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Key Reported Road Casualties Scotland 2018

Statistical Bulletin

Transport Series

19 June 2019

Key Reported Road Casualties Scotland 2018

This bulletin presents ***provisional*** statistics of reported injury road accidents (i.e. road accidents reported to the police in which one or more people were killed or injured) in Scotland in 2018. Final figures will be published in October 2019.

1. Main Points

1.1 There were a total of **8,402** road casualties reported in 2018 this is 1,031 or 11% fewer than 2017 and the lowest number of casualties since annual records began in 1950. Of which there were:

- **160 fatalities**: 15 (or 10%) more than 2017
- **1,581 seriously** injured: 12 (or 1%) fewer than 2017
- **6,661 slightly** injured**:** 1,034 (or 13%) fewer than 2017 **[Table 2].**

1.2 By mode, in 2018 there were:

- 5,069 **car** user casualties (638, 11% less than 2017); including 75 fatalities (11 more than 2017)
- 1,250 **pedestrian** casualties (113, 8% less than 2017); including 33 fatalities (5 fewer than 2017)
- 640 **motorcycle** casualties (20, 3% more than 2017); including 33 fatalities (4 more than 2017)
- 638 **pedal cycle** casualties (12% less than 2017); including 6 fatalities (1 more than 2017)
- 230 **bus** and **coach** user casualties (127, 36% less than 2017) **[Table 3]**.

These figures take no account of changes in modal choice so changes could be because more or fewer people are travelling by a particular mode.

1.3 In 2018 there were 756 **child** casualties reported, 144 (16%) fewer than in 2017. This included **3** fatalities, 1 more than last year **[Table 4]**. Conclusions on trend cannot be made from a single year's data as the numbers are small and fluctuate from year to year. Trends using a three year average are included in table 7.

1.4 In 2018 **male** fatalities rose by 13 (14%) to 109. **Female** fatalities rose by 2 (4%) to 51. Thirteen per cent (1,101) of all casualties were aged 16–22, a fall of 21% on 2017, of which 614 were male and 487 were female. Casualties aged under 5 fell by 5%, from 136 to 129 between 2017 and 2018 **[Table 12]**.

1.5 Scotland's road safety framework to 2020 contains 5 **national targets for casualty reductions by 2020**. Scotland's performance is currently on track to meet only 3 of the 5 targets, although in each case there has been a significant improvement since the 2004-2008 baseline.

- 160 people were **killed** in 2018, a reduction of **45%** since the baseline (performance currently exceeding the 2020 target of a 40% reduction) **[Table 5]**
- 1,581 people were **seriously injured** in 2018, a reduction of **39%** since the baseline (performance not currently on track to meet the 2020 target of a 55% reduction) **[Table 6]**
- On average, there were 6 **children killed** each year between 2016 and 2018: a reduction of **63%** since the baseline (performance currently exceeding the 2020 target of a 50% reduction) **[Table 7]**
- There were 142 **children seriously injured** in 2018: a reduction of **56%** since the baseline (performance not currently on track to meet the 2020 target of a 65% reduction) **[Table 8]**
- The 2018 **slight casualty rate** was 13.84 casualties per 100 million vehicle kilometres, a reduction of **57%** since the baseline (performance currently exceeding the 2020 target of a 10% reduction) **[Table 9]**.

CONTENTS

2. Background

2.1 **This bulletin presents *provisional* statistics of reported injury road accidents (i.e. road accidents in which one or more people were killed or injured) in Scotland in 2018.** These figures were extracted from Transport Scotland's reported road accident statistical database (based on 'Stats19' statistical returns made by police forces) on 17 May 2019. Final 2018 figures will appear in *Reported Road Casualties Scotland 2018* , which will be published in October 2019 and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2017 and earlier years may differ slightly from those published previously. Further information about the differences between the main figures in the publications can be found in section 11.2.

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

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

2.4 *Key Reported Road Casualties Scotland 2018* is one of a series of Transport Statistics publications. A comprehensive statistical picture of transport activity is given in the compendium *Scottish Transport Statistics* volume and the latest transport and travel trends from Scottish Household Survey transport data published in *Transport and Travel in Scotland*. *Key Reported Road Casualties Scotland 2018* is followed in October by *Reported Road Casualties Scotland*, a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties. See Transport Scotland statistical publications for more details:

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

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Infographic Summary: 2018 Road Accidents And Casualties

8,402

road accident casualties in Scotland in 2018

11% fewer than the previous year

160

People were **killed in road accidents**

10% more than the previous year

1,581 people recorded as **seriously injured** in road accidents in 2018, 12 fewer than in 2017

1% less

6,661 people recorded as **slightly injured** in road accidents In 2018, 1,034 fewer than in 2017

13% less

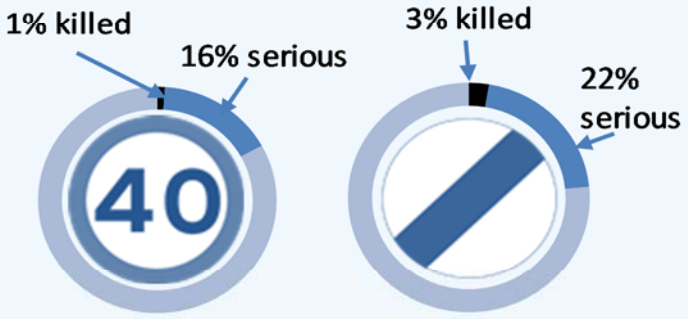
Road accident **Killed/serious casualties (KSI) by mode of transport:**

	Number of KSI Casualties 2018	% change in KSI casualties since 2017
Car	741	+2%
Pedestrian	395	-5%
Motorcycle	316	+2%
Pedal cycle	162	-8%

Road **casualties in relation to 2020 targets:**

	Actual % change in 2018 casualties from 2004-08 average	Casualty reduction target for 2020	Current Target status
Killed	-45%	-40%	Currently exceeding target
Serious	-39%	-55%	Not on track to meet target
Children killed	-63%	-50%	Currently exceeding target
Children serious	-56%	-65%	Not on track to meet target
Slight casualty rate	-57%	-10%	Currently exceeding target

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



Built-up roads **4,914 casualties**

Non built-up roads **3,488 casualties**

For web publication and further information, visit http://bit.ly/KRRCS

Note: Data for 2018 are provisional

3. Reported numbers of Accidents (Table 1)

3.1 *Table 1* shows the downward trend of injury road **accidents** recorded by the police. In 2018, there were 6,412 accidents in which someone was killed or injured, 10 per cent fewer than in 2017 and the lowest number since records began. There were 149 fatal accidents in 2018, 9 (6%) more than in 2017. In 2018, there were 1,368 serious injury accidents - a decrease of 9 (1%) from 2017; and 4,895 slight injury accidents reported in 2018, 13 per cent (706) fewer than 2017.

Table 1: Injury Road Accidents by Severity, 1970 – 2018

	Fatal	Serious	Fatal and Serious	Slight	All
1970	758	7,860	8,618	13,515	22,133
1975	699	6,912	7,611	13,041	20,652
1980	644	7,218	7,862	13,926	21,788
1985	550	6,507	7,057	13,587	20,644
1990	491	5,237	5,728	14,443	20,171
1995	361	4,071	4,432	12,102	16,534
1996	316	3,315	3,631	12,442	16,073
1997	340	3,312	3,652	12,994	16,646
1998	339	3,318	3,657	12,862	16,519
1999	285	3,209	3,494	11,921	15,415
2000	297	3,007	3,304	11,828	15,132
2001	309	2,840	3,149	11,575	14,724
2002	274	2,684	2,958	11,385	14,343
2003	301	2,495	2,796	11,121	13,917
2004	283	2,331	2,614	11,305	13,919
2005	264	2,252	2,516	10,922	13,438
2006	293	2,257	2,550	10,560	13,110
2007	255	2,049	2,304	10,203	12,507
2008	245	2,242	2,487	9,672	12,159
2009	196	1,998	2,194	9,362	11,556
2010	189	1,713	1,902	8,393	10,295
2011	175	1,675	1,850	8,135	9,985
2012	162	1,736	1,898	7,879	9,777
2013	159	1,425	1,584	7,390	8,974
2014	181	1,488	1,669	7,164	8,833
2015	157	1,421	1,578	6,899	8,477
2016	175	1,432	1,607	6,746	8,353
2017	140	1,377	1,517	5,601	7,118
2018 *prov.*	149	1,368	1,517	4,895	6,412

4. Reported numbers of Casualties (Table 2)

4.1 In 2018, 160 people were **killed** in road accidents in Scotland: 15 (10%) more than 2017. Since 1978, there has been a clear, steady long-term downward trend. More recent years' figures have fluctuated around a less pronounced downward trend **[Figure 1]**.

4.2 In 2018 there were 1,581 people **seriously injured** in road accidents: 12 (1%) less than in 2017. The long-term trend, has generally been downward since the early 1980s **[Figure 2].**

4.3 There were 6,661 people reported as **slightly injured** in 2018 which was 1,034 (13%) fewer than in 2017. Between 1970 and the late 1990s, the figures fluctuated between 17,000 and 21,000. However, there has been a clear downward trend since 1997 **[Figure 3].**

Table 2: Casualties by Severity, 1950 – 2018

	Killed	Serious injury	Killed and Serious	Slight injury	All Severities
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,561	22,414
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,072	4,457	18,010	22,467
1999	310	3,765	4,075	16,927	21,002
2000	326	3,568	3,894	16,624	20,518
2001	348	3,410	3,758	16,153	19,911
2002	304	3,229	3,533	15,742	19,275
2003	336	2,957	3,293	15,463	18,756
2004	308	2,766	3,074	15,428	18,502
2005	286	2,666	2,952	14,933	17,885
2006	314	2,635	2,949	14,320	17,269
2007	281	2,385	2,666	13,573	16,239
2008	270	2,575	2,845	12,747	15,592
2009	216	2,287	2,503	12,540	15,043
2010	208	1,969	2,177	11,161	13,338
2011	185	1,878	2,063	10,722	12,785
2012	176	1,981	2,157	10,555	12,712
2013	172	1,667	1,839	9,653	11,492
2014	203	1,701	1,904	9,398	11,302
2015	168	1,602	1,770	9,207	10,977
2016	191	1,697	1,888	9,008	10,896
2017	145	1,593	1,738	7,695	9,433
2018 *prov.*	160	1,581	1,741	6,661	8,402
2004 - 2008 average	*292*	*2,605*	*2,897*	*14,200*	*17,097*
2014 - 2018 average	*173*	*1,635*	*1,808*	*8,394*	*10,202*
2018 percentage change:					
on 2017	10%	-1%	0%	-13%	-11%
on 04-08 average	-45%	-39%	-40%	-53%	-51%

1. Figures for 2017 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.
2. Although regular records of the numbers of casualties began in 1947, the level of severity was only collected from 1950 and the number of injury road accidents weren't collected until 1970.

4.4 There were a total of 8,402 casualties (of all severities) reported in 2018: 1,031 (11%) fewer than in 2017 and the lowest number since annual records began in 1950. Between around 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction every year, with numbers falling below 12,000 in 2013, which was half the level of the early 1990s **[Figure 3]**.

Figure 1: Number of casualties killed, 1950 to 2018

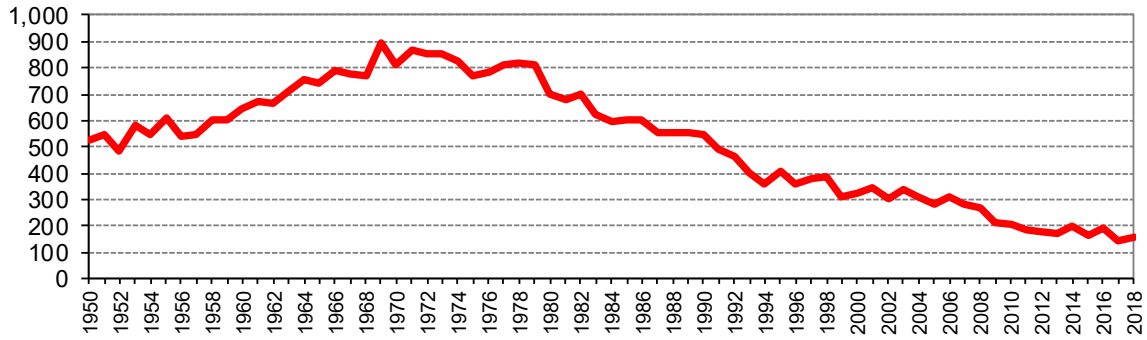


Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2018

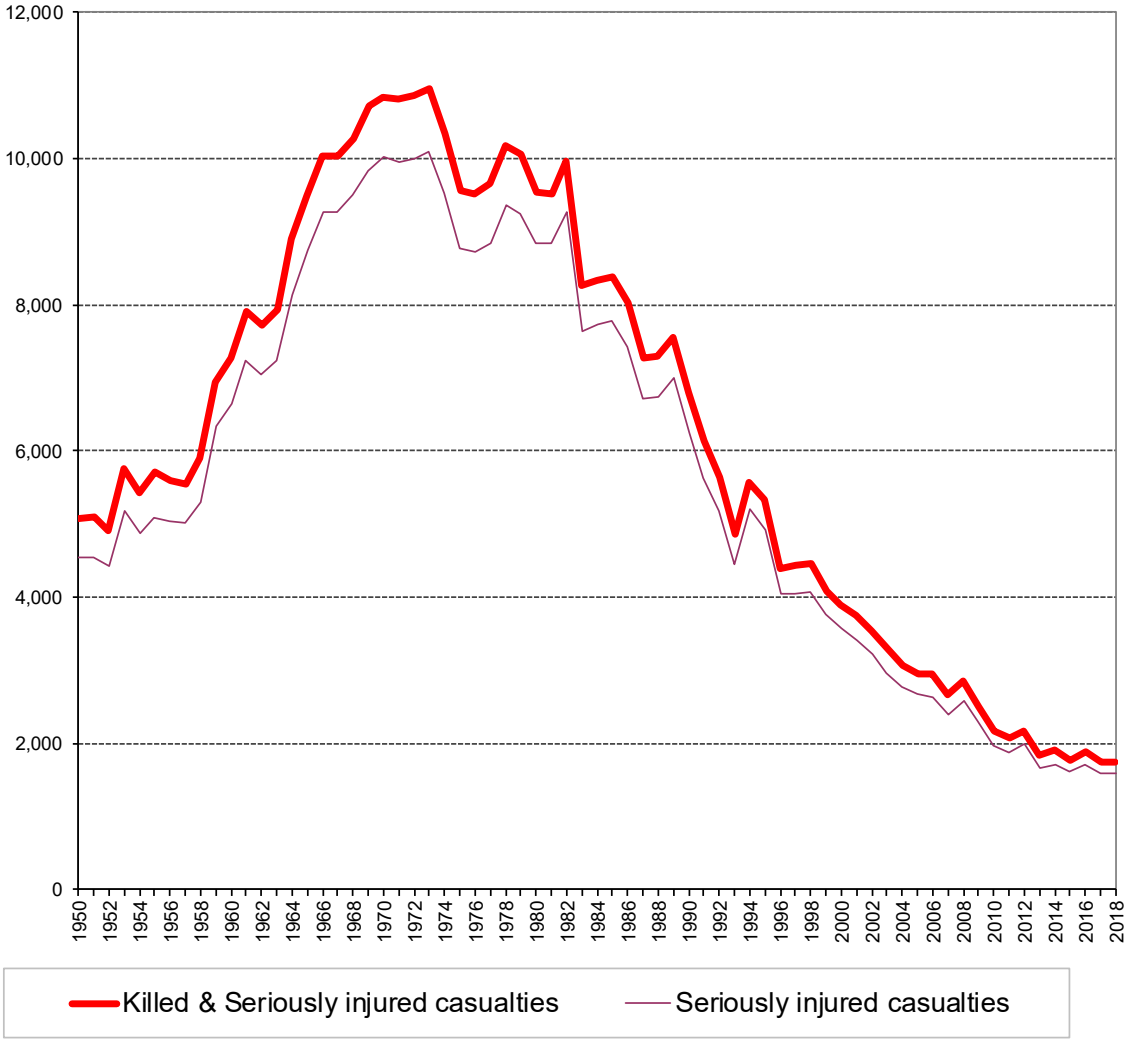
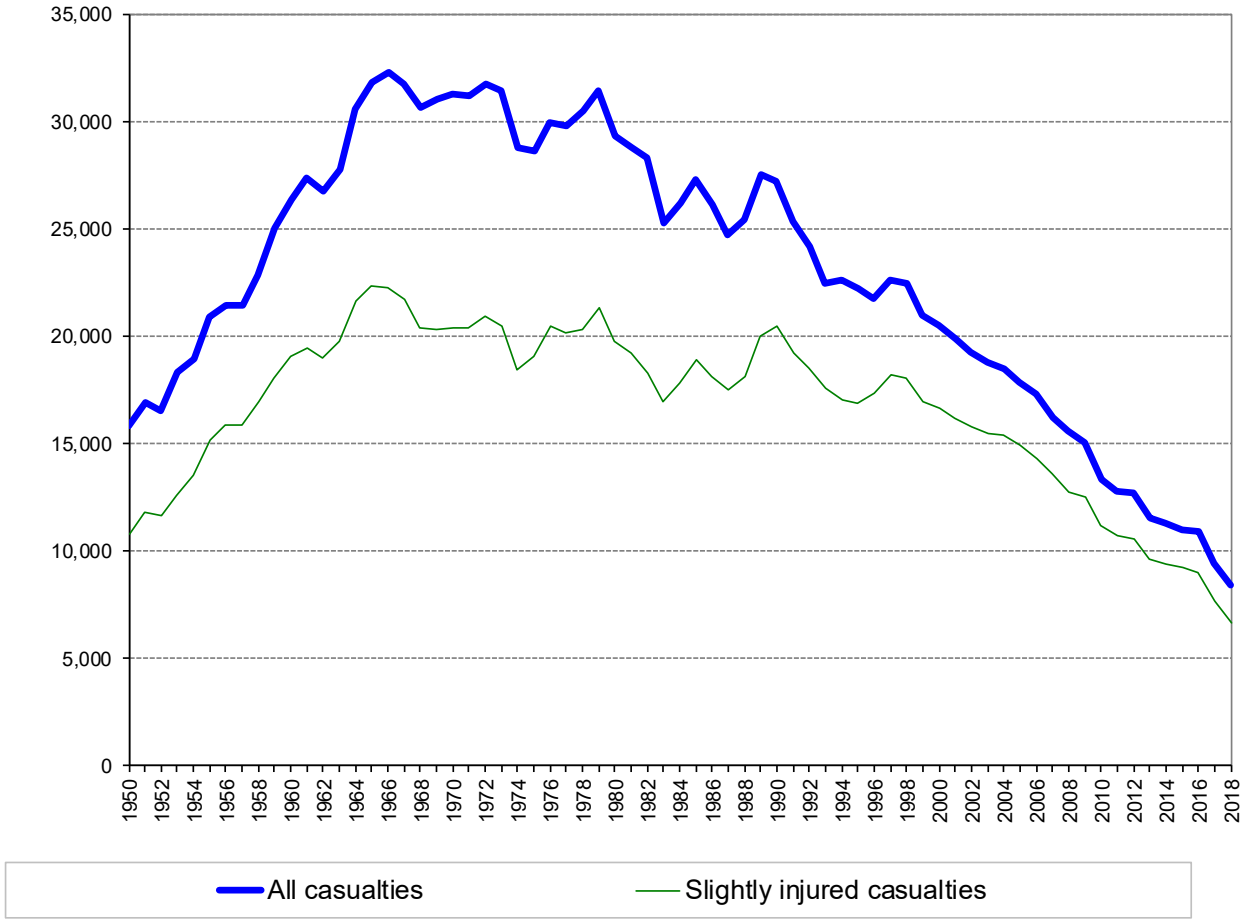


Figure 3: All casualties and Slightly injured casualties, 1950 - 2018



5. Casualties by Type of Road (Table 3)

5.1 In 2018, **non built-up roads** (roads with a speed limit of over 40mph, see paragraph 11.4 for more detail) accounted for two-fifths of the total number of reported casualties (42%: 3,488 out of 8,402). However, they accounted for almost three quarters of those killed (74%: 118 out of 160) and almost half of the total number of seriously injured (49%: 780 out of 1,581). This will be at least in part due to the higher average speed, as non built-up roads are those with a speed limit of greater than 40 mph. These roads also make up two thirds of Scotland's road network.

5.2 Compared with the 2004-08 average, total casualties on non built-up roads and built-up roads have reduced by similar proportions (52% and 50% respectively.) However, the reduction in built-up roads fatalities was greater (at 49%) than for non built-up roads (at 44%).

Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2016-2018 & 2004-08 average

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
Pedestrian									
2004-08 average	46	609	2,723	18	47	133	65	656	2,855
2016	23	378	1,598	9	19	63	32	397	1,661
2017	26	356	1,298	12	23	65	38	379	1,363
2018 prov.	24	338	1,193	9	24	57	33	362	1,250
% change on 2017	*	-5%	-8%	*	*	-12%	*	-4%	-8%
on 04-08 average	*	-44%	-56%	*	*	-57%	-49%	-45%	-56%
Pedal cycle									
2004-08 average	5	111	673	4	23	83	9	134	756
2016	3	118	682	5	30	108	8	148	790
2017	3	132	634	2	39	94	5	171	728
2018 prov.	2	119	556	4	37	82	6	156	638
% change on 2017	*	-10%	-12%	*	*	-13%	*	-9%	-12%
on 04-08 average	*	7%	-17%	*	*	-2%	*	16%	-16%
Motor cycle									
2004-08 average	6	159	561	36	212	489	42	371	1,049
2016	7	104	373	23	164	336	30	268	709
2017	3	119	316	26	162	304	29	281	620
2018 prov.	5	97	302	28	186	338	33	283	640
% change on 2017	*	-18%	-4%	*	15%	11%	*	1%	3%
on 04-08 average	*	-39%	-46%	*	-12%	-31%	*	-24%	-39%
Car									
2004-08 average	21	337	4,762	141	920	5,844	162	1,258	10,606
2016	8	204	3,332	98	558	3,365	106	762	6,697
2017	7	191	2,835	57	471	2,872	64	662	5,707
2018 prov.	9	195	2,410	66	471	2,659	75	666	5,069
% change on 2017	*	2%	-15%	16%	0%	-7%	17%	1%	-11%
on 04-08 average	*	-42%	-49%	-53%	-49%	-55%	-54%	-47%	-52%
Bus/Coach									
2004-08 average	0	50	669	0	5	80	1	55	749
2016	0	28	227	3	14	75	3	42	302
2017	2	18	278	0	5	79	2	23	357
2018 prov.	0	27	208	2	8	22	2	35	230
% change on 2017	*	*	-25%	*	*	-72%	*	*	-36%
on 04-08 average	*	*	-69%	*	*	-72%	*	-36%	-69%
Other modes of transport									
2004-08 average	4	42	489	10	90	591	14	132	1,080
2016	3	21	358	9	59	379	12	80	737
2017	3	23	318	4	54	340	7	77	658
2018 prov.	2	25	245	9	54	330	11	79	575
% change on 2017	*	*	-23%	*	0%	-3%	*	3%	-13%
on 04-08 average	*	*	-50%	*	-40%	-44%	*	-40%	-47%
All casualties									
2004-08 average	82	1,309	9,877	209	1,297	7,220	292	2,605	17,097
2016	44	853	6,570	147	844	4,326	191	1,697	10,896
2017	44	839	5,679	101	754	3,754	145	1,593	9,433
2018 prov.	42	801	4,914	118	780	3,488	160	1,581	8,402
% change on 2017	*	-5%	-13%	17%	3%	-7%	10%	-1%	-11%
on 04-08 average	-49%	-39%	-50%	-44%	-40%	-52%	-45%	-39%	-51%

1 Figures for 2017 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

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

6. Casualties by Mode of Transport (Table 3)

6.1 Figures on numbers of casualties by mode should be compared with data on mode use since changes could be due to more or fewer people travelling by a particular mode. Information on mode use is published in the road traffic or personal travel sections of Scottish Transport Statistics (STS). Department for Transport (DfT) traffic estimates[1] showed that car traffic increased by 6% and motorcycle/moped traffic volume increased by 3% between 2014 and 2018.

6.2 In 2018 there were 5,069 **car users** reported injured in road accidents; three fifths of all road casualties (60%: 5,069 out of 8,402) and an 11% fall from 2017. Of these, 75 were killed and 666 seriously injured (increases of 17% and 1% from 2017 respectively). Non built-up roads accounted for half of all car user casualties (52%: 2,659 out of 5,069) but a much higher percentage of car user fatalities (88%: 66 out of 75) and those seriously injured (71%: 471 out of 666). Again, this is likely due in part to higher average speeds on these types of roads.

6.3 There were 1,250 **pedestrian** casualties recorded in 2018, a seventh of all casualties (15%: 1,250 out of 8,402) and down by 113 (8%) since 2017. Three per cent of pedestrian casualties were killed (33 out of 1,250) and 29% seriously injured (362 out of 1,250). Ninety-five per cent of pedestrian casualties occurred on built-up roads (1,193 out of 1,250). Fifty-eight per cent of pedestrian casualties on non built-up roads were killed or seriously injured (33 out of 57) compared with 30% on built-up roads (362 out of 1,193).

6.4 Together, **all other modes of transport** accounted for a quarter (25%) of casualties in 2018 (2,083 out of 8,402), for a slightly higher proportion of those killed (33%: 52 out of 160) and a third of those seriously injured (35%: 553 out of 1,581).

6.5 Pedal cycle casualty numbers in 2018 decreased by 12% and motorcycle casualties increased by 3%. In 2018, 640 **motorcycle** casualties were reported, of whom 283 (44% and an increase of 1% on 2017) suffered serious injuries, 33 died, an increase of 4 on 2017. There were 638 **pedal cyclist** casualties recorded in 2018, 156 (24% and a decrease of 9% on 2016) were seriously injured and 6 died (one more than in 2017). There are now more cyclists on the roads which will likely impact on cycling casualty numbers. There was an increase of 15% in pedal cycle traffic in the last ten years, according to traffic estimates provided by DfT[1].

6.6 A total of 230 **bus and coach** users were reported injured (a decrease of 36% on 2017), of whom 35 (12 more than 2017) were seriously injured, two died.

7. Child Casualties (Table 4 and Table 7)

7.1 There were 756 **child** casualties reported in 2018 representing 9% of all casualties (756 out of 8,402) and a decrease of 144 (or 16%) from 2017. Of these, 142 were seriously injured and 3 died, 1 more death than in 2017. Two of the 3 children killed in 2018 were pedestrians and one was a minibus passenger. The numbers of fatalities are small, so care should be taken when drawing conclusions from year on year changes and trends should be looked at over the longer term. The three year average used to monitor progress against the Road Safety Framework targets shows individual years as fluctuating around the longer term trend **[Table 7]**.

7.2 There were 333 child **pedestrian** casualties recorded in 2018. They accounted for 27% of all pedestrian casualties of all ages (333 out of 1,250). Of the child pedestrian casualties, 96 were seriously injured (2 died). The number killed was the same as 2017 but the number of seriously injured fell by 10 from 106 in 2017 to 96 in 2018.

7.3 In 2018, there were 319 child casualties in **cars**, 6% of all car user casualties (319 out of 5,069). Of the child casualties in cars, 29 were seriously injured (none died): the same figures for killed and serious as in 2017. In 2018, there were 64 child **pedal cycle** casualties (10% of the total of 638 pedal cycle casualties of all ages) including 15 who were seriously injured, there were no children killed on a pedal cycle in 2018, the same as 2017.

[1] DfT published headline 2018 traffic estimates for Scotland on their website and separately provided Transport Scotland with mode breakdowns.

Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2016-2018 & 2004-08 average

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
Pedestrian									
2004-08 average	4	210	976	2	9	21	6	218	997
2016	3	105	477	0	0	1	3	105	478
2017	1	103	392	1	3	9	2	106	401
2018 prov.	1	93	327	1	3	6	2	96	333
% change on 2017	*	-10%	-17%	*	*	*	*	-9%	-17%
on 04-08 average	*	-56%	-67%	*	*	*	*	-56%	-67%
Pedal cycle									
2004-08 average	2	27	194	1	2	9	2	29	203
2016	1	8	53	0	0	2	1	8	55
2017	0	8	63	0	2	4	0	10	67
2018 prov.	0	13	60	0	2	4	0	15	64
% change on 2017	*	*	-5%	*	*	*	*	*	-4%
on 04-08 average	*	*	-69%	*	*	*	*	*	-68%
Car									
2004-08 average	1	18	316	6	44	353	6	62	670
2016	0	5	208	7	41	211	7	46	419
2017	0	10	188	0	19	140	0	29	328
2018 prov.	0	7	159	0	22	160	0	29	319
% change on 2017	*	*	-15%	*	*	14%	*	*	-3%
on 04-08 average	*	*	-50%	*	*	-55%	*	-53%	-52%
Bus/Coach									
2004-08 average	0	3	68	0	0	20	0	3	88
2016	0	1	16	0	1	4	0	2	20
2017	0	0	54	0	0	20	0	0	74
2018 prov.	0	0	19	0	0	0	0	0	19
% change on 2017	*	*	-65%	*	*	*	*	*	-74%
on 04-08 average	*	*	-72%	*	*	*	*	*	-78%
Other									
2004-08 average	1	9	39	0	3	23	1	13	62
2016	1	2	9	0	4	18	1	6	27
2017	0	4	13	0	3	17	0	7	30
2018 prov.	0	1	11	1	1	10	1	2	21
% change on 2017	*	*	*	*	*	*	*	*	*
on 04-08 average	*	*	*	*	*	*	*	*	-66%
All child casualties									
2004-08 average	7	267	1,593	8	59	426	15	325	2,019
2016	5	121	763	7	46	236	12	167	999
2017	1	125	710	1	27	190	2	152	900
2018 prov.	1	114	576	2	28	180	3	142	756
% change on 2017	*	-9%	-19%	*	*	-5%	*	-7%	-16%
on 04-08 average	*	-57%	-64%	*	-52%	-58%	*	-56%	-63%

1 Figures for 2017 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.
2 * indicates that a percentage change is not shown because the denominator is 50 or fewer.

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

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

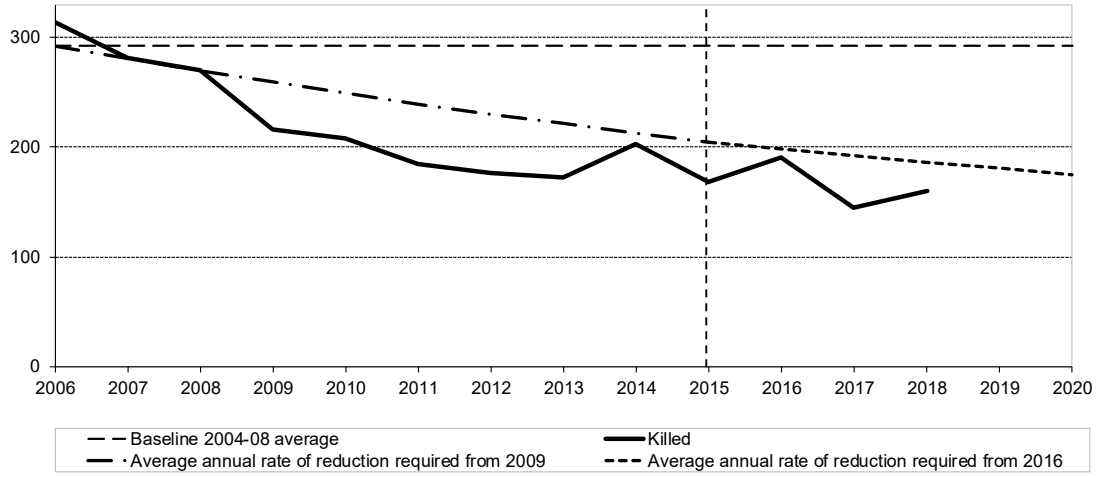
8.2 Progress is assessed towards a milestone in 2015 and the final target by means of an indicative trend based on a constant annual percentage reduction (see section 11.6 for more information). Detailed tables for each of the targets, including a breakdown by mode and historic data are included in *Tables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

8.3 Scotland is currently on track to meet only 3 of the 5 targets, although in each case there has been a significant improvement since the 2004-2008 baseline.

Target: 40% reduction in those killed by 2020

8.4 There were 160 people killed in 2018, a **45%** reduction since the 2004-08 baseline average. The decrease seen to 2018 is greater than that required to achieve the 2020 milestone reduction (40%). *Figure 4* shows that the total number of fatalities in 2018 was below the indicative line required to achieve the target **[Table 5]**.

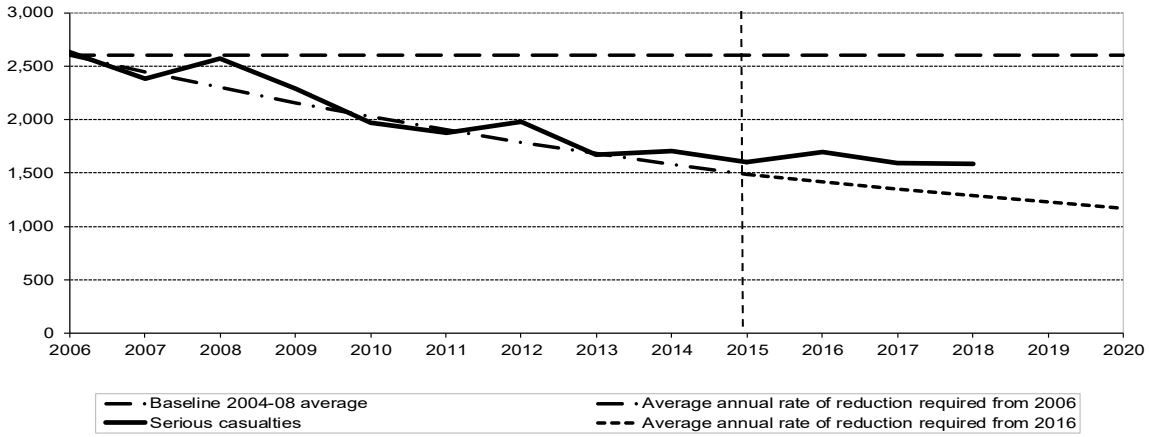
Figure 4: Progress to casualty reduction target: Casualties killed



Target: 55% reduction in those seriously injured by 2020

8.5 There were 1,581 serious injuries in 2018, a **39%** reduction since the 2004-08 baseline level. The decrease seen to 2018 is less than that required to achieve the framework target for 2020 (a reduction of 55% from 2004-08) **[Table 6]**.

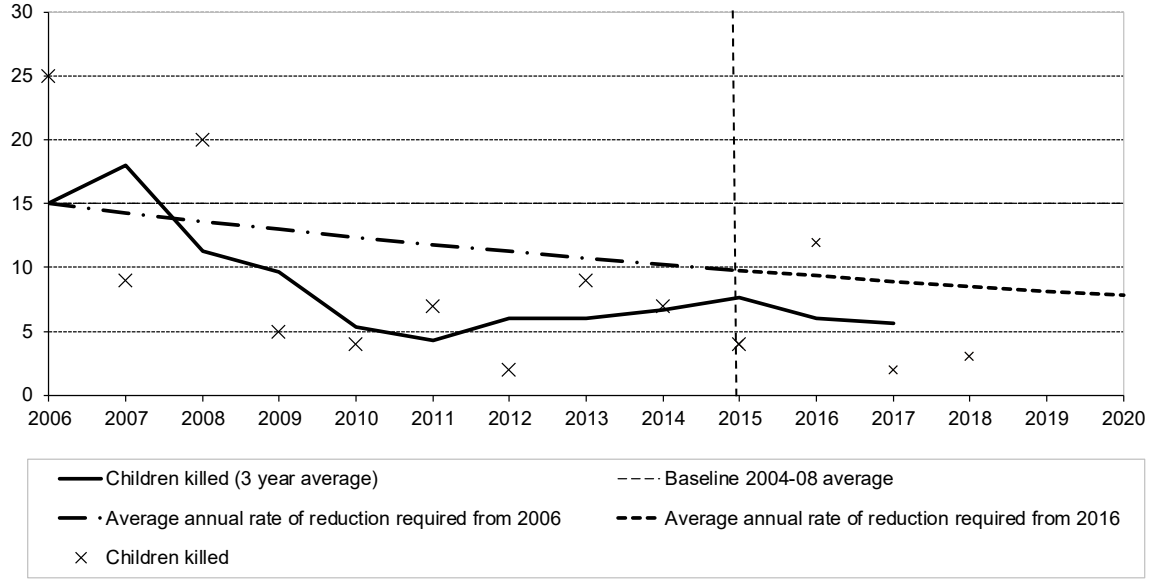
Figure 5: Progress to casualty reduction target: Seriously injured casualties



Target: 50% reduction in children killed by 2020

8.6 Due to small numbers and year-to-year fluctuations this target is measured using a three year average. An average of 6 children a year were killed in the 2016-2018 period, a **63%** reduction since the 2004-2008 baseline. The current reduction seen to 2018 is greater than that required to meet the 2020 target **[Table 7]**.

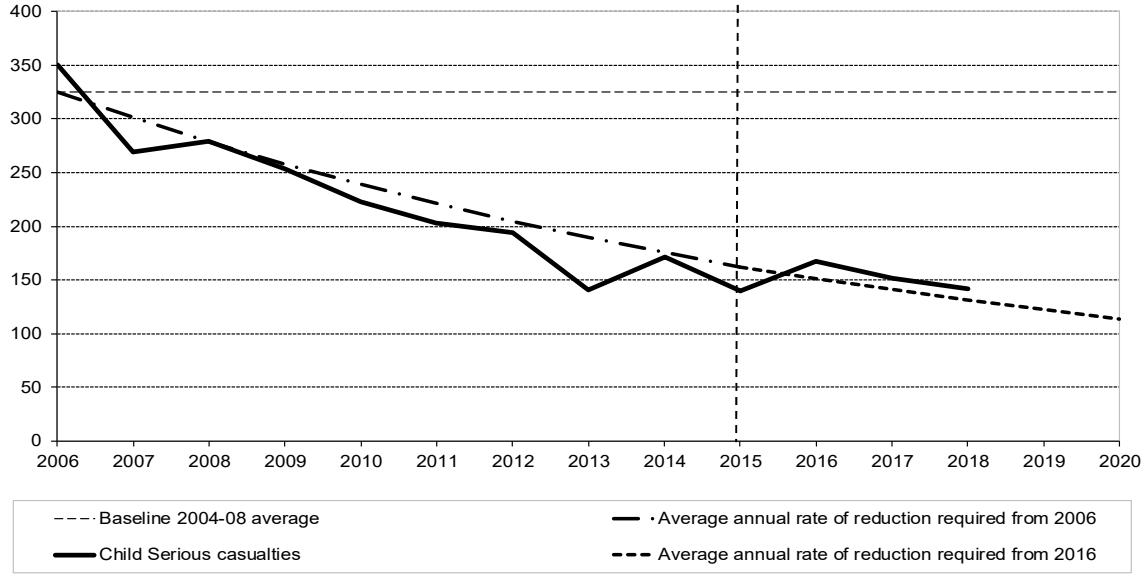
Figure 6: Progress to casualty reduction target: Children killed



Target: 65% reduction in children seriously injured by 2020

8.7 142 children were recorded as seriously injured in 2018, a **56%** reduction since the 2004-08 baseline. The decrease to 2018 is less than that required to achieve the 2020 milestone reduction (65%) **[Table 8]**.

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



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

8.8 *Table 9* shows that the 2018 slight casualty rate was 13.84 casualties per 100 million vehicle kilometres. This was a **57%** reduction since the 2004-08 baseline and is therefore greater than the reduction required to achieve the 2020 target **[Table 9]**.

Figure 8: Progress to casualty reduction target: Slightly Injured casualties per 100 million vehicle km

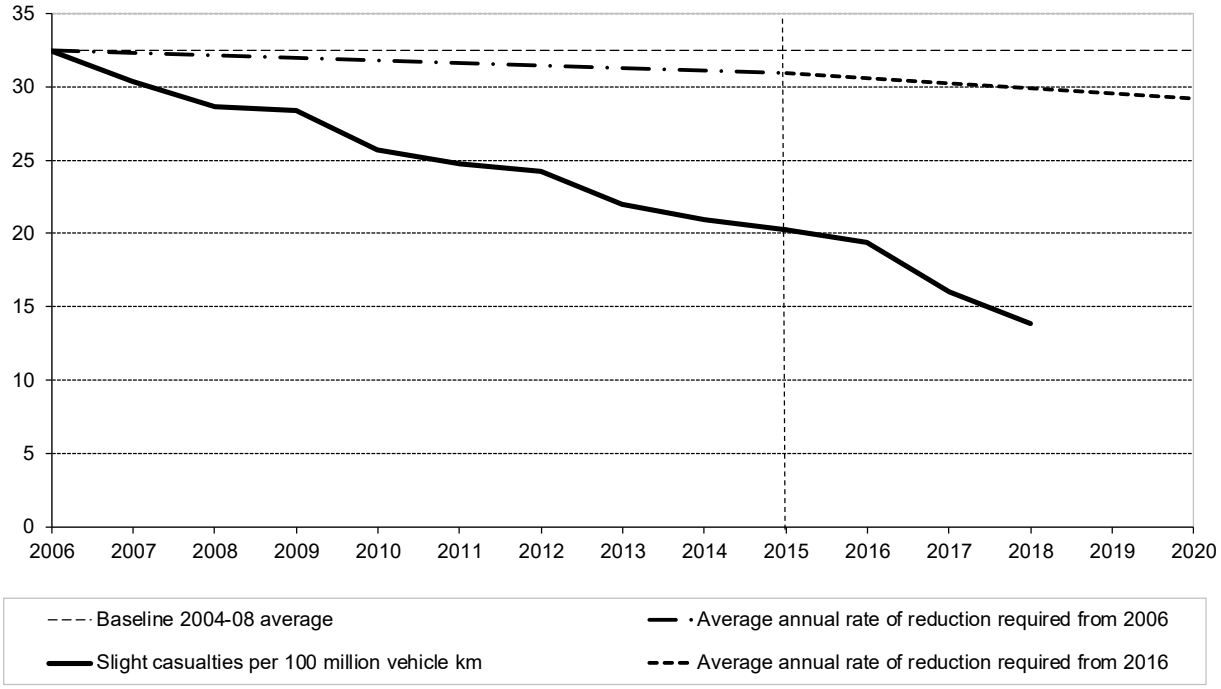


Table 5: People killed by mode of transport, 1994 – 2018

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	104	11	31	209	3	15	5	378
1994	111	5	24	197	9	14	3	363
1995	121	11	33	221	1	19	3	409
1996	106	15	29	185	3	14	5	357
1997	87	9	37	219	2	16	7	377
1998	96	13	33	223	1	13	6	385
1999	89	8	30	169	1	11	2	310
2000	72	12	40	182	1	15	4	326
2001	76	10	49	194	0	14	5	348
2002	73	8	46	154	0	21	2	304
2003	63	14	50	189	1	14	5	336
2004	76	7	42	167	3	12	1	308
2005	66	16	34	153	0	15	2	286
2006	61	10	58	175	0	8	2	314
2007	60	4	40	160	0	15	2	281
2008	60	9	34	153	1	8	5	270
2009	47	5	43	116	0	5	0	216
2010	47	7	35	105	1	8	5	208
2011	43	7	33	89	1	9	3	185
2012	59	9	21	73	1	13	0	176
2013	38	13	23	89	2	5	2	172
2014	59	8	30	94	1	2	9	203
2015	44	5	27	75	1	13	3	168
2016	32	8	30	106	3	6	6	191
2017	38	5	29	64	2	3	4	145
2018 prov.	33	6	33	75	2	5	6	160
2004-08 average	65	9	42	162	1	12	2	292
2014-18 average	41	6	30	83	2	6	6	173
Numbers in 2018 implied by target	41	6	27	103	1	7	2	186
2018 % change: on 2017	*	*	*	17%	*	*	*	10%
on 04-08 ave	-49%	*	*	-54%	*	*	*	-45%

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

Table 6: People seriously injured by mode of transport, 1994 – 2018

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	1,272	238	324	2,292	93	156	84	4,460
1994	1,536	311	329	2,607	141	197	87	5,208
1995	1,466	281	362	2,432	104	192	93	4,930
1996	1,173	201	271	2,108	93	123	72	4,041
1997	1,124	201	321	2,146	53	120	82	4,047
1998	1,060	197	338	2,167	75	150	85	4,072
1999	1,054	181	401	1,835	82	133	79	3,765
2000	925	164	435	1,796	79	106	63	3,568
2001	842	161	405	1,758	62	115	67	3,410
2002	820	144	410	1,628	59	120	48	3,229
2003	712	125	367	1,511	69	114	59	2,957
2004	674	121	353	1,414	63	83	58	2,766
2005	677	116	371	1,304	63	83	52	2,666
2006	688	131	352	1,258	57	91	58	2,635
2007	594	147	381	1,110	33	87	33	2,385
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,135	36	73	50	2,287
2010	457	138	319	903	52	60	40	1,969
2011	515	156	291	758	51	63	44	1,878
2012	461	169	343	847	44	68	49	1,981
2013	401	149	281	718	34	45	39	1,667
2014	420	159	327	686	28	50	31	1,701
2015	424	164	258	638	49	46	23	1,602
2016	397	148	268	762	42	54	26	1,697
2017	379	171	281	662	23	45	32	1,593
2018 prov.	362	156	283	666	35	53	26	1,581
2004-08 average	656	134	371	1,258	55	82	51	2,605
2014-18 average	396	160	283	683	35	50	28	1,635
Numbers in 2018 implied by target	324	66	183	622	27	40	25	1,289
2018 % change:								
on 2017	-4%	-9%	1%	1%	*	*	*	-1%
on 04-08 ave	-45%	16%	-24%	-47%	-36%	-35%	-49%	-39%

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

Table 7: Children killed by mode of transport, 1994 – 2018

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	3 year average [3]
1994-98 ave	17	3	0	8	1	0	0	30	
1994	18	4	1	10	4	-	-	37	
1995	16	3	-	11	-	-	-	30	31
1996	16	6	1	3	1	-	-	27	28
1997	15	1	-	9	-	1	-	26	28
1998	18	3	-	9	1	-	1	32	28
1999	17	1	-	6	-	-	1	25	26
2000	13	4	-	4	-	-	-	21	22
2001	14	4	-	2	-	-	-	20	18
2002	12	-	-	2	-	-	-	14	17
2003	5	2	-	10	-	-	-	17	14
2004	8	-	1	3	-	-	-	12	13
2005	5	4	-	1	-	-	1	11	16
2006	9	5	-	10	-	1	-	25	15
2007	4	1	-	4	-	-	-	9	18
2008	4	2	1	13	-	-	-	20	11
2009	1	1	-	3	-	-	-	5	10
2010	1	1	1	1	-	-	-	4	5
2011	2	-	-	5	-	-	-	7	4
2012	1	1	-	-	-	-	-	2	6
2013	5	2	-	2	-	-	-	9	6
2014	3	-	-	4	-	-	-	7	7
2015	3	1	-	-	-	-	-	4	8
2016	3	1	1	7	-	-	-	12	6
2017	2	-	-	-	-	-	-	2	6
2018 prov.	2	-	-	-	-	-	1	3	
2004-08 average	6	2	0	6	-	0	0	15	
2014-18 average	3	0	0	2	-	-	0	6	
2016-18 average									6
2016-18 avg % change on 04-08 ave									-63%

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

Table 8: Children seriously injured by mode of transport, 1994 - 2018

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	546	96	5	136	10	8	10	812
1994	656	140	5	151	20	12	8	992
1995	622	110	7	142	9	13	17	920
1996	524	94	3	115	14	3	10	763
1997	490	77	4	129	3	6	10	719
1998	437	61	8	144	5	6	5	666
1999	413	68	5	102	2	2	8	600
2000	365	61	7	90	7	5	5	540
2001	339	52	7	108	5	6	7	524
2002	328	46	7	109	9	7	7	513
2003	268	46	5	83	5	2	6	415
2004	239	40	9	74	3	3	4	372
2005	239	26	11	67	6	2	5	356
2006	239	35	10	60	4	0	2	350
2007	181	28	4	51	1	1	3	269
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	0	0	223
2011	139	23	2	34	4	0	1	203
2012	132	21	1	34	1	5	0	194
2013	91	11	1	33	3	0	2	141
2014	116	18	4	27	2	1	3	171
2015	97	11	1	27	2	0	2	140
2016	105	8	4	46	2	2	0	167
2017	106	10	4	29	0	3	0	152
2018 prov.	96	15	1	29	0	0	1	142
2004-08 average	218	29	8	62	3	1	3	325
2014-18 average	104	12	3	32	1	1	1	154
Numbers in 2018 implied by target	88	12	3	25	1	1	1	131
2018 % change:								
on 2017	-9%	*	*	*	*	*	*	-7%
on 04-08 ave	-56%	*	*	-53%	*	*	*	-56%

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

Table 9: Slight casualties by mode of transport, 1994 - 2018

	Pede-strian	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 ave	3,009	1,034	580	10,859	912	583	501	17,478	37,653	46.42
1994	3,083	1,068	577	10,123	1,084	669	398	17,002	36,000	47.23
1995	3,048	1,031	576	10,321	802	579	498	16,855	36,737	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,581	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,168	45.98
1999	2,620	828	594	10,901	841	609	534	16,927	39,770	42.56
2000	2,607	708	655	10,675	854	542	582	16,623	39,561	42.02
2001	2,487	745	724	10,342	761	595	499	16,153	40,065	40.32
2002	2,423	676	711	10,050	801	621	460	15,742	41,535	37.90
2003	2,215	663	697	10,055	822	537	474	15,463	42,038	36.78
2004	2,328	648	599	10,024	849	561	419	15,428	42,705	36.13
2005	2,308	649	677	9,532	794	495	478	14,933	42,718	34.96
2006	2,104	640	658	9,272	706	484	456	14,320	44,119	32.46
2007	2,050	563	640	8,793	590	506	431	13,573	44,666	30.39
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,507	661	482	6,930	453	385	304	10,722	43,390	24.71
2012	1,459	727	503	6,745	396	411	314	10,555	43,549	24.24
2013	1,295	724	471	6,157	358	391	257	9,653	43,840	22.02
2014	1,266	728	469	6,006	262	402	265	9,398	44,839	20.96
2015	1,222	628	450	6,000	282	411	214	9,207	45,374	20.29
2016	1,232	634	411	5,829	257	413	232	9,008	46,459	19.39
2017	946	552	310	4,981	332	354	220	7,695	47,986	16.04
2018 prov.	855	476	324	4,328	193	334	151	6,661	48,137	13.84
2004-08 average	2,136	613	637	9,187	693	503	431	14,200	43,736	32.52
2014-18 average	1,104	604	393	5,429	265	383	216	8,394	36,932	18.10
Rate in 2017 implied by target										29.89
2018 % change:										
on 2017	-10%	-14%	5%	-13%	-42%	-6%	-31%	-13%	0%	-14%
on 04-08 ave	-60%	-22%	-49%	-53%	-72%	-34%	-65%	-53%	10%	-57%

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

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

9.1 *Tables 10 and 11* show the reported numbers of accidents and casualties in each Police Force division and each Local Authority area. These are *provisional* figures, which are subject to a higher degree of revision from late returns and amendments than the overall national figures. In addition, there can be quite large percentage year-to-year fluctuations in the figures for local authority areas within Scotland, particularly for those with the lower numbers. Therefore, the annual average for 2014 -2018 is shown along with 2004-08 average and the figures for the latest year.

Table 10: Accidents by police force division, council and severity, 04-08, 14-18 averages and 2018

Police division / Council	2004-08 average			2018 (provisional)			2014-2018 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
North East [1]	**41**	**238**	**1,206**	**15**	**146**	**423**	**21**	**193**	**583**
Aberdeen City	5	74	423	2	41	134	3	55	193
Aberdeenshire	30	131	608	8	90	240	14	110	318
Moray	6	33	175	5	15	49	4	28	71
Tayside	**28**	**234**	**986**	**16**	**118**	**406**	**18**	**115**	**458**
Dundee City	3	61	290	1	24	96	1	28	129
Angus	11	67	294	2	37	126	6	33	132
Perth & Kinross	14	105	401	13	57	184	11	53	198
Argyll & West Dunbartonshire	**15**	**99**	**507**	**9**	**62**	**239**	**8**	**64**	**297**
Argyll & Bute	11	67	298	8	42	156	6	45	186
West Dunbartonshire	4	32	209	1	20	83	2	19	111
Forth Valley	**14**	**140**	**679**	**7**	**78**	**326**	**7**	**88**	**436**
Clackmannanshire	2	16	89	1	12	35	0	10	55
Stirling	7	65	288	4	38	128	5	38	162
Falkirk	5	58	302	2	28	163	2	39	219
Dumfries & Galloway	**12**	**106**	**455**	**6**	**67**	**258**	**10**	**53**	**270**
Ayrshire	**20**	**143**	**812**	**8**	**107**	**435**	**11**	**103**	**518**
North Ayrshire	6	52	291	2	36	147	4	36	174
East Ayrshire	7	47	259	5	37	163	3	29	168
South Ayrshire	7	44	262	1	34	125	4	38	176
Greater Glasgow	**21**	**307**	**2,170**	**9**	**173**	**1,036**	**11**	**178**	**1,318**
Glasgow City	18	264	1,870	9	148	907	10	151	1,142
East Dunbartonshire	2	24	172	-	11	59	0	12	87
East Renfrewshire	2	19	129	-	14	70	-	15	89
Lothians & Scottish Borders	**28**	**211**	**1,296**	**19**	**161**	**703**	**18**	**152**	**843**
West Lothian	9	64	463	4	51	283	4	42	328
Midlothian	3	36	226	1	26	119	2	31	159
East Lothian	4	31	208	2	36	128	3	29	156
Scottish Borders	12	80	399	12	48	173	8	49	200
Edinburgh	**9**	**177**	**1,403**	**5**	**116**	**774**	**7**	**140**	**1,038**
Highlands & Islands	**29**	**148**	**754**	**24**	**84**	**438**	**21**	**69**	**443**
Highland	25	124	634	22	77	394	17	59	379
Orkney Islands	1	6	35	-	3	10	1	3	16
Shetland Islands	2	6	38	1	1	13	1	3	21
Eilean Siar	2	11	47	1	3	21	1	4	26
Fife	**15**	**134**	**663**	**9**	**80**	**328**	**9**	**73**	**387**
Renfrewshire & Inverclyde	**9**	**94**	**634**	**4**	**55**	**288**	**5**	**56**	**359**
Inverclyde	1	31	194	-	17	78	2	15	104
Renfrewshire	8	63	441	4	38	210	4	41	255
Lanarkshire	**25**	**197**	**1,463**	**18**	**121**	**758**	**16**	**134**	**888**
North Lanarkshire	11	95	742	5	70	376	5	67	447
South Lanarkshire	15	102	721	13	51	382	11	67	440
Scotland	**268**	**2,226**	**13,026**	**149**	**1,368**	**6,412**	**160**	**1,417**	**7,839**

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

Note: Latest year is provisional, see paragraph 9.1

Table 11: Casualties by police force division, council and severity, 04-08, 14-18 averages and 2018

Police division Council	2004-08 average			2018 (provisional)			2014-2018 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
North East [1]	**46**	**288**	**1,550**	**19**	**189**	**571**	**24**	**241**	**759**
Aberdeen City	6	82	496	2	43	151	4	61	226
Aberdeenshire	33	166	824	8	121	348	15	143	435
Moray	7	41	230	9	25	72	5	37	98
Tayside	**30**	**278**	**1,291**	**16**	**140**	**534**	**18**	**135**	**594**
Dundee City	3	65	351	1	26	113	1	30	157
Angus	12	83	401	2	39	156	6	39	170
Perth & Kinross	15	131	539	13	75	265	11	66	267
Argyll & West Dunbartonshire	**16**	**121**	**698**	**9**	**70**	**313**	**8**	**75**	**401**
Argyll & Bute	12	87	427	8	48	207	6	54	255
West Dunbartonshire	4	34	271	1	22	106	2	21	146
Forth Valley	**15**	**168**	**911**	**10**	**93**	**443**	**9**	**104**	**583**
Clackmannanshire	2	20	117	1	12	45	0	10	71
Stirling	7	82	392	5	44	182	6	49	227
Falkirk	5	66	401	4	37	216	3	45	286
Dumfries & Galloway	**14**	**127**	**621**	**7**	**83**	**357**	**11**	**65**	**371**
Ayrshire	**22**	**173**	**1,078**	**8**	**124**	**574**	**12**	**123**	**694**
North Ayrshire	6	64	387	2	42	192	4	44	233
East Ayrshire	8	56	338	5	45	214	3	35	234
South Ayrshire	8	53	353	1	37	168	5	44	227
Greater Glasgow	**21**	**331**	**2,718**	**10**	**187**	**1,297**	**12**	**189**	**1,651**
Glasgow City	18	281	2,332	10	161	1,138	12	161	1,431
East Dunbartonshire	2	26	222	-	11	68	0	13	110
East Renfrewshire	2	24	165	-	15	91	-	16	110
Lothians & Scottish Borders	**29**	**250**	**1,780**	**19**	**188**	**990**	**20**	**178**	**1,170**
West Lothian	9	78	659	4	53	398	5	46	460
Midlothian	3	41	297	1	28	157	3	36	213
East Lothian	4	36	267	2	42	196	3	34	217
Scottish Borders	12	95	557	12	65	239	9	62	281
Edinburgh	**9**	**188**	**1,673**	**5**	**121**	**949**	**7**	**147**	**1,234**
Highlands & Islands	**33**	**189**	**1,111**	**25**	**100**	**603**	**21**	**87**	**602**
Highland	28	160	942	23	90	548	18	74	523
Orkney Islands	1	7	47	-	4	15	1	4	20
Shetland Islands	2	8	51	1	3	18	1	4	28
Eilean Siar	2	14	71	1	3	22	1	4	31
Fife	**18**	**159**	**872**	**10**	**97**	**431**	**10**	**84**	**511**
Renfrewshire & Inverclyde	**9**	**106**	**823**	**4**	**57**	**357**	**5**	**58**	**458**
Inverclyde	2	36	256	-	17	95	2	15	138
Renfrewshire	8	70	567	4	40	262	4	43	320
Lanarkshire	**27**	**228**	**1,972**	**18**	**132**	**983**	**16**	**148**	**1,172**
North Lanarkshire	12	107	1,012	5	76	476	5	72	592
South Lanarkshire	16	121	960	13	56	507	11	76	579
Scotland	**292**	**2,605**	**17,097**	**160**	**1,581**	**8,402**	**173**	**1,635**	**10,202**

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

Note: Latest year is provisional, see paragraph 9.1

10. Casualties by Gender and Age

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

10.2 In 2018 **male** fatalities rose by 13, 14% (to 109). **Female** fatalities rose by 2, 4% (to 51). Fourteen per cent (1,101) of all casualties were aged 16–22, a fall of 21% on 2017, of which 614 were male and 487 were female. Casualties aged under 5 fell from 136 to 129 between 2017 and 2018.

Table 12 Casualties by gender, severity and age, 2004 – 2018

Male

	All severities													Child	Adult
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total [1]	0-15	16+
2004	225	1,807	191	667	539	2,038	1,392	2,070	1,519	976	571	480	10,473	1,397	9,046
2005	209	1,745	156	602	495	2,166	1,364	1,894	1,577	933	524	479	10,204	1,253	8,937
2006	244	1,672	151	557	451	2,100	1,377	1,662	1,511	946	505	447	9,723	1,159	8,548
2007	207	1,631	130	500	427	2,042	1,299	1,555	1,476	880	520	458	9,302	1,057	8,230
2008	191	1,684	127	449	407	1,870	1,256	1,485	1,424	866	477	469	8,843	983	7,847
2009	162	1,486	105	399	302	1,846	1,197	1,412	1,397	821	511	444	8,450	806	7,628
2010	146	1,275	110	375	336	1,459	1,050	1,275	1,272	817	461	377	7,541	821	6,711
2011	139	1,219	122	364	272	1,276	975	1,201	1,316	856	516	405	7,310	758	6,545
2012	128	1,303	94	315	245	1,321	1,028	1,144	1,237	937	445	448	7,217	654	6,560
2013	119	1,082	96	276	208	1,089	879	1,088	1,171	847	449	399	6,509	580	5,922
2014	149	1,094	87	266	221	1,103	907	1,034	1,124	827	452	406	6,433	574	5,853
2015	124	1,037	78	259	188	952	967	1,018	1,020	843	438	417	6,183	525	5,655
2016	133	1,109	84	276	198	844	905	1,035	1,005	918	438	408	6,121	558	5,553
2017	96	1,048	84	230	211	789	784	857	832	744	399	356	5,298	525	4,761
2018	109	1,042	71	206	151	614	679	863	734	721	401	383	4,838	428	4,395

Female

	All severities													Child	Adult
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total [1]	0-15	16+
2004	83	958	116	450	430	1,424	1,009	1,459	1,078	835	536	667	8,016	996	7,008
2005	77	919	111	375	418	1,375	928	1,293	1,114	820	544	671	7,658	904	6,745
2006	70	962	108	345	404	1,460	908	1,257	1,123	781	519	619	7,532	857	6,667
2007	74	753	95	328	332	1,376	931	1,073	952	762	483	579	6,917	755	6,156
2008	79	890	106	304	295	1,305	920	1,032	1,028	691	476	577	6,738	705	6,029
2009	54	801	96	283	288	1,240	901	1,013	992	717	486	556	6,587	667	5,905
2010	62	693	61	256	240	1,032	835	916	913	635	416	478	5,787	557	5,225
2011	46	658	82	226	249	967	713	872	827	599	423	501	5,469	557	4,902
2012	48	677	84	225	200	978	779	782	839	657	421	522	5,489	509	4,978
2013	53	583	87	209	172	804	690	743	723	629	415	489	4,973	468	4,493
2014	54	607	72	224	157	780	608	773	736	642	390	477	4,865	453	4,406
2015	44	563	58	218	167	738	682	713	728	658	392	426	4,784	443	4,337
2016	58	588	55	216	170	760	720	689	681	642	410	418	4,766	441	4,320
2017	49	545	52	167	156	609	618	594	597	589	336	406	4,134	375	3,749
2018	51	539	50	140	130	487	496	546	478	488	344	389	3,554	320	3,228

All casualties [2]

	All severities													Child	Adult
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total [1]	0-15	16+
2004	308	2,766	307	1,119	969	3,463	2,402	3,529	2,597	1,811	1,108	1,151	18,502	2,395	16,061
2005	286	2,666	273	977	913	3,541	2,294	3,187	2,692	1,753	1,068	1,153	17,885	2,163	15,688
2006	314	2,635	264	902	855	3,560	2,285	2,919	2,634	1,727	1,024	1,066	17,269	2,021	15,215
2007	281	2,385	228	829	759	3,419	2,231	2,628	2,430	1,642	1,003	1,041	16,239	1,816	14,394
2008	270	2,575	234	753	702	3,175	2,178	2,519	2,452	1,557	953	1,047	15,592	1,689	13,881
2009	216	2,287	201	682	590	3,086	2,098	2,425	2,389	1,538	997	1,000	15,043	1,473	13,533
2010	208	1,969	171	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338	1,378	11,936
2011	185	1,878	205	590	521	2,243	1,689	2,073	2,143	1,455	939	906	12,785	1,316	11,448
2012	176	1,981	182	540	445	2,299	1,807	1,926	2,076	1,595	866	970	12,712	1,167	11,539
2013	172	1,667	187	485	380	1,893	1,569	1,831	1,894	1,476	864	888	11,492	1,052	10,415
2014	203	1,701	161	490	378	1,883	1,515	1,807	1,860	1,469	842	883	11,302	1,029	10,259
2015	168	1,602	139	477	355	1,690	1,649	1,732	1,748	1,501	830	843	10,977	971	9,993
2016	191	1,697	139	492	368	1,604	1,626	1,728	1,688	1,561	848	826	10,896	999	9,881
2017	145	1,593	136	397	367	1,398	1,402	1,451	1,429	1,333	735	762	9,433	900	8,510
2018	160	1,581	129	346	281	1,101	1,175	1,410	1,212	1,209	745	772	8,402	756	7,624

Notes: 1. Includes unknown ages; 2. Includes unknown gender; 3. 2018 data are provisional.

11. Sources and definitions

11.1 The sources of the data

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

11.2 Provisional data

Data used in this publication were extracted from Transport Scotland's reported road accident statistical database in May 2019. The figures published here are marked as provisional as late returns and amendments will be included in the final figures published in Reported Road Casualties Scotland in October and in figures included in later years' publications.

The differences between the provisional and final numbers are likely to be small. The figures for previous years are included in the table below. Over the last four years, there was a difference of 4 more people killed in 2012 between the June and October publications. The 3 year average figure published in Reported Road Casualties Scotland has been 0.2% higher for serious, slight and all severities. Differences may be larger for some subsets of the data, for example the tables by mode, so small changes should be treated with caution.

Killed

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	347	347	0	
2002	304	305		
2003	332	331	-1	-0.3%
2004	307	306	-1	-0.3%
2005	286	286	0	
2006	314	314	0	
2007	282	281	-1	-0.4%
2008	272	270	-2	-0.7%
2009	216	216	0	
2010	208	208	0	
2011	186	186	0	
2012	170	174	4	2.4%
2013	172	172	0	
2014	203	200	-3	-1.5%
2015	168	168	0	
2016	191	191	0	
2017	146	146	0	
10YA	*221*	*221*	*-0*	*-0.1%*
5YA	*176*	*175*	*0*	*0.1%*
3YA	*168*	*168*	*-1*	*-0.6%*

Serious

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	3,405	3,406	1	0.0%
2002	3,204	3,213		
2003	2,931	2,940	9	0.3%
2004	2,712	2,742	30	1.1%
2005	2,594	2,652	58	2.2%
2006	2,594	2,625	31	1.2%
2007	2,316	2,382	66	2.8%
2008	2,535	2,568	33	1.3%
2009	2,269	2,269	0	
2010	1,960	1,964	4	0.2%
2011	1,873	1,875	2	0.1%
2012	1,959	1,974	15	0.8%
2013	1,667	1,672	5	0.3%
2014	1,694	1,699	5	0.3%
2015	1,597	1,596	-1	-0.1%
2016	1,693	1,697	4	0.2%
2017	1,580	1,589	9	0.6%
10YA	*2,114*	*2,129*	*16*	*0.8%*
5YA	*1,646*	*1,651*	*6*	*0.3%*
3YA	*1,623*	*1,627*	*3*	*0.2%*

Slight

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	16,137	16,141	4	0.0%
2002	15,730	15,730		
2003	15,406	15,435	29	0.2%
2004	15,227	15,357	130	0.9%
2005	14,912	14,883	-29	-0.2%
2006	14,169	14,328	159	1.1%
2007	13,465	13,550	85	0.6%
2008	12,756	12,738	-18	-0.1%
2009	12,528	12,545	17	0.1%
2010	11,156	11,162	6	0.1%
2011	10,704	10,709	5	0.0%
2012	10,446	10,528	82	0.8%
2013	9,654	9,654	0	
2014	9,346	9,369	23	0.2%
2015	9,191	9,204	13	0.1%
2016	8,997	9,013	16	0.2%
2017	7,665	7,693	28	0.4%
10YA	*11,591*	*11,617*	*39*	*0.3%*
5YA	*8,971*	*8,987*	*27*	*0.3%*
3YA	*8,618*	*8,637*	*17*	*0.2%*

All Severities

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	19,889	19,894	5	0.0%
2002	19,238	19,248		
2003	18,669	18,706	37	0.2%
2004	18,246	18,405	159	0.9%
2005	17,792	17,821	29	0.2%
2006	17,077	17,267	190	1.1%
2007	16,063	16,213	150	0.9%
2008	15,563	15,576	13	0.1%
2009	15,013	15,030	17	0.1%
2010	13,324	13,334	10	0.1%
2011	12,763	12,770	7	0.1%
2012	12,575	12,676	101	0.8%
2013	11,493	11,498	5	0.0%
2014	11,240	11,268	28	0.2%
2015	10,950	10,968	18	0.2%
2016	10,881	10,901	20	0.2%
2017	9,391	9,428	37	0.4%
10YA	*13,926*	*14,750*	*56*	*0.4%*
5YA	*10,791*	*11,462*	*34*	*0.3%*
3YA	*10,407*	*11,046*	*22*	*0.2%*

11.3 The definition of "severity" used in the Road Accident statistics

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

For the purposes of the Road Accidents statistical returns:

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

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

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

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

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

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

11.4 Some other definitions

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

Children: people under 16 years old.

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

11.5 Scottish specific casualty reduction

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

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

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

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

11.6 The calculation of the "indicative lines" shown in the graphs

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

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

	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%

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Office of the Chief Statistician and Performance, Telephone: 0131 244 0442,
e-mail: statistics.enquiries@gov.scot

How to access background or source data

The data collected for this statistical bulletin:

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

Complaints and suggestions

If you are not satisfied with our service or have any comments or suggestions, please write to the Chief Statistician, 2W, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail statistics.enquiries@gov.scot.

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