere in UK	0.6	2.2	2.1	9.5	-	10.2	1.3	0.9	0.6	1.3	-	1.4	3.9	0.4	2.1	1.3
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**350**	**694**	**239**	**337**	**82**	**442**	**240**	**235**	**156**	**234**	**106**	**1,265**	**51**	**263**	**663**	**1,452**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2010:Council of residence vs council of accident location

SEVERITY/ROAD TYPE/AREA

CASUALTY RESIDENCE	LOCATION OF ACCIDENT															
	Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Orkney Islands	Perth & Kinross	Renfrew-shire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbarton-shire	West Lothian
																Column Percentages
Aberdeen City	0.8	-	-	0.7	-	-	-	1.0	-	-	-	-	-	0.4	-	-
Aberdeenshire	1.4	-	0.4	6.4	-	0.2	-	-	-	-	-	1.3	-	0.4	-	-
Angus	-	-	-	0.7	-	-	3.0	5.0	-	-	-	0.4	0.2	-	-	-
Argyll & Bute	0.7	1.2	-	-	-	-	-	-	0.6	0.3	-	-	-	0.4	6.7	-
Clackmannanshire	0.3	-	-	2.1	-	0.2	-	0.5	-	0.3	-	-	0.2	9.5	-	-
Dumfries & Galloway	-	-	0.4	-	-	-	-	0.2	-	1.1	-	3.8	0.5	-	-	-
Dundee City	0.3	-	-	-	-	0.2	-	3.2	-	0.3	-	-	0.2	0.7	-	-
East Ayrshire	-	-	-	-	4.8	0.2	-	0.2	-	-	-	14.0	0.5	-	-	0.4
East Dunbartonshire	0.5	-	-	-	-	2.1	-	0.2	0.6	-	-	0.4	0.2	3.3	3.1	-
East Lothian	-	-	4.5	-	-	0.3	-	-	0.3	1.4	-	-	-	0.4	-	0.2
East Renfrewshire	-	-	-	-	0.5	-	-	-	2.3	0.3	-	0.4	0.8	0.4	0.6	0.2
Edinburgh, City of	1.5	-	13.4	0.7	-	-	-	2.0	-	3.4	-	-	0.2	0.7	-	6.4
Eilean Siar	0.7	-	-	-	-	-	-	0.2	-	-	-	-	-	-	-	-
Falkirk	0.2	-	1.2	-	-	1.8	-	2.0	-	0.3	-	-	0.7	15.4	-	3.4
Fife	0.5	-	0.4	0.7	-	0.2	-	7.0	-	1.4	-	-	0.3	2.6	-	0.6
Glasgow City	0.3	4.7	-	-	5.3	3.1	-	1.2	7.1	0.3	-	1.7	7.5	4.8	11.7	0.4
Highland	**71.6**	-	-	4.3	-	-	9.1	5.5	-	-	-	0.4	-	0.4	-	-
Inverclyde	-	**83.5**	-	-	2.1	0.2	-	-	3.7	-	-	3.4	-	-	1.8	-
Midlothian	0.2	-	**65.9**	-	-	0.3	-	-	-	4.5	-	-	0.2	-	-	0.6
Moray	3.5	-	-	**82.9**	-	-	3.0	-	-	-	-	-	-	0.4	-	-
North Ayrshire	0.2	1.8	-	-	**77.1**	0.2	-	-	6.0	0.3	-	3.8	0.3	0.4	-	-
North Lanarkshire	0.5	0.6	0.4	-	1.1	**78.8**	-	1.7	0.9	0.8	-	0.4	7.2	1.8	0.6	1.5
Orkney Islands	0.3	-	-	-	-	-	**84.8**	-	-	-	-	-	-	-	-	-
Perth & Kinross	-	-	0.4	-	-	0.2	-	**63.7**	-	-	-	-	0.2	2.6	-	-
Renfrewshire	0.2	4.7	-	0.7	1.1	0.6	-	0.2	**75.8**	-	-	0.4	0.3	1.8	3.1	0.2
Scottish Borders	0.2	-	8.5	-	-	-	-	-	-	**73.4**	-	-	-	0.4	-	0.2
Shetland Islands	-	-	-	-	-	-	-	-	-	-	**94.3**	-	-	-	-	-
South Ayrshire	-	0.6	-	-	3.7	0.2	-	-	-	-	-	**62.7**	0.3	-	-	-
South Lanarkshire	0.2	-	0.8	-	1.6	8.7	-	0.2	0.3	2.3	-	4.2	**73.1**	1.5	-	3.2
Stirling	0.3	-	-	-	-	0.3	-	1.0	-	-	-	-	0.2	**42.5**	1.2	0.4
West Dunbartonshire	-	2.4	-	-	-	0.2	-	-	2.3	-	-	-	0.7	3.7	**68.7**	-
West Lothian	0.8	-	1.2	-	-	2.0	-	0.2	0.3	1.7	-	-	1.5	1.1	-	**80.6**
Elsewhere in UK	14.7	0.6	2.4	0.7	2.7	0.5	-	4.5	-	7.9	5.7	2.5	4.8	4.8	2.5	1.5
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**592**	**170**	**246**	**140**	**188**	**655**	**33**	**402**	**351**	**353**	**53**	**236**	**598**	**273**	**163**	**469**

1. Where postcode of casualty is known.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Highland	**1994-98 average**	**12**	**24**	**35**	**169**	**172**	**342**
	2000	4	17	21	135	147	282
	2001	10	20	30	175	168	343
	2002	11	17	28	114	99	213
	2003	5	10	15	109	127	236
	2004	6	10	16	132	97	229
	2005	7	4	11	114	85	199
	2006	3	8	11	83	94	177
	2007	3	11	14	84	103	187
	2008	5	2	7	79	69	148
	2009	4	3	7	95	61	156
	2010	5	7	12	62	66	128
	2006-10 average	**4**	**6**	**10**	**81**	**79**	**159**
	% ch on 94-98 av: 2010	*-57*	*-70*	*-66*	*-63*	*-62*	*-63*
	% ch on 94-98 av: 0610	*-66*	*-74*	*-71*	*-52*	*-54*	*-53*
Orkney Islands	**1994-98 average**	**-**	**3**	**3**	**-**	**17**	**17**
	2000	-	-	-	-	7	7
	2001	-	-	-	-	10	10
	2002	-	-	-	-	9	9
	2003	-	-	-	-	9	9
	2004	-	-	-	-	9	9
	2005	-	2	2	-	8	8
	2006	-	1	1	-	11	11
	2007	-	-	-	-	2	2
	2008	-	-	-	-	9	9
	2009	-	-	-	-	6	6
	2010	-	1	1	-	5	5
	2006-10 average	**-**	**0**	**0**	**-**	**7**	**7**
	% ch on 94-98 av: 2010	*-*	*-62*	*-62*	*-*	*-71*	*-71*
	% ch on 94-98 av: 0610	*-*	*-85*	*-85*	*-*	*-61*	*-61*
Shetland Islands	**1994-98 average**	**-**	**4**	**4**	**-**	**24**	**24**
	2000	-	-	-	-	10	10
	2001	-	2	2	-	16	16
	2002	-	5	5	-	15	15
	2003	-	-	-	-	7	7
	2004	-	1	1	-	7	7
	2005	-	-	-	-	15	15
	2006	-	1	1	-	12	12
	2007	-	-	-	-	11	11
	2008	-	-	-	-	5	5
	2009	-	-	-	-	5	5
	2010	-	1	1	-	4	4
	2006-10 average	**-**	**0**	**0**	**-**	**7**	**7**
	% ch on 94-98 av: 2010	*-*	*-72*	*-72*	*-*	*-83*	*-83*
	% ch on 94-98 av: 0610	*-*	*-89*	*-89*	*-*	*-69*	*-69*

Child casualties by severity are available at
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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Eilean Siar	**1994-98 average**	**-**	**5**	**5**	**-**	**29**	**29**
	2000	-	2	2	-	14	14
	2001	-	3	3	-	23	23
	2002	-	1	1	-	21	21
	2003	-	4	4	-	19	19
	2004	-	-	-	-	24	24
	2005	-	2	2	-	20	20
	2006	-	-	-	-	8	8
	2007	-	1	1	-	11	11
	2008	-	2	2	-	17	17
	2009	-	2	2	-	7	7
	2010	-	-	-	-	12	12
	2006-10 average	**-**	**1**	**1**	**-**	**11**	**11**
	% ch on 94-98 av: 2010	*-*	*-100*	*-100*	*-*	*-59*	*-59*
	% ch on 94-98 av: 0610	*-*	*-78*	*-78*	*-*	*-62*	*-62*
Aberdeen City *	**1994-98 average**	**1**	**15**	**16**	**9**	**103**	**112**
	2000	-	9	9	8	75	83
	2001	-	8	8	12	56	68
	2002	1	2	3	11	58	69
	2003	1	11	12	9	70	79
	2004	-	9	9	12	75	87
	2005	-	9	9	9	73	82
	2006	-	10	10	11	52	63
	2007	-	6	6	8	62	70
	2008	-	16	16	11	124	135
	2009	-	5	5	12	73	85
	2010	3	10	13	19	63	82
	2006-10 average	**1**	**9**	**10**	**12**	**75**	**87**
	% ch on 94-98 av: 2010	*150*	*-34*	*-21*	*121*	*-39*	*-27*
	% ch on 94-98 av: 0610	*-50*	*-38*	*-39*	*42*	*-27*	*-22*
Aberdeenshire *	**1994-98 average**	**2**	**17**	**19**	**44**	**171**	**215**
	2000	2	15	17	48	159	207
	2001	1	12	13	39	150	189
	2002	-	13	13	25	163	188
	2003	-	14	14	49	147	196
	2004	3	13	16	36	146	182
	2005	1	12	13	45	151	196
	2006	4	10	14	38	134	172
	2007	1	7	8	34	154	188
	2008	4	17	21	55	203	258
	2009	3	18	21	47	199	246
	2010	2	6	8	53	175	228
	2006-10 average	**3**	**12**	**14**	**45**	**173**	**218**
	% ch on 94-98 av: 2010	*-9*	*-64*	*-58*	*20*	*2*	*6*
	% ch on 94-98 av: 0610	*27*	*-31*	*-24*	*3*	*1*	*2*

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

Child casualties by severity are available at
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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Moray *	**1994-98 average**	**2**	**7**	**9**	**22**	**47**	**69**
	2000	2	4	6	30	51	81
	2001	1	7	8	19	47	66
	2002	5	5	10	20	45	65
	2003	3	6	9	19	36	55
	2004	-	6	6	15	40	55
	2005	1	4	5	14	25	39
	2006	1	5	6	12	35	47
	2007	-	6	6	8	36	44
	2008	-	3	3	12	42	54
	2009	1	-	1	20	26	46
	2010	-	5	5	12	26	38
	2006-10 average	**0**	**4**	**4**	**13**	**33**	**46**
	% ch on 94-98 av: 2010	*-100*	*-31*	*-44*	*-45*	*-44*	*-45*
	% ch on 94-98 av: 0610	*-78*	*-47*	*-53*	*-42*	*-29*	*-33*
Dundee City	**1994-98 average**	**1**	**34**	**35**	**9**	**115**	**124**
	2000	1	15	16	10	68	78
	2001	1	18	19	17	81	98
	2002	-	20	20	2	72	74
	2003	1	11	12	10	59	69
	2004	1	18	19	9	63	72
	2005	1	15	16	7	58	65
	2006	1	15	16	12	71	83
	2007	1	11	12	11	43	54
	2008	1	10	11	6	57	63
	2009	1	13	14	12	58	70
	2010	1	10	11	9	37	46
	2006-10 average	**1**	**12**	**13**	**10**	**53**	**63**
	% ch on 94-98 av: 2010	*-29*	*-71*	*-69*	*2*	*-68*	*-63*
	% ch on 94-98 av: 0610	*-29*	*-65*	*-64*	*14*	*-54*	*-49*
Angus	**1994-98 average**	**1**	**20**	**21**	**21**	**128**	**149**
	2000	1	16	17	11	105	116
	2001	1	17	18	22	96	118
	2002	-	12	12	11	85	96
	2003	2	8	10	11	67	78
	2004	-	10	10	26	110	136
	2005	-	10	10	14	73	87
	2006	-	10	10	14	76	90
	2007	-	8	8	9	75	84
	2008	-	2	2	10	67	77
	2009	-	5	5	8	59	67
	2010	2	4	6	10	50	60
	2006-10 average	**0**	**6**	**6**	**10**	**65**	**76**
	% ch on 94-98 av: 2010	*150*	*-80*	*-71*	*-52*	*-61*	*-60*
	% ch on 94-98 av: 0610	*-50*	*-71*	*-70*	*-51*	*-49*	*-49*

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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Perth & Kinross	**1994-98 average**	**4**	**17**	**21**	**82**	**154**	**236**
	2000	2	18	20	64	114	178
	2001	7	17	24	87	137	224
	2002	1	17	18	35	136	171
	2003	-	14	14	67	106	173
	2004	6	9	15	67	99	166
	2005	4	10	14	56	98	154
	2006	-	12	12	46	103	149
	2007	1	2	3	46	85	131
	2008	2	11	13	41	89	130
	2009	2	4	6	40	78	118
	2010	-	3	3	36	63	99
	2006-10 average	**1**	**6**	**7**	**42**	**84**	**125**
	% ch on 94-98 av: 2010	*-100*	*-82*	*-86*	*-56*	*-59*	*-58*
	% ch on 94-98 av: 0610	*-76*	*-62*	*-65*	*-49*	*-46*	*-47*
Fife	**1994-98 average**	**3**	**41**	**44**	**36**	**231**	**267**
	2000	3	35	38	44	207	251
	2001	-	31	31	28	204	232
	2002	2	26	28	45	233	278
	2003	-	22	22	28	172	200
	2004	1	27	28	28	186	214
	2005	1	21	22	36	151	187
	2006	2	26	28	34	174	208
	2007	-	14	14	14	137	151
	2008	1	12	13	10	118	128
	2009	-	20	20	8	112	120
	2010	3	8	11	30	102	132
	2006-10 average	**1**	**16**	**17**	**19**	**129**	**148**
	% ch on 94-98 av: 2010	*-6*	*-81*	*-75*	*-16*	*-56*	*-50*
	% ch on 94-98 av: 0610	*-63*	*-61*	*-61*	*-46*	*-44*	*-45*
Edinburgh, City of	**1994-98 average**	**0**	**45**	**45**	**8**	**281**	**290**
	2000	-	52	52	7	267	274
	2001	-	38	38	7	261	268
	2002	-	32	32	4	217	221
	2003	-	24	24	4	169	173
	2004	-	21	21	6	164	170
	2005	-	27	27	9	193	202
	2006	-	34	34	9	210	219
	2007	1	23	24	11	185	196
	2008	-	24	24	6	190	196
	2009	-	17	17	2	146	148
	2010	-	15	15	5	129	134
	2006-10 average	**0**	**23**	**23**	**7**	**172**	**179**
	% ch on 94-98 av: 2010	*-100*	*-66*	*-67*	*-40*	*-54*	*-54*
	% ch on 94-98 av: 0610	*-50*	*-49*	*-49*	*-21*	*-39*	*-38*

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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Lothian	**1994-98 average**	**1**	**20**	**21**	**9**	**113**	**122**
	2000	-	13	13	7	87	94
	2001	-	22	22	10	87	97
	2002	-	10	10	2	65	67
	2003	1	5	6	5	60	65
	2004	-	9	9	4	74	78
	2005	-	12	12	2	98	100
	2006	-	15	15	10	85	95
	2007	1	5	6	9	73	82
	2008	-	6	6	6	75	81
	2009	-	5	5	6	67	73
	2010	-	8	8	1	60	61
	2006-10 average	**0**	**8**	**8**	**6**	**72**	**78**
	% ch on 94-98 av: 2010	*-100*	*-60*	*-62*	*-88*	*-47*	*-50*
	% ch on 94-98 av: 0610	*-86*	*-61*	*-62*	*-26*	*-36*	*-36*
Midlothian	**1994-98 average**	**2**	**9**	**11**	**12**	**42**	**55**
	2000	1	5	6	15	48	63
	2001	1	4	5	10	31	41
	2002	-	5	5	18	43	61
	2003	-	9	9	6	37	43
	2004	-	4	4	4	20	24
	2005	1	10	11	6	56	62
	2006	2	3	5	20	28	48
	2007	-	5	5	10	41	51
	2008	2	5	7	5	32	37
	2009	-	4	4	8	30	38
	2010	-	8	8	7	22	29
	2006-10 average	**1**	**5**	**6**	**10**	**31**	**41**
	% ch on 94-98 av: 2010	*-100*	*-11*	*-25*	*-44*	*-48*	*-47*
	% ch on 94-98 av: 0610	*-50*	*-44*	*-45*	*-19*	*-27*	*-26*
East Lothian	**1994-98 average**	**0**	**8**	**8**	**10**	**44**	**55**
	2000	-	9	9	14	56	70
	2001	-	4	4	9	37	46
	2002	1	8	9	24	37	61
	2003	-	4	4	6	26	32
	2004	1	6	7	7	37	44
	2005	-	10	10	6	45	51
	2006	-	4	4	5	37	42
	2007	-	5	5	8	32	40
	2008	-	-	-	3	20	23
	2009	3	2	5	10	37	47
	2010	-	4	4	8	29	37
	2006-10 average	**1**	**3**	**4**	**7**	**31**	**38**
	% ch on 94-98 av: 2010	*-100*	*-49*	*-51*	*-23*	*-34*	*-32*
	% ch on 94-98 av: 0610	*50*	*-62*	*-56*	*-35*	*-30*	*-31*

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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Scottish Borders	**1994-98 average**	**1**	**7**	**9**	**27**	**88**	**115**
	2000	-	13	13	29	85	114
	2001	-	4	4	10	94	104
	2002	3	8	11	23	103	126
	2003	1	14	15	21	95	116
	2004	-	6	6	16	89	105
	2005	-	10	10	30	112	142
	2006	-	7	7	24	65	89
	2007	1	10	11	21	79	100
	2008	2	7	9	25	75	100
	2009	4	5	9	30	74	104
	2010	3	4	7	23	72	95
	2006-10 average	**2**	**7**	**9**	**25**	**73**	**98**
	% ch on 94-98 av: 2010	*114*	*-46*	*-20*	*-15*	*-18*	*-17*
	% ch on 94-98 av: 0610	*43*	*-11*	*-2*	*-9*	*-17*	*-15*
Clackmannanshire	**1994-98 average**	**-**	**13**	**13**	**-**	**42**	**42**
	2000	-	6	6	-	40	40
	2001	-	3	3	-	35	35
	2002	-	8	8	-	45	45
	2003	-	7	7	-	35	35
	2004	-	4	4	-	24	24
	2005	-	4	4	-	25	25
	2006	-	4	4	-	27	27
	2007	-	2	2	-	12	12
	2008	-	5	5	-	25	25
	2009	-	3	3	-	17	17
	2010	-	3	3	-	21	21
	2006-10 average	**-**	**3**	**3**	**-**	**20**	**20**
	% ch on 94-98 av: 2010	*-*	*-77*	*-77*	*-*	*-50*	*-50*
	% ch on 94-98 av: 0610	*-*	*-73*	*-73*	*-*	*-52*	*-52*
Stirling	**1994-98 average**	**3**	**13**	**16**	**42**	**100**	**142**
	2000	3	10	13	39	71	110
	2001	2	10	12	39	69	108
	2002	-	7	7	23	84	107
	2003	2	9	11	35	89	124
	2004	2	8	10	46	74	120
	2005	1	7	8	33	62	95
	2006	1	6	7	16	56	72
	2007	-	2	2	26	51	77
	2008	1	5	6	24	58	82
	2009	-	3	3	17	42	59
	2010	-	2	2	26	35	61
	2006-10 average	**0**	**4**	**4**	**22**	**48**	**70**
	% ch on 94-98 av: 2010	*-100*	*-85*	*-88*	*-38*	*-65*	*-57*
	% ch on 94-98 av: 0610	*-86*	*-73*	*-75*	*-48*	*-52*	*-50*

Child casualties by severity are available at
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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Falkirk	**1994-98 average**	**1**	**23**	**23**	**13**	**93**	**106**
	2000	-	15	15	3	76	79
	2001	-	17	17	13	77	90
	2002	-	17	17	15	89	104
	2003	-	9	9	17	76	93
	2004	-	5	5	6	62	68
	2005	1	15	16	6	79	85
	2006	-	17	17	5	63	68
	2007	-	7	7	7	56	63
	2008	-	7	7	4	69	73
	2009	-	7	7	8	50	58
	2010	-	5	5	8	36	44
	2006-10 average	**-**	**9**	**9**	**6**	**55**	**61**
	% ch on 94-98 av: 2010	*-100*	*-78*	*-79*	*-37*	*-61*	*-58*
	% ch on 94-98 av: 0610	*-100*	*-62*	*-63*	*-49*	*-41*	*-42*
Glasgow City	**1994-98 average**	**2**	**142**	**145**	**24**	**546**	**570**
	2000	-	82	82	34	351	385
	2001	1	92	93	15	383	398
	2002	1	80	81	19	375	394
	2003	-	67	67	11	360	371
	2004	-	56	56	18	272	290
	2005	-	51	51	21	266	287
	2006	-	58	58	18	299	317
	2007	-	48	48	10	252	262
	2008	-	49	49	8	328	336
	2009	-	41	41	12	230	242
	2010	2	32	34	12	209	221
	2006-10 average	**0**	**46**	**46**	**12**	**264**	**276**
	% ch on 94-98 av: 2010	*-17*	*-77*	*-76*	*-49*	*-62*	*-61*
	% ch on 94-98 av: 0610	*-83*	*-68*	*-68*	*-49*	*-52*	*-52*
Argyll & Bute	**1994-98 average**	**4**	**12**	**16**	**80**	**95**	**175**
	2000	6	13	19	68	70	138
	2001	3	4	7	55	65	120
	2002	9	13	22	69	63	132
	2003	1	6	7	54	83	137
	2004	1	5	6	49	62	111
	2005	-	4	4	40	49	89
	2006	2	2	4	44	56	100
	2007	-	4	4	35	36	71
	2008	4	7	11	61	63	124
	2009	1	4	5	36	42	78
	2010	-	1	1	42	39	81
	2006-10 average	**1**	**4**	**5**	**44**	**47**	**91**
	% ch on 94-98 av: 2010	*-100*	*-92*	*-94*	*-47*	*-59*	*-54*
	% ch on 94-98 av: 0610	*-65*	*-70*	*-69*	*-45*	*-50*	*-48*

Child casualties by severity are available at
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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Dunbartonshire	**1994-98 average**	**1**	**19**	**20**	**18**	**67**	**85**
	2000	-	16	16	14	42	56
	2001	2	14	16	11	42	53
	2002	-	9	9	2	47	49
	2003	3	9	12	10	39	49
	2004	-	8	8	6	41	47
	2005	1	10	11	12	31	43
	2006	1	9	10	9	38	47
	2007	2	1	3	8	22	30
	2008	-	4	4	7	19	26
	2009	-	8	8	5	22	27
	2010	-	4	4	4	22	26
	2006-10 average	**1**	**5**	**6**	**7**	**25**	**31**
	% ch on 94-98 av: 2010	*-100*	*-79*	*-80*	*-78*	*-67*	*-69*
	% ch on 94-98 av: 0610	*-25*	*-73*	*-71*	*-63*	*-63*	*-63*
East Dunbartonshire	**1994-98 average**	**-**	**16**	**16**	**-**	**67**	**67**
	2000	-	9	9	-	44	44
	2001	-	8	8	-	43	43
	2002	-	9	9	-	40	40
	2003	-	9	9	1	44	45
	2004	-	6	6	-	33	33
	2005	-	9	9	-	26	26
	2006	-	10	10	-	28	28
	2007	-	3	3	-	28	28
	2008	-	2	2	-	24	24
	2009	-	4	4	-	23	23
	2010	-	3	3	-	26	26
	2006-10 average	**-**	**4**	**4**	**-**	**26**	**26**
	% ch on 94-98 av: 2010	*-*	*-82*	*-82*	*-*	*-61*	*-61*
	% ch on 94-98 av: 0610	*-*	*-73*	*-73*	*-*	*-62*	*-62*
Inverclyde	**1994-98 average**	**1**	**15**	**16**	**19**	**51**	**70**
	2000	2	8	10	8	33	41
	2001	2	8	10	14	29	43
	2002	3	4	7	19	20	39
	2003	-	8	8	10	34	44
	2004	-	6	6	5	27	32
	2005	-	3	3	8	30	38
	2006	2	5	7	9	30	39
	2007	-	2	2	16	21	37
	2008	-	7	7	10	31	41
	2009	-	4	4	6	22	28
	2010	-	3	3	4	18	22
	2006-10 average	**0**	**4**	**5**	**9**	**24**	**33**
	% ch on 94-98 av: 2010	*-100*	*-79*	*-81*	*-78*	*-65*	*-69*
	% ch on 94-98 av: 0610	*-60*	*-71*	*-71*	*-52*	*-53*	*-52*

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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Renfrewshire	**1994-98 average**	**1**	**34**	**35**	**18**	**139**	**157**
	2000	5	17	22	31	93	124
	2001	-	18	18	17	106	123
	2002	-	20	20	15	82	97
	2003	-	21	21	19	94	113
	2004	-	11	11	14	70	84
	2005	-	12	12	6	68	74
	2006	-	10	10	13	76	89
	2007	-	7	7	11	55	66
	2008	-	8	8	8	67	75
	2009	-	8	8	11	57	68
	2010	-	7	7	12	52	64
	2006-10 average	**-**	**8**	**8**	**11**	**61**	**72**
	% ch on 94-98 av: 2010	*-100*	*-80*	*-80*	*-33*	*-63*	*-59*
	% ch on 94-98 av: 0610	*-100*	*-77*	*-77*	*-39*	*-56*	*-54*
East Renfrewshire	**1994-98 average**	**1**	**10**	**11**	**11**	**48**	**58**
	2000	-	9	9	3	41	44
	2001	-	7	7	3	36	39
	2002	1	6	7	6	36	42
	2003	-	4	4	9	27	36
	2004	-	4	4	2	30	32
	2005	-	1	1	2	15	17
	2006	-	3	3	1	32	33
	2007	-	3	3	1	19	20
	2008	-	1	1	4	22	26
	2009	-	3	3	4	17	21
	2010	-	4	4	5	21	26
	2006-10 average	**-**	**3**	**3**	**3**	**22**	**25**
	% ch on 94-98 av: 2010	*-100*	*-61*	*-65*	*-53*	*-56*	*-55*
	% ch on 94-98 av: 0610	*-100*	*-73*	*-75*	*-72*	*-53*	*-57*
North Lanarkshire	**1994-98 average**	**1**	**66**	**67**	**38**	**238**	**276**
	2000	-	48	48	30	217	247
	2001	4	46	50	25	155	180
	2002	-	41	41	20	135	155
	2003	1	26	27	17	144	161
	2004	-	27	27	7	110	117
	2005	1	22	23	12	100	112
	2006	-	16	16	13	106	119
	2007	2	20	22	9	124	133
	2008	1	16	17	22	89	111
	2009	-	16	16	11	93	104
	2010	-	15	15	7	72	79
	2006-10 average	**1**	**17**	**17**	**12**	**97**	**109**
	% ch on 94-98 av: 2010	*-100*	*-77*	*-78*	*-82*	*-70*	*-71*
	% ch on 94-98 av: 0610	*-40*	*-75*	*-74*	*-68*	*-59*	*-60*

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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Lanarkshire	**1994-98 average**	**3**	**51**	**54**	**45**	**219**	**264**
	2000	3	26	29	55	182	237
	2001	3	31	34	24	164	188
	2002	2	25	27	36	154	190
	2003	-	23	23	32	135	167
	2004	3	18	21	38	115	153
	2005	1	9	10	20	95	115
	2006	3	16	19	16	119	135
	2007	1	15	16	27	111	138
	2008	2	20	22	24	119	143
	2009	2	13	15	28	111	139
	2010	1	13	14	20	75	95
	2006-10 average	**2**	**15**	**17**	**23**	**107**	**130**
	% ch on 94-98 av: 2010	*-69*	*-74*	*-74*	*-56*	*-66*	*-64*
	% ch on 94-98 av: 0610	*-44*	*-70*	*-68*	*-49*	*-51*	*-51*
North Ayrshire	**1994-98 average**	**5**	**26**	**31**	**32**	**101**	**133**
	2000	1	5	6	21	53	74
	2001	-	9	9	20	66	86
	2002	1	17	18	12	66	78
	2003	-	14	14	20	57	77
	2004	5	8	13	27	62	89
	2005	2	15	17	19	63	82
	2006	3	6	9	21	47	68
	2007	2	8	10	13	42	55
	2008	2	4	6	12	47	59
	2009	2	5	7	13	52	65
	2010	-	4	4	7	23	30
	2006-10 average	**2**	**5**	**7**	**13**	**42**	**55**
	% ch on 94-98 av: 2010	*-100*	*-84*	*-87*	*-78*	*-77*	*-78*
	% ch on 94-98 av: 0610	*-63*	*-79*	*-76*	*-59*	*-58*	*-58*
East Ayrshire	**1994-98 average**	**3**	**25**	**28**	**27**	**114**	**140**
	2000	1	9	10	14	72	86
	2001	-	11	11	18	87	105
	2002	3	15	18	19	73	92
	2003	1	14	15	13	65	78
	2004	-	14	14	20	75	95
	2005	-	6	6	9	44	53
	2006	1	8	9	4	58	62
	2007	-	6	6	9	32	41
	2008	2	5	7	12	55	67
	2009	-	-	-	14	35	49
	2010	1	6	7	13	42	55
	2006-10 average	**1**	**5**	**6**	**10**	**44**	**55**
	% ch on 94-98 av: 2010	*-62*	*-76*	*-75*	*-51*	*-63*	*-61*
	% ch on 94-98 av: 0610	*-69*	*-80*	*-79*	*-61*	*-61*	*-61*

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Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:1994-98, 2006-2010 averages and 2000-2010

		Child (0-15)			All ages		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Ayrshire	**1994-98 average**	**2**	**18**	**21**	**37**	**83**	**120**
	2000	-	12	12	29	74	103
	2001	2	8	10	22	53	75
	2002	4	9	13	40	66	106
	2003	2	10	12	32	64	96
	2004	2	10	12	25	45	70
	2005	-	7	7	19	39	58
	2006	1	4	5	18	43	61
	2007	1	6	7	17	44	61
	2008	-	5	5	13	43	56
	2009	-	3	3	12	46	58
	2010	-	4	4	22	37	59
	2006-10 average	**0**	**4**	**5**	**16**	**43**	**59**
	% ch on 94-98 av: 2010	*-100*	*-78*	*-81*	*-41*	*-55*	*-51*
	% ch on 94-98 av: 0610	*-83*	*-76*	*-77*	*-56*	*-49*	*-51*
Dumfries & Galloway	**1994-98 average**	**6**	**19**	**25**	**89**	**125**	**214**
	2000	1	15	16	58	106	164
	2001	-	10	10	50	79	129
	2002	5	13	18	62	66	128
	2003	4	12	16	42	75	117
	2004	6	8	14	42	65	107
	2005	5	7	12	61	83	144
	2006	4	9	13	73	98	171
	2007	6	7	13	69	101	170
	2008	1	7	8	40	75	115
	2009	4	6	10	55	75	130
	2010	-	4	4	28	44	72
	2006-10 average	**3**	**7**	**10**	**53**	**79**	**132**
	% ch on 94-98 av: 2010	*-100*	*-79*	*-84*	*-68*	*-65*	*-66*
	% ch on 94-98 av: 0610	*-52*	*-65*	*-62*	*-40*	*-37*	*-39*
Scotland	**1994-98 average**	**65**	**777**	**842**	**950**	**3,888**	**4,838**
	2000	38	523	561	829	3,065	3,894
	2001	41	503	544	771	2,987	3,758
	2002	53	474	527	691	2,842	3,533
	2003	28	404	432	666	2,627	3,293
	2004	37	347	384	667	2,407	3,074
	2005	28	340	368	616	2,336	2,952
	2006	31	344	375	578	2,371	2,949
	2007	23	255	278	531	2,135	2,666
	2008	30	269	299	518	2,326	2,844
	2009	27	231	258	530	1,972	2,502
	2010	23	204	227	485	1,687	2,172
	2006-10 average	**27**	**261**	**287**	**528**	**2,098**	**2,627**
	% ch on 94-98 av: 2010	*-65*	*-74*	*-73*	*-49*	*-57*	*-55*
	% ch on 94-98 av: 0610	*-59*	*-66*	*-66*	*-44*	*-46*	*-46*

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Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Highland	**1994-98 average**	**352**	**431**	**783**	**1,304**	**906**	**2,211**	**27**	**48**	**35**
	2001	375	353	728	1,391	950	2,341	27	37	31
	2002	330	384	714	1,465	985	2,449	23	39	29
	2003	391	408	799	1,476	1,001	2,477	26	41	32
	2004	430	399	829	1,464	1,012	2,477	29	39	33
	2005	381	416	797	1,468	1,022	2,490	26	41	32
	2006	355	349	704	1,503	1,053	2,556	24	33	28
	2007	409	333	742	1,525	1,070	2,595	27	31	29
	2008	353	345	698	1,519	1,078	2,597	23	32	27
	2009	406	381	787	1,556	1,067	2,623	26	36	30
	2010	318	279	597	1,530	1,055	2,586	21	26	23
	2006-10 average	**368**	**337**	**706**	**1,527**	**1,065**	**2,591**	**24**	**32**	**27**
	% ch 94-98 av: 2010	*-10*	*-35*	*-24*	*17*	*16*	*17*	*-23*	*-44*	*-35*
	% ch 94-98 av: 0610	*5*	*-22*	*-10*	*17*	*17*	*17*	*-11*	*-33*	*-23*
Orkney Islands	**1994-98 average**	**-**	**35**	**35**	**-**	**119**	**119**	**-**	**30**	**30**
	2001	-	35	35	-	124	124	-	28	28
	2002	-	54	54	-	129	129	-	42	42
	2003	-	35	35	-	128	128	-	27	27
	2004	-	38	38	-	128	128	-	30	30
	2005	-	46	46	-	128	128	-	36	36
	2006	-	43	43	-	136	136	-	32	32
	2007	-	35	35	-	137	137	-	25	25
	2008	-	35	35	-	137	137	-	26	26
	2009	-	29	29	-	137	137	-	21	21
	2010	-	33	33	-	135	135	-	24	24
	2006-10 average	**-**	**35**	**35**	**-**	**137**	**137**	**-**	**26**	**26**
	% ch 94-98 av: 2010	*-*	*-7*	*-7*	*-*	*14*	*14*	*-*	*-18*	*-18*
	% ch 94-98 av: 0610	*-*	*-1*	*-1*	*-*	*15*	*15*	*-*	*-14*	*-14*
Shetland Islands	**1994-98 average**	**-**	**58**	**58**	**-**	**168**	**168**	**-**	**35**	**35**
	2001	-	34	34	-	181	181	-	19	19
	2002	-	25	25	-	190	190	-	13	13
	2003	-	42	42	-	194	194	-	22	22
	2004	-	40	40	-	195	195	-	21	21
	2005	-	56	56	-	198	198	-	28	28
	2006	-	49	49	-	205	205	-	24	24
	2007	-	40	40	-	206	206	-	19	19
	2008	-	19	19	-	206	206	-	9	9
	2009	-	67	67	-	203	203	-	33	33
	2010	-	51	51	-	202	202	-	25	25
	2006-10 average	**-**	**45**	**45**	**-**	**204**	**204**	**-**	**22**	**22**
	% ch 94-98 av: 2010	*-*	*-13*	*-13*	*-*	*20*	*20*	*-*	*-27*	*-27*
	% ch 94-98 av: 0610	*-*	*-23*	*-23*	*-*	*21*	*21*	*-*	*-36*	*-36*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Eilean Siar	**1994-98 average**	**-**	**65**	**65**	**-**	**171**	**171**	**-**	**38**	**38**
	2001	-	55	55	-	177	177	-	31	31
	2002	-	57	57	-	179	179	-	32	32
	2003	-	65	65	-	186	186	-	35	35
	2004	-	46	46	-	186	186	-	25	25
	2005	-	49	49	-	176	176	-	28	28
	2006	-	53	53	-	208	208	-	25	25
	2007	-	48	48	-	209	209	-	23	23
	2008	-	79	79	-	205	205	-	39	39
	2009	-	42	42	-	206	206	-	20	20
	2010	-	43	43	-	203	203	-	21	21
	2006-10 average	**-**	**53**	**53**	**-**	**206**	**206**	**-**	**26**	**26**
	% ch 94-98 av: 2010	*-*	*-34*	*-34*	*-*	*18*	*18*	*-*	*-44*	*-44*
	% ch 94-98 av: 0610	*-*	*-18*	*-18*	*-*	*21*	*21*	*-*	*-32*	*-32*
Aberdeen City *	**1994-98 average**	**50**	**555**	**605**	**239**	**1,004**	**1,243**	**21**	**55**	**49**
	2001	39	396	435	256	1,051	1,307	15	38	33
	2002	42	375	417	268	1,064	1,333	16	35	31
	2003	51	315	366	281	1,072	1,353	18	29	27
	2004	52	296	348	286	1,081	1,367	18	27	25
	2005	53	393	446	275	1,081	1,357	19	36	33
	2006	43	355	398	286	1,141	1,427	15	31	28
	2007	54	341	395	265	1,126	1,391	20	30	28
	2008	57	400	457	264	1,115	1,379	22	36	33
	2009	52	362	414	253	1,075	1,329	21	34	31
	2010	53	272	325	255	1,053	1,308	21	26	25
	2006-10 average	**52**	**346**	**398**	**265**	**1,102**	**1,367**	**20**	**31**	**29**
	% ch 94-98 av: 2010	*7*	*-51*	*-46*	*7*	*5*	*5*	*0*	*-53*	*-49*
	% ch 94-98 av: 0610	*4*	*-38*	*-34*	*11*	*10*	*10*	*-6*	*-43*	*-40*
Aberdeenshire *	**1994-98 average**	**148**	**595**	**744**	**781**	**1,653**	**2,434**	**19**	**36**	**31**
	2001	128	504	632	754	1,734	2,488	17	29	25
	2002	112	521	633	825	1,809	2,634	14	29	24
	2003	109	463	572	852	1,836	2,688	13	25	21
	2004	115	474	589	847	1,836	2,683	14	26	22
	2005	135	522	657	844	1,852	2,697	16	28	24
	2006	114	491	605	866	1,964	2,830	13	25	21
	2007	114	520	634	840	1,993	2,834	14	26	22
	2008	123	515	638	820	1,994	2,814	15	26	23
	2009	123	538	661	829	1,933	2,762	15	28	24
	2010	116	449	565	822	1,894	2,716	14	24	21
	2006-10 average	**118**	**503**	**621**	**835**	**1,956**	**2,791**	**14**	**26**	**22**
	% ch 94-98 av: 2010	*-22*	*-25*	*-24*	*5*	*15*	*12*	*-26*	*-34*	*-32*
	% ch 94-98 av: 0610	*-20*	*-16*	*-17*	*7*	*18*	*15*	*-26*	*-29*	*-27*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Moray *	**1994-98 average**	**59**	**168**	**227**	**237**	**386**	**623**	**25**	**44**	**36**
	2001	56	156	212	254	407	661	22	38	32
	2002	41	129	170	281	422	703	15	31	24
	2003	58	155	213	278	428	706	21	36	30
	2004	57	128	185	280	434	715	20	29	26
	2005	59	131	190	283	438	722	21	30	26
	2006	55	129	184	270	457	727	20	28	25
	2007	34	138	172	277	466	743	12	30	23
	2008	38	140	178	272	467	739	14	30	24
	2009	59	164	223	269	460	729	22	36	31
	2010	36	97	133	263	451	714	14	22	19
	2006-10 average	**44**	**134**	**178**	**270**	**460**	**731**	**16**	**29**	**24**
	% ch 94-98 av: 2010	*-39*	*-42*	*-41*	*11*	*17*	*15*	*-45*	*-51*	*-49*
	% ch 94-98 av: 0610	*-25*	*-20*	*-22*	*14*	*19*	*17*	*-34*	*-33*	*-33*
Dundee City	**1994-98 average**	**45**	**346**	**391**	**168**	**622**	**790**	**27**	**56**	**49**
	2001	49	339	388	172	649	821	29	52	47
	2002	41	358	399	171	680	852	24	53	47
	2003	38	298	336	173	678	850	22	44	40
	2004	34	292	326	186	679	866	18	43	38
	2005	38	223	261	184	685	869	21	33	30
	2006	44	274	318	187	698	885	24	39	36
	2007	29	229	258	187	719	906	16	32	28
	2008	38	219	257	179	722	902	21	30	29
	2009	22	251	273	182	703	885	12	36	31
	2010	24	184	208	180	687	867	13	27	24
	2006-10 average	**31**	**231**	**263**	**183**	**706**	**889**	**17**	**33**	**30**
	% ch 94-98 av: 2010	*-47*	*-47*	*-47*	*7*	*10*	*10*	*-50*	*-52*	*-52*
	% ch 94-98 av: 0610	*-31*	*-33*	*-33*	*9*	*14*	*13*	*-36*	*-41*	*-40*
Angus	**1994-98 average**	**43**	**317**	**359**	**282**	**611**	**893**	**15**	**52**	**40**
	2001	36	258	294	269	652	920	13	40	32
	2002	41	365	406	298	680	978	14	54	42
	2003	18	255	273	293	690	983	6	37	28
	2004	55	264	319	300	695	995	18	38	32
	2005	41	294	335	292	704	996	14	42	34
	2006	32	254	286	341	734	1,076	9	35	27
	2007	35	270	305	319	747	1,066	11	36	29
	2008	25	260	285	339	758	1,097	7	34	26
	2009	38	203	241	334	752	1,086	11	27	22
	2010	34	153	187	346	740	1,086	10	21	17
	2006-10 average	**33**	**228**	**261**	**336**	**746**	**1,082**	**10**	**31**	**24**
	% ch 94-98 av: 2010	*-20*	*-52*	*-48*	*23*	*21*	*22*	*-35*	*-60*	*-57*
	% ch 94-98 av: 0610	*-23*	*-28*	*-27*	*19*	*22*	*21*	*-35*	*-41*	*-40*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Perth & Kinross	**1994-98 average**	**164**	**349**	**513**	**1,199**	**845**	**2,043**	**14**	**41**	**25**
	2001	206	362	568	1,308	845	2,153	16	43	26
	2002	100	337	437	1,339	896	2,235	7	38	20
	2003	150	319	469	1,296	927	2,223	12	34	21
	2004	124	318	442	1,336	931	2,267	9	34	19
	2005	143	267	410	1,345	928	2,273	11	29	18
	2006	107	273	380	1,381	960	2,340	8	28	16
	2007	128	246	374	1,379	972	2,351	9	25	16
	2008	116	242	358	1,345	958	2,303	9	25	16
	2009	148	255	403	1,332	960	2,292	11	27	18
	2010	118	233	351	1,299	945	2,244	9	25	16
	2006-10 average	**123**	**250**	**373**	**1,347**	**959**	**2,306**	**9**	**26**	**16**
	% ch 94-98 av: 2010	*-28*	*-33*	*-32*	*8*	*12*	*10*	*-34*	*-40*	*-38*
	% ch 94-98 av: 0610	*-25*	*-28*	*-27*	*12*	*14*	*13*	*-33*	*-37*	*-36*
Fife	**1994-98 average**	**101**	**697**	**798**	**671**	**1,769**	**2,440**	**15**	**39**	**33**
	2001	101	679	780	738	1,832	2,571	14	37	30
	2002	128	674	802	824	1,887	2,712	16	36	30
	2003	110	690	800	837	1,906	2,743	13	36	29
	2004	90	708	798	866	1,939	2,805	10	37	28
	2005	97	645	742	822	1,949	2,770	12	33	27
	2006	94	607	701	870	1,987	2,856	11	31	25
	2007	74	555	629	889	2,022	2,911	8	27	22
	2008	84	520	604	868	2,023	2,891	10	26	21
	2009	80	566	646	879	2,015	2,894	9	28	22
	2010	82	509	591	848	2,000	2,848	10	25	21
	2006-10 average	**83**	**551**	**634**	**871**	**2,009**	**2,880**	**10**	**27**	**22**
	% ch 94-98 av: 2010	*-19*	*-27*	*-26*	*26*	*13*	*17*	*-36*	*-35*	*-37*
	% ch 94-98 av: 0610	*-18*	*-21*	*-21*	*30*	*14*	*18*	*-37*	*-30*	*-33*
Edinburgh, City of	**1994-98 average**	**73**	**2,030**	**2,103**	**543**	**2,103**	**2,646**	**13**	**97**	**79**
	2001	121	1,743	1,864	624	2,205	2,829	19	79	66
	2002	74	1,683	1,757	651	2,250	2,901	11	75	61
	2003	80	1,493	1,573	670	2,260	2,929	12	66	54
	2004	88	1,536	1,624	683	2,289	2,972	13	67	55
	2005	85	1,420	1,505	688	2,285	2,973	12	62	51
	2006	119	1,398	1,517	682	2,306	2,988	17	61	51
	2007	98	1,302	1,400	714	2,326	3,040	14	56	46
	2008	113	1,224	1,337	686	2,271	2,957	16	54	45
	2009	92	1,162	1,254	725	2,253	2,978	13	52	42
	2010	97	1,163	1,260	677	2,207	2,885	14	53	44
	2006-10 average	**104**	**1,250**	**1,354**	**697**	**2,273**	**2,970**	**15**	**55**	**46**
	% ch 94-98 av: 2010	*33*	*-43*	*-40*	*25*	*5*	*9*	*7*	*-45*	*-45*
	% ch 94-98 av: 0610	*43*	*-38*	*-36*	*28*	*8*	*12*	*11*	*-43*	*-43*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Lothian	**1994-98 average**	**46**	**596**	**641**	**500**	**905**	**1,405**	**9**	**66**	**46**
	2001	65	574	639	623	947	1,570	10	61	41
	2002	39	556	595	632	976	1,608	6	57	37
	2003	63	516	579	658	989	1,647	10	52	35
	2004	54	531	585	675	1,013	1,688	8	52	35
	2005	43	517	560	687	1,015	1,702	6	51	33
	2006	51	566	617	682	1,031	1,713	7	55	36
	2007	43	474	517	688	1,055	1,742	6	45	30
	2008	45	535	580	711	1,051	1,761	6	51	33
	2009	35	487	522	700	1,046	1,747	5	47	30
	2010	33	411	444	682	1,034	1,716	5	40	26
	2006-10 average	**41**	**495**	**536**	**693**	**1,043**	**1,736**	**6**	**47**	**31**
	% ch 94-98 av: 2010	*-28*	*-31*	*-31*	*36*	*14*	*22*	*-47*	*-40*	*-43*
	% ch 94-98 av: 0610	*-10*	*-17*	*-16*	*39*	*15*	*24*	*-35*	*-28*	*-32*
Midlothian	**1994-98 average**	**50**	**249**	**300**	**131**	**426**	**557**	**38**	**59**	**54**
	2001	30	238	268	154	453	608	19	52	44
	2002	48	210	258	142	469	611	34	45	42
	2003	55	249	304	142	476	618	39	52	49
	2004	45	226	271	141	482	624	32	47	43
	2005	22	228	250	141	486	627	16	47	40
	2006	51	221	272	142	498	640	36	44	42
	2007	25	188	213	142	507	649	18	37	33
	2008	49	207	256	140	509	649	35	41	39
	2009	31	211	242	141	520	661	22	41	37
	2010	33	201	234	135	517	652	24	39	36
	2006-10 average	**38**	**206**	**243**	**140**	**510**	**650**	**27**	**40**	**37**
	% ch 94-98 av: 2010	*-35*	*-19*	*-22*	*3*	*21*	*17*	*-37*	*-34*	*-33*
	% ch 94-98 av: 0610	*-25*	*-18*	*-19*	*7*	*20*	*17*	*-30*	*-31*	*-30*
East Lothian	**1994-98 average**	**44**	**218**	**262**	**280**	**422**	**701**	**16**	**52**	**37**
	2001	55	241	296	321	448	769	17	54	38
	2002	56	216	272	324	463	787	17	47	35
	2003	33	214	247	344	464	808	10	46	31
	2004	36	206	242	361	473	834	10	44	29
	2005	38	191	229	378	478	856	10	40	27
	2006	35	192	227	390	499	889	9	38	26
	2007	42	179	221	409	509	918	10	35	24
	2008	34	184	218	372	508	880	9	36	25
	2009	24	159	183	359	503	862	7	32	21
	2010	33	177	210	354	501	855	9	35	25
	2006-10 average	**34**	**178**	**212**	**377**	**504**	**881**	**9**	**35**	**24**
	% ch 94-98 av: 2010	*-25*	*-19*	*-20*	*27*	*19*	*22*	*-41*	*-32*	*-34*
	% ch 94-98 av: 0610	*-24*	*-18*	*-19*	*35*	*19*	*26*	*-43*	*-31*	*-36*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Scottish Borders	**1994-98 average**	**120**	**392**	**512**	**335**	**710**	**1,045**	**36**	**55**	**49**
	2001	73	404	477	353	725	1,078	21	56	44
	2002	77	429	506	379	752	1,131	20	57	45
	2003	80	434	514	386	768	1,154	21	57	45
	2004	110	430	540	389	777	1,166	28	55	46
	2005	95	406	501	392	776	1,168	24	52	43
	2006	95	326	421	400	801	1,201	24	41	35
	2007	79	276	355	400	812	1,212	20	34	29
	2008	111	319	430	383	813	1,196	29	39	36
	2009	100	301	401	390	808	1,198	26	37	33
	2010	69	234	303	382	798	1,180	18	29	26
	2006-10 average	**91**	**291**	**382**	**391**	**806**	**1,198**	**23**	**36**	**32**
	% ch 94-98 av: 2010	*-42*	*-40*	*-41*	*14*	*12*	*13*	*-49*	*-47*	*-48*
	% ch 94-98 av: 0610	*-24*	*-26*	*-25*	*17*	*14*	*15*	*-35*	*-35*	*-35*
Clackmannanshire	**1994-98 average**	**-**	**95**	**95**	**-**	**268**	**268**	**-**	**35**	**35**
	2001	-	65	65	-	287	287	-	23	23
	2002	-	90	90	-	291	291	-	31	31
	2003	1	111	112	-	290	290	-	38	39
	2004	-	90	90	-	294	294	-	31	31
	2005	-	97	97	-	297	297	-	33	33
	2006	-	103	103	-	307	307	-	34	34
	2007	-	99	99	-	313	313	-	32	32
	2008	-	85	85	-	317	317	-	27	27
	2009	-	80	80	-	331	331	-	24	24
	2010	-	70	70	-	328	328	-	21	21
	2006-10 average	**-**	**87**	**87**	**-**	**319**	**319**	**-**	**27**	**27**
	% ch 94-98 av: 2010	*-*	*-26*	*-26*	*-*	*22*	*22*	*-*	*-40*	*-40*
	% ch 94-98 av: 0610	*-*	*-8*	*-8*	*-*	*19*	*19*	*-*	*-23*	*-23*
Stirling	**1994-98 average**	**78**	**234**	**312**	**369**	**640**	**1,010**	**21**	**37**	**31**
	2001	81	163	244	431	674	1,105	19	24	22
	2002	76	222	298	442	679	1,121	17	33	27
	2003	98	241	339	457	693	1,149	21	35	29
	2004	66	234	300	459	699	1,158	14	33	26
	2005	57	200	257	466	709	1,175	12	28	22
	2006	80	262	342	501	736	1,237	16	36	28
	2007	65	251	316	513	749	1,262	13	33	25
	2008	91	210	301	505	743	1,248	18	28	24
	2009	64	209	273	499	735	1,234	13	28	22
	2010	63	186	249	481	732	1,213	13	25	21
	2006-10 average	**73**	**224**	**296**	**500**	**739**	**1,239**	**15**	**30**	**24**
	% ch 94-98 av: 2010	*-19*	*-20*	*-20*	*30*	*14*	*20*	*-38*	*-30*	*-34*
	% ch 94-98 av: 0610	*-7*	*-4*	*-5*	*35*	*15*	*23*	*-31*	*-17*	*-23*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Falkirk	**1994-98 average**	**37**	**339**	**376**	**415**	**788**	**1,203**	**9**	**43**	**31**
	2001	60	257	317	504	832	1,336	12	31	24
	2002	38	310	348	503	877	1,380	8	35	25
	2003	42	315	357	503	887	1,390	8	36	26
	2004	31	310	341	542	897	1,439	6	35	24
	2005	25	310	335	534	902	1,436	5	34	23
	2006	32	284	316	560	931	1,492	6	30	21
	2007	30	297	327	571	953	1,524	5	31	21
	2008	27	301	328	567	950	1,517	5	32	22
	2009	27	310	337	550	955	1,505	5	32	22
	2010	22	233	255	531	949	1,479	4	25	17
	2006-10 average	**28**	**285**	**313**	**556**	**948**	**1,503**	**5**	**30**	**21**
	% ch 94-98 av: 2010	*-41*	*-31*	*-32*	*28*	*20*	*23*	*-53*	*-43*	*-45*
	% ch 94-98 av: 0610	*-25*	*-16*	*-17*	*34*	*20*	*25*	*-44*	*-30*	*-34*
Glasgow City	**1994-98 average**	**148**	**2,389**	**2,537**	**1,049**	**1,917**	**2,967**	**14**	**125**	**86**
	2001	194	2,136	2,330	1,185	2,019	3,204	16	106	73
	2002	210	2,072	2,282	1,214	2,078	3,293	17	100	69
	2003	155	2,077	2,232	1,206	2,091	3,296	13	99	68
	2004	220	2,098	2,318	1,277	2,107	3,384	17	100	68
	2005	187	2,059	2,246	1,300	2,117	3,417	14	97	66
	2006	190	1,821	2,011	1,330	2,130	3,460	14	85	58
	2007	180	1,737	1,917	1,349	2,159	3,508	13	80	55
	2008	205	1,469	1,674	1,391	2,135	3,527	15	69	47
	2009	162	1,476	1,638	1,385	2,100	3,485	12	70	47
	2010	220	1,253	1,473	1,370	2,053	3,423	16	61	43
	2006-10 average	**191**	**1,551**	**1,743**	**1,365**	**2,115**	**3,480**	**14**	**73**	**50**
	% ch 94-98 av: 2010	*49*	*-48*	*-42*	*31*	*7*	*15*	*14*	*-51*	*-50*
	% ch 94-98 av: 0610	*29*	*-35*	*-31*	*30*	*10*	*17*	*-1*	*-41*	*-41*
Argyll & Bute	**1994-98 average**	**153**	**229**	**381**	**327**	**455**	**782**	**47**	**50**	**49**
	2001	107	217	324	322	478	800	33	45	40
	2002	121	205	326	349	515	864	35	40	38
	2003	114	222	336	344	527	871	33	42	39
	2004	140	182	322	353	526	879	40	35	37
	2005	141	232	373	344	515	858	41	45	43
	2006	141	191	332	360	551	911	39	35	36
	2007	127	175	302	358	552	910	35	32	33
	2008	146	166	312	356	548	904	41	30	35
	2009	138	171	309	359	541	900	38	32	34
	2010	131	185	316	352	532	884	37	35	36
	2006-10 average	**137**	**178**	**314**	**357**	**545**	**902**	**38**	**33**	**35**
	% ch 94-98 av: 2010	*-14*	*-19*	*-17*	*8*	*17*	*13*	*-20*	*-31*	*-27*
	% ch 94-98 av: 0610	*-10*	*-22*	*-18*	*9*	*20*	*15*	*-18*	*-35*	*-29*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Dunbartonshire	**1994-98 average**	**54**	**265**	**319**	**169**	**383**	**551**	**32**	**69**	**58**
	2001	72	204	276	186	399	586	39	51	47
	2002	45	204	249	191	411	601	24	50	41
	2003	45	209	254	188	415	604	24	50	42
	2004	47	238	285	191	418	608	25	57	47
	2005	51	202	253	195	425	620	26	47	41
	2006	40	212	252	199	436	635	20	49	40
	2007	32	189	221	189	439	629	17	43	35
	2008	32	117	149	191	439	630	17	27	24
	2009	48	138	186	209	438	646	23	32	29
	2010	28	146	174	204	429	634	14	34	27
	2006-10 average	**36**	**160**	**196**	**199**	**436**	**635**	**18**	**37**	**31**
	% ch 94-98 av: 2010	*-48*	*-45*	*-45*	*21*	*12*	*15*	*-57*	*-51*	*-53*
	% ch 94-98 av: 0610	*-33*	*-40*	*-38*	*18*	*14*	*15*	*-43*	*-47*	*-47*
East Dunbartonshire	**1994-98 average**	**-**	**287**	**287**	**-**	**494**	**494**	**-**	**58**	**58**
	2001	-	280	280	-	517	517	-	54	54
	2002	-	253	253	-	532	532	-	48	48
	2003	-	201	201	-	536	536	-	37	37
	2004	-	215	215	-	540	540	-	40	40
	2005	-	225	225	-	537	537	-	42	42
	2006	-	210	210	-	545	545	-	39	39
	2007	-	160	160	-	556	556	-	29	29
	2008	-	159	159	-	547	547	-	29	29
	2009	-	162	162	-	547	547	-	30	30
	2010	-	156	156	-	534	534	-	29	29
	2006-10 average	**-**	**169**	**169**	**-**	**546**	**546**	**-**	**31**	**31**
	% ch 94-98 av: 2010	*-*	*-46*	*-46*	*-*	*8*	*8*	*-*	*-50*	*-50*
	% ch 94-98 av: 0610	*-*	*-41*	*-41*	*-*	*10*	*10*	*-*	*-47*	*-47*
Inverclyde	**1994-98 average**	**95**	**241**	**335**	**66**	**422**	**488**	**144**	**57**	**69**
	2001	74	195	269	73	447	519	102	44	52
	2002	74	172	246	74	442	516	100	39	48
	2003	71	211	282	76	444	520	94	48	54
	2004	72	153	225	80	455	535	90	34	42
	2005	43	144	187	78	452	530	55	32	35
	2006	40	190	230	80	460	539	50	41	43
	2007	57	173	230	78	468	545	73	37	42
	2008	52	169	221	76	465	541	68	36	41
	2009	30	124	154	75	458	533	40	27	29
	2010	37	146	183	72	447	519	51	33	35
	2006-10 average	**43**	**160**	**204**	**76**	**459**	**536**	**57**	**35**	**38**
	% ch 94-98 av: 2010	*-61*	*-39*	*-45*	*10*	*6*	*6*	*-64*	*-43*	*-49*
	% ch 94-98 av: 0610	*-54*	*-33*	*-39*	*16*	*9*	*10*	*-61*	*-39*	*-45*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Renfrewshire	**1994-98 average**	**67**	**534**	**600**	**495**	**680**	**1,175**	**14**	**78**	**51**
	2001	76	409	485	539	696	1,236	14	59	39
	2002	103	437	540	551	718	1,269	19	61	43
	2003	93	491	584	590	727	1,316	16	68	44
	2004	110	441	551	611	734	1,345	18	60	41
	2005	92	442	534	616	741	1,357	15	60	39
	2006	85	410	495	627	755	1,382	14	54	36
	2007	76	406	482	620	769	1,389	12	53	35
	2008	68	317	385	639	769	1,408	11	41	27
	2009	57	267	324	628	755	1,382	9	35	23
	2010	60	290	350	611	748	1,359	10	39	26
	2006-10 average	**69**	**338**	**407**	**625**	**759**	**1,384**	**11**	**45**	**29**
	% ch 94-98 av: 2010	*-10*	*-46*	*-42*	*24*	*10*	*16*	*-27*	*-51*	*-50*
	% ch 94-98 av: 0610	*4*	*-37*	*-32*	*26*	*12*	*18*	*-18*	*-43*	*-42*
East Renfrewshire	**1994-98 average**	**28**	**186**	**213**	**81**	**456**	**537**	**34**	**41**	**40**
	2001	7	157	164	113	481	594	6	33	28
	2002	13	133	146	116	494	610	11	27	24
	2003	15	168	183	118	494	612	13	34	30
	2004	15	153	168	124	500	624	12	31	27
	2005	10	135	145	116	497	613	9	27	24
	2006	7	139	146	154	565	719	5	25	20
	2007	8	121	129	177	571	747	5	21	17
	2008	15	92	107	175	577	752	9	16	14
	2009	11	92	103	181	568	749	6	16	14
	2010	11	84	95	172	558	730	6	15	13
	2006-10 average	**10**	**106**	**116**	**172**	**568**	**739**	**6**	**19**	**16**
	% ch 94-98 av: 2010	*-60*	*-55*	*-55*	*113*	*22*	*36*	*-81*	*-63*	*-67*
	% ch 94-98 av: 0610	*-62*	*-43*	*-46*	*113*	*25*	*38*	*-82*	*-54*	*-61*
North Lanarkshire	**1994-98 average**	**156**	**881**	**1,037**	**973**	**1,681**	**2,654**	**16**	**52**	**39**
	2001	147	979	1,126	1,084	1,763	2,846	14	56	40
	2002	144	820	964	1,096	1,807	2,903	13	45	33
	2003	139	818	957	1,100	1,812	2,911	13	45	33
	2004	114	865	979	1,134	1,833	2,968	10	47	33
	2005	113	818	931	1,133	1,831	2,964	10	45	31
	2006	130	801	931	1,114	1,869	2,983	12	43	31
	2007	104	783	887	1,143	1,906	3,049	9	41	29
	2008	82	658	740	1,166	1,894	3,060	7	35	24
	2009	101	674	775	1,154	1,871	3,025	9	36	26
	2010	75	607	682	1,161	1,840	3,001	6	33	23
	2006-10 average	**98**	**705**	**803**	**1,148**	**1,876**	**3,024**	**9**	**38**	**27**
	% ch 94-98 av: 2010	*-52*	*-31*	*-34*	*19*	*9*	*13*	*-60*	*-37*	*-42*
	% ch 94-98 av: 0610	*-37*	*-20*	*-23*	*18*	*12*	*14*	*-47*	*-28*	*-32*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Lanarkshire	**1994-98 average**	**189**	**874**	**1,063**	**835**	**1,158**	**1,993**	**23**	**76**	**53**
	2001	185	806	991	920	1,193	2,113	20	68	47
	2002	192	810	1,002	977	1,223	2,200	20	66	46
	2003	151	780	931	1,088	1,206	2,294	14	65	41
	2004	185	748	933	1,121	1,223	2,343	17	61	40
	2005	158	668	826	1,095	1,240	2,335	14	54	35
	2006	153	670	823	1,142	1,311	2,453	13	51	34
	2007	189	619	808	1,130	1,333	2,462	17	46	33
	2008	154	572	726	1,169	1,298	2,468	13	44	29
	2009	116	505	621	1,197	1,294	2,491	10	39	25
	2010	110	501	611	1,162	1,282	2,444	9	39	25
	2006-10 average	**144**	**573**	**718**	**1,160**	**1,304**	**2,464**	**12**	**44**	**29**
	% ch 94-98 av: 2010	*-42*	*-43*	*-43*	*39*	*11*	*23*	*-58*	*-48*	*-53*
	% ch 94-98 av: 0610	*-23*	*-34*	*-32*	*39*	*13*	*24*	*-45*	*-42*	*-45*
North Ayrshire	**1994-98 average**	**113**	**294**	**406**	**285**	**386**	**671**	**40**	**76**	**61**
	2001	98	277	375	276	398	674	36	70	56
	2002	105	240	345	248	451	699	42	53	49
	2003	97	265	362	256	453	709	38	59	51
	2004	98	306	404	272	461	733	36	66	55
	2005	67	264	331	276	445	720	24	59	46
	2006	82	216	298	319	463	781	26	47	38
	2007	73	231	304	326	466	792	22	50	38
	2008	65	180	245	330	462	792	20	39	31
	2009	69	178	247	326	456	782	21	39	32
	2010	55	145	200	318	452	770	17	32	26
	2006-10 average	**69**	**190**	**259**	**324**	**460**	**783**	**21**	**41**	**33**
	% ch 94-98 av: 2010	*-51*	*-51*	*-51*	*11*	*17*	*15*	*-56*	*-58*	*-57*
	% ch 94-98 av: 0610	*-39*	*-35*	*-36*	*14*	*19*	*17*	*-46*	*-46*	*-45*
East Ayrshire	**1994-98 average**	**72**	**288**	**360**	**265**	**568**	**833**	**27**	**51**	**43**
	2001	49	317	366	324	611	935	15	52	39
	2002	52	291	343	339	623	962	15	47	36
	2003	57	263	320	357	625	982	16	42	33
	2004	52	252	304	363	633	997	14	40	30
	2005	26	250	276	312	639	951	8	39	29
	2006	33	247	280	361	702	1,062	9	35	26
	2007	48	234	282	372	686	1,057	13	34	27
	2008	35	194	229	357	682	1,039	10	28	22
	2009	49	188	237	364	672	1,037	13	28	23
	2010	42	173	215	355	665	1,020	12	26	21
	2006-10 average	**41**	**207**	**249**	**362**	**681**	**1,043**	**11**	**30**	**24**
	% ch 94-98 av: 2010	*-41*	*-40*	*-40*	*34*	*17*	*23*	*-56*	*-49*	*-51*
	% ch 94-98 av: 0610	*-42*	*-28*	*-31*	*37*	*20*	*25*	*-58*	*-40*	*-45*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Ayrshire	**1994-98 average**	**98**	**251**	**349**	**322**	**509**	**830**	**31**	**49**	**42**
	2001	79	308	387	351	543	895	22	57	43
	2002	93	256	349	376	565	941	25	45	37
	2003	116	243	359	401	567	968	29	43	37
	2004	63	243	306	398	573	971	16	42	32
	2005	103	231	334	385	576	962	27	40	35
	2006	67	236	303	387	595	981	17	40	31
	2007	78	218	296	393	600	992	20	36	30
	2008	41	178	219	379	607	987	11	29	22
	2009	87	217	304	381	602	983	23	36	31
	2010	49	162	211	384	595	979	13	27	22
	2006-10 average	**64**	**202**	**267**	**385**	**600**	**985**	**17**	**34**	**27**
	% ch 94-98 av: 2010	*-50*	*-35*	*-40*	*19*	*17*	*18*	*-58*	*-45*	*-49*
	% ch 94-98 av: 0610	*-35*	*-19*	*-24*	*20*	*18*	*19*	*-45*	*-32*	*-36*
Dumfries & Galloway	**1994-98 average**	**145**	**264**	**409**	**1,099**	**610**	**1,709**	**13**	**43**	**24**
	2001	150	299	449	1,185	636	1,821	13	47	25
	2002	159	300	459	1,260	660	1,920	13	45	24
	2003	165	302	467	1,230	672	1,902	13	45	25
	2004	173	292	465	1,236	685	1,920	14	43	24
	2005	208	341	549	1,258	686	1,944	17	50	28
	2006	159	314	473	1,241	711	1,952	13	44	24
	2007	176	298	474	1,299	723	2,021	14	41	23
	2008	161	276	437	1,302	719	2,021	12	38	22
	2009	147	256	403	1,290	708	1,998	11	36	20
	2010	118	269	387	1,274	700	1,974	9	38	20
	2006-10 average	**152**	**283**	**435**	**1,281**	**712**	**1,993**	**12**	**40**	**22**
	% ch 94-98 av: 2010	*-19*	*2*	*-5*	*16*	*15*	*16*	*-30*	*-11*	*-18*
	% ch 94-98 av: 0610	*5*	*7*	*6*	*17*	*17*	*17*	*-10*	*-8*	*-9*
Scotland	**1994-98 average**	**2,727**	**14,751**	**17,478**	**13,418**	**24,234**	**37,653**	**20**	**61**	**46**
	2001	2,713	13,440	16,153	14,710	25,354	40,065	18	53	40
	2002	2,554	13,188	15,742	15,335	26,200	41,535	17	50	38
	2003	2,595	12,868	15,463	15,599	26,439	42,038	17	49	37
	2004	2,676	12,752	15,428	15,976	26,729	42,705	17	48	36
	2005	2,511	12,422	14,933	15,906	26,811	42,718	16	46	35
	2006	2,434	11,886	14,320	16,375	27,745	44,119	15	43	32
	2007	2,407	11,165	13,572	16,548	28,118	44,666	15	40	30
	2008	2,360	10,386	12,746	16,504	27,966	44,470	14	37	29
	2009	2,316	10,225	12,541	16,546	27,673	44,219	14	37	28
	2010	2,067	9,095	11,162	16,222	27,266	43,488	13	33	26
	2006-10 average	**2,317**	**10,551**	**12,868**	**16,439**	**27,754**	**44,192**	**14**	**38**	**29**
	% ch 94-98 av: 2010	*-24*	*-38*	*-36*	*21*	*13*	*15*	*-37*	*-45*	*-45*
	% ch 94-98 av: 0610	*-15*	*-28*	*-26*	*23*	*15*	*17*	*-31*	*-38*	*-37*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Killed	All Killed & Serious	Child Killed & Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Northern	**1994-98 average**	**38**	**412**	**46**	**942**	**2,669**	**35**
	2001	39	392	35	852	2,823	30
	2002	27	258	34	850	2,948	29
	2003	36	271	19	941	2,984	32
	2004	32	269	17	953	2,985	32
	2005	27	242	15	948	2,992	32
	2006	30	208	13	849	3,106	27
	2007	39	211	15	865	3,147	27
	2008	37	179	9	831	3,145	26
	2009	28	174	9	925	3,169	29
	2010	29	149	14	724	3,125	23
	2006-10 average	**33**	**184**	**12**	**839**	**3,138**	**27**
	% ch 94-98 av: 2010	*-24*	*-64*	*-70*	*-23*	*17*	*-34*
	% ch 94-98 av: 0610	*-15*	*-55*	*-74*	*-11*	*18*	*-24*
Grampian *	**1994-98 average**	**50**	**395**	**44**	**1,576**	**4,300**	**37**
	2001	50	323	29	1,279	4,455	29
	2002	49	322	26	1,220	4,670	26
	2003	51	330	35	1,151	4,746	24
	2004	44	324	31	1,122	4,765	24
	2005	53	317	27	1,293	4,775	27
	2006	62	282	30	1,187	4,984	24
	2007	37	302	20	1,201	4,968	24
	2008	35	447	40	1,273	4,932	26
	2009	31	377	27	1,298	4,820	27
	2010	37	348	26	1,023	4,738	22
	2006-10 average	**40**	**351**	**29**	**1,196**	**4,888**	**24**
	% ch 94-98 av: 2010	*-26*	*-12*	*-41*	*-35*	*10*	*-41*
	% ch 94-98 av: 0610	*-19*	*-11*	*-36*	*-24*	*14*	*-33*
Tayside	**1994-98 average**	**36**	**508**	**77**	**1,264**	**3,726**	**34**
	2001	50	440	61	1,250	3,893	32
	2002	27	341	50	1,242	4,065	31
	2003	37	320	36	1,078	4,057	27
	2004	35	374	44	1,087	4,128	26
	2005	29	306	40	1,006	4,137	24
	2006	21	322	38	984	4,302	23
	2007	35	269	23	937	4,323	22
	2008	31	270	26	900	4,301	21
	2009	21	255	25	917	4,263	22
	2010	30	205	20	746	4,197	18
	2006-10 average	**28**	**264**	**26**	**897**	**4,277**	**21**
	% ch 94-98 av: 2010	*-16*	*-60*	*-74*	*-41*	*13*	*-48*
	% ch 94-98 av: 0610	*-22*	*-48*	*-66*	*-29*	*15*	*-38*

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

Tables for serious casualties are available at
http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/RoadAccidentTables

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Killed	All Killed & Serious	Child Killed & Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Fife	**1994-98 average**	**21**	**267**	**44**	**798**	**2,440**	**33**
	2001	21	232	31	780	2,571	30
	2002	29	278	28	802	2,712	30
	2003	18	200	22	800	2,743	29
	2004	30	214	28	798	2,805	28
	2005	15	187	22	742	2,770	27
	2006	19	208	28	701	2,856	25
	2007	14	151	14	629	2,911	22
	2008	14	128	13	604	2,891	21
	2009	6	120	20	646	2,894	22
	2010	13	132	11	591	2,848	21
	2006-10 average	**13**	**148**	**17**	**634**	**2,880**	**22**
	% ch 94-98 av: 2010	*-37*	*-50*	*-75*	*-26*	*17*	*-37*
	% ch 94-98 av: 0610	*-36*	*-45*	*-61*	*-21*	*18*	*-33*
Lothian & Borders	**1994-98 average**	**61**	**635**	**94**	**3,818**	**6,354**	**60**
	2001	41	556	73	3,544	6,855	52
	2002	38	536	67	3,388	7,037	48
	2003	45	429	58	3,217	7,156	45
	2004	35	421	47	3,262	7,283	45
	2005	36	557	70	3,045	7,326	42
	2006	42	493	65	3,054	7,432	41
	2007	41	469	51	2,706	7,561	36
	2008	37	437	46	2,821	7,444	38
	2009	37	410	40	2,602	7,445	35
	2010	18	356	42	2,451	7,289	34
	2006-10 average	**35**	**433**	**49**	**2,727**	**7,434**	**37**
	% ch 94-98 av: 2010	*-70*	*-44*	*-55*	*-36*	*15*	*-44*
	% ch 94-98 av: 0610	*-42*	*-32*	*-48*	*-29*	*17*	*-39*
Central	**1994-98 average**	**20**	**290**	**52**	**783**	**2,481**	**32**
	2001	17	233	32	626	2,728	23
	2002	24	256	32	736	2,792	26
	2003	24	252	27	808	2,830	29
	2004	17	212	19	731	2,891	25
	2005	18	205	28	689	2,908	24
	2006	19	167	28	761	3,036	25
	2007	8	152	11	742	3,099	24
	2008	12	180	18	714	3,082	23
	2009	11	134	13	690	3,070	22
	2010	7	126	10	574	3,020	19
	2006-10 average	**11**	**152**	**16**	**696**	**3,062**	**23**
	% ch 94-98 av: 2010	*-65*	*-56*	*-81*	*-27*	*22*	*-40*
	% ch 94-98 av: 0610	*-43*	*-48*	*-69*	*-11*	*23*	*-28*

Tables for serious casualties are available at
http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/RoadAccidentTables

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 1994-98 and 2006-2010 averages and 2001 to 2010

		Killed	All Killed & Serious	Child Killed & Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Strathclyde	**1994-98 average**	**131**	**2,117**	**459**	**7,889**	**13,974**	**56**
	2001	117	1,453	273	7,373	14,919	49
	2002	92	1,414	272	7,045	15,390	46
	2003	115	1,374	219	7,001	15,620	45
	2004	107	1,153	184	7,010	15,927	44
	2005	91	994	154	6,661	15,866	42
	2006	96	1,098	160	6,311	16,452	38
	2007	95	942	131	6,018	16,636	36
	2008	94	1,088	139	5,166	16,653	31
	2009	72	902	114	5,060	16,560	31
	2010	69	784	100	4,666	16,297	29
	2006-10 average	**85**	**963**	**129**	**5,444**	**16,520**	**33**
	% ch 94-98 av: 2010	*-47*	*-63*	*-78*	*-41*	*17*	*-49*
	% ch 94-98 av: 0610	*-35*	*-55*	*-72*	*-31*	*18*	*-42*
Dumfries & Galloway	**1994-98 average**	**22**	**214**	**25**	**409**	**1,709**	**24**
	2001	13	129	10	449	1,821	25
	2002	18	128	18	459	1,920	24
	2003	10	117	16	467	1,902	25
	2004	8	107	14	465	1,920	24
	2005	17	144	12	549	1,944	28
	2006	25	171	13	473	1,952	24
	2007	12	170	13	474	2,021	23
	2008	10	115	8	437	2,021	22
	2009	10	130	10	403	1,998	20
	2010	5	72	4	387	1,974	20
	2006-10 average	**12**	**132**	**10**	**435**	**1,993**	**22**
	% ch 94-98 av: 2010	*-78*	*-66*	*-84*	*-5*	*16*	*-18*
	% ch 94-98 av: 0610	*-45*	*-39*	*-62*	*6*	*17*	*-9*
Scotland	**1994-98 average**	**378**	**4,838**	**842**	**17,478**	**37,653**	**46**
	2001	348	3,758	544	16,153	40,065	40
	2002	304	3,533	527	15,742	41,535	38
	2003	336	3,293	432	15,463	42,038	37
	2004	308	3,074	384	15,428	42,705	36
	2005	286	2,952	368	14,933	42,718	35
	2006	314	2,949	375	14,320	44,119	32
	2007	281	2,666	278	13,572	44,666	30
	2008	270	2,844	299	12,746	44,470	29
	2009	216	2,502	258	12,541	44,219	28
	2010	208	2,172	227	11,162	43,488	26
	2006-10 average	**258**	**2,627**	**287**	**12,868**	**44,192**	**29**
	% ch 94-98 av: 2010	*-45*	*-55*	*-73*	*-36*	*15*	*-45*
	% ch 94-98 av: 0610	*-32*	*-46*	*-66*	*-26*	*17*	*-37*

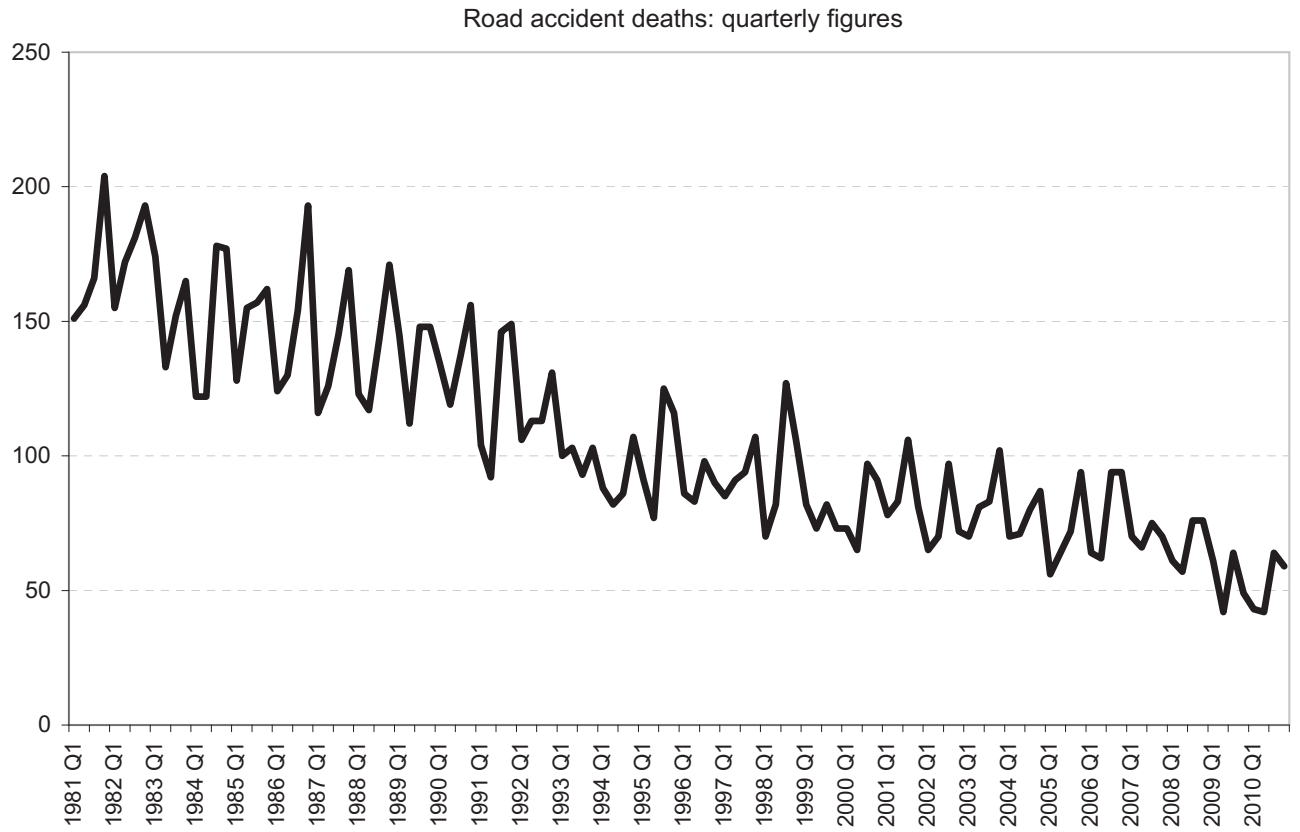
Tables for serious casualties are available at
http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/RoadAccidentTables

Reported casualties by severity and quarter
Years: 1981 to 2010

	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
(b) Seriously injured										
1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
2000	823	872	955	918	3,568	892	-8	-2	7	3
2001	799	794	898	919	3,410	853	-6	-7	5	8
2002	693	813	919	804	3,229	807	-14	1	14	0
2003	648	744	787	778	2,957	739	-12	1	6	5
2004	610	704	759	693	2,766	692	-12	2	10	0
2005	560	627	706	773	2,666	667	-16	-6	6	16
2006	523	627	759	726	2,635	659	-21	-5	15	10
2007	575	603	601	606	2,385	596	-4	1	1	2
2008	582	690	648	654	2,574	644	-10	7	1	2
2009	523	611	638	514	2,286	572	-8	7	12	-10
2010	400	526	573	465	1,964	491	-19	7	17	-5

Reported casualties by severity and quarter
Years: 1981 to 2010

	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
(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	5,636	20,517	5,129	-4	-6	0	10
2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
2005	4,070	4,315	4,550	4,950	17,885	4,471	-9	-3	2	11
2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
2007	3,926	4,054	4,131	4,127	16,238	4,060	-3	0	2	2
2008	4,013	3,641	3,946	3,990	15,590	3,898	3	-7	1	2
2009	3,473	3,686	4,091	3,793	15,043	3,761	-8	-2	9	1
2010	3,049	3,228	3,716	3,341	13,334	3,334	-9	-3	11	0



Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1], by severity and child casualties [2], by severity
Years: 1994-98 and 2006-2010 averages and 1981 to 2010

	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*
1994-98 ave.	**3**	**143**	**146**	**518**	**664**	**30**	**842**	**3,852**	**17.3**	**17.2**
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	47	48	238	286	4	227	1,376	21.1	20.8
2006-10 ave.	**3**	**51**	**53**	**274**	**327**	**13**	**287**	**1,675**	**18.6**	**19.5**

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

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1] by mode of transport
Years: 1994-98 and 2004-2008 averages and 1994 to 2010

	Pedestrian	Car	Bus / coach	Pedal cycle	Other	All modes
1994-98 ave.	**493**	**64**	**67**	**29**	**11**	**664**
1994	568	85	114	52	11	830
1995	495	66	41	39	16	657
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	22	14	10	286
2006-10 ave.	**239**	**42**	**25**	**13**	**8**	**327**

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

Appendices

Appendix A Calendar of events affecting road traffic

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

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

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

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

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

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

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

1975: Temporary 50 and 60 mph limits extended.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2008: GB consultation - *Learning to Drive* – published, on changes to the driver training and testing regime. GB consultation on *Road Safety Compliance*, covering speeding, drink driving, seat belts, drug driving and careless driving, published. Consultation on a road safety framework for Scotland published.

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

2009/2010: ACPOS launched a Vehicle Forfeiture Scheme for Drink Drivers. This initiative, first launched as part of the festive campaign and continuing into 2010, uses existing legal powers to forfeit the vehicles of any drivers who are detected with a blood alcohol level greater than the legal limit and who also had a similar conviction in the previous five years or had a case pending for this offence.

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

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

2011: Launch of the United Nations Decade of Action for Road Safety 2011-2020. The Plan provides an overall framework for activities including: building road safety management capacity; improving the safety of road infrastructure and broader transport networks; further developing the safety of vehicles; enhancing the behaviour of road users; and improving post-crash care.

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

2011: Publication of the New Strategic Framework for Road Safety providing clarity to local authorities, road safety professionals and other stakeholders on their roles and responsibilities and setting out the role that the UK Government has in road safety and the measures it intends to take to decrease casualty numbers on Britain's roads.

Appendix B

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

1. Introduction

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

2. The collection of road accident statistics

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

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

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

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

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

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

Copies of the Stats 19 illustrative forms (see below) the Stats 20 and Stats 21 documents, a detailed list of all changes made at the start of 2005, and other documentation are available from the SG Transport Statistics Web site: see Methods and Background at: www.scotland.gov.uk/transtat. Appendix C includes a summary of the changes which were made at the start of 2005.

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

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

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

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

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

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

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

4. The illustrative Stats 19 form **(2005 onwards)**

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

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

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

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

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

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

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

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

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

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Middlesex University, The Burroughs
London NW4 4BT
e-mail: k.lupton@mdx.ac.uk
/www.mdx.ac.uk/www/roadtraffic/welcome.htm

STATS19 (2005)

Accident Record Attendant Circumstances

(For completion by Police)

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

1.2 Police Force

1.3 Accident Reference

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date of Accident (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
10 digit OS Grid Reference number
Easting Northing

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

1.13 1st Road Number

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

1.15 Speed Limit (mph) [0]

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

Junction Accidents Only

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

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

1.19 2nd Road Number

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

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

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

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

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

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

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

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

1.27 DfT Special Projects

STATS19 (2005)

What Factors Contributed To The Accident?

Select up to six Factors from the grid, relevant to the accident.
Factors may be shown in any order, but an indication must be given of whether each Factor is very likely (A) or possible (B).
Only include factors which have contributed to the accident. (I.e. do NOT include "Poor road surface" unless it was relevant to the accident)
More than one factor may be related to the same road user
The same factor may be related to more than one road user, if appropriate
The participant should be identified by the STATS19 vehicle or casualty reference number, preceded by "V" if factor applies to a vehicle, driver/rider or the road environment (eg V002), or "C" for a pedestrian or passenger casualty (eg C001). Enter "U000" if an uninjured pedestrian contributed

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

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

If 999 Other: give brief details
Note: Only use if "Other" Factor contributed to the accident. Also include in text description of how accident happened

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

Vehicle Record

STATS19 (2005)

2.1 Record Type [2]
21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Reference

2.4 Vehicle Reference Number

2.5 Type of Vehicle
01 Pedal cycle
02 Mtr/cycle 50cc and under
03 Motorcycle over 50cc and up to 125cc
04 Motorcycle over 125cc and up to 500cc
05 Motorcycle over 500cc
08 Taxi/Private hire car
09 Car
10 Minibus (8 – 16 passenger seats)
11 Bus or coach (17 or more passenger seats)
14 Other motor vehicle
15 Other non-motor vehicle
16 Ridden horse
17 Agricultural vehicle (includes diggers etc.)
18 Tram / Light rail
19 Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw and over

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

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

2.8 Vehicle Movement Compass Point (From / To)
1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
Parked [0][0]

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

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

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

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

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

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

2.16 First Point of Impact
0 Did not impact
1 Front
2 Back
3 Offside
4 Nearside

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

(For completion by Police)

2.21 Sex of Driver
1 Male
2 Female
3 Not traced

2.22 Age of Driver
Estimated if necessary
Years

2.23 Breath Test
0 Not applicable
1 Positive
2 Negative
3 Not requested
4 Refused to provide
5 Driver not contacted at time of accident
6 Not provided (medical reasons)

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

2.25 DfT Special Projects

2.26 Vehicle Registration Mark (VRM)

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

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

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

Casualty Record

STATS19 (2005)

3.1 Record Type [3]
31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Reference

3.4 Vehicle Reference Number

3.5 Casualty Reference Number

3.6 Casualty Class
1 Driver or rider
2 Vehicle or pillion passenger
3 Pedestrian

3.7 Sex of Casualty
1 Male
2 Female

3.8 Age of Casualty
Estimated if necessary
Years

3.9 Severity of Casualty
1 Fatal
2 Serious
3 Slight

Pedestrian Casualties Only

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

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

Pedestrian Casualties Only

3.12 Pedestrian Direction
Compass point bound
1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
9 Unknown
0 Standing still

3.19 Pedestrian Injured in the Course of 'On the Road' Work
Work activity carried out on public road (eg delivery services, road maintenance, traffic control etc.)
0 No
1 Yes
2 Not known

(For completion by Police)

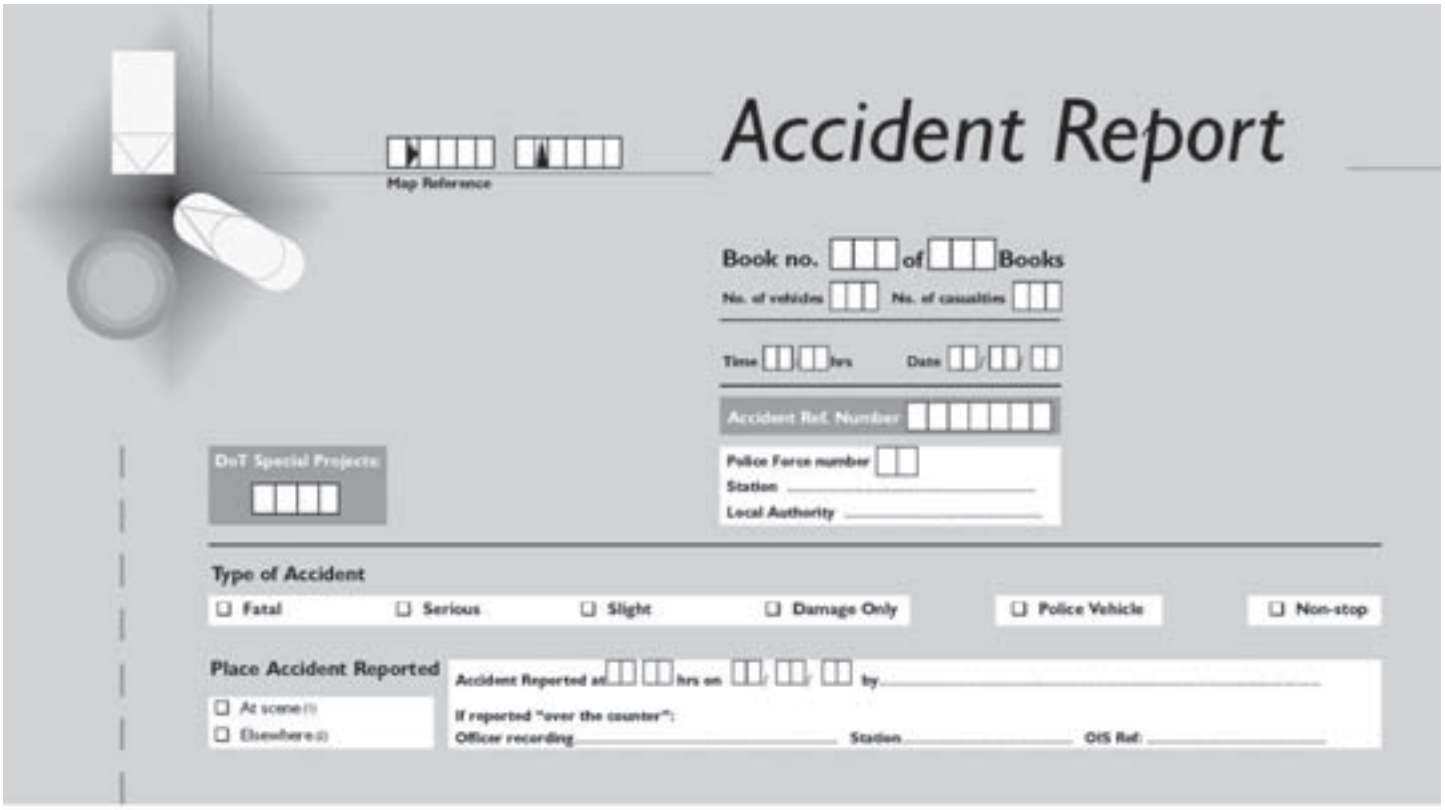
3.13 School Pupil Casualty
1 School pupil on journey to or from school
0 Other

3.15 Car Passenger
0 Not a car passenger
1 Front seat passenger
2 Rear seat passenger

3.16 Bus or Coach Passenger
0 Not a bus or coach passenger
1 Boarding
2 Alighting
3 Standing passenger
4 Seated passenger

3.17 DfT Special Projects

3.18 Casualty Postcode
Special codes:
1 Unknown
2 Non-UK resident



Accident Report

Map Reference

Book no. ☐☐☐ of ☐☐☐ Books

No. of vehicles ☐☐ No. of casualties ☐☐

Time ☐☐☐☐ hrs Date ☐☐/☐☐/☐☐

Accident Ref. Number ☐☐☐☐☐☐

DoT Special Projects ☐☐☐☐

Police Force number ☐☐

Station _____

Local Authority _____

Type of Accident

☐ Fatal ☐ Serious ☐ Slight ☐ Damage Only ☐ Police Vehicle ☐ Non-stop

Place Accident Reported

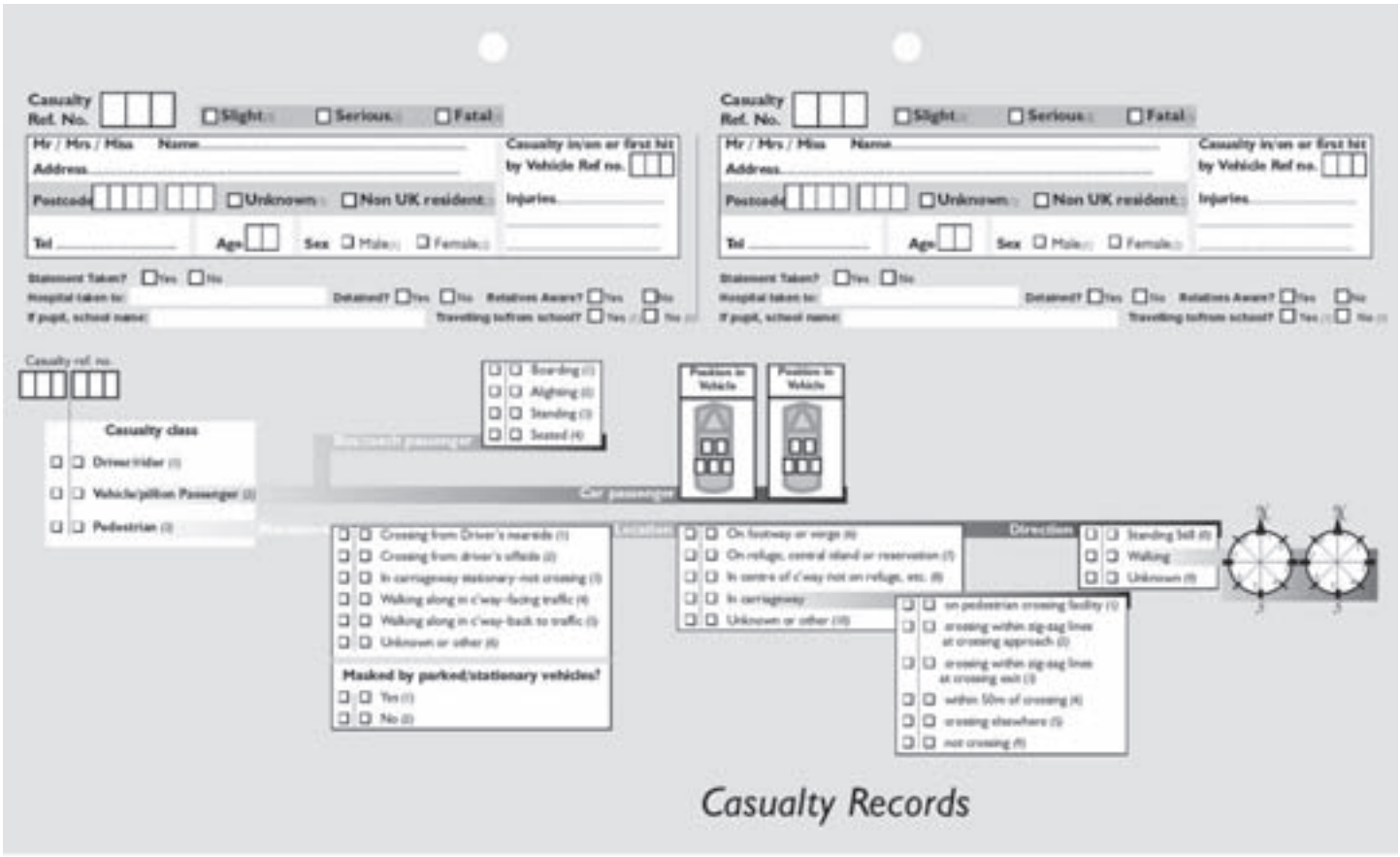
☐ At scene (1)

☐ Elsewhere (2)

Accident Reported at ☐☐☐☐ hrs on ☐☐/☐☐/☐☐ by _____

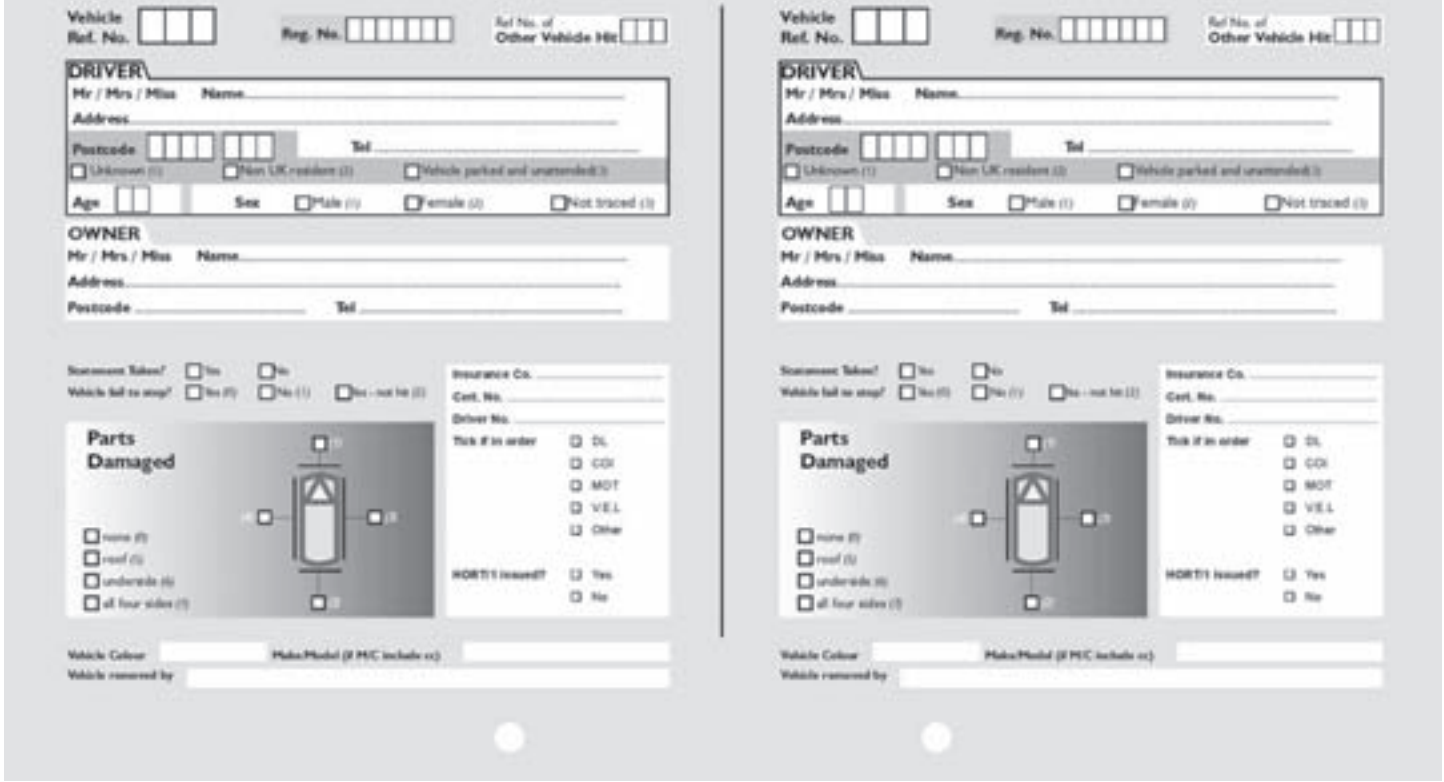
If reported "over the counter":

Officer recording _____ Station _____ OIS Ref: _____



Casualty Records

Vehicle Records



Vehicle ref. no.

Type of Vehicle

- Pedal cycle (1)
- Moped (2)
- Motorcycle
  - under 125cc (3)
  - over 125cc (4)
- Taxi (8)
- Car (9)
- Minibus (8-16 seats) (10)
- Bus or Coach (over 17 seats) (11)
- Other motor vehicle (14)
- Other non-motor vehicle (15)
- Ridden horse (16)
- Agricultural vehicles (inc. diggers, etc.)(17)
- Tram/Light rail (18)
- Goods Vehicle
  - under 3.5T (19)
  - over 3.5T (20)
  - over 7.5T (21)

Towing and Articulation

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

Manoeuvres

- Reversing (1)
- Parked (2)
- Stopping (4)
- Starting (5)
- Waiting
  - to go ahead (3)
  - to turn left (8)
  - to turn right (10)
- Turning
  - left (6)
  - right (9)
- Changing Lane
  - to left (11)
  - to right (12)
- Overtaking
  - moving vehicle on its offside (13)
  - stationary vehicle on its offside (14)
  - on nearside (15)
- Going ahead
  - left hand bend (16)
  - right hand bend (17)
  - other (18)

Vehicle Movement

- Moving
- Parked
  - at kerb (0)
  - not at kerb

Vehicle Orientation

Vehicle Location at First Impact

On Restricted lane or away from middle c'way

- Tram/light rail track (6)
- Bus lane (7)
- Busway (including guided bus way) (8)
- Cycle lane (on main c'way) (9)
- Cycleway (separated from main c'way) (10)
- On lay-by or hard shoulder (11)
- Entering lay-by or hard shoulder (12)
- Leaving lay-by or hard shoulder (13)
- Footway (pavement) (14)

On Road

- Leaving the main road (1)
- Entering the main road (2)
- On the main road (3)
- On the minor road (4)

Junction Location of Vehicle at First Impact

- Not at junction (or within 20 metres) (0)
- Vehicle approaching junction or parked at junction approach (1)
- Vehicle in middle of junction (2)
- Vehicle cleared junction or parked at junction exit (3)
- Did not impact (4)

Skidding and Jack-knifing

- No skidding, jack-knifing (0)
- Skidded (1)
- Jack-knifed (2)

Did the vehicle Overturn?

- Yes (1)
- No (2)

Hit Object In Carriageway

- None (0)
- Previous Accident (1)
- Road works (2)
- Parked vehicle
  - lit (3)
  - unlit (4)
- Bridge
  - side (6)
  - road (5)
- Bollard / Refuge (7)
- Open door of vehicle (8)
- Central island of roundabout (9)
- Kerb (10)
- Other object (11)

Vehicle Leaving Carriageway

- Did not leave c'way (0)
- Left c'way nearside (1)
- Left c'way straight ahead at junction (3)
- Left c'way offside
  - onto central reservation (4)
  - crossed central reservation (6)
  - none of the above (7)

Did the vehicle rebound?

- Yes (1)
- No (2)

First Point of Impact

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

Hit Object Off Carriageway

- None (0)
- Road sign / Traffic signal (1)
- Lamp post (2)
- Telegraph pole / Electricity pole (3)
- Tree (4)
- Bus stop / Bus shelter (5)
- Central crash barrier (6)
- Nearside or offside crash barrier (7)
- Submerged in water (completely) (8)
- Entered ditch (9)
- Other permanent object (10)

Breath Test

- Not applicable (0)
- Positive (1)
- Negative (2)
- Not requested (3)
- Refused to provide (4)
- Driver not contacted at time (5)
- Doctor refused permission (6)

Vehicle Records

Statements

Witnesses

1

Mr / Mrs / Miss Name _____ Age

Address _____ Postcode

Tel. Home _____ Work _____

Location of Witness _____

Explanation _____

2

Mr / Mrs / Miss Name _____ Age

Address _____ Postcode

Tel. Home _____ Work _____

Location of Witness _____

Explanation _____

3

Mr / Mrs / Miss Name _____ Age

Address _____ Postcode

Tel. Home _____ Work _____

Location of Witness _____

Explanation _____

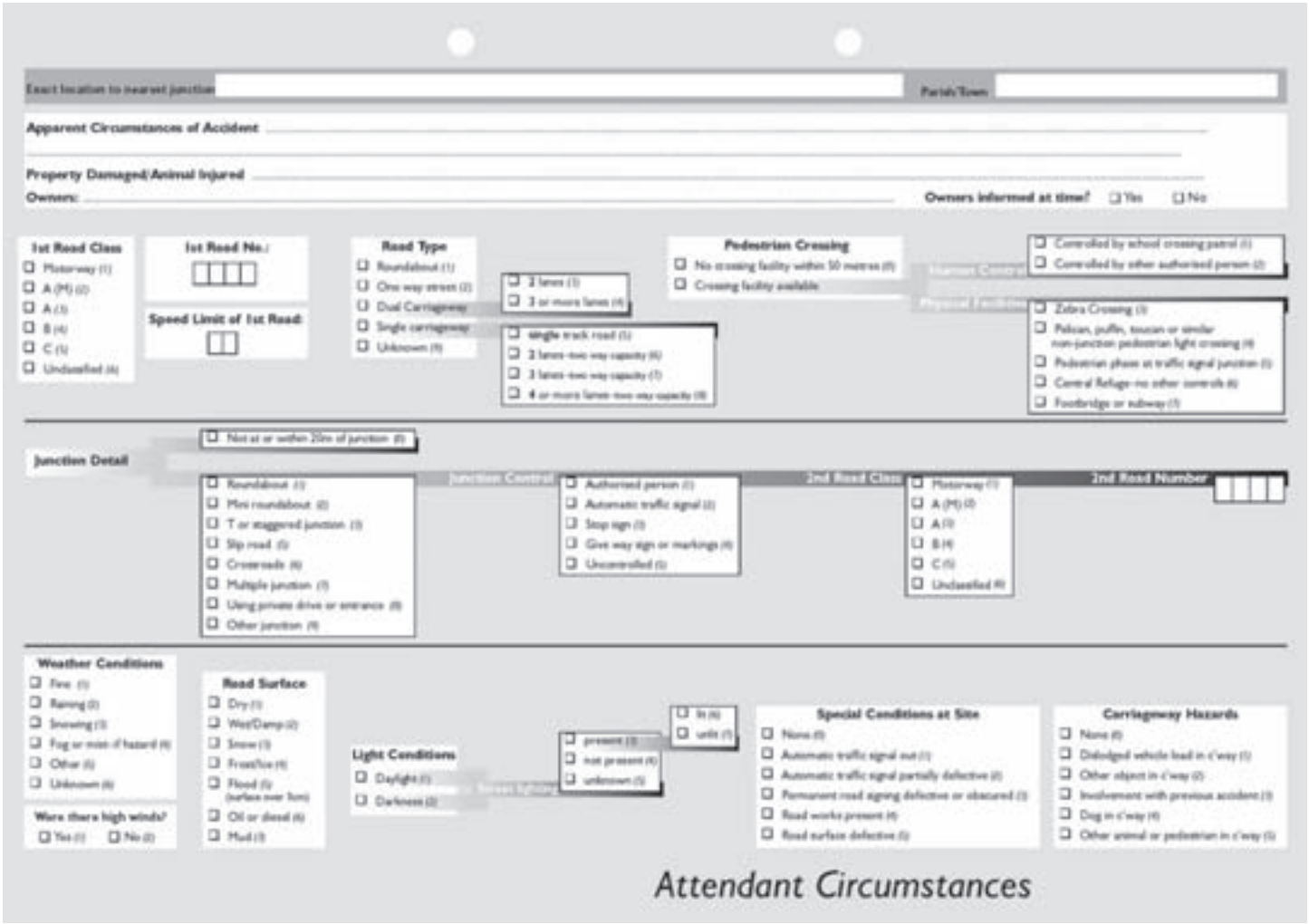
Other Explanations (if O.I.C. not obtaining statements):

Driver ref. no. _____

Driver ref. no. _____

Casualty ref. no. _____

Casualty ref. no. _____



Attendant Circumstances

Accident Causation Factors

☐ Vehicle
☐ Casualty

Ref. No.

What went wrong?
Tick (✓) only one.

Failure of Driver / Rider

Failure of Pedestrian/Passenger
- ☐ Pedestrian entered c'way without due care (driver/rider not to blame)
- ☐ Passenger fell in or near PSV

Perception
- ☐ Failed to stop (mandatory sign)
- ☐ Failed to give way
- ☐ Failed to avoid pedestrian (pedestrian not to blame)
- ☐ Failed to avoid vehicle / object in c'way
- ☐ Failure to signal / misleading signal
- ☐ Loss of control of vehicle

OR

Manoeuvre
- ☐ Swerved to avoid object in c'way
- ☐ Sudden braking
- ☐ Poor turn / manoeuvre
- ☐ Poor overtaking
- ☐ Drove wrong way (e.g. one-way street)
- ☐ Opening door carelessly
- ☐ Other (please supply details)

Why?
Choose up to four Causation Factors and indicate them in order of importance (1,2,3, or 4).

....A/B/C	**Person** impaired by alcohol
....A/B/C	Person impaired by drugs
....A/B/C	Person impaired by fatigue
....A/B/C	Person impaired by illness
....A/B/C	Person distracted due to stress/emotional state of mind
....A/B/C	Person distracted by physical distraction in/on vehicle
....A/B/C	Person distracted by physical distraction outside vehicle
....A/B/C	Person was panicking
....A/B/C	Person was careless/thoughtless/reckless
....A/B/C	Person was nervous/uncertain
....A/B/C	Person was in a hurry
....A/B/C	Person failed to judge other person's path/speed
....A/B/C	Person's Disability
....A/B/C	Person failed to look
....A/B/C	Person looked but did not see
....A/B/C	Person did not pay attention
....A/B/C	Person hit wore dark/inconspicuous clothing
....A/B/C	Person other (please supply details)
....A/B/C	**Pedestrian** crossed from behind parked vehicle, etc.
....A/B/C	Pedestrian ignored lights at crossing
....A/B/C	**Driver** driving at excessive speed
....A/B/C	Driver following too close
....A/B/C	Driver's inexperience of driving
....A/B/C	Driver's inexperience of vehicle
....A/B/C	Driver interacted or competed with other road users
....A/B/C	Driver was driving aggressively
....A/B/C	Driver lacked judgement of own path
....A/B/C	**Vehicle**'s tyres had the wrong pressure
....A/B/C	Vehicle's tyres were deflated before impact
....A/B/C	Vehicle's tyres were worn/insufficient tread
....A/B/C	Vehicle had defective lights or signals
....A/B/C	Vehicle had defective brakes
....A/B/C	Vehicle other (please supply details)

....A/B/C	**Site** had poor road surface
....A/B/C	Site had poor/no street lighting
....A/B/C	Site had inadequate signing
....A/B/C	Site had steep hill
....A/B/C	Site had narrow road
....A/B/C	Site had bending/winding road
....A/B/C	Site had roadworks
....A/B/C	Slippery road at site
....A/B/C	High winds at site
....A/B/C	Earlier accident at site
....A/B/C	Other at site (please supply details)
....A/B/C	**Obscuration** of view due to obscured windows
....A/B/C	Obscuration of view due to glare from sun
....A/B/C	Obscuration of view due to glare from headlights
....A/B/C	Obscuration due to bend/winding road
....A/B/C	Obscuration due to stationary/parked vehicle
....A/B/C	Obscuration due to moving vehicle
....A/B/C	Obscuration due to buildings, fences, vegetation, etc.
....A/B/C	Obscuration due to Weather (e.g. mist or sleet)
....A/B/C	Failed to see pedestrian or vehicle in blindspot
....A/B/C	**Animal** out of control

Details of any **OTHER** factors:

Reporting Officers Submissions

The O.I.C. must indicate the actions that C.J.O. should complete:
- ☐ Send N.I.P. Vehicle No.:
- ☐ Send 1216 Vehicle No.:
- ☐ DQ1 Drivers:
- ☐ VQ1 Vehicle No.:
- ☐ Obtain Statements/ Send Questionnaires
- ☐ Other (specify):

Tick if included:
- ☐ Proforma Statement
- ☐ Witness Statements
- ☐ Sketch Plan Copy of PNB
- ☐ Contemp Notes
- ☐ Other (specify):

Reporting Officer
Name:
Signature:
Force No.:

Area Supervisor's Decision
Comments:

Tick if included:
- ☐ **Registration & Return to O.I.C**
- ☐ **To C.J.O. for:** ☐ Prosecution ☐ Caution - Letter ☐ NFA - Letter ☐ Obtain further evidence

Supervisor
Name:
Signature:
Force No.

Form XYZ/(6) Criminal Justice CJ 00/00

Appendix C

Consultation & reviews

1. Introduction

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

2. The Liaison Group on Road Accident Statistics (LGRAS)

The Scottish Government (SG) consults the Liaison Group on Road Accident Statistics (LGRAS), whose members include representatives of each Police Force and of the Association of Chief Police Officers (Scotland), of some individual local authorities and of the Society of Chief Officers of Transportation in Scotland, and of other types of user of the statistics, including the Royal Society for the Prevention of Accidents, the Institute of Road Safety Officers in Scotland, a transport consultant, and an academic researcher. LGRAS meets, on average, once a year. It discusses matters such as the arrangements for the supply of the road accident statistics data, the quality of the information collected and implications of using the data for certain purposes, the likely availability of other information, proposals for changes to the Stats 19 road accident statistics specification, and improvements.

Further details of LGRAS (including papers and minutes) are available at:
www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/scotstat/committees

3. The Standing Committee on Road Accident Statistics (SCRAS)

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

Further information is available from Linden Francis at the DfT (Tel: 020 7944 3078) or www.dft.gov.uk/transtat/scras.

4. Reviews of the Stats 19 road accident statistics specification

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

www.dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

The review process

Scoping papers and questionnaires are published on the DfT's website and users and providers of road accident statistics across Great Britain are invited to provide their views and to suggest other possible improvements.

SCRAS and its working groups then consider all the suggestions for changes, and produced interim recommendations, (usually discussed at LGRAS). Subsequently, SCRAS and its working groups revise and further develop proposals for changes.

The 2002 review resulted in changes implemented at the start of 2005 (see Appendix B for detail of these. Copies of the list of changes, and the guidance notes (Stats 19, Stats 20 and Stats 21) are available from the Methods and Background section of: www.scotland.gov.uk/transtat

The report of the 2002 review is available from the National Statistics website - go to: http://www.statistics.gov.uk/about/data/methodology/quality/reviews/transport.asp

The variables and code-lists used from 1999 to 2004 inclusive were shown in Appendix B of *Road Accidents Scotland 2004*. A summary of the changes which took effect from January 2005 appeared in Section 6 of Appendix C of *Road Accidents Scotland 2005*.

Appendix D

Definitions used in road accident statistics, and some other points to note

1. The definition of severity used in the Road Accident statistics

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

For the purposes of the Road Accidents statistical returns:

a ***fatal injury*** is one which causes death less than 30 days after the accident;
a ***fatal accident*** is an accident in which at least one person is fatally injured;
a ***serious injury*** is one which does *not* cause death less than 30 days after the accident, *and* which is in one (or more) of the following categories:

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

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some accidents. Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in serious injury.

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of accidents which is categorised as serious. For example, the distinction between serious and slight injuries could be affected by factors such as changes in hospitals' admission policies. All else being equal, the number of serious injury cases would rise, and the number of slight injury cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury. The increase in the number of serious injury accidents in 1994 was partly attributed to a change in the health boards' policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35% higher than in the previous year.There could also be changes in hospitals' procedures

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

2. Other definitions

Accident: The statistical returns include only those accidents which result in personal injury, which occur on roads (including footways), in which a vehicle is concerned, and which become known to the police. The vehicle need not be moving and it need not be in collision. The statistics are therefore of injury road accidents only: damage-only accidents are not included in the figures.

Adults*:* People aged 16 and over.

Built-up roads*:* accidents which occur on built-up roads are those which occur on roads which have speed limits of up to 40 miles per hour (*ignoring* temporary speed limits on roads for which the normal speed limit is over 40mph). Therefore, an accident on a motorway in an urban area would *not* be counted as occurring on a built-up road, because the speed limit on the motorway is 70mph. An accident on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a built-up road, because the normal speed limit is 70mph.

Buses and coaches*:* Include works' buses and (in past years) trams and trolley buses. Vehicles are coded according to their construction, irrespective of their use at the time of the accident. Thus, vehicles of bus construction which are privately licensed are included under 'buses and coaches', while Public Service Vehicle licensed minibuses are included under minibuses.

Cars*:* Include estate cars and three-wheeled cars.

Casualty*:* A person killed or injured in an accident. One accident may give rise to several casualties.

Children*:* People under 16 years old.

Darkness*:* From half an hour after sunset to half an hour before sunrise, ie 'lighting-up time'.

Drivers*:* Persons in control of vehicles other than pedal cycles and two-wheeled motor vehicles.

Goods vehicles*:* Vans, lorries, tankers, milk floats, tractor units travelling without their trailer units.

Heavy goods vehicles*:* From 1994, heavy goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of more than 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of more than 1.5 tons (1.52 tonnes).

Junction*:* A place at which two or more roads meet, whatever the angle of the axes of the roads (including roundabouts), or within 20 metres of such a place.

***Killed**:* Sustained injuries which caused death less than 30 days after the accident.

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

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

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

***Motor cycles**:* Includes all two wheeled motor vehicles.

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

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

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

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

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

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

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

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

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

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

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

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

3. Some other points to note

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

Postcodes were added to the Stats 19 returns in 1999. It was accepted that their collection would have to be phased in, as they became readily available from police administrative systems. Indeed, the Stats 20 instructions state if the postcode is not immediately available, leave blank. As a result, blank (or the not known code) is used more often than should be the case in future. There are also codes for non-UK residents and for parked and unattended vehicles.

The straight line (or as the crow flies) distance between the location of the accident and the home of a driver, rider or casualty was estimated using the postcode of the person's home. The grid co-ordinates of the centre of the postcode were obtained from the General Register Office for Scotland's postcode directory file. These were taken as an approximation to the grid co-ordinates of the person's home, and used in conjunction with the grid co-ordinates of the location of the accident (as reported by the police) to estimate the distance. A similar approach was used in the small proportion of cases where there was only the start of a postcode (eg the police might record EH10 if they knew that someone lived in Edinburgh 10, but they could not provide the full postcode) or where only the postal district or postcode sector could be matched with the postcode directory. A distance could not be estimated if the postcode were blank, coded not known or non-UK resident, did not contain a valid postal district, or were for a place outwith Scotland.

Vehicle type: coding of motor caravans

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

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

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

Other changes to Stats 19 codes

Changes to the code lists for Stats 19 variables may affect the comparability of the data recorded for the detailed codes. However, they seldom affect the categories for which results are reported in *Road Accidents Scotland*. For example, when the Scottish Executive (SE) converted its data for 2004 and earlier years to be on the basis of the new (2005 onwards) code-lists:

- in some cases SE could determine the new code value from the old codes which had been recorded. This was straightforward in cases where only one *new* code corresponded to any particular old code (or combination of old codes). For example, with effect from the start of 2005, the old Road Type codes 3 (dual carriageway - 2 lanes) and 4 (dual carriageway - 3 or more lanes) were replaced by a single new code 3

(dual carriageway) - so the new code value had to be 3 whenever the old code was either 3 or 4.

- in other cases, it was impossible to deduce the new code value from data recorded on the old basis. For example, with effect from the start of 2005, the old Type of Vehicle code 04 (motorcycle over 125 cc) was replaced by *two* new codes (04 - motorcycle over 125 cc and up to 500 cc and 05 - motorcycle over 500 cc). In such a case, SE could *not* derive the correct 2005 code for every over 125 cc motorcycle involved in an accident in 2004 or earlier years, because it did not know their engine capacities. All that SE could do was to allocate whichever of the new codes was the more likely to be correct. DfT's vehicle licensing statistics show many more motorcycles over 500 cc than over 125 cc and up to 500 cc. Therefore, SE allocated a new code 05 (i.e. over 500 cc) whenever the old code was 04. However, **the *Road Accidents Scotland* tables were unaffected because they grouped all types of motorcycle together** (so it did not matter, for the purposes of those tables, which detailed motorcycle code had been allocated). For similar reasons, changes to other variables' code-lists in 1999 or 2005 should not affect the figures published in *Road Accidents Scotland*

4. Estimates of the total volume of road traffic

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

These estimates are based on data from a very small cross-section of the roads in Scotland: traffic counts taken at under 800 sites per year plus data from automatic traffic counters at about two dozen sites in Scotland (which are combined with data from similar sites in England and Wales).

DfT's estimates are based on an urban/rural classification of roads, *not* on the built-up/non built-up classification of roads used in the traffic estimates that were made up to 2002 (which is still used for the accident and casualty statistics). In general:

- an *urban* road is a road (other than a Motorway) that lies within the boundaries of an urban area with a population of 10,000 or more in 2001;
- a *built-up* road is one that has a speed limit of 40 m.p.h. or less

As traffic on a particular road can be classed as rural whilst accidents occurring on it classed as built-up, it would be incorrect to estimate an area's accident rate for built-up roads by dividing its number of accidents on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up accident rates are provided in Table 5 *only* for Scotland *as a whole* – and these estimates may *not* be precise, due to the nature of the classifications.

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

as a whole, provide only a broad indication of the likely total volume of traffic on minor roads in each local authority area. As a result:

- it is not possible for DfT to quantify the possible margins of error around them;
- they are not classed as National Statistics;
- more detailed breakdowns of the estimates for individual local authority areas (e.g. separately for B, C and unclassified roads; or for urban roads and rural roads) are not published

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

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

Appendix E

Local Government Reorganisation and the Trunk Road Network

1. Introduction

This Appendix explains how statistics for the areas of the new Councils were produced for the period prior to local government reorganisation on 1 April 1996. It then describes the trunk road network the changes made to it then, and their effect on the statistics. The next section is about identifying accidents which occurred prior to 1 April 1996 on the roads which formed the post- 1 April 1996 trunk road network, so that figures could be produced on a consistent basis pre- and post-1996. Subsequent sections explain how the effect of the change for individual Council areas can be assessed, how the 1994-98 averages for trunk roads and local authority roads were calculated, and how accident and casualty rates for 1995 and earlier years were calculated. The final section mentions how the statistics for some types of road in some areas may be affected by the opening of new roads.

2. Local Government re-organisation

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

a. in the case of the former Island Areas, by allocating all the accidents which occurred in each Island Area to the relevant Council.
b. in those cases where a whole District fell in a new Council's area, by allocating all the accidents which occurred in that District to the area of the new Council.
c. in the case of accidents occurring in the five Districts which had major parts falling in several new Councils' areas, by a special exercise, which used the grid co-ordinates recorded for each individual accident to allocate it to the area of one of the new Councils, using a computer mapping system. This was successful for 99% of accidents for these five Districts, consistently over all years from 1981. The remaining 1% of the accidents in the five Districts were assigned to the new Council in which the majority of the District's accidents fell. This should cause only a very small error (considerably less than 1%) for any of the new Councils, in any year.

3. The Trunk Road Network

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

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

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

A6091 near Galashiels is part of the current trunk road network: the northern part is *not* a trunk road.

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

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

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

5. Identifying accidents which occurred before April 1996 on the roads which formed the post- 1 April 1996 trunk road network, to enable comparison of the numbers before and after 1996

In order to get figures for some of the years before 1996 which were on the basis of the post- 1 April 1996 road network, a special exercise was undertaken. This identified, from among the accidents which took place between 1st January 1992 and 31st March 1996, those which occurred on the stretches of road which form the new trunk road network (i.e. the trunk road network that took effect from 1st April 1996). As a result, the information that is available in the Transport Statistics branch database enables figures to be produced for the numbers of road accidents on trunk roads, and on local authority roads, using the following definitions of the status of the road:

a. status *at the time* of the accident - these figures are available for all years
b. status in terms of the *old* network - available up to 31 March 1996 only
c. status in terms of the *new* network - available for all years from 1992

It should be noted that the definitions under (b) and (c) above should, strictly speaking, be expanded:

i. For accidents which occurred *before* 31st March 1996, (b) is actually the status *at the time* of the accident (rather than the status *at 31 March 1996*): the two will differ in the case of any roads whose status changed *before* 31 March 1996. For example, if a road ceased to be a trunk road on (say) 15 May 1994, then definition (b) would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.
ii. For accidents which occurred *after* 1st April 1996, (c) is actually the status *at the time* of the accident (rather than the status *at 1 April 1996*): the two will differ in the case of any roads whose status changed *after* 1 April 1996. For example, if a road ceased to be a trunk road on (say) 8 July 1996, then definition (c) would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.

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

Because data for 1992 to 1995 are available both on the basis of the old trunk road network and on the basis of the new trunk road network, one can see the extent of the change in the number of accidents on the trunk road network that was caused by the transfer of roads (or stretches of roads) between the trunk road network and the local authority road network. Similarly, one can compare the figures on the two bases for the local authority road network to see the extent of the change in the total number of accidents on that network that was caused by the transfers.

1992-95 averages on both bases were included in, for example, Tables 4 and 40(c) of *Road Accidents Scotland 2000*. The figures in the first of these tables showed that the April 1996 changes had little effect on the trunk road network's overall share of the total number of accidents in Scotland as a whole. However, the figures in the second table showed that the changes did have a noticeable effect on the trunk road network's share in some parts of Scotland. For example, the 1992-95 annual average number of casualties, on all types of road, in the area which is now covered by Highland Council was 1,079. Of these, an average of 423 (39%) occurred on the roads which formed the pre- 1 April 1996 trunk road network, and 495 (46%) occurred on the roads which formed the post- 1 April 1996 trunk road network. Therefore, the April 1996 changes could have a noticeable effect on the 1994-98 averages for trunk roads and local authority major roads for some local authority areas.

7. Calculating 1994-98 averages for trunk roads and for local authority roads

For the purpose of calculating the 1994-98 averages for trunk roads and for local authority roads for each local authority area, accidents which occurred before April 1996 have been counted on the basis of whether they occurred on roads which were part of the post- 1 April 1996 trunk road network. For consistency, the same approach has been used to calculate the 1994-98 averages for each type of road for Scotland as a whole.

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

Finally, it should be noted that analysis by type of road does *not* take account of changes in the numbers of accidents which result from *traffic* transferring from one kind of road to another when a new road opens. For example, when a new road is built, the majority of the traffic which uses it may be traffic that previously used another road. In some cases (eg when a motorway is constructed to replace an existing trunk road) the original road which carried the traffic may cease to be a trunk road when the new road opens, because the new road replaces it as a trunk road. However, the records of the accidents which occurred on the original road will continue to show that they occurred on the original road: they will *not* be amended to be counted against the new road. In such a case, when the statistics are analysed on the basis of the new networks, those accidents which occurred on the original road will be counted as occurring on what is now part of the new local authority road network, and those accidents which occurred on the new road will be counted as occurring on the new trunk road network. When one looks at series of figures for the new networks for a number of years, which span the year of the change, the figures for the new local authority network would fall, and the figures for the new trunk road network might rise, in the year in which the new road was opened, because of the transfer of traffic from the original road (which was a trunk road then, but is now part of the local authority road network) to the new road (which is part of the new trunk road network).

APPENDIX F
Frequency of use of values of most STATS 19 variables: 2010

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 reference" and "road number" are not listed, because they have many possible values.

Reported attendant circumstances variables

Police Force	
Northern	574
Grampian	1,089
Tayside	741
Fife	556
Lothian & Borders	2,262
Central	538
Strathclyde	4,173
Dumfries & Galloway	360

Month	
January	720
February	824
March	838
April	753
May	870
June	851
July	900
August	965
September	964
October	920
November	947
December	741

Severity of Accident	
Fatal	189
Serious	1,708
Slight	8,396

Local Authority	
Aberdeen City	350
Aberdeenshire	598
Angus	192
Argyll & Bute	276
Clackmannanshire	69
Dumfries & Galloway	360
Dundee City	219
East Ayrshire	201
East Dunbartonshire	141
East Lothian	199
East Renfrewshire	103
Edinburgh, City of	1,179
Eilean Siar	42
Falkirk	240
Fife	556
Glasgow City	1,337
Highland	475
Inverclyde	165
Midlothian	193
Moray	141
North Ayrshire	177
North Lanarkshire	584
Orkney Islands	27
Perth & Kinross	330
Renfrewshire	320
Scottish Borders	307
Shetland Islands	30
South Ayrshire	197
South Lanarkshire	512
Stirling	229
West Dunbartonshire	160
West Lothian	384

Speed Limit	
10	2
15	1
20	159
30	5,679
40	501
50	328
60	2,994
70	629

Junction Control	
Not at or near junction	5,353
Authorised person	41
Automatic traffic signal	871
Stop sign	105
Give way or uncontrolled	3,923

Weather Conditions	
Fine	7,595
Raining	1,326
Snowing	384
Fine high winds	162
Raining high winds	186
Snowing high winds	75
Fog mist	56
Other	378
Unknown	131

First road class	
Motorway	368
A(m)	28
A	4,582
B	1,419
C	296
Unclassified	3,600

Second road class	
No second road class	5,451
Motorway	68
A(m)	3
A	685
B	367
C	170
Unclassified	3,549

Light Conditions	
Daylight street lights present	4,180
Daylight no street lights present	3,339
Daylight street lights present unknown	201
Darkness street lights present and lit	1,575
Darkness street lights present and unlit	62
Darkness no street lights	893
Darkness street lights present unknown	43

Pedestrian Crossing - Human Control	
None within 50 metres	9,816
School crossing patrol	51
Other authorised person	426

Road Type	
Roundabout	535
One way street	231
Dual carriageway	1,539
Single carriageway	7,760
Slip road	127
Unknown	101

Pedestrian Crossing - Physical Facilities	
None within 50m	8,718
Zebra crossing	109
Pelican, puffin or similar	696
Pedestrian phase at lights	637
Footbridge or subway	13
Central refuge	120

Junction Detail	
Not at or within 20 metres	5,353
Roundabout	743
Mini Roundabout	76
T or staggered junction	2,239
Slip Road	203
Crossroads	757
Multiple junction	172
Private drive	180
Other junction	570

Road Surface Conditions	
Dry	5,923
Wet or damp	3,096
Snow	459
Frost or ice	788
Flood over 3cm deep	25

Special Conditions at site	
None	9,958
Automatic traffic signal out	40
Automat traffic sig part defective	6
Road sign defective or obscured	21
Roadworks	134
Road surface defective	45
Oil or diesel	58
Mud	31

Carriageway hazards	
None	9,976
Vehicle load in carriageway	12
Other object in carriageway	149
Involved previous accident	34
Pedestrian in cgwy not injured	33
Animal in cgwy-not horse	89

Did a police officer attend?	
Yes	8,419
No-accident reported over counter	1,863

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	890
Grampian	1,740
Tayside	1,195
Fife	947
Lothian & Borders	3,820
Central	914
Strathclyde	7,127
Dumfries & Galloway	606

Month	
January	1,185
February	1,331
March	1,415
April	1,280
May	1,479
June	1,480
July	1,518
August	1,628
September	1,577
October	1,571
November	1,565
December	1,210

Breath test	
Not applicable	110
Positive	318
Negative	9,402
Not requested	3,975
Refused to provide	31
Driver not contacted	2,596
Not provided (medical)	806

Sex of driver	
Male	11,266
Female	5,243
Not traced	730

Vehicle Reference Number	
1	10,293
2	5,861
3	841
4	180
5	38
6	16
7	6
8	3
9	1

Type of Vehicle	
Unknown	7
Pedal cycle	808
Motor cycle 50cc and under	75
Motor cycle over 50 to 125cc	191
Motor cycle over 125 to 500cc	221
Motor cycle over 500cc	372
Taxi/private hire car	355
Car	12,805
Minibus (8-16 pass seats)	57
Bus coach (17+ pass seats)	611
Other motor vehicle	345
Other non-motor vehicle	14
Ridden horse	6
Agricultural vehicle	75
Goods up to 3.5t mgw	751
Goods over 3.5t to < 7.5t mgw	164
Goods 7.5t mgw and over	382

Manoeuvres	
Unknown	7
Reversing	248
Parked	605
Waiting to go ahead/held up	1,072
Slowing/stopping	1,275
Moving off	697
U turn	117
Turning left	411
Waiting to turn left	91
Turning right	1,191
Waiting to turn right	329
Changing lane left	123
Changing lane rght	132
Overtaking moving vehicle offside	351
Overtaking stationery vehicle offside	153
Overtaking nearside	102
Ahead left hand bend	1,033
Ahead right hand bend	1,148
Ahead other	8,154

Other vehicle hit	
0	5,574
1	5,307
2	5,755
3	457
4	106
5	23
6	10
7	5
8	1

Junction location of vehicle	
Unknown	8
Not at or within 20 metres	8,396
Approach junction or wait/park approach	4,338
Cleared junction or wait/park at exit	918
Leaving roundabout	290
Entering roundabout	572
Leaving main road	244
Entering main road	427
Entering from slip rd	99
Mid-junction on roundabout/main road	1,947

Skidding and overtaking	
Not known	4
None	13,992
Skidding	2,015
Skid overtd	701
Jacknifed	22
Jackn overtd	5
Overturned	500

Hit object in carriageway	
Unknown	4
None	16,387
Prev accident	23
Road works	20
Parked vehicle	275
Bridge roof	3
Bridge side	44
Bollard refuge	57
Open door vehicle	18
Central island roundabout	17
Kerb	251
Other object	102
Animal excluding ridden horse	38

Vehicle leaving carriageway	
Unknown	4
Did not leave c'way	14,178
Left c'way nearside	1,580
Left c'way nearside rebound	219
Left c'way ahead junction	84
Left c'way offside onto central reservation	74
Left c'way offside onto central res & rebound	48
Left c'way offside and crossed central res	17
Left c'way offside	902
Left c'way offside and rebounded	133

Hit object off carriageway	
Unknown	4
None	15,001
Road sign traffic signal	170
Lamp post	151
Telegraph pole electricity pole	53
Tree	316
Bus stop bus shelter	9
Central crash barrier	149
Nearside or offside crash barrier	178
Submerged in water	6
Entered ditch	261
Other permanent object	941

First point of impact	
Unknown	5
None	1,100
Front	8,403
Back	2,977
Offside	2,415
Nrside	2,339

Towing and Articulation	
Unknown	5
No towing or articulation	16,879
Articulated vehicle	201
Double or multiple trailer	9
Caravan	8
Single trailer	103
Other tow	34

Hit and run	
Other	16,261
Hit run	644
Non-stop vehicle, not hit	334

Vehicle location at time of acc - Lane	
Unknown	7
On main carriageway	16,713
Bus lane	1
Busway	116
Cycle lane	61
Cycleway	31
On lay-by hard shldr	14
Entering lay-by hard shldr	77
Leaving lay-by hard shldr	15
Footway	36
	168

Journey Purpose of driver/rider	
Journey as part of work	3,190
Commuting to/from work	2,173
Take pupil to/from school	156
Pupil ride to/from school	38
Other/not known	11,682

Foreign registered vehicle	
Not foreign reg veh	17,123
Foreign reg LH drive	59
Foreign reg RH drive	27
Foreign reg 2 wheeler	28
Other/not known	2

Vehicle movement from/to	
Unknown	10
Parked	639
U turn from north	31
North to north east	10
North to east	157
North to south east	29
North to south	2,897
North to south west	47
North to west	412
North to north west	8
North east to north	11
U turn from north east	3
North east to east	4
North east to south east	24
North east to south	31
North east to south west	462
North east to west	28
North east to north west	45
East to north	358
East to north east	6
U turn from east	35
East to south east	8
East to south	138
East to south west	20
East to west	3,048
East to north west	26
South east to north	31
South east to north east	47
South east to east	10
U turn from south east	2
South east to south	3
South east to south west	24
South east to west	18
South east to north west	387
South to north	2,798
South to north east	60
South to east	350
South to south east	6
U turn from south	27
South to south west	8
South to west	159
South to north west	36
South west to north	38
South west to north east	472
South west to east	39
South west to south east	36
South west to south	4
U turn from south west	2
South west to west	6
South west to north west	25
West to north	127
West to north east	20
West to east	3,075
West to south east	36
West to south	315
West to south west	4
U turn from west	23
West to north west	1
North west to north	7
North west to north east	18
North west to east	19
North west to south east	410
North west to south	44
North west to south west	50
North west to west	11
U turn from north west	4

Age of driver	
Unknown	419
4	4
5	4
6	10
7	9
8	12
9	16
10	19
11	13
12	20
13	18
14	15
15	23
16	52
17	254
18	436
19	440
20	490
21	366
22	375
23	361
24	359
25	380
26	339
27	323
28	327
29	345
30	597
31	312
32	304
33	289
34	303
35	600
36	310
37	345
38	354
39	336
40	549
41	346
42	365
43	371
44	324
45	390
46	371
47	322
48	314
49	303
50	393

Age of driver	
51	259
52	274
53	258
54	244
55	228
56	203
57	210
58	176
59	183
60	208
61	157
62	171
63	158
64	127
65	107
66	72
67	87
68	74
69	56
70	68
71	60
72	71
73	59
74	50
75	54
76	55
77	36
78	49
79	37
80	47
81	19
82	33
83	25
84	19
85	22
86	18
87	14
88	7
89	8
90	3
91	2
92	1
93	1
94	1
98	1

Reported casualty variables

Police Force	
Northern	873
Grampian	1,371
Tayside	951
Fife	723
Lothian & Borders	2,807
Central	700
Strathclyde	5,450
Dumfries & Galloway	459

Month	
January	918
February	1,043
March	1,088
April	996
May	1,106
June	1,126
July	1,214
August	1,278
September	1,224
October	1,179
November	1,225
December	937

Sex of casualty	
Unknown	10
Male	7,538
Female	5,786

Road user	
Pedestrian	2,014
Pedal cycle	781
Motor cycle	845
Car	8,296
Taxi	205
Minibus	44
Bus/Coach	540
Light goods vehicle	292
Heavy goods vehicle	162
Other	155

Severity of casualty	
Killed	208
Serious	1,964
Slight	11,162

Bus or coach passenger	
Not psv passenger	12,817
Boarding	36
Alighting	48
Standing passenger	124
Seated passenger	309

School pupil casualty	
All other casualties	13,048
Pupil to/from school	286

Pedestrian direction	
Not pedestrian	11,320
Pedestrian standing still	230
Heading North	389
Heading North East	43
Heading East	360
Heading South East	32
Heading South	401
Heading South West	44
Heading West	354
Heading North West	34
Unknown	127

Casualty Class	
Unknown	1
Driver or rider	7,754
Passenger - vehicle/pillion	3,565
Pedestrian	2,014

Pedestrian location	
Not pedestrian	11,320
In carriageway, crossing pedestrian crossing	198
In carriageway, crossing in zig zag crossing approach	13
In carriageway, crossing in zig zag crossing exit	5
In carriageway crossing elsewhere within 50 metres	190
In carriageway crossing elsewhere	954
Footway or verge	171
On refuge, central island or central reservation	8
Centre carriageway not refuge, central island or reservation	101
In carriageway not crossing	248
Unknown other	126

Pedestrian movement	
Not pedestrian	11,320
Crossing driver nearside	667
Crossing driver nearside mskd	213
Crossing driver offside	405
Crossing driver offside masked	139
In carriageway stationary not crossing	154
In carriageway stationary not crossing masked	24
Walking in carriageway facing traffic	48
Walking in carriageway back to traffic	55
Unknown	309

Car passenger	
Unknown	1
Not car passenger	10,402
Front seat car passenger	1,927
Rear seat car passenger	1,004

Pedestrian injured in the course of 'on the road' work	
Not a pedestrian	11,323
No	1,963
Yes	35
Not known	13

Age of casualty	
Unknown	26
0	2
1	21
2	42
3	47
4	57
5	85
6	87
7	74
8	86
9	99
10	100
11	101
12	143
13	149
14	137
15	146
16	188
17	390
18	459
19	443
20	383
21	327
22	300
23	292
24	289
25	266
26	256
27	284
28	259
29	237
30	276
31	211
32	212
33	186
34	205
35	226
36	192
37	209
38	229
39	245
40	272
41	203
42	226
43	200
44	221
45	245
46	226
47	202
48	194
49	196
50	200

Age of casualty	
51	175
52	174
53	167
54	152
55	131
56	120
57	105
58	109
59	118
60	121
61	95
62	120
63	109
64	98
65	81
66	59
67	76
68	58
69	60
70	61
71	52
72	75
73	68
74	59
75	62
76	54
77	43
78	43
79	47
80	44
81	31
82	37
83	30
84	23
85	31
86	25
87	21
88	16
89	12
90	5
91	4
92	6
94	1
95	1
96	2
97	1
99	1

Casualty Reference Number	
1	10,293
2	2,025
3	602
4	213
5	75
6	30
7	12
8	7
9	4
10	4
11	3
12	3
13	3
14	3
15	3
16	3
17	3
18	3
19	3
20	3
21	2
22	2
23	2
24	2
25	2
26	2
27	2
28	2
29	2
30	2
31	2
32	2
33	2
34	2
35	2
36	2
37	1
38	1
39	1
40	1
41	1
42	1
43	1

Vehicle Reference Number	
1	8,082
2	4,896
3	309
4	36
5	8
6	2
7	1

Appendix G

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

1. Introduction

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

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

In the case of Figures 2, 3 and 5, the likely ranges of values were calculated on the assumption that the numbers are the outcome of a Poisson process. This is a process in which events occur at random, with the probability of an event occurring depending upon the underlying rate of their occurrence (*not* upon how long it has been since a previous event, *nor* upon the number of events that have occurred in a recent period). For the purpose of producing these charts, it was assumed that the underlying rate of occurrence in each year is the same as the value of the 5-year moving average centred on that year. (That is why there are no grey dashed lines for the last two years: one cannot calculate a 5-year moving average centred on 2004 until one has the values for 2005 and 2006).

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

In terms of statistical theory, this approach is appropriate for the number of fatal accidents (shown in Figure 2). However, it is a simplification in the case of the numbers of casualties of various types (shown in Figures 3, 4 and 5), because they have *two* random elements: the occurrence of an accident, and the number of casualties in it. The numbers of casualties would therefore be expected to have a greater range of statistical variability than that resulting from a simple Poisson process. However, as it happens, the simple approach appears to suffice for Figures 3 and 5 (probably because the numbers involved are relatively small, and therefore, as discussed in Section 1.4 of the Commentary, the calculated ranges are quite wide in percentage terms) - but the larger numbers in Figure 4 require a more complex method of calculation of the likely range of values.

3. Calculating the likely range of values for Figure 4

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

It was noted earlier that the variation in the number of casualties is likely to be greater than that which would result from a simple Poisson process. A method to deal with this extra-Poisson variation is discussed in a paper by Washington State Department of Health, *Guidelines for using Confidence Intervals for Public Health Assessment* (published in 2002 and available at www.doh.wa.gov/data/guidelines/worddocs/CI_guidelines.pdf). The paper discussed the statistical problem of multiple admissions. For example, an asthma patient may be admitted many times, so that multiple admissions for an individual person are not likely to be independent of each other. A person who is hospitalised once for asthma is more likely to be hospitalised for asthma again than someone who has never been hospitalised for asthma. Therefore, the total count of admissions may not follow a Poisson distribution, and it is typical for the total count in such a situation to exhibit greater variability than would be expected from a Poisson process. As a result, simple methods of estimation (like those used to produce Figures 2, 3 and 5) will produce intervals which are too narrow.

The method proposed in the paper for calculating the variance in such a case is shown below.

For crude or age-specific rates, the rate is given by

$$\hat{R} = d/P \qquad (18)$$

where d is the number of hospitalizations and P is the population.

Then the variance of the rate is given by

$$\widehat{\mathrm{var}}(\hat{R}) = \frac{(\sum_{j=1}^{P} d_j^2) - d^2/P}{P(P-1)} \qquad (19)$$

where d_j is the number of hospital admissions for individual j. The summation only needs to be performed over the people in the population who have at least one hospital admission, since $d_j = 0$ for people who are not hospitalized, and they make no contribution to the sum.

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

- *d* is the number of killed and seriously injured casualties;
- d_j is the number of killed and seriously injured casualties for accident *j*;and
- *P* is the total number of injury accidents (including slight accidents)

We want to calculate the variance of *d*.

Because $R = d / P$ it follows that $d = R * P$
and the variance of *d* can be calculated from the variance of *R*.

The calculation of the variance of *R* requires one to sum the squares of the d_js - i.e. the squares of the numbers of people who were killed or seriously injured in each injury accident. These numbers were extracted from the Scottish Executive's computer database, which holds details of individual injury accidents back to 1979. For example, in 1979 there were 23,064 injury accidents. 14,800 of these had only slight casualties, 7,077 had one KSI casualty, 843 had two KSI casualties, 195 had three KSI casualties, and so on. The sum of the squares of the d_js is then simply $(7{,}077 * 1^2) + (843 * 2^2) + (195 * 3^2) +$ and so on. The variance of *R* can therefore be calculated for each year for 1979 onwards. Because figures for the numbers of casualties in each injury accident are not available for earlier years, it is not possible to calculate variances on this basis for years before 1979.

There is an added complication in our case as the total number of injury accidents (our *P*), which was assumed to be the result of a Poisson process, is *also* subject to random year-to-year variation, and therefore also has a variance associated with it. The standard deviation here can be calculated in the simple way, just the square root of the moving average value.

Then, because $d = R * P$, the variance of *d* is calculated as the variance of *R* plus the variance of *P*. (There is no covariance between the d_j and the P_j, because the value of P_j is equal to one for every value of d_j, since each P_j is a single injury accident). The likely ranges of values are then calculated in the usual way, with the interval being +/- twice the standard deviation.

Figure 4 was prepared on this basis. This method appears to produce more realistic measures of the variability of the number of KSI casualties, but there are many years' figures (around a third) outwith the calculated ranges. The likely reason for this is that *statistical variability is not the only reason for year-to-year changes* - other factors have contributed to sharp falls and rises in KSI casualty numbers, as discussed in Section 1.4 of the Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values.The method used to calculate the likely range of random year-to-year variation cannot take account of the effect of such changes.

Appendix H

Illustrating the likely ranges of random year-to-year variation in casualty rates for local authority roads for each local authority area

The following table and the accompanying charts were first published as Table 41 (b) in *Road Accidents Scotland 2005* in November 2006 and have now been updated using data for 2006 to 2010. They were initially prepared following a discussion, at a meeting of Liaison Group on Road Accident Statistics in June 2006, of the possible inclusion in *Road Accidents Scotland* of charts which compare road accident or casualty rates by local authority area, using a method which was described in a paper by Paul Hewson (Exeter University) in the June 2004 edition of *Traffic Engineering and Control*. This involves the production of so-called caterpillar plots. These are charts which show:

- the values in the latest year (or period) for each area, in order from lowest to highest; and
- the likely range of random statistical variation around each value (these indicate the likely maximum range of year-to-year variation in the figures due to the random nature of accidents - based on statistical theory, one would expect only 5% of values to be outwith this range)

Such charts allow one to see (for example) the kinds of areas which have the lowest rates, and whether certain areas' figures differ significantly (e.g. one can be sure that the values for two areas *do* differ significantly if there is *no* overlap between their likely ranges of random variation). Members of the Group felt that it would be useful to include such charts, but with some changes - for example, the local authorities should appear in the standard *Road Accidents Scotland* order, and the values should be provided in a table, for the benefit of those who wished to use the numbers.

The likely ranges of random year-to-year variation were calculated by assuming that the numbers of casualties are the outcome of a Poisson process (as in the Hewson paper). However, the method of calculation was simpler than that used by Hewson. The main features of the approach, which was applied using the numbers for each of the three types of casualty for each local authority area, are described below.

First, it was assumed that the annual average for a five year period provides the best estimate of the underlying rate of occurrence of casualties for the single year in the middle of that period. For example, it was assumed that the annual average for 2006 to 2010 provides the best estimate of the underlying rate of occurrence of casualties around 2008. This figure was then taken as representing the number of casualties that one would expect to arise in 2008, on the basis that these numbers are the outcome of a Poisson process.

A characteristic of a Poisson distribution is that the values of the mean and the (statistical) variance are the same. The annual average number of casualties for 2006 to 2010 was therefore used as the estimate of the variance of the number of casualties, and its square root was used as the estimate of the standard deviation of the number of casualties.

The likely range of random year-to-year variation around the expected number of casualties for 2008 was then estimated using the underlying rate for 2008 (the annual average for 2006 to 2010) and the estimated standard deviation. The ranges were calculated in a similar way to 95% confidence intervals - i.e.:

- if the relevant casualty count was less than 100, the ranges (like exact confidence intervals) were calculated using the inverse Chi-squared distribution, as a result of which:

    - the ranges are not symmetric about the expected number of casualties;
    - in cases where the numbers are small, it is not possible for the lower limit of the range to have a value of less than zero

- if the relevant casualty count was 100 or more, the Normal approximation was used - i.e. the range was based on the expected number of casualties plus or minus twice the estimated standard deviation

The estimated upper and lower limits to the likely ranges of casualty numbers were then divided by the traffic estimates (in 100s of million vehicle kilometres) to get the likely ranges of values of casualty rates (per 100 million vehicle-kilometres). As the traffic estimates tend to change only slightly from year to year, it was assumed, for simplicity, that they are not affected by any random variation (so there was no need to widen the confidence limits accordingly).

Two points should be noted:

- the calculation of the limits used the expected number of casualties (rather than the actual number of casualties) in 2008 in order to show how the actual casualty rate that arose in that year compares with the likely range of values for that year. This makes it easy to see which (if any) local authority areas had, by chance, casualty rates in 2008 that were particularly high (compared with the rates that would have been expected on the basis of the casualty numbers for the five year period centred on that year), and which areas had, by chance, particularly low casualty rates in 2008;
- the figures cover only local authority roads, in order that any comparison of the figures for different local authorities is not affected by the casualty rates of any trunk roads in those areas. Transport Scotland is responsible for the trunk road network - not local authorities. In general, Motorways and trunk A roads have lower accident rates than other types of road (as can be seen from Table 5[c]), so areas which have a higher proportion of traffic on (say) Motorways may tend to have lower casualty rates. Therefore, any comparison of the casualty rates for a number of local authority areas (such as the four large cities) will be more meaningful if the figures relate only to local authority roads and therefore are unaffected by any differences in the proportions of traffic on (say) Motorways in those areas.

The table presents the estimated limits of the likely ranges of values in 2008 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2008. The three charts show the numbers graphically. It will be seen that most of the actual rates fall within the likely ranges of values - but the following numbers of cases do not:

- child killed and seriously injured casualty rate - two cases;
- (all ages) killed and seriously injured casualty rate - three cases;
- slight casualty rate - ten cases

Such out of range numbers are *not* a cause of concern, given that one would expect about 5% of cases to be outwith the estimated ranges (with 32 local authorities, one would expect a couple of cases outwith the likely ranges for each of the three casualty rates). While ten out of range cases of the slight casualty rate is more than one would expect, it is *not* so

many as to suggest that something is wrong with the method of calculating the ranges. Most of the out of range cases are only *slightly* outwith the likely ranges; and there is *no* suggestion of any clear bias in the figures, because some of them are above the upper limit and others are below the lower limit. In any case, one might expect that there would be more cases of out of range values for the slight casualty rate, because the numbers of casualties from which it is calculated are much larger than the numbers from which the other two rates are calculated. As mentioned in Appendix G) the larger the number, the smaller that the level of likely random variation is as a percentage of the value, and therefore the more likely it is that external factors (e.g. the results of various road safety measures) will have an effect which is greater than that which would be expected due to random year-to-year variation alone - and, therefore, the more likely it is that there will be out-of-range values.

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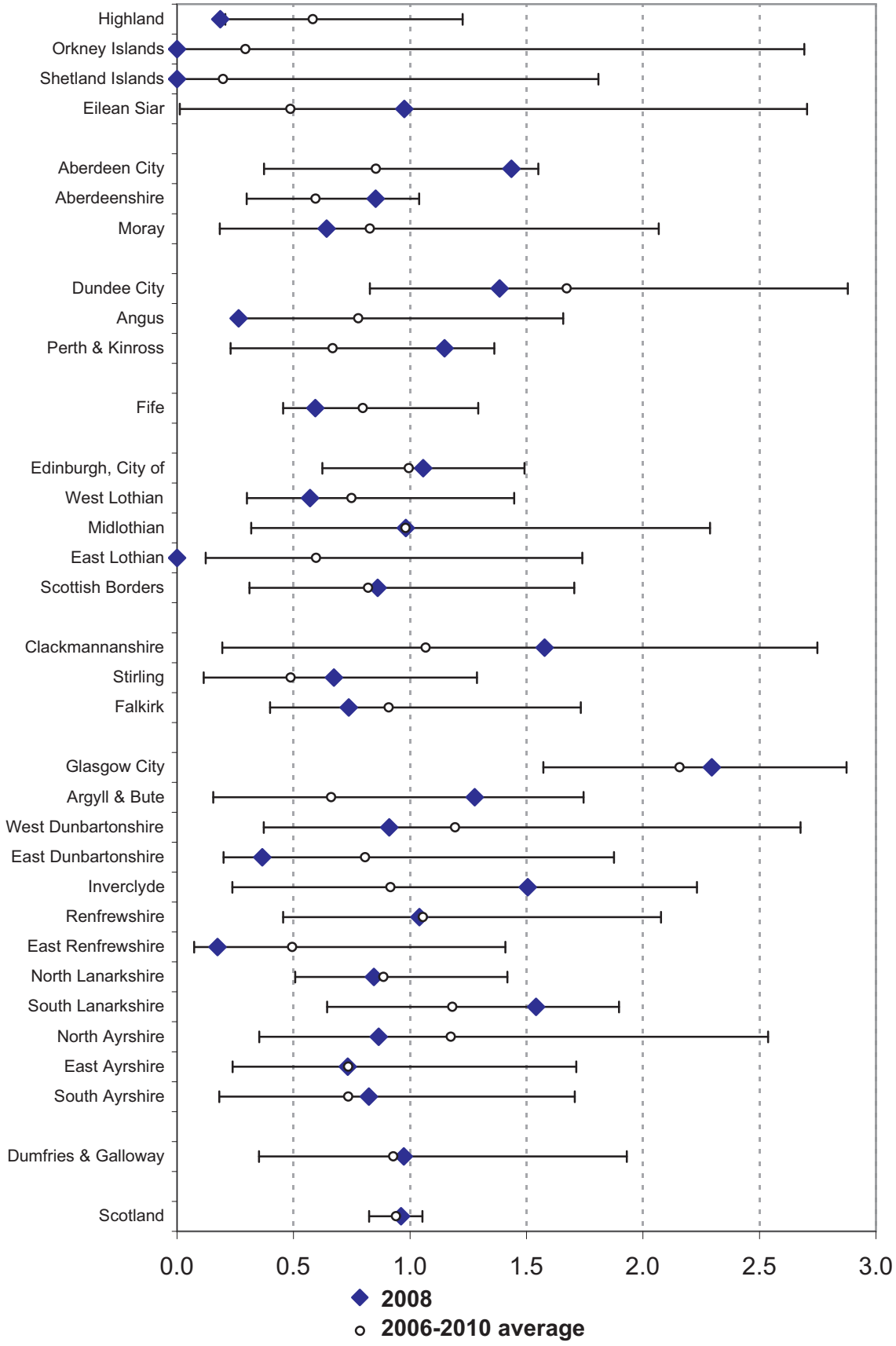
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres, by council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2008 rates, with the likely range of values around the 2006-2010 annual average casualty numbers

	Child Killed and Seriously Injured casualty rate 2008	Likely range of values		All ages Killed and Seriously injured casualty rate 2008	Likely range of values		Slight casualty rate 2008	Likely range of values	
		Lower	Upper		Lower	Upper		Lower	Upper
Northern									
Highland	**0.19**	0.21	1.23	**6.40**	5.83	9.19	**32.0**	28.3	35.0
Orkney Islands	**0.00**	0.00	2.69	**6.57**	1.83	10.03	**25.5**	17.8	35.5
Shetland Islands	**0.00**	0.00	1.81	**2.43**	1.38	7.07	**9.2**	16.1	29.5
Eilean Siar	**0.98**	0.01	2.70	**8.29**	2.67	9.55	**38.5**	19.3	33.7
Grampian									
Aberdeen City	**1.43**	0.37	1.55	**11.12**	5.31	8.48	**35.9**	28.1	34.7
Aberdeenshire	**0.85**	0.30	1.04	**10.18**	7.53	10.16	**25.8**	23.5	28.0
Moray	**0.64**	0.18	2.07	**8.99**	4.94	10.07	**30.0**	24.2	34.1
Tayside									
Dundee City	**1.39**	0.83	2.88	**7.89**	5.62	9.82	**30.3**	28.5	36.9
Angus	**0.26**	0.26	1.66	**8.84**	6.72	11.11	**34.3**	26.6	34.5
Perth & Kinross	**1.15**	0.23	1.36	**9.29**	6.94	10.79	**25.3**	22.8	29.3
Fife	**0.59**	0.46	1.29	**5.83**	5.29	7.51	**25.7**	25.1	29.7
Lothian & Borders									
Edinburgh, City of	**1.06**	0.62	1.49	**8.37**	6.44	8.70	**53.9**	51.9	58.0
West Lothian	**0.57**	0.30	1.45	**7.14**	5.40	8.69	**50.9**	43.3	51.6
Midlothian	**0.98**	0.32	2.29	**6.29**	4.05	8.51	**40.7**	34.9	45.9
East Lothian	**0.00**	0.12	1.74	**3.94**	4.18	8.73	**36.2**	30.1	40.5
Scottish Borders	**0.86**	0.31	1.71	**9.23**	7.10	11.39	**39.2**	32.0	40.3
Central									
Clackmannanshire	**1.58**	0.19	2.75	**7.89**	3.83	9.68	**26.8**	21.8	33.6
Stirling	**0.67**	0.11	1.29	**7.81**	4.79	8.61	**28.3**	26.3	34.3
Falkirk	**0.74**	0.40	1.73	**7.26**	4.32	7.49	**31.7**	26.6	33.6
Strathclyde									
Glasgow City	**2.30**	1.57	2.87	**15.36**	10.96	13.97	**68.8**	69.7	77.0
Argyll & Bute	**1.28**	0.16	1.75	**11.50**	6.34	11.47	**30.3**	27.9	37.5
West Dunbartonshire	**0.91**	0.37	2.68	**4.33**	3.62	8.33	**26.7**	31.0	42.4
East Dunbartonshire	**0.37**	0.20	1.88	**4.39**	3.04	6.87	**29.1**	26.3	35.6
Inverclyde	**1.51**	0.24	2.23	**6.67**	3.35	7.78	**36.3**	29.5	40.3
Renfrewshire	**1.04**	0.46	2.08	**8.71**	6.15	10.32	**41.2**	39.8	49.3
East Renfrewshire	**0.17**	0.07	1.41	**3.81**	2.43	5.86	**15.9**	15.1	22.2
North Lanarkshire	**0.84**	0.51	1.42	**4.70**	4.17	6.28	**34.7**	34.8	40.4
South Lanarkshire	**1.54**	0.64	1.90	**9.17**	6.65	9.76	**44.1**	40.3	47.5
North Ayrshire	**0.87**	0.35	2.54	**10.17**	6.58	12.34	**39.0**	35.4	47.2
East Ayrshire	**0.73**	0.24	1.71	**8.06**	4.69	8.67	**28.4**	26.3	34.5
South Ayrshire	**0.82**	0.18	1.71	**7.08**	5.12	9.56	**29.3**	29.0	38.3
Dumfries & Galloway	**0.97**	0.35	1.93	**10.43**	8.72	13.75	**38.4**	35.1	44.4
Scotland	**0.96**	0.82	1.05	**8.32**	7.24	7.88	**37.1**	37.3	38.7

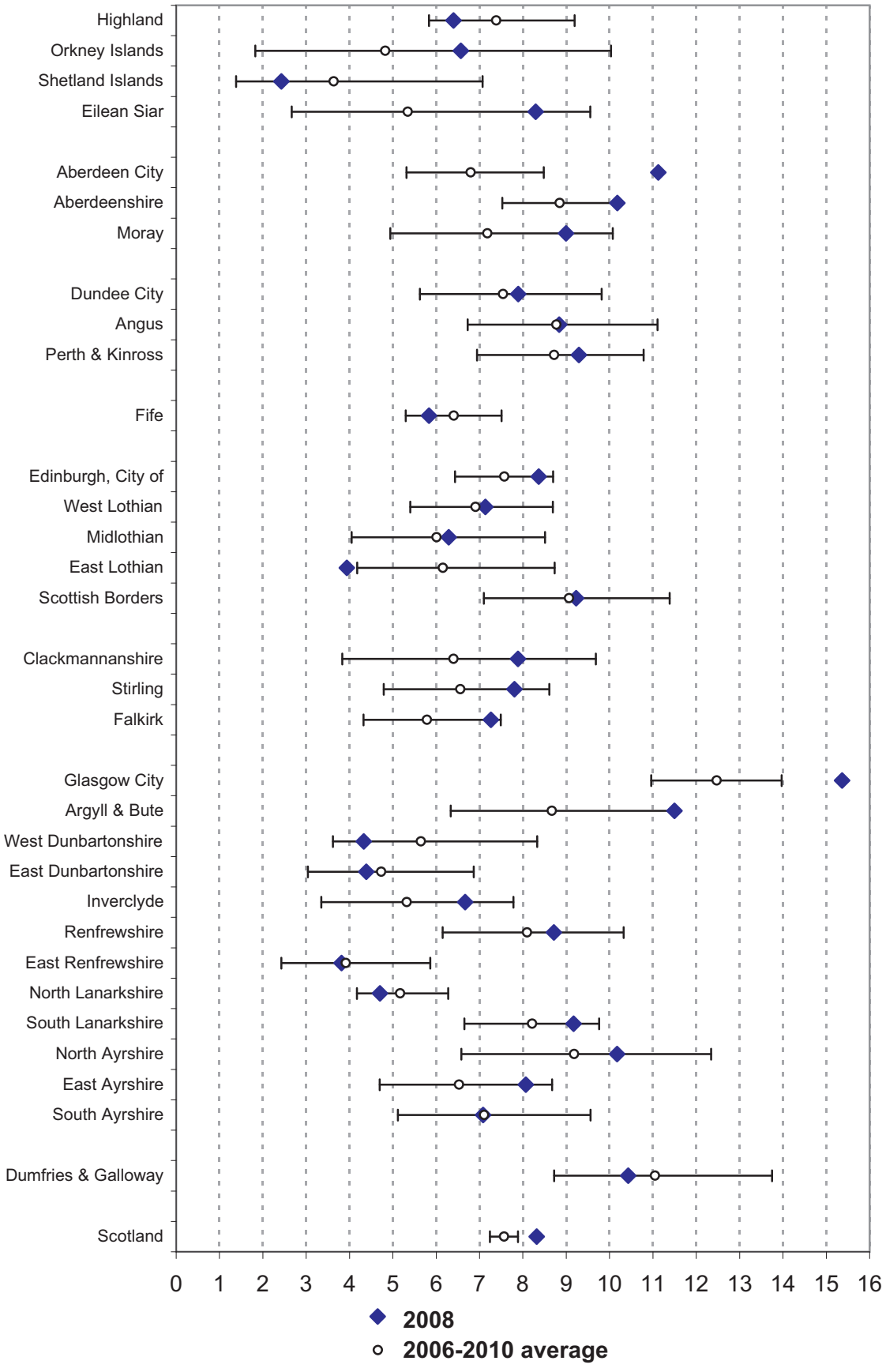
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2008 and likely range of values (see text) around the 2006-2010 average



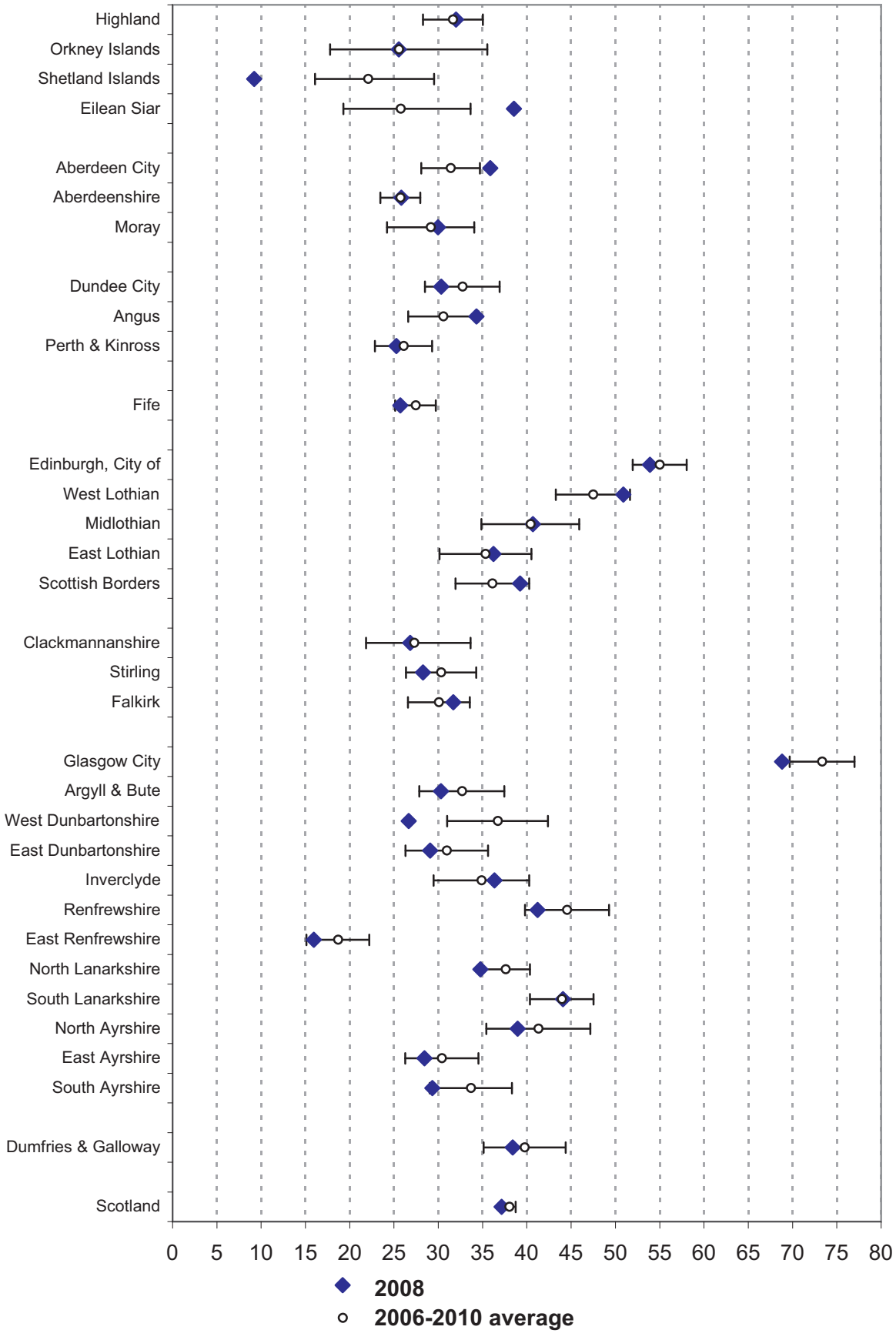
Appendix H

All Ages KSI Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2008 and likely range of values (see text) around the 2006-2010 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2008 and likely range of values (see text) around the 2006-2010 average



Appendix I

Scottish Parliamentary Questions: April 2007 to August 2010

This Appendix lists Scottish Parliamentary Questions on road accident and casualty statistics for which answers were drafted by the Transport Statistics branch. It does *not* provide a complete list of all Parliamentary Questions relating to road accidents, because it excludes (for example) questions which were:

- about accidents and casualties on trunk roads in Scotland - answers to which were drafted by Transport Scotland, as it is responsible for the trunk road network;
- about matters such as safety cameras, accidents involving school buses, or the number of people involved in road accidents who were convicted of certain offences - answers to which were drafted by the parts of the Scottish Government with responsibility for the relevant policy areas (Transport Statistics contributed to some of these answers - e.g. by providing whatever relevant statistics it held, or by explaining why the information requested was not available from the Stats 19 returns);
- asked at the Westminster Parliament - answers to which were drafted by the Department for Transport, whose GB-wide database includes a copy of the Scottish Stats 19 data

However, although its coverage is not comprehensive, this Appendix should be of interest to some users of *Reported Road Casualties Scotland* because it provides examples of the kinds of uses that are made of the Stats 19 data.

Almost all the answers can be found via http://www.scottish.parliament.uk/webapp/wa.search. Use the information in the Reference column to complete the four boxes on the first line of the search form:

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

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

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

percentage of these were recorded as failed.		
…what percentage of breathalyser tests administered following road accidents in each year since 1997 were recorded as failed.	Information provided	S3W-06395

April 2008 to October 2009

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

November 2009 to August 2010

… how many road accidents involving tractors and other agricultural vehicles there have been on (a) trunk roads and (b) non-trunk roads in the last 5 years.	Information provided(#)	S3W-28295
…what the number (a) fatal accidents and (b) people killed in accidents on roads in Dumfries & Galloway has been in each month since May 2007, broken down by road.	Information provided(#)	S3W-29072
… how many fatal and serious accidents accidents on roads in Dumfries & Galloway have been recorded in each month since May 2007, broken down by road.	Information provided(#)	S3W-29073
…how many accidents of all severities have been recorded on roads in Dumfries & Galloway in each month since May 2007, broken down by road.	Information provided(#)	S3W-29074
… how many (a) fatal accidents, (b) fatal and serious accidents and (c)	Information	S3W-

accidents of all severities have been recorded on roads across Scotland in each month since May 2007, broken down by local authority area.	Information provided(#)	S3W-29075
… how many (a) fatal accidents, (b) fatal and serious accidents and (c) accidents of all severities have been recorded on roads across Scotland in each month since May 2007, broken down by road type.	Information provided(#)	S3W-29076
… what percentage of roads goes through (a) rural and (b) remote areas broken down by (i) region, (ii) UK Parliament constituency and (iii) Scottish Parliament constituency.	Information provided($)	S3W-29502
…how many (a) fatal and (b) non-fatal accidents have there been on the A82 in the last 10 years.	Information provided(#)	S3W-29883
… how many road accidents involving bicycles and cars have been reported in the last 5 years, broken down by (a) local authority area and (b) parliamentary constituency.	Information provided(#)	S3W-30727
… how many road accidents involving motor cycles and cars have been reported in the last 5 years, broken down by (a) local authority area and (b) parliamentary constituency.	Information provided(#)	S3W-30728
… how many serious accidents have been recorded in Midlothian since 1999, broken down by (a) year and (b) road.	Information provided(#)	S3W-32109
… how many fatal accidents have been recorded in Midlothian since 1999, broken down by (a) year and (b) road.	Information provided(#)	S3W-32110
… how many horse riders received (a) fatal, (b) serious, and (c) slight injuries from accidents with (i) cars, (ii) an HGV(s) and (iii) an other vehicle(s) in the last 5 years, broken down by police force area.	Information provided(#)	S3W-32442
… on what 20 roads the highest number of (a) accidents and (b) fatalities have been recorded in each of the last five years.	Information provided(#)	S3W-33199
… how many road accidents were associated with drivers smoking in each of the last five years.	Information not available	S3W-33215
…how many (a) reported accidents, (b) injuries and (c) fatalities there have been on the roads since 1997, also broken down by road.	Information provided(#)	S3W-34928
… how many cyclists have been (a) involved in reported accidents, (b) injured and (c) killed on the roads in each year since 1997, also broken down by road.	Information provided(#)	S3W-34929
… how many (a) speed cameras and (b) road accidents there have been in each year since 1997, also broken down by local authority.	Information provided(#)	S3W-35487

September 2010 to August 2011

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

(*) - the entries in this column are as follows:
information provided - this category includes cases where:

- only some of the information that was requested was available - e.g. questions about:
    - the numbers of road accidents and hit-and-run incidents - because the Stats 19 returns cover only *injury* accidents which were *reported to the Police*, so do *not* cover *all* accidents/incidents;or
    - the causes of accidents since 1999 - because Contributory Factors were only added to Stats 19 at the start of 2005.
- the only information that could be provided was on a different basis from that which was requested

information not available - this category includes cases where the information requested:

- does not exist; or
- is not held centrally; or
- cannot be obtained from the Transport Statistics road accident statistics system without disproportionate cost, because the system is not designed to provide it

($) - the answer referred to a publicly-available source (e.g. *Road Casualties Scotland*, or another question which had been answered previously) which contained some or all of the information which was requested. The answer may also have provided some information that was not available from the publicly-available source.

(#) - the answer explained that the statistics which were provided were based upon the data which are held in the central road accident statistics database and which were collected by the police at the time of the accident and subsequently reported in the Stats 19 returns. They may differ from any figures which the local authorities would provide now, because they do not take account of any subsequent changes or corrections that local authorities may have made to the statistical information, for use at local level, about the location of each accident, based upon their knowledge of the roads and areas concerned.

Index

Index of tables (Statistical Tables section)

NB: there are no entries in this index for some topics which appear in many tables, such as severity and built up/non-built up

Statistics Provided in More Detail in Previous Editions

SCOTTISH GOVERNMENT / TRANSPORT SCOTLAND PUBLICATIONS

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

Latest edition: provides figures up to 2009, published December 2010.

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

Latest edition: provides figures up to 2010, published August 2011 *Web only*

SHS Transport: Local Area Analysis **Biennial.** Provides SHS information over two-year periods for Local Authorities and Regional Transport Partnership areas.

Latest edition: provides figures for 2007/2008, published March 2010 Web tables only

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

Latest edition: figures up to 2009, trends since 1999; published November 2010. *Web only*

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

Latest edition: figures up to 2007/2008; published in April 2010 *Web only*

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

Latest edition: figures up to 2009-10; published April 2011 *Web only*

Key Road Accident Statistics **Annual.** Provisional figures on accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2010. Also figures by Police Force and local authority.

Latest edition: provides figures up to 2010; published in June 2011 *Web only*

Main Transport Trends **Annual**. A summary bulletin containing trends for each mode of transport over the past ten years including Scottish Household Survey transport results. Includes comparisons with Great Britain and some longer-term historical series.

Latest edition: provides figures up to 2009, published August 2010 *Web only*

Household Transport in 2009 **Annual**. Provides detailed information on Scottish Household Survey relating to travel attitudes and behaviour. Including: availability of cars; driving licence possession, frequency of driving & walking; travel to work and travel to school.

Latest edition: provides figures up to 2009, published September 2010. *Web only*

Cycle Training in Primary Schools Research
This case study research explores the barriers to delivering on-road cycle training in eleven Scottish primary schools. It explores the experiences of these schools in planning, delivering and sustaining cycle training, including how some schools have overcome obstacles to introducing sustainable on-road cycle training programmes.
http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j193632-00.htm

The 'National Debate on Young Drivers' Safety'.

This report presents the findings of a national debate on young driver safety undertaken across Scotland. It has been undertaken to meet a commitment in Scotland's Road Safety Framework to "conduct a public debate on young driver issues including graduated licences and additional training".
http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j13564-00.htm

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.

Summary page 10 The number of fatal accidents fell by 31% not 38% and fatal and serious accidents fell by 38% not 32%.

Table 5.5 (c) The second part of the table (page 94) repeated 1994-98 averages instead of showing 2005-09 averages.

Table 36 2009 trunk road figures were missing from the table (page 147).

Revised electronic versions of these tables are available online. Tables in this edition include corrected figures, if they are time-series tables that include years for which the previous edition's figures were wrong.

Any problems or inconveniences resulting from these errors are regretted.

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT's annual ***Regional Transport Statistics*** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the "first port of call" for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: **www.dft.gov.uk/transtat**

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: **http://new.wales.gov.uk**

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: **www.drdni.gov.uk/index/statistics.htm**

1. TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and The Institute of Logistics and Transport (then known as The Chartered Institute of Transport). From its inception, TSUG has had strong links with government departments responsible for transport statistics.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through publicity and education.

The main activities of TSUG are:

- The production of a **Newsletter** containing reviews of recently published transport statistics, which is sent to members about four times per year.
- The organisation of **Seminars** addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an **annual seminar in Edinburgh** and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The production of the **Transport Yearbook**, an easy-to-use but comprehensive reference guide to major UK transport organisations, sources of transport statistics and other important UK and international contacts. A copy of the Yearbook is sent to all members.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

Official and National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics at http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf Both undergo regular quality assurance reviews to ensure that they meet customer needs and are produced free from any political interference.

Statistics assessed, or subject to assessment, by the UK Statistics Authority carry the National Statistics label, a stamp of assurance that the statistics have been produced and explained to high standards and that they serve the public good.

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

SCOTTISH GOVERNMENT STATISTICIAN GROUP

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

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

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If you would like to be consulted about new or existing statistical collections or receive notification of forthcoming statistical publications, please register your interest on the Scottish Government ScotStat website at www.scotland.gov.uk/scotstat

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http://www.transportscotland.gov.uk/analysis/statistics/publications

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2010	
Trn / 2010 / 2	Main Transport Trends	August 2010	Web only
Trn / 2011 / 2	Transport and Travel in Scotland	August 2011	Web only
Trn / 2010 / 3	Household Transport in 2009	September 2010	Web only
	SHS Transport: Local Area Analysis 2007/08	March 2010	Web only
	National Travel Survey 2007/08 Scottish results	April 2010	Web only
	Bus and Coach Statistics 2009/10	April 2011	Web only
	Reported Road Casualties Scotland	October 2011	
Trn / 2011 /1	Key Reported Road Casualty Statistics	June 2011	Web only
	Scottish Household Survey Travel Diary results 2009	November 2010	Web only

ISSN 1351 3869 ISBN 978-1-908181-09-1

ISBN: 978-1-908181-09-1

This document is also available on the Transport Scotland website:
www.transportscotland.gov.uk/analysis/statistics

APS Group Scotland
DPPAS12108 (10/11)