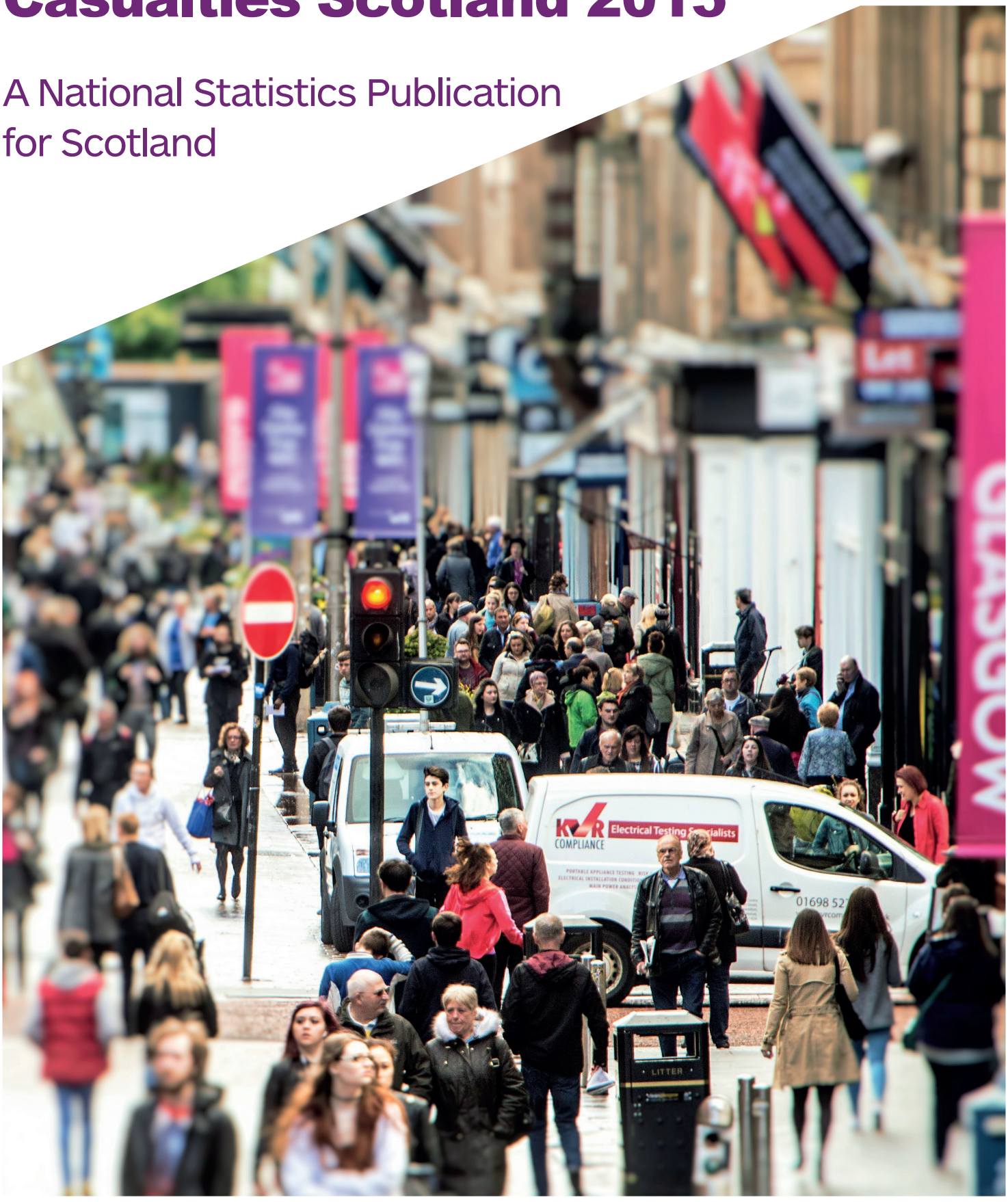
Reported Road Casualties Scotland 2015

A National Statistics Publication for Scotland



REPORTED ROAD CASUALTIES SCOTLAND

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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

Enquiries of a routine nature, or on the availability of the next edition of the publication, can be made to the Transport Statistics branch, by contacting:

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Major enquiries or suggestions for improvement to the publication should be addressed to the transport statistician – Richard Morrison - 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 Police Scotland or the appropriate Council.

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 and Excel versions 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.

Contents

List of tables in the Statistical Tables section

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 and riders with illegal alcohol levels using Procurator Fiscal data.

In addition to the statistical tables and commentary the publication contains 2 articles discussing further analysis of the statistics:

- Article 1 examines progress towards **casualty reduction targets**;
- Article 2 describes **contributory factors** attributed to reported road accidents and casualties.

A series of factsheets providing information about pedestrians, pedal cyclists, motorcyclists, cars, light goods and heavy goods vehicles can also be found on our Website here:
http://www.transportscotland.gov.uk/statistics/reported-road-casualties-scotland-all-editions

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 which have been implemented for the collection of data from 2013. Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/%20

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 **2 September 2016**. 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 Transport Scotland's Road Accident Statistics database was collected by the police following each accident, and subsequently reported to Transport Scotland. Transport Scotland's statistics may differ slightly from the local authorities as changes or corrections that local authorities may have made, for use at local level, to their own data may not always be accounted for in the Transport Scotland database.

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. 2011-2015), 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 2004-08. This is to allow comparison against the 2020 Scottish specific casualty reduction targets published within the Scottish Road Safety Framework in 2009.

Article 1 discusses these targets in more detail, monitoring progress and exploring differences between modes of travel.

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. Details of other Transport Scotland statistics can be found at http://www.transportscotland.gov.uk/analysis/statistics.

Key articles from previous editions of Reported Road Casualties Scotland

Article	Version of RRCS where article can be found
Estimating under- counting of Road Casualties in Scotland	RRCS 2010 http://www.transportscotland.gov.uk/statistics/j199237-08.htm
Priorities in Scotland's Road Safety Framework to 2020- An assessment of relative levels and trends	RRCS 2011 http://www.transportscotland.gov.uk/statistics/j245189-07.htm
Comparison of police casualty statistics with other sources	RRCS 2011 http://www.transportscotland.gov.uk/statistics/j245189-08.htm
Vulnerable road users	RRCS 2012 http://www.transportscotland.gov.uk/statistics/j285660-07.htm
In Focus: Pedal and motorcycle casualties	RRCS 2013 http://www.transportscotland.gov.uk/statistics/j340611-06.htm
Road User Factsheet	RRCS 2014 http://bit.ly/RRCS2014-Factsheet

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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SUMMARY

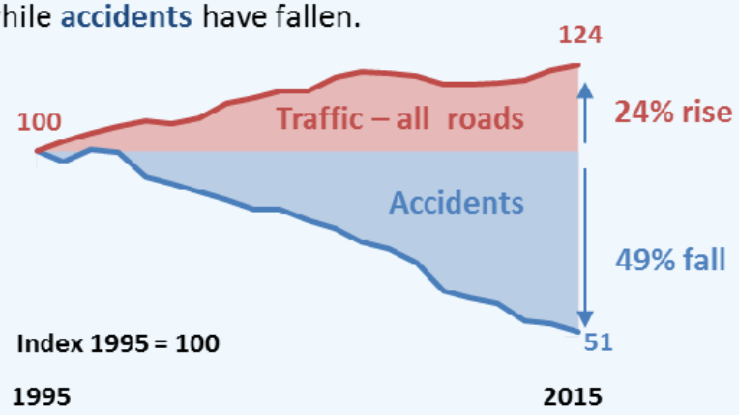
Reported Road Casualties 2015 – Key Points and Trends

SUMMARY

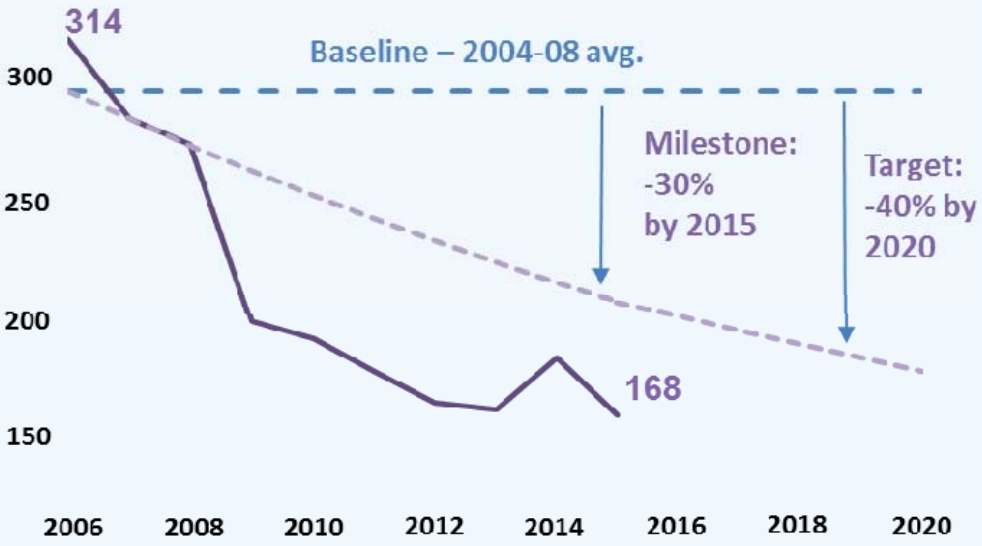
Key figures – **casualties** in 2015

168	killed	-42%
1,596	seriously injured	-39%
9,204	slightly injured	-35%
10,968	total casualties	-36%

Since 1995 in Scotland, **road traffic** has continued to rise, while **accidents** have fallen.



Scotland is on track to meet both the **2015 milestone** and **2020 targets** for reductions in casualties killed based on a 2004-2008 average baseline

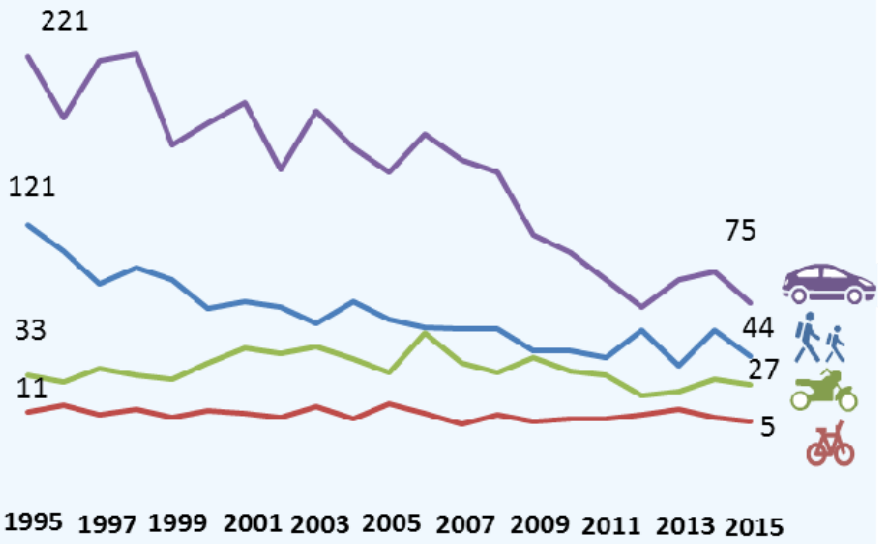


Number of casualties in 2015		Change since 2014
	6,712	-1.1%
	1,694	-3.4%
	734	-11.4%
	794	-11.1%

Child casualties of all severities have **more than halved** in the past decade

2004	2015
2,395	972

Context – historical trends show **large decreases** in car and pedestrian fatalities over the past twenty years



"other" modes not shown

Road accident fatalities in 2015 by local authority

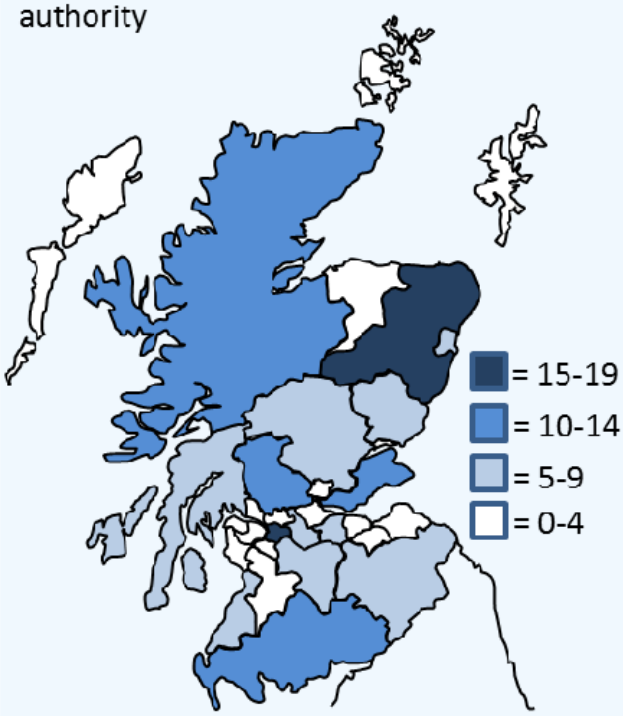


Table A: Summary of reported road injury accident and reported casualty statistics: 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Accidents											
Fatal	264	293	255	245	196	189	175	162	159	181	157
Fatal & serious	2,516	2,550	2,304	2,487	2,194	1,902	1,851	1,898	1,588	1,672	1,574
All severities	13,438	13,110	12,507	12,159	11,556	10,295	9,985	9,777	8,988	8,842	8,474
Accidents on built-up[1] roads											
Fatal	76	83	71	82	56	56	61	64	44	67	47
Fatal & serious	1,300	1,347	1,207	1,359	1,089	981	1,015	1,049	854	925	877
All severities	8,387	8,197	7,782	7,464	6,991	6,341	6,359	6,165	5,763	5,712	5,398
Accidents on non built-up[1] roads											
Fatal	188	210	184	163	140	133	114	98	115	114	110
Fatal & serious	1,216	1,203	1,097	1,128	1,105	921	836	849	734	747	697
All severities	5,051	4,913	4,725	4,695	4,565	3,954	3,626	3,612	3,225	3,130	3,076
Drink-drive accidents and casualties[2]											
Accidents	660	720	670	660	660	530	490	440	330	340	..
Casualties (all severities)	990	980	940	960	920	750	680	580	450	460	..
Fatal casualties	30	30	30	40	30	20	20	10	20	20	..
Killed by mode of transport											
Pedestrian	66	61	60	60	47	47	43	59	38	59	44
Pedal cycle	16	10	4	9	5	7	7	9	13	8	5
Motorcycle	34	58	40	34	43	35	33	21	23	30	27
Car	153	175	160	153	116	105	89	73	89	94	75
Other (eg taxi, bus, goods)	17	10	17	14	5	14	13	14	9	12	17
All modes of transport	286	314	281	270	216	208	185	176	172	203	168
Seriously injured casualties by mode											
Pedestrian	677	688	594	645	509	457	515	461	403	423	421
Pedal cycle	116	131	147	155	152	138	156	169	149	159	164
Motorcycle	371	352	381	396	332	319	293	343	281	327	257
Car	1,304	1,258	1,110	1,203	1,135	903	758	847	720	685	639
Other (eg taxi, bus, goods)	198	206	153	176	159	152	158	161	118	110	115
All modes of transport	2,666	2,635	2,385	2,575	2,287	1,969	1,880	1,981	1,671	1,704	1,596
Slightly injured casualties by mode											
Pedestrian	2,308	2,104	2,050	1,888	1,643	1,509	1,506	1,459	1,305	1,272	1,229
Pedal cycle	649	640	563	566	647	636	661	727	724	726	625
Motorcycle	677	658	640	612	646	491	482	503	471	471	450
Car	9,532	9,272	8,793	8,314	8,328	7,293	6,930	6,745	6,151	6,006	5,998
Other (eg taxi, bus, goods)	1,767	1,646	1,527	1,367	1,276	1,232	1,142	1,121	1,008	925	902
All modes of transport	14,933	14,320	13,573	12,747	12,540	11,161	10,721	10,555	9,659	9,400	9,204
All casualties by mode, by sex and by age											
Pedestrian	3,051	2,853	2,704	2,593	2,199	2,013	2,064	1,979	1,746	1,754	1,694
Pedal cycle	781	781	714	730	804	781	824	905	886	893	794
Motorcycle	1,082	1,068	1,061	1,042	1,021	845	808	867	775	828	734
Car	10,989	10,705	10,063	9,670	9,579	8,301	7,777	7,665	6,960	6,785	6,712
Other (eg taxi, bus, goods)	1,982	1,862	1,697	1,557	1,440	1,398	1,313	1,296	1,135	1,047	1,034
All modes of transport	**17,885**	**17,269**	**16,239**	**15,592**	**15,043**	**13,338**	**12,786**	**12,712**	**11,502**	**11,307**	**10,968**
Male	10,204	9,723	9,302	8,843	8,450	7,541	7,310	7,217	6,516	6,436	6,175
Female	7,658	7,532	6,917	6,738	6,587	5,787	5,470	5,489	4,976	4,867	4,783
Child: 0 - 15	2,163	2,021	1,816	1,689	1,473	1,378	1,316	1,167	1,056	1,033	972
Young adult: 16-22	3,541	3,560	3,419	3,175	3,086	2,491	2,243	2,299	1,890	1,881	1,694
Adult: 23-59	9,926	9,565	8,931	8,706	8,450	7,713	7,362	7,404	6,778	6,652	6,617
Older adults: 60+	2,221	2,090	2,044	2,000	1,997	1,732	1,844	1,836	1,754	1,728	1,676
Child[4] killed by mode of transport											
Pedestrian	5	9	4	4	1	1	2	1	5	3	3
Pedal cycle	4	5	1	2	1	1	-	1	2	-	1
Car	1	10	4	13	3	1	5	-	2	4	-
Other (eg m/c, taxi, bus...)	1	1	-	1	-	1	-	-	-	-	-
All modes of transport	11	25	9	20	5	4	7	2	9	7	4
Child[4] seriously injured casualties by mode											
Pedestrian	239	239	181	194	155	150	139	132	92	117	97
Pedal cycle	26	35	28	18	26	23	23	21	11	18	11
Car	67	60	51	56	62	40	34	34	34	27	27
Other (eg m/c, taxi, bus...)	24	16	9	11	10	10	7	7	6	10	4
All modes of transport	356	350	269	279	253	223	203	194	143	172	139
All child[4] casualties by mode											
Pedestrian	1,099	993	882	831	674	642	646	521	464	502	460
Pedal cycle	219	209	174	150	148	146	135	121	112	80	71
Car	677	656	633	569	548	506	460	451	406	390	378
Other (eg m/c, taxi, bus...)	168	163	127	139	103	84	75	74	74	61	63
All modes of transport	2,163	2,021	1,816	1,689	1,473	1,378	1,316	1,167	1,056	1,033	972
Accident costs (£ million)[3]	1,862	1,887	1,735	1,728	1,535	1,384	1,304	1,298	1,180	1,238	1,130

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 2014 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 casualties injured in those accidents by police force division, council and severity: 2015

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
Aberdeen City	**4**	**69**	**155**	**228**	**5**	**74**	**190**	**269**	**23**
Aberdeenshire & Moray	**20**	**147**	**262**	**429**	**21**	**189**	**344**	**554**	**35**
Aberdeenshire	18	115	214	347	19	154	286	459	29
Moray	2	32	48	82	2	35	58	95	6
Tayside	**15**	**101**	**359**	**475**	**16**	**110**	**434**	**560**	**63**
Dundee City	1	22	108	131	1	22	128	151	23
Angus	8	32	104	144	8	36	128	172	19
Perth & Kinross	6	47	147	200	7	52	178	237	21
Argyll & West Dunbartonsh	**7**	**48**	**290**	**345**	**7**	**65**	**407**	**479**	**30**
Argyll & Bute	6	35	186	227	6	51	265	322	13
West Dunbartonshire	1	13	104	118	1	14	142	157	17
Forth Valley	**11**	**96**	**401**	**508**	**14**	**116**	**553**	**683**	**66**
Clackmannanshire	-	10	52	62	-	10	68	78	12
Stirling	8	44	145	197	11	60	222	293	22
Falkirk	3	42	204	249	3	46	263	312	32
Dumfries & Galloway	**9**	**47**	**220**	**276**	**11**	**58**	**324**	**393**	**30**
Ayrshire	**10**	**110**	**469**	**589**	**11**	**131**	**641**	**783**	**61**
North Ayrshire	4	43	144	191	4	55	201	260	20
East Ayrshire	1	29	175	205	1	31	243	275	23
South Ayrshire	5	38	150	193	6	45	197	248	18
Greater Glasgow	**16**	**179**	**1,195**	**1,390**	**16**	**189**	**1,563**	**1,768**	**175**
Glasgow City	15	152	1,033	1,200	15	162	1,354	1,531	150
East Dunbartonshire	1	12	83	96	1	12	108	121	11
East Renfrewshire	-	15	79	94	-	15	101	116	14
Lothians & Scottish Borde	**17**	**168**	**788**	**973**	**18**	**179**	**1,148**	**1,345**	**113**
West Lothian	5	52	346	403	5	54	516	575	45
Midlothian	3	36	151	190	3	38	214	255	32
East Lothian	3	24	131	158	3	27	190	220	20
Scottish Borders	6	56	160	222	7	60	228	295	16
Edinburgh	**3**	**144**	**964**	**1,111**	**3**	**150**	**1,170**	**1,323**	**110**
Highlands & Islands	**18**	**57**	**374**	**449**	**18**	**69**	**507**	**594**	**32**
Highland	14	49	317	380	14	61	433	508	29
Orkney Islands	-	1	11	12	-	1	14	15	-
Shetland Islands	3	3	19	25	3	3	27	33	3
Eilean Siar	1	4	27	32	1	4	33	38	-
Fife	**12**	**63**	**353**	**428**	**12**	**71**	**482**	**565**	**42**
Renfrewshire & Inverclyde	**3**	**59**	**305**	**367**	**3**	**60**	**404**	**467**	**56**
Inverclyde	2	16	91	109	2	16	127	145	25
Renfrewshire	1	43	214	258	1	44	277	322	31
Lanarkshire	**12**	**129**	**765**	**906**	**13**	**135**	**1,037**	**1,185**	**136**
North Lanarkshire	7	62	379	448	8	65	513	586	87
South Lanarkshire	5	67	386	458	5	70	524	599	49
Scotland	**157**	**1,417**	**6,900**	**8,474**	**168**	**1,596**	**9,204**	**10,968**	**972**
Police force area									
Northern	18	57	374	**449**	18	69	507	**594**	32
Grampian	24	216	417	**657**	26	263	534	**823**	58
Tayside	15	101	359	**475**	16	110	434	**560**	63
Fife	12	63	353	**428**	12	71	482	**565**	42
Lothian borders	20	312	1,752	**2,084**	21	329	2,318	**2,668**	223
Central	11	96	401	**508**	14	116	553	**683**	66
Strathclyde	48	525	3,024	**3,597**	50	580	4,052	**4,682**	458
Dumfries galloway	9	47	220	**276**	11	58	324	**393**	30
Scotland	**157**	**1,417**	**6,900**	**8,474**	168	**1,596**	**9,204**	**10,968**	**972**
of which:									
Built up roads	47	830	4,521	5,398	48	871	5,698	6,617	766
Non- built up roads	110	587	2,379	3,076	120	725	3,506	4,351	206

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

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

Fatal — Accidents - where one or more people injured

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City [1]	7	7	5	3	3	7	7	7	4	6	4
Aberdeenshire [1]	32	43	24	21	21	22	10	14	22	23	18
Angus	7	10	13	12	7	6	5	5	3	6	8
Argyll & Bute	9	10	13	10	5	15	4	4	9	4	6
Clackmannanshire	1	4	1	2	2	2	2	0	0	0	0
Dumfries & Galloway	14	19	11	9	9	4	9	7	12	10	9
Dundee City	7	0	2	4	5	5	2	2	2	1	1
East Ayrshire	5	5	6	7	4	5	4	3	4	2	1
East Dunbartonshire	0	1	3	2	2	4	0	0	1	1	1
East Lothian	3	4	5	2	5	3	1	0	1	2	3
East Renfrewshire	2	1	4	1	1	1	2	2	2	0	0
Edinburgh, City of	6	13	5	13	6	4	9	13	8	10	3
Eilean Siar	2	1	0	1	0	2	1	2	1	4	1
Falkirk	8	5	2	4	3	1	1	10	3	2	3
Fife	11	17	10	13	6	13	11	6	11	10	12
Glasgow City	17	26	14	15	18	10	13	7	4	13	15
Highland	19	23	30	30	24	21	18	13	17	18	14
Inverclyde	2	0	3	2	2	1	1	1	0	1	2
Midlothian	2	3	4	3	3	1	2	2	5	0	3
Moray [1]	9	6	6	4	4	4	4	3	3	2	2
North Ayrshire	8	4	6	6	4	5	4	2	3	3	4
North Lanarkshire	9	12	10	11	10	2	11	4	5	5	7
Orkney Islands	0	2	0	2	0	0	0	4	2	2	0
Perth & Kinross	15	10	15	13	9	17	16	10	10	13	6
Renfrewshire	5	7	6	9	2	1	7	8	4	8	1
Scottish Borders	15	9	15	9	12	8	6	9	4	6	6
Shetland Islands	3	1	4	0	0	1	0	0	1	1	3
South Ayrshire	4	9	8	6	3	7	3	3	4	2	5
South Lanarkshire	17	16	12	15	16	11	10	9	5	12	5
Stirling	9	10	5	5	5	4	6	4	4	7	8
West Dunbartonshire	7	4	2	2	1	1	4	3	0	2	1
West Lothian	9	11	11	9	4	1	2	5	5	5	5
Total	**264**	**293**	**255**	**245**	**196**	**189**	**175**	**162**	**159**	**181**	**157**

Serious

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City [1]	65	51	62	113	73	70	95	94	97	76	69
Aberdeenshire [1]	132	89	132	185	184	169	154	170	126	139	115
Angus	70	66	57	58	49	46	48	40	42	32	32
Argyll & Bute	66	74	41	79	67	50	48	46	38	48	35
Clackmannanshire	13	21	11	20	13	15	7	16	12	7	10
Dumfries & Galloway	103	119	133	85	104	60	75	66	53	66	47
Dundee City	52	78	51	58	62	39	50	42	35	38	22
East Ayrshire	41	45	28	52	37	40	33	34	24	22	29
East Dunbartonshire	22	26	21	22	17	19	16	23	9	15	12
East Lothian	40	37	32	18	30	29	24	23	21	31	24
East Renfrewshire	12	24	13	24	17	25	11	12	11	14	15
Edinburgh, City of	180	191	183	173	136	126	162	175	127	145	144
Eilean Siar	13	7	10	13	7	6	4	5	1	5	4
Falkirk	65	54	53	66	49	43	37	59	32	41	42
Fife	143	162	120	95	100	88	80	91	70	71	63
Glasgow City	248	275	237	300	212	200	169	187	143	152	152
Highland	141	112	119	92	102	80	83	79	54	54	49
Inverclyde	30	33	27	34	24	21	23	22	12	15	16
Midlothian	52	34	42	29	30	27	26	22	24	29	36
Moray [1]	25	28	33	40	28	28	22	36	39	42	32
North Ayrshire	54	54	39	48	50	23	34	33	34	37	43
North Lanarkshire	94	96	101	88	92	70	57	66	63	66	62
Orkney Islands	8	6	2	7	6	4	2	8	4	3	1
Perth & Kinross	110	118	97	95	90	69	68	74	68	63	47
Renfrewshire	67	69	49	61	57	57	49	46	32	34	43
Scottish Borders	97	73	70	78	71	74	57	58	58	54	56
Shetland Islands	9	9	4	4	5	2	4	6	4	2	3
South Ayrshire	46	37	40	47	49	36	35	27	20	32	38
South Lanarkshire	80	104	102	112	105	74	72	63	60	74	67
Stirling	67	56	58	62	47	46	50	48	55	44	44
West Dunbartonshire	31	39	25	24	24	23	22	16	21	14	13
West Lothian	76	70	57	60	61	54	59	49	40	26	52
Total	**2,252**	**2,257**	**2,049**	**2,242**	**1,998**	**1,713**	**1,676**	**1,736**	**1,429**	**1,491**	**1,417**

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

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

Table B: Summary of reported injury accidents by council and severity (cont'd)

All severities **Accidents - where one or more people injured**

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City [1]	431	393	408	514	445	350	364	385	354	272	228
Aberdeenshire [1]	606	552	632	692	687	599	518	533	467	424	347
Angus	306	280	284	286	232	192	220	202	178	141	144
Argyll & Bute	323	310	268	288	282	275	232	211	208	193	227
Clackmannanshire	83	102	88	85	77	69	64	84	69	62	62
Dumfries & Galloway	497	443	475	419	388	360	319	320	300	311	276
Dundee City	270	332	253	270	281	219	237	227	185	168	131
East Ayrshire	261	256	240	230	215	201	204	173	163	165	205
East Dunbartonshire	190	186	149	141	147	141	140	114	104	102	96
East Lothian	206	217	210	193	174	199	159	170	154	179	158
East Renfrewshire	127	138	119	109	103	104	116	97	98	93	94
Edinburgh, City of	1,405	1,445	1,330	1,285	1,192	1,179	1,181	1,167	1,158	1,264	1,111
Eilean Siar	41	41	44	60	39	42	35	28	20	37	32
Falkirk	310	285	297	310	303	240	261	270	251	232	249
Fife	701	677	606	576	588	556	448	421	420	411	428
Glasgow City	1,954	1,873	1,784	1,651	1,511	1,336	1,283	1,316	1,081	1,240	1,200
Highland	657	621	626	586	616	475	488	514	444	431	380
Inverclyde	172	199	206	195	146	165	155	136	120	130	109
Midlothian	233	236	210	221	207	193	177	216	164	187	190
Moray [1]	166	163	175	194	197	141	137	129	123	94	82
North Ayrshire	308	280	264	248	225	177	230	205	190	179	191
North Lanarkshire	791	750	754	639	664	585	569	512	506	480	448
Orkney Islands	40	40	27	36	27	27	13	22	23	24	12
Perth & Kinross	401	409	390	375	396	330	293	313	278	225	200
Renfrewshire	468	455	425	370	312	320	354	336	254	257	258
Scottish Borders	448	371	336	383	363	307	274	263	255	221	222
Shetland Islands	46	45	41	20	42	30	32	30	25	24	25
South Ayrshire	284	271	262	220	266	198	219	202	187	199	193
South Lanarkshire	739	721	689	670	596	511	514	454	458	505	458
Stirling	264	314	290	285	254	229	220	214	239	168	197
West Dunbartonshire	227	225	201	148	173	161	145	133	142	111	118
West Lothian	483	480	424	460	408	384	384	380	370	313	403
Total	**13,438**	**13,110**	**12,507**	**12,159**	**11,556**	**10,295**	**9,985**	**9,777**	**8,988**	**8,842**	**8,474**

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

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

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

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

Casualties - number of people injured in accidents

Killed

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City [1]	7	8	5	3	4	7	7	8	4	6	5
Aberdeenshire [1]	36	46	25	26	22	26	11	14	23	26	19
Angus	7	11	13	13	7	6	5	5	3	6	8
Argyll & Bute	9	10	14	13	5	15	5	4	11	4	6
Clackmannanshire	1	4	1	2	3	2	2	0	0	0	0
Dumfries & Galloway	17	25	12	10	10	5	9	7	12	11	11
Dundee City	7	0	2	4	5	5	2	2	2	1	1
East Ayrshire	5	5	7	8	5	5	4	3	4	2	1
East Dunbartonshire	0	1	3	2	2	4	0	0	1	1	1
East Lothian	3	4	5	3	8	3	1	0	3	4	3
East Renfrewshire	2	1	4	1	2	1	2	2	2	0	0
Edinburgh, City of	6	13	5	13	7	4	10	13	8	11	3
Eilean Siar	4	1	0	1	0	2	1	2	1	4	1
Falkirk	8	5	2	4	3	1	1	10	3	5	3
Fife	15	19	14	14	6	13	11	7	11	12	12
Glasgow City	17	26	14	15	18	11	13	7	4	18	15
Highland	20	26	34	34	28	26	21	16	20	19	14
Inverclyde	3	0	3	2	2	1	1	1	0	1	2
Midlothian	2	4	4	3	3	1	3	4	5	0	3
Moray [1]	10	8	7	6	5	4	4	3	3	2	2
North Ayrshire	10	4	6	6	4	5	4	2	4	4	4
North Lanarkshire	9	12	12	13	10	2	11	6	6	5	8
Orkney Islands	0	2	0	2	0	0	0	5	2	2	0
Perth & Kinross	15	10	20	14	9	19	18	12	11	13	7
Renfrewshire	5	7	7	9	2	2	7	8	5	9	1
Scottish Borders	16	10	16	9	13	9	6	10	4	7	7
Shetland Islands	3	1	5	0	0	1	0	0	1	1	3
South Ayrshire	5	10	9	6	3	10	3	4	4	2	6
South Lanarkshire	17	16	14	17	18	12	11	9	6	13	5
Stirling	9	10	5	6	5	4	6	4	4	7	11
West Dunbartonshire	9	4	2	2	1	1	4	3	0	2	1
West Lothian	9	11	11	9	6	1	2	5	5	5	5
Total	**286**	**314**	**281**	**270**	**216**	**208**	**185**	**176**	**172**	**203**	**168**

Serious

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City [1]	75	55	65	133	82	75	99	109	101	87	74
Aberdeenshire [1]	160	126	163	232	224	202	191	205	176	177	154
Angus	80	79	71	64	60	54	57	45	51	37	36
Argyll & Bute	80	90	57	111	73	66	58	63	51	55	51
Clackmannanshire	24	23	11	23	14	19	10	19	14	7	10
Dumfries & Galloway	127	146	158	105	120	67	84	83	65	74	58
Dundee City	58	83	52	59	65	41	52	47	37	42	22
East Ayrshire	48	57	34	59	44	50	43	43	28	23	31
East Dunbartonshire	26	27	25	22	21	22	16	26	10	15	12
East Lothian	48	38	35	20	39	34	29	24	27	36	27
East Renfrewshire	15	32	16	25	19	25	12	12	13	14	15
Edinburgh, City of	196	206	191	183	141	132	166	188	130	152	150
Eilean Siar	16	7	11	16	7	10	5	8	1	6	4
Falkirk	77	63	61	69	55	43	43	64	37	43	46
Fife	172	189	137	114	114	119	92	100	85	81	71
Glasgow City	270	291	248	321	224	210	177	189	149	167	162
Highland	179	151	153	114	128	102	98	101	73	69	61
Inverclyde	35	39	34	39	26	21	26	25	12	15	16
Midlothian	60	44	47	34	35	29	27	23	26	35	38
Moray [1]	29	39	37	48	40	35	24	44	47	47	35
North Ayrshire	72	64	49	53	62	25	39	36	35	46	55
North Lanarkshire	103	107	121	98	94	77	59	72	72	72	65
Orkney Islands	8	9	2	7	6	5	2	11	4	5	1
Perth & Kinross	139	139	111	116	109	80	90	88	87	74	52
Renfrewshire	69	82	59	66	66	62	52	46	33	37	44
Scottish Borders	126	79	84	91	91	86	64	69	75	61	60
Shetland Islands	12	11	6	5	5	3	5	7	4	2	3
South Ayrshire	53	51	52	50	55	50	38	30	22	38	45
South Lanarkshire	98	119	124	126	121	83	79	72	70	83	70
Stirling	86	62	72	76	54	57	57	55	66	57	60
West Dunbartonshire	34	43	28	24	26	25	22	19	23	14	14
West Lothian	91	84	71	72	67	60	64	58	47	33	54
Total	**2,666**	**2,635**	**2,385**	**2,575**	**2,287**	**1,969**	**1,880**	**1,981**	**1,671**	**1,704**	**1,596**

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

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

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

All severities **Casualties - number of people injured in accidents**

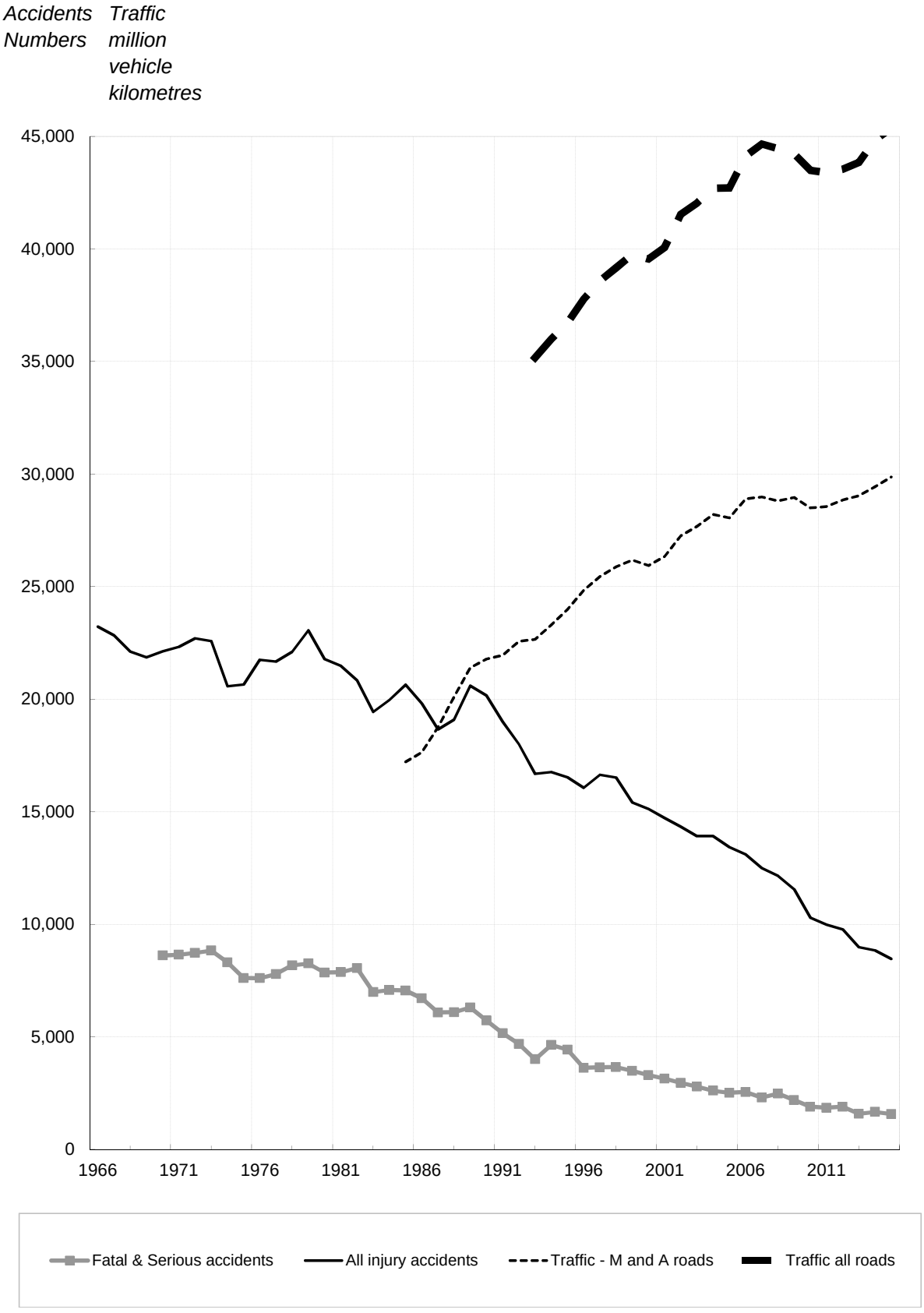
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City [1]	528	461	466	594	498	407	412	449	397	311	269
Aberdeenshire [1]	853	777	822	896	907	794	664	689	620	584	459
Angus	422	376	389	362	308	247	290	263	229	182	172
Argyll & Bute	462	432	373	436	387	396	319	297	304	255	322
Clackmannanshire	122	130	111	110	97	91	88	113	86	87	78
Dumfries & Galloway	693	644	644	552	533	459	424	428	378	397	393
Dundee City	326	401	312	320	343	254	297	264	219	207	151
East Ayrshire	329	342	323	296	286	270	266	234	208	228	275
East Dunbartonshire	251	238	188	183	185	182	178	144	124	121	121
East Lothian	280	269	261	241	230	247	207	219	208	243	220
East Renfrewshire	162	179	149	133	125	122	154	121	120	110	116
Edinburgh, City of	1,707	1,736	1,596	1,533	1,402	1,394	1,372	1,376	1,368	1,476	1,323
Eilean Siar	69	61	59	96	49	55	40	42	24	47	38
Falkirk	420	384	390	401	395	299	335	342	323	303	312
Fife	929	909	780	732	766	725	597	549	549	528	565
Glasgow City	2,533	2,328	2,179	2,010	1,880	1,693	1,580	1,645	1,330	1,566	1,531
Highland	996	881	929	846	943	725	685	779	617	580	508
Inverclyde	225	269	267	262	182	205	208	170	150	186	145
Midlothian	312	320	264	293	280	263	224	309	229	250	255
Moray [1]	229	231	216	232	268	171	164	169	156	124	95
North Ayrshire	413	366	359	304	312	230	281	259	239	241	260
North Lanarkshire	1,043	1,050	1,020	851	880	762	749	702	656	632	586
Orkney Islands	54	54	37	44	35	38	26	33	30	29	15
Perth & Kinross	564	529	505	488	521	450	400	392	397	297	237
Renfrewshire	608	584	548	460	392	414	483	430	324	319	322
Scottish Borders	643	510	455	530	505	398	368	370	333	295	295
Shetland Islands	71	61	51	24	72	55	46	41	47	29	33
South Ayrshire	392	364	357	275	362	271	286	281	245	245	248
South Lanarkshire	941	958	946	869	760	705	671	640	621	658	599
Stirling	352	414	393	383	332	310	294	278	302	226	293
West Dunbartonshire	296	299	251	175	213	201	180	166	167	137	157
West Lothian	660	712	599	661	595	505	498	518	502	414	575
Total	**17,885**	**17,269**	**16,239**	**15,592**	**15,043**	**13,338**	**12,786**	**12,712**	**11,502**	**11,307**	**10,968**

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

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

Commentary

Figure 1 Reported accidents by severity, 1966 to 2015



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 with annual collection of data starting in 1950. 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. Note that each accident will result in one or more casualties. For example a fatal accident could result in two fatalities and a serious injury which would count as one accident and 3 casualties.

Accidents

- In 2015, there were 157 **fatal accidents,** 24 (13%) less than in 2014.
- **Serious injury accidents** between 2014 and 2015 decreased by 74 (5%) to 1,417.
- **Slight injury accidents** fell by 270 (4%) between 2014 and 2015 to 6,900.

Casualties

- There were 168 people **killed** in road accidents in Scotland in 2015, 35 (17%) less than in 2014.
- 1,596 people were **seriously injured** in road accidents in 2015, 108 (6%) less than in 2014.
- 9,204 people were **slightly injured** in road accidents in 2015**,** 196 (2%) fewer than in 2014.
- There were a **total number of 10,968 casualties** in 2015 – 339 (3%) fewer than in 2014.

The figures for all types of injury were the lowest since records began.

The reductions in the numbers of accidents and casualties in recent years are notable particularly given the rise in vehicle and subsequent traffic e.g. in 2015 the number of vehicles licensed in Scotland was about an eighth higher than in 2005 and traffic on Scottish roads was estimated to have grown by six per cent since 2005.

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 motorcyclists 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 a downward trend.

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 24 out of 26 years, and in 2015 it was at the lowest level ever recorded. The 2015 figure of 8,474 was 368 less than in 2014.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 157 in 2015. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,417 in 2015. 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 2015 figure of 6,900 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. Details can be found in Table 2.

Numbers killed

In 2015 there were 168 people killed in road accidents in Scotland, a decrease of 17% on 2014. 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 2015 was 7% below the average for the previous five years (181).

Numbers seriously injured

In 2015 there were 1,596 people seriously injured in road accidents: 108 (6%) less than in 2014. The long term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and generally fell since the early 1980s. 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 2015 there were 9,204 people slightly injured, 196 (2%) fewer than in 2014, and the lowest number since records began. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed

by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2000 to 2015 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2015 there was a total of 10,968 casualties, 339 (3%) fewer than in 2014 (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, the downward trend resumed from 1999 to 2015.

Government targets for reductions in the numbers of road accident casualties

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.

Article 1 provides details of progress against the Scottish national casualty reduction targets for 2020. It contains charts and tables for each of the five targets showing the main trends in casualty numbers in comparison to the 2004-08 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.

The figures are also used to report on the Scottish Government's Scotland Performs National Indicator[1]: Reduce Deaths on Scotland's Roads. The current performance against this indicator shows performance improving, as the number of fatalities has fallen from 203 in 2014 to 168 in 2015.

Previous targets

In 1987 the UK 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**.** The number of people killed or seriously injured on the roads in Scotland in 2010 was 55% below the 1994-98 average, and therefore the target of a 40% reduction by the year 2010 was exceeded for fatalities. For children killed or seriously injured, the 2010 figure was 73% below the 1994-98 average, 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.

[1] http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/roaddeaths

Figure 2

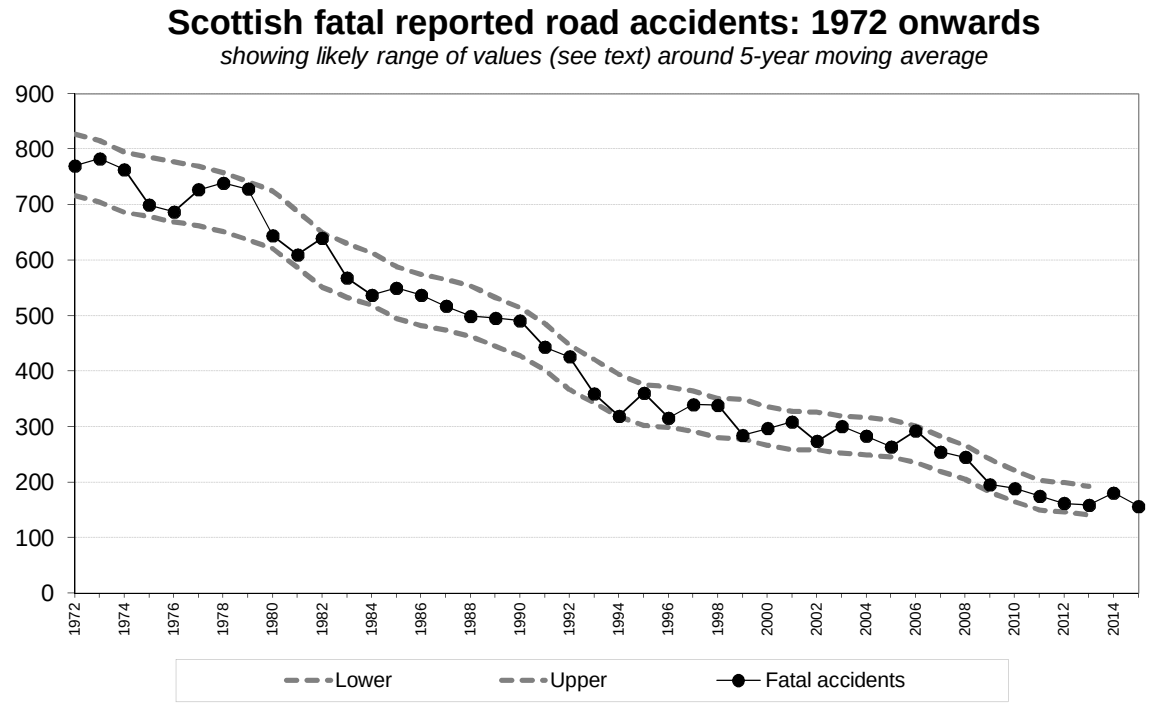
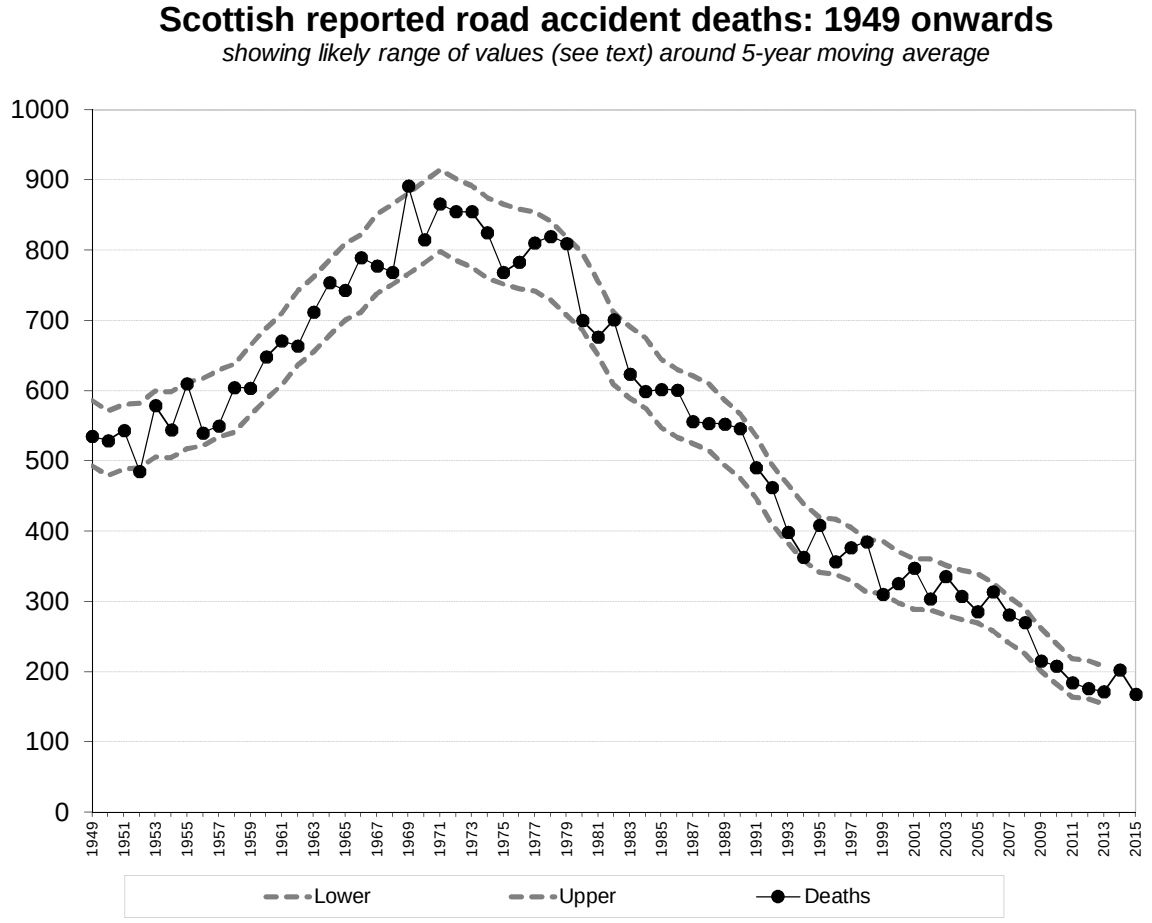


Figure 3



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 2015);
- road deaths (1949 to 2015);
- people killed or seriously injured (1950 to 2015);
- children killed or seriously injured (1981 to 2015).

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.

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 cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices where more casualties were kept in overnight for observation.

Such factors change the underlying rate of occurrence of 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

Figure 4

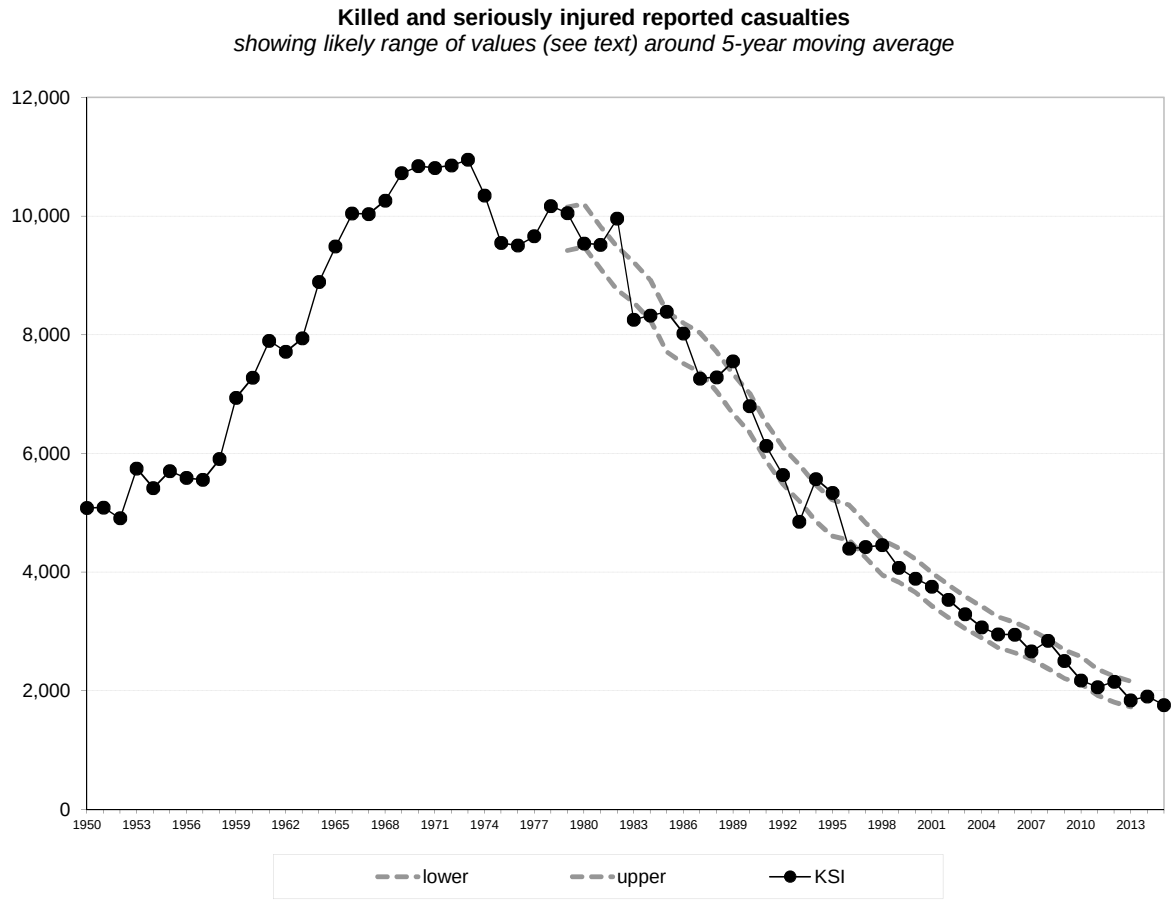
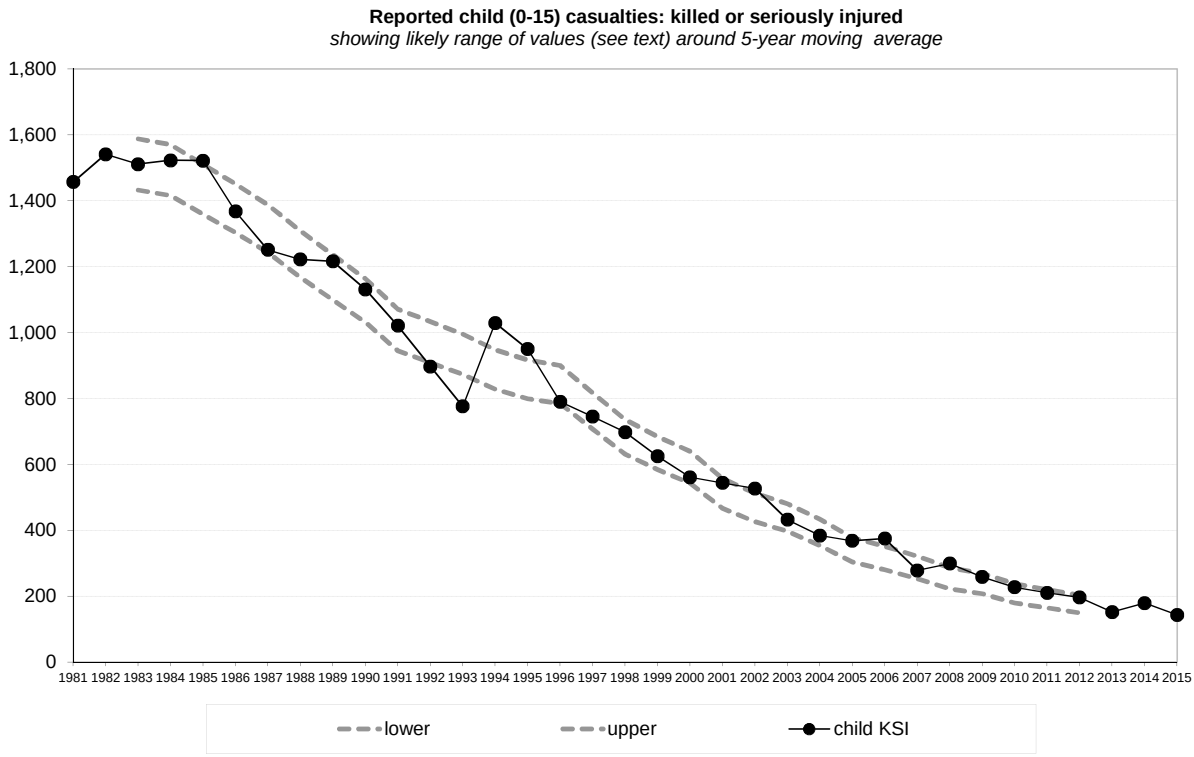


Figure 5



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 as those mentioned above. That is, the effects of the changes in their first years may fall within the likely range of random variation.

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

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.

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 2015: 33% of fatal accidents, 18% of serious accidents, and 18% 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 0.62 per 100 million vehicle kilometres in 2005 to 0.35 in 2015; the serious accident rate fell from 5.27 to 3.12; and the overall accident rate (all severities) reduced from 31.46 per 100 million vehicle kilometres to 18.68. 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 40 mph) 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 2011-2015 were fairly evenly spread throughout the year, with minor peaks in August, September and November. Serious accidents varied a little more between the months, and their peak, which occurred in September, was 16% above the monthly average. (Months are standardised to 30 days to allow comparison)

On average, there were 14 fatal accidents per month in the years 2011 to 2015. The number did not vary greatly between the months: the lowest average was 10, and the highest was 18.

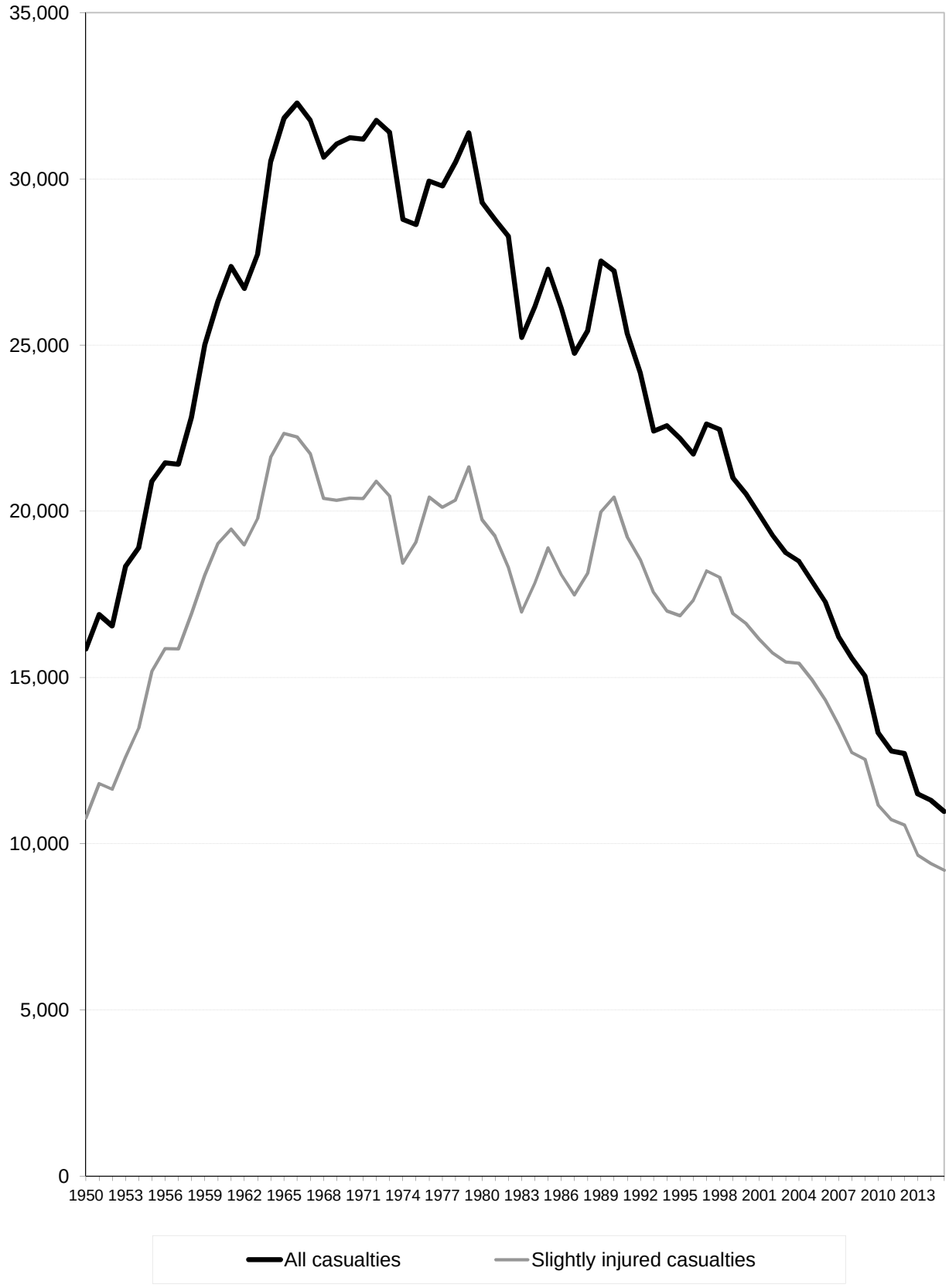
2.4 Accidents by light condition and road surface condition (see Table 7)

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 2011-2015, 3.8% of injury road accidents on non built-up roads in darkness (34 out of 886) resulted in one (or more) deaths compared with 1.6% of accidents on built-up roads in darkness (25 out of

Figure 6

Reported casualties: Total and Slightly injured - from 1950



1,546) and 3.1% of accidents on non built-up roads in daylight (76 out of 2,448). Similarly, the percentage of accidents classified as serious is lower 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 2011 to 2015, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 22.9% (361 out of 1,576) compared with 17.6% (258 out of 1,463) when the surface was wet and 14.7% (43 out of 293) 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 2015, the overall rate was 2.4 per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 4.1 per thousand population in 2015. This rate is one and a half times those of females of the same age (2.7 per thousand in 2015).

The overall male car driver accident rate in 2015 was 2.9 per thousand population; slightly lower than 2014 but the rate for the 26-34 age group was slightly higher than the previous year. The overall female car driver accident rate in 2015 was 1.8 per thousand population and all age groups saw a slight reduction from the previous year.

Between 2005 and 2015, the male car driver accident rate fell from 5.2 to 2.9 per thousand population, while the female car driver accident rate has declined slowly from 2.7 per thousand population to 1.8 per thousand in 2015. As a result, the overall, ratio of male to female car driver accident rates has fallen from 1.9 : 1 for 2005 to 1.6 : 1 in 2015.

3. Reported Casualties

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

In 2015, non built-up roads accounted for two-fifths of the total number of casualties (40%: 4,351 out of 10,968). However, because speeds are higher on non built-up

roads than elsewhere (the definition is roads with a speed limit of more than 40mph), they accounted for almost three quarters of those killed (71%: 120 out of 168) and for just under half of the total number of seriously injured (47%: 725 out of 1,596).

Compared with 2005, the fall in the total number of casualties has been 42% for non built-up roads and 36% for those elsewhere. The difference in the numbers killed on non built-up roads is higher than those on built-up ones (down by 42% for non built-up roads compared with a reduction of 39% 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 6,712 car users were injured in road accidents in 2015, representing 61% of all casualties. Of these car users, 75 died. There were 1,694 pedestrian casualties (15% of the total), of whom 44 died, 794 pedal cycle casualties (7% of the total), of whom 5 died, and 734 motorcycle casualties (7% of the total), of whom 27 died. Because of the numbers of car user, pedestrian, pedal cyclist and motorcyclist casualties, the figures for each of these four groups of road users are the subject of separate sections, which follow this one, and are followed by a section on child casualties, which gives details of their modes of transport.

Together, all the modes of transport other than the four mentioned above accounted for 1,034 casualties in 2015 (9% of the total), and for smaller percentages of the numbers of seriously injured. These included 332 bus and coach users injured in 2015, of whom 49 suffered serious injuries (one died). There were also 354 casualties who were travelling in light goods vehicles, 116 people in heavy goods vehicles, 136 users of taxis, 27 users of minibuses and 69 people with another means of transport.

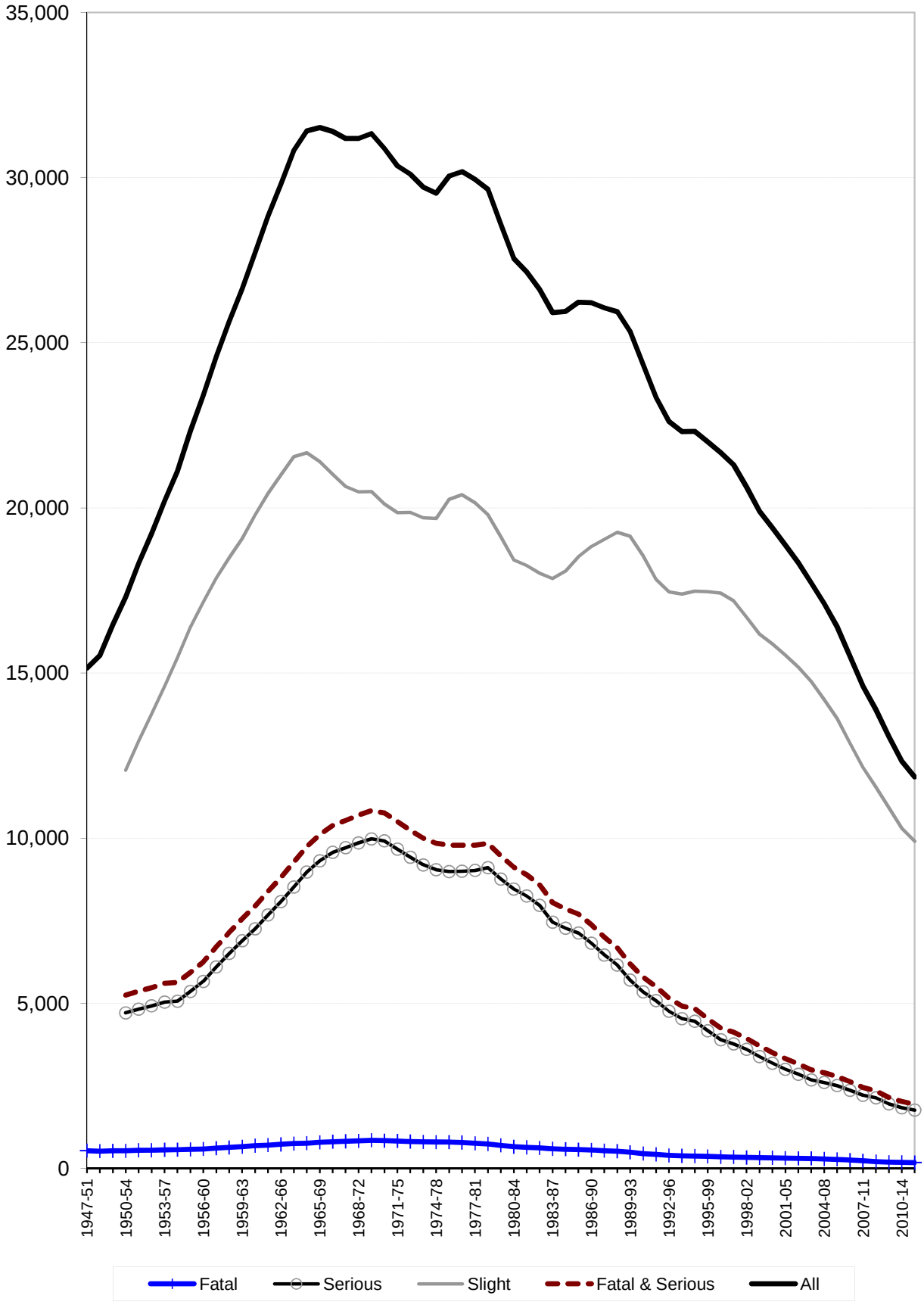
3.3 Car user casualties

A total of 6,712 car users were injured in road accidents in 2015, representing 61% of all casualties. Of these people, a total of 639 were seriously injured, 75 died. Non built-up roads accounted for a half of all car user casualties (50%: 3,389 out of 6,712). 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 (88%: 66 out of 75) or were seriously injured (70%: 449 out of 639). *(see Table 23)*

The number of car users killed in 2015 was 20% less than the 2014 figure. The number who were seriously injured fell by 7% and the total number of casualties of all severities was down by 1%. Since 2005, the number killed has dropped by 51%, and there have been falls of 51% in the number who were seriously injured and of 39% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2011-2015, the casualty rate for 16-22 year old car users was 2.97 per thousand population. This was much higher than the

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2011-15)



rate for car users in the older age groups, which varied from 0.8 to 2.3 per thousand population. *(see Table 32)*

On average, over the years 2011-2015, 69% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 58% of those car users who were seriously injured, but for only 37% of the total number of car user casualties of all severities, where more casualties occurred on roads with a 30 mph limit (41%). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 5pm to 6pm average of 444 (the average over the years 2011-2015) was 26% higher than the average of 353 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in April and most in November. November had 17% more adult car user casualties than April (annual averages over the years 2011-2015; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2011-2015 with 12% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 1,694 pedestrian casualties in 2015: 15% of all casualties. Of these, 421 were seriously injured (44 died). Presumably due to the number of pedestrians and because of their greater vulnerability, a high proportion (26%) of the total number of people who were seriously injured were pedestrians. In addition, 25% of pedestrian casualties were seriously injured (421 out of 1,694) compared with an average for all modes of 15% (1,596 out of 10,968). 96% of pedestrian casualties occurred on built-up roads (1,623 out of 1,694) in 2015. A similar proportion of pedestrian casualties were seriously injured on non built-up roads (4%) and built-up roads (96%). *(see Table 23)*

The number of pedestrians seriously injured was slightly lower than 2014 and the overall number of pedestrian casualties was 3% lower. Since 2005, the number of pedestrians killed has fallen by 33%, the number who were seriously injured has dropped by 38%, and there has been a 44% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2011 to 2015, the pedestrian fatality rate was highest for those aged 70+ (0.02 per thousand population). However, the 12-15 age-group had the highest ‘serious’ and ‘all severities’ pedestrian casualty rates (0.19 and 0.93 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 0.42 per thousand population, compared with 0.28 per thousand for females, using the averages for the period 2011 to 2015. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2011 to 2015, 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 24-27% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 28% more than the monthly average (annual averages over the years 2011-2015; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 24% and 13% more than the daily average over the period 2011 to 2015. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 794 pedal cycle casualties in 2015, 99 less than the previous year. The number of seriously injured pedal cycle casualties in 2015 was 164, 3% lower than in 2014. There were 5 pedal cycle fatalities in 2015, three less than 2014. Since 2005 there has been a 2% fall in all pedal cycle casualties, the number who were seriously injured has risen by 41%, and the number of fatalities has fluctuated between 4 and 16. In 2015, 87% of pedal cycle casualties were on built-up roads *(see Table 23).* But 63% of all fatalities over the last five years were on non-built up roads. It should be noted that pedal cycle traffic [1] is estimated to have increased by 41 per cent since 2005.

In terms of the averages for the period 2011 to 2015, the pedal cycle casualty rate per head of population was highest for those aged 30-39 (0.30 per thousand population) and 26-29 and 40-49 (0.25 and 0.26 per thousand respectively). 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 2011 to 2015, on weekdays, the peak numbers of adult pedal cycle casualties were from 4 pm to 7 pm and from 7 am to 9 am. At weekends the numbers were smaller, but appear to peak between mid-day and 2 pm. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were August and September which were 24-25% more than the monthly average (2011-2015 annual averages standardised to 30 days). *(see Table 29)*

The days of the week with the peak numbers of adult pedal cycle casualties were Tuesday and Wednesday, 22-26% higher than the daily average, over the years 2011-2015. There were substantially fewer adult pedal cycle casualties on Saturday and Sunday, with both being 31-37% less than the daily average. *(see Table 30)*

[1] Scottish Transport Statistics chapter 5 table 5.3

3.6 Motorcyclist casualties

A total of 734 motorcyclists were injured in road accidents in 2015, representing 7% of all casualties. Of these, 257 were seriously injured and 27 died. 46% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for almost 61% of those seriously injured, and 89% of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2015 was 11% lower than in the previous year. The number killed fell by 3 and the number seriously injured decreased by 70. 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 2015 was 32% lower than in 2005. Seven less motorcyclists died in 2015 than in 2005. *(see Table 23)*

On average, over the years 2011 to 2015, the motorcyclist casualty rate was highest for the 16-22 and 40-49 year old age groups (0.32 and 0.26 per thousand population respectively), followed by 23-25, 0.25 per thousand population; other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2011 to 2015, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak months of the year were June (100), with a longer peak from May to September *(see Table 29)* and there were more casualties at the weekend than on any of the other days *(see Table 30).*

3.7 Child (0-15) casualties

There were 972 child casualties in 2015, representing 9% of the total number of casualties of all ages. Of the child casualties, 139 were seriously injured, and 4 died *(see Table 24)*.

There were three less children killed in 2015 than in 2014 and a fall of 19% in the number of children seriously injured. The total number of child casualties fell by 6% since 2014. Since 2005, the number of children killed has fallen by seven and there has been a reduction of 61% in child seriously injured casualties. *(see Table A and Table 25)*

In terms of the averages for the period 2011 to 2015, on weekdays, the peak time for child casualties was from 3pm to 5pm, with 29% of all weekday casualties in those two hours. A further 26% occurred in the three hours between 5pm and 8pm There was a smaller peak in the morning, between 8am and 9am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7pm *(see Table 27)*

August was the peak month for child casualties, with 24% more than in an average month. June and September had 10% and 17% more than an average month respectively. (2011-2015 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2011 to 2015, Friday was the peak day of the week for child casualties, with 26% 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 2015, there were 460 child pedestrian casualties. They accounted for 27% of all pedestrian casualties of all ages (460 out of 1,694). Of the child pedestrian casualties, 97 were seriously injured and 3 died. *(see Table 24)*

There were 71 child pedal cycle casualties in 2015 (9% of the total of 794 pedal cycle casualties of all ages). The child pedal cycle casualties included 11 who were seriously injured, one died. *(see Table 24)*

In 2015, there were 378 child casualties in cars, 6% of the total number of car user casualties of all ages (378 out of 6,712). Of the child casualties in cars, 27 were seriously injured (none 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 2011-2015 taken together, for children aged 0-4 the rate was 0.60 per thousand population, whereas it was 1.32 per thousand for those aged 5-11 and for the 12-15 age group it was 1.82 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 32% of those for 5-11 and 22% of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys seriously injured in the 0-4 age group was 60% more than 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 0.13 and 0.57 per thousand child population respectively, were almost two times higher than the corresponding rates for adult pedestrian casualties. *(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 2011 to 2015. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2013:

- (all ages) killed casualty rate;
- (all ages) seriously injured casualty rate;
- child killed and seriously injured casualty rate(combined in one chart due to small numbers);
- 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 2011 to 2015, as that is the five year period centred on 2013 (the year to which the casualty rates relate). That is why the table and charts are not for 2015: the calculation of ranges for 2015 would require the annual averages for 2013 to 2017. When the table and charts were prepared, 2013 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2013, casualty rates based upon the 2011-2015 annual averages, and the likely ranges of values within which the 2013 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2011-2015 annual averages). The 2013 rates are identified by black diamonds, the rates based upon the 2011-2015 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 5 year average is zero, there is *no* likely *range* of values as, by definition, the value for 2013 could only be zero). For example, the slight casualty rate chart shows that (for local authority roads in 2013):

- Orkney Islands had the lowest slight casualty rate (9 per 100 million vehicle-kilometres) and Glasgow the highest (63 per 100 million vehicle kilometres), as can be seen from the table;

- In the case, of Glasgow table 41 shows that, in 2013, they had a lower number of slight casualties than their 2011-2015 annual average numbers, whereas East Lothian had a slightly higher number than their 2011-2015 annual average;
- Orkney and Shetland had the widest likely ranges of values. This is due to their having relatively few slight casualties (2011-2015 annual averages of 20 and 34, 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 (2011-2015 annual averages of 1,110 and 1,201 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 8,116 in 2010-14.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Glasgow City had a slight casualty rate (54 per 100 million vehicle-kilometres) which was noticeably below the lower limit (of 56 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.

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 2015, 57% of motorists involved in injury accidents were asked for a breath test (this ranged from 42% to around 74% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 2.9% of those drivers breathalysed. This represented 1.6% of the total number of motorists involved (including those who were not asked for a breath test). There has been a general downward trend in these percentages in the last couple of years as seen in table 19.

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 2015, of the 228 positive / refused cases, 33% occurred between 9pm and 3am [8% between 9pm and midnight, plus 25% between midnight and 3am.] Table 20 shows that, using 2011 to 2015 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 15%) between midnight and 6am, but varied depending upon the day of the week, from 7% (the average for 3am to 6am for Mondays to Thursdays) to 16-20% (3am to 6am on Saturdays and Sundays). Table 20 shows that although the period from 9pm to midnight had the second highest number of positive / refused cases, the equivalent percentages were not as high, because between 9pm and midnight there were many more motorists involved in accidents than between midnight and 3am.

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 52% and the number of casualties by 57% between 2004 and 2014 (the latest year for which estimates are available): from a rounded estimate of 710 to roughly 340 (accidents) and from around 1,060 to some 460 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to have halved, from about 40 in 2004 to around 20 in 2014. The number of serious casualties is estimated to have dropped by three fifths (from roughly 170 in 2004 to some 70 in 2014).

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 2015, Scotland's casualty rates were 15% higher (killed), 16% lower (serious) and 33% lower (all severities).

Child rates

In 2015, the Scottish rates were 6% lower (serious) than those in England and Wales and 23% lower (all severities). In the case of serious and all casualties this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2004-08 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2011-2015, child fatality rates in Scotland were on average 39% higher than England and Wales, however, in 2 of the five years the rates were lower.

It should be noted that the ratio of the fatality rates for Scotland and for England and Wales can fluctuate markedly from year to year, particularly for the child fatality rates due to the relatively small numbers in Scotland, (which may be subject to year-to-year changes which are large in percentage terms). Therefore, subsequent paragraphs do not refer to the fatality rates for children using different modes of transport. In addition, it should be remembered 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 2015, Scotland's car user fatality rate was 18% higher than that of England & Wales, the seriously injured rate was 5% lower, while the all severity car user rate was 31% lower. For child car users, the seriously injured rate was 13% higher in Scotland and the all severities rate was 31% less than that of England and Wales.

In 2015, the pedestrian killed rate per capita was 29% higher in Scotland than England & Wales, and the serious and all severities rates were the same and 18% lower respectively. The child pedestrian casualty rates in Scotland were the same (seriously injured) and 6% lower (all severities) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2015 for seriously injured (43% lower) and for all severities (53% lower). The child pedal cycle casualty serious and all severities rates were 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 2015,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2014 & 2015 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2014 and 2015 (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 43 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/jtrc/safety/safety.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 2015, Scotland's provisional overall road death rate of 30 per million population was the fifth lowest of the 37 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

In 2014, Scotland's pedestrian fatality rate was 9 per million population. Scotland ranked twenty second of the 36 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 18 per million population: the twelfth lowest of 36 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 36 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 the twenty first lowest for casualties aged 0-14. It was the tenth lowest for those aged 15-24, thirteenth lowest for those aged 25-64 and seventh lowest for 65+ (in each case, *not* counting the overall GB and UK figures).

International comparisons of road safety are based on road death rates, as this is the only basis for which there is an international standard definition. As indicated above, the OECD IRTAD tables provide comparable figures for each country, after making adjustments to the data for countries which do not collect their figures on the standard basis. One should not try to compare different countries' overall road 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 an 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						
2004-08 ave	**292**	**2,605**	**17,097**	**3,016**	**28,513**	**257,789**
2011	185	1,880	12,786	1,715	21,249	191,187
2012	176	1,981	12,712	1,584	21,080	183,148
2013	172	1,671	11,502	1,541	19,990	172,179
2014	203	1,704	11,307	1,575	21,113	183,237
2015	168	1,596	10,968	1,568	20,547	175,239
2011-2015 ave	**181**	**1,766**	**11,855**	**1,597**	**20,796**	**180,998**
(b) Per cent changes:						
2015 on 2014	-17.2	-6.3	-3.0	-0.4	-2.7	-4.4
2015 on 2004-08 ave.	-42.4	-38.7	-35.8	-48.0	-27.9	-32.0
2011-15 ave. on 04-08 ave	-38.0	-32.2	-30.7	-47.1	-27.1	-29.8
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2011	7	203	1,316	53	2,149	18,159
2012	2	194	1,167	59	2,019	14,016
2013	9	143	1,056	39	1,790	14,703
2014	7	172	1,033	46	1,858	15,703
2015	4	139	972	49	1,771	15,133
2011-2015 ave	**6**	**170**	**1,109**	**49**	**1,917**	**15,543**
(b) Per cent changes:						
2015 on 2014	-42.9	-19.2	-5.9	6.5	-4.7	-3.6
2015 on 2004-08 ave.	-74.0	-57.3	-51.9	-66.0	-44.1	-42.0
2011-15 ave. on 04-08 ave	-62.3	-47.7	-45.1	-65.9	-39.5	-40.4

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									
2004-08 ave	**.06**	**.51**	**3.33**	**.06**	**.53**	**4.78**	**102**	**96**	**70**
2011	.03	.35	2.41	.03	.38	3.40	114	94	71
2012	.03	.37	2.39	.03	.37	3.24	118	100	74
2013	.03	.31	2.16	.03	.35	3.02	119	89	71
2014	.04	.32	2.11	.03	.37	3.19	138	87	66
2015	.03	.30	2.04	.03	.35	3.03	115	84	67
2011-2015 ave	**.03**	**.33**	**2.22**	**.03**	**.36**	**3.18**	**121**	**91**	**70**
(b) Per cent changes:									
2015 on 2014	-17.6	-6.8	-3.5	-1.3	-3.5	-5.2			
2015 on 2004-08 ave.	-44.9	-41.4	-38.6	-51.5	-32.8	-36.6			
2011-15 ave. on 04-08 ave	-40.3	-34.6	-33.2	-49.9	-30.9	-33.5			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
2004-08 ave	**.02**	**.35**	**2.18**	**.01**	**.31**	**2.51**	**119**	**115**	**87**
2011	.01	.22	1.44	.01	.20	1.72	153	109	84
2012	.00	.21	1.28	.01	.19	1.31	40	112	97
2013	.01	.16	1.16	.00	.17	1.37	273	94	85
2014	.01	.19	1.13	.00	.17	1.45	181	110	78
2015	.00	.15	1.07	.00	.16	1.38	98	94	77
2011-2015 ave	**.01**	**.19**	**1.21**	**.00**	**.18**	**1.44**	**139**	**105**	**84**
(b) Per cent changes:									
2015 on 2014	-42.9	-19.3	-6.0	5.5	-5.6	-4.5			
2015 on 2004-08 ave.	-73.6	-56.5	-51.0	-67.8	-47.1	-45.0			
2011-15 ave. on 04-08 ave	-61.7	-46.8	-44.2	-67.1	-41.7	-42.6			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2015

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	44	421	1,694	367	4,519	22,373
Pedal cycle	5	164	794	95	3,075	18,050
Car	75	639	6,712	682	7,235	104,845
Bus/coach	1	49	332	4	226	4,294
Other	43	323	1,436	420	5,492	25,677
Total	**168**	**1,596**	**10,968**	**1,568**	**20,547**	**175,239**
2. Child casualties[1]						
Pedestrian	3	97	460	22	1,161	5,857
Pedal cycle	1	11	71	5	261	1,858
Car	0	27	378	18	287	6,626
Bus/coach	0	2	42	1	11	581
Other	0	2	21	3	51	211
Total	**4**	**139**	**972**	**49**	**1,771**	**15,133**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2015

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	.08	.32	.01	.08	.39	129	100	82
Pedal cycle	.00	.03	.15	.00	.05	.31	57	57	47
Car	.01	.12	1.25	.01	.12	1.81	118	95	69
Bus/coach	.00	.01	.06	.00	.00	.07	269	234	83
Other	.01	.06	.27	.01	.09	.44	110	63	60
Total	**.03**	**.30**	**2.04**	**.03**	**.35**	**3.03**	**115**	**84**	**67**
2. Child casualties[1]									
Pedestrian	.00	.11	.50	.00	.11	.53	164	100	94
Pedal cycle	.00	.01	.08	.00	.02	.17	240	51	46
Car	-	.03	.41	.00	.03	.60	n/a	113	69
Bus/coach	-	.00	.05	.00	.00	.05	n/a	218	87
Other	-	.00	.02	.00	.00	.02	n/a	47	120
Total	**.00**	**.15**	**1.07**	**.00**	**.16**	**1.38**	**98**	**94**	**77**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) All road users 2014 and 2015 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2015 (Provisional)

	Numbers killed	Per million population Rate	Index
Norway	118	*23*	76
Malta	11	*26*	85
Sweden	259	*27*	88
England	1,463	*27*	89
Great Britain	1,730	*27*	91
United Kingdom	1,804	*28*	92
Scotland	**162**	***30***	**100**
Switzerland	253	*31*	102
Denmark	180	*32*	105
Wales	105	*34*	112
Irish Republic	166	*36*	119
Spain	1,688	*36*	121
Netherlands	620	*37*	122
Japan	4,859	*38*	127
Israel	322	*38*	127
Northern Ireland	74	*40*	133
Germany	3,475	*43*	142
Finland	260	*48*	158
Iceland	16	*49*	161
Australia	1,207	*50*	167
Slovakia	274	*51*	168
Estonia	67	*51*	169
France	3,464	*52*	173
Austria	475	*55*	184
Italy	3,430	*56*	187
Slovenia	120	*58*	193
Portugal	627	*60*	200
Luxembourg	36	*64*	212
Hungary	647	*66*	218
Belgium	755	*67*	222
Cyprus	57	*67*	223
Czech Republic	732	*69*	230
New Zealand	320	*70*	231
Greece	805	*74*	246
Poland	2,938	*77*	256
Croatia	348	*82*	273
Lithuania	241	*82*	274
Republic of Korea	4,621	*91*	303
Latvia	188	*95*	314
Romania	1,893	*95*	*316*
Bulgaria	708	*98*	*326*
United States of America	38,300	*119*	*395*

(b) All road users 2014

	Numbers killed	Per million population Rate	Index
Iceland	4	12	33
Malta	10	24	63
England	1,472	27	72
Sweden	270	28	75
Great Britain	1,775	28	76
United Kingdom	1,854	29	77
Norway	147	29	77
Switzerland	243	30	80
Denmark	182	32	86
Wales	103	33	89
Netherlands	570	34	91
Israel	279	34	91
Spain	1,661	36	95
Scotland	**200**	**37**	**100**
Japan	4,838	38	102
Finland	224	41	110
Germany	3,377	42	112
Irish Republic	194	42	113
Northern Ireland	79	43	115
Slovakia	258	48	127
Australia	1,155	49	131
Austria	430	51	135
France	3,384	51	137
Canada	1,834	52	138
Slovenia	108	52	140
Cyprus	45	52	140
Italy	3,381	56	149
Estonia	78	59	158
Portugal	638	61	164
Hungary	626	63	169
Luxembourg	35	64	170
Belgium	727	65	173
New Zealand	295	65	175
Czech Republic	688	65	175
Croatia	308	73	194
Greece	795	73	195
Poland	3,202	84	225
Lithuania	265	90	241
Bulgaria	655	90	242
Romania	1,818	91	244
Republic of Korea	4,762	94	253
United States of America	32,675	*102*	274
Latvia	212	*106*	*283*

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 - 2014;

(c) Pedestrians

	Numbers killed	Per million population	
		Rate	Index
Iceland	0	3	0
Netherlands	50	3	28
Norway	18	4	34
Denmark	22	4	37
Wales	13	4	40
Switzerland	43	6	50
Sweden	52	6	51
Luxembourg	3	6	52
Australia	150	6	61
Germany	523	6	62
Finland	36	7	63
Slovenia	14	7	65
England	377	7	66
Great Britain	446	7	68
United Kingdom	464	7	69
Spain	336	7	69
France	499	8	72
Austria	71	9	80
Irish Republic	41	9	85
Belgium	106	9	90
Italy	578	9	91
New Zealand	43	9	91
Northern Ireland	18	9	93
Scotland	**56**	**9**	**100**
Greece	125	10	109
Cyprus	10	10	111
Czech Republic	130	11	118
Japan	1,753	14	132
Portugal	145	14	133
Israel	116	15	135
United States of America	4,884	15	146
Hungary	152	15	147
Croatia	73	15	164
Estonia	26	16	189
Poland	1,116	30	280
Romania	697	32	334
Latvia	71	35	339
Lithuania	109	36	354

(d) Car users

	Numbers killed	Per million population	
		Rate	Index
Japan	1,053	8	47
Iceland	3	9	52
Israel	86	10	59
Netherlands	177	11	59
England	646	12	67
Switzerland	97	12	67
Sweden	122	13	71
Great Britain	797	13	71
United Kingdom	839	13	73
Norway	72	14	79
Spain	722	16	87
Denmark	89	16	89
Cyprus	15	17	98
Scotland	**95**	**18**	**100**
Wales	56	18	102
Germany	1,575	20	110
Portugal	223	21	120
Finland	120	22	124
Austria	189	22	125
Irish Republic	105	23	128
Northern Ireland	42	23	128
Australia	569	24	136
Italy	1,491	25	138
Estonia	33	25	141
France	1,663	25	142
Hungary	256	26	146
Greece	289	26	149
Slovenia	59	29	161
Czech Republic	347	33	186
Croatia	141	33	187
Belgium	381	34	191
Poland	1,346	35	199
Romania	724	36	204
United States of America	11,926	37	211
Lithuania	118	40	226
New Zealand	182	40	227
Luxembourg	24	44	246
Latvia	91	45	256

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2014;

(a) 0-14 years	Per million pop	Index
Wales	0	0
Cyprus	0	0
Iceland	0	0
England	4	50
Great Britain	4	51
Sweden	4	53
United Kingdom	4	54
Estonia	5	59
Portugal	5	63
Spain	5	64
Belgium	5	64
Norway	5	66
Japan	6	72
Denmark	6	75
Greece	6	75
Austria	7	80
Netherlands	7	80
Germany	7	80
Slovenia	7	82
Italy	7	90
Switzerland	7	91
Hungary	8	94
Scotland	**8**	**100**
Czech Republic	9	109
France	9	112
Luxembourg	11	133
Northern Ireland	11	136
Finland	11	137
Australia	12	148
Croatia	13	153
Irish Republic	13	158
Israel	13	163
New Zealand	13	164
Poland	14	170
United States of America	18	213
Latvia	24	291
Romania	29	353
Lithuania	34	418

(c) 25-64 years		
Iceland	12	30
Netherlands	22	56
Switzerland	24	60
Japan	26	66
England	27	68
Sweden	28	71
Great Britain	28	72
United Kingdom	28	72
Denmark	32	81
Northern Ireland	34	86
Israel	35	89
Spain	38	96
Wales	38	97
Germany	39	99
Scotland	**39**	**100**
Ireland	41	105
Finland	41	105
Austria	49	125
Australia	52	131
France	55	139
Slovenia	59	149
Portugal	63	160
Belgium	66	167
New Zealand	66	168
Italy	68	173
Czech Republic	72	183
Greece	77	197
Luxembourg	83	211
Poland	84	215
Lithuania	99	253
United States	115	293

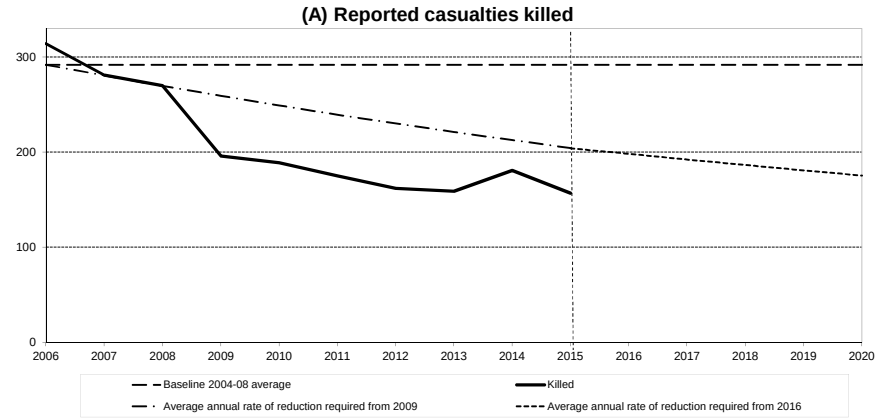
(b) 15-24 years	Per million pop	Index
Sweden	26	58
Japan	33	72
Spain	34	75
Denmark	34	75
Netherlands	42	91
Israel	42	92
Iceland	42	93
Switzerland	43	93
England	44	96
Great Britain	44	97
United Kingdom	46	100
Scotland	**46**	**100**
Slovenia	48	105
Wales	54	119
Portugal	57	124
Ireland	65	142
Finland	67	147
Germany	68	148
Australia	69	152
Austria	74	162
Luxembourg	76	165
Northern Ireland	86	189
France	92	202
New Zealand	95	209
Czech Republic	99	216
Italy	103	226
Belgium	104	228
Lithuania	105	230
Greece	117	256
Poland	121	265
United States	147	322

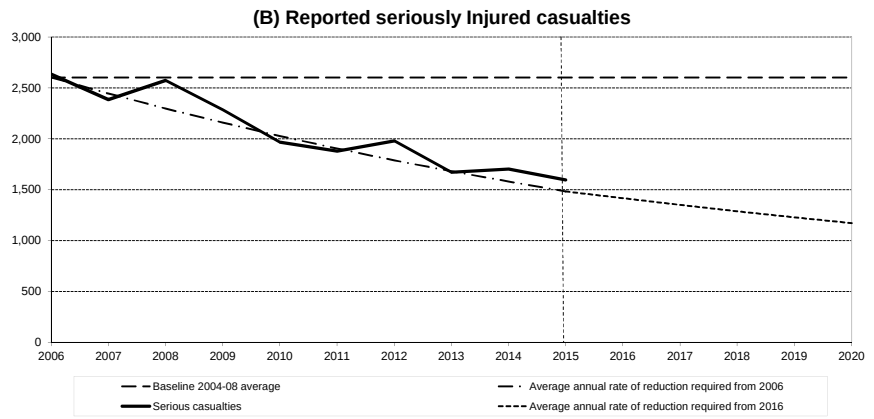
(d) 65+ years		
Iceland	0	0
Wales	36	69
Luxembourg	39	75
England	40	77
Great Britain	41	79
United Kingdom	42	80
Finland	49	95
Sweden	50	96
Scotland	**52**	**100**
Denmark	56	109
Spain	57	109
Germany	59	114
Netherlands	59	115
Switzerland	60	116
France	66	129
Australia	70	135
Czech Republic	72	139
Slovenia	72	140
Israel	74	143
Austria	74	143
Ireland	76	147
Northern Ireland	77	149
Japan	80	155
Greece	84	162
Italy	84	162
Belgium	89	173
New Zealand	92	179
Lithuania	94	182
Portugal	100	193
Poland	122	237
United States	123	239

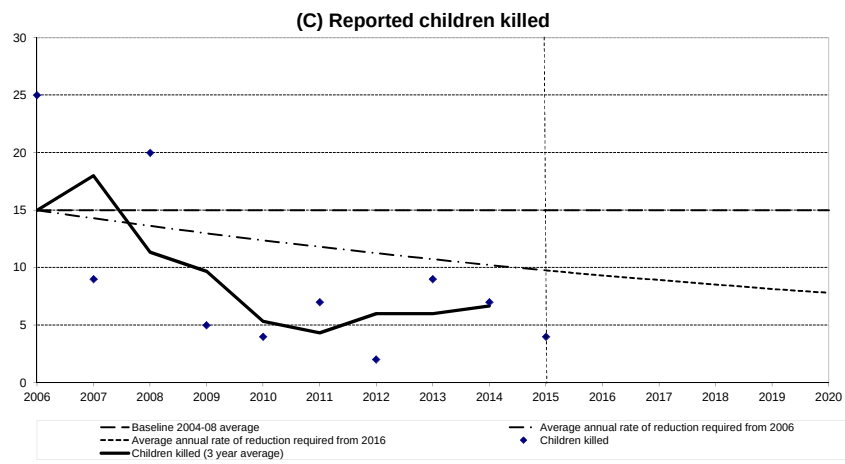
Article 1

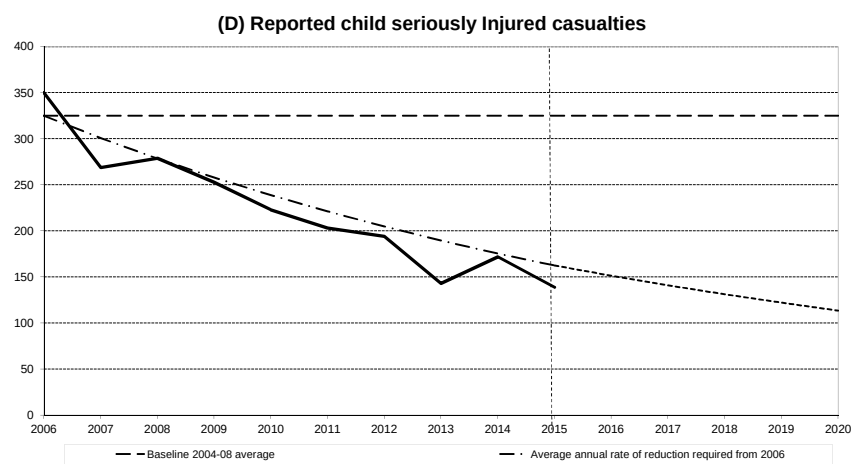
Casualty Reduction
Targets: Scotland’s Road Safety Framework to 2020

Figure 8 Progress towards the 2020 casualty reduction targets









Article 1: Casualty Reduction Targets: Scotland's Road Safety Framework to 2020

1. Introduction

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.

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 per cent reduction target in the slight casualty rate will continue to be adopted.

The four 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 the child fatality rate in Scotland is higher than in England and Wales. The child fatality target itself will be monitored using a 3 year rolling average due to the small numbers of fatalities each year.

To illustrate the reductions necessary the following table shows the 2004 to 2008 baseline, the latest position as well as the level of casualties inferred by the 2015 milestones and 2020 targets.

	2004-2008 average	2015	2015 milestone	2020 target
People killed	292	168	204	175
People seriously injured	2,605	1,596	1,484	1,172
Children (aged < 16) killed	15	7[1]	10	8
Children (aged < 16) seriously injured	325	139	163	114

1. 2013-15 average

Charts showing indicative lines of progress are in figure 8. More detail about the calculation of these indicative lines is included in section 5 of this article.

2 Summary of Progress

The 2015 figures show:

- 168 people were reported as killed in 2015, **42 per cent (124) below the 2004-2008 average** of 292 – so the reduction seen to date exceeds the 2015 milestone.
- 1,596 people were reported as seriously injured in 2015, **39 per cent (1,009) below the 2004-2008 average** of 2,605. The number of people seriously injured remains above the 2015 milestone.
- 4 children were reported as killed in 2015, an average of 7 a year in the 2013-2015 period, **57 per cent (8) below the 2004-2008 average** of 15. The level of reduction seen to date exceeded the 2015 milestone and 2020 target of a 50 per cent fall.

- 139 children were reported as seriously injured in 2015, **57 per cent (186) below the 2004-2008 average** of 325, but above the 2015 milestone.

- The slight casualty rate of 20.28 casualties per 100 million vehicle kilometres in 2015 was **38 per cent below the 2004-2008 baseline** average of 32.47.

Figure 8 shows progress towards the casualty reduction targets for 2020.

3 Modes of Transport

Table Ib shows progress against the 2020 targets by mode of transport.

Numbers killed

As shown in Table Ia below, a reduction of 30 per cent compared to the baseline was required in 2015 to reach the target. The overall reduction seen between the baseline and 2015 was 42 per cent.

Car fatalities are down 54 per cent on the baseline which exceeds the 2020 target.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of 43 per cent compared to the baseline was required in 2015 to reach this target. The overall reduction for 2015 is 39 per cent, therefore just above the trajectory required to meet the target.

Table Ib shows that car and bus & coach injuries have fallen by a greater percentage than that implied as needed by the trajectory. The numbers of car drivers and passengers seriously injured has fallen by 49 per cent since the baseline. All other modes except pedal cycles have seen a fall when compared to the baseline.

Children killed

The number of child fatalities is relatively small and the average of 7 over the last three years is above the 50 per cent reduction target set for 2020. Table Ib shows that the average number of child fatalities for 2013-2015 for each mode is below the 2004-2008 baseline.

Child pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of 4 per year in 2013-2015. Pedal Cycle fatalities has fallen from an average of 2 per year in the baseline period to an average of 1 in the last three years. The number of fatalities as passengers in cars has fallen as well from an average of 6 per year in the baseline period to 2 per year in the 2013-2015 period,.

Children seriously injured

As shown in Table Ia below, a reduction of 50 per cent compared to the baseline was required in 2015 to remain on the trajectory for this target. The overall reduction for 2015 is 57 per cent; above the trajectory.

Table Ib shows that all modes of transport apart from bus/coach serious injuries have fallen by a greater percentage than that implied by the trajectory. .

Slightly injured casualties

Because of the limited availability of detailed reliable road traffic estimates for Scotland, Table Ib 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.

Table Ib shows that slight injuries per million vehicle kilometres are 38 per cent below the 2004-2008 average.

Apart from pedal cycles, the number of slight casualties has fallen compared to the baseline for all modes of transport. The largest reductions are seen for bus / coach, pedestrian, cars and 'other', 59 per cent, 42 per cent, 35 per cent and 52 per cent respectively. Car users make up almost two thirds of slight casualties and there has been a reduction of a just over a third compared to the baseline period. Pedal cycles on the other hand have shown an 2 per cent increase on the 2004-2008 average. There is some evidence to suggest that this increase is smaller than the increase in cyclists on the road over the same period.

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 four targets relating to numbers killed and seriously injured (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 numbers slightly injured, and ***Table 42*** shows figures for each Police Force division related to all five targets. In addition, many other tables include the 2004-2008 baseline averages.

5. 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 (mid point of the 2004 to 2008 average) and falls, by a constant percentage reduction in each subsequent year, to the milestone for 2015 and from there 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 8 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% per annum 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 children seriously injured 7.41% and 6.90%.

Table Ia Constant percentage reductions needed to achieve 2015 and 2020 targets

	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%

Table Ib: Reported killed casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**65**	**9**	**42**	**162**	**1**	**12**	**2**	**292**
2008	60	9	34	153	1	8	5	270
2009	47	5	43	116	-	5	-	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	-	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
11-15 ave	**49**	**8**	**27**	**84**	**1**	**8**	**3**	**181**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2015 on 2014	-25	-38	-10	-20	0	550	-67	-17
2015 on 2004-08 average	-32	-46	-35	-54	25	12	25	-42

Reported seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**656**	**134**	**371**	**1,258**	**55**	**82**	**51**	**2,605**
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,135	36	73	50	2,287
2010	457	138	319	903	52	60	40	1,969
2011	515	156	293	758	51	63	44	1,880
2012	461	169	343	847	44	68	49	1,981
2013	403	149	281	720	34	45	39	1,671
2014	423	159	327	685	28	51	31	1,704
2015	421	164	257	639	49	46	20	1,596
11-15 ave	**445**	**159**	**300**	**730**	**41**	**55**	**37**	**1,766**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2015 on 2014	0	3	-21	-7	75	-10	-35	-6
2015 on 2004-08 average	-36	22	-31	-49	-11	-44	-60	-39

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**6**	**2**	**0**	**6**	**-**	**0**	**0**	**15**
2008	4	2	1	13	-	-	-	20
2009	1	1	-	3	-	-	-	5
2010	1	1	1	1	-	-	-	4
2011	2	-	-	5	-	-	-	7
2012	1	1	-	-	-	-	-	2
2013	5	2	-	2	-	-	-	9
2014	3	-	-	4	-	-	-	7
2015	3	1	-	-	-	-	-	4
11-15 ave	**3**	**1**	**-**	**2**	**-**	**-**	**-**	**6**
2020 target	*3*	*1*	*0*	*3*	-	*0*	*0*	*8*
13-15 ave	**4**	**1**	**-**	**2**	**-**	**-**	**-**	**7**
Percent changes:								
13-2015 on 2004-08 average	-39	-58	-100	-68	-	-100	-100	-57

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**218**	**29**	**8**	**62**	**3**	**1**	**3**	**325**
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	-	-	223
2011	139	23	2	34	4	-	1	203
2012	132	21	1	34	1	5	-	194
2013	92	11	1	34	3	-	2	143
2014	117	18	4	27	2	1	3	172
2015	97	11	1	27	2	-	1	139
11-15 ave	**115**	**17**	**2**	**31**	**2**	**1**	**1**	**170**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2015 on 2014	-17	-39	-75	0	0	-	-67	-19
2015 on 2004-08 average	-56	-63	-87	-56	-38	-100	-71	-57

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*
2004-08 average	**2,135**	**613**	**637**	**9,187**	**693**	**503**	**431**	**14,200**	**43,736**	**32.47**
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,506	661	482	6,930	453	384	305	10,721	43,390	24.71
2012	1,459	727	503	6,745	396	411	314	10,555	43,549	24.24
2013	1,305	724	471	6,151	358	390	260	9,659	43,840	22.03
2014	1,272	726	471	6,006	262	398	265	9,400	44,839	20.96
2015	1,229	625	450	5,998	282	411	209	9,204	45,374	20.28
11-15 ave	**1,354**	**693**	**475**	**6,366**	**350**	**399**	**271**	**9,908**	**44,198**	**22.42**
2020 target										*29.22*
Percent changes:										
2015 on 2014	-3	-14	-4	0	8	3	-21	-2	1	-3
2015 on 2004-08 average	-42	2	-29	-35	-59	-18	-52	-35	4	-38

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

Article 2: Contributory Factors

Article 2. 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 eleventh year of collection.

- ***Driver/rider errors or reactions*** were reported in 66 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 31%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 11% of all reported accidents and 19% of fatal accidents.
- ***Pedestrian only*** factors were reported in 22% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 39% and 25% 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 2014, with the following background note describing the collection of the contributory factor system in more detail.

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

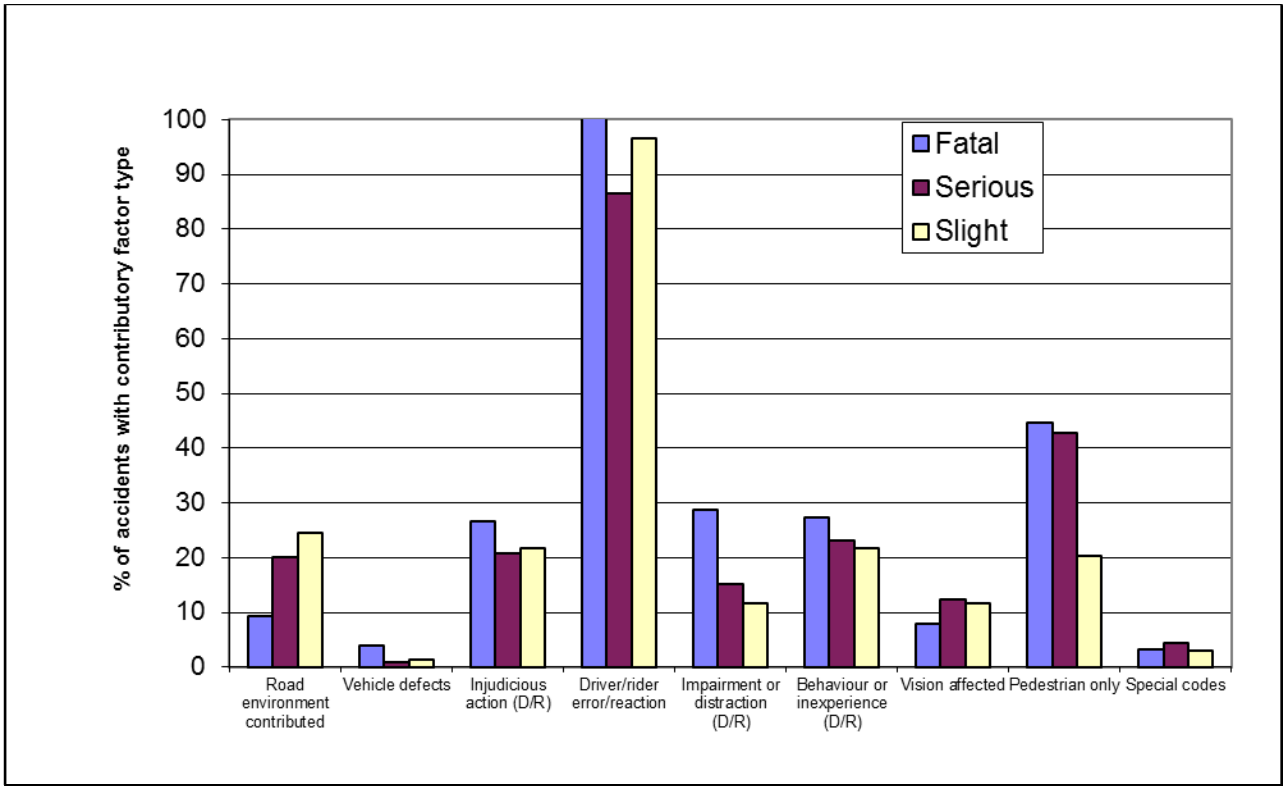
2. Accidents

Categories

2.2 Each of the 77 contributory factors fits into one of nine categories. Figure 11 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 66 per cent of accidents reported to the police).
- ***Pedestrian*** contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the accident), were reported in 14 per cent of reported accidents, rising to 22 per cent of fatal accidents.
- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 19 per cent of all reported accidents, increasing to 23 per cent of fatal accidents.
- ***Road environment*** factors were reported in 19 per cent of reported accidents.

Figure 11: Contributory factor type: Reported accidents by severity, 2015



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 31 per cent of all reported accidents. This was followed *by failed to judge other person's path/speed (19%) and loss of control* (16%). C*areless/reckless or in a hurry* (14%), s*lippery road* (13%) *and poor turn/manoeuvre* (12%)*,* were also in the top six.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 11% of all reported accidents and 19% of fatal accidents (Note that the individual percentages for each of these factors cannot simply be added together to obtain combined totals.)

- For fatal accidents, ***loss of control*** was the most frequently reported driver/rider factor involved in 39% of accidents. *Failed to look properly* was reported in 25%, c*areless / reckless /in a hurry* in (18%) and *poor turn or manoeuvre* in 15%*. Pedestrian failed to look properly and failed to judge other persons path/speed* were both involved in 13% of fatal accidents respectively.

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 16% of all accidents for which CFs were recorded but 39% of fatal accidents; slippery road due to weather is cited in 13% of all accidents but 7% of fatal ones; travelling too fast for the conditions is cited in 8% of all accidents but 11% of fatal ones and exceeding speed limit is cited in 4% of all accidents but 10% 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 2015 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 11 years of collection. The most frequently recorded factor, *failed to look properly is associated with a larger proportion of* accidents in 2015 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 Table 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 motorcyclists.

- *L*oss of control (21%) was the most commonly reported factor for **motorcyclists**.
- *Failed to judge other person's path/speed* was the second most common factor reported for **cars or taxis** (12%).
- *Failed to judge other person's speed* was the second most common factor associated with **cyclists** (associated with 6% 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* was associated with a total of 4% 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 48% of all pedestrians), followed by careless/reckless or in a hurry (18%), failed to judge vehicle speed/path (14%), crossed road masked by stationary/parked vehicle and impaired by alcohol (both 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 21% of motorcycles but only 4% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 9% of buses but for only 3% of all vehicles involved.

3.4 On average, fewer contributory factors were recorded for pedal cycles (an average of 0.65 per cycle involved in a reported accident) and bus or coaches (an average e of 0.73), compared to an overall average of 1.08 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 2015.

- 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 669 occasions.
- As would be expected, the CFs identified (earlier) as most frequent to appear in several of the most frequently-occurring combinations – for example, (driver/rider) failed to look properly occurs in the first three of the 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 – 63 deaths (38%);
- (driver/rider) failed to look properly – 39 deaths (representing 23% of all deaths in accidents for which CFs were recorded);
- (driver/rider) poor turn or manoeuvre - 28 deaths (17%)
- (driver/rider) careless / reckless /in a hurry - 28 deaths (17% of fatalities)
- pedestrian failed to look properly – 21 deaths (13%)
- travelling too fast for the conditions – 20 deaths (12%)

Seriously injured

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

- (driver/rider) failed to look properly – 387 serious injuries (26%);
- loss of control – 330 serious injuries (representing 22% of all serious injuries in accidents for which CFs were recorded);
- failed to judge other person's path/speed– 215 (14%)
- pedestrian failed to look properly – 212 (14%)
- (driver/rider) careless / reckless / in a hurry – 206 (14%);
- poor turn or manoeuvre– 170 (11%)

5 Overall frequencies of recording

5.1 In 2015 at least one contributory factor was recorded in 99.9% of reported accidents where a police officer attended the scene (7,129) - there were 5 accidents without a contributory factor. A total of 15,379 factors were recorded, resulting in an average of 2.2 factors per accident.

5.2 Around 88% (13,469) of all factors listed were related to vehicles (and their drivers/rider) and the road environment. Around 11% (1,753) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (73 or 4.2%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2015. (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.

5.4 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 differ from Tables M & N (which exclude repeats of the same CF within an accident).

Possible vs. Very likely

5.5 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.

5.6 Overall, almost two thirds of CFs (67%) 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 83% of occasions on which they were used:

- Disobeyed Give Way or Stop sign or marking (86%)
- Pedestrian crossed road masked by stationary/parked vehicle (83%)
- Driver/rider impaired by alcohol (83%)

and the following were described as very likely on fewer than 57% of the occasions on which they were used:

- Sudden braking (57%)
- Road layout (e.g. bend, hill, narrow carriageway) (54%)
- Exceeding the speed limit (54%)
- Travelling too fast for the conditions (54%)
- Fatigue (51%)
- Distraction in vehicle (35%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 10 years. It is 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[1,2] by severity, 2015

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Road environment contributed [4]	**13**	*9*	**213**	*16*	**1,130**	*20*	**1,356**	*19*
Poor or defective road surface	1	*1*	13	*1*	48	*1*	62	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	33	*3*	112	*2*	145	*2*
Slippery road (due to weather)	10	*7*	122	*9*	776	*14*	908	*13*
Inadequate/masked signs or road markings	0	*0*	8	*1*	41	*1*	49	*1*
Defective traffic signals	0	*0*	2	*0*	9	*0*	11	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	7	*0*	7	*0*
Temporary road layout (eg contraflow)	0	*0*	5	*0*	24	*0*	29	*0*
Road layout (eg bend, hill, narrow c-way	3	*2*	46	*4*	189	*3*	238	*3*
Animal or other object in carriageway	0	*0*	12	*1*	82	*1*	94	*1*
Sunken,raised or slippery inspection cover	0	*0*	0	*0*	4	*0*	4	*0*
Vehicle defects [4]	**6**	*4*	**13**	*1*	**72**	*1*	**91**	*1*
Tyres illegal, defective or under-inflated	2	*1*	7	*1*	24	*0*	33	*0*
Defective lights or indicators	2	*1*	0	*0*	2	*0*	4	*0*
Defective brakes	1	*1*	3	*0*	23	*0*	27	*0*
Defective steering or suspension	1	*1*	2	*0*	17	*0*	20	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	1	*0*	7	*0*	8	*0*
Injudicious action (driver/rider) [4]	**35**	*23*	**235**	*18*	**1,075**	*19*	**1,345**	*19*
Disobeyed automatic traffic signal	0	*0*	17	*1*	77	*1*	94	*1*
Disobeyed Give Way or Stop sign or markiings	2	*1*	33	*3*	133	*2*	168	*2*
Disobeyed double white line	1	*1*	4	*0*	6	*0*	11	*0*
Disobeyed pedestrian crossing facility	1	*1*	5	*0*	15	*0*	21	*0*
Illegal turn or direction of travel	0	*0*	5	*0*	41	*1*	46	*1*
Exceeding speed limit	15	*10*	67	*5*	171	*3*	253	*4*
Travelling too fast for the conditions	17	*11*	101	*8*	431	*8*	549	*8*
Following too close	3	*2*	27	*2*	297	*5*	327	*5*
Vehicle travelling along pavement	0	*0*	5	*0*	5	*0*	10	*0*
Cyclist entering road from pavement	0	*0*	5	*0*	22	*0*	27	*0*
Driver/rider error or reaction [4]	**112**	*75*	**787**	*60*	**3,775**	*67*	**4,674**	*66*
Junction overshoot	2	*1*	22	*2*	116	*2*	140	*2*
Junction restart	0	*0*	8	*1*	34	*1*	42	*1*
Poor turn or manoeuvre	22	*15*	151	*12*	700	*12*	873	*12*
Failed to signal / misleading signal	3	*2*	13	*1*	81	*1*	97	*1*
Failed to look properly (D/R)	37	*25*	351	*27*	1,808	*32*	2,196	*31*
Failed to judge other pers path/speed (D/R)	19	*13*	192	*15*	1,162	*20*	1,373	*19*
Too close to cyclist,horse or pedestrian	1	*1*	18	*1*	79	*1*	98	*1*
Sudden braking	3	*2*	52	*4*	302	*5*	357	*5*
Swerved	7	*5*	50	*4*	186	*3*	243	*3*
Loss of control	58	*39*	249	*19*	869	*15*	1,176	*16*
Impairment or distraction (driver/rider) [4]	**36**	*24*	**169**	*13*	**584**	*10*	**789**	*11*
Impaired by alcohol (D/R)	10	*7*	66	*5*	183	*3*	259	*4*
Impaired by drugs (illicit/medicinal) (D/R)	6	*4*	20	*2*	39	*1*	65	*1*
Fatigue	10	*7*	22	*2*	80	*1*	112	*2*
Uncorrected defective eyesight	0	*0*	2	*0*	12	*0*	14	*0*
Illness or disability (mental/physic) (D/R)	10	*7*	31	*2*	113	*2*	154	*2*
Not display lights at night / in poor visibility	0	*0*	7	*1*	17	*0*	24	*0*
Cyclist wearing dark clothing at night	0	*0*	6	*0*	20	*0*	26	*0*
Driver using mobile phone	1	*1*	2	*0*	10	*0*	13	*0*
Distraction in vehicle	6	*4*	26	*2*	111	*2*	143	*2*
Distraction outside vehicle	0	*0*	13	*1*	68	*1*	81	*1*
Behaviour or inexperience (driver/rider) [4]	**35**	*23*	**258**	*20*	**1,088**	*19*	**1,381**	*19*
Aggressive driving	1	*1*	34	*3*	111	*2*	146	*2*
Careless / reckless /in a hurry (D/R)	27	*18*	174	*13*	763	*13*	964	*14*
Nervous / uncertain / panic	2	*1*	15	*1*	71	*1*	88	*1*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	4	*0*	4	*0*
Inexperienced or learner driver/rider	8	*5*	49	*4*	196	*3*	253	*4*
Inexperience of driving on the left	2	*1*	14	*1*	40	*1*	56	*1*
Inexperience with type of vehicle	1	*1*	13	*1*	28	*0*	42	*1*

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Vision affected [4]	**11**	*7*	**145**	*11*	**580**	*10*	**736**	*10*
Stationary or parked vehicle	2	*1*	25	*2*	127	*2*	154	*2*
Vegetation	0	*0*	6	*0*	12	*0*	18	*0*
Road layout (eg bend, winding rd, hill cest	1	*1*	20	*2*	69	*1*	90	*1*
Buildings, road signs, street furniture	0	*0*	4	*0*	11	*0*	15	*0*
Dazzling headlights	0	*0*	2	*0*	15	*0*	17	*0*
Dazzling sun	2	*1*	39	*3*	179	*3*	220	*3*
Rain, sleet, snow or fog	3	*2*	40	*3*	154	*3*	197	*3*
Spray from other vehicles	0	*0*	1	*0*	7	*0*	8	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	1	*0*	7	*0*	8	*0*
Vehicle blind spot	4	*3*	16	*1*	43	*1*	63	*1*
Pedestrian only [4]	**33**	*22*	**297**	*23*	**664**	*12*	**994**	*14*
Crossed road masked by stationary/parked	2	*1*	56	*4*	117	*2*	175	*2*
Pedestrian failed to look properly	19	*13*	211	*16*	447	*8*	677	*9*
Ped. failed to judge vehicles path or sp	9	*6*	65	*5*	124	*2*	198	*3*
Wrong use of pedestrian crossing facility	7	*5*	23	*2*	51	*1*	81	*1*
Dangerous action in carriageway (eg playing)	5	*3*	18	*1*	50	*1*	73	*1*
Pedestrian impaired by alcohol	12	*8*	52	*4*	101	*2*	165	*2*
Ped. impaired by drugs (illicit/medicina	4	*3*	6	*0*	11	*0*	21	*0*
Ped. careless / reckless /in a hurry	0	*0*	82	*6*	175	*3*	257	*4*
Pedestrian wearing dark clothing at nigh	7	*5*	26	*2*	35	*1*	68	*1*
Ped. disability or illness, mental/physical	1	*1*	14	*1*	23	*0*	38	*1*
Special codes [4]	**5**	*3*	**56**	*4*	**156**	*3*	**217**	*3*
Stolen vehicle	1	*1*	3	*0*	26	*0*	30	*0*
Vehicle in course of crime	0	*0*	5	*0*	17	*0*	22	*0*
Emergency vehicle on call	0	*0*	3	*0*	9	*0*	12	*0*
Vehicle door opened or closed negligentl	1	*1*	3	*0*	10	*0*	14	*0*
Other	3	*2*	43	*3*	98	*2*	144	*2*
Total reported accidents[1]	150		1,307		5,672		7,129	*100*
Number of Contributory Factors [5]	382		2,959		12,038		15,379	
Average number of CFs per accident [1,5]	2.5		2.3		2.1		2.2	

[1] Includes only accidents where a police officer attended the scene.

[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.

[4] Accidents with more than one CF in a category are only counted once in the category total.

[5] Includes all contributory factors e.g. if two cars are involved in the same accident and both are exceeding the speed limit this would count as 2 CFs.

Table N: Contributory factors: Reported Accidents: 2011-2015 comparison[1]

Contributory factor reported in accident[2]	2011		2012		2013		2014		2015	
	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)	2,454	*30*	2,572	*32*	2,180	*29*	2,200	*30*	2,196	*31*
Failed to judge other pers path/speed (D/R)	1,229	*15*	1,376	*17*	1,472	*20*	1,416	*19*	1,373	*19*
Loss of control	1,617	*20*	1,613	*20*	1,506	*20*	1,261	*17*	1,176	*16*
Careless / reckless /in a hurry (D/R)	943	*12*	947	*12*	857	*11*	861	*12*	964	*14*
Slippery road (due to weather)	1,210	*15*	1,107	*14*	898	*12*	891	*12*	908	*13*
Poor turn or manoeuvre	878	*11*	933	*11*	832	*11*	838	*11*	873	*12*
Pedestrian failed to look properly	873	*11*	851	*10*	702	*9*	692	*9*	677	*9*
Travelling too fast for the conditions	830	*10*	822	*10*	661	*9*	597	*8*	549	*8*
Sudden braking	450	*6*	421	*5*	371	*5*	388	*5*	357	*5*
Following too close	440	*5*	413	*5*	352	*5*	325	*4*	327	*5*
Total reported accidents[1]	**8,174**	***100***	**8,156**	***100***	**7,538**	***100***	**7,346**	***100***	**7,129**	***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 2013. 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 [1], 2015

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**28**	***5***	**125**	***18***	**1,043**	***11***	**16**	***5***	**104**	***9***	**13**	***8***	**1,329**	***11***
Poor or defective road surface	4	*1*	20	*3*	34	*0*	0	*0*	2	***0***	1	*1*	61	*0*
Deposit on road (eg oil, mud, chippings)	3	*1*	31	*5*	105	*1*	4	*1*	8	***1***	0	*0*	151	*1*
Slippery road (due to weather)	13	*2*	57	*8*	796	*8*	9	*3*	76	***7***	4	*2*	955	*8*
Inadequate/masked signs or road markings	1	*0*	2	*0*	42	*0*	0	*0*	6	***1***	0	*0*	51	*0*
Defective traffic signals	0	*0*	0	*0*	13	*0*	0	*0*	0	***0***	0	*0*	13	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	4	*0*	1	*0*	2	***0***	0	*0*	7	*0*
Temporary road layout (eg contraflow)	0	*0*	2	*0*	24	*0*	0	*0*	3	***0***	0	*0*	29	*0*
Road layout (eg bend, hill, narrow c-way	8	*1*	25	*4*	201	*2*	2	*1*	25	***2***	9	*5*	270	*2*
Animal or other object in carriageway	2	*0*	15	*2*	70	*1*	2	*1*	8	***1***	1	*1*	98	*1*
Sunken,raised or slippery inspection cover	0	*0*	3	*0*	1	*0*	0	*0*	0	***0***	0	*0*	4	*0*
Vehicle defects [3]	**4**	***1***	**8**	***1***	**63**	***1***	**3**	***1***	**9**	***1***	**3**	***2***	**90**	***1***
Tyres illegal, defective or under-inflated	0	*0*	4	*1*	28	*0*	0	*0*	1	***0***	0	*0*	33	*0*
Defective lights or indicators	1	*0*	2	*0*	1	*0*	0	*0*	0	***0***	0	*0*	4	*0*
Defective brakes	2	*0*	1	*0*	17	*0*	3	*1*	3	***0***	0	*0*	26	*0*
Defective steering or suspension	1	*0*	1	*0*	16	*0*	0	*0*	1	***0***	1	*1*	20	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	0	*0*	2	*0*	0	*0*	4	***0***	2	*1*	8	*0*
Injudicious action (driver/rider) [3]	**50**	***9***	**84**	***12***	**1,059**	***11***	**18**	***6***	**117**	***11***	**14**	***8***	**1,342**	***11***
Disobeyed automatic traffic signal	3	*1*	1	*0*	89	*1*	4	*1*	4	***0***	0	*0*	101	*1*
Disobeyed Give Way or Stop sign or markings	9	*2*	2	*0*	137	*1*	0	*0*	19	***2***	3	*2*	170	*1*
Disobeyed double white line	0	*0*	1	*0*	10	*0*	0	*0*	0	***0***	0	*0*	11	*0*
Disobeyed pedestrian crossing facility	1	*0*	0	*0*	17	*0*	1	*0*	2	***0***	0	*0*	21	*0*
Illegal turn or direction of travel	2	*0*	5	*1*	32	*0*	1	*0*	5	***0***	1	*1*	46	*0*
Exceeding speed limit	0	*0*	32	*5*	209	*2*	0	*0*	10	***1***	3	*2*	254	*2*
Travelling too fast for the conditions	10	*2*	36	*5*	454	*5*	3	*1*	45	***4***	5	*3*	553	*4*
Following too close	5	*1*	17	*2*	268	*3*	9	*3*	46	***4***	5	*3*	350	*3*
Vehicle travelling along pavement	1	*0*	1	*0*	6	*0*	1	*0*	1	***0***	0	*0*	10	*0*
Cyclist entering road from pavement	22	*4*	0	*0*	4	*0*	0	*0*	0	***0***	0	*0*	26	*0*
Driver/rider error or reaction [3]	**119**	***21***	**290**	***42***	**3,671**	***38***	**100**	***33***	**412**	***37***	**66**	***40***	**4,658**	***37***
Junction overshoot	8	*1*	5	*1*	114	*1*	3	*1*	9	***1***	1	*1*	140	*1*
Junction restart	0	*0*	2	*0*	38	*0*	1	*0*	1	***0***	0	*0*	42	*0*
Poor turn or manoeuvre	22	*4*	78	*11*	680	*7*	15	*5*	79	***7***	15	*9*	889	*7*
Failed to signal / misleading signal	6	*1*	3	*0*	74	*1*	2	*1*	9	***1***	4	*2*	98	*1*
Failed to look properly (D/R)	81	*14*	64	*9*	1,798	*19*	47	*15*	220	***20***	31	*19*	2,241	*18*
Failed to judge other pers path/speed (D/R)	32	*6*	77	*11*	1,119	*12*	31	*10*	151	***14***	25	*15*	1,435	*12*
Too close to cyclist,horse or pedestrian	2	*0*	2	*0*	73	*1*	3	*1*	11	***1***	8	*5*	99	*1*
Sudden braking	6	*1*	39	*6*	284	*3*	29	*9*	27	***2***	2	*1*	387	*3*
Swerved	5	*1*	16	*2*	193	*2*	1	*0*	25	***2***	3	*2*	243	*2*
Loss of control	26	*5*	144	*21*	915	*10*	11	*4*	67	***6***	11	*7*	1,174	*9*
Impairment or distraction (driver/rider) [3]	**29**	***5***	**19**	***3***	**637**	***7***	**12**	***4***	**71**	***6***	**4**	***2***	**772**	***6***
Impaired by alcohol (D/R)	3	*1*	6	*1*	222	*2*	0	*0*	16	***1***	0	*0*	247	*2*
Impaired by drugs (illicit/medicinal) (D/R)	0	*0*	2	*0*	57	*1*	0	*0*	6	***1***	0	*0*	65	*1*
Fatigue	2	*0*	1	*0*	86	*1*	1	*0*	21	***2***	1	*1*	112	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	14	*0*	0	*0*	0	***0***	0	*0*	14	*0*
Illness or disability (mental/physic) (D/R)	2	*0*	1	*0*	135	*1*	3	*1*	10	***1***	0	*0*	151	*1*
Not display lights at night / in poor visibility	11	*2*	0	*0*	13	*0*	0	*0*	1	***0***	0	*0*	25	*0*
Cyclist wearing dark clothing at night	18	*3*	5	*1*	2	*0*	0	*0*	0	***0***	1	*1*	26	*0*
Driver using mobile phone	0	*0*	0	*0*	7	*0*	0	*0*	5	***0***	1	*1*	13	*0*
Distraction in vehicle	1	*0*	0	*0*	113	*1*	6	*2*	21	***2***	1	*1*	142	*1*
Distraction outside vehicle	2	*0*	5	*1*	66	*1*	3	*1*	7	***1***	0	*0*	83	*1*
Behaviour or inexperience (driver/rider) [3]	**33**	***6***	**103**	***15***	**1,099**	***11***	**9**	***3***	**117**	***11***	**14**	***8***	**1,375**	***11***
Aggressive driving	1	*0*	9	*1*	122	*1*	0	*0*	16	***1***	1	*1*	149	*1*
Careless / reckless /in a hurry (D/R)	23	*4*	51	*7*	777	*8*	8	*3*	104	***9***	10	*6*	973	*8*
Nervous / uncertain / panic	3	*1*	9	*1*	74	*1*	1	*0*	2	***0***	0	*0*	89	*1*
Driving too slow for condits / slow vehicle	0	*0*	2	*0*	1	*0*	0	*0*	0	***0***	1	*1*	4	*0*
Inexperienced or learner driver/rider	5	*1*	41	*6*	201	*2*	0	*0*	3	***0***	3	*2*	253	*2*
Inexperience of driving on the left	0	*0*	9	*1*	43	*0*	0	*0*	2	***0***	1	*1*	55	*0*
Inexperience with type of vehicle	1	*0*	10	*1*	28	*0*	0	*0*	3	***0***	0	*0*	42	*0*
Vision affected [3]	**13**	***2***	**27**	***4***	**602**	***6***	**12**	***4***	**62**	***6***	**8**	***5***	**724**	***6***
Stationary or parked vehicle	3	*1*	5	*1*	143	*1*	2	*1*	5	***0***	0	*0*	158	*1*
Vegetation	0	*0*	1	*0*	17	*0*	0	*0*	1	***0***	1	*1*	20	*0*
Road layout (eg bend, winding rd, hill crest)	1	*0*	8	*1*	82	*1*	2	*1*	8	***1***	0	*0*	101	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	14	*0*	0	*0*	1	***0***	0	*0*	15	*0*
Dazzling headlights	0	*0*	0	*0*	15	*0*	1	*0*	0	***0***	1	*1*	17	*0*
Dazzling sun	3	*1*	8	*1*	190	*2*	1	*0*	20	***2***	3	*2*	225	*2*
Rain, sleet, snow or fog	4	*1*	5	*1*	177	*2*	5	*2*	12	***1***	1	*1*	204	*2*
Spray from other vehicles	1	*0*	0	*0*	8	*0*	0	*0*	0	***0***	0	*0*	9	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	0	*0*	8	*0*	0	*0*	0	***0***	0	*0*	8	*0*
Vehicle blind spot	2	*0*	0	*0*	38	*0*	1	*0*	19	***2***	2	*1*	62	*0*
Special codes [3]	**7**	***1***	**14**	***2***	**122**	***1***	**6**	***2***	**24**	***2***	**3**	***2***	**176**	***1***
Stolen vehicle	1	*0*	3	*0*	23	*0*	0	*0*	2	***0***	0	*0*	29	*0*
Vehicle in course of crime	0	*0*	0	*0*	18	*0*	0	*0*	4	***0***	0	*0*	22	*0*
Emergency vehicle on call	0	*0*	1	*0*	8	*0*	0	*0*	2	***0***	2	*1*	13	*0*
Vehicle door opened or closed negligentlly	0	*0*	0	*0*	9	*0*	1	*0*	2	***0***	0	*0*	12	*0*
Other	7	*1*	10	*1*	73	*1*	5	*2*	15	***1***	1	***1***	111	*1*
Number of vehicle Contributory Factors [2]	**370**		**880**		**10,652**		**223**		**1,178**		**166**		**13,469**	
Total number of vehicles involved	567	100%	688	100%	9,596	100%	307	100%	1,100	100%	166	100%	12,424	100%
Average number of CFs per vehicle	0.65		1.28		1.11		0.73		1.07		1.00		1.08	

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

2. Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle.

3. Vehicles with more than one CF in a category are only counted once in the category total.

Table P: Contributory factors: pedestrians [1,2], 2015

	Number	%
Pedestrian failed to look properly	674	*48*
Ped. careless / reckless /in a hurry	255	*18*
Ped. failed to judge vehicles path or sp	193	*14*
Crossed road masked by stationary/parked	176	*12*
Pedestrian impaired by alcohol	169	*12*
Wrong use of pedestrian crossing facility	81	*6*
Dangerous action in carriageway (eg playing)	75	*5*
Pedestrian wearing dark clothing at nigh	71	*5*
Ped. disability or illness, mental/physical	38	*3*
Ped. impaired by drugs (illicit/medicina	21	*1*
Number of Contributory Factors [3]	1,753	
Total number of pedestrians involved[1]	1,409	
Average number of CFs per pedestrian	1.24	

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

Table Q: Most common pairs of contributory factors reported together [1], 2015

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	669
Poor turn or manoeuvre	Failed to look properly (D/R)	382
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	356
Slippery road (due to weather)	Loss of control	290
Slippery road (due to weather)	Travelling too fast for the conditions	230
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	203
Travelling too fast for the conditions	Loss of control	194
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	182
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	168
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	160
Loss of control	Careless / reckless /in a hurry (D/R)	154
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	138
Crossed road masked by stationary/parked	Pedestrian failed to look properly	128
Following too close	Failed to judge other pers path/speed (D/R)	112
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	104
Poor turn or manoeuvre	Loss of control	102
Swerved	Loss of control	101

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

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

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

Table R: Contributory factors: Casualties in reported accidents - fatalities [1], 2015

	Person who was killed						as a % of all fatalities
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	0	0	2	0	2	*1*
Slippery road (due to weather)	2	0	1	8	0	11	*7*
Road layout (eg bend, hill, narrow c-way	2	0	0	0	1	3	*2*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	0	3	0	3	*2*
Defective lights or indicators	1	0	2	0	0	3	*2*
Defective steering or suspension	0	0	0	1	0	1	*1*
Injudicious action (driver/rider)							
Disobeyed Give Way or Stop sign or marking	0	0	0	2	0	2	*1*
Disobeyed double white line	0	0	1	0	0	1	*1*
Disobeyed pedestrian crossing facility	1	0	0	0	0	1	*1*
Exceeding speed limit	1	0	6	10	0	17	*10*
Travelling too fast for the conditions	0	0	2	18	0	20	*12*
Following too close	0	1	0	1	1	3	*2*
Driver/rider error or reaction							
Junction overshoot	0	0	0	2	0	2	*1*
Poor turn or manoeuvre	1	0	12	15	0	28	*17*
Failed to signal / misleading signal	0	0	2	0	0	2	*1*
Failed to look properly (D/R)	17	2	8	11	1	39	*23*
Failed to judge other pers path/speed (D/R)	3	1	7	7	1	19	*11*
Too close to cyclist,horse or pedestrian	0	1	0	0	0	1	*1*
Sudden braking	0	0	2	1	0	3	*2*
Swerved	0	0	0	8	0	8	*5*
Loss of control	1	1	15	39	7	63	*38*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	1	1	0	7	1	10	*6*
Impaired by drugs (illicit/medicinal) (D/R)	0	0	1	6	0	7	*4*
Fatigue	1	0	0	4	6	11	*7*
Illness or disability (mental/physic) (D/R)	0	0	1	7	3	11	*7*
Driver using mobile phone	0	0	0	1	0	1	*1*
Distraction in vehicle	2	0	0	2	2	6	*4*
Behaviour or inexperience (driver/rider)							
Aggressive driving	0	0	0	1	0	1	*1*
Careless / reckless /in a hurry (D/R)	1	1	5	20	1	28	*17*
Nervous / uncertain / panic	1	0	0	1	0	2	*1*
Inexperienced or learner driver/rider	1	1	3	3	0	8	*5*
Inexperience of driving on the left	0	0	0	2	1	3	*2*
Inexperience with type of vehicle	0	0	0	0	1	1	*1*
Vision affected							
Stationary or parked vehicle	2	0	0	0	0	2	*1*
Road layout (eg bend, winding road, hill crest)	1	0	0	0	0	1	*1*
Dazzling sun	1	0	0	0	1	2	*1*
Rain, sleet, snow or fog	2	0	1	0	0	3	*2*
Vehicle blind spot	4	0	0	0	0	4	*2*
Pedestrian only							
Crossed road masked by stationary/parked	2	0	0	0	0	2	*1*
Pedestrian failed to look properly	19	0	2	0	0	21	*13*
Ped. failed to judge vehicles path or speed	10	0	1	0	0	11	*7*
Wrong use of pedestrian crossing facility	8	0	0	0	0	8	*5*
Dangerous action in carriageway (eg playing)	5	0	0	0	0	5	*3*
Pedestrian impaired by alcohol	13	0	0	0	0	13	*8*
Ped. impaired by drugs (illicit/medicinal)	4	0	0	0	0	4	*2*
Ped. careless / reckless /in a hurry	1	0	0	0	0	1	*1*
Pedestrian wearing dark clothing at night	7	0	0	0	0	7	*4*
Ped. disability or illness, mental/physical	1	0	0	0	0	1	*1*
Special codes							
Stolen vehicle	0	0	2	0	0	2	*1*
Vehicle door opened or closed negligently	0	1	0	0	0	1	*1*
Total Road fatalities	44	5	27	75	15	**166**	100%

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

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 [1], 2015

	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	1	1	9	3	0	**14**	*1*
Deposit on road (eg oil, mud, chippings)	0	3	16	17	3	**39**	*3*
Slippery road (due to weather)	13	4	14	100	14	**145**	*10*
Inadequate/masked signs or road markings	0	0	3	5	0	**8**	*1*
Defective traffic signals	0	0	0	2	0	**2**	*0*
Temporary road layout (eg contraflow)	0	0	3	2	0	**5**	*0*
Road layout (eg bend, hill, narrow c-way	3	4	17	22	6	**52**	*4*
Animal or other object in carriageway	0	1	2	12	1	**16**	*1*
Vehicle defective							
Tyres illegal, defective or under-inflated	1	0	1	11	0	**13**	
Defective brakes	1	0	0	2	0	**3**	*0*
Defective steering or suspension	0	0	0	3	1	**4**	*0*
Overloaded or poorly loaded vehicle/trailer	1	0	0	0	0	**1**	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	8	2	1	6	0	**17**	*1*
Disobeyed Give Way or Stop sign or markings	1	8	3	19	5	**36**	*2*
Disobeyed double white line	0	0	0	5	1	**6**	*0*
Disobeyed pedestrian crossing facility	4	1	0	1	0	**6**	*0*
Illegal turn or direction of travel	0	0	2	2	1	**5**	*0*
Exceeding speed limit	2	0	22	59	8	**91**	*6*
Travelling too fast for the conditions	9	4	20	86	6	**125**	*8*
Following too close	1	1	6	22	1	**31**	*2*
Vehicle travelling along pavement	4	1	0	2	0	**7**	*0*
Cyclist entering road from pavement	0	5	0	0	0	**5**	*0*
Driver/rider error or reaction							
Junction overshoot	1	5	3	15	2	**26**	*2*
Junction restart	1	0	1	5	1	**8**	*1*
Poor turn or manoeuvre	11	18	51	80	10	**170**	*11*
Failed to signal / misleading signal	2	4	3	5	0	**14**	*1*
Failed to look properly (D/R)	85	63	78	145	16	**387**	*26*
Failed to judge other pers path/speed (D/R)	16	23	65	96	15	**215**	*14*
Too close to cyclist,horse or pedestrian	2	14	0	2	0	**18**	*1*
Sudden braking	2	6	19	23	8	**58**	*4*
Swerved	1	4	8	47	15	**75**	*5*
Loss of control	5	13	67	206	39	**330**	*22*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	6	2	3	63	6	**80**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	6	0	0	17	1	**24**	*2*
Fatigue	3	1	1	20	5	**30**	*2*
Uncorrected defective eyesight	2	0	0	0	0	**2**	*0*
Illness or disability (mental/physic) (D/R)	1	2	0	29	4	**36**	*2*
Not display lights at night / in poor visibility	0	4	0	4	0	**8**	*1*
Cyclist wearing dark clothing at night	0	5	0	0	1	**6**	*0*
Driver using mobile phone	0	0	0	2	0	**2**	*0*
Distraction in vehicle	7	1	0	20	3	**31**	*2*
Distraction outside vehicle	3	1	3	9	1	**17**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	5	2	9	20	2	**38**	*3*
Careless / reckless /in a hurry (D/R)	24	17	36	118	11	**206**	*14*
Nervous / uncertain / panic	1	0	8	7	1	**17**	*1*
Inexperienced or learner driver/rider	5	2	19	32	1	**59**	*4*
Inexperience of driving on the left	0	0	4	14	0	**18**	*1*
Inexperience with type of vehicle	0	1	5	7	0	**13**	*1*
Vision affected							
Stationary or parked vehicle	15	1	3	6	0	**25**	*2*
Vegetation	0	0	3	5	0	**8**	*1*
Road layout (eg bend, winding rd, hill crest)	2	0	5	12	1	**20**	*1*
Buildings, road signs, street furniture	1	1	1	1	0	**4**	*0*
Dazzling headlights	0	2	0	0	0	**2**	*0*
Dazzling sun	12	11	8	8	1	**40**	*3*
Rain, sleet, snow or fog	11	3	1	25	5	**45**	*3*
Spray from other vehicles	1	0	0	0	0	**1**	*0*
Visor/windscreen dirty/scratched/frosted	0	1	0	0	0	**1**	*0*
Vehicle blind spot	11	3	0	4	0	**18**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	55	1	0	0	0	**56**	*4*
Pedestrian failed to look properly	209	2	0	1	0	**212**	*14*
Ped. failed to judge vehicles path or speed	62	1	0	1	0	**64**	*4*
Wrong use of pedestrian crossing facility	24	0	0	0	0	**24**	*2*
Dangerous action in carriageway (eg playing)	18	0	0	0	0	**18**	*1*
Pedestrian impaired by alcohol	51	0	0	0	0	**51**	*3*
Ped. impaired by drugs (illicit/medicinal)	5	0	0	0	1	**6**	*0*
Ped. careless / reckless /in a hurry	79	0	1	0	1	**81**	*5*
Pedestrian wearing dark clothing at night	26	0	0	0	0	**26**	*2*
Ped. disability or illness, mental/physical	14	0	0	0	0	**14**	*1*
Special codes							
Stolen vehicle	0	0	0	6	0	**6**	*0*
Vehicle in course of crime	2	1	0	1	1	**5**	*0*
Emergency vehicle on call	0	0	1	2	1	**4**	*0*
Vehicle door opened or closed negligently	0	2	0	1	0	**3**	*0*
Other	10	5	6	19	26	**66**	
All serious injuries	378	132	250	625	100	**1,485**	100%

1. Includes only accidents where a police officer attended the scene and in which a contributory factor 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[1,2], 2015

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)	1,623	626	2,249	15%
2	Failed to judge other pers path/speed (D/R)	913	524	1,437	9%
3	Loss of control	886	293	1,179	8%
4	Careless / reckless /in a hurry (D/R)	655	322	977	6%
5	Slippery road (due to weather)	706	264	971	6%
6	Poor turn or manoeuvre	618	272	890	6%
7	Pedestrian failed to look properly	559	123	682	4%
8	Travelling too fast for the conditions	300	255	555	4%
9	Sudden braking	222	167	389	3%
10	Following too close	209	141	350	2%
11	Road layout (eg bend, hill, narrow c-way	148	124	272	2%
12	Ped. careless / reckless /in a hurry	192	68	260	2%
13	Impaired by alcohol (D/R)	214	45	259	2%
14	Inexperienced or learner driver/rider	149	105	254	2%
15	Exceeding speed limit	138	116	254	2%
16	Swerved	157	86	243	2%
17	Dazzling sun	130	96	226	1%
18	Rain, sleet, snow or fog	123	87	210	1%
19	Ped. failed to judge vehicles path or sp	142	57	199	1%
20	Crossed road masked by stationary/parked	147	30	177	1%
21	Disobeyed Give Way or Stop sign or marking	147	23	170	1%
22	Pedestrian impaired by alcohol	138	31	169	1%
23	Stationary or parked vehicle	106	59	165	1%
24	Deposit on road (eg oil, mud, chippings)	95	60	155	1%
25	Illness or disability (mental/physic) (D/R)	97	57	154	1%
26	Aggressive driving	105	44	149	1%
27	Other	104	45	149	1%
28	Distraction in vehicle	50	93	143	1%
29	Junction overshoot	96	45	141	1%
30	Fatigue	57	55	112	1%
31	Animal or other object in carriageway	75	26	101	1%
32	Disobeyed automatic traffic signal	69	32	101	1%
33	Road layout (eg bend, winding rd, hill)	61	40	101	1%
34	Too close to cyclist,horse or pedestrian	47	52	99	1%
35	Failed to signal / misleading signal	45	53	98	1%
36	Nervous / uncertain / panic	35	54	89	1%
37	Distraction outside vehicle	28	55	83	1%
38	Wrong use of pedestrian crossing facility	61	21	82	1%
39	Dangerous action in carriageway (eg playing)	51	25	76	0%
40	Pedestrian wearing dark clothing at nigh	54	17	71	0%
41	Impaired by drugs (illicit/medicinal) (D/R)	42	23	65	0%
42	Poor or defective road surface	38	25	63	0%
43	Vehicle blind spot	28	35	63	0%
44	Inexperience of driving on the left	36	20	56	0%
45	Inadequate/masked signs or road markings	29	23	52	0%
46	Illegal turn or direction of travel	38	8	46	0%
47	Junction restart	28	14	42	0%
48	Inexperience with type of vehicle	16	26	42	0%
49	Ped. disability or illness, mental/physical	27	11	38	0%
50	Tyres illegal, defective or under-inflated	26	7	33	0%
51	Temporary road layout (eg contraflow)	13	18	31	0%
52	Stolen vehicle	27	3	30	0%
53	Defective brakes	10	17	27	0%
54	Cyclist entering road from pavement	25	2	27	0%
55	Cyclist wearing dark clothing at night	17	10	27	0%
56	Not display lights at night / in poor vi	14	11	25	0%
57	Vehicle in course of crime	19	3	22	0%
58	Disobeyed pedestrian crossing facility	13	8	21	0%
59	Ped. impaired by drugs (illicit/medicina	12	9	21	0%
60	Vegetation	15	5	20	0%
61	Defective steering or suspension	7	13	20	0%
62	Dazzling headlights	2	16	18	0%
63	Buildings, road signs, street furniture	7	8	15	0%
64	Emergency vehicle on call	13	1	14	0%
65	Vehicle door opened or closed negligentl	6	8	14	0%
66	Defective traffic signals	10	4	14	0%
67	Uncorrected defective eyesight	8	6	14	0%
68	Driver using mobile phone	2	11	13	0%
69	Disobeyed double white line	8	3	11	0%
70	Vehicle travelling along pavement	9	1	10	0%
71	Spray from other vehicles	6	3	9	0%
72	Visor/windscreen dirty/scratched/frosted	3	5	8	0%
73	Overloaded or poorly loaded vehicle/trai	7	1	8	0%
74	Traffic calming (eg road humps, chicanes	3	4	7	0%
75	Sunken,raised or slippery inspection cover	2	2	4	0%
76	Defective lights or indicators	4	.	4	0%
77	Driving too slow for condits / slow vehi	2	2	4	0%
	All	**10,324**	**5,054**	**15,379**	100%

1. Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.
2. Includes all contributory factors reported, even where the same CF is assigned more than once to an accident (i.e. to more than one particpant). Therefore the total differs from earlier tables.
(D/R) indicates Driver/Rider

STATISTICAL TABLES

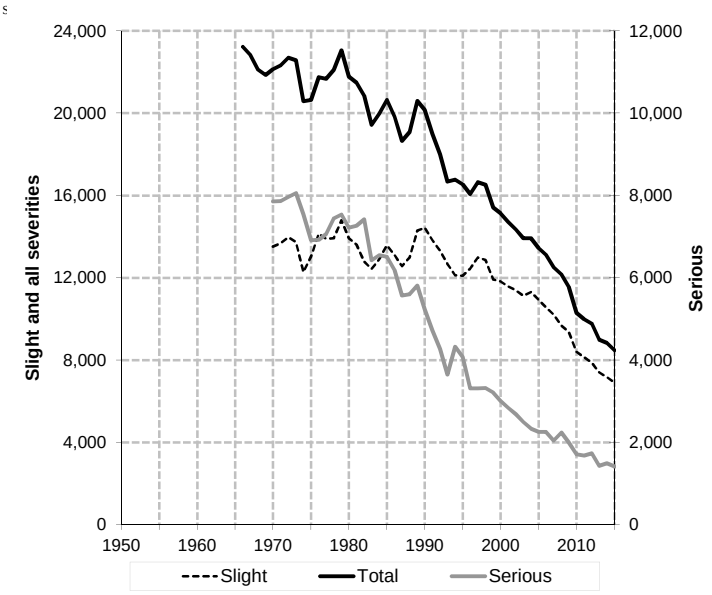
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2015

Year	Population	Vehicles licensed[1]	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**	**15,132**	**25,557**	**20,518**
2001	5.064	2.262	54.1	40,065	26,342	14,724	24,872	19,911
2002	5.055	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.057	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.6	42,705	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	55.0	44,119	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.2	44,666	28,986	12,507	20,804	16,239
2008	5.169	2.665	55.3	44,470	28,810	12,159	20,220	15,592
2009	5.194	2.684	55.5	44,219	28,961	11,556	19,387	15,043
2010	**5.222**	**2.685**	**55.6**	**43,488**	**28,496**	**10,295**	**17,242**	**13,338**
2011	5.255	2.691	55.8	43,390	28,565	9,985	16,752	12,786
2012	5.314	2.717	55.9	43,549	28,853	9,777	16,530	12,712
2013	5.328	2.759	56.0	43,840	29,048	8,988	15,321	11,502
2014	5.348	2.821	56.0	44,839	29,446	8,842	15,295	11,307
2015	5.373	2.863	56.1	45,374	29,872	8,474	14,667	10,968
2004-08 average	5.121	2.567	55.0	43,736	28,592	13,027	21,772	17,097
2011-2015 average	5.323	2.770	55.9	44,198	29,157	9,213	15,713	11,855
Per cent changes:								
2015 on 2014	0.5	1.5	0.2	1.2	1.4	-4.2	-4.1	-3.0
2015 on 2004-08 ave	4.9	11.5	2.0	3.7	4.5	-34.9	-32.6	-35.8

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.

Table 2(a): Reported accidents by severity,1950-2015



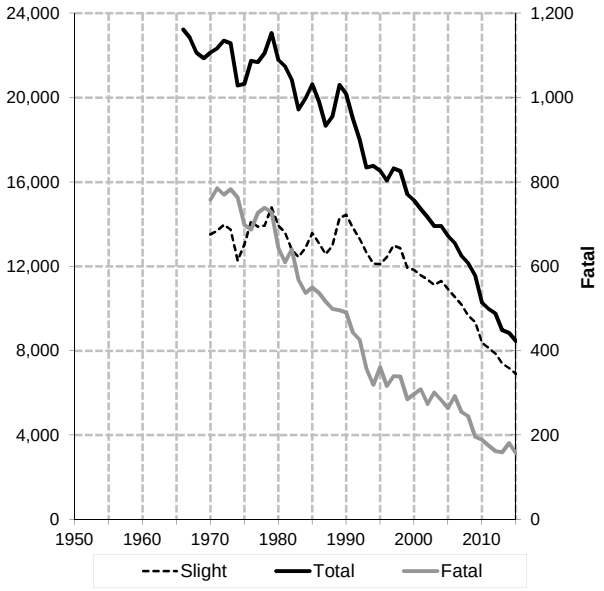
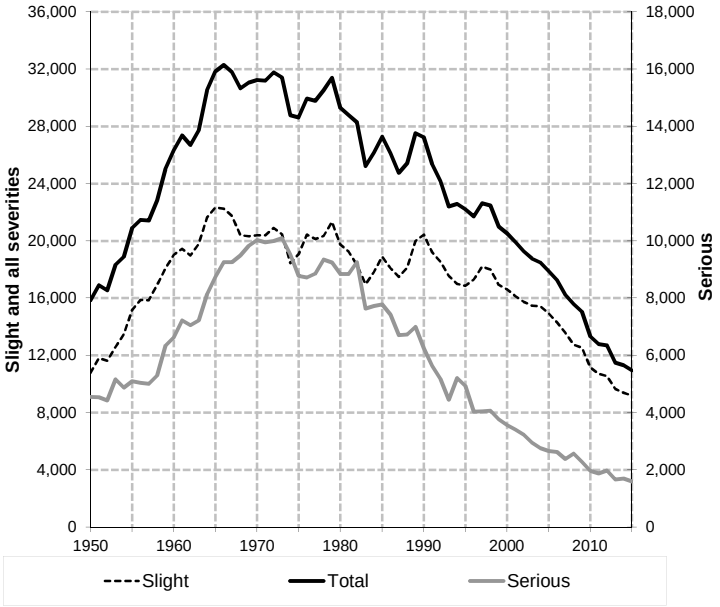
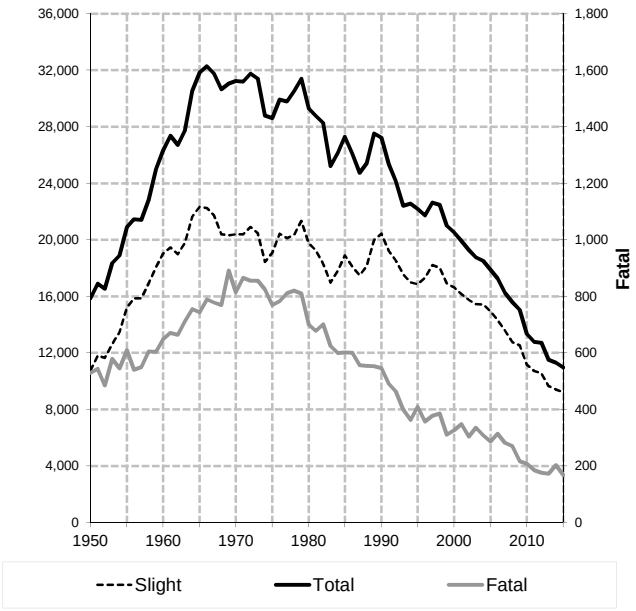


Table 2(b): Reported casualties by severity,1950-2015





Reported accidents and casualties by severity
Years: 1938 to 2015

	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**	**11,828**	**3,304**	**15,132**	**326**	**3,568**	**16,624**	**3,894**	**20,518**
2001	309	2,840	11,575	3,149	14,724	348	3,410	16,153	3,758	19,911
2002	274	2,684	11,385	2,958	14,343	304	3,229	15,742	3,533	19,275
2003	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	10,203	2,304	12,507	281	2,385	13,573	2,666	16,239
2008	245	2,242	9,672	2,487	12,159	270	2,575	12,747	2,845	15,592
2009	196	1,998	9,362	2,194	11,556	216	2,287	12,540	2,503	15,043
2010	**189**	**1,713**	**8,393**	**1,902**	**10,295**	**208**	**1,969**	**11,161**	**2,177**	**13,338**
2011	175	1,676	8,134	1,851	9,985	185	1,880	10,721	2,065	12,786
2012	162	1,736	7,879	1,898	9,777	176	1,981	10,555	2,157	12,712
2013	159	1,429	7,400	1,588	8,988	172	1,671	9,659	1,843	11,502
2014	181	1,491	7,170	1,672	8,842	203	1,704	9,400	1,907	11,307
2015	157	1,417	6,900	1,574	8,474	168	1,596	9,204	1,764	10,968
2004-08 average	268	2,226	10,532	2,494	13,027	292	2,605	14,200	2,897	17,097
2011 to 2015 average	167	1,550	7,497	1,717	9,213	181	1,766	9,908	1,947	11,855
Per cent changes:										
2015 on 2014	-13.3	-5.0	-3.8	-5.9	-4.2	-17.2	-6.3	-2.1	-7.5	-3.0
2015 on 04-08 average	-41.4	-36.3	-34.5	-36.9	-34.9	-42.4	-38.7	-35.2	-39.1	-35.8

Table 3

Accidents by police force division and severity
Years:2004-08 and 2011-2015 averages, 2011 to 2015

		Fatal	Serious	Slight	Fatal & Serious	All severities
Aberdeen City	**2004-08 average**	**5**	**74**	**343**	**79**	**423**
	2011	7	95	262	102	364
	2012	7	94	284	101	385
	2013	4	97	253	101	354
	2014	6	76	190	82	272
	2015	4	69	155	73	228
	2011-2015 average	**6**	**86**	**229**	**92**	**321**
Aberdeenshire & Moray	**2004-08 average**	**36**	**164**	**583**	**200**	**783**
	2011	14	176	465	190	655
	2012	17	206	439	223	662
	2013	25	165	400	190	590
	2014	25	181	312	206	518
	2015	20	147	262	167	429
	2011-2015 average	**20**	**175**	**376**	**195**	**571**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2011	23	166	561	189	750
	2012	17	156	569	173	742
	2013	15	145	481	160	641
	2014	20	133	381	153	534
	2015	15	101	359	116	475
	2011-2015 average	**18**	**140**	**470**	**158**	**628**
Argyll/W.Dunb'shire	**2004-08 average**	**15**	**99**	**393**	**114**	**507**
	2011	8	70	299	78	377
	2012	7	62	275	69	344
	2013	9	59	282	68	350
	2014	6	62	236	68	304
	2015	7	48	290	55	345
	2011-2015 average	**7**	**60**	**276**	**68**	**344**
Forth Valley	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2011	9	94	442	103	545
	2012	14	123	431	137	568
	2013	7	99	453	106	559
	2014	9	92	361	101	462
	2015	11	96	401	107	508
	2011-2015 average	**10**	**101**	**418**	**111**	**528**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2011	9	75	235	84	319
	2012	7	66	247	73	320
	2013	12	53	235	65	300
	2014	10	66	235	76	311
	2015	9	47	220	56	276
	2011-2015 average	**9**	**61**	**234**	**71**	**305**
Ayrshire	**2004-08 average**	**20**	**143**	**648**	**163**	**812**
	2011	11	102	540	113	653
	2012	8	94	478	102	580
	2013	11	78	451	89	540
	2014	7	91	445	98	543
	2015	10	110	469	120	589
	2011-2015 average	**9**	**95**	**477**	**104**	**581**

Table 3

Accidents by police force division and severity
Years:2004-08 and 2011-2015 averages, 2011 to 2015

		Fatal	Serious	Slight	Fatal & Serious	All severities
Greater Glasgow	**2004-08 average**	**21**	**307**	**1,842**	**328**	**2,170**
	2011	15	196	1,328	211	1,539
	2012	9	222	1,296	231	1,527
	2013	7	163	1,113	170	1,283
	2014	14	181	1,240	195	1,435
	2015	16	179	1,195	195	1,390
	2011-2015 average	**12**	**188**	**1,234**	**200**	**1,435**
Lothians & Borders	**2004-08 average**	**28**	**211**	**1,057**	**239**	**1,296**
	2011	11	166	817	177	994
	2012	16	152	861	168	1,029
	2013	15	143	785	158	943
	2014	13	140	747	153	900
	2015	17	168	788	185	973
	2011-2015 average	**14**	**154**	**800**	**168**	**968**
Edinburgh	**2004-08 average**	**9**	**177**	**1,217**	**186**	**1,403**
	2011	9	162	1,010	171	1,181
	2012	13	175	979	188	1,167
	2013	8	127	1,023	135	1,158
	2014	10	145	1,109	155	1,264
	2015	3	144	964	147	1,111
	2011-2015 average	**9**	**151**	**1,017**	**159**	**1,176**
Highlands & Islands	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2011	19	93	456	112	568
	2012	19	98	477	117	594
	2013	21	63	428	84	512
	2014	25	64	427	89	516
	2015	18	57	374	75	449
	2011-2015 average	**20**	**75**	**432**	**95**	**528**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2011	11	80	357	91	448
	2012	6	91	324	97	421
	2013	11	70	339	81	420
	2014	10	71	330	81	411
	2015	12	63	353	75	428
	2011-2015 average	**10**	**75**	**341**	**85**	**426**
Renfrewshire/Inverclyde	**2004-08 average**	**9**	**94**	**532**	**103**	**634**
	2011	8	72	429	80	509
	2012	9	68	395	77	472
	2013	4	44	326	48	374
	2014	9	49	329	58	387
	2015	3	59	305	62	367
	2011-2015 average	**7**	**58**	**357**	**65**	**422**
Lanarkshire	**2004-08 average**	**25**	**197**	**1,241**	**222**	**1,463**
	2011	21	129	933	150	1,083
	2012	13	129	824	142	966
	2013	10	123	831	133	964
	2014	17	140	828	157	985
	2015	12	129	765	141	906
	2011-2015 average	**15**	**130**	**836**	**145**	**981**

Reported accidents by road type and severity 2004-08 and 2011 to 2015 averages, 2011 to 2015

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										
2011	47	5	52	41	22	26	34	123	175	30
2012	34	3	37	38	18	26	43	125	162	23
2013	56	5	61	36	16	23	23	98	159	38
2014	55	3	58	38	19	21	45	123	181	32
2015	47	5	52	45	16	18	26	105	157	33
Serious										
2011	238	34	272	268	287	216	633	1,404	1,676	16
2012	234	33	267	286	304	231	648	1,469	1,736	15
2013	198	30	228	250	230	171	550	1,201	1,429	16
2014	198	38	236	230	251	205	569	1,255	1,491	16
2015	219	35	254	190	264	178	531	1,163	1,417	18
All Severities										
2011	1,374	260	1,634	1,220	1,961	1,032	4,138	8,351	9,985	16
2012	1,330	215	1,545	1,239	1,873	1,043	4,077	8,232	9,777	16
2013	1,255	209	1,464	1,117	1,728	853	3,826	7,524	8,988	16
2014	1,255	201	1,456	995	1,736	880	3,775	7,386	8,842	16
2015	1,304	197	1,501	962	1,672	810	3,529	6,973	8,474	18
(b) annual averages										
Fatal										
2004-08 average[(1)]	75	5	79	67	30	45	45	189	268	30
2011 to 2015 average	48	4	52	40	18	23	34	115	167	31
Serious										
2004-08 average[(1)]	320	54	374	374	352	306	821	1,852	2,226	17
2011 to 2015 average	217	34	251	245	267	200	586	1,298	1,550	16
All Severities										
2004-08 average[(1)]	1,763	326	2,089	1,699	2,436	1,457	5,345	10,937	13,026	16
2011 to 2015 average	1,304	216	1,520	1,107	1,794	924	3,869	7,693	9,213	16
(c) Per cent changes										
2015 on 2014										
Fatal	-15	67	-10	18	-16	-14	-42	-15	-13	
Serious	11	-8	8	-17	5	-13	-7	-7	-5	
All Severities	4	-2	3	-3	-4	-8	-7	-6	-4	
2015 on 2004-08 average										
Fatal	-37	9	-35	-33	-47	-60	-43	-44	-41	
Serious	-32	-35	-32	-49	-25	-42	-35	-37	-36	
All Severities	-26	-40	-28	-43	-31	-44	-34	-36	-35	
2011 to 2015 average on 2004-08 average										
Fatal	-36	-9	-35	-41	-40	-50	-25	-39	-38	
Serious	-32	-37	-33	-34	-24	-35	-29	-30	-30	
All Severities	-26	-34	-27	-35	-26	-37	-28	-30	-29	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2011 to 2015 averages, 2005 to 2015

	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												
2004-08 ave	**9**	**66**	**5**	**67**	**30**	**177**	**32**	**9**	**14**	**36**	**91**	**268**
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
2011	10	37	5	41	22	115	18	11	8	23	60	175
2012	5	29	3	38	18	93	16	7	10	36	69	162
2013	8	48	5	36	16	113	13	2	10	21	46	159
2014	8	47	3	38	19	115	13	11	8	34	66	181
2015	9	38	5	45	16	113	10	4	8	22	44	157
2011 to 2015 ave	**8**	**40**	**4**	**40**	**18**	**110**	**14**	**7**	**9**	**27**	**57**	**167**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
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	364	1,060	197	133	121	731	1,182	2,242
2009	53	272	37	342	282	986	166	105	132	609	1,012	1,998
2010	51	231	42	279	275	878	128	86	99	522	835	1,713
2011	38	200	34	268	287	827	138	113	78	520	849	1,676
2012	41	193	33	286	304	857	132	109	99	539	879	1,736
2013	31	167	30	250	230	708	105	97	66	453	721	1,429
2014	31	167	38	230	251	717	132	100	73	469	774	1,491
2015	50	169	35	190	264	708	115	85	63	446	709	1,417
2011 to 2015 ave	**38**	**179**	**34**	**245**	**267**	**763**	**124**	**101**	**76**	**485**	**786**	**1,550**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
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	1,629	2,346	5,996	845	831	538	4,297	6,511	12,507
2008	456	1,247	320	1,557	2,221	5,801	883	773	552	4,150	6,358	12,159
2009	402	1,277	264	1,542	2,005	5,490	840	732	504	3,990	6,066	11,556
2010	406	1,127	256	1,304	1,912	5,005	665	751	452	3,422	5,290	10,295
2011	377	997	260	1,220	1,961	4,815	637	784	395	3,354	5,170	9,985
2012	383	947	215	1,239	1,873	4,657	617	708	426	3,369	5,120	9,777
2013	330	925	209	1,117	1,728	4,309	513	649	340	3,177	4,679	8,988
2014	355	900	201	995	1,736	4,187	559	680	321	3,095	4,655	8,842
2015	437	867	197	962	1,672	4,135	499	671	311	2,858	4,339	8,474
2011 to 2015 ave	**376**	**927**	**216**	**1,107**	**1,794**	**4,421**	**565**	**698**	**359**	**3,171**	**4,793**	**9,213**

(b) Reported accident rates by severity and road class for built-up and non built-up roads
rates per 100 million vehicle km [1]
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

	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												
2004-08 ave	**0.13**	**0.74**	**0.49**	**0.87**	**0.67**	**0.62**	**1.20**	**0.71**	**0.32**	**0.52**	**0.60**	**0.61**
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
2011	0.15	0.42	0.53	0.53	0.49	0.40	0.70	0.88	0.19	0.34	0.40	0.40
2012	0.07	0.33	0.31	0.50	0.41	0.32	0.64	0.56	0.24	0.53	0.47	0.37
2013	0.11	0.55	0.52	0.47	0.36	0.39	0.52	0.16	0.23	0.31	0.31	0.36
2014	0.11	0.54	0.31	0.48	0.42	0.39	0.49	0.87	0.17	0.49	0.43	0.40
2015	0.12	0.43	0.52	0.56	0.36	0.38	0.37	0.32	0.17	0.32	0.28	0.35
2011 to 2015 ave	**0.11**	**0.45**	**0.44**	**0.51**	**0.41**	**0.38**	**0.54**	**0.56**	**0.20**	**0.40**	**0.38**	**0.38**
Serious												
2004-08 ave	**0.88**	**2.96**	**5.71**	**4.80**	**7.73**	**3.84**	**7.23**	**10.37**	**2.71**	**9.83**	**7.44**	**5.09**
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	8.10	3.68	7.17	10.12	2.68	10.33	7.55	5.04
2009	0.80	3.04	3.88	4.34	6.22	3.40	6.24	8.19	3.02	8.77	6.63	4.52
2010	0.78	2.63	4.44	3.60	6.08	3.08	4.81	6.90	2.27	7.75	5.57	3.94
2011	0.58	2.27	3.58	3.44	6.42	2.90	5.35	9.04	1.84	7.68	5.73	3.86
2012	0.57	2.22	3.39	3.73	6.92	2.97	5.28	8.69	2.40	7.91	5.98	3.99
2013	0.43	1.91	3.13	3.26	5.24	2.44	4.17	7.85	1.53	6.74	4.87	3.26
2014	0.42	1.91	3.94	2.93	5.61	2.43	4.96	7.92	1.59	6.81	5.03	3.33
2015	0.67	1.9	3.65	2.37	5.87	2.37	4.24	6.74	1.36	6.47	4.57	3.12
2011 to 2015 ave	**0.53**	**2.04**	**3.54**	**3.14**	**6.01**	**2.62**	**4.80**	**8.05**	**1.73**	**7.12**	**5.23**	**3.51**
All severities												
2004-08 ave	**7.08**	**14.68**	**34.74**	**21.83**	**53.55**	**21.77**	**34.16**	**65.84**	**13.08**	**64.29**	**44.91**	**29.78**
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	20.54	52.08	20.69	30.91	62.24	12.01	60.24	41.52	28.00
2008	6.82	14.05	33.98	19.93	49.43	20.14	32.13	58.79	12.22	58.62	40.60	27.34
2009	6.06	14.25	27.72	19.56	44.26	18.96	31.56	57.06	11.53	57.47	39.76	26.13
2010	6.24	12.85	27.08	16.82	42.28	17.56	25.00	60.27	10.38	50.83	35.28	23.67
2011	5.74	11.34	27.35	15.68	43.86	16.86	24.72	62.73	9.33	49.57	34.87	23.01
2012	5.36	10.91	22.10	16.16	42.62	16.14	24.66	56.47	10.32	49.45	34.84	22.45
2013	4.54	10.55	21.78	14.56	39.36	14.83	20.37	52.54	7.88	47.24	31.63	20.50
2014	4.78	10.31	20.82	12.67	38.77	14.22	21.00	53.86	7.01	44.92	30.24	19.72
2015	5.84	9.74	20.52	11.98	37.15	13.84	18.40	53.21	6.70	41.48	27.99	18.68
2011 to 2015 ave	**5.25**	**10.57**	**22.50**	**14.19**	**40.34**	**15.16**	**21.78**	**55.76**	**8.19**	**46.51**	**31.86**	**20.85**

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: 2004-08 and 2011-2015 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 2004-08 average						
Fatal						
Aberdeen City	-	0.6	0.5	0.6	0.2	0.4
Aberdeenshire & Moray	-	0.8	1.5	1.1	0.9	1.0
Tayside	0.1	0.7	0.9	0.7	0.6	0.7
Argyll & West Dunbartonshire	-	1.5	1.0	1.2	0.4	1.0
Forth Valley	0.1	1.0	0.7	0.5	0.4	0.5
Dumfries & Galloway	0.1	1.0	0.6	0.6	0.9	0.6
Ayrshire	-	0.6	0.8	0.7	0.8	0.7
Greater Glasgow	0.1	0.7	0.8	0.4	0.5	0.5
Lothians & Scottish Borders	0.2	0.5	0.9	0.6	0.7	0.6
Edinburgh	0.1	0.2	0.4	0.3	0.4	0.3
Highlands & Islands	-	1.1	0.8	1.0	1.0	1.0
Fife	-	0.4	0.6	0.5	0.6	0.5
Renfrewshire & Inverclyde	0.2	0.4	0.4	0.4	0.7	0.5
Lanarkshire	0.2	0.3	0.8	0.5	0.5	0.5
Scotland	**0.1**	**0.7**	**0.8**	**0.6**	**0.6**	**0.6**
Serious						
Aberdeen City	-	2.8	5.8	4.5	6.1	5.4
Aberdeenshire & Moray	-	3.0	5.8	4.3	5.3	4.7
Tayside	1.4	2.9	6.7	4.1	8.9	5.5
Argyll & West Dunbartonshire	-	6.0	6.7	6.4	6.8	6.5
Forth Valley	0.8	6.2	6.0	4.1	5.9	4.7
Dumfries & Galloway	1.3	4.6	7.3	3.9	12.6	5.4
Ayrshire	0.5	3.2	5.3	4.0	7.5	5.2
Greater Glasgow	0.9	6.8	7.2	3.8	10.2	6.5
Lothians & Scottish Borders	0.5	2.8	5.1	3.4	7.9	4.8
Edinburgh	0.6	1.1	7.0	4.6	7.8	5.9
Highlands & Islands	-	3.8	5.2	4.3	6.5	4.8
Fife	1.0	2.4	4.9	3.5	6.8	4.7
Renfrewshire & Inverclyde	0.9	3.5	5.6	3.4	7.2	4.9
Lanarkshire	0.8	1.3	4.9	2.5	6.0	3.6
Scotland	**0.9**	**3.2**	**5.9**	**3.8**	**7.4**	**5.1**
All severities						
Aberdeen City	-	18.7	31.4	26.0	34.5	30.5
Aberdeenshire & Moray	-	13.6	27.6	20.0	25.8	22.4
Tayside	4.8	11.6	27.1	16.5	39.3	23.3
Argyll & West Dunbartonshire	-	28.6	36.2	32.3	36.2	33.4
Forth Valley	4.2	22.1	28.4	18.5	31.3	22.6
Dumfries & Galloway	5.4	19.0	32.6	16.7	55.0	23.1
Ayrshire	5.9	16.4	29.3	21.4	44.7	29.4
Greater Glasgow	10.7	42.0	53.3	30.0	67.5	46.2
Lothians & Scottish Borders	4.9	15.4	27.8	18.9	52.4	29.3
Edinburgh	9.0	11.9	55.6	37.6	59.7	47.0
Highlands & Islands	-	20.1	22.3	20.9	36.5	24.5
Fife	5.6	11.1	23.9	17.0	34.0	23.3
Renfrewshire & Inverclyde	9.4	26.0	34.4	23.5	47.8	33.1
Lanarkshire	6.8	14.5	34.4	18.9	43.2	27.0
Scotland	**7.1**	**16.6**	**33.5**	**21.8**	**44.9**	**29.8**

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2011-2015 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 2011-2015 average						
Fatal						
Aberdeen City	-	0.5	0.6	0.6	0.3	0.4
Aberdeenshire & Moray	-	0.5	1.0	0.7	0.4	0.6
Tayside	0.2	0.5	0.5	0.4	0.4	0.4
Argyll & West Dunbartonshire	-	1.0	0.2	0.6	0.1	0.5
Forth Valley	0.2	0.8	0.4	0.4	0.3	0.3
Dumfries & Galloway	0.2	0.7	0.6	0.5	0.6	0.5
Ayrshire	-	0.3	0.3	0.3	0.5	0.3
Greater Glasgow	0.0	-	0.4	0.2	0.4	0.3
Lothians & Scottish Borders	0.1	0.2	0.5	0.3	0.4	0.3
Edinburgh	0.2	0.1	0.3	0.2	0.4	0.3
Highlands & Islands	-	0.6	0.8	0.7	0.5	0.6
Fife	-	0.3	0.5	0.4	0.3	0.4
Renfrewshire & Inverclyde	0.1	0.5	0.2	0.2	0.5	0.3
Lanarkshire	0.1	0.1	0.4	0.2	0.4	0.3
Scotland	**0.1**	**0.5**	**0.5**	**0.4**	**0.4**	**0.4**
Serious						
Aberdeen City	-	3.8	6.7	5.4	7.5	6.6
Aberdeenshire & Moray	-	2.8	6.5	4.5	5.8	5.0
Tayside	0.6	1.7	4.1	2.4	5.4	3.3
Argyll & West Dunbartonshire	-	4.1	3.6	3.9	4.0	3.9
Forth Valley	0.9	5.7	4.1	3.1	3.7	3.3
Dumfries & Galloway	0.8	2.2	5.3	2.3	7.0	3.1
Ayrshire	0.5	2.2	3.8	2.7	4.8	3.5
Greater Glasgow	0.4	-	5.3	2.4	6.1	3.9
Lothians & Scottish Borders	0.5	2.2	3.9	2.6	5.2	3.5
Edinburgh	0.4	1.1	5.3	3.4	7.5	5.2
Highlands & Islands	-	1.9	2.5	2.1	3.1	2.4
Fife	0.4	1.6	2.8	2.1	3.6	2.6
Renfrewshire & Inverclyde	0.3	1.9	2.9	1.6	5.1	2.9
Lanarkshire	0.5	0.7	3.2	1.5	4.1	2.3
Scotland	**0.5**	**2.2**	**4.2**	**2.6**	**5.2**	**3.5**
All severities						
Aberdeen City	-	15.8	24.8	21.0	27.4	24.4
Aberdeenshire & Moray	-	9.2	20.6	14.3	19.3	16.3
Tayside	4.3	7.3	16.9	10.5	25.0	14.8
Argyll & West Dunbartonshire	-	20.8	21.5	21.1	25.6	22.4
Forth Valley	4.7	19.3	21.2	14.7	22.7	17.3
Dumfries & Galloway	3.5	12.2	22.5	11.0	37.7	15.4
Ayrshire	4.2	12.7	24.4	16.9	29.0	21.1
Greater Glasgow	6.6	-	37.4	19.4	45.1	30.0
Lothians & Scottish Borders	5.9	11.4	21.2	14.9	36.7	21.8
Edinburgh	7.8	13.4	42.7	28.9	55.2	40.2
Highlands & Islands	-	12.4	16.4	13.9	26.1	16.7
Fife	2.6	9.4	14.7	11.3	21.0	14.9
Renfrewshire & Inverclyde	4.8	19.2	21.7	14.3	32.6	21.1
Lanarkshire	4.9	8.0	23.5	11.9	29.1	17.4
Scotland	**5.3**	**11.8**	**23.7**	**15.2**	**31.9**	**20.9**

Table 6

Accidents by severity, month and road type, 2011 to 2015 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**	5	2	2	2	3	15	9.8	5.4	7.7	12.9	9.8	8.8
	February	3	3	2	1	2	12	5.8	8.6	7.6	7.1	7.0	7.1
	March	4	2	1	2	4	12	7.2	5.4	2.6	9.7	10.9	7.2
	April	4	3	1	1	3	12	7.4	7.2	6.2	5.6	7.7	7.1
	May	5	3	3	1	3	14	9.8	7.9	12.0	4.3	8.0	8.7
	June	5	6	3	1	2	18	10.6	15.3	11.6	7.8	7.1	10.8
	July	3	4	1	1	2	12	6.8	10.9	5.2	5.4	6.9	7.4
	August	6	3	3	1	2	15	11.0	8.4	12.9	7.6	5.7	9.2
	September	4	4	3	1	3	15	7.4	10.2	13.3	6.7	8.9	9.1
	October	4	2	2	1	2	10	7.6	5.4	6.9	6.5	4.6	6.2
	November	4	4	2	3	4	16	8.2	9.2	7.1	15.6	10.7	9.6
	December	4	2	2	2	4	14	8.3	5.9	6.9	10.8	12.6	8.7
	Year total	51	39	22	18	34	164	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	17	16	13	24	46	117	7.0	6.7	6.6	9.0	8.0	7.6
	February	17	16	16	23	44	115	6.8	6.6	8.3	8.6	7.6	7.6
	March	16	18	14	21	44	113	6.6	7.4	7.2	7.8	7.6	7.4
	April	18	19	15	20	44	115	7.1	7.9	7.5	7.6	7.5	7.5
	May	23	26	16	22	48	135	9.3	10.6	7.9	8.4	8.4	8.8
	June	23	25	22	21	49	139	9.2	10.3	11.1	8.0	8.4	9.1
	July	27	21	19	18	45	130	10.7	8.9	9.5	7.0	7.8	8.5
	August	25	23	18	20	52	138	10.1	9.7	9.0	7.6	9.0	9.1
	September	25	25	23	21	54	147	10.3	10.3	11.4	7.8	9.3	9.7
	October	18	19	15	22	56	130	7.4	8.0	7.4	8.3	9.7	8.5
	November	19	17	16	27	51	130	7.8	7.2	8.1	10.1	8.8	8.5
	December	19	15	12	26	45	117	7.7	6.3	6.0	9.7	7.8	7.7
	Year total	247	242	198	263	578	1,527	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	127	88	78	146	309	747	8.5	8.0	8.5	8.2	8.1	8.2
	February	120	89	77	146	317	749	8.0	8.1	8.5	8.2	8.3	8.2
	March	109	76	67	143	304	698	7.3	7.0	7.4	8.1	8.0	7.7
	April	107	82	65	136	287	676	7.1	7.5	7.1	7.7	7.5	7.4
	May	121	100	71	154	314	760	8.1	9.2	7.8	8.7	8.2	8.4
	June	125	99	86	143	301	753	8.4	9.0	9.4	8.1	7.9	8.3
	July	136	95	82	135	295	744	9.1	8.7	9.0	7.7	7.7	8.2
	August	145	101	83	153	332	814	9.7	9.2	9.1	8.7	8.7	9.0
	September	124	99	87	145	346	801	8.3	9.1	9.5	8.2	9.1	8.8
	October	127	84	72	149	334	767	8.5	7.7	7.9	8.4	8.8	8.4
	November	126	88	77	170	356	818	8.5	8.1	8.4	9.6	9.3	9.0
	December	128	91	67	149	321	755	8.6	8.3	7.3	8.4	8.4	8.3
	Year total	1,496	1,093	911	1,768	3,814	9,082	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,
2004-08 and 2011-2015 averages, 2011 to 2015

		Built-up			Non Built-up			Total		
		Fatal	Serious	Total	Fatal	Serious	Total	Fatal	Serious	Total
Daylight	**2004-08 ave**	**46**	**813**	**5,813**	**119**	**704**	**3,468**	**166**	**1,517**	**9,281**
	2011	28	648	4,740	81	534	2,607	109	1,182	7,347
	2012	40	662	4,503	63	564	2,657	103	1,226	7,160
	2013	28	563	4,274	84	465	2,394	112	1,028	6,668
	2014	37	620	4,171	80	467	2,340	117	1,087	6,511
	2015	24	578	3,979	72	430	2,242	96	1,008	6,221
	2011-15 ave	**31**	**614**	**4,333**	**76**	**492**	**2,448**	**107**	**1,106**	**6,781**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	2011	33	306	1,619	33	188	1,019	66	494	2,638
	2012	24	323	1,662	35	187	955	59	510	2,617
	2013	16	247	1,489	31	154	831	47	401	2,320
	2014	30	238	1,541	34	166	790	64	404	2,331
	2015	23	252	1,419	38	157	834	61	409	2,253
	2011-15 ave	**25**	**273**	**1,546**	**34**	**170**	**886**	**59**	**444**	**2,432**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	2011	25	610	3,919	56	395	1,600	81	1,005	5,519
	2012	39	610	3,777	56	397	1,613	95	1,007	5,390
	2013	29	527	3,784	67	362	1,626	96	889	5,410
	2014	27	557	3,563	63	348	1,536	90	905	5,099
	2015	26	520	3,372	65	305	1,505	91	825	4,877
	2011-15 ave	**29**	**565**	**3,683**	**61**	**361**	**1,576**	**91**	**926**	**5,259**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	2011	34	311	2,236	55	273	1,602	89	584	3,838
	2012	24	353	2,199	37	294	1,662	61	647	3,861
	2013	15	265	1,794	41	211	1,265	56	476	3,059
	2014	39	295	2,072	48	266	1,447	87	561	3,519
	2015	20	300	1,908	42	247	1,340	62	547	3,248
	2011-15 ave	**26**	**305**	**2,042**	**45**	**258**	**1,463**	**71**	**563**	**3,505**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2011	2	33	204	2	54	423	4	87	627
	2012	1	20	187	5	60	336	6	80	523
	2013	-	18	184	7	46	331	7	64	515
	2014	1	5	74	3	19	145	4	24	219
	2015	1	10	116	3	35	230	4	45	346
	2011-15 ave	**1**	**17**	**153**	**4**	**43**	**293**	**5**	**60**	**446**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2011	61	954	6,359	114	722	3,626	175	1,676	9,985
	2012	64	985	6,165	98	751	3,612	162	1,736	9,777
	2013	44	810	5,763	115	619	3,225	159	1,429	8,988
	2014	67	858	5,712	114	633	3,130	181	1,491	8,842
	2015	47	830	5,398	110	587	3,076	157	1,417	8,474
	2011-15 ave	**57**	**887**	**5,879**	**110**	**662**	**3,334**	**167**	**1,550**	**9,213**

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: 2011-2015 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	29	392	1,838	2,259	51.2	44.1	37.2	38.4
	Roundabout	2	49	450	500	2.8	5.5	9.1	8.5
	Mini-roundabout	1	7	56	63	1.1	0.7	1.1	1.1
	T/Y staggered junc	16	271	1,451	1,739	29.0	30.6	29.4	29.6
	Slip road	0	6	48	54	0.4	0.7	1.0	0.9
	Cross roads	4	83	566	653	6.7	9.3	11.5	11.1
	Junction>4 arms(not rd'about)	1	14	105	120	1.1	1.5	2.1	2.0
	Private drive	1	14	67	82	2.5	1.6	1.4	1.4
	Other junction	3	52	354	409	5.3	5.9	7.2	7.0
	Total	57	887	4,935	5,879	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	89	473	1,800	2,361	80.6	71.4	70.3	70.8
	Roundabout	0	20	163	183	0.2	3.0	6.4	5.5
	Mini-roundabout	0	1	1	2	0	0.1	0.0	0.1
	T/Y staggered junc	10	89	286	385	9.3	13.4	11.2	11.5
	Slip road	2	14	105	120	1.5	2.1	4.1	3.6
	Cross roads	1	20	53	74	1.1	3.0	2.1	2.2
	Junction>4 arms(not rd'about)	0	2	11	12	0	0.3	0.4	0.4
	Private drive	4	20	63	88	3.6	3.1	2.5	2.6
	Other junction	4	24	80	109	3.8	3.7	3.1	3.3
	Total	110	662	2,561	3,334	100.0	100.0	100.0	100.0
Total built-up/non built-up									
	More than 20m from junction	118	865	3,638	4,620	70.6	55.8	48.5	50.1
	Roundabout	2	69	613	684	1.1	4.4	8.2	7.4
	Mini-roundabout	1	7	57	65	0.4	0.5	0.8	0.7
	T/Y staggered junc	27	360	1,737	2,124	15.9	23.2	23.2	23.0
	Slip road	2	20	153	175	1.1	1.3	2.0	1.9
	Cross roads	5	102	619	726	3.0	6.6	8.3	7.9
	Junction>4 arms(not rd'about)	1	15	116	132	0.4	1.0	1.5	1.4
	Private drive	5	34	130	170	3.2	2.2	1.7	1.8
	Other junction	7	77	434	518	4.3	4.9	5.8	5.6
	Total	167	1,550	7,497	9,213	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.

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: 2015*.

https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2014

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 2015 prices. Therefore estimates of values in earlier years have been calculated by applying 2015 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 2015 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,896,543	213,118	16,429	56,656

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		706,654	27,953	3,480	
Medical/ambulance		6,278	16,778	1,476	
Pain, grief, suffering		1,388,835	190,460	16,583	
Police and damage to property costs for GB:					
Police/administration		19,973	2,344	605	39
Insurance		348	216	131	62
Damage to property	Total	12,732	5,807	3,431	2,175
	- Motorways	19,565	16,694	8,446	2,945
	- Non built-up roads	15,380	7,012	4,648	3,065
	- Built-up roads	9,068	4,860	2,867	2,050
Total costs per accident for GB		2,134,821	243,559	25,707	2,277

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

Table 10

Cost per accident by road type and severity in Scotland (£) for 2015 at 2015 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,142,185	270,816	27,150	157,680	3,104	20,669
Built-up roads	2,005,008	232,754	23,422	72,863	2,089	5,874
Motorways	2,463,207	265,954	31,608	108,500	2,984	15,253
All roads	**2,119,521**	**248,350**	**24,952**	**101,115**	**2,289**	**8,835**
Trunk roads only	2,210,444	283,354	28,506	147,222	2,814	17,196

Table 11

Total estimated accident costs in Scotland (£ million) at 2015 prices, by severity

Years: 2005 to 2015

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2005	49.4	765.8	614.9	**1,430.0**	571.9	583.5	274.6	431.7	**1,861.7**
2006	42.9	801.1	621.9	**1,465.9**	628.8	573.1	264.0	421.3	**1,887.2**
2007	46.7	724.9	561.8	**1,333.4**	564.5	515.2	253.7	401.5	**1,734.9**
2008	46.8	691.3	600.5	**1,338.6**	540.8	560.0	237.7	389.0	**1,727.5**
2009	49.0	618.4	499.2	**1,166.6**	432.6	501.0	233.1	368.4	**1,535.0**
2010	32.1	566.9	455.2	**1,054.2**	422.7	423.7	207.9	329.6	**1,383.8**
2011	39.8	473.1	469.1	**982.0**	368.4	412.3	201.2	322.3	**1,304.3**
2012	31.8	471.1	480.0	**982.8**	351.4	434.7	196.8	314.8	**1,297.6**
2013	35.3	461.2	393.0	**889.6**	348.7	358.8	182.1	290.7	**1,180.2**
2014	35.1	462.9	453.4	**951.3**	406.0	368.0	177.4	286.4	**1,237.8**
2015	47.4	416.1	393.3	**856.8**	332.8	351.9	172.2	273.4	**1,130.2**

Vehicles involved in reported injury accidents by type
Years: 2004-08 and 2011-15 averages and 2005-15

Year	Pedal cycle	Motor cycle [1, 2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
2004-08 average	**782**	**1,076**	**16,306**	**440**	**84**	**956**	**931**	**707**	**490**	**21,772**
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	15,585	413	74	836	924	643	480	20,804
2008	768	1,050	15,061	367	65	796	918	654	541	20,220
2009	821	1,040	14,578	391	79	697	760	554	467	19,387
2010	810	860	12,805	355	57	611	752	546	446	17,242
2011	855	828	12,400	387	52	617	784	464	365	16,752
2012	934	891	12,214	333	54	520	806	453	325	16,530
2013	919	791	11,236	327	39	469	877	408	255	15,321
2014	923	849	11,195	310	43	433	876	420	246	15,295
2015	825	756	10,930	269	36	389	888	384	190	14,667
11-15 ave average	**891**	**823**	**11,595**	**325**	**45**	**486**	**846**	**426**	**276**	**15,713**
Per cent changes:										
2015 on 2014	-11	-11	-2	-13	-16	-10	1	-9	-23	-4
2015 on 2004-08 average	5	-30	-33	-39	-57	-59	-5	-46	-61	-33

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

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2004 to 2015, and 2004-08 and 2011-2015 averages

	Pedal cycle	Motorcycle [3]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious accidents							*number*
2004-08 ave.	**151**	**429**	**2,751**	**158**	**165**	**173**	**3,925**
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	2,443	121	131	134	3,461
2010	152	359	1,980	108	134	150	2,967
2011	172	337	1,895	122	127	113	2,842
2012	189	375	1,964	123	146	121	2,971
2013	174	305	1,680	92	115	114	2,531
2014	177	371	1,727	74	162	111	2,687
2015	184	290	1,707	69	157	109	2,551
2011-15 average	**179**	**336**	**1,795**	**96**	**141**	**114**	**2,716**
(b) vehicles involved - all severities of reported accident							
2004-08 ave.	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
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	15,998	910	924	643	20,804
2008	768	1,050	15,428	861	918	654	20,220
2009	821	1,040	14,969	776	760	554	19,387
2010	810	860	13,160	668	752	546	17,242
2011	855	828	12,787	669	784	464	16,752
2012	934	891	12,547	574	806	453	16,530
2013	919	791	11,563	508	877	408	15,321
2014	923	849	11,505	476	876	420	15,295
2015	825	756	11,199	425	888	384	14,667
2011-15 average	**891**	**823**	**11,920**	**530**	**846**	**426**	**15,713**
(c) traffic volumes [(2)]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
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	34,392	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
2011	305	295	33,578	609	6,122	2,482	43,390
2012	310	290	33,777	585	6,121	2,466	43,549
2013	329	286	33,811	607	6,319	2,487	43,840
2014	369	297	34,415	610	6,676	2,473	44,839
2015	342	293	34,669	588	6,979	2,504	45,374
2011-15 average	**331**	**292**	**34,050**	**600**	**6,443**	**2,482**	**44,199**

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.
3. A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2004 to 2015, and 2004-08 and 2011-2015 averages

	Pedal cycle	Motorcycle	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*	
2004-08 ave.	**0.61**	**1.37**	**0.08**	**0.26**	**0.03**	**0.06**	**0.09**
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	1.24	0.06	0.17	0.02	0.06	0.07
2011	0.56	1.14	0.06	0.20	0.02	0.05	0.07
2012	0.61	1.29	0.06	0.21	0.02	0.05	0.07
2013	0.53	1.07	0.05	0.15	0.02	0.05	0.06
2014	0.48	1.25	0.05	0.12	0.02	0.04	0.06
2015	0.54	0.99	0.05	0.12	0.02	0.04	0.06
2011-15 average	**0.54**	**1.15**	**0.05**	**0.16**	**0.02**	**0.05**	**0.06**
(e) vehicle involvement rates: all severities of accident						*per million vehicle kilometres*	
2004-08 ave.	**3.13**	**3.44**	**0.49**	**1.70**	**0.16**	**0.26**	**0.50**
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	3.23	0.44	1.22	0.13	0.22	0.44
2010	2.71	2.97	0.39	1.03	0.12	0.21	0.40
2011	2.80	2.81	0.38	1.10	0.13	0.19	0.39
2012	3.01	3.07	0.37	0.98	0.13	0.18	0.38
2013	2.79	2.76	0.34	0.84	0.14	0.16	0.35
2014	2.50	2.86	0.33	0.78	0.13	0.17	0.34
2015	2.42	2.58	0.32	0.72	0.13	0.15	0.32
2011-15 average	**2.69**	**2.82**	**0.35**	**0.88**	**0.13**	**0.17**	**0.36**

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: 2011-2015 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	2	0	179	10	2	2	33	5	8	241
Parked	1	3	440	11	1	15	35	11	8	526
Slowing or stopping	17	31	552	19	2	68	34	9	8	739
Moving off	22	12	421	27	2	71	25	12	9	600
U turn	0	1	84	12	0	1	8	1	1	109
Turning/waiting turn left	21	17	327	12	2	14	24	9	7	432
Turning/waiting turn right	51	24	931	37	2	22	56	14	11	1,149
Changing lane	10	4	80	5	0	7	12	4	3	124
Overtaking	43	40	162	7	1	11	14	5	5	287
Going round bend	27	39	353	7	1	12	19	11	4	473
Waiting/going ahead	589	282	3,705	148	13	209	224	69	77	5,317
Total[(2)]	**784**	**454**	**7,237**	**295**	**25**	**431**	**484**	**152**	**140**	**10,002**
Non built-up										
Reversing	0	0	8	-	0	0	3	1	1	14
Parked	1	1	42	0	0	2	6	11	3	66
Slowing or stopping	1	16	330	2	1	3	28	14	7	403
Moving off	1	3	71	1	0	2	6	4	4	91
U turn	1	0	13	0	0	-	1	1	-	17
Turning/waiting turn left	2	4	63	-	0	1	3	2	3	79
Turning/waiting turn right	6	8	265	2	1	2	23	10	16	334
Changing lane	2	4	82	1	0	1	8	20	3	121
Overtaking	1	38	161	1	1	3	13	7	5	229
Going round bend	14	137	1,004	7	5	11	57	42	28	1,304
Waiting/going ahead	79	156	2,317	16	11	30	214	160	64	3,046
Total[(2)]	**107**	**369**	**4,358**	**30**	**20**	**55**	**362**	**274**	**136**	**5,711**
Total										
Reversing	2	1	187	10	2	2	36	7	9	256
Parked	2	4	482	11	2	17	41	22	12	592
Slowing or stopping	17	47	883	20	3	71	63	23	15	1,143
Moving off	23	15	492	28	2	72	31	15	12	691
U turn	1	2	97	13	1	1	9	2	1	126
Turning/waiting turn left	23	21	390	12	2	15	27	11	10	511
Turning/waiting turn right	57	32	1,197	39	3	24	79	25	27	1,483
Changing lane	12	9	162	6	0	8	19	24	5	245
Overtaking	44	78	323	8	1	13	27	13	10	516
Going round bend	40	176	1,357	14	5	22	76	54	32	1,777
Waiting/going ahead	668	438	6,022	164	24	239	438	229	140	8,363
Total[(2)]	**891**	**823**	**11,595**	**325**	**45**	**486**	**846**	**426**	**276**	**15,713**

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: 2011-2015 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	199	148	2,622	110	9	193	182	61	55	3,579
Roundabout	106	50	650	16	2	23	35	17	14	914
Mini roundabout	13	5	80	3	1	4	5	2	2	114
T/Y or staggered junction	281	154	2,172	83	6	115	153	43	41	3,049
Slip road	6	4	78	1	-	2	4	1	1	97
Crossroads	92	42	870	48	3	50	53	13	15	1,185
Multiple junction	15	8	155	8	1	11	10	2	3	212
Private drive	14	9	105	2	1	3	8	3	3	148
Other junction	58	33	506	23	3	31	35	8	6	703
Total[(2)]	**784**	**454**	**7,237**	**295**	**25**	**431**	**484**	**152**	**140**	**10,002**
Non built-up										
Over 20m from junction	67	254	2,908	20	14	37	241	200	93	3,833
Roundabout	15	22	259	1	1	3	18	14	2	336
Mini roundabout	-	-	2	-	-	-	-	-	-	3
T/Y or staggered junction	12	48	585	4	2	7	51	25	15	750
Slip road	2	8	194	1	1	2	14	16	4	241
Crossroads	2	6	115	1	1	1	12	5	4	148
Multiple junction	1	1	20	-	-	-	1	1	1	25
Private drive	3	12	126	1	-	3	12	9	7	172
Other junction	5	17	148	2	-	2	14	4	9	201
Total[(2)]	**107**	**369**	**4,358**	**30**	**20**	**55**	**362**	**274**	**136**	**5,711**
Total										
Over 20m from junction	267	402	5,529	130	22	229	423	261	149	7,412
Roundabout	121	72	908	18	4	26	53	31	16	1,250
Mini roundabout	13	5	82	3	1	4	5	2	2	117
T/Y or staggered junction	293	203	2,757	87	9	122	203	68	56	3,798
Slip road	8	12	272	2	1	4	18	16	5	338
Crossroads	94	49	985	49	4	51	64	18	20	1,334
Multiple junction	16	8	175	8	1	11	11	3	3	237
Private drive	17	22	231	3	1	6	19	12	10	320
Other junction	63	51	654	25	3	32	50	13	14	904
Total[(2)]	**891**	**823**	**11,595**	**325**	**45**	**486**	**846**	**426**	**276**	**15,713**

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

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2011-2015 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	6	102	62	9	179	2	8	1	1	3
Parked	3	7	215	216	440	1	1	5	18	6
Slowing or stopping	8	67	334	143	552	2	5	8	12	8
Moving off	10	96	283	32	421	3	8	6	3	6
U Turn	2	6	73	3	84	1	1	2	0	1
Turning/wtg turn left	14	48	237	27	327	4	4	5	2	5
Turning/wtg turn right	18	100	739	75	931	5	8	17	6	13
Changing lane	1	5	65	9	80	0	0	2	1	1
Overtaking	3	39	100	20	162	1	3	2	2	2
Going round bend	108	40	173	32	353	31	3	4	3	5
Going/waiting go ahead	175	727	2,178	624	3,705	50	59	49	52	51
Total	**348**	**1,237**	**4,460**	**1,191**	**7,237**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	-	1	5	2	8	-	2	0	0	0
Parked	1	1	22	18	42	0	1	1	2	1
Slowing or stopping	7	2	166	156	330	1	4	8	15	8
Moving off	2	1	58	10	71	0	2	3	1	2
U Turn	-	-	12	1	13	-	0	1	0	0
Turning/wtg turn left	6	1	48	7	63	1	1	2	1	1
Turning/wtg turn right	7	-	207	51	265	1	1	10	5	6
Changing lane	11	-	52	18	82	1	0	2	2	2
Overtaking	17	1	104	39	161	2	2	5	4	4
Going round bend	565	6	365	68	1,004	51	11	17	7	23
Going/waiting go ahead	495	39	1,145	638	2,317	45	75	52	63	53
Total	**1,113**	**52**	**2,184**	**1,009**	**4,358**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	7	103	66	11	187	1	8	1	1	2
Parked	4	7	237	234	482	0	1	4	11	4
Slowing or stopping	16	69	500	299	883	1	5	8	14	8
Moving off	12	97	341	42	492	1	8	5	2	4
U Turn	2	6	84	5	97	0	1	1	0	1
Turning/wtg turn left	21	49	286	35	390	1	4	4	2	3
Turning/wtg turn right	25	101	945	126	1,197	2	8	14	6	10
Changing lane	12	5	118	27	162	1	0	2	1	1
Overtaking	20	40	204	59	323	1	3	3	3	3
Going round bend	673	46	538	100	1,357	46	4	8	5	12
Going/waiting go ahead	670	766	3,323	1,262	6,022	46	59	50	57	52
Total	**1,461**	**1,289**	**6,644**	**2,200**	**11,595**	**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: 2015

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider								
Postcode, invalid or not known	3	3	-	2	1	-	4	11
Driver from elsewhere in the UK	1	-	1	1	1	-	-	1
Scottish driver, distance not known [5]	-	-	-	-	1	-	-	3
Vehicle parked and unattended	-	-	-	-	-	-	-	-
Non - UK driver [4]	-	-	-	-	-	-	-	-
Up to 2 km	16	6	26	5	26	14	15	74
Over 2 up to 5 km	11	2	5	1	10	2	5	52
Over 5 up to 10 km	6	-	6	3	4	4	4	23
Over 10 up to 20 km	2	4	3	1	2	-	7	7
Over 20 up to 50 km	1	2	1	1	4	-	2	1
Over 50 km	1	-	2	-	-	-	-	-
Total	**41**	**17**	**44**	**14**	**49**	**20**	**37**	**172**
Motorcycle rider								
Postcode, invalid or not known	2	2	3	-	1	-	2	4
Driver from elsewhere in the UK	-	1	1	4	3	3	3	1
Scottish driver, distance not known [5]	-	-	-	-	2	1	2	5
Vehicle parked and unattended	-	-	-	-	-	-	-	-
Non - UK driver [4]	-	6	-	5	-	1	-	1
Up to 2 km	13	3	14	3	11	3	11	24
Over 2 up to 5 km	10	5	8	2	10	3	5	12
Over 5 up to 10 km	2	9	4	4	5	7	3	11
Over 10 up to 20 km	2	13	4	1	4	2	10	6
Over 20 up to 50 km	4	14	8	9	10	2	7	7
Over 50 km	-	5	11	8	9	4	3	3
Total	**33**	**58**	**53**	**36**	**55**	**26**	**46**	**74**
Car driver								
Postcode, invalid or not known	27	35	21	27	48	26	66	186
Driver from elsewhere in the UK	9	9	9	20	10	43	9	18
Scottish driver, distance not known [5]	-	1	-	7	8	-	29	57
Vehicle parked and unattended	-	4	-	-	-	2	5	20
Non - UK driver [4]	5	6	-	12	5	1	5	1
Up to 2 km	69	81	180	113	180	68	182	507
Over 2 up to 5 km	63	69	98	63	148	38	116	429
Over 5 up to 10 km	35	117	77	44	103	40	135	336
Over 10 up to 20 km	22	98	73	52	73	48	124	178
Over 20 up to 50 km	17	104	68	44	84	33	82	115
Over 50 km	18	38	44	47	44	34	24	41
Total	**265**	**562**	**570**	**429**	**703**	**333**	**777**	**1,888**
Other driver or rider [2]								
Postcode, invalid or not known	8	10	20	6	14	6	15	48
Driver from elsewhere in the UK	-	3	1	5	1	20	5	11
Scottish driver, distance not known [5]	-	-	-	5	1	-	11	19
Vehicle parked and unattended	-	-	-	-	-	1	-	1
Non - UK driver [4]	1	2	-	2	-	4	-	1
Up to 2 km	3	6	12	9	16	10	14	52
Over 2 up to 5 km	12	7	12	4	18	5	17	57
Over 5 up to 10 km	3	7	15	9	17	7	20	68
Over 10 up to 20 km	4	10	11	9	25	8	24	54
Over 20 up to 50 km	4	28	22	7	16	12	25	45
Over 50 km	7	21	19	19	6	13	19	12
Total	**42**	**94**	**112**	**75**	**114**	**86**	**150**	**368**
All drivers and riders								
Postcode, invalid or not known	40	50	44	35	64	32	87	249
Driver from elsewhere in the UK	10	13	12	30	15	66	17	31
Scottish driver, distance not known [5]	-	1	-	12	12	1	42	84
Vehicle parked and unattended	-	4	-	-	-	3	5	21
Non - UK driver [4]	6	14	-	19	5	6	5	3
Up to 2 km	101	96	232	130	233	95	222	657
Over 2 up to 5 km	96	83	123	70	186	48	143	550
Over 5 up to 10 km	46	133	102	60	129	58	162	438
Over 10 up to 20 km	30	125	91	63	104	58	165	245
Over 20 up to 50 km	26	148	99	61	114	47	116	168
Over 50 km	26	64	76	74	59	51	46	56
Total	**381**	**731**	**779**	**554**	**921**	**465**	**1,010**	**2,502**

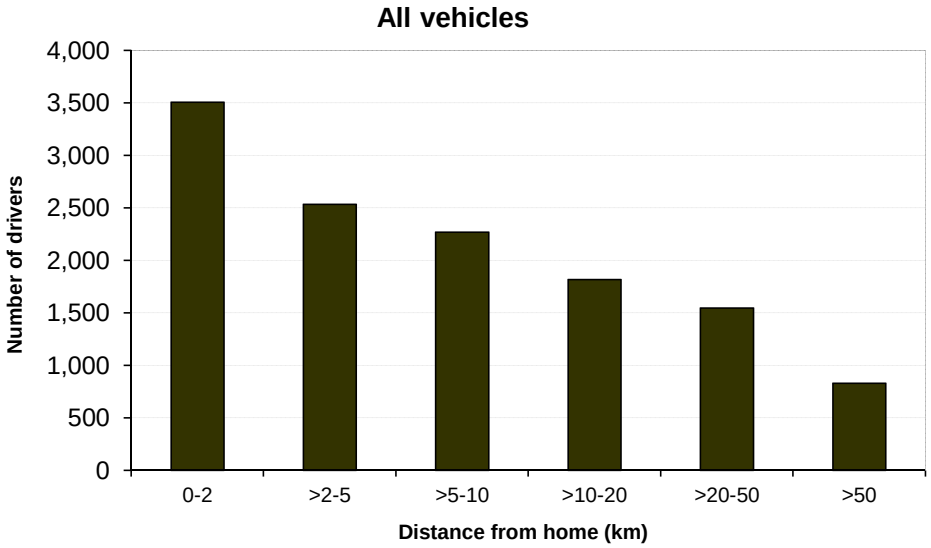
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

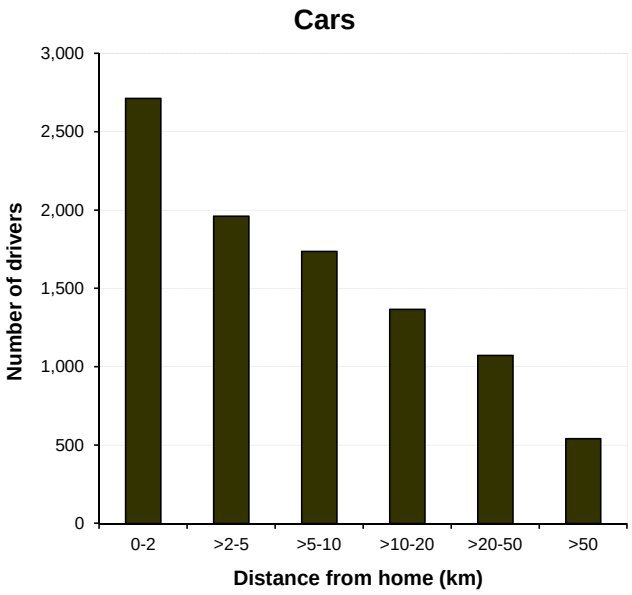
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2015

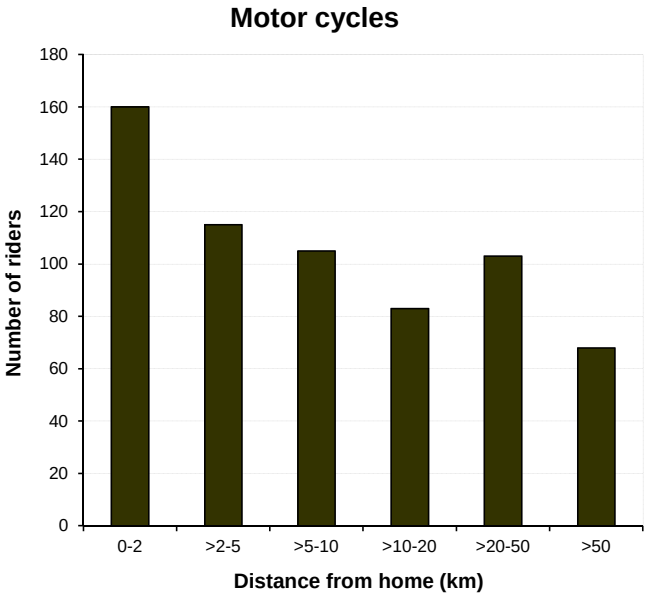
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	1	10	4	-	2	3	44
Driver from elsewhere in the UK	1	2	1	-	-	1	10
Scottish driver, distance not known [5]	-	-	-	1	1	2	8
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	3	9	-	-	-	-	12
Up to 2 km	21	110	9	14	8	25	369
Over 2 up to 5 km	8	70	5	11	6	11	199
Over 5 up to 10 km	13	19	1	4	3	6	96
Over 10 up to 20 km	11	4	1	3	4	4	53
Over 20 up to 50 km	3	5	-	2	1	3	26
Over 50 km	3	1	1	-	-	-	8
Total	**64**	**230**	**22**	**35**	**25**	**55**	**825**
Motorcycle rider							
Postcode, invalid or not known	4	7	10	1	1	1	38
Driver from elsewhere in the UK	9	-	13	-	3	2	43
Scottish driver, distance not known [5]	-	-	-	-	1	1	12
Vehicle parked and unattended	1	-	1	-	-	-	2
Non - UK driver [4]	2	4	8	-	-	-	27
Up to 2 km	25	18	5	14	1	15	160
Over 2 up to 5 km	17	17	3	8	6	9	115
Over 5 up to 10 km	20	12	4	11	5	8	105
Over 10 up to 20 km	11	13	7	7	-	3	83
Over 20 up to 50 km	10	8	12	1	4	7	103
Over 50 km	7	2	14	1	-	1	68
Total	**106**	**81**	**77**	**43**	**21**	**47**	**756**
Car driver							
Postcode, invalid or not known	79	142	38	31	48	88	862
Driver from elsewhere in the UK	34	21	33	1	3	35	254
Scottish driver, distance not known [5]	5	1	1	4	16	29	158
Vehicle parked and unattended	16	54	4	-	5	11	121
Non - UK driver [4]	42	43	20	1	-	1	142
Up to 2 km	312	282	71	144	146	378	2,713
Over 2 up to 5 km	205	220	45	106	105	257	1,962
Over 5 up to 10 km	210	170	64	118	91	196	1,736
Over 10 up to 20 km	170	142	78	96	57	156	1,367
Over 20 up to 50 km	157	101	69	59	46	94	1,073
Over 50 km	37	61	76	29	11	38	542
Total	**1,267**	**1,237**	**499**	**589**	**528**	**1,283**	**10,930**
Other driver or rider [2]							
Postcode, invalid or not known	22	49	7	6	9	21	241
Driver from elsewhere in the UK	9	6	4	3	2	25	95
Scottish driver, distance not known [5]	1	-	1	-	1	8	47
Vehicle parked and unattended	3	10	-	-	1	2	18
Non - UK driver [4]	6	13	1	-	-	3	33
Up to 2 km	29	44	14	13	9	33	264
Over 2 up to 5 km	19	43	5	15	15	28	257
Over 5 up to 10 km	35	89	11	15	7	28	331
Over 10 up to 20 km	28	67	15	16	10	33	314
Over 20 up to 50 km	59	61	22	9	9	25	344
Over 50 km	24	17	37	6	3	9	212
Total	**235**	**399**	**117**	**83**	**66**	**215**	**2,156**
All drivers and riders							
Postcode, invalid or not known	106	208	59	38	60	113	1,185
Driver from elsewhere in the UK	53	29	51	4	8	63	402
Scottish driver, distance not known [5]	6	1	2	5	19	40	225
Vehicle parked and unattended	20	64	5	-	6	13	141
Non - UK driver [4]	53	69	29	1	-	4	214
Up to 2 km	387	454	99	185	164	451	3,506
Over 2 up to 5 km	249	350	58	140	132	305	2,533
Over 5 up to 10 km	278	290	80	148	106	238	2,268
Over 10 up to 20 km	220	226	101	122	71	196	1,817
Over 20 up to 50 km	229	175	103	71	60	129	1,546
Over 50 km	71	81	128	36	14	48	830
Total	**1,672**	**1,947**	**715**	**750**	**640**	**1,600**	**14,667**

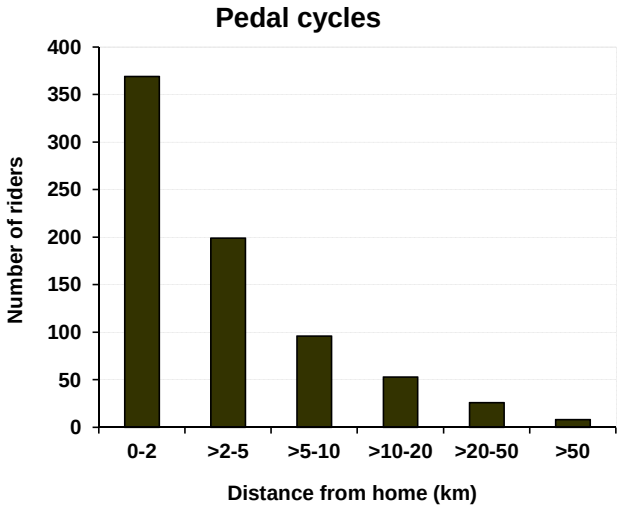
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

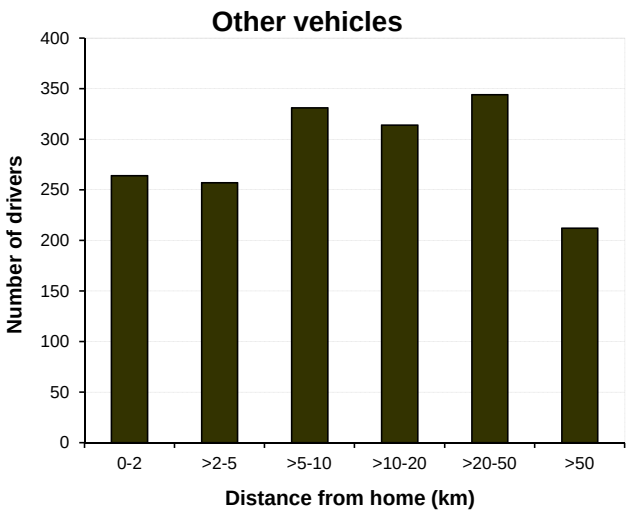
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2015











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2011-2015 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	23	37	81	31	8	179	2	3	3	3	3	3
Parked	39	102	151	29	119	440	3	7	5	3	43	6
Slowing or stopping	98	113	257	72	14	552	7	8	8	7	5	8
Moving off	68	79	187	73	13	421	5	6	6	7	5	6
U Turn	12	17	38	14	2	84	1	1	1	1	1	1
Turning/wtg turn left	55	59	148	52	14	327	4	4	5	5	5	5
Turning/wtg turn right	182	171	405	161	13	931	14	12	13	15	5	13
Changing lane	12	18	33	11	6	80	1	1	1	1	2	1
Overtaking	34	30	64	26	8	162	3	2	2	3	3	2
Going round bend	108	66	131	44	4	353	8	5	4	4	2	5
Going/wtg go ahead	698	725	1,641	561	79	3,705	53	51	52	52	28	51
Total[(1)]	**1,329**	**1,417**	**3,138**	**1,074**	**279**	**7,237**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	2	2	4	0	0	8	0	0	0	0	1	0
Parked	5	6	17	7	7	42	1	1	1	1	16	1
Slowing or stopping	65	72	150	41	3	330	6	9	8	6	6	8
Moving off	10	12	29	20	0	71	1	2	2	3	1	2
U Turn	1	2	6	4	0	13	0	0	0	1	0	0
Turning/wtg turn left	12	10	29	11	1	63	1	1	2	2	2	1
Turning/wtg turn right	48	35	116	64	3	265	5	5	6	10	6	6
Changing lane	21	17	31	11	2	82	2	2	2	2	4	2
Overtaking	42	30	62	23	4	161	4	4	3	4	10	4
Going round bend	344	168	361	123	6	1,004	33	22	20	19	15	23
Going/wtg go ahead	496	427	1,025	353	16	2,317	48	55	56	54	39	53
Total[(1)]	**1,045**	**782**	**1,832**	**658**	**42**	**4,358**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	24	39	85	31	8	187	1	2	2	2	3	2
Parked	44	108	168	36	125	482	2	5	3	2	39	4
Slowing or stopping	163	184	406	113	16	883	7	8	8	7	5	8
Moving off	78	91	217	93	13	492	3	4	4	5	4	4
U Turn	14	19	45	18	2	97	1	1	1	1	1	1
Turning/wtg turn left	67	68	177	63	15	390	3	3	4	4	5	3
Turning/wtg turn right	229	207	520	225	15	1,197	10	9	11	13	5	10
Changing lane	33	35	65	22	8	162	1	2	1	1	2	1
Overtaking	75	60	126	49	12	323	3	3	3	3	4	3
Going round bend	453	234	492	168	11	1,357	19	11	10	10	3	12
Going/wtg go ahead	1,194	1,153	2,666	914	95	6,022	50	52	54	53	30	52
Total[(1)]	**2,374**	**2,199**	**4,969**	**1,731**	**321**	**11,595**	**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:2004-08 and 2011-15 ave and 2005 to 2015

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**2004-08 average**	**81**	**50**	**112**	**53**	**299**	**27.1**	**16.8**	**37.4**	**17.6**	100
	2005	91	40	104	46	284	32.0	14.1	36.6	16.2	100
	2006	102	40	138	53	337	30.3	11.9	40.9	15.7	100
	2007	70	52	98	47	268	26.1	19.4	36.6	17.5	100
	2008	66	53	97	61	283	23.3	18.7	34.3	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
	2011	41	28	84	42	196	20.9	14.3	42.9	21.4	100
	2012	28	26	53	34	145	19.3	17.9	36.6	23.4	100
	2013	32	29	70	45	182	17.6	15.9	38.5	24.7	100
	2014	42	21	80	47	194	21.6	10.8	41.2	24.2	100
	2015	37	36	55	32	161	23	22.4	34.2	19.9	100
	2011 to 2015 average	**36**	**28**	**68**	**40**	**176**	**20.5**	**15.9**	**39.0**	**22.8**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	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	545	373	889	336	2,186	24.9	17.1	40.7	15.4	100
	2010	421	292	707	256	1,715	24.5	17.0	41.2	14.9	100
	2011	344	260	698	296	1,633	21.1	15.9	42.7	18.1	100
	2012	354	310	719	343	1,765	20.1	17.6	40.7	19.4	100
	2013	262	238	608	287	1,439	18.2	16.5	42.3	19.9	100
	2014	297	252	592	304	1,491	19.9	16.9	39.7	20.4	100
	2015	293	305	591	276	1,507	19.4	20.2	39.2	18.3	100
	2011 to 2015 average	**310**	**273**	**642**	**301**	**1,567**	**19.8**	**17.4**	**40.9**	**19.2**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**10.7**	100
	2005	3,291	2,635	6,255	1,513	14,050	23.4	18.8	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	13,150	26.2	17.9	42.2	11.0	100
	2008	3,140	2,217	5,461	1,353	12,467	25.2	17.8	43.8	10.9	100
	2009	3,030	2,332	5,081	1,477	12,187	24.9	19.1	41.7	12.1	100
	2010	2,471	2,088	4,744	1,337	10,870	22.7	19.2	43.6	12.3	100
	2011	2,228	2,041	4,644	1,454	10,571	21.1	19.3	43.9	13.8	100
	2012	2,222	1,895	4,506	1,403	10,304	21.6	18.4	43.7	13.6	100
	2013	1,927	1,865	4,192	1,381	9,615	20.0	19.4	43.6	14.4	100
	2014	1,910	1,843	4,077	1,376	9,510	20.1	19.4	42.9	14.5	100
	2015	1,853	1,847	3,877	1,337	9,262	20.0	19.9	41.9	14.4	100
	2011 to 2015 average	**2,028**	**1,898**	**4,259**	**1,390**	**9,852**	**20.6**	**19.3**	**43.2**	**14.1**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	100
	2005	3,998	3,113	7,349	1,875	16,770	23.8	18.6	43.8	11.2	100
	2006	4,104	2,917	7,214	1,732	16,398	25.0	17.8	44.0	10.6	100
	2007	4,120	2,710	6,545	1,823	15,585	26.4	17.4	42.0	11.7	100
	2008	3,793	2,658	6,514	1,752	15,061	25.2	17.6	43.3	11.6	100
	2009	3,636	2,727	6,057	1,848	14,578	24.9	18.7	41.5	12.7	100
	2010	2,947	2,414	5,537	1,638	12,805	23.0	18.9	43.2	12.8	100
	2011	2,613	2,329	5,426	1,792	12,400	21.1	18.8	43.8	14.5	100
	2012	2,604	2,231	5,278	1,780	12,214	21.3	18.3	43.2	14.6	100
	2013	2,221	2,132	4,870	1,713	11,236	19.8	19.0	43.3	15.2	100
	2014	2,249	2,116	4,749	1,727	11,195	20.1	18.9	42.4	15.4	100
	2015	2,183	2,188	4,523	1,645	10,930	20.0	20.0	41.4	15.1	100
	2011 to 2015 average	**2,374**	**2,199**	**4,969**	**1,731**	**11,595**	**20.5**	**19.0**	**42.9**	**14.9**	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:2004-08 and 2011 to 2015 averages, 2005 to 2015

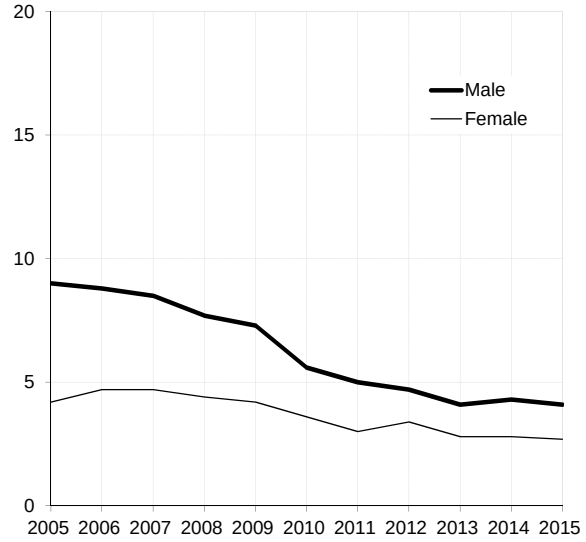
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.7**	**6.2**	**4.6**	**2.6**	**4.9**
	2005	2,689	1,840	4,330	1,320	10,214	9.0	6.6	4.8	2.8	5.2
	2006	2,660	1,688	4,184	1,183	9,753	8.8	6.1	4.6	2.4	4.9
	2007	2,592	1,584	3,824	1,292	9,336	8.5	5.6	4.2	2.6	4.7
	2008	2,364	1,549	3,709	1,229	8,889	7.7	5.5	4.1	2.4	4.4
	2009	2,257	1,536	3,429	1,284	8,532	7.3	5.4	3.8	2.4	4.2
	2010	1,765	1,379	3,116	1,125	7,414	5.6	4.8	3.5	2.1	3.6
	2011	1,605	1,303	3,186	1,233	7,354	5.0	4.4	3.5	2.2	3.5
	2012	1,485	1,230	2,959	1,186	6,887	4.7	4.1	3.3	2.1	3.3
	2013	1,314	1,125	2,757	1,110	6,346	4.1	3.7	3.1	1.9	3.0
	2014	1,358	1,161	2,651	1,110	6,333	4.3	3.8	3.0	1.9	3.0
	2015	1,308	1,230	2,553	1,059	6,197	4.1	3.9	2.9	1.8	2.9
	2011 to 2015 average	**1,414**	**1,210**	**2,821**	**1,140**	**6,623**	**4.4**	**4.0**	**3.1**	**2.0**	**3.2**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.5**	**4.0**	**2.9**	**0.8**	**2.7**
	2005	1,269	1,211	2,784	542	5,823	4.2	4.1	3.0	0.9	2.7
	2006	1,407	1,171	2,779	546	5,914	4.7	4.1	2.9	0.9	2.7
	2007	1,422	1,075	2,538	524	5,569	4.7	3.7	2.7	0.8	2.5
	2008	1,350	1,047	2,636	520	5,563	4.4	3.6	2.8	0.8	2.5
	2009	1,301	1,078	2,496	557	5,447	4.2	3.6	2.6	0.8	2.4
	2010	1,142	976	2,258	503	4,887	3.6	3.3	2.4	0.7	2.2
	2011	974	958	2,119	555	4,615	3.0	3.1	2.2	0.8	2.0
	2012	1,088	918	2,156	589	4,760	3.4	3.0	2.3	0.9	2.1
	2013	883	893	1,993	602	4,388	2.8	2.8	2.1	0.9	1.9
	2014	870	857	1,991	616	4,352	2.8	2.7	2.1	0.9	1.9
	2015	843	850	1,896	582	4,193	2.7	2.6	2.0	0.8	1.8
	2011 to 2015 average	**932**	**895**	**2,031**	**589**	**4,462**	**2.9**	**2.8**	**2.2**	**0.8**	**2.0**
Total [4]	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**6.7**	**5.2**	**3.8**	**1.6**	**3.8**
	2005	3,998	3,113	7,349	1,875	16,770	6.7	5.5	4.0	1.7	4.0
	2006	4,104	2,917	7,214	1,732	16,398	6.8	5.2	3.9	1.5	3.9
	2007	4,120	2,710	6,545	1,823	15,585	6.8	4.8	3.5	1.6	3.6
	2008	3,793	2,658	6,514	1,752	15,061	6.2	4.6	3.5	1.5	3.5
	2009	3,636	2,727	6,057	1,848	14,578	5.9	4.7	3.3	1.5	3.4
	2010	2,947	2,414	5,537	1,638	12,805	4.7	4.1	3.0	1.3	2.9
	2011	2,613	2,329	5,426	1,792	12,400	4.1	3.9	2.9	1.5	2.8
	2012	2,604	2,231	5,278	1,780	12,214	4.1	3.7	2.9	1.4	2.7
	2013	2,221	2,132	4,870	1,713	11,236	3.5	3.4	2.7	1.4	2.5
	2014	2,249	2,116	4,749	1,727	11,195	3.6	3.4	2.6	1.3	2.5
	2015	2,183	2,188	4,523	1,645	10,930	3.5	3.4	2.5	1.3	2.4
	2011 to 2015 average	**2,374**	**2,199**	**4,969**	**1,731**	**11,595**	**3.7**	**3.6**	**2.7**	**1.4**	**2.6**
Male to Female Ratio	**2004-08 average**	**1.9**	**1.5**	**1.5**	**2.4**	**1.7**	**1.9**	**1.6**	**1.6**	**3.3**	**1.8**
	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	1.9	1.5	1.6	2.7	1.8
	2007	1.8	1.5	1.5	2.5	1.7	1.8	1.5	1.6	3.3	1.9
	2008	1.8	1.5	1.4	2.4	1.6	1.8	1.5	1.5	3.0	1.8
	2009	1.7	1.4	1.4	2.3	1.6	1.7	1.5	1.5	3.0	1.8
	2010	1.5	1.4	1.4	2.2	1.5	1.6	1.5	1.5	3.0	1.6
	2011	1.6	1.4	1.5	2.2	1.6	1.7	1.4	1.6	2.8	1.8
	2012	1.4	1.3	1.4	2.0	1.4	1.4	1.4	1.4	2.3	1.6
	2013	1.5	1.3	1.4	1.8	1.4	1.5	1.3	1.5	2.1	1.6
	2014	1.6	1.4	1.3	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2015	1.6	1.4	1.3	1.8	1.5	1.5	1.5	1.5	2.3	1.6
	2011 to 2015 average	**1.5**	**1.4**	**1.4**	**1.9**	**1.5**	**1.5**	**1.4**	**1.4**	**2.5**	**1.6**

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: 2005 to 2015

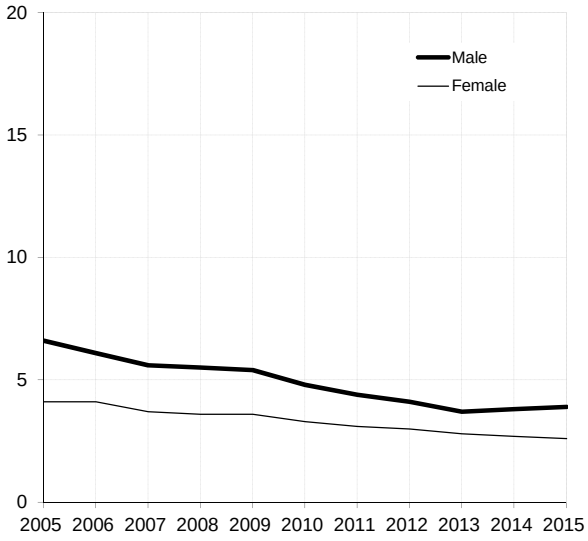
(a) 17-25

Rate per thousand population



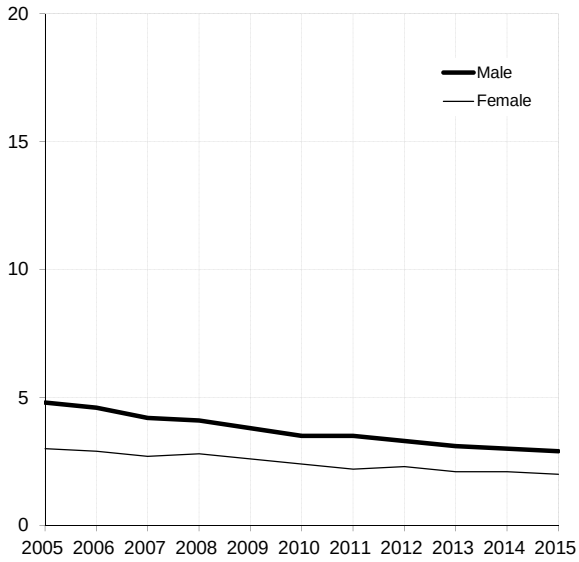
(b) 26-34

Rate per thousand population



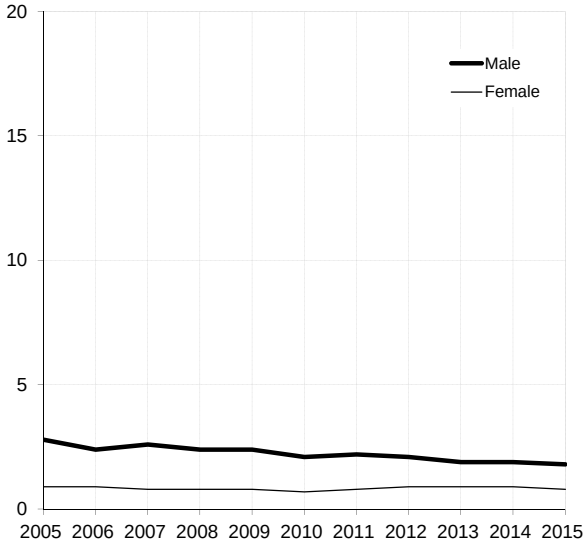
(c) 35-59

Rate per thousand population



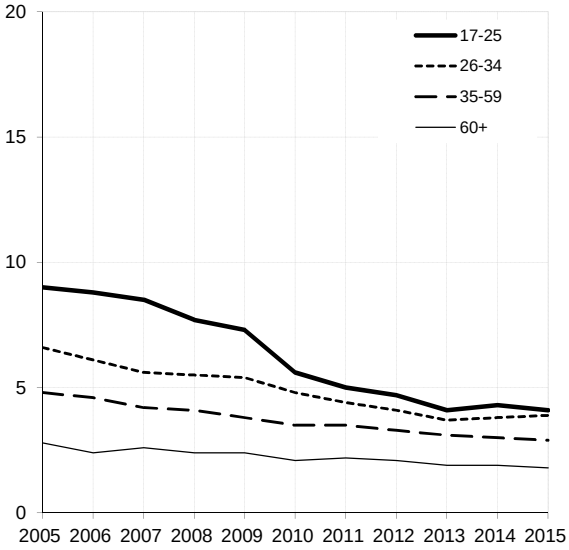
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

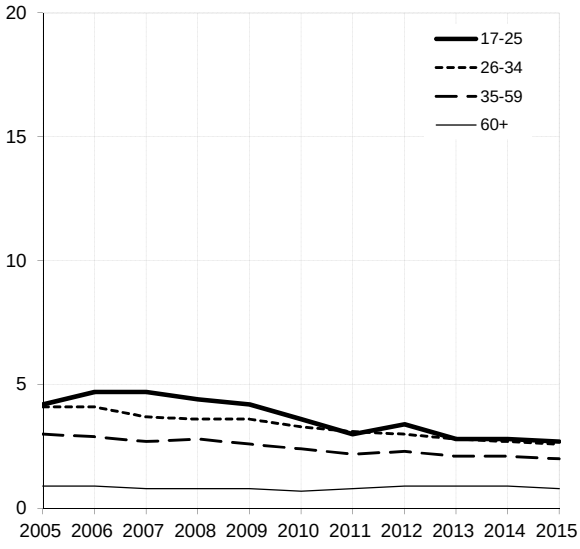


Table 19
Motorists involved in accidents by police force division [1]
Years: 2004-08 and 2011-15 averages, 2011 to 2015

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow	Lothians & Borders Scottish	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Motorists involved															
04-08 ave	**665**	**1,217**	**1,589**	**823**	**1,112**	**720**	**1,296**	**3,538**	**2,113**	**2,178**	**1,143**	**1,100**	**1,047**	**2,445**	**20,985**
2011	552	997	1,212	568	904	495	1,017	2,586	1,613	1,735	835	741	833	1,805	15,893
2012	606	998	1,186	546	924	497	928	2,458	1,645	1,765	884	703	814	1,635	15,589
2013	552	944	994	559	892	462	888	2,086	1,505	1,765	787	693	625	1,647	14,399
2014	421	806	862	493	786	495	866	2,383	1,474	1,965	787	684	638	1,704	14,364
2015	340	714	735	540	872	444	973	2,330	1,607	1,717	693	715	614	1,545	13,839
11-15 ave	**494**	**892**	**998**	**541**	**876**	**479**	**934**	**2,369**	**1,569**	**1,789**	**797**	**707**	**705**	**1,667**	**14,817**
Breath test requested															
04-08 ave	**392**	**805**	**1,310**	**492**	**602**	**512**	**707**	**1,809**	**1,291**	**1,195**	**825**	**749**	**525**	**1,350**	**12,563**
2011	320	646	975	356	526	364	514	1,351	946	980	491	463	440	1,039	9,411
2012	368	574	944	327	553	361	537	1,314	984	968	536	466	453	945	9,330
2013	301	498	780	358	560	348	500	1,079	961	1,053	491	434	364	945	8,672
2014	230	405	634	263	506	368	507	1,273	934	1,091	467	449	358	975	8,460
2015	166	301	544	288	570	300	562	1,106	1,102	992	437	504	301	758	7,931
11-15 ave	**277**	**485**	**775**	**318**	**543**	**348**	**524**	**1,225**	**985**	**1,017**	**484**	**463**	**383**	**932**	**8,761**
Positive/refused															
04-08 ave	**16**	**35**	**36**	**20**	**26**	**19**	**31**	**67**	**43**	**28**	**35**	**32**	**25**	**60**	**474**
2011	15	34	22	11	13	14	20	38	29	18	20	15	28	44	321
2012	18	23	21	4	26	9	21	45	35	14	16	15	10	30	287
2013	6	23	22	6	11	5	13	17	22	19	14	11	6	36	211
2014	7	20	17	12	9	11	13	32	22	17	7	14	13	29	223
2015	8	12	19	12	24	8	11	31	29	16	9	16	8	25	228
11-15 ave	**11**	**22**	**20**	**9**	**17**	**9**	**16**	**33**	**27**	**17**	**13**	**14**	**13**	**33**	**254**
Breath test requested as a percent of those involved															
04-08 ave	**58.9**	**66.2**	**82.5**	**59.7**	**54.1**	**71.1**	**54.5**	**51.1**	**61.1**	**54.9**	**72.2**	**68.1**	**50.1**	**55.2**	**59.9**
2011	58.0	64.8	80.4	62.7	58.2	73.5	50.5	52.2	58.6	56.5	58.8	62.5	52.8	57.6	59.2
2012	60.7	57.5	79.6	59.9	59.8	72.6	57.9	53.5	59.8	54.8	60.6	66.3	55.7	57.8	59.8
2013	54.5	52.8	78.5	64.0	62.8	75.3	56.3	51.7	63.9	59.7	62.4	62.6	58.2	57.4	60.2
2014	54.6	50.2	73.5	53.3	64.4	74.3	58.5	53.4	63.4	55.5	59.3	65.6	56.1	57.2	58.9
2015	48.8	42.2	74.0	53.3	65.4	67.6	57.8	47.5	68.6	57.8	63.1	70.5	49.0	49.1	57.3
11-15 ave	**56.1**	**54.4**	**77.7**	**58.8**	**62.0**	**72.8**	**56.1**	**51.7**	**62.8**	**56.8**	**60.8**	**65.5**	**54.4**	**55.9**	**59.1**
Positive/refused as a percent of motorists involved															
04-08 ave	**2.4**	**2.9**	**2.3**	**2.4**	**2.3**	**2.7**	**2.4**	**1.9**	**2.0**	**1.3**	**3.1**	**2.9**	**2.4**	**2.5**	**2.3**
2011	2.7	3.4	1.8	1.9	1.4	2.8	2.0	1.5	1.8	1.0	2.4	2.0	3.4	2.4	2.0
2012	3.0	2.3	1.8	0.7	2.8	1.8	2.3	1.8	2.1	0.8	1.8	2.1	1.2	1.8	1.8
2013	1.1	2.4	2.2	1.1	1.2	1.1	1.5	0.8	1.5	1.1	1.8	1.6	1.0	2.2	1.5
2014	1.7	2.5	2.0	2.4	1.1	2.2	1.5	1.3	1.5	0.9	0.9	2.0	2.0	1.7	1.6
2015	2.4	1.7	2.6	2.2	2.8	1.8	1.1	1.3	1.8	0.9	1.3	2.2	1.3	1.6	1.6
11-15 ave	**2.2**	**2.5**	**2.0**	**1.7**	**1.9**	**2.0**	**1.7**	**1.4**	**1.7**	**0.9**	**1.7**	**2.0**	**1.8**	**2.0**	**1.7**
Positive/refused as a percent of those where breath test requested															
04-08 ave	**4.1**	**4.3**	**2.8**	**4.0**	**4.3**	**3.8**	**4.4**	**3.7**	**3.3**	**2.3**	**4.2**	**4.3**	**4.8**	**4.4**	**3.8**
2011	4.7	5.3	2.3	3.1	2.5	3.8	3.9	2.8	3.1	1.8	4.1	3.2	6.4	4.2	3.4
2012	4.9	4.0	2.2	1.2	4.7	2.5	3.9	3.4	3.6	1.4	3.0	3.2	2.2	3.2	3.1
2013	2.0	4.6	2.8	1.7	2.0	1.4	2.6	1.6	2.3	1.8	2.9	2.5	1.6	3.8	2.4
2014	3.0	4.9	2.7	4.6	1.8	3.0	2.6	2.5	2.4	1.6	1.5	3.1	3.6	3.0	2.6
2015	4.8	4.0	3.5	4.2	4.2	2.7	2.0	2.8	2.6	1.6	2.1	3.2	2.7	3.3	2.9
11-15 ave	**3.9**	**4.6**	**2.6**	**2.8**	**3.1**	**2.7**	**3.0**	**2.7**	**2.8**	**1.7**	**2.7**	**3.1**	**3.4**	**3.5**	**2.9**

1. From 2013 "other motor vehicles" and "other non-motor vehicles" categories have been combined on the data collection forms. This means that there are a very small number of non-motor vehicle drivers included in the table.

Other changes to historic data for example new information provided by police will also result in differences in the historic data compared to previous publications.

Motorists involved in reported injury accidents, breath tested and breath test results, by day and time, 2011-2015 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	35	46	115	148	449
	03-06	28	26	46	68	250
	06-09	338	303	114	66	1,834
	09-12	336	341	312	208	2,205
	12-15	398	531	505	375	3,004
	15-18	615	696	427	354	3,936
	18-21	332	351	294	233	2,206
	21-24	119	180	171	107	934
	Total	**2,200**	**2,474**	**1,985**	**1,559**	**14,817**
Breath test requested	00-03	23	28	75	88	281
	03-06	17	17	31	41	156
	06-09	197	181	75	43	1,087
	09-12	197	201	193	126	1,307
	12-15	221	308	294	223	1,709
	15-18	353	403	262	219	2,297
	18-21	196	214	181	147	1,326
	21-24	77	113	114	64	598
	Total	**1,280**	**1,464**	**1,224**	**951**	**8,761**
Positive/refused	00-03	5	6	18	22	65
	03-06	2	2	8	13	31
	06-09	1	1	6	5	19
	09-12	2	2	3	2	14
	12-15	1	2	4	4	15
	15-18	3	4	6	5	28
	18-21	4	6	7	7	37
	21-24	5	7	12	8	46
	Total	**23**	**31**	**64**	**67**	**254**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	64	61	65	59	62
	03-06	61	65	67	61	62
	06-09	58	60	66	65	59
	09-12	59	59	62	60	59
	12-15	56	58	58	59	57
	15-18	57	58	61	62	58
	18-21	59	61	62	63	60
	21-24	64	63	67	60	64
	Total	**58**	**59**	**62**	**61**	**59**
Positive/refused as a percentage of motorists involved	00-03	14	13	16	15	15
	03-06	7	9	16	20	12
	06-09	0	0	6	8	1
	09-12	0	1	1	1	1
	12-15	0	0	1	1	0
	15-18	1	1	1	1	1
	18-21	1	2	2	3	2
	21-24	4	4	7	7	5
	Total	**1**	**1**	**3**	**4**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	21	22	24	25	23
	03-06	11	14	24	33	20
	06-09	1	1	9	13	2
	09-12	1	1	2	1	1
	12-15	0	1	1	2	1
	15-18	1	1	2	2	1
	18-21	2	3	4	5	3
	21-24	6	7	11	13	8
	Total	**2**	**2**	**5**	**7**	**3**

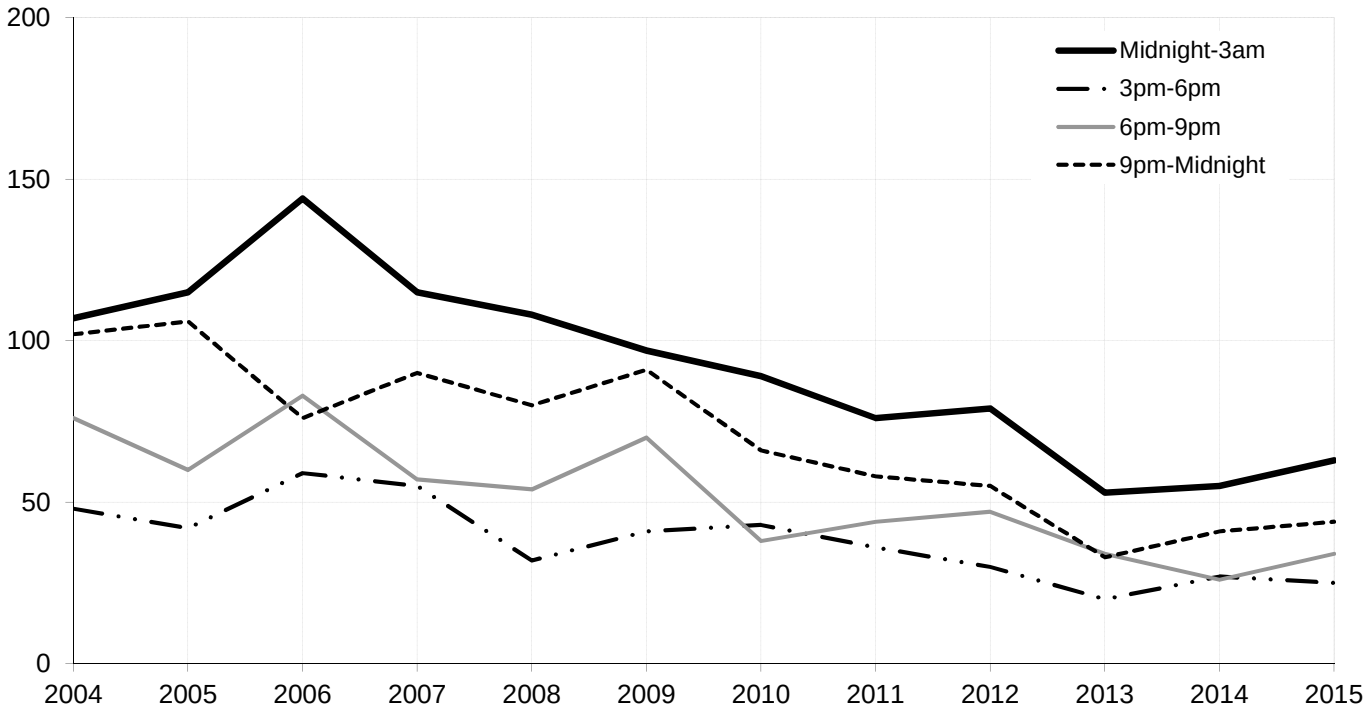
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-08 and 2011-15 averages, 2011 to 2015

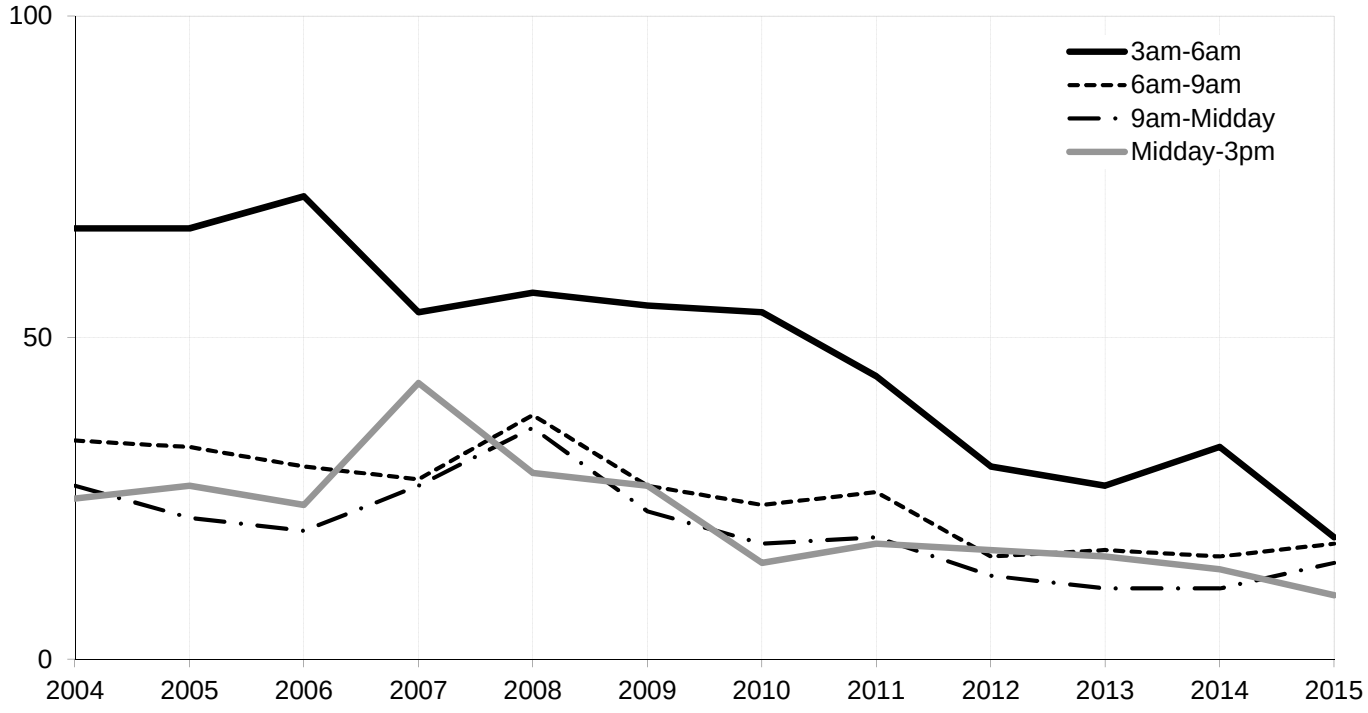
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2004-08 average**	**754**	**391**	**2,520**	**2,996**	**4,125**	**5,400**	**3,201**	**1,598**	**20,985**
	2011	538	275	1,945	2,438	3,178	4,143	2,352	1,024	15,893
	2012	467	294	2,025	2,190	3,242	4,047	2,257	1,067	15,589
	2013	400	233	1,793	2,231	2,967	3,814	2,129	832	14,399
	2014	425	241	1,805	2,079	2,826	3,925	2,205	858	14,364
	2015	415	205	1,600	2,087	2,805	3,752	2,085	890	13,839
	2010 to 2014 average	**449**	**250**	**1,834**	**2,205**	**3,004**	**3,936**	**2,206**	**934**	**14,817**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,401**	**3,179**	**1,959**	**1,020**	**12,563**
	2011	326	184	1,167	1,458	1,774	2,401	1,432	669	9,411
	2012	294	186	1,214	1,307	1,827	2,426	1,371	705	9,330
	2013	261	149	1,072	1,316	1,726	2,300	1,312	536	8,672
	2014	269	147	1,073	1,258	1,629	2,259	1,298	527	8,460
	2015	253	113	907	1,196	1,591	2,098	1,219	554	7,931
	2011 to 2015 average	**281**	**156**	**1,087**	**1,307**	**1,709**	**2,297**	**1,326**	**598**	**8,761**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	2004	107	67	34	27	25	48	76	102	486
	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	70	91	431
	2010	89	54	24	18	15	43	38	66	347
	2011	76	44	26	19	18	36	44	58	321
	2012	79	30	16	13	17	30	47	55	287
	2013	53	27	17	11	16	20	34	33	211
	2014	55	33	16	11	14	27	26	41	223
	2015	63	19	18	15	10	25	34	44	228
	2011 to 2015 average	**65**	**31**	**19**	**14**	**15**	**28**	**37**	**46**	**254**
(b) Percentages										
Breath test requested	**2004-08 average**	**65.0**	**63.5**	**59.4**	**59.0**	**58.2**	**58.9**	**61.2**	**63.8**	**59.9**
as percent of motorists	2011	60.6	66.9	60.0	59.8	55.8	58.0	60.9	65.3	59.2
involved	2012	63.0	63.3	60.0	59.7	56.4	59.9	60.7	66.1	59.8
	2013	65.3	63.9	59.8	59.0	58.2	60.3	61.6	64.4	60.2
	2014	63.3	61.0	59.4	60.5	57.6	57.6	58.9	61.4	58.9
	2015	61.0	55.1	56.7	57.3	56.7	55.9	58.5	62.2	57.3
	2010 to 2014 average	**62.5**	**62.4**	**59.3**	**59.3**	**56.9**	**58.4**	**60.1**	**64.0**	**59.1**
Positive/refused as	**2004-08 average**	**15.6**	**16.2**	**1.3**	**0.9**	**0.7**	**0.9**	**2.1**	**5.7**	**2.3**
percent of motorists	2011	14.1	16.0	1.3	0.8	0.6	0.9	1.9	5.7	2.0
involved	2012	16.9	10.2	0.8	0.6	0.5	0.7	2.1	5.2	1.8
	2013	13.3	11.6	0.9	0.5	0.5	0.5	1.6	4.0	1.5
	2014	12.9	13.7	0.9	0.5	0.5	0.7	1.2	4.8	1.6
	2015	15.2	9.3	1.1	0.7	0.4	0.7	1.6	4.9	1.6
	2011 to 2015 average	**14.5**	**12.3**	**1.0**	**0.6**	**0.5**	**0.7**	**1.7**	**4.9**	**1.7**
Positive/refused as	**2004-08 average**	**24.0**	**25.5**	**2.2**	**1.5**	**1.2**	**1.5**	**3.4**	**8.9**	**3.8**
percent of those where	2011	23.3	23.9	2.2	1.3	1.0	1.5	3.1	8.7	3.4
breath test requested	2012	26.9	16.1	1.3	1.0	0.9	1.2	3.4	7.8	3.1
	2013	20.3	18.1	1.6	0.8	0.9	0.9	2.6	6.2	2.4
	2014	20.4	22.4	1.5	0.9	0.9	1.2	2.0	7.8	2.6
	2015	24.9	16.8	2.0	1.3	0.6	1.2	2.8	7.9	2.9
	2011 to 2015 average	**23.2**	**19.6**	**1.7**	**1.1**	**0.9**	**1.2**	**2.8**	**7.7**	**2.9**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2004 to 2015

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

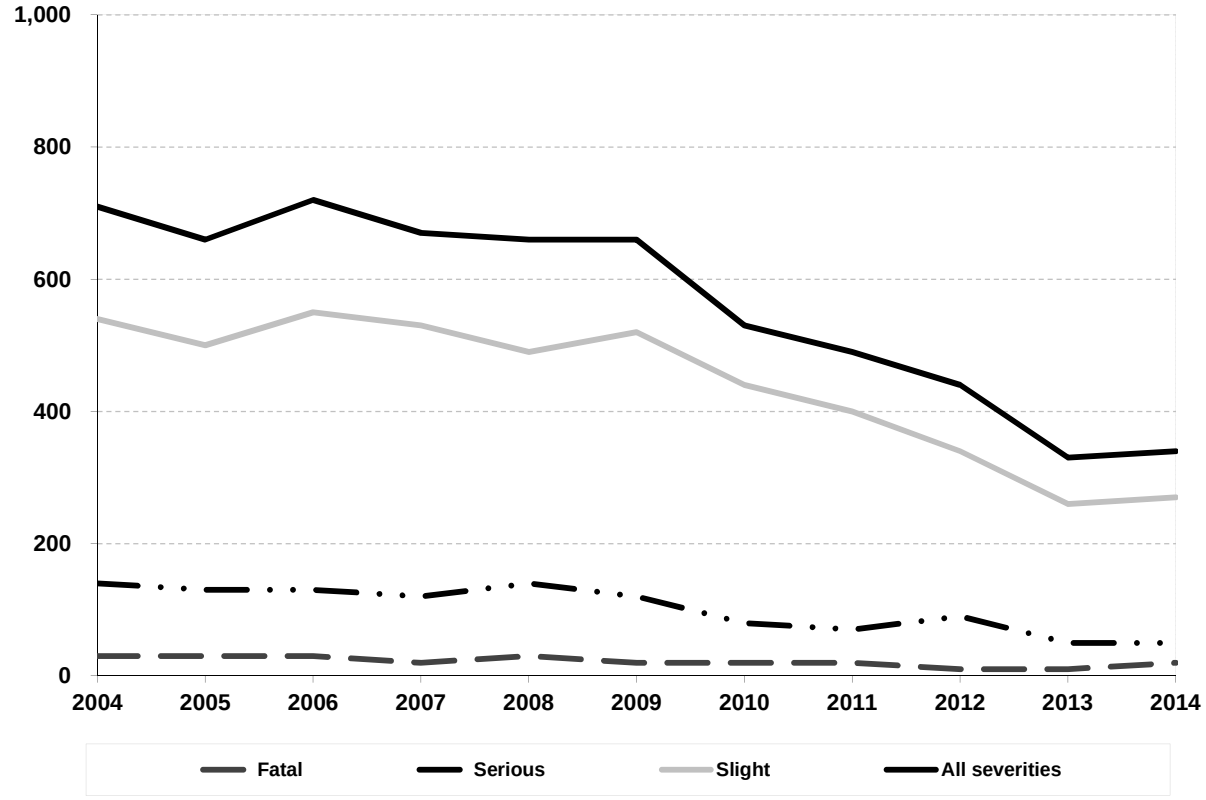


(b) Early morning to early afternoon (3am-3pm)



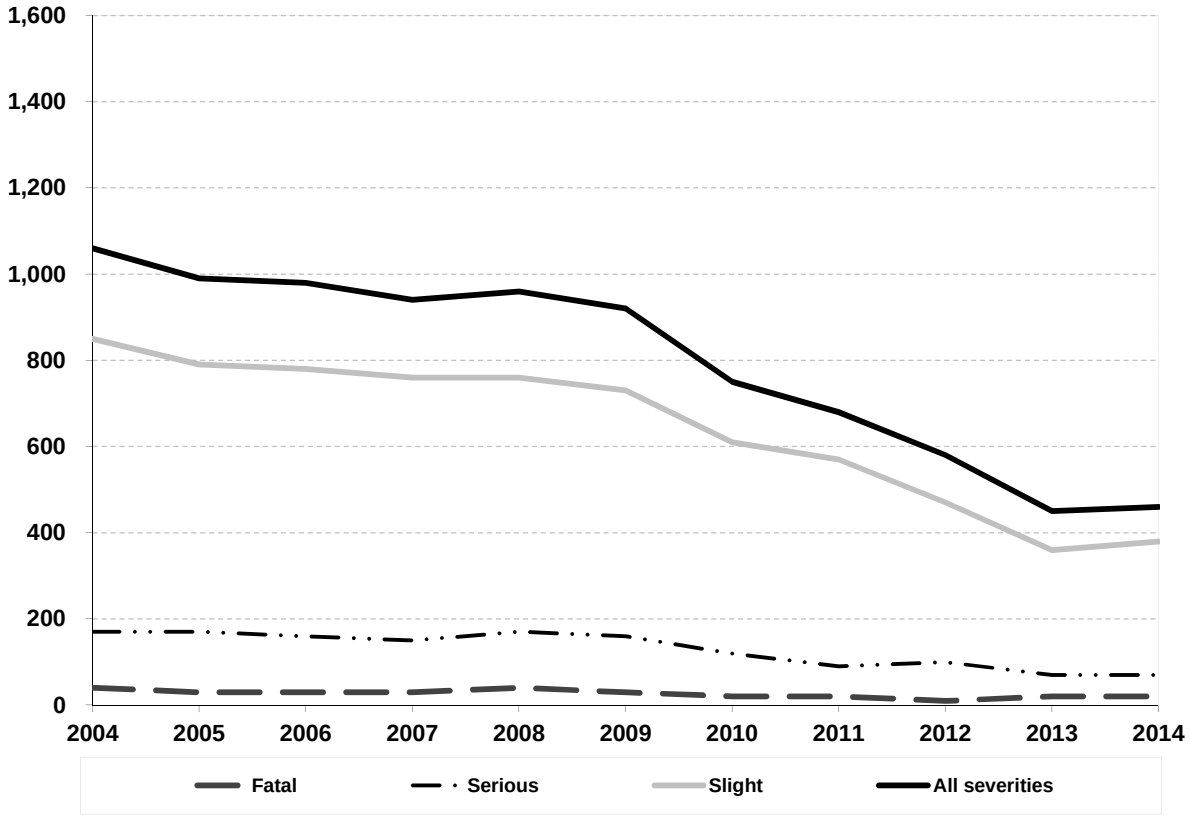
(a) Estimated number of reported drink drive *accidents*

Years: 2004 to 2014



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

Years: 2004 to 2014



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 or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from 05/12/2014). DfT published GB estimates in *Reported road casualties in Great Britain:Estimates for accidents involving illegal alcohol levels: 2014 (final) and 2015 (provisional)* in August 2016. Scotland estimates are presented in Table ras51019 and will be updated with 2015 data in September 2017. Because of the uncertainty involved figures are rounded to the nearest ten.
https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving

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 due to the accident being a hit and run accident. Drink drive casualties are defined here as any casualties resulting from a drink drive accident.

3. Estimates for 2015 are not yet available because of the timing of the provision of the data regarding blood alcohol levels of fatalities from Procurators Fiscal (and Coroners in England and Wales) to DfT. At this stage the sample of 2015 data is insufficient to allow a breakdown by country.

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, 2004 to 2014

Number of accidents/casualties

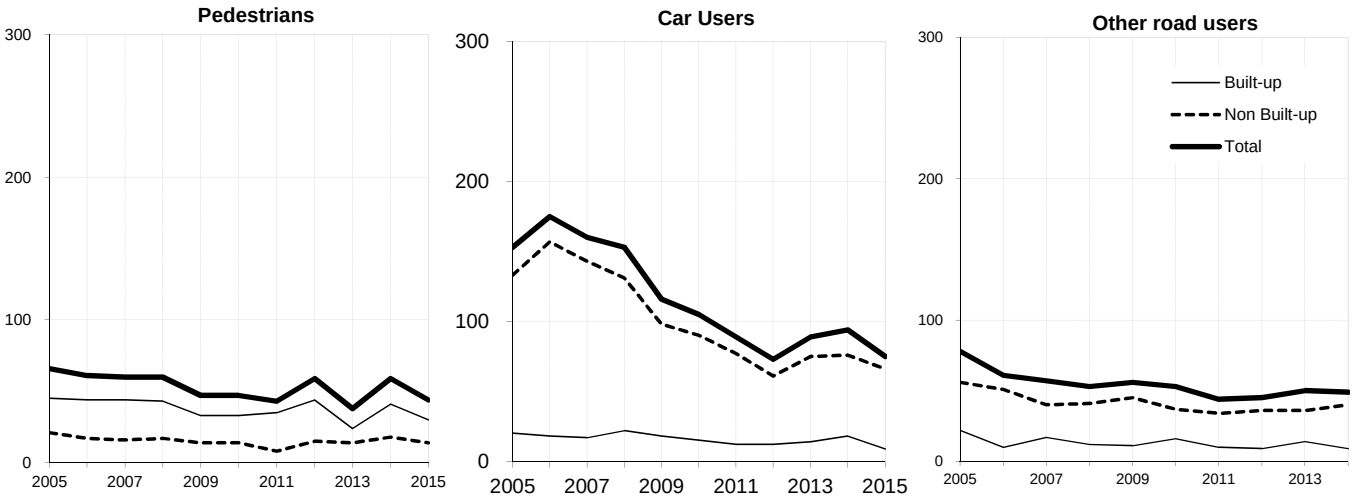
	Accidents				Casualties			
	Fatal	**Serious**	**Slight**	**Total**	**Killed**	**Serious**	**Slight**	**Total**
2004-08 Average	30	130	520	690	30	170	790	990
2004	30	140	540	710	40	170	850	1,060
2005	30	130	500	660	30	170	790	990
2006	30	130	550	720	30	160	780	980
2007	20	120	530	670	30	150	760	940
2008	30	140	490	660	40	170	760	960
2009	20	120	520	660	30	160	730	920
2010	20	80	440	530	20	120	610	750
2011	20	70	400	490	20	90	570	680
2012	10	90	340	440	10	100	470	580
2013	10	50	260	330	20	70	360	450
2014	20	50	270	340	20	70	380	460
2010-14 average	20	70	340	430	20	90	480	590

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

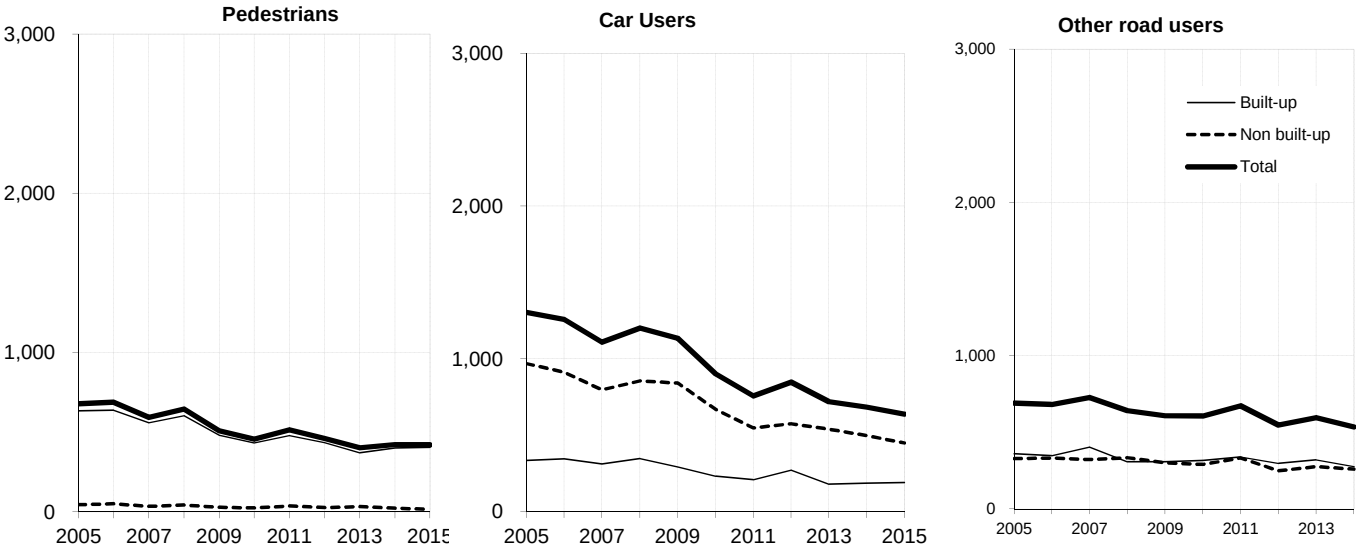
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2005 to 2015

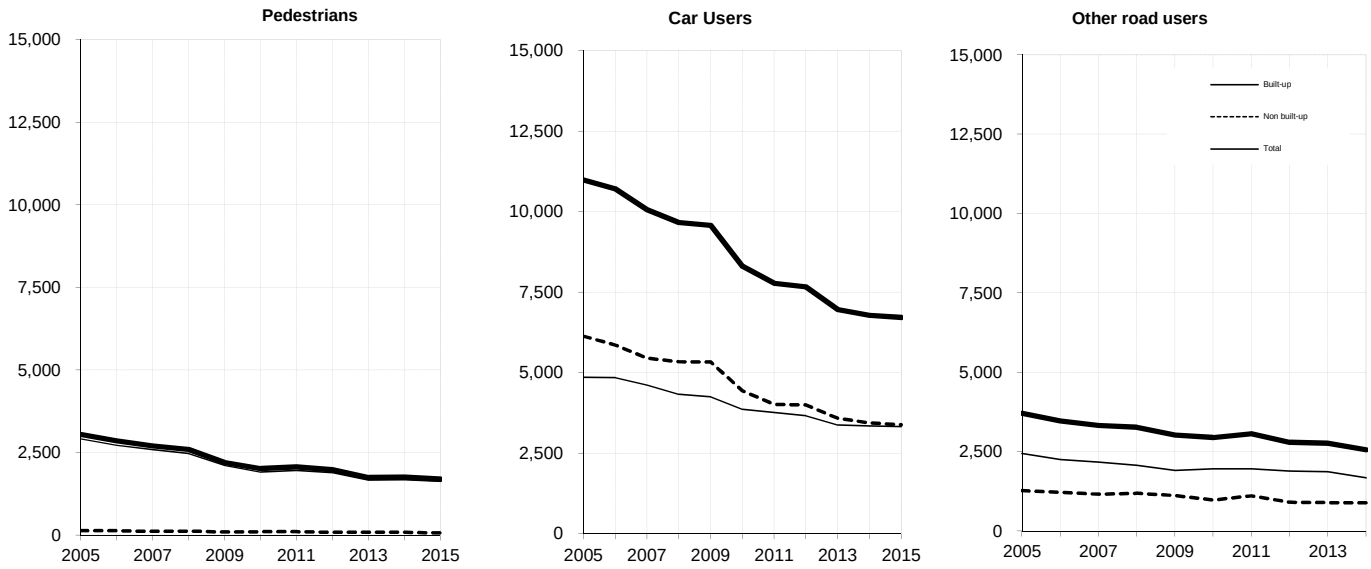
(a) Killed



(b) Serious



(c) All Severities



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

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	**2004-08 average**	**46**	**609**	**2,723**	**18**	**47**	**133**	**65**	**656**	**2,855**
	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	2,589	16	34	115	60	594	2,704
	2008	43	603	2,469	17	42	124	60	645	2,593
	2009	33	481	2,107	14	28	92	47	509	2,199
	2010	33	432	1,911	14	25	102	47	457	2,013
	2011	35	478	1,961	8	37	103	43	515	2,064
	2012	44	435	1,893	15	26	86	59	461	1,979
	2013	24	371	1,664	14	32	82	38	403	1,746
	2014	41	401	1,671	18	22	83	59	423	1,754
	2015	30	404	1,623	14	17	71	44	421	1,694
	2011 to 2015 average	**35**	**418**	**1,762**	**14**	**27**	**85**	**49**	**445**	**1,847**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	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
	2011	3	120	733	4	36	91	7	156	824
	2012	5	136	791	4	33	114	9	169	905
	2013	2	120	783	11	29	103	13	149	886
	2014	3	124	787	5	35	106	8	159	893
	2015	2	129	688	3	35	106	5	164	794
	2011 to 2015 average	**3**	**126**	**756**	**5**	**34**	**104**	**8**	**159**	**860**
Motorcycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	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	499	35	211	522	43	332	1,021
	2010	6	122	400	29	197	445	35	319	845
	2011	9	114	427	24	179	381	33	293	808
	2012	3	132	433	18	211	434	21	343	867
	2013	5	124	428	18	157	347	23	281	775
	2014	6	144	465	24	183	363	30	327	828
	2015	3	100	395	24	157	339	27	257	734
	2011 to 2015 average	**5**	**123**	**430**	**22**	**177**	**373**	**27**	**300**	**802**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	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	347	4,325	131	856	5,345	153	1,203	9,670
	2009	18	293	4,249	98	842	5,330	116	1,135	9,579
	2010	15	233	3,865	90	670	4,436	105	903	8,301
	2011	12	209	3,759	77	549	4,018	89	758	7,777
	2012	12	271	3,660	61	576	4,005	73	847	7,665
	2013	14	179	3,373	75	541	3,587	89	720	6,960
	2014	18	186	3,342	76	499	3,443	94	685	6,785
	2015	9	190	3,323	66	449	3,389	75	639	6,712
	2011 to 2015 average	**13**	**207**	**3,491**	**71**	**523**	**3,688**	**84**	**730**	**7,180**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**0**	**10**	**191**	**0**	**5**	**37**	**0**	**15**	**228**
	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	162	1	2	43	1	10	205
	2011	1	13	151	-	10	47	1	23	198
	2012	-	13	129	-	3	36	-	16	165
	2013	1	11	139	-	1	13	1	12	152
	2014	1	6	142	-	-	22	1	6	164
	2015	1	6	119	-	2	17	1	8	136
	2011 to 2015 average	**1**	**10**	**136**	**-**	**3**	**27**	**1**	**13**	**163**
Minibus	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	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
	2011	-	-	14	-	2	8	-	2	22
	2012	-	5	30	-	10	39	-	15	69
	2013	-	3	12	1	12	41	1	15	53
	2014	1	-	11	-	2	25	1	2	36
	2015	-	-	8	-	4	19	-	4	27
	2011 to 2015 average	**0**	**2**	**15**	**0**	**6**	**26**	**0**	**8**	**41**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	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
	2011	1	46	412	-	5	93	1	51	505
	2012	1	37	335	-	7	106	1	44	441
	2013	1	28	317	1	6	77	2	34	394
	2014	1	24	257	-	4	34	1	28	291
	2015	1	25	259	-	24	73	1	49	332
	2011 to 2015 average	**1**	**32**	**316**	**0**	**9**	**77**	**1**	**41**	**393**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	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
	2011	1	6	114	5	29	198	6	35	312
	2012	-	8	141	7	28	211	7	36	352
	2013	-	7	144	4	20	187	4	27	331
	2014	-	6	133	-	26	213	-	32	346
	2015	-	11	136	5	24	218	5	35	354
	2011 to 2015 average	**0**	**8**	**134**	**4**	**25**	**205**	**4**	**33**	**339**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**9**	**57**	**3**	**23**	**151**	**4**	**32**	**209**
	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
	2011	0	3	32	3	25	112	3	28	144
	2012	1	5	36	5	27	104	6	32	140
	2013	0	2	23	1	16	86	1	18	109
	2014	0	4	29	2	15	76	2	19	105
	2015	1	4	31	7	7	85	8	11	116
	2011 to 2015 average	**0**	**4**	**30**	**4**	**18**	**93**	**4**	**22**	**123**
Other	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	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
	2011	1	14	77	1	5	55	2	19	132
	2012	0	4	64	0	14	65	0	18	129
	2013	0	3	37	0	9	59	0	12	96
	2014	2	12	40	5	11	65	7	23	105
	2015	1	2	35	1	6	34	2	8	69
	2011 to 2015 average	**1**	**7**	**51**	**1**	**9**	**56**	**2**	**16**	**106**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	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	9,449	210	1,165	6,790	281	2,385	16,239
	2008	82	1,354	8,961	188	1,221	6,631	270	2,575	15,592
	2009	63	1,082	8,424	153	1,205	6,619	216	2,287	15,043
	2010	59	972	7,681	149	997	5,657	208	1,969	13,338
	2011	63	1,003	7,680	122	877	5,106	185	1,880	12,786
	2012	66	1,046	7,512	110	935	5,200	176	1,981	12,712
	2013	47	848	6,920	125	823	4,582	172	1,671	11,502
	2014	73	907	6,877	130	797	4,430	203	1,704	11,307
	2015	48	871	6,617	120	725	4,351	168	1,596	10,968
	2011 to 2015 average	**59**	**935**	**7,121**	**121**	**831**	**4,734**	**181**	**1,766**	**11,855**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

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: 2015 on 2014									
Pedestrian	-11	3	-48	-4	-5	-12	-15	-2	-60
Pedal cycle	-1	5	-99	-2	-	-	-3	5	-99
Motorcycle[1]	-3	-44	-70	-	-26	-24	-3	-70	-94
Car	-9	4	-19	-10	-50	-54	-19	-46	-73
Taxi	-	-	-23	-	2	-5	-	2	-28
Minibus	-1	-	-3	-	2	-6	-1	2	-9
Bus/coach	-	1	2	-	20	39	-	21	41
Light goods	-	5	3	5	-2	5	5	3	8
Heavy goods	1	-	2	5	-8	9	6	-8	11
Other	-1	-10	-5	-4	-5	-31	-5	-15	-36
Total	-25	-36	-260	-10	-72	-79	-35	-108	-339
(c) Per cent changes: [2]									
2015 on 2014									
Pedestrian	-27	1	-3	-22	-23	-14	-25	0	-3
Pedal cycle	*	4	-13	*	0	0	*	3	-11
Motorcycle[(1)]	*	-31	-15	0	-14	-7	-10	-21	-11
Car	-50	2	-1	-13	-10	-2	-20	-7	-1
Taxi	*	*	-16	n/a	n/a	-23	*	*	-17
Minibus	*	n/a	-27	n/a	*	-24	*	*	-25
Bus/coach	*	4	1	n/a	*	115	*	75	14
Light goods	n/a	*	2	n/a	-8	2	n/a	9	2
Heavy goods	n/a	*	7	*	-53	12	*	-42	10
Other	*	-83	-13	*	-45	-48	*	-65	-34
Total	-34	-4	-4	-8	-9	-2	-17	-6	-3
2015 on 2004-08 average									
Pedestrian	-35	-34	-40	-24	-64	-46	-32	-36	-41
Pedal cycle	*	16	2	*	55	27	*	22	5
Motorcycle [1]	*	-37	-30	-33	-26	-31	-35	-31	-30
Car	-57	-44	-30	-53	-51	-42	-54	-49	-37
Taxi	*	*	-38	*	*	-55	*	-47	-40
Minibus	*	*	-74	*	*	-57	*	*	-64
Bus/coach	*	-50	-61	*	*	-8	*	-11	-56
Light goods	*	4	4	*	-39	-15	*	-30	-9
Heavy goods	*	*	-46	*	-69	-44	*	-65	-44
Other	*	-83	-56	*	-62	-67	*	-71	-62
Total	-42	-33	-33	-43	-44	-40	-42	-39	-36

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

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

		Rural no dual ge 41mph			All rural			All roads		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**2004-08 average**	**11**	**25**	**82**	**20**	**75**	**273**	**65**	**656**	**2,855**
	2005	12	19	79	22	75	287	66	677	3,051
	2006	12	28	87	18	88	291	61	688	2,853
	2007	10	15	68	19	52	250	60	594	2,704
	2008	12	19	72	18	66	240	60	645	2,593
	2009	8	17	57	14	53	198	47	509	2,199
	2010	7	15	63	16	49	201	47	457	2,013
	2011	2	24	63	8	56	194	43	515	2,064
	2012	12	15	57	17	35	179	59	461	1,979
	2013	8	21	56	16	52	180	38	403	1,746
	2014	7	17	54	24	55	205	59	423	1,754
	2015	8	12	43	12	40	147	44	421	1,694
	2011 to 2015 average	**7**	**18**	**55**	**15**	**48**	**181**	**49**	**445**	**1,847**
Pedal cycle	**2004-08 average**	**3**	**16**	**56**	**4**	**32**	**125**	**9**	**134**	**756**
	2005	5	11	57	8	27	132	16	116	781
	2006	3	20	62	3	38	130	10	131	781
	2007	-	17	53	2	34	116	4	147	714
	2008	3	18	53	5	33	115	9	155	730
	2009	2	25	75	2	36	136	5	152	804
	2010	5	19	68	6	30	132	7	138	781
	2011	4	26	61	4	40	123	7	156	824
	2012	3	22	79	3	41	155	9	169	905
	2013	9	21	76	11	36	148	13	149	886
	2014	5	24	68	5	45	154	8	159	893
	2015	2	25	76	2	41	147	5	164	794
	2011 to 2015 average	**5**	**24**	**72**	**5**	**41**	**145**	**8**	**159**	**860**
Motorcycle [1]	**2004-08 average**	**32**	**174**	**392**	**36**	**222**	**522**	**42**	**371**	**1,049**
	2005	28	179	403	31	227	535	34	371	1,082
	2006	41	158	394	47	207	529	58	352	1,068
	2007	34	173	373	36	224	511	40	381	1,061
	2008	23	182	400	27	234	545	34	396	1,042
	2009	34	177	436	40	219	559	43	332	1,021
	2010	26	169	360	32	208	471	35	319	845
	2011	22	153	313	27	180	404	33	293	808
	2012	17	178	345	19	217	448	21	343	867
	2013	15	129	268	16	155	356	23	281	775
	2014	23	150	289	24	201	417	30	327	828
	2015	23	134	280	24	165	370	27	257	734
	2011 to 2015 average	**20**	**149**	**299**	**22**	**184**	**399**	**27**	**300**	**802**
Car	**2004-08 average**	**117**	**717**	**4,090**	**140**	**914**	**5,764**	**162**	**1,258**	**10,606**
	2005	115	747	4,378	132	964	6,087	153	1,304	10,989
	2006	136	718	4,053	151	900	5,719	175	1,258	10,705
	2007	117	601	3,744	139	785	5,396	160	1,110	10,063
	2008	105	659	3,673	131	866	5,289	153	1,203	9,670
	2009	80	641	3,804	100	824	5,312	116	1,135	9,579
	2010	78	523	3,037	91	675	4,412	105	903	8,301
	2011	59	436	2,778	79	564	4,024	89	758	7,777
	2012	49	456	2,715	57	599	4,013	73	847	7,665
	2013	59	432	2,474	80	547	3,693	89	720	6,960
	2014	66	400	2,257	80	493	3,396	94	685	6,785
	2015	50	330	2,140	67	466	3,415	75	639	6,712
	2011 to 2015 average	**57**	**411**	**2,473**	**73**	**534**	**3,708**	**84**	**730**	**7,180**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

		Rural no dual ge 41mph			All rural			All roads		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**-**	**4**	**19**	**0**	**5**	**34**	**0**	**15**	**228**
	2005	-	1	21	-	2	36	-	11	250
	2006	-	5	23	1	7	42	1	21	248
	2007	-	2	20	-	4	38	1	9	225
	2008	-	2	8	-	3	19	-	14	177
	2009	-	4	26	-	4	39	-	10	225
	2010	-	2	21	1	3	37	1	10	205
	2011	-	9	24	-	11	38	1	23	198
	2012	-	1	23	-	2	35	-	16	165
	2013	-	-	5	-	-	16	1	12	152
	2014	-	-	16	-	-	20	1	6	164
	2015	-	2	8	-	2	23	1	8	136
	2011 to 2015 average	**-**	**2**	**15**	**-**	**3**	**26**	**1**	**13**	**163**
Minibus	**2004-08 average**	**1**	**5**	**31**	**1**	**7**	**47**	**1**	**8**	**74**
	2005	1	7	38	1	9	51	1	10	69
	2006	-	1	24	-	8	61	-	9	94
	2007	-	3	28	-	3	45	-	4	70
	2008	2	7	27	2	7	29	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2012	-	8	27	-	12	45	-	15	69
	2013	1	9	34	1	11	41	1	15	53
	2014	-	2	20	-	2	25	1	2	36
	2015	-	2	8	-	4	19	-	4	27
	2011 to 2015 average	**0**	**4**	**19**	**0**	**6**	**27**	**0**	**8**	**41**
Bus/coach	**2004-08 average**	**-**	**3**	**45**	**0**	**6**	**90**	**1**	**55**	**749**
	2005	-	1	38	-	12	106	-	63	857
	2006	-	4	41	-	8	84	-	57	763
	2007	-	-	41	-	-	65	-	33	623
	2008	-	2	36	-	3	86	1	59	587
	2009	-	2	35	-	4	55	-	36	473
	2010	1	13	115	1	16	142	1	52	540
	2011	-	3	52	-	5	79	1	51	505
	2012	-	7	89	-	10	122	1	44	441
	2013	1	5	56	1	7	95	2	34	394
	2014	-	1	21	-	5	41	1	28	291
	2015	-	24	69	1	27	107	1	49	332
	2011 to 2015 average	**0**	**8**	**57**	**0**	**11**	**89**	**1**	**41**	**393**
Light goods	**2004-08 average**	**5**	**29**	**173**	**7**	**38**	**254**	**8**	**50**	**387**
	2005	6	24	152	8	33	234	8	53	378
	2006	3	34	187	5	50	261	6	57	392
	2007	6	35	171	11	39	273	13	54	411
	2008	3	24	150	5	32	221	6	42	349
	2009	1	29	163	3	39	240	4	51	338
	2010	2	18	117	3	34	192	3	39	292
	2011	5	23	147	5	32	212	6	35	312
	2012	7	22	136	7	30	215	7	36	352
	2013	3	16	118	4	18	189	4	27	331
	2014	-	23	126	-	27	207	-	32	346
	2015	4	19	135	5	28	228	5	35	354
	2011 to 2015 average	**4**	**21**	**132**	**4**	**27**	**210**	**4**	**33**	**339**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2011-2015 averages, 2005 to 2015

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**14**	**100**	**3**	**26**	**159**	**4**	**32**	**209**
	2005	4	15	105	5	20	160	7	30	215
	2006	1	14	92	2	29	143	2	34	191
	2007	0	18	103	2	32	159	2	33	197
	2008	1	9	87	2	17	142	2	23	191
	2009	0	12	75	1	18	124	1	22	163
	2010	4	10	85	5	19	134	5	21	162
	2011	1	17	67	3	26	115	3	28	144
	2012	3	19	60	6	28	112	6	32	140
	2013	1	10	50	1	17	96	1	18	109
	2014	2	9	47	2	16	89	2	19	105
	2015	4	3	55	8	10	93	8	11	116
	2011 to 2015 average	**2**	**12**	**56**	**4**	**19**	**101**	**4**	**22**	**123**
Other	**2004-08 average**	**0**	**13**	**76**	**1**	**18**	**107**	**1**	**27**	**182**
	2005	0	16	93	0	19	123	1	31	213
	2006	0	14	78	0	19	105	1	28	174
	2007	0	8	64	1	14	98	1	20	171
	2008	0	12	78	1	19	110	2	30	195
	2009	0	14	66	0	17	89	0	25	165
	2010	0	16	52	2	22	84	3	28	155
	2011	0	4	43	2	8	65	2	19	132
	2012	0	13	50	0	15	73	0	18	129
	2013	0	7	37	0	10	66	0	12	96
	2014	4	9	51	5	13	69	7	23	105
	2015	1	6	28	1	6	43	2	8	69
	2011 to 2015 average	**1**	**8**	**42**	**2**	**10**	**63**	**2**	**16**	**106**
Total	**2004-08 average**	**170**	**999**	**5,065**	**211**	**1,343**	**7,374**	**292**	**2,605**	**17,097**
	2005	171	1,020	5,364	207	1,388	7,751	286	2,666	17,885
	2006	196	996	5,041	227	1,354	7,365	314	2,635	17,269
	2007	167	872	4,665	210	1,187	6,951	281	2,385	16,239
	2008	149	934	4,584	191	1,280	6,796	270	2,575	15,592
	2009	125	935	4,792	160	1,228	6,811	216	2,287	15,043
	2010	123	786	3,937	158	1,057	5,830	208	1,969	13,338
	2011	93	696	3,553	128	924	5,260	185	1,880	12,786
	2012	91	741	3,581	109	989	5,397	176	1,981	12,712
	2013	97	650	3,174	130	853	4,880	172	1,671	11,502
	2014	107	635	2,949	140	857	4,624	203	1,704	11,308
	2015	92	557	2,842	120	789	4,592	168	1,596	10,968
	2011 to 2015 average	**96**	**656**	**3,220**	**125**	**882**	**4,951**	**181**	**1,766**	**11,855**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2015

		2004-08 average					2015				
		All severities					All severities				
Mode of Transport	**Age**	**Killed**	**Serious**	**Male**	**Female**	**All[1]**	**Killed**	**Serious**	**Male**	**Female**	**All[1]**
Pedestrian	0-4	-	24	64	34	99	-	10	21	10	32
	5-7	1	41	115	53	168	1	24	51	38	89
	8-11	2	62	184	105	289	2	29	98	51	149
	12-15	2	91	252	189	441	-	34	101	89	190
	16-19	4	57	166	108	274	-	30	81	59	140
	20-24	4	47	148	91	239	1	33	74	61	135
	25-29	2	35	106	60	166	1	33	71	52	123
	30-39	6	63	195	110	305	5	39	100	68	168
	40-49	5	53	147	100	247	6	36	95	70	165
	50-59	5	51	112	82	194	6	48	85	84	169
	60-69	6	48	85	77	162	10	36	74	65	139
	70-79	12	47	66	75	141	6	28	56	55	111
	80+	14	36	54	67	122	6	41	38	46	84
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**44**	**421**	**945**	**748**	**1,694**
	Child 0-15	6	218	615	381	997	3	97	271	188	460
	Adult 16+	59	437	1,080	769	1,850	41	324	674	560	1,234
Pedal cycle	0-4	-	-	5	1	5	-	-	1	1	2
	5-7	-	5	27	8	35	-	3	8	6	14
	8-11	1	10	60	19	79	1	5	18	7	25
	12-15	1	13	72	12	84	-	3	27	3	30
	16-19	1	8	35	6	42	-	7	25	8	33
	20-24	-	7	44	14	58	-	5	37	19	56
	25-29	1	12	59	15	74	-	13	71	17	88
	30-39	1	26	129	28	157	-	24	140	31	171
	40-49	2	26	102	19	121	1	56	161	35	196
	50-59	1	14	47	12	58	1	37	111	25	136
	60-69	-	7	22	3	26	2	10	29	4	33
	70-79	-	3	9	2	11	-	1	6	-	6
	80+	1	1	3	-	4	-	-	2	1	3
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**5**	**164**	**636**	**158**	**794**
	Child 0-15	2	29	163	40	203	1	11	54	17	71
	Adult 16+	7	104	452	99	551	4	153	582	140	722
Motorcycle [3]	0-4	-	-	-	-	1	-	-	-	-	-
	5-7	-	-	-	-	1	-	-	-	-	-
	8-11	-	1	2	1	3	-	-	-	-	-
	12-15	-	6	13	4	17	-	1	1	-	1
	16-19	1	42	140	12	152	-	18	64	6	70
	20-24	4	33	93	14	107	3	32	88	7	95
	25-29	4	39	94	10	104	1	32	93	5	98
	30-39	14	100	241	32	273	6	29	89	10	99
	40-49	12	97	229	27	255	6	62	150	24	174
	50-59	4	39	90	11	101	8	62	128	18	146
	60-69	1	10	26	2	28	2	14	31	5	36
	70-79	-	2	4	1	5	-	6	12	-	12
	80+	-	-	1	-	1	1	1	2	-	2
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**27**	**257**	**658**	**76**	**734**
	Child 0-15	-	8	15	6	21	-	1	1	-	1
	Adult 16+	41	362	917	109	1,026	27	256	657	75	732
Car/taxi driver	0-4	-	-	-	-	1	-	-	1	-	3
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	3	-	4	-	1	3	-	3
	16-19	14	97	512	268	780	4	44	202	140	342
	20-24	18	123	590	461	1,050	8	48	339	320	659
	25-29	10	76	422	357	779	9	51	304	255	559
	30-39	18	135	776	722	1,498	7	57	449	437	887
	40-49	13	137	696	611	1,307	12	76	401	414	815
	50-59	10	104	457	378	835	3	57	369	353	722
	60-69	8	64	271	165	437	5	49	209	151	360
	70-79	9	42	165	89	254	4	31	130	81	211
	80+	7	21	73	30	103	2	23	90	51	141
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**54**	**439**	**2,498**	**2,203**	**4,705**
	Child 0-15	-	1	4	1	6	-	1	4	-	6
	Adult 16+	106	800	3,961	3,080	7,043	54	436	2,493	2,202	4,696

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:2004-08 average, 2015

		2004-08 average					2015				
				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	10	67	58	127	-	8	44	44	91
	5-7	1	10	57	58	115	-	4	28	42	70
	8-11	1	12	89	94	182	-	9	46	68	114
	12-15	3	29	100	149	249	-	6	48	59	107
	16-19	17	106	364	393	757	5	28	142	164	306
	20-24	8	68	242	275	517	2	20	134	135	269
	25-29	2	35	139	156	295	2	18	74	120	194
	30-39	5	43	168	260	428	1	27	110	148	258
	40-49	3	40	119	234	353	1	18	73	139	212
	50-59	3	38	73	226	299	2	18	53	147	200
	60-69	3	33	46	176	222	1	21	29	118	147
	70-79	5	30	31	128	159	5	18	27	94	121
	80+	3	16	16	54	70	3	13	15	36	51
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**22**	**208**	**824**	**1,315**	**2,143**
	Child 0-15	6	61	312	359	673	-	27	166	213	382
	Adult 16+	49	410	1,198	1,901	3,099	22	181	657	1,101	1,758
Bus/coach/minibus	0-4	-	1	15	13	29	-	-	10	3	13
	5-7	-	1	7	7	14	-	-	3	1	4
	8-11	-	-	9	11	20	-	-	3	4	7
	12-15	-	2	18	19	36	-	2	7	14	21
	16-19	-	2	12	20	33	-	2	3	14	17
	20-24	-	3	16	23	39	-	-	2	8	10
	25-29	-	2	18	22	41	-	2	4	9	13
	30-39	1	4	44	54	99	-	1	12	13	25
	40-49	-	6	42	50	91	-	2	20	24	44
	50-59	-	8	38	59	97	-	4	23	23	46
	60-69	-	9	30	82	112	-	19	28	44	72
	70-79	1	15	21	101	123	-	12	17	33	50
	80+	-	12	16	70	87	1	9	11	26	37
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**1**	**53**	**143**	**216**	**359**
	Child 0-15	-	4	49	50	99	-	2	23	22	45
	Adult 16+	1	59	238	482	721	1	51	120	194	314
Goods vehicles	0-4	-	-	-	1	1	-	-	-	-	1
	5-7	-	-	2	1	2	-	-	-	1	1
	8-11	-	-	1	-	1	-	-	2	-	2
	12-15	-	1	2	1	3	-	-	-	-	-
	16-19	-	2	22	3	25	-	2	12	1	13
	20-24	2	7	52	4	55	-	3	29	12	41
	25-29	1	9	66	6	72	2	9	58	8	66
	30-39	2	19	148	9	158	2	9	101	3	104
	40-49	2	19	135	11	146	4	12	107	21	128
	50-59	2	15	85	6	91	4	3	63	4	67
	60-69	1	8	32	2	35	1	5	34	4	38
	70-79	-	1	3	1	5	-	3	7	-	7
	80+	-	-	1	-	1	-	-	-	1	1
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**13**	**46**	**414**	**55**	**470**
	Child 0-15	-	1	5	3	8	-	-	2	1	4
	Adult 16+	11	80	544	42	587	13	46	411	54	465
All users [4]	0-4	2	36	151	108	263	-	18	77	58	142
	5-7	2	58	208	129	337	1	31	91	88	179
	8-11	4	87	347	231	579	3	43	167	130	297
	12-15	6	145	464	376	840	-	47	188	166	354
	16-19	37	318	1,262	813	2,074	9	131	533	394	927
	20-24	36	289	1,200	884	2,084	15	142	707	562	1,269
	25-29	19	211	919	631	1,551	15	158	678	466	1,144
	30-39	48	393	1,733	1,224	2,957	21	186	1,015	711	1,727
	40-49	37	382	1,501	1,059	2,560	30	266	1,018	728	1,746
	50-59	26	274	920	777	1,697	24	230	842	656	1,498
	60-69	20	181	519	511	1,030	21	154	438	393	831
	70-79	28	142	302	398	701	16	101	259	266	525
	80+	25	87	165	224	391	13	87	159	161	320
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**168**	**1,596**	**6,175**	**4,783**	**10,968**
	Child 0-15	15	325	1,171	844	2,019	4	139	523	442	972
	Adult 16+	276	2,276	8,521	6,521	15,046	164	1,455	5,649	4,337	9,987

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: 2004-08, 2011-2015 averages, 2011-2015

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2011	2	139	646	41	375	1,412
	2012	1	132	521	58	329	1,455
	2013	5	92	464	33	311	1,278
	2014	3	117	502	56	306	1,247
	2015	3	97	460	41	324	1,234
	2011-15 average	**3**	**115**	**519**	**46**	**329**	**1,325**
	% ch on 04-08 av: 2015	*-50*	*-56*	*-54*	*-30*	*-26*	*-33*
	% ch on 04-08 av: 1115	*-53*	*-47*	*-48*	*-22*	*-25*	*-28*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2011	0	23	135	7	133	689
	2012	1	21	121	8	148	783
	2013	2	11	112	11	138	774
	2014	0	18	80	8	141	813
	2015	1	11	71	4	153	722
	2011-15 average	**1**	**17**	**104**	**8**	**143**	**756**
	% ch on 04-08 av: 2015	*-58*	*-63*	*-65*	*-41*	*47*	*31*
	% ch on 04-08 av: 1115	*-67*	*-43*	*-49*	*12*	*37*	*37*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2011	5	34	460	84	722	7,303
	2012	0	34	451	73	813	7,212
	2013	2	34	406	87	686	6,537
	2014	4	27	390	90	657	6,389
	2015	0	27	378	75	610	6,328
	2011-15 average	**2**	**31**	**417**	**82**	**698**	**6,754**
	% ch on 04-08 av: 2015	*0*	*-56*	*-44*	*-52*	*-49*	*-36*
	% ch on 04-08 av: 1115	*-65*	*-50*	*-38*	*-47*	*-42*	*-32*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2011	0	7	75	46	444	2,045
	2012	0	7	74	35	497	2,089
	2013	0	6	74	32	393	1,833
	2014	0	10	61	42	427	1,812
	2015	0	4	63	44	368	1,703
	2011-15 average	**0**	**7**	**69**	**40**	**426**	**1,896**
	% ch on 04-08 av: 2015	*0*	*-75*	*-58*	*-21*	*-32*	*-37*
	% ch on 04-08 av: 1115	*0*	*-57*	*-54*	*-28*	*-21*	*-30*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2011	7	203	1,316	178	1,674	11,449
	2012	2	194	1,167	174	1,787	11,539
	2013	9	143	1,056	163	1,528	10,422
	2014	7	172	1,033	196	1,531	10,261
	2015	4	139	972	164	1,455	9,987
	2011-15 average	**6**	**170**	**1,109**	**175**	**1,595**	**10,732**
	% ch on 04-08 av: 2015	*-74*	*-57*	*-52*	*-41*	*-36*	*-34*
	% ch on 04-08 av: 1115	*-62*	*-48*	*-45*	*-37*	*-30*	*-29*

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: 2004-08 and 2011-15 averages, 2011-15

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motorcycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2011	32	279	757	1	14	51
	2012	20	323	817	1	20	50
	2013	23	260	727	-	21	48
	2014	28	305	767	2	22	61
	2015	25	242	691	2	15	43
	2011-15 ave	**26**	**282**	**752**	**1**	**18**	**51**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2011	65	498	5,270	24	260	2,507
	2012	52	548	5,158	21	299	2,507
	2013	54	462	4,703	35	258	2,257
	2014	63	443	4,610	31	242	2,175
	2015	54	436	4,652	21	203	2,060
	2011-15 ave	**58**	**477**	**4,879**	**26**	**252**	**2,301**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2011	1	9	90	-	14	108
	2012	-	7	79	-	9	86
	2013	-	5	67	1	7	85
	2014	1	1	71	-	5	93
	2015	-	3	53	1	5	83
	2011-15 ave	**0**	**5**	**72**	**0**	**8**	**91**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2011	-	2	9	-	-	13
	2012	-	2	23	-	13	46
	2013	1	2	14	-	13	39
	2014	1	1	17	-	1	19
	2015	-	-	12	-	4	15
	2011-15 ave	**0**	**1**	**15**	**-**	**6**	**26**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	2011	-	1	39	1	50	466
	2012	-	6	34	1	38	407
	2013	1	2	32	1	32	362
	2014	-	3	32	1	25	259
	2015	-	3	27	1	46	305
	2011-15 ave	**0**	**3**	**33**	**1**	**38**	**360**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2011	4	28	246	2	7	66
	2012	4	27	254	3	9	98
	2013	1	23	244	3	4	87
	2014	-	27	267	-	5	79
	2015	4	25	261	1	10	93
	2011-15 ave	**3**	**26**	**254**	**2**	**7**	**85**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2011	3	25	126	-	3	18
	2012	6	23	118	-	9	22
	2013	1	17	97	-	1	12
	2014	2	16	83	-	3	22
	2015	7	10	95	1	1	21
	2011-15 ave	**4**	**18**	**104**	**0**	**3**	**19**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2011	2	15	89	-	4	43
	2012	-	9	78	-	9	51
	2013	-	10	78	-	2	18
	2014	7	18	81	-	5	24
	2015	2	5	52	-	3	17
	2011-15 ave	**2**	**11**	**76**	**-**	**5**	**31**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2011	107	857	6,626	28	352	3,272
	2012	82	945	6,561	26	406	3,267
	2013	81	781	5,962	40	338	2,908
	2014	102	814	5,928	34	308	2,732
	2015	92	724	5,843	27	287	2,637
	2011-15 ave	**93**	**824**	**6,184**	**31**	**338**	**2,963**

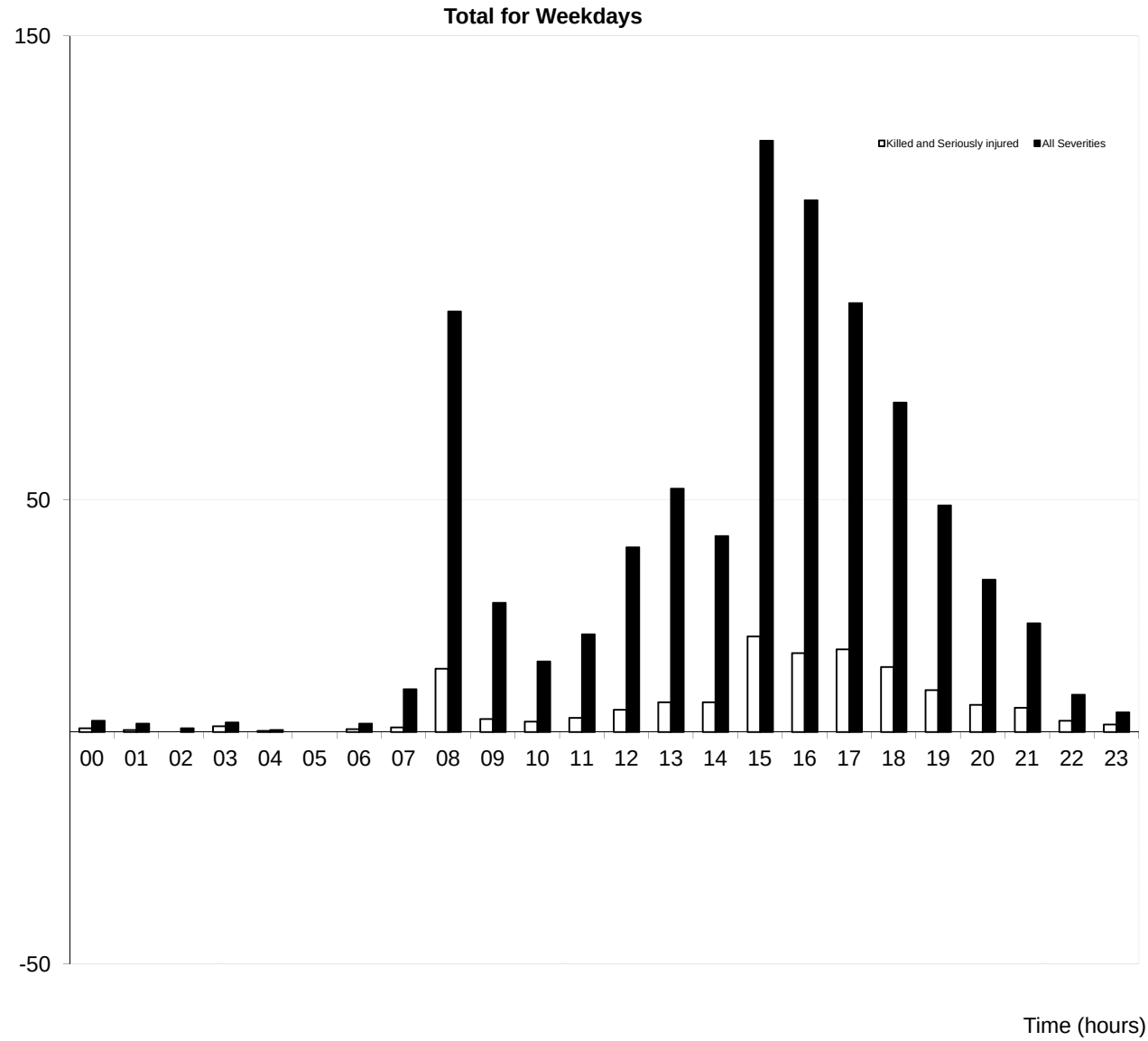
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

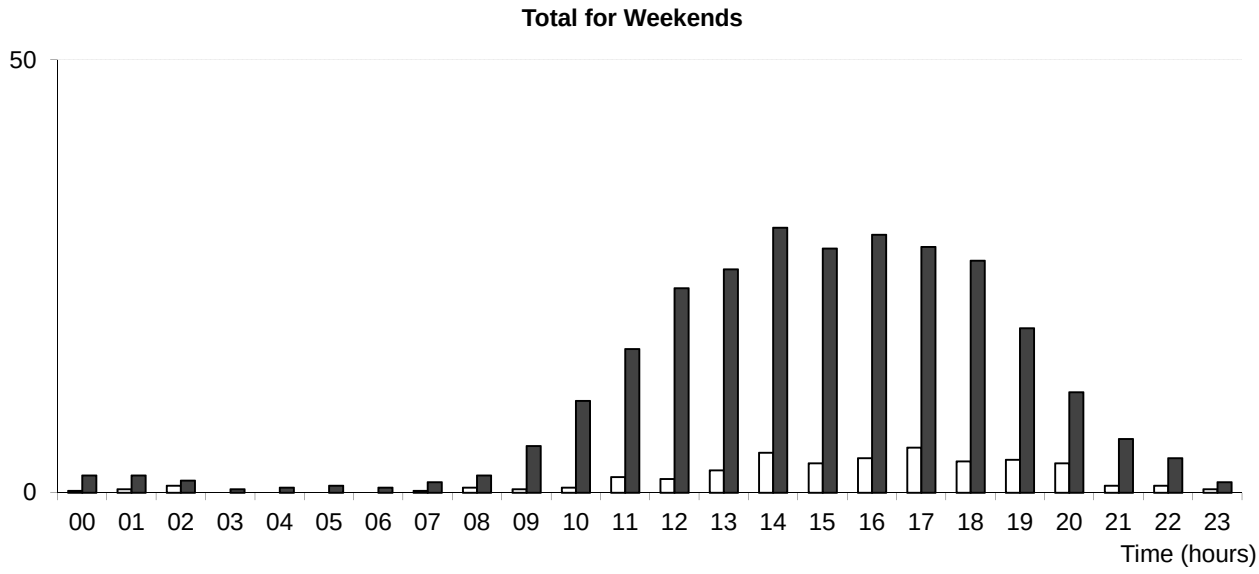
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2011-2015 average

Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	1	-	-	1	-	-	-	0	-	-	2
01.00 to 01.59	0	-	-	2	-	-	-	-	-	-	2
02.00 to 02.59	-	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	0	1	-	-	-	-	1	-	2
04.00 to 04.59	0	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	-	-	-	-	-	-	-	-
06.00 to 06.59	0	1	0	1	-	-	-	-	-	-	2
07.00 to 07.59	5	2	0	2	-	-	0	0	-	-	9
08.00 to 08.59	53	5	-	22	1	0	9	0	-	-	91
09.00 to 09.59	10	3	0	13	0	-	1	0	-	-	28
10.00 to 10.59	5	1	-	6	-	1	2	-	-	-	15
11.00 to 11.59	7	1	-	12	-	-	1	0	-	-	21
12.00 to 12.59	18	2	1	17	-	-	2	-	-	-	40
13.00 to 13.59	32	4	-	13	0	-	3	0	-	0	52
14.00 to 14.59	18	4	1	17	-	0	2	-	-	0	42
15.00 to 15.59	78	10	1	30	1	0	6	0	-	0	127
16.00 to 16.59	58	13	2	35	1	-	5	0	-	0	115
17.00 to 17.59	47	10	1	30	0	-	3	0	-	0	92
18.00 to 18.59	36	10	-	23	-	-	1	1	-	0	71
19.00 to 19.59	27	5	0	16	-	-	0	0	-	-	49
20.00 to 20.59	16	5	-	11	-	-	1	0	-	0	33
21.00 to 21.59	9	3	-	10	0	-	1	1	-	0	23
22.00 to 22.59	3	0	1	4	-	-	-	0	-	-	8
23.00 to 23.59	1	0	-	3	-	-	-	-	-	-	4
Total	**424**	**78**	**7**	**271**	**4**	**1**	**37**	**4**	**1**	**3**	**830**
Total for Weekends											
00.00 to 00.59	0	0	-	1	0	-	-	-	-	-	2
01.00 to 01.59	0	-	0	1	-	-	-	-	-	-	2
02.00 to 02.59	-	-	-	1	-	-	-	0	-	-	1
03.00 to 03.59	0	-	-	0	-	-	-	-	-	-	0
04.00 to 04.59	-	-	-	1	-	-	-	-	-	-	1
05.00 to 05.59	0	-	-	0	-	-	-	-	-	-	1
06.00 to 06.59	-	-	-	1	-	-	-	-	-	-	1
07.00 to 07.59	-	0	-	1	-	-	-	-	-	-	1
08.00 to 08.59	1	0	-	1	-	-	-	-	-	-	2
09.00 to 09.59	1	-	-	4	-	-	0	-	-	-	5
10.00 to 10.59	2	1	0	7	-	-	0	-	-	-	11
11.00 to 11.59	3	2	-	11	-	-	0	0	-	-	17
12.00 to 12.59	7	2	-	14	-	-	1	-	-	0	24
13.00 to 13.59	7	2	0	14	0	-	2	0	-	0	26
14.00 to 14.59	9	4	0	16	0	-	1	0	-	-	31
15.00 to 15.59	11	1	-	15	-	-	1	-	-	-	28
16.00 to 16.59	11	2	-	16	0	-	0	0	-	0	30
17.00 to 17.59	13	2	-	13	0	-	0	-	-	-	28
18.00 to 18.59	10	4	-	12	-	0	0	-	-	-	27
19.00 to 19.59	8	2	0	8	-	-	0	-	-	0	19
20.00 to 20.59	6	2	-	4	-	-	-	-	-	-	12
21.00 to 21.59	2	1	0	3	0	-	-	-	-	-	6
22.00 to 22.59	2	0	-	2	-	-	-	-	-	0	4
23.00 to 23.59	1	-	-	0	-	-	-	-	-	-	1
Total	**95**	**26**	**1**	**146**	**2**	**0**	**6**	**1**	**-**	**1**	**279**

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: 2011 - 2015 average





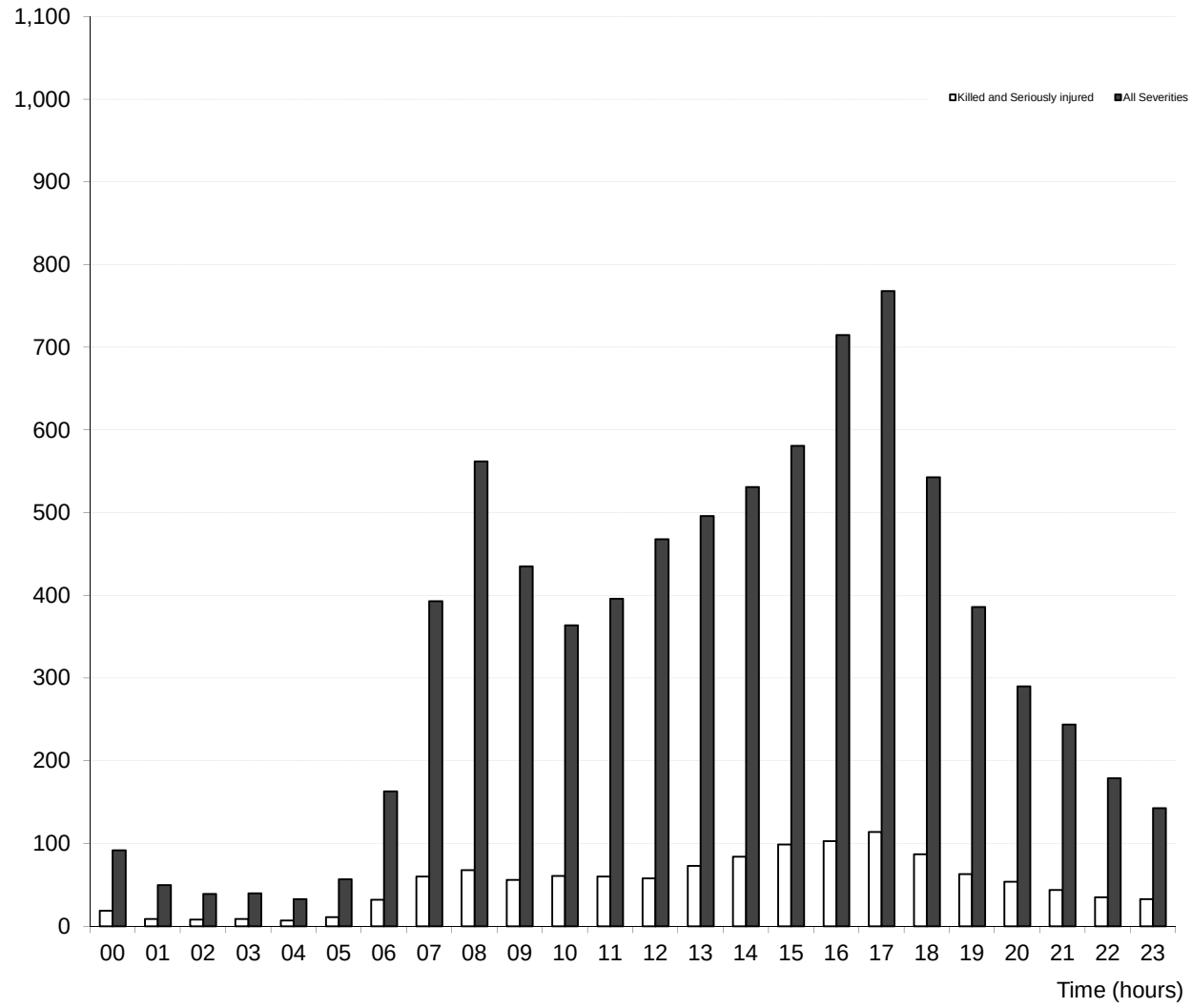
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2011-2015 average

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	13	3	4	66	2	-	1	2	2	1	92
01.00 to 01.59	6	-	2	37	2	-	-	2	2	-	50
02.00 to 02.59	4	1	1	30	1	-	-	2	1	-	39
03.00 to 03.59	5	-	1	26	1	1	-	2	3	1	40
04.00 to 04.59	3	-	1	22	-	-	2	2	2	1	33
05.00 to 05.59	3	6	4	35	-	-	1	4	4	-	57
06.00 to 06.59	9	19	11	100	2	2	1	13	6	1	163
07.00 to 07.59	25	53	31	233	3	2	12	22	6	4	393
08.00 to 08.59	52	65	31	353	5	1	10	29	8	8	562
09.00 to 09.59	49	38	23	266	5	2	16	22	9	6	435
10.00 to 10.59	52	23	21	210	5	2	23	16	6	4	364
11.00 to 11.59	55	23	26	230	6	3	24	17	7	6	396
12.00 to 12.59	63	26	27	288	6	1	25	18	9	5	468
13.00 to 13.59	65	27	33	301	6	1	28	19	6	9	496
14.00 to 14.59	67	31	39	321	4	2	28	22	10	6	531
15.00 to 15.59	80	33	40	348	6	4	34	20	9	6	581
16.00 to 16.59	95	52	52	444	9	2	25	25	6	4	715
17.00 to 17.59	94	79	67	472	6	3	20	20	3	5	768
18.00 to 18.59	67	57	39	343	3	2	12	12	4	4	543
19.00 to 19.59	55	36	29	241	6	1	7	8	2	2	386
20.00 to 20.59	33	18	25	196	4	1	5	4	2	2	290
21.00 to 21.59	31	11	17	162	9	-	5	3	1	3	244
22.00 to 22.59	29	8	10	119	6	-	4	2	-	1	179
23.00 to 23.59	19	5	6	100	7	-	2	2	1	1	143
Total	**977**	**614**	**538**	**4,942**	**102**	**32**	**286**	**284**	**109**	**80**	**7,967**
Total for Weekends											
00.00 to 00.59	26	2	2	55	5	-	1	1	-	-	92
01.00 to 01.59	23	1	2	55	8	1	1	1	-	-	92
02.00 to 02.59	17	1	2	45	4	-	1	1	-	-	71
03.00 to 03.59	15	1	1	31	5	-	-	1	-	1	56
04.00 to 04.59	6	-	-	21	1	-	-	2	1	-	32
05.00 to 05.59	2	-	1	20	2	1	-	1	1	-	29
06.00 to 06.59	2	2	2	26	1	-	1	1	-	-	35
07.00 to 07.59	3	3	4	33	1	1	-	3	1	-	48
08.00 to 08.59	3	5	3	47	-	-	2	3	1	-	63
09.00 to 09.59	7	11	8	67	1	-	2	2	1	1	99
10.00 to 10.59	12	14	15	76	2	-	6	3	-	1	128
11.00 to 11.59	14	11	18	106	1	-	3	5	2	2	163
12.00 to 12.59	19	14	24	130	1	-	6	2	-	1	197
13.00 to 13.59	17	14	30	140	1	1	9	6	1	1	220
14.00 to 14.59	15	13	29	141	3	-	6	2	-	3	212
15.00 to 15.59	15	8	29	131	2	-	6	4	1	1	196
16.00 to 16.59	20	10	25	127	1	-	6	2	1	2	195
17.00 to 17.59	22	8	19	122	3	-	5	1	-	2	182
18.00 to 18.59	24	8	17	110	1	-	3	2	1	1	167
19.00 to 19.59	20	5	9	94	3	-	1	2	-	1	136
20.00 to 20.59	16	4	7	71	2	-	2	1	-	1	104
21.00 to 21.59	14	3	4	57	2	-	1	1	-	2	83
22.00 to 22.59	19	2	3	56	3	1	1	-	-	1	87
23.00 to 23.59	17	2	2	49	3	-	1	1	1	1	76
Total	**348**	**142**	**256**	**1,811**	**55**	**7**	**62**	**49**	**12**	**22**	**2,765**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2011-2015 average

Total for Weekdays



Total for Weekends

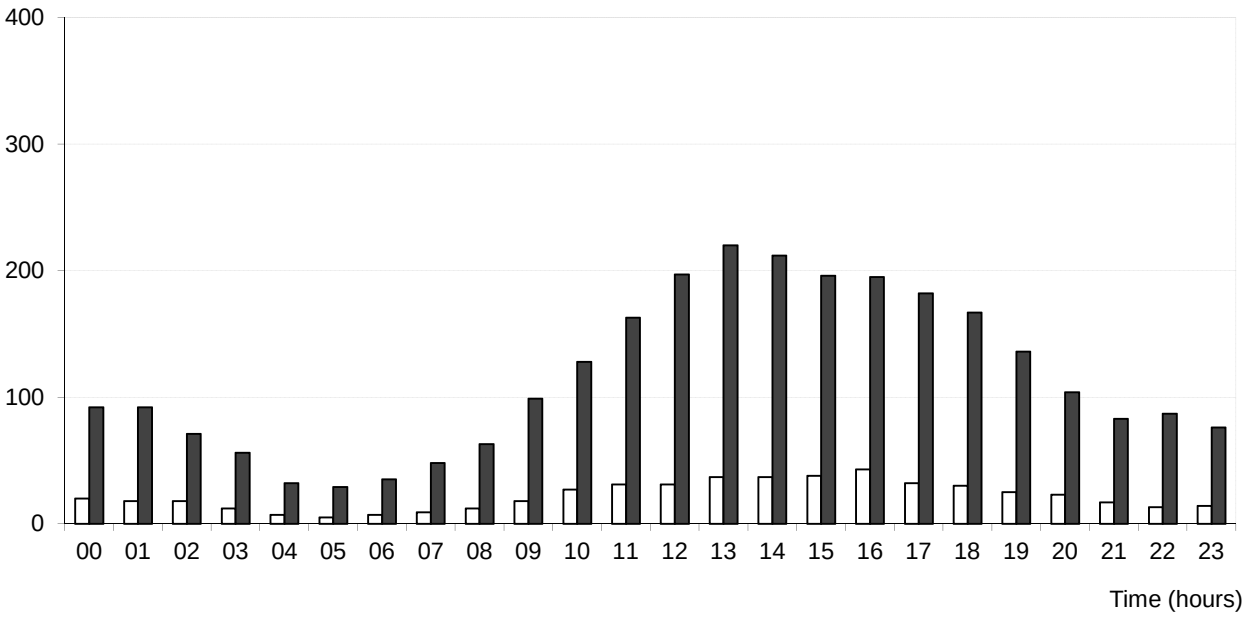


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2011 to 2015 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**	35	2	0	30	1	-	3	0	-	-	71
	February	47	4	1	30	0	-	7	0	-	0	90
	March	47	5	0	29	1	-	4	0	-	-	87
	April	44	8	1	39	1	0	3	0	-	0	97
	May	47	13	1	31	1	-	3	1	-	0	96
	June	44	13	1	36	2	1	3	0	-	0	100
	July	33	14	2	43	0	-	4	0	-	1	96
	August	48	16	1	40	-	0	6	1	1	0	113
	September	49	14	0	35	1	-	6	0	-	1	107
	October	41	7	1	36	-	-	2	0	-	0	87
	November	42	3	0	31	0	0	2	1	-	-	80
	December	33	3	-	32	0	0	2	1	-	0	71
	Year Total	512	102	8	411	6	2	43	5	1	4	1,093
Adult												
	January	132	46	25	584	14	2	22	31	15	7	878
	February	120	49	38	569	11	3	28	33	10	9	869
	March	100	54	51	514	13	4	32	29	9	5	810
	April	90	57	65	505	15	3	22	25	6	9	798
	May	89	62	91	542	12	5	33	25	7	8	875
	June	84	71	100	536	12	2	31	25	12	9	881
	July	80	69	96	547	11	3	27	26	10	10	878
	August	97	77	94	576	17	2	41	29	9	10	951
	September	104	78	92	555	12	4	29	24	10	12	920
	October	107	72	61	563	14	6	26	26	6	7	888
	November	150	67	40	591	11	3	26	32	13	7	941
	December	155	43	27	577	12	3	26	25	12	9	888
	Year Total	1,307	745	781	6,658	155	39	343	329	120	101	10,578
Total												
	January	167	48	26	615	14	2	25	31	15	7	949
	February	167	53	39	600	11	3	35	33	10	9	960
	March	147	59	51	543	14	4	36	29	9	5	897
	April	134	66	66	543	16	4	25	25	6	9	895
	May	136	75	92	575	13	5	35	26	7	8	973
	June	129	84	101	572	13	2	34	25	12	10	982
	July	113	82	98	590	11	3	31	26	10	10	975
	August	146	93	95	616	17	2	47	30	10	10	1,066
	September	154	92	93	590	13	4	35	25	10	13	1,029
	October	148	79	62	599	14	6	28	26	6	8	976
	November	193	71	40	623	12	3	28	33	13	7	1,023
	December	188	45	27	610	12	3	28	26	12	9	961
	Year Total	1,823	848	790	7,077	160	41	387	335	121	105	11,686

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: 2011 to 2015 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	81	16	1	48	1	0	4	1	-	0	151
	Tuesday	74	15	1	55	1	-	7	1	-	1	154
	Wednesday	80	13	2	46	1	1	5	1	-	0	150
	Thursday	90	14	1	60	0	0	10	1	-	0	177
	Friday	99	19	1	63	1	0	13	1	1	1	199
	Saturday	63	13	1	76	1	-	4	1	-	1	159
	Sunday	32	13	1	70	1	0	2	1	-	0	120
	Total	519	104	8	417	6	2	44	6	1	4	1,109
Adult												
	Monday	185	111	95	927	20	4	42	58	22	14	1,477
	Tuesday	182	136	110	974	18	5	49	59	24	16	1,574
	Wednesday	187	132	99	970	19	8	61	59	19	17	1,571
	Thursday	188	125	113	985	20	6	57	54	22	16	1,587
	Friday	235	111	122	1,085	25	8	77	54	23	19	1,759
	Saturday	213	74	127	984	27	6	45	28	8	11	1,523
	Sunday	136	68	129	828	28	2	17	20	5	10	1,242
	Total	1,325	756	794	6,754	157	40	349	333	122	102	10,732
Total (1)												
	Monday	266	127	96	976	20	4	46	59	22	14	1,630
	Tuesday	257	151	112	1,030	19	5	56	60	24	16	1,729
	Wednesday	268	145	101	1,017	20	9	66	60	19	17	1,723
	Thursday	279	140	113	1,046	20	7	67	55	22	16	1,765
	Friday	334	130	123	1,149	27	9	90	55	24	20	1,960
	Saturday	276	87	127	1,062	28	6	49	29	8	12	1,685
	Sunday	168	80	130	899	29	2	20	21	5	10	1,364
	Total	1,847	860	802	7,180	163	41	393	339	123	106	11,855

(1) Includes those whose ages were not known

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

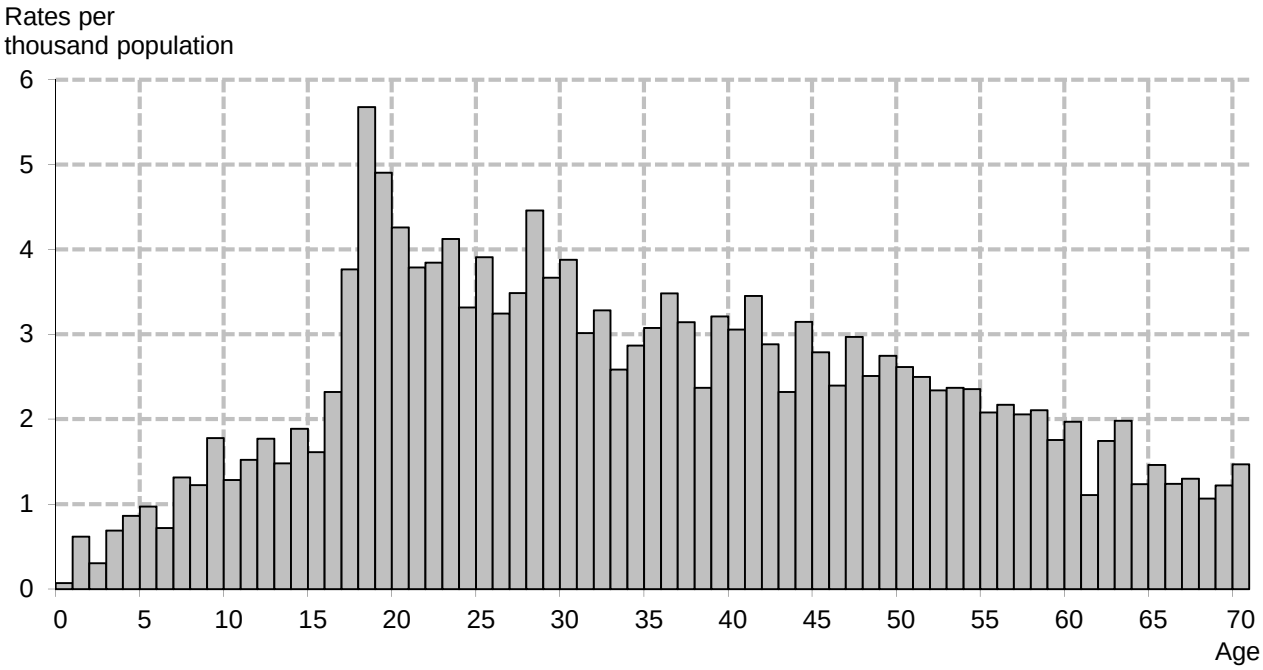
Years: 2004-08 and 2011-2015 averages, 2011 to 2015

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*
2004-08 average	**270.7**	**403.9**	**253.7**	**465.9**	**449.0**	**708.4**	**784.7**	**675.6**	**534.4**	**593.8**	**5,140.1**
2011	293.6	381.7	240.8	486.1	491.3	659.9	804.4	709.2	600.9	632.0	5,299.9
2012 [2]	295.8	383.0	235.8	481.9	494.0	654.9	795.7	724.0	608.4	640.0	5,313.6
2013 [2]	294.0	388.3	229.2	477.6	498.5	654.8	782.1	738.9	614.7	649.5	5,327.7
2014 [2]	291.9	396.5	222.7	468.0	507.8	658.6	764.6	753.3	621.4	662.9	5,347.6
2015	291.2	403.2	217.9	460.3	518.6	668.0	745.6	768.1	630.0	670.0	5,373.0
2011-2015 average	**293.3**	**390.5**	**229.3**	**474.8**	**502.1**	**659.3**	**778.5**	**738.7**	**615.1**	**650.9**	**5,332.4**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
2011	205	590	521	2,243	1,689	2,073	2,145	1,455	938	906	12,786
2012	182	540	445	2,299	1,807	1,926	2,076	1,595	866	970	12,712
2013	188	486	382	1,890	1,568	1,834	1,898	1,478	866	888	11,502
2014	162	491	380	1,881	1,518	1,808	1,857	1,469	843	885	11,307
2015	142	476	354	1,694	1,646	1,727	1,746	1,498	831	845	10,968
2011-2015 average	.2	.5	.4	2.0	1.6	1.9	1.9	1.5	.9	.9	11.9
2015 Male	77	258	188	954	964	1,015	1,018	842	438	418	6,175
2015 Female	58	218	166	740	682	711	728	656	393	427	4,783
Casualty rates											*rates per thousand population*
2004-08 average	**0.97**	**2.30**	**3.32**	**7.31**	**5.11**	**4.22**	**3.28**	**2.52**	**1.94**	**1.83**	**3.34**
2011	0.70	1.55	2.16	4.61	3.44	3.14	2.67	2.05	1.56	1.43	2.41
2012	0.62	1.41	1.89	4.77	3.66	2.94	2.61	2.20	1.42	1.52	2.39
2013	0.64	1.25	1.67	3.96	3.15	2.80	2.43	2.00	1.41	1.37	2.16
2014	0.56	1.24	1.71	4.02	2.99	2.75	2.43	1.95	1.36	1.34	2.11
2015	0.49	1.18	1.62	3.68	3.17	2.59	2.34	1.95	1.32	1.26	2.04
2011-2015 average	**0.60**	**1.32**	**1.82**	**4.22**	**3.28**	**2.84**	**2.50**	**2.03**	**1.41**	**1.38**	**2.22**
Male											
2004-08 average	**1.09**	**2.68**	**3.59**	**8.73**	**6.01**	**5.06**	**3.93**	**2.77**	**2.04**	**1.98**	**3.92**
2011	0.81	1.86	2.20	5.21	4.03	3.71	3.37	2.46	1.77	1.55	2.84
2012	0.62	1.61	2.02	5.43	4.22	3.56	3.21	2.64	1.51	1.69	2.80
2013	0.63	1.40	1.79	4.51	3.55	3.39	3.09	2.35	1.50	1.47	2.52
2014	0.58	1.32	1.96	4.66	3.61	3.21	3.02	2.25	1.50	1.45	2.48
2015	0.52	1.25	1.69	4.1	3.74	3.1	2.81	2.25	1.43	1.47	2.37
2011-2015 average	0.6	1.5	1.9	4.8	3.8	3.4	3.1	2.4	1.5	1.5	2.6
Female											
2004-08 average	**0.82**	**1.83**	**3.02**	**5.98**	**4.15**	**3.35**	**2.63**	**2.27**	**1.83**	**1.74**	**2.77**
2011	0.57	1.21	2.13	4.01	2.86	2.60	2.00	1.66	1.37	1.35	2.00
2012	0.58	1.20	1.74	4.10	3.11	2.35	2.05	1.78	1.34	1.39	2.01
2013	0.59	1.10	1.54	3.40	2.74	2.23	1.80	1.67	1.32	1.29	1.82
2014	0.51	1.16	1.44	3.37	2.38	2.3	1.87	1.66	1.22	1.25	1.77
2015	0.41	1.1	1.56	3.25	2.61	2.09	1.9	1.67	1.21	1.11	1.73
2011-2015 average	**0.53**	**1.15**	**1.69**	**3.63**	**2.74**	**2.31**	**1.92**	**1.69**	**1.29**	**1.28**	**1.86**

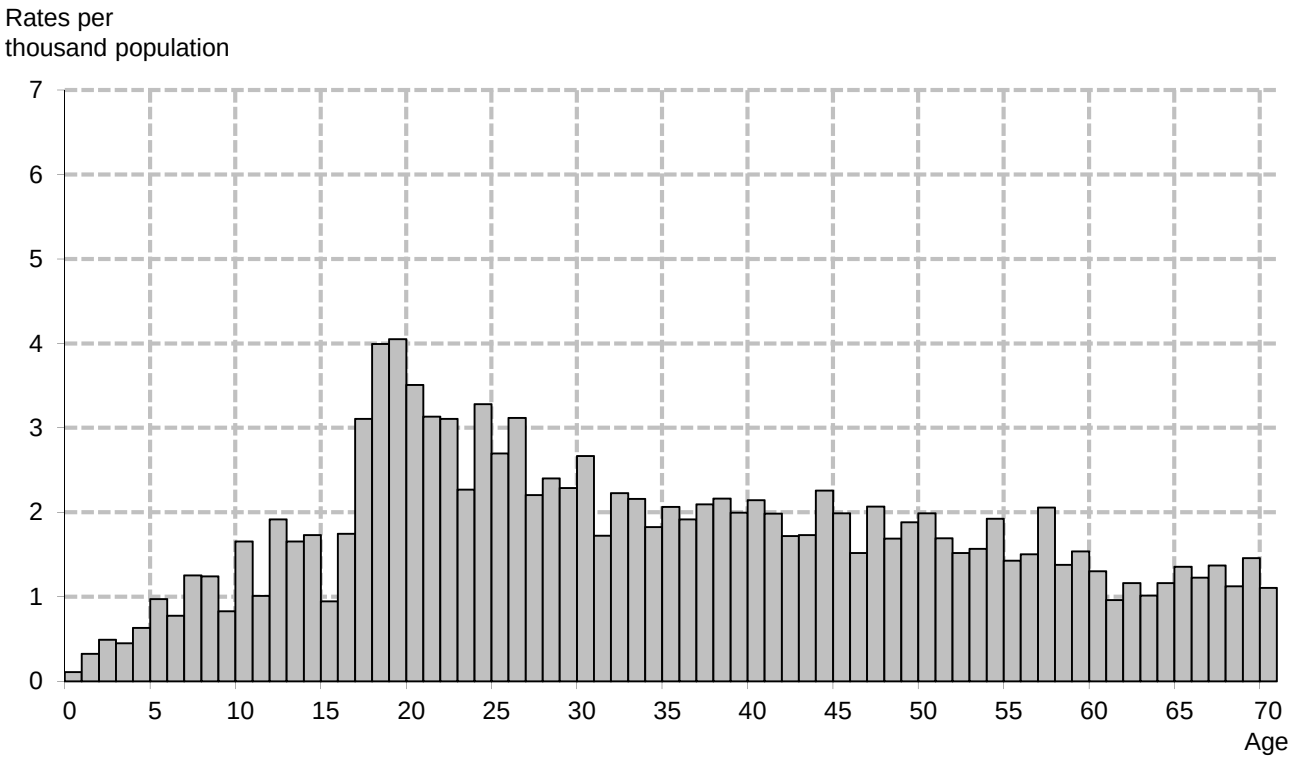
1. Includes those whose ages were 'not known'.
2. Minor revisions have been made to the population estimates for indvidual age groups. Overall estimates for Scotland are unchanged.

Reported casualty rates per thousand population, by age and sex
Year: 2015

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2011-2015 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	-	15	43	59	-	0.05	0.15	0.20
	5 - 11	2	56	190	247	-	0.14	0.49	0.63
	12 - 15	1	44	168	213	-	0.19	0.73	0.93
	16 - 22	5	51	198	254	0.01	0.11	0.42	0.54
	23-25	-	21	70	92	-	0.10	0.32	0.42
	26-29	1	20	77	98	-	0.07	0.27	0.35
	30 - 39	6	43	149	198	0.01	0.06	0.23	0.30
	40 - 49	6	44	138	188	0.01	0.06	0.18	0.24
	50 - 59	6	39	118	163	0.01	0.05	0.16	0.22
	60 - 69	7	36	86	128	0.01	0.06	0.14	0.21
	70 & over	15	75	114	204	0.02	0.11	0.17	0.31
	Total [1]	**49**	**445**	**1,354**	**1,847**	**0.01**	**0.08**	**0.25**	**0.35**
	Child 0-15	3	115	400	519	-	0.13	0.44	0.57
	Adult 16+	46	329	950	1,325	0.01	0.07	0.22	0.30
Pedal Cycle	0 - 4	-	-	3	3	-	-	0.01	0.01
	5 - 11	1	10	49	60	-	0.03	0.13	0.15
	12 - 15	-	6	34	41	-	0.03	0.15	0.18
	16 - 22	-	10	70	81	-	0.02	0.15	0.17
	23-25	-	6	42	48	-	0.03	0.19	0.22
	26-29	-	11	60	71	-	0.04	0.21	0.25
	30 - 39	1	31	163	195	-	0.05	0.25	0.30
	40 - 49	2	44	153	200	-	0.06	0.20	0.26
	50 - 59	2	27	84	112	-	0.04	0.11	0.15
	60 - 69	1	9	24	34	-	0.01	0.04	0.05
	70 & over	1	5	10	16	-	0.01	0.02	0.02
	Total [1]	**8**	**159**	**693**	**860**	-	**0.03**	**0.13**	**0.16**
	Child 0-15	1	17	86	104	-	0.02	0.09	0.11
	Adult 16+	8	143	606	756	-	0.03	0.14	0.17
Motorcycle [2]	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	0.01
	12 - 15	-	1	3	5	-	0.01	0.01	0.02
	16 - 22	2	43	107	153	0.01	0.09	0.23	0.32
	23-25	1	18	36	56	0.01	0.08	0.16	0.25
	26-29	2	21	39	62	0.01	0.07	0.14	0.22
	30 - 39	5	52	73	130	0.01	0.08	0.11	0.20
	40 - 49	8	82	109	200	0.01	0.11	0.14	0.26
	50 - 59	5	59	77	141	0.01	0.08	0.10	0.19
	60 - 69	2	19	21	42	-	0.03	0.03	0.07
	70 & over	1	4	6	11	-	0.01	0.01	0.02
	Total [1]	**27**	**300**	**475**	**802**	**0.01**	**0.06**	**0.09**	**0.15**
	Child 0-15	-	2	6	8	-	-	0.01	0.01
	Adult 16+	27	298	469	794	0.01	0.07	0.11	0.18
Car	0 - 4	1	8	85	94	-	0.03	0.29	0.32
	5 - 11	1	12	178	191	-	0.03	0.46	0.49
	12 - 15	1	11	120	132	-	0.05	0.52	0.58
	16 - 22	16	149	1,246	1,411	0.03	0.31	2.62	2.97
	23-25	7	45	459	511	0.03	0.20	2.08	2.31
	26-29	4	48	522	574	0.01	0.17	1.86	2.04
	30 - 39	12	96	1,063	1,170	0.02	0.15	1.61	1.78
	40 - 49	11	94	1,023	1,128	0.01	0.12	1.31	1.45
	50 - 59	7	89	793	889	0.01	0.12	1.07	1.20
	60 - 69	8	74	452	534	0.01	0.12	0.74	0.87
	70 & over	16	103	418	536	0.02	0.16	0.64	0.82
	Total [1]	**84**	**730**	**6,366**	**7,180**	**0.02**	**0.14**	**1.19**	**1.35**
	Child 0-15	2	31	384	417	-	0.03	0.42	0.46
	Adult 16+	82	698	5,974	6,754	0.02	0.16	1.35	1.53

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: 2011-2015 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	17	19	-	-	0.03	0.04
	23-25	-	-	7	8	-	-	0.03	0.04
	26-29	-	1	7	8	-	-	0.03	0.03
	30 - 39	-	2	21	23	-	-	0.03	0.03
	40 - 49	-	2	35	38	-	-	0.05	0.05
	50 - 59	-	3	31	34	-	-	0.04	0.05
	60 - 69	-	2	18	20	-	-	0.03	0.03
	70 & over	-	1	7	8	-	-	0.01	0.01
	Total [1]	**1**	**13**	**149**	**163**	**-**	**-**	**0.03**	**0.03**
	Child 0-15	-	-	5	6	-	-	0.01	0.01
	Adult 16+	1	13	144	157	-	-	0.03	0.04
Minibus	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	-	1	-	-	-	-
	16 - 22	-	1	3	4	-	-	0.01	0.01
	23-25	-	-	3	3	-	-	0.01	0.02
	26-29	-	-	2	2	-	-	0.01	0.01
	30 - 39	-	1	5	6	-	-	0.01	0.01
	40 - 49	-	1	7	9	-	-	0.01	0.01
	50 - 59	-	2	6	8	-	-	0.01	0.01
	60 - 69	-	1	4	4	-	-	0.01	0.01
	70 & over	-	1	2	3	-	-	-	0.01
	Total [1]	**-**	**8**	**33**	**41**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	1	2	-	-	-	-
	Adult 16+	-	7	32	40	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	15	16	-	-	0.05	0.05
	5 - 11	-	-	10	10	-	-	0.03	0.03
	12 - 15	-	1	16	18	-	0.01	0.07	0.08
	16 - 22	-	1	24	25	-	-	0.05	0.05
	23-25	-	-	10	11	-	-	0.05	0.05
	26-29	-	1	13	14	-	-	0.04	0.05
	30 - 39	-	3	34	36	-	-	0.05	0.06
	40 - 49	-	2	41	43	-	-	0.05	0.06
	50 - 59	-	6	45	51	-	0.01	0.06	0.07
	60 - 69	-	9	51	60	-	0.01	0.08	0.10
	70 & over	1	17	90	107	-	0.03	0.14	0.16
	Total [1]	**1**	**41**	**350**	**393**	**-**	**0.01**	**0.07**	**0.07**
	Child 0-15	-	2	41	44	-	-	0.05	0.05
	Adult 16+	1	39	309	349	-	0.01	0.07	0.08
Light goods	0 - 4	-	-	2	2	-	-	0.01	0.01
	5 - 11	-	-	1	2	-	-	-	-
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	-	2	31	34	-	0.01	0.07	0.07
	23-25	-	2	23	26	-	0.01	0.10	0.12
	26-29	1	2	34	37	-	0.01	0.12	0.13
	30 - 39	1	7	65	73	-	0.01	0.10	0.11
	40 - 49	1	9	70	80	-	0.01	0.09	0.10
	50 - 59	1	5	48	54	-	0.01	0.06	0.07
	60 - 69	-	3	21	25	-	0.01	0.03	0.04
	70 & over	-	1	4	5	-	-	0.01	0.01
	Total [1]	**4**	**33**	**302**	**339**	**-**	**0.01**	**0.06**	**0.06**
	Child 0-15	-	1	5	6	-	-	0.01	0.01
	Adult 16+	4	32	296	333	-	0.01	0.07	0.08

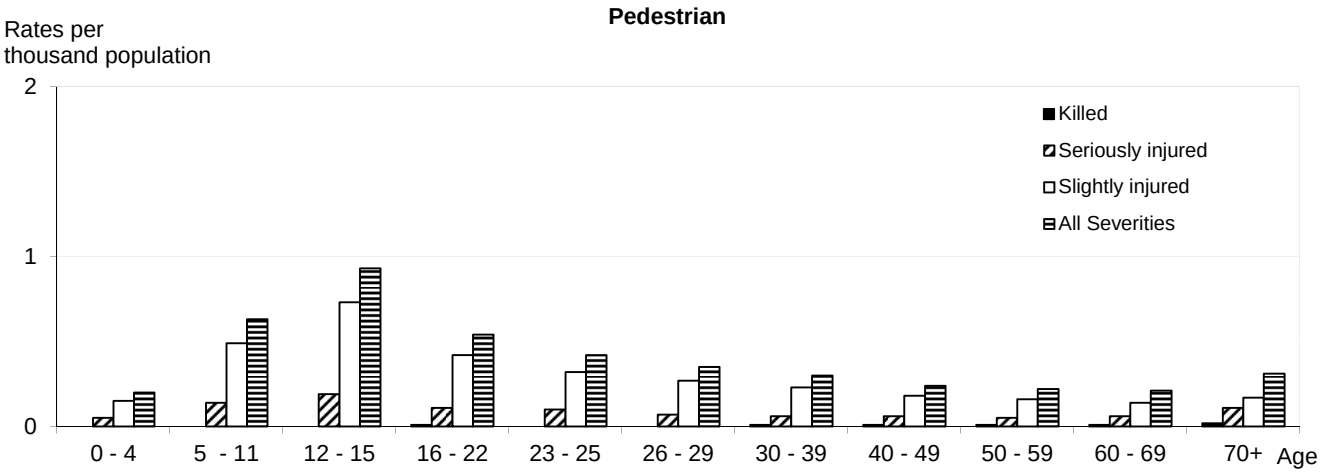
1. Includes those whose age was 'not known'

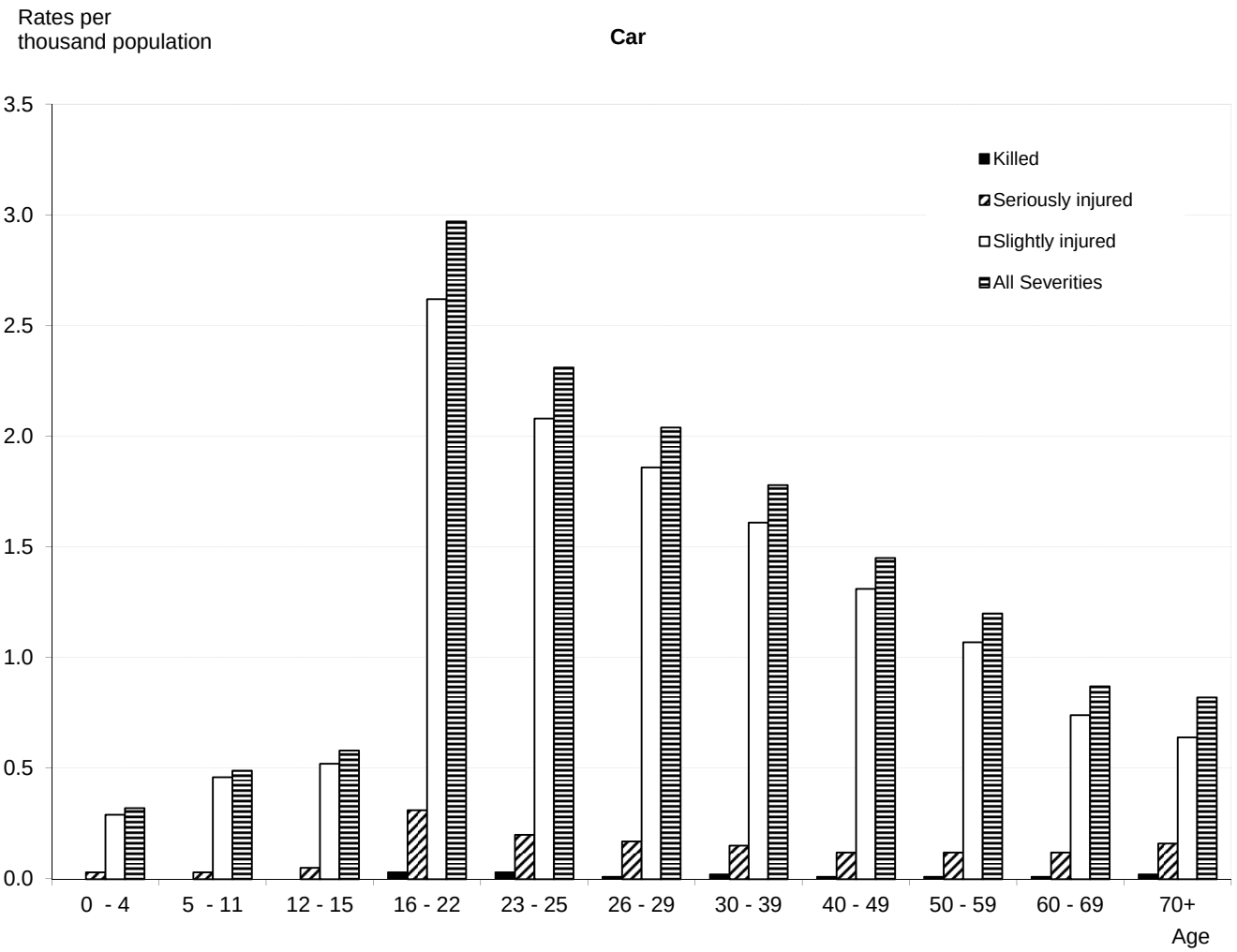
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2011-2015 average

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	3	4	-	-	0.01	0.01
	23-25	-	1	3	4	-	-	0.01	0.02
	26-29	-	1	8	10	-	-	0.03	0.03
	30 - 39	1	4	17	21	-	0.01	0.03	0.03
	40 - 49	2	6	35	42	-	0.01	0.04	0.05
	50 - 59	1	6	22	28	-	0.01	0.03	0.04
	60 - 69	1	3	7	11	-	-	0.01	0.02
	70 & over	-	-	2	2	-	-	-	-
	Total [1]	**4**	**22**	**97**	**123**	-	**-**	**0.02**	**0.02**
	Child 0-15	-	1	-	1	-	-	-	-
	Adult 16+	4	21	97	122	-	-	0.02	0.03
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	1	2	2	-	-	0.01	0.01
	16 - 22	-	4	11	15	-	0.01	0.02	0.03
	23-25	-	-	3	4	-	-	0.02	0.02
	26-29	-	1	7	8	-	-	0.02	0.03
	30 - 39	-	2	18	20	-	-	0.03	0.03
	40 - 49	-	3	15	18	-	-	0.02	0.02
	50 - 59	-	2	17	19	-	-	0.02	0.03
	60 - 69	1	2	8	11	-	-	0.01	0.02
	70 & over	1	2	4	7	-	-	0.01	0.01
	Total [1]	**2**	**16**	**88**	**106**	-	**-**	**0.02**	**0.02**
	Child 0-15	-	1	3	4	-	-	-	-
	Adult 16+	2	15	84	102	-	-	0.02	0.02
Total	0 - 4	1	24	150	176	-	0.08	0.51	0.60
	5 - 11	3	80	434	517	0.01	0.20	1.11	1.32
	12 - 15	2	66	349	416	0.01	0.29	1.52	1.82
	16 - 22	25	265	1,712	2,001	0.05	0.56	3.61	4.22
	23-25	9	95	658	763	0.04	0.43	2.98	3.45
	26-29	8	107	768	883	0.03	0.38	2.73	3.14
	30 - 39	26	239	1,609	1,874	0.04	0.36	2.44	2.84
	40 - 49	30	287	1,627	1,944	0.04	0.37	2.09	2.50
	50 - 59	22	237	1,240	1,499	0.03	0.32	1.68	2.03
	60 - 69	20	157	692	869	0.03	0.25	1.13	1.41
	70 & over	34	209	656	899	0.05	0.32	1.01	1.38
	Total [1]	**181**	**1,766**	**9,908**	**11,855**	**0.03**	**0.33**	**1.86**	**2.22**
	Child 0-15	6	170	933	1,109	0.01	0.19	1.02	1.21
	Adult 16+	175	1,595	8,962	10,732	0.04	0.36	2.03	2.43

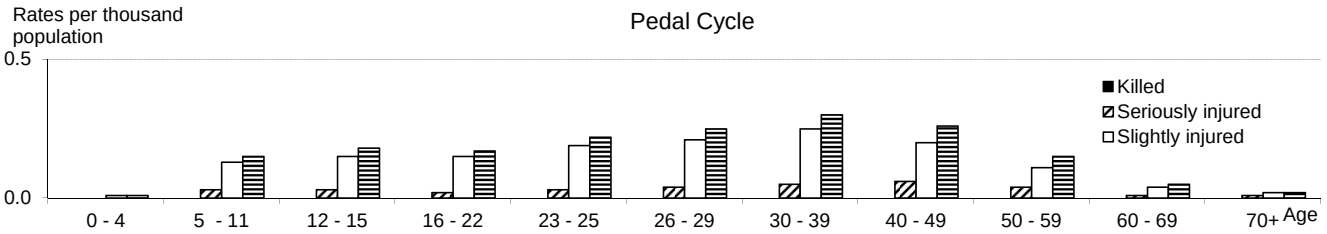
(1) Includes those whose age was 'not known'

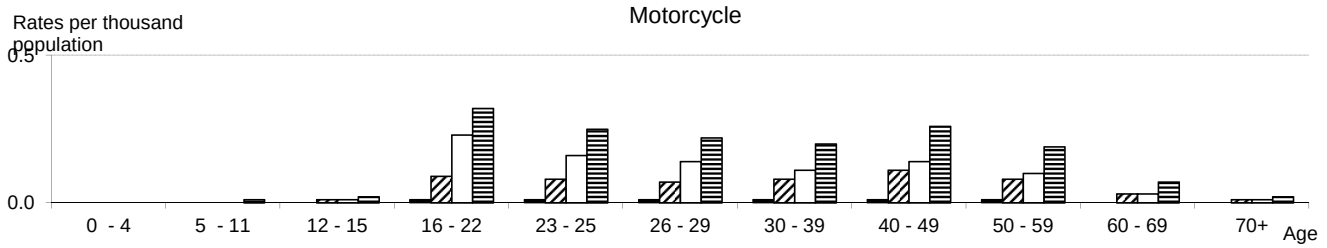
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2011-2015 average

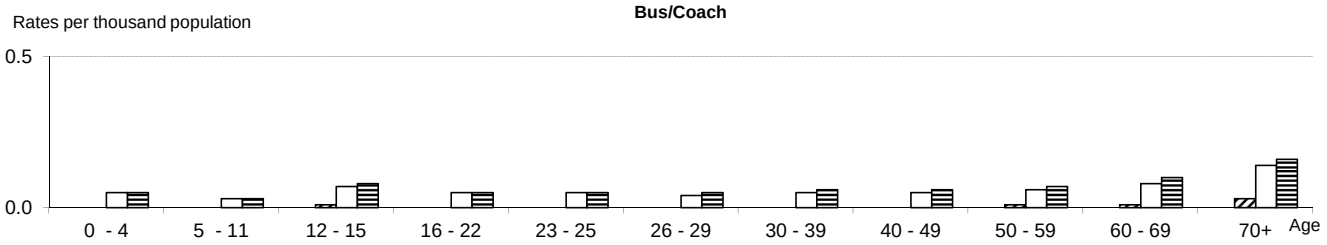


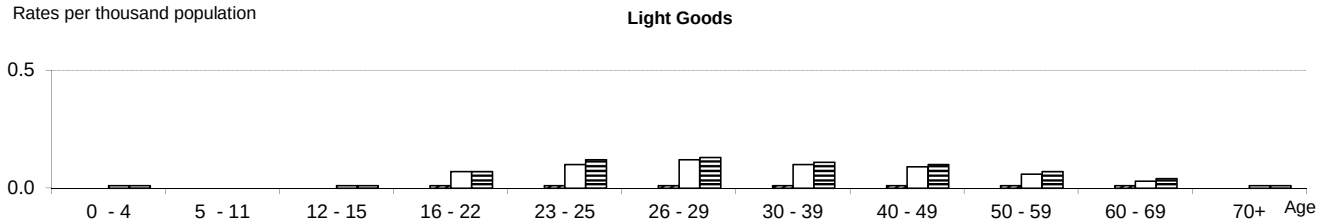


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2011-2015 average









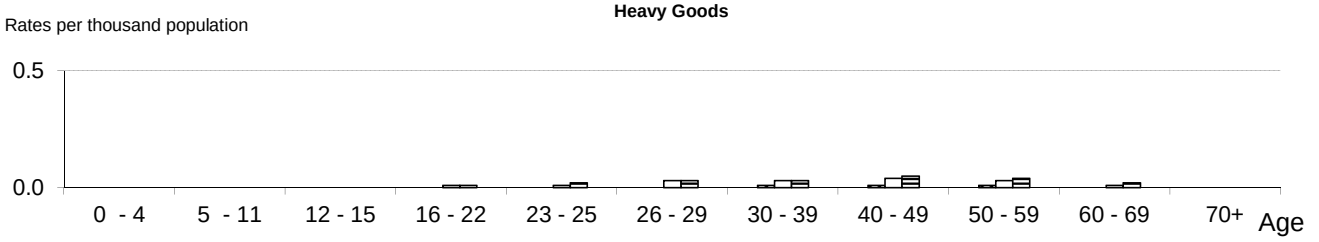


Table 33

Reported casualties by speed limit, mode of transport and severity
2011 to 2015 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Other	Total
Killed	**Pedestrians**	0	31	3	1	8	5	-	49
	Pedal cycle	-	2	1	0	5	0	-	8
	Motorcycle	0	4	1	0	20	1	-	27
	Car users	-	9	4	3	58	10	-	84
	Bus/coach	-	1	-	-	0	-	-	1
	Other	-	2	1	0	8	1	-	12
	Total	1	49	10	5	99	18	-	181
Serious									
	Pedestrians	16	387	15	3	19	4	-	445
	Pedal cycle	4	113	9	3	28	3	0	159
	Motorcycle	3	102	18	8	156	14	-	300
	Car users	5	168	34	24	427	72	-	730
	Bus/coach	1	29	2	4	5	1	-	41
	Other	1	25	4	3	48	11	-	91
	Total	30	823	81	44	683	104	0	1,766
All Severities									
	Pedestrians	82	1,641	40	12	59	14	-	1,847
	Pedal cycle	25	691	40	8	89	6	0	860
	Motorcycle	10	371	49	20	317	36	-	802
	Car users	62	2,973	456	245	2,673	771	1	7,180
	Bus/coach	10	293	13	15	52	9	-	393
	Other	7	313	46	23	283	102	-	772
	Total	194	6,282	644	323	3,473	939	1	11,855

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2011-2015 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	10	36	-	5	22	-	15	60
5 - 11	2	36	153	-	20	94	2	56	247
12 - 15	-	28	120	1	17	93	1	44	213
16 - 22	3	34	149	1	18	105	5	51	254
23 - 25	-	15	55	-	6	37	-	21	92
26 - 29	1	12	59	-	8	39	1	20	98
30 - 39	5	30	128	1	13	70	6	43	198
40 - 49	5	26	115	1	18	73	6	44	188
50 - 59	4	25	93	1	15	69	6	39	163
60 - 69	4	17	71	3	19	57	7	36	128
70 & over	8	31	97	8	43	106	15	75	204
Total [1]	**32**	**263**	**1,079**	**17**	**181**	**767**	**49**	**445**	**1,848**
Child 0-15	2	74	309	1	41	209	3	116	520
Adult 16+	30	189	768	16	140	557	46	329	1,325
Driver or rider									
0 - 4	-	-	2	-	-	1	-	1	7
5 - 11	-	8	47	-	2	13	1	10	60
12 - 15	-	8	42	-	1	4	-	8	45
16 - 22	10	108	674	2	30	410	12	137	1,084
23 - 25	6	44	296	1	13	193	7	57	489
26 - 29	5	52	363	1	17	235	7	69	598
30 - 39	14	118	818	3	42	520	17	161	1,338
40 - 49	18	168	947	3	46	509	21	214	1,456
50 - 59	12	125	679	3	38	376	14	163	1,055
60 - 69	9	64	335	2	24	177	11	88	512
70 & over	9	48	252	3	26	138	12	74	390
Total [1]	**83**	**744**	**4,457**	**18**	**239**	**2,577**	**101**	**983**	**7,038**
Child 0-15	-	16	91	-	3	17	1	20	112
Adult 16+	83	727	4,364	17	235	2,557	100	963	6,922
Passenger vehicle/pillion									
0 - 4	1	5	57	-	4	54	1	9	114
5 - 11	-	7	96	-	7	113	1	14	209
12 - 15	1	5	66	-	8	93	1	13	158
16 - 22	7	44	325	2	32	338	8	76	663
23 - 25	1	11	92	1	6	89	2	17	181
26 - 29	1	10	86	-	8	102	1	18	187
30 - 39	3	19	151	1	16	187	4	35	338
40 - 49	2	10	112	2	20	189	3	30	300
50 - 59	1	8	89	1	26	192	2	34	281
60 - 69	1	8	54	1	25	175	2	33	228
70 & over	1	13	66	6	47	239	7	60	305
Total [1]	**17**	**140**	**1,195**	**14**	**198**	**1,772**	**31**	**339**	**2,970**
Child 0-15	2	17	219	-	18	259	2	36	482
Adult 16+	15	123	975	13	180	1,510	29	303	2,484

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

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2011-2015 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	-	.07	.24	.00	.03	.15	.00	.05	.20
5 - 11	.01	.18	.77	.00	.10	.49	.00	.14	.63
12 - 15	.00	.24	1.02	.01	.15	.83	.00	.19	.93
16 - 22	.01	.14	.62	.01	.07	.45	.01	.11	.54
23 - 25	.00	.14	.50	-	.06	.33	.00	.10	.42
26 - 29	.01	.09	.43	.00	.06	.28	.00	.07	.35
30 - 39	.01	.09	.40	.00	.04	.21	.01	.06	.30
40 - 49	.01	.07	.30	.00	.04	.18	.01	.06	.24
50 - 59	.01	.07	.26	.00	.04	.18	.01	.05	.22
60 - 69	.01	.06	.24	.01	.06	.18	.01	.06	.21
70 & over	.03	.12	.36	.02	.11	.28	.02	.11	.31
Total [1]	**.01**	**.10**	**.42**	**.01**	**.07**	**.28**	**.01**	**.08**	**.35**
Child 0-15	.00	.16	.66	.00	.09	.47	.00	.13	.57
Adult 16+	.01	.09	.36	.01	.06	.24	.01	.07	.30
Driver or rider									
0 - 4	-	.00	.02	-	-	.00	-	.00	.02
5 - 11	.00	.04	.24	.00	.01	.07	.00	.03	.15
12 - 15	.00	.07	.35	-	.01	.03	.00	.04	.20
16 - 22	.04	.45	2.81	.01	.13	1.74	.03	.29	2.28
23 - 25	.05	.40	2.70	.01	.12	1.74	.03	.26	2.21
26 - 29	.04	.38	2.62	.01	.12	1.65	.02	.24	2.13
30 - 39	.04	.37	2.53	.01	.13	1.55	.03	.24	2.03
40 - 49	.05	.45	2.51	.01	.11	1.27	.03	.27	1.87
50 - 59	.03	.35	1.88	.01	.10	.99	.02	.22	1.43
60 - 69	.03	.22	1.12	.01	.07	.56	.02	.14	.83
70 & over	.03	.18	.92	.01	.07	.36	.02	.11	.60
Total [1]	**.03**	**.29**	**1.72**	**.01**	**.09**	**.94**	**.02**	**.18**	**1.32**
Child 0-15	.00	.03	.19	.00	.01	.04	.00	.02	.12
Adult 16+	.04	.34	2.06	.01	.10	1.11	.02	.22	1.57
Passenger vehicle/pillion									
0 - 4	.00	.03	.38	.00	.03	.38	.00	.03	.39
5 - 11	.00	.04	.48	.00	.03	.59	.00	.04	.54
12 - 15	.01	.04	.56	-	.07	.83	.00	.06	.69
16 - 22	.03	.18	1.35	.01	.14	1.44	.02	.16	1.40
23 - 25	.01	.10	.84	.01	.05	.80	.01	.08	.82
26 - 29	.00	.07	.62	-	.05	.71	.00	.06	.67
30 - 39	.01	.06	.47	.00	.05	.56	.01	.05	.51
40 - 49	.00	.03	.30	.00	.05	.47	.00	.04	.39
50 - 59	.00	.02	.25	.00	.07	.51	.00	.05	.38
60 - 69	.00	.03	.18	.00	.08	.55	.00	.05	.37
70 & over	.00	.05	.24	.02	.12	.63	.01	.09	.47
Total [1]	**.01**	**.05**	**.46**	**.01**	**.07**	**.65**	**.01**	**.06**	**.56**
Child 0-15	.00	.04	.47	.00	.04	.58	.00	.04	.53
Adult 16+	.01	.06	.46	.01	.08	.66	.01	.07	.56

1. 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 2004-08, 2010-14 averages and 2011 to 2015

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	**2004-08 average**	**62**	**6**	**49**	**410**	**47**	**574**
	2011	48	5	41	271	17	382
	2012	40	6	33	207	16	302
	2013	53	2	23	175	26	279
	2014	41	3	29	182	21	276
	2015	45	5	33	180	25	288
	2011-15 average	**45**	**4**	**32**	**203**	**21**	**305**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2011	11	5	14	138	8	176
	2012	6	1	13	107	11	138
	2013	5	5	8	79	10	107
	2014	6	1	12	109	6	134
	2015	11	1	11	86	4	113
	2011-15 average	**8**	**3**	**12**	**104**	**8**	**134**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2011	-	-	-	-	30	30
	2012	-	-	-	-	21	21
	2013	-	-	-	-	21	21
	2014	-	-	-	-	22	22
	2015	-	-	-	-	16	16
	2011-15 average	**-**	**-**	**-**	**-**	**22**	**22**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2011	1	-	1	5	33	40
	2012	-	-	1	8	34	43
	2013	-	-	-	12	28	40
	2014	1	-	1	5	44	51
	2015	-	-	-	5	23	28
	2011-15 average	**0**	**-**	**1**	**7**	**32**	**40**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2011	60	10	56	414	88	628
	2012	46	7	47	322	82	504
	2013	58	7	31	266	85	447
	2014	48	4	42	296	93	483
	2015	56	6	44	271	68	445
	2011-15 average	**54**	**7**	**44**	**314**	**83**	**501**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2010-14 averages and 2011 to 2015

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	**2004-08 average**	**155**	**9**	**145**	**624**	**97**	**1,030**
	2011	129	10	123	443	58	763
	2012	165	11	116	480	60	832
	2013	139	6	105	386	53	689
	2014	121	19	102	398	58	698
	2015	160	7	106	389	59	721
	2011-15 average	**143**	**11**	**110**	**419**	**58**	**741**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	2011	15	4	29	105	8	161
	2012	17	1	39	94	4	155
	2013	11	1	27	89	8	136
	2014	7	5	16	81	6	115
	2015	13	2	27	77	13	132
	2011-15 average	**13**	**3**	**28**	**89**	**8**	**140**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2011	-	-	-	-	192	192
	2012	-	-	-	-	170	170
	2013	-	-	-	-	156	156
	2014	-	-	-	-	124	124
	2015	-	-	-	-	147	147
	2011-15 average	**-**	**-**	**-**	**-**	**158**	**158**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2011	2	-	5	36	180	223
	2012	4	-	3	36	182	225
	2013	7	1	5	30	163	206
	2014	2	-	6	35	177	220
	2015	3	-	3	21	140	167
	2011-15 average	**4**	**0**	**4**	**32**	**168**	**208**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2011	146	14	157	584	438	1,339
	2012	186	12	158	610	416	1,382
	2013	157	8	137	505	380	1,187
	2014	130	24	124	514	365	1,157
	2015	176	9	136	487	359	1,167
	2011-15 average	**159**	**13**	**142**	**540**	**392**	**1,246**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
Aberdeen City	**2004-08 average**	**2**	**1**	**3**	**4**	**6**	**8**	**3**	**7**	**22**	**42**	**74**	**82**	**62**	**15**	**35**	**124**	**261**	**434**	**496**
	2011	2	1	4	5	7	16	7	5	15	56	83	99	62	13	25	93	219	350	412
	2012	1	-	7	7	8	11	6	9	27	56	98	109	52	16	27	110	244	397	449
	2013	-	-	4	4	4	11	2	3	25	60	90	101	51	6	19	100	221	346	397
	2014	2	1	3	4	6	10	3	6	18	50	77	87	40	9	24	72	166	271	311
	2015	1	-	4	4	5	5	-	6	24	39	69	74	36	-	19	79	135	233	269
	2011-15 average	**1**	**0**	**4**	**5**	**6**	**11**	**4**	**6**	**22**	**52**	**83**	**94**	**48**	**9**	**23**	**91**	**197**	**319**	**368**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*11*	*-7*	*-6*	*-10*	*-42*	*-100*	*-45*	*-36*	*-48*	*-46*	*-46*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*1*	*25*	*13*	*15*	*-22*	*-41*	*-34*	*-27*	*-24*	*-26*	*-26*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	2011	4	5	2	7	11	34	60	68	8	21	157	191	120	198	226	35	85	544	664
	2012	3	9	2	11	14	38	65	74	7	21	167	205	120	199	237	32	101	569	689
	2013	8	14	1	15	23	48	55	53	6	14	128	176	125	205	166	26	98	495	620
	2014	6	16	4	20	26	25	59	63	4	26	152	177	82	187	196	20	99	502	584
	2015	4	14	1	15	19	26	61	44	7	16	128	154	96	145	136	19	63	363	459
	2011-15 average	**5**	**12**	**2**	**14**	**19**	**34**	**60**	**60**	**6**	**20**	**146**	**181**	**109**	**187**	**192**	**26**	**89**	**495**	**603**
	% ch on 04-08 av: 2015	*-*	*-44*	*-*	*-44*	*-43*	*-25*	*13*	*-12*	*-*	*-14*	*-2*	*-7*	*-41*	*-42*	*-46*	*-53*	*-47*	*-45*	*-44*
	11-15 av	*-*	*-54*	*-*	*-49*	*-44*	*-2*	*11*	*21*	*-*	*5*	*12*	*9*	*-33*	*-26*	*-24*	*-34*	*-25*	*-25*	*-27*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	2011	1	3	1	4	5	9	9	15	13	11	48	57	40	65	64	52	69	250	290
	2012	-	4	1	5	5	8	12	10	7	8	37	45	42	57	70	32	62	221	263
	2013	2	1	-	1	3	6	14	15	4	12	45	51	28	50	65	27	59	201	229
	2014	2	4	-	4	6	5	7	12	4	9	32	37	23	32	50	34	43	159	182
	2015	3	5	-	5	8	1	9	15	2	9	35	36	15	44	52	13	48	157	172
	2011-15 average	**2**	**3**	**0**	**4**	**5**	**6**	**10**	**13**	**6**	**10**	**39**	**45**	**30**	**50**	**60**	**32**	**56**	**198**	**227**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-33*	*-92*	*-62*	*-34*	*-*	*-40*	*-51*	*-57*	*-71*	*-57*	*-48*	*-77*	*-47*	*-55*	*-57*
	11-15 av	*-*	*-*	*-*	*-*	*-55*	*-51*	*-56*	*-41*	*-*	*-35*	*-45*	*-45*	*-43*	*-51*	*-40*	*-44*	*-38*	*-43*	*-43*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
Argyll & Bute	**2004-08 average**	**8**	**4**	**1**	**5**	**12**	**38**	**23**	**9**	**8**	**10**	**49**	**87**	**185**	**100**	**44**	**47**	**52**	**242**	**427**
	2011	5	-	-	0	5	32	9	5	8	4	26	58	161	55	26	38	39	158	319
	2012	4	-	-	0	4	34	14	6	2	7	29	63	116	74	46	16	45	181	297
	2013	10	1	-	1	11	25	10	6	6	4	26	51	151	59	32	27	35	153	304
	2014	3	1	-	1	4	26	17	6	2	4	29	55	123	57	21	24	30	132	255
	2015	4	2	-	2	6	33	8	5	2	3	18	51	152	63	33	36	38	170	322
	2011-15 average	**5**	**1**	**-**	**1**	**6**	**30**	**12**	**6**	**4**	**4**	**26**	**56**	**141**	**62**	**32**	**28**	**37**	**159**	**299**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-51*	*-14*	*-65*	*-*	*-*	*-*	*-63*	*-41*	*-18*	*-37*	*-25*	*-23*	*-27*	*-30*	*-25*
	11-15 av	*-*	*-*	*-*	*-*	*-51*	*-21*	*-49*	*-*	*-*	*-*	*-47*	*-36*	*-24*	*-38*	*-28*	*-40*	*-28*	*-34*	*-30*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	2011	1	1	-	1	2	-	4	-	6	-	10	10	4	17	5	28	34	84	88
	2012	-	-	-	-	-	1	8	1	3	6	18	19	4	33	5	29	42	109	113
	2013	-	-	-	-	-	1	2	-	3	8	13	14	2	19	4	20	41	84	86
	2014	-	-	-	-	-	-	2	-	4	1	7	7	1	10	5	37	34	86	87
	2015	-	-	-	-	-	-	1	2	2	5	10	10	-	12	7	37	22	78	78
	2011-15 average	**0**	**0**	**-**	**0**	**0**	**0**	**3**	**1**	**4**	**4**	**12**	**12**	**2**	**18**	**5**	**30**	**35**	**88**	**90**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-51*	*-51*	*-*	*-62*	*-48*	*57*	*-55*	*-34*	*-34*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-43*	*-41*	*-*	*-43*	*-61*	*28*	*-29*	*-25*	*-23*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	2011	8	1	-	1	9	25	15	30	8	6	59	84	146	73	122	26	57	278	424
	2012	1	4	2	6	7	25	24	23	6	5	58	83	121	97	108	37	65	307	428
	2013	6	5	1	6	12	22	23	9	6	5	43	65	140	90	63	39	46	238	378
	2014	4	5	2	7	11	29	14	16	3	12	45	74	138	63	103	38	55	259	397
	2015	9	2	-	2	11	22	10	16	4	6	36	58	148	60	90	25	70	245	393
	2011-15 average	**6**	**3**	**1**	**4**	**10**	**25**	**17**	**19**	**5**	**7**	**48**	**73**	**139**	**77**	**97**	**33**	**59**	**265**	**404**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-24*	*-54*	*-58*	*-46*	*-*	*-66*	*-54*	*-54*	*-36*	*-44*	*-36*	*-47*	*-25*	*-37*	*-37*
	11-15 av	*-*	*-*	*-*	*-*	*-31*	*-49*	*-28*	*-36*	*-*	*-61*	*-39*	*-43*	*-40*	*-29*	*-31*	*-30*	*-37*	*-32*	*-35*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
Dundee City	**2004-08 average**	**1**	**-**	**2**	**2**	**3**	**8**	**2**	**1**	**9**	**45**	**56**	**65**	**46**	**8**	**3**	**52**	**243**	**306**	**351**
	2011	-	1	1	2	2	5	-	1	13	33	47	52	28	6	2	74	187	269	297
	2012	1	-	1	1	2	4	3	-	11	29	43	47	29	6	3	37	189	235	264
	2013	1	-	1	1	2	5	-	-	6	26	32	37	21	-	-	40	158	198	219
	2014	-	-	1	1	1	6	1	-	8	27	36	42	18	4	-	32	153	189	207
	2015	-	-	1	1	1	4	-	-	1	17	18	22	16	2	3	27	103	135	151
	2011-15 average	**0**	**0**	**1**	**1**	**2**	**5**	**1**	**0**	**8**	**26**	**35**	**40**	**22**	**4**	**2**	**42**	**158**	**205**	**228**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	-	*-62*	*-68*	*-66*	*-65*	-	-	*-48*	*-58*	*-56*	*-57*
	11-15 av	-	-	-	-	-	-	-	-	-	*-41*	*-38*	*-38*	*-51*	-	-	*-19*	*-35*	*-33*	*-35*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	2011	-	3	1	4	4	5	14	8	7	9	38	43	37	74	51	37	67	229	266
	2012	-	3	-	3	3	10	11	7	5	10	33	43	35	61	44	40	54	199	234
	2013	1	2	1	3	4	3	10	5	4	6	25	28	42	52	39	26	49	166	208
	2014	1	1	-	1	2	2	5	1	5	10	21	23	40	58	24	37	69	188	228
	2015	-	1	-	1	1	7	6	4	6	8	24	31	71	68	45	32	59	204	275
	2011-15 average	**0**	**2**	**0**	**2**	**3**	**5**	**9**	**5**	**5**	**9**	**28**	**34**	**45**	**63**	**41**	**34**	**60**	**197**	**242**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	*-61*	*-67*	-	*-48*	*-50*	*-45*	*43*	*-17*	*-38*	*-7*	*-41*	*-29*	*-19*
	11-15 av	-	-	-	-	-	-	*-39*	*-58*	-	*-44*	*-41*	*-40*	*-9*	*-23*	*-44*	*0*	*-40*	*-32*	*-28*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	2011	-	-	-	-	-	-	-	1	5	10	16	16	-	15	12	72	79	178	178
	2012	-	-	-	-	-	-	1	5	5	15	26	26	-	8	28	31	77	144	144
	2013	-	-	1	1	1	-	-	1	3	6	10	10	-	9	12	38	65	124	124
	2014	-	-	1	1	1	-	1	1	4	9	15	15	-	5	20	40	56	121	121
	2015	-	1	-	1	1	-	1	1	3	7	12	12	-	6	22	35	58	121	121
	2011-15 average	**-**	**0**	**0**	**1**	**1**	**-**	**1**	**2**	**4**	**9**	**16**	**16**	**-**	**9**	**19**	**43**	**67**	**138**	**138**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	-	*-42*	*-54*	*-54*	-	*-74*	*-19*	*-50*	*-43*	*-45*	*-45*
	11-15 av	-	-	-	-	-	-	-	-	-	*-22*	*-40*	*-40*	-	*-63*	*-30*	*-38*	*-34*	*-38*	*-38*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
East Lothian	**2004-08 average**	**2**	**2**	**1**	**3**	**4**	**4**	**8**	**8**	**3**	**12**	**32**	**36**	**43**	**49**	**58**	**23**	**95**	**225**	**267**
	2011	-	-	1	1	1	5	9	4	2	9	24	29	36	44	32	25	70	171	207
	2012	-	-	-	-	-	2	8	4	1	9	22	24	44	30	41	24	80	175	219
	2013	-	3	-	3	3	3	6	4	8	6	24	27	25	32	33	43	75	183	208
	2014	3	1	-	1	4	5	1	8	9	13	31	36	46	25	49	33	90	197	243
	2015	1	2	-	2	3	3	8	6	3	7	24	27	47	31	43	20	79	173	220
	2011-15 average	**1**	**1**	**0**	**1**	**2**	**4**	**6**	**5**	**5**	**9**	**25**	**29**	**40**	**32**	**40**	**29**	**79**	**180**	**219**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	-	*-42*	*-24*	*-24*	*10*	*-36*	*-26*	*-14*	*-16*	*-23*	*-18*
	11-15 av	-	-	-	-	-	-	-	-	-	*-27*	*-21*	*-20*	*-7*	*-34*	*-32*	*25*	*-17*	*-20*	*-18*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	2011	-	1	1	2	2	-	-	-	4	8	12	12	13	4	18	55	64	141	154
	2012	-	-	2	2	2	1	-	-	4	7	11	12	9	8	20	32	52	112	121
	2013	-	2	-	2	2	-	2	4	4	3	13	13	7	10	17	28	58	113	120
	2014	-	-	-	-	-	3	1	3	2	5	11	14	4	5	15	25	61	106	110
	2015	-	-	-	-	-	1	-	1	4	9	14	15	10	8	9	36	53	106	116
	2011-15 average	**-**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**4**	**6**	**12**	**13**	**9**	**7**	**16**	**35**	**58**	**116**	**124**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	-	-	*-36*	*-36*	*-23*	*-26*	*-60*	*-7*	*-33*	*-30*	*-30*
	11-15 av	-	-	-	-	-	-	-	-	-	-	*-44*	*-44*	*-34*	*-35*	*-30*	*-9*	*-27*	*-24*	*-25*
Edinburgh, City of	**2004-08 average**	**1**	**1**	**7**	**8**	**9**	**7**	**6**	**5**	**71**	**97**	**180**	**188**	**109**	**57**	**38**	**632**	**837**	**1,564**	**1,673**
	2011	2	2	6	8	10	3	5	3	54	101	163	166	73	19	20	478	782	1,299	1,372
	2012	-	-	13	13	13	8	4	2	68	106	180	188	102	22	16	464	772	1,274	1,376
	2013	3	-	5	5	8	3	6	-	38	83	127	130	124	28	13	434	769	1,244	1,368
	2014	1	1	9	10	11	8	1	5	51	87	144	152	137	36	35	469	799	1,339	1,476
	2015	-	-	3	3	3	9	1	4	38	98	141	150	133	29	25	394	742	1,190	1,323
	2011-15 average	**1**	**1**	**7**	**8**	**9**	**6**	**3**	**3**	**50**	**95**	**151**	**157**	**114**	**27**	**22**	**448**	**773**	**1,269**	**1,383**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	*-47*	*1*	*-22*	*-20*	*22*	*-49*	*-35*	*-38*	*-11*	*-24*	*-21*
	11-15 av	-	-	-	-	-	-	-	-	*-30*	*-2*	*-16*	*-16*	*5*	*-53*	*-43*	*-29*	*-8*	*-19*	*-17*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**8**	**1**	**3**	**2**	**14**	**14**	**-**	**32**	**11**	**13**	**15**	**71**	**71**
	2011	-	1	-	1	1	-	3	-	1	1	5	5	-	18	1	8	13	40	40
	2012	-	1	1	2	2	-	4	1	3	-	8	8	-	24	7	6	5	42	42
	2013	-	1	-	1	1	-	-	-	1	-	1	1	-	11	3	6	4	24	24
	2014	-	2	2	4	4	-	2	2	-	2	6	6	-	17	11	8	11	47	47
	2015	-	1	-	1	1	-	3	1	-	-	4	4	-	23	2	11	2	38	38
	2011-15 average	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**1**	**1**	**1**	**5**	**5**	**-**	**19**	**5**	**8**	**7**	**38**	**38**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-71*	*-71*	*-*	*-28*	*-82*	*-18*	*-86*	*-46*	*-46*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-65*	*-65*	*-*	*-42*	*-56*	*-42*	*-52*	*-46*	*-46*
Falkirk	**2004-08 average**	**1**	**2**	**2**	**4**	**5**	**5**	**14**	**9**	**13**	**26**	**61**	**66**	**35**	**67**	**45**	**86**	**167**	**366**	**401**
	2011	1	-	-	0	1	4	10	2	13	14	39	43	30	53	32	76	144	305	335
	2012	2	3	5	8	10	7	14	5	18	20	57	64	38	68	18	80	138	304	342
	2013	1	1	1	2	3	3	8	2	6	18	34	37	35	54	32	80	122	288	323
	2014	-	4	1	5	5	4	5	7	9	18	39	43	37	46	23	77	120	266	303
	2015	1	1	1	2	3	7	3	4	10	22	39	46	54	39	25	73	121	258	312
	2011-15 average	**1**	**2**	**2**	**3**	**4**	**5**	**8**	**4**	**11**	**18**	**42**	**47**	**39**	**52**	**26**	**77**	**129**	**284**	**323**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-79*	*-*	*-22*	*-14*	*-36*	*-31*	*56*	*-42*	*-45*	*-15*	*-28*	*-30*	*-22*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-43*	*-*	*-13*	*-28*	*-32*	*-30*	*12*	*-23*	*-43*	*-10*	*-23*	*-22*	*-19*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	2011	-	10	1	11	11	8	20	14	16	34	84	92	76	115	87	90	229	521	597
	2012	-	4	3	7	7	11	23	18	18	30	89	100	72	106	88	103	180	477	549
	2013	2	6	3	9	11	17	20	15	10	23	68	85	73	104	81	86	205	476	549
	2014	4	5	3	8	12	20	11	11	15	24	61	81	99	83	70	89	187	429	528
	2015	5	5	2	7	12	7	12	14	13	25	64	71	103	86	70	108	198	462	565
	2011-15 average	**2**	**6**	**2**	**8**	**11**	**13**	**17**	**14**	**14**	**27**	**73**	**86**	**85**	**99**	**79**	**95**	**200**	**473**	**558**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-52*	*-35*	*-66*	*-69*	*-59*	*-23*	*-48*	*-54*	*-55*	*-8*	*-56*	*-55*	*-5*	*-33*	*-39*	*-35*
	11-15 av	*-*	*-*	*-*	*-42*	*-42*	*-39*	*-56*	*-58*	*-14*	*-44*	*-47*	*-46*	*-25*	*-49*	*-49*	*-16*	*-32*	*-38*	*-36*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
Glasgow City	**2004-08 average**	**1**	**0**	**16**	**17**	**18**	**14**	**4**	**3**	**74**	**186**	**267**	**281**	**211**	**35**	**17**	**637**	**1,431**	**2,120**	**2,332**
	2011	3	1	9	10	13	6	1	-	64	106	171	177	172	22	8	454	924	1,408	1,580
	2012	-	-	7	7	7	12	4	1	53	119	177	189	178	29	20	463	955	1,467	1,645
	2013	-	-	4	4	4	5	2	2	43	97	144	149	96	18	8	359	849	1,234	1,330
	2014	-	-	18	18	18	5	4	1	39	118	162	167	172	29	11	393	961	1,394	1,566
	2015	-	-	15	15	15	2	1	-	72	87	160	162	161	18	10	439	903	1,370	1,531
	2011-15 average	**1**	**0**	**11**	**11**	**11**	**6**	**2**	**1**	**54**	**105**	**163**	**169**	**156**	**23**	**11**	**422**	**918**	**1,375**	**1,530**
	% ch on 04-08 av: 2015	*-*	*-*	*-7*	*-10*	*-15*	*-86*	*-*	*-*	*-2*	*-53*	*-40*	*-42*	*-24*	*-49*	*-43*	*-31*	*-37*	*-35*	*-34*
	11-15 av	*-*	*-*	*-35*	*-35*	*-35*	*-57*	*-*	*-*	*-27*	*-43*	*-39*	*-40*	*-26*	*-34*	*-34*	*-34*	*-36*	*-35*	*-34*
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	2011	10	8	3	11	21	43	25	10	1	19	55	98	318	123	88	18	138	367	685
	2012	11	5	-	5	16	49	18	16	1	17	52	101	346	140	146	12	135	433	779
	2013	13	6	1	7	20	41	14	9	1	8	32	73	298	109	74	25	111	319	617
	2014	13	4	2	6	19	36	17	7	2	7	33	69	265	114	71	17	113	315	580
	2015	6	8	-	8	14	38	7	8	3	5	23	61	240	78	84	20	86	268	508
	2011-15 average	**11**	**6**	**1**	**7**	**18**	**41**	**16**	**10**	**2**	**11**	**39**	**80**	**293**	**113**	**93**	**18**	**117**	**340**	**634**
	% ch on 04-08 av: 2015	*-66*	*-*	*-*	*-20*	*-50*	*-53*	*-77*	*-67*	*-*	*-76*	*-71*	*-62*	*-50*	*-48*	*-45*	*-3*	*-37*	*-41*	*-46*
	11-15 av	*-40*	*-*	*-*	*-26*	*-35*	*-49*	*-47*	*-59*	*-*	*-47*	*-51*	*-50*	*-39*	*-24*	*-39*	*-11*	*-15*	*-26*	*-33*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	2011	-	-	1	1	1	7	-	2	2	15	19	26	56	4	10	16	122	152	208
	2012	1	-	-	0	1	4	2	1	2	16	21	25	38	10	7	17	98	132	170
	2013	-	-	-	-	-	2	1	-	2	7	10	12	44	4	5	20	77	106	150
	2014	1	-	-	0	1	2	1	2	3	7	13	15	61	3	10	16	96	125	186
	2015	1	-	1	1	2	3	-	2	2	9	13	16	40	1	12	11	81	105	145
	2011-15 average	**1**	**-**	**0**	**0**	**1**	**4**	**1**	**1**	**2**	**11**	**15**	**19**	**48**	**4**	**9**	**16**	**95**	**124**	**172**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-48*	*-51*	*-55*	*-36*	*-91*	*-28*	*-60*	*-41*	*-46*	*-43*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-37*	*-43*	*-47*	*-23*	*-61*	*-47*	*-42*	*-31*	*-36*	*-33*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
Midlothian	**2004-08 average**	**0**	**1**	**1**	**3**	**3**	**9**	**8**	**4**	**4**	**17**	**33**	**41**	**47**	**53**	**38**	**39**	**118**	**249**	**297**
	2011	-	-	3	3	3	1	5	2	2	17	26	27	30	39	15	43	97	194	224
	2012	4	-	-	0	4	4	6	3	4	6	19	23	53	43	39	56	118	256	309
	2013	-	2	3	5	5	6	4	3	4	9	20	26	58	19	30	40	82	171	229
	2014	-	-	-	-	-	10	5	3	4	13	25	35	55	27	19	38	111	195	250
	2015	2	1	-	1	3	7	6	4	8	13	31	38	55	34	14	51	101	200	255
	2011-15 average	**1**	**1**	**1**	**2**	**3**	**6**	**5**	**3**	**4**	**12**	**24**	**30**	**50**	**32**	**23**	**46**	**102**	**203**	**253**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	-	*-24*	*-5*	*-8*	*16*	*-36*	*-64*	*29*	*-15*	*-20*	*-14*
	11-15 av	-	-	-	-	-	-	-	-	-	*-33*	*-26*	*-28*	*6*	*-39*	*-39*	*16*	*-14*	*-19*	*-15*
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	2011	1	3	-	3	4	10	1	5	3	5	14	24	41	34	38	15	36	123	164
	2012	1	2	-	2	3	15	17	4	-	8	29	44	54	50	22	4	39	115	169
	2013	1	2	-	2	3	9	18	12	3	5	38	47	44	37	40	10	25	112	156
	2014	-	2	-	2	2	11	17	10	1	8	36	47	34	36	27	2	25	90	124
	2015	1	1	-	1	2	13	6	10	-	6	22	35	23	22	29	4	17	72	95
	2011-15 average	**1**	**2**	**-**	**2**	**3**	**12**	**12**	**8**	**1**	**6**	**28**	**39**	**39**	**36**	**31**	**7**	**28**	**102**	**142**
	% ch on 04-08 av: 2015	-	-	-	-	-	*25*	-	*-12*	-	-	*-27*	*-14*	*-62*	*-55*	*-50*	*-76*	*-63*	*-57*	*-59*
	11-15 av	-	-	-	-	-	*12*	-	*-28*	-	-	*-8*	*-3*	*-36*	*-26*	*-46*	*-58*	*-38*	*-39*	*-38*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	2011	-	3	1	4	4	6	3	8	4	18	33	39	72	20	35	55	99	209	281
	2012	-	1	1	2	2	12	1	6	3	14	24	36	62	28	41	32	96	197	259
	2013	3	-	1	1	4	12	5	3	3	12	23	35	55	22	34	40	88	184	239
	2014	1	2	1	3	4	8	14	8	3	13	38	46	53	31	48	27	82	188	241
	2015	2	2	-	2	4	22	9	5	3	16	33	55	76	35	32	35	82	184	260
	2011-15 average	**1**	**2**	**1**	**2**	**4**	**12**	**6**	**6**	**3**	**15**	**30**	**42**	**64**	**27**	**38**	**38**	**89**	**192**	**256**
	% ch on 04-08 av: 2015	-	-	-	-	-	*26*	-	*-65*	-	*-21*	*-29*	*-14*	*-20*	*-12*	*-51*	*-26*	*-41*	*-37*	*-33*
	11-15 av	-	-	-	-	-	*-31*	-	*-58*	-	*-28*	*-35*	*-34*	*-33*	*-31*	*-42*	*-20*	*-36*	*-34*	*-34*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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
North Lanarkshire	**2004-08 average**	**2**	**4**	**5**	**10**	**12**	**10**	**10**	**15**	**21**	**50**	**96**	**107**	**121**	**95**	**99**	**230**	**467**	**891**	**1,012**
	2011	1	2	8	10	11	4	3	6	11	35	55	59	82	51	68	158	390	667	749
	2012	-	5	1	6	6	7	6	8	9	42	65	72	113	44	68	151	326	589	702
	2013	1	2	3	5	6	3	11	3	14	41	69	72	90	42	41	163	320	566	656
	2014	2	1	2	3	5	6	9	6	18	33	66	72	86	52	40	155	299	546	632
	2015	1	3	4	7	8	6	4	4	19	32	59	65	80	38	43	139	286	506	586
	2011-15 average	**1**	**3**	**4**	**6**	**7**	**5**	**7**	**5**	**14**	**37**	**63**	**68**	**90**	**45**	**52**	**153**	**324**	**575**	**665**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-32*	*-42*	*-*	*-74*	*-11*	*-35*	*-39*	*-39*	*-34*	*-60*	*-56*	*-40*	*-39*	*-43*	*-42*
	11-15 av	*-*	*-*	*-*	*-*	*-39*	*-50*	*-*	*-65*	*-34*	*-26*	*-35*	*-36*	*-26*	*-52*	*-47*	*-33*	*-31*	*-35*	*-34*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	2011	-	-	-	-	-	-	1	-	-	1	2	2	-	13	9	3	1	26	26
	2012	-	4	1	5	5	-	5	1	1	4	11	11	-	20	1	4	8	33	33
	2013	-	2	-	2	2	-	1	1	1	1	4	4	-	15	3	5	7	30	30
	2014	-	2	-	2	2	-	4	1	-	-	5	5	-	15	5	8	1	29	29
	2015	-	-	-	-	-	-	1	-	-	-	1	1	-	12	1	2	-	15	15
	2011-15 average	**-**	**2**	**0**	**2**	**2**	**-**	**2**	**1**	**0**	**1**	**5**	**5**	**-**	**15**	**4**	**4**	**3**	**27**	**27**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-49*	*-*	*-*	*-100*	*-68*	*-68*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-36*	*-*	*-*	*-67*	*-44*	*-44*
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	2011	10	7	1	8	18	36	25	15	4	10	54	90	147	91	59	43	60	253	400
	2012	6	4	2	6	12	30	21	15	9	13	58	88	144	75	65	55	53	248	392
	2013	5	3	3	6	11	20	27	16	12	12	67	87	134	95	72	45	51	263	397
	2014	6	7	-	7	13	24	16	14	9	11	50	74	107	70	41	36	43	190	297
	2015	6	1	-	1	7	15	11	7	9	10	37	52	76	31	28	44	58	161	237
	2011-15 average	**7**	**4**	**1**	**6**	**12**	**25**	**20**	**13**	**9**	**11**	**53**	**78**	**122**	**72**	**53**	**45**	**53**	**223**	**345**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-55*	*-65*	*-68*	*-69*	*-38*	*-37*	*-58*	*-60*	*-57*	*-73*	*-73*	*-32*	*-25*	*-56*	*-56*
	11-15 av	*-*	*-*	*-*	*-*	*-21*	*-42*	*-42*	*-41*	*-40*	*-29*	*-39*	*-40*	*-30*	*-38*	*-50*	*-31*	*-32*	*-39*	*-36*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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	**2004-08 average**	**2**	**1**	**5**	**6**	**8**	**9**	**4**	**9**	**18**	**31**	**61**	**70**	**97**	**30**	**45**	**134**	**261**	**470**	**567**
	2011	2	-	5	5	7	7	4	7	7	27	45	52	82	58	30	91	222	401	483
	2012	2	1	5	6	8	3	2	2	12	27	43	46	73	18	20	107	212	357	430
	2013	2	-	3	3	5	-	3	2	4	24	33	33	53	33	22	80	136	271	324
	2014	1	3	5	8	9	-	6	2	15	14	37	37	47	27	35	76	134	272	319
	2015	-	-	1	1	1	7	1	6	6	24	37	44	60	20	30	70	142	262	322
	2011-15 average	**1**	**1**	**4**	**5**	**6**	**3**	**3**	**4**	**9**	**23**	**39**	**42**	**63**	**31**	**27**	**85**	**169**	**313**	**376**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	*-66*	*-22*	*-40*	*-37*	*-38*	*-34*	*-33*	*-48*	*-46*	*-44*	*-43*
	11-15 av	-	-	-	-	-	-	-	-	*-50*	*-25*	*-36*	*-39*	*-35*	*3*	*-39*	*-37*	*-35*	*-34*	*-34*
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	2011	1	5	-	5	6	17	31	9	1	6	47	64	78	151	74	10	55	290	368
	2012	-	9	1	10	10	12	27	12	3	15	57	69	75	142	78	12	63	295	370
	2013	1	2	1	3	4	20	28	12	2	13	55	75	76	106	68	9	74	257	333
	2014	1	4	2	6	7	12	19	16	1	13	49	61	57	75	80	17	66	238	295
	2015	1	5	1	6	7	15	20	13	4	8	45	60	62	108	56	11	58	233	295
	2011-15 average	**1**	**5**	**1**	**6**	**7**	**15**	**25**	**12**	**2**	**11**	**51**	**66**	**70**	**116**	**71**	**12**	**63**	**263**	**332**
	% ch on 04-08 av: 2015	-	-	-	-	*-44*	*-27*	*-47*	*-40*	-	*-40*	*-39*	*-37*	*-49*	*-44*	*-60*	*-29*	*-31*	*-46*	*-47*
	11-15 av	-	-	-	-	*-45*	*-26*	*-34*	*-43*	-	*-18*	*-32*	*-31*	*-43*	*-40*	*-50*	*-24*	*-25*	*-40*	*-40*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	2011	-	-	-	-	-	-	4	-	1	-	5	5	-	24	8	8	6	46	46
	2012	-	-	-	-	-	-	5	1	-	1	7	7	-	25	5	5	6	41	41
	2013	-	1	-	1	1	-	1	1	-	2	4	4	-	16	12	7	12	47	47
	2014	-	-	1	1	1	-	2	-	-	-	2	2	-	17	2	5	5	29	29
	2015	-	2	1	3	3	-	2	-	1	-	3	3	-	18	3	10	2	33	33
	2011-15 average	**-**	**1**	**0**	**1**	**1**	**-**	**3**	**0**	**0**	**1**	**4**	**4**	**-**	**20**	**6**	**7**	**6**	**39**	**39**
	% ch on 04-08 av: 2015	-	-	-	-	-	-	-	-	-	-	-	-	-	*-42*	-	-	-	*-35*	*-35*
	11-15 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-35*	-	-	-	*-23*	*-23*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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	**2004-08 average**	**3**	**3**	**2**	**5**	**8**	**15**	**8**	**10**	**9**	**11**	**38**	**53**	**89**	**41**	**76**	**61**	**87**	**264**	**353**
	2011	-	-	3	3	3	11	3	10	5	9	27	38	66	35	56	40	89	220	286
	2012	2	2	-	2	4	6	1	7	7	9	24	30	71	30	39	66	75	210	281
	2013	3	-	1	1	4	8	2	3	5	4	14	22	61	36	29	51	68	184	245
	2014	1	-	1	1	2	9	5	5	4	15	29	38	52	18	55	51	69	193	245
	2015	1	4	1	5	6	15	6	12	5	7	30	45	67	37	43	44	57	181	248
	2011-15 average	**1**	**1**	**1**	**2**	**4**	**10**	**3**	**7**	**5**	**9**	**25**	**35**	**63**	**31**	**44**	**50**	**72**	**198**	**261**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*0*	*-*	*20*	*-*	*-38*	*-21*	*-15*	*-25*	*-9*	*-43*	*-27*	*-35*	*-31*	*-30*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-35*	*-*	*-26*	*-*	*-21*	*-35*	*-35*	*-29*	*-23*	*-41*	*-17*	*-18*	*-25*	*-26*
South Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	2011	1	5	5	10	11	13	16	19	12	19	66	79	107	125	80	139	220	564	671
	2012	3	2	4	6	9	7	10	10	16	29	65	72	113	97	50	123	257	527	640
	2013	1	3	2	5	6	14	16	6	9	25	56	70	121	86	50	130	234	500	621
	2014	4	2	7	9	13	12	17	9	13	32	71	83	123	93	68	120	254	535	658
	2015	1	3	1	4	5	12	13	6	9	30	58	70	124	78	44	111	242	475	599
	2011-15 average	**2**	**3**	**4**	**7**	**9**	**12**	**14**	**10**	**12**	**27**	**63**	**75**	**118**	**96**	**58**	**125**	**241**	**520**	**638**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-66*	*-68*	*-43*	*-54*	*-62*	*-44*	*-25*	*-42*	*-42*	*-36*	*-51*	*-59*	*-26*	*-31*	*-38*	*-38*
	11-15 av	*-*	*-*	*-*	*-41*	*-44*	*-45*	*-49*	*-37*	*-27*	*-33*	*-37*	*-38*	*-39*	*-40*	*-46*	*-17*	*-31*	*-32*	*-34*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	2011	1	4	1	5	6	18	20	5	7	7	39	57	82	88	26	49	49	212	294
	2012	1	3	-	3	4	22	13	9	4	7	33	55	79	65	35	42	57	199	278
	2013	4	-	-	0	4	21	26	9	2	8	45	66	77	103	30	31	61	225	302
	2014	4	2	1	3	7	21	15	9	6	6	36	57	75	61	18	28	44	151	226
	2015	6	1	4	5	11	33	11	4	5	7	27	60	114	63	21	40	55	179	293
	2011-15 average	**3**	**2**	**1**	**3**	**6**	**23**	**17**	**7**	**5**	**7**	**36**	**59**	**85**	**76**	**26**	**38**	**53**	**193**	**279**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*28*	*-64*	*-*	*-*	*-33*	*-52*	*-27*	*13*	*-55*	*-43*	*-15*	*-20*	*-39*	*-25*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-11*	*-45*	*-*	*-*	*-33*	*-36*	*-28*	*-15*	*-45*	*-29*	*-19*	*-23*	*-34*	*-29*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2011-2015 averages, 2011-15

		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	**2004-08 average**	**2**	**1**	**1**	**3**	**4**	**7**	**5**	**1**	**8**	**14**	**28**	**34**	**49**	**34**	**1**	**85**	**102**	**222**	**271**
	2011	3	1	-	1	4	2	1	-	2	17	20	22	40	13	1	54	72	140	180
	2012	-	1	2	3	3	3	3	1	8	4	16	19	37	15	1	49	64	129	166
	2013	-	-	-	-	-	6	1	-	6	10	17	23	36	16	-	41	74	131	167
	2014	2	-	-	0	2	3	2	-	5	4	11	14	32	15	1	45	44	105	137
	2015	-	1	-	1	1	1	1	-	6	6	13	14	29	16	1	46	65	128	157
	2011-15 average	**1**	**1**	**0**	**1**	**2**	**3**	**2**	**0**	**5**	**8**	**15**	**18**	**35**	**15**	**1**	**47**	**64**	**127**	**161**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-57*	*-53*	*-59*	*-41*	*-53*	*-*	*-46*	*-36*	*-42*	*-42*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-41*	*-44*	*-47*	*-29*	*-56*	*-*	*-45*	*-37*	*-43*	*-40*
West Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	2011	-	2	-	2	2	4	14	5	8	33	60	64	60	102	70	50	216	438	498
	2012	1	2	2	4	5	-	15	13	6	24	58	58	52	109	54	73	230	466	518
	2013	-	4	1	5	5	1	16	6	6	18	46	47	39	100	58	64	241	463	502
	2014	1	-	4	4	5	1	10	8	7	7	32	33	50	82	45	57	180	364	414
	2015	2	1	2	3	5	12	9	5	9	19	42	54	88	111	54	73	249	487	575
	2011-15 average	**1**	**2**	**2**	**4**	**4**	**4**	**13**	**7**	**7**	**20**	**48**	**51**	**58**	**101**	**56**	**63**	**223**	**444**	**501**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-*	*-*	*-61*	*-64*	*-*	*-40*	*-42*	*-31*	*65*	*-26*	*-46*	*40*	*-18*	*-20*	*-13*
	11-15 av	*-*	*-*	*-*	*-*	*-*	*-*	*-45*	*-46*	*-*	*-36*	*-35*	*-34*	*8*	*-33*	*-43*	*22*	*-27*	*-27*	*-24*
Scotland	**2004-08 average**	**90**	**125**	**77**	**202**	**292**	**492**	**479**	**384**	**383**	**867**	**2,113**	**2,605**	**3,060**	**2,482**	**2,092**	**3,040**	**6,423**	**14,037**	**17,097**
	2011	57	70	58	128	185	331	322	259	307	661	1,549	1,880	2,259	1,762	1,398	2,433	4,934	10,527	12,786
	2012	44	69	63	132	176	346	353	275	323	684	1,635	1,981	2,272	1,749	1,449	2,344	4,898	10,440	12,712
	2013	68	63	41	104	172	315	334	205	247	570	1,356	1,671	2,106	1,586	1,155	2,140	4,515	9,396	11,502
	2014	63	70	70	140	203	303	293	242	268	598	1,401	1,704	2,057	1,402	1,222	2,126	4,500	9,250	11,307
	2015	58	67	43	110	168	326	231	209	280	550	1,270	1,596	2,176	1,336	1,086	2,095	4,275	8,792	10,968
	2011-15 average	**58**	**68**	**55**	**123**	**181**	**324**	**307**	**238**	**285**	**613**	**1,442**	**1,766**	**2,174**	**1,567**	**1,262**	**2,228**	**4,624**	**9,681**	**11,855**
	% ch on 04-08 av: 2015	*-35*	*-46*	*-44*	*-46*	*-42*	*-34*	*-52*	*-46*	*-27*	*-37*	*-40*	*-39*	*-29*	*-46*	*-48*	*-31*	*-33*	*-37*	*-36*
	11-15 av	*-35*	*-46*	*-29*	*-39*	*-38*	*-34*	*-36*	*-38*	*-26*	*-29*	*-32*	*-32*	*-29*	*-37*	*-40*	*-27*	*-28*	*-31*	*-31*

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 37

Reported casualties by police force division, council and severity
Years: 2004-08, 2011-15 averages and 2015

		2004-08 average			Numbers in 2015			2011-15 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	6	82	496	5	74	269	6	94	368
Ab'shire/Moray	**Aberdeenshire/Moray**	41	206	1,053	21	189	554	21	220	745
	Aberdeenshire	33	166	824	19	154	459	19	181	603
	Moray	7	41	230	2	35	95	3	39	142
Tayside	**Tayside**	30	278	1,291	16	110	560	19	163	799
	Dundee City	3	65	351	1	22	151	2	40	228
	Angus	12	83	401	8	36	172	5	45	227
	Perth & Kinross	15	131	539	7	52	237	12	78	345
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	16	121	698	7	65	479	8	74	461
	Argyll & Bute	12	87	427	6	51	322	6	56	299
	West Dunbartonshire	4	34	271	1	14	157	2	18	161
Forth Valley	**Forth Valley**	15	168	911	14	116	683	11	118	692
	Clackmannanshire	2	20	117	-	10	78	0	12	90
	Stirling	7	82	392	11	60	293	6	59	279
	Falkirk	5	66	401	3	46	312	4	47	323
Dumf/Galloway	**Dumfries & Galloway**	14	127	621	11	58	393	10	73	404
Ayrshire	**North Ayrshire**	6	64	387	4	55	260	4	42	256
	East Ayrshire	8	56	338	1	31	275	3	34	242
	South Ayrshire	8	53	353	6	45	248	4	35	261
G'ter Glasgow	**Greater Glasgow**	21	331	2,718	16	189	1,768	13	198	1,792
	Glasgow City	18	281	2,332	15	162	1,531	11	169	1,530
	East Dunbartonshire	2	26	222	1	12	121	1	16	138
	East Renfrewshire	2	24	165	-	15	116	1	13	124
Loth/S'Borders	**Lothians/Scot Borders**	29	250	1,780	18	179	1,345	16	175	1,306
	West Lothian	9	78	659	5	54	575	4	51	501
	Midlothian	3	41	297	3	38	255	3	30	253
	East Lothian	4	36	267	3	27	220	2	29	219
	Scottish Borders	12	95	557	7	60	295	7	66	332
Edinburgh	**Edinburgh**	9	188	1,673	3	150	1,323	9	157	1,383
	Edinburgh, City of	9	188	1,673	3	150	1,323	9	157	1,383
Highlands/Isles	**Highlands & Islands**	33	189	1,111	18	69	594	23	94	738
	Highland	28	160	942	14	61	508	18	80	634
	Orkney Islands	1	7	47	-	1	15	2	5	27
	Shetland Islands	2	8	51	3	3	33	1	4	39
	Eilean Siar	2	14	71	1	4	38	2	5	38
Fife	**Fife**	18	159	872	12	71	565	11	86	558
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	9	106	823	3	60	467	7	61	547
	Inverclyde	2	36	256	2	16	145	1	19	172
	Renfrewshire	8	70	567	1	44	322	6	42	376
Lanarkshire	**Lanarkshire**	27	228	1,972	13	135	1,185	16	143	1,303
	North Lanarkshire	12	107	1,012	8	65	586	7	68	665
	South Lanarkshire	16	121	960	5	70	599	9	75	638
Scotland	**Total Scotland**	292	2,605	17,097	168	1,596	10,968	181	1,766	11,855

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2011-15 averages and 2015

		2015 % change on 2004-08 ave			2011-15 % change on 2004-08 ave			2015 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	-	-10	-46	-	15	-26	0.02	0.32	1.17
Ab'shire/Moray	**Aberdeenshire/Moray**	-48	-8	-47	-47	7	-29	0.06	0.53	1.55
	Aberdeenshire	-43	-7	-44	-44	9	-27	0.07	0.59	1.75
	Moray	-	-14	-59	-	-3	-38	0.02	0.37	0.99
Tayside	**Tayside**	-47	-60	-57	-36	-41	-38	0.04	0.27	1.35
	Dundee City	-	-66	-57	-	-38	-35	0.01	0.15	1.02
	Angus	-33	-57	-57	-55	-45	-43	0.07	0.31	1.47
	Perth & Kinross	-55	-60	-56	-21	-40	-36	0.05	0.35	1.58
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-57	-46	-31	-51	-39	-34	0.04	0.37	2.71
	Argyll & Bute	-51	-41	-25	-51	-36	-30	0.07	0.59	3.71
	West Dunbartonshire	-	-59	-42	-	-47	-40	0.01	0.16	1.75
Forth Valley	**Forth Valley**	-5	-31	-25	-24	-30	-24	0.05	0.38	2.26
	Clackmannanshire	-	-51	-34	-	-41	-23	-	0.19	1.52
	Stirling	-	-27	-25	-	-28	-29	0.12	0.65	3.16
	Falkirk	-	-31	-22	-	-30	-19	0.02	0.29	1.97
Dumf/Galloway	**Dumfries & Galloway**	-24	-54	-37	-31	-43	-35	0.07	0.39	2.63
Ayrshire	**North Ayrshire**	-	-14	-33	-	-34	-34	0.03	0.40	1.91
	East Ayrshire	-	-45	-19	-	-40	-28	0.01	0.25	2.25
	South Ayrshire	-	-15	-30	-	-35	-26	0.05	0.40	2.21
G'ter Glasgow	**Greater Glasgow**	-25	-43	-35	-38	-40	-34	0.02	0.23	2.19
	Glasgow City	-15	-42	-34	-35	-40	-34	0.02	0.27	2.52
	East Dunbartonshire	-	-54	-45	-	-40	-38	0.01	0.11	1.13
	East Renfrewshire	-	-36	-30	-	-44	-25	-	0.16	1.25
Loth/S'Borders	**Lothians/Scot Borders**	-38	-28	-24	-44	-30	-27	0.04	0.37	2.78
	West Lothian	-	-31	-13	-	-34	-24	0.03	0.30	3.22
	Midlothian	-	-8	-14	-	-28	-15	0.03	0.43	2.92
	East Lothian	-	-24	-18	-	-20	-18	0.03	0.26	2.13
	Scottish Borders	-44	-37	-47	-45	-31	-40	0.06	0.53	2.59
Edinburgh	**Edinburgh**	-	-20	-21	-	-16	-17	0.01	0.30	2.65
	Edinburgh, City of	-	-20	-21	-	-16	-17	0.01	0.30	2.65
Highlands/Isles	**Highlands & Islands**	-45	-63	-47	-32	-50	-34	0.06	0.23	1.94
	Highland	-50	-62	-46	-35	-50	-33	0.06	0.26	2.17
	Orkney Islands	-	-	-68	-	-	-44	-	0.05	0.69
	Shetland Islands	-	-	-35	-	-	-23	0.13	0.13	1.42
	Eilean Siar	-	-71	-46	-	-65	-46	0.04	0.15	1.40
Fife	**Fife**	-35	-55	-35	-42	-46	-36	0.03	0.19	1.53
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-43	-43	-	-42	-33	0.01	0.24	1.84
	Inverclyde	-	-55	-43	-	-47	-33	0.03	0.20	1.82
	Renfrewshire	-	-37	-43	-	-39	-34	0.01	0.25	1.84
Lanarkshire	**Lanarkshire**	-53	-41	-40	-42	-37	-34	0.02	0.21	1.81
	North Lanarkshire	-32	-39	-42	-39	-36	-34	0.02	0.19	1.73
	South Lanarkshire	-68	-42	-38	-44	-38	-34	0.02	0.22	1.89
Scotland	**Total Scotland**	-42	-39	-36	-38	-32	-31	0.03	0.30	2.04

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Table 38

Reported pedestrian casualties by police force division, council and severity
Years: 2004-08, 2011-15 averages and 2015

		2004-08 average			Numbers in 2015			2011-15 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	3	33	144	1	25	61	1	33	93
Ab'shire/Moray	**Aberdeenshire/Moray**	4	19	90	5	21	46	5	19	60
	Aberdeenshire	4	13	61	4	13	30	4	13	43
	Moray	1	6	29	1	8	16	1	6	17
Tayside	**Tayside**	5	56	192	3	28	97	3	34	118
	Dundee City	2	28	98	1	11	37	1	17	59
	Angus	1	12	46	1	6	26	1	8	27
	Perth & Kinross	2	16	48	1	11	34	1	9	32
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	2	20	90	-	10	47	1	13	51
	Argyll & Bute	0	7	32	-	2	19	0	4	19
	West Dunbartonshire	2	13	59	-	8	28	1	9	33
Forth Valley	**Forth Valley**	4	28	133	3	25	85	2	20	88
	Clackmannanshire	0	4	24	-	3	15	-	2	16
	Stirling	1	10	40	2	3	22	1	5	26
	Falkirk	2	14	69	1	19	48	1	12	46
Dumf/Galloway	**Dumfries & Galloway**	1	17	62	1	4	33	2	8	36
Ayrshire	**North Ayrshire**	1	16	64	-	7	37	2	11	44
	East Ayrshire	1	12	50	-	8	28	1	7	28
	South Ayrshire	2	12	46	1	9	35	1	7	35
G'ter Glasgow	**Greater Glasgow**	13	164	699	12	94	398	9	101	417
	Glasgow City	12	149	631	12	84	352	9	90	371
	East Dunbartonshire	1	9	40	-	3	19	0	6	24
	East Renfrewshire	1	6	28	-	7	27	0	5	22
Loth/S'Borders	**Lothians/Scot Borders**	5	45	198	5	30	119	3	33	138
	West Lothian	2	16	73	2	12	55	1	12	56
	Midlothian	1	11	41	1	8	24	1	8	28
	East Lothian	1	8	40	1	4	20	1	5	28
	Scottish Borders	1	11	44	1	6	20	1	8	27
Edinburgh	**Edinburgh**	5	78	388	2	67	296	4	62	302
	Edinburgh, City of	5	78	388	2	67	296	4	62	302
Highlands/Isles	**Highlands & Islands**	3	21	89	2	8	55	3	12	67
	Highland	3	16	69	2	7	47	2	10	53
	Orkney Islands	0	2	9	-	-	1	0	1	4
	Shetland Islands	0	1	5	-	1	5	0	1	5
	Eilean Siar	-	2	6	-	-	2	1	0	5
Fife	**Fife**	4	28	128	2	18	77	2	20	75
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	4	36	153	2	26	92	3	23	95
	Inverclyde	1	13	54	1	6	29	0	8	32
	Renfrewshire	3	23	100	1	20	63	2	15	63
Lanarkshire	**Lanarkshire**	7	70	328	5	41	188	6	43	201
	North Lanarkshire	4	39	183	3	20	106	3	23	110
	South Lanarkshire	3	32	145	2	21	82	4	20	91
Scotland	**Total Scotland**	65	656	2,855	44	421	1,694	49	445	1,847

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2011-15 averages and 2015

		2015 % change on 2004-08 ave			2011-15 % change on 2004-08 ave			2015 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	-	-23	-58	-	2	-36	0.00	0.11	0.26
Ab'shire/Moray	**Aberdeenshire/Moray**	-	9	-49	-	0	-34	0.01	0.06	0.13
	Aberdeenshire	-	-2	-51	-	0	-29	0.02	0.05	0.11
	Moray	-	-	-45	-	-	-42	0.01	0.08	0.17
Tayside	**Tayside**	-	-50	-50	-	-40	-38	0.01	0.07	0.23
	Dundee City	-	-61	-62	-	-41	-40	0.01	0.07	0.25
	Angus	-	-50	-43	-	-32	-41	0.01	0.05	0.22
	Perth & Kinross	-	-29	-29	-	-44	-34	0.01	0.07	0.23
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-	-50	-48	-	-35	-43	-	0.06	0.27
	Argyll & Bute	-	-	-40	-	-	-41	-	0.02	0.22
	West Dunbartonshire	-	-37	-52	-	-32	-44	-	0.09	0.31
Forth Valley	**Forth Valley**	-	-11	-36	-	-30	-34	0.01	0.08	0.28
	Clackmannanshire	-	-	-36	-	-	-34	-	0.06	0.29
	Stirling	-	-	-45	-	-	-36	0.02	0.03	0.24
	Falkirk	-	38	-30	-	-13	-33	0.01	0.12	0.30
Dumf/Galloway	**Dumfries & Galloway**	-	-76	-46	-	-55	-42	0.01	0.03	0.22
Ayrshire	**North Ayrshire**	-	-57	-43	-	-35	-32	-	0.05	0.27
	East Ayrshire	-	-34	-44	-	-39	-44	-	0.07	0.23
	South Ayrshire	-	-25	-24	-	-43	-25	0.01	0.08	0.31
G'ter Glasgow	**Greater Glasgow**	-9	-43	-43	-29	-39	-40	0.01	0.12	0.49
	Glasgow City	3	-44	-44	-24	-40	-41	0.02	0.14	0.58
	East Dunbartonshire	-	-	-53	-	-	-41	-	0.03	0.18
	East Renfrewshire	-	-	-5	-	-	-23	-	0.08	0.29
Loth/S'Borders	**Lothians/Scot Borders**	-	-33	-40	-	-28	-30	0.01	0.06	0.25
	West Lothian	-	-23	-25	-	-26	-24	0.01	0.07	0.31
	Midlothian	-	-25	-41	-	-28	-31	0.01	0.09	0.27
	East Lothian	-	-	-50	-	-	-31	0.01	0.04	0.19
	Scottish Borders	-	-44	-54	-	-22	-38	0.01	0.05	0.18
Edinburgh	**Edinburgh**	-	-14	-24	-	-20	-22	0.00	0.13	0.59
	Edinburgh, City of	-	-14	-24	-	-20	-22	0.00	0.13	0.59
Highlands/Isles	**Highlands & Islands**	-	-62	-38	-	-44	-25	0.01	0.03	0.18
	Highland	-	-55	-32	-	-37	-23	0.01	0.03	0.20
	Orkney Islands	-	-	-	-	-	-	-	-	0.05
	Shetland Islands	-	-	-	-	-	-	-	0.04	0.22
	Eilean Siar	-	-	-	-	-	-	-	-	0.07
Fife	**Fife**	-	-36	-40	-	-30	-41	0.01	0.05	0.21
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-28	-40	-	-36	-38	0.01	0.10	0.36
	Inverclyde	-	-53	-46	-	-41	-41	0.01	0.08	0.36
	Renfrewshire	-	-15	-37	-	-34	-36	0.01	0.11	0.36
Lanarkshire	**Lanarkshire**	-	-42	-43	-	-38	-39	0.01	0.06	0.29
	North Lanarkshire	-	-48	-42	-	-40	-40	0.01	0.06	0.31
	South Lanarkshire	-	-34	-44	-	-36	-37	0.01	0.07	0.26
Scotland	**Total Scotland**	-32	-36	-41	-25	-32	-35	0.01	0.08	0.32

Percentage changes are not shown if the baseline (2004-08 average) is less than 10

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2015

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian								
Postcode blank, invalid or not known	12	3	2	8	4	4	6	26
Casualty from elsewhere in the UK	1	0	1	0	0	1	1	6
Scottish casualty, distance not known [4]	0	0	0	0	2	0	2	6
Non - UK casualty [3]	0	0	0	1	0	0	2	1
Up to 2 km	27	25	66	27	56	21	50	226
Over 2 up to 5 km	8	4	10	5	9	1	8	59
Over 5 up to 10 km	4	6	6	2	4	1	12	35
Over 10 up to 20 km	2	3	4	2	4	4	11	11
Over 20 up to 50 km	2	5	7	0	6	1	5	23
Over 50 km	5	0	1	2	0	0	3	5
Total	**61**	**46**	**97**	**47**	**85**	**33**	**100**	**398**
Pedal cycle user								
Postcode blank, invalid or not known	2	2	0	1	2	0	4	6
Casualty from elsewhere in the UK	1	0	1	1	1	0	0	1
Scottish casualty, distance not known [4]	0	0	0	0	2	0	1	4
Non - UK casualty [3]	0	0	0	0	0	0	0	0
Up to 2 km	12	7	26	5	24	14	14	71
Over 2 up to 5 km	13	2	5	1	9	2	4	51
Over 5 up to 10 km	7	1	6	3	4	4	4	24
Over 10 up to 20 km	2	4	3	1	2	0	6	7
Over 20 up to 50 km	1	0	1	1	3	0	2	1
Over 50 km	1	0	2	0	0	0	0	0
Total	**39**	**16**	**44**	**13**	**47**	**20**	**35**	**165**
Motor cycle user								
Postcode blank, invalid or not known	2	9	4	0	1	0	2	4
Casualty from elsewhere in the UK	0	0	1	4	3	3	3	0
Scottish casualty, distance not known [4]	0	0	0	1	2	1	3	4
Non - UK casualty [3]	0	4	0	5	0	1	0	1
Up to 2 km	9	3	14	3	11	3	9	21
Over 2 up to 5 km	10	5	8	2	12	3	6	16
Over 5 up to 10 km	2	8	5	4	4	7	3	8
Over 10 up to 20 km	2	10	4	1	3	3	7	6
Over 20 up to 50 km	4	14	8	7	12	1	6	4
Over 50 km	0	3	11	8	10	4	3	2
Total	**29**	**56**	**55**	**35**	**58**	**26**	**42**	**66**
Car user								
Postcode blank, invalid or not known	17	29	8	10	7	5	42	31
Casualty from elsewhere in the UK	3	1	6	12	9	46	6	8
Scottish casualty, distance not known [4]	0	1	0	5	6	0	20	23
Non - UK casualty [3]	0	4	1	8	9	1	3	2
Up to 2 km	34	49	84	71	104	42	107	288
Over 2 up to 5 km	31	50	63	45	84	38	78	247
Over 5 up to 10 km	22	78	52	41	66	30	96	204
Over 10 up to 20 km	9	76	53	43	56	42	90	95
Over 20 up to 50 km	7	85	37	40	54	26	68	69
Over 50 km	6	27	24	39	37	30	18	25
Total	**129**	**400**	**328**	**314**	**432**	**260**	**528**	**992**
Other [2]								
Postcode blank, invalid or not known	2	5	2	5	0	1	6	12
Casualty from elsewhere in the UK	0	2	0	33	1	10	3	2
Scottish casualty, distance not known [4]	0	0	0	1	0	1	1	1
Non - UK casualty [3]	0	0	0	0	0	1	0	1
Up to 2 km	2	1	4	5	17	5	5	37
Over 2 up to 5 km	3	1	4	4	15	6	16	34
Over 5 up to 10 km	1	3	4	3	10	5	15	31
Over 10 up to 20 km	1	4	4	4	9	3	11	12
Over 20 up to 50 km	1	10	10	3	5	14	13	12
Over 50 km	1	10	8	12	4	8	8	5
Total	**11**	**36**	**36**	**70**	**61**	**54**	**78**	**147**
All casualties								
Postcode blank, invalid or not known	35	48	16	24	14	10	60	79
Casualty from elsewhere in the UK	5	3	9	50	14	60	13	17
Scottish casualty, distance not known [4]	0	1	0	7	12	2	27	38
Non - UK casualty [3]	0	8	1	14	9	3	5	5
Up to 2 km	84	85	194	111	212	85	185	643
Over 2 up to 5 km	65	62	90	57	129	50	112	407
Over 5 up to 10 km	36	96	73	53	88	47	130	302
Over 10 up to 20 km	16	97	68	51	74	52	125	131
Over 20 up to 50 km	15	114	63	51	80	42	94	109
Over 50 km	13	40	46	61	51	42	32	37
Total	**269**	**554**	**560**	**479**	**683**	**393**	**783**	**1,768**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus, bus or coach, etc.
3. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
4. Due to a problem with the methodology in producing this table, there was an error with these figures in previous editions of this table.

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2015

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Postcode blank, invalid or not known	7	26	1	1	4	10	114
Casualty from elsewhere in the UK	2	7	0	0	0	1	20
Scottish casualty, distance not known [4]	0	0	0	0	2	9	21
Non - UK casualty [3]	2	14	1	0	0	1	22
Up to 2 km	82	152	30	52	56	122	992
Over 2 up to 5 km	7	45	2	9	19	19	205
Over 5 up to 10 km	10	22	4	6	5	14	131
Over 10 up to 20 km	2	15	8	5	2	7	80
Over 20 up to 50 km	6	5	6	4	2	5	77
Over 50 km	1	10	3	0	2	0	32
Total	**119**	**296**	**55**	**77**	**92**	**188**	**1,694**
Pedal cycle user							
Postcode blank, invalid or not known	2	6	4	0	2	3	34
Casualty from elsewhere in the UK	1	2	1	0	0	1	10
Scottish casualty, distance not known [4]	0	0	0	1	1	1	10
Non - UK casualty [3]	4	12	0	0	0	0	16
Up to 2 km	20	104	8	14	8	25	352
Over 2 up to 5 km	8	67	4	11	5	11	193
Over 5 up to 10 km	13	19	1	4	3	6	99
Over 10 up to 20 km	10	4	0	3	4	4	50
Over 20 up to 50 km	3	4	0	2	1	3	22
Over 50 km	3	1	1	0	0	0	8
Total	**64**	**219**	**19**	**35**	**24**	**54**	**794**
Motor cycle user							
Postcode blank, invalid or not known	7	2	9	1	0	1	42
Casualty from elsewhere in the UK	7	1	14	1	2	2	41
Scottish casualty, distance not known [4]	0	0	0	0	1	0	12
Non - UK casualty [3]	2	6	8	0	0	0	27
Up to 2 km	26	20	6	13	1	13	152
Over 2 up to 5 km	17	16	3	7	6	9	120
Over 5 up to 10 km	22	11	4	11	5	7	101
Over 10 up to 20 km	9	12	7	8	0	3	75
Over 20 up to 50 km	9	7	12	2	4	6	96
Over 50 km	8	2	14	2	0	1	68
Total	**107**	**77**	**77**	**45**	**19**	**42**	**734**
Car user							
Postcode blank, invalid or not known	22	28	32	4	16	23	274
Casualty from elsewhere in the UK	42	10	20	0	2	33	198
Scottish casualty, distance not known [4]	3	1	2	4	11	15	91
Non - UK casualty [3]	33	19	10	1	0	2	93
Up to 2 km	193	132	45	84	81	205	1,519
Over 2 up to 5 km	154	106	37	82	66	191	1,272
Over 5 up to 10 km	158	99	54	85	67	121	1,173
Over 10 up to 20 km	160	85	63	66	30	96	964
Over 20 up to 50 km	121	53	62	33	26	65	746
Over 50 km	28	33	65	15	10	25	382
Total	**914**	**566**	**390**	**374**	**309**	**776**	**6,712**
Other [2]							
Postcode blank, invalid or not known	9	12	2	0	1	10	67
Casualty from elsewhere in the UK	6	4	4	0	0	13	78
Scottish casualty, distance not known [4]	0	0	2	0	0	1	7
Non - UK casualty [3]	4	6	1	0	0	0	13
Up to 2 km	18	53	3	10	5	25	190
Over 2 up to 5 km	18	25	3	10	9	32	180
Over 5 up to 10 km	24	23	6	5	3	18	151
Over 10 up to 20 km	18	23	7	5	2	18	121
Over 20 up to 50 km	32	12	8	1	2	5	128
Over 50 km	12	7	17	3	1	3	99
Total	**141**	**165**	**53**	**34**	**23**	**125**	**1,034**
All casualties							
Postcode blank, invalid or not known	47	74	48	6	23	47	531
Casualty from elsewhere in the UK	58	24	39	1	4	50	347
Scottish casualty, distance not known [4]	3	1	4	5	15	26	141
Non - UK casualty [3]	45	57	20	1	0	3	171
Up to 2 km	339	461	92	173	151	390	3,205
Over 2 up to 5 km	204	259	49	119	105	262	1,970
Over 5 up to 10 km	227	174	69	111	83	166	1,655
Over 10 up to 20 km	199	139	85	87	38	128	1,290
Over 20 up to 50 km	171	81	88	42	35	84	1,069
Over 50 km	52	53	100	20	13	29	589
Total	**1,345**	**1,323**	**594**	**565**	**467**	**1,185**	**10,968**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus, bus or coach, etc.
3. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
4. Due to a problem with the methodology in producing this table, there was an error with these figures in previous editions of this table.

Table 39b

Casualties[1] involved in reported accidents 2015: 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	Eilean Siar	Falkirk	Fife	Glasgow City
																Column Percentages
Aberdeen City	**75.1**	11.1	1.8	0.4	-	-	-	-	-	0.5	-	-	-	-	-	0.1
Aberdeenshire	19.2	**78.4**	1.8	-	-	-	1.3	-	-	-	-	-	-	-	0.4	0.1
Angus	0.4	2.7	**79.6**	-	-	-	6.0	-	-	-	-	0.4	-	0.7	0.2	-
Argyll & Bute	-	0.2	-	**54.5**	-	-	-	-	-	-	-	0.1	-	-	-	0.6
Clackmannanshire	-	-	-	0.4	**81.7**	0.3	-	-	1.8	-	-	0.2	-	2.3	0.7	0.1
Dumfries & Galloway	-	-	-	1.1	-	**75.3**	-	1.3	-	-	-	-	-	-	-	-
Dundee City	0.9	0.5	9.0	-	-	0.8	**82.7**	-	-	-	-	0.3	-	-	1.3	0.1
East Ayrshire	-	-	-	-	-	1.6	-	**66.5**	-	-	0.9	0.2	-	0.3	-	0.4
East Dunbartonshire	-	0.2	-	0.4	-	-	-	0.4	**65.1**	0.5	0.9	0.3	-	0.7	-	3.9
East Lothian	-	0.2	-	-	-	0.3	-	-	-	**63.8**	-	5.9	-	0.3	-	0.1
East Renfrewshire	-	-	-	1.1	-	-	-	2.1	-	-	**63.6**	0.2	-	-	-	3.5
Edinburgh, City of	-	0.2	0.6	0.7	-	0.8	-	-	-	13.3	-	**72.7**	-	1.3	1.3	0.6
Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**97.3**	-	-	-
Falkirk	-	-	0.6	0.4	2.8	0.3	-	-	-	1.0	0.9	0.8	-	**79.7**	0.9	0.6
Fife	0.4	0.2	-	0.4	9.9	-	4.0	0.4	-	0.5	-	2.6	-	0.3	**90.3**	0.2
Glasgow City	-	-	0.6	4.0	-	2.2	-	3.4	19.3	-	20.0	0.9	-	3.0	0.5	**67.9**
Highland	0.4	0.5	-	2.2	-	-	-	-	-	-	-	0.2	-	-	0.2	-
Inverclyde	-	-	-	1.5	-	-	-	-	-	-	-	0.2	-	-	-	0.9
Midlothian	-	0.2	-	-	-	-	-	0.4	-	4.6	-	4.4	-	-	0.2	0.1
Moray	1.3	2.9	-	-	-	-	-	-	-	-	-	0.1	-	-	-	-
North Ayrshire	-	-	-	1.1	-	0.8	-	5.2	-	0.5	2.7	-	-	0.7	-	1.2
North Lanarkshire	0.4	0.2	-	2.5	1.4	1.3	-	3.4	4.6	-	-	0.5	-	2.7	0.9	6.8
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	0.4	-	3.6	0.4	-	-	5.3	-	-	-	-	0.4	-	-	0.9	0.3
Renfrewshire	-	0.2	-	3.3	-	0.5	-	0.4	0.9	-	4.5	0.2	-	0.3	-	3.0
Scottish Borders	-	0.2	0.6	0.7	-	-	-	-	-	4.1	-	0.6	-	0.3	0.2	0.1
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	0.6	-	-	0.3	-	7.3	-	-	1.8	0.1	-	-	-	0.5
South Lanarkshire	-	0.5	0.6	2.5	1.4	0.8	-	5.6	1.8	1.5	4.5	0.6	-	1.0	0.7	5.3
Stirling	-	0.5	-	0.4	1.4	-	-	-	0.9	0.5	-	0.5	-	3.7	0.4	0.5
West Dunbartonshire	-	-	-	4.4	-	-	-	1.3	3.7	-	-	-	-	0.3	-	1.7
West Lothian	-	-	-	0.4	1.4	-	-	0.4	-	3.1	-	5.9	-	1.7	0.7	0.4
Elsewhere in UK	1.3	0.7	0.6	17.5	-	14.8	0.7	1.7	1.8	6.1	-	1.9	2.7	0.7	0.2	0.9
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**229**	**407**	**167**	**275**	**71**	**372**	**150**	**233**	**109**	**196**	**110**	**1,185**	**37**	**300**	**547**	**1,372**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2015:Council of residence vs council of accident location **SEVERITY/ROAD TYPE/AREA**

		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
CASUALTY RESIDENCE	**Aberdeen City**	0.5	-	-	-	-	0.4	-	0.4	-	0.4	-	-	0.2	0.4	-	-
	Aberdeenshire	1.5	-	-	6.3	-	-	-	-	-	0.4	-	-	-	-	-	-
	Angus	0.3	-	-	1.3	-	-	-	2.2	0.4	-	3.3	-	-	0.8	-	-
	Argyll & Bute	0.5	1.5	-	-	0.9	-	-	0.9	0.4	0.4	-	-	0.2	2.7	5.0	-
	Clackmannanshire	0.5	-	-	-	-	0.2	-	1.3	-	-	-	-	0.2	5.7	1.4	1.1
	Dumfries & Galloway	-	-	1.3	1.3	0.4	0.8	-	-	-	3.4	-	5.4	0.9	0.4	-	-
	Dundee City	0.5	-	-	-	-	-	-	5.8	0.4	-	-	-	-	1.1	-	-
	East Ayrshire	-	-	-	-	6.6	-	-	0.4	1.4	-	-	13.4	1.5	-	-	-
	East Dunbartonshire	-	-	-	-	1.3	2.6	-	-	2.1	-	-	-	0.6	3.0	5.0	-
	East Lothian	0.3	-	7.1	-	-	0.2	-	0.4	-	1.9	-	-	0.2	-	-	1.5
	East Renfrewshire	0.3	-	-	-	0.4	0.4	-	-	2.5	-	-	-	1.7	-	1.4	0.4
	Edinburgh, City of	1.5	-	18.1	-	0.4	0.4	-	2.2	-	4.2	-	-	0.2	2.3	-	5.7
	Eilean Siar	0.3	-	-	-	-	-	-	-	-	-	-	-	-	0.8	-	-
	Falkirk	0.8	-	-	-	0.4	1.9	-	0.9	0.4	-	-	-	0.2	9.5	-	5.9
	Fife	1.8	-	0.8	-	-	0.2	-	7.6	-	0.4	-	-	0.7	0.8	-	1.7
	Glasgow City	2.0	1.5	0.4	1.3	3.5	7.4	-	1.3	9.3	-	-	2.5	6.7	4.2	7.9	1.9
	Highland	**74.6**	-	-	3.8	-	-	-	1.3	-	-	-	-	-	0.4	0.7	0.2
	Inverclyde	-	**90.9**	-	-	0.4	-	-	-	5.0	-	-	-	0.4	0.4	-	-
	Midlothian	0.3	-	**57.6**	-	-	-	-	-	-	3.4	-	-	-	-	-	1.1
	Moray	3.8	-	-	**82.5**	-	-	18.2	0.4	0.7	0.4	-	-	-	-	-	-
	North Ayrshire	-	1.5	-	-	**75.8**	-	-	0.4	5.3	0.4	-	4.0	0.2	0.8	1.4	0.2
	North Lanarkshire	0.8	-	-	-	0.9	**72.8**	-	-	1.1	1.5	-	2.0	9.1	3.0	0.7	2.3
	Orkney Islands	0.3	-	-	-	-	-	**81.8**	-	-	-	-	-	-	-	-	-
	Perth & Kinross	-	-	-	-	-	0.4	-	**66.8**	-	-	-	-	0.2	2.7	-	-
	Renfrewshire	-	3.0	-	-	2.2	0.9	-	0.4	**65.8**	-	-	0.5	0.4	2.3	5.0	-
	Scottish Borders	-	-	7.1	-	-	-	-	-	-	**73.0**	-	0.5	-	0.4	-	0.4
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	**93.3**	-	-	-	-	-
	South Ayrshire	-	-	0.8	-	4.0	-	-	-	1.1	-	-	**65.8**	0.6	-	-	-
	South Lanarkshire	0.5	0.8	2.1	-	2.2	7.9	-	0.9	0.7	1.1	-	3.0	**68.9**	3.4	-	2.7
	Stirling	1.0	-	0.4	-	-	-	-	0.4	-	-	-	-	-	**49.6**	1.4	1.0
	West Dunbartonshire	-	0.8	-	-	-	-	-	-	1.8	-	-	-	-	1.5	**69.1**	0.2
	West Lothian	0.3	-	0.8	-	-	1.9	-	2.2	0.4	1.1	-	-	1.3	0.8	-	**72.5**
	Elsewhere in UK	7.9	-	3.4	3.8	0.4	1.7	-	3.1	1.4	8.0	3.3	3.0	5.9	3.4	0.7	1.1
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**393**	**132**	**238**	**80**	**227**	**529**	**11**	**223**	**281**	**263**	**30**	**202**	**540**	**264**	**139**	**524**

1. Where postcode of casualty is known.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Aberdeen City*	**2004-08 average**	**-**	**-**	**-**	**-**	**10**	**10**	**2**	**4**	**6**	**8**	**74**	**82**
	2005	-	-	-	-	9	9	1	6	7	8	67	75
	2006	-	-	-	-	10	10	5	3	8	6	49	55
	2007	-	-	-	-	6	6	-	5	5	8	57	65
	2008	-	-	-	-	16	16	1	2	3	10	123	133
	2009	-	-	-	-	5	5	1	3	4	11	71	82
	2010	-	-	-	3	10	13	2	5	7	17	58	75
	2011	-	2	2	-	11	11	2	5	7	16	83	99
	2012	-	-	-	2	19	21	1	7	8	11	98	109
	2013	-	1	1	2	7	9	-	4	4	11	90	101
	2014	-	-	-	-	7	7	2	4	6	10	77	87
	2015	-	-	-	-	8	8	1	4	5	5	69	74
	2011-15 average	**-**	**1**	**1**	**1**	**10**	**11**	**1**	**5**	**6**	**11**	**83**	**94**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*-20*	*-20*	*-44*	*5*	*-11*	*-40*	*-6*	*-10*
	% ch on 04-08 av: 1115	*-*	*-*	*-*	*-*	*4*	*12*	*-33*	*26*	*7*	*26*	*13*	*15*
Aberdeenshire*	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	2005	-	1	1	1	11	12	7	29	36	38	122	160
	2006	-	1	1	4	9	13	13	33	46	25	101	126
	2007	-	-	-	1	7	8	3	22	25	31	132	163
	2008	1	5	6	3	12	15	3	23	26	52	180	232
	2009	-	1	1	3	17	20	4	18	22	43	181	224
	2010	-	-	-	2	6	8	4	22	26	49	153	202
	2011	-	-	-	1	13	14	4	7	11	34	157	191
	2012	-	1	1	-	12	12	3	11	14	38	167	205
	2013	-	2	2	3	11	14	8	15	23	48	128	176
	2014	1	1	2	5	8	13	6	20	26	25	152	177
	2015	-	-	-	2	6	8	4	15	19	26	128	154
	2011-15 average	**0**	**1**	**1**	**2**	**10**	**12**	**5**	**14**	**19**	**34**	**146**	**181**
	% ch on 04-08 av: 2015	*-100*	*-100*	*-100*	*-17*	*-41*	*-37*	*-41*	*-44*	*-43*	*-25*	*-2*	*-7*
	% ch on 04-08 av: 1115	*0*	*-50*	*-44*	*-8*	*-2*	*-3*	*-26*	*-49*	*-44*	*-2*	*12*	*9*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may be incomplete.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Angus	**2004-08 average**	**-**	**0**	**0**	**-**	**8**	**8**	**3**	**9**	**12**	**12**	**71**	**83**
	2005	-	-	-	-	10	10	1	6	7	13	67	80
	2006	-	-	-	-	10	10	2	9	11	12	67	79
	2007	-	2	2	-	6	6	5	8	13	4	67	71
	2008	-	-	-	-	2	2	2	11	13	8	56	64
	2009	-	-	-	-	5	5	1	6	7	7	53	60
	2010	-	-	-	2	4	6	1	5	6	9	45	54
	2011	-	-	-	1	6	7	1	4	5	9	48	57
	2012	-	-	-	-	3	3	-	5	5	8	37	45
	2013	-	-	-	-	5	5	2	1	3	6	45	51
	2014	-	-	-	-	2	2	2	4	6	5	32	37
	2015	-	-	-	-	4	4	3	5	8	1	35	36
	2011-15 average	**-**	**-**	**-**	**0**	**4**	**4**	**2**	**4**	**5**	**6**	**39**	**45**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	-	*-47*	*-47*	*7*	*-46*	*-33*	*-92*	*-51*	*-57*
	% ch on 04-08 av: 1115	-	*-100*	*-100*	-	*-47*	*-45*	*-43*	*-59*	*-55*	*-51*	*-45*	*-45*
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	2005	-	-	-	-	4	4	5	4	9	35	45	80
	2006	-	-	-	2	2	4	6	4	10	38	52	90
	2007	-	-	-	-	4	4	11	3	14	24	33	57
	2008	-	1	1	4	6	10	7	6	13	54	57	111
	2009	-	-	-	1	4	5	3	2	5	33	40	73
	2010	-	-	-	-	1	1	8	7	15	34	32	66
	2011	1	-	1	1	2	3	5	-	5	32	26	58
	2012	-	-	-	-	5	5	4	-	4	34	29	63
	2013	-	-	-	-	-	-	10	1	11	25	26	51
	2014	-	-	-	-	3	3	3	1	4	26	29	55
	2015	-	-	-	-	1	1	4	2	6	33	18	51
	2011-15 average	**0**	**-**	**0**	**0**	**2**	**2**	**5**	**1**	**6**	**30**	**26**	**56**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	*-100*	*-76*	*-82*	*-47*	*-57*	*-51*	*-14*	*-63*	*-41*
	% ch on 04-08 av: 1115	-	*-100*	*0*	*-86*	*-48*	*-57*	*-32*	*-83*	*-51*	*-21*	*-47*	*-36*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Clackmannanshire	**2004-08 average**	**-**	**0**	**0**	**-**	**4**	**4**	**-**	**2**	**2**	**-**	**20**	**20**
	2005	-	-	-	-	4	4	-	1	1	-	24	24
	2006	-	-	-	-	4	4	-	4	4	-	23	23
	2007	-	-	-	-	2	2	-	1	1	-	11	11
	2008	-	1	1	-	4	4	-	2	2	-	23	23
	2009	-	-	-	-	3	3	-	3	3	-	14	14
	2010	-	-	-	-	3	3	-	2	2	-	19	19
	2011	-	-	-	-	1	1	1	1	2	-	10	10
	2012	-	-	-	-	2	2	-	-	-	1	18	19
	2013	-	-	-	-	2	2	-	-	-	1	13	14
	2014	-	-	-	-	1	1	-	-	-	-	7	7
	2015	-	-	-	-	1	1	-	-	-	-	10	10
	2011-15 average	**-**	**-**	**-**	**-**	**1**	**1**	**0**	**0**	**0**	**0**	**12**	**12**
	% ch on 04-08 av: 2015	*-*	*-100*	*-100*	*-*	*-72*	*-72*	*-*	*-100*	*-100*	*-*	*-51*	*-51*
	% ch on 04-08 av: 1115	*-*	*-100*	*-100*	*-*	*-61*	*-61*	*-*	*-91*	*-82*	*-*	*-43*	*-41*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	2005	1	-	1	4	7	11	10	7	17	51	76	127
	2006	-	-	-	4	9	13	17	8	25	56	90	146
	2007	-	-	-	6	7	13	8	4	12	61	97	158
	2008	-	-	-	1	7	8	5	5	10	35	70	105
	2009	-	-	-	4	6	10	8	2	10	47	73	120
	2010	-	-	-	-	4	4	3	2	5	25	42	67
	2011	-	-	-	3	3	6	8	1	9	25	59	84
	2012	-	-	-	3	3	6	1	6	7	25	58	83
	2013	-	-	-	1	-	1	6	6	12	22	43	65
	2014	-	-	-	1	4	5	4	7	11	29	45	74
	2015	-	-	-	1	2	3	9	2	11	22	36	58
	2011-15 average	**-**	**-**	**-**	**2**	**2**	**4**	**6**	**4**	**10**	**25**	**48**	**73**
	% ch on 04-08 av: 2015	*-100*	*-*	*-100*	*-76*	*-74*	*-75*	*2*	*-64*	*-24*	*-54*	*-54*	*-54*
	% ch on 04-08 av: 1115	*-100*	*-*	*-100*	*-57*	*-68*	*-64*	*-36*	*-21*	*-31*	*-49*	*-39*	*-43*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Dundee City	**2004-08 average**	**0**	**-**	**0**	**1**	**14**	**15**	**1**	**2**	**3**	**8**	**56**	**65**
	2005	-	-	-	1	15	16	2	5	7	5	53	58
	2006	-	-	-	1	15	16	-	-	-	12	71	83
	2007	-	-	-	1	11	12	1	1	2	10	42	52
	2008	1	-	1	-	10	10	1	3	4	5	54	59
	2009	-	-	-	1	13	14	3	2	5	9	56	65
	2010	-	-	-	1	10	11	2	3	5	7	34	41
	2011	-	-	-	-	11	11	-	2	2	5	47	52
	2012	-	-	-	-	7	7	1	1	2	4	43	47
	2013	-	-	-	-	4	4	1	1	2	5	32	37
	2014	-	-	-	1	3	4	-	1	1	6	36	42
	2015	-	-	-	1	5	6	-	1	1	4	18	22
	2011-15 average	**-**	**-**	**-**	**0**	**6**	**6**	**0**	**1**	**2**	**5**	**35**	**40**
	% ch on 04-08 av: 2015	*-100*	*-*	*-100*	*25*	*-64*	*-59*	*-100*	*-50*	*-64*	*-51*	*-68*	*-66*
	% ch on 04-08 av: 1115	*-100*	*-*	*-100*	*-50*	*-57*	*-56*	*-50*	*-40*	*-43*	*-41*	*-38*	*-38*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	2005	-	-	-	-	6	6	2	3	5	7	41	48
	2006	-	-	-	1	8	9	1	4	5	3	54	57
	2007	-	-	-	-	6	6	5	2	7	4	30	34
	2008	-	-	-	2	5	7	1	7	8	11	48	59
	2009	-	-	-	-	-	-	3	2	5	11	33	44
	2010	-	-	-	1	6	7	1	4	5	12	38	50
	2011	-	-	-	1	4	5	-	4	4	5	38	43
	2012	-	-	-	-	1	1	-	3	3	10	33	43
	2013	-	-	-	-	2	2	1	3	4	3	25	28
	2014	-	-	-	-	6	6	1	1	2	2	21	23
	2015	-	-	-	-	3	3	-	1	1	7	24	31
	2011-15 average	**-**	**-**	**-**	**0**	**3**	**3**	**0**	**2**	**3**	**5**	**28**	**34**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-100*	*-62*	*-64*	*-100*	*-79*	*-87*	*-13*	*-50*	*-45*
	% ch on 04-08 av: 1115	*-*	*-*	*-*	*-67*	*-59*	*-60*	*-86*	*-50*	*-63*	*-33*	*-41*	*-40*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
East Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**-**	**6**	**6**	**-**	**2**	**2**	**-**	**26**	**26**
	2005	-	-	-	-	9	9	-	-	-	-	26	26
	2006	-	1	1	-	9	9	-	1	1	-	27	27
	2007	-	-	-	-	3	3	-	3	3	-	25	25
	2008	-	-	-	-	2	2	-	2	2	-	22	22
	2009	-	-	-	-	4	4	-	2	2	-	21	21
	2010	-	-	-	-	3	3	-	4	4	-	22	22
	2011	-	-	-	-	-	-	-	-	-	-	16	16
	2012	-	-	-	-	3	3	-	-	-	-	26	26
	2013	-	-	-	-	2	2	-	1	1	-	10	10
	2014	-	-	-	-	1	1	-	1	1	-	15	15
	2015	-	-	-	-	1	1	-	1	1	-	12	12
	2011-15 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**16**	**16**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	-	*-83*	*-83*	-	*-38*	*-38*	-	*-54*	*-54*
	% ch on 04-08 av: 1115	-	*-100*	*-100*	-	*-76*	*-76*	-	*-63*	*-63*	-	*-40*	*-40*
East Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	2005	-	-	-	-	9	9	1	2	3	5	43	48
	2006	-	-	-	-	4	4	1	3	4	4	34	38
	2007	-	-	-	-	5	5	4	1	5	4	31	35
	2008	-	-	-	-	-	-	2	1	3	1	19	20
	2009	-	-	-	3	2	5	-	8	8	10	29	39
	2010	-	1	1	-	3	3	-	3	3	8	26	34
	2011	-	1	1	-	2	2	-	1	1	5	24	29
	2012	-	-	-	-	1	1	-	-	-	2	22	24
	2013	-	1	1	-	2	2	-	3	3	3	24	27
	2014	-	-	-	-	4	4	3	1	4	5	31	36
	2015	-	-	-	-	-	-	1	2	3	3	24	27
	2011-15 average	**-**	**0**	**0**	**-**	**2**	**2**	**1**	**1**	**2**	**4**	**25**	**29**
	% ch on 04-08 av: 2015	-	-	-	*-100*	*-100*	*-100*	*-44*	*-23*	*-32*	*-25*	*-24*	*-24*
	% ch on 04-08 av: 1115	-	-	-	*-100*	*-64*	*-65*	*-56*	*-46*	*-50*	*-10*	*-21*	*-20*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
East Renfrewshire	**2004-08 average**	**-**	**-**	**-**	**-**	**2**	**2**	**0**	**2**	**2**	**2**	**22**	**24**
	2005	-	-	-	-	1	1	-	2	2	2	13	15
	2006	-	-	-	-	3	3	-	1	1	1	31	32
	2007	-	-	-	-	3	3	-	4	4	1	15	16
	2008	-	-	-	-	1	1	-	1	1	4	21	25
	2009	-	-	-	-	3	3	-	2	2	4	15	19
	2010	-	-	-	-	4	4	-	1	1	5	20	25
	2011	-	-	-	-	2	2	-	2	2	-	12	12
	2012	-	-	-	-	3	3	-	2	2	1	11	12
	2013	-	-	-	-	1	1	-	2	2	-	13	13
	2014	-	-	-	-	3	3	-	-	-	3	11	14
	2015	-	-	-	-	3	3	-	-	-	1	14	15
	2011-15 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**1**	**1**	**1**	**12**	**13**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-*	*25*	*25*	*-100*	*-100*	*-100*	*-44*	*-36*	*-36*
	% ch on 04-08 av: 1115	*-*	*-*	*-*	*-*	*0*	*0*	*-100*	*-33*	*-40*	*-44*	*-44*	*-44*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	2005	-	-	-	-	27	27	1	5	6	8	188	196
	2006	-	2	2	-	32	32	1	12	13	8	198	206
	2007	-	1	1	1	22	23	-	5	5	11	180	191
	2008	-	-	-	-	24	24	1	12	13	5	178	183
	2009	-	-	-	-	17	17	-	7	7	2	139	141
	2010	-	-	-	-	15	15	1	3	4	4	128	132
	2011	-	-	-	1	15	16	2	8	10	3	163	166
	2012	-	-	-	-	19	19	-	13	13	8	180	188
	2013	-	-	-	-	9	9	3	5	8	3	127	130
	2014	-	-	-	-	16	16	1	10	11	8	144	152
	2015	-	-	-	-	9	9	-	3	3	9	141	150
	2011-15 average	**-**	**-**	**-**	**0**	**14**	**14**	**1**	**8**	**9**	**6**	**151**	**157**
	% ch on 04-08 av: 2015	*-*	*-100*	*-100*	*-100*	*-64*	*-65*	*-100*	*-63*	*-67*	*22*	*-22*	*-20*
	% ch on 04-08 av: 1115	*-*	*-100*	*-100*	*0*	*-46*	*-46*	*50*	*-5*	*0*	*-16*	*-16*	*-16*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Eilean Siar	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**2**	**2**	**-**	**14**	**14**
	2005	-	-	-	-	2	2	-	4	4	-	16	16
	2006	-	-	-	-	-	-	-	1	1	-	7	7
	2007	-	-	-	-	1	1	-	-	-	-	11	11
	2008	-	-	-	-	2	2	-	1	1	-	16	16
	2009	-	-	-	-	2	2	-	-	-	-	7	7
	2010	-	-	-	-	-	-	-	2	2	-	10	10
	2011	-	-	-	-	1	1	-	1	1	-	5	5
	2012	-	-	-	-	-	-	-	2	2	-	8	8
	2013	-	-	-	-	1	1	-	1	1	-	1	1
	2014	-	-	-	-	-	-	-	4	4	-	6	6
	2015	-	-	-	-	-	-	-	1	1	-	4	4
	2011-15 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**2**	**2**	**-**	**5**	**5**
	% ch on 04-08 av: 2015	-	-	-	-	*-100*	*-100*	-	*-58*	*-58*	-	*-71*	*-71*
	% ch on 04-08 av: 1115	-	-	-	-	*-60*	*-60*	-	*-25*	*-25*	-	*-65*	*-65*
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	2005	-	-	-	1	15	16	1	7	8	5	72	77
	2006	-	2	2	-	15	15	2	3	5	3	60	63
	2007	-	-	-	-	7	7	1	1	2	6	55	61
	2008	-	-	-	-	7	7	-	4	4	4	65	69
	2009	-	-	-	-	7	7	-	3	3	8	47	55
	2010	-	-	-	-	5	5	-	1	1	8	35	43
	2011	-	-	-	-	3	3	1	-	1	4	39	43
	2012	-	-	-	-	2	2	2	8	10	7	57	64
	2013	1	-	1	-	2	2	1	2	3	3	34	37
	2014	-	2	2	-	5	5	-	5	5	4	39	43
	2015	-	-	-	-	6	6	1	2	3	7	39	46
	2011-15 average	**0**	**0**	**1**	**-**	**4**	**4**	**1**	**3**	**4**	**5**	**42**	**47**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	*-100*	*-39*	*-40*	*25*	*-55*	*-42*	*46*	*-36*	*-31*
	% ch on 04-08 av: 1115	-	*0*	*50*	*-100*	*-63*	*-64*	*25*	*-23*	*-15*	*4*	*-32*	*-30*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Fife	**2004-08 average**	**0**	**2**	**2**	**1**	**18**	**19**	**4**	**15**	**18**	**21**	**139**	**159**
	2005	-	1	1	1	20	21	6	9	15	30	142	172
	2006	1	1	2	1	25	26	6	13	19	28	161	189
	2007	-	-	-	-	14	14	1	13	14	13	124	137
	2008	-	1	1	1	11	12	1	13	14	9	105	114
	2009	-	-	-	-	20	20	-	6	6	8	106	114
	2010	-	-	-	3	8	11	5	8	13	25	94	119
	2011	-	-	-	-	18	18	-	11	11	8	84	92
	2012	-	-	-	-	11	11	-	7	7	11	89	100
	2013	-	-	-	-	2	2	2	9	11	17	68	85
	2014	-	1	1	-	4	4	4	8	12	20	61	81
	2015	1	-	1	-	7	7	5	7	12	7	64	71
	2011-15 average	**0**	**0**	**0**	**-**	**8**	**8**	**2**	**8**	**11**	**13**	**73**	**86**
	% ch on 04-08 av: 2015	*400*	*-100*	*-44*	*-100*	*-62*	*-64*	*32*	*-52*	*-35*	*-66*	*-54*	*-55*
	% ch on 04-08 av: 1115	*0*	*-88*	*-78*	*-100*	*-54*	*-56*	*-42*	*-42*	*-42*	*-39*	*-47*	*-46*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	2005	-	1	1	-	50	50	1	16	17	20	250	270
	2006	-	4	4	-	54	54	3	23	26	15	276	291
	2007	-	1	1	-	47	47	-	14	14	10	238	248
	2008	-	1	1	-	48	48	-	15	15	8	313	321
	2009	-	1	1	-	40	40	1	17	18	11	213	224
	2010	-	1	1	2	31	33	1	10	11	11	199	210
	2011	-	1	1	1	29	30	3	10	13	6	171	177
	2012	-	-	-	1	29	30	-	7	7	12	177	189
	2013	-	-	-	-	12	12	-	4	4	5	144	149
	2014	-	1	1	-	28	28	-	18	18	5	162	167
	2015	-	-	-	-	17	17	-	15	15	2	160	162
	2011-15 average	**-**	**0**	**0**	**0**	**23**	**23**	**1**	**11**	**11**	**6**	**163**	**169**
	% ch on 04-08 av: 2015	*-*	*-100*	*-100*	*-*	*-67*	*-67*	*-100*	*-10*	*-15*	*-86*	*-40*	*-42*
	% ch on 04-08 av: 1115	*-*	*-75*	*-75*	*-*	*-55*	*-54*	*-40*	*-35*	*-35*	*-57*	*-39*	*-40*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Highland	**2004-08 average**	**1**	**1**	**2**	**4**	**6**	**10**	**18**	**10**	**28**	**81**	**80**	**160**
	2005	-	-	-	7	4	11	13	7	20	101	78	179
	2006	2	-	2	1	8	9	21	5	26	62	89	151
	2007	1	1	2	2	10	12	19	15	34	65	88	153
	2008	2	1	3	3	1	4	18	16	34	61	53	114
	2009	2	-	2	2	3	5	20	8	28	75	53	128
	2010	-	-	-	5	7	12	13	13	26	49	53	102
	2011	-	-	-	-	2	2	10	11	21	43	55	98
	2012	-	-	-	-	4	4	11	5	16	49	52	101
	2013	2	-	2	1	1	2	13	7	20	41	32	73
	2014	-	-	-	1	2	3	13	6	19	36	33	69
	2015	-	-	-	2	2	4	6	8	14	38	23	61
	2011-15 average	**0**	**-**	**0**	**1**	**2**	**3**	**11**	**7**	**18**	**41**	**39**	**80**
	% ch on 04-08 av: 2015	*-100*	*-100*	*-100*	*-47*	*-69*	*-61*	*-66*	*-20*	*-50*	*-53*	*-71*	*-62*
	% ch on 04-08 av: 1115	*-60*	*-100*	*-75*	*-79*	*-66*	*-71*	*-40*	*-26*	*-35*	*-49*	*-51*	*-50*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**36**
	2005	-	-	-	-	3	3	2	1	3	6	29	35
	2006	-	-	-	2	5	7	-	-	-	9	30	39
	2007	-	-	-	-	2	2	1	2	3	15	19	34
	2008	-	-	-	-	7	7	-	2	2	10	29	39
	2009	-	-	-	-	4	4	-	2	2	6	20	26
	2010	-	-	-	-	3	3	1	-	1	3	18	21
	2011	-	-	-	1	2	3	-	1	1	7	19	26
	2012	-	-	-	1	2	3	1	-	1	4	21	25
	2013	-	-	-	-	2	2	-	-	-	2	10	12
	2014	-	-	-	1	2	3	1	-	1	2	13	15
	2015	-	1	1	-	3	3	1	1	2	3	13	16
	2011-15 average	**-**	**0**	**0**	**1**	**2**	**3**	**1**	**0**	**1**	**4**	**15**	**19**
	% ch on 04-08 av: 2015	*-*	*-*	*-*	*-100*	*-35*	*-40*	*67*	*0*	*25*	*-67*	*-51*	*-55*
	% ch on 04-08 av: 1115	*-*	*-*	*-*	*50*	*-52*	*-44*	*0*	*-60*	*-38*	*-60*	*-43*	*-47*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Midlothian	**2004-08 average**	**-**	**-**	**-**	**1**	**5**	**6**	**0**	**3**	**3**	**9**	**33**	**41**
	2005	-	-	-	1	10	11	-	2	2	6	54	60
	2006	-	-	-	2	3	5	2	2	4	18	26	44
	2007	-	-	-	-	5	5	-	4	4	10	37	47
	2008	-	-	-	2	5	7	-	3	3	5	29	34
	2009	-	-	-	-	4	4	1	2	3	7	28	35
	2010	-	-	-	-	8	8	-	1	1	7	22	29
	2011	-	-	-	-	4	4	-	3	3	1	26	27
	2012	-	-	-	-	2	2	4	-	4	4	19	23
	2013	-	1	1	1	4	5	-	5	5	6	20	26
	2014	-	-	-	-	1	1	-	-	-	10	25	35
	2015	-	-	-	-	2	2	2	1	3	7	31	38
	2011-15 average	**-**	**0**	**0**	**0**	**3**	**3**	**1**	**2**	**3**	**6**	**24**	**30**
	% ch on 04-08 av: 2015	-	-	-	*-100*	*-63*	*-69*	*400*	*-62*	*0*	*-19*	*-5*	*-8*
	% ch on 04-08 av: 1115	-	-	-	*-80*	*-52*	*-56*	*200*	*-31*	*0*	*-35*	*-26*	*-28*
Moray *	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	2005	-	1	1	1	3	4	2	8	10	12	17	29
	2006	-	2	2	1	3	4	3	5	8	9	30	39
	2007	-	-	-	-	6	6	2	5	7	6	31	37
	2008	-	1	1	-	2	2	2	4	6	10	38	48
	2009	-	-	-	1	-	1	2	3	5	18	22	40
	2010	-	-	-	-	5	5	1	3	4	11	24	35
	2011	-	-	-	-	1	1	1	3	4	10	14	24
	2012	-	-	-	2	2	4	1	2	3	15	29	44
	2013	-	-	-	1	4	5	1	2	3	9	38	47
	2014	-	-	-	-	7	7	-	2	2	11	36	47
	2015	-	-	-	1	1	2	1	1	2	13	22	35
	2011-15 average	**-**	**-**	**-**	**1**	**3**	**4**	**1**	**2**	**3**	**12**	**28**	**39**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	*150*	*-75*	*-55*	*-44*	*-81*	*-72*	*25*	*-27*	*-14*
	% ch on 04-08 av: 1115	-	*-100*	*-100*	*100*	*-25*	*-14*	*-56*	*-63*	*-61*	*12*	*-8*	*-3*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may be incomplete.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
North Ayrshire	**2004-08 average**	**-**	**0**	**0**	**3**	**8**	**11**	**1**	**5**	**6**	**17**	**47**	**64**
	2005	-	1	1	2	14	16	-	10	10	19	53	72
	2006	-	-	-	3	6	9	1	3	4	20	44	64
	2007	-	-	-	2	8	10	2	4	6	11	38	49
	2008	-	-	-	2	4	6	2	4	6	10	43	53
	2009	-	-	-	2	5	7	2	2	4	12	50	62
	2010	-	-	-	-	4	4	1	4	5	6	19	25
	2011	-	-	-	1	6	7	-	4	4	6	33	39
	2012	-	-	-	-	5	5	-	2	2	12	24	36
	2013	-	-	-	-	1	1	3	1	4	12	23	35
	2014	-	-	-	1	3	4	1	3	4	8	38	46
	2015	-	-	-	-	-	-	2	2	4	22	33	55
	2011-15 average	**-**	**-**	**-**	**0**	**3**	**3**	**1**	**2**	**4**	**12**	**30**	**42**
	% ch on 04-08 av: 2015	*-*	*-100*	*-100*	*-100*	*-100*	*-100*	*100*	*-63*	*-38*	*26*	*-29*	*-14*
	% ch on 04-08 av: 1115	*-*	*-100*	*-100*	*-86*	*-62*	*-68*	*20*	*-56*	*-44*	*-31*	*-35*	*-34*
North Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	2005	1	-	1	-	22	22	2	7	9	10	93	103
	2006	-	2	2	-	14	14	2	10	12	11	96	107
	2007	-	-	-	2	20	22	1	11	12	8	113	121
	2008	1	1	2	-	15	15	5	8	13	17	81	98
	2009	-	-	-	-	16	16	3	7	10	8	86	94
	2010	-	-	-	-	15	15	-	2	2	7	70	77
	2011	-	-	-	-	12	12	1	10	11	4	55	59
	2012	-	-	-	-	13	13	-	6	6	7	65	72
	2013	-	-	-	-	20	20	1	5	6	3	69	72
	2014	-	-	-	-	16	16	2	3	5	6	66	72
	2015	-	-	-	-	14	14	1	7	8	6	59	65
	2011-15 average	**-**	**-**	**-**	**-**	**15**	**15**	**1**	**6**	**7**	**5**	**63**	**68**
	% ch on 04-08 av: 2015	*-100*	*-100*	*-100*	*-100*	*-29*	*-30*	*-55*	*-27*	*-32*	*-42*	*-39*	*-39*
	% ch on 04-08 av: 1115	*-100*	*-100*	*-100*	*-100*	*-23*	*-25*	*-55*	*-35*	*-39*	*-50*	*-35*	*-36*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Orkney Islands	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**7**	**7**
	2005	-	-	-	-	2	2	-	-	-	-	8	8
	2006	-	-	-	-	1	1	-	2	2	-	9	9
	2007	-	-	-	-	-	-	-	-	-	-	2	2
	2008	-	-	-	-	-	-	-	2	2	-	7	7
	2009	-	-	-	-	-	-	-	-	-	-	6	6
	2010	-	-	-	-	1	1	-	-	-	-	5	5
	2011	-	-	-	-	-	-	-	-	-	-	2	2
	2012	-	-	-	-	1	1	-	5	5	-	11	11
	2013	-	-	-	-	-	-	-	2	2	-	4	4
	2014	-	-	-	-	1	1	-	2	2	-	5	5
	2015	-	-	-	-	-	-	-	-	-	-	1	1
	2011-15 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**2**	**2**	**-**	**5**	**5**
	% ch on 04-08 av: 2015	-	-	-	-	*-100*	*-100*	-	*-100*	*-100*	-	*-86*	*-86*
	% ch on 04-08 av: 1115	-	-	-	-	*-33*	*-33*	-	*125*	*125*	-	*-34*	*-34*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	2005	-	1	1	4	9	13	7	8	15	49	90	139
	2006	-	1	1	-	11	11	3	7	10	43	96	139
	2007	-	-	-	1	2	3	13	7	20	33	78	111
	2008	1	-	1	1	11	12	7	7	14	34	82	116
	2009	-	-	-	2	4	6	3	6	9	37	72	109
	2010	-	-	-	-	3	3	12	7	19	24	56	80
	2011	1	-	1	2	2	4	10	8	18	36	54	90
	2012	-	-	-	-	5	5	6	6	12	30	58	88
	2013	-	-	-	-	7	7	5	6	11	20	67	87
	2014	-	-	-	4	1	5	6	7	13	24	50	74
	2015	1	-	1	1	6	7	6	1	7	15	37	52
	2011-15 average	**0**	**-**	**0**	**1**	**4**	**6**	**7**	**6**	**12**	**25**	**53**	**78**
	% ch on 04-08 av: 2015	*400*	*-100*	*67*	*-58*	*-29*	*-35*	*-27*	*-86*	*-55*	*-65*	*-58*	*-60*
	% ch on 04-08 av: 1115	*100*	*-100*	*-33*	*-42*	*-50*	*-48*	*-20*	*-22*	*-21*	*-42*	*-39*	*-40*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Renfrewshire	**2004-08 average**	**-**	**1**	**1**	**-**	**9**	**9**	**2**	**6**	**8**	**9**	**61**	**70**
	2005	-	1	1	-	11	11	-	5	5	6	63	69
	2006	-	2	2	-	8	8	1	6	7	12	70	82
	2007	-	-	-	-	7	7	3	4	7	8	51	59
	2008	-	-	-	-	8	8	2	7	9	6	60	66
	2009	-	-	-	-	8	8	1	1	2	10	56	66
	2010	-	-	-	-	7	7	2	-	2	10	52	62
	2011	-	-	-	-	2	2	2	5	7	7	45	52
	2012	-	1	1	-	5	5	2	6	8	3	43	46
	2013	-	-	-	-	4	4	2	3	5	-	33	33
	2014	-	-	-	-	4	4	1	8	9	-	37	37
	2015	-	-	-	-	5	5	-	1	1	7	37	44
	2011-15 average	**-**	**0**	**0**	**-**	**4**	**4**	**1**	**5**	**6**	**3**	**39**	**42**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	-	*-43*	*-43*	*-100*	*-83*	*-87*	*-19*	*-40*	*-37*
	% ch on 04-08 av: 1115	-	*-75*	*-75*	-	*-55*	*-55*	*-22*	*-23*	*-23*	*-60*	*-36*	*-39*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	2005	-	1	1	-	9	9	6	10	16	24	102	126
	2006	-	-	-	-	7	7	-	10	10	24	55	79
	2007	-	1	1	1	9	10	3	13	16	18	66	84
	2008	-	-	-	2	7	9	2	7	9	23	68	91
	2009	-	-	-	4	5	9	5	8	13	25	66	91
	2010	-	1	1	3	3	6	3	6	9	20	66	86
	2011	-	-	-	1	2	3	1	5	6	17	47	64
	2012	-	-	-	1	4	5	-	10	10	12	57	69
	2013	-	-	-	-	5	5	1	3	4	20	55	75
	2014	-	-	-	-	1	1	1	6	7	12	49	61
	2015	-	-	-	1	2	3	1	6	7	15	45	60
	2011-15 average	**-**	**-**	**-**	**1**	**3**	**3**	**1**	**6**	**7**	**15**	**51**	**66**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	*67*	*-74*	*-63*	*-62*	*-39*	*-44*	*-27*	*-39*	*-37*
	% ch on 04-08 av: 1115	-	*-100*	*-100*	*0*	*-63*	*-59*	*-69*	*-39*	*-45*	*-26*	*-32*	*-31*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Shetland Islands	**2004-08 average**	**-**	**0**	**0**	**-**	**0**	**0**	**-**	**2**	**2**	**-**	**8**	**8**
	2005	-	-	-	-	-	-	-	3	3	-	12	12
	2006	-	1	1	-	-	-	-	1	1	-	11	11
	2007	-	-	-	-	-	-	-	5	5	-	6	6
	2008	-	-	-	-	-	-	-	-	-	-	5	5
	2009	-	-	-	-	-	-	-	-	-	-	5	5
	2010	-	-	-	-	1	1	-	1	1	-	3	3
	2011	-	-	-	-	-	-	-	-	-	-	5	5
	2012	-	-	-	-	-	-	-	-	-	-	7	7
	2013	-	-	-	-	-	-	-	1	1	-	4	4
	2014	-	-	-	-	-	-	-	1	1	-	2	2
	2015	-	-	-	-	-	-	-	3	3	-	3	3
	2011-15 average	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2015	-	*-100*	*-100*	-	*-100*	*-100*	-	*50*	*50*	-	*-63*	*-63*
	% ch on 04-08 av: 1115	-	*-100*	*-100*	-	*-100*	*-100*	-	*-50*	*-50*	-	*-48*	*-48*
South Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	2005	-	-	-	-	7	7	1	4	5	18	35	53
	2006	-	-	-	1	4	5	4	6	10	14	37	51
	2007	-	-	-	1	6	7	4	5	9	13	39	52
	2008	-	-	-	-	5	5	2	4	6	11	39	50
	2009	-	-	-	-	3	3	2	1	3	10	45	55
	2010	-	1	1	-	3	3	4	6	10	18	32	50
	2011	-	-	-	-	2	2	-	3	3	11	27	38
	2012	-	-	-	2	-	2	2	2	4	6	24	30
	2013	-	-	-	-	2	2	3	1	4	8	14	22
	2014	-	-	-	1	5	6	1	1	2	9	29	38
	2015	-	-	-	-	3	3	1	5	6	15	30	45
	2011-15 average	**-**	**-**	**-**	**1**	**2**	**3**	**1**	**2**	**4**	**10**	**25**	**35**
	% ch on 04-08 av: 2015	*-100*	-	*-100*	*-100*	*-53*	*-57*	*-71*	*4*	*-27*	*0*	*-21*	*-15*
	% ch on 04-08 av: 1115	*-100*	-	*-100*	*0*	*-63*	*-57*	*-59*	*-50*	*-54*	*-35*	*-35*	*-35*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
South Lanarkshire	**2004-08 average**	**0**	**0**	**1**	**2**	**15**	**17**	**4**	**12**	**16**	**21**	**100**	**121**
	2005	-	1	1	1	8	9	5	12	17	15	83	98
	2006	1	-	1	2	16	18	3	13	16	13	106	119
	2007	-	-	-	1	15	16	3	11	14	24	100	124
	2008	-	1	1	2	19	21	2	15	17	22	104	126
	2009	-	1	1	2	12	14	4	14	18	24	97	121
	2010	-	-	-	1	13	14	1	11	12	19	64	83
	2011	-	-	-	-	14	14	1	10	11	13	66	79
	2012	-	-	-	-	7	7	3	6	9	7	65	72
	2013	-	1	1	-	8	8	1	5	6	14	56	70
	2014	1	-	1	-	6	6	4	9	13	12	71	83
	2015	-	-	-	1	5	6	1	4	5	12	58	70
	2011-15 average	**0**	**0**	**0**	**0**	**8**	**8**	**2**	**7**	**9**	**12**	**63**	**75**
	% ch on 04-08 av: 2015	*-100*	*-100*	*-100*	*-44*	*-67*	*-65*	*-75*	*-66*	*-68*	*-43*	*-42*	*-42*
	% ch on 04-08 av: 1115	*0*	*-50*	*-33*	*-89*	*-47*	*-52*	*-50*	*-41*	*-44*	*-45*	*-37*	*-38*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	2005	-	-	-	1	7	8	5	4	9	28	58	86
	2006	1	-	1	-	6	6	4	6	10	12	50	62
	2007	-	-	-	-	2	2	3	2	5	23	49	72
	2008	-	1	1	1	4	5	3	3	6	21	55	76
	2009	-	-	-	-	3	3	1	4	5	16	38	54
	2010	-	-	-	-	2	2	1	3	4	25	32	57
	2011	-	-	-	-	5	5	1	5	6	18	39	57
	2012	-	-	-	2	2	4	1	3	4	22	33	55
	2013	-	-	-	1	2	3	4	-	4	21	45	66
	2014	-	-	-	-	7	7	4	3	7	21	36	57
	2015	-	-	-	2	2	4	6	5	11	33	27	60
	2011-15 average	**-**	**-**	**-**	**1**	**4**	**5**	**3**	**3**	**6**	**23**	**36**	**59**
	% ch on 04-08 av: 2015	*-100*	*-100*	*-100*	*150*	*-63*	*-35*	*88*	*19*	*49*	*28*	*-52*	*-27*
	% ch on 04-08 av: 1115	*-100*	*-100*	*-100*	*25*	*-33*	*-26*	*0*	*-24*	*-14*	*-11*	*-36*	*-28*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
West Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**1**	**6**	**7**	**2**	**3**	**4**	**7**	**28**	**34**
	2005	-	-	-	1	10	11	4	5	9	8	26	34
	2006	-	-	-	1	9	10	1	3	4	8	35	43
	2007	-	-	-	2	1	3	1	1	2	7	21	28
	2008	-	-	-	-	4	4	-	2	2	7	17	24
	2009	-	-	-	-	8	8	-	1	1	5	21	26
	2010	-	-	-	-	4	4	-	1	1	4	21	25
	2011	1	-	1	-	5	5	3	1	4	2	20	22
	2012	-	-	-	-	3	3	-	3	3	3	16	19
	2013	-	-	-	-	5	5	-	-	-	6	17	23
	2014	-	-	-	-	3	3	2	-	2	3	11	14
	2015	-	-	-	-	5	5	-	1	1	1	13	14
	2011-15 average	**0**	**-**	**0**	**-**	**4**	**4**	**1**	**1**	**2**	**3**	**15**	**18**
	% ch on 04-08 av: 2015	*-*	*-100*	*-100*	*-100*	*-19*	*-29*	*-100*	*-62*	*-76*	*-85*	*-53*	*-59*
	% ch on 04-08 av: 1115	*-*	*-100*	*0*	*-100*	*-32*	*-40*	*-38*	*-62*	*-52*	*-56*	*-44*	*-47*
West Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	2005	-	-	-	-	12	12	-	9	9	2	89	91
	2006	-	1	1	-	14	14	1	10	11	9	75	84
	2007	1	1	2	-	4	4	3	8	11	6	65	71
	2008	-	-	-	-	6	6	3	6	9	3	69	72
	2009	-	-	-	-	5	5	2	4	6	4	63	67
	2010	-	-	-	-	8	8	-	1	1	1	59	60
	2011	-	-	-	-	9	9	-	2	2	4	60	64
	2012	-	-	-	-	5	5	1	4	5	-	58	58
	2013	-	-	-	-	6	6	-	5	5	1	46	47
	2014	-	-	-	-	3	3	1	4	5	1	32	33
	2015	-	1	1	-	4	4	2	3	5	12	42	54
	2011-15 average	**-**	**0**	**0**	**-**	**5**	**5**	**1**	**4**	**4**	**4**	**48**	**51**
	% ch on 04-08 av: 2015	*-100*	*150*	*67*	*-*	*-56*	*-56*	*43*	*-63*	*-47*	*150*	*-42*	*-31*
	% ch on 04-08 av: 1115	*-100*	*-50*	*-67*	*-*	*-40*	*-40*	*-43*	*-55*	*-53*	*-25*	*-35*	*-34*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2011-2015 averages and 2005-2015

		Child (0-15) killed			Child (0-15) serious			All ages killed			All ages serious		
		Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads	Trunk roads	Local Authority roads	All roads
Scotland	**2004-08 average**	**3**	**12**	**15**	**27**	**299**	**325**	**90**	**202**	**292**	**492**	**2,113**	**2,605**
	2005	2	9	11	26	330	356	85	201	286	531	2,135	2,666
	2006	5	20	25	26	324	350	103	211	314	475	2,160	2,635
	2007	2	7	9	21	248	269	97	184	281	434	1,951	2,385
	2008	6	14	20	24	255	279	72	198	270	446	2,129	2,575
	2009	2	3	5	25	228	253	70	146	216	461	1,826	2,287
	2010	-	4	4	23	200	223	67	141	208	418	1,551	1,969
	2011	3	4	7	14	189	203	57	128	185	331	1,549	1,880
	2012	-	2	2	14	180	194	44	132	176	346	1,635	1,981
	2013	3	6	9	10	133	143	68	104	172	315	1,356	1,671
	2014	2	5	7	15	157	172	63	140	203	303	1,401	1,704
	2015	2	2	4	12	127	139	58	110	168	326	1,270	1,596
	2011-15 average	**2**	**4**	**6**	**13**	**157**	**170**	**58**	**123**	**181**	**324**	**1,442**	**1,766**
	% ch on 04-08 av: 2015	*-38*	*-84*	*-74*	*-55*	*-57*	*-57*	*-35*	*-46*	*-42*	*-34*	*-40*	*-39*
	% ch on 04-08 av: 1115	*-38*	*-69*	*-62*	*-51*	*-47*	*-48*	*-35*	*-39*	*-38*	*-34*	*-32*	*-32*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Aberdeen City *	**2004-08 average**	**52**	**357**	**409**	**275**	**1,109**	**1,384**	**19**	**32**	**30**
	2006	43	355	398	286	1,141	1,427	15	31	28
	2007	54	342	396	265	1,126	1,391	20	30	28
	2008	57	401	458	264	1,115	1,379	22	36	33
	2009	52	360	412	253	1,075	1,329	21	33	31
	2010	53	272	325	255	1,053	1,308	21	26	25
	2011	44	262	306	258	1,039	1,297	17	25	24
	2012	40	292	332	263	1,040	1,303	15	28	25
	2013	40	252	292	260	1,041	1,301	15	24	22
	2014	28	190	218	264	1,067	1,331	11	18	16
	2015	30	160	190	263	1,075	1,338	11	15	14
	2011-15 average	**36**	**231**	**268**	**262**	**1,052**	**1,314**	**14**	**22**	**20**
	% ch 04-08 av: 2015	*-42*	*-55*	*-54*	*-4*	*-3*	*-3*	*-39*	*-54*	*-52*
	% ch 04-08 av: 1115	*-30*	*-35*	*-35*	*-5*	*-5*	*-5*	*-26*	*-32*	*-31*
Aberdeenshire *	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	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	450	566	822	1,894	2,716	14	24	21
	2011	82	380	462	824	1,859	2,683	10	20	17
	2012	79	391	470	861	1,825	2,686	9	21	18
	2013	69	352	421	872	1,860	2,732	8	19	15
	2014	51	330	381	902	1,945	2,847	6	17	13
	2015	66	220	286	908	1,984	2,892	7	11	10
	2011-15 average	**69**	**335**	**404**	**873**	**1,895**	**2,768**	**8**	**18**	**15**
	% ch 04-08 av: 2015	*-45*	*-56*	*-54*	*8*	*3*	*4*	*-49*	*-58*	*-56*
	% ch 04-08 av: 1115	*-42*	*-34*	*-35*	*4*	*-2*	*-0*	*-44*	*-33*	*-35*
Angus	**2004-08 average**	**38**	**268**	**306**	**316**	**728**	**1,044**	**12**	**37**	**29**
	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	328	758	1,086	8	34	26
	2009	38	203	241	324	752	1,075	12	27	22
	2010	34	153	187	335	740	1,075	10	21	17
	2011	30	198	228	334	731	1,065	9	27	21
	2012	34	179	213	343	722	1,065	10	25	20
	2013	20	155	175	357	725	1,082	6	21	16
	2014	16	123	139	370	749	1,119	4	16	12
	2015	11	117	128	358	762	1,120	3	15	11
	2011-15 average	**22**	**154**	**177**	**352**	**738**	**1,090**	**6**	**21**	**16**
	% ch 04-08 av: 2015	*-71*	*-56*	*-58*	*13*	*5*	*7*	*-74*	*-58*	*-61*
	% ch 04-08 av: 1115	*-41*	*-42*	*-42*	*11*	*1*	*4*	*-47*	*-43*	*-45*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may be incomplete.

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Argyll & Bute	**2004-08 average**	**139**	**189**	**328**	**354**	**538**	**892**	**39**	**35**	**37**
	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	132	183	315	352	532	884	37	34	36
	2011	124	132	256	353	526	879	35	25	29
	2012	78	152	230	351	516	866	22	29	27
	2013	116	126	242	355	525	879	33	24	28
	2014	94	102	196	362	542	904	26	19	22
	2015	115	150	265	376	551	927	31	27	29
	2011-15 average	**105**	**132**	**238**	**359**	**532**	**891**	**29**	**25**	**27**
	% ch 04-08 av: 2015	*-17*	*-21*	*-19*	*6*	*2*	*4*	*-22*	*-23*	*-22*
	% ch 04-08 av: 1115	*-24*	*-30*	*-28*	*1*	*-1*	*-0*	*-25*	*-29*	*-27*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**297**	**297**	**-**	**32**	**32**
	2006	-	103	103	-	293	293	-	35	35
	2007	-	99	99	-	299	299	-	33	33
	2008	-	85	85	-	301	301	-	28	28
	2009	-	80	80	-	316	316	-	25	25
	2010	-	70	70	-	313	313	-	22	22
	2011	3	73	76	-	314	314	-	23	24
	2012	3	91	94	-	310	310	-	29	30
	2013	1	71	72	-	301	301	-	24	24
	2014	1	79	80	0	312	312	-	25	26
	2015	-	68	68	0	316	316	-	22	22
	2011-15 average	**2**	**76**	**78**	**0**	**310**	**310**	**-**	**25**	**25**
	% ch 04-08 av: 2015	*-*	*-28*	*-28*	*-*	*6*	*6*	*-*	*-33*	*-33*
	% ch 04-08 av: 1115	*-*	*-19*	*-18*	*-*	*5*	*5*	*-*	*-23*	*-21*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**14**	**43**	**24**
	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
	2011	113	218	331	1,270	693	1,963	9	31	17
	2012	95	243	338	1,252	676	1,927	8	36	18
	2013	112	189	301	1,272	684	1,956	9	28	15
	2014	105	207	312	1,311	709	2,020	8	29	15
	2015	117	207	324	1,349	724	2,073	9	29	16
	2011-15 average	**108**	**213**	**321**	**1,291**	**697**	**1,988**	**8**	**31**	**16**
	% ch 04-08 av: 2015	*-33*	*-32*	*-32*	*6*	*3*	*5*	*-37*	*-34*	*-36*
	% ch 04-08 av: 1115	*-38*	*-30*	*-33*	*2*	*-1*	*1*	*-39*	*-29*	*-34*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Dundee City	**2004-08 average**	**37**	**247**	**284**	**185**	**701**	**885**	**20**	**35**	**32**
	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
	2011	23	220	243	178	688	865	13	32	28
	2012	24	191	215	186	685	871	13	28	25
	2013	15	165	180	182	676	858	8	24	21
	2014	12	152	164	169	693	862	7	22	19
	2015	12	116	128	168	695	863	7	17	15
	2011-15 average	**17**	**169**	**186**	**176**	**687**	**864**	**10**	**25**	**22**
	% ch 04-08 av: 2015	*-67*	*-53*	*-55*	*-9*	*-1*	*-3*	*-64*	*-53*	*-54*
	% ch 04-08 av: 1115	*-53*	*-32*	*-35*	*-5*	*-2*	*-2*	*-51*	*-30*	*-33*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**355**	**670**	**1,025**	**11**	**35**	**27**
	2006	33	247	280	361	704	1,064	9	35	26
	2007	48	234	282	372	688	1,059	13	34	27
	2008	35	194	229	368	684	1,052	10	28	22
	2009	49	188	237	375	674	1,050	13	28	23
	2010	44	171	215	366	668	1,033	12	26	21
	2011	32	187	219	365	662	1,027	9	28	21
	2012	25	163	188	365	647	1,012	7	25	19
	2013	38	138	176	359	656	1,015	11	21	17
	2014	37	166	203	374	679	1,053	10	24	19
	2015	64	179	243	369	691	1,060	17	26	23
	2011-15 average	**39**	**167**	**206**	**366**	**667**	**1,033**	**11**	**25**	**20**
	% ch 04-08 av: 2015	*65*	*-24*	*-11*	*4*	*3*	*3*	*59*	*-26*	*-14*
	% ch 04-08 av: 1115	*1*	*-29*	*-25*	*3*	*-0*	*1*	*-2*	*-29*	*-26*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	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
	2011	-	162	162	-	533	533	-	30	30
	2012	-	118	118	-	529	529	-	22	22
	2013	-	113	113	-	525	525	-	22	22
	2014	-	105	105	0	542	542	-	19	19
	2015	-	108	108	0	544	544	-	20	20
	2011-15 average	**-**	**121**	**121**	**0**	**535**	**535**	**-**	**23**	**23**
	% ch 04-08 av: 2015	*-*	*-44*	*-44*	*-*	*-0*	*-0*	*-*	*-44*	*-44*
	% ch 04-08 av: 1115	*-*	*-37*	*-37*	*-*	*-2*	*-2*	*-*	*-36*	*-36*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
East Lothian	**2004-08 average**	**37**	**190**	**227**	**382**	**493**	**875**	**10**	**39**	**26**
	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	35	175	210	354	501	855	10	35	25
	2011	31	146	177	355	498	852	9	29	21
	2012	42	153	195	349	484	833	12	32	23
	2013	22	156	178	349	488	836	6	32	21
	2014	38	165	203	359	508	868	11	32	23
	2015	43	147	190	362	516	877	12	29	22
	2011-15 average	**35**	**153**	**189**	**355**	**499**	**853**	**10**	**31**	**22**
	% ch 04-08 av: 2015	*16*	*-23*	*-16*	*-5*	*4*	*0*	*23*	*-26*	*-17*
	% ch 04-08 av: 1115	*-5*	*-19*	*-17*	*-7*	*1*	*-3*	*2*	*-20*	*-15*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**541**	**690**	**7**	**24**	**20**
	2006	7	139	146	154	563	717	5	25	20
	2007	8	121	129	177	569	745	5	21	17
	2008	15	92	107	175	574	750	9	16	14
	2009	11	93	104	181	565	747	6	16	14
	2010	11	85	96	172	556	728	6	15	13
	2011	13	127	140	208	547	755	6	23	19
	2012	8	99	107	205	537	741	4	18	14
	2013	7	98	105	209	536	745	3	18	14
	2014	1	95	96	214	552	766	0	17	13
	2015	9	92	101	230	557	787	4	17	13
	2011-15 average	**8**	**102**	**110**	**213**	**546**	**759**	**4**	**19**	**14**
	% ch 04-08 av: 2015	*-18*	*-28*	*-27*	*54*	*3*	*14*	*-47*	*-30*	*-36*
	% ch 04-08 av: 1115	*-31*	*-20*	*-21*	*43*	*1*	*10*	*-52*	*-21*	*-28*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	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	103	1,155	1,258	677	2,207	2,885	15	52	44
	2011	68	1,128	1,196	712	2,190	2,902	10	52	41
	2012	94	1,081	1,175	700	2,179	2,879	13	50	41
	2013	118	1,112	1,230	719	2,169	2,888	16	51	43
	2014	128	1,185	1,313	715	2,230	2,945	18	53	45
	2015	124	1,046	1,170	755	2,254	3,009	16	46	39
	2011-15 average	**106**	**1,110**	**1,217**	**720**	**2,204**	**2,925**	**15**	**50**	**42**
	% ch 04-08 av: 2015	*23*	*-24*	*-21*	*9*	*-2*	*1*	*13*	*-23*	*-21*
	% ch 04-08 av: 1115	*6*	*-19*	*-18*	*4*	*-4*	*-2*	*1*	*-16*	*-16*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Eilean Siar	**2004-08 average**	**-**	**55**	**55**	**-**	**197**	**197**	**-**	**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
	2011	-	34	34	-	202	202	-	17	17
	2012	-	32	32	-	203	203	-	16	16
	2013	-	22	22	-	206	206	-	11	11
	2014	-	37	37	0	214	214	-	17	17
	2015	-	33	33	0	219	219	-	15	15
	2011-15 average	**-**	**32**	**32**	**0**	**209**	**209**	**-**	**15**	**15**
	% ch 04-08 av: 2015	*-*	*-40*	*-40*	*-*	*11*	*11*	*-*	*-46*	*-46*
	% ch 04-08 av: 1115	*-*	*-43*	*-43*	*-*	*6*	*6*	*-*	*-46*	*-46*
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	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
	2011	25	266	291	537	952	1,489	5	28	20
	2012	29	239	268	577	944	1,521	5	25	18
	2013	31	252	283	580	945	1,526	5	27	19
	2014	33	222	255	581	974	1,555	6	23	16
	2015	46	217	263	608	983	1,592	8	22	17
	2011-15 average	**33**	**239**	**272**	**577**	**960**	**1,536**	**6**	**25**	**18**
	% ch 04-08 av: 2015	*59*	*-28*	*-20*	*10*	*6*	*7*	*45*	*-32*	*-26*
	% ch 04-08 av: 1115	*13*	*-20*	*-17*	*4*	*4*	*4*	*9*	*-23*	*-20*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	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	82	564	646	879	2,015	2,894	9	28	22
	2010	84	509	593	848	2,000	2,848	10	25	21
	2011	68	426	494	839	2,000	2,839	8	21	17
	2012	61	381	442	820	1,980	2,800	7	19	16
	2013	54	399	453	833	1,992	2,825	6	20	16
	2014	75	360	435	842	2,059	2,902	9	17	15
	2015	91	391	482	841	2,076	2,917	11	19	17
	2011-15 average	**70**	**391**	**461**	**835**	**2,021**	**2,856**	**8**	**19**	**16**
	% ch 04-08 av: 2015	*4*	*-36*	*-31*	*-2*	*5*	*2*	*6*	*-38*	*-32*
	% ch 04-08 av: 1115	*-21*	*-36*	*-34*	*-3*	*2*	*0*	*-18*	*-37*	*-34*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Glasgow City	**2004-08 average**	**196**	**1,837**	**2,033**	**1,276**	**2,123**	**3,399**	**15**	**87**	**60**
	2006	190	1,821	2,011	1,241	2,119	3,360	15	86	60
	2007	180	1,737	1,917	1,259	2,147	3,406	14	81	56
	2008	205	1,469	1,674	1,305	2,124	3,429	16	69	49
	2009	162	1,476	1,638	1,302	2,089	3,390	12	71	48
	2010	220	1,252	1,472	1,288	2,042	3,329	17	61	44
	2011	163	1,227	1,390	1,313	2,027	3,341	12	61	42
	2012	166	1,283	1,449	1,481	2,011	3,492	11	64	41
	2013	91	1,086	1,177	1,522	2,014	3,537	6	54	33
	2014	167	1,214	1,381	1,510	2,056	3,566	11	59	39
	2015	159	1,195	1,354	1,499	2,039	3,537	11	59	38
	2011-15 average	**149**	**1,201**	**1,350**	**1,465**	**2,029**	**3,494**	**10**	**59**	**39**
	% ch 04-08 av: 2015	*-19*	*-35*	*-33*	*17*	*-4*	*4*	*-31*	*-32*	*-36*
	% ch 04-08 av: 1115	*-24*	*-35*	*-34*	*15*	*-4*	*3*	*-34*	*-32*	*-35*
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	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	322	275	597	1,530	1,055	2,586	21	26	23
	2011	265	301	566	1,535	1,044	2,580	17	29	22
	2012	286	376	662	1,528	1,024	2,552	19	37	26
	2013	244	280	524	1,546	1,044	2,590	16	27	20
	2014	216	276	492	1,557	1,086	2,643	14	25	19
	2015	196	237	433	1,614	1,105	2,719	12	21	16
	2011-15 average	**241**	**294**	**535**	**1,556**	**1,061**	**2,617**	**16**	**28**	**20**
	% ch 04-08 av: 2015	*-49*	*-36*	*-43*	*8*	*6*	*7*	*-53*	*-39*	*-46*
	% ch 04-08 av: 1115	*-37*	*-20*	*-29*	*4*	*1*	*3*	*-40*	*-21*	*-31*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	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
	2011	49	132	181	72	443	515	68	30	35
	2012	33	111	144	71	438	509	46	25	28
	2013	42	96	138	71	436	507	60	22	27
	2014	58	112	170	72	449	522	80	25	33
	2015	36	91	127	73	451	524	50	20	24
	2011-15 average	**44**	**108**	**152**	**72**	**444**	**515**	**61**	**24**	**30**
	% ch 04-08 av: 2015	*-32*	*-45*	*-42*	*-7*	*-2*	*-3*	*-26*	*-44*	*-40*
	% ch 04-08 av: 1115	*-17*	*-35*	*-30*	*-9*	*-4*	*-4*	*-10*	*-32*	*-27*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Midlothian	**2004-08 average**	**38**	**214**	**252**	**141**	**497**	**638**	**27**	**43**	**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	34	199	233	135	517	652	25	39	36
	2011	29	165	194	136	517	653	21	32	30
	2012	45	237	282	140	504	644	32	47	44
	2013	52	146	198	138	504	642	38	29	31
	2014	45	170	215	143	523	666	31	32	32
	2015	46	168	214	136	534	671	34	31	32
	2011-15 average	**43**	**177**	**221**	**139**	**516**	**655**	**31**	**34**	**34**
	% ch 04-08 av: 2015	*20*	*-21*	*-15*	*-3*	*8*	*5*	*24*	*-27*	*-19*
	% ch 04-08 av: 1115	*13*	*-17*	*-13*	*-2*	*4*	*3*	*15*	*-20*	*-15*
Moray *	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	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	96	132	263	451	714	14	21	18
	2011	30	106	136	264	444	708	11	24	19
	2012	38	84	122	265	446	711	14	19	17
	2013	34	72	106	266	451	716	13	16	15
	2014	23	52	75	270	471	740	9	11	10
	2015	9	49	58	274	477	751	3	10	8
	2011-15 average	**27**	**73**	**99**	**268**	**458**	**725**	**10**	**16**	**14**
	% ch 04-08 av: 2015	*-81*	*-63*	*-68*	*-1*	*5*	*3*	*-81*	*-65*	*-69*
	% ch 04-08 av: 1115	*-45*	*-45*	*-45*	*-3*	*1*	*-1*	*-43*	*-46*	*-45*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	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	70	176	246	326	456	782	21	39	31
	2010	55	145	200	318	452	770	17	32	26
	2011	66	172	238	317	450	766	21	38	31
	2012	50	171	221	309	435	744	16	39	30
	2013	40	160	200	308	433	740	13	37	27
	2014	44	147	191	316	448	764	14	33	25
	2015	52	149	201	320	452	772	16	33	26
	2011-15 average	**50**	**160**	**210**	**314**	**443**	**757**	**16**	**36**	**28**
	% ch 04-08 av: 2015	*-32*	*-38*	*-36*	*5*	*-2*	*1*	*-36*	*-37*	*-37*
	% ch 04-08 av: 1115	*-35*	*-33*	*-34*	*3*	*-3*	*-1*	*-36*	*-31*	*-33*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may be incomplete.

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
North Lanarkshire	**2004-08 average**	**109**	**785**	**894**	**1,138**	**1,867**	**3,005**	**10**	**42**	**30**
	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	103	673	776	1,154	1,871	3,025	9	36	26
	2010	77	606	683	1,161	1,840	3,001	7	33	23
	2011	77	602	679	1,129	1,829	2,959	7	33	23
	2012	106	518	624	1,414	1,822	3,235	7	28	19
	2013	86	492	578	1,402	1,819	3,222	6	27	18
	2014	78	477	555	1,253	1,867	3,120	6	26	18
	2015	73	440	513	1,191	1,875	3,066	6	23	17
	2011-15 average	**84**	**506**	**590**	**1,278**	**1,842**	**3,120**	**7**	**27**	**19**
	% ch 04-08 av: 2015	*-33*	*-44*	*-43*	*5*	*0*	*2*	*-36*	*-44*	*-44*
	% ch 04-08 av: 1115	*-23*	*-36*	*-34*	*12*	*-1*	*4*	*-31*	*-35*	*-36*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**30**	**30**
	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
	2011	-	24	24	-	133	133	-	18	18
	2012	-	17	17	-	131	131	-	13	13
	2013	-	24	24	-	133	133	-	18	18
	2014	-	22	22	0	139	139	-	16	16
	2015	-	14	14	0	142	142	-	10	10
	2011-15 average	**-**	**20**	**20**	**0**	**136**	**136**	**-**	**15**	**15**
	% ch 04-08 av: 2015	*-*	*-64*	*-64*	*-*	*7*	*7*	*-*	*-67*	*-67*
	% ch 04-08 av: 1115	*-*	*-49*	*-49*	*-*	*2*	*2*	*-*	*-50*	*-50*
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	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
	2011	101	191	292	1,324	933	2,257	8	20	13
	2012	108	184	292	1,296	918	2,215	8	20	13
	2013	109	190	299	1,322	933	2,254	8	20	13
	2014	77	133	210	1,363	968	2,331	6	14	9
	2015	55	123	178	1,381	989	2,371	4	12	8
	2011-15 average	**90**	**164**	**254**	**1,337**	**948**	**2,285**	**7**	**17**	**11**
	% ch 04-08 av: 2015	*-56*	*-54*	*-55*	*2*	*4*	*3*	*-56*	*-56*	*-56*
	% ch 04-08 av: 1115	*-27*	*-39*	*-35*	*-1*	*-0*	*-1*	*-26*	*-39*	*-35*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Renfrewshire	**2004-08 average**	**86**	**403**	**489**	**676**	**761**	**1,436**	**13**	**53**	**34**
	2006	85	410	495	717	766	1,483	12	54	33
	2007	76	406	482	710	781	1,490	11	52	32
	2008	68	317	385	725	781	1,506	9	41	26
	2009	57	267	324	711	766	1,477	8	35	22
	2010	60	290	350	693	759	1,452	9	38	24
	2011	73	351	424	699	757	1,456	10	46	29
	2012	68	308	376	689	753	1,442	10	41	26
	2013	51	235	286	703	755	1,457	7	31	20
	2014	46	227	273	732	778	1,510	6	29	18
	2015	53	224	277	758	786	1,543	7	29	18
	2011-15 average	**58**	**269**	**327**	**716**	**766**	**1,482**	**8**	**35**	**22**
	% ch 04-08 av: 2015	*-39*	*-44*	*-43*	*12*	*3*	*7*	*-45*	*-46*	*-47*
	% ch 04-08 av: 1115	*-32*	*-33*	*-33*	*6*	*1*	*3*	*-36*	*-34*	*-35*
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	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	71	232	303	382	798	1,180	19	29	26
	2011	60	238	298	388	792	1,180	15	30	25
	2012	63	228	291	386	779	1,165	16	29	25
	2013	55	199	254	387	787	1,174	14	25	22
	2014	44	183	227	394	817	1,211	11	22	19
	2015	46	182	228	406	836	1,241	11	22	18
	2011-15 average	**54**	**206**	**260**	**392**	**802**	**1,194**	**14**	**26**	**22**
	% ch 04-08 av: 2015	*-53*	*-48*	*-49*	*3*	*5*	*4*	*-55*	*-51*	*-51*
	% ch 04-08 av: 1115	*-45*	*-41*	*-42*	*-0*	*1*	*0*	*-45*	*-42*	*-43*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	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
	2011	-	41	41	-	202	202	-	20	20
	2012	-	34	34	-	200	200	-	17	17
	2013	-	42	42	-	204	204	-	21	21
	2014	-	26	26	0	210	210	-	12	12
	2015	-	27	27	0	215	215	-	13	13
	2011-15 average	**-**	**34**	**34**	**0**	**206**	**206**	**-**	**16**	**16**
	% ch 04-08 av: 2015	*-*	*-34*	*-34*	*-*	*7*	*7*	*-*	*-38*	*-38*
	% ch 04-08 av: 1115	*-*	*-17*	*-17*	*-*	*2*	*2*	*-*	*-18*	*-18*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
South Ayrshire	**2004-08 average**	**70**	**221**	**292**	**389**	**590**	**979**	**18**	**37**	**30**
	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	90	214	304	381	602	983	24	36	31
	2010	51	160	211	384	595	979	13	27	22
	2011	55	190	245	384	590	974	14	32	25
	2012	63	184	247	379	572	951	17	32	26
	2013	50	169	219	379	568	946	13	30	23
	2014	42	163	205	387	585	973	11	28	21
	2015	51	146	197	395	592	986	13	25	20
	2011-15 average	**52**	**170**	**223**	**385**	**581**	**966**	**14**	**29**	**23**
	% ch 04-08 av: 2015	*-28*	*-34*	*-32*	*2*	*0*	*1*	*-29*	*-34*	*-33*
	% ch 04-08 av: 1115	*-26*	*-23*	*-24*	*-1*	*-1*	*-1*	*-25*	*-22*	*-23*
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	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	500	610	1,162	1,282	2,444	9	39	25
	2011	93	488	581	1,163	1,273	2,436	8	38	24
	2012	103	456	559	1,219	1,258	2,476	8	36	23
	2013	106	439	545	1,236	1,254	2,490	9	35	22
	2014	107	455	562	1,261	1,296	2,557	8	35	22
	2015	111	413	524	1,264	1,311	2,575	9	32	20
	2011-15 average	**104**	**450**	**554**	**1,228**	**1,278**	**2,507**	**8**	**35**	**22**
	% ch 04-08 av: 2015	*-34*	*-37*	*-36*	*12*	*2*	*7*	*-41*	*-38*	*-40*
	% ch 04-08 av: 1115	*-38*	*-31*	*-33*	*9*	*-0*	*4*	*-43*	*-31*	*-35*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**736**	**1,225**	**15**	**31**	**25**
	2006	80	262	342	501	750	1,251	16	35	27
	2007	65	251	316	513	763	1,276	13	33	25
	2008	91	210	301	505	759	1,264	18	28	24
	2009	73	200	273	499	751	1,249	15	27	22
	2010	65	184	249	481	747	1,228	14	25	20
	2011	63	168	231	478	733	1,211	13	23	19
	2012	56	163	219	470	718	1,188	12	23	18
	2013	52	180	232	468	719	1,187	11	25	20
	2014	50	112	162	485	744	1,229	10	15	13
	2015	75	147	222	500	753	1,253	15	20	18
	2011-15 average	**59**	**154**	**213**	**480**	**733**	**1,214**	**12**	**21**	**18**
	% ch 04-08 av: 2015	*4*	*-36*	*-27*	*2*	*2*	*2*	*2*	*-38*	*-28*
	% ch 04-08 av: 1115	*-18*	*-33*	*-30*	*-2*	*-0*	*-1*	*-16*	*-33*	*-29*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
West Dunbartonshire	**2004-08 average**	**40**	**192**	**232**	**193**	**431**	**624**	**21**	**44**	**37**
	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	147	175	204	429	634	14	34	28
	2011	35	119	154	205	431	637	17	28	24
	2012	34	110	144	206	434	639	17	25	23
	2013	30	114	144	206	432	638	15	26	23
	2014	27	94	121	213	443	656	13	21	18
	2015	28	114	142	220	444	665	13	26	21
	2011-15 average	**31**	**110**	**141**	**210**	**437**	**647**	**15**	**25**	**22**
	% ch 04-08 av: 2015	*-31*	*-41*	*-39*	*14*	*3*	*6*	*-39*	*-42*	*-43*
	% ch 04-08 av: 1115	*-24*	*-42*	*-39*	*9*	*1*	*4*	*-30*	*-43*	*-41*
West Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**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	34	410	444	682	1,034	1,716	5	40	26
	2011	56	376	432	675	1,042	1,717	8	36	25
	2012	51	404	455	671	1,038	1,709	8	39	27
	2013	38	412	450	688	1,039	1,726	6	40	26
	2014	48	328	376	693	1,071	1,764	7	31	21
	2015	74	442	516	724	1,085	1,808	10	41	29
	2011-15 average	**53**	**392**	**446**	**690**	**1,055**	**1,745**	**8**	**37**	**26**
	% ch 04-08 av: 2015	*57*	*-16*	*-10*	*5*	*5*	*5*	*49*	*-20*	*-14*
	% ch 04-08 av: 1115	*13*	*-25*	*-22*	*0*	*2*	*1*	*13*	*-27*	*-23*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	2006	2,434	11,886	14,320	16,375	27,745	44,119	15	43	32
	2007	2,407	11,166	13,573	16,548	28,118	44,666	15	40	30
	2008	2,360	10,387	12,747	16,504	27,966	44,470	14	37	29
	2009	2,333	10,207	12,540	16,546	27,673	44,219	14	37	28
	2010	2,094	9,067	11,161	16,222	27,266	43,488	13	33	26
	2011	1,871	8,850	10,721	16,313	27,077	43,390	11	33	25
	2012	1,882	8,673	10,555	16,791	26,757	43,549	11	32	24
	2013	1,723	7,936	9,659	16,987	26,853	43,840	10	30	22
	2014	1,691	7,709	9,400	17,112	27,727	44,839	10	28	21
	2015	1,792	7,412	9,204	17,342	28,032	45,374	10	26	20
	2011-15 average	**1,792**	**8,116**	**9,908**	**16,909**	**27,289**	**44,199**	**11**	**30**	**22**
	% ch 04-08 av: 2015	*-28*	*-37*	*-35*	*7*	*2*	*4*	*-32*	*-38*	*-38*
	% ch 04-08 av: 1115	*-28*	*-31*	*-30*	*4*	*-1*	*1*	*-30*	*-30*	*-31*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Aberdeen City*	**2004-08 average**	**6**	**82**	**-**	**10**	**88**	**1,384**	**6**
	2006	8	55	-	10	63	1,427	4
	2007	5	65	-	6	70	1,391	5
	2008	3	133	-	16	136	1,379	10
	2009	4	82	-	5	86	1,329	6
	2010	7	75	-	13	82	1,308	6
	2011	7	99	2	11	106	1,297	8
	2012	8	109	-	21	117	1,303	9
	2013	4	101	1	9	105	1,301	8
	2014	6	87	-	7	93	1,331	7
	2015	5	74	-	8	79	1,338	6
	2011-15 average	**6**	**94**	**1**	**11**	**100**	**1,314**	**8**
	% ch 04-08 av: 2015	*-11*	*-10*	*-*	*-20*	*-10*	*-3*	*-7*
	% ch 04-08 av: 1115	*7*	*15*	*-*	*12*	*14*	*-5*	*20*
Aberdeenshire & Moray*	**2004-08 average**	**41**	**206**	**3**	**17**	**247**	**3,501**	**7**
	2006	54	165	3	17	219	3,557	6
	2007	32	200	-	14	232	3,577	6
	2008	32	280	7	17	312	3,554	9
	2009	27	264	1	21	291	3,491	8
	2010	30	237	-	13	267	3,430	8
	2011	15	215	-	15	230	3,391	7
	2012	17	249	1	16	266	3,396	8
	2013	26	223	2	19	249	3,448	7
	2014	28	224	2	20	252	3,588	7
	2015	21	189	-	10	210	3,643	6
	2011-15 average	**21**	**220**	**1**	**16**	**241**	**3,493**	**7**
	% ch 04-08 av: 2015	*-48*	*-8*	*-*	*-41*	*-15*	*4*	*-18*
	% ch 04-08 av: 1115	*-47*	*7*	*-62*	*-6*	*-2*	*-0*	*-2*
Tayside	**2004-08 average**	**30**	**278**	**1**	**33**	**308**	**4,236**	**7**
	2006	21	301	1	37	322	4,302	7
	2007	35	234	2	21	269	4,323	6
	2008	31	239	2	24	270	4,290	6
	2009	21	234	-	25	255	4,252	6
	2010	30	175	-	20	205	4,186	5
	2011	25	199	1	22	224	4,187	5
	2012	19	180	-	15	199	4,151	5
	2013	16	175	-	16	191	4,194	5
	2014	20	153	-	11	173	4,312	4
	2015	16	110	1	17	126	4,353	3
	2011-15 average	**19**	**163**	**0**	**16**	**183**	**4,239**	**4**
	% ch 04-08 av: 2015	*-47*	*-60*	*-17*	*-48*	*-59*	*3*	*-60*
	% ch 04-08 av: 1115	*-36*	*-41*	*-67*	*-51*	*-41*	*0*	*-41*

* Grampian police underwent a data quality review from 2007 onwards. Data prior to that may be incomplete.

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Argyll & West Dunbartonshire	**2004-08 average**	**16**	**121**	**0**	**13**	**138**	**1,517**	**9**
	2006	14	133	-	14	147	1,545	10
	2007	16	85	-	7	101	1,538	7
	2008	15	135	1	14	150	1,534	10
	2009	6	99	-	13	105	1,547	7
	2010	16	91	-	5	107	1,518	7
	2011	9	80	2	8	89	1,516	6
	2012	7	82	-	8	89	1,506	6
	2013	11	74	-	5	85	1,517	6
	2014	6	69	-	6	75	1,560	5
	2015	7	65	-	6	72	1,592	5
	2011-15 average	**8**	**74**	**0**	**7**	**82**	**1,538**	**5**
	% ch 04-08 av: 2015	*-57*	*-46*	*-*	*-52*	*-48*	*5*	*-50*
	% ch 04-08 av: 1115	*-51*	*-39*	*0*	*-48*	*-40*	*1*	*-41*
Forth Valley	**2004-08 average**	**15**	**168**	**1**	**20**	**183**	**3,003**	**6**
	2006	19	148	3	25	167	3,036	6
	2007	8	144	-	11	152	3,099	5
	2008	12	168	2	16	180	3,082	6
	2009	11	123	-	13	134	3,070	4
	2010	7	119	-	10	126	3,020	4
	2011	9	110	-	9	119	3,014	4
	2012	14	138	-	8	152	3,019	5
	2013	7	117	1	7	124	3,014	4
	2014	12	107	2	13	119	3,095	4
	2015	14	116	-	11	130	3,161	4
	2011-15 average	**11**	**118**	**1**	**10**	**129**	**3,060**	**4**
	% ch 04-08 av: 2015	*-5*	*-31*	*-*	*-44*	*-29*	*5*	*-33*
	% ch 04-08 av: 1115	*-24*	*-30*	*-40*	*-52*	*-30*	*2*	*-31*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**141**	**1,972**	**7**
	2006	25	146	-	13	171	1,952	9
	2007	12	158	-	13	170	2,021	8
	2008	10	105	-	8	115	2,021	6
	2009	10	120	-	10	130	1,998	7
	2010	5	67	-	4	72	1,974	4
	2011	9	84	-	6	93	1,963	5
	2012	7	83	-	6	90	1,927	5
	2013	12	65	-	1	77	1,956	4
	2014	11	74	-	5	85	2,020	4
	2015	11	58	-	3	69	2,073	3
	2011-15 average	**10**	**73**	**-**	**4**	**83**	**1,988**	**4**
	% ch 04-08 av: 2015	*-24*	*-54*	*-*	*-75*	*-51*	*5*	*-54*
	% ch 04-08 av: 1115	*-31*	*-43*	*-*	*-64*	*-41*	*1*	*-42*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Ayrshire	**2004-08 average**	**22**	**173**	**1**	**26**	**195**	**2,767**	**7**
	2006	19	172	-	23	191	2,827	7
	2007	22	135	-	23	157	2,843	6
	2008	20	162	-	18	182	2,830	6
	2009	12	161	-	10	173	2,815	6
	2010	20	125	1	14	145	2,782	5
	2011	11	120	-	14	131	2,767	5
	2012	9	109	-	8	118	2,707	4
	2013	12	85	-	5	97	2,701	4
	2014	8	107	-	16	115	2,790	4
	2015	11	131	-	6	142	2,818	5
	2011-15 average	**10**	**110**	**-**	**10**	**121**	**2,757**	**4**
	% ch 04-08 av: 2015	*-50*	*-24*	*-*	*-77*	*-27*	*2*	*-29*
	% ch 04-08 av: 1115	*-54*	*-36*	*-*	*-62*	*-38*	*-0*	*-38*
Greater Glasgow	**2004-08 average**	**21**	**331**	**2**	**59**	**352**	**4,634**	**8**
	2006	28	350	5	66	378	4,621	8
	2007	21	289	1	53	310	4,707	7
	2008	18	368	1	51	386	4,725	8
	2009	22	264	1	47	286	4,684	6
	2010	16	257	1	40	273	4,592	6
	2011	15	205	1	32	220	4,629	5
	2012	9	227	-	36	236	4,762	5
	2013	7	172	-	15	179	4,806	4
	2014	19	196	1	32	215	4,873	4
	2015	16	189	-	21	205	4,869	4
	2011-15 average	**13**	**198**	**0**	**27**	**211**	**4,788**	**4**
	% ch 04-08 av: 2015	*-25*	*-43*	*-*	*-64*	*-42*	*5*	*-45*
	% ch 04-08 av: 1115	*-38*	*-40*	*-78*	*-54*	*-40*	*3*	*-42*
Lothians & Scottish Borders	**2004-08 average**	**29**	**250**	**1**	**29**	**279**	**4,423**	**6**
	2006	29	245	1	30	274	4,444	6
	2007	36	237	3	24	273	4,521	6
	2008	24	217	-	22	241	4,487	5
	2009	30	232	-	23	262	4,468	6
	2010	14	209	2	25	223	4,404	5
	2011	12	184	1	18	196	4,402	4
	2012	19	174	-	13	193	4,350	4
	2013	17	175	2	18	192	4,379	4
	2014	16	165	-	9	181	4,509	4
	2015	18	179	1	9	197	4,598	4
	2011-15 average	**16**	**175**	**1**	**13**	**192**	**4,448**	**4**
	% ch 04-08 av: 2015	*-38*	*-28*	*0*	*-69*	*-29*	*4*	*-32*
	% ch 04-08 av: 1115	*-44*	*-30*	*-20*	*-53*	*-31*	*1*	*-32*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Edinburgh	**2004-08 average**	**9**	**188**	**1**	**25**	**197**	**2,986**	**7**
	2006	13	206	2	32	219	2,988	7
	2007	5	191	1	23	196	3,040	6
	2008	13	183	-	24	196	2,957	7
	2009	7	141	-	17	148	2,978	5
	2010	4	132	-	15	136	2,885	5
	2011	10	166	-	16	176	2,902	6
	2012	13	188	-	19	201	2,879	7
	2013	8	130	-	9	138	2,888	5
	2014	11	152	-	16	163	2,945	6
	2015	3	150	-	9	153	3,009	5
	2011-15 average	**9**	**157**	**-**	**14**	**166**	**2,925**	**6**
	% ch 04-08 av: 2015	*-67*	*-20*	*-*	*-65*	*-22*	*1*	*-23*
	% ch 04-08 av: 1115	*0*	*-16*	*-*	*-46*	*-15*	*-2*	*-14*
Highlands & Islands	**2004-08 average**	**33**	**189**	**2**	**12**	**222**	**3,075**	**7**
	2006	30	178	3	10	208	3,106	7
	2007	39	172	2	13	211	3,147	7
	2008	37	142	3	6	179	3,145	6
	2009	28	146	2	7	174	3,169	5
	2010	29	120	-	14	149	3,125	5
	2011	22	110	-	3	132	3,117	4
	2012	23	127	-	5	150	3,086	5
	2013	24	82	2	3	106	3,134	3
	2014	26	82	-	4	108	3,206	3
	2015	18	69	-	4	87	3,296	3
	2011-15 average	**23**	**94**	**0**	**4**	**117**	**3,168**	**4**
	% ch 04-08 av: 2015	*-45*	*-63*	*-*	*-67*	*-61*	*7*	*-63*
	% ch 04-08 av: 1115	*-32*	*-50*	*-78*	*-68*	*-47*	*3*	*-49*
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**178**	**2,847**	**6**
	2006	19	189	2	26	208	2,856	7
	2007	14	137	-	14	151	2,911	5
	2008	14	114	1	12	128	2,891	4
	2009	6	114	-	20	120	2,894	4
	2010	13	119	-	11	132	2,848	5
	2011	11	92	-	18	103	2,839	4
	2012	7	100	-	11	107	2,800	4
	2013	11	85	-	2	96	2,825	3
	2014	12	81	1	4	93	2,902	3
	2015	12	71	1	7	83	2,917	3
	2011-15 average	**11**	**86**	**0**	**8**	**96**	**2,856**	**3**
	% ch 04-08 av: 2015	*-35*	*-55*	*-44*	*-64*	*-53*	*2*	*-54*
	% ch 04-08 av: 1115	*-42*	*-46*	*-78*	*-56*	*-46*	*0*	*-46*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2011-2015 averages and 2006 to 2015

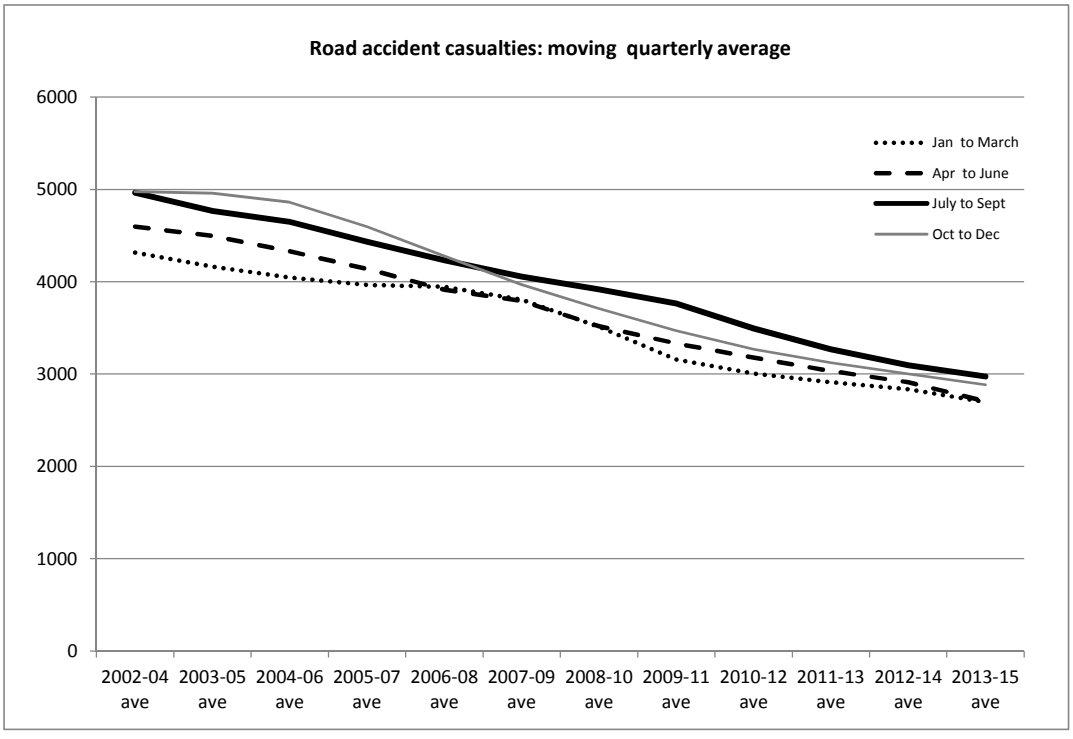
		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**106**	**1**	**14**	**115**	**1,974**	**6**
	2006	7	121	2	15	128	2,022	6
	2007	10	93	-	9	103	2,036	5
	2008	11	105	-	15	116	2,047	6
	2009	4	92	-	12	96	2,010	5
	2010	3	83	-	10	86	1,971	4
	2011	8	78	-	5	86	1,971	4
	2012	9	71	1	8	80	1,951	4
	2013	5	45	-	6	50	1,964	3
	2014	10	52	-	7	62	2,031	3
	2015	3	60	1	8	63	2,067	3
	2011-15 average	**7**	**61**	**0**	**7**	**68**	**1,997**	**3**
	% ch 04-08 av: 2015	*-68*	*-43*	*25*	*-42*	*-45*	*5*	*-48*
	% ch 04-08 av: 1115	*-26*	*-42*	*-50*	*-51*	*-41*	*1*	*-41*
Lanarkshire	**2004-08 average**	**27**	**228**	**2**	**37**	**255**	**5,417**	**5**
	2006	28	226	3	32	254	5,436	5
	2007	26	245	-	38	271	5,511	5
	2008	30	224	3	36	254	5,527	5
	2009	28	215	1	30	243	5,516	4
	2010	14	160	-	29	174	5,445	3
	2011	22	138	-	26	160	5,395	3
	2012	15	144	-	20	159	5,712	3
	2013	12	142	1	28	154	5,712	3
	2014	18	155	1	22	173	5,677	3
	2015	13	135	-	20	148	5,641	3
	2011-15 average	**16**	**143**	**0**	**23**	**159**	**5,627**	**3**
	% ch 04-08 av: 2015	*-53*	*-41*	*-*	*-46*	*-42*	*4*	*-44*
	% ch 04-08 av: 1115	*-42*	*-37*	*-75*	*-37*	*-38*	*4*	*-40*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**2,897**	**43,736**	**7**
	2006	314	2,635	25	350	2,949	44,119	7
	2007	281	2,385	9	269	2,666	44,666	6
	2008	270	2,575	20	279	2,845	44,470	6
	2009	216	2,287	5	253	2,503	44,219	6
	2010	208	1,969	4	223	2,177	43,488	5
	2011	185	1,880	7	203	2,065	43,390	5
	2012	176	1,981	2	194	2,157	43,549	5
	2013	172	1,671	9	143	1,843	43,840	4
	2014	203	1,704	7	172	1,907	44,839	4
	2015	168	1,596	4	139	1,764	45,374	4
	2011-15 average	**181**	**1,766**	**6**	**170**	**1,947**	**44,199**	**4**
	% ch 04-08 av: 2015	*-42*	*-39*	*-74*	*-57*	*-39*	*4*	*-41*
	% ch 04-08 av: 1115	*-38*	*-32*	*-62*	*-48*	*-33*	*1*	*-33*

Reported casualties by severity and quarter
Years: 1981 to 2015

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(a) Killed						*numbers*				*percentage*
1981	151	156	166	204	677	169	-11	-8	-2	21
1982	155	172	181	193	701	175	-12	-2	3	10
1983	174	133	152	165	624	156	12	-15	-3	6
1984	122	122	178	177	599	150	-19	-19	19	18
1985	128	155	157	162	602	151	-15	3	4	8
1986	124	130	154	193	601	150	-17	-13	2	28
1987	116	126	145	169	556	139	-17	-9	4	22
1988	123	117	143	171	554	139	-11	-16	3	23
1989	145	112	148	148	553	138	5	-19	7	7
1990	134	119	137	156	546	137	-2	-13	0	14
1991	104	92	146	149	491	123	-15	-25	19	21
1992	106	113	113	131	463	116	-8	-2	-2	13
1993	100	103	93	103	399	100	0	3	-7	3
1994	88	82	86	107	363	91	-3	-10	-5	18
1995	91	77	125	116	409	102	-11	-25	22	13
1996	86	83	98	90	357	89	-4	-7	10	1
1997	85	91	94	107	377	94	-10	-3	0	14
1998	70	82	127	106	385	96	-27	-15	32	10
1999	82	73	82	73	310	78	6	-6	6	-6
2000	73	65	97	91	326	82	-10	-20	19	12
2001	78	83	106	81	348	87	-10	-5	22	-7
2002	65	70	97	72	304	76	-14	-8	28	-5
2003	70	81	83	102	336	84	-17	-4	-1	21
2004	70	71	80	87	308	77	-9	-8	4	13
2005	56	64	72	94	286	72	-22	-10	1	31
2006	64	62	94	94	314	79	-18	-21	20	20
2007	70	66	75	70	281	70	0	-6	7	0
2008	61	57	76	76	270	68	-10	-16	13	13
2009	61	42	64	49	216	54	13	-22	19	-9
2010	43	42	64	59	208	52	-17	-19	23	13
2011	51	44	47	43	185	46	10	-5	2	-7
2012	44	46	47	39	176	44	0	5	7	-11
2013	32	45	54	41	172	43	-26	5	26	-5
2014	45	52	51	55	203	51	-11	2	0	8
2015	35	48	41	44	168	42	-17	14	-2	5
(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	655	2,575	644	-10	7	1	2
2009	523	612	639	513	2,287	572	-9	7	12	-10
2010	400	528	573	468	1,969	492	-19	7	16	-5
2011	414	495	521	450	1,880	470	-12	5	11	-4
2012	438	505	547	491	1,981	495	-12	2	10	-1
2013	366	412	489	404	1,671	418	-12	-1	17	-3
2014	392	451	466	395	1,704	426	-8	6	9	-7
2015	352	384	439	421	1,596	399	-12	-4	10	6

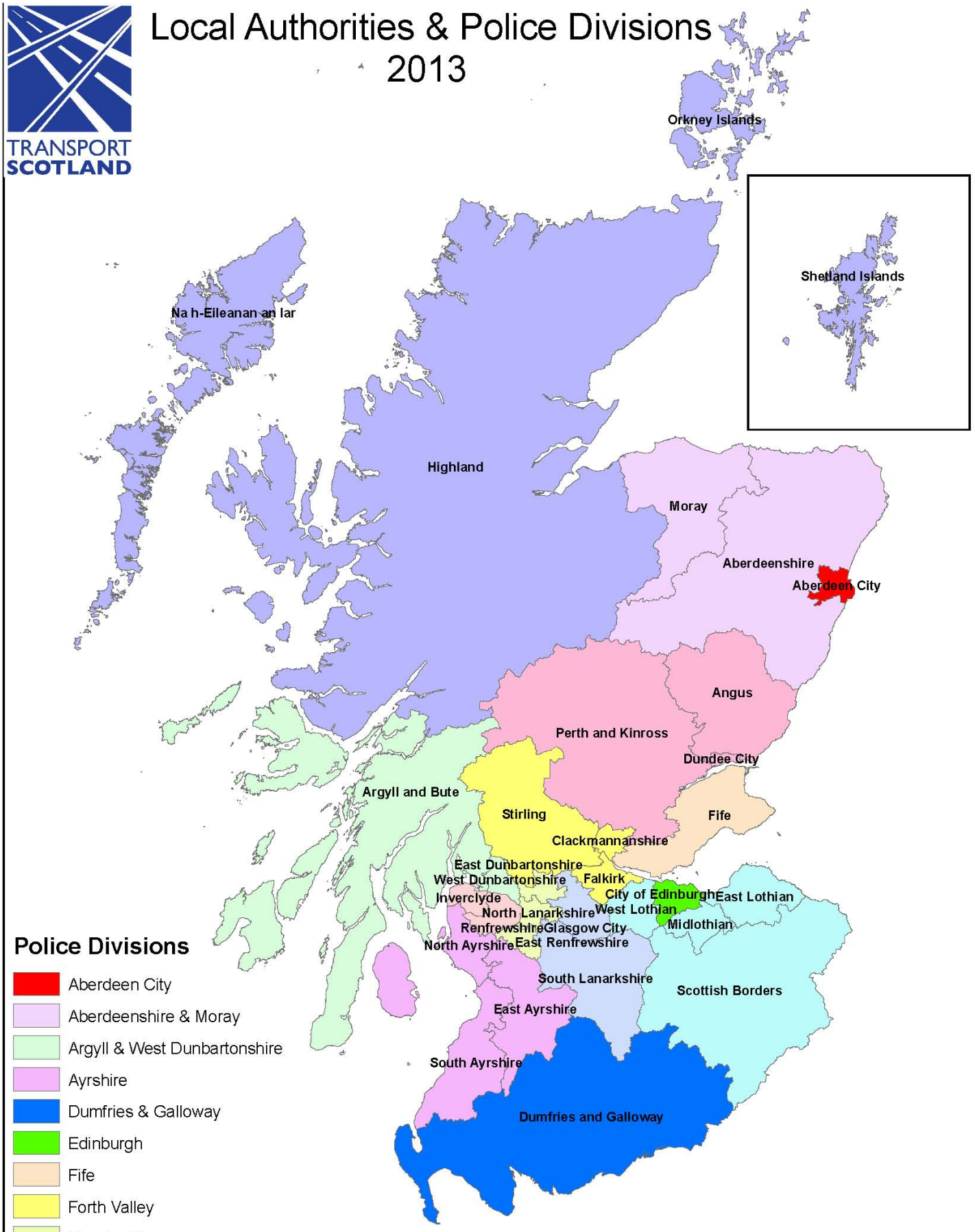
Reported casualties by severity and quarter
Years: 1981 to 2015

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(c) All severities										
						numbers				*percentage*
1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
1983	5,384	6,176	6,796	6,868	25,224	6,306	-15	-2	8	9
1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
1985	5,684	6,623	7,802	7,178	27,287	6,822	-17	-3	14	5
1986	5,745	6,207	6,656	7,509	26,117	6,529	-12	-5	2	15
1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
1992	5,886	5,701	6,453	6,133	24,173	6,043	-3	-6	7	1
1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
1998	5,060	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
2005	4,070	4,315	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	4,132	4,127	16,239	4,060	-3	0	2	2
2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,945	3,078	3,488	3,275	12,786	3,197	-8	-4	9	2
2012	3,018	3,230	3,275	3,189	12,712	3,178	-5	2	3	0
2013	2,771	2,788	3,040	2,903	11,502	2,876	-4	-3	6	1
2014	2,716	2,712	2,968	2,911	11,307	2,827	-4	-4	5	3
2015	2,604	2,605	2,918	2,841	10,968	2,742	-5	-5	6	4



Appendices

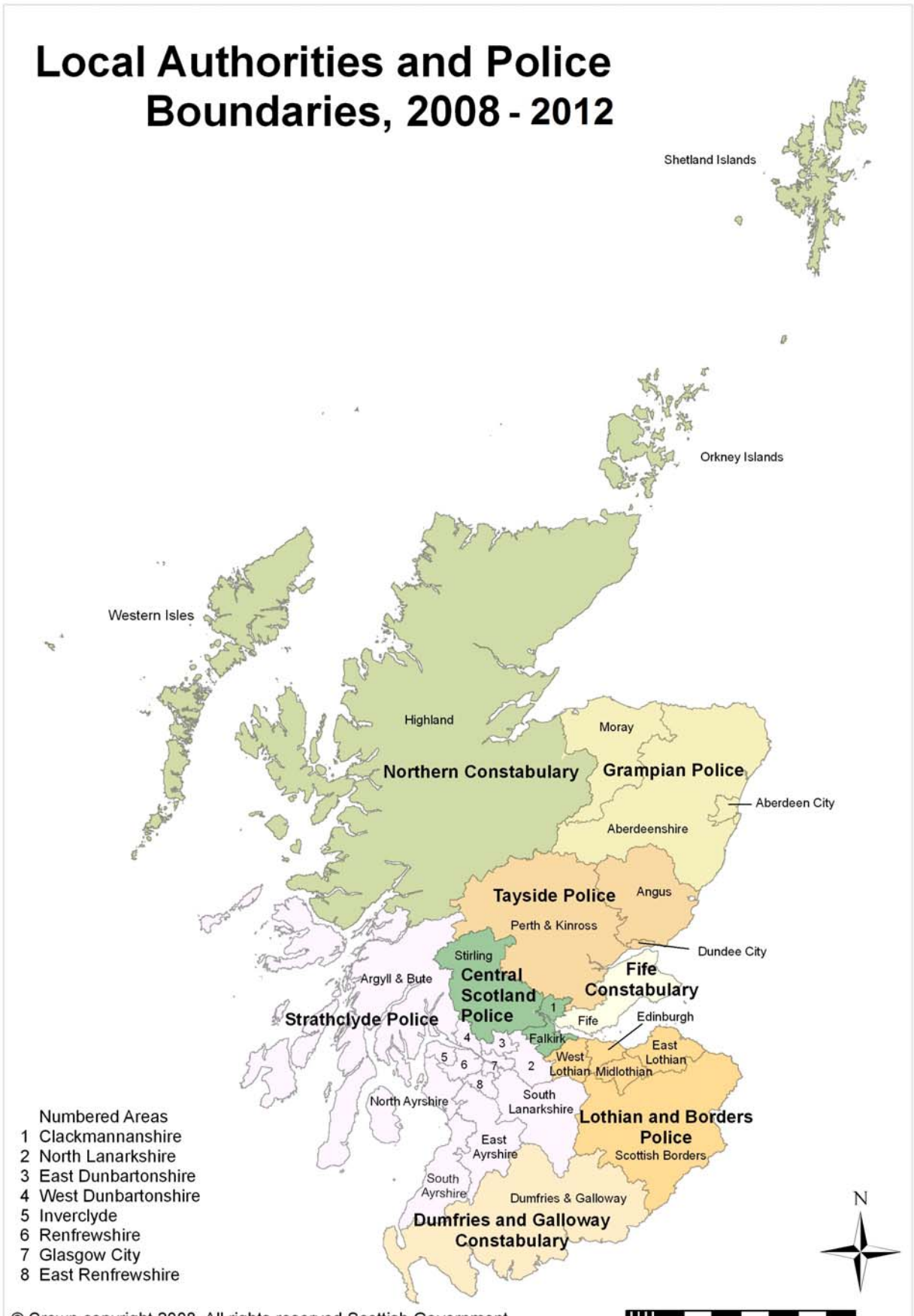
Local Authorities & Police Divisions 2013



Police Divisions

- Aberdeen City
- Aberdeenshire & Moray
- Argyll & West Dunbartonshire
- Ayrshire
- Dumfries & Galloway
- Edinburgh
- Fife
- Forth Valley
- Greater Glasgow
- Highlands & Islands
- Lanarkshire
- Lothian & Scottish Borders
- Renfrewshire & Inverclyde
- Tayside

Local Authorities and Police Boundaries, 2008 - 2012



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

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 11pm – effective from 13 December 1976.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2012: Devolution of powers to the Scottish Parliament in relation to the Drink-Drive alcohol blood limit, and certain national speed limits

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

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

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

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

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

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

2015: Scottish Road Safety Week pilot undertaken.

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

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

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

2016: Power speed limits, traffic signs and parking are devolved to the Scottish Parliament through the 2016 Scotland Act.

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 Transport Scotland (TS) 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 TS 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**). TS also applies these checks, and clears any errors that it finds with the police. The returns are added to the TS 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 TS is subsequently informed which of these accidents occurred on trunk roads, and its database is updated accordingly.

Similar returns are made throughout Great Britain. TS 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 TS Transport Statistics Web site: see Data Sources and Methodology at: http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

A further review of the Stats 19 system took place in 2008. More changes were made to the collection of the data which took effect from 2013. A summary of the changes made by SCRAS can be found here http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/research/DfT_2008_review_of_STATS_19.pdf

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 **(2013 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.

The recommendations from the latest review in 2008 has been implemented from January 2013. A revised illustrative STATS 19 form and the accompanying STATS 20 and STATS 21 guidance can be found here
http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

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
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STATS19 (2013)
(For completion by Police)

Accident Record Attendant Circumstances

1.1 Record Type [1]
11 New accident record
15 Amended accident record

1.2 Police Force

1.3 Accident Ref No

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
13 digit OS Grid Co-ordinates
Easting

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 Junction more than 4 arms(not
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 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
4 Darkness: street lights present and
5 Darkness: street lights present but
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

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
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
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'

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	Too close to cyclist, horse or pedestrian 407	Rider 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 or frosted etc 709	Pedestrian wearing dark clothing at night 809	
Sunken, raised road marking or slippery inspection cover 110		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

2.1 Record Type [2]

21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

01 Pedal cycle
02 M/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 pass seats)
11 Bus/coach(17/more pass seats)
16 Ridden horse
17 Agricultural vehicle (includes diggers etc.)
18 Tram / Light
19 Van/Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw and over
22 Mobility scooter
23 Electric motorcycle
97 Motorcycle unknown cc
98 Goods veh unknown wght
90 Other vehicle

2.5a Text description of other vehicle e.g. fire engine

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
13 Overtaking
vehicle on its offside
14
vehicle on its offside
15 Overtaking
16
bend
17 Going ahead
hand bend
18 Going ahead

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
05 Bridge – roof
06 Bridge – side
07 Bollard / Refuge
08
09 Central island 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
11 Wall or fence

2.16 First Point of Impact

0 Did not impact
1 Front
2 Back
3 Offside
4 Nearside

2.21 Sex of Driver

1 Male
2 Female
3 Not known

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 at
6 Not provided (medical

2.24 Hit and Run

0 Other
1 Hit and Run
2 Non-stop not hit

2.26 Vehicle Registration Mark (VRM)

2.35 Was Vehicle Left Hand Drive

1 No
2 Yes

2.27 Driver Postcode

Special codes:
1 Unknown
2 Non-UK resident
3 Parked and

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
6 Not known

STATS19 (2013)

Casualty Record

(For completion by Police)

3.1 Record Type [3]

31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

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

Pedestrian Casualties only

3.10 Pedestrian Location

01 In carriageway, crossing on crossing facility
02 In carriageway, crossing within zig-lines at crossing approach
03 In carriageway, crossing within zig-lines at crossing exit
04 In carriageway, crossing elsewhere within 50 metres of pedestrian
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 central island or central
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 – by parked or stationary vehicle
3 Crossing from driver's offside
4 Crossing from driver's offside – by parked or stationary vehicle
5 In carriageway, stationary – not (standing or playing)
6 In carriageway, stationary – not (standing or playing), masked by parked or stationary vehicle
7 Walking along in carriageway – facing traffic
8 Walking along in carriageway – back 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 Road Maintenance Worker

Work activity carried out on road (eg delivery services, maintenance, traffic control

0 No
1 Yes
2 Not known

3.14 Seatbelt In Use

0 Not applicable
1 Worn and independently confirmed
2 Worn but not independently confirmed
3 Not worn
4 Unknown

3.20 Cycle Helmet Worn

0 Not cyclist
1 Yes
2 No
3 Not known

3.15 Car Passenger

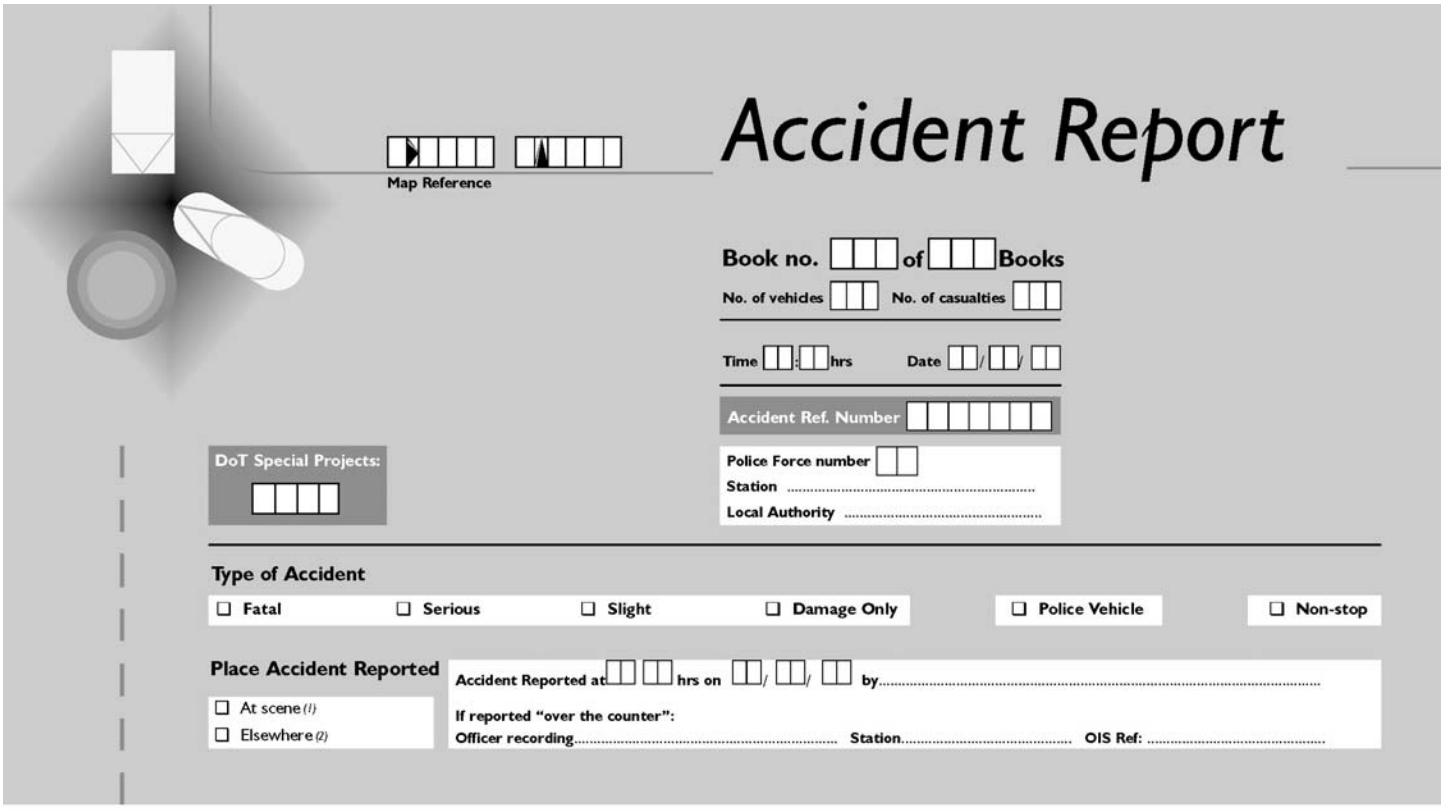
0 Not a car passenger
1 Front seat passenger
2 Rear seat passenger

3.16 Bus or Coach Passenger

0 Not a bus or coach passenger
1 Boarding
2 Alighting
3 Standing passenger
4 Seated passenger

3.18 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 Ref. No. ☐☐☐ ☐ Slight (3) ☐ Serious (2) ☐ Fatal (1)

Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)
Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

Casualty in/on or first hit by Vehicle Ref no. ☐☐
Injuries.....

Statement Taken? ☐ Yes ☐ No
Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No
If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

Casualty Ref. No. ☐☐☐ ☐ Slight (3) ☐ Serious (2) ☐ Fatal (1)

Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)
Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

Casualty in/on or first hit by Vehicle Ref no. ☐☐
Injuries.....

Statement Taken? ☐ Yes ☐ No
Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No
If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

Casualty ref. no. ☐☐☐☐

Casualty class
- ☐ Driver/rider (1)
- ☐ Vehicle/pillion Passenger (2)
- ☐ Pedestrian (3)

Bus/coach passenger
- ☐ Boarding (1)
- ☐ Alighting (2)
- ☐ Standing (3)
- ☐ Seated (4)

Car passenger

Position in Vehicle

Position in Vehicle

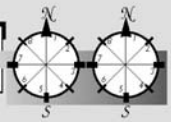
Movement
- ☐ Crossing from Driver's nearside (1)
- ☐ Crossing from driver's offside (2)
- ☐ In carriageway stationary–not crossing (3)
- ☐ Walking along in c'way–facing traffic (4)
- ☐ Walking along in c'way–back to traffic (5)
- ☐ Unknown or other (6)

Masked by parked/stationary vehicles?
- ☐ Yes (1)
- ☐ No (2)

Location
- ☐ On footway or verge (6)
- ☐ On refuge, central island or reservation (7)
- ☐ In centre of c'way not on refuge, etc. (8)
- ☐ In carriageway
- ☐ Unknown or other (10)

- ☐ on pedestrian crossing facility (1)
- ☐ crossing within zig-zag lines at crossing approach (2)
- ☐ crossing within zig-zag lines at crossing exit (3)
- ☐ within 50m of crossing (4)
- ☐ crossing elsewhere (5)
- ☐ not crossing (9)

Direction
- ☐ Standing Still (0)
- ☐ Walking
- ☐ Unknown (9)



Casualty Records

Vehicle Records

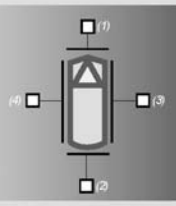
Vehicle Ref. No. ☐☐☐ Reg. No. ☐☐☐☐☐☐☐ Ref No. of Other Vehicle Hit ☐☐

DRIVER
Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ Tel .....
☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)
Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER
Mr / Mrs / Miss Name.....
Address.....
Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No
Vehicle fail to stop? ☐ Yes (0) ☐ No (1) ☐ Yes - not hit (2)

Parts Damaged



- ☐ none (0)
- ☐ roof (5)
- ☐ underside (6)
- ☐ all four sides (7)

Insurance Co. .....
Cert. No. .....
Driver No. .....
Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other
HORT/1 issued? ☐ Yes ☐ No

Vehicle Colour Make/Model (if M/C include cc)
Vehicle removed by

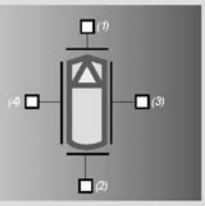
Vehicle Ref. No. ☐☐☐ Reg. No. ☐☐☐☐☐☐☐ Ref No. of Other Vehicle Hit ☐☐

DRIVER
Mr / Mrs / Miss Name.....
Address.....
Postcode ☐☐☐☐ ☐☐☐ Tel .....
☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)
Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER
Mr / Mrs / Miss Name.....
Address.....
Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No
Vehicle fail to stop? ☐ Yes (0) ☐ No (1) ☐ Yes - not hit (2)

Parts Damaged



- ☐ none (0)
- ☐ roof (5)
- ☐ underside (6)
- ☐ all four sides (7)

Insurance Co. .....
Cert. No. .....
Driver No. .....
Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other
HORT/1 issued? ☐ Yes ☐ No

Vehicle Colour Make/Model (if M/C include cc)
Vehicle removed by

Vehicle ref. no: ☐☐☐ ☐☐☐

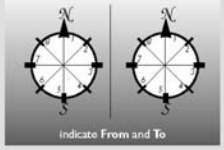
Type of Vehicle
- ☐☐ Pedal cycle *(1)*
- ☐☐ Moped *(2)*
- ☐☐ Motorcycle
  - ☐☐ under 125cc *(3)*
  - ☐☐ over 125cc *(4)*
- ☐☐ Taxi *(8)*
- ☐☐ Car *(9)*
- ☐☐ Minibus (8-16 seats) *(10)*
- ☐☐ Bus or Coach (over 17 seats) *(11)*
- ☐☐ Other motor vehicle *(14)*
- ☐☐ Other non-motor vehicle *(15)*
- ☐☐ Ridden 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 *(7)*
  - ☐☐ 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



indicate **From** and **To**

Vehicle Location at First Impact
- On Restricted lane – away from main 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 *(3)*

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)*
  - ☐☐ roof *(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. ☐☐☐ .....

.....

.....

.....

Exact location to nearest junction | Parish/Town

Apparent Circumstances .....

.....

Property Damaged/Animal Injured .....

Owners: ..... **Owners informed at time?** ☐ Yes ☐ No

1st Road Class
- ☐ Motorway *(1)*
- ☐ A (M) *(2)*
- ☐ A *(3)*
- ☐ B *(4)*
- ☐ C *(5)*
- ☐ Undassified *(6)*

1st Road No.: ☐☐☐☐

Speed Limit of 1st Road: ☐☐

Road Type
- ☐ Roundabout *(1)*
- ☐ One way street *(2)*
- ☐ Dual Carriageway
  - ☐ 2 lanes *(3)*
  - ☐ 3 or more lanes *(4)*
- ☐ Single carriageway
  - ☐ **single** track road *(5)*
  - ☐ **2** lanes–two way capacity *(6)*
  - ☐ **3** lanes–two way capacity *(7)*
  - ☐ **4** or more lanes–two way capacity *(8)*
- ☐ Unknown *(9)*

Pedestrian Crossing
- ☐ No crossing facility within 50 metres *(0)*
- ☐ Crossing facility available

Human Control
- ☐ Controlled by school crossing patrol *(1)*
- ☐ Controlled by other authorised person *(2)*

Physical Facilities
- ☐ Zebra Crossing *(3)*
- ☐ Pelican, puffin, toucan or similar non-junction pedestrian light crossing *(4)*
- ☐ Pedestrian phase at traffic signal junction *(5)*
- ☐ Central Refuge–no other controls *(6)*
- ☐ Footbridge or subway *(7)*

Junction Detail
- ☐ Not at or within 20m of junction *(0)*
- ☐ Roundabout *(1)*
- ☐ Mini roundabout *(2)*
- ☐ T or staggered junction *(3)*
- ☐ Slip road *(5)*
- ☐ Crossroads *(6)*
- ☐ Multiple junction *(7)*
- ☐ Using private drive or entrance *(8)*
- ☐ Other junction *(9)*

Junction Control
- ☐ Authorised person *(1)*
- ☐ Automatic traffic signal *(2)*
- ☐ Stop sign *(3)*
- ☐ Give way sign or markings *(4)*
- ☐ Uncontrolled *(5)*

2nd Road Class
- ☐ Motorway *(1)*
- ☐ A (M) *(2)*
- ☐ A *(3)*
- ☐ B *(4)*
- ☐ C *(5)*
- ☐ Unclassified *(6)*

2nd Road Number ☐☐☐☐

Weather Conditions
- ☐ Fine *(1)*
- ☐ Raining *(2)*
- ☐ Snowing *(3)*
- ☐ Fog or mist–if hazard *(4)*
- ☐ Other *(5)*
- ☐ Unknown *(6)*

Were there high winds? ☐ Yes *(1)* ☐ No *(2)*

Road Surface
- ☐ Dry *(1)*
- ☐ Wet/Damp *(2)*
- ☐ Snow *(3)*
- ☐ Frost/Ice *(4)*
- ☐ Flood *(5)* (surface over 3cm)
- ☐ Oil or diesel *(6)*
- ☐ Mud *(7)*

Light Conditions
- ☐ Daylight *(1)*
- ☐ Darkness *(2)*

Street lighting
- ☐ present *(3)*
- ☐ not present *(4)*
- ☐ unknown *(5)*

- ☐ lit *(6)*
- ☐ unlit *(7)*

Special Conditions at Site
- ☐ None *(0)*
- ☐ Automatic traffic signal out *(1)*
- ☐ Automatic traffic signal partially defective *(2)*
- ☐ Permanent road signing defective or obscured *(3)*
- ☐ Road works present *(4)*
- ☐ Road surface defective *(5)*

Carriageway Hazards
- ☐ None *(0)*
- ☐ Dislodged vehicle load in c'way *(1)*
- ☐ Other object in c'way *(2)*
- ☐ Involvement with previous accident *(3)*
- ☐ Dog in c'way *(4)*
- ☐ Other animal or pedestrian in c'way *(5)*

Attendant Circumstances

Accident Causation Factors

☐ Vehicle
☐ Casualty

Ref. No. ☐☐☐

What went wrong?
Tick (✓) only **one**.

Failure of Driver / Rider

Perception
- ☐ Failed to stop (mandatory sign) *(1)*
- ☐ Failed to give way *(2)*
- ☐ Failed to avoid pedestrian (pedestrian not to blame) *(3)*
- ☐ Failed to avoid vehicle / object in c'way *(4)*
- ☐ Failure to signal / misleading signal *(5)*
- ☐ Loss of control of vehicle *(6)*

OR

Manoeuvres
- ☐ Swerved to avoid object in c'way *(9)*
- ☐ Sudden braking *(10)*
- ☐ Poor turn / manoeuvre *(11)*
- ☐ Poor overtaking *(12)*
- ☐ Drove wrong way (e.g. one–way street) *(13)*
- ☐ Opening door carelessly *(14)*
- ☐ Other (please supply details) *(15)*

Failure of Pedestrian/Passenger
- ☐ Pedestrian entered c'way without due care (driver/rider not to blame) *(7)*
- ☐ Passenger fell in or near PSV *(8)*

Why?

Choose up to **four** Causation Factors and indicate them **in order of importance** (1,2,3, or 4).

Show **confidence** in the codes by deleting as appropriate :
A=Definite, **B=Probable** or **C=Possible**

.....A/B/C	**Person** impaired by alcohol *(1)*
.....A/B/C	Person impaired by drugs *(2)*
.....A/B/C	Person impaired by fatigue *(3)*
.....A/B/C	Person impaired by illness *(4)*
.....A/B/C	Person distracted due to stress/emotional state of mind *(5)*
.....A/B/C	Person distracted by physical distraction in/on vehicle *(6)*
.....A/B/C	Person distracted by physical distraction outside vehicle *(7)*
.....A/B/C	Person was panicking *(8)*
.....A/B/C	Person was careless/thoughtless/reckless *(9)*
.....A/B/C	Person was nervous/uncertain *(10)*
.....A/B/C	Person was in a hurry *(11)*
.....A/B/C	Person failed to judge other person's path/speed *(12)*
.....A/B/C	Person's Disability *(13)*
.....A/B/C	Person failed to look *(14)*
.....A/B/C	Person looked but did not see *(15)*
.....A/B/C	Person did not pay attention *(16)*
.....A/B/C	Person hit wore dark/inconspicuous clothing *(17)*
.....A/B/C	Person other (please supply details) *(18)*
.....A/B/C	**Pedestrian** crossed from behind parked vehicle, etc. *(19)*
.....A/B/C	Pedestrian ignored lights at crossing *(20)*
.....A/B/C	**Driver** driving at excessive speed *(21)*
.....A/B/C	Driver following too close *(22)*
.....A/B/C	Driver's inexperience of driving *(23)*
.....A/B/C	Driver's inexperience of vehicle *(24)*
.....A/B/C	Driver interacted or competed with other road users *(25)*
.....A/B/C	Driver was driving aggressively *(26)*
.....A/B/C	Driver lacked judgement of own path *(27)*
.....A/B/C	**Vehicle**'s tyres had the wrong pressure *(28)*
.....A/B/C	Vehicle's tyres were deflated before impact *(29)*
.....A/B/C	Vehicle's tyres were worn/insufficient tread *(30)*
.....A/B/C	Vehicle had defective lights or signals *(31)*
.....A/B/C	Vehicle had defective brakes *(32)*
.....A/B/C	Vehicle other (please supply details) *(33)*
.....A/B/C	**Site** had poor road surface *(34)*
.....A/B/C	Site had poor/no street lighting *(35)*
.....A/B/C	Site had inadequate signing *(36)*
.....A/B/C	Site had steep hill *(37)*
.....A/B/C	Site had narrow road *(38)*
.....A/B/C	Site had bending/winding road *(39)*
.....A/B/C	Site had roadworks *(40)*
.....A/B/C	Slippery road at site *(41)*
.....A/B/C	High winds at site *(42)*
.....A/B/C	Earlier accident at site *(43)*
.....A/B/C	Other at site (please supply details) *(44)*
.....A/B/C	**Obscuration** of view due to obscured windows *(45)*
.....A/B/C	Obscuration of view due to glare from sun *(46)*
.....A/B/C	Obscuration of view due to glare from headlights *(47)*
.....A/B/C	Obscuration due to bend/winding road *(48)*
.....A/B/C	Obscuration due to stationary/parked vehicle *(49)*
.....A/B/C	Obscuration due to moving vehicle *(50)*
.....A/B/C	Obscuration due to buildings, fences, vegetation, etc. *(51)*
.....A/B/C	Obscuration due to Weather (e.g. mist or sleet) *(52)*
.....A/B/C	Failed to see pedestrian or vehicle in blindspot *(53)*
.....A/B/C	**Animal** out of control *(54)*

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 XYZcf4 **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)

Transport Scotland (TS) consults the Liaison Group on Road Accident Statistics (LGRAS), whose members include representatives of each Police Force and of the Association of Chief Police Officers (Scotland), of some individual local authorities and of the Society of Chief Officers of Transportation in Scotland, and of other types of user of the statistics, including the Royal Society for the Prevention of Accidents, the Institute of Road Safety Officers in Scotland, a transport consultant, and an academic researcher. LGRAS meets, on average, once a year. It discusses matters such as the arrangements for the supply of the road 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:
http://www.transportscotland.gov.uk/analysis/statistics/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, TS, 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 Anil Bhagat at the DfT (Tel: 020 7944 3078) or http://tinyurl.com/pqjh3ez .

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 which was implemented in 2013. Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http:/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: http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

The report of the 2002 review is available from the National Statistics website – go to: http://tinyurl.com/8hkl8sf

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.

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

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

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

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

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

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

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

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

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

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

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

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

***Vehicles involved in 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 *Reported Road Casualties 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, © 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 © 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© 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. 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: 2015

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

Reported attendant circumstances variables

Police Force	
Northern	449
Grampian	657
Tayside	475
Fife	428
Lothian & Borders	2,084
Central	508
Strathclyde	3,597
Dumfries & Galloway	276

Month	
January	710
February	625
March	669
April	617
May	734
June	652
July	717
August	811
September	715
October	717
November	769
December	738

Severity of Accident	
Fatal	157
Serious	1,417
Slight	6,900

Local Authority	
Aberdeen City	228
Aberdeenshire	347
Angus	144
Argyll & Bute	227
Clackmannanshire	62
Dumfries & Galloway	276
Dundee City	131
East Ayrshire	205
East Dunbartonshire	96
East Lothian	158
East Renfrewshire	94
Edinburgh, City of	1,111
Eilean Siar	32
Falkirk	249
Fife	428
Glasgow City	1,200
Highland	380
Inverclyde	109
Midlothian	190
Moray	82
North Ayrshire	191
North Lanarkshire	448
Orkney Islands	12
Perth & Kinross	200
Renfrewshire	258
Scottish Borders	222
Shetland Islands	25
South Ayrshire	193
South Lanarkshire	458
Stirling	197
West Dunbartonshire	118
West Lothian	403

Speed Limit	
20	180
30	4,740
40	479
50	294
60	2,200
70	581

Junction Control	
Not at or near junction	4,285
Authorised person	29
Automatic traffic signal	764
Stop sign	66
Give way or uncontrolled	3,326
Unknown	4

Weather Conditions	
Fine	6,046
Raining	1,358
Snowing	121
Fine high winds	188
Raining high winds	375
Snowing high winds	57
Fog mist	35
Other	148
Unknown	146

First road class	
Motorway	400
A(m)	37
A	3,698
B	1,170
C	280
Unclassified	2,889

Second road class	
No second road class	4,389
Motorway	68
A(m)	5
A	610
B	339
C	138
Unclassified	2,925

Light Conditions	
Daylight	6,221
Dknss:lights present lit	1,460
Dknss:lights present unlit	58
Dknss: no lights	684
Dknss: lights unknown	51

Pedestrian Crossing - Human Control	
None within 50 metres	8,360
School crossing patrol	38
Other authorised person	74
Unknown	2

Road Type	
Roundabout	442
One way street	179
Dual carriageway	1,380
Single carriageway	6,323
Slip road	92
Unknown	58

Pedestrian Crossing - Physical Facilities	
None within 50m	6,963
Zebra crossing	111
Pelican, puffin or similar	553
Pedestrian phase at lights	685
Footbridge or subway	12
Central refuge	149
Unknown	1

Junction Detail	
Not at or within 20 metres	4,286
Roundabout	621
Mini Roundabout	67
T or staggered junction	1,968
Slip Road	172
Crossroads	666
Junction >4 arms (not rd'bt)	95
Private drive	163
Other junction	436

Road Surface Conditions	
Dry	4,877
Wet or damp	3,208
Snow	141
Frost or ice	205
Flood over 3cm deep	40

Special Conditions at site	
None	8,211
Automatic traffic signal out	25
Automat traffic sig part defective	10
Road sign defective or obscured	18
Roadworks	107
Road surface defective	23
Oil or diesel	52
Mud	28

Carriageway hazards	
None	8,273
Veh load in cgwy	14
Other object in cgwy	95
Involved prev accdnt	17
Ped in cgwy not inj	21
Animal in cgwy-not horse	54

Did a police officer attend?	
Yes	7,141
No-accident reported over counter	1,322

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	715
Grampian	1,112
Tayside	779
Fife	750
Lothian & Borders	3,619
Central	921
Strathclyde	6,306
Dumfries & Galloway	465

Month	
January	1,199
February	1,039
March	1,163
April	1,080
May	1,282
June	1,138
July	1,277
August	1,404
September	1,268
October	1,276
November	1,288
December	1,253

Breath test	
Not applicable	170
Positive	193
Negative	7,779
Not requested	3,873
Refused to provide	37
Driver not contacted	1,938
Not provided (medical)	674
Unknown	3

Sex of driver	
Male	9,471
Female	4,506
Not traced	690

Vehicle Reference Number	
1	8,474
2	5,108
3	786
4	200
5	60
6	15
7	10
8	5
9	4
10	2
11	1
12	1
13	1

Type of Vehicle	
Pedal cycle	825
Moped	59
Motorcycle to 125cc	197
Motorcycle over 125cc	161
Motorcycle over 500cc	320
Taxi	269
Car	10,930
Minibus (8-16 pass)	36
Bus coach (17 or more pass)	389
Ridden horse	3
Agricultural vehicle	48
Tram light rail	4
Van/Goods to 3.5t mgw	888
Goods 3.5t to 7.5t mgw	125
Goods 7.5t mgw and over	259
Mobility scooter	10
Other vehicle	109
Motorcycle unknown cc	19
Goods vehicle unknown wgt	14

Manoeuvres	
Reversing	203
Parked	559
Wtg go ahd held up	860
Slowing/stopping	1,051
Moving off	674
U turn	133
Turning left	425
Wtg turn left	82
Turning right	1,148
Wtg turn right	242
Changing lang left	113
Changing lane rght	106
Overtkg mvg veh offs	269
Overtkg sty veh offs	141
Overtkg nrsde	90
Ahead lh bend	778
Ahead rh bend	811
Ahead other	6,974
Unknown	8

Junction location of vehicle	
Unknown	4
Not at or within 20 metres	7,105
Approach junction or wait/park approach	3,655
Cleared junction or wait/park at exit	753
Leaving roundabout	262
Entering roundabout	407
Leaving main road	169
Entering main road	323
Entering from slip rd	76
Mid-junction on roundabout/main road	1,913

Skidding and overturning	
None	12,567
Skidding	1,258
Skid overtd	438
Jacknifed	10
Jacknifed overturned	2
Overturned	389
Unknown	3

Hit object in carriageway	
Unknown	4
None	13,939
Previous accident	13
Road works	10
Parked vehicle	232
Bridge roof	2
Bridge side	24
Bollard refuge	41
Open door vehicle	24
Central island roundaboutt	24
Kerb	235
Other object	85
Animal excluding ridden horse	33

Vehicle leaving carriageway	
Unknown	2
Did not leave c'way	12,234
Left c'way nearside	1,248
Left c'way nearside rebound	153
Left c'way ahead junction	98
Left c'way offside onto central reservation	61
Left c'way offside onto central res & rebound	41
Left c'way offside and crossed central res	23
Left c'way offside	730
Left c'way offside and rebounded	77

Hit object off carriageway	
Unknown	17
None	13,390
Road sign traffic signal	147
Lamp post	124
Telegraph pole electricity pole	50
Tree	208
Bus stop bus shelter	16
Central crash barrier	101
Nearside or offside crash barrier	134
Entered ditch	207
Other permanent object	223
Wall or fence	624

First point of impact	
Unknown	2
None	796
Front	7,479
Back	2,574
Offside	1,960
Nrside	1,856

Towing and Articulation	
No towing or articulation	14,403
Articulated vehicle	141
Double or multiple trailer	27
Caravan	4
Single trailer	78
Other tow	13
Unknown	1

Hit and run	
Other	13,856
Hit run	601
Non-stop vehicle, not hit	202

Vehicle location at time of acc - Lane	
Unknown	4
On main carriageway	14,277
Tram light rail track	4
Bus lane	80
Busway	9
Cycle lane	36
Cycleway	9
On lay-by hard shldr	69
Entering lay-by hard shldr	9
Leaving lay-by hard shldr	23
Footway	147

Journey Purpose of driver/rider	
Journey part of work	2,402
Commuting to/from work	2,005
Taking pupil to/from school	130
Pupil riding to/from school	35
Other	5,384
Not known	4,700

Was vehicle left hand drive	
No	14,547
Yes	104
Unknown	16

Vehicle movement from/to	
Unknown	7
Parked	565
U turn frm n	30
N to ne	17
N to e	177
N to se	23
N to s	2,507
N to sw	42
N to w	327
N to nw	16
Ne to n	5
U turn frm ne	2
Ne to e	8
Ne to se	36
Ne to s	19
Ne to sw	315
Ne to w	18
Ne to nw	29
E to n	299
E to ne	16
U turn frm e	33
E to se	21
E to s	122
E to sw	27
E to w	2,461
E to nw	18
Se to n	26
Se to ne	44
Se to e	11
U turn frm se	3
Se to s	5
Se to sw	13
Se to w	14
Se to nw	366
S to n	2,370
S to ne	42
S to e	365
S to se	15
U turn frm s	32
S to sw	12
S to w	163
S to nw	38
Sw to n	12
Sw to ne	378
Sw to e	37
Sw to se	51
Sw to s	12
U turn frm sw	5
Sw to w	6
Sw to nw	16
W to n	145
W to ne	16
W to e	2,513
W to se	22
W to s	296
W to sw	8
U turn frm w	32
W to nw	7
Nw to n	1
Nw to ne	20
Nw to e	19
Nw to se	345
Nw to s	24
Nw to sw	30
Nw to w	8
U turn frm nw	4

Age of driver	
Unknown	504
0	3
2	1
4	2
5	5
6	3
7	7
8	6
9	8
10	7
11	6
12	4
13	10
14	14
15	13
16	32
17	146
18	311
19	301
20	317
21	275
22	315
23	304
24	326
25	342
26	311
27	305
28	384
29	312
30	530
31	249
32	284
33	247
34	227
35	338
36	249
37	244
38	225
39	232
40	375
41	253
42	248
43	249
44	316
45	327
46	265
47	299
48	280
49	284
50	375

Age of driver	
51	261
52	270
53	223
54	269
55	223
56	212
57	212
58	183
59	175
60	182
61	111
62	145
63	123
64	108
65	116
66	97
67	108
68	91
69	69
70	71
71	75
72	60
73	66
74	45
75	49
76	46
77	50
78	51
79	35
80	48
81	37
82	38
83	29
84	24
85	28
86	20
87	17
88	4
89	8
90	10
91	3
92	4
93	1

Reported casualty variables

Police Force	
Northern	594
Grampian	823
Tayside	560
Fife	565
Lothian & Borders	2,668
Central	683
Strathclyde	4,682
Dumfries & Galloway	393

Month	
January	897
February	813
March	894
April	820
May	935
June	850
July	957
August	1,045
September	916
October	929
November	964
December	948

Sex of casualty	
Unknown	10
Male	6,175
Female	4,783

Road user	
Pedestrian	1,694
Pedal cycle	794
Motor cycle	734
Car	6,712
Taxi	136
Minibus	27
Bus/Coach	332
Light goods vehicle	354
Heavy goods vehicle	116
Other	69

Severity of casualty	
Killed	168
Serious	1,596
Slight	9,204

Bus or coach passenger	
Not psv passenger	10,647
Boarding	20
Alighting	24
Standing passenger	80
Seated passenger	196

Use of seatbelt	
Not applicable	2,815
Worn independently confirm	1,010
Worn not independently confirm	2,298
Not worn	118
Unknown	4,727

Pedestrian direction	
Not pedestrian	9,274
Pedestrian standing still	177
Heading North	337
Heading North East	46
Heading East	303
Heading South East	30
Heading South	319
Heading South West	42
Heading West	284
Heading North West	31
Unknown	125

Casualty Class	
Driver or rider	6,633
Passenger - vehicle/pillion	2,641
Pedestrian	1,694

Pedestrian location	
Not pedestrian	9,270
In carriageway, crossing pedestrian crossing	234
In carriageway, crossing in zig zag crossing approach	9
In carriageway, crossing in zig zag crossing exit	6
In carriageway crossing elsewhere within 50 metres	181
In carriageway crossing elsewhere	781
Footway or verge	120
On refuge, central island or central reservation	16
Centre carriageway not refuge, central island or reservation	89
In carriageway not crossing	182
Unknown other	75

Pedestrian movement	
Not pedestrian	9,270
Crossing driver nearside	618
Crossing driver nearside mskd	142
Crossing driver offside	415
Crossing driver offside masked	109
In carriageway stationary not crossing	105
In carriageway stationary not crossing masked	13
Walking in carriageway facing traffic	24
Walking in carriageway back to traffic	50
Unknown	217

Car passenger	
Not car passenger	8,745
Front seat car passenger	1,520
Rear seat car passenger	703

Pedestrian road maintenance worker	
Not a pedestrian	9,290
No	1,665
Yes	7
Not known	6

Cycle helmet worn	
Not cyclist	7,936
Yes	420
No	178
Not known	2,434

Age of casualty	
Unknown	9
0	12
1	27
2	23
3	34
4	46
5	57
6	45
7	77
8	71
9	74
10	82
11	70
12	98
13	83
14	100
15	73
16	120
17	207
18	304
19	296
20	266
21	247
22	254
23	247
24	255
25	245
26	234
27	210
28	244
29	211
30	230
31	162
32	190
33	166
34	163
35	175
36	178
37	160
38	137
39	166
40	167
41	177
42	159
43	149
44	206
45	180
46	153
47	201
48	169
49	185
50	191

Age of casualty	
51	171
52	157
53	157
54	167
55	132
56	137
57	150
58	123
59	113
60	107
61	67
62	92
63	91
64	74
65	87
66	78
67	87
68	77
69	71
70	64
71	58
72	59
73	53
74	40
75	49
76	48
77	49
78	56
79	49
80	52
81	32
82	39
83	31
84	33
85	32
86	21
87	18
88	12
89	18
90	11
91	7
92	6
93	1
94	1
95	2
98	4

Casualty Reference Number	
1	8,474
2	1,675
3	491
4	161
5	69
6	29
7	15
8	9
9	6
10	5
11	3
12	3
13	2
14	2
15	2
16	2
17	1
18	1
19	1
20	1
21	1
22	1
23	1
24	1
25	1
26	1
27	1
28	1
29	1
30	1
31	1
32	1
33	1
34	1
35	1
36	1

Vehicle Reference Number	
1	6,265
2	4,315
3	296
4	58
5	24
6	1
7	4
8	1
10	1
12	1
13	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 http://tinyurl.com/8o9v6bs). 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 Transport Scotland'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 2010 to 2014. 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 (though in this case Local Authorities are grouped within police force area for ease of comparison); 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 2010 to 2014 provides the best estimate of the underlying rate of occurrence of casualties around 2012. This figure was then taken as representing the number of casualties that one would expect to arise in 2012, 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 2010 to 2014 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 2012 was then estimated using the underlying rate for 2012 (the annual average for 2010 to 2014) 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 2012 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 2012 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 2012;
- 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 2012 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2012. The four 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 - one case;
- (all ages) fatal casualty rate - seven cases;
- (all ages) seriously injured casualty rate - two cases;
- slight casualty rate - four 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 seven out of range cases of the fatal 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 higher 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.

http://www.transportscotland.gov.uk/analysis/statistics

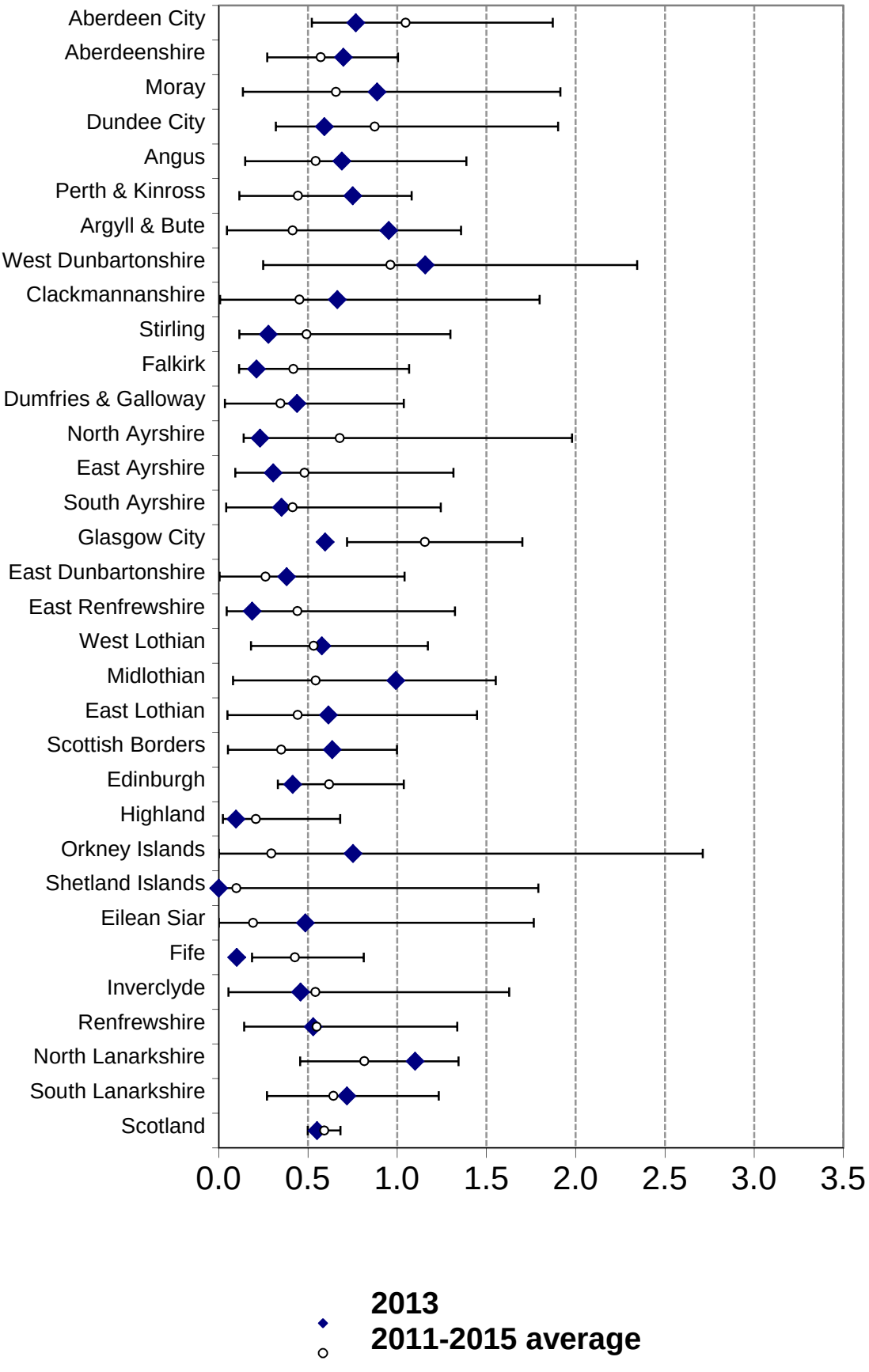
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres by police force division, council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2013 rates, with the likely range of values around the 2011-2015 annual average casualty numbers

		Likely range of values			Likely range of values			Likely range of values			Likely range of values	
	Child Killed and Seriously Injured casualty rate 2013	Lower	Upper	All ages Killed casualty rate 2013	Lower	Upper	All ages Seriously injured casualty rate 2013	Lower	Upper	Slight casualty rate 2013	Lower	Upper
Aberdeen City												
Aberdeen City	**0.77**	**0.52**	**1.87**	**0.38**	**0.13**	**1.04**	**8.65**	**6.28**	**9.78**	**24.1**	**19.1**	**24.8**
Aberdeenshire & Moray												
Aberdeenshire	**0.70**	**0.27**	**1.00**	**0.81**	**0.38**	**1.21**	**6.88**	**6.47**	**8.98**	**18.9**	**15.8**	**19.5**
Moray	**0.89**	**0.14**	**1.91**	**0.44**	**0.05**	**1.58**	**8.43**	**3.97**	**8.71**	**16.0**	**12.4**	**19.9**
Tayside												
Dundee City	**0.59**	**0.32**	**1.90**	**0.15**	**0.00**	**0.81**	**4.59**	**3.55**	**7.09**	**24.4**	**20.9**	**28.3**
Angus	**0.69**	**0.15**	**1.39**	**0.14**	**0.11**	**1.29**	**6.21**	**3.76**	**7.22**	**21.4**	**17.6**	**24.2**
Perth & Kinross	**0.75**	**0.11**	**1.08**	**0.64**	**0.20**	**1.30**	**7.18**	**4.19**	**7.31**	**20.4**	**14.7**	**20.0**
Argyll & West Dunbartonshire												
Argyll & Bute	**0.95**	**0.05**	**1.36**	**0.19**	**0.00**	**0.88**	**4.95**	**3.12**	**7.05**	**24.0**	**20.6**	**29.1**
West Dunbartonshire	**1.16**	**0.25**	**2.34**	**0.00**	**0.01**	**1.27**	**3.94**	**1.92**	**5.66**	**26.4**	**20.5**	**29.9**
Forth Valley												
Clackmannanshire	**0.66**	**0.01**	**1.80**	**0.00**	**0.00**	**1.19**	**4.32**	**1.89**	**6.56**	**23.6**	**19.3**	**30.7**
Stirling	**0.28**	**0.12**	**1.30**	**0.00**	**0.08**	**1.20**	**6.26**	**3.44**	**6.80**	**25.0**	**17.7**	**24.3**
Falkirk	**0.21**	**0.11**	**1.07**	**0.21**	**0.06**	**0.91**	**3.60**	**3.11**	**5.85**	**26.7**	**21.8**	**28.1**
Dumfries & Galloway	**0.44**	**0.03**	**1.04**	**0.88**	**0.16**	**1.47**	**6.29**	**5.08**	**9.13**	**27.6**	**26.4**	**34.6**
Ayrshire												
North Ayrshire	**0.23**	**0.14**	**1.98**	**0.23**	**0.05**	**1.63**	**5.31**	**4.57**	**9.67**	**37.0**	**30.5**	**41.7**
East Ayrshire	**0.30**	**0.09**	**1.31**	**0.46**	**0.04**	**1.08**	**3.81**	**2.79**	**6.07**	**21.0**	**21.2**	**28.8**
South Ayrshire	**0.35**	**0.04**	**1.24**	**0.18**	**0.04**	**1.24**	**2.46**	**2.72**	**6.25**	**29.8**	**24.9**	**33.7**
Greater Glasgow												
Glasgow City	**0.60**	**0.72**	**1.70**	**0.20**	**0.25**	**0.94**	**7.15**	**6.79**	**9.26**	**53.9**	**55.8**	**62.5**
East Dunbartonshire	**0.38**	**0.00**	**1.04**	**0.19**	**0.00**	**0.87**	**1.90**	**1.64**	**4.74**	**21.5**	**18.6**	**26.7**
East Renfrewshire	**0.19**	**0.04**	**1.32**	**0.37**	**0.00**	**1.02**	**2.43**	**1.14**	**3.84**	**18.3**	**15.1**	**22.3**
Lothians & Scottish Borders												
West Lothian	**0.58**	**0.18**	**1.17**	**0.48**	**0.08**	**0.90**	**4.43**	**3.31**	**5.98**	**39.7**	**33.5**	**40.9**
Midlothian	**0.99**	**0.08**	**1.55**	**0.99**	**0.02**	**1.24**	**3.97**	**2.98**	**6.92**	**29.0**	**29.3**	**39.4**
East Lothian	**0.61**	**0.05**	**1.45**	**0.61**	**0.01**	**1.12**	**4.92**	**3.24**	**7.40**	**32.0**	**25.9**	**35.6**
Scottish Borders	**0.64**	**0.05**	**1.00**	**0.38**	**0.27**	**1.63**	**6.99**	**4.68**	**8.29**	**25.3**	**22.2**	**29.2**
Edinburgh	**0.41**	**0.33**	**1.04**	**0.23**	**0.14**	**0.68**	**5.86**	**5.76**	**7.94**	**51.3**	**47.4**	**53.3**
Highlands & Islands												
Highland	**0.10**	**0.02**	**0.68**	**0.67**	**0.27**	**1.36**	**3.07**	**2.61**	**5.02**	**26.8**	**24.5**	**30.9**
Orkney Islands	**0.75**	**0.00**	**2.71**	**1.50**	**0.08**	**4.72**	**3.01**	**0.99**	**8.06**	**18.0**	**9.0**	**22.7**
Shetland Islands	**0.00**	**0.00**	**1.79**	**0.49**	**0.01**	**2.70**	**1.96**	**0.53**	**4.97**	**20.6**	**11.4**	**23.1**
Eilean Siar	**0.49**	**0.00**	**1.77**	**0.49**	**0.05**	**3.07**	**0.49**	**0.65**	**5.24**	**10.7**	**10.3**	**21.3**
Fife	**0.10**	**0.19**	**0.81**	**0.45**	**0.17**	**0.78**	**3.41**	**2.83**	**4.54**	**20.0**	**17.4**	**21.3**
Renfrewshire & Inverclyde												
Inverclyde	**0.46**	**0.05**	**1.63**	**0.00**	**0.00**	**0.83**	**2.29**	**1.89**	**5.57**	**22.0**	**19.8**	**29.0**
Lanarkshire												
Renfrewshire	**0.53**	**0.14**	**1.34**	**0.40**	**0.18**	**1.43**	**4.37**	**3.62**	**6.96**	**31.1**	**30.9**	**39.3**
North Lanarkshire	**1.10**	**0.46**	**1.34**	**0.27**	**0.12**	**0.71**	**3.79**	**2.60**	**4.35**	**27.0**	**25.1**	**29.9**
South Lanarkshire	**0.72**	**0.27**	**1.23**	**0.40**	**0.20**	**1.08**	**4.47**	**3.79**	**6.31**	**35.0**	**32.0**	**38.5**
Scotland	**0.55**	**0.50**	**0.68**	**0.39**	**0.37**	**0.53**	**5.05**	**5.01**	**5.56**	**29.5**	**29.1**	**30.4**

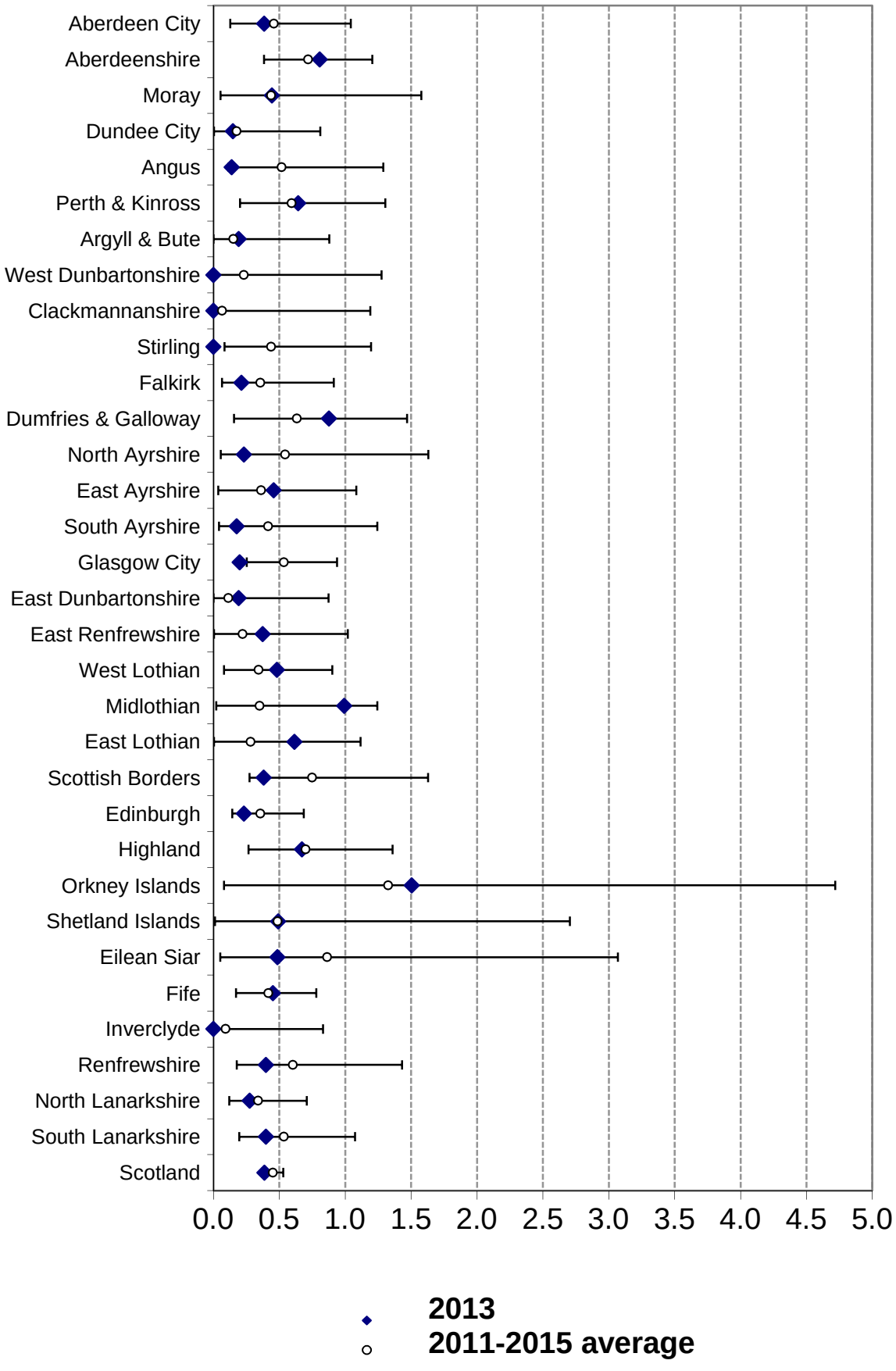
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2013 and likely range of values (see text) around the 2011-2015 average



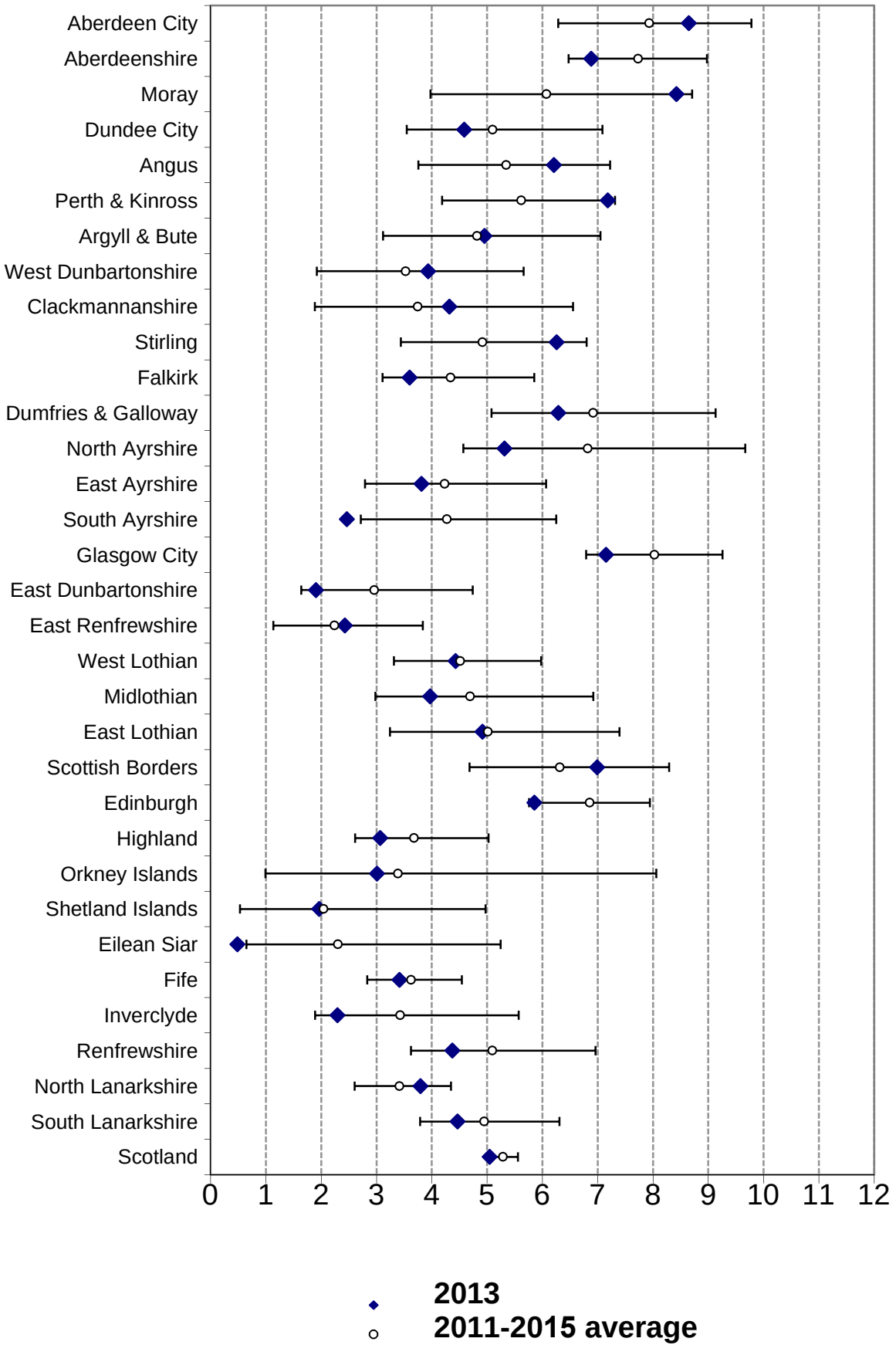
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2013 and likely range of values (see text) around the 2011-2015 average



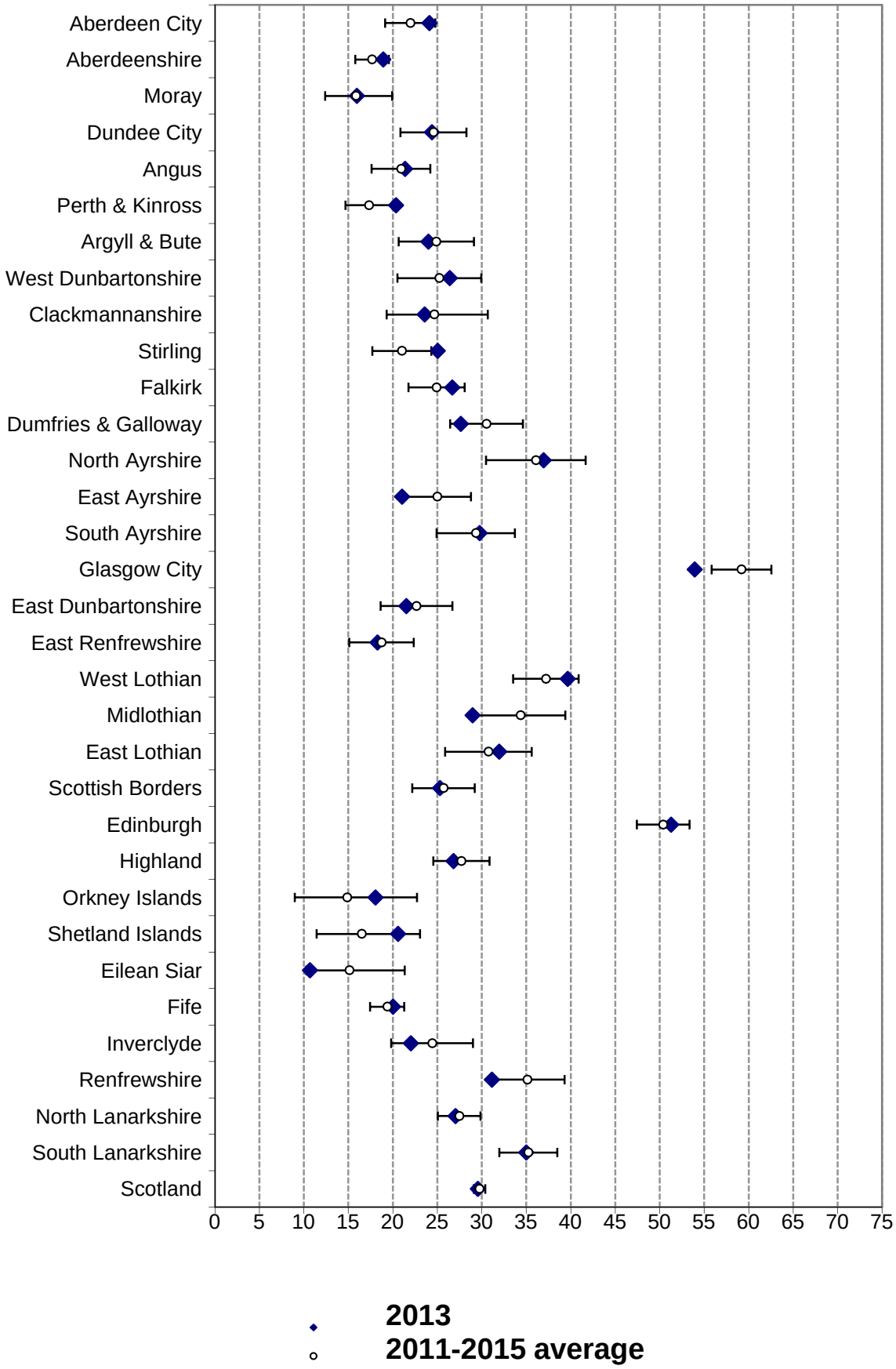
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2013 and likely range of values (see text) around the 2011-2015 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2013 and likely range of values (see text) around the 2011-2015 average



Appendix I

Scottish Parliamentary Questions: September 2014 to August 2015

This Appendix lists the most recent 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's Trunk Roads and Bus Operations section 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 in previous editions of Reported Road casualties Scotland http://bit.ly/TSStats-RRCS or via http://tinyurl.com/9b9ef8j

Question:	**Answer (*)**	**Reference**
September 2014 to August 2015		
… how many road collisions took place in each local authority area in the last 12 months involving a (a) motor vehicle and a cyclist and (b) cyclist and a pedestrian.	Information provided(#)	S4W-24714
… in road collisions involving (a) vehicles and pedestrians and (b) cyclists and pedestrians in the last 12 months, in what percentage of cases the (i) driver, (ii) cyclist and (iii) pedestrian was at fault, broken down by local authority area.	Information provided(#)	S4W-24715

(*) – 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. *Reported 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

ERRORS IN THE PREVIOUS EDITION

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

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

Table 23a, page 115 numbers for the years 2009 to 2014 were mistakenly used to calculate the 2010 to 2014 averages for each mode of transport.

Tables O, 12, 13, 14a/b and 16 A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.

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: **http://tinyurl.com/nm8re6m**

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**

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 The Institute of Logistics and Transport (then known as The Chartered Institute of Transport).

From its inception TSUG has had strong links with the government departments responsible for transport statistics. It has developed an excellent working relationship with the Transport Analytical Services Team of Transport Scotland.

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 greater publicity.
- to facilitate a network for sharing ideas, information and expertise.

The main activities of TSUG are:

- The production of a regular Newsletter containing news and reviews of matters relating to transport statistics and the TSUG membership.
- 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 maintenance of a Website which TSUG Members can use to find out about and book on TSUG seminars, and access an information archive.

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

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be interpreted to mean that the statistics: meet identified user needs; are produced, managed and disseminated to high standards; and are explained well.

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How to access background or source data

The data collected for this statistical bulletin:

☒ are available in more detail through Scottish Neighbourhood Statistics

☒ are available as part of a GB dataset on data.gov.uk

☒ may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transport.gov.scot for further information.

☐ cannot be made available by Scottish Government for further analysis as Scottish Government is not the data controller.

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Details of forthcoming publications can be found at www.scotland.gov.uk/statistics

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Title	Last published	Price
Scottish Transport Statistics	February 2016	
Transport and Travel in Scotland	September 2016	Web only
Reported Road Casualties Scotland	October 2016	
Key Reported Road Casualties Scotland	June 2016	Web only

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