



Reported Road Casualties Scotland 2017

Road User Factsheets

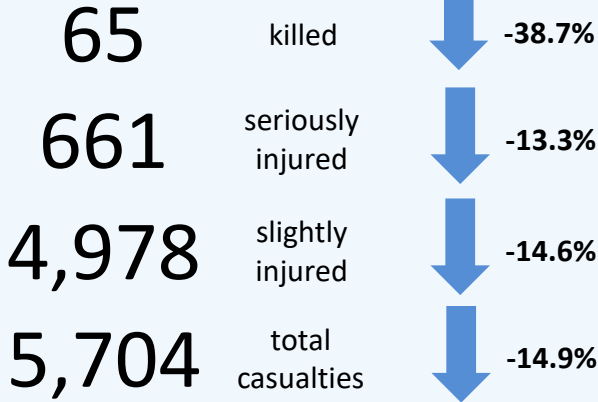
The following factsheets provide summary information for the six main road user types (car user, pedal cyclist, pedestrian, motorcyclist, HGV user and LGV user) based on the statistics published in **Reported Road Casualties Scotland 2017**. These can be accessed at <http://bit.ly/2hi2pou>



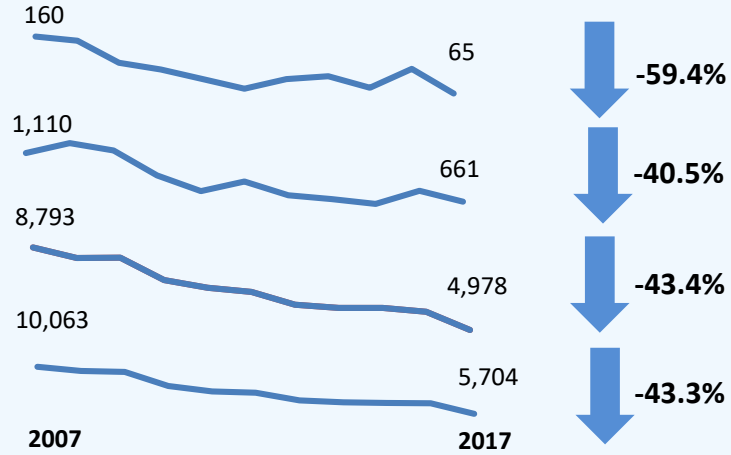
Reported Road Casualties Scotland 2017

Factsheet 1 - Car Users

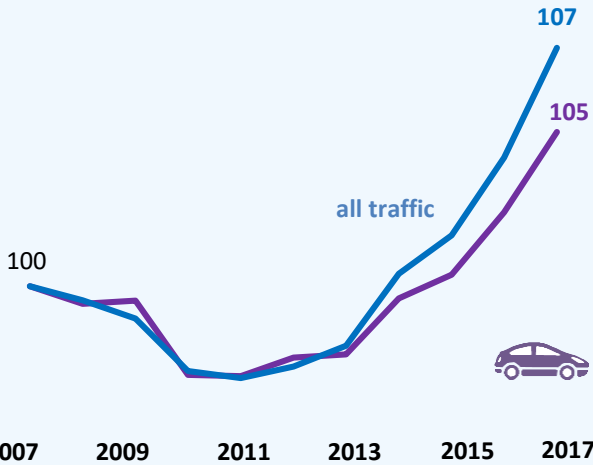
Change since 2016



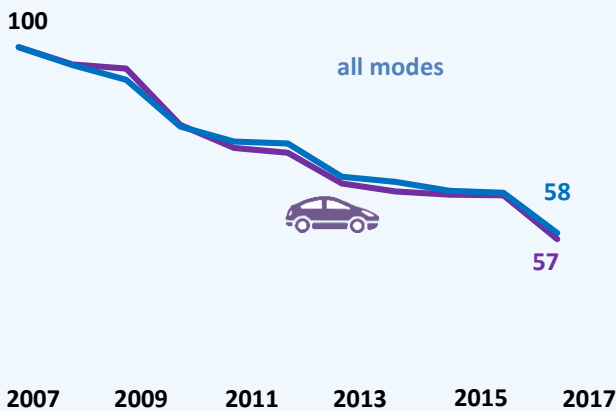
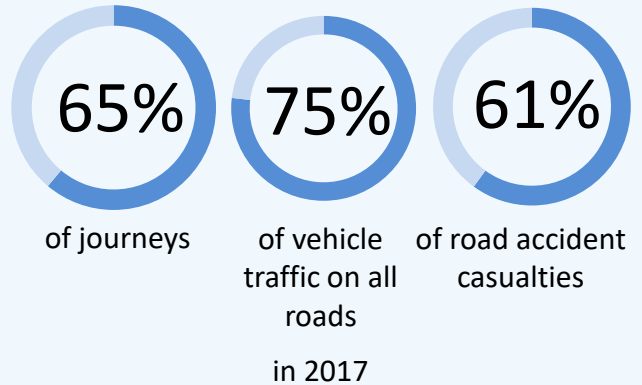
Change since 2007



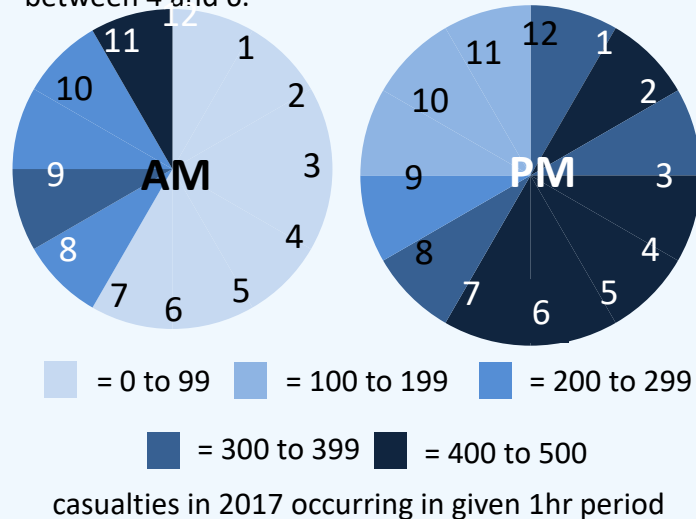
Since 2007, car traffic has increased slowly at roughly the same rate as overall traffic



accounted for:



As might be expected, more car user casualties tend to take place during peak traffic times and during daylight hours, especially in the afternoon between 4 and 6.

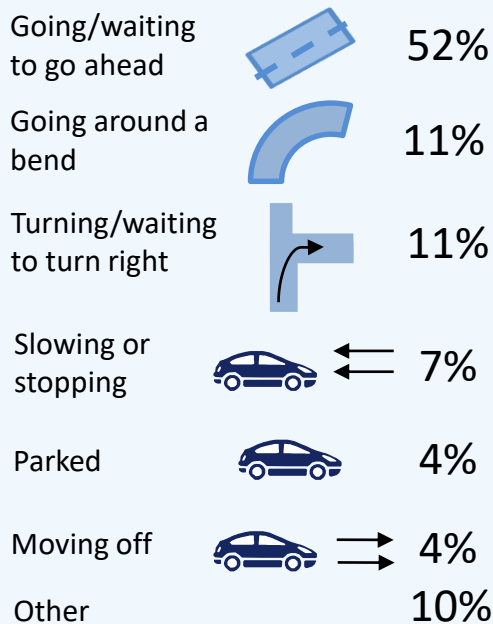


In the last ten years, car casualties of all severities have decreased by 43%, while casualties by all modes have decreased by 42%



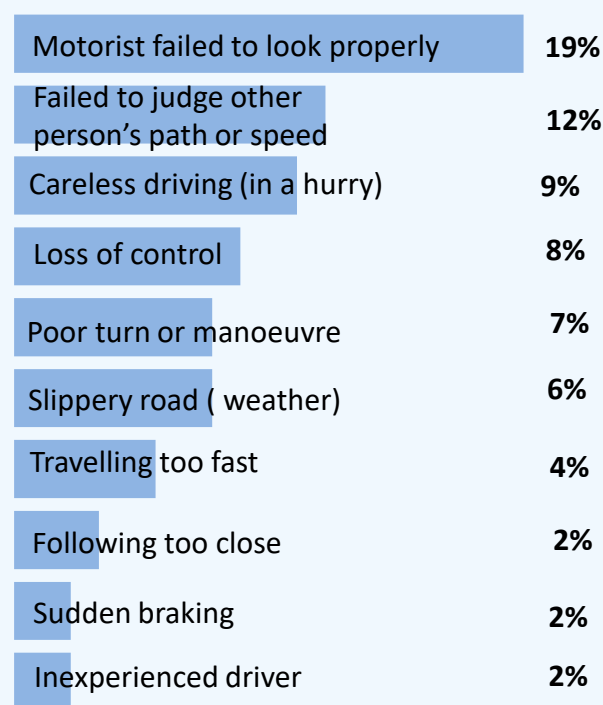
In 2017, car accidents occurred while undertaking the following manoeuvres:

% of accidents



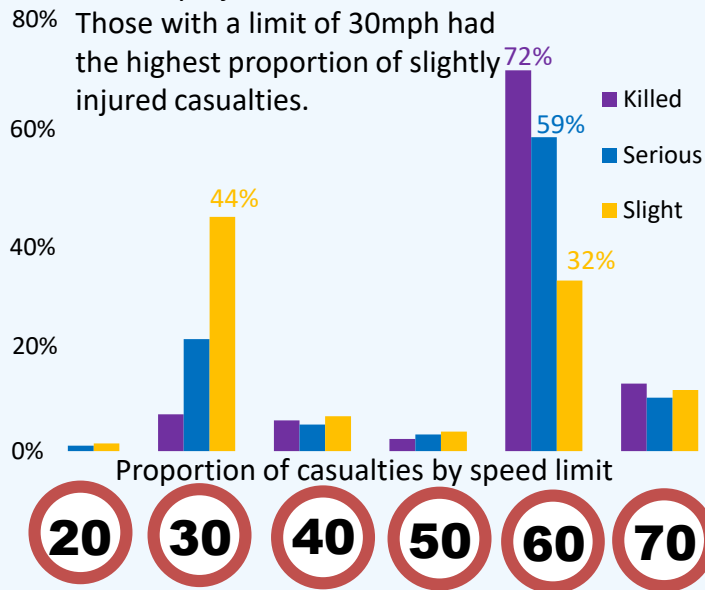
Top 10 contributory factors in 2017 for accidents involving at least one car (or taxi) user:

% of vehicles

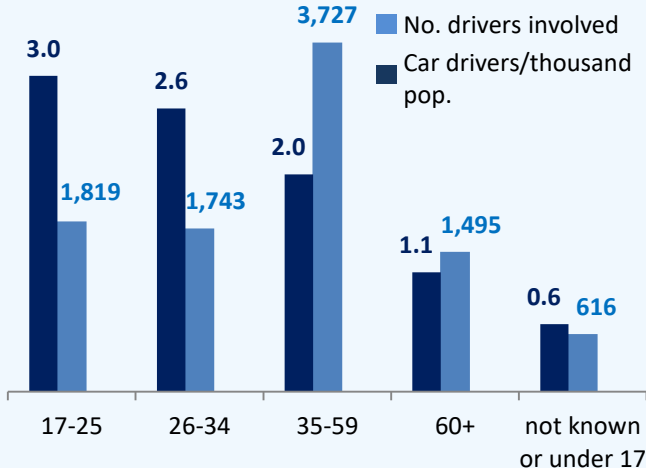


Roads with speed limits of 60mph account for the highest proportion of killed and seriously injured casualties.

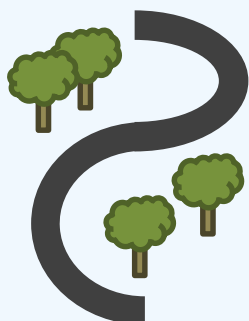
Those with a limit of 30mph had the highest proportion of slightly injured casualties.



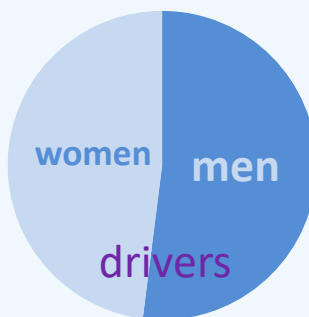
Car drivers involved in accidents by age in 2017



Note: these figures do not take into account driving license possession by age



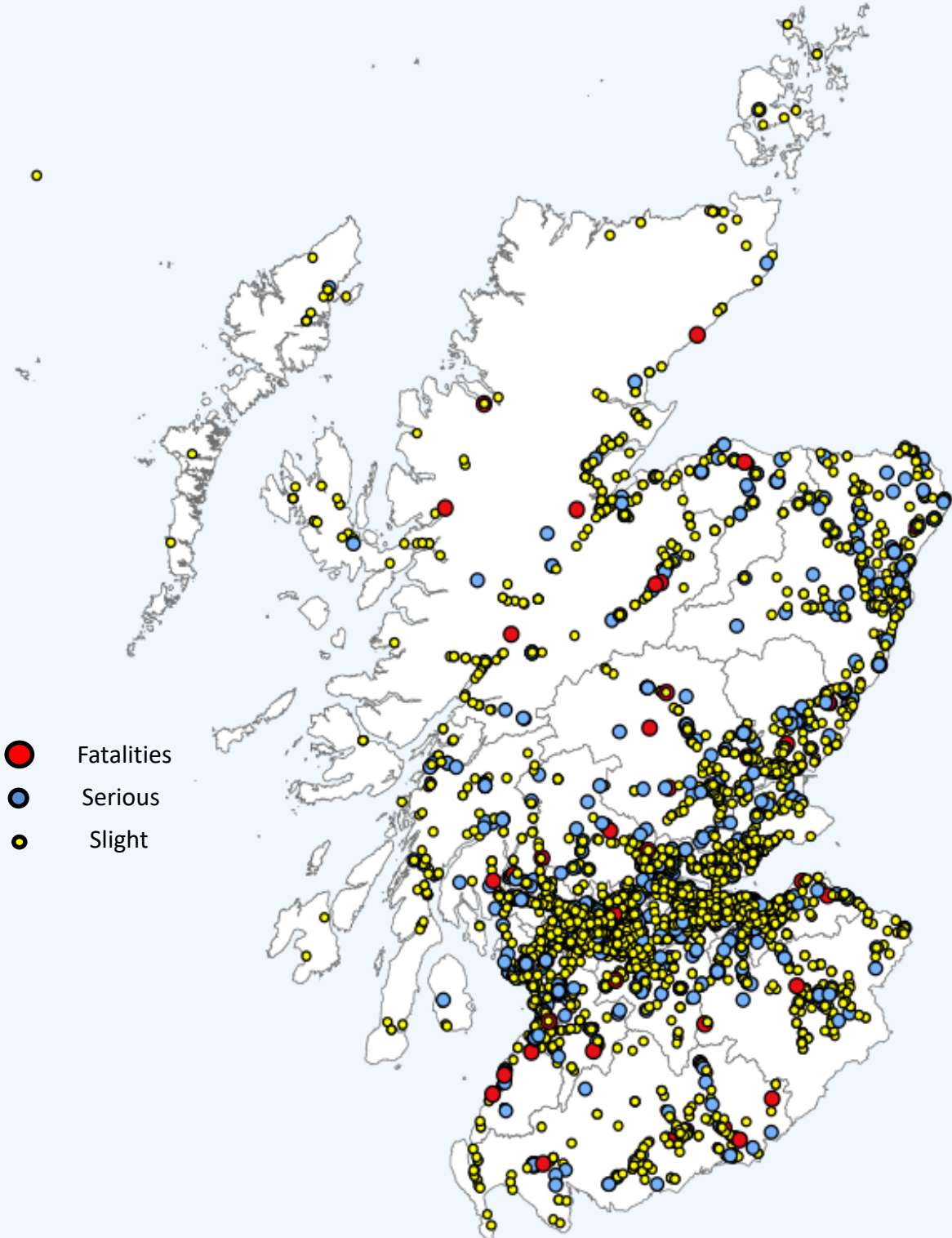
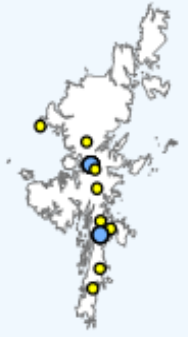
90% of car user fatalities between 2013 and 2017 were on rural roads, and 51% of all car user casualties.



51% of car driver casualties and 39% of car passenger casualties in 2017 were men



The map below shows car user casualties in Scotland by severity. As can be seen, these are mostly concentrated around urban areas.

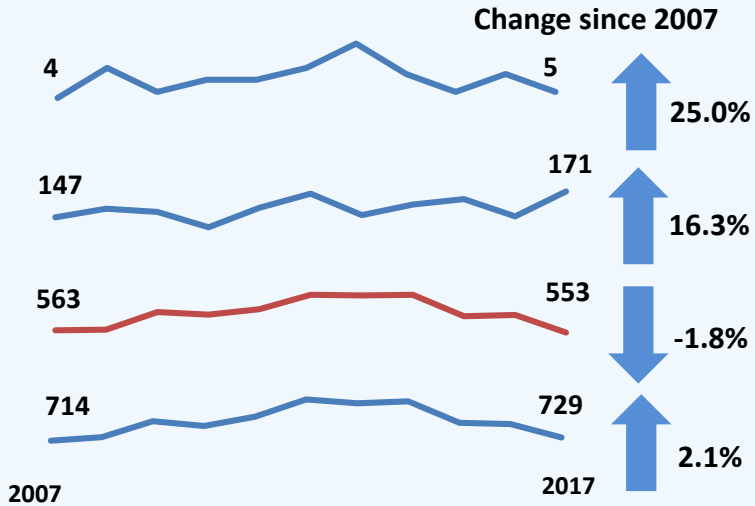
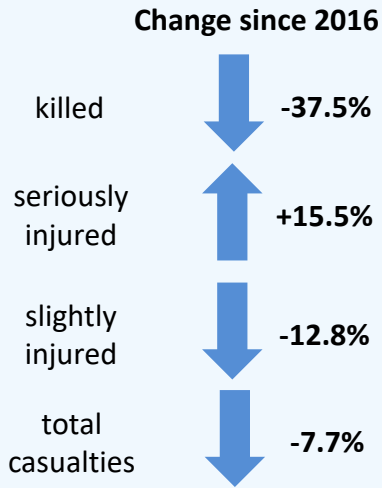




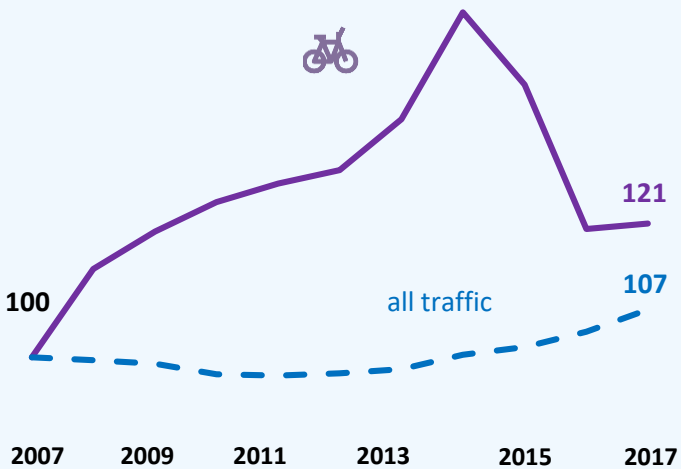
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Factsheet 2 - Pedal Cyclists

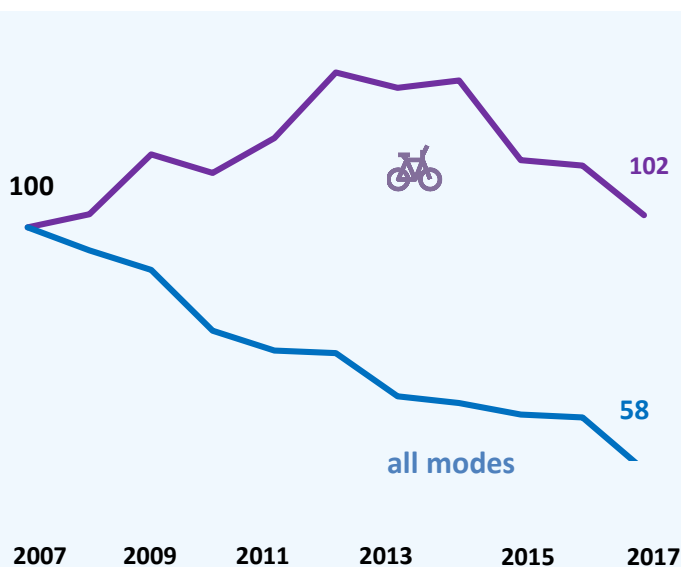
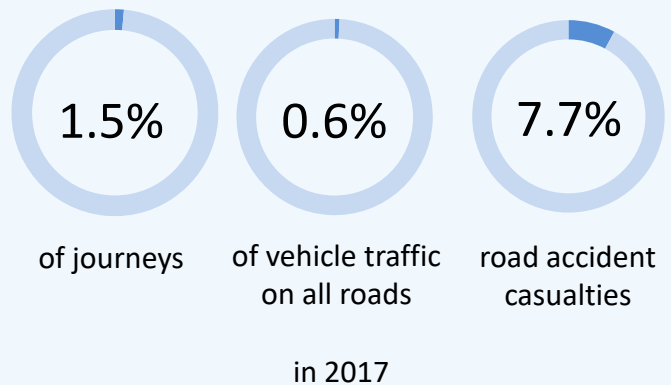
5
171
553
729



Pedal cycle traffic has tended to increase over the past ten years to a peak in 2014 before falling in the next two years.

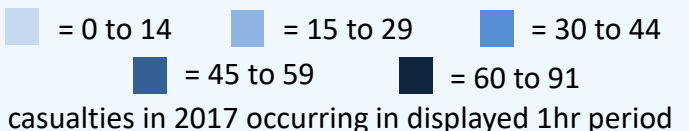
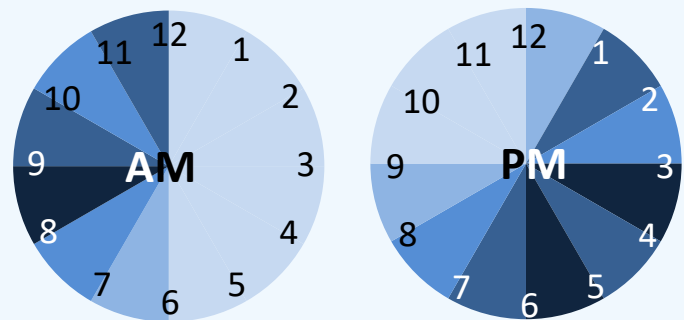


accounted for:



Pedal cycle casualties have risen over the last ten years, while total casualties by all modes have fallen.

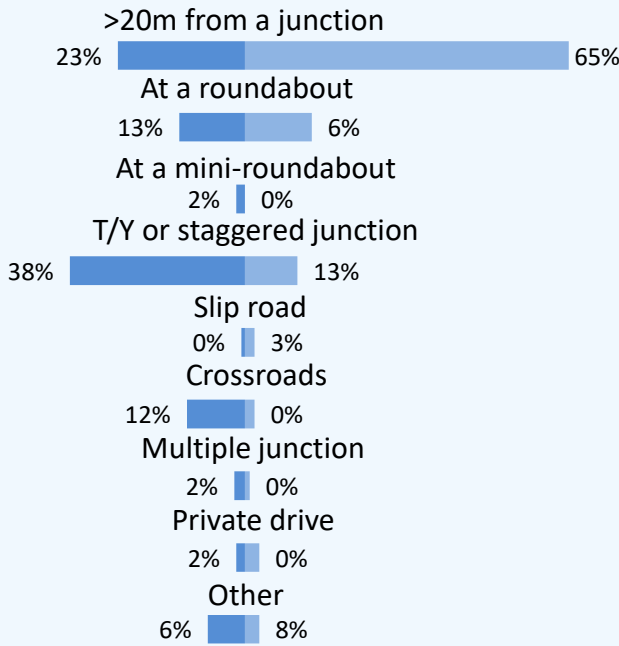
As might be expected, more pedal cycle casualties tend to take place during peak traffic times and during daylight hours.





Pedal cycle accidents tended to occur at:

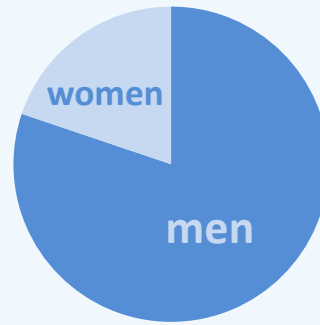
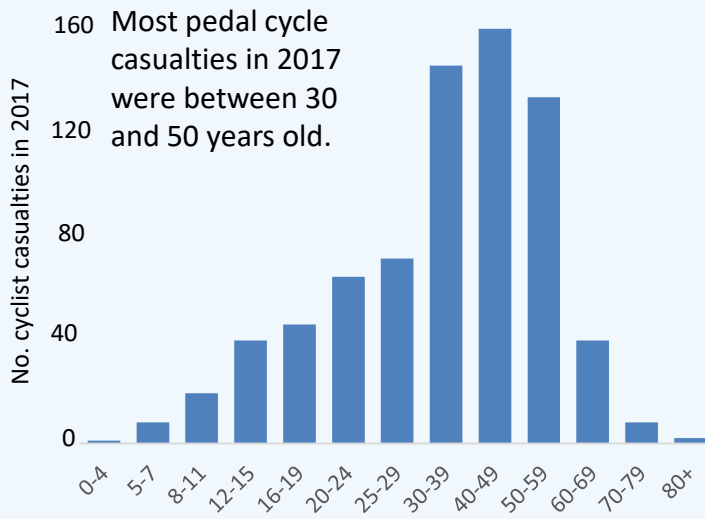
Built-up areas **Non built-up areas**



Top 10 contributory factors in 2017 for accidents involving at least one cyclist:

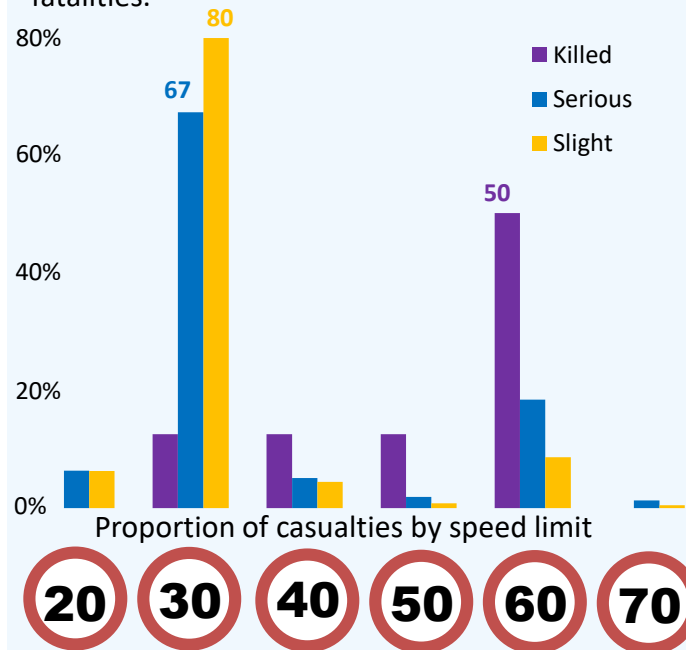


Most pedal cycle casualties in 2017 were between 30 and 50 years old.

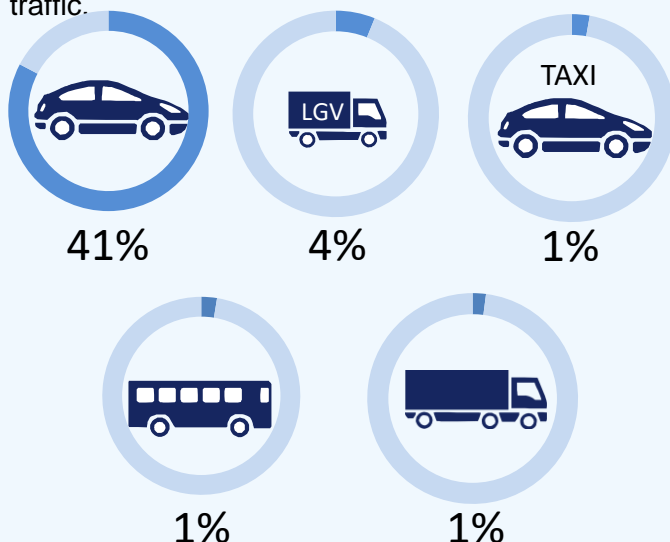


81% of pedal cycle casualties in 2017 were men, compared to 51% of car drivers and 39% of car passengers

Roads with speed limits of 30mph accounted for the highest proportion of slight and seriously injured casualties. Those with a limit of 60mph had the highest proportion of fatalities.

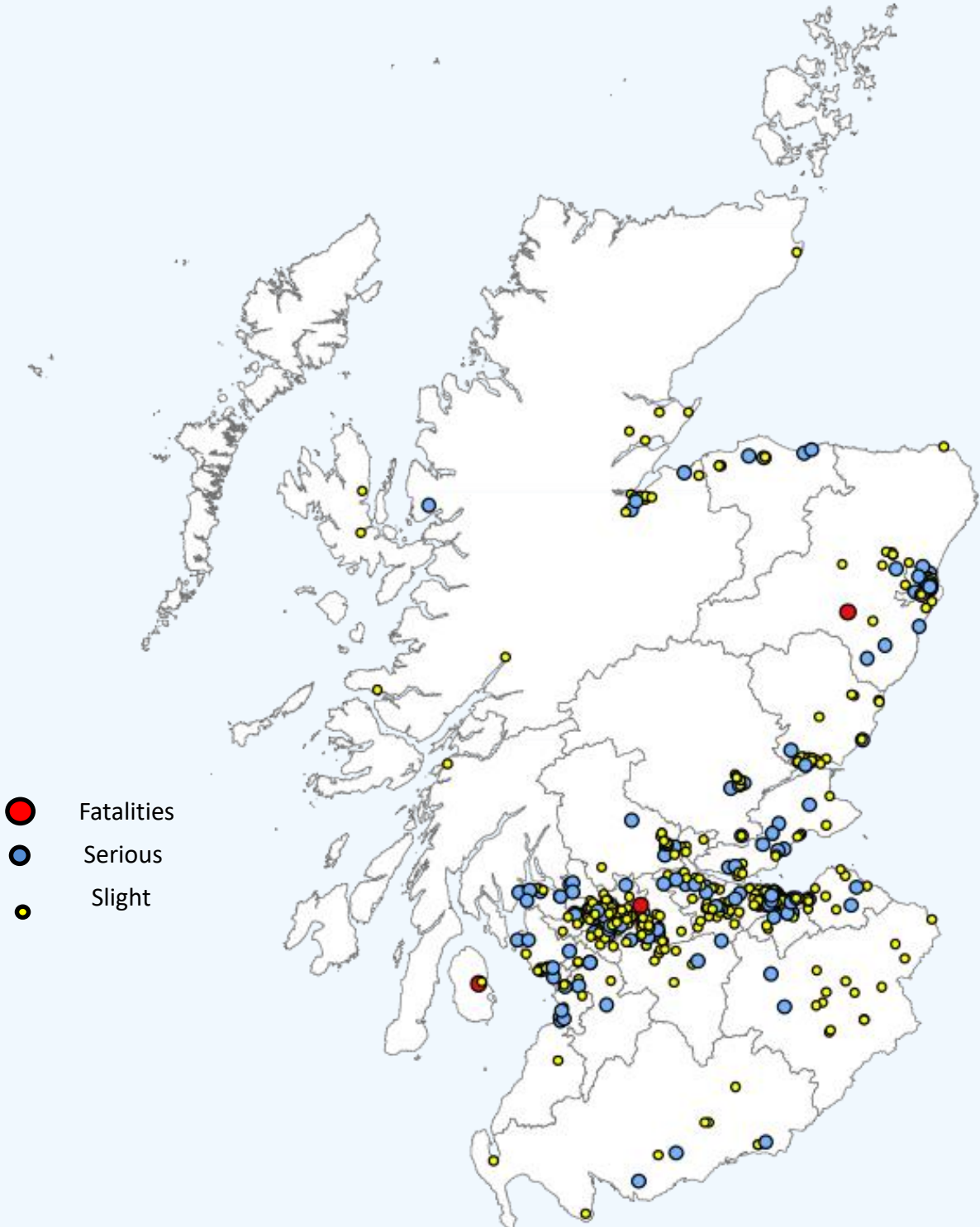


For accidents involving at least one pedal cyclist and another vehicle, the majority (41%) involved at least one car, with cars making up 75% of road traffic.





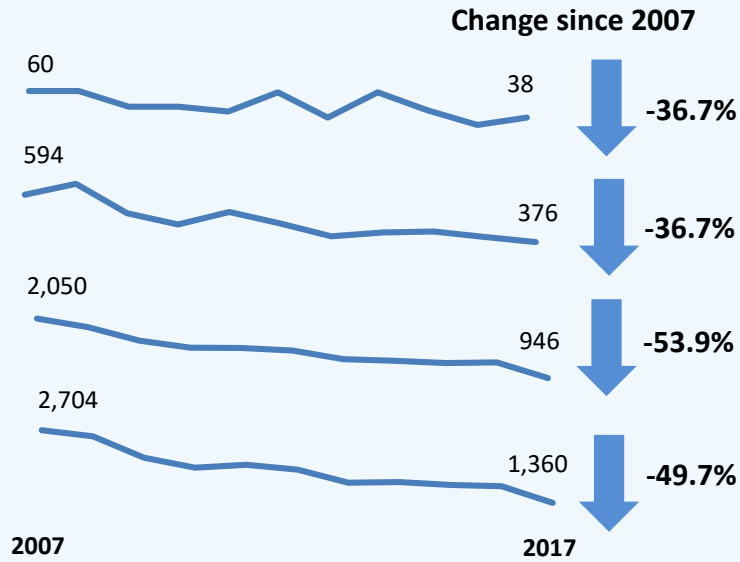
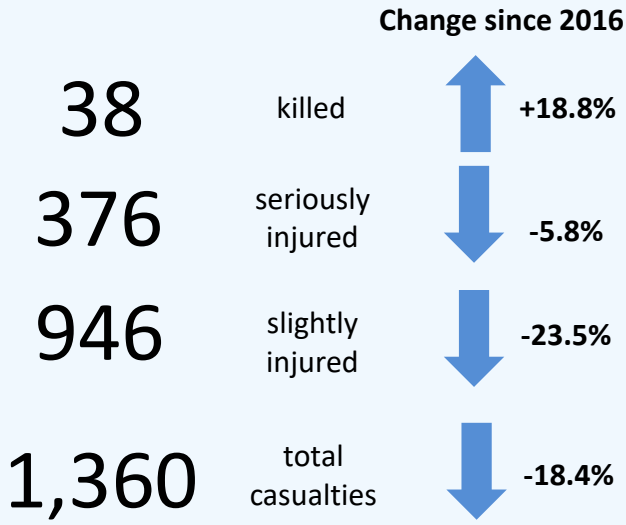
The map below shows pedal cycle casualties in Scotland by severity. As can be seen, these are mostly concentrated around urban areas.



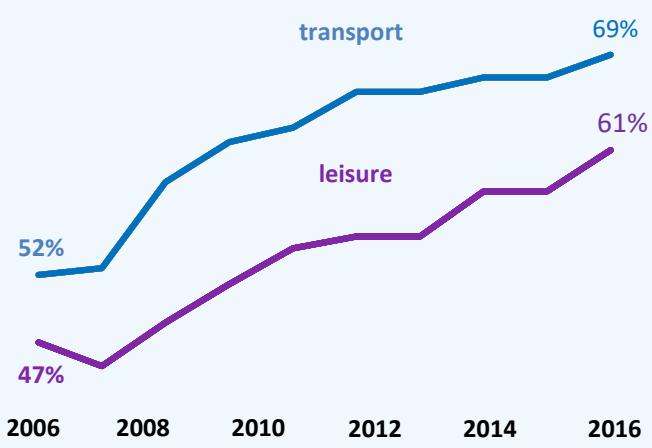


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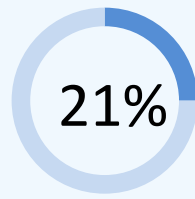
Factsheet 3 - Pedestrians



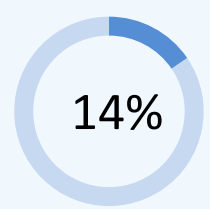
The percentage of people walking at least once per week for both transport and leisure has been steadily increasing for the past ten years.



accounted for

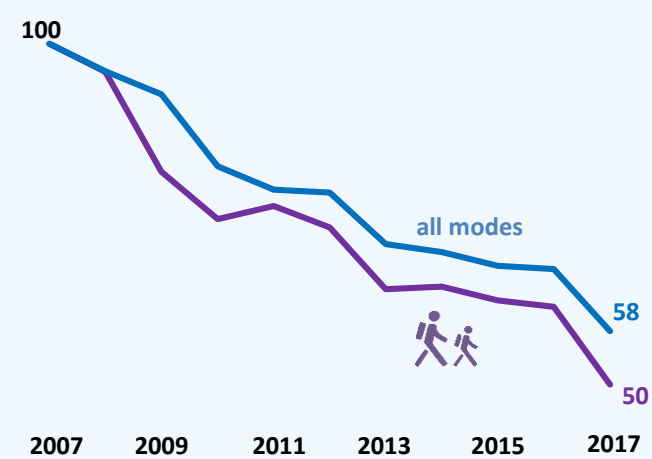


of journeys



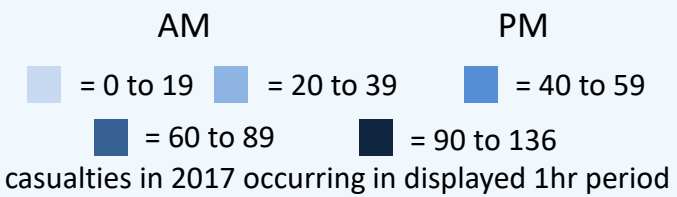
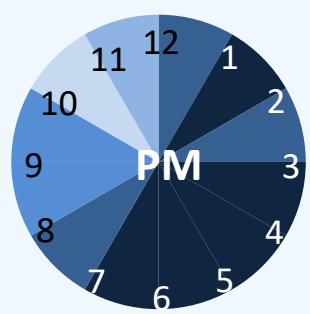
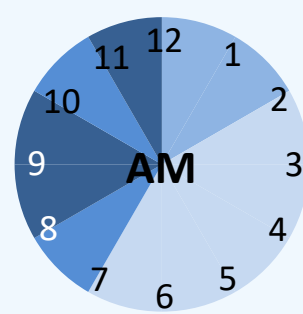
of road accident casualties

in 2017



Pedestrian casualties have fallen roughly in line with total casualties by all modes in the past ten years.

As might be expected, more pedestrian casualties tend to take place during peak traffic times and during daylight hours.





Road crossing accidents

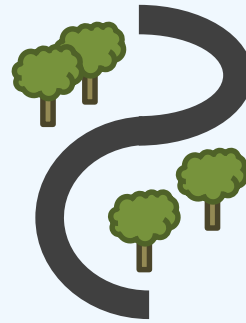
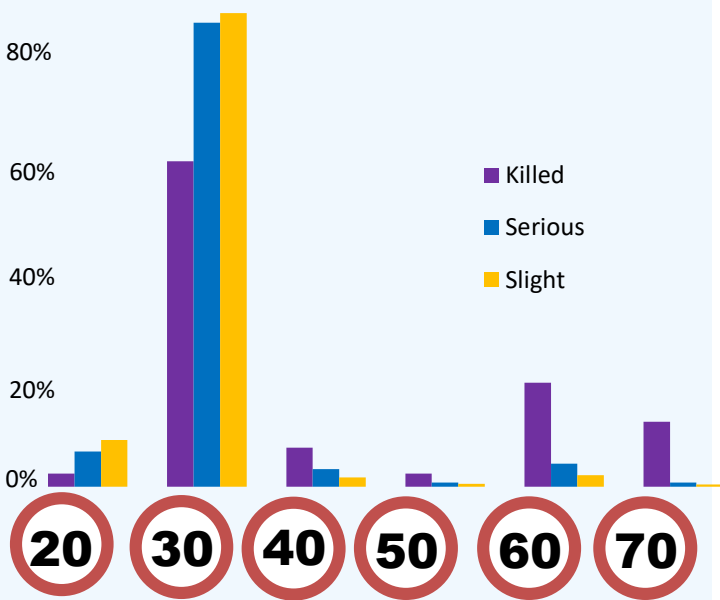
Of pedestrian casualties which occurred while crossing the road (2017):

	Adult	Child
On pedestrian crossing	12%	11%
Within zig-zag of crossing	1%	1%
Within 50m of crossing	8%	7%
Crossing elsewhere	44%	67%
Other/unknown crossing	34%	13%

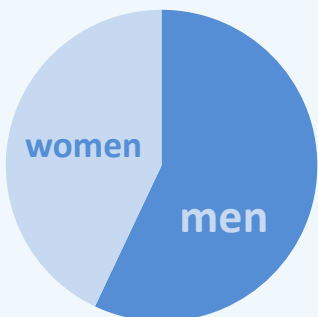
Top 10 contributory factors in 2017 for accidents involving at least one pedestrian:

Failed to look properly	49%
Careless/reckless/ in a hurry	20%
Failed to judge other person's path or speed	15%
Crossed road obscured by parked car	13%
Impaired by alcohol	10%
Wearing dark clothing at night	6%
Wrong use of crossing facility	5%
Dangerous action in carriageway	5%
Disability or illness	3%
Impaired by drugs	2%

The majority of pedestrian casualties of all severities occurred on roads with a 30mph speed limit in 2017

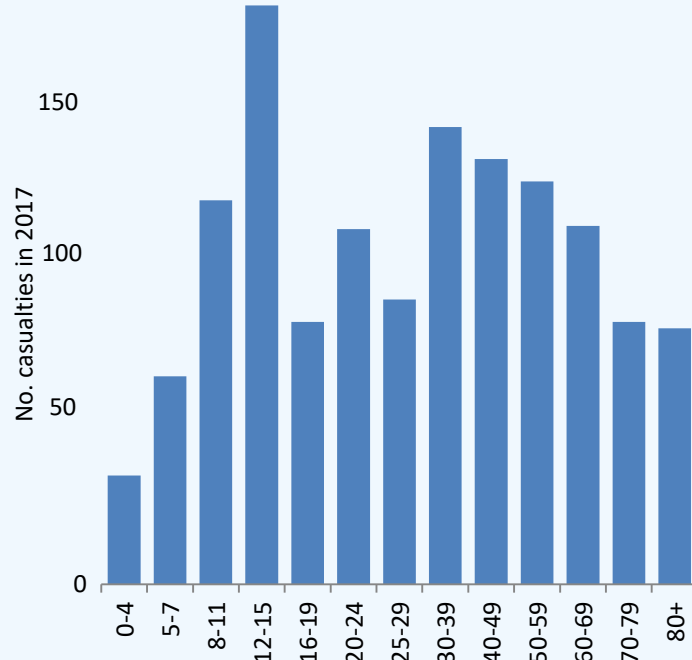


38% of pedestrian fatalities between 2013 and 2017 were on rural roads, and only **9%** of all pedestrian casualties.



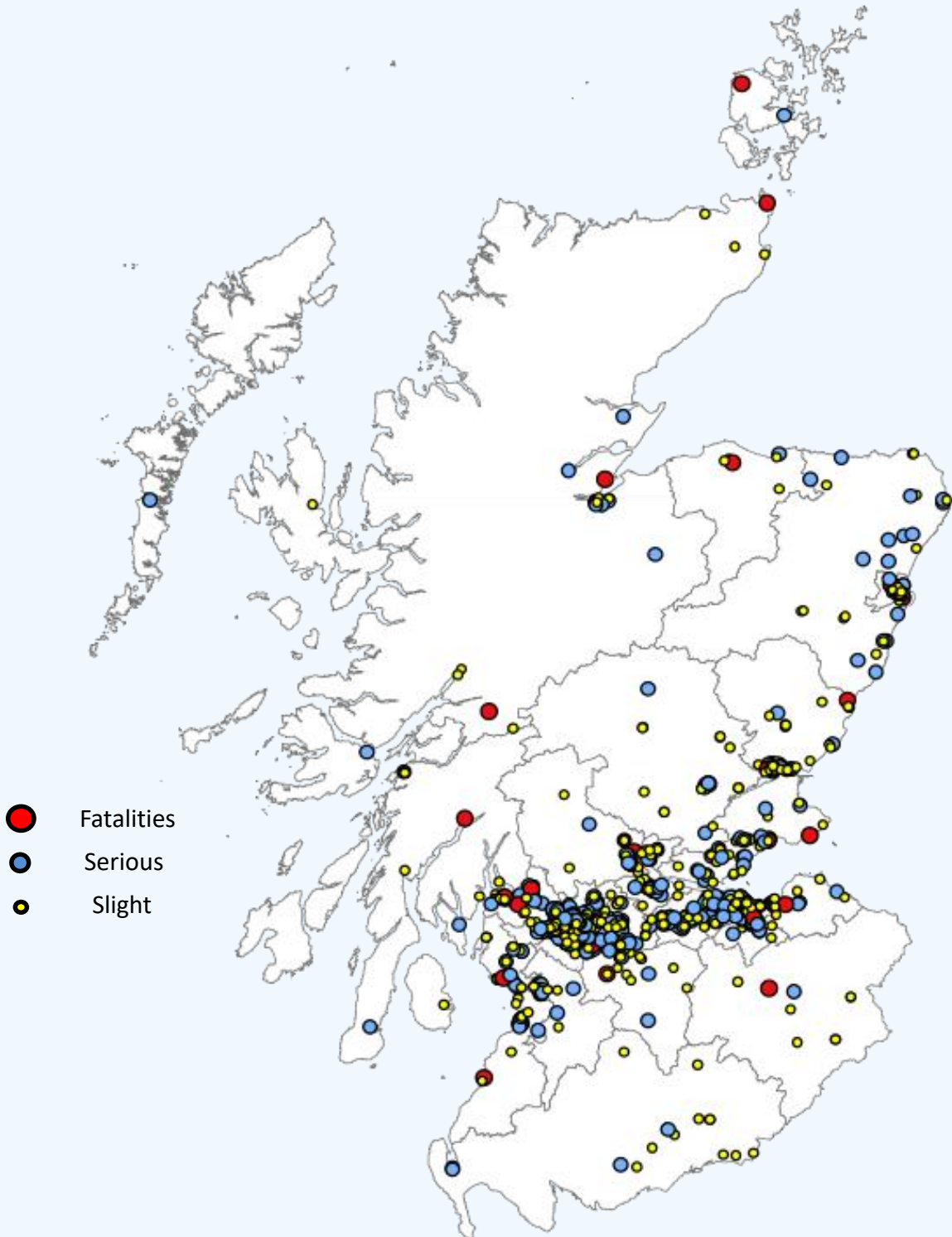
57% of pedestrian casualties in 2017 were men, compared to 51% of car drivers and 39% of car passengers

Pedestrian casualty ages, 2017:





The map below shows pedestrian casualties in Scotland by severity. As can be seen, these are mostly concentrated around urban areas.





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Factsheet 4 - Motorcycles

29
281
310
620

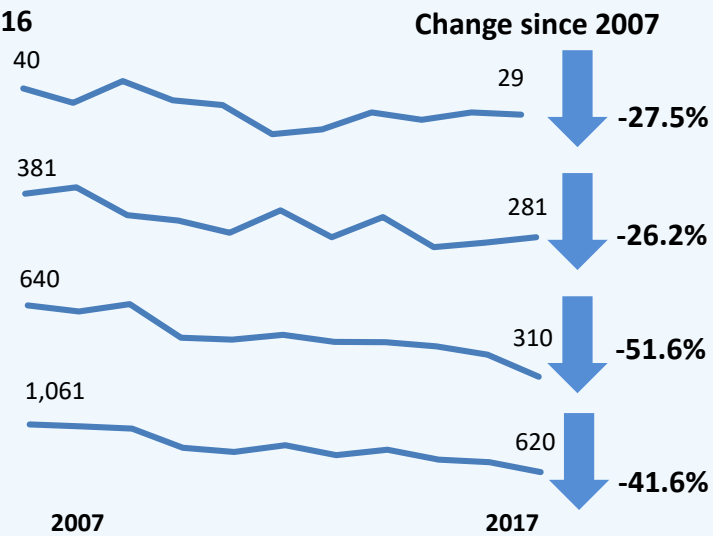
Change since 2016

killed ↓ -3.3%

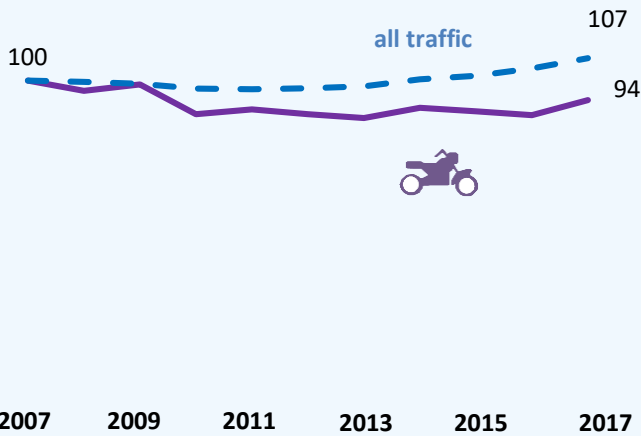
seriously injured ↑ +4.9%

slightly injured ↓ -24.8%

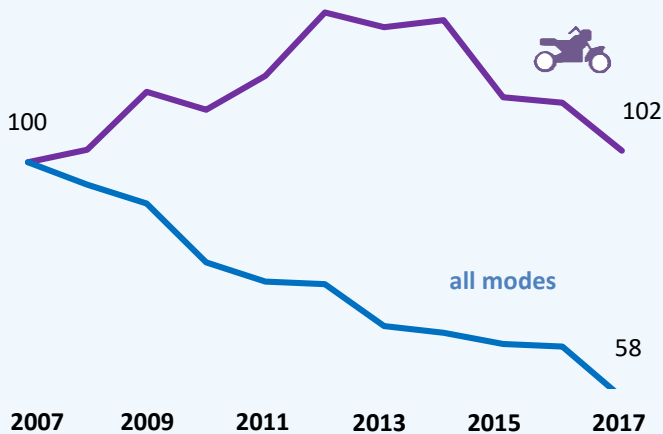
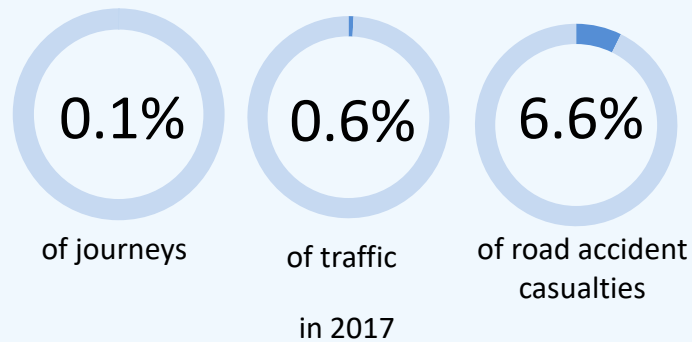
total casualties ↓ -12.7%



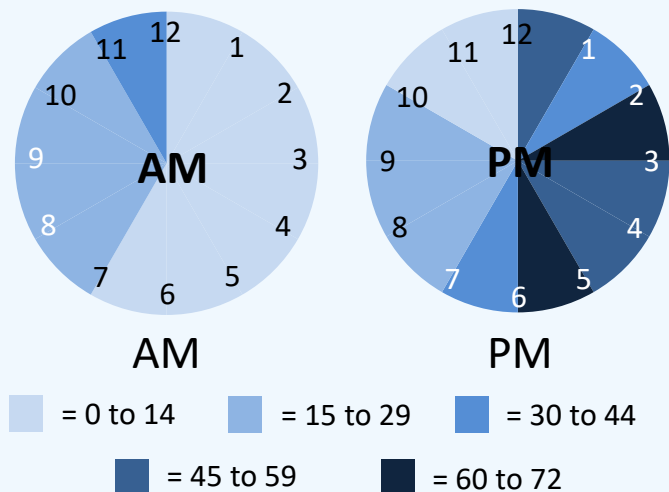
Motorcycle traffic has fallen slightly over the past ten years, while all traffic has steadily increased.



accounted for



As might be expected, more motorcycle casualties tend to take place during peak traffic times and during daylight hours.



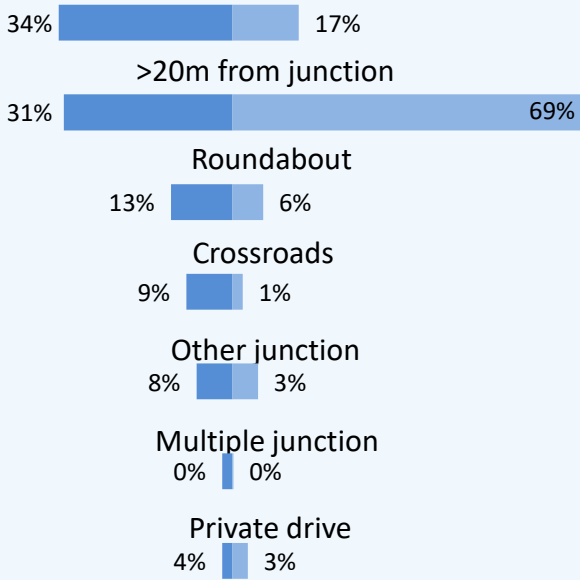
casualties in 2017 occurring in displayed 1hr period

In the last ten years, motorcycle casualties have fallen, though more slowly than total casualties by all modes.

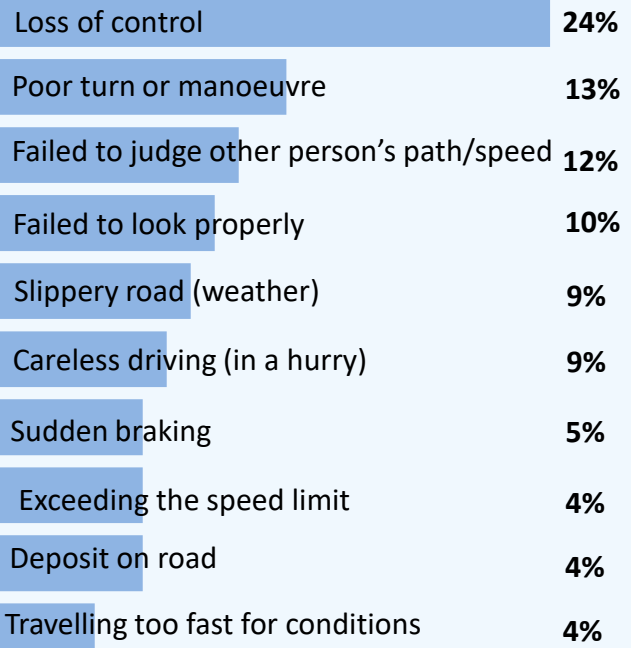


Most motorcycle accidents in non built-up areas were >20m from a junction – in built up areas, most were at a junction

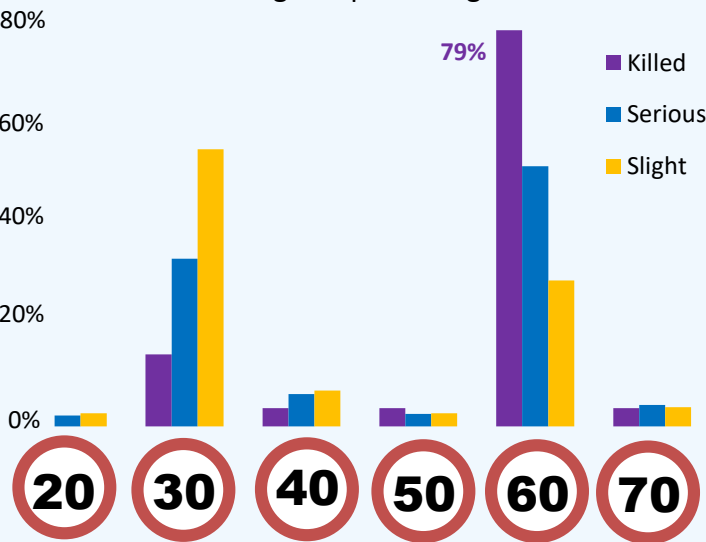
Built-up **Non built-up**
T/Y or staggered junction



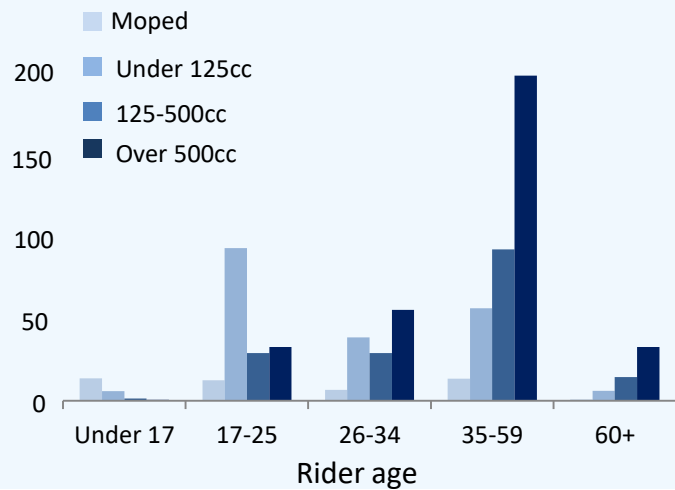
Top 10 contributory factors in 2017 for accidents involving at least one motorbike:



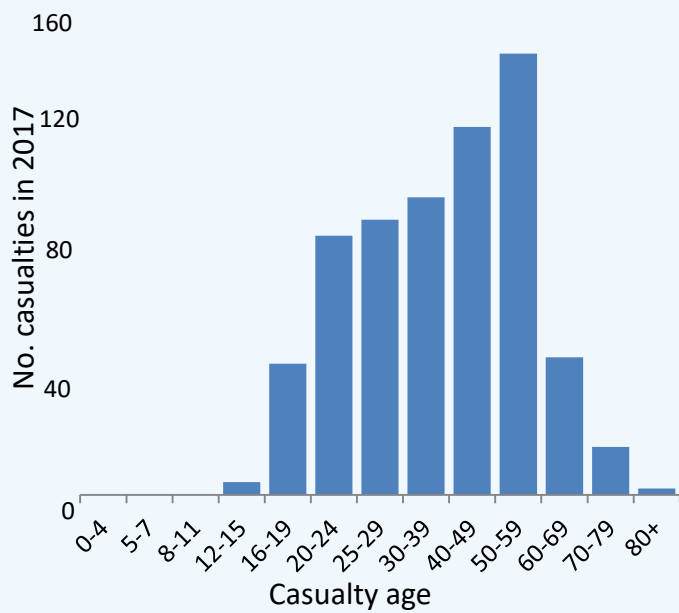
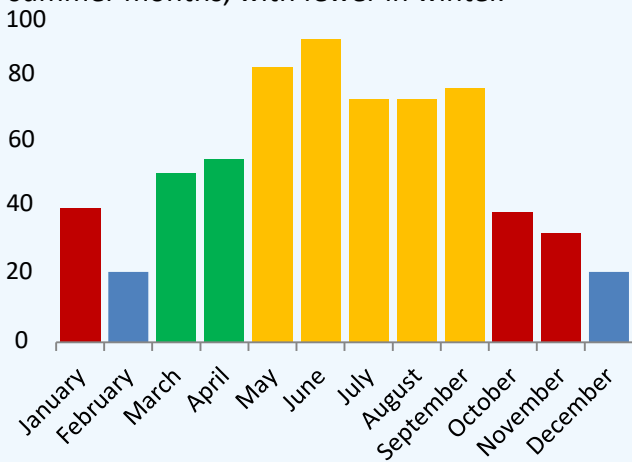
Most motorcycle casualties occurred in areas with 30 or 60mph speed limit, though 60mph roads had the highest percentage of fatalities.



Motorcyclists involved in accidents, 2013 to 2017 average

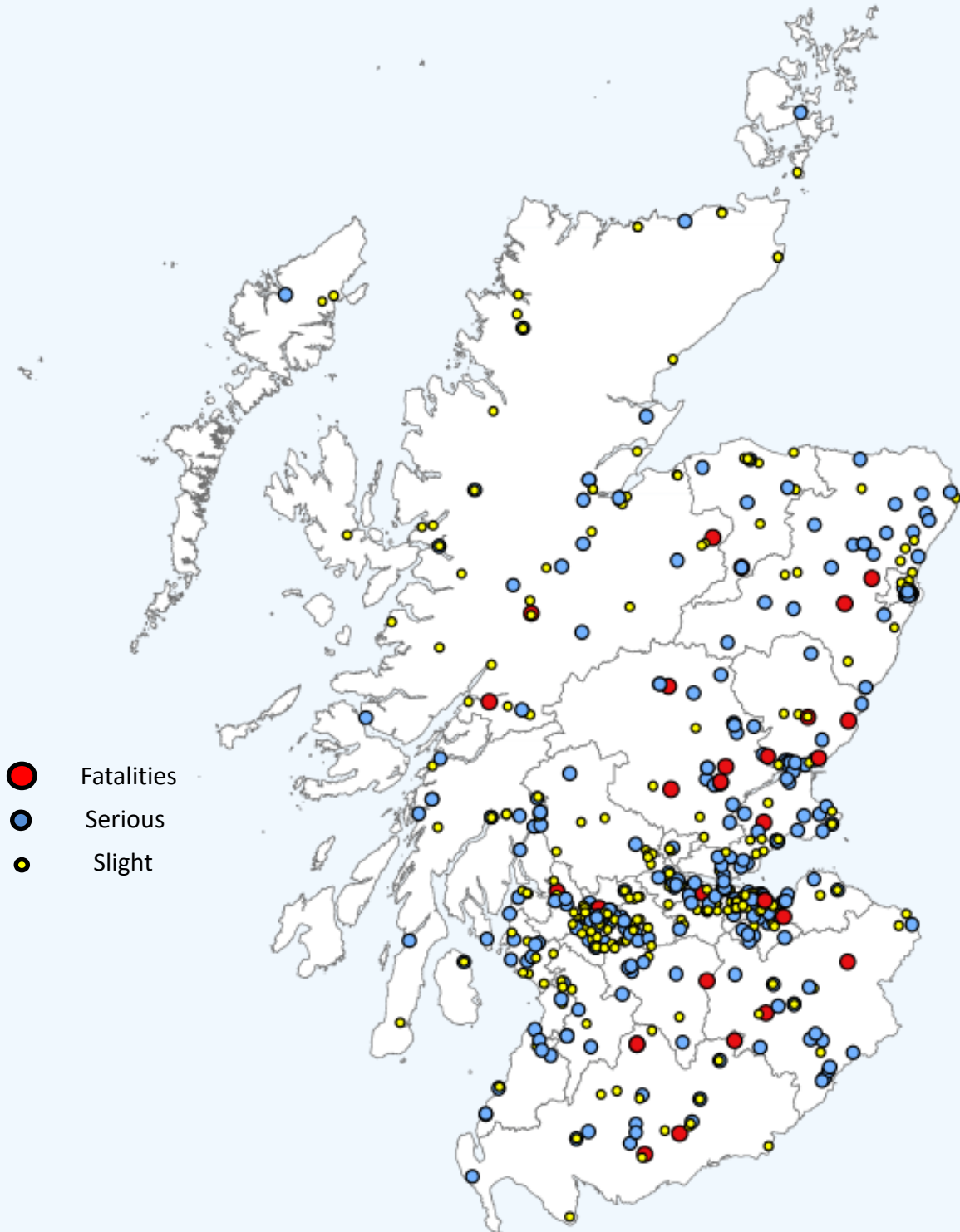
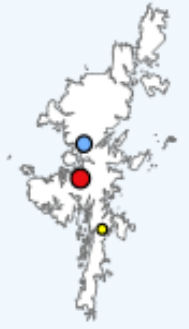


More motorcycle casualties in 2017 occurred in the summer months, with fewer in winter.





The map below shows motorcycle casualties in Scotland by severity. As can be seen, a relatively large proportion of the casualties are serious compared to other modes, and these occur in both rural and urban areas, with slight casualties concentrated around large urban areas.

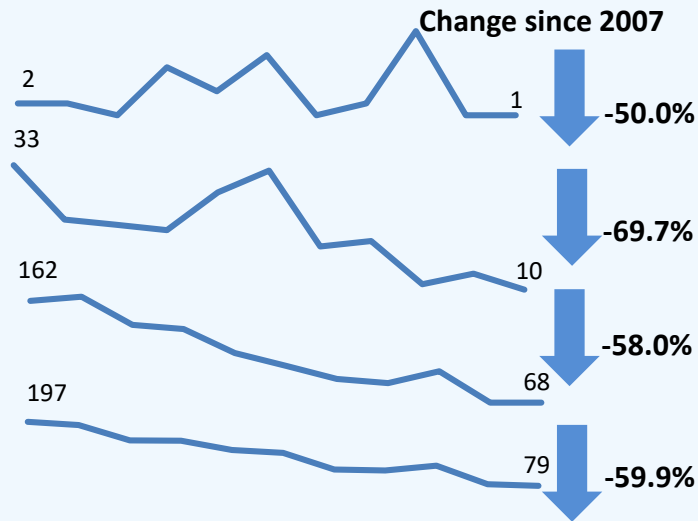
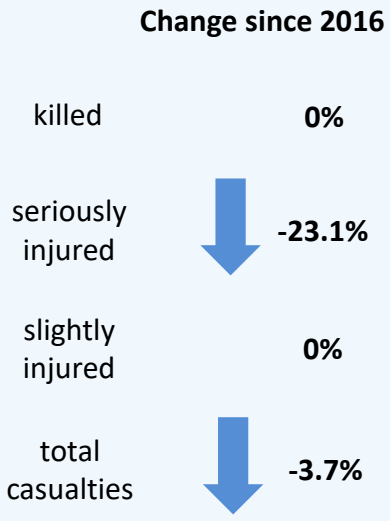




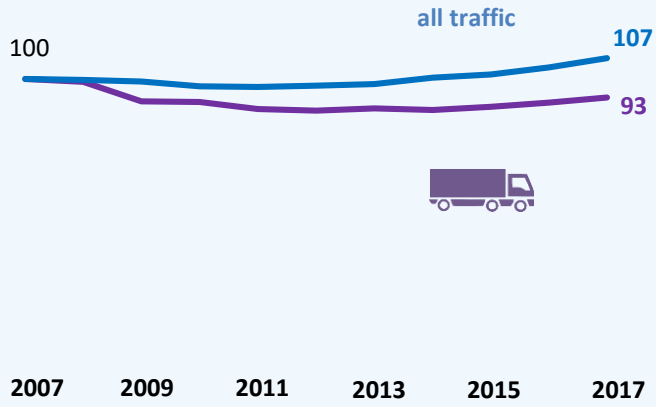
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Factsheet 5 - HGVs

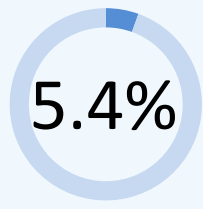
1
10
68
79



HGV traffic has increased over the past ten years at a slower rate than total road traffic.



accounted for

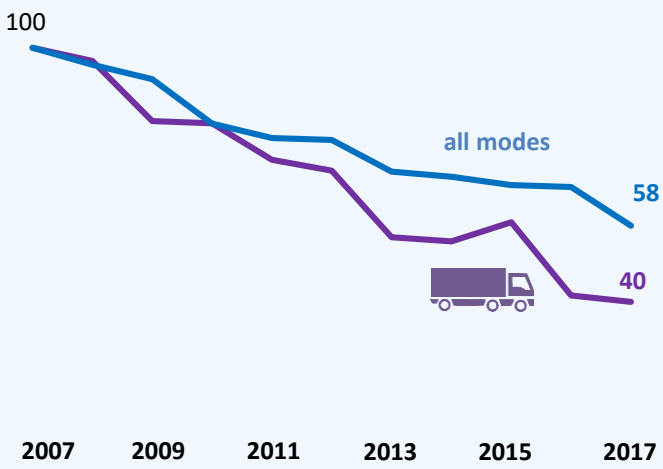


of traffic

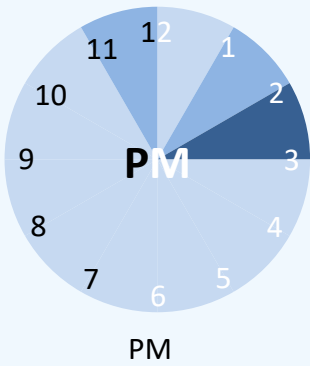
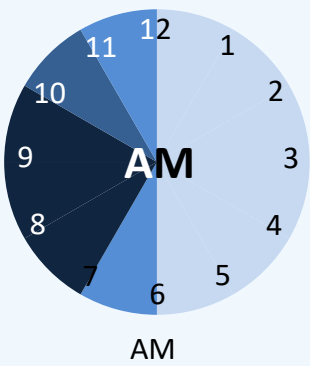


of road accident casualties

in 2017



As might be expected, more HGV casualties tend to take place during daylight hours, but the distribution is less concentrated around peak times.



Legend for casualties in 2017 occurring in displayed 1hr period:

- Lightest blue: = 0 to 2
- Medium-light blue: = 3 to 4
- Medium blue: = 5 to 6
- Dark blue: = 7 to 8
- Darkest blue: = 9 to 13

In the last ten years, HGV casualties have fallen slightly faster than total casualties by all modes

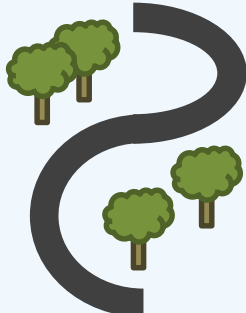
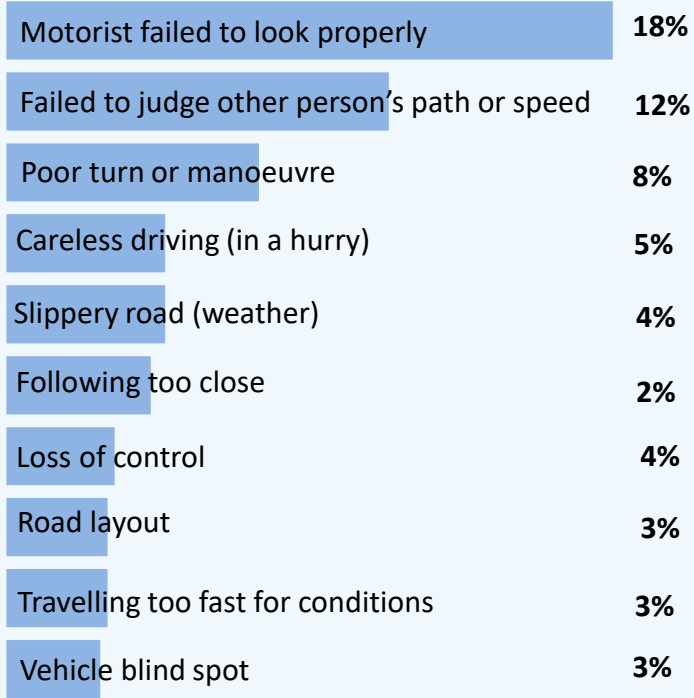
casualties in 2017 occurring in displayed 1hr period



306 HGVs involved in injury accidents in 2017 of which:

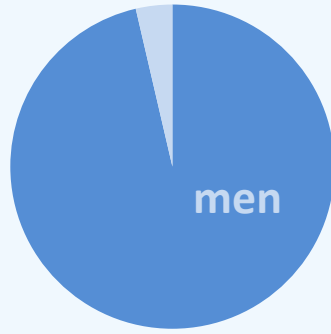


Top 10 contributory factors in 2017 for accidents involving at least one HGV:



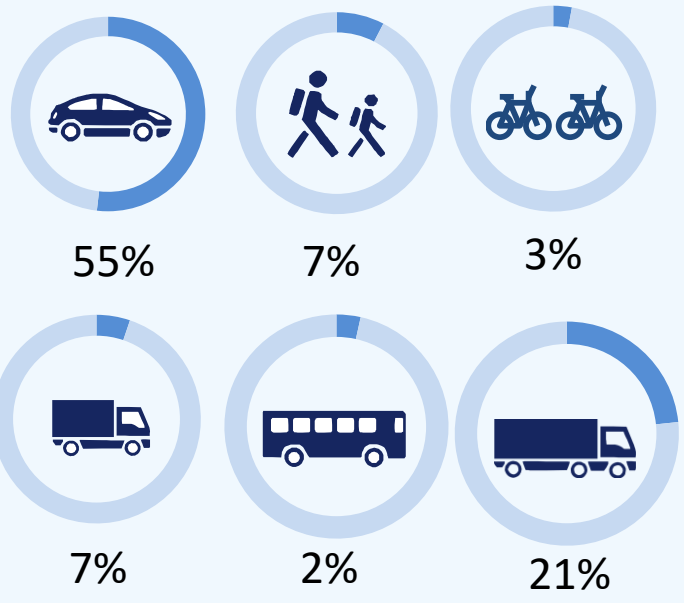
100% of HGV fatalities between 2013 and 2017 were on rural roads, and **84%** of all HGV casualties.

women



96% of HGV accident casualties in 2017 were men, compared to 51% of car drivers and 39% of car passengers

In accidents involving at least one HGV between 2013 and 2017, the road users suffering injury or death were:



100%

of HGV fatalities

80%

of HGV serious injuries


69%

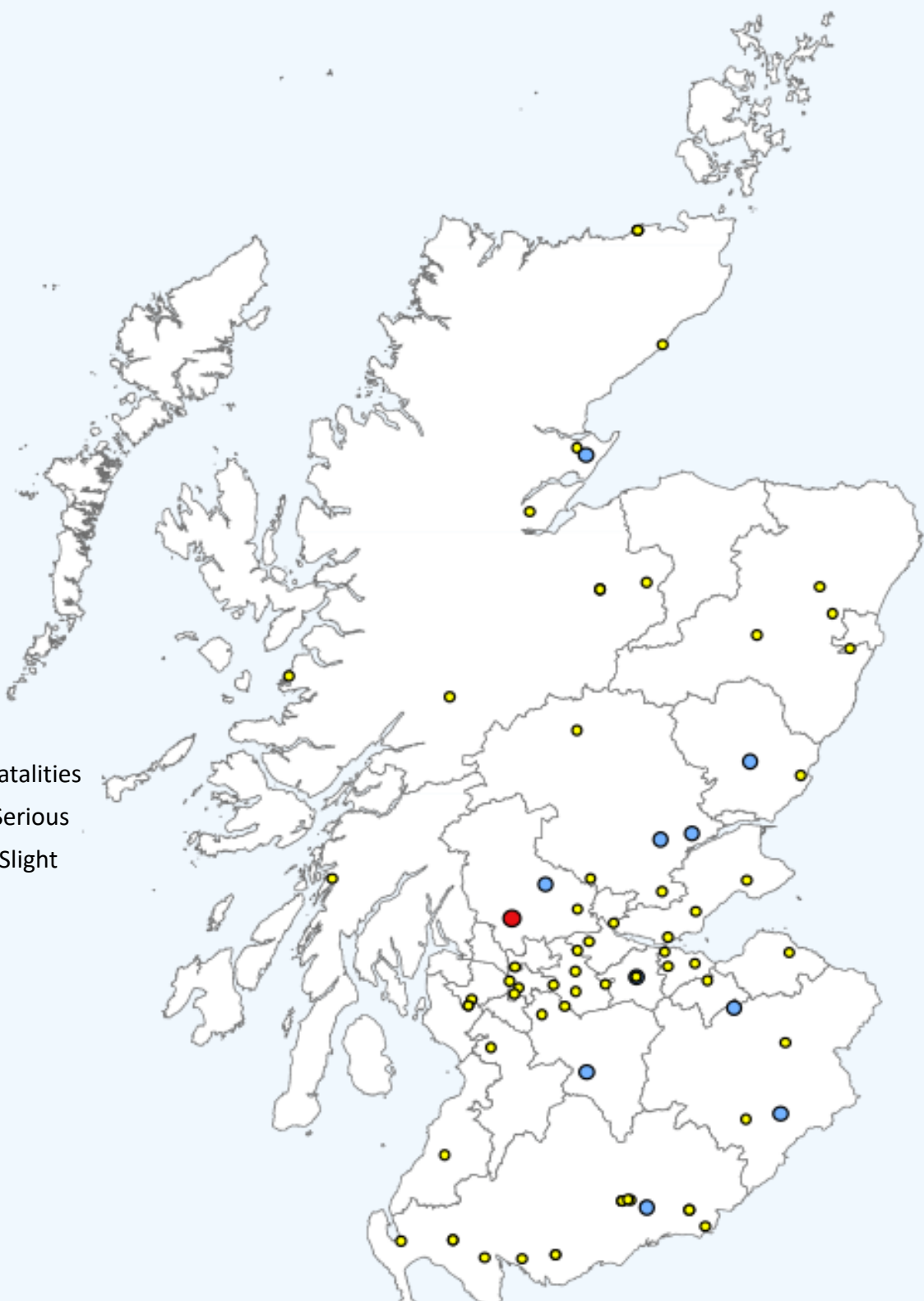
of HGV slight injuries

occurred in non-built up areas



The map below shows HGV casualties in Scotland in 2017.

-  Fatalities
-  Serious
-  Slight

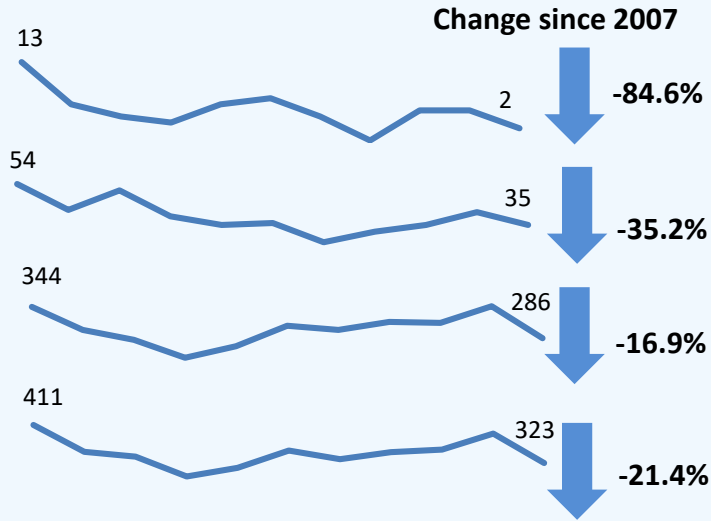
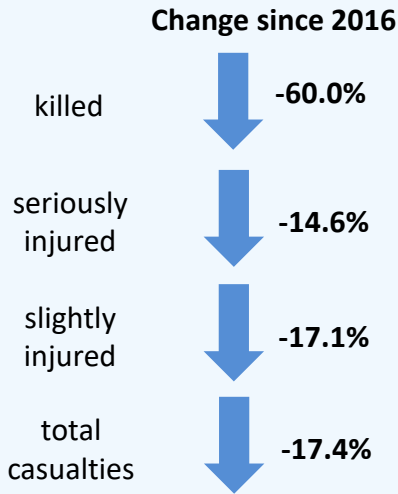




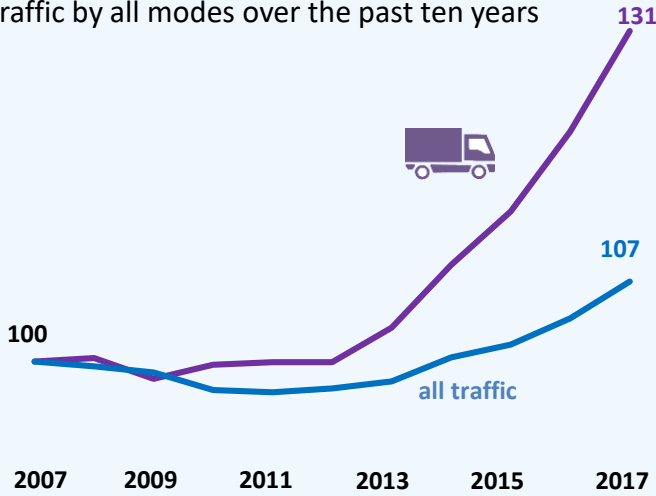
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Factsheet 6 - LGVs

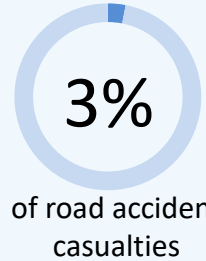
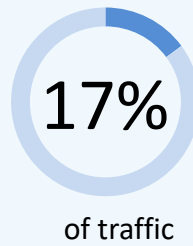
2
35
286
323



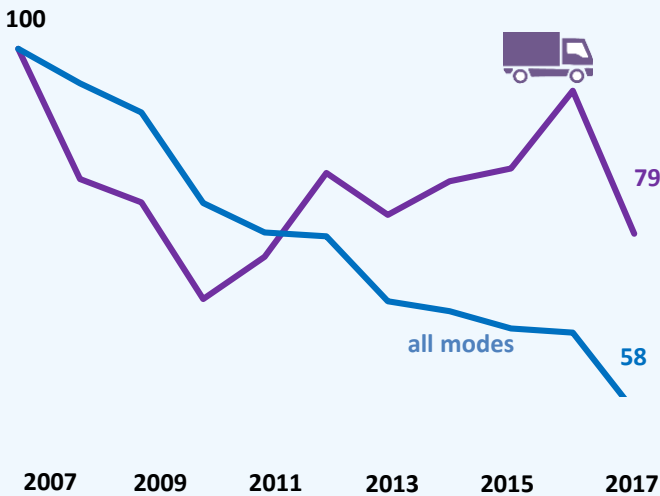
LGV traffic has increased more quickly than total traffic by all modes over the past ten years



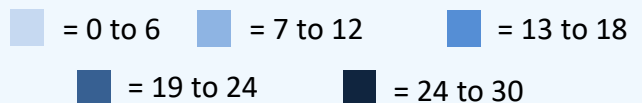
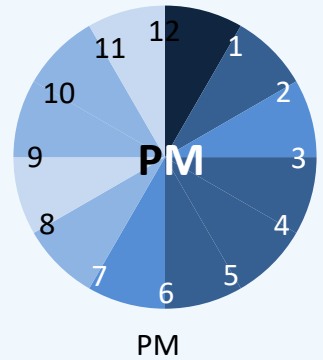
accounted for



in 2017



As might be expected, more LGV casualties tend to take place during daylight hours, but casualties are less clustered around peak traffic times.



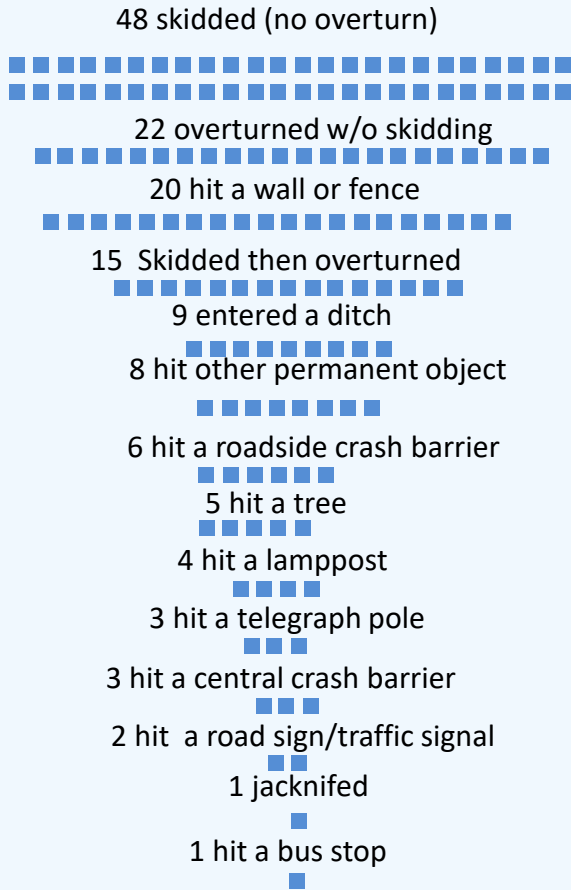
casualties in 2017 occurring in displayed 1hr period

In the last ten years, LGV casualties have fallen slightly, slower than the fall in total casualties by all modes

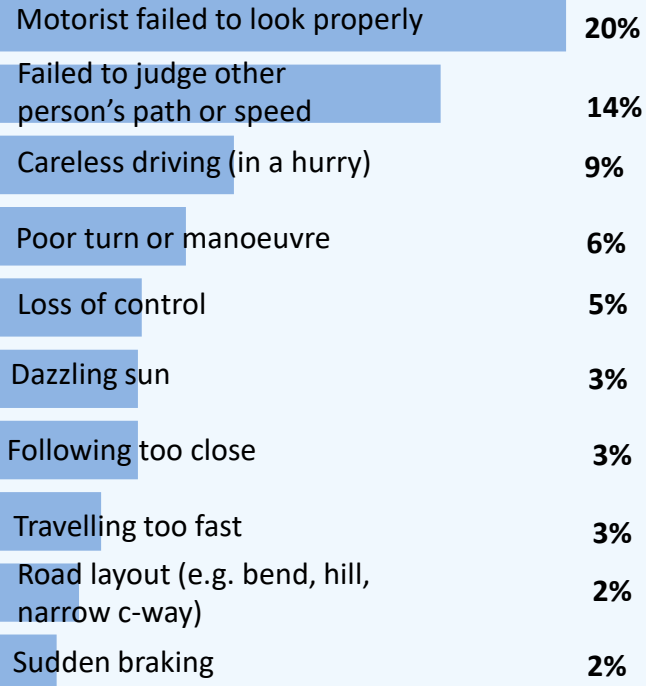


785

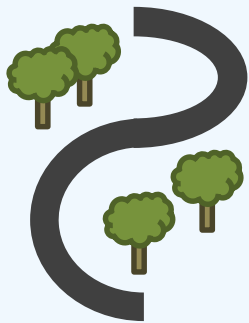
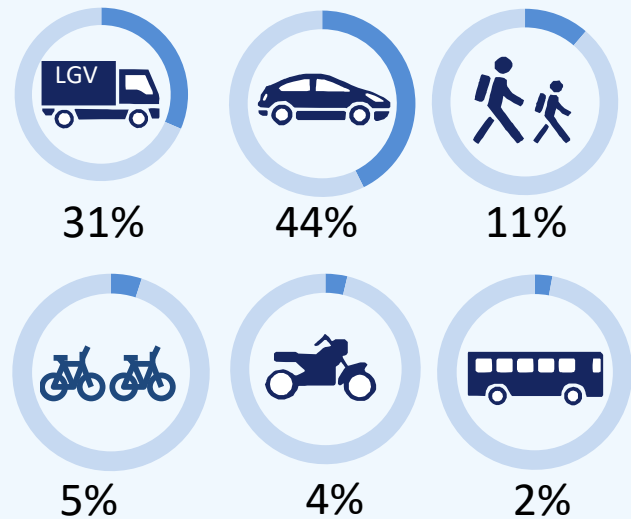
LGVs involved in injury accidents in 2017, some of which included additional factors:



Top 10 contributory factors in 2017 for accidents involving at least one LGV:

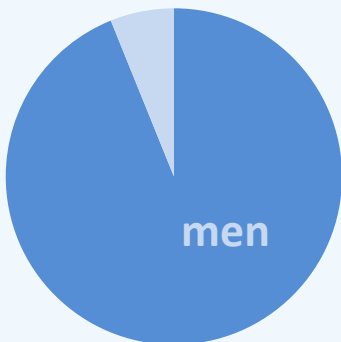


In accidents involving at least one LGV between 2013 and 2017, the road users suffering injury or death were:

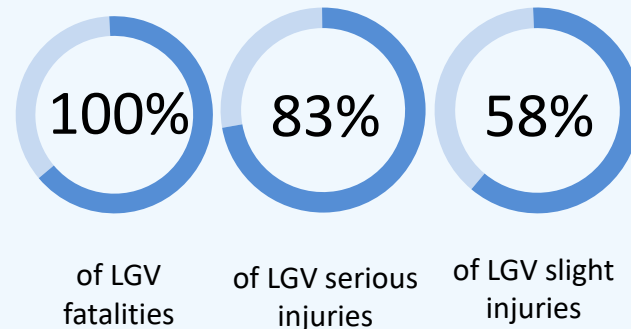


100% of LGV fatalities were on rural roads between 2013 and 2017, and **60%** of all LGV casualties.

women



88% of LGV casualties in 2017 were men, compared to 51% of car drivers and 39% of car passengers

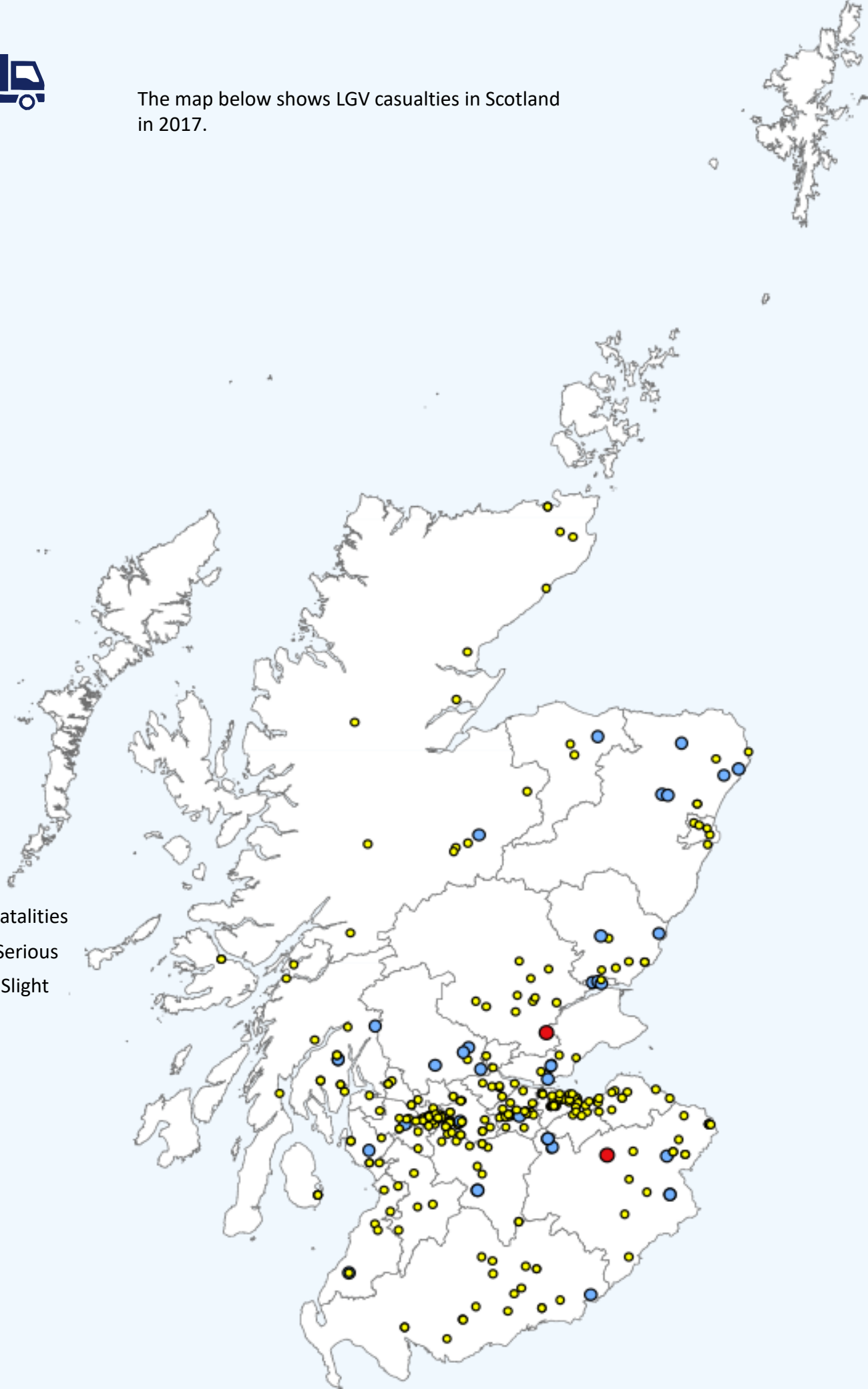


occurred in non-built up areas in 2017



The map below shows LGV casualties in Scotland in 2017.

-  Fatalities
-  Serious
-  Slight



Notes and Definitions

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
 - (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
 - (c) any injury causing death 30 or more days after the 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.

Changes and trends in these factsheets are generally measured over a ten year period.

Contact

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