Reported Road Casualties

Scotland 2013

A National Statistics Publication for Scotland

REPORTED ROAD CASUALTIES SCOTLAND

2013

A National Statistics publication for Scotland

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 – Chris Newson - 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

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 3 articles discussing further analysis of the statistics:

- Article 1 examines progress towards **casualty reduction targets**;
- Article 2 looks in more detail at casualties amongst pedal and motor cycle road users.
- Article 3 describes **contributory factors** attributed to reported road accidents and casualties.

Casualty numbers have been falling over recent years but the numbers for some groups of road users have shown differing trends. Article 2 looks in more detail at the casualty numbers of pedal cycles and motor cycles to identify patterns in the data to assist with targeting interventions

As there has been a restructuring of the police service in Scotland in 2013 from 8 forces to one police force with 14 divisions, some key tables have been updated to show the figures in both the old and new formats.

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 **5 September 2014**. 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. 2009-2013), 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, most of which focus on particular aspects of transport and cover them in depth. These 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

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

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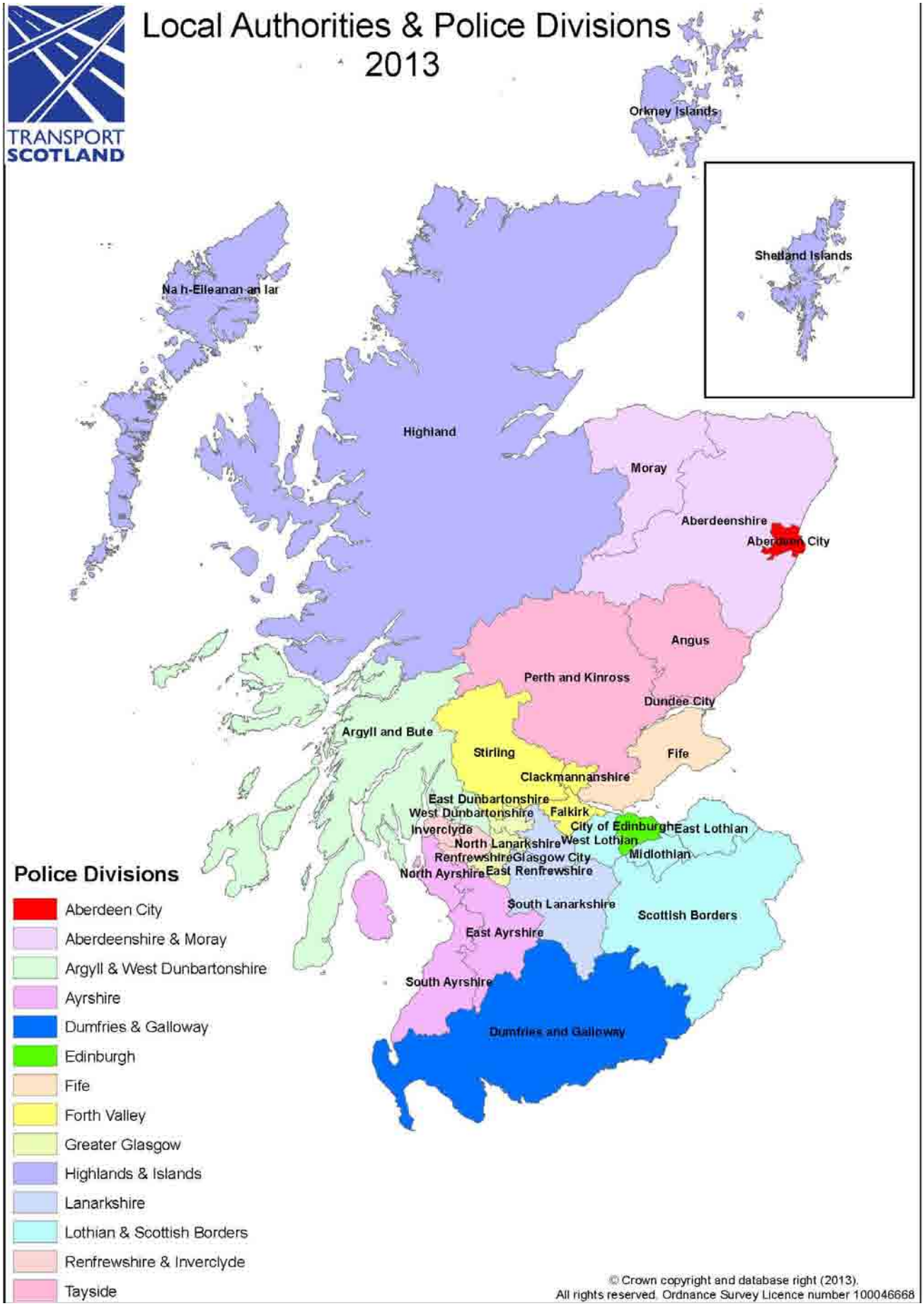
Local Authorities & Police Divisions
2013
TRANSPORT SCOTLAND
Orkney Islands
Shetland Islands
Na h-Eileanan an Iar
Highland
Moray
Aberdeenshire
Aberdeen City
Angus
Perth and Kinross
Dundee City
Argyll and Bute
Stirling
Fife
Clackmannanshire
East Dunbartonshire
West Dunbartonshire
Falkirk
Inverclyde
City of Edinburgh
East Lothian
North Lanarkshire
West Lothian
Midlothian
Renfrewshire
Glasgow City
North Ayrshire
East Renfrewshire
South Lanarkshire
Scottish Borders
East Ayrshire
South Ayrshire
Dumfries and Galloway
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
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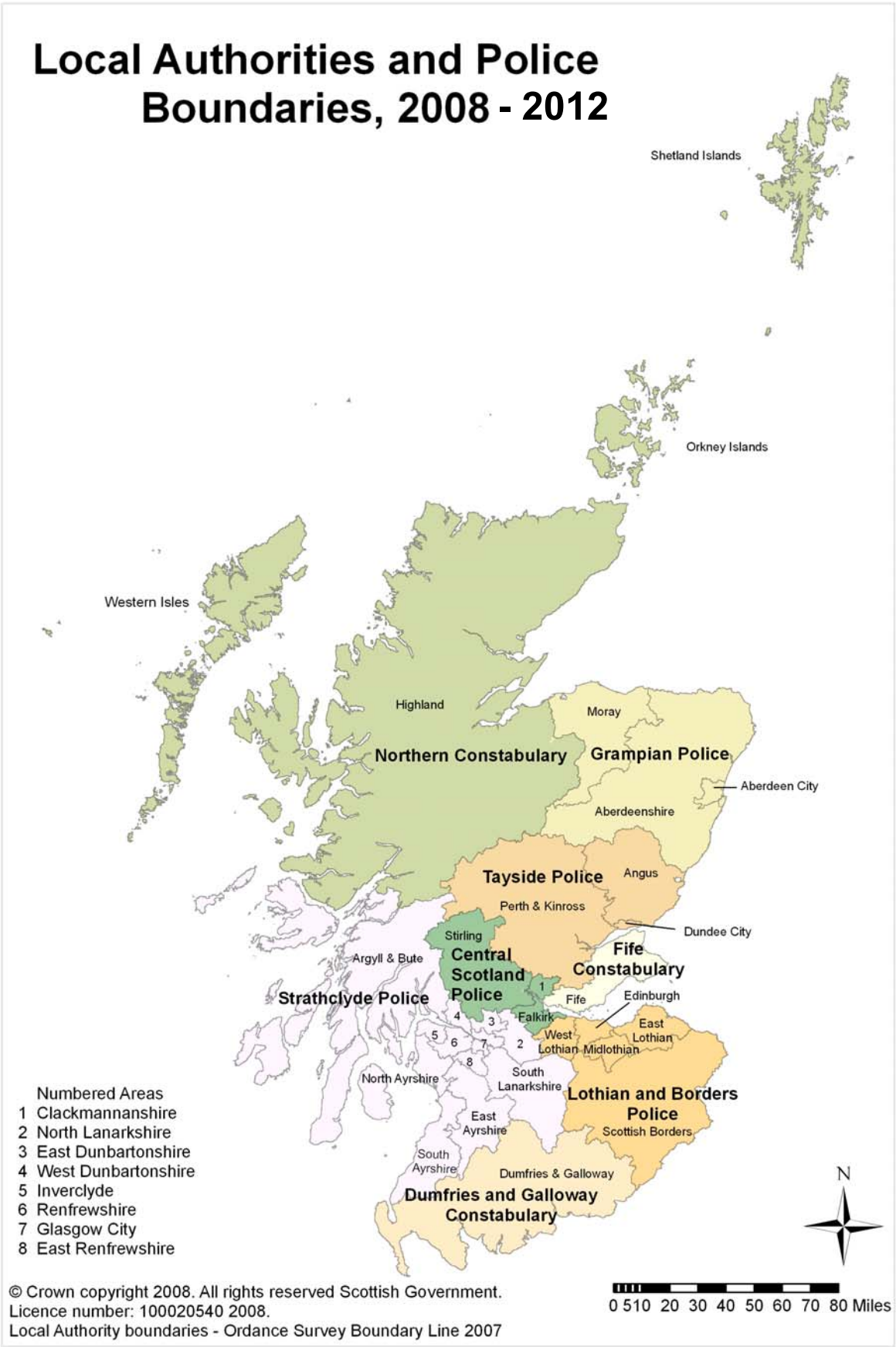
Local Authorities and Police Boundaries, 2008 - 2012



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

SUMMARY

Summary

On Scotland's roads **in 2013** there were:

- 8,986 reported injury **accidents** in which 11,498 people were reported as being casualties;
- 1,844 people reported **killed** or **seriously** injured (172 of whom died);
- 6,961 casualties in **cars**, 89 of whom died;
- 1,747 **pedestrian** casualties, of whom 38 were killed;
- 773 **motorcyclist** casualties (of whom 23 were killed);
- 883 **pedal cyclist** casualties (of whom 13 were killed);
- 1,062 **child**[1] casualties, 143 of whom were seriously injured (9 of them died);
- 464 **child**[1] **pedestrian** casualties – 92 were seriously injured (5 died).

Changes in **accidents** between 2012 and 2013:

- In 2013, there were 159 **fatal accidents,** 5 (3%) fewer than in 2012.
- **Serious injury accidents** in 2013 decreased by 305 (18%) to 1,430.
- **Slight injury accidents** fell by 490 (6%) in 2013 to 7,397.

Changes in **casualties** between 2012 and 2013:

- The number of people **killed** in road accidents in Scotland in 2013 decreased by 6 (or 3%) between 2012 and 2013.
- Those **seriously injured** in road accidents decreased by 308 (or 16%) over the year.
- There were 909 (or 9%) fewer people **slightly injured** in road accidents in 2013 than in 2012.
- There were a **total number of 11,498 casualties** in 2013 – 1,223 (or 10%) fewer than in 2012.

Further details on changes between 2012 and 2103 are included in the Commentary section

Between **2003** and **2013**:

- The number of **fatal accidents** fell by 47%, from 301 to 159;
- The total of **fatal** and **serious accidents** fell by 43%, from 2,796 to 1,589;
- The total number of **accidents** (all severities) fell by 35%, from 13,917 to 8,986;
- The number of people **killed** fell by 49%, from 336 to 172;
- The total of **seriously** injured casualties fell by 43%, from 2,957 to 1,672;
- The total number of **casualties** (all severities) fell by 39%, from 18,756 to 11,498;
- **Child**[1] fatalities fell from 17 to 9 though note the target is measured using a three year average due to the small numbers and year on year fluctuations;
- **Child**[1] **seriously injured** casualties fell by 66% from 415 to 143;
- The total number of **child**[1] casualties (all severities) fell by 57% from 2,480 to 1,062;
- **Child**[1] **pedestrian** fatalities remained the same at 5;
- **Child**[1] pedestrians seriously injured casualties fell by 66% from 268 to 92;
- The total number of **child**[1] **pedestrian** casualties fell by 61% from 1,201 to 464;
- The estimated total **cost of all road accidents** in Scotland (including damage only accidents) at constant 2013 prices, fell by 42%, from £1,882 million in 2003 to £1,085 million.
- The estimated number of **drink-drive accidents** fell by 46 per cent, from about 820 (in 2002) to roughly 440 (in 2012 – the latest year for which estimates are available); it's estimated that the number of people killed in such accidents fell from about 50 to around 10;

Over the longer-term:

- **Between 1993 and 2013** (inclusive), 6,332 people were killed, and a total of 384,330 people were either killed or injured, in accidents on Scotland's roads;
- **In 1962** (the earliest year for which a figure is available), there were roughly 775,000 vehicles licensed in Scotland, whereas in 2013 the vehicle population stood at 2.759 million. Over the same period, the number of casualties fell from about 26,700 to around 11,500. Therefore whilst the vehicle stock has more than trebled, the number of casualties has more than halved.

[1] Child age 0-15

Table A: Summary of reported road injury accident and reported casualty statistics: 2003 to 2013

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Accidents											
Fatal	301	283	264	293	255	245	196	189	175	164	159
Fatal & serious	2,796	2,614	2,516	2,550	2,304	2,487	2,194	1,902	1,851	1,899	1,589
All severities	13,917	13,919	13,438	13,110	12,507	12,159	11,556	10,295	9,986	9,786	8,986
Accidents on built-up[1] roads											
Fatal	85	90	76	83	71	82	56	56	61	64	44
Fatal & serious	1,474	1,322	1,300	1,347	1,207	1,359	1,089	981	1,015	1,048	855
All severities	8,745	8,708	8,387	8,197	7,782	7,464	6,991	6,341	6,360	6,172	5,762
Accidents on non built-up[1] roads											
Fatal	216	193	188	210	184	163	140	133	114	100	115
Fatal & serious	1,322	1,292	1,216	1,203	1,097	1,128	1,105	921	836	851	734
All severities	5,172	5,211	5,051	4,913	4,725	4,695	4,565	3,954	3,626	3,614	3,224
Drink-drive accidents and casualties[2]											
Accidents	750	710	660	720	670	660	660	530	490	440	..
Casualties (all severities)	1,130	1,060	990	980	940	960	920	750	680	580	..
Killed	50	40	30	30	30	40	30	20	20	10	..
Killed by mode of transport											
Pedestrian	63	76	66	61	60	60	47	47	43	60	38
Pedal cycle	14	7	16	10	4	9	5	7	7	9	13
Motor cycle	50	42	34	58	40	34	43	35	33	21	23
Car	189	167	153	175	160	153	116	105	89	74	89
Other (eg taxi, bus, goods)	20	16	17	10	17	14	5	14	13	14	9
All modes of transport	336	308	286	314	281	270	216	208	185	178	172
Seriously injured casualties by mode											
Pedestrian	712	674	677	688	594	645	509	457	515	461	404
Pedal cycle	125	121	116	131	147	155	152	138	156	168	148
Motor cycle	367	353	371	352	381	396	332	319	293	342	280
Car	1,511	1,414	1,304	1,258	1,110	1,203	1,135	903	758	848	722
Other (eg taxi, bus, goods)	242	204	198	206	153	176	159	152	158	161	118
All modes of transport	2,957	2,766	2,666	2,635	2,385	2,575	2,287	1,969	1,880	1,980	1,672
Slightly injured casualties by mode											
Pedestrian	2,215	2,328	2,308	2,104	2,050	1,888	1,643	1,509	1,506	1,465	1,305
Pedal cycle	663	648	649	640	563	566	647	636	661	729	722
Motor cycle	697	599	677	658	640	612	646	491	482	504	470
Car	10,055	10,024	9,532	9,272	8,793	8,314	8,328	7,293	6,933	6,744	6,150
Other (eg taxi, bus, goods)	1,833	1,829	1,767	1,646	1,527	1,367	1,276	1,232	1,141	1,121	1,007
All modes of transport	15,463	15,428	14,933	14,320	13,573	12,747	12,540	11,161	10,723	10,563	9,654
All casualties by mode, by sex and by age											
Pedestrian	2,990	3,078	3,051	2,853	2,704	2,593	2,199	2,013	2,064	1,986	1,747
Pedal cycle	802	776	781	781	714	730	804	781	824	906	883
Motor cycle	1,114	994	1,082	1,068	1,061	1,042	1,021	845	808	867	773
Car	11,755	11,605	10,989	10,705	10,063	9,670	9,579	8,301	7,780	7,666	6,961
Other (eg taxi, bus, goods)	2,095	2,049	1,982	1,862	1,697	1,557	1,440	1,398	1,312	1,296	1,134
All modes of transport	**18,756**	**18,502**	**17,885**	**17,269**	**16,239**	**15,592**	**15,043**	**13,338**	**12,788**	**12,721**	**11,498**
Male	10,657	10,473	10,204	9,723	9,302	8,843	8,450	7,541	7,308	7,223	6,513
Female	8,086	8,016	7,658	7,532	6,917	6,738	6,587	5,787	5,474	5,492	4,974
Child: 0 - 15	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,377	1,316	1,170	1,062
Young adult: 16-22	3,467	3,463	3,540	3,559	3,419	3,174	3,085	2,491	2,243	2,300	1,892
Adult: 23-59	10,426	10,340	9,926	9,566	8,930	8,707	8,451	7,713	7,363	7,409	6,774
Older adults: 60+	2,330	2,258	2,218	2,090	2,044	2,000	1,997	1,732	1,845	1,836	1,751
Child[4] killed by mode of transport											
Pedestrian	5	8	5	9	4	4	1	1	2	1	5
Pedal cycle	2	0	4	5	1	2	1	1	0	1	2
Car	10	3	1	10	4	13	3	1	5	0	2
Other (eg m/c, taxi, bus...)	0	1	1	1	0	1	0	1	0	0	0
All modes of transport	17	12	11	25	9	20	5	4	7	2	9
Child[4] seriously injured casualties by mode											
Pedestrian	268	239	239	239	181	194	155	150	139	132	92
Pedal cycle	46	40	26	35	28	18	26	23	23	21	11
Car	83	74	68	60	51	56	62	40	34	34	34
Other (eg m/c, taxi, bus...)	18	19	24	16	9	11	10	10	7	7	6
All modes of transport	415	372	357	350	269	279	253	223	203	194	143
All child[4] casualties by mode											
Pedestrian	1,201	1,180	1,099	993	882	831	674	642	646	523	464
Pedal cycle	276	263	219	209	174	150	148	146	135	122	110
Car	825	805	684	657	633	569	548	505	460	451	414
Other (eg m/c, taxi, bus...)	178	147	170	163	128	139	103	84	75	74	74
All modes of transport	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,377	1,316	1,170	1,062
Accident costs (£ million)[3]	1,882	1,794	1,711	1,735	1,595	1,588	1,411	1,272	1,199	1,196	1,085

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 2013 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury accidents and reported casualties by police force division, council and severity: 2013

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
Aberdeen City	**4**	**97**	**253**	**354**	**4**	**101**	**292**	**397**	**32**
Aberdeenshire & Moray	**25**	**165**	**400**	**590**	**26**	**223**	**528**	**777**	**61**
Aberdeenshire	22	126	320	468	23	176	423	622	47
Moray	3	39	80	122	3	47	105	155	14
Tayside	**15**	**146**	**480**	**641**	**16**	**176**	**653**	**845**	**93**
Dundee City	2	36	147	185	2	38	179	219	24
Angus	3	42	133	178	3	51	175	229	22
Perth & Kinross	10	68	200	278	11	87	299	397	47
Argyll & West Dunbartonsl	**9**	**59**	**282**	**350**	**11**	**74**	**386**	**471**	**39**
Argyll & Bute	9	38	161	208	11	51	242	304	18
West Dunbartonshire	-	21	121	142	-	23	144	167	21
Forth Valley	**7**	**99**	**453**	**559**	**7**	**117**	**587**	**711**	**73**
Clackmannanshire	-	12	57	69	-	14	72	86	16
Stirling	4	55	180	239	4	66	232	302	19
Falkirk	3	32	216	251	3	37	283	323	38
Dumfries & Galloway	**12**	**53**	**234**	**299**	**12**	**65**	**299**	**376**	**23**
Ayrshire	**11**	**78**	**451**	**540**	**12**	**85**	**595**	**692**	**59**
North Ayrshire	3	34	153	190	4	35	200	239	20
East Ayrshire	4	24	135	163	4	28	176	208	15
South Ayrshire	4	20	163	187	4	22	219	245	24
Greater Glasgow	**7**	**163**	**1,113**	**1,283**	**7**	**172**	**1,395**	**1,574**	**159**
Glasgow City	4	143	934	1,081	4	149	1,177	1,330	133
East Dunbartonshire	1	9	94	104	1	10	113	124	11
East Renfrewshire	2	11	85	98	2	13	105	120	15
Lothians & Scottish Borde	**15**	**144**	**785**	**944**	**17**	**176**	**1,080**	**1,273**	**129**
West Lothian	5	40	325	370	5	47	450	502	64
Midlothian	5	24	135	164	5	26	198	229	30
East Lothian	1	21	132	154	3	27	178	208	15
Scottish Borders	4	59	193	256	4	76	254	334	20
Edinburgh	**8**	**127**	**1,023**	**1,158**	**8**	**130**	**1,230**	**1,368**	**114**
Highlands & Islands	**21**	**63**	**428**	**512**	**24**	**82**	**612**	**718**	**41**
Highland	17	54	373	444	20	73	524	617	36
Orkney Islands	2	4	17	23	2	4	24	30	1
Shetland Islands	1	4	20	25	1	4	42	47	2
Eilean Siar	1	1	18	20	1	1	22	24	2
Fife	**11**	**70**	**340**	**421**	**11**	**85**	**454**	**550**	**50**
Renfrewshire & Inverclyde	**4**	**44**	**326**	**374**	**5**	**45**	**424**	**474**	**59**
Inverclyde	-	12	108	120	-	12	138	150	20
Renfrewshire	4	32	218	254	5	33	286	324	39
Lanarkshire	**10**	**122**	**829**	**961**	**12**	**141**	**1,119**	**1,272**	**130**
North Lanarkshire	5	63	436	504	6	72	574	652	81
South Lanarkshire	5	59	393	457	6	69	545	620	49
Scotland	**159**	**1,430**	**7,397**	**8,986**	**172**	**1,672**	**9,654**	**11,498**	**1,062**
Police force area									
Northern	21	63	428	512	21	63	428	718	41
Grampian	29	262	653	944	29	262	653	1,174	93
Tayside	15	146	480	641	15	146	480	845	93
Fife	11	70	340	421	11	70	340	550	50
Lothian borders	23	271	1,808	2,102	23	271	1,808	2,641	243
Central	7	99	453	559	7	99	453	711	73
Strathclyde	41	466	3,001	3,508	41	466	3,001	4,483	446
Dumfries galloway	12	53	234	299	12	53	234	376	23
Scotland	**159**	**1,430**	**7,397**	**8,986**	**159**	**1,430**	**7,397**	**11,498**	**1,062**
of which:									
Built up roads	44	811	4,907	5,762	47	849	6,021	6,917	802
Non- built up roads	115	619	2,490	3,224	125	823	3,633	4,581	260

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

Fatal — **Accidents**

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Aberdeen City [1]	4	5	7	7	5	3	3	7	7	7	4
Aberdeenshire [1]	35	30	32	43	24	21	21	22	10	16	22
Angus	5	14	7	10	13	12	7	6	5	5	3
Argyll & Bute	11	14	9	10	13	10	5	15	4	4	9
Clackmannanshire	3	2	1	4	1	2	2	2	2	0	0
Dumfries & Galloway	10	8	14	19	11	9	9	4	9	7	12
Dundee City	3	1	7	0	2	4	5	5	2	2	2
East Ayrshire	9	11	5	5	6	7	4	5	4	3	4
East Dunbartonshire	3	2	0	1	3	2	2	4	0	0	1
East Lothian	6	7	3	4	5	2	5	3	1	0	1
East Renfrewshire	3	2	2	1	4	1	1	1	2	2	2
Edinburgh, City of	11	8	6	13	5	13	6	4	9	13	8
Eilean Siar	2	5	2	1	0	1	0	2	1	2	1
Falkirk	7	7	8	5	2	4	3	1	1	10	3
Fife	17	24	11	17	10	13	6	13	11	6	11
Glasgow City	16	16	17	26	14	15	18	10	13	7	4
Highland	27	23	19	23	30	30	24	21	18	13	17
Inverclyde	7	0	2	0	3	2	2	1	1	1	0
Midlothian	6	2	2	3	4	3	3	1	2	2	5
Moray [1]	6	5	9	6	6	4	4	4	4	3	3
North Ayrshire	7	6	8	4	6	6	4	5	4	2	3
North Lanarkshire	15	11	9	12	10	11	10	2	11	4	5
Orkney Islands	1	0	0	2	0	2	0	0	0	4	2
Perth & Kinross	21	16	15	10	15	13	9	17	16	10	10
Renfrewshire	6	11	5	7	6	9	2	1	7	8	4
Scottish Borders	13	11	15	9	15	9	12	8	6	9	4
Shetland Islands	2	1	3	1	4	0	0	1	0	0	1
South Ayrshire	6	10	4	9	8	6	3	7	3	3	4
South Lanarkshire	18	14	17	16	12	15	16	11	10	9	5
Stirling	10	7	9	10	5	5	5	4	6	4	4
West Dunbartonshire	3	4	7	4	2	2	1	1	4	3	0
West Lothian	8	6	9	11	11	9	4	1	2	5	5
Total	**301**	**283**	**264**	**293**	**255**	**245**	**196**	**189**	**175**	**164**	**159**

Serious

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Aberdeen City [1]	67	79	65	51	62	113	73	70	95	94	97
Aberdeenshire [1]	118	117	132	89	132	185	184	169	154	170	126
Angus	63	85	70	66	57	58	49	46	48	40	42
Argyll & Bute	104	75	66	74	41	79	67	50	48	46	38
Clackmannanshire	25	16	13	21	11	20	13	15	7	16	12
Dumfries & Galloway	90	88	103	119	133	85	104	60	75	66	53
Dundee City	58	68	52	78	51	58	62	39	50	42	36
East Ayrshire	52	70	41	45	28	52	37	40	33	34	24
East Dunbartonshire	39	27	22	26	21	22	17	19	16	23	9
East Lothian	22	29	40	37	32	18	30	29	24	23	21
East Renfrewshire	26	23	12	24	13	24	17	25	11	12	11
Edinburgh, City of	151	157	180	191	183	173	136	126	162	175	127
Eilean Siar	14	13	13	7	10	13	7	6	4	5	1
Falkirk	73	53	65	54	53	66	49	43	37	59	32
Fife	147	151	143	162	120	95	100	88	80	91	70
Glasgow City	324	259	248	275	237	300	212	200	169	187	143
Highland	161	157	141	112	119	92	102	80	83	77	54
Inverclyde	28	29	30	33	27	34	24	21	23	22	12
Midlothian	32	21	52	34	42	29	30	27	26	22	24
Moray [1]	39	39	25	28	33	40	28	28	22	36	39
North Ayrshire	62	67	54	54	39	48	50	23	34	33	34
North Lanarkshire	117	96	94	96	101	88	92	70	57	67	63
Orkney Islands	8	9	8	6	2	7	6	4	2	8	4
Perth & Kinross	120	106	110	118	97	95	90	69	68	74	68
Renfrewshire	94	69	67	69	49	61	57	57	49	46	32
Scottish Borders	79	82	97	73	70	78	71	74	57	58	59
Shetland Islands	3	6	9	9	4	4	5	2	4	6	4
South Ayrshire	74	48	46	37	40	47	49	36	35	27	20
South Lanarkshire	130	110	80	104	102	112	105	74	72	63	59
Stirling	86	84	67	56	58	62	47	46	50	48	55
West Dunbartonshire	38	39	31	39	25	24	24	23	22	16	21
West Lothian	51	59	76	70	57	60	61	54	59	49	40
Total	**2,495**	**2,331**	**2,252**	**2,257**	**2,049**	**2,242**	**1,998**	**1,713**	**1,676**	**1,735**	**1,430**

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 and reported casualties by council and severity

All severities — **Accidents**

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Aberdeen City [1]	366	369	431	393	408	514	445	350	364	387	354
Aberdeenshire [1]	556	558	606	552	632	692	687	599	518	536	468
Angus	271	315	306	280	284	286	232	192	220	202	178
Argyll & Bute	316	299	323	310	268	288	282	275	231	211	208
Clackmannanshire	106	86	83	102	88	85	77	69	64	84	69
Dumfries & Galloway	447	440	497	443	475	419	388	360	319	320	299
Dundee City	316	326	270	332	253	270	281	219	237	227	185
East Ayrshire	272	308	261	256	240	230	215	201	205	173	163
East Dunbartonshire	184	192	190	186	149	141	147	141	140	114	104
East Lothian	204	215	206	217	210	193	174	199	159	170	154
East Renfrewshire	171	152	127	138	119	109	103	104	116	97	98
Edinburgh, City of	1,465	1,548	1,405	1,445	1,330	1,285	1,192	1,179	1,181	1,167	1,158
Eilean Siar	59	49	41	41	44	60	39	42	35	28	20
Falkirk	349	308	310	285	297	310	303	240	261	270	251
Fife	719	754	701	677	606	576	588	556	448	422	421
Glasgow City	2,080	2,086	1,954	1,873	1,784	1,651	1,511	1,336	1,284	1,316	1,081
Highland	678	680	657	621	626	586	616	475	488	514	444
Inverclyde	224	196	172	199	206	195	146	165	155	136	120
Midlothian	243	231	233	236	210	221	207	193	177	216	164
Moray [1]	178	177	166	163	175	194	197	141	137	131	122
North Ayrshire	319	353	308	280	264	248	225	177	230	205	190
North Lanarkshire	796	777	791	750	754	639	664	585	569	512	504
Orkney Islands	32	34	40	40	27	36	27	27	13	22	23
Perth & Kinross	460	431	401	409	390	375	396	330	293	313	278
Renfrewshire	528	485	468	455	425	370	312	320	354	337	254
Scottish Borders	442	456	448	371	336	383	363	307	274	263	256
Shetland Islands	31	36	46	45	41	20	42	30	32	30	25
South Ayrshire	300	273	284	271	262	220	266	198	219	202	187
South Lanarkshire	796	784	739	721	689	670	596	511	514	454	457
Stirling	304	289	264	314	290	285	254	229	220	214	239
West Dunbartonshire	229	246	227	225	201	148	173	161	145	133	142
West Lothian	476	466	483	480	424	460	408	384	384	380	370
Total	**13,917**	**13,919**	**13,438**	**13,110**	**12,507**	**12,159**	**11,556**	**10,295**	**9,986**	**9,786**	**8,986**

Fatal — **Casualties**

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Aberdeen City [1]	4	5	7	8	5	3	4	7	7	8	4
Aberdeenshire [1]	41	34	36	46	25	26	22	26	11	16	23
Angus	7	16	7	11	13	13	7	6	5	5	3
Argyll & Bute	14	15	9	10	14	13	5	15	5	4	11
Clackmannanshire	4	3	1	4	1	2	3	2	2	0	0
Dumfries & Galloway	10	8	17	25	12	10	10	5	9	7	12
Dundee City	3	1	7	0	2	4	5	5	2	2	2
East Ayrshire	11	13	5	5	7	8	5	5	4	3	4
East Dunbartonshire	3	2	0	1	3	2	2	4	0	0	1
East Lothian	6	7	3	4	5	3	8	3	1	0	3
East Renfrewshire	4	2	2	1	4	1	2	1	2	2	2
Edinburgh, City of	11	8	6	13	5	13	7	4	10	13	8
Eilean Siar	3	6	4	1	0	1	0	2	1	2	1
Falkirk	8	7	8	5	2	4	3	1	1	10	3
Fife	18	30	15	19	14	14	6	13	11	7	11
Glasgow City	16	16	17	26	14	15	18	11	13	7	4
Highland	30	25	20	26	34	34	28	26	21	16	20
Inverclyde	8	0	3	0	3	2	2	1	1	1	0
Midlothian	6	2	2	4	4	3	3	1	3	4	5
Moray [1]	6	5	10	8	7	6	5	4	4	3	3
North Ayrshire	7	6	10	4	6	6	4	5	4	2	4
North Lanarkshire	16	13	9	12	12	13	10	2	11	6	6
Orkney Islands	1	0	0	2	0	2	0	0	0	5	2
Perth & Kinross	27	18	15	10	20	14	9	19	18	12	11
Renfrewshire	6	11	5	7	7	9	2	2	7	8	5
Scottish Borders	14	11	16	10	16	9	13	9	6	10	4
Shetland Islands	2	1	3	1	5	0	0	1	0	0	1
South Ayrshire	9	11	5	10	9	6	3	10	3	4	4
South Lanarkshire	18	14	17	16	14	17	18	12	11	9	6
Stirling	12	7	9	10	5	6	5	4	6	4	4
West Dunbartonshire	3	4	9	4	2	2	1	1	4	3	0
West Lothian	8	7	9	11	11	9	6	1	2	5	5
Total	**336**	**308**	**286**	**314**	**281**	**270**	**216**	**208**	**185**	**178**	**172**

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 and reported casualties by council and severity

Serious **Casualties**

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Aberdeen City [1]	75	82	75	55	65	133	82	75	99	109	101
Aberdeenshire [1]	155	148	160	126	163	232	224	202	191	205	176
Angus	71	120	80	79	71	64	60	54	57	45	51
Argyll & Bute	123	96	80	90	57	111	73	66	58	63	51
Clackmannanshire	31	21	24	23	11	23	14	19	10	19	14
Dumfries & Galloway	107	99	127	146	158	105	120	67	84	83	65
Dundee City	66	71	58	83	52	59	65	41	52	47	38
East Ayrshire	67	82	48	57	34	59	44	50	43	43	28
East Dunbartonshire	42	31	26	27	25	22	21	22	16	26	10
East Lothian	26	37	48	38	35	20	39	34	29	24	27
East Renfrewshire	32	30	15	32	16	25	19	25	12	12	13
Edinburgh, City of	162	162	196	206	191	183	141	132	166	188	130
Eilean Siar	16	18	16	7	11	16	7	10	5	8	1
Falkirk	85	61	77	63	61	69	55	43	43	64	37
Fife	182	184	172	189	137	114	114	119	92	100	85
Glasgow City	355	274	270	291	248	321	224	210	177	189	149
Highland	206	204	179	151	153	114	128	102	98	99	73
Inverclyde	36	32	35	39	34	39	26	21	26	25	12
Midlothian	37	22	60	44	47	34	35	29	27	23	26
Moray [1]	49	50	29	39	37	48	40	35	24	44	47
North Ayrshire	70	83	72	64	49	53	62	25	39	36	35
North Lanarkshire	145	104	103	107	121	98	94	77	59	73	72
Orkney Islands	8	9	8	9	2	7	6	5	2	11	4
Perth & Kinross	146	148	139	139	111	116	109	80	90	88	87
Renfrewshire	107	73	69	82	59	66	66	62	52	46	33
Scottish Borders	102	94	126	79	84	91	91	86	64	69	76
Shetland Islands	5	6	12	11	6	5	5	3	5	7	4
South Ayrshire	87	59	53	51	52	50	55	50	38	30	22
South Lanarkshire	149	139	98	119	124	126	121	83	79	72	69
Stirling	112	113	86	62	72	76	54	57	57	55	66
West Dunbartonshire	46	43	34	43	28	24	26	25	22	19	23
West Lothian	57	71	91	84	71	72	67	60	64	58	47
Total	**2,957**	**2,766**	**2,666**	**2,635**	**2,385**	**2,575**	**2,287**	**1,969**	**1,880**	**1,980**	**1,672**

All severities

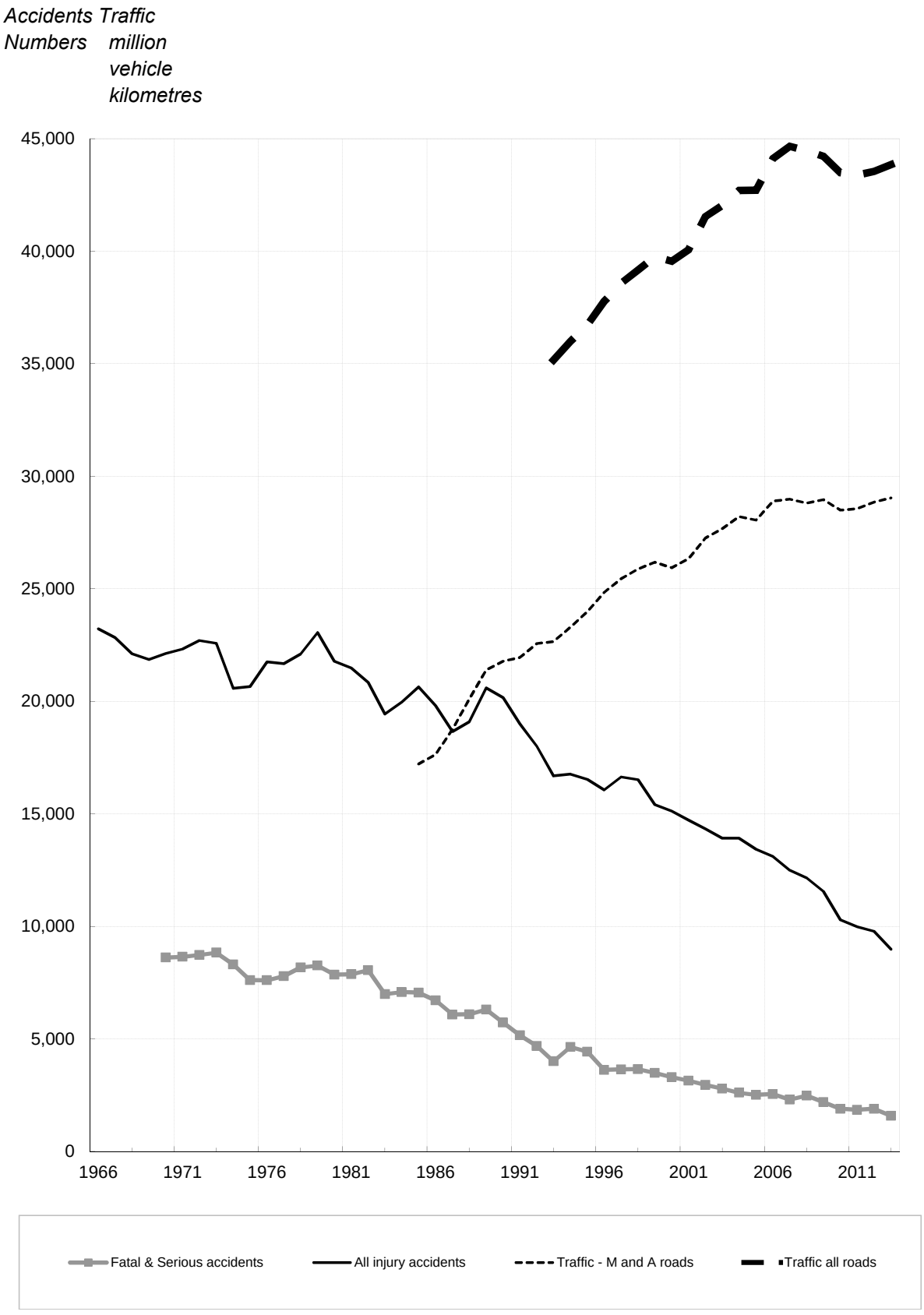
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Aberdeen City [1]	445	435	528	461	466	594	498	407	412	451	397
Aberdeenshire [1]	768	771	853	777	822	896	907	794	664	692	622
Angus	351	455	422	376	389	362	308	247	290	263	229
Argyll & Bute	473	433	462	432	373	436	387	396	317	297	304
Clackmannanshire	147	114	122	130	111	110	97	91	88	113	86
Dumfries & Galloway	584	572	693	644	644	552	533	459	424	428	376
Dundee City	405	398	326	401	312	320	343	254	297	264	219
East Ayrshire	398	399	329	342	323	296	286	270	269	234	208
East Dunbartonshire	246	248	251	238	188	183	185	182	178	144	124
East Lothian	279	286	280	269	261	241	230	247	207	219	208
East Renfrewshire	219	200	162	179	149	133	125	122	154	121	120
Edinburgh, City of	1,746	1,794	1,707	1,736	1,596	1,533	1,402	1,394	1,372	1,376	1,368
Eilean Siar	84	70	69	61	59	96	49	55	40	42	24
Falkirk	450	409	420	384	390	401	395	299	335	342	323
Fife	1,000	1,012	929	909	780	732	766	725	597	550	550
Glasgow City	2,603	2,608	2,533	2,328	2,179	2,010	1,880	1,693	1,581	1,645	1,330
Highland	1,035	1,058	996	881	929	846	943	725	685	779	617
Inverclyde	326	257	225	269	267	262	182	205	208	170	150
Midlothian	347	295	312	320	264	293	280	263	224	309	229
Moray [1]	268	240	229	231	216	232	268	171	164	171	155
North Ayrshire	439	493	413	366	359	304	312	230	281	259	239
North Lanarkshire	1,118	1,096	1,043	1,050	1,020	851	880	762	749	702	652
Orkney Islands	44	47	54	54	37	44	35	38	26	33	30
Perth & Kinross	642	608	564	529	505	488	521	450	400	392	397
Renfrewshire	697	635	608	584	548	460	392	414	483	431	324
Scottish Borders	630	645	643	510	455	530	505	398	368	370	334
Shetland Islands	49	47	71	61	51	24	72	55	46	41	47
South Ayrshire	455	376	392	364	357	275	362	271	286	281	245
South Lanarkshire	1,098	1,086	941	958	946	869	760	705	671	640	620
Stirling	463	420	352	414	393	383	332	310	294	278	302
West Dunbartonshire	303	332	296	299	251	175	213	201	180	166	167
West Lothian	644	663	660	712	599	661	595	505	498	518	502
Total	**18,756**	**18,502**	**17,885**	**17,269**	**16,239**	**15,592**	**15,043**	**13,338**	**12,788**	**12,721**	**11,498**

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 2013



Commentary

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

1.1 Main Points

Table 1 shows the long-term trends in the reported numbers of injury road accidents and casualties, the population of Scotland, the number of vehicles licensed, the length of the road network and the volume of traffic. Information on the severities of the accidents, and of the injuries suffered by the casualties, is provided in Table 2. The numbers of injury road accidents were first recorded separately in 1966, while the numbers of casualties are available back to 1938. Figures 1 to 7 illustrate the trends in the reported numbers of injury road accidents and casualties including (in some cases) indications of the likely range of random year–to-year variations (see section 1.4). As mentioned in the introduction, injury accidents not reported by the public to the police won't appear in the returns. 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 + 3 casualties.

Accidents

- In 2013, there were 159 **fatal accidents,** 5 (3%) fewer than in 2012.
- **Serious injury accidents** in 2013 decreased by 305 (18%) to 1,430.
- **Slight injury accidents** fell by 490 (6%) in 2013 to 7,397.

Casualties

- There were 172 people **killed** in road accidents in Scotland in 2013, 6 (or 3%) fewer than in 2012.
- 1,672 people were **seriously injured** in road accidents in 2013, 308 (or 16%) less than in 2012.
- 9,654 people were **slightly injured** in road accidents in 2013**,** 909 (or 9%) fewer than in 2012.
- There were a **total number of 11,498 casualties** in 2013 – 1,223 (or 10%) fewer than in 2012.

In all cases of severity, the figures 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 2013 the number of vehicles licensed in Scotland was about a sixth higher than in 2003 and traffic on Scottish roads was estimated to have grown by four per cent since 2003.

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 21 out of 24 years, and in 2013 it was at the lowest level ever recorded. The 2013 figure of 8,986 was 800 less than in 2012.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 159 in 2013. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,430 in 2013 – the lowest number ever recorded. The numbers of **slight accidents** have not changed as much over the years: oscillating between 12,000 and 15,000 from 1970 to 1998. The most recent peak level was 14,443 in 1990. However, they fell below 12,000 in 1999, and the 2013 figure of 7,397 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 2013 there were 172 people killed in road accidents in Scotland, a decrease of 3% on 2012. This was the lowest figure recorded. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend, particularly between 1982 and 1994. Since then, figures have been fluctuating around a less pronounced downwards trend. The number in 2013 was 10% below the average for the previous five years (192).

Numbers seriously injured

In 2013 there were 1,672 people seriously injured in road accidents: 308 (16%) less than in 2012. This is the lowest number since annual records began in 1950. 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 2013 there were 9,654 people slightly injured, 909 (9%) fewer than in 2012, 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, could have been a continuation of that pattern. However, 2000 to 2013 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2013 there was a total of 11,498 casualties, 1,223 (10%) fewer than in 2012 (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 2013.

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 178 in 2012 to 172 in 2013.

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

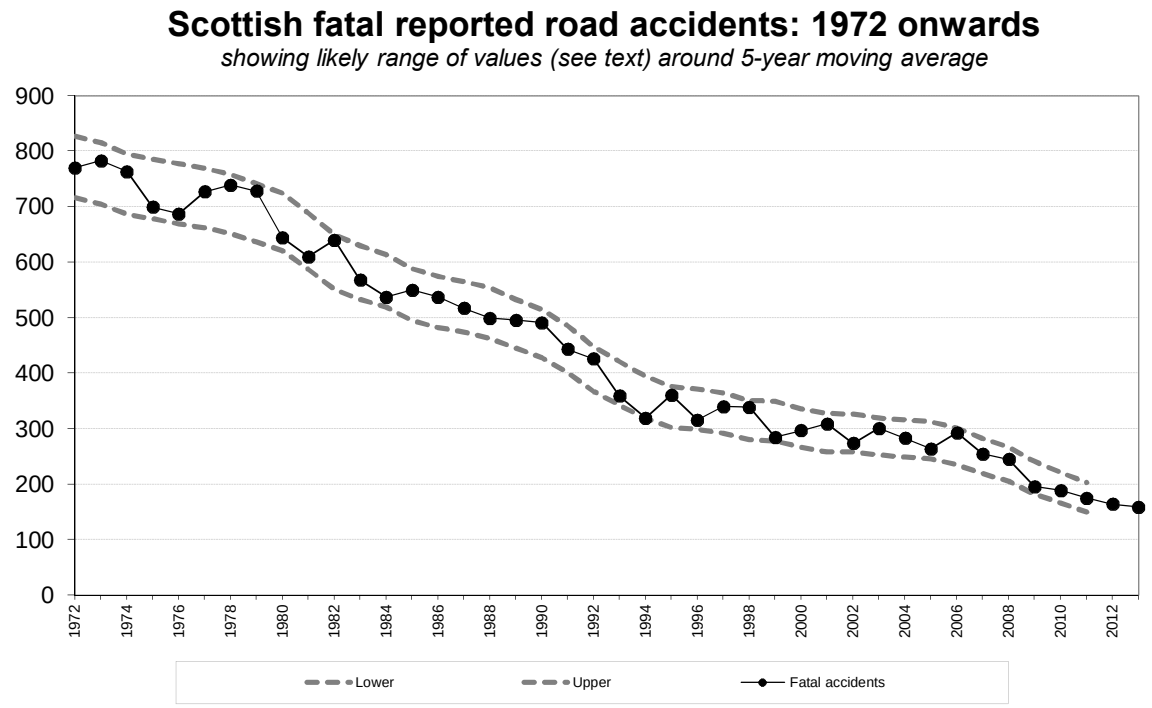
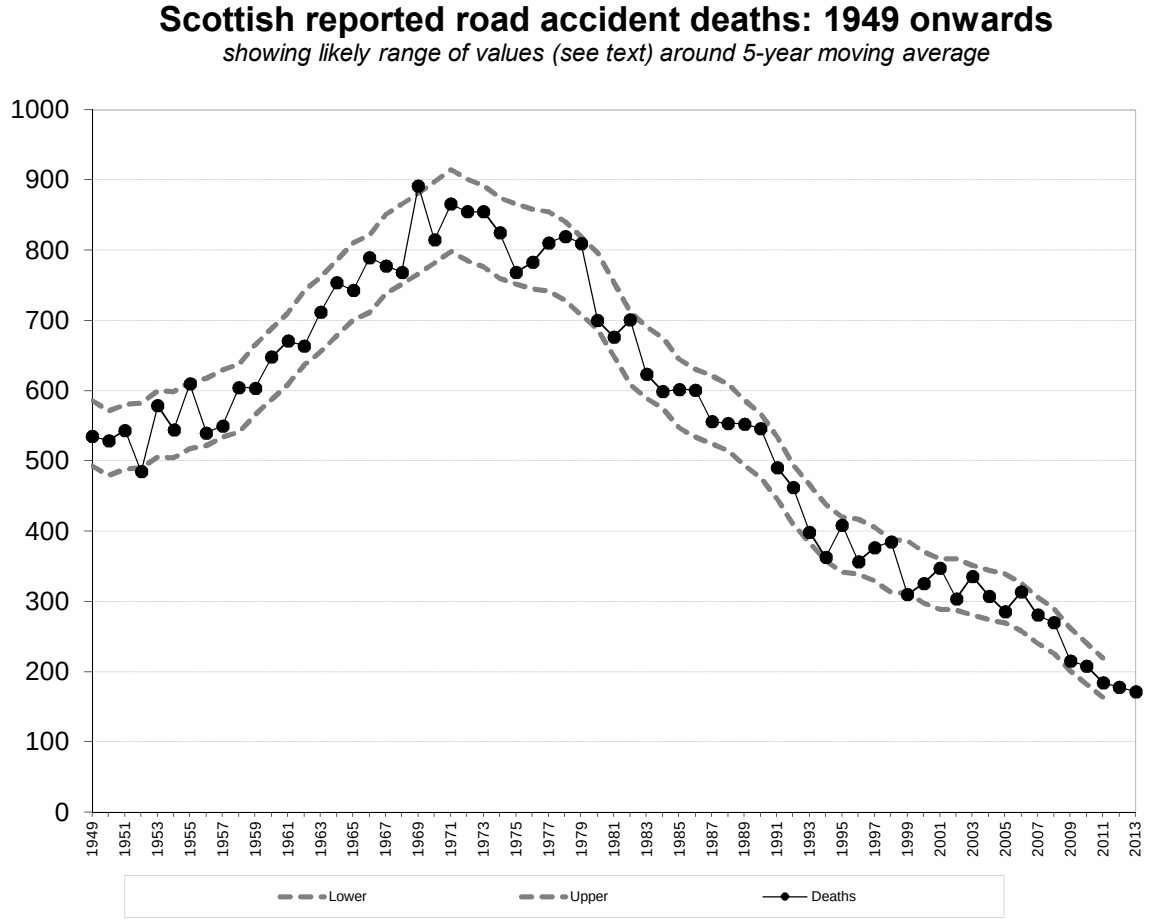


Figure 3



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 2013);
- road deaths (1949 to 2013);
- people killed or seriously injured (1950 to 2013);
- children killed or seriously injured (1981 to 2013).

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.

In effect, *such factors change the underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random variation cannot take account of the effect of such changes.
Only Figure 4 has figures outwith the calculated interval due to the likely ranges of random year-to-year variation calculated for small numbers being quite wide in percentage terms. This is because, for a Poisson process (see Appendix G), by definition, the greater the frequency of occurrence of events, the smaller the

Figure 4

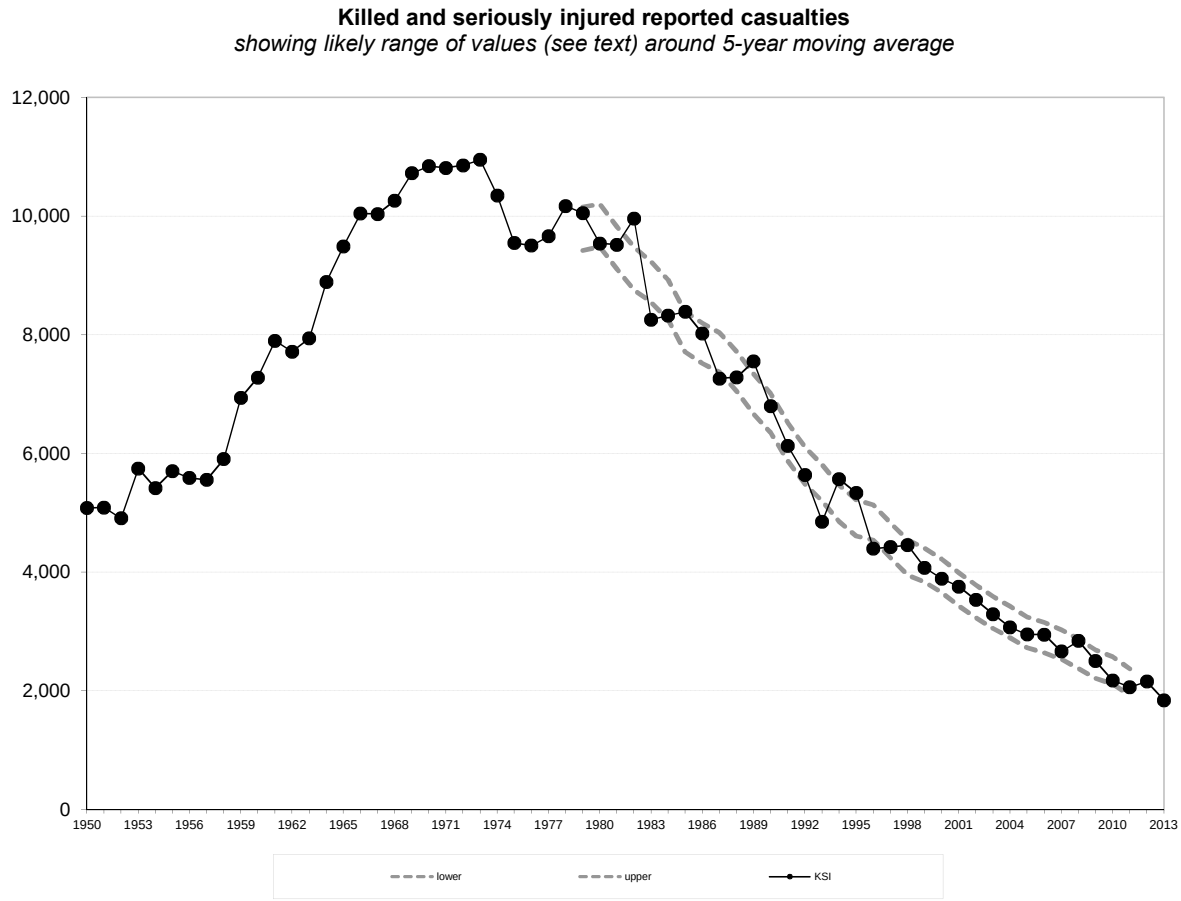
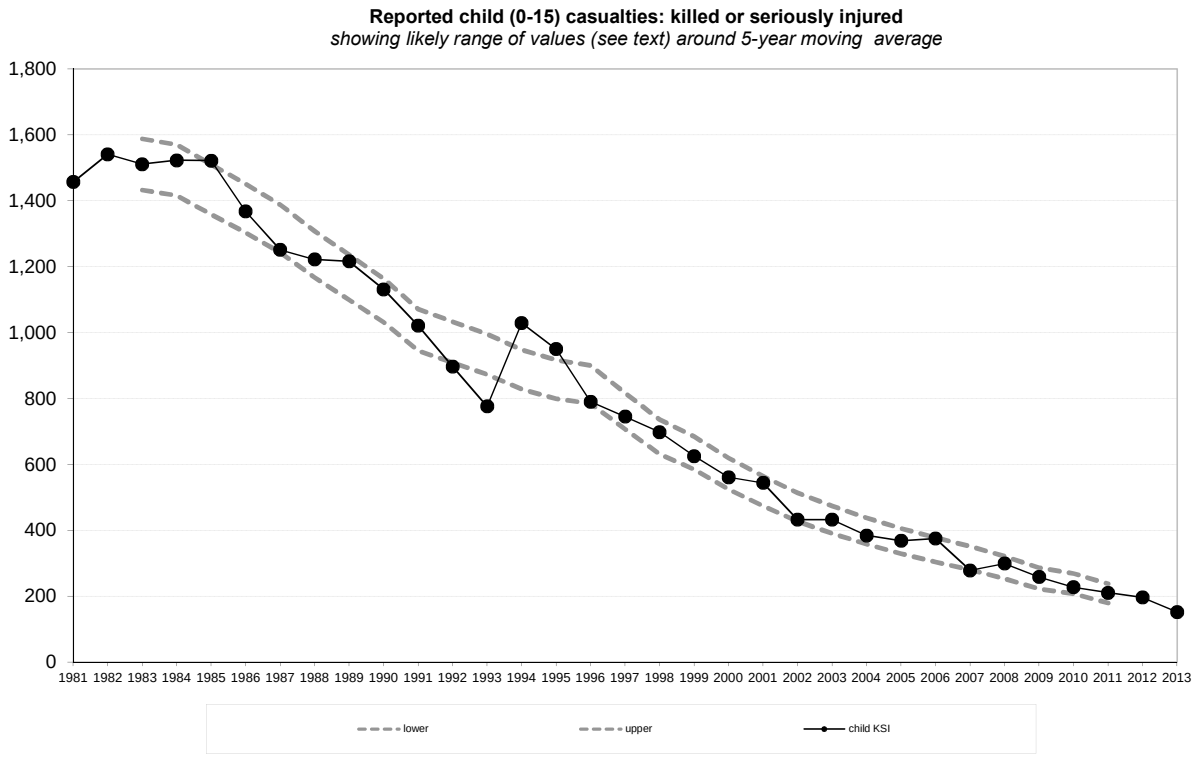


Figure 5



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 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 2013: 38% of fatal accidents, 16% of serious accidents, and 16% 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 0.72 per 100 million vehicle kilometres in 2003 to 0.36 in 2013; the serious accident rate fell from 5.94 to 3.26; and the overall accident rate (all severities) reduced from 33.11 per 100 million vehicle kilometres to 20.50. 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 2009-2013 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 19% above the monthly average. (Months are standardised to 30 days to allow comparison)

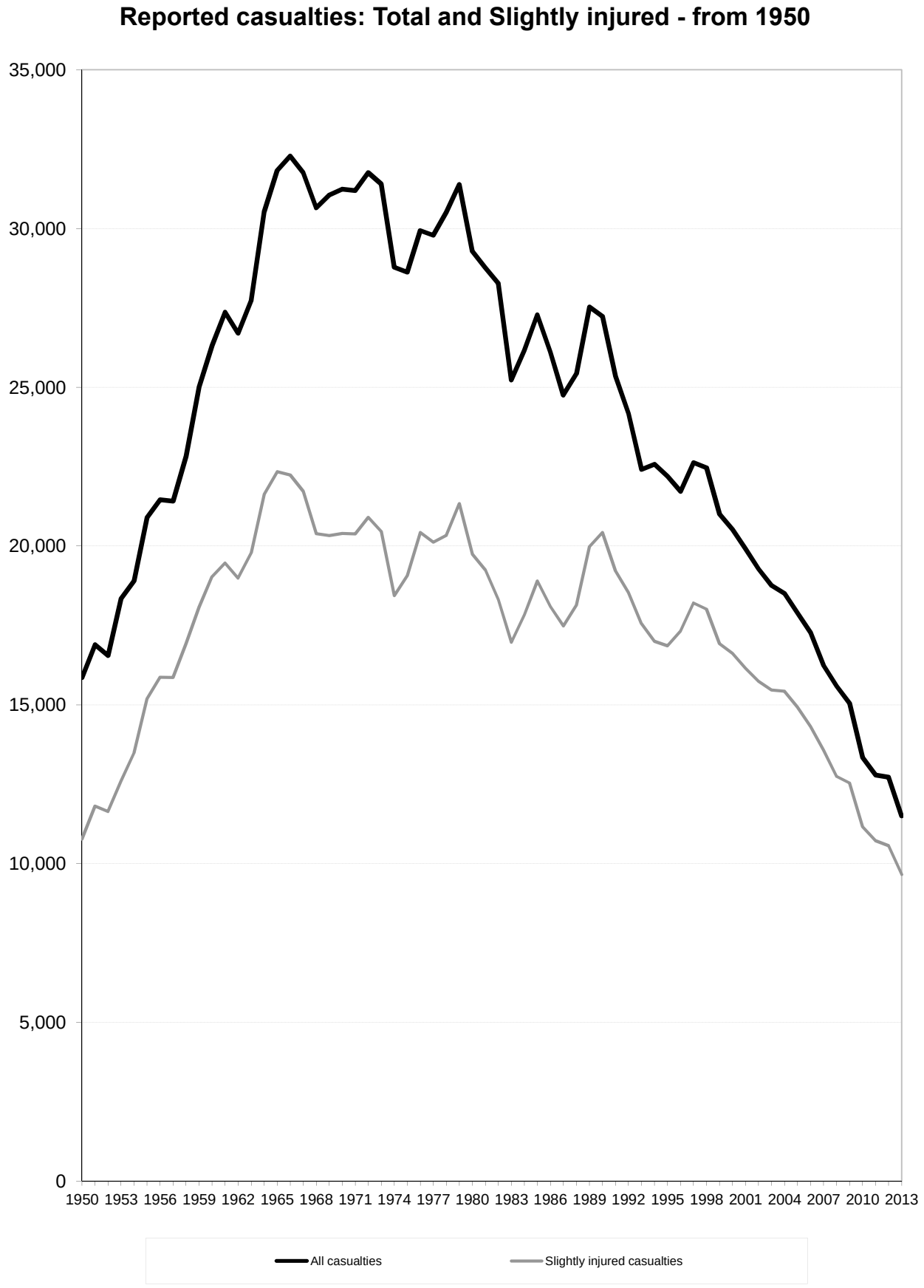
On average, there were 15 fatal accidents per month in the years 2009 to 2013. The number did not vary greatly between the months: the lowest average was 11, and the highest was 18.

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 2009-2013, 3.8% of injury road accidents on non built-up roads in darkness (39 out of 1,028) resulted in one (or more) deaths compared with 1.5% of accidents on built-up roads in darkness (25 out of 1,634) and 2.9% of accidents on non built-up roads in daylight (81 out of 2,768).

Figure 6


Reported casualties: Total and Slightly injured - from 1950
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
1950 1953 1956 1959 1962 1965 1968 1971 1974 1977 1980 1983 1986 1989 1992 1995 1998 2001 2004 2007 2010 2013
All casualties
Slightly injured casualties

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 2009 to 2013, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 23.9% (415 out of 1,733) compared with 18.1% (290 out of 1,604) when the surface was wet and 13.9% (64 out of 459) 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 2013, the overall rate was 2.5 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 2013. This rate is one and a half times those of females of the same age (2.8 per thousand in 2013).

The overall male car driver accident rate in 2013 was 3.0 per thousand population and all age groups were slightly lower than the previous year. The overall female car driver accident rate in 2013 was 1.9 per thousand population and all age groups apart from 60+ (which remained the same) were slightly lower than the previous year.

Between 2003 and 2013, the male car driver accident rate fell from 5.6 to 3.0 per thousand population, while the female car driver accident rate has declined slowly from 2.9 per thousand population to 1.9 per thousand in 2013. As a result, the overall, ratio of male to female car driver accident rates has fallen from 1.9 : 1 for 2003 to 1.6 : 1 in 2013.

3. Reported Casualties

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

In 2013, non built-up roads accounted for two-fifths of the total number of casualties (40%: 4,581 out of 11,498). 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 (73%: 125 out of 172) and for just under half of the total number of seriously injured (49%: 823 out of 1,672).

Compared with 2003, 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 50% for non built-up roads compared with a reduction of 46% 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 6,961 car users were injured in road accidents in 2013, representing 61% of all casualties. Of these car users, 89 died. There were 1,747 pedestrian casualties (15% of the total), of whom 38 died, 883 pedal cycle casualties (8% of the total), of whom 13 died, and 773 motor cycle casualties (7% of the total), of whom 23 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 1,134 casualties in 2013 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 394 bus and coach users injured in 2013, of whom 34 suffered serious injuries (two died). There were also 329 casualties who were travelling in light goods vehicles, 108 people in heavy goods vehicles, 152 users of taxis, 53 users of minibuses and 98 people with another means of transport.

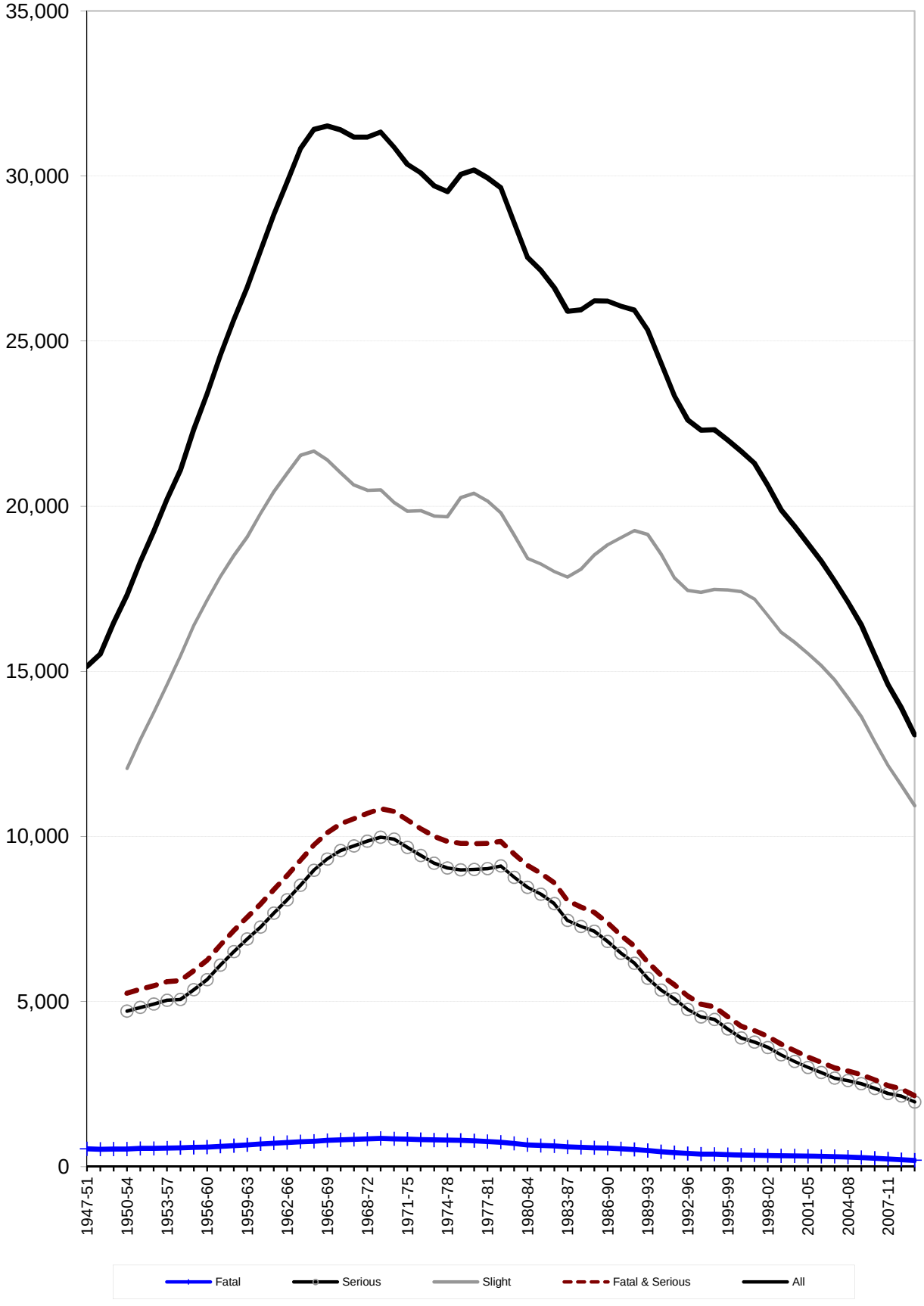
3.3 Car user casualties

A total of 6,961 car users were injured in road accidents in 2013, representing 61% of all casualties. Of these people, a total of 722 were seriously injured, 89 died. Non built-up roads accounted for over half of all car user casualties (52%: 3,589 out of 6,961). 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 (84%: 75 out of 89) or were seriously injured (75%: 542 out of 722). *(see Table 23)*

The number of car users killed in 2013 was 20% more than the 2012 figure. The number who were seriously injured fell by 15% and the total number of casualties of all severities was down by 9%. Since 2003, the number killed has dropped by 53%, and there have been falls of 52% in the number who were seriously injured and of 41% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2009-2013, the casualty rate for 16-22 year old car users was 3.55 per thousand population. This was much higher than the

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2009-13)



rate for car users in the older age groups, which varied from 0.9 to 2.7 per thousand population. *(see Table 32)*

On average, over the years 2009-2013, 71% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 59% of those car users who were seriously injured, but for only 40% of the total number of car user casualties (of all severities). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 5pm to 6pm average of 477 (the average over the years 2009-2013) was 19% higher than the average of 400 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 26% more adult car user casualties than the April (annual averages over the years 2009-2013; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2009-2013 with 12% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 1,747 pedestrian casualties in 2013: 15% of all casualties. Of these, 404 were seriously injured (38 died). Presumably due to the number of pedestrians and because of their greater vulnerability, a high proportion (24%) of the total number of people who were seriously injured were pedestrians. In addition, 23% of pedestrian casualties were seriously injured (404 out of 1,747) compared with an average for all modes of 15% (1,672 out of 11,498). 95% of pedestrian casualties occurred on built-up roads (1,665 out of 1,747). Perhaps because of higher average speeds on non built-up roads, 39% of the pedestrian casualties on such roads were seriously injured (32 out of 82) compared with 22% on built-up roads (372 out of 1,665). *(see Table 23)*

The number of pedestrians seriously injured and the overall number of pedestrian casualties in 2013 were both 12% lower than 2012. Since 2003, the number of pedestrians killed has fallen by 40%, the number who were seriously injured has dropped by 43%, and there has been a 42% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2009 to 2013, the pedestrian fatality rate was highest for those aged 70+ and 16 to 22 year olds (0.02 per thousand population). However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.23 and 1.05 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 0.46 per thousand population, compared with 0.30 per thousand for females, using the averages for the period 2009 to 2013. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2009 to 2013, 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 24-37% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 21% more than the monthly average (annual averages over the years 2009-2013; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 20% and 14% more than the daily average over the period 2009 to 2013. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 883 pedal cycle casualties in 2013, 23 less than the previous year. The number of seriously injured pedal cycle casualties in 2013 was 148, 12% lower than in 2012. There were 13 pedal cycle fatalities in 2013, four more than 2012. Since 2003 there has been a 10% rise in all pedal cycle casualties, the number who were seriously injured has risen by 18%, and the number of fatalities has fluctuated between 4 and 16. In 2013, 88% 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] has increased by 32 per cent since 2003, and increased 6 per cent between 2012 and 2013.

In terms of the averages for the period 2009 to 2013, the pedal cycle casualty rate per head of population was highest for those aged 30-39 (0.28 per thousand population) and 26-29 (0.24 per thousand). 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 2009 to 2013, on weekdays, the peak numbers of adult pedal cycle casualties were from 4pm to 7pm and from 7 am to 9 am. At weekends the numbers were smaller, but appear to peak between mid-day and 3pm. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were August and September which were 22% and 26% more than the monthly average respectively (2009-2013 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% and 23% higher than the daily average, over the years 2009-2013. There were substantially fewer adult pedal cycle casualties on Saturday and Sunday, with both being 36% less than the daily average. *(see Table 30)*

[1] Scottish Transport Statistics chapter 5 table 5.3

3.6 Motorcyclist casualties

A total of 773 motorcyclists were injured in road accidents in 2013, representing 7% of all casualties. Of these, 280 were seriously injured and 23 died. 45 % of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for almost three fifths of those seriously injured, and almost four fifths of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2013 was 11% lower than in the previous year. The number killed rose by 2 and the number seriously injured fell by 62. The total number of motor cycle 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 2013 was 31% lower than in 2003. Twenty seven less motorcyclists died in 2013 than in 2003. *(see Table 23)*

On average, over the years 2009 to 2013, the motorcyclist casualty rate was highest for the 16-22 and 40-49 year old age groups (0.34 and 0.28 per thousand population respectively), followed by 23-25 and 30-39, both 0.25 per thousand population; other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2009 to 2013, 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 (104), 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 1,062 child casualties in 2013, representing 9% of the total number of casualties of all ages. Of the child casualties, 143 were seriously injured, and 9 died *(see Table 24)*.

There were seven more children killed in 2013 than in 2012 and a fall of 26% in the number of children seriously injured. The total number of child casualties fell by 9%. Since 2003, the number of children killed has fallen by eight and there has been a reduction of 66% in child seriously injured casualties. *(see Table A and Table 25)*

In terms of the averages for the period 2009 to 2013, 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 31% more than in an average month. June and September had 13% and 21% more than an average month respectively. (2009-2013 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2009 to 2013, Friday was the peak day of the week for child casualties, with 25% more than an average day. Sunday, on the other hand, had 27% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2013, there were 464 child pedestrian casualties. They accounted for 27% of all pedestrian casualties of all ages (464 out of 1,747). Of the child pedestrian casualties, 92 were seriously injured and 5 died. *(see Table 24)*

There were 110 child pedal cycle casualties in 2013 (12% of the total of 883 pedal cycle casualties of all ages). The child pedal cycle casualties included 11 who were seriously injured, two died. *(see Table 24)*

In 2013, there were 414 child casualties in cars, 6% of the total number of car user casualties of all ages (414 out of 6,961). Of the child casualties in cars, 34 were seriously injured (two 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 2009-2013 taken together, for children aged 0-4 the rate was 0.65 per thousand population, whereas it was 1.53 per thousand for those aged 5-11 and for the 12-15 age group it was 2.10 per thousand. The pedestrian casualty rate for younger children (0-4 years) was three tenths of those for 5-11 and a fifth 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 more than twice that for girls. The difference between the sexes was even more pronounced in the case of the driver or rider casualty rates, particularly for the 12-15 age group. *(see Table 34)*

The overall child pedestrian casualty rates for seriously injured and for all severities, at 0.15 and 0.64 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 2009 to 2013. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2011:

- (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 2009 to 2013, as that is the five year period centred on 2011 (the year to which the casualty rates relate). That is why the table and charts are not for 2013: the calculation of ranges for 2013 would require the annual averages for 2011 to 2015. When the table and charts were prepared, 2011 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2011, casualty rates based upon the 2009-2013 annual averages, and the likely ranges of values within which the 2011 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2009-2013 annual averages). The 2011 rates are identified by black diamonds, the rates based upon the 2009-2013 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 2011 could only be zero.) For example, the slight casualty rate chart shows that (for local authority roads in 2011):

- Eilean Siar had the lowest slight casualty rate (17 per 100 million vehicle-kilometres) and Glasgow the highest (60 per 100 million vehicle kilometres), as can be seen from the table;
- In the case, of Eilean Siar table 41 shows that, in 2011, they had a lower number of slight casualties than their 2009-2013 annual average numbers,

whereas Inverclyde had a slightly higher number than their 2009-2013 annual average;

- Orkney and Eilean Siar had the widest likely ranges of values. This is due to their having relatively few slight casualties (2009-2013 annual averages of 25 and 35, 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 (2009-2013 annual averages of 1,128 and 1,265 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 8,957 in 2009-13.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Orkney had a slight casualty rate (18 per 100 million vehicle-kilometres) which was noticeably above the lower limit (of 12 per 100 million vehicle-kilometres) of the estimated likely range of values – in other words, the slight casualty rate that year was unusually high, compared with what would have been expected on the basis of the casualty numbers for the five-year period. On the other hand Dumfries & Galloway had a slight casualty rate (32 per 100 million vehicle-kilometres) which was noticeably below the upper limit of 42 per 100 million vehicle-kilometres which was unusually low. Table 41 shows that its number of slight casualties in 2011 was 218, compared with the annual average of 235 for the years 2009 to 2013.

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. motor cycle)

In 2013, 60% of motorists involved in injury accidents were asked for a breath test (this ranged from 53% to around 79% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 2.4% of those drivers breathalysed. This represented 1.5% of the total number of motorists involved (including those who were not asked for a breath test). There have been falls 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 2013, of the 212 positive / refused cases, 41% occurred between 9pm and 3am [16% between 9pm and midnight, plus 25% between midnight and 3am.] Table 20 shows that, using 2009 to 2013 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 8% (the average for 3am to 6am for Mondays to Thursdays) to 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 46% and the number of casualties by 54% between 2002 and 2012 (the latest year for which estimates are available): from a rounded estimate of 820 to roughly 440 (accidents) and from around 1,270 to some 580 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to have fallen by four fifths, from about 50 in 2002 to around 10 in 2012. The number of serious casualties is estimated to have dropped by three fifths (from roughly 240 in 2002 to some 100 in 2012).

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 2013, Scotland's casualty rates were 19% higher (killed), 11% lower (serious) and 29% lower (all severities).

Child rates

In 2013, the Scottish rates were 6% lower (serious) than those in England and Wales and 15% 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 2009-2013, child fatality rates in Scotland were on average 12% higher than England and Wales, however, in 3 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 2013, Scotland's car user fatality rate was 37% higher than that of England & Wales, the seriously injured rate was 12% higher, while the all severity car user rate was 27% lower. For child car users, the seriously injured rate was 69% higher in Scotland and the all severities rate was 20% less than that of England and Wales.

In 2013, the pedestrian killed rate per capita was 13% higher in Scotland than England & Wales, and the serious and all severities rates were 6% and 16% lower respectively. The child pedestrian casualty rates in Scotland were 12% lower (seriously injured) and 8% 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 2013 for seriously injured (47% lower) and for all severities (49% 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 2012,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2012 & 2013 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2012 and 2013 (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 42 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 2013, Scotland's provisional overall road death rate of 32 per million population was the fourth 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

However, Scotland's overall road safety position does not appear as good when the fatality rates of pedestrians are considered separately. In 2012, Scotland's pedestrian fatality rate was 10 per million population. Scotland ranked twenty first of the 33 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a low car user fatality rate (14 per million population: the fifth lowest of 28 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 34 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 third lowest for casualties aged 0-14. It was the sixth lowest for those aged 15-24, fifth lowest for 65+ and eighth lowest for those aged 25-64 (in each case, *not* counting the overall GB and UK figures).

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages						
(a) Numbers						
2004-08 ave	**292**	**2,605**	**17,097**	**3,016**	**28,513**	**257,789**
2009	216	2,287	15,043	2,006	22,421	207,134
2010	208	1,969	13,338	1,642	20,700	195,324
2011	185	1,880	12,788	1,715	21,249	191,187
2012	178	1,980	12,721	1,584	21,080	183,148
2013	172	1,672	11,498	1,541	19,990	172,179
2009-2013 ave	**192**	**1,958**	**13,078**	**1,698**	**21,088**	**189,794**
(b) Per cent changes:						
2013 on 2012	-3.4	-15.6	-9.6	-2.7	-5.2	-6.0
2013 on 2004-08 ave.	-41.1	-35.8	-32.7	-48.9	-29.9	-33.2
2009-13 ave. on 04-08 ave	-34.3	-24.9	-23.5	-43.7	-26.0	-26.4
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2009	5	253	1,473	76	2,338	19,181
2010	4	223	1,377	51	2,225	18,194
2011	7	203	1,316	53	2,149	18,159
2012	2	194	1,170	59	2,019	14,016
2013	9	143	1,062	39	1,790	14,703
2009-2013 ave	**5**	**203**	**1,280**	**56**	**2,104**	**16,851**
(b) Per cent changes:						
2013 on 2012	350.0	-26.3	-9.2	-33.9	-11.3	4.9
2013 on 2004-08 ave.	-41.6	-56.1	-47.4	-73.0	-43.5	-43.6
2009-13 ave. on 04-08 ave	-64.9	-37.6	-36.6	-61.4	-33.6	-35.4

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**
2009	.04	.44	2.88	.04	.41	3.75	114	108	77
2010	.04	.37	2.53	.03	.37	3.51	134	101	72
2011	.03	.35	2.41	.03	.38	3.40	114	94	71
2012	.03	.37	2.39	.03	.37	3.24	120	100	74
2013	.03	.31	2.16	.03	.35	3.02	119	89	71
2009-2013 ave	.04	.37	2.47	.03	.38	3.38	**120**	**99**	**73**
(b) Per cent changes:									
2013 on 2012	-3.6	-15.8	-9.9	-3.4	-5.8	-6.6			
2013 on 2004-08 ave.	-43.1	-38.1	-35.1	-51.6	-33.5	-36.7			
2009-13 ave. on 04-08 ave	-36.1	-27.0	-25.6	-45.9	-28.9	-29.2			
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**
2009	.01	.27	1.60	.01	.22	1.83	75	123	87
2010	.00	.24	1.50	.00	.21	1.73	90	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	98
2013	.01	.16	1.16	.00	.17	1.37	272	94	85
2009-2013 ave	.01	.22	1.40	.01	.20	1.59	**112**	**112**	**88**
(b) Per cent changes:									
2013 on 2012	351.5	-26.0	-8.9	-34.4	-12.0	4.1			
2013 on 2004-08 ave.	-40.5	-55.3	-46.4	-73.9	-45.5	-45.6			
2009-13 ave. on 04-08 ave	-64.5	-36.7	-35.8	-62.2	-35.0	-36.7			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2013

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	38	404	1,747	361	4,596	22,289
Pedal cycle	13	148	883	96	2,993	18,552
Car	89	722	6,961	693	6,896	102,621
Bus/coach	2	34	394	8	298	4,478
Other	30	364	1,513	383	5,207	24,239
Total	**172**	**1,672**	**11,498**	**1,541**	**19,990**	**172,179**
2. Child casualties[1]						
Pedestrian	5	92	464	21	1,240	5,932
Pedal cycle	2	11	110	4	265	1,848
Car	2	34	414	11	238	6,115
Bus/coach	0	3	51	0	14	606
Other	0	3	23	3	33	202
Total	**9**	**143**	**1,062**	**39**	**1,790**	**14,703**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2013

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	.33	.01	.08	.39	113	94	84
Pedal cycle	.00	.03	.17	.00	.05	.33	145	53	51
Car	.02	.14	1.31	.01	.12	1.80	137	112	73
Bus/coach	.00	.01	.07	.00	.01	.08	267	122	94
Other	.01	.07	.28	.01	.09	.43	84	75	67
Total	**.03**	**.31**	**2.16**	**.03**	**.35**	**3.02**	**119**	**89**	**71**
2. Child casualties[1]									
Pedestrian	.01	.10	.51	.00	.12	.55	281	88	92
Pedal cycle	.00	.01	.12	.00	.02	.17	590	49	70
Car	.00	.04	.45	.00	.02	.57	215	169	80
Bus/coach	-	.00	.06	-	.00	.06	n/a	253	99
Other	-	.00	.03	.00	.00	.02	n/a	107	134
Total	**.01**	**.16**	**1.16**	**.00**	**.17**	**1.37**	**272**	**94**	**85**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) All road users 2012 and 2013 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2013 (Provisional)

	Numbers killed	Per million population Rate	Index
England	1,430	*27*	82
Sweden	260	*27*	84
Great Britain	1,713	*28*	85
United Kingdom	1,770	*28*	86
Northern Ireland	57	*31*	96
Scotland	**172**	***32***	**100**
Switzerland	269	*33*	104
Netherlands	570	*34*	105
Israel	277	*34*	106
Denmark	192	*34*	106
Spain	1,680	*36*	111
Wales	111	*36*	112
Norway	190	*38*	117
Japan	5,152	*40*	125
Germany	3,340	*41*	126
Slovakia	223	*41*	128
Irish Republic	190	*41*	128
Malta	18	*43*	132
Iceland	15	*47*	144
Finland	258	*48*	147
France	3,250	*50*	154
Cyprus	44	*51*	157
Australia	1,193	*52*	160
Austria	455	*54*	167
New Zealand	254	*56*	175
Italy	3,400	*57*	176
Hungary	591	*60*	185
Slovenia	125	*61*	188
Estonia	81	*61*	190
Czech Republic	650	*62*	191
Portugal	650	*62*	192
Belgium	720	*65*	200
Bulgaria	591	*81*	251
Luxembourg	45	*84*	260
Croatia	368	*86*	267
Lithuania	258	*87*	269
Poland	3,357	*87*	270
Latvia	179	*88*	274
Romania	1,861	*93*	288

(b) All road users 2012

	Numbers killed	Per million population Rate	Index
Malta	9	22	67
Northern Ireland	48	26	82
England	1,491	28	87
Iceland	9	28	88
United Kingdom	1,802	28	88
Great Britain	1,754	28	89
Norway	148	30	93
Denmark	167	30	94
Sweden	286	30	94
Wales	93	30	95
Scotland	**170**	**32**	**100**
Israel	263	33	103
Irish Republic	162	35	110
Switzerland	286	36	112
Netherlands	650	39	121
Spain	1,834	40	124
Japan	5,237	41	129
Germany	3,601	44	138
Finland	255	47	148
Slovakia	295	55	171
France	3,653	56	175
Cyprus	51	59	185
Australia	1,310	60	186
Italy	3,650	60	188
Hungary	605	61	190
Austria	522	62	193
Slovenia	130	63	198
Luxembourg	34	65	202
Estonia	87	65	203
Belgium	767	69	216
Czech Republic	738	70	220
Portugal	743	70	220
New Zealand	308	71	222
Bulgaria	605	83	258
Latvia	177	87	271
Croatia	393	89	279
Greece	1,027	91	284
Poland	3,571	93	290
Romania	2,042	96	299
Lithuania	301	100	313
United States of America	33,780	108	336
Republic of Korea	5,392	*110*	345

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 - 2012;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Netherlands	63	4	37
Norway	22	4	43
Wales	15	5	48
Northern Ireland	9	5	49
Sweden	50	5	52
Finland	29	5	53
Denmark	31	6	55
Iceland	2	6	62
Irish Republic	29	6	62
Germany	520	6	63
England	351	7	65
United Kingdom	429	7	66
Great Britain	420	7	67
New Zealand	33	7	73
France	489	7	74
Australia	174	8	75
Spain	376	8	80
Slovenia	19	9	91
Italy	564	9	91
Belgium	104	9	92
Switzerland	75	9	93
Austria	81	10	94
Scotland	**54**	**10**	**100**
Luxembourg	6	11	112
Japan	1,904	15	147
Greece	170	15	148
Portugal	159	15	148
United States of America	4,743	15	149
Czech Republic	163	16	153
Hungary	156	16	154
Croatia	72	16	161
Poland	1,157	30	295
Latvia	62	30	299
Romania	728	34	335
Republic of Korea	2,027	41	399

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	1,088	9	63
England	686	13	95
Great Britain	801	13	96
United Kingdom	830	13	96
Netherlands	218	13	96
Switzerland	104	13	96
Scotland	**72**	**14**	**100**
Wales	43	14	103
Denmark	81	15	107
Norway	73	15	108
Sweden	142	15	111
Spain	872	19	137
Iceland	6	19	139
Irish Republic	89	19	143
Germany	1,791	22	161
Portugal	255	24	179
Hungary	253	25	188
Finland	147	27	201
Italy	1,633	27	203
Australia	663	29	215
France	1,882	30	219
Austria	279	33	245
Greece	383	34	254
Slovenia	71	35	255
Belgium	384	35	255
Czech Republic	368	35	260
United States of America	12,271	39	288
Poland	1,615	42	309
Luxembourg	22	42	309
New Zealand	205	46	341

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2012;

(a) 0-14 years	Per million pop	Index
Cyprus	0	0
Iceland	0	0
Scotland	**2**	**100**
Irish Republic	3	131
Norway	4	185
Sweden	4	191
Great Britain	5	206
England	5	209
United Kingdom	5	211
Croatia	5	218
Japan	6	252
Italy	6	255
Austria	6	276
Germany	7	284
Denmark	7	300
Spain	7	318
Wales	8	328
Finland	8	336
Portugal	8	351
Netherlands	8	352
Northern Ireland	8	357
Belgium	9	365
France	10	405
Czech Republic	10	420
Slovenia	10	439
Luxembourg	11	473
Australia	11	486
Greece	13	550
Republic of Korea	13	569
Hungary	14	585
Poland	15	655
New Zealand	16	668
United States of America	19	814
Latvia	20	868
Switzerland	26	1109
Romania	28	1184

(b) 15-24 years	Per million pop	Index
Japan	38	84
Sweden	40	90
Iceland	43	95
Netherlands	43	97
Spain	44	98
Scotland	**45**	**100**
Switzerland	48	107
Great Britain	49	110
United Kingdom	50	111
England	50	111
Denmark	52	117
Wales	53	119
Korea	61	136
Portugal	66	147
Ireland	75	167
Germany	80	178
Finland	83	185
Italy	83	185
Czech Republic	87	194
Australia	88	197
Slovenia	90	199
New Zealand	95	212
Austria	106	236
Belgium	109	243
France	115	256
Luxembourg	126	280
United States	156	347
Cambodia	196	437

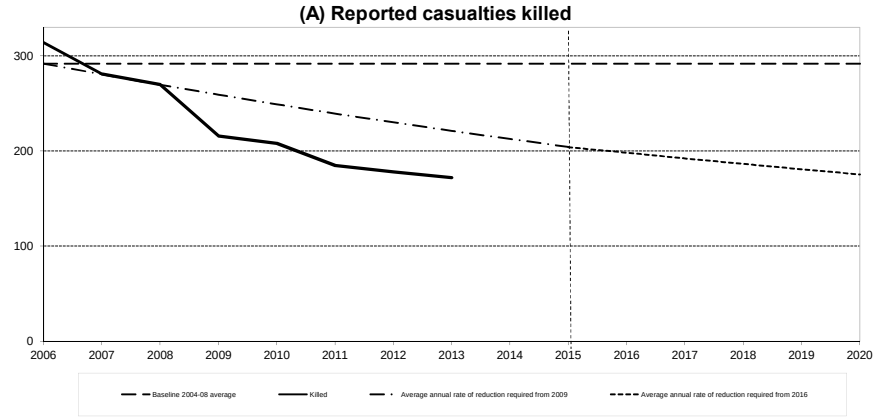
(c) 25-64 years		
Iceland	18	55
England	27	81
Denmark	27	82
United Kingdom	27	83
Great Britain	28	83
Japan	28	86
Netherlands	29	87
Sweden	32	97
Ireland	33	98
Scotland	**33**	**100**
Wales	33	101
Switzerland	38	115
Germany	40	121
Spain	42	126
Finland	47	142
Luxembourg	54	163
Austria	56	169
France	58	175
Australia	60	183
Italy	61	184
Slovenia	68	205
New Zealand	70	212
Belgium	72	217
Hungary	73	220
Portugal	74	223
Czech Republic	75	227
Poland	96	292
Korea	101	306
United States	120	364
Argentina	158	478
Cambodia	172	521

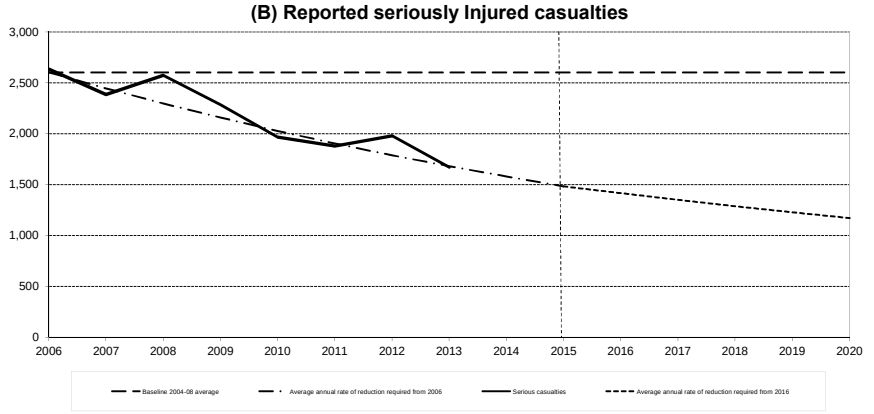
(d) 65+ years		
Wales	26	55
Great Britain	39	84
England	39	84
United Kingdom	39	84
Sweden	40	86
Denmark	45	98
Scotland	**46**	**100**
Germany	59	127
Finland	59	127
Spain	62	134
Ireland	66	142
France	68	146
Switzerland	68	147
Netherlands	69	148
Hungary	72	155
Slovenia	75	162
Australia	76	164
Italy	85	183
Japan	89	192
Belgium	92	198
Portugal	97	209
Czech Republic	98	211
Iceland	99	214
Argentina	103	221
Austria	103	222
New Zealand	114	246
Luxembourg	123	264
Poland	123	265
United States	129	277
Korea	316	681

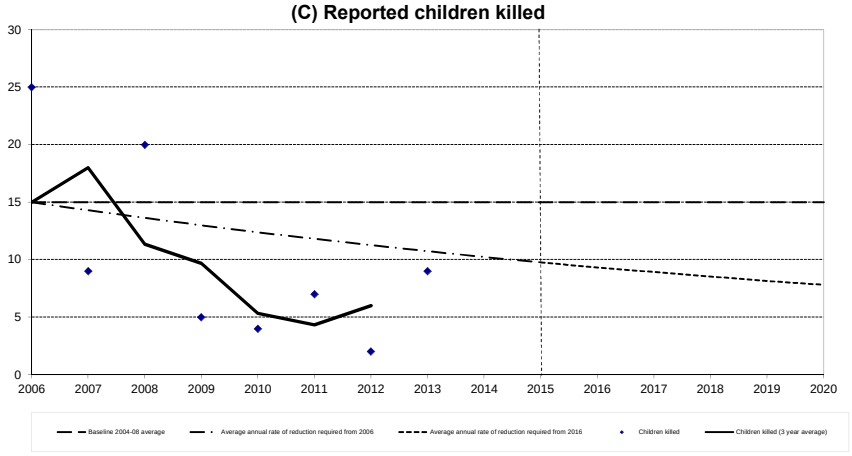
Article 1

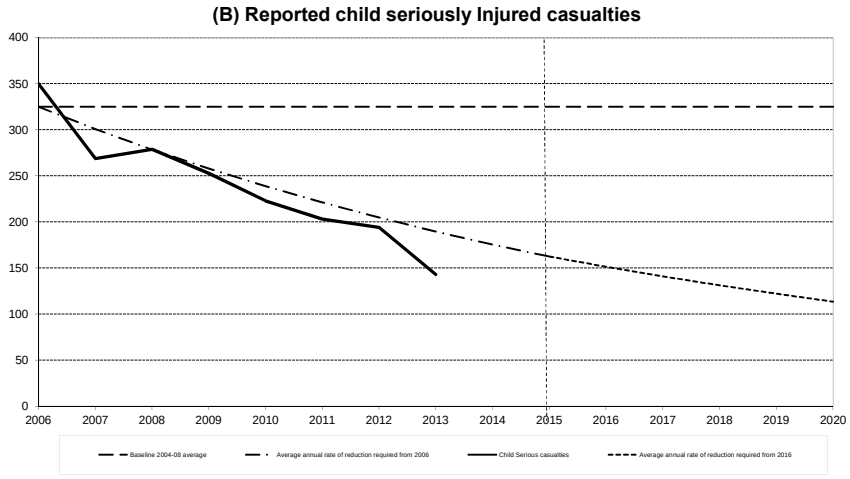
Casualty Reduction
Targets: Scotland's Road Safety Framework to 2020

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 show the level of casualties inferred by the 2015 milestones and 2020 targets above.

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

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

2 Summar y of Progress

The 2013 figures show:

- 172 people were reported as killed in 2013, **41 per cent (120) below the 2004-2008 average** of 292 – so the reduction seen to date exceeds that needed to reach the 2015 milestone and the 2020 target.

- 1,672 people were reported as seriously injured in 2013, **36 per cent (933) below the 2004-2008 average** of 2,605. The number of people seriously injured remains above the 2015 milestone.

- 9 children were reported as killed in 2013, an average of 6 a year in the 2011-2013 period, **60 per cent (9) below the 2004-2008 average** of 15. The level of reduction

seen to date exceeds that needed to reach the 2015 milestone and 2020 target of a 50 per cent fall.

- 143 children were reported as seriously injured in 2013, **56 per cent (182) below the 2004-2008 average** of 325, exceeding the reduction needed to reach the 2015 milestone.

- The slight casualty rate of 22.02 casualties per 100 million vehicle kilometres in 2013 was **32 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 24 per cent compared to the baseline was required in 2013 to remain on the trajectory for this target. The overall reduction seen between the baseline and 2013 was 41 per cent.

Percentage reductions are not recorded in Table Ib where the denominator is 50 or fewer so percentage changes on 2004-2008 have only been calculated for cars and pedestrian fatalities. Car fatalities are down 45 per cent on the baseline which exceeds the 2020 target. Pedestrian fatalities are down by 41 per cent from the baseline, also exceeding the target.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of just over 35 per cent compared to the baseline was required in 2013 to remain on the trajectory for this target. The overall reduction for 2013 is 36 per cent, therefore around the trajectory required to meet the target.

Table Ib shows that pedestrian, car, bus & coach and goods serious 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 43 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 6 over the last three years is below the 50 per cent reduction target set for 2020. Table Ib shows that the average number of child fatalities for 2011-2013 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 3 per year in 2011-2013. 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 2011-2013 period,.

Children seriously injured

As shown in Table Ia below, a reduction of just under 42 per cent compared to the baseline was required in 2013 to remain on the trajectory for this target. The overall reduction for 2013 is 56 per cent.

Table Ib shows that car and pedestrian serious injuries have fallen by a greater percentage than that implied by the trajectory, 45 per cent and 58 per cent respectively. Percentages have not been calculated for other modes due to small denominators. The figures for all modes in 2013 are below the 2004-2008 baseline, except for bus and coach which remains the same.

Slightly injured casualties

Because of the limited availability of detailed reliable road traffic estimates for Scotland, Table Ia 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 32 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', 48 per cent, 39 per cent, 33 per cent and 39 per cent respectively. Car users make up almost two thirds of slight casualties and there has been a reduction of a third compared to the baseline period. Pedal cycles on the other hand have shown an 18 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**
2006	61	10	58	175	-	8	2	314
2007	60	4	40	160	-	15	2	281
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	60	9	21	74	1	13	-	178
2013	38	13	23	89	2	5	2	172
09-13 ave	**47**	**8**	**31**	**95**	**1**	**8**	**2**	**192**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2013 on 2012	-37	*	*	20	*	*	*	-3
2013 on 2004-08 average	-41	*	*	-45	*	*	*	-41

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**
2006	688	131	352	1,258	57	91	58	2,635
2007	594	147	381	1,110	33	87	33	2,385
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,135	36	73	50	2,287
2010	457	138	319	903	52	60	40	1,969
2011	515	156	293	758	51	63	44	1,880
2012	461	168	342	848	44	68	49	1,980
2013	404	148	280	722	34	45	39	1,672
09-13 ave	**469**	**152**	**313**	**873**	**43**	**62**	**44**	**1,958**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2013 on 2012	-12	-12	-18	-15	*	-34	*	-16
2013 on 2004-08 average	-38	10	-24	-43	-38	-45	-23	-36

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**
2006	9	5	-	10	-	1	-	25
2007	4	1	-	4	-	-	-	9
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
09-13 ave	**2**	**1**	**0**	**2**	**-**	**-**	**-**	**5**
2020 target	*3*	*1*	*0*	*3*	*-*	*0*	*0*	*8*
11-13 ave	**3**	**1**	**-**	**2**	**-**	**-**	**-**	**6**
Percent changes:								
11-2013 on 2004-08 average	*	*	*	*	*	*	*	*

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**
2006	239	35	10	60	4	-	2	350
2007	181	28	4	51	1	1	3	269
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	-	-	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
09-13 ave	**134**	**21**	**2**	**41**	**3**	**1**	**2**	**203**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2013 on 2012	-30	*	*	*	*	*	*	-26
2013 on 2004-08 average	-58	*	*	-45	*	*	*	-56

Reported slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All Traffic road users		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**
2006	2,104	640	658	9,272	706	484	456	14,320	44,119	32.46
2007	2,050	563	640	8,793	590	506	431	13,573	44,666	30.39
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,506	661	482	6,933	454	382	305	10,723	43,390	24.71
2012	1,465	729	504	6,744	396	411	314	10,563	43,549	24.26
2013	1,305	722	470	6,150	358	387	262	9,654	43,840	22.02
09-13 ave	**1,486**	**679**	**519**	**7,090**	**426**	**398**	**331**	**10,928**	**43,697**	**25.01**
2020 target										*29.22*
Percent changes:										
2013 on 2012	-11	-1	-7	-9	-10	-6	-17	-9	1	-9
2013 on 2004-08 average	-39	18	-26	-33	-48	-23	-39	-32	0	-32

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

Article 2

In Focus: Pedal and Motor Cycle Casualties

In Focus: Pedal and Motor Cycle Casualties

Key Points

- **Two wheeled road users are overrepresented in the reported road casualty statistics.** Both pedal and motor cycles account for less than 1 per cent of road traffic[2] each, yet they account for 8 and 7 per cent of casualties respectively.
- **As with all road accidents, pedal cycle and motor cycle casualties are more likely to be killed or seriously injured on faster roads in rural areas.**
- **For pedal cycle casualties, most injuries occur on roads in built up areas.**
- **Motor cycle casualties were evenly distributed between built-up and non built-up roads, however, more fatalities occurred on non built-up roads, where the speed limits were higher.**
- **Over eighty per cent (82%) of pedal cycle casualties and nearly ninety per cent (88%) of motor cycle casualties were male.**
- **Cars are over represented in accidents involving motor cycles and pedal cycles.**
- **In 2013, three quarters of pedal cycle casualties were involved in accidents within 5 km of home; 45 per cent of motor cycle casualties occurred within 5 km of home. 12% of motor cyclists injured were so more than 50 km from home; compared with only 2% of pedal cyclists.**

Background

1.1 Casualty numbers have been falling over recent years but the numbers for some groups of road users have shown differing trends. This article looks in more detail at the casualty numbers of pedal cycle and motor cycle road users to identify patterns in the data to assist with targeting interventions for these groups of road users that may be considered as some of those most vulnerable.

1.2 When looking at subsets of casualties to look for trends and patterns, using a single year of data can lead to erroneous conclusions. In general, this analysis looks at 5 years of data for the whole of Scotland to identify key patterns in casualty numbers over the period. The maps include eight years of data to ensure patterns can be identified across larger geographic areas.

1.3 All analysis in this article uses the same data as the analyses contained in the statistical commentary and tables, a snapshot taken 5 September 2014 from the Transport Scotland Reported Road Accidents database. These data are based on data supplied in the STATS19 collection form by Police Scotland.

[2] Department for Transport estimates, see Scottish Transport Statistics 2013, Chapter 5

Pedal Cycle Casualties

Pedal Cycle Casualties - Key Points

- **Pedal Cycle casualties accoun t for 8 per cent of all casualties** , yet the Department for Transport estimates that **cycle traffic accounts for less than 1 per cent of all traffic.**
- **Pedal cycle casualties fell by 3 % bet ween 2012 and 2013; but 2013 numbers are 10 % higher than in 2009.** The increase from 2009 has been driven by increases in slight injuries; fatalities have increase consistently since 2009 but are still relatively low (5 in 2009; 13 in 2012).
- **Most pedal cycle casualties occurred on slower roads but more fatalities occurred on roads w ith higher speed limits** . 35% of people injured on roads with speed limits of more than 40 mph were killed or seriously injured; compared to 17% on roads with speed limits up to 40 mph. **Sixty three per cent of fatalities were on rural roads.**
- **Most accidents resulting in an in jured pedal cycl ist involve a car** (83% involve cars and only 2% involve LGVs or HGVs)
- **82 per cent of pedal cycle casu alties are male** and 44 per cent of all pedal cycle casualties are aged between 30 and 49 (the peak age groups).

Pedal Cycle Casualties – An overview

2.1 The Department for Transport estimate that, in 2012 (the latest data available), pedal cycle traffic accounted for less than 1 per cent of all traffic[1]. However, in 2013 the number of pedal cycle casualties accounted for 8 per cent of all casualties, and pedal cycle fatalities also accounted for 8 per cent of all deaths of Scottish roads.

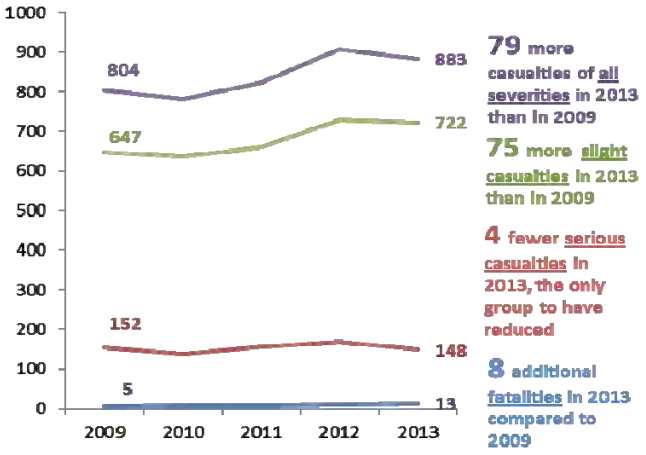
2.2 The number of pedal cycle casualties reported to the police since 2009 are shown in the table below, along with the latest five year averages used within this article.

Pedal Cycle Casualties				
Year	Killed	Serious	Slight	All severities
2004 to 2008 average	**9**	**134**	**613**	**756**
2009	5	152	647	804
2010	7	138	636	781
2011	7	156	661	824
2012	9	168	729	906
2013	13	148	722	883
2009 to 2013 average	**8**	**152**	**679**	**840**
Percentage change between 2012 and 2013				
	44%	-12%	-1%	-3%
Percentage change since 2004 to 2008 average				
	44%	10%	18%	17%

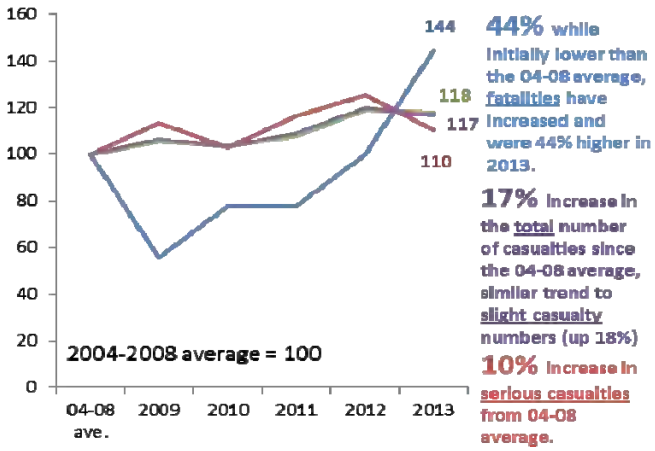
2.3 Pedal cycle casualties fell by 3 per cent between 2012 and 2013. Serious casualties fell by 12 per cent however fatalities increased by 44 per cent over the year (from 9 in 2012 to 13 to 2013). The figures below look at the changes in casualty numbers in the last 5 years and from the 2004-2008 averages. As

shown there has been a 17 per cent increase in pedal cycle casualties since the 04-08 average, and a 10% increase since 2009. The increase since 2009 corresponds with DfT estimates of a similar percentage increase in cycle traffic on Scottish roads (up 8%) between 2009 and 2012[1] (the latest data available at time of publication).

Pedal cycle casualties by severity, 2009 to 2013

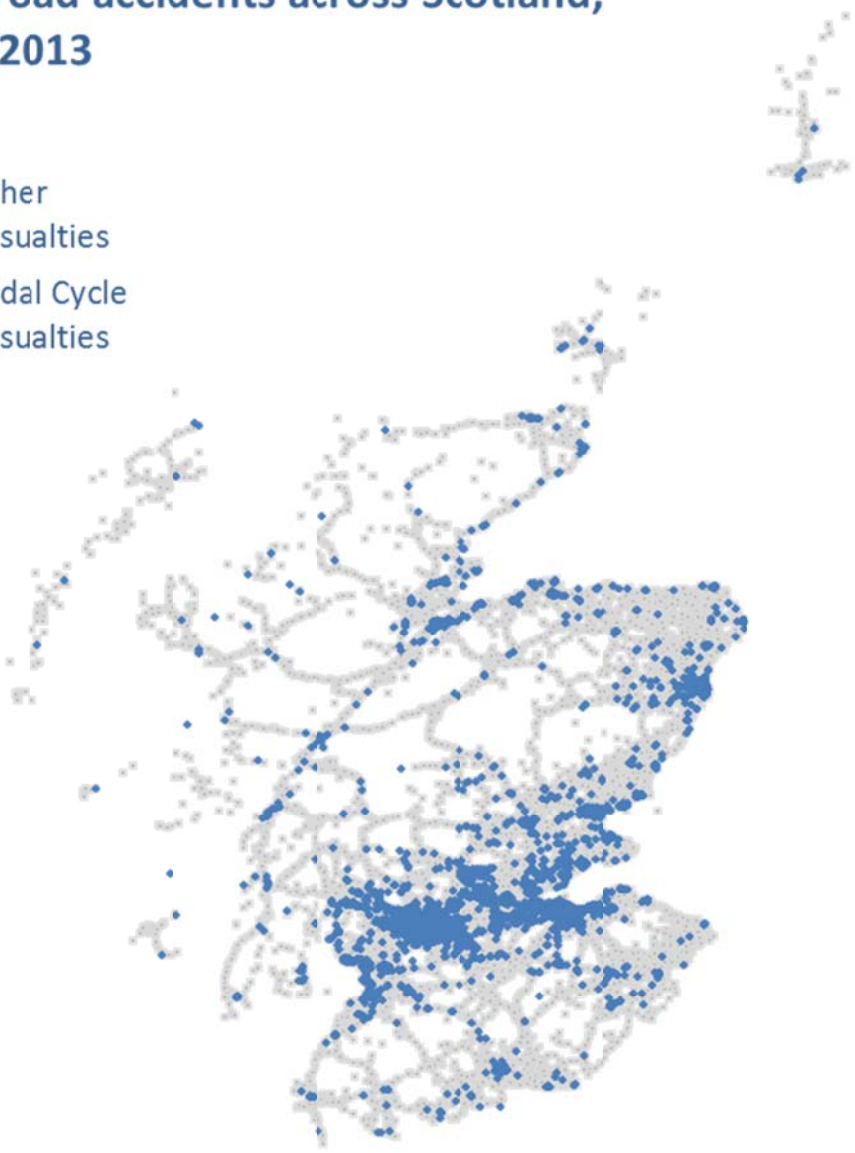


2004-2008 average based indices of pedal cycle casualties by severity



2.4 The distribution of injury road accidents involving pedal cycles is similar to that for all casualties as the image below shows. There are clusters of pedal cycle casualties in the built up areas of the central belt and casualties dotted along the routes through rural areas. As other findings show, this is unsurprising as most pedal cycle casualties will occur where pedal cycles and other road users are interacting.

Injury road accidents across Scotland, 2006 - 2013

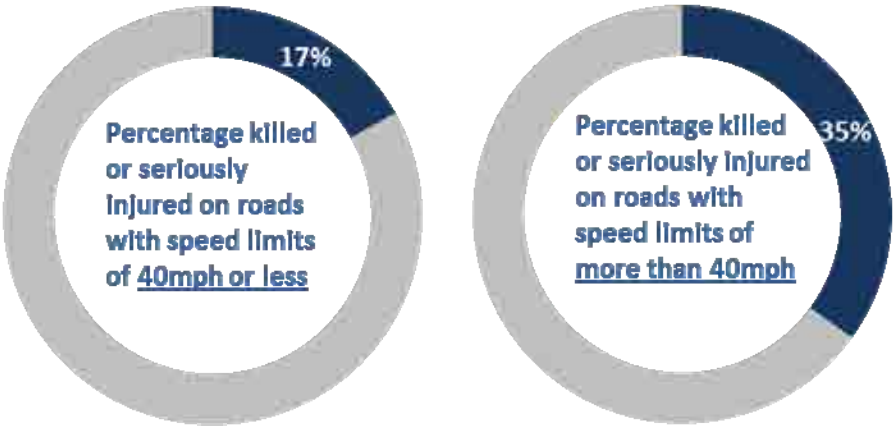


Pedal Cycle Casualties - Findings

2.5 The following analyses and findings supplement those covered in section 3.5 of the statistical commentary associated with this publication.

2.6 Speed limits

- The patterns seen here will be in part due to traffic speeds but will also reflect the amount of the network with each of these speed limits as well as the amount of traffic on these roads.
- **Most fatalities happen on faster roads.** Between 2009 to 2013 there was an annual average of 8 fatalities on our roads. On average, 5 of these per annum occurred on non built-up roads, where the speed limit is more than 40 mph.



- **But more injuries happen on roads with lower speed limits.** Almost 90 per cent of pedal cycle casualties occurred on roads with a speed limit of 40 mph or less (88% of all casualties and 80% of serious injuries).
- More than one third (35%) of casualties on roads with speed limits of 40 mph or more were killed or seriously injured (5% were killed). On roads with a speed limit of 40 mph or less, 17% were killed or seriously injured (less than 1% were killed).
- Nearly two thirds (63%) of all pedal cycle fatalities happened on roads with speed limits of 60 mph. A quarter occurred on 30 mph roads, and 13% on 40 mph roads.
- More than four out of five pedal cycle casualties of all severities occurred on roads with speed limits of 30 mph. One in ten were on 60 mph roads. Lower proportions of casualties occurred across roads with other speed limits. As severity of injury increases so does the proportion of casualties occurring on roads with higher speed limits.

2.7 Urban Rural

- DfT traffic estimates suggest around half of cycle travel was on urban roads and half was on rural roads. If there was equal risk to pedal cyclists across

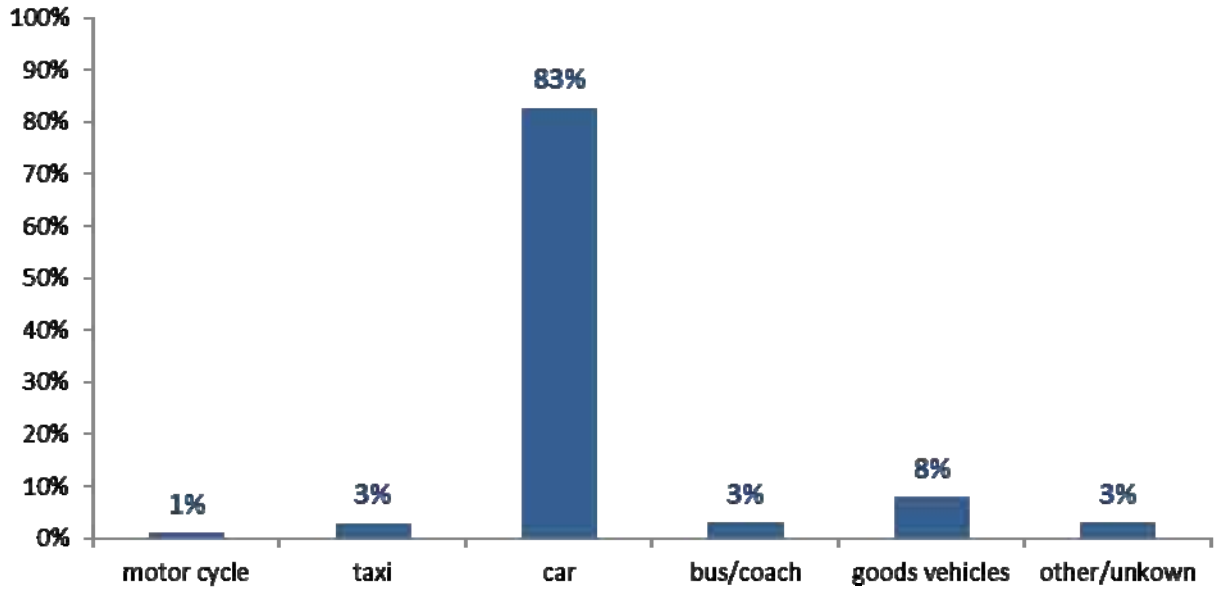
Scotland, 50 per cent of casualties would be expected in urban areas and 50 per cent in rural areas.

- **Eighty three per cent of pedal cy cle casualties were on roads in urban areas**. (76% of serious injuries and 85% of slight).
- **Sixty three per cent of fatalities were on rural roads.**
- **Twenty nine per cent of casualties in rural areas are killed or seriousl y injured. In urban areas, the figure is around 17 per cent.**

2.8 Other vehicles involved

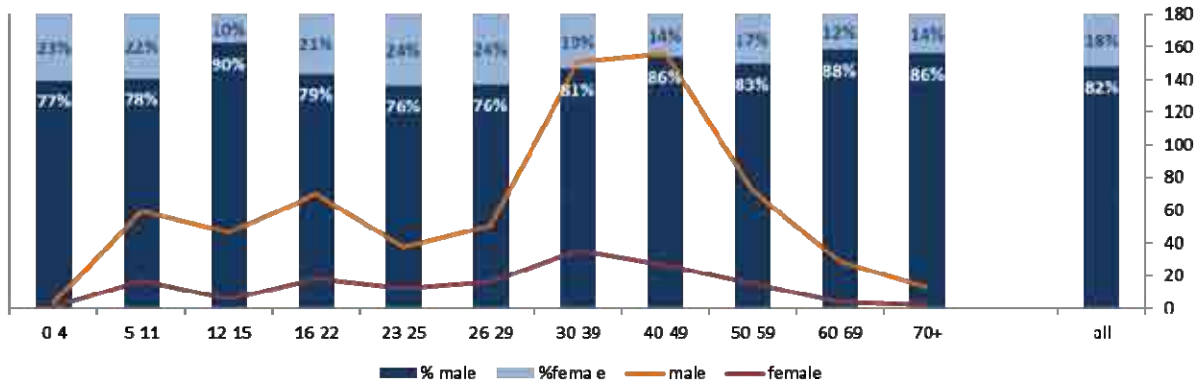
- Cars are over represented in pedal cycle casualty numbers accounting for 83% of vehicles involved, yet cars account for only 78% of traffic.
- **The majority of injur y accidents re ported to the police resulting in pedal cycl e casualties involve cars.** More than four out of five vehicles involved in accidents resulting in a pedal cycle casualty are cars. The majority of the goods vehicles involved are van under 3.5 tones (LGVs) (6% of all other vehicles involved).

Other vehicles involved in accidents resulting in pedal cycle casualties



2.9 Age and gender

- Sixteen per cent of pedal cycle casualties were under 16. Only one of the eight pedal cyclists killed each year on average between 2009 and 2013 were under 16. Fourteen per cent of seriously injured pedal cyclists were under 16.



- As shown in the figure above, the majority of casualties across all age groups were male and 82 per cent of all pedal cycle casualties were male.
- The peak age groups for both male and female casualties were between 30 and 49, with an average of 151 male casualties aged 30-39, 156 aged 40-49 and an average of 35 and 26 female casualties in the respective age groups.

2.10 Estimated distance from home

- **In 2013, three quar ters of pedal cy cle casualties w ere involved in accidents w ithin 5 km of home** (48% occurred within 2 km of home). Compared to just over half (54%) of all reported casualties occurring within 5 km of home (33% within 2 km).
- Only 2% occurred more than 50 km from home.

Motor cycle Casualties

Motor Cycle Casualties - Key Points

- **Motor cyclists are overrepresented in the total number of casualties on Scotland's roads; and even more so in the number of fatalities.** In 2013 motor cyclist casualties accounted for 7 per cent of all casualties and 13 per cent of all fatalities; compared to less than 1 per cent of all road traffic[1].
- **In general, motor cyclist casualties have been falling in recent years.** Although fatalities increased by 10 per cent between 2012 and 2013, overall casualty numbers fell by 11 per cent; since 2009 the total number of casualties has fallen by almost a quarter (24%) and fatalities have almost halved (down 47%).
- **Injury accidents involving motorcycles are spread equally between urban and rural areas.**
- **Most fatalities and serious injuries happen in rural areas with higher speed limits.**
- **Where another vehicle is involved, the majority (83%) are cars.**

Motor Cycle Casualties – An Overview

3.1 The Department for Transport estimate that motor cycle traffic[3] accounted for less than 1 per cent of total traffic on Scottish roads in 2012 (the latest data available). In 2013, motor cyclists casualties accounted for 7 per cent of all casualties in road accidents reported to Police Scotland. Motor cyclist fatalities were over represented to a greater extent; accounting for 13 per cent of all deaths of Scottish roads in 2013.

3.2 The number of motor cycle casualties reported to the police between 2009 and 2013 are shown in the table below, along with the latest five year averages that will be used throughout this article.

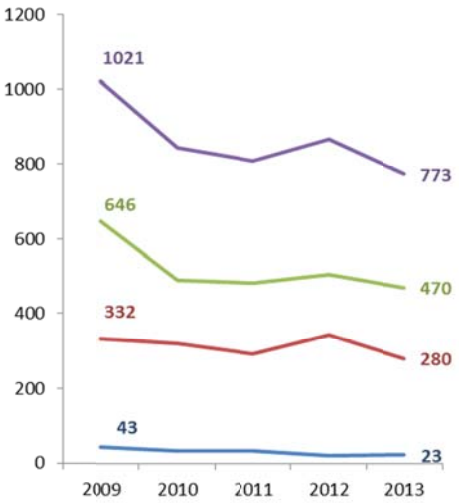
Motor Cycle Casualties				
Year	Killed	Serious	Slight	All severities
2004 to 2008 average	**42**	**371**	**637**	**1049**
2009	43	332	646	1021
2010	35	319	491	845
2011	33	293	482	808
2012	21	342	504	867
2013	23	280	470	773
2009 to 2013 average	**31**	**313**	**519**	**863**
Percentage change between 2012 and 2013				
	10%	-18%	-7%	-11%
Percentage change since 2004 to 2008 average				
	-45%	-25%	-26%	-26%

3.3 Motor cyclist casualties fell by 11 per cent between 2012 and 2013, however, fatalities increased by 10 per cent over the same period. Over the last year

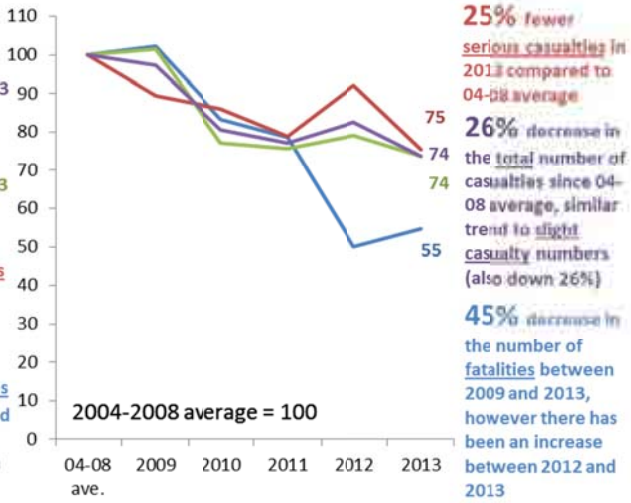
[3] Includes all two wheel motor vehicles (Scottish Transport Statistics, Chapter 5)

and a 7 per cent decrease in slight casualties. Since 2009 the number of fatalities have nearly halved (down 47 per cent) and total casualty numbers have fallen by a quarter (down 24 per cent). DfT estimate and decrease of 10% in motor cycle traffic between 2009 and 2012 (the latest data available)[1].

Motor cycle casualties by severity, 2 Scotland, 2009-2013



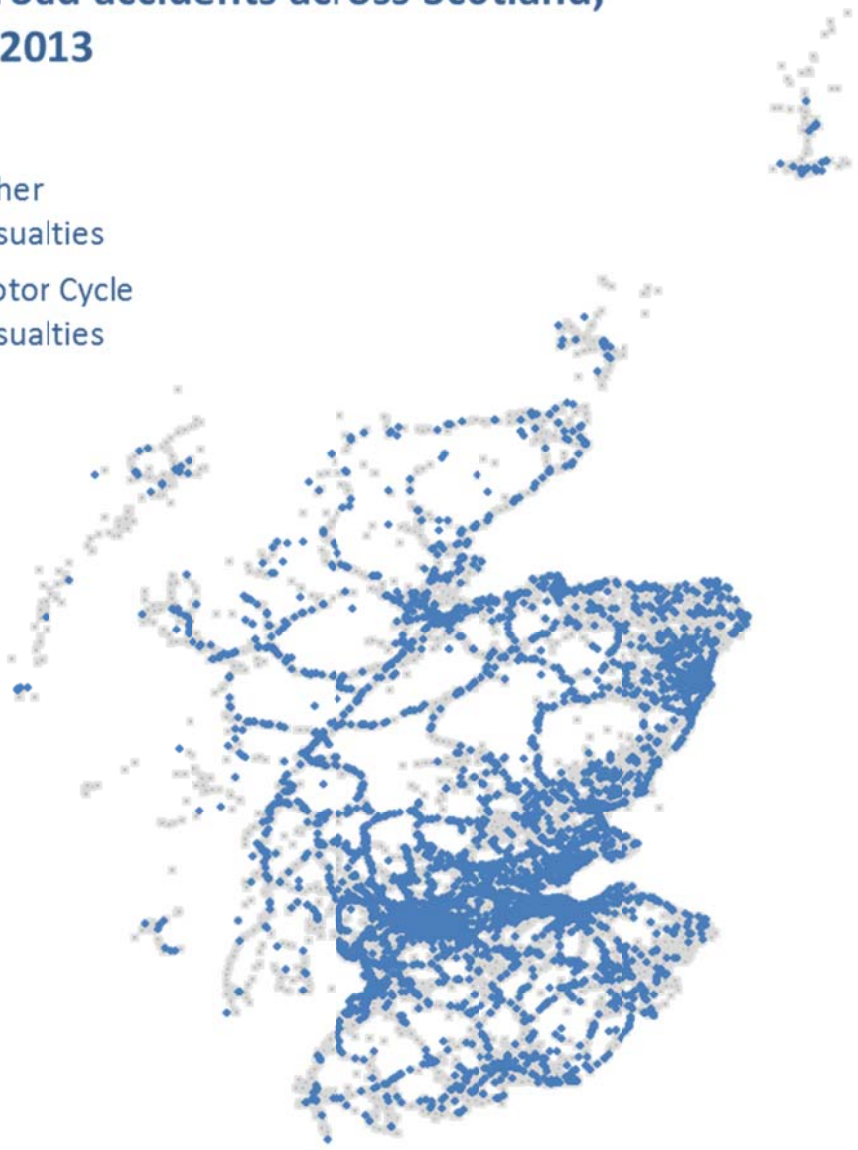
009 based indices of motor cycle casualties by severity, Scotland



3.4 The majority of those injured on motor cycles were the rider; 6 per cent of those killed, those seriously injured and all casualties were as passengers on motor cycles.

3.5 The distribution of injury road accidents involving motor cycles is similar to that for all casualties as the image below shows. However, when compared to the distribution of pedal cycle casualties, covered in section 2.4, it can been seen that motor cycle casualties are less clustered in urban areas; with routes through rural Scotland showing more motor cycle casualties than was the case for pedal cyclists.

Injury road accidents across Scotland, 2006 - 2013



Motor Cycle Casualties - Findings

3.6 These findings supplement those already covered in section 3.6 of statistical commentary.

3.7 Speed limits

- The patterns seen here will be in part due to traffic speeds but will also reflect the amount of the network with each of these speed limits as well as the amount of traffic on these roads.
- **Most fatalities happen on faster roads.** 81 per cent of the annual average fatalities between 2009 to 2013 occurred on non built-up roads, where the speed limit is more than 40 mph.
- **But injuries have been more evenly split between built-up and non built-up roads.** 51 per cent of motor cycle casualties occurred on roads with a speed limit of 40 mph or less (39% of serious injuries occurred on these roads).
- One quarter of casualties on roads with speed limits of 40 mph or more were killed or seriously injured (6% were killed). On roads with a speed limit of 40 mph or less, 30% were killed or seriously injured (1% were killed).
- 81 per cent of all motor cycle fatalities happened on roads with speed limits of 60 mph or more. 13 per cent occurred on 30 mph roads, and 6 per cent on 40 mph roads.
- Nearly half (47%) of all motor cycle casualties occurred on roads with speed limits of 60 mph or more. Forty five per cent occurred on roads with speed limits of 30 mph or less.

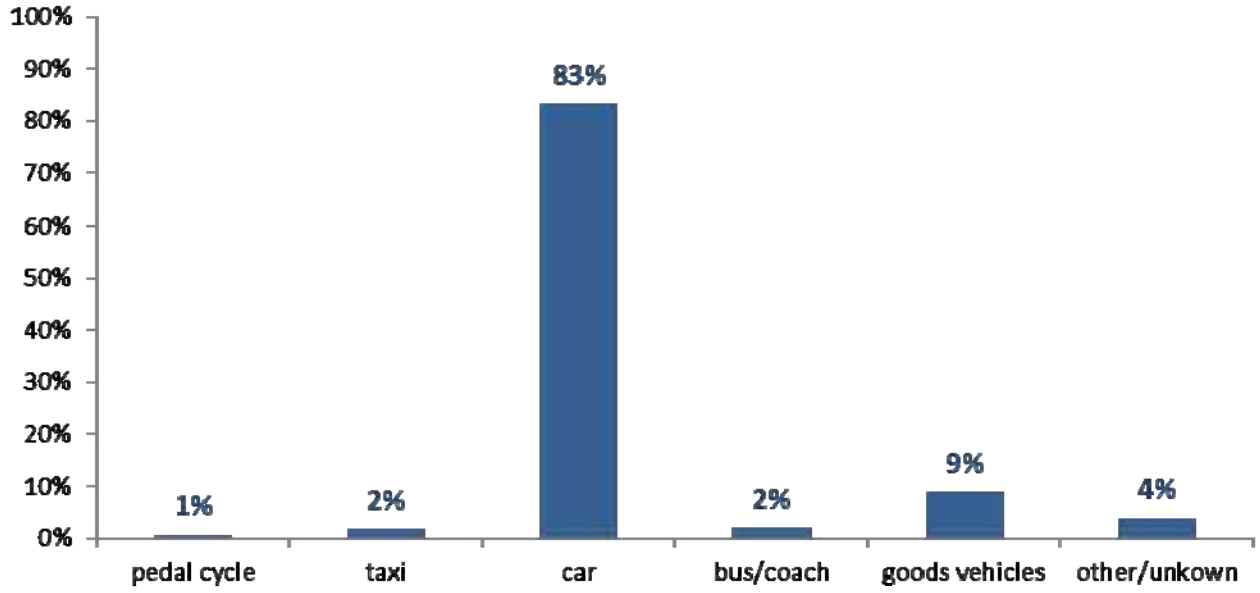
3.8 Urban Rural

- DfT traffic estimates suggest almost two thirds of motorcycle travel is on rural roads.
- **The majority of fatalities occur in rural areas.** 87% of motorcycle fatalities occurred on roads in rural areas.
- **Fifty three per cent of casualties are in rural areas** . (44% of slight injuries and 63% of serious).
- **Half of casualties in rural areas are killed or seriously injured. In towns and cities, the figure is 29 per cent.**

3.9 Other vehicles involved

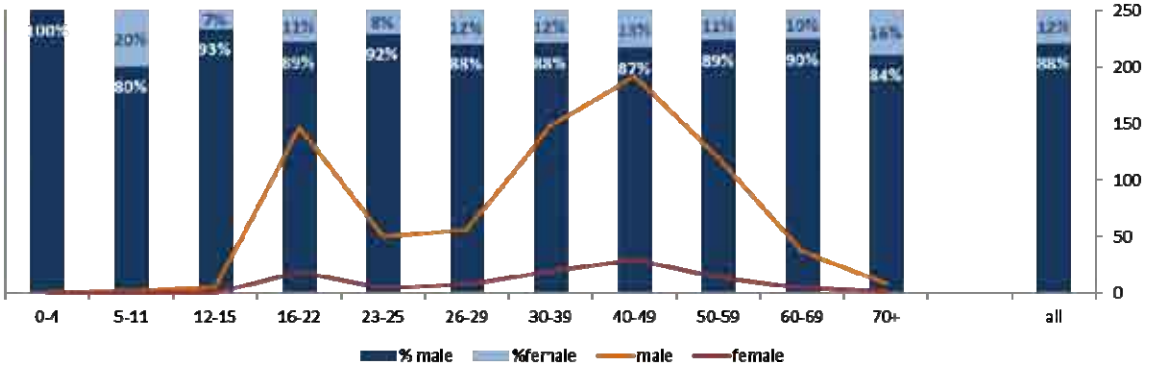
- **Where another vehicle is involved, the majority (83%) are cars. 9% involved goods vehicles, including all vans, LGV and HGVs (6 per cent were LGV and 3 per cent HGV).**
- Cars are over represented in motor cycle casualty numbers accounting for 83% of other vehicles involved, yet cars account for only 78% of mileage driven.

Other vehicles involved in accidents resulting in motor cycle casualties



3.10 Age and gender

- One per cent of motor cycle casualties were under 16. This low number will be a result of the legal age to drive a motor cycle or moped.



- The 40-49 age band accounted for just more than a quarter (26%) of motor cycle casualties and 28 per cent of those killed and seriously injured. There was another spike for those aged 16-22 who accounted for 19% of all casualties.
- The majority (88%) of motor cycle casualties in 2013 were male.

3.11 Estimated distance from home

- Motor cycle casualties are more evenly spread across the average distances from home, with a slightly larger amount occurring at shorter distances.
- Forty five per cent of motor cycle casualties are estimated to have occurred within 5km of home in 2013.
- Twelve per cent occurred more than 50 km from home.

Article 3: Contributory Factors

Article 3. 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 ninth year of collection.

- ***Driver/rider errors or reactions*** were reported in 68 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 29%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 11% of all reported accidents and 22% of fatal accidents.
- ***Pedestrian only*** factors were reported in 17% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 40% and 24% 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 2012, 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 to fast for the conditions' recorded as a factor.

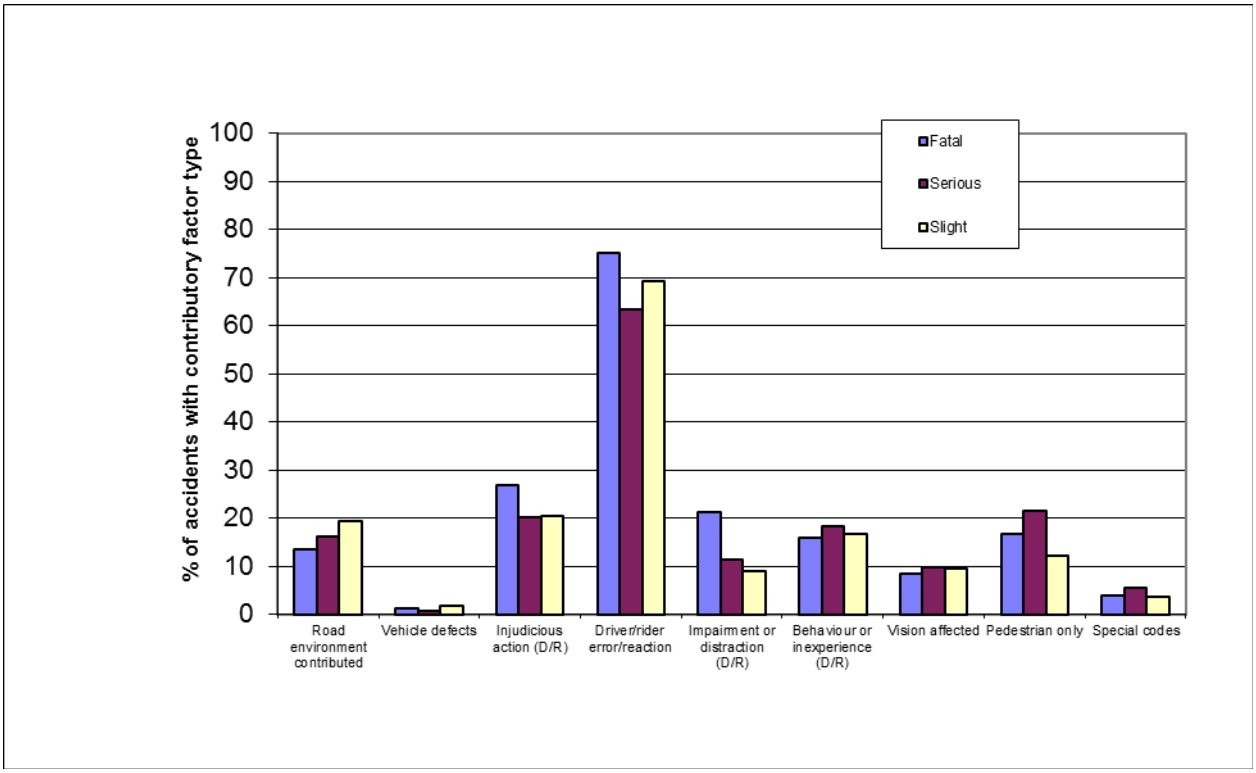
2. Accidents

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 68 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 17 per cent of fatal accidents.
- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 21 per cent of all reported accidents, increasing to 27 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, 2013



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 29 per cent of all reported accidents. This was followed *by loss of control and failed to judge other person's path/speed* (both 20%). S*lippery road* (12%) and *careless/reckless or in a hurry and poor turn/manoeuvre* (both 11%)*,* were also in the top five.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 11% of all reported accidents and 22% 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 40% of accidents. *failed to look properly* was reported in 24% and *poor turn/manoeuvre and failed to judge other person's path/speed* were both involved in 13 per cent of fatal accidents.

2.4 Table M also shows how the incidence of some CFs varies with the severity of the accident. For example: loss of control is cited in 20% of all accidents for which CFs were recorded but 40% of fatal accidents; slippery road due to weather is cited in 12% of all accidents but 6% of fatal ones; travelling too fast for the conditions is cited in 9% of all accidents but 15% of fatal ones and exceeding speed limit is cited in 3% of all accidents but 14% 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 2013 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 8 years of collection. The most frequently recorded factor, *failed to look properly is associated with a larger proportion of* accidents in 2013 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 17% of all vehicles' factors), and for every vehicle except motorcyclists.

- *Failed to look properly* was the most frequently reported factor for **bus or coaches** (11%) whereas loss of control (27%) was the most commonly reported factor for **motorcyclists**.
- *Failed to judge other person's path/speed and Loss of control* were the second most common factors reported for **cars or taxis** (both 12%).
- *Failed to judge other person's speed* was the second most common factor associated with **cyclists** (associated with 9% 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 5% 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 44% of all pedestrians), followed by careless/reckless or in a hurry (16%), failed to judge vehicle speed/path(15%), impaired by alcohol, crossed road masked by stationary/parked vehicle(both 11%).

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

- ***loss of control*** was recorded for 27% of motor cycles but only 3% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 8% 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 0.68 per cycle involved in a reported accident) and bus or coaches (an average e of 0.71), compared to an overall average of 1.09 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 2013.

- 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 573 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 – 69 deaths (41%);
- (driver/rider) failed to look properly – 39 deaths (representing 23% of all deaths in accidents for which CFs were recorded);
- exceeding speed limit 26 deaths (15% of fatalities)
- travelling too fast for the conditions 26 deaths (15% of fatalities)
- (driver/rider) failed to judge other person's path/speed 23 deaths (14%)
- poor turn or manoeuvre – 21 deaths (12%);

Seriously injured

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

- loss of control – 403 serious injuries (representing 26% of all serious injuries in accidents for which CFs were recorded);
- (driver/rider) failed to look properly – 398 serious injuries (26%);
- failed to judge other person's path/speed– 208 (13%)
- (driver/rider) careless / reckless / in a hurry – 201 (13%);
- pedestrian failed to look properly – 192 (12%)
- poor turn or manoeuvre– 184 (12%)

5 Overall frequencies of recording

5.1 In 2013 at least one contributory factor was recorded in 98.9% of reported accidents (7,534) - there were 82 accidents without a contributory factor. A total of 16,109 factors were recorded, resulting in an average of 2.1 factors per accident.

5.2 Around 87% (14,086) of all factors listed were related to vehicles (and their drivers/rider) and the road environment). Around 11% (1,802) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (189 or 1.2%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2013. (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 (64%) 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 84% of occasions on which they were used:

- Disobeyed Give Way or Stop sign or marking (86%)
- Driver/rider impaired by alcohol (84%)
- Pedestrian crossed road masked by stationary/parked vehicle (84%)

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

- Following too close (60%)
- Road layout (e.g. bend, hill, narrow carriageway) (57%)
- Rain, sleet, snow or fog (57%)
- Sudden braking (56%)
- Travelling too fast for the conditions (55%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 9 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 motor cycle, 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	Motor cycle	Following too close	Very likely
6	Motor cycle	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 Motor cycle). 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, 2013

	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]	**21**	*13*	**210**	*16*	**1,172**	*19*	**1,403**	*19*
Poor or defective road surface	2	*1*	19	*1*	60	*1*	81	*1*
Deposit on road (e.g oil, mud, chippings)	1	*1*	23	*2*	114	*2*	138	*2*
Slippery road (due to weather)	10	*6*	119	*9*	769	*13*	898	*12*
Inadequate/masked signs or road markings	0	*0*	9	*1*	38	*1*	47	*1*
Defective traffic signals	0	*0*	0	*0*	4	*0*	4	*0*
Traffic calming (e.g road humps, chicanes)	0	*0*	3	*0*	5	*0*	8	*0*
Temporary road layout (e.g contraflow)	1	*1*	0	*0*	15	*0*	16	*0*
Road layout (e.g bend, hill, narrow c-way)	8	*5*	33	*3*	204	*3*	245	*3*
Animal or other object in carriageway	1	*1*	19	*1*	101	*2*	121	*2*
	1		10		46		57	
Vehicle defects [4]	**2**	*1*	**11**	*1*	**106**	*2*	**119**	*2*
Tyres illegal, defective or under-inflated	0	*0*	5	*0*	34	*1*	39	*1*
Defective lights or indicators	0	*0*	0	*0*	6	*0*	6	*0*
Defective brakes	1	*1*	3	*0*	41	*1*	45	*1*
Defective steering or suspension	1	*1*	1	*0*	15	*0*	17	*0*
Defective or missing mirrors	0		0		1		1	
Overloaded or poorly loaded vehicle/trailer	0	*0*	2	*0*	11	*0*	13	*0*
Injudicious action (driver/rider) [4]	**42**	*27*	**264**	*20*	**1,242**	*20*	**1,548**	*21*
Disobeyed automatic traffic signal	1	*1*	22	*2*	78	*1*	101	*1*
Disobeyed Give Way or Stop sign or markings	0	*0*	34	*3*	179	*3*	213	*3*
Disobeyed double white line	3	*2*	3	*0*	6	*0*	12	*0*
Disobeyed pedestrian crossing facility	0	*0*	5	*0*	22	*0*	27	*0*
Illegal turn or direction of travel	2	*1*	10	*1*	38	*1*	50	*1*
Exceeding speed limit	22	*14*	56	*4*	154	*3*	232	*3*
Travelling too fast for the conditions	23	*15*	127	*10*	511	*8*	661	*9*
Following too close	1	*1*	26	*2*	324	*5*	351	*5*
Vehicle travelling along pavement	0	*0*	2	*0*	10	*0*	12	*0*
Cyclist entering road from pavement	0	*0*	9	*1*	40	*1*	49	*1*
Driver/rider error or reaction [4]	**117**	*75*	**828**	*63*	**4,201**	*69*	**5,146**	*68*
Junction overshoot	3	*2*	29	*2*	125	*2*	157	*2*
Junction restart	1	*1*	12	*1*	47	*1*	60	*1*
Poor turn or manoeuvre	20	*13*	147	*11*	665	*11*	832	*11*
Failed to signal / misleading signal	1	*1*	10	*1*	77	*1*	88	*1*
Failed to look properly (D/R)	38	*24*	341	*26*	1,798	*30*	2,177	*29*
Failed to judge other pers path/speed (D/R)	21	*13*	181	*14*	1,270	*21*	1,472	*20*
Passing too close to cyclist/horse/pedestrian	7	*4*	18	*1*	68	*1*	93	*1*
Sudden braking	5	*3*	40	*3*	326	*5*	371	*5*
Swerved	10	*6*	52	*4*	220	*4*	282	*4*
Loss of control	62	*40*	302	*23*	1,143	*19*	1,507	*20*
Impairment or distraction (driver/rider) [4]	**33**	*21*	**150**	*11*	**553**	*9*	**736**	*10*
Impaired by alcohol (D/R)	8	*5*	48	*4*	154	*3*	210	*3*
Impaired by drugs (illicit/medicinal) (D/R)	4	*3*	10	*1*	26	*0*	40	*1*
Fatigue	7	*4*	22	*2*	78	*1*	107	*1*
Uncorrected defective eyesight	0	*0*	3	*0*	5	*0*	8	*0*
Illness or disability (mental/physic) (D/R)	11	*7*	29	*2*	89	*1*	129	*2*
Not display lights at night / in poor visib	0	*0*	6	*0*	15	*0*	21	*0*
Cyclist wearing dark clothing at night	1	*1*	9	*1*	19	*0*	29	*0*
Driver using mobile phone	3	*2*	4	*0*	12	*0*	19	*0*
Distraction in vehicle	10	*6*	32	*2*	123	*2*	165	*2*
Distraction outside vehicle	4	*3*	10	*1*	84	*1*	98	*1*
Behaviour or inexperience (driver/rider) [4]	**25**	*16*	**240**	*18*	**1,008**	*17*	**1,273**	*17*
Aggressive driving	3	*2*	29	*2*	96	*2*	128	*2*
Careless / reckless /in a hurry (D/R)	14	*9*	168	*13*	674	*11*	856	*11*
Nervous / uncertain / panic	1	*1*	13	*1*	93	*2*	107	*1*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	3	*0*	3	*0*
Inexperienced or learner driver/rider	8	*5*	42	*3*	185	*3*	235	*3*
Inexperience of driving on the left	0	*0*	14	*1*	31	*1*	45	*1*
Inexperience with type of vehicle	3	*2*	15	*1*	37	*1*	55	*1*

Contributory factor reported in accident	Fatal		Serious		Slight		All accidents	
	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]	Number	Per cent[3]
Vision affected [4]	**13**	*8*	**129**	*10*	**581**	*10*	**723**	*10*
Stationary or parked vehicle	1	*1*	34	*3*	121	*2*	156	*2*
Vegetation	1	*1*	3	*0*	12	*0*	16	*0*
Road layout (e.g bend, winding rd, hill crest	4	*3*	16	*1*	77	*1*	97	*1*
Buildings, road signs, street furniture	0	*0*	2	*0*	11	*0*	13	*0*
Dazzling headlights	2	*1*	8	*1*	23	*0*	33	*0*
Dazzling sun	3	*2*	38	*3*	181	*3*	222	*3*
Rain, sleet, snow or fog	2	*1*	25	*2*	132	*2*	159	*2*
Spray from other vehicles	0	*0*	1	*0*	18	*0*	19	*0*
Visor or windscreen dirty or scratched	0	*0*	1	*0*	4	*0*	5	*0*
Vehicle blind spot	1	*1*	13	*1*	60	*1*	74	*1*
Pedestrian only [4]	**26**	*17*	**281**	*22*	**734**	*12*	**1,041**	*14*
Crossed road masked by stationary/parked veh	2	*1*	45	*3*	124	*2*	171	*2*
Pedestrian failed to look properly	13	*8*	189	*14*	500	*8*	702	*9*
Ped. failed to judge vehicles path or speed	8	*5*	78	*6*	153	*3*	239	*3*
Wrong use of pedestrian crossing facility	1	*1*	21	*2*	41	*1*	63	*1*
Dangerous action in carriageway (e.g playing)	5	*3*	29	*2*	56	*1*	90	*1*
Pedestrian impaired by alcohol	5	*3*	56	*4*	121	*2*	182	*2*
Ped. impaired by drugs (illicit/medicinal)	0	*0*	9	*1*	16	*0*	25	*0*
Ped. careless / reckless /in a hurry	5	*3*	69	*5*	177	*3*	251	*3*
Pedestrian wearing dark clothing at night	9	*6*	26	*2*	39	*1*	74	*1*
Ped. disability or illness, mental/physical	2	*1*	15	*1*	28	*0*	45	*1*
Special codes [4]	**6**	*4*	**72**	*6*	**222**	*4*	**300**	*4*
Stolen vehicle	1	*1*	11	*1*	19	*0*	31	*0*
Vehicle in course of crime	1	*1*	8	*1*	18	*0*	27	*0*
Emergency vehicle on call	0	*0*	5	*0*	14	*0*	19	*0*
Vehicle door opened or closed negligently	0	*0*	3	*0*	14	*0*	17	*0*
Other	4	*3*	48	*4*	164	*3*	216	*3*
Total reported accidents[1]	156		1,306		6,072		7,534	*100*
Number of Contributory Factors [5]	395		2,941		12,773		16,109	
Average number of CFs per accident [1,5]	2.5		2.3		2.1		2.1	

[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: 2009-2013 comparison[1]

Contributory factor reported in accident[2]	2009		2010		2011		2012		2013	
	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)	2,582	*27*	2,338	*28*	2,454	*30*	2,574	*32*	2,177	*29*
Loss of control	2,141	*22*	1,751	*21*	1,617	*20*	1,613	*20*	1,507	*20*
Failed to judge other pers path/speed (D/R)	1,526	*16*	1,335	*16*	1,229	*15*	1,376	*17*	1,472	*20*
Slippery road (due to weather)	1,584	*16*	1,534	*18*	1,209	*15*	1,107	*14*	898	*12*
Careless / reckless /in a hurry (D/R)	1,168	*12*	917	*11*	943	*12*	947	*12*	856	*11*
Poor turn or manoeuvre	1,146	*12*	947	*11*	878	*11*	934	*11*	832	*11*
Pedestrian failed to look properly	945	*10*	862	*10*	873	*11*	853	*10*	702	*9*
Travelling too fast for the conditions	1,153	*12*	981	*12*	830	*10*	822	*10*	661	*9*
Sudden braking	560	*6*	501	*6*	450	*6*	421	*5*	371	*5*
Following too close	493	*5*	458	*5*	440	*5*	413	*5*	351	*5*
Total reported accidents[1]	**9,662**	***100***	**8,413**	***100***	**8,173**	***100***	**8,161**	***100***	**7,534**	***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], 2013

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**12**	***2***	**127**	***18***	**1,098**	***11***	**16**	***4***	**104**	***9***	**26**	***12***	***1,383***	***11***
Poor or defective road surface	5	*1*	20	*3*	53	*1*	1	*0*	3	*0*	1	*0*	83	*1*
Deposit on road (eg oil, mud, chippings)	2	*0*	30	*4*	103	*1*	0	*0*	4	*0*	1	*0*	140	*1*
Slippery road (due to weather)	2	*0*	58	*8*	783	*8*	12	*3*	71	*6*	14	*6*	940	*7*
Inadequate/masked signs or road markings	0	*0*	3	*0*	40	*0*	1	*0*	3	*0*	0	*0*	47	*0*
Defective traffic signals	0	*0*	0	*0*	2	*0*	0	*0*	2	*0*	0	*0*	4	*0*
Traffic calming (eg road humps, chicanes)	0	*0*	2	*0*	3	*0*	1	*0*	1	*0*	0	*0*	7	*0*
Temporary road layout (eg contraflow)	0	*0*	0	*0*	13	*0*	1	*0*	1	*0*	0	*0*	15	*0*
Road layout (eg bend, hill, narrow c-way)	3	*0*	20	*3*	201	*2*	4	*1*	22	*2*	10	*4*	260	*2*
Animal or other object in carriageway	1	*0*	10	*1*	100	*1*	2	*1*	13	*1*	1	*0*	127	*1*
Sunken,raised or slippery inspection cover	0	*0*	2	*0*	49	*0*	0	*0*	5	*0*	1	*0*	57	*0*
Vehicle defects [3]	**18**	***3***	**5**	***1***	**77**	***1***	**1**	***0***	**14**	***1***	**4**	***2***	**119**	***1***
Tyres illegal, defective or under-inflated	0	*0*	1	*0*	31	*0*	0	*0*	6	*1*	1	*0*	39	*0*
Defective lights or indicators	3	*0*	0	*0*	2	*0*	0	*0*	0	*0*	1	*0*	6	*0*
Defective brakes	13	*2*	3	*0*	25	*0*	1	*0*	3	*0*	0	*0*	45	*0*
Defective steering or suspension	1	*0*	1	*0*	15	*0*	0	*0*	0	*0*	0	*0*	17	*0*
Defective or missing mirrors	0		0		0		0		1		0		1	
Overloaded or poorly loaded vehicle/trailer	1	*0*	0	*0*	5	*0*	0	*0*	5	*0*	2	*1*	13	*0*
Injudicious action (driver/rider) [3]	**68**	***11***	**95**	***14***	**1,225**	***12***	**16**	***4***	**114**	***10***	**21**	***9***	**1,539**	***12***
Disobeyed automatic traffic signal	8	*1*	2	*0*	90	*1*	1	*0*	8	*1*	2	*1*	111	*1*
Disobeyed Give Way or Stop sign or markings	5	*1*	4	*1*	179	*2*	2	*1*	20	*2*	1	*0*	211	*2*
Disobeyed double white line	0	*0*	0	*0*	12	*0*	0	*0*	0	*0*	0	*0*	12	*0*
Disobeyed pedestrian crossing facility	2	*0*	1	*0*	23	*0*	0	*0*	1	*0*	0	*0*	27	*0*
Illegal turn or direction of travel	3	*0*	3	*0*	37	*0*	1	*0*	4	*0*	1	*0*	49	*0*
Exceeding speed limit	0	*0*	29	*4*	193	*2*	2	*1*	6	*1*	4	*2*	234	*2*
Travelling too fast for the conditions	12	*2*	48	*7*	547	*6*	6	*2*	47	*4*	7	*3*	667	*5*
Following too close	2	*0*	21	*3*	300	*3*	7	*2*	40	*4*	5	*2*	375	*3*
Vehicle travelling along pavement	5	*1*	1	*0*	4	*0*	0	*0*	0	*0*	2	*1*	12	*0*
Cyclist entering road from pavement	41	*6*	0	*0*	3	*0*	0	*0*	0	*0*	1	*0*	45	*0*
Driver/rider error or reaction [3]	**151**	***24***	**325**	***46***	**4,020**	***41***	**109**	***29***	**445**	***41***	**81**	***36***	**5,131**	***40***
Junction overshoot	7	*1*	6	*1*	125	*1*	1	*0*	14	*1*	3	*1*	156	*1*
Junction restart	0	*0*	5	*1*	49	*0*	0	*0*	4	*0*	2	*1*	60	*0*
Poor turn or manoeuvre	20	*3*	65	*9*	655	*7*	20	*5*	74	*7*	20	*9*	854	*7*
Failed to signal / misleading signal	2	*0*	2	*0*	68	*1*	0	*0*	12	*1*	1	*0*	85	*1*
Failed to look properly (D/R)	93	*15*	70	*10*	1,792	*18*	40	*11*	203	*19*	30	*13*	2,228	*17*
Failed to judge other pers path/speed (D/R)	55	*9*	69	*10*	1,202	*12*	31	*8*	156	*14*	20	*9*	1,533	*12*
Passing too close to cyclist/horse/pedestri	2	*0*	2	*0*	69	*1*	5	*1*	7	*1*	7	*3*	92	*1*
Sudden braking	6	*1*	40	*6*	292	*3*	29	*8*	28	*3*	6	*3*	401	*3*
Swerved	8	*1*	14	*2*	222	*2*	3	*1*	30	*3*	7	*3*	284	*2*
Loss of control	31	*5*	186	*27*	1,167	*12*	13	*3*	95	*9*	20	*9*	1,512	*12*
Impairment or distraction (driver/rider) [3]	**28**	***4***	**30**	***4***	**599**	***6***	**12**	***3***	**40**	***4***	**8**	***4***	**717**	***6***
Impaired by alcohol (D/R)	5	*1*	7	*1*	184	*2*	0	*0*	4	*0*	2	*1*	202	*2*
Impaired by drugs (illicit/medicinal) (D/R)	1	*0*	3	*0*	34	*0*	0	*0*	0	*0*	1	*0*	39	*0*
Fatigue	2	*0*	6	*1*	76	*1*	2	*1*	18	*2*	1	*0*	105	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	8	*0*	0	*0*	0	*0*	0	*0*	8	*0*
Illness or disability (mental/physic) (D/R)	0	*0*	0	*0*	115	*1*	4	*1*	7	*1*	2	*1*	128	*1*
Not display lights at night / in poor visib	10	*2*	4	*1*	4	*0*	0	*0*	1	*0*	0	*0*	19	*0*
Cyclist wearing dark clothing at night	19	*3*	5	*1*	1	*0*	0	*0*	0	*0*	0	*0*	25	*0*
Driver using mobile phone	0	*0*	0	*0*	18	*0*	0	*0*	1	*0*	0	*0*	19	*0*
Distraction in vehicle	0	*0*	2	*0*	147	*1*	5	*1*	11	*1*	1	*0*	166	*1*
Distraction outside vehicle	2	*0*	5	*1*	80	*1*	3	*1*	7	*1*	2	*1*	99	*1*
Behaviour or inexperience (driver/rider) [3]	**29**	***5***	**97**	***14***	**1,017**	***10***	**17**	***5***	**87**	***8***	**14**	***6***	**1,261**	***10***
Aggressive driving	1	*0*	5	*1*	118	*1*	0	*0*	5	*0*	2	*1*	131	*1*
Careless / reckless /in a hurry (D/R)	28	*4*	44	*6*	680	*7*	16	*4*	79	*7*	10	*4*	857	*7*
Nervous / uncertain / panic	1	*0*	5	*1*	94	*1*	1	*0*	3	*0*	2	*1*	106	*1*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	3	*0*	0	*0*	0	*0*	0	*0*	3	*0*
Inexperienced or learner driver/rider	3	*0*	43	*6*	185	*2*	0	*0*	2	*0*	1	*0*	234	*2*
Inexperience of driving on the left	0	*0*	7	*1*	36	*0*	0	*0*	1	*0*	1	*0*	45	*0*
Inexperience with type of vehicle	1	*0*	14	*2*	33	*0*	1	*0*	5	*0*	1	*0*	55	*0*
Vision affected [3]	**12**	***2***	**30**	***4***	**577**	***6***	**9**	***2***	**63**	***6***	**12**	***5***	**703**	***5***
Stationary or parked vehicle	6	*1*	7	*1*	124	*1*	3	*1*	14	*1*	1	*0*	155	*1*
Vegetation	2	*0*	0	*0*	11	*0*	0	*0*	3	*0*	0	*0*	16	*0*
Road layout (eg bend, winding rd, hill crest	0	*0*	12	*2*	84	*1*	1	*0*	4	*0*	0	*0*	101	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	13	*0*	0	*0*	0	*0*	0	*0*	13	*0*
Dazzling headlights	1	*0*	1	*0*	29	*0*	0	*0*	2	*0*	0	*0*	33	*0*
Dazzling sun	6	*1*	12	*2*	184	*2*	3	*1*	17	*2*	4	*2*	226	*2*
Rain, sleet, snow or fog	2	*0*	4	*1*	138	*1*	3	*1*	18	*2*	6	*3*	171	*1*
Spray from other vehicles	0	*0*	0	*0*	19	*0*	1	*0*	1	*0*	0	*0*	21	*0*
Visor or windscreen dirty or scratched	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Vehicle blind spot	0	*0*	0	*0*	56	*1*	1	*0*	14	*1*	3	*1*	74	*1*
Special codes [3]	**9**	***1***	**17**	***2***	**152**	***2***	**38**	***10***	**37**	***3***	**10**	***4***	**263**	***2***
Stolen vehicle	0	*0*	7	*1*	22	*0*	0	*0*	1	*0*	1	*0*	31	*0*
Vehicle in course of crime	0	*0*	1	*0*	26	*0*	0	*0*	1	*0*	1	*0*	29	*0*
Emergency vehicle on call	0	*0*	0	*0*	9	*0*	1	*0*	4	*0*	5	*2*	19	*0*
Vehicle door opened or closed negligently	0	*0*	0	*0*	15	*0*	1	*0*	1	*0*	0	*0*	17	*0*
Other	9	*1*	9	*1*	98	*1*	36	*10*	30	*3*	4	***2***	186	*1*
Number of vehicle Contributory Factors [2]	**432**		**921**		**11,102**		**266**		**1,143**		**222**		**14,086**	
Total number of vehicles involved	637	100%	700	100%	9,863	100%	373	100%	1,097	100%	223	100%	12,893	100%
Average number of CFs per vehicle	0.68		1.32		1.13		0.71		1.04		1.00		1.09	

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], 2013

	Number	%
Pedestrian failed to look properly	690	*44*
Ped. careless / reckless /in a hurry	248	*16*
Ped. failed to judge vehicles path or speed	227	*15*
Pedestrian impaired by alcohol	179	*11*
Crossed road masked by stationary/parked	166	*11*
Dangerous action in carriageway (e.g. playing)	87	*6*
Pedestrian wearing dark clothing at night	75	*5*
Wrong use of pedestrian crossing facility	64	*4*
Ped. disability or illness, mental/physical	42	*3*
Ped. impaired by drugs (illicit/medicinal)	24	*2*
Number of Contributory Factors [3]	1,802	
Total number of pedestrians involved[1]	1,559	
Average number of CFs per pedestrian	1.16	

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], 2013

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	573
Poor turn or manoeuvre	Failed to look properly (D/R)	347
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	341
Slippery road (due to weather)	Loss of control	330
Travelling too fast for the conditions	Loss of control	298
Slippery road (due to weather)	Travelling too fast for the conditions	247
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	171
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	170
Loss of control	Careless / reckless /in a hurry (D/R)	167
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	153
Pedestrian failed to look properly	Ped. failed to judge vehicles path or sp	152
Disobeyed Give Way or Stop sign or marki	Failed to look properly (D/R)	140
Swerved	Loss of control	127
Poor turn or manoeuvre	Loss of control	124
Crossed road masked by stationary/parked	Pedestrian failed to look properly	123
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	115
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	110
Following too close	Failed to judge other pers path/speed (D/R)	110

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], 2013

	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	1	0	1	0	0	**2**	*1*
Deposit on road (e.g. oil, mud, chippings)	0	0	0	1	0	**1**	*1*
Slippery road (due to weather)	0	0	0	11	0	**11**	*7*
Temporary road layout (e.g. contraflow)	1	0	0	0	0	**1**	*1*
Road layout (e.g. bend, hill, narrow c-way	1	0	2	6	0	**9**	*5*
Animal or other object in carriageway	0	1	0	0	0	**1**	*1*
Sunken,raised or slippery inspection cover	0	0	0	1	0	**1**	*1*
Vehicle defects							
Defective brakes	1	0	0	0	0	**1**	*1*
Defective steering or suspension	0	0	1	0	0	**1**	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	0	0	0	1	0	**1**	*1*
Disobeyed double white line	0	0	0	3	0	**3**	*2*
Illegal turn or direction of travel	1	0	0	0	1	**2**	*1*
Exceeding speed limit	0	0	10	15	1	**26**	*15*
Travelling too fast for the conditions	2	0	4	20	0	**26**	*15*
Following too close	0	1	0	0	0	**1**	*1*
Driver/rider error or reaction							
Junction overshoot	0	1	1	1	0	**3**	*2*
Junction restart	0	0	0	2	0	**2**	*1*
Poor turn or manoeuvre	0	1	7	11	2	**21**	*12*
Failed to signal / misleading signal	0	0	0	1	0	**1**	*1*
Failed to look properly (D/R)	13	9	8	9	0	**39**	*23*
Failed to judge other pers path/speed (D/R)	4	5	5	8	1	**23**	*14*
Too close to cyclist,horse or pedestrian	1	5	0	1	0	**7**	*4*
Sudden braking	0	1	1	4	0	**6**	*4*
Swerved	1	1	1	8	0	**11**	*7*
Loss of control	3	2	12	50	2	**69**	*41*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	2	1	0	5	1	**9**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	0	3	0	**4**	*2*
Fatigue	0	0	1	8	0	**9**	*5*
Illness or disability (mental/physic) (D/R)	0	0	0	11	0	**11**	*7*
Cyclist wearing dark clothing at night	0	1	0	0	0	**1**	*1*
Driver using mobile phone	0	0	0	5	0	**5**	*3*
Distraction in vehicle	2	0	0	11	0	**13**	*8*
Distraction outside vehicle	1	0	1	2	0	**4**	*2*
Behaviour or inexperience (driver/rider)							
Aggressive driving	2	0	0	2	0	**4**	*2*
Careless / reckless /in a hurry (D/R)	2	0	1	13	2	**18**	*11*
Nervous / uncertain / panic	0	0	1	0	0	**1**	*1*
Inexperienced or learner driver/rider	0	0	1	9	0	**10**	*6*
Inexperience with type of vehicle	0	0	1	3	0	**4**	*2*
Vision affected							
Stationary or parked vehicle	1	0	0	0	0	**1**	*1*
Vegetation	0	0	1	0	0	**1**	*1*
Road layout (eg bend, winding rd, hill c	0	0	2	2	0	**4**	*2*
Dazzling headlights	2	0	0	0	0	**2**	*1*
Dazzling sun	2	0	0	1	0	**3**	*2*
Rain, sleet, snow or fog	0	0	1	1	0	**2**	*1*
Vehicle blind spot	0	1	0	0	0	**1**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	2	0	0	0	0	**2**	*1*
Pedestrian failed to look properly	13	0	0	0	0	**13**	*8*
Ped. failed to judge vehicles path or sp	7	0	0	1	0	**8**	*5*
Wrong use of pedestrian crossing facility	1	0	0	0	0	**1**	*1*
Dangerous action in carriageway (eg playing)	5	0	0	0	0	**5**	*3*
Pedestrian impaired by alcohol	5	0	0	0	0	**5**	*3*
Ped. careless / reckless /in a hurry	5	0	0	0	0	**5**	*3*
Pedestrian wearing dark clothing at nigh	9	0	0	0	0	**9**	*5*
Ped. disability or illness, mental/physical	2	0	0	0	0	**2**	*1*
Special codes							
Stolen vehicle	0	0	1	0	0	**1**	*1*
Vehicle in course of crime	0	0	0	1	0	**1**	*1*
Other	1	1	0	2	0	**4**	*2*
Total Road fatalities	37	13	23	90	6	**169**	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], 2013

	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	10	6	2	**20**	*1*
Deposit on road (eg oil, mud, chippings)	0	1	12	11	1	**25**	*2*
Slippery road (due to weather)	10	3	12	104	14	**143**	*9*
Inadequate/masked signs or road markings	0	0	2	8	1	**11**	*1*
Traffic calming (eg road humps, chicanes	0	0	1	3	0	**4**	*0*
Road layout (eg bend, hill, narrow c-way	1	1	12	29	3	**46**	*3*
Animal or other object in carriageway	1	0	5	13	2	**21**	*1*
Sunken,raised or slippery inspection cover	0	0	1	10	1	**12**	
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	2	5	0	**7**	*0*
Defective brakes	1	0	0	2	0	**3**	*0*
Defective steering or suspension	0	0	0	1	0	**1**	*0*
Overloaded or poorly loaded vehicle/trai	0	0	0	3	0	**3**	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	5	5	1	15	2	**28**	*2*
Disobeyed Give Way or Stop sign or marki	1	8	3	26	4	**42**	*3*
Disobeyed double white line	0	0	0	9	0	**9**	*1*
Disobeyed pedestrian crossing facility	4	1	0	0	0	**5**	*0*
Illegal turn or direction of travel	0	0	2	12	6	**20**	*1*
Exceeding speed limit	7	0	15	54	3	**79**	*5*
Travelling too fast for the conditions	6	5	25	127	12	**175**	*11*
Following too close	1	1	11	13	0	**26**	*2*
Vehicle travelling along pavement	2	0	0	0	0	**2**	*0*
Cyclist entering road from pavement	0	8	1	0	0	**9**	*1*
Driver/rider error or reaction							
Junction overshoot	1	4	5	23	2	**35**	*2*
Junction restart	0	3	2	9	0	**14**	*1*
Poor turn or manoeuvre	11	17	52	95	9	**184**	*12*
Failed to signal / misleading signal	0	3	2	7	0	**12**	*1*
Failed to look properly (D/R)	70	69	77	165	17	**398**	*26*
Failed to judge other pers path/speed (D/R)	24	26	55	91	12	**208**	*13*
Too close to cyclist,horse or pedestrian	7	8	1	1	1	**18**	*1*
Sudden braking	3	3	16	16	8	**46**	*3*
Swerved	6	2	4	57	9	**78**	*5*
Loss of control	10	7	94	266	26	**403**	*26*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	5	0	7	51	3	**66**	*4*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	2	11	2	**16**	*1*
Fatigue	2	0	2	22	4	**30**	*2*
Uncorrected defective eyesight	0	1	0	2	0	**3**	*0*
Illness or disability (mental/physic) (D/R)	3	0	2	32	5	**42**	*3*
Not display lights at night / in poor vi	0	4	1	1	0	**6**	*0*
Cyclist wearing dark clothing at night	0	8	1	0	0	**9**	*1*
Driver using mobile phone	0	0	0	9	2	**11**	*1*
Distraction in vehicle	3	2	3	32	6	**46**	*3*
Distraction outside vehicle	2	0	2	6	0	**10**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	5	0	5	29	1	**40**	*3*
Careless / reckless /in a hurry (D/R)	35	13	38	103	12	**201**	*13*
Nervous / uncertain / panic	1	0	3	9	1	**14**	*1*
Inexperienced or learner driver/rider	4	2	13	39	2	**60**	*4*
Inexperience of driving on the left	0	0	5	12	0	**17**	*1*
Inexperience with type of vehicle	0	0	9	8	1	**18**	*1*
Vision affected							
Stationary or parked vehicle	20	4	6	2	2	**34**	*2*
Vegetation	1	2	0	0	0	**3**	*0*
Road layout (eg bend, winding rd, hill c	3	1	4	10	1	**19**	*1*
Buildings, road signs, street furniture	2	0	0	0	0	**2**	*0*
Dazzling headlights	1	2	2	3	0	**8**	*1*
Dazzling sun	11	7	8	11	3	**40**	*3*
Rain, sleet, snow or fog	12	2	0	10	3	**27**	*2*
Spray from other vehicles	0	1	0	0	0	**1**	*0*
Visor/windscreen dirty/scratched/frosted	1	0	0	0	0	**1**	*0*
Vehicle blind spot	7	3	1	3	0	**14**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	43	0	1	0	1	**45**	*3*
Pedestrian failed to look properly	184	3	1	3	1	**192**	*12*
Ped. failed to judge vehicles path or sp	76	0	2	1	0	**79**	*5*
Wrong use of pedestrian crossing facility	21	0	0	0	0	**21**	*1*
Dangerous action in carriageway (eg playing)	28	0	0	0	1	**29**	*2*
Pedestrian impaired by alcohol	55	1	0	0	0	**56**	*4*
Ped. impaired by drugs (illicit/medicina	9	0	0	0	0	**9**	*1*
Ped. careless / reckless /in a hurry	62	1	2	2	2	**69**	*4*
Pedestrian wearing dark clothing at nigh	26	0	0	0	0	**26**	*2*
Ped. disability or illness, mental/physical	15	0	0	0	0	**15**	*1*
Special codes							
Stolen vehicle	1	0	7	5	0	**13**	*1*
Vehicle in course of crime	3	0	1	4	1	**9**	*1*
Emergency vehicle on call	3	0	0	2	0	**5**	*0*
Vehicle door opened or closed negligentl	0	2	0	1	0	**3**	*0*
Other	18	3	6	16	8	**51**	*3*
All serious injuries	360	120	265	706	92	**1,543**	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], 2013

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)	1,602	640	2,242	14%
2	Failed to judge other pers path/speed (D/R)	746	791	1,537	10%
3	Loss of control	1,005	509	1,515	9%
4	Slippery road (due to weather)	686	265	951	6%
5	Careless / reckless /in a hurry (D/R)	527	337	864	5%
6	Poor turn or manoeuvre	575	283	858	5%
7	Pedestrian failed to look properly	534	175	709	4%
8	Travelling too fast for the conditions	367	302	669	4%
9	Sudden braking	224	177	401	2%
10	Following too close	224	152	376	2%
11	Swerved	215	69	284	2%
12	Road layout (eg bend, hill, narrow c-way)	151	110	261	2%
13	Ped. careless / reckless /in a hurry	183	72	255	2%
14	Ped. failed to judge vehicles path or speed	118	125	243	2%
15	Inexperienced or learner driver/rider	162	75	237	1%
16	Exceeding speed limit	118	116	234	1%
17	Dazzling sun	146	82	229	1%
18	Other	126	94	222	1%
19	Disobeyed Give Way or Stop sign or markings	184	29	213	1%
20	Impaired by alcohol (D/R)	177	34	211	1%
21	Pedestrian impaired by alcohol	140	43	183	1%
22	Rain, sleet, snow or fog	98	75	173	1%
23	Crossed road masked by stationary/parked vehicle	143	28	171	1%
24	Stationary or parked vehicle	115	55	170	1%
25	Distraction in vehicle	64	103	167	1%
26	Junction overshoot	110	48	158	1%
27	Deposit on road (eg oil, mud, chippings)	95	46	141	1%
28	Animal or other object in carriageway	93	38	132	1%
29	Aggressive driving	85	47	132	1%
30	Illness or disability (mental/physic) (D/R)	63	66	129	1%
31	Disobeyed automatic traffic signal	82	29	111	1%
32	Nervous / uncertain / panic	50	57	107	1%
33	Fatigue	48	59	107	1%
34	Road layout (eg bend, winding rd, hill crest	42	60	102	1%
35	Distraction outside vehicle	53	48	101	1%
36	Too close to cyclist,horse or pedestrian	58	34	93	1%
37	Dangerous action in carriageway (eg playing)	73	17	90	1%
38	Failed to signal / misleading signal	44	45	89	1%
39	Poor or defective road surface	49	35	84	1%
40	Vehicle blind spot	31	44	75	0%
41	Pedestrian wearing dark clothing at night	56	19	75	0%
42	Wrong use of pedestrian crossing facility	54	10	64	0%
43	Junction restart	37	23	60	0%
44	Sunken,raised or slippery inspection cover	47	11	58	0%
45	Inexperience with type of vehicle	31	24	55	0%
46	Illegal turn or direction of travel	43	7	50	0%
47	Cyclist entering road from pavement	41	9	50	0%
48	Inadequate/masked signs or road markings	31	16	47	0%
49	Ped. disability or illness, mental/physical	31	14	45	0%
50	Inexperience of driving on the left	31	14	45	0%
51	Defective brakes	21	24	45	0%
52	Impaired by drugs (illicit/medicinal) (D/R)	23	17	40	0%
53	Tyres illegal, defective or under-inflated	19	20	39	0%
54	Dazzling headlights	10	23	33	0%
55	Vehicle in course of crime	30	1	31	0%
56	Stolen vehicle	26	5	31	0%
57	Cyclist wearing dark clothing at night	16	13	29	0%
58	Disobeyed pedestrian crossing facility	22	5	27	0%
59	Ped. impaired by drugs (illicit/medicinal)	16	9	25	0%
60	Not display lights at night / in poor visibility	14	7	21	0%
61	Spray from other vehicles	7	14	21	0%
62	Driver using mobile phone	4	15	19	0%
63	Emergency vehicle on call	16	3	19	0%
64	Vegetation	8	11	19	0%
65	Vehicle door opened or closed negligently	11	6	17	0%
66	Defective steering or suspension	5	12	17	0%
67	Temporary road layout (eg contraflow)	9	7	16	0%
68	Overloaded or poorly loaded vehicle/trailer	8	5	13	0%
69	Buildings, road signs, street furniture	5	8	13	0%
70	Vehicle travelling along pavement	11	1	12	0%
71	Disobeyed double white line	11	1	12	0%
72	Traffic calming (eg road humps, chicanes	5	3	8	0%
73	Uncorrected defective eyesight	6	2	8	0%
74	Defective lights or indicators	3	3	6	0%
75	Visor/windscreen dirty/scratched/frosted	4	1	5	0%
76	Defective traffic signals	3	1	4	0%
77	Driving too slow for conditions / slow vehicle	2	1	3	0%
78	Defective or missing mirrors	0	1	1	0%
	All	**10,323**	**5,780**	**16,109**	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

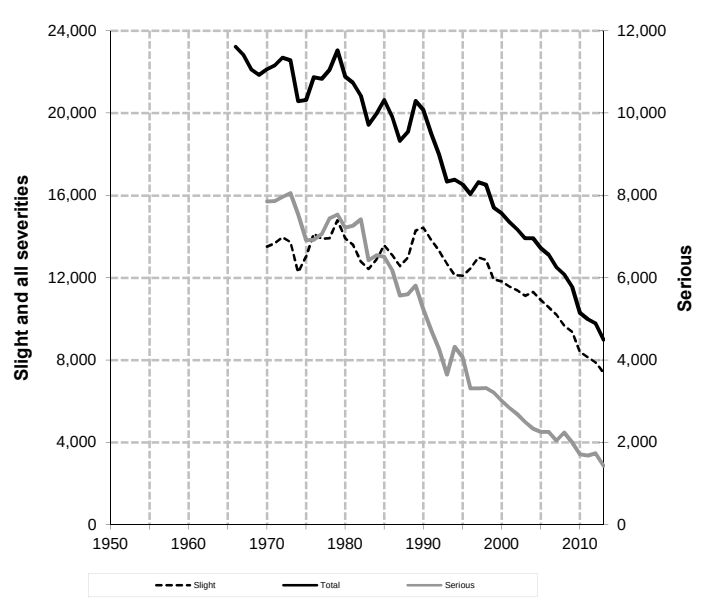
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2013

Year	Population	Vehicles licensed[1,2]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury accidents	Vehicles involved	Casualties
	Million	*Million*	*Thousand km*	*Million vehicle km*	*Million vehicle km*	*Number*	*Number*	*Number*
1953	5.100	..	..		..	..	..	18,343
1954	5.104	..	..		..	..	..	18,901
1955	**5.111**	**..**	**44.1**	**..**	**..**	**..**	**..**	**20,899**
1956	5.120	..	44.4	..	..	..	..	21,459
1957	5.125	..	44.6	..	..	..	..	21,417
1958	5.141	..	44.8	..	..	..	..	22,830
1959	5.163	..	45.0	..	..	..	..	25,011
1960	**5.178**	**..**	**45.2**	..	**..**	**..**	**..**	**26,315**
1961	5.184	..	45.4	..	..	..	..	27,362
1962	5.198	0.775	45.6	..	..	..	..	26,703
1963	5.205	0.836	45.8	..	..	..	..	27,728
1964	5.209	0.900	45.9	..	..	..	..	30,527
1965	**5.210**	**0.951**	**46.2**	**..**	**..**	**..**	**..**	**31,827**
1966	5.201	0.991	46.4	..	..	23,225	..	32,280
1967	5.198	1.035	46.4	..	..	22,838	..	31,760
1968	5.200	1.065	46.4	..	..	22,120	..	30,649
1969	5.208	1.106	47.0	..	..	21,863	31,885	31,056
1970	**5.214**	**1.124**	**47.2**	..	**..**	**22,133**	**33,430**	**31,240**
1971	5.236	1.135	47.5	..	..	22,332	32,165	31,194
1972	5.231	1.181	47.9	..	..	22,703	32,832	31,762
1973	5.234	1.252	48.0	..	..	22,580	32,951	31,404
1974	5.241	1.274	48.3	..	..	20,581	30,073	28,783
1975	**5.232**	**1.304**	**48.3**	**..**	**..**	**20,652**	**30,613**	**28,621**
1976	5.233	1.314	48.9	..	..	21,751	32,547	29,933
1977	5.226	..	48.9	..	..	21,678	32,893	29,783
1978	5.212	1.308	48.9	..	..	22,107	33,965	30,506
1979	5.204	1.353	49.3	..	..	23,064	35,512	31,387
1980	**5.193**	**1.398**	**49.4**	..	**..**	**21,788**	**33,626**	**29,286**
1981	5.180	1.397	50.0	..	..	21,485	33,311	28,766
1982	5.165	1.416	50.2	..	..	20,850	32,192	28,273
1983	5.148	1.448	50.4	..	..	19,434	29,918	25,224
1984	5.139	1.489	50.6	..	..	19,974	31,236	26,158
1985	**5.128**	**1.514**	**50.7**	**..**	**17,219**	**20,644**	**32,446**	**27,287**
1986	5.112	1.546	50.8	..	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	..	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	..	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	..	21,404	20,605	33,221	27,532
1990	**5.081**	**1.788**	**51.7**	..	**21,786**	**20,171**	**32,423**	**27,228**
1991	5.083	1.830	51.9	..	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	..	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	**5.104**	**1.910**	**52.8**	**36,736**	**23,987**	**16,534**	**27,232**	**22,194**
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	**5.063**	**2.188**	**53.9**	**39,561**	**25,937**	**15,132**	**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	28,495	10,295	17,242	13,338
2011	5.255	2.691	55.8	43,390	28,566	9,986	16,755	12,788
2012	5.314	2.717	55.9	43,549	28,853	9,786	16,542	12,721
2013	5.328	2.759	56.0	43,840	29,048	8,986	15,314	11,498
2004-08 average	5.121	2.567	55.0	43,736	28,592	13,027	21,772	17,097
2009-2013 average	5.262	2.707	55.8	43,697	28,785	10,122	17,048	13,078
Per cent changes:								
2013 on 2012	0.3	1.5	0.1	0.7	0.7	-8.2	-7.4	-9.6
2013 on 2004-08 ave	4.0	7.5	1.8	0.2	1.6	-31.0	-29.7	-32.8

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.
2. DfT have revised stock figures from 2006 to 2009 - see http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/licensing/latest/notesvls.pdf

Table 2(a): Reported accidents by severity,1950-2013



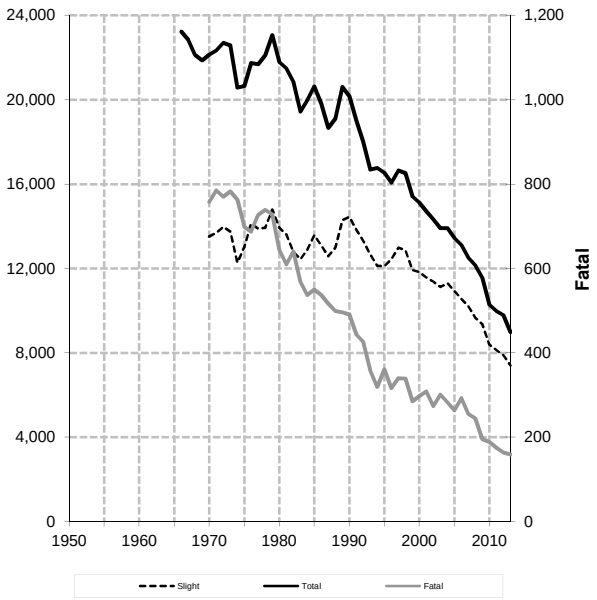
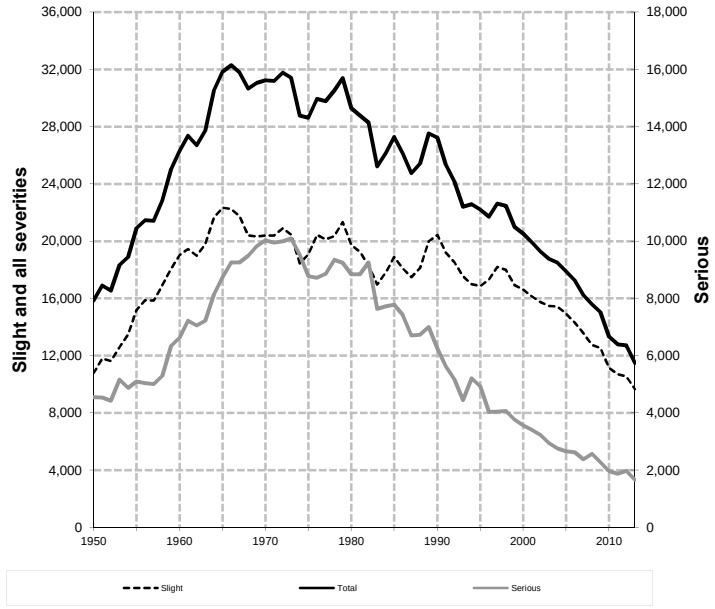


Table 2(b): Reported casualties by severity,1950-2013



Reported accidents and casualties by severity
Years: 1938 to 2013

	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	8,135	1,851	9,986	185	1,880	10,723	2,065	12,788
2012	164	1,735	7,887	1,899	9,786	178	1,980	10,563	2,158	12,721
2013	159	1,430	7,397	1,589	8,986	172	1,672	9,654	1,844	11,498
2004-08 average	268	2,226	10,532	2,494	13,027	292	2,605	14,200	2,897	17,097
2009 to 2013 average	177	1,710	8,235	1,887	10,122	192	1,958	10,928	2,149	13,078
Per cent changes:										
2013 on 2012	-3.0	-17.6	-6.2	-16.3	-8.2	-3.4	-15.6	-8.6	-14.6	-9.6
2013 on 04-08 average	-40.7	-35.8	-29.8	-36.3	-31.0	-41.1	-35.8	-32.0	-36.4	-32.8

Table 3

Accidents by police force division and severity
Years:2004-08 and 2009-2013 averages, 2009 to 2013

		Fatal	Serious	Slight	Fatal & Serious	All severities
Aberdeen City	**2004-08 average**	**5**	**74**	**343**	**79**	**423**
	2009	3	73	369	76	445
	2010	7	70	273	77	350
	2011	7	95	262	102	364
	2012	7	94	286	101	387
	2013	4	97	253	101	354
	2009-2013 average	**6**	**86**	**289**	**91**	**380**
Aberdeenshire & Moray	**2004-08 average**	**36**	**164**	**583**	**200**	**783**
	2009	25	212	647	237	884
	2010	26	197	517	223	740
	2011	14	176	465	190	655
	2012	19	206	442	225	667
	2013	25	165	400	190	590
	2009-2013 average	**22**	**191**	**494**	**213**	**707**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2009	21	201	687	222	909
	2010	28	154	559	182	741
	2011	23	166	561	189	750
	2012	17	156	569	173	742
	2013	15	146	480	161	641
	2009-2013 average	**21**	**165**	**571**	**185**	**757**
Argyll/W.Dunb'shire	**2004-08 average**	**15**	**99**	**393**	**114**	**507**
	2009	6	91	358	97	455
	2010	16	73	347	89	436
	2011	8	70	298	78	376
	2012	7	62	275	69	344
	2013	9	59	282	68	350
	2009-2013 average	**9**	**71**	**312**	**80**	**392**
Forth Valley	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2009	10	109	515	119	634
	2010	7	104	427	111	538
	2011	9	94	442	103	545
	2012	14	123	431	137	568
	2013	7	99	453	106	559
	2009-2013 average	**9**	**106**	**454**	**115**	**569**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2009	9	104	275	113	388
	2010	4	60	296	64	360
	2011	9	75	235	84	319
	2012	7	66	247	73	320
	2013	12	53	234	65	299
	2009-2013 average	**8**	**72**	**257**	**80**	**337**
Ayrshire	**2004-08 average**	**20**	**143**	**648**	**163**	**812**
	2009	11	136	559	147	706
	2010	17	99	460	116	576
	2011	11	102	541	113	654
	2012	8	94	478	102	580
	2013	11	78	451	89	540
	2009-2013 average	**12**	**102**	**498**	**113**	**611**

Table 3

Accidents by police force division and severity
Years:2004-08 and 2009-2013 averages, 2009 to 2013

		Fatal	Serious	Slight	Fatal & Serious	All severities
Greater Glasgow	**2004-08 average**	**21**	**307**	**1,842**	**328**	**2,170**
	2009	21	246	1,494	267	1,761
	2010	15	244	1,322	259	1,581
	2011	15	196	1,329	211	1,540
	2012	9	222	1,296	231	1,527
	2013	7	163	1,113	170	1,283
	2009-2013 average	**13**	**214**	**1,311**	**228**	**1,538**
Lothians & Borders	**2004-08 average**	**28**	**211**	**1,057**	**239**	**1,296**
	2009	24	192	936	216	1,152
	2010	13	184	886	197	1,083
	2011	11	166	817	177	994
	2012	16	152	861	168	1,029
	2013	15	144	785	159	944
	2009-2013 average	**16**	**168**	**857**	**183**	**1,040**
Edinburgh	**2004-08 average**	**9**	**177**	**1,217**	**186**	**1,403**
	2009	6	136	1,050	142	1,192
	2010	4	126	1,049	130	1,179
	2011	9	162	1,010	171	1,181
	2012	13	175	979	188	1,167
	2013	8	127	1,023	135	1,158
	2009-2013 average	**8**	**145**	**1,022**	**153**	**1,175**
Highlands & Islands	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2009	24	120	580	144	724
	2010	24	92	458	116	574
	2011	19	93	456	112	568
	2012	19	96	479	115	594
	2013	21	63	428	84	512
	2009-2013 average	**21**	**93**	**480**	**114**	**594**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2009	6	100	482	106	588
	2010	13	88	455	101	556
	2011	11	80	357	91	448
	2012	6	91	325	97	422
	2013	11	70	340	81	421
	2009-2013 average	**9**	**86**	**392**	**95**	**487**
Renfrewshire/Inverclyde	**2004-08 average**	**9**	**94**	**532**	**103**	**634**
	2009	4	81	373	85	458
	2010	2	78	405	80	485
	2011	8	72	429	80	509
	2012	9	68	396	77	473
	2013	4	44	326	48	374
	2009-2013 average	**5**	**69**	**386**	**74**	**460**
Lanarkshire	**2004-08 average**	**25**	**197**	**1,241**	**222**	**1,463**
	2009	26	197	1,037	223	1,260
	2010	13	144	939	157	1,096
	2011	21	129	933	150	1,083
	2012	13	130	823	143	966
	2013	10	122	829	132	961
	2009-2013 average	**17**	**144**	**912**	**161**	**1,073**

Reported accidents by road type and severity 2004-08 and 2009 to 2013 averages, 2009 to 2013

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										
2009	63	1	64	45	17	32	38	132	196	33
2010	52	5	57	44	23	37	28	132	189	30
2011	47	5	52	41	22	26	34	123	175	30
2012	34	3	37	38	18	28	43	127	164	23
2013	56	5	61	36	16	23	23	98	159	38
Serious										
2009	325	37	362	342	282	298	714	1,636	1,998	18
2010	282	42	324	279	275	227	608	1,389	1,713	19
2011	238	34	272	268	287	216	633	1,404	1,676	16
2012	234	31	265	285	306	232	647	1,470	1,735	15
2013	198	30	228	251	230	170	551	1,202	1,430	16
All Severities										
2009	1,669	261	1,930	1,552	2,008	1,344	4,722	9,626	11,556	17
2010	1,533	256	1,789	1,304	1,912	1,117	4,173	8,506	10,295	17
2011	1,372	260	1,632	1,222	1,962	1,032	4,138	8,354	9,986	16
2012	1,313	211	1,524	1,256	1,878	1,045	4,083	8,262	9,786	16
2013	1,255	209	1,464	1,117	1,727	853	3,825	7,522	8,986	16
(b) annual averages										
Fatal										
2004-08 average[(1)]	75	5	79	67	30	45	45	189	268	30
2009 to 2013 average	50	4	54	41	19	29	33	122	177	31
Serious										
2004-08 average[(1)]	320	54	374	374	352	306	821	1,852	2,226	17
2009 to 2013 average	255	35	290	285	276	229	631	1,420	1,710	17
All Severities										
2004-08 average[(1)]	1,763	326	2,089	1,699	2,436	1,457	5,345	10,937	13,026	16
2009 to 2013 average	1,428	239	1,668	1,290	1,897	1,078	4,188	8,454	10,122	16
(c) Per cent changes										
2013 on 2012										
Fatal	65	67	65	-5	-11	-18	-47	-23	-3	
Serious	-15	-3	-14	-12	-25	-27	-15	-18	-18	
All Severities	-4	-1	-4	-11	-8	-18	-6	-9	-8	
2013 on 2004-08 average										
Fatal	-25	9	-23	-47	-47	-49	-49	-48	-41	
Serious	-38	-44	-39	-33	-35	-44	-33	-35	-36	
All Severities	-29	-36	-30	-34	-29	-41	-28	-31	-31	
2009 to 2013 average on 2004-08 average										
Fatal	-33	-17	-32	-39	-37	-36	-27	-35	-34	
Serious	-20	-35	-22	-24	-22	-25	-23	-23	-23	
All Severities	-19	-27	-20	-24	-22	-26	-22	-23	-22	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2009 to 2013 averages, 2003 to 2013

	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**
2003	12	72	7	73	32	196	38	11	21	35	105	301
2004	8	68	7	71	32	186	35	13	11	38	97	283
2005	10	63	4	65	31	173	36	6	14	35	91	264
2006	8	74	8	81	30	201	33	5	14	40	92	293
2007	8	76	2	52	31	169	28	9	20	29	86	255
2008	9	50	2	68	28	157	27	14	9	38	88	245
2009	11	52	1	45	17	126	20	11	12	27	70	196
2010	4	48	5	44	23	124	27	9	10	19	65	189
2011	10	37	5	41	22	115	18	11	8	23	60	175
2012	5	29	3	38	18	93	18	7	10	36	71	164
2013	8	48	5	36	16	113	13	2	10	21	46	159
2009 to 2013 ave	**8**	**43**	**4**	**41**	**19**	**114**	**19**	**8**	**10**	**25**	**62**	**177**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
2003	61	295	71	425	397	1,249	193	165	132	756	1,246	2,495
2004	62	305	65	412	371	1,215	191	156	129	640	1,116	2,331
2005	62	294	48	347	329	1,080	209	132	116	715	1,172	2,252
2006	51	254	56	389	370	1,120	203	135	96	703	1,137	2,257
2007	60	223	50	363	326	1,022	159	131	108	629	1,027	2,049
2008	45	245	49	357	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	42	192	31	285	306	856	133	109	99	538	879	1,735
2013	31	167	30	251	230	709	105	97	65	454	721	1,430
2009 to 2013 ave	**43**	**212**	**35**	**285**	**276**	**851**	**134**	**102**	**95**	**529**	**859**	**1,710**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
2003	419	1,345	380	1,875	2,598	6,617	917	977	616	4,790	7,300	13,917
2004	467	1,393	384	1,818	2,650	6,712	944	926	589	4,748	7,207	13,919
2005	450	1,327	314	1,752	2,448	6,291	975	916	547	4,709	7,147	13,438
2006	452	1,311	305	1,739	2,517	6,324	884	921	527	4,454	6,786	13,110
2007	435	1,278	308	1,629	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	1,267	261	1,552	2,008	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	995	260	1,222	1,962	4,816	637	784	395	3,354	5,170	9,986
2012	384	929	211	1,256	1,878	4,658	619	708	426	3,375	5,128	9,786
2013	330	925	209	1,117	1,727	4,308	514	649	339	3,176	4,678	8,986
2009 to 2013 ave	**380**	**1,049**	**239**	**1,290**	**1,897**	**4,855**	**655**	**725**	**423**	**3,463**	**5,266**	**10,122**

(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 2009-2013 averages, 2003 to 2013

	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**
2003	0.20	0.82	0.76	0.96	0.71	0.71	1.53	0.83	0.56	0.52	0.73	0.72
2004	0.13	0.76	0.75	0.93	0.70	0.66	1.37	0.97	0.29	0.56	0.67	0.66
2005	0.16	0.71	0.43	0.86	0.68	0.62	1.39	0.45	0.36	0.51	0.62	0.62
2006	0.12	0.82	0.83	1.02	0.65	0.70	1.25	0.38	0.33	0.57	0.60	0.66
2007	0.12	0.84	0.22	0.66	0.69	0.58	1.02	0.67	0.45	0.41	0.55	0.57
2008	0.13	0.56	0.21	0.87	0.62	0.54	0.98	1.06	0.20	0.54	0.56	0.55
2009	0.17	0.58	0.10	0.57	0.38	0.44	0.75	0.86	0.27	0.39	0.46	0.44
2010	0.06	0.55	0.53	0.57	0.51	0.44	1.01	0.72	0.23	0.28	0.43	0.43
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	0.72	0.56	0.24	0.53	0.48	0.38
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
2009 to 2013 ave	**0.11**	**0.49**	**0.40**	**0.53**	**0.43**	**0.40**	**0.74**	**0.64**	**0.23**	**0.37**	**0.42**	**0.40**
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**
2003	1.04	3.34	7.75	5.60	8.82	4.51	7.75	12.38	3.52	11.15	8.68	5.94
2004	1.02	3.41	6.93	5.40	8.06	4.31	7.49	11.70	3.36	9.44	7.70	5.46
2005	1.01	3.33	5.21	4.57	7.23	3.85	8.07	9.88	2.97	10.47	7.99	5.27
2006	0.79	2.83	5.80	4.91	8.05	3.88	7.67	10.29	2.23	10.11	7.47	5.12
2007	0.91	2.47	5.39	4.58	7.24	3.53	5.82	9.81	2.41	8.82	6.55	4.59
2008	0.67	2.76	5.20	4.57	8.10	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	0.59	2.21	3.19	3.72	6.96	2.97	5.32	8.69	2.40	7.90	5.98	3.98
2013	0.43	1.91	3.13	3.27	5.24	2.44	4.17	7.85	1.51	6.75	4.87	3.26
2009 to 2013 ave	**0.63**	**2.42**	**3.64**	**3.68**	**6.19**	**2.96**	**5.19**	**8.14**	**2.21**	**7.78**	**5.76**	**3.91**
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**
2003	7.16	15.24	41.48	24.73	57.74	23.90	36.83	73.32	16.40	70.66	50.85	33.11
2004	7.66	15.57	40.95	23.83	57.56	23.79	37.03	69.43	15.35	70.06	49.72	32.59
2005	7.32	15.02	34.06	23.06	53.79	22.42	37.67	68.55	14.00	68.93	48.74	31.46
2006	7.03	14.61	31.58	21.93	54.77	21.88	33.40	70.18	12.24	64.02	44.58	29.71
2007	6.61	14.13	33.19	20.54	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	14.14	27.40	19.68	44.32	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	11.32	27.35	15.71	43.88	16.86	24.72	62.73	9.33	49.57	34.87	23.01
2012	5.38	10.70	21.69	16.38	42.73	16.14	24.74	56.47	10.32	49.54	34.89	22.47
2013	4.54	10.55	21.78	14.56	39.34	14.83	20.41	52.54	7.86	47.23	31.62	20.50
2009 to 2013 ave	**5.57**	**11.92**	**25.04**	**16.65**	**42.53**	**16.87**	**25.35**	**57.82**	**9.89**	**50.97**	**35.31**	**23.16**

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 2009-2013 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 2009-2013 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 2009-2013 average						
Fatal						
Aberdeen City	-	0.5	0.7	0.6	0.3	0.4
Aberdeenshire & Moray	-	0.5	1.0	0.7	0.5	0.6
Tayside	0.2	0.5	0.6	0.5	0.5	0.5
Argyll & West Dunbartonshire	-	1.1	0.4	0.8	0.2	0.6
Forth Valley	0.2	0.4	0.5	0.4	0.2	0.3
Dumfries & Galloway	0.1	0.7	0.5	0.4	0.5	0.4
Ayrshire	-	0.4	0.3	0.3	0.6	0.4
Greater Glasgow	0.1	-	0.4	0.2	0.4	0.3
Lothians & Scottish Borders	0.1	0.3	0.5	0.3	0.4	0.4
Edinburgh	0.2	0.1	0.3	0.2	0.3	0.3
Highlands & Islands	-	0.7	0.6	0.7	0.7	0.7
Fife	-	0.2	0.5	0.3	0.3	0.3
Renfrewshire & Inverclyde	0.2	0.5	0.3	0.3	0.3	0.3
Lanarkshire	0.1	0.1	0.4	0.2	0.5	0.3
Scotland	**0.1**	**0.5**	**0.5**	**0.4**	**0.4**	**0.4**
Serious						
Aberdeen City	-	4.6	6.3	5.6	7.4	6.6
Aberdeenshire & Moray	-	3.5	7.0	5.1	6.3	5.6
Tayside	0.8	2.1	4.8	3.0	6.2	3.9
Argyll & West Dunbartonshire	-	4.8	4.4	4.6	4.9	4.7
Forth Valley	1.0	5.4	4.4	3.3	3.9	3.5
Dumfries & Galloway	0.9	2.8	5.9	2.7	8.4	3.7
Ayrshire	0.2	2.5	4.3	3.1	4.9	3.7
Greater Glasgow	0.6	-	5.8	2.8	6.9	4.5
Lothians & Scottish Borders	0.3	2.5	4.3	2.9	5.9	3.8
Edinburgh	0.4	0.6	5.5	3.4	7.1	5.0
Highlands & Islands	-	2.4	3.0	2.6	4.3	3.0
Fife	0.8	1.4	3.3	2.3	4.2	3.0
Renfrewshire & Inverclyde	0.6	2.4	3.4	2.2	5.9	3.7
Lanarkshire	0.6	1.0	3.2	1.6	4.7	2.6
Scotland	**0.6**	**2.5**	**4.6**	**3.0**	**5.8**	**3.9**
All severities						
Aberdeen City	-	19.6	29.4	25.2	32.4	29.1
Aberdeenshire & Moray	-	11.9	25.8	18.2	24.1	20.6
Tayside	5.3	9.3	20.2	12.9	30.1	18.0
Argyll & West Dunbartonshire	-	23.9	25.1	24.5	29.1	25.8
Forth Valley	4.3	18.5	22.9	15.5	25.8	18.8
Dumfries & Galloway	3.7	13.6	25.7	12.3	42.0	17.2
Ayrshire	3.8	13.9	25.5	18.0	30.4	22.3
Greater Glasgow	7.7	-	38.7	21.1	48.6	32.4
Lothians & Scottish Borders	4.9	12.8	23.0	15.9	40.4	23.6
Edinburgh	8.1	11.1	44.3	29.6	54.8	40.4
Highlands & Islands	-	14.6	18.1	15.9	29.7	19.0
Fife	3.6	8.7	16.7	12.2	25.6	17.1
Renfrewshire & Inverclyde	6.3	19.6	25.1	17.0	35.9	24.5
Lanarkshire	5.0	8.8	25.3	12.9	32.5	19.2
Scotland	**5.6**	**13.2**	**26.1**	**16.9**	**35.3**	**23.2**

Table 6

Accidents by severity, month and road type, 2009 to 2013 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	3	2	3	3	16	9.8	7.2	5.4	15.4	10.0	9.1
	February	3	4	2	1	3	14	6.0	10.5	7.4	3.4	10.4	7.8
	March	4	3	1	1	4	13	7.6	7.7	2.7	5.1	11.2	7.2
	April	3	3	1	1	2	11	5.6	7.4	4.2	7.4	7.3	6.3
	May	4	3	3	1	2	13	8.4	6.2	10.1	6.1	7.1	7.7
	June	5	5	3	2	2	17	9.0	11.9	10.4	10.6	7.3	9.8
	July	5	4	3	1	2	14	8.7	9.6	10.1	5.1	5.9	8.2
	August	7	3	3	2	3	18	13.4	8.6	10.1	9.2	8.3	10.3
	September	3	4	4	2	3	17	6.4	10.9	14.6	9.5	9.1	9.6
	October	5	3	3	1	1	13	8.7	7.7	9.4	7.2	2.9	7.3
	November	4	4	2	3	4	17	7.9	8.9	8.3	13.8	12.2	9.6
	December	4	1	2	1	3	12	8.4	3.4	7.4	7.2	8.3	6.9
	Year total	53	40	29	19	33	174	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	20	20	13	27	49	128	6.9	7.1	5.6	10.0	7.9	7.6
	February	21	22	20	23	44	130	7.4	7.8	8.7	8.4	7.1	7.7
	March	18	18	17	20	48	121	6.3	6.5	7.5	7.3	7.8	7.2
	April	23	23	17	23	48	133	8.1	8.0	7.4	8.4	7.7	7.9
	May	27	27	20	25	52	151	9.5	9.7	8.7	9.0	8.4	9.0
	June	28	31	26	22	53	160	9.8	11.1	11.4	7.9	8.6	9.5
	July	27	26	23	17	52	145	9.6	9.1	10.1	6.2	8.4	8.6
	August	29	29	21	21	51	150	10.2	10.2	9.1	7.7	8.2	8.9
	September	29	28	23	25	62	167	10.3	9.9	10.1	9.3	9.9	9.9
	October	23	21	16	22	60	142	8.0	7.4	7.3	8.0	9.6	8.4
	November	20	20	18	25	56	139	7.0	7.1	7.9	9.3	9.0	8.2
	December	20	18	14	22	46	120	7.0	6.2	6.2	8.2	7.4	7.1
	Year total	285	282	226	272	621	1,686	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	129	105	90	151	316	789	7.8	8.2	8.4	8.1	7.6	7.9
	February	127	114	95	152	333	821	7.7	8.9	9.0	8.1	8.1	8.2
	March	117	95	80	147	337	777	7.2	7.5	7.5	7.9	8.2	7.8
	April	111	90	73	153	310	736	6.8	7.0	6.8	8.2	7.5	7.4
	May	141	107	83	163	344	838	8.6	8.4	7.8	8.7	8.3	8.4
	June	143	116	100	150	339	847	8.7	9.1	9.4	8.0	8.2	8.5
	July	155	109	95	141	325	826	9.5	8.6	8.9	7.5	7.9	8.3
	August	157	122	95	162	361	897	9.6	9.6	8.9	8.7	8.7	9.0
	September	142	111	98	168	382	901	8.7	8.7	9.3	9.0	9.2	9.0
	October	139	97	84	152	363	835	8.4	7.6	7.9	8.1	8.8	8.4
	November	139	104	91	184	392	910	8.5	8.1	8.5	9.9	9.5	9.1
	December	141	104	81	147	329	802	8.6	8.2	7.6	7.9	8.0	8.0
	Year total	1,641	1,274	1,064	1,871	4,129	9,979	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 2009-2013 averages, 2009 to 2013

		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**
	2009	26	693	5,095	88	702	3,303	114	1,395	8,398
	2010	32	655	4,840	88	574	2,881	120	1,229	7,721
	2011	28	648	4,741	81	534	2,606	109	1,182	7,347
	2012	40	662	4,510	64	564	2,658	104	1,226	7,168
	2013	28	564	4,272	84	466	2,393	112	1,030	6,665
	2009-13 ave	**31**	**644**	**4,692**	**81**	**568**	**2,768**	**112**	**1,212**	**7,460**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	2009	30	340	1,896	52	263	1,262	82	603	3,158
	2010	24	270	1,501	45	214	1,073	69	484	2,574
	2011	33	306	1,619	33	188	1,020	66	494	2,639
	2012	24	322	1,662	36	187	956	60	509	2,618
	2013	16	247	1,490	31	153	831	47	400	2,321
	2009-13 ave	**25**	**297**	**1,634**	**39**	**201**	**1,028**	**65**	**498**	**2,662**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	2009	31	643	4,238	72	499	2,007	103	1,142	6,245
	2010	28	610	4,106	63	421	1,818	91	1,031	5,924
	2011	25	610	3,919	56	395	1,600	81	1,005	5,519
	2012	39	609	3,783	57	397	1,614	96	1,006	5,397
	2013	29	528	3,783	67	363	1,625	96	891	5,408
	2009-13 ave	**30**	**600**	**3,966**	**63**	**415**	**1,733**	**93**	**1,015**	**5,699**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	2009	24	354	2,435	61	403	2,074	85	757	4,509
	2010	24	252	1,708	52	269	1,413	76	521	3,121
	2011	34	311	2,237	55	273	1,603	89	584	3,840
	2012	24	353	2,200	38	294	1,663	62	647	3,863
	2013	15	265	1,794	41	211	1,265	56	476	3,059
	2009-13 ave	**24**	**307**	**2,075**	**49**	**290**	**1,604**	**74**	**597**	**3,678**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2009	1	36	315	7	63	483	8	99	798
	2010	4	63	526	18	98	722	22	161	1,248
	2011	2	33	204	2	54	422	4	87	626
	2012	1	20	187	5	60	336	6	80	523
	2013	-	18	184	7	45	331	7	63	515
	2009-13 ave	**2**	**34**	**283**	**8**	**64**	**459**	**9**	**98**	**742**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2009	56	1,033	6,991	140	965	4,565	196	1,998	11,556
	2010	56	925	6,341	133	788	3,954	189	1,713	10,295
	2011	61	954	6,360	114	722	3,626	175	1,676	9,986
	2012	64	984	6,172	100	751	3,614	164	1,735	9,786
	2013	44	811	5,762	115	619	3,224	159	1,430	8,986
	2009-13 ave	**56**	**941**	**6,325**	**120**	**769**	**3,797**	**177**	**1,710**	**10,122**

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: 2009-2013 average

		fatal	serious	slight	All severities	fatal	serious	slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	32	418	2,003	2,453	56.2	44.4	37.6	38.8
	Roundabout	1	53	486	540	1.8	5.7	9.1	8.5
	Mini-roundabout	0	8	61	69	0.4	0.8	1.1	1.1
	T/Y staggered junc	16	280	1,538	1,834	29.2	29.7	28.9	29.0
	Slip road	0	7	56	63	0.7	0.7	1.0	1.0
	Cross roads	3	87	597	686	5.0	9.2	11.2	10.8
	Junction>4 arms(not rd'about)	1	18	135	154	1.1	2.0	2.5	2.4
	Private drive	1	17	69	87	1.8	1.8	1.3	1.4
	Other junction	2	54	384	440	3.9	5.7	7.2	6.9
	Total	56	941	5,328	6,325	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	96	563	2,078	2,736	79.4	73.2	71.5	72.1
	Roundabout	1	19	171	190	0.5	2.4	5.9	5.0
	Mini-roundabout	0	0	1	2	0	0.1	0.0	0.0
	T/Y staggered junc	12	97	314	424	10.3	12.6	10.8	11.2
	Slip road	1	18	107	126	1.0	2.3	3.7	3.3
	Cross roads	3	19	57	78	2.2	2.4	2.0	2.1
	Junction>4 arms(not rd'about)	0	2	14	16	0.2	0.3	0.5	0.4
	Private drive	4	22	74	100	3.7	2.8	2.5	2.6
	Other junction	3	30	91	124	2.8	3.9	3.1	3.3
	Total	120	769	2,907	3,797	100.0	100.0	100.0	100.0
Total built-up/non built-up									
	More than 20m from junction	127	981	4,081	5,189	72.0	57.3	49.6	51.3
	Roundabout	2	72	657	730	0.9	4.2	8.0	7.2
	Mini-roundabout	0	8	62	70	0.1	0.5	0.8	0.7
	T/Y staggered junc	29	376	1,852	2,257	16.3	22.0	22.5	22.3
	Slip road	2	25	162	189	0.9	1.4	2.0	1.9
	Cross roads	5	105	654	764	3.1	6.2	7.9	7.6
	Junction>4 arms(not rd'about)	1	21	149	170	0.5	1.2	1.8	1.7
	Private drive	5	39	143	187	3.1	2.3	1.7	1.8
	Other junction	6	84	475	564	3.2	4.9	5.8	5.6
	Total	177	1,710	8,235	10,122	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: 2013*.

https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

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 2013 prices. Therefore estimates of values in earlier years have been calculated by applying 2013 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 2013 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,742,988	195,863	15,099	52,529

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		646,431	25,696	3,182	
Medical/ambulance		5,813	15,423	1,350	
Pain, grief, suffering		1,270,901	175,083	15,163	
Police and damage to property costs for GB:					
Police/administration		18,408	2,155	559	36
Insurance		320	199	121	57
Damage to property	Total	11,910	5,314	3,170	2,003
	- Motorways	17,980	15,342	7,762	2,707
	- Non built-up roads	14,135	6,444	4,271	2,817
	- Built-up roads	8,334	4,467	2,635	1,884
Total costs per accident for GB		1,953,783	223,870	23,544	2,096

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 2013 at 2013 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,090,400	249,634	25,026	135,075	2,853	17,878
Built-up roads	1,855,510	215,567	21,505	71,462	1,920	5,639
Motorways	1,824,588	243,158	29,917	76,608	2,743	11,332
All roads	**1,990,632**	**230,156**	**22,948**	**92,660**	**2,109**	**8,131**
Trunk roads only	2,071,915	264,589	25,764	148,214	2,573	16,877

Table 11

Total estimated accident costs in Scotland (£ million) at 2013 prices, by severity
Years: 2003 to 2013

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2003	50.3	799.0	620.6	**1,469.9**	622.1	588.9	258.9	411.7	**1,881.6**
2004	40.3	746.5	595.6	**1,382.3**	571.1	550.4	260.8	411.2	**1,793.6**
2005	45.4	703.8	565.1	**1,314.3**	525.6	536.3	252.4	396.8	**1,711.1**
2006	39.4	736.3	571.6	**1,347.2**	577.9	526.7	242.6	387.3	**1,734.5**
2007	42.9	666.3	516.3	**1,225.5**	518.8	473.4	233.2	369.0	**1,594.5**
2008	43.0	635.3	551.9	**1,230.2**	497.0	514.7	218.5	357.5	**1,587.7**
2009	45.0	568.4	458.8	**1,072.2**	397.6	460.4	214.2	338.6	**1,410.8**
2010	29.5	521.0	418.4	**968.9**	388.5	389.4	191.1	302.9	**1,271.8**
2011	36.5	434.8	431.2	**902.5**	338.6	378.9	185.0	296.3	**1,198.8**
2012	29.4	436.3	441.1	**906.8**	326.5	399.3	181.0	289.6	**1,196.4**
2013	32.3	424.0	361.3	**817.7**	320.5	329.9	167.2	267.1	**1,084.8**

Vehicles involved in reported injury accidents by type
Years: 2004-08 and 2009-2013 averages, 2003 to 2013

Year	Pedal cycle	Motor cycle [1]	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**
2003	840	1,153	17,726	487	111	1,069	795	929	348	23,458
2004	794	1,033	17,718	477	109	1,131	976	800	365	23,403
2005	808	1,098	16,770	469	84	1,040	912	739	556	22,476
2006	801	1,091	16,398	474	87	979	923	697	509	21,959
2007	740	1,109	15,585	413	74	836	924	643	480	20,804
2008	768	1,050	15,061	367	65	796	918	654	541	20,220
2009	821	1,038	14,578	391	79	697	760	554	469	19,387
2010	810	859	12,805	355	57	611	752	546	447	17,242
2011	855	828	12,403	387	52	618	783	464	365	16,755
2012	935	890	12,221	334	54	521	808	453	326	16,542
2013	917	777	11,231	327	39	469	875	406	273	15,314
2009-2013 average	**868**	**878**	**12,648**	**359**	**56**	**583**	**796**	**485**	**376**	**17,048**
Per cent changes:										
2013 on 2012	-2	-13	-8	-2	-28	-10	8	-10	-16	-7
2013 on 2004-08 average	17	-28	-31	-26	-53	-51	-6	-43	-44	-30

1. Motorcycle includes all two wheeled motor vehicles.

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2002 to 2013, and 2004-08 and 2009-2013 averages

	Pedal cycle	Motor cycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious accidents							*number*
2004-08 ave.	**151**	**429**	**2,751**	**158**	**165**	**173**	**3,925**
2002	161	479	3,423	185	196	230	4,747
2003	149	438	3,179	193	167	246	4,449
2004	132	410	2,975	167	171	193	4,134
2005	138	411	2,772	173	167	194	3,960
2006	148	431	2,850	168	162	173	4,029
2007	159	440	2,492	119	164	157	3,618
2008	179	451	2,668	164	161	149	3,883
2009	165	381	2,443	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	188	373	1,967	123	147	121	2,973
2013	174	301	1,681	92	115	114	2,531
2009-13 ave.	**170**	**350**	**1,993**	**113**	**131**	**126**	**2,955**
(b) vehicles involved - all severities of reported accident							
2004-08 ave.	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
2002	852	1,200	18,698	1,173	858	999	24,154
2003	840	1,153	18,213	1,180	795	929	23,458
2004	794	1,033	18,195	1,240	976	800	23,403
2005	808	1,098	17,239	1,124	912	739	22,476
2006	801	1,091	16,872	1,066	923	697	21,959
2007	740	1,109	15,998	910	924	643	20,804
2008	768	1,050	15,428	861	918	654	20,220
2009	821	1,038	14,969	776	760	554	19,387
2010	810	859	13,160	668	752	546	17,242
2011	855	828	12,790	670	783	464	16,755
2012	935	890	12,555	575	808	453	16,542
2013	917	777	11,558	508	875	406	15,314
2009-13 ave.	**868**	**878**	**13,006**	**639**	**796**	**485**	**17,048**
(c) traffic volumes [2]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
2002	250	292	33,127	630	4,828	2,408	41,535
2003	249	327	33,228	646	5,076	2,511	42,038
2004	232	309	33,674	593	5,283	2,615	42,705
2005	243	313	33,478	586	5,460	2,637	42,718
2006	260	302	34,466	609	5,761	2,721	44,119
2007	240	326	34,545	650	6,125	2,781	44,666
2008	273	315	34,357	630	6,145	2,751	44,470
2009	287	322	34,391	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
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
2009-13 ave.	**306**	**297**	**33,830**	**617**	**6,139**	**2,508**	**43,697**

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

Vehicles involved in reported injury accidents, traffic volumes and vehicle involvement rates, by vehicle type and severity of accident
Years: 2002 to 2013, and 2004-08 and 2009-2013 averages

	Pedal cycle	Motor cycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious accidents							*per million vehicle kilometres*
2004-08 ave.	**0.61**	**1.37**	**0.08**	**0.26**	**0.03**	**0.06**	**0.09**
2002	0.64	1.64	0.10	0.29	0.04	0.10	0.11
2003	0.60	1.34	0.10	0.30	0.03	0.10	0.11
2004	0.57	1.33	0.09	0.28	0.03	0.07	0.10
2005	0.57	1.31	0.08	0.30	0.03	0.07	0.09
2006	0.57	1.43	0.08	0.28	0.03	0.06	0.09
2007	0.66	1.35	0.07	0.18	0.03	0.06	0.08
2008	0.66	1.43	0.08	0.26	0.03	0.05	0.09
2009	0.57	1.18	0.07	0.19	0.02	0.05	0.08
2010	0.51	1.24	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	1.05	0.05	0.15	0.02	0.05	0.06
2009-13 ave.	**0.56**	**1.18**	**0.06**	**0.18**	**0.02**	**0.05**	**0.07**
(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**
2002	3.41	4.11	0.56	1.86	0.18	0.41	0.58
2003	3.37	3.52	0.55	1.83	0.16	0.37	0.56
2004	3.43	3.34	0.54	2.09	0.18	0.31	0.55
2005	3.32	3.51	0.51	1.92	0.17	0.28	0.53
2006	3.08	3.61	0.49	1.75	0.16	0.26	0.50
2007	3.09	3.41	0.46	1.40	0.15	0.23	0.47
2008	2.82	3.34	0.45	1.37	0.15	0.24	0.45
2009	2.86	3.23	0.44	1.22	0.13	0.22	0.44
2010	2.71	2.96	0.39	1.03	0.12	0.21	0.40
2011	2.80	2.81	0.38	1.10	0.13	0.19	0.39
2012	3.02	3.07	0.37	0.98	0.13	0.18	0.38
2013	2.79	2.71	0.34	0.84	0.14	0.16	0.35
2009-13 ave.	**2.84**	**2.96**	**0.38**	**1.04**	**0.13**	**0.19**	**0.39**

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: 2009-2013 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	2	-	194	11	1	2	27	6	12	256
Parked	2	2	448	9	2	20	30	13	15	542
Slowing or stopping	16	29	611	22	2	77	36	10	14	818
Moving off	23	13	426	31	1	84	20	13	11	622
U turn	-	2	77	12	-	1	8	1	2	103
Turning/waiting turn left	19	15	331	13	2	16	23	10	8	436
Turning/waiting turn right	47	26	955	37	4	26	48	15	16	1,174
Changing lane	9	4	92	5	-	6	10	6	4	137
Overtaking	37	41	178	7	1	12	15	6	7	304
Going round bend	26	36	395	10	1	16	19	12	8	523
Waiting/going ahead	582	294	4,045	168	17	258	209	81	111	5,765
Total[(2)]	**764**	**462**	**7,754**	**324**	**33**	**519**	**445**	**174**	**212**	**10,685**
Non built-up										
Reversing	-	1	9	-	-	-	3	1	1	15
Parked	1	1	51	1	1	2	6	12	4	78
Slowing or stopping	1	15	332	2	1	4	26	15	10	406
Moving off	2	4	73	1	-	2	4	4	4	94
U turn	-	1	15	-	-	-	1	1	-	18
Turning/waiting turn left	1	5	64	1	1	1	4	3	3	83
Turning/waiting turn right	6	8	296	2	2	4	20	13	19	369
Changing lane	1	5	90	1	-	2	7	21	4	131
Overtaking	1	40	189	1	2	3	14	7	8	266
Going round bend	14	159	1,209	10	6	12	59	57	33	1,559
Waiting/going ahead	76	177	2,564	17	11	36	207	176	75	3,340
Total[(2)]	**104**	**417**	**4,894**	**35**	**24**	**65**	**351**	**311**	**164**	**6,363**
Total										
Reversing	2	1	203	11	1	2	30	8	13	272
Parked	3	4	499	10	3	22	36	25	19	620
Slowing or stopping	17	44	942	23	4	81	62	25	24	1,223
Moving off	25	17	499	32	2	86	24	17	16	716
U turn	-	2	91	12	1	1	9	2	2	121
Turning/waiting turn left	20	20	395	13	2	17	27	13	11	519
Turning/waiting turn right	53	33	1,252	39	5	29	68	28	35	1,543
Changing lane	10	10	183	5	-	8	16	27	8	268
Overtaking	38	81	368	8	3	15	29	13	15	570
Going round bend	40	195	1,604	20	6	28	78	69	42	2,082
Waiting/going ahead	659	471	6,609	185	28	294	416	257	186	9,105
Total[(2)]	**868**	**878**	**12,648**	**359**	**56**	**583**	**796**	**485**	**376**	**17,048**

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: 2009-2013 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	201	154	2,821	112	10	228	164	69	89	3,847
Roundabout	101	51	712	17	3	33	30	20	17	984
Mini roundabout	14	5	86	5	1	5	5	2	1	124
T/Y or staggered junction	265	157	2,280	97	10	135	140	47	60	3,190
Slip road	7	4	89	2	-	2	6	2	2	112
Crossroads	82	40	925	54	4	60	47	14	24	1,250
Multiple junction	19	12	191	10	1	16	12	4	5	270
Private drive	15	10	109	2	1	3	8	5	4	156
Other junction	60	30	541	25	3	37	33	11	11	751
Total	**764**	**462**	**7,754**	**324**	**33**	**519**	**445**	**174**	**212**	**10,685**
Non built-up										
Over 20m from junction	69	286	3,319	24	16	43	233	232	109	4,330
Roundabout	12	24	262	2	1	5	19	15	5	345
Mini roundabout	-	-	3	-	-	-	-	-	-	3
T/Y or staggered junction	12	52	648	5	3	9	46	27	20	822
Slip road	1	9	194	1	1	1	12	16	6	241
Crossroads	2	6	125	1	1	1	12	4	5	157
Multiple junction	1	1	28	-	-	-	3	-	1	34
Private drive	3	14	140	1	1	3	12	10	10	194
Other junction	3	24	172	1	1	2	15	7	9	234
Total	**104**	**417**	**4,894**	**35**	**24**	**65**	**351**	**311**	**164**	**6,363**
Total										
Over 20m from junction	270	439	6,140	136	26	271	396	301	197	8,176
Roundabout	113	76	974	19	5	38	49	35	22	1,329
Mini roundabout	14	5	89	5	1	5	5	2	2	127
T/Y or staggered junction	277	209	2,927	102	13	143	186	74	80	4,012
Slip road	8	12	283	3	1	3	18	18	7	353
Crossroads	84	46	1,050	55	5	61	59	18	29	1,407
Multiple junction	20	12	219	11	1	16	15	4	6	304
Private drive	19	24	250	3	1	6	20	14	14	350
Other junction	63	55	713	26	4	39	48	18	19	985
Total	**868**	**878**	**12,648**	**359**	**56**	**583**	**796**	**485**	**376**	**17,048**

1. Motorcycle includes all two wheeled motor vehicles.

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2009-2013 average

	Type of Accident					Type of Accident				
pedestrian	Single vehicle	Single vehicle &	Two vehicles	Three/ more vehicles	Total	Single vehicle	Single vehicle & pedestrian	Two vehicles	Three/ more vehicles	Total
					numbers					*percentages*
Built-up										
Reversing	5	116	64	9	194	1	9	1	1	3
Parked	2	5	219	221	448	1	0	5	18	6
Slowing or stopping	9	72	368	162	611	2	5	8	13	8
Moving off	13	94	284	35	426	3	7	6	3	6
U Turn	2	7	64	4	77	1	1	1	0	1
Turning/wtg turn left	15	51	242	24	331	4	4	5	2	4
Turning/wtg turn right	20	94	765	76	955	5	7	16	6	12
Changing lane	2	4	76	10	92	1	0	2	1	1
Overtaking	4	49	104	21	178	1	4	2	2	2
Going round bend	126	39	195	34	395	32	3	4	3	5
Going/waiting go ahead	201	811	2,374	658	4,045	50	60	50	53	52
Total	**400**	**1,343**	**4,757**	**1,254**	**7,754**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	1	1	5	2	9	0	1	0	0	0
Parked	-	1	30	21	51	-	1	1	2	1
Slowing or stopping	10	2	178	142	332	1	4	7	14	7
Moving off	2	2	61	9	73	0	3	3	1	2
U Turn	-	-	13	1	15	-	0	1	0	0
Turning/wtg turn left	8	1	46	9	64	1	1	2	1	1
Turning/wtg turn right	9	1	238	49	296	1	1	10	5	6
Changing lane	17	1	53	20	90	1	1	2	2	2
Overtaking	24	2	118	46	189	2	3	5	4	4
Going round bend	688	5	430	85	1,209	51	9	18	8	25
Going/waiting go ahead	594	43	1,260	667	2,564	44	75	52	63	52
Total	**1,354**	**57**	**2,431**	**1,052**	**4,894**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	6	117	69	11	203	0	8	1	1	2
Parked	3	6	249	241	499	0	0	4	11	4
Slowing or stopping	18	75	545	304	942	1	5	8	13	7
Moving off	14	95	345	44	499	1	7	5	2	4
U Turn	2	7	77	5	91	0	1	1	0	1
Turning/wtg turn left	23	51	288	33	395	1	4	4	1	3
Turning/wtg turn right	29	95	1,003	125	1,252	2	7	14	5	10
Changing lane	19	5	129	30	183	1	0	2	1	1
Overtaking	28	51	222	67	368	2	4	3	3	3
Going round bend	814	45	626	120	1,604	46	3	9	5	13
Going/waiting go ahead	795	854	3,634	1,325	6,609	45	61	51	58	52
Total	**1,754**	**1,400**	**7,188**	**2,306**	**12,648**	**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: 2013

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider								
Postcode, invalid or not known	5	3	3	4	4	-	2	5
Driver from elsewhere in the UK	1	-	-	2	1	1	-	-
Scottish driver, distance not known [5]	-	-	-	2	2	-	2	6
Vehicle parked and unattended	-	-	-	-	-	-	-	-
Non - UK driver [4]	-	-	-	-	-	-	-	-
Up to 2 km	24	11	32	7	35	8	14	70
Over 2 up to 5 km	15	4	11	4	10	1	10	44
Over 5 up to 10 km	4	2	6	3	4	-	4	17
Over 10 up to 20 km	2	4	3	-	2	-	9	7
Over 20 up to 50 km	1	-	-	-	3	-	5	5
Over 50 km	-	1	-	-	1	-	-	2
Total	**52**	**25**	**55**	**22**	**62**	**10**	**46**	**156**
Motor cycle rider								
Postcode, invalid or not known	3	8	5	1	8	4	4	3
Driver from elsewhere in the UK	-	1	3	4	2	6	1	-
Scottish driver, distance not known [5]	-	-	-	-	2	1	-	1
Vehicle parked and unattended	-	-	-	-	-	-	-	-
Non - UK driver [4]	1	1	-	1	-	1	1	-
Up to 2 km	17	5	13	3	9	8	11	20
Over 2 up to 5 km	16	12	5	1	6	4	5	13
Over 5 up to 10 km	11	10	6	2	6	2	4	8
Over 10 up to 20 km	5	11	7	2	8	3	4	9
Over 20 up to 50 km	5	13	8	5	11	4	8	3
Over 50 km	2	5	7	11	6	7	3	-
Total	**60**	**66**	**54**	**30**	**58**	**40**	**41**	**57**
Car driver								
Postcode, invalid or not known	39	37	89	22	51	20	49	147
Driver from elsewhere in the UK	6	13	13	30	18	42	14	23
Scottish driver, distance not known [5]	-	1	4	10	11	1	12	96
Vehicle parked and unattended	6	5	-	1	-	-	11	11
Non - UK driver [4]	4	7	-	9	-	2	1	-
Up to 2 km	119	128	200	106	194	62	178	475
Over 2 up to 5 km	113	111	140	68	138	44	151	368
Over 5 up to 10 km	45	132	106	38	109	47	121	273
Over 10 up to 20 km	29	123	94	54	69	47	87	175
Over 20 up to 50 km	31	131	71	60	78	30	76	96
Over 50 km	12	64	61	54	35	40	30	33
Total	**404**	**752**	**778**	**452**	**703**	**335**	**730**	**1,697**
Other driver or rider [2]								
Postcode, invalid or not known	11	12	41	9	20	8	17	49
Driver from elsewhere in the UK	6	5	5	2	3	15	6	7
Scottish driver, distance not known [5]	1	-	-	3	4	1	3	21
Vehicle parked and unattended	-	-	-	-	-	-	-	2
Non - UK driver [4]	-	5	-	-	1	-	3	-
Up to 2 km	13	10	18	10	19	9	16	46
Over 2 up to 5 km	24	9	18	12	17	4	12	61
Over 5 up to 10 km	14	10	13	5	17	9	14	60
Over 10 up to 20 km	3	23	23	10	17	9	21	56
Over 20 up to 50 km	10	34	22	14	22	16	20	25
Over 50 km	6	18	22	12	11	15	5	5
Total	**88**	**126**	**162**	**77**	**131**	**86**	**117**	**332**
All drivers and riders								
Postcode, invalid or not known	58	60	138	36	83	32	72	204
Driver from elsewhere in the UK	13	19	21	38	24	64	21	30
Scottish driver, distance not known [5]	1	1	4	15	19	3	17	124
Vehicle parked and unattended	6	5	-	1	-	-	11	13
Non - UK driver [4]	5	13	-	10	1	3	5	-
Up to 2 km	173	154	263	126	257	87	219	611
Over 2 up to 5 km	168	136	174	85	171	53	178	486
Over 5 up to 10 km	74	154	131	48	136	58	143	358
Over 10 up to 20 km	39	161	127	66	96	59	121	247
Over 20 up to 50 km	47	178	101	79	114	50	109	129
Over 50 km	20	88	90	77	53	62	38	40
Total	**604**	**969**	**1,049**	**581**	**954**	**471**	**934**	**2,242**

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.

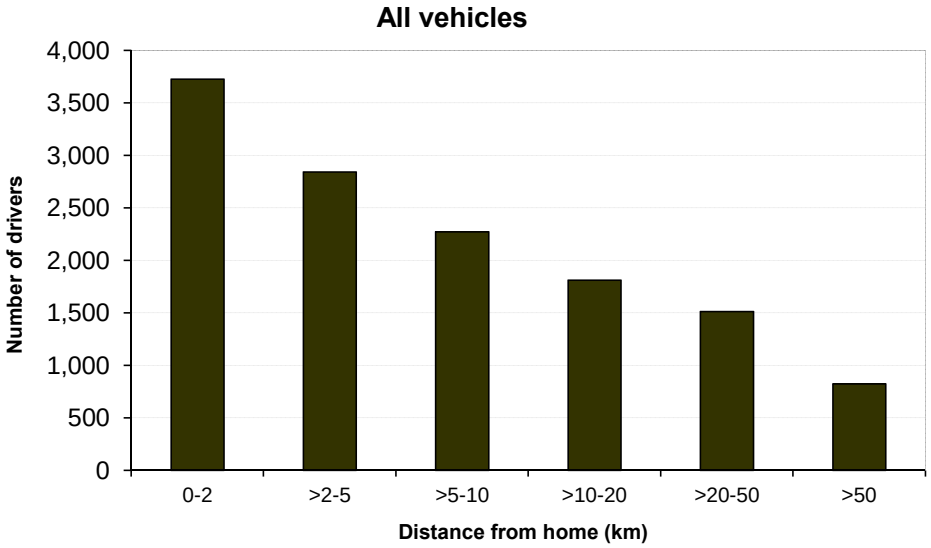
Table 16 cont'd

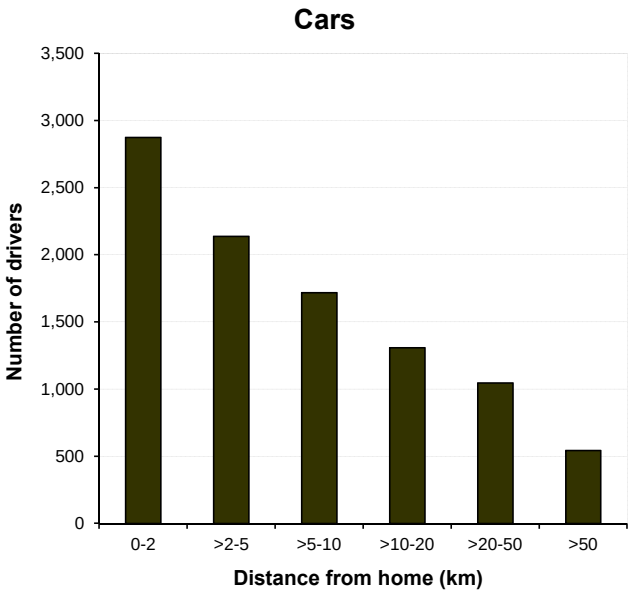
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2013

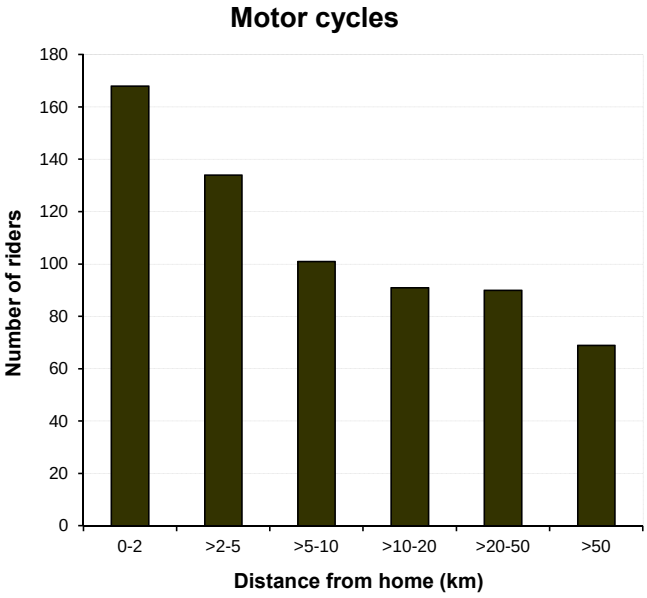
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider						
Postcode, invalid or not known	2	14	2	2	5	5	56
Driver from elsewhere in the UK	2	1	-	1	-	1	10
Scottish driver, distance not known [5]	-	-	-	2	-	2	16
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	1	5	1	-	-	-	7
Up to 2 km	26	102	13	31	11	22	406
Over 2 up to 5 km	8	80	8	11	2	14	222
Over 5 up to 10 km	10	33	-	7	9	9	108
Over 10 up to 20 km	6	8	-	7	3	4	55
Over 20 up to 50 km	5	3	-	1	-	1	24
Over 50 km	-	3	4	1	1	-	13
Total	**60**	**249**	**28**	**63**	**31**	**58**	**917**
Motor cycle rider						
Postcode, invalid or not known	2	4	6	1	1	3	53
Driver from elsewhere in the UK	10	-	12	-	-	1	40
Scottish driver, distance not known [5]	-	-	1	-	2	1	8
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	1	7	10	-	-	-	23
Up to 2 km	21	23	7	9	6	16	168
Over 2 up to 5 km	15	30	3	7	6	11	134
Over 5 up to 10 km	12	14	10	7	2	7	101
Over 10 up to 20 km	9	13	8	5	2	5	91
Over 20 up to 50 km	11	9	2	6	1	4	90
Over 50 km	4	1	18	2	-	3	69
Total	**85**	**101**	**77**	**37**	**20**	**51**	**777**
Car driver						
Postcode, invalid or not known	73	141	42	25	43	97	875
Driver from elsewhere in the UK	36	27	36	8	3	35	304
Scottish driver, distance not known [5]	-	2	5	34	16	59	251
Vehicle parked and unattended	16	24	2	-	3	10	89
Non - UK driver [4]	13	22	23	-	-	-	81
Up to 2 km	293	317	76	132	165	430	2,875
Over 2 up to 5 km	217	223	64	135	106	261	2,139
Over 5 up to 10 km	199	201	67	89	74	217	1,718
Over 10 up to 20 km	171	132	74	69	50	134	1,308
Over 20 up to 50 km	122	102	74	54	45	77	1,047
Over 50 km	40	43	97	6	3	26	544
Total	**1,180**	**1,234**	**560**	**552**	**508**	**1,346**	**11,231**
Other driver or rider [2]						
Postcode, invalid or not known	24	52	19	11	5	22	300
Driver from elsewhere in the UK	18	5	7	3	1	34	117
Scottish driver, distance not known [5]	3	1	-	5	3	9	54
Vehicle parked and unattended	5	5	1	-	-	2	15
Non - UK driver [4]	2	7	3	1	-	3	25
Up to 2 km	32	30	18	14	17	27	279
Over 2 up to 5 km	35	72	12	17	23	31	347
Over 5 up to 10 km	28	87	15	15	21	36	344
Over 10 up to 20 km	32	87	17	13	12	34	357
Over 20 up to 50 km	39	60	21	18	13	39	353
Over 50 km	24	24	38	8	2	8	198
Total	**242**	**430**	**151**	**105**	**97**	**245**	**2,389**
All drivers and riders						
Postcode, invalid or not known	101	211	69	39	54	127	1,284
Driver from elsewhere in the UK	66	33	55	12	4	71	471
Scottish driver, distance not known [5]	3	3	6	41	21	71	329
Vehicle parked and unattended	21	29	3	-	3	12	104
Non - UK driver [4]	17	41	37	1	-	3	136
Up to 2 km	372	472	114	186	199	495	3,728
Over 2 up to 5 km	275	405	87	170	137	317	2,842
Over 5 up to 10 km	249	335	92	118	106	269	2,271
Over 10 up to 20 km	218	240	99	94	67	177	1,811
Over 20 up to 50 km	177	174	97	79	59	121	1,514
Over 50 km	68	71	157	17	6	37	824
Total	**1,567**	**2,014**	**816**	**757**	**656**	**1,700**	**15,314**

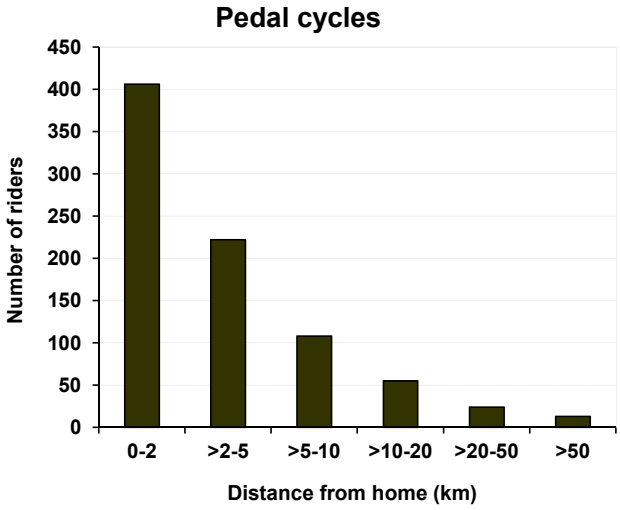
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in 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.

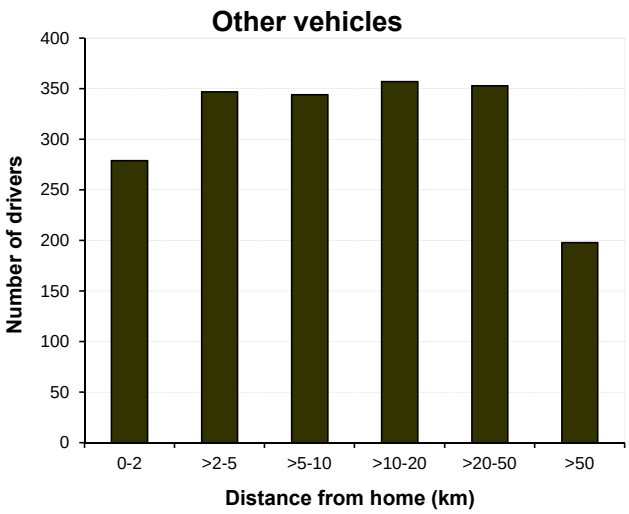
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2013











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2009-2013 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	27	40	89	32	6	194	2	3	3	3	2	3
Parked	41	96	162	30	119	448	3	6	5	3	48	6
Slowing or stopping	113	128	288	72	10	611	7	9	9	7	4	8
Moving off	73	80	188	74	11	426	5	5	6	7	4	6
U Turn	12	15	35	12	2	77	1	1	1	1	1	1
Turning/wtg turn left	64	63	149	42	13	331	4	4	4	4	5	4
Turning/wtg turn right	208	169	414	155	10	955	13	11	12	15	4	12
Changing lane	16	21	38	13	5	92	1	1	1	1	2	1
Overtaking	41	32	72	26	7	178	3	2	2	3	3	2
Going round bend	125	74	143	50	4	395	8	5	4	5	2	5
Going/wtg go ahead	831	782	1,800	568	63	4,045	54	52	53	53	25	52
Total[(1)]	**1,551**	**1,501**	**3,377**	**1,074**	**250**	**7,754**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	2	2	4	1	0	9	0	0	0	0	0	0
Parked	7	7	24	7	6	51	1	1	1	1	17	1
Slowing or stopping	68	70	151	41	1	332	6	8	7	6	3	7
Moving off	9	12	33	19	0	73	1	1	2	3	1	2
U Turn	2	2	7	3	0	15	0	0	0	0	1	0
Turning/wtg turn left	12	11	30	11	1	64	1	1	1	2	2	1
Turning/wtg turn right	51	40	130	74	2	296	4	5	6	11	4	6
Changing lane	25	17	38	9	0	90	2	2	2	1	1	2
Overtaking	49	35	74	27	4	189	4	4	4	4	10	4
Going round bend	440	204	430	130	6	1,209	35	24	21	19	16	25
Going/wtg go ahead	586	467	1,135	359	17	2,564	47	54	55	53	44	52
Total[(1)]	**1,253**	**866**	**2,057**	**680**	**38**	**4,894**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	29	42	93	33	6	203	1	2	2	2	2	2
Parked	47	103	186	37	126	499	2	4	3	2	44	4
Slowing or stopping	181	198	439	113	11	942	7	8	8	6	4	7
Moving off	82	92	221	93	11	499	3	4	4	5	4	4
U Turn	15	17	42	15	3	91	1	1	1	1	1	1
Turning/wtg turn left	76	74	179	53	14	395	3	3	3	3	5	3
Turning/wtg turn right	259	209	544	230	11	1,252	9	9	10	13	4	10
Changing lane	41	38	76	22	5	183	2	2	1	1	2	1
Overtaking	91	68	146	53	10	368	3	3	3	3	4	3
Going round bend	565	277	573	180	10	1,604	20	12	11	10	4	13
Going/wtg go ahead	1,418	1,249	2,936	927	80	6,609	51	53	54	53	28	52
Total[(1)]	**2,804**	**2,367**	**5,434**	**1,754**	**288**	**12,648**	**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 20098-2013 averages, 2003 to 2013

	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
	2003	78	70	145	49	346	22.5	20.2	41.9	14.2	100
	2004	77	66	124	57	324	23.8	20.4	38.3	17.6	100
	2005	91	40	104	46	284	32.0	14.1	36.6	16.2	100
	2006	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	96	61	283	23.3	18.7	33.9	21.6	100
	2009	61	22	87	35	205	29.8	10.7	42.4	17.1	100
	2010	55	34	86	45	220	25.0	15.5	39.1	20.5	100
	2011	41	28	84	42	196	20.9	14.3	42.9	21.4	100
	2012	28	27	54	34	147	19.0	18.4	36.7	23.1	100
	2013	32	29	70	45	182	17.6	15.9	38.5	24.7	100
	2009 to 2013 average	**43**	**28**	**76**	**40**	**190**	**22.8**	**14.7**	**40.1**	**21.2**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	100
	2003	637	545	1,153	347	2,749	23.2	19.8	41.9	12.6	100
	2004	640	451	1,098	329	2,587	24.7	17.4	42.4	12.7	100
	2005	616	438	990	316	2,436	25.3	18.0	40.6	13.0	100
	2006	630	380	1,085	289	2,435	25.9	15.6	44.6	11.9	100
	2007	603	306	892	323	2,167	27.8	14.1	41.2	14.9	100
	2008	587	388	956	338	2,311	25.4	16.8	41.4	14.6	100
	2009	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	311	719	342	1,766	20.0	17.6	40.7	19.4	100
	2013	263	238	608	287	1,440	18.3	16.5	42.2	19.9	100
	2009 to 2013 average	**385**	**295**	**724**	**303**	**1,748**	**22.0**	**16.9**	**41.4**	**17.4**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**10.7**	100
	2003	3,320	3,026	6,299	1,567	14,631	22.7	20.7	43.1	10.7	100
	2004	3,436	2,942	6,423	1,564	14,807	23.2	19.9	43.4	10.6	100
	2005	3,290	2,633	6,254	1,513	14,050	23.4	18.7	44.5	10.8	100
	2006	3,372	2,497	5,991	1,390	13,626	24.7	18.3	44.0	10.2	100
	2007	3,447	2,352	5,555	1,453	13,150	26.2	17.9	42.2	11.0	100
	2008	3,139	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	4,647	1,454	10,574	21.1	19.3	43.9	13.8	100
	2012	2,222	1,895	4,507	1,405	10,308	21.6	18.4	43.7	13.6	100
	2013	1,925	1,865	4,189	1,380	9,609	20.0	19.4	43.6	14.4	100
	2009 to 2013 average	**2,375**	**2,044**	**4,634**	**1,411**	**10,710**	**22.2**	**19.1**	**43.3**	**13.2**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	100
	2003	4,035	3,641	7,597	1,963	17,726	22.8	20.5	42.9	11.1	100
	2004	4,153	3,459	7,645	1,950	17,718	23.4	19.5	43.1	11.0	100
	2005	3,997	3,111	7,348	1,875	16,770	23.8	18.6	43.8	11.2	100
	2006	4,104	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	3,792	2,658	6,513	1,752	15,061	25.2	17.6	43.2	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	5,429	1,792	12,403	21.1	18.8	43.8	14.4	100
	2012	2,604	2,233	5,280	1,781	12,221	21.3	18.3	43.2	14.6	100
	2013	2,220	2,132	4,867	1,712	11,231	19.8	19.0	43.3	15.2	100
	2009 to 2013 average	**2,804**	**2,367**	**5,434**	**1,754**	**12,648**	**22.2**	**18.7**	**43.0**	**13.9**	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 2009 to 2013 averages, 2003 to 2013

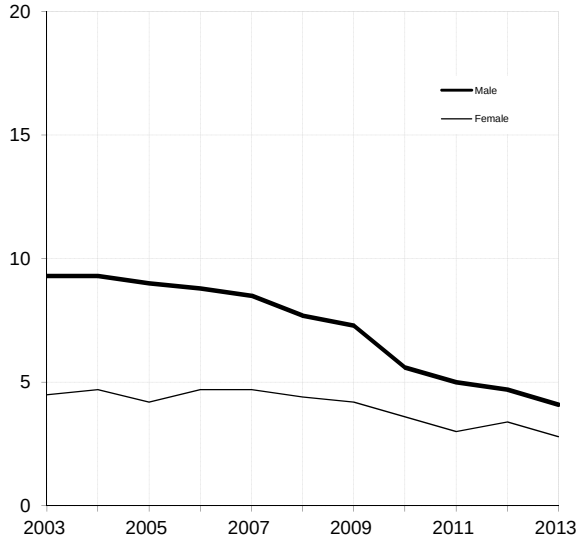
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.7**	**6.2**	**4.6**	**2.6**	**4.9**
	2003	2,692	2,161	4,528	1,409	10,862	9.3	7.5	5.1	3.0	5.6
	2004	2,740	2,026	4,608	1,376	10,810	9.3	7.2	5.2	2.9	5.6
	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	2,363	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	3,187	1,233	7,355	5.0	4.4	3.5	2.2	3.5
	2012	1,485	1,231	2,961	1,187	6,891	4.7	4.1	3.3	2.1	3.3
	2013	1,315	1,125	2,755	1,110	6,345	4.1	3.7	3.1	1.9	3.0
	2009 to 2013 average	**1,685**	**1,315**	**3,090**	**1,188**	**7,307**	**5.3**	**4.5**	**3.4**	**2.2**	**3.5**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.5**	**4.0**	**2.9**	**0.8**	**2.7**
	2003	1,293	1,389	2,961	541	6,202	4.5	4.5	3.2	0.9	2.9
	2004	1,389	1,367	2,859	524	6,151	4.7	4.6	3.1	0.8	2.9
	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	2,121	555	4,617	3.0	3.1	2.2	0.8	2.0
	2012	1,088	919	2,156	589	4,762	3.4	3.0	2.3	0.9	2.1
	2013	881	893	1,992	601	4,384	2.8	2.8	2.1	0.9	1.9
	2009 to 2013 average	**1,077**	**965**	**2,205**	**561**	**4,819**	**3.4**	**3.2**	**2.3**	**0.8**	**2.1**
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**
	2003	4,035	3,641	7,597	1,963	17,726	7.0	6.1	4.2	1.8	4.2
	2004	4,153	3,459	7,645	1,950	17,718	7.1	6.0	4.2	1.8	4.2
	2005	3,997	3,111	7,348	1,875	16,770	6.7	5.5	4.0	1.7	4.0
	2006	4,104	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	3,792	2,658	6,513	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	5,429	1,792	12,403	4.1	3.9	2.9	1.5	2.8
	2012	2,604	2,233	5,280	1,781	12,221	4.1	3.7	2.9	1.4	2.7
	2013	2,220	2,132	4,867	1,712	11,231	3.5	3.4	2.7	1.4	2.5
	2009 to 2013 average	**2,804**	**2,367**	**5,434**	**1,754**	**12,648**	**4.4**	**3.9**	**2.9**	**1.4**	**2.9**
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**
	2003	2.1	1.6	1.5	2.6	1.8	2.1	1.7	1.6	3.3	1.9
	2004	2.0	1.5	1.6	2.6	1.8	2.0	1.6	1.7	3.6	1.9
	2005	2.1	1.5	1.6	2.4	1.8	2.1	1.6	1.6	3.1	1.9
	2006	1.9	1.4	1.5	2.2	1.6	1.9	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
	2009 to 2013 average	**1.6**	**1.4**	**1.4**	**2.1**	**1.5**	**1.6**	**1.4**	**1.5**	**2.8**	**1.7**

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: 2003 to 2013

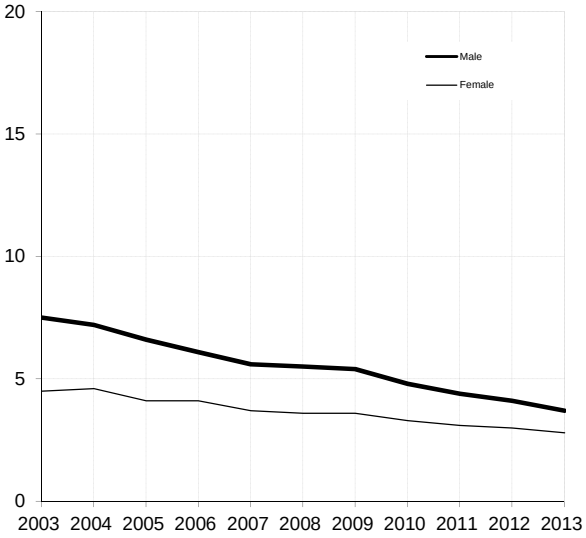
(a) 17-25

Rate per thousand population



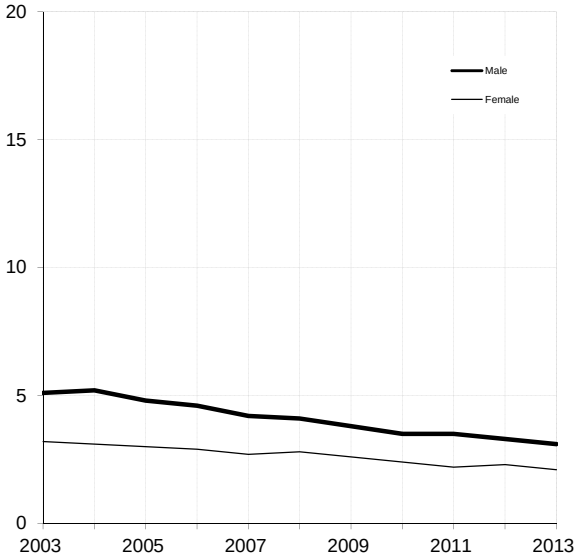
(b) 26-34

Rate per thousand population



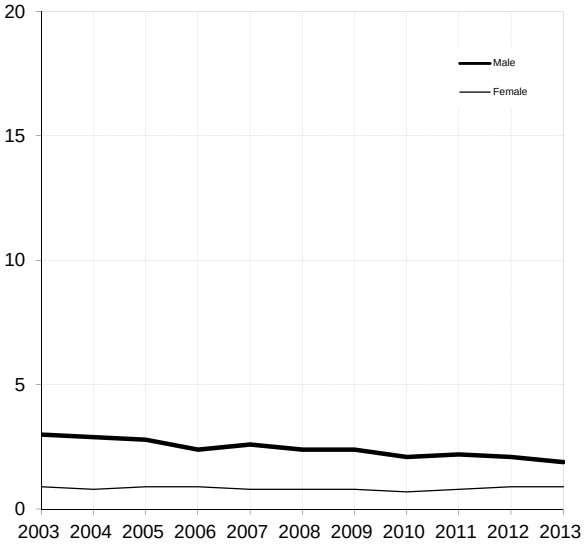
(c) 35-59

Rate per thousand population



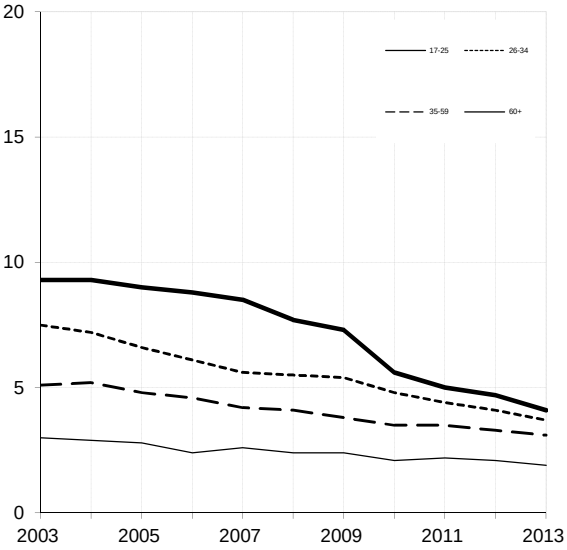
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

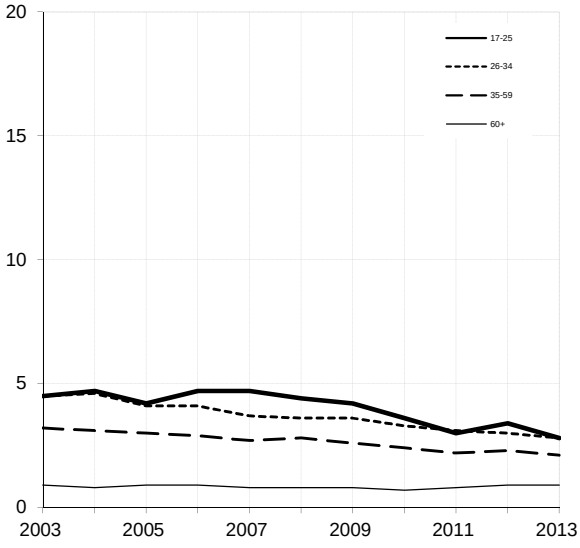


Table 19
Motorists involved in accidents by police force division [1]
Years: 2004-08 and 2009-13 averages, 2009 to 2013

	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**
2009	667	1,358	1,475	764	1,030	600	1,153	2,868	1,821	1,873	1,086	995	748	2,125	18,563
2010	510	1,156	1,154	695	870	587	922	2,644	1,734	1,794	853	912	801	1,794	16,426
2011	552	997	1,212	567	904	495	1,020	2,587	1,613	1,735	835	741	833	1,805	15,896
2012	608	1,005	1,186	546	924	497	928	2,458	1,645	1,765	884	704	815	1,635	15,600
2013	552	944	994	559	892	461	888	2,086	1,506	1,765	787	694	625	1,641	14,394
09-13 ave	**578**	**1,092**	**1,204**	**626**	**924**	**528**	**982**	**2,529**	**1,664**	**1,786**	**889**	**809**	**764**	**1,800**	**16,176**
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**
2009	374	855	1,206	456	617	454	693	1,503	952	884	733	597	394	1,217	10,935
2010	310	650	938	423	546	449	503	1,370	977	888	580	575	411	1,043	9,663
2011	320	646	975	356	526	364	517	1,352	946	980	491	463	440	1,039	9,415
2012	369	577	944	327	553	361	537	1,314	984	968	536	466	453	945	9,334
2013	301	499	780	358	560	347	500	1,079	962	1,053	491	434	364	943	8,671
09-13 ave	**335**	**645**	**969**	**384**	**560**	**395**	**550**	**1,324**	**964**	**955**	**566**	**507**	**412**	**1,037**	**9,604**
›sitive/refused															
04-08 ave	**16**	**35**	**36**	**20**	**26**	**19**	**31**	**67**	**43**	**28**	**35**	**32**	**25**	**60**	**474**
2009	26	41	21	18	19	5	31	73	37	24	25	30	22	59	431
2010	13	33	24	13	18	15	24	42	24	19	30	32	20	40	347
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	23	19	14	11	6	36	212
09-13 ave	**16**	**31**	**22**	**10**	**17**	**10**	**22**	**43**	**30**	**19**	**21**	**21**	**17**	**42**	**320**
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**
2009	56.1	63.0	81.8	59.7	59.9	75.7	60.1	52.4	52.3	47.2	67.5	60.0	52.7	57.3	58.9
2010	60.8	56.2	81.3	60.9	62.8	76.5	54.6	51.8	56.3	49.5	68.0	63.0	51.3	58.1	58.8
2011	58.0	64.8	80.4	62.8	58.2	73.5	50.7	52.3	58.6	56.5	58.8	62.5	52.8	57.6	59.2
2012	60.7	57.4	79.6	59.9	59.8	72.6	57.9	53.5	59.8	54.8	60.6	66.2	55.6	57.8	59.8
2013	54.5	52.9	78.5	64.0	62.8	75.3	56.3	51.7	63.9	59.7	62.4	62.5	58.2	57.5	60.2
09-13 ave	**57.9**	**59.1**	**80.4**	**61.3**	**60.6**	**74.8**	**56.0**	**52.3**	**58.0**	**53.4**	**63.7**	**62.7**	**54.0**	**57.6**	**59.4**
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**
2009	3.9	3.0	1.4	2.4	1.8	0.8	2.7	2.5	2.0	1.3	2.3	3.0	2.9	2.8	2.3
2010	2.5	2.9	2.1	1.9	2.1	2.6	2.6	1.6	1.4	1.1	3.5	3.5	2.5	2.2	2.1
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
09-13 ave	**2.7**	**2.8**	**1.8**	**1.7**	**1.9**	**1.8**	**2.2**	**1.7**	**1.8**	**1.1**	**2.4**	**2.5**	**2.3**	**2.3**	**2.0**
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**
2009	7.0	4.8	1.7	3.9	3.1	1.1	4.5	4.9	3.9	2.7	3.4	5.0	5.6	4.8	3.9
2010	4.2	5.1	2.6	3.1	3.3	3.3	4.8	3.1	2.5	2.1	5.2	5.6	4.9	3.8	3.6
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	2.4	1.8	2.9	2.5	1.6	3.8	2.4
09-13 ave	**4.7**	**4.8**	**2.3**	**2.7**	**3.1**	**2.4**	**4.0**	**3.2**	**3.1**	**2.0**	**3.7**	**4.1**	**4.2**	**4.0**	**3.3**

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, 2009-2013 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	40	59	134	160	513
	03-06	30	34	58	82	293
	06-09	362	326	127	74	1,975
	09-12	376	369	337	224	2,434
	12-15	440	579	556	411	3,305
	15-18	651	715	477	379	4,176
	18-21	354	389	328	257	2,388
	21-24	142	209	193	123	1,093
	Total	**2,395**	**2,678**	**2,209**	**1,710**	**16,176**
Breath test requested	00-03	27	38	83	97	327
	03-06	19	22	38	49	187
	06-09	211	196	86	49	1,174
	09-12	216	207	211	141	1,422
	12-15	244	326	324	242	1,867
	15-18	379	419	288	241	2,463
	18-21	209	240	211	165	1,452
	21-24	93	136	128	75	711
	Total	**1,397**	**1,585**	**1,370**	**1,060**	**9,604**
Positive/refused	00-03	6	9	22	26	79
	03-06	2	3	12	17	42
	06-09	1	3	7	6	22
	09-12	2	2	4	3	17
	12-15	2	3	4	5	19
	15-18	4	2	8	8	34
	18-21	5	6	11	10	47
	21-24	6	11	17	8	61
	Total	**28**	**40**	**85**	**82**	**320**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	68	65	62	61	64
	03-06	65	64	67	60	64
	06-09	58	60	67	67	59
	09-12	57	56	63	63	58
	12-15	55	56	58	59	56
	15-18	58	59	60	64	59
	18-21	59	62	64	64	61
	21-24	66	65	67	61	65
	Total	**58**	**59**	**62**	**62**	**59**
Positive/refused as a percentage of motorists involved	00-03	14	15	17	16	15
	03-06	8	10	21	20	14
	06-09	0	1	6	8	1
	09-12	0	1	1	1	1
	12-15	0	1	1	1	1
	15-18	1	0	2	2	1
	18-21	1	2	3	4	2
	21-24	4	5	9	6	6
	Total	**1**	**1**	**4**	**5**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	20	23	27	26	24
	03-06	13	15	32	34	22
	06-09	1	2	8	12	2
	09-12	1	1	2	2	1
	12-15	1	1	1	2	1
	15-18	1	1	3	3	1
	18-21	2	3	5	6	3
	21-24	7	8	13	11	9
	Total	**2**	**3**	**6**	**8**	**3**

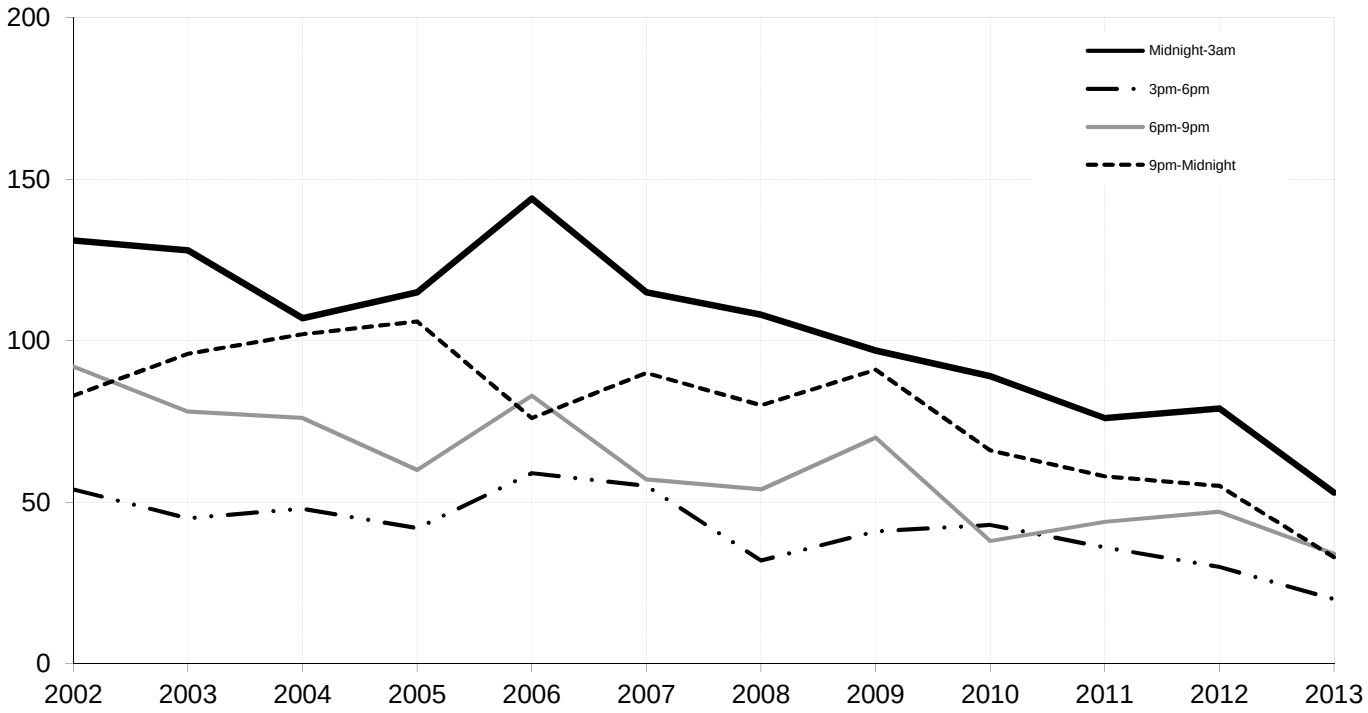
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-08 and 2009-2013 averages, 2009 to 2013

		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**	**2,518**	**2,994**	**4,122**	**5,396**	**3,199**	**1,597**	**20,972**
	2009	600	324	2,165	2,752	3,739	4,665	2,840	1,478	18,563
	2010	559	338	1,945	2,556	3,402	4,208	2,355	1,063	16,426
	2011	538	275	1,945	2,439	3,177	4,143	2,355	1,024	15,896
	2012	467	295	2,028	2,192	3,243	4,049	2,259	1,067	15,600
	2013	400	233	1,790	2,230	2,964	3,814	2,131	832	14,394
	2009 to 2013 average	**513**	**293**	**1,975**	**2,434**	**3,305**	**4,176**	**2,388**	**1,093**	**16,176**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,400**	**3,178**	**1,958**	**1,020**	**12,559**
	2009	383	206	1,239	1,568	2,154	2,755	1,689	941	10,935
	2010	373	210	1,180	1,460	1,853	2,431	1,450	706	9,663
	2011	326	184	1,167	1,459	1,774	2,401	1,435	669	9,415
	2012	294	186	1,214	1,308	1,827	2,427	1,373	705	9,334
	2013	261	149	1,071	1,315	1,726	2,300	1,313	536	8,671
	2009 to 2013 average	**327**	**187**	**1,174**	**1,422**	**1,867**	**2,463**	**1,452**	**711**	**9,604**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	2002	131	75	21	23	30	54	92	83	509
	2003	128	81	29	26	20	45	78	96	503
	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	18	11	16	20	34	33	212
	2009 to 2013 average	**79**	**42**	**22**	**17**	**19**	**34**	**47**	**61**	**320**
(b) Percentages										
Breath test requested	**2004-08 average**	**65.0**	**63.5**	**59.4**	**59.1**	**58.2**	**58.9**	**61.2**	**63.8**	**59.9**
as percent of motorists	2008	63.8	63.6	57.2	57.0	57.6	59.1	59.5	63.7	58.9
involved	2009	66.7	62.1	60.7	57.1	54.5	57.8	61.6	66.4	58.8
	2010	60.6	66.9	60.0	59.8	55.8	58.0	60.9	65.3	59.2
	2011	63.0	63.1	59.9	59.7	56.3	59.9	60.8	66.1	59.8
	2012	65.3	63.9	59.8	59.0	58.2	60.3	61.6	64.4	60.2
	2008 to 2012 average	**63.8**	**63.8**	**59.5**	**58.4**	**56.5**	**59.0**	**60.8**	**65.1**	**59.4**
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	2009	16.2	17.0	1.2	0.8	0.7	0.9	2.5	6.2	2.3
involved	2010	15.9	16.0	1.2	0.7	0.4	1.0	1.6	6.2	2.1
	2011	14.1	16.0	1.3	0.8	0.6	0.9	1.9	5.7	2.0
	2012	16.9	10.2	0.8	0.6	0.5	0.7	2.1	5.2	1.8
	2013	13.3	11.6	1.0	0.5	0.5	0.5	1.6	4.0	1.5
	2009 to 2013 average	**15.4**	**14.3**	**1.1**	**0.7**	**0.6**	**0.8**	**2.0**	**5.5**	**2.0**
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	2009	25.3	26.7	2.2	1.5	1.3	1.5	4.1	9.7	3.9
breath test requested	2010	23.9	25.7	2.0	1.2	0.8	1.8	2.6	9.3	3.6
	2011	23.3	23.9	2.2	1.3	1.0	1.5	3.1	8.7	3.4
	2012	26.9	16.1	1.3	1.0	0.9	1.2	3.4	7.8	3.1
	2013	20.3	18.1	1.7	0.8	0.9	0.9	2.6	6.2	2.4
	2009 to 2013 average	**24.1**	**22.5**	**1.9**	**1.2**	**1.0**	**1.4**	**3.2**	**8.5**	**3.3**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2002 to 2013

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



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

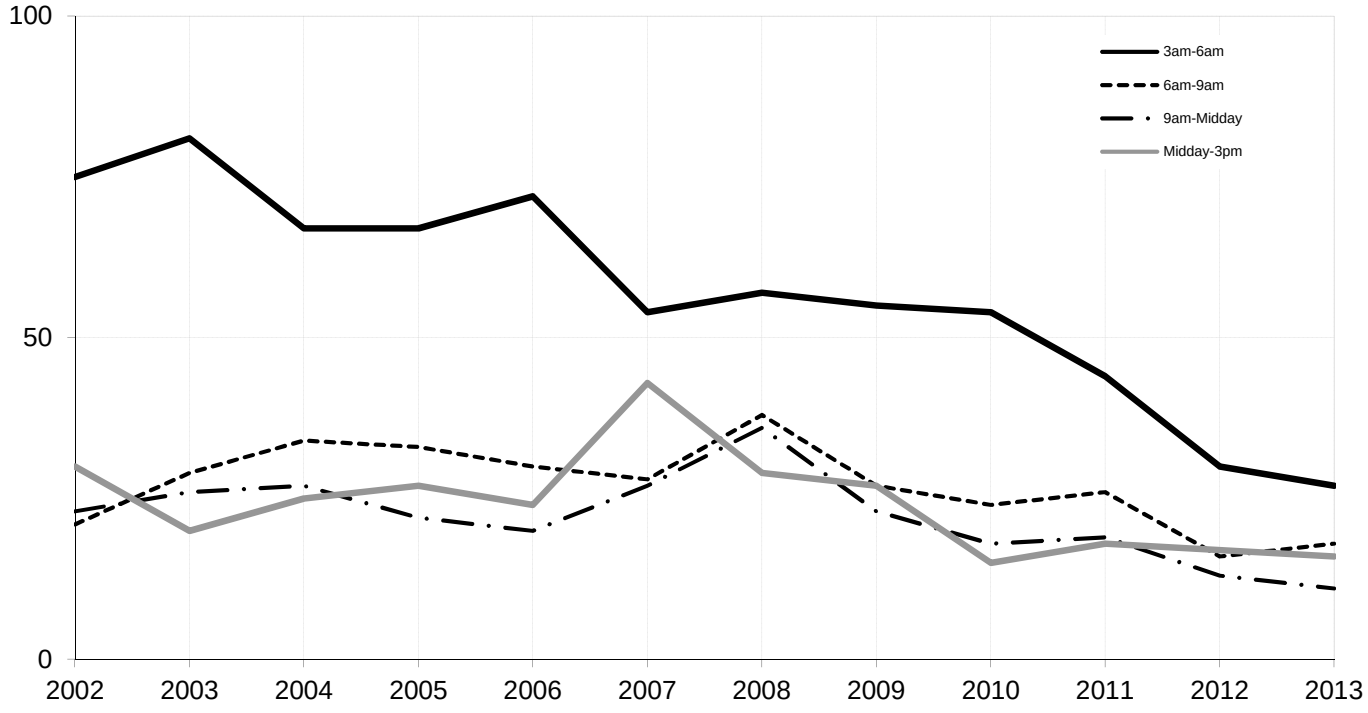
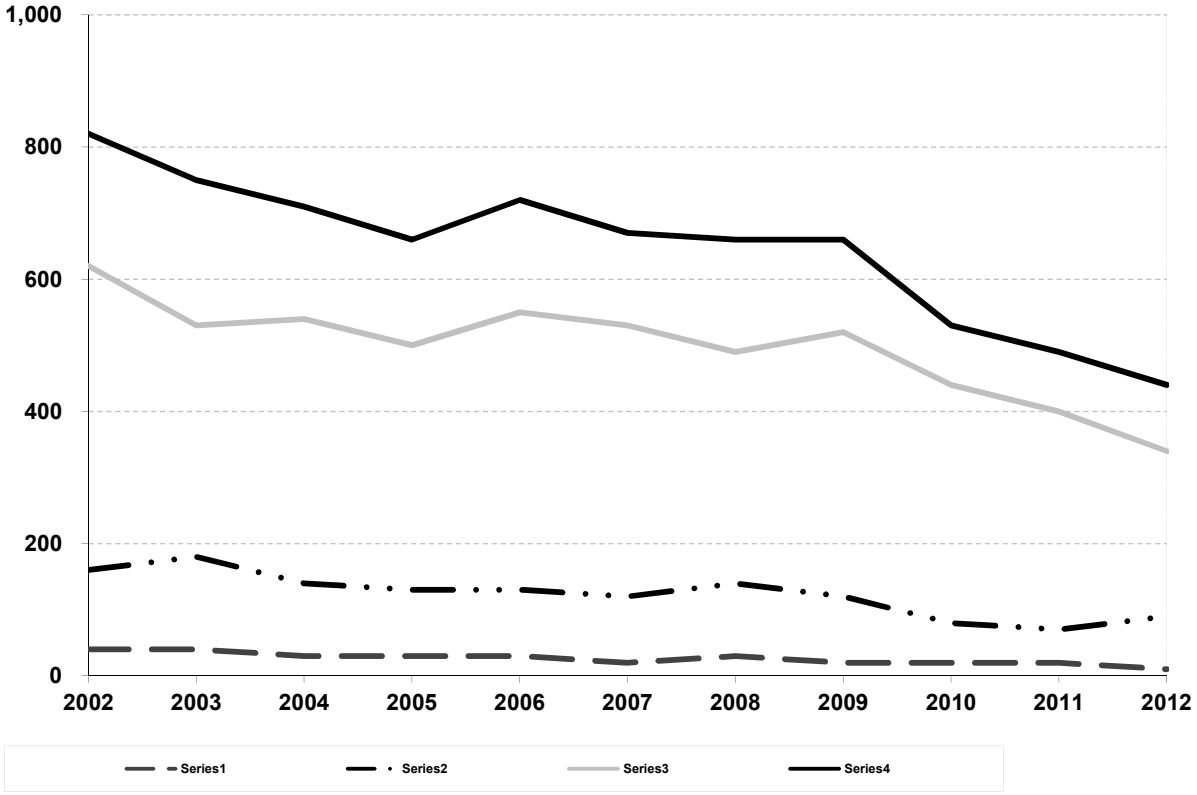


Table 22

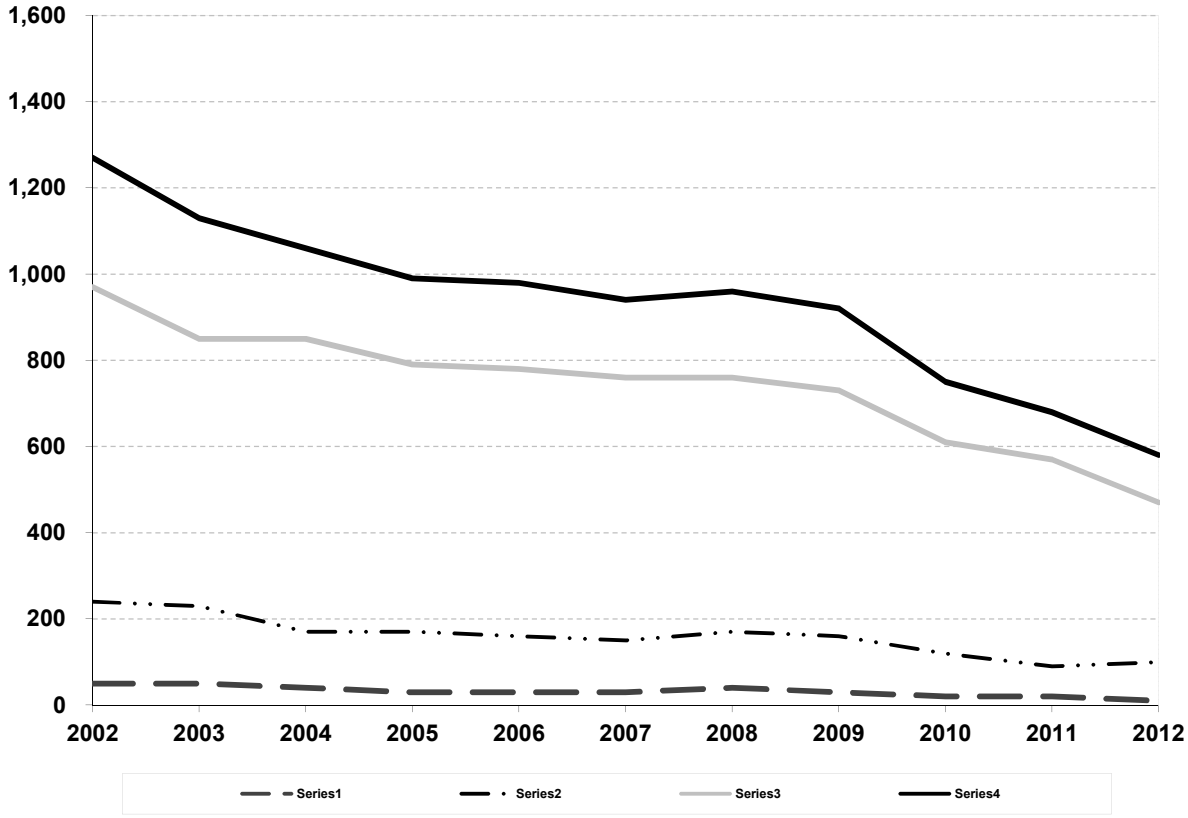
(a) Estimated number of reported drink drive *accidents*

Years: 2002 to 2012



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

Years: 2002 to 2012



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). DfT published GB estimates in *Reported Road Casualties Great Britain 2013* in September 2014. Scotland estimates are presented in Table 22. Because of the uncertainty involved figures are rounded to the nearest ten.

https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

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 2013 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 2013 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, 2002 to 2012

Number of accidents/casualties

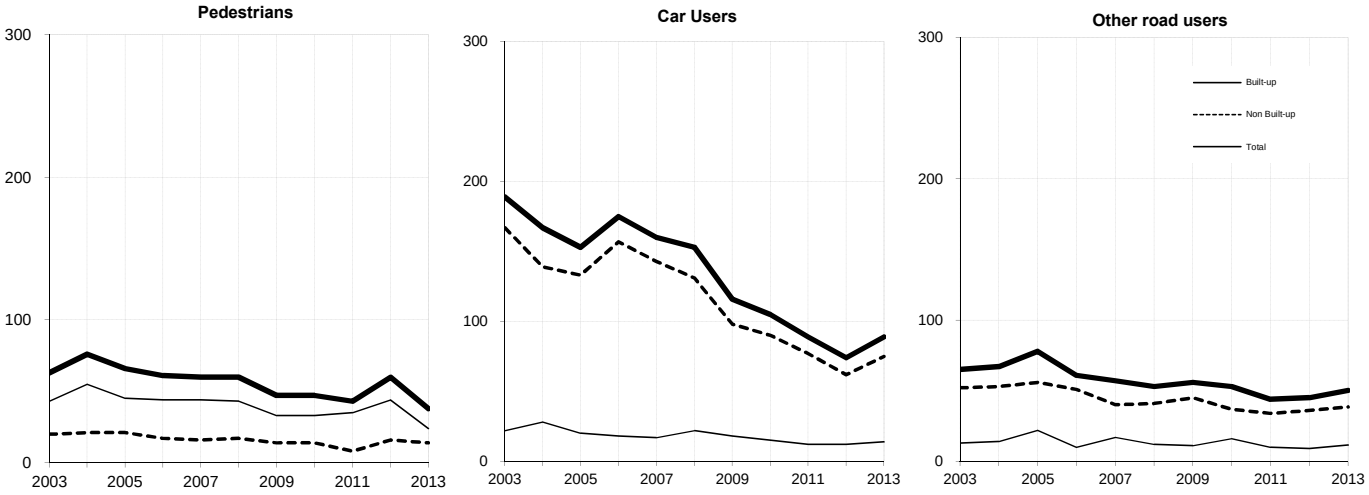
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
2004-08 Average	30	130	520	690	30	170	790	990
2002	40	160	620	820	50	240	970	1,270
2003	40	180	530	750	50	230	850	1,130
2004	30	140	540	710	40	170	850	1,060
2005	30	130	500	660	30	170	790	990
2006	30	130	550	720	30	160	780	980
2007	20	120	530	670	30	150	760	940
2008	30	140	490	660	40	170	760	960
2009	20	120	520	660	30	160	730	920
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
2008-12 average	20	100	440	560	20	130	630	780

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

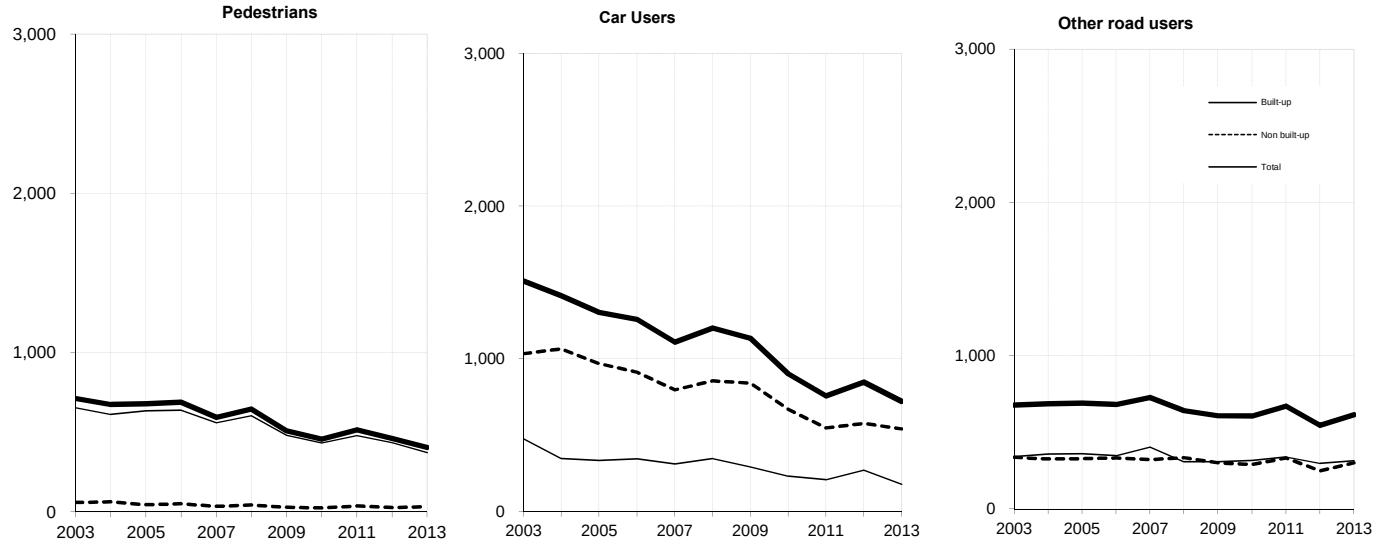
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2003 to 2013

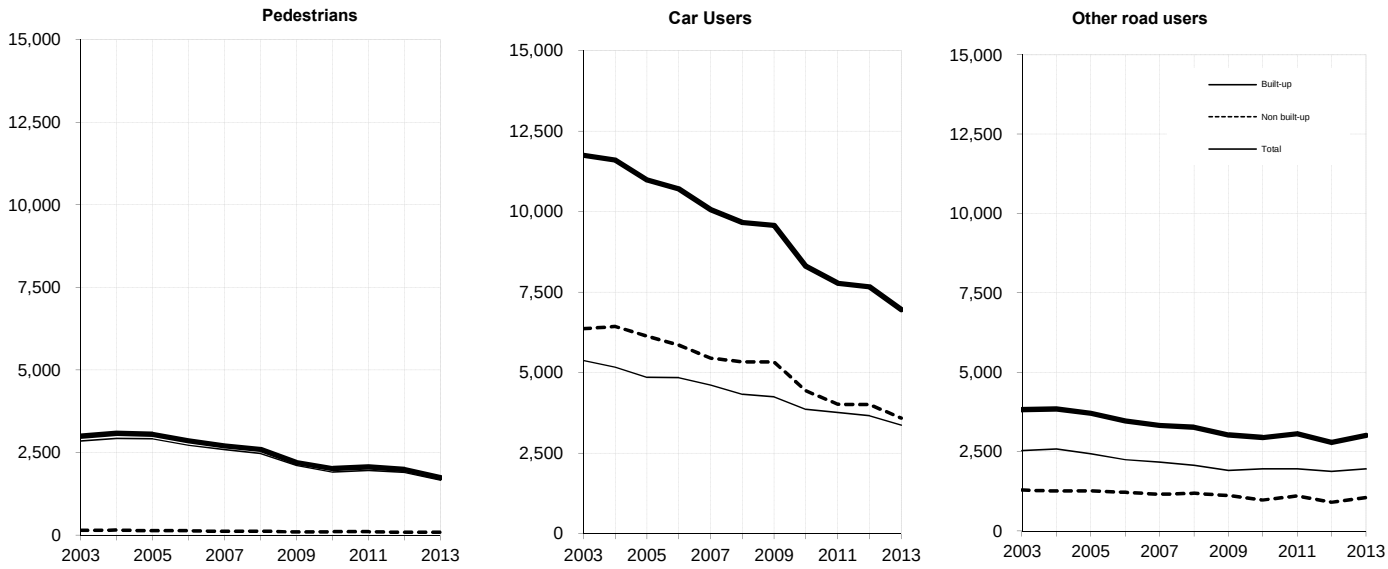
(a) Killed



(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 2009-2013 averages, 2003 to 2013

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**
	2003	43	654	2,847	20	58	143	63	712	2,990
	2004	55	611	2,921	21	63	157	76	674	3,078
	2005	45	633	2,918	21	44	133	66	677	3,051
	2006	44	638	2,719	17	50	134	61	688	2,853
	2007	44	560	2,589	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	1,899	16	26	87	60	461	1,986
	2013	24	372	1,665	14	32	82	38	404	1,747
	2009 to 2013 average	**34**	**440**	**1,909**	**13**	**30**	**93**	**47**	**469**	**2,002**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	2003	6	98	707	8	27	95	14	125	802
	2004	3	104	697	4	17	79	7	121	776
	2005	8	99	696	8	17	85	16	116	781
	2006	7	106	695	3	25	86	10	131	781
	2007	4	123	633	-	24	81	4	147	714
	2008	4	125	644	5	30	86	9	155	730
	2009	3	123	704	2	29	100	5	152	804
	2010	1	115	688	6	23	93	7	138	781
	2011	3	120	733	4	36	91	7	156	824
	2012	5	135	792	4	33	114	9	168	906
	2013	2	119	781	11	29	102	13	148	883
	2009 to 2013 average	**3**	**122**	**740**	**5**	**30**	**100**	**8**	**152**	**840**
Motor cycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	2003	12	147	591	38	220	523	50	367	1,114
	2004	5	142	529	37	211	465	42	353	994
	2005	3	155	576	31	216	506	34	371	1,082
	2006	12	165	573	46	187	495	58	352	1,068
	2007	3	157	582	37	224	479	40	381	1,061
	2008	7	176	543	27	220	499	34	396	1,042
	2009	8	121	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	210	434	21	342	867
	2013	5	124	428	18	156	345	23	280	773
	2009 to 2013 average	**6**	**123**	**437**	**25**	**191**	**425**	**31**	**313**	**863**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	2003	22	477	5,387	167	1,034	6,368	189	1,511	11,755
	2004	28	348	5,171	139	1,066	6,434	167	1,414	11,605
	2005	20	334	4,856	133	970	6,133	153	1,304	10,989
	2006	18	346	4,846	157	912	5,859	175	1,258	10,705
	2007	17	312	4,614	143	798	5,449	160	1,110	10,063
	2008	22	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	4,021	89	758	7,780
	2012	12	271	3,660	62	577	4,006	74	848	7,666
	2013	14	180	3,372	75	542	3,589	89	722	6,961
	2009 to 2013 average	**14**	**237**	**3,781**	**80**	**636**	**4,276**	**95**	**873**	**8,057**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2009-2013 averages, 2003 to 2013

		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**
	2003	1	28	252	-	2	52	1	30	304
	2004	-	11	205	-	10	35	-	21	240
	2005	-	9	213	-	2	37	-	11	250
	2006	-	15	194	1	6	54	1	21	248
	2007	1	6	188	-	3	37	1	9	225
	2008	-	8	153	-	6	24	-	14	177
	2009	-	6	185	-	4	40	-	10	225
	2010	-	8	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
	2009 to 2013 average	**0**	**10**	**153**	**0**	**4**	**36**	**1**	**14**	**189**
Minibus	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	2003	-	2	32	1	7	62	1	9	94
	2004	-	3	32	-	6	48	-	9	80
	2005	-	1	25	1	9	44	1	10	69
	2006	-	1	38	-	8	56	-	9	94
	2007	-	1	26	-	3	44	-	4	70
	2008	1	1	30	2	7	28	3	8	58
	2009	-	1	16	-	14	60	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	-	14	-	2	8	-	2	22
	2012	-	5	30	-	10	39	-	15	69
	2013	-	3	12	1	12	41	1	15	53
	2009 to 2013 average	**-**	**2**	**18**	**0**	**8**	**35**	**0**	**10**	**53**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	2003	1	57	731	-	12	161	1	69	892
	2004	1	53	795	2	10	120	3	63	915
	2005	-	55	782	-	8	75	-	63	857
	2006	-	50	698	-	7	65	-	57	763
	2007	-	33	559	-	-	64	-	33	623
	2008	1	57	513	-	2	74	1	59	587
	2009	-	32	430	-	4	43	-	36	473
	2010	-	39	416	1	13	124	1	52	540
	2011	1	46	413	-	5	93	1	51	506
	2012	1	37	335	-	7	106	1	44	441
	2013	1	28	317	1	6	77	2	34	394
	2009 to 2013 average	**1**	**36**	**382**	**0**	**7**	**89**	**1**	**43**	**471**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	2003	1	13	109	10	40	239	11	53	348
	2004	2	10	138	5	35	268	7	45	406
	2005	-	17	136	8	36	242	8	53	378
	2006	2	3	116	4	54	276	6	57	392
	2007	1	11	126	12	43	285	13	54	411
	2008	2	12	140	4	30	209	6	42	349
	2009	-	12	99	4	39	239	4	51	338
	2010	-	6	100	3	33	192	3	39	292
	2011	1	6	114	5	29	196	6	35	310
	2012	-	8	141	7	28	211	7	36	352
	2013	-	7	143	4	20	186	4	27	329
	2009 to 2013 average	**0**	**8**	**119**	**5**	**30**	**205**	**5**	**38**	**324**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2009-2013 averages, 2003 to 2013

		Built-up			Non built-up			Total		
Mode of transport	Year	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**
	2003	0	21	100	3	40	217	3	61	317
	2004	2	8	70	3	30	180	5	38	250
	2005	2	10	63	5	20	152	7	30	215
	2006	0	9	48	2	25	143	2	34	191
	2007	0	8	52	2	25	145	2	33	197
	2008	0	9	54	2	14	137	2	23	191
	2009	1	5	57	0	17	106	1	22	163
	2010	1	5	28	4	16	134	5	21	162
	2011	0	3	32	3	25	112	3	28	144
	2012	1	5	36	5	27	104	6	32	140
	2013	0	2	22	1	16	86	1	18	108
	2009 to 2013 average	**1**	**4**	**35**	**3**	**20**	**108**	**3**	**24**	**143**
Other	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	2003	1	9	62	2	11	78	3	20	140
	2004	0	11	65	1	17	93	1	28	158
	2005	1	12	88	0	19	125	1	31	213
	2006	1	11	75	0	17	99	1	28	174
	2007	1	9	80	0	11	91	1	20	171
	2008	2	16	90	0	14	105	2	30	195
	2009	0	8	78	0	17	87	0	25	165
	2010	3	11	92	0	17	63	3	28	155
	2011	1	14	77	1	5	55	2	19	132
	2012	0	4	64	0	14	65	0	18	129
	2013	0	3	38	0	9	60	0	12	98
	2009 to 2013 average	**1**	**8**	**70**	**0**	**12**	**66**	**1**	**20**	**136**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	2003	87	1,506	10,818	249	1,451	7,938	336	2,957	18,756
	2004	96	1,301	10,623	212	1,465	7,879	308	2,766	18,502
	2005	79	1,325	10,353	207	1,341	7,532	286	2,666	17,885
	2006	84	1,344	10,002	230	1,291	7,267	314	2,635	17,269
	2007	71	1,220	9,449	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	7,681	122	877	5,107	185	1,880	12,788
	2012	66	1,045	7,519	112	935	5,202	178	1,980	12,721
	2013	47	849	6,917	125	823	4,581	172	1,672	11,498
	2009 to 2013 average	**60**	**990**	**7,644**	**132**	**967**	**5,433**	**192**	**1,958**	**13,078**

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 2009-2013 averages, 2003 to 2013

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: 2013 on 2012									
Pedestrian	-20	-63	-234	-2	6	-5	-22	-57	-239
Pedal cycle	-3	-16	-11	7	-4	-12	4	-20	-23
Motor cycle[1]	2	-8	-5	-	-54	-89	2	-62	-94
Car	2	-91	-288	13	-35	-417	15	-126	-705
Taxi	1	-2	10	-	-2	-23	1	-4	-13
Minibus	-	-2	-18	1	2	2	1	-	-16
Bus/coach	-	-9	-18	1	-1	-29	1	-10	-47
Light goods	-	-1	2	-3	-8	-25	-3	-9	-23
Heavy goods	-1	-3	-14	-4	-11	-18	-5	-14	-32
Other	-	-1	-26	-	-5	-5	-	-6	-31
Total	-19	-196	-602	13	-112	-621	-6	-308	-1,223
(c) Per cent changes: [2]									
2013 on 2012									
Pedestrian	-45	-14	-12	-13	23	-6	-37	-12	-12
Pedal cycle	*	-12	-1	*	-12	-11	*	-12	-3
Motor cycle(1)	*	-6	-1	0	-26	-21	10	-18	-11
Car	17	-34	-8	21	-6	-10	20	-15	-9
Taxi	n/a	-15	8	n/a	*	-64	n/a	-25	-8
Minibus	n/a	*	-60	n/a	20	5	n/a	0	-23
Bus/coach	*	-24	-5	n/a	*	-27	*	-23	-11
Light goods	n/a	*	1	*	-29	-12	*	-25	-7
Heavy goods	*	*	-39	*	-41	-17	*	-44	-23
Other	n/a	*	-41	n/a	-36	-8	n/a	-33	-24
Total	-29	-19	-8	12	-12	-12	-3	-16	-10
2013 on 2004-08 average									
Pedestrian	-48	-39	-39	-24	-31	-38	-41	-38	-39
Pedal cycle	*	7	16	*	28	22	*	10	17
Motor cycle [1]	*	-22	-24	-49	-26	-29	-45	-24	-26
Car	-33	-47	-29	-47	-41	-39	-45	-43	-34
Taxi	*	*	-27	*	*	-65	*	-21	-33
Minibus	*	*	-60	*	*	-7	*	*	-29
Bus/coach	*	-44	-53	*	*	-3	*	-38	-47
Light goods	*	-34	9	*	-49	-27	*	-46	-15
Heavy goods	*	*	-62	*	-30	-43	*	-43	-48
Other	*	-75	-52	*	-42	-42	*	-56	-46
Total	-43	-35	-30	-40	-37	-37	-41	-36	-33

* A percentage changes is not shown if the denominator is 10 or fewer.
1. Motor cycle 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 2009-2013 averages, 2003 to 2013

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
(a) Numbers										
Pedestrian	**2004-08 average**	**11**	**26**	**82**	**19**	**79**	**286**	**65**	**656**	**2,855**
	2003	12	40	94	19	88	297	63	712	2,990
	2004	11	45	103	22	92	313	76	674	3,078
	2005	11	20	80	20	78	286	66	677	3,051
	2006	11	28	88	18	96	312	61	688	2,853
	2007	10	16	67	19	63	260	60	594	2,704
	2008	12	19	72	18	68	261	60	645	2,593
	2009	8	18	58	14	60	221	47	509	2,199
	2010	7	14	61	17	49	193	47	457	2,013
	2011	2	24	64	9	55	198	43	515	2,064
	2012	11	14	55	17	35	178	60	461	1,986
	2013	9	21	56	16	53	177	38	404	1,747
	2009 to 2013 average	**7**	**18**	**59**	**15**	**50**	**193**	**47**	**469**	**2,002**
Pedal cycle	**2004-08 average**	**3**	**16**	**57**	**5**	**35**	**132**	**9**	**134**	**756**
	2003	5	19	68	9	35	159	14	125	802
	2004	3	13	55	4	32	139	7	121	776
	2005	7	12	60	10	29	145	16	116	781
	2006	3	20	61	3	39	140	10	131	781
	2007	-	16	53	2	35	120	4	147	714
	2008	3	20	55	5	38	117	9	155	730
	2009	2	25	74	2	38	140	5	152	804
	2010	5	19	70	6	31	139	7	138	781
	2011	4	26	61	4	40	127	7	156	824
	2012	4	22	80	4	42	165	9	168	906
	2013	9	21	76	11	36	152	13	148	883
	2009 to 2013 average	**5**	**23**	**72**	**5**	**37**	**145**	**8**	**152**	**840**
Motor cycle [1]	**2004-08 average**	**32**	**174**	**393**	**36**	**225**	**530**	**42**	**371**	**1,049**
	2003	34	182	413	39	242	577	50	367	1,114
	2004	34	180	393	37	221	498	42	353	994
	2005	28	177	402	31	229	537	34	371	1,082
	2006	40	158	397	47	211	543	58	352	1,068
	2007	34	175	375	36	226	520	40	381	1,061
	2008	23	182	398	27	236	550	34	396	1,042
	2009	34	177	435	40	224	566	43	332	1,021
	2010	26	167	359	32	206	477	35	319	845
	2011	22	152	313	27	181	408	33	293	808
	2012	17	176	344	19	217	454	21	342	867
	2013	15	132	273	17	160	367	23	280	773
	2009 to 2013 average	**23**	**161**	**345**	**27**	**198**	**454**	**31**	**313**	**863**
Car	**2004-08 average**	**117**	**721**	**4,106**	**140**	**922**	**5,790**	**162**	**1,258**	**10,606**
	2003	130	821	4,565	164	1,078	6,323	189	1,511	11,755
	2004	111	866	4,621	147	1,063	6,355	167	1,414	11,605
	2005	114	752	4,393	130	966	6,084	153	1,304	10,989
	2006	137	728	4,080	154	912	5,752	175	1,258	10,705
	2007	116	599	3,743	137	797	5,427	160	1,110	10,063
	2008	105	661	3,691	132	873	5,333	153	1,203	9,670
	2009	80	648	3,825	100	841	5,344	116	1,135	9,579
	2010	79	523	3,053	91	680	4,429	105	903	8,301
	2011	59	435	2,770	79	564	3,977	89	758	7,780
	2012	49	455	2,722	58	600	4,004	74	848	7,666
	2013	57	437	2,481	78	554	3,665	89	722	6,961
	2009 to 2013 average	**65**	**500**	**2,970**	**81**	**648**	**4,284**	**95**	**873**	**8,057**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2009-2013 averages, 2003 to 2013

		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**	**20**	**0**	**6**	**35**	**0**	**15**	**228**
	2003	-	2	27	-	3	40	1	30	304
	2004	-	9	22	-	9	30	-	21	240
	2005	-	1	21	-	2	33	-	11	250
	2006	-	5	23	1	7	46	1	21	248
	2007	-	2	19	-	4	37	1	9	225
	2008	-	4	14	-	6	27	-	14	177
	2009	-	4	26	-	4	41	-	10	225
	2010	-	2	21	1	4	38	1	10	205
	2011	-	7	22	-	9	36	1	23	198
	2012	-	1	23	-	2	35	-	16	165
	2013	-	-	6	-	-	20	1	12	152
	2009 to 2013 average	**-**	**3**	**20**	**0**	**4**	**34**	**1**	**14**	**189**
Minibus 2004-08	**average**	**1**	**5**	**31**	**1**	**7**	**48**	**1**	**8**	**74**
	2003	1	6	48	1	7	68	1	9	94
	2004	-	5	40	-	7	50	-	9	80
	2005	1	7	38	1	9	51	1	10	69
	2006	-	1	24	-	8	62	-	9	94
	2007	-	3	28	-	3	45	-	4	70
	2008	2	7	27	2	7	30	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	-	1	23	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2012	-	8	27	-	12	44	-	15	69
	2013	1	9	34	1	12	42	1	15	53
	2009 to 2013 average	**0**	**7**	**28**	**0**	**8**	**35**	**0**	**10**	**53**
Bus/coach	**2004-08 average**	**-**	**3**	**46**	**0**	**7**	**92**	**1**	**55**	**749**
	2003	-	10	113	-	12	148	1	69	892
	2004	-	9	79	1	9	125	3	63	915
	2005	-	1	35	-	12	104	-	63	857
	2006	-	4	42	-	8	80	-	57	763
	2007	-	-	38	-	1	62	-	33	623
	2008	-	2	36	-	4	90	1	59	587
	2009	-	2	36	-	6	61	-	36	473
	2010	1	13	115	1	16	150	1	52	540
	2011	-	3	52	-	5	82	1	51	506
	2012	-	7	89	-	10	121	1	44	441
	2013	1	5	56	1	7	96	2	34	394
	2009 to 2013 average	**0**	**6**	**70**	**0**	**9**	**102**	**1**	**43**	**471**
Light goods	**2004-08 average**	**5**	**30**	**175**	**7**	**39**	**256**	**8**	**50**	**387**
	2003	7	31	173	11	43	241	11	53	348
	2004	5	28	203	7	35	288	7	45	406
	2005	6	28	158	8	37	238	8	53	378
	2006	3	35	189	5	49	260	6	57	392
	2007	6	35	174	11	39	272	13	54	411
	2008	3	24	150	5	33	221	6	42	349
	2009	1	29	162	3	42	238	4	51	338
	2010	2	18	117	3	33	190	3	39	292
	2011	5	23	145	5	32	213	6	35	310
	2012	7	22	136	7	30	214	7	36	352
	2013	3	16	118	4	18	185	4	27	329
	2009 to 2013 average	**4**	**22**	**136**	**4**	**31**	**208**	**5**	**38**	**324**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2009-2013 averages, 2003 to 2013

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**	**157**	**4**	**32**	**209**
	2003	0	20	130	3	42	221	3	61	317
	2004	0	15	113	5	33	189	5	38	250
	2005	4	15	109	5	20	157	7	30	215
	2006	1	14	92	2	30	143	2	34	191
	2007	0	18	102	2	31	156	2	33	197
	2008	1	8	86	2	16	142	2	23	191
	2009	0	12	74	1	19	129	1	22	163
	2010	4	10	85	5	20	137	5	21	162
	2011	1	17	67	3	26	116	3	28	144
	2012	3	19	60	6	28	114	6	32	140
	2013	1	10	50	1	16	95	1	18	108
	2009 to 2013 average	**2**	**14**	**67**	**3**	**22**	**118**	**3**	**24**	**143**
Other 2004-08	**average**	**0**	**12**	**75**	**1**	**18**	**104**	**1**	**27**	**182**
	2003	1	8	59	2	12	86	3	20	140
	2004	1	13	65	1	21	93	1	28	158
	2005	0	15	92	0	18	120	1	31	213
	2006	0	14	76	0	20	98	1	28	174
	2007	0	8	63	1	13	96	1	20	171
	2008	0	12	79	1	18	112	2	30	195
	2009	0	11	63	0	14	89	0	25	165
	2010	0	16	52	2	20	83	3	28	155
	2011	0	4	41	2	8	61	2	19	132
	2012	0	13	50	0	15	75	0	18	129
	2013	0	7	35	0	9	61	0	12	98
	2009 to 2013 average	**0**	**10**	**48**	**1**	**13**	**74**	**1**	**20**	**136**
Total	**2004-08 average**	**169**	**1,006**	**5,085**	**212**	**1,363**	**7,430**	**292**	**2,605**	**17,097**
	2003	190	1,139	5,690	248	1,562	8,160	336	2,957	18,756
	2004	165	1,183	5,694	224	1,522	8,080	308	2,766	18,502
	2005	171	1,028	5,388	205	1,400	7,755	286	2,666	17,885
	2006	195	1,007	5,072	230	1,380	7,436	314	2,635	17,269
	2007	166	872	4,662	208	1,212	6,995	281	2,385	16,239
	2008	149	939	4,608	192	1,299	6,883	270	2,575	15,592
	2009	125	940	4,808	160	1,262	6,888	216	2,287	15,043
	2010	124	783	3,952	158	1,060	5,859	208	1,969	13,338
	2011	93	692	3,540	129	922	5,224	185	1,880	12,788
	2012	91	737	3,586	111	991	5,404	178	1,980	12,721
	2013	96	658	3,185	129	865	4,860	172	1,672	11,498
	2009 to 2013 average	**106**	**762**	**3,814**	**137**	**1,020**	**5,647**	**192**	**1,958**	**13,078**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2013

		2004-08 average					2013				
			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	1	13	45	22	71
	5-7	1	41	115	53	168	1	26	59	30	89
	8-11	2	62	184	105	289	-	21	78	49	127
	12-15	2	91	252	189	441	3	32	105	72	177
	16-19	4	57	166	108	274	5	33	73	70	143
	20-24	4	47	148	91	239	1	29	97	63	160
	25-29	2	35	106	60	166	-	29	79	57	136
	30-39	6	63	195	110	305	3	41	127	66	193
	40-49	5	53	147	100	247	5	44	106	73	179
	50-59	5	51	112	82	194	2	35	97	54	151
	60-69	6	48	85	77	162	2	31	69	48	117
	70-79	12	47	66	75	141	6	43	50	58	108
	80+	14	36	54	67	122	9	27	36	56	92
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**38**	**404**	**1,024**	**719**	**1,747**
	Child 0-15	6	218	615	381	997	5	92	287	173	464
	Adult 16+	59	437	1,080	769	1,850	33	312	734	545	1,279
Pedal cycle	0-4	-	-	5	1	5	-	1	4	-	4
	5-7	-	5	27	8	35	-	2	12	4	16
	8-11	1	10	60	19	79	1	5	36	6	42
	12-15	1	13	72	12	84	1	3	42	6	48
	16-19	1	8	35	6	42	-	6	33	6	39
	20-24	-	7	44	14	58	1	13	62	21	83
	25-29	1	12	59	15	74	-	14	66	18	84
	30-39	1	26	129	28	157	-	33	177	43	220
	40-49	2	26	102	19	121	4	39	171	27	198
	50-59	1	14	47	12	58	4	23	86	17	103
	60-69	-	7	22	3	26	-	4	21	8	29
	70-79	-	3	9	2	11	2	4	13	-	13
	80+	1	1	3	-	4	-	1	3	1	4
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**13**	**148**	**726**	**157**	**883**
	Child 0-15	2	29	163	40	203	2	11	94	16	110
	Adult 16+	7	104	452	99	551	11	137	632	141	773
Motor cycle [3]	0-4	-	-	-	-	1	-	-	-	-	-
	5-7	-	-	-	-	1	-	-	1	-	1
	8-11	-	1	2	1	3	-	-	2	-	2
	12-15	-	6	13	4	17	-	1	3	-	3
	16-19	1	42	140	12	152	1	22	82	8	90
	20-24	4	33	93	14	107	3	27	88	15	103
	25-29	4	39	94	10	104	1	16	49	6	55
	30-39	14	100	241	32	273	2	48	116	16	132
	40-49	12	97	229	27	255	10	76	167	29	196
	50-59	4	39	90	11	101	4	64	127	9	136
	60-69	1	10	26	2	28	2	22	38	7	45
	70-79	-	2	4	1	5	-	3	8	-	8
	80+	-	-	1	-	1	-	1	-	2	2
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**23**	**280**	**681**	**92**	**773**
	Child 0-15	-	8	15	6	21	-	1	6	-	6
	Adult 16+	41	362	917	109	1,026	23	279	675	92	767
Car/taxi driver	0-4	-	-	-	-	1	-	1	1	-	6
	5-7	-	-	-	-	-	-	-	1	-	1
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	3	-	4	-	-	-	-	-
	16-19	14	97	512	268	780	5	37	201	146	347
	20-24	18	123	590	461	1,050	11	62	340	294	634
	25-29	10	76	422	357	779	4	44	265	274	539
	30-39	18	135	776	722	1,498	9	53	429	429	858
	40-49	13	137	696	611	1,307	5	79	508	423	931
	50-59	10	104	457	378	835	2	74	362	338	700
	60-69	8	64	271	165	437	10	57	228	180	408
	70-79	9	42	165	89	254	5	31	127	90	217
	80+	7	21	73	30	103	3	31	87	39	126
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**54**	**469**	**2,550**	**2,216**	**4,771**
	Child 0-15	-	1	4	1	6	-	1	2	-	7
	Adult 16+	106	800	3,961	3,080	7,043	54	468	2,547	2,213	4,760

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, 2013

		2004-08 average					2013				
				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	41	53	95
	5-7	1	10	57	58	115	1	4	39	49	88
	8-11	1	12	89	94	182	-	8	42	63	105
	12-15	3	29	100	149	249	1	13	42	80	122
	16-19	17	106	364	393	757	10	49	159	179	338
	20-24	8	68	242	275	517	3	30	153	182	335
	25-29	2	35	139	156	295	1	19	86	108	194
	30-39	5	43	168	260	428	6	27	124	149	273
	40-49	3	40	119	234	353	6	20	74	142	216
	50-59	3	38	73	226	299	-	22	58	170	228
	60-69	3	33	46	176	222	1	21	28	128	156
	70-79	5	30	31	128	159	3	28	21	109	130
	80+	3	16	16	54	70	4	16	10	44	54
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**36**	**265**	**877**	**1,464**	**2,342**
	Child 0-15	6	61	312	359	673	2	33	164	245	410
	Adult 16+	49	410	1,198	1,901	3,099	34	232	713	1,211	1,924
Bus/coach/minibus	0-4	-	1	15	13	29	-	1	4	9	13
	5-7	-	1	7	7	14	-	-	2	4	6
	8-11	-	-	9	11	20	-	2	5	5	10
	12-15	-	2	18	19	36	-	2	15	12	27
	16-19	-	2	12	20	33	-	2	14	6	20
	20-24	-	3	16	23	39	-	-	8	17	25
	25-29	-	2	18	22	41	-	1	8	8	16
	30-39	1	4	44	54	99	-	7	20	28	48
	40-49	-	6	42	50	91	-	6	29	19	48
	50-59	-	8	38	59	97	-	5	26	35	61
	60-69	-	9	30	82	112	3	4	18	39	57
	70-79	1	15	21	101	123	-	7	17	37	54
	80+	-	12	16	70	87	-	12	17	44	61
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**3**	**49**	**183**	**264**	**447**
	Child 0-15	-	4	49	50	99	-	5	26	30	56
	Adult 16+	1	59	238	482	721	3	44	157	233	390
Goods vehicles	0-4	-	-	-	1	1	-	-	1	1	3
	5-7	-	-	2	1	2	-	-	-	-	-
	8-11	-	-	1	-	1	-	-	-	-	-
	12-15	-	1	2	1	3	-	-	2	1	3
	16-19	-	2	22	3	25	-	-	6	3	9
	20-24	2	7	52	4	55	2	3	34	5	39
	25-29	1	9	66	6	72	-	1	44	4	48
	30-39	2	19	148	9	158	1	10	80	9	89
	40-49	2	19	135	11	146	1	11	109	8	117
	50-59	2	15	85	6	91	1	14	73	5	78
	60-69	1	8	32	2	35	-	5	37	3	40
	70-79	-	1	3	1	5	-	1	5	5	10
	80+	-	-	1	-	1	-	-	-	-	-
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**5**	**45**	**392**	**44**	**437**
	Child 0-15	-	1	5	3	8	-	-	3	2	6
	Adult 16+	11	80	544	42	587	5	45	388	42	430
All users [4]	0-4	2	36	151	108	263	1	24	97	85	193
	5-7	2	58	208	129	337	2	32	114	87	201
	8-11	4	87	347	231	579	1	36	164	123	287
	12-15	6	145	464	376	840	5	51	209	172	381
	16-19	37	318	1,262	813	2,074	21	150	573	420	993
	20-24	36	289	1,200	884	2,084	21	164	789	597	1,386
	25-29	19	211	919	631	1,551	6	125	604	475	1,079
	30-39	48	393	1,733	1,224	2,957	21	220	1,090	744	1,834
	40-49	37	382	1,501	1,059	2,560	31	278	1,172	725	1,897
	50-59	26	274	920	777	1,697	13	239	848	629	1,477
	60-69	20	181	519	511	1,030	18	146	449	415	864
	70-79	28	142	302	398	701	16	118	243	303	546
	80+	25	87	165	224	391	16	89	155	186	341
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**172**	**1,672**	**6,513**	**4,974**	**11,498**
	Child 0-15	15	325	1,171	844	2,019	9	143	584	467	1,062
	Adult 16+	276	2,276	8,521	6,521	15,046	163	1,529	5,923	4,494	10,417

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, 2009-2013 averages, 2009-2013

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2009	1	155	674	46	354	1,519
	2010	1	150	642	46	307	1,369
	2011	2	139	646	41	375	1,412
	2012	1	132	523	59	329	1,460
	2013	5	92	464	33	312	1,279
	2009-13 average	**2**	**134**	**590**	**45**	**335**	**1,408**
	% ch on 04-08 av: 2013	*-17*	*-58*	*-53*	*-44*	*-29*	*-31*
	% ch on 04-08 av: 0913	*-67*	*-39*	*-41*	*-23*	*-23*	*-24*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2009	1	26	148	4	126	652
	2010	1	23	146	6	115	635
	2011	0	23	135	7	133	689
	2012	1	21	122	8	147	783
	2013	2	11	110	11	137	773
	2009-13 average	**1**	**21**	**132**	**7**	**132**	**706**
	% ch on 04-08 av: 2013	*-17*	*-63*	*-46*	*62*	*31*	*40*
	% ch on 04-08 av: 0913	*-58*	*-29*	*-35*	*6*	*26*	*28*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2009	3	62	548	113	1,073	9,011
	2010	1	40	505	104	862	7,778
	2011	5	34	460	84	722	7,306
	2012	0	34	451	74	814	7,213
	2013	2	34	414	87	688	6,535
	2009-13 average	**2**	**41**	**476**	**92**	**832**	**7,569**
	% ch on 04-08 av: 2013	*-68*	*-45*	*-38*	*-44*	*-42*	*-34*
	% ch on 04-08 av: 0913	*-65*	*-34*	*-29*	*-41*	*-30*	*-24*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2009	0	10	103	48	480	2,351
	2010	1	10	84	48	461	2,154
	2011	0	7	75	46	444	2,044
	2012	0	7	74	35	496	2,089
	2013	0	6	74	32	392	1,830
	2009-13 average	**0**	**8**	**82**	**42**	**455**	**2,094**
	% ch on 04-08 av: 2013	*0*	*-62*	*-50*	*-42*	*-28*	*-33*
	% ch on 04-08 av: 0913	*-75*	*-49*	*-45*	*-25*	*-16*	*-23*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2009	5	253	1,473	211	2,033	13,533
	2010	4	223	1,377	204	1,745	11,936
	2011	7	203	1,316	178	1,674	11,451
	2012	2	194	1,170	176	1,786	11,545
	2013	9	143	1,062	163	1,529	10,417
	2009-13 average	**5**	**203**	**1,280**	**186**	**1,753**	**11,776**
	% ch on 04-08 av: 2013	*-42*	*-56*	*-47*	*-41*	*-33*	*-31*
	% ch on 04-08 av: 0913	*-65*	*-38*	*-37*	*-33*	*-23*	*-22*

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 2009-13 averages, 2009-2013

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motor cycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2009	39	315	956	4	17	65
	2010	33	300	801	2	19	44
	2011	32	279	757	1	14	51
	2012	20	322	817	1	20	50
	2013	23	259	725	-	21	48
	2009-13 ave	**29**	**295**	**811**	**2**	**18**	**52**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2009	81	727	6,347	35	408	3,232
	2010	70	580	5,569	35	323	2,732
	2011	65	498	5,271	24	260	2,509
	2012	53	548	5,159	21	300	2,507
	2013	54	464	4,704	35	258	2,257
	2009-13 ave	**65**	**563**	**5,410**	**30**	**310**	**2,647**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2009	-	4	110	-	6	115
	2010	1	5	101	-	5	104
	2011	1	9	90	-	14	108
	2012	-	7	79	-	9	86
	2013	-	5	67	1	7	85
	2009-13 ave	**0**	**6**	**89**	**0**	**8**	**100**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2009	-	4	16	-	11	60
	2010	1	2	15	-	-	29
	2011	-	2	9	-	-	13
	2012	-	2	23	-	13	46
	2013	1	2	14	-	13	39
	2009-13 ave	**0**	**2**	**15**	**-**	**7**	**37**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	2009	-	1	33	-	35	440
	2010	-	4	32	1	48	508
	2011	-	1	39	1	50	467
	2012	-	6	34	1	38	407
	2013	1	2	32	1	32	362
	2009-13 ave	**0**	**3**	**34**	**1**	**41**	**437**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2009	3	41	267	1	10	71
	2010	3	28	219	-	11	73
	2011	4	28	245	2	7	65
	2012	4	27	254	3	9	98
	2013	1	23	244	3	4	85
	2009-13 ave	**3**	**29**	**246**	**2**	**8**	**78**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2009	1	19	142	-	3	21
	2010	5	15	131	-	6	31
	2011	3	25	126	-	3	18
	2012	6	23	118	-	9	22
	2013	1	17	96	-	1	12
	2009-13 ave	**3**	**20**	**123**	**-**	**4**	**21**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2009	-	15	106	-	10	59
	2010	1	28	116	2	-	39
	2011	2	15	89	-	4	43
	2012	-	9	78	-	9	51
	2013	-	10	80	-	2	18
	2009-13 ave	**1**	**15**	**94**	**0**	**5**	**42**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2009	124	1,126	7,977	40	500	4,063
	2010	114	962	6,984	40	412	3,560
	2011	107	857	6,626	28	352	3,274
	2012	83	944	6,562	26	407	3,267
	2013	81	782	5,962	40	338	2,906
	2009-13 ave	**102**	**934**	**6,822**	**35**	**402**	**3,414**

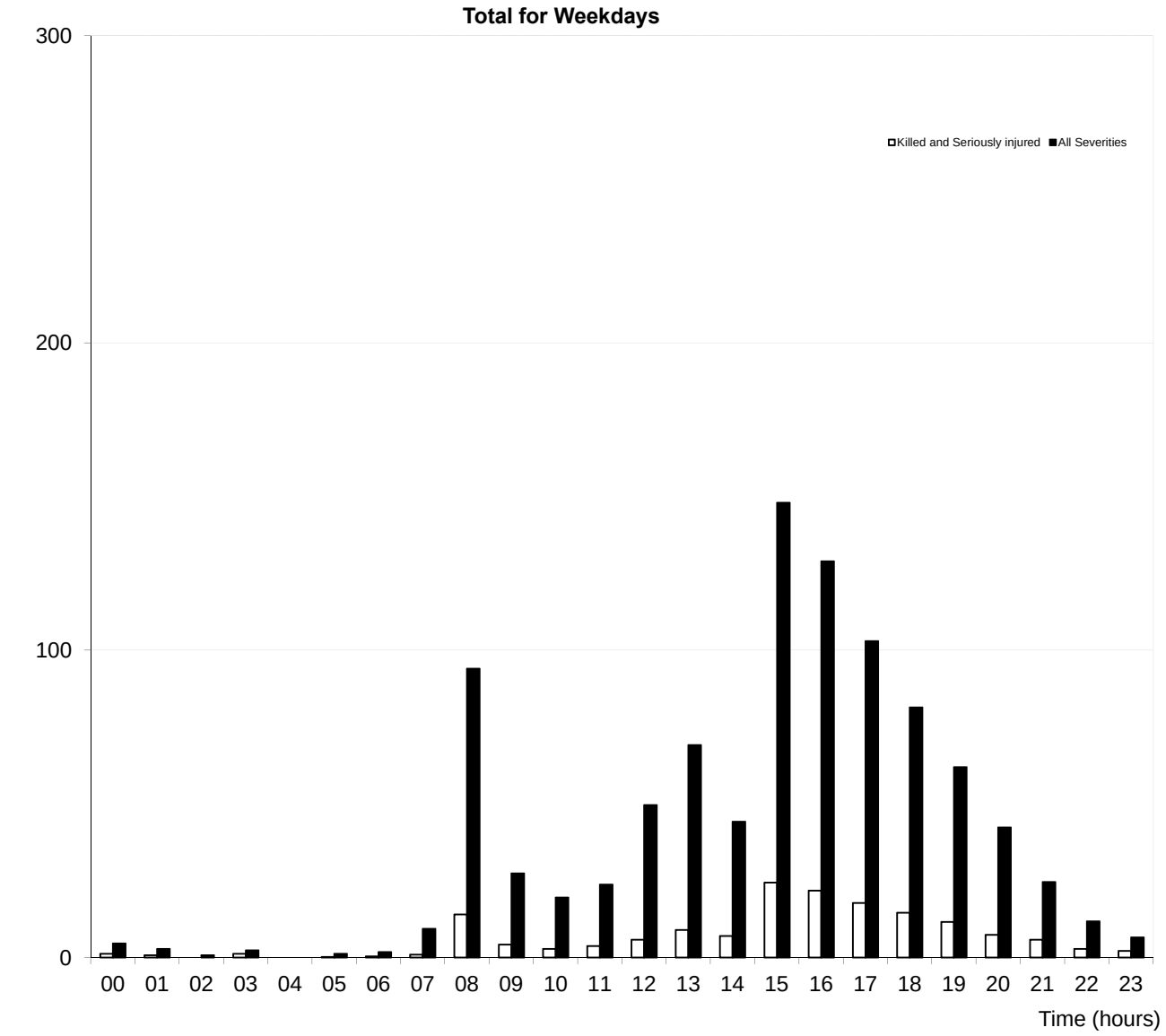
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

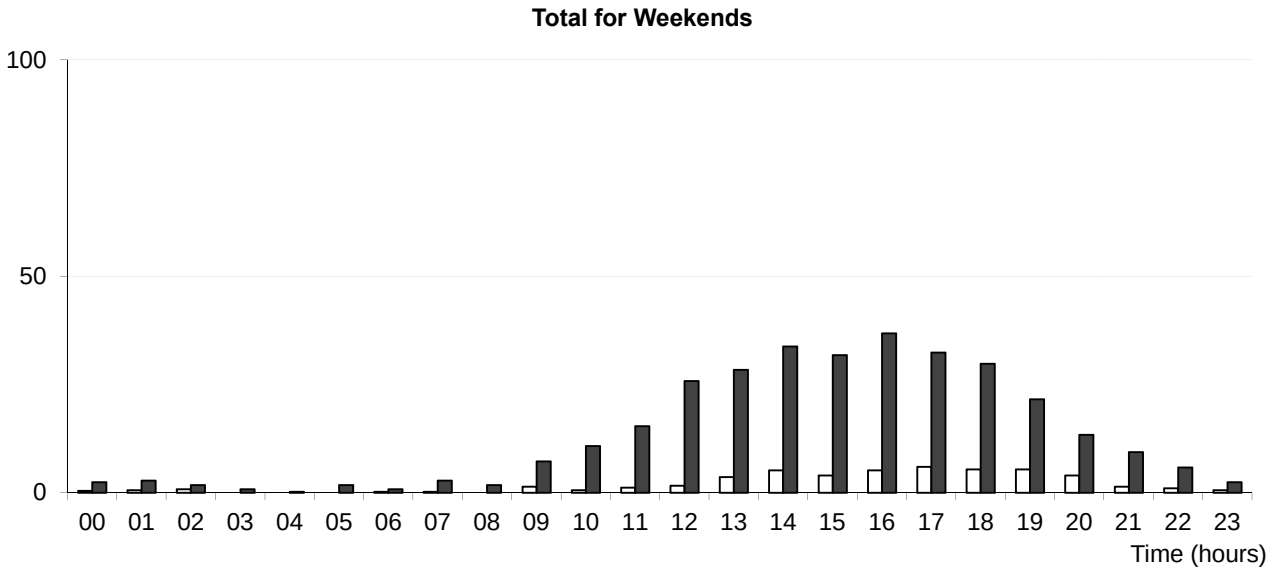
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2009-2013 average

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	-	-	3	-	-	-	0	-	-	5
01.00 to 01.59	0	-	-	3	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	0	1	-	-	-	-	1	-	2
04.00 to 04.59	-	-	-	-	-	-	-	-	-	-	-
05.00 to 05.59	0	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	0	0	0	1	-	-	-	-	-	-	2
07.00 to 07.59	5	1	-	3	-	-	-	0	-	-	9
08.00 to 08.59	55	6	-	24	1	0	7	0	-	-	94
09.00 to 09.59	10	2	-	13	0	-	2	0	-	-	27
10.00 to 10.59	6	1	-	10	-	0	2	0	-	-	20
11.00 to 11.59	8	2	0	12	-	-	1	0	-	-	24
12.00 to 12.59	22	2	0	21	-	1	2	0	0	0	50
13.00 to 13.59	40	5	-	19	0	-	4	-	-	0	69
14.00 to 14.59	18	5	1	16	0	2	2	-	-	0	44
15.00 to 15.59	92	12	1	35	-	0	9	-	-	1	148
16.00 to 16.59	65	14	1	40	1	-	8	0	-	1	129
17.00 to 17.59	53	16	1	29	0	-	2	0	0	1	103
18.00 to 18.59	39	13	1	25	1	-	2	1	-	0	81
19.00 to 19.59	31	9	0	22	-	-	0	-	-	-	62
20.00 to 20.59	20	6	0	16	-	-	1	0	-	0	42
21.00 to 21.59	10	4	0	10	-	-	1	0	-	0	25
22.00 to 22.59	3	0	0	7	-	0	-	0	-	-	12
23.00 to 23.59	2	0	0	3	0	1	-	-	-	-	7
Total	**479**	**97**	**7**	**315**	**4**	**4**	**43**	**4**	**1**	**4**	**960**
Total for Weekends											
00.00 to 00.59	0	0	-	2	-	-	-	-	-	-	2
01.00 to 01.59	0	-	-	2	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	2	-	-	-	-	-	-	2
03.00 to 03.59	0	0	-	0	-	-	-	-	-	-	1
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	0	-	-	1	-	-	-	-	-	-	2
06.00 to 06.59	-	-	-	1	-	-	-	-	-	-	1
07.00 to 07.59	0	0	-	2	-	-	-	-	-	-	3
08.00 to 08.59	0	-	-	1	-	-	-	-	-	-	2
09.00 to 09.59	1	0	-	5	-	-	0	0	-	-	7
10.00 to 10.59	1	1	-	9	-	-	0	-	-	-	11
11.00 to 11.59	3	2	-	10	-	-	-	0	-	-	15
12.00 to 12.59	8	3	-	13	0	-	1	-	-	0	26
13.00 to 13.59	9	3	0	14	-	-	2	-	-	0	28
14.00 to 14.59	10	5	0	17	0	-	1	-	-	-	34
15.00 to 15.59	12	3	-	15	-	0	1	-	-	1	32
16.00 to 16.59	13	4	0	18	0	-	0	0	-	0	37
17.00 to 17.59	14	4	-	14	-	-	0	-	-	-	32
18.00 to 18.59	12	4	-	14	-	0	0	0	-	-	30
19.00 to 19.59	12	3	-	7	-	-	0	-	-	0	22
20.00 to 20.59	7	2	-	5	0	-	-	-	-	-	13
21.00 to 21.59	4	1	0	4	0	-	-	-	-	0	9
22.00 to 22.59	2	1	0	3	-	-	0	-	-	0	6
23.00 to 23.59	1	-	-	1	-	-	-	-	-	-	2
Total	**110**	**35**	**1**	**161**	**1**	**1**	**8**	**1**	**-**	**2**	**320**

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: 2009 - 2013 average





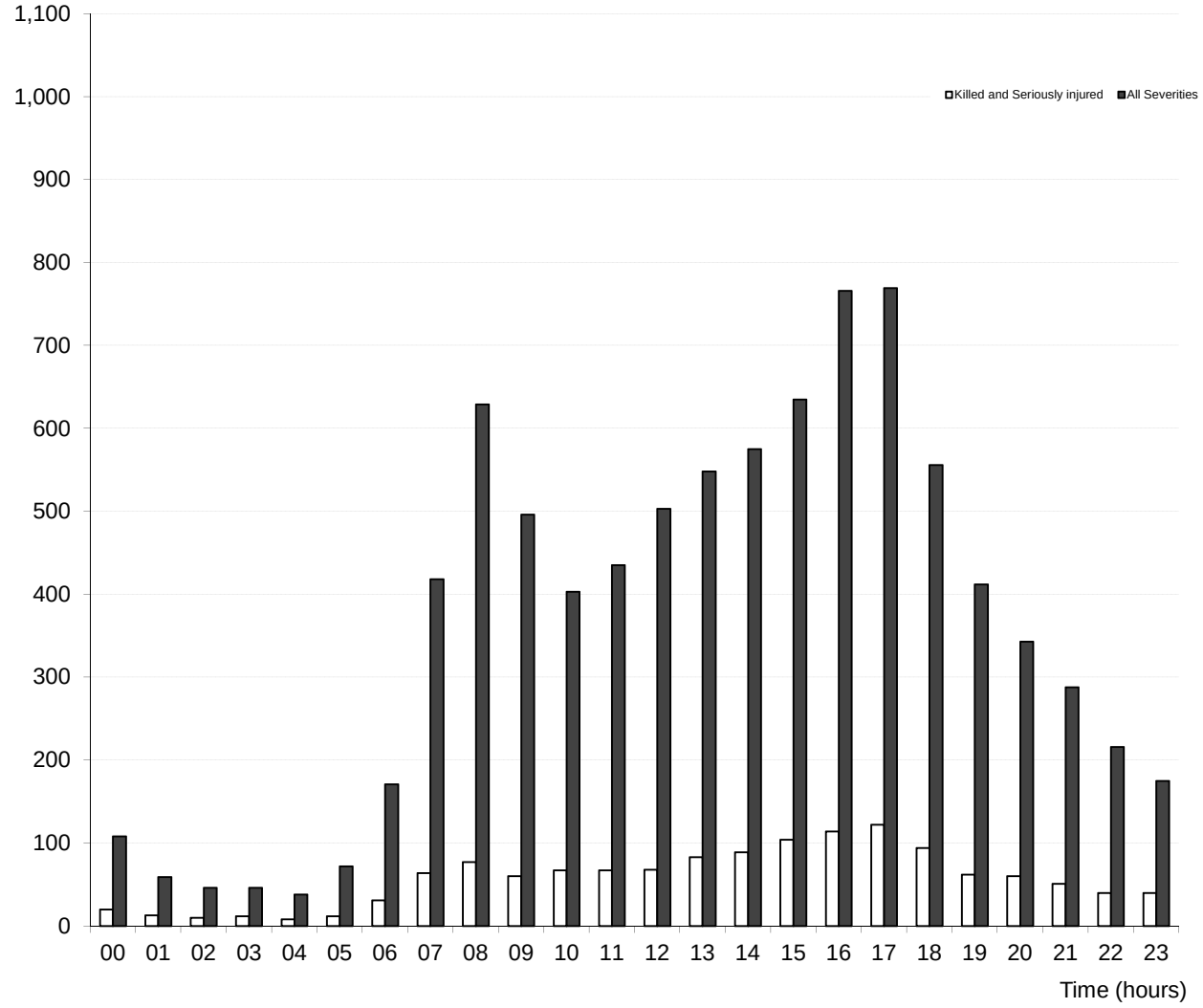
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2009-2013 average

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	14	2	5	77	3	1	-	2	2	-	108
01.00 to 01.59	6	-	2	45	2	-	1	1	1	1	59
02.00 to 02.59	6	-	2	34	1	-	-	2	1	-	46
03.00 to 03.59	7	1	1	30	1	1	-	3	3	1	46
04.00 to 04.59	3	1	1	25	2	-	2	2	2	1	38
05.00 to 05.59	4	4	4	39	-	-	10	4	6	1	72
06.00 to 06.59	10	18	12	105	3	2	1	11	6	2	171
07.00 to 07.59	25	49	31	256	4	6	11	24	6	6	418
08.00 to 08.59	56	63	39	400	6	1	16	28	12	8	629
09.00 to 09.59	52	35	22	312	8	1	25	23	11	8	496
10.00 to 10.59	51	22	20	244	5	2	25	17	10	7	403
11.00 to 11.59	57	21	26	257	7	3	27	20	11	7	435
12.00 to 12.59	69	22	29	314	4	1	30	16	10	8	503
13.00 to 13.59	69	27	36	338	7	2	33	18	6	12	548
14.00 to 14.59	72	28	40	362	7	2	27	20	9	8	575
15.00 to 15.59	83	31	42	394	7	4	36	19	10	9	635
16.00 to 16.59	98	54	55	476	9	3	35	22	8	6	766
17.00 to 17.59	97	70	68	477	7	1	21	17	5	6	769
18.00 to 18.59	66	52	40	358	5	3	15	9	4	5	556
19.00 to 19.59	55	35	29	271	5	1	9	5	2	1	412
20.00 to 20.59	41	18	28	233	7	1	6	4	2	4	343
21.00 to 21.59	37	13	19	198	8	-	5	3	2	2	288
22.00 to 22.59	34	6	11	150	6	-	3	2	2	1	216
23.00 to 23.59	26	5	7	123	7	1	2	1	-	2	175
Total	**1,036**	**577**	**569**	**5,520**	**120**	**37**	**341**	**272**	**130**	**105**	**8,706**
Total for Weekends											
00.00 to 00.59	26	2	1	70	5	-	-	2	-	-	108
01.00 to 01.59	29	1	2	65	6	1	1	1	-	-	106
02.00 to 02.59	19	1	1	52	5	1	-	1	-	1	80
03.00 to 03.59	17	1	2	37	6	-	-	1	1	1	65
04.00 to 04.59	7	-	-	29	2	1	-	2	1	-	42
05.00 to 05.59	2	-	1	27	3	1	-	1	1	-	36
06.00 to 06.59	2	2	2	29	2	-	1	2	-	1	40
07.00 to 07.59	3	3	4	39	1	1	-	1	-	1	52
08.00 to 08.59	3	5	4	58	-	-	2	5	1	-	78
09.00 to 09.59	7	8	8	74	1	1	2	2	1	1	104
10.00 to 10.59	12	11	17	84	3	-	4	3	-	2	137
11.00 to 11.59	16	10	24	116	2	-	6	3	2	1	181
12.00 to 12.59	15	14	25	152	2	-	8	2	-	2	220
13.00 to 13.59	18	14	32	154	1	-	12	5	1	1	237
14.00 to 14.59	17	13	32	151	3	-	9	2	1	2	229
15.00 to 15.59	17	8	29	149	2	1	7	4	1	2	220
16.00 to 16.59	20	10	27	144	1	1	6	2	1	2	212
17.00 to 17.59	24	7	25	127	3	-	4	1	-	1	193
18.00 to 18.59	23	8	19	117	1	-	3	2	-	1	174
19.00 to 19.59	22	5	11	104	3	-	3	2	2	1	152
20.00 to 20.59	20	3	6	83	3	-	3	1	-	1	120
21.00 to 21.59	15	3	6	73	2	-	1	1	-	1	102
22.00 to 22.59	20	2	3	66	4	1	2	1	-	1	99
23.00 to 23.59	19	1	3	52	3	-	1	1	1	2	82
Total	**372**	**130**	**285**	**2,049**	**63**	**11**	**78**	**46**	**13**	**25**	**3,071**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2009 - 2013 average

Total for Weekdays



Total for Weekends

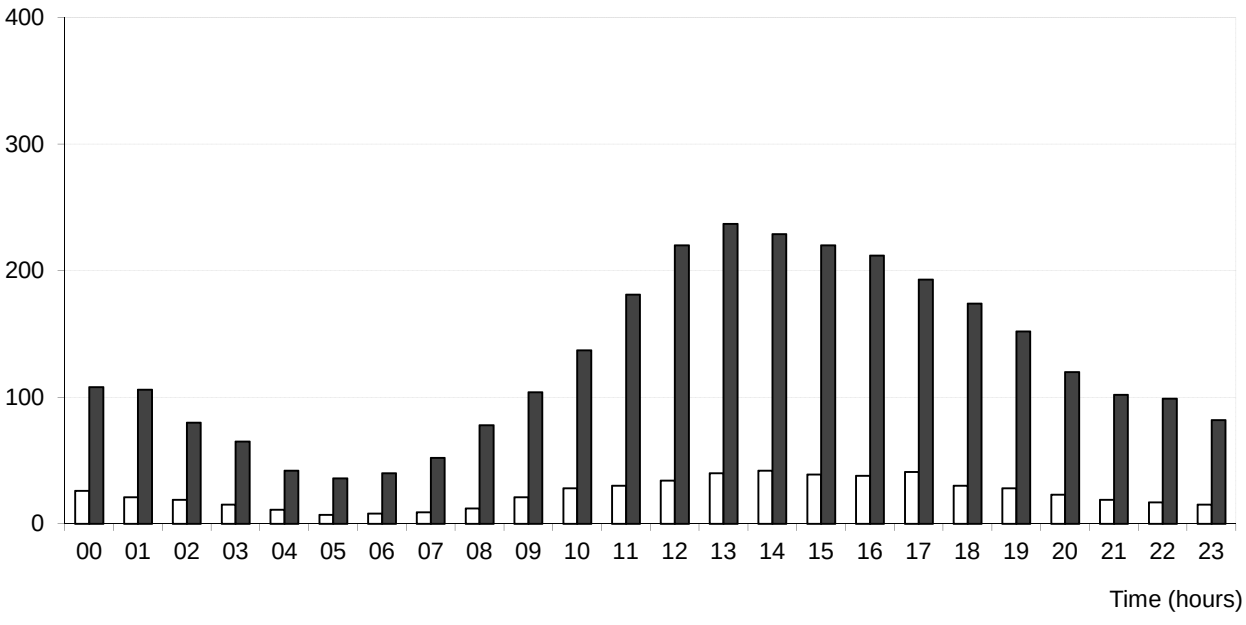


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2009 to 2013 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**	37	3	-	33	1	1	3	0	-	0	79
	February	54	5	1	32	-	-	9	0	-	0	102
	March	53	8	0	31	0	1	5	0	-	0	99
	April	51	9	1	35	-	-	4	0	-	0	101
	May	52	16	1	40	0	-	4	0	-	1	117
	June	52	17	1	42	1	1	4	0	-	1	119
	July	38	17	2	48	1	-	4	0	-	1	110
	August	56	22	1	51	1	1	5	1	1	0	138
	September	61	19	1	40	-	0	5	0	-	1	127
	October	46	7	1	42	0	0	3	1	-	0	101
	November	47	4	0	36	0	0	3	0	-	-	91
	December	35	2	-	37	1	0	2	1	0	0	78
	Year Total	583	130	8	468	5	5	50	5	1	6	1,262
Adult												
	January	131	45	27	622	15	3	23	33	14	10	922
	February	128	42	37	636	14	3	30	31	15	10	945
	March	106	44	58	587	14	6	40	27	9	7	899
	April	102	52	75	537	15	2	36	23	8	10	860
	May	97	64	103	601	13	7	37	21	9	10	963
	June	95	69	104	631	12	2	41	25	13	11	1,001
	July	91	65	103	629	15	3	29	20	11	13	979
	August	104	71	101	662	20	3	44	32	11	13	1,060
	September	116	73	98	631	14	6	40	25	11	13	1,028
	October	118	68	67	617	17	5	28	21	9	9	958
	November	158	67	47	679	17	4	35	26	13	10	1,057
	December	144	36	21	633	16	3	29	30	17	11	939
	Year Total	1,389	696	840	7,462	181	47	413	314	140	128	11,609
Total												
	January	168	48	27	656	16	3	26	33	14	10	1,003
	February	183	47	37	669	14	3	39	31	15	10	1,047
	March	159	52	59	619	14	7	45	28	9	8	999
	April	154	62	75	574	15	2	39	23	8	11	963
	May	150	81	105	643	14	7	41	22	9	12	1,083
	June	147	86	104	673	13	3	45	25	13	12	1,121
	July	129	82	105	677	15	3	33	20	11	14	1,090
	August	159	93	101	714	21	4	50	33	12	14	1,200
	September	178	92	99	671	14	6	46	26	11	13	1,156
	October	164	75	68	661	17	5	32	21	9	10	1,062
	November	205	71	48	716	17	5	38	27	13	10	1,149
	December	180	38	21	670	16	3	31	31	17	11	1,019
	Year Total	1,976	827	849	7,943	186	52	465	320	142	134	12,892

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: 2009 to 2013 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	93	19	1	61	1	-	7	1	-	0	183
	Tuesday	89	17	2	62	1	1	8	1	-	1	182
	Wednesday	91	18	3	58	1	2	6	0	-	0	180
	Thursday	94	18	0	60	1	0	11	1	0	1	187
	Friday	112	25	1	74	1	1	11	1	1	1	228
	Saturday	69	20	1	89	1	-	4	0	-	1	187
	Sunday	41	14	0	71	0	1	3	0	-	1	133
	Total	590	132	9	476	5	5	51	5	1	6	1,280
Adult												
	Monday	197	112	103	1,063	21	7	55	60	25	17	1,661
	Tuesday	194	123	119	1,086	22	8	55	55	29	21	1,713
	Wednesday	195	124	100	1,072	24	8	80	53	26	23	1,705
	Thursday	207	117	122	1,084	21	7	58	54	24	21	1,715
	Friday	242	100	125	1,216	32	7	92	49	26	24	1,913
	Saturday	229	65	146	1,116	35	7	57	29	7	14	1,706
	Sunday	143	65	139	932	29	4	21	17	5	11	1,365
	Total	1,408	706	853	7,569	184	48	419	318	142	130	11,776
Total (1)												
	Monday	290	132	105	1,126	21	7	62	62	25	17	1,847
	Tuesday	284	141	120	1,149	23	9	63	56	29	22	1,897
	Wednesday	288	143	102	1,132	24	10	87	54	26	23	1,889
	Thursday	302	135	122	1,146	22	8	69	55	24	22	1,905
	Friday	355	125	127	1,292	33	8	104	50	26	25	2,145
	Saturday	299	85	147	1,207	36	7	62	30	7	15	1,896
	Sunday	185	80	139	1,005	29	5	24	17	5	11	1,500
	Total	2,002	840	863	8,057	189	53	471	324	143	136	13,078

(1) Includes those whose ages were not known

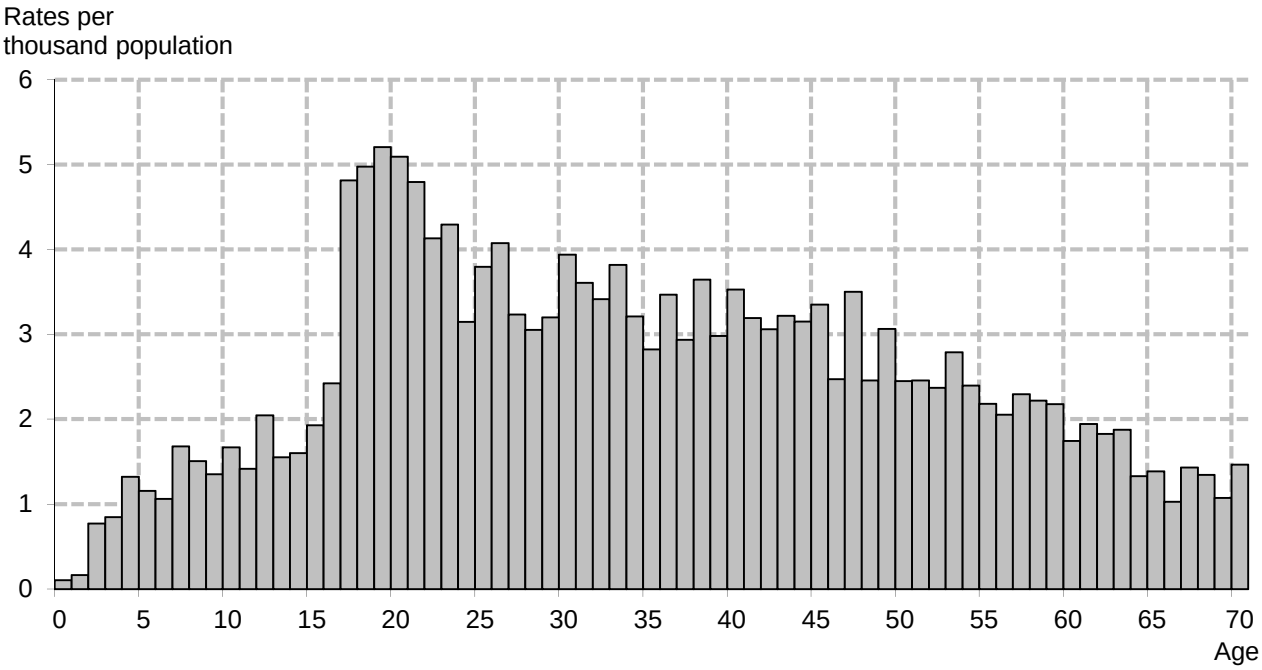
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2004-08 and 2009-2013 averages, 2009 to 2013

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**
2009	287.5	386.6	246.1	478.8	479.3	666.9	805.6	687.1	577.3	616.6	5,231.9
2010	290.9	383.6	243.3	483.3	483.5	662.5	805.2	696.4	588.3	625.2	5,262.2
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	295.9	383.0	235.8	482.8	493.0	655.0	795.8	724.0	608.4	640.0	5,313.6
2013	294.3	388.2	229.2	478.9	497.3	654.8	782.1	738.8	614.7	649.5	5,327.7
2009-2013 average	**292.4**	**384.6**	**239.0**	**482.0**	**488.9**	**659.8**	**798.6**	**711.1**	**597.9**	**632.7**	**5,287.1**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
2009	201	682	590	3,085	2,098	2,425	2,390	1,538	997	1,000	15,043
2010	170	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338
2011	205	590	521	2,243	1,690	2,074	2,145	1,454	939	906	12,788
2012	182	543	445	2,300	1,807	1,931	2,076	1,595	866	970	12,721
2013	193	488	381	1,892	1,566	1,834	1,897	1,477	864	887	11,498
2009-2013 average	**190**	**587**	**503**	**2,402**	**1,809**	**2,091**	**2,139**	**1,503**	**909**	**924**	**13,078**
2013 Male	94	317	245	1,322	1,028	1,147	1,237	937	445	448	7,223
2013 Female	84	226	200	978	779	784	839	657	421	522	5,492
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**
2009	0.70	1.76	2.40	6.44	4.38	3.64	2.97	2.24	1.73	1.62	2.88
2010	0.58	1.64	2.37	5.15	3.90	3.31	2.71	2.09	1.49	1.37	2.53
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	1.42	1.89	4.76	3.67	2.95	2.61	2.20	1.42	1.52	2.39
2013	0.66	1.26	1.66	3.95	3.15	2.8	2.43	2	1.41	1.37	2.16
2009-2013 average	**0.65**	**1.53**	**2.10**	**4.98**	**3.70**	**3.17**	**2.68**	**2.11**	**1.52**	**1.46**	**2.47**
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**
2009	0.71	2.02	2.39	7.68	5.06	4.34	3.57	2.44	1.84	1.77	3.34
2010	0.73	1.91	2.69	6.01	4.41	3.93	3.25	2.39	1.62	1.47	2.96
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	1.62	2.02	5.43	4.22	3.57	3.21	2.64	1.51	1.69	2.80
2013	0.65	1.4	1.78	4.51	3.55	3.39	3.09	2.35	1.50	1.47	2.52
2009-2013 average	**0.71**	**1.76**	**2.22**	**5.76**	**4.25**	**3.79**	**3.30**	**2.46**	**1.65**	**1.59**	**2.89**
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**
2009	0.68	1.50	2.41	5.20	3.71	2.97	2.40	2.05	1.62	1.52	2.44
2010	0.43	1.37	2.03	4.29	3.40	2.71	2.21	1.79	1.37	1.30	2.13
2011	0.57	1.21	2.13	4.01	2.87	2.60	2.01	1.66	1.37	1.35	2.01
2012	0.58	1.21	1.74	4.09	3.12	2.35	2.05	1.78	1.34	1.39	2.01
2013	0.59	1.11	1.54	3.38	2.75	2.23	1.8	1.67	1.31	1.29	1.81
2009-2013 average	**0.57**	**1.28**	**1.98**	**4.19**	**3.17**	**2.57**	**2.09**	**1.78**	**1.40**	**1.37**	**2.08**

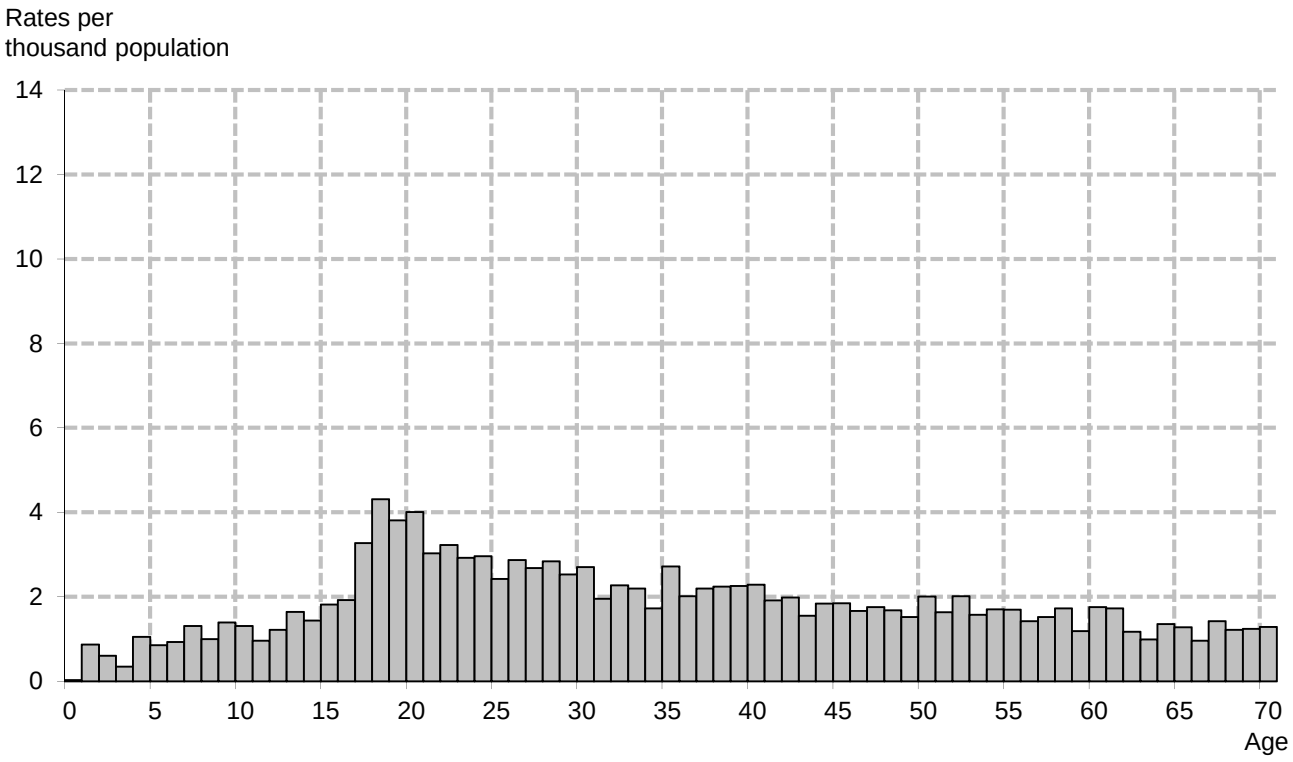
1. Includes those whose ages were 'not known'.

Reported casualty rates per thousand population, by age and sex
Year: 2013

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2009-2013 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	49	64	-	0.05	0.17	0.22
	5 - 11	1	64	210	275	-	0.17	0.55	0.72
	12 - 15	1	55	195	251	-	0.23	0.82	1.05
	16 - 22	7	54	243	305	0.02	0.11	0.50	0.63
	23-25	2	22	78	101	0.01	0.10	0.37	0.47
	26-29	2	22	74	97	0.01	0.08	0.27	0.35
	30 - 39	7	48	159	214	0.01	0.07	0.24	0.32
	40 - 49	6	46	147	199	0.01	0.06	0.18	0.25
	50 - 59	4	34	119	158	0.01	0.05	0.17	0.22
	60 - 69	4	36	88	128	0.01	0.06	0.15	0.21
	70 & over	14	74	119	207	0.02	0.12	0.19	0.33
	Total [1]	**47**	**469**	**1,486**	**2,002**	**0.01**	**0.09**	**0.28**	**0.38**
	Child 0-15	2	134	454	590	-	0.15	0.50	0.64
	Adult 16+	45	335	1,027	1,408	0.01	0.08	0.24	0.32
Pedal Cycle	0 - 4	-	-	4	4	-	-	0.01	0.02
	5 - 11	1	12	64	76	-	0.03	0.17	0.20
	12 - 15	-	9	42	52	-	0.04	0.18	0.22
	16 - 22	-	12	75	88	-	0.03	0.16	0.18
	23-25	-	8	42	50	-	0.04	0.19	0.23
	26-29	-	11	55	67	-	0.04	0.20	0.24
	30 - 39	1	30	155	186	-	0.04	0.23	0.28
	40 - 49	2	36	144	182	-	0.04	0.18	0.23
	50 - 59	1	22	63	87	-	0.03	0.09	0.12
	60 - 69	1	8	24	33	-	0.01	0.04	0.05
	70 & over	1	4	9	15	-	0.01	0.01	0.02
	Total [1]	**8**	**152**	**679**	**840**	-	**0.03**	**0.13**	**0.16**
	Child 0-15	1	21	110	132	-	0.02	0.12	0.14
	Adult 16+	7	132	568	706	-	0.03	0.13	0.16
Motorcycle [2]	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	0.01
	12 - 15	-	1	4	6	-	0.01	0.02	0.03
	16 - 22	3	49	113	164	0.01	0.10	0.23	0.34
	23-25	2	19	34	54	0.01	0.09	0.16	0.25
	26-29	3	18	43	63	0.01	0.06	0.16	0.23
	30 - 39	7	61	99	167	0.01	0.09	0.15	0.25
	40 - 49	10	88	124	221	0.01	0.11	0.16	0.28
	50 - 59	4	56	73	133	0.01	0.08	0.10	0.19
	60 - 69	1	18	21	40	-	0.03	0.03	0.07
	70 & over	1	4	6	10	-	0.01	0.01	0.02
	Total [1]	**31**	**313**	**519**	**863**	**0.01**	**0.06**	**0.10**	**0.16**
	Child 0-15	-	2	7	9	-	-	0.01	0.01
	Adult 16+	31	311	511	853	0.01	0.07	0.12	0.20
Car	0 - 4	-	9	89	98	-	0.03	0.30	0.33
	5 - 11	1	18	197	215	-	0.05	0.51	0.56
	12 - 15	1	14	147	162	-	0.06	0.62	0.68
	16 - 22	23	193	1,495	1,711	0.05	0.40	3.10	3.55
	23-25	7	58	511	576	0.03	0.27	2.39	2.70
	26-29	5	57	596	658	0.02	0.21	2.17	2.39
	30 - 39	14	123	1,173	1,309	0.02	0.19	1.78	1.98
	40 - 49	11	111	1,162	1,284	0.01	0.14	1.46	1.61
	50 - 59	8	102	808	918	0.01	0.14	1.14	1.29
	60 - 69	8	81	479	568	0.01	0.13	0.80	0.95
	70 & over	17	108	420	545	0.03	0.17	0.66	0.86
	Total [1]	**95**	**873**	**7,090**	**8,057**	**0.02**	**0.17**	**1.34**	**1.52**
	Child 0-15	2	41	433	476	-	0.04	0.47	0.52
	Adult 16+	92	832	6,644	7,569	0.02	0.19	1.52	1.73

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: 2009-2013 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	2	2	-	-	0.01	0.01
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	24	26	-	-	0.05	0.05
	23-25	-	1	9	9	-	-	0.04	0.04
	26-29	-	1	11	12	-	-	0.04	0.04
	30 - 39	-	2	25	27	-	-	0.04	0.04
	40 - 49	-	2	38	40	-	-	0.05	0.05
	50 - 59	-	3	36	39	-	-	0.05	0.06
	60 - 69	-	2	20	21	-	-	0.03	0.04
	70 & over	-	1	8	9	-	-	0.01	0.01
	Total [1]	**1**	**14**	**174**	**189**	**-**	**-**	**0.03**	**0.04**
	Child 0-15	-	-	5	5	-	-	0.01	0.01
	Adult 16+	1	14	169	184	-	-	0.04	0.04
Minibus	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	2	3	-	-	0.01	0.01
	16 - 22	-	1	5	6	-	-	0.01	0.01
	23-25	-	-	3	4	-	-	0.01	0.02
	26-29	-	1	2	3	-	-	0.01	0.01
	30 - 39	-	2	6	8	-	-	0.01	0.01
	40 - 49	-	2	9	11	-	-	0.01	0.01
	50 - 59	-	2	6	8	-	-	0.01	0.01
	60 - 69	-	1	5	6	-	-	0.01	0.01
	70 & over	-	1	2	3	-	-	-	0.01
	Total [1]	**-**	**10**	**43**	**53**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	5	5	-	-	0.01	0.01
	Adult 16+	-	9	38	48	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	17	18	-	-	0.06	0.06
	5 - 11	-	-	12	13	-	-	0.03	0.03
	12 - 15	-	2	18	20	-	0.01	0.08	0.08
	16 - 22	-	2	35	38	-	-	0.07	0.08
	23-25	-	1	13	14	-	-	0.06	0.06
	26-29	-	1	16	17	-	0.01	0.06	0.06
	30 - 39	-	2	45	47	-	-	0.07	0.07
	40 - 49	-	2	52	55	-	-	0.07	0.07
	50 - 59	-	6	51	57	-	0.01	0.07	0.08
	60 - 69	-	8	59	67	-	0.01	0.10	0.11
	70 & over	-	17	106	124	-	0.03	0.17	0.20
	Total [1]	**1**	**43**	**426**	**471**	**-**	**0.01**	**0.08**	**0.09**
	Child 0-15	-	3	47	51	-	-	0.05	0.06
	Adult 16+	1	40	378	419	-	0.01	0.09	0.10
Light goods	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	1	4	35	39	-	0.01	0.07	0.08
	23-25	-	2	22	24	-	0.01	0.10	0.11
	26-29	1	1	24	26	-	-	0.09	0.09
	30 - 39	1	9	64	74	-	0.01	0.10	0.11
	40 - 49	1	10	66	77	-	0.01	0.08	0.10
	50 - 59	1	7	44	52	-	0.01	0.06	0.07
	60 - 69	-	3	19	22	-	-	0.03	0.04
	70 & over	-	1	3	4	-	-	-	0.01
	Total [1]	**5**	**38**	**282**	**324**	**-**	**0.01**	**0.05**	**0.06**
	Child 0-15	-	1	4	5	-	-	-	0.01
	Adult 16+	5	37	276	318	-	0.01	0.06	0.07

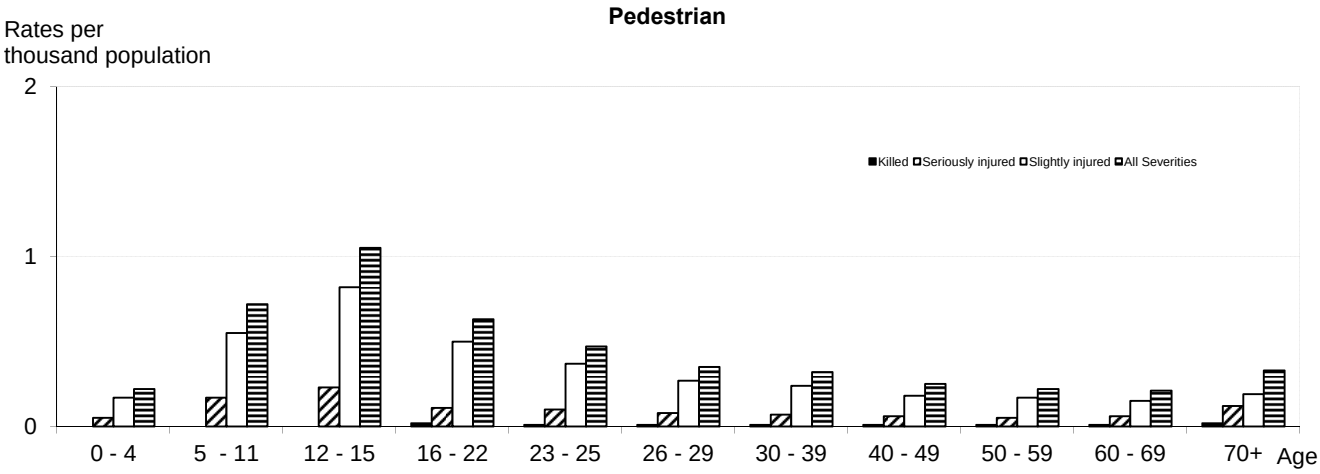
1. Includes those whose age was 'not known'

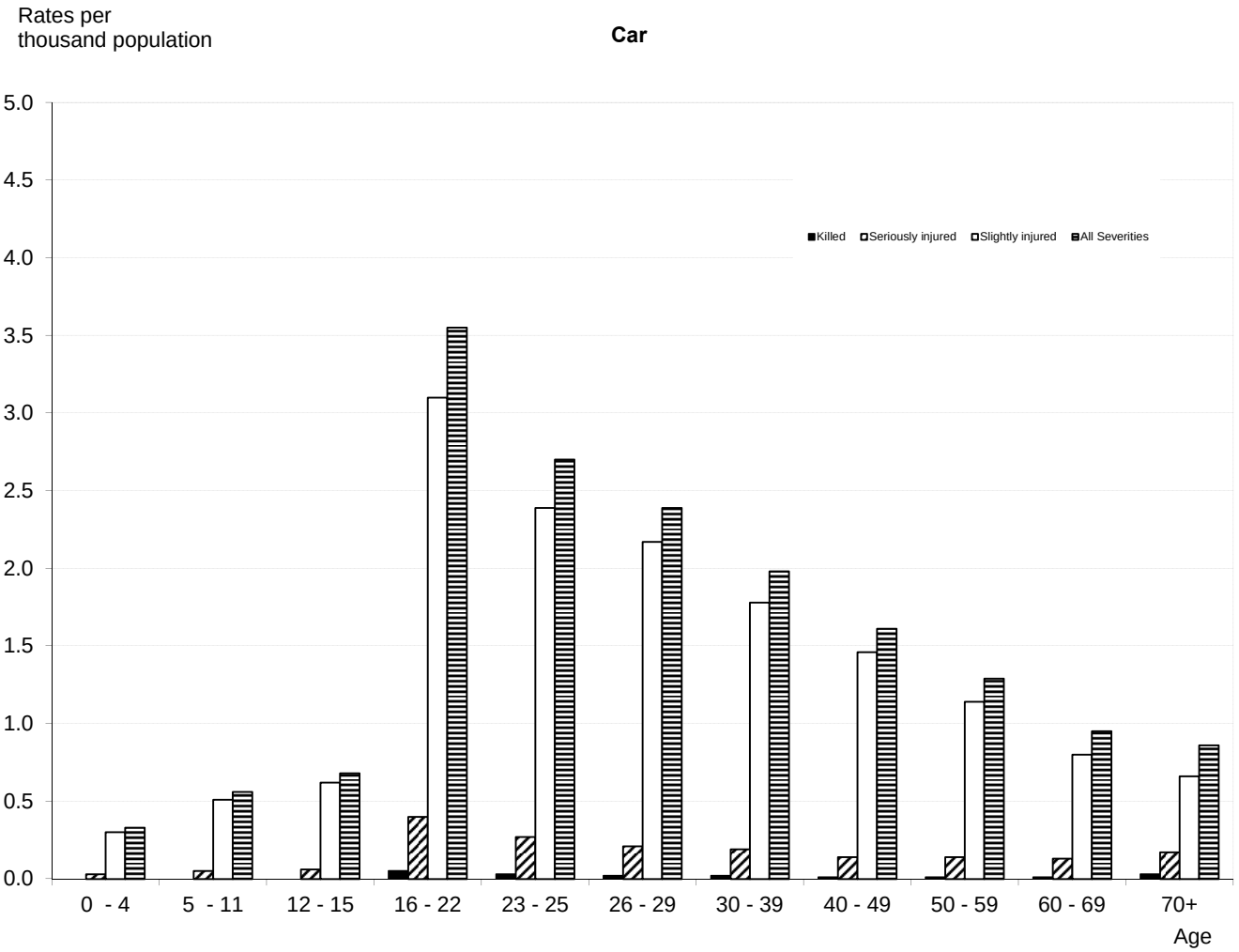
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2009-2013 average

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	5	6	-	-	0.01	0.01
	23-25	-	1	4	5	-	0.01	0.02	0.02
	26-29	-	2	11	12	-	0.01	0.04	0.05
	30 - 39	1	6	24	31	-	0.01	0.04	0.05
	40 - 49	1	6	38	44	-	0.01	0.05	0.06
	50 - 59	1	6	24	30	-	0.01	0.03	0.04
	60 - 69	1	3	8	12	-	-	0.01	0.02
	70 & over	-	-	2	2	-	-	-	-
	Total [1]	**3**	**24**	**116**	**143**	-	**-**	**0.02**	**0.03**
	Child 0-15	-	1	1	1	-	-	-	-
	Adult 16+	3	24	115	142	-	0.01	0.03	0.03
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	1	3	4	-	-	0.01	0.02
	16 - 22	-	5	15	20	-	0.01	0.03	0.04
	23-25	-	1	5	6	-	-	0.02	0.03
	26-29	-	1	11	11	-	-	0.04	0.04
	30 - 39	-	3	25	29	-	-	0.04	0.04
	40 - 49	-	4	21	25	-	-	0.03	0.03
	50 - 59	-	2	19	21	-	-	0.03	0.03
	60 - 69	-	3	8	11	-	-	0.01	0.02
	70 & over	-	2	4	6	-	-	0.01	0.01
	Total [1]	**1**	**20**	**114**	**136**	-	**-**	**0.02**	**0.03**
	Child 0-15	-	1	5	6	-	-	0.01	0.01
	Adult 16+	1	20	109	130	-	-	0.02	0.03
Total	0 - 4	1	26	164	190	-	0.09	0.56	0.65
	5 - 11	2	95	489	587	0.01	0.25	1.27	1.53
	12 - 15	2	82	418	503	0.01	0.34	1.75	2.10
	16 - 22	35	323	2,044	2,402	0.07	0.67	4.24	4.98
	23-25	11	112	719	843	0.05	0.52	3.37	3.95
	26-29	10	114	843	967	0.03	0.41	3.06	3.51
	30 - 39	32	285	1,774	2,091	0.05	0.43	2.69	3.17
	40 - 49	30	306	1,802	2,139	0.04	0.38	2.26	2.68
	50 - 59	20	241	1,243	1,503	0.03	0.34	1.75	2.11
	60 - 69	16	161	731	909	0.03	0.27	1.22	1.52
	70 & over	33	212	678	924	0.05	0.34	1.07	1.46
	Total [1]	**192**	**1,958**	**10,928**	**13,078**	**0.04**	**0.37**	**2.07**	**2.47**
	Child 0-15	5	203	1,071	1,280	0.01	0.22	1.17	1.40
	Adult 16+	186	1,753	9,837	11,776	0.04	0.40	2.25	2.69

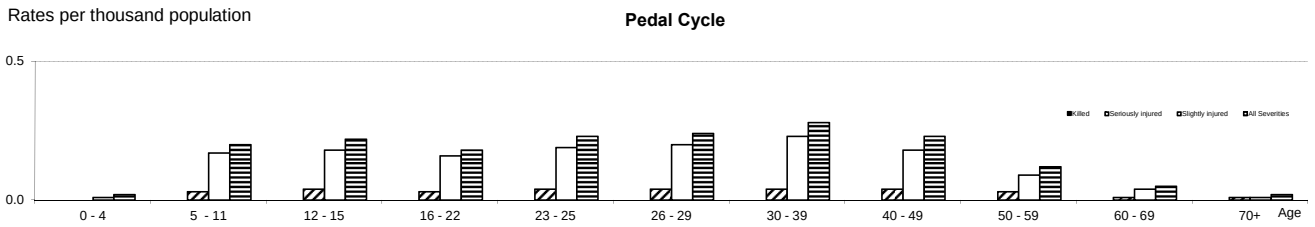
(1) Includes those whose age was 'not known'

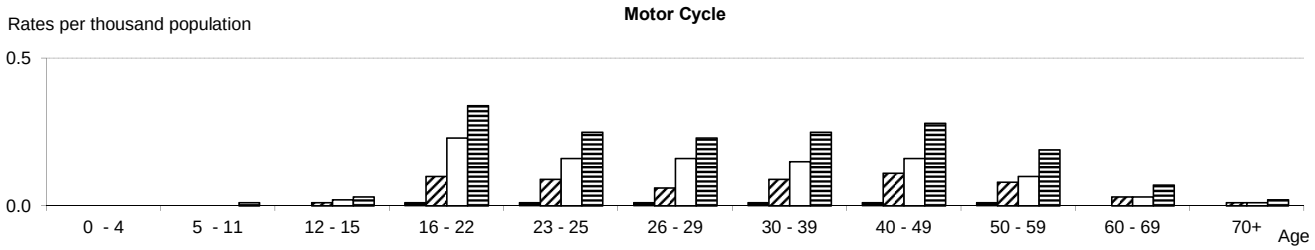
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2009-2013 average

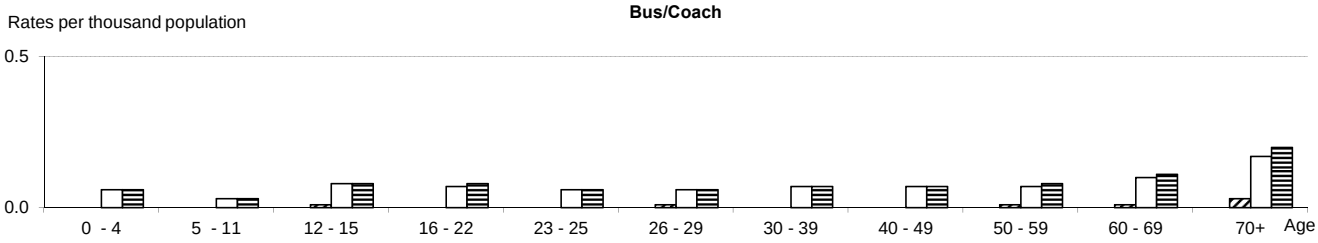


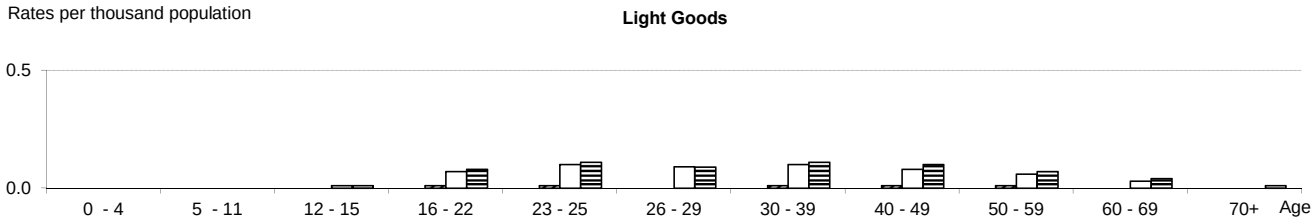


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2009-2013 average









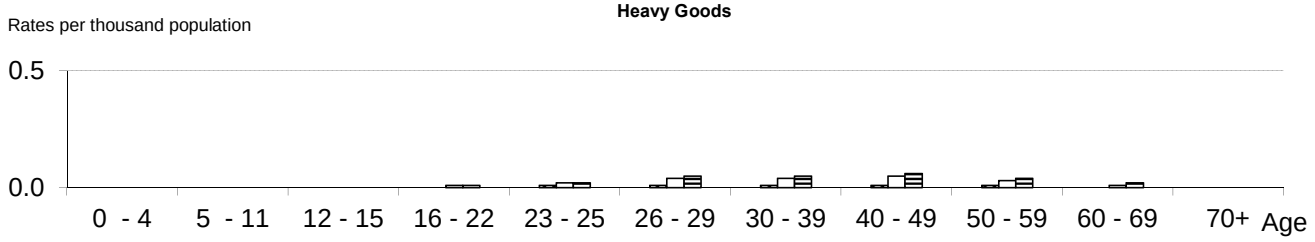


Table 33

Reported casualties by speed limit, mode of transport and severity
2009 to 2013 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Other	Total
Killed	**Pedestrians**	1	29	4	2	8	4	0	47
	Pedal cycle	-	2	1	0	5	0	-	8
	Motor cycle	0	4	2	-	23	2	-	31
	Car users	-	9	5	3	67	11	-	95
	Bus/coach	-	1	-	-	0	-	-	1
	Other	-	1	1	0	6	2	-	10
	Total	1	47	12	5	109	19	0	192
Serious									
	Pedestrians	15	410	15	4	20	5	-	469
	Pedal cycle	3	109	10	2	25	3	0	152
	Motor cycle	3	103	16	9	169	13	-	313
	Car users	5	194	38	29	516	90	0	873
	Bus/coach	2	33	2	1	5	0	-	43
	Other	0	26	6	2	58	15	-	106
	Total	28	874	87	47	794	126	0	1,958
All Severities									
	Pedestrians	83	1,779	46	13	65	15	1	2,002
	Pedal cycle	22	677	40	7	87	6	0	840
	Motor cycle	11	378	48	23	365	37	-	863
	Car users	52	3,242	484	245	3,203	829	2	8,057
	Bus/coach	8	357	17	9	71	9	-	471
	Other	6	341	49	25	319	105	-	845
	Total	183	6,774	684	322	4,110	1,001	4	13,078

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2009-2013 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	-	11	39	-	4	24	-	15	65
5 - 11	1	41	174	-	23	101	1	64	275
12 - 15	-	36	144	1	18	107	1	55	251
16 - 22	5	37	186	2	17	119	7	54	305
23 - 25	1	14	59	-	7	42	2	22	101
26 - 29	1	15	62	-	7	35	2	22	97
30 - 39	5	33	140	2	15	74	7	48	214
40 - 49	4	29	124	2	17	74	6	46	199
50 - 59	3	22	94	1	12	63	4	34	158
60 - 69	2	17	69	2	19	59	4	36	128
70 & over	7	30	93	7	44	113	14	74	207
Total [1]	**30**	**285**	**1,188**	**17**	**184**	**813**	**47**	**469**	**2,002**
Child 0-15	1	88	357	1	45	232	2	134	591
Adult 16+	28	197	829	17	138	579	45	335	1,408
Driver or rider									
0 - 4	-	-	3	-	-	1	-	1	7
5 - 11	1	9	60	-	3	16	1	12	76
12 - 15	-	9	51	-	1	6	-	11	56
16 - 22	14	133	810	3	39	465	17	172	1,275
23 - 25	6	51	316	1	18	224	7	69	540
26 - 29	6	52	386	2	19	262	7	71	649
30 - 39	17	145	925	3	49	579	20	194	1,504
40 - 49	18	178	1,028	3	49	565	20	227	1,593
50 - 59	11	126	667	2	42	374	14	169	1,041
60 - 69	8	65	347	1	23	175	9	88	522
70 & over	10	49	253	4	24	133	14	73	386
Total [1]	**91**	**818**	**4,849**	**19**	**267**	**2,803**	**110**	**1,086**	**7,655**
Child 0-15	1	19	114	-	4	23	1	23	139
Adult 16+	90	799	4,731	19	264	2,777	109	1,063	7,509
Passenger vehicle/pillion									
0 - 4	-	6	63	-	4	57	-	10	122
5 - 11	1	11	113	-	9	123	1	20	236
12 - 15	1	7	78	-	10	117	1	17	195
16 - 22	7	53	403	3	44	420	10	97	823
23 - 25	1	13	100	1	9	101	2	21	202
26 - 29	1	12	101	-	9	120	1	21	221
30 - 39	4	24	161	2	19	213	5	43	374
40 - 49	2	11	127	2	22	220	4	33	347
50 - 59	1	11	95	1	26	210	2	38	305
60 - 69	1	8	60	2	29	199	3	37	258
70 & over	1	13	68	4	52	263	5	65	331
Total [1]	**19**	**169**	**1,370**	**16**	**233**	**2,048**	**35**	**402**	**3,421**
Child 0-15	2	24	254	-	23	297	2	47	553
Adult 16+	17	145	1,114	16	210	1,746	33	355	2,860

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: 2009-2013 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	.26	.00	.03	.17	.00	.05	.22
5 - 11	.00	.21	.88	-	.12	.54	.00	.17	.72
12 - 15	.00	.29	1.17	.01	.16	.92	.00	.23	1.05
16 - 22	.02	.15	.77	.01	.07	.50	.02	.11	.63
23 - 25	.01	.14	.56	.00	.07	.39	.01	.10	.47
26 - 29	.01	.11	.46	.00	.05	.25	.01	.08	.35
30 - 39	.01	.10	.43	.01	.05	.22	.01	.07	.32
40 - 49	.01	.08	.32	.00	.04	.18	.01	.06	.25
50 - 59	.01	.06	.27	.00	.03	.17	.01	.05	.22
60 - 69	.01	.06	.24	.01	.06	.19	.01	.06	.21
70 & over	.03	.11	.36	.02	.12	.31	.02	.12	.33
Total [1]	**.01**	**.11**	**.46**	**.01**	**.07**	**.30**	**.01**	**.09**	**.38**
Child 0-15	.00	.19	.76	.00	.10	.52	.00	.15	.64
Adult 16+	.01	.09	.40	.01	.06	.25	.01	.08	.32
Driver or rider									
0 - 4	-	.00	.02	-	-	.00	-	.00	.02
5 - 11	.00	.05	.30	.00	.01	.09	.00	.03	.20
12 - 15	.00	.08	.41	-	.01	.05	.00	.04	.24
16 - 22	.06	.55	3.34	.01	.16	1.94	.04	.36	2.64
23 - 25	.06	.48	2.98	.01	.17	2.08	.03	.32	2.53
26 - 29	.04	.38	2.85	.01	.14	1.87	.03	.26	2.36
30 - 39	.05	.45	2.86	.01	.15	1.72	.03	.29	2.28
40 - 49	.05	.46	2.65	.01	.12	1.38	.03	.28	2.00
50 - 59	.03	.36	1.91	.01	.12	1.03	.02	.24	1.46
60 - 69	.03	.22	1.20	.00	.08	.57	.02	.15	.87
70 & over	.04	.19	.97	.01	.06	.36	.02	.12	.61
Total [1]	**.04**	**.32**	**1.89**	**.01**	**.10**	**1.03**	**.02**	**.21**	**1.45**
Child 0-15	.00	.04	.24	.00	.01	.05	.00	.03	.15
Adult 16+	.04	.38	2.26	.01	.12	1.22	.02	.24	1.72
Passenger vehicle/pillion									
0 - 4	.00	.04	.42	-	.03	.40	.00	.03	.42
5 - 11	.00	.05	.57	.00	.05	.65	.00	.05	.61
12 - 15	.01	.06	.64	.00	.08	1.01	.01	.07	.82
16 - 22	.03	.22	1.66	.01	.18	1.75	.02	.20	1.71
23 - 25	.01	.12	.95	.01	.08	.94	.01	.10	.95
26 - 29	.00	.09	.75	.00	.06	.85	.00	.08	.80
30 - 39	.01	.07	.50	.00	.06	.63	.01	.06	.57
40 - 49	.01	.03	.33	.01	.05	.54	.01	.04	.43
50 - 59	.00	.03	.27	.00	.07	.58	.00	.05	.43
60 - 69	.00	.03	.21	.01	.09	.64	.01	.06	.43
70 & over	.00	.05	.26	.01	.14	.71	.01	.10	.52
Total [1]	**.01**	**.07**	**.53**	**.01**	**.09**	**.75**	**.01**	**.08**	**.65**
Child 0-15	.00	.05	.54	.00	.05	.66	.00	.05	.60
Adult 16+	.01	.07	.53	.01	.09	.77	.01	.08	.65

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, 2009-13 averages and 2009 to 2013

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**
	2009	51	9	32	244	37	373
	2010	49	3	28	233	37	350
	2011	48	5	41	271	17	382
	2012	40	6	33	207	16	302
	2013	53	2	23	175	26	279
	2009-13 average	**48**	**5**	**31**	**226**	**27**	**337**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2009	12	2	13	155	9	191
	2010	11	2	24	149	13	199
	2011	11	5	14	138	8	176
	2012	6	1	13	107	12	139
	2013	5	5	8	79	10	107
	2009-13 average	**9**	**3**	**14**	**126**	**10**	**162**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2009	-	-	-	-	33	33
	2010	-	-	-	-	37	37
	2011	-	-	-	-	30	30
	2012	-	-	-	-	21	21
	2013	-	-	-	-	21	21
	2009-13 average	**-**	**-**	**-**	**-**	**28**	**28**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2009	3	-	-	4	51	58
	2010	-	-	-	4	40	44
	2011	1	-	1	5	33	40
	2012	-	-	1	8	35	44
	2013	-	-	-	12	28	40
	2009-13 average	**1**	**-**	**0**	**7**	**37**	**45**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2009	66	11	45	403	130	655
	2010	60	5	52	386	127	630
	2011	60	10	56	414	88	628
	2012	46	7	47	322	84	506
	2013	58	7	31	266	85	447
	2009-13 average	**58**	**8**	**46**	**358**	**103**	**573**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2009-13 averages and 2009 to 2013

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**
	2009	132	13	122	507	69	843
	2010	110	11	105	430	55	711
	2011	129	10	123	443	58	763
	2012	166	11	117	480	60	834
	2013	139	6	105	386	53	689
	2009-13 average	**135**	**10**	**114**	**449**	**59**	**768**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	2009	14	3	29	87	9	142
	2010	17	2	24	86	13	142
	2011	15	4	29	105	8	161
	2012	17	1	39	94	4	155
	2013	11	1	27	89	8	136
	2009-13 average	**15**	**2**	**30**	**92**	**8**	**147**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2009	-	-	-	-	169	169
	2010	-	-	-	-	196	196
	2011	-	-	-	-	192	192
	2012	-	-	-	-	170	170
	2013	-	-	-	-	157	157
	2009-13 average	**-**	**-**	**-**	**-**	**177**	**177**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2009	4	-	4	54	211	273
	2010	7	-	4	42	165	218
	2011	2	-	5	36	180	223
	2012	4	-	3	36	183	226
	2013	7	1	5	30	163	206
	2009-13 average	**5**	**0**	**4**	**40**	**180**	**229**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2009	150	16	155	648	458	1,427
	2010	134	13	133	558	429	1,267
	2011	146	14	157	584	438	1,339
	2012	187	12	159	610	417	1,385
	2013	157	8	137	505	381	1,188
	2009-13 average	**155**	**13**	**148**	**581**	**425**	**1,321**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2009-2013 averages, 2009-13

		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**
	2009	1	2	1	3	4	11	2	8	11	50	71	82	64	20	46	109	259	434	498
	2010	2	2	3	5	7	17	2	6	19	31	58	75	72	13	24	93	205	335	407
	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	246	399	451
	2013	-	-	4	4	4	11	2	3	25	60	90	101	51	6	19	100	221	346	397
	2009-13 average	**1**	**1**	**4**	**5**	**6**	**13**	**4**	**6**	**19**	**51**	**80**	**93**	**60**	**14**	**28**	**101**	**230**	**373**	**433**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*16*	*44*	*22*	*23*	*-18*	*-60*	*-45*	*-19*	*-15*	*-20*	*-20*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-10*	*21*	*9*	*14*	*-3*	*-9*	*-19*	*-19*	*-12*	*-14*	*-13*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	2009	4	16	2	18	22	43	65	81	14	21	181	224	170	280	296	54	107	737	907
	2010	4	19	3	22	26	49	63	68	3	19	153	202	169	221	262	32	110	625	794
	2011	4	5	2	7	11	34	60	68	8	21	157	191	120	198	226	35	85	544	664
	2012	3	11	2	13	16	38	65	74	7	21	167	205	120	199	239	32	102	572	692
	2013	8	14	1	15	23	48	55	53	6	14	128	176	125	205	168	26	98	497	622
	2009-13 average	**5**	**13**	**2**	**15**	**20**	**42**	**62**	**69**	**8**	**19**	**157**	**200**	**141**	**221**	**238**	**36**	**100**	**595**	**736**
	% ch on 04-08 av: 2013	*-*	*-44*	*-*	*-44*	*-31*	*38*	*1*	*6*	*-*	*-25*	*-2*	*6*	*-23*	*-18*	*-33*	*-35*	*-18*	*-25*	*-24*
	09-13 av	*-*	*-48*	*-*	*-44*	*-41*	*22*	*14*	*38*	*-*	*3*	*20*	*20*	*-13*	*-12*	*-5*	*-11*	*-16*	*-10*	*-11*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	2009	1	6	-	6	7	7	14	15	11	13	53	60	46	62	88	38	74	262	308
	2010	1	2	3	5	6	9	13	15	6	11	45	54	44	52	67	35	49	203	247
	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
	2009-13 average	**1**	**3**	**1**	**4**	**5**	**8**	**12**	**14**	**8**	**11**	**46**	**53**	**40**	**57**	**71**	**37**	**63**	**227**	**267**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-75*	*-49*	*-40*	*-34*	*-*	*-20*	*-37*	*-38*	*-46*	*-51*	*-35*	*-52*	*-35*	*-42*	*-43*
	09-13 av	*-*	*-*	*-*	*-*	*-57*	*-34*	*-47*	*-39*	*-*	*-27*	*-36*	*-36*	*-23*	*-44*	*-29*	*-35*	*-31*	*-35*	*-33*

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 2009-2013 averages, 2009-13

		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**
	2009	3	2	-	2	5	33	20	8	3	9	40	73	174	84	42	44	43	213	387
	2010	8	5	2	7	15	34	19	6	2	5	32	66	174	85	43	46	48	222	396
	2011	5	-	-	0	5	32	9	5	8	4	26	58	158	56	26	38	39	159	317
	2012	4	-	-	0	4	34	14	6	2	7	29	63	116	74	46	17	44	181	297
	2013	10	1	-	1	11	25	10	6	6	4	26	51	151	59	32	27	35	153	304
	2009-13 average	**6**	**2**	**0**	**2**	**8**	**32**	**14**	**6**	**4**	**6**	**31**	**62**	**155**	**72**	**38**	**34**	**42**	**186**	**340**
	% ch on 04-08 av: 2013	-	-	-	-	*-10*	*-35*	*-56*	-	-	-	*-47*	*-41*	*-18*	*-41*	*-27*	*-42*	*-33*	*-37*	*-29*
	09-13 av	-	-	-	-	*-34*	*-17*	*-37*	-	-	-	*-37*	*-28*	*-16*	*-28*	*-14*	*-26*	*-20*	*-23*	*-20*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	2009	-	3	-	3	3	-	7	1	2	4	14	14	-	25	9	21	42	97	97
	2010	-	2	-	2	2	-	6	3	2	8	19	19	-	18	9	22	42	91	91
	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
	2009-13 average	**0**	**1**	**-**	**1**	**1**	**0**	**5**	**1**	**3**	**5**	**15**	**15**	**2**	**22**	**6**	**24**	**40**	**93**	**95**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	-	*-36*	*-31*	-	*-40*	*-70*	*-15*	*-16*	*-28*	*-27*
	09-13 av	-	-	-	-	-	-	-	-	-	-	*-27*	*-25*	-	*-30*	*-52*	*2*	*-17*	*-21*	*-19*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	2009	8	1	1	2	10	47	26	24	6	17	73	120	202	107	109	41	74	331	533
	2010	3	2	-	2	5	25	9	21	5	7	42	67	146	87	113	35	78	313	459
	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	138	90	63	39	46	238	376
	2009-13 average	**5**	**3**	**1**	**3**	**9**	**29**	**19**	**21**	**6**	**8**	**55**	**84**	**151**	**91**	**103**	**36**	**64**	**293**	**444**
	% ch on 04-08 av: 2013	-	-	-	-	*-17*	*-54*	*-4*	*-69*	-	*-72*	*-45*	*-49*	*-41*	*-16*	*-55*	*-18*	*-50*	*-39*	*-39*
	09-13 av	-	-	-	-	*-40*	*-40*	*-19*	*-27*	-	*-55*	*-30*	*-34*	*-35*	*-16*	*-27*	*-25*	*-31*	*-24*	*-29*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2009-2013 averages, 2009-13

		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**
	2009	3	1	1	2	5	9	3	-	10	43	56	65	34	14	1	52	242	309	343
	2010	2	-	3	3	5	7	-	-	4	30	34	41	33	8	2	27	184	221	254
	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	27	33	38	21	-	-	40	158	198	219
	2009-13 average	**1**	**0**	**1**	**2**	**3**	**6**	**1**	**0**	**9**	**32**	**43**	**49**	**29**	**7**	**2**	**46**	**192**	**246**	**275**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	*-39*	*-41*	*-41*	*-54*	-	-	*-23*	*-35*	*-35*	*-38*
	09-13 av	-	-	-	-	-	-	-	-	-	*-27*	*-24*	*-25*	*-36*	-	-	*-12*	*-21*	*-19*	*-22*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	2009	3	2	-	2	5	11	12	6	5	10	33	44	63	80	50	28	65	223	286
	2010	1	3	1	4	5	12	10	8	8	12	38	50	57	67	39	40	67	213	270
	2011	-	3	1	4	4	5	14	8	7	9	38	43	37	77	51	37	67	232	269
	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
	2009-13 average	**1**	**3**	**1**	**3**	**4**	**8**	**11**	**7**	**6**	**9**	**33**	**42**	**47**	**67**	**45**	**34**	**60**	**207**	**253**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	*-34*	*-58*	-	*-61*	*-48*	*-50*	*-15*	*-36*	*-46*	*-24*	*-51*	*-42*	*-38*
	09-13 av	-	-	-	-	-	-	*-25*	*-43*	-	*-39*	*-30*	*-26*	*-6*	*-18*	*-39*	*-1*	*-39*	*-28*	*-25*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	2009	-	-	2	2	2	-	7	2	7	5	21	21	-	23	30	62	70	185	185
	2010	-	-	4	4	4	-	2	1	9	10	22	22	-	23	11	65	83	182	182
	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
	2009-13 average	**-**	**-**	**1**	**1**	**1**	**-**	**2**	**2**	**6**	**9**	**19**	**19**	**-**	**16**	**19**	**54**	**75**	**163**	**163**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	*-50*	*-62*	*-62*	-	*-62*	*-56*	*-46*	*-36*	*-44*	*-44*
	09-13 av	-	-	-	-	-	-	-	-	-	*-23*	*-27*	*-27*	-	*-33*	*-31*	*-23*	*-26*	*-27*	*-27*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2009-2013 averages, 2009-13

		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**
	2009	-	7	1	8	8	10	8	12	1	8	29	39	34	37	59	24	76	196	230
	2010	-	2	1	3	3	8	6	6	2	12	26	34	43	44	55	33	72	204	247
	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
	2009-13 average	**-**	**2**	**1**	**3**	**3**	**6**	**7**	**6**	**3**	**9**	**25**	**31**	**36**	**37**	**44**	**30**	**75**	**186**	**222**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	*-50*	*-24*	*-24*	*-42*	*-34*	*-43*	*85*	*-21*	*-19*	*-22*
	09-13 av	-	-	-	-	-	-	-	-	-	*-27*	*-21*	*-14*	*-15*	*-23*	*-24*	*28*	*-21*	*-17*	*-17*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	2009	-	-	2	2	2	4	2	2	4	7	15	19	15	15	10	27	58	110	125
	2010	-	1	-	1	1	5	4	3	3	10	20	25	16	12	15	25	54	106	122
	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
	2009-13 average	**-**	**1**	**1**	**2**	**2**	**2**	**2**	**2**	**4**	**7**	**14**	**16**	**12**	**10**	**16**	**33**	**57**	**116**	**128**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	-	*-40*	*-45*	*-46*	*-7*	*-25*	*-28*	*-27*	*-25*	*-27*
	09-13 av	-	-	-	-	-	-	-	-	-	-	*-35*	*-31*	*-8*	*-9*	*-29*	*-14*	*-28*	*-23*	*-22*
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**
	2009	-	1	6	7	7	2	6	7	46	80	139	141	94	24	30	470	784	1,308	1,402
	2010	1	1	2	3	4	4	3	6	45	74	128	132	108	27	37	498	724	1,286	1,394
	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
	2009-13 average	**1**	**1**	**6**	**7**	**8**	**4**	**5**	**4**	**50**	**89**	**147**	**151**	**100**	**24**	**23**	**469**	**766**	**1,282**	**1,382**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	*-47*	*-15*	*-30*	*-31*	*14*	*-51*	*-66*	*-31*	*-8*	*-20*	*-18*
	09-13 av	-	-	-	-	-	-	-	-	*-29*	*-9*	*-18*	*-19*	*-8*	*-58*	*-39*	*-26*	*-8*	*-18*	*-17*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2009-2013 averages, 2009-13

		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**
	2009	-	-	-	-	-	-	4	2	-	1	7	7	-	28	12	2	7	49	49
	2010	-	1	1	2	2	-	8	1	1	-	10	10	-	34	6	7	8	55	55
	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
	2009-13 average	**-**	**1**	**0**	**1**	**1**	**-**	**4**	**1**	**1**	**0**	**6**	**6**	**-**	**23**	**6**	**6**	**7**	**42**	**42**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	-	*-93*	*-93*	-	*-66*	*-73*	*-55*	*-73*	*-66*	*-66*
	09-13 av	-	-	-	-	-	-	-	-	-	-	*-54*	*-54*	-	*-28*	*-47*	*-57*	*-49*	*-41*	*-41*
Falkirk	**2004-08 average**	**1**	**2**	**2**	**4**	**5**	**5**	**14**	**9**	**13**	**26**	**61**	**66**	**35**	**67**	**45**	**86**	**167**	**366**	**401**
	2009	-	2	1	3	3	8	12	9	6	20	47	55	35	90	43	68	159	360	395
	2010	-	1	-	1	1	8	5	6	7	17	35	43	30	43	31	88	107	269	299
	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
	2009-13 average	**1**	**1**	**1**	**3**	**4**	**6**	**10**	**5**	**10**	**18**	**42**	**48**	**34**	**62**	**31**	**78**	**134**	**305**	**339**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	*-43*	-	*-53*	*-30*	*-45*	*-44*	*1*	*-20*	*-30*	*-7*	*-27*	*-21*	*-19*
	09-13 av	-	-	-	-	-	-	*-30*	-	*-22*	*-30*	*-31*	*-27*	*-3*	*-8*	*-31*	*-9*	*-20*	*-17*	*-15*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	2009	-	4	2	6	6	8	25	31	16	34	106	114	88	147	132	103	296	678	766
	2010	5	5	3	8	13	25	23	21	16	34	94	119	114	130	117	95	269	611	725
	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	181	478	550
	2013	2	6	3	9	11	17	20	15	10	23	68	85	73	104	81	86	206	477	550
	2009-13 average	**1**	**6**	**2**	**8**	**10**	**14**	**22**	**20**	**15**	**31**	**88**	**102**	**85**	**120**	**101**	**95**	**236**	**553**	**638**
	% ch on 04-08 av: 2013	-	-	-	*-38*	*-40*	*-17*	*-49*	*-56*	*-40*	*-52*	*-51*	*-47*	*-35*	*-47*	*-48*	*-24*	*-30*	*-37*	*-37*
	09-13 av	-	-	-	*-44*	*-48*	*-33*	*-43*	*-42*	*-10*	*-36*	*-36*	*-36*	*-25*	*-38*	*-36*	*-16*	*-20*	*-27*	*-27*

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 2009-2013 averages, 2009-13

		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**
	2009	1	-	17	17	18	11	1	2	64	146	213	224	174	27	14	481	1,184	1,706	1,880
	2010	1	1	9	10	11	11	4	-	68	127	199	210	232	28	3	430	1,000	1,461	1,693
	2011	3	1	9	10	13	6	1	-	64	106	171	177	172	22	8	455	924	1,409	1,581
	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
	2009-13 average	**1**	**0**	**9**	**10**	**11**	**9**	**2**	**1**	**58**	**119**	**181**	**190**	**170**	**25**	**11**	**438**	**982**	**1,455**	**1,626**
	% ch on 04-08 av: 2013	*-*	*-*	*-75*	*-76*	*-77*	*-64*	*-*	*-*	*-42*	*-48*	*-46*	*-47*	*-55*	*-49*	*-54*	*-44*	*-41*	*-42*	*-43*
	09-13 av	*-*	*-*	*-43*	*-42*	*-40*	*-36*	*-*	*-*	*-21*	*-36*	*-32*	*-32*	*-19*	*-30*	*-39*	*-31*	*-31*	*-31*	*-30*
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	2009	20	7	1	8	28	75	22	17	1	13	53	128	501	143	138	9	152	442	943
	2010	13	8	5	13	26	49	21	15	2	15	53	102	384	101	113	16	111	341	725
	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	46	18	16	3	16	53	99	316	166	146	16	135	463	779
	2013	13	6	1	7	20	41	14	9	1	8	32	73	298	109	74	25	111	319	617
	2009-13 average	**13**	**7**	**2**	**9**	**22**	**51**	**20**	**13**	**2**	**14**	**49**	**100**	**363**	**128**	**112**	**17**	**129**	**386**	**750**
	% ch on 04-08 av: 2013	*-27*	*-*	*-*	*-30*	*-28*	*-49*	*-54*	*-63*	*-*	*-62*	*-60*	*-54*	*-38*	*-27*	*-51*	*21*	*-19*	*-30*	*-35*
	09-13 av	*-25*	*-*	*-*	*-12*	*-20*	*-37*	*-34*	*-45*	*-*	*-33*	*-38*	*-38*	*-25*	*-14*	*-26*	*-18*	*-6*	*-16*	*-20*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	2009	-	1	1	2	2	6	2	2	3	13	20	26	36	9	4	22	111	146	182
	2010	1	-	-	0	1	3	-	2	1	15	18	21	41	11	6	28	119	164	205
	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
	2009-13 average	**0**	**0**	**0**	**1**	**1**	**4**	**1**	**1**	**2**	**13**	**18**	**22**	**43**	**8**	**6**	**21**	**105**	**140**	**183**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-59*	*-63*	*-66*	*-29*	*-65*	*-70*	*-28*	*-44*	*-45*	*-41*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-23*	*-34*	*-39*	*-31*	*-33*	*-61*	*-25*	*-24*	*-28*	*-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 2009-2013 averages, 2009-13

		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**
	2009	1	2	-	2	3	7	10	2	6	10	28	35	39	48	31	35	127	241	280
	2010	-	1	-	1	1	7	7	-	2	13	22	29	41	49	25	35	113	222	263
	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
	2009-13 average	**1**	**1**	**1**	**2**	**3**	**5**	**6**	**2**	**4**	**11**	**23**	**28**	**44**	**40**	**28**	**42**	**107**	**217**	**261**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-48*	*-39*	*-37*	*22*	*-64*	*-22*	*2*	*-31*	*-31*	*-23*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-36*	*-30*	*-32*	*-7*	*-26*	*-27*	*6*	*-9*	*-13*	*-12*
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	2009	2	1	2	3	5	18	9	6	3	4	22	40	79	58	49	16	66	189	268
	2010	1	1	2	3	4	11	7	8	2	7	24	35	48	25	45	13	40	123	171
	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	41	117	171
	2013	1	2	-	2	3	9	18	12	3	5	38	47	44	37	40	10	24	111	155
	2009-13 average	**1**	**2**	**1**	**3**	**4**	**13**	**10**	**7**	**2**	**6**	**25**	**38**	**53**	**41**	**39**	**12**	**41**	**133**	**186**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-13*	*-*	*5*	*-*	*-*	*26*	*16*	*-28*	*-24*	*-31*	*-40*	*-48*	*-34*	*-32*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*21*	*-*	*-39*	*-*	*-*	*-16*	*-6*	*-12*	*-16*	*-33*	*-31*	*-10*	*-21*	*-19*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	2009	2	1	1	2	4	12	6	19	5	20	50	62	82	25	55	27	123	230	312
	2010	1	3	1	4	5	6	3	6	5	5	19	25	62	23	50	22	73	168	230
	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
	2009-13 average	**1**	**2**	**1**	**3**	**4**	**10**	**4**	**8**	**4**	**14**	**30**	**39**	**67**	**24**	**43**	**35**	**96**	**198**	**264**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-31*	*-*	*-79*	*-*	*-41*	*-51*	*-45*	*-42*	*-44*	*-48*	*-15*	*-37*	*-37*	*-38*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-45*	*-*	*-42*	*-*	*-32*	*-36*	*-39*	*-30*	*-40*	*-35*	*-25*	*-31*	*-32*	*-32*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2009-2013 averages, 2009-13

		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**
	2009	3	2	5	7	10	8	6	5	19	56	86	94	112	74	75	216	403	768	880
	2010	-	-	2	2	2	7	3	8	15	44	70	77	84	52	61	217	348	678	762
	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	9	9	42	66	73	113	44	68	151	326	589	702
	2013	1	2	3	5	6	3	11	3	14	41	69	72	90	42	41	160	319	562	652
	2009-13 average	**1**	**2**	**4**	**6**	**7**	**6**	**6**	**6**	**14**	**44**	**69**	**75**	**96**	**53**	**63**	**180**	**357**	**653**	**749**
	% ch on 04-08 av: 2013	-	-	-	-	*-49*	*-71*	-	*-81*	*-35*	*-17*	*-28*	*-32*	*-26*	*-56*	*-59*	*-30*	*-32*	*-37*	*-36*
	09-13 av	-	-	-	-	*-41*	*-44*	-	*-60*	*-36*	*-12*	*-28*	*-30*	*-21*	*-45*	*-37*	*-22*	*-24*	*-27*	*-26*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	2009	-	-	-	-	-	-	3	2	-	1	6	6	-	24	3	4	4	35	35
	2010	-	-	-	-	-	-	3	-	1	1	5	5	-	24	4	5	5	38	38
	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
	2009-13 average	**-**	**1**	**0**	**1**	**1**	**-**	**3**	**1**	**1**	**2**	**6**	**6**	**-**	**19**	**4**	**4**	**5**	**32**	**32**
	% ch on 04-08 av: 2013	-	-	-	-	-	-	-	-	-	-	-	-	-	*-36*	-	-	*-31*	*-36*	*-36*
	09-13 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-19*	-	-	*-51*	*-31*	*-31*
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	2009	3	5	1	6	9	37	37	16	5	14	72	109	188	129	88	44	72	333	521
	2010	12	7	-	7	19	24	21	16	10	9	56	80	154	91	79	69	57	296	450
	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
	2009-13 average	**7**	**5**	**1**	**7**	**14**	**29**	**26**	**16**	**8**	**12**	**61**	**91**	**153**	**96**	**73**	**51**	**59**	**279**	**432**
	% ch on 04-08 av: 2013	-	-	-	-	*-29*	*-53*	*-22*	*-30*	*-17*	*-24*	*-24*	*-33*	*-23*	*-18*	*-32*	*-31*	*-34*	*-28*	*-26*
	09-13 av	-	-	-	-	*-10*	*-32*	*-24*	*-32*	*-44*	*-27*	*-30*	*-30*	*-12*	*-17*	*-31*	*-21*	*-24*	*-23*	*-20*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2009-2013 averages, 2009-13

		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**
	2009	1	1	-	1	2	10	12	6	8	30	56	66	68	32	23	85	184	324	392
	2010	2	-	-	0	2	10	5	3	12	32	52	62	72	41	24	86	191	342	414
	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	213	358	431
	2013	2	-	3	3	5	-	3	2	4	24	33	33	53	33	22	80	136	271	324
	2009-13 average	**2**	**0**	**3**	**3**	**5**	**6**	**5**	**4**	**9**	**28**	**46**	**52**	**70**	**36**	**24**	**90**	**189**	**339**	**409**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-77*	*-22*	*-46*	*-53*	*-45*	*9*	*-51*	*-40*	*-48*	*-42*	*-43*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-51*	*-9*	*-25*	*-26*	*-28*	*21*	*-47*	*-33*	*-28*	*-28*	*-28*
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	2009	5	7	1	8	13	25	30	19	3	14	66	91	130	148	126	11	90	375	505
	2010	3	6	-	6	9	20	31	20	4	11	66	86	94	121	91	29	63	304	398
	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	29	12	2	13	56	76	77	106	68	9	74	257	334
	2009-13 average	**2**	**6**	**1**	**6**	**8**	**19**	**30**	**14**	**3**	**12**	**58**	**77**	**91**	**134**	**87**	**14**	**69**	**304**	**395**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-68*	*-3*	*-23*	*-45*	*-*	*-3*	*-25*	*-20*	*-36*	*-45*	*-52*	*-42*	*-12*	*-41*	*-40*
	09-13 av	*-*	*-*	*-*	*-*	*-32*	*-9*	*-21*	*-34*	*-*	*-12*	*-21*	*-19*	*-25*	*-31*	*-38*	*-9*	*-18*	*-30*	*-29*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	2009	-	-	-	-	-	-	2	1	-	2	5	5	-	38	14	13	7	72	72
	2010	-	1	-	1	1	-	-	1	-	2	3	3	-	34	11	4	6	55	55
	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
	2009-13 average	**-**	**0**	**-**	**0**	**0**	**-**	**2**	**1**	**0**	**1**	**5**	**5**	**-**	**27**	**10**	**7**	**7**	**52**	**52**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-48*	*-*	*-*	*-*	*-7*	*-7*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-11*	*-*	*-*	*-*	*3*	*3*

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 2009-2013 averages, 2009-13

		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**
	2009	2	-	1	1	3	10	13	8	15	9	45	55	99	55	50	65	93	263	362
	2010	4	3	3	6	10	18	9	5	11	7	32	50	73	44	40	58	56	198	271
	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
	2009-13 average	**2**	**1**	**2**	**3**	**5**	**11**	**6**	**7**	**9**	**8**	**28**	**39**	**74**	**40**	**43**	**56**	**76**	**215**	**289**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-47*	*-*	*-70*	*-*	*-64*	*-63*	*-58*	*-31*	*-11*	*-62*	*-16*	*-22*	*-30*	*-31*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-29*	*-*	*-34*	*-*	*-32*	*-25*	*-26*	*-17*	*-1*	*-43*	*-8*	*-13*	*-19*	*-18*
South Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	2009	4	5	9	14	18	24	15	22	14	46	97	121	144	117	92	104	303	616	760
	2010	1	7	4	11	12	19	14	13	16	21	64	83	130	114	77	127	257	575	705
	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	5	9	25	55	69	121	86	49	130	234	499	620
	2009-13 average	**2**	**4**	**5**	**9**	**11**	**15**	**14**	**14**	**13**	**28**	**69**	**85**	**123**	**108**	**70**	**125**	**254**	**556**	**679**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-57*	*-62*	*-33*	*-43*	*-68*	*-44*	*-38*	*-45*	*-43*	*-37*	*-47*	*-54*	*-13*	*-33*	*-35*	*-35*
	09-13 av	*-*	*-*	*-*	*-21*	*-28*	*-27*	*-50*	*-13*	*-17*	*-30*	*-31*	*-30*	*-36*	*-33*	*-35*	*-17*	*-27*	*-28*	*-29*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	2009	1	4	-	4	5	16	22	7	5	4	38	54	81	123	31	29	68	251	332
	2010	1	2	1	3	4	25	21	3	3	5	32	57	91	88	31	36	64	219	310
	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
	2009-13 average	**2**	**3**	**0**	**3**	**5**	**20**	**20**	**7**	**4**	**6**	**37**	**58**	**82**	**93**	**31**	**37**	**60**	**221**	**303**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-19*	*-16*	*-*	*-*	*-23*	*-20*	*-19*	*-24*	*-26*	*-18*	*-34*	*-12*	*-23*	*-23*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-21*	*-34*	*-*	*-*	*-40*	*-33*	*-29*	*-19*	*-33*	*-17*	*-21*	*-13*	*-24*	*-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 2009-2013 averages, 2009-13

		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**
	2009	-	1	-	1	1	5	4	-	5	12	21	26	53	15	-	59	86	160	213
	2010	-	-	1	1	1	4	4	-	8	9	21	25	32	31	2	65	71	169	201
	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
	2009-13 average	**1**	**1**	**1**	**1**	**2**	**4**	**3**	**0**	**6**	**10**	**19**	**23**	**40**	**18**	**1**	**54**	**73**	**146**	**185**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-28*	*-38*	*-33*	*-26*	*-53*	*-*	*-52*	*-27*	*-41*	*-38*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-25*	*-31*	*-33*	*-19*	*-47*	*-*	*-37*	*-28*	*-34*	*-31*
West Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	2009	2	-	4	4	6	4	18	15	7	23	63	67	41	128	117	60	249	554	595
	2010	-	1	-	1	1	1	20	6	3	30	59	60	35	120	54	34	262	470	505
	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
	2009-13 average	**1**	**2**	**1**	**3**	**4**	**2**	**17**	**9**	**6**	**26**	**57**	**59**	**45**	**112**	**71**	**56**	**240**	**478**	**524**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-*	*-*	*-31*	*-57*	*-*	*-43*	*-37*	*-40*	*-27*	*-33*	*-42*	*23*	*-21*	*-24*	*-24*
	09-13 av	*-*	*-*	*-*	*-*	*-*	*-*	*-28*	*-35*	*-*	*-19*	*-22*	*-24*	*-15*	*-25*	*-29*	*8*	*-21*	*-21*	*-21*
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**
	2009	70	84	62	146	216	461	425	357	305	739	1,826	2,287	2,846	2,229	1,867	2,423	5,678	12,197	15,043
	2010	67	87	54	141	208	418	346	277	295	633	1,551	1,969	2,579	1,861	1,547	2,415	4,936	10,759	13,338
	2011	57	70	58	128	185	331	322	259	307	661	1,549	1,880	2,256	1,766	1,398	2,434	4,934	10,532	12,788
	2012	44	71	63	134	178	343	353	276	325	683	1,637	1,980	2,242	1,775	1,451	2,349	4,904	10,479	12,721
	2013	68	63	41	104	172	315	335	204	247	571	1,357	1,672	2,105	1,586	1,156	2,137	4,514	9,393	11,498
	2009-13 average	**61**	**75**	**56**	**131**	**192**	**374**	**356**	**275**	**296**	**657**	**1,584**	**1,958**	**2,406**	**1,843**	**1,484**	**2,352**	**4,993**	**10,672**	**13,078**
	% ch on 04-08 av: 2013	*-24*	*-50*	*-47*	*-49*	*-41*	*-36*	*-30*	*-47*	*-36*	*-34*	*-36*	*-36*	*-31*	*-36*	*-45*	*-30*	*-30*	*-33*	*-33*
	09-13 av	*-32*	*-40*	*-28*	*-35*	*-34*	*-24*	*-26*	*-28*	*-23*	*-24*	*-25*	*-25*	*-21*	*-26*	*-29*	*-23*	*-22*	*-24*	*-24*

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, 2009-13 averages and 2013

		2004-08 average			Numbers in 2013			2009-13 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	6	82	496	4	101	397	6	93	433
Ab'shire/Moray	**Aberdeenshire/Moray**	41	206	1,053	26	223	777	23	238	922
	Aberdeenshire	33	166	824	23	176	622	20	200	736
	Moray	7	41	230	3	47	155	4	38	186
Tayside	**Tayside**	30	278	1,291	16	176	845	22	193	975
	Dundee City	3	65	351	2	38	219	3	49	275
	Angus	12	83	401	3	51	229	5	53	267
	Perth & Kinross	15	131	539	11	87	397	14	91	432
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	16	121	698	11	74	471	10	85	526
	Argyll & Bute	12	87	427	11	51	304	8	62	340
	West Dunbartonshire	4	34	271	-	23	167	2	23	185
Forth Valley	**Forth Valley**	15	168	911	7	117	711	10	121	737
	Clackmannanshire	2	20	117	-	14	86	1	15	95
	Stirling	7	82	392	4	66	302	5	58	303
	Falkirk	5	66	401	3	37	323	4	48	339
Dumf/Galloway	**Dumfries & Galloway**	14	127	621	12	65	376	9	84	444
Ayrshire	**North Ayrshire**	6	64	387	4	35	239	4	39	264
	East Ayrshire	8	56	338	4	28	208	4	42	253
	South Ayrshire	8	53	353	4	22	245	5	39	289
G'ter Glasgow	**Greater Glasgow**	21	331	2,718	7	172	1,574	14	225	1,917
	Glasgow City	18	281	2,332	4	149	1,330	11	190	1,626
	East Dunbartonshire	2	26	222	1	10	124	1	19	163
	East Renfrewshire	2	24	165	2	13	120	2	16	128
Loth/S'Borders	**Lothians/Scot Borders**	29	250	1,780	17	176	1,273	18	195	1,402
	West Lothian	9	78	659	5	47	502	4	59	524
	Midlothian	3	41	297	5	26	229	3	28	261
	East Lothian	4	36	267	3	27	208	3	31	222
	Scottish Borders	12	95	557	4	76	334	8	77	395
Edinburgh	**Edinburgh**	9	188	1,673	8	130	1,368	8	151	1,382
	Edinburgh, City of	9	188	1,673	8	130	1,368	8	151	1,382
Highlands/Isles	**Highlands & Islands**	33	189	1,111	24	82	718	25	117	876
	Highland	28	160	942	20	73	617	22	100	750
	Orkney Islands	1	7	47	2	4	30	1	6	32
	Shetland Islands	2	8	51	1	4	47	0	5	52
	Eilean Siar	2	14	71	1	1	24	1	6	42
Fife	**Fife**	18	159	872	11	85	550	10	102	638
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	9	106	823	5	45	474	6	74	592
	Inverclyde	2	36	256	-	12	150	1	22	183
	Renfrewshire	8	70	567	5	33	324	5	52	409
Lanarkshire	**Lanarkshire**	27	228	1,972	12	141	1,272	18	160	1,428
	North Lanarkshire	12	107	1,012	6	72	652	7	75	749
	South Lanarkshire	16	121	960	6	69	620	11	85	679
Scotland	**Total Scotland**	292	2,605	17,097	172	1,672	11,498	192	1,958	13,078

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2009-13 averages and 2013

		2013 % change on 2004-08 ave			2009-13 % change on 2004-08 ave			2013 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	-20	-	14	-13	0.02	0.44	1.75
Ab'shire/Moray	**Aberdeenshire/Moray**	-36	8	-26	-42	15	-13	0.07	0.63	2.21
	Aberdeenshire	-31	6	-24	-41	20	-11	0.09	0.68	2.41
	Moray	-	16	-32	-	-6	-19	0.03	0.50	1.64
Tayside	**Tayside**	-47	-37	-35	-26	-31	-24	0.04	0.43	2.05
	Dundee City	-	-41	-38	-	-25	-22	0.01	0.26	1.48
	Angus	-75	-38	-43	-57	-36	-33	0.03	0.44	1.97
	Perth & Kinross	-29	-33	-26	-10	-30	-20	0.07	0.59	2.69
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-33	-39	-33	-40	-30	-25	0.06	0.42	2.65
	Argyll & Bute	-10	-41	-29	-34	-28	-20	0.12	0.58	3.45
	West Dunbartonshire	-	-33	-38	-	-33	-31	-	0.26	1.86
Forth Valley	**Forth Valley**	-53	-31	-22	-35	-28	-19	0.02	0.39	2.37
	Clackmannanshire	-	-31	-27	-	-25	-19	-	0.27	1.68
	Stirling	-	-19	-23	-	-29	-23	0.04	0.72	3.31
	Falkirk	-	-44	-19	-	-27	-15	0.02	0.24	2.06
Dumf/Galloway	**Dumfries & Galloway**	-17	-49	-39	-40	-34	-29	0.08	0.43	2.50
Ayrshire	**North Ayrshire**	-	-45	-38	-	-39	-32	0.03	0.26	1.75
	East Ayrshire	-	-50	-38	-	-26	-25	0.03	0.23	1.70
	South Ayrshire	-	-58	-31	-	-26	-18	0.04	0.19	2.17
G'ter Glasgow	**Greater Glasgow**	-67	-48	-42	-35	-32	-29	0.01	0.22	1.98
	Glasgow City	-77	-47	-43	-40	-32	-30	0.01	0.25	2.23
	East Dunbartonshire	-	-62	-44	-	-27	-27	0.01	0.09	1.17
	East Renfrewshire	-	-45	-27	-	-31	-22	0.02	0.14	1.31
Loth/S'Borders	**Lothians/Scot Borders**	-42	-29	-28	-37	-22	-21	0.04	0.37	2.67
	West Lothian	-	-40	-24	-	-24	-21	0.03	0.27	2.85
	Midlothian	-	-37	-23	-	-32	-12	0.06	0.31	2.70
	East Lothian	-	-24	-22	-	-14	-17	0.03	0.27	2.05
	Scottish Borders	-68	-20	-40	-32	-19	-29	0.04	0.67	2.93
Edinburgh	**Edinburgh**	-	-31	-18	-	-19	-17	0.02	0.27	2.81
	Edinburgh, City of	-	-31	-18	-	-19	-17	0.02	0.27	2.81
Highlands/Isles	**Highlands & Islands**	-27	-57	-35	-24	-38	-21	0.08	0.27	2.35
	Highland	-28	-54	-35	-20	-38	-20	0.09	0.31	2.65
	Orkney Islands	-	-	-36	-	-	-31	0.09	0.19	1.39
	Shetland Islands	-	-	-7	-	-	3	0.04	0.17	2.03
	Eilean Siar	-	-93	-66	-	-54	-41	0.04	0.04	0.88
Fife	**Fife**	-40	-47	-37	-48	-36	-27	0.03	0.23	1.50
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-57	-42	-	-30	-28	0.02	0.18	1.86
	Inverclyde	-	-66	-41	-	-39	-29	-	0.15	1.87
	Renfrewshire	-	-53	-43	-	-26	-28	0.03	0.19	1.86
Lanarkshire	**Lanarkshire**	-56	-38	-35	-34	-30	-28	0.02	0.22	1.95
	North Lanarkshire	-49	-32	-36	-41	-30	-26	0.02	0.21	1.93
	South Lanarkshire	-62	-43	-35	-28	-30	-29	0.02	0.22	1.97
Scotland	**Total Scotland**	-41	-36	-33	-34	-25	-24	0.03	0.31	2.16

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, 2009-13 averages and 2013

		2004-08 average			Numbers in 2013			2009-13 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	3	33	144	1	32	97	2	36	122
Ab'shire/Moray	**Aberdeenshire/Moray**	4	19	90	5	17	64	4	18	70
	Aberdeenshire	4	13	61	4	10	45	3	12	46
	Moray	1	6	29	1	7	19	2	6	24
Tayside	**Tayside**	5	56	192	3	35	116	5	40	141
	Dundee City	2	28	98	1	12	53	2	21	75
	Angus	1	12	46	1	14	32	1	10	31
	Perth & Kinross	2	16	48	1	9	31	2	9	35
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	2	20	90	-	12	45	1	14	59
	Argyll & Bute	0	7	32	-	3	9	0	5	21
	West Dunbartonshire	2	13	59	-	9	36	0	9	38
Forth Valley	**Forth Valley**	4	28	133	3	20	97	2	18	93
	Clackmannanshire	0	4	24	-	4	18	-	3	17
	Stirling	1	10	40	1	6	31	1	5	28
	Falkirk	2	14	69	2	10	48	1	10	48
Dumf/Galloway	**Dumfries & Galloway**	1	17	62	3	7	36	2	11	40
Ayrshire	**North Ayrshire**	1	16	64	4	12	45	2	11	45
	East Ayrshire	1	12	50	2	6	18	1	8	26
	South Ayrshire	2	12	46	1	4	33	2	8	36
G'ter Glasgow	**Greater Glasgow**	13	164	699	3	89	394	8	109	445
	Glasgow City	12	149	631	2	80	347	7	100	399
	East Dunbartonshire	1	9	40	1	4	26	0	5	24
	East Renfrewshire	1	6	28	-	5	21	0	4	22
Loth/S'Borders	**Lothians/Scot Borders**	5	45	198	1	34	130	2	32	144
	West Lothian	2	16	73	-	11	56	1	13	56
	Midlothian	1	11	41	1	8	24	1	7	31
	East Lothian	1	8	40	-	6	26	0	4	28
	Scottish Borders	1	11	44	-	9	24	0	8	29
Edinburgh	**Edinburgh**	5	78	388	4	49	282	4	57	294
	Edinburgh, City of	5	78	388	4	49	282	4	57	294
Highlands/Isles	**Highlands & Islands**	3	21	89	2	10	62	2	14	72
	Highland	3	16	69	1	7	48	1	11	58
	Orkney Islands	0	2	9	-	1	3	0	1	4
	Shetland Islands	0	1	5	-	1	5	-	1	6
	Eilean Siar	-	2	6	1	1	6	1	1	4
Fife	**Fife**	4	28	128	2	11	61	2	21	84
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	4	36	153	1	19	83	2	24	104
	Inverclyde	1	13	54	-	8	32	0	9	37
	Renfrewshire	3	23	100	1	11	51	2	15	67
Lanarkshire	**Lanarkshire**	7	70	328	3	47	184	7	49	225
	North Lanarkshire	4	39	183	1	33	117	3	28	127
	South Lanarkshire	3	32	145	2	14	67	4	22	98
Scotland	**Total Scotland**	65	656	2,855	38	404	1,747	47	469	2,002

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2009-13 averages and 2013

		2013 % change on 2004-08 ave			2009-13 % change on 2004-08 ave			2013 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	-	-2	-33	-	10	-16	0.00	0.14	0.43
Ab'shire/Moray	**Aberdeenshire/Moray**	-	-11	-29	-	-7	-22	0.01	0.05	0.18
	Aberdeenshire	-	-24	-26	-	-8	-25	0.02	0.04	0.17
	Moray	-	-	-35	-	-	-18	0.01	0.07	0.20
Tayside	**Tayside**	-	-37	-40	-	-28	-27	0.01	0.08	0.28
	Dundee City	-	-57	-46	-	-24	-23	0.01	0.08	0.36
	Angus	-	17	-30	-	-15	-33	0.01	0.12	0.28
	Perth & Kinross	-	-42	-36	-	-45	-27	0.01	0.06	0.21
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-	-40	-50	-	-29	-34	-	0.07	0.25
	Argyll & Bute	-	-	-72	-	-	-33	-	0.03	0.10
	West Dunbartonshire	-	-29	-39	-	-25	-35	-	0.10	0.40
Forth Valley	**Forth Valley**	-	-29	-27	-	-36	-30	0.01	0.07	0.32
	Clackmannanshire	-	-	-24	-	-	-28	-	0.08	0.35
	Stirling	-	-	-23	-	-	-30	0.01	0.07	0.34
	Falkirk	-	-28	-30	-	-28	-31	0.01	0.06	0.31
Dumf/Galloway	**Dumfries & Galloway**	-	-59	-42	-	-36	-34	0.02	0.05	0.24
Ayrshire	**North Ayrshire**	-	-27	-30	-	-34	-30	0.03	0.09	0.33
	East Ayrshire	-	-51	-64	-	-38	-48	0.02	0.05	0.15
	South Ayrshire	-	-67	-28	-	-30	-22	0.01	0.04	0.29
G'ter Glasgow	**Greater Glasgow**	-77	-46	-44	-38	-33	-36	0.00	0.11	0.50
	Glasgow City	-83	-46	-45	-36	-33	-37	0.00	0.13	0.58
	East Dunbartonshire	-	-	-35	-	-	-39	0.01	0.04	0.25
	East Renfrewshire	-	-	-26	-	-	-24	-	0.05	0.23
Loth/S'Borders	**Lothians/Scot Borders**	-	-24	-34	-	-29	-27	0.00	0.07	0.27
	West Lothian	-	-29	-23	-	-19	-24	-	0.06	0.32
	Midlothian	-	-25	-41	-	-30	-25	0.01	0.09	0.28
	East Lothian	-	-	-35	-	-	-30	-	0.06	0.26
	Scottish Borders	-	-17	-45	-	-28	-33	-	0.08	0.21
Edinburgh	**Edinburgh**	-	-37	-27	-	-27	-24	0.01	0.10	0.58
	Edinburgh, City of	-	-37	-27	-	-27	-24	0.01	0.10	0.58
Highlands/Isles	**Highlands & Islands**	-	-52	-30	-	-33	-19	0.01	0.03	0.20
	Highland	-	-55	-30	-	-28	-15	0.00	0.03	0.21
	Orkney Islands	-	-	-	-	-	-	-	0.05	0.14
	Shetland Islands	-	-	-	-	-	-	-	0.04	0.22
	Eilean Siar	-	-	-	-	-	-	0.04	0.04	0.22
Fife	**Fife**	-	-61	-52	-	-26	-34	0.01	0.03	0.17
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-48	-46	-	-35	-32	0.00	0.07	0.33
	Inverclyde	-	-38	-41	-	-33	-31	-	0.10	0.40
	Renfrewshire	-	-53	-49	-	-36	-32	0.01	0.06	0.29
Lanarkshire	**Lanarkshire**	-	-33	-44	-	-30	-31	0.00	0.07	0.28
	North Lanarkshire	-	-15	-36	-	-28	-31	0.00	0.10	0.35
	South Lanarkshire	-	-56	-54	-	-31	-32	0.01	0.04	0.21
Scotland	**Total Scotland**	-41	-38	-39	-27	-28	-30	0.01	0.08	0.33

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

Table 39a

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: 2013

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian								
Postcode blank, invalid or not known	14	10	7	5	4	4	10	41
Casualty from elsewhere in the UK	1	1	0	1	2	1	0	2
Scottish casualty, distance not known [4]	0	0	0	0	4	0	1	28
Non - UK casualty [3]	0	0	0	1	0	0	0	1
Up to 2 km	51	32	72	27	60	19	57	188
Over 2 up to 5 km	16	6	18	4	13	5	8	58
Over 5 up to 10 km	9	7	8	2	9	1	9	31
Over 10 up to 20 km	1	4	2	2	2	2	6	25
Over 20 up to 50 km	4	1	4	1	1	4	3	16
Over 50 km	1	3	5	2	2	0	2	4
Total	**97**	**64**	**116**	**45**	**97**	**36**	**96**	**394**
Pedal cycle user								
Postcode blank, invalid or not known	6	3	2	2	5	0	2	7
Casualty from elsewhere in the UK	1	0	0	2	0	1	0	0
Scottish casualty, distance not known [4]	0	0	0	3	0	0	1	4
Non - UK casualty [3]	0	0	0	0	0	0	0	0
Up to 2 km	20	12	32	7	33	8	14	62
Over 2 up to 5 km	14	4	11	4	10	1	10	44
Over 5 up to 10 km	4	2	6	3	5	0	4	18
Over 10 up to 20 km	2	3	3	1	3	0	9	7
Over 20 up to 50 km	1	0	0	0	3	0	4	5
Over 50 km	0	1	0	0	1	0	0	1
Total	**48**	**25**	**54**	**22**	**60**	**10**	**44**	**148**
Motor cycle user								
Postcode blank, invalid or not known	7	5	4	1	8	2	3	2
Casualty from elsewhere in the UK	0	1	3	4	1	6	1	0
Scottish casualty, distance not known [4]	1	0	0	1	0	1	0	2
Non - UK casualty [3]	2	1	0	1	0	0	0	0
Up to 2 km	15	5	10	2	10	7	10	18
Over 2 up to 5 km	15	14	5	1	7	4	6	13
Over 5 up to 10 km	12	10	6	2	7	2	5	8
Over 10 up to 20 km	5	13	7	2	8	2	5	8
Over 20 up to 50 km	5	12	7	5	12	6	8	3
Over 50 km	3	6	9	13	6	6	1	0
Total	**65**	**67**	**51**	**32**	**59**	**36**	**39**	**54**
Car user								
Postcode blank, invalid or not known	16	43	42	19	21	8	22	26
Casualty from elsewhere in the UK	2	13	17	21	14	39	5	14
Scottish casualty, distance not known [4]	0	2	1	7	14	0	9	47
Non - UK casualty [3]	4	2	0	6	0	1	2	1
Up to 2 km	38	67	91	72	117	34	94	252
Over 2 up to 5 km	49	80	101	37	85	38	105	205
Over 5 up to 10 km	22	102	88	36	79	46	83	151
Over 10 up to 20 km	15	99	70	37	43	31	65	82
Over 20 up to 50 km	10	110	53	42	52	26	54	59
Over 50 km	8	48	58	42	17	39	22	12
Total	**164**	**566**	**521**	**319**	**442**	**262**	**461**	**849**
Other [2]								
Postcode blank, invalid or not known	0	6	5	2	3	0	9	10
Casualty from elsewhere in the UK	1	1	5	1	0	7	2	0
Scottish casualty, distance not known [4]	0	0	0	0	0	2	2	8
Non - UK casualty [3]	0	3	0	0	0	0	1	0
Up to 2 km	8	9	11	9	12	3	10	35
Over 2 up to 5 km	2	4	30	4	7	3	10	25
Over 5 up to 10 km	4	6	7	2	5	5	2	18
Over 10 up to 20 km	2	10	15	7	6	2	8	19
Over 20 up to 50 km	4	9	14	25	14	6	6	11
Over 50 km	2	7	16	3	6	4	2	3
Total	**23**	**55**	**103**	**53**	**53**	**32**	**52**	**129**
All casualties								
Postcode blank, invalid or not known	43	67	60	29	41	14	46	86
Casualty from elsewhere in the UK	5	16	25	29	17	54	8	16
Scottish casualty, distance not known [4]	1	2	1	11	18	3	13	89
Non - UK casualty [3]	6	6	0	8	0	1	3	2
Up to 2 km	132	125	216	117	232	71	185	555
Over 2 up to 5 km	96	108	165	50	122	51	139	345
Over 5 up to 10 km	51	127	115	45	105	54	103	226
Over 10 up to 20 km	25	129	97	49	62	37	93	141
Over 20 up to 50 km	24	132	78	73	82	42	75	94
Over 50 km	14	65	88	60	32	49	27	20
Total	**397**	**777**	**845**	**471**	**711**	**376**	**692**	**1,574**

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 39a cont'd

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: 2013

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands Fife		Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Postcode blank, invalid or not known	8	41	7	1	6	18	176
Casualty from elsewhere in the UK	1	6	3	1	1	1	21
Scottish casualty, distance not known [4]	0	1	0	4	2	5	45
Non - UK casualty [3]	2	6	1	0	0	0	11
Up to 2 km	73	135	32	39	49	118	952
Over 2 up to 5 km	18	43	7	9	15	19	239
Over 5 up to 10 km	12	18	1	1	5	9	122
Over 10 up to 20 km	11	10	6	4	3	10	88
Over 20 up to 50 km	4	14	4	1	2	4	63
Over 50 km	1	8	1	1	0	0	30
Total	**130**	**282**	**62**	**61**	**83**	**184**	**1,747**
Pedal cycle user							
Postcode blank, invalid or not known	2	9	2	0	5	4	49
Casualty from elsewhere in the UK	2	1	0	1	0	1	9
Scottish casualty, distance not known [4]	0	0	0	2	0	3	13
Non - UK casualty [3]	2	7	0	0	0	0	9
Up to 2 km	26	101	12	34	10	18	389
Over 2 up to 5 km	8	79	8	11	3	10	217
Over 5 up to 10 km	9	31	0	7	7	10	106
Over 10 up to 20 km	6	8	0	5	3	6	56
Over 20 up to 50 km	5	3	0	1	0	0	22
Over 50 km	0	3	4	1	2	0	13
Total	**60**	**242**	**26**	**62**	**30**	**52**	**883**
Motor cycle user							
Postcode blank, invalid or not known	2	3	7	0	1	1	46
Casualty from elsewhere in the UK	11	0	12	0	0	1	40
Scottish casualty, distance not known [4]	0	0	1	0	1	3	10
Non - UK casualty [3]	3	10	10	0	0	0	27
Up to 2 km	20	20	8	10	6	17	158
Over 2 up to 5 km	15	27	4	8	4	9	132
Over 5 up to 10 km	11	13	11	7	1	6	101
Over 10 up to 20 km	8	11	7	5	3	4	88
Over 20 up to 50 km	10	10	4	6	3	4	95
Over 50 km	3	2	22	2	1	2	76
Total	**83**	**96**	**86**	**38**	**20**	**47**	**773**
Car user							
Postcode blank, invalid or not known	22	27	24	9	17	41	337
Casualty from elsewhere in the UK	30	8	35	5	3	21	227
Scottish casualty, distance not known [4]	0	1	5	26	15	37	164
Non - UK casualty [3]	29	16	24	0	0	0	85
Up to 2 km	197	126	45	83	84	241	1,541
Over 2 up to 5 km	175	120	56	85	60	170	1,366
Over 5 up to 10 km	162	111	52	65	48	154	1,199
Over 10 up to 20 km	130	61	64	46	34	93	870
Over 20 up to 50 km	100	57	69	32	28	59	751
Over 50 km	28	18	91	5	4	29	421
Total	**873**	**545**	**465**	**356**	**293**	**845**	**6,961**
Other [2]							
Postcode blank, invalid or not known	11	17	6	3	2	12	86
Casualty from elsewhere in the UK	9	3	2	2	1	16	50
Scottish casualty, distance not known [4]	1	0	0	2	1	3	19
Non - UK casualty [3]	1	5	2	0	0	1	13
Up to 2 km	31	78	6	6	12	37	267
Over 2 up to 5 km	22	42	7	5	11	25	197
Over 5 up to 10 km	12	27	12	6	6	21	133
Over 10 up to 20 km	19	17	13	4	7	13	142
Over 20 up to 50 km	14	8	17	3	6	13	150
Over 50 km	7	6	14	2	2	3	77
Total	**127**	**203**	**79**	**33**	**48**	**144**	**1,134**
All casualties							
Postcode blank, invalid or not known	45	97	46	13	31	76	694
Casualty from elsewhere in the UK	53	18	52	9	5	40	347
Scottish casualty, distance not known [4]	1	2	6	34	19	51	251
Non - UK casualty [3]	37	44	37	0	0	1	145
Up to 2 km	347	460	103	172	161	431	3,307
Over 2 up to 5 km	238	311	82	118	93	233	2,151
Over 5 up to 10 km	206	200	76	86	67	200	1,661
Over 10 up to 20 km	174	107	90	64	50	126	1,244
Over 20 up to 50 km	133	92	94	43	39	80	1,081
Over 50 km	39	37	132	11	9	34	617
Total	**1,273**	**1,368**	**718**	**550**	**474**	**1,272**	**11,498**

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 2013: 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**	10.1	2.3	0.4	-	0.3	-	0.6	-	0.5	-	0.2	-	-	-	0.1
Aberdeenshire	19.6	**76.4**	2.7	-	-	0.3	0.5	0.6	-	-	-	0.3	-	0.3	0.2	-
Angus	0.9	2.4	**81.5**	-	-	-	11.7	-	-	-	-	-	-	-	-	0.1
Argyll & Bute	-	-	-	**58.5**	-	-	-	-	1.9	-	-	-	-	-	0.2	0.4
Clackmannanshire	-	0.2	-	-	**81.2**	-	-	-	-	-	-	0.2	-	0.7	1.0	0.1
Dumfries & Galloway	-	-	-	0.4	-	**72.2**	-	2.9	-	0.5	0.9	0.2	-	-	-	0.2
Dundee City	-	0.4	6.8	0.4	-	-	**81.0**	-	-	-	-	-	-	0.3	1.9	-
East Ayrshire	-	-	-	1.6	1.2	1.4	-	**76.9**	-	-	4.6	0.2	-	0.7	-	1.2
East Dunbartonshire	-	0.4	-	0.4	1.2	-	-	1.2	**61.1**	-	-	0.1	-	-	0.2	3.3
East Lothian	-	0.6	-	-	-	0.6	-	-	-	**75.8**	-	4.7	-	-	0.2	-
East Renfrewshire	-	-	-	0.8	-	1.2	-	1.7	-	-	**65.1**	-	-	-	0.2	4.7
Edinburgh, City of	-	0.2	-	3.2	-	0.3	0.5	-	-	12.1	-	**75.9**	-	1.0	1.5	0.6
Eilean Siar	0.3	0.4	-	-	-	-	-	-	-	-	-	-	**94.7**	-	-	-
Falkirk	-	-	0.5	-	8.2	-	0.5	-	-	1.6	-	1.1	-	**78.0**	1.3	1.0
Fife	0.6	1.3	1.8	1.6	1.2	1.2	2.9	-	-	-	-	2.7	-	2.1	**87.9**	0.1
Glasgow City	-	0.4	1.4	5.5	1.2	0.9	-	1.7	17.6	-	17.4	0.4	-	2.4	0.2	**66.8**
Highland	0.6	0.4	-	2.4	-	-	-	-	-	-	-	-	-	-	0.2	0.2
Inverclyde	-	-	-	0.4	-	-	-	-	-	-	-	-	-	-	-	0.6
Midlothian	-	-	-	0.4	-	-	-	-	-	5.8	-	5.2	-	-	0.4	-
Moray	0.6	3.0	0.5	-	-	0.3	-	-	-	-	-	0.1	-	-	-	-
North Ayrshire	0.3	-	-	1.2	-	0.6	-	2.3	0.9	-	2.8	-	-	-	-	1.4
North Lanarkshire	-	1.1	0.9	0.8	-	1.4	0.5	-	9.3	-	1.8	1.1	-	4.5	-	5.1
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	-	-
Perth & Kinross	0.3	0.4	0.9	0.4	1.2	-	2.4	-	-	-	-	0.1	-	0.3	0.8	0.1
Renfrewshire	0.3	-	-	1.6	-	0.3	-	1.7	1.9	-	2.8	0.1	-	-	-	3.9
Scottish Borders	-	-	-	0.4	-	-	-	-	-	0.5	-	0.9	-	-	-	-
Shetland Islands	-	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	-	0.4	-	1.2	-	8.1	-	-	-	0.2	-	-	-	0.1
South Lanarkshire	-	0.2	0.5	2.0	-	3.2	-	0.6	1.9	-	4.6	0.3	5.3	2.4	-	5.5
Stirling	-	-	-	0.8	4.7	-	-	0.6	2.8	-	-	0.1	-	2.7	0.8	0.4
West Dunbartonshire	-	-	-	6.3	-	0.3	-	0.6	1.9	-	-	0.1	-	-	0.4	2.6
West Lothian	-	0.4	-	-	-	0.9	-	-	-	2.1	-	4.6	-	3.1	0.6	0.5
Elsewhere in UK	1.5	1.7	0.5	10.3	-	13.6	-	0.6	0.9	1.1	-	1.1	-	1.0	1.9	1.1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**341**	**533**	**222**	**253**	**85**	**345**	**205**	**173**	**108**	**190**	**109**	**1,211**	**19**	**291**	**478**	**1,135**

1. Where postcode of casualty is known.

2. 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 (Continued)
Casualties involved in reported accidents 2013:Council of residence vs council of accident location

		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**	0.8	-	-	1.5	-	-	10.7	2.0	-	0.3	-	-	-	-	-	-
	Aberdeenshire	0.2	-	0.5	4.5	-	-	-	0.6	-	0.3	-	-	-	0.4	-	0.2
	Angus	0.4	-	-	-	-	-	-	2.6	-	-	-	-	-	0.4	-	-
	Argyll & Bute	0.4	1.5	-	-	-	0.2	-	0.3	1.4	-	-	-	0.2	1.9	2.8	0.2
	Clackmannanshire	-	-	-	-	-	0.4	-	-	-	-	-	-	-	5.7	-	-
	Dumfries & Galloway	0.2	-	2.0	1.5	-	0.5	-	-	-	1.3	-	3.9	1.0	-	-	-
	Dundee City	0.2	0.8	-	-	0.5	-	-	8.5	-	-	-	0.5	0.6	0.8	-	-
	East Ayrshire	-	-	-	-	5.0	0.2	-	-	0.4	-	-	13.7	1.0	0.4	-	-
	East Dunbartonshire	0.4	-	0.5	-	0.5	2.5	-	0.3	0.4	0.3	-	-	0.4	2.7	2.8	0.4
	East Lothian	0.2	-	10.0	0.7	-	0.2	-	-	-	2.9	-	-	-	-	-	1.5
	East Renfrewshire	-	-	-	-	2.0	0.7	-	-	5.4	-	-	0.5	1.5	-	0.7	0.4
	Edinburgh, City of	2.5	-	14.9	-	-	0.4	-	2.0	-	3.5	-	0.5	0.4	1.5	0.7	6.3
	Eilean Siar	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Falkirk	1.0	-	-	-	-	1.6	-	1.5	0.4	-	-	-	0.6	12.6	-	3.2
	Fife	1.4	-	2.5	-	-	0.2	-	6.1	-	0.6	-	-	-	1.1	-	0.4
	Glasgow City	1.6	0.8	-	-	1.5	4.6	-	2.3	7.2	-	2.3	2.9	6.1	3.4	7.0	0.6
	Highland	**73.5**	-	-	2.2	-	0.2	-	2.6	-	-	-	-	-	1.5	-	-
	Inverclyde	0.6	**81.7**	-	-	1.0	-	-	-	5.4	-	-	-	-	-	2.8	0.2
	Midlothian	0.4	-	**53.7**	-	-	-	-	-	-	2.9	-	-	-	-	-	0.8
	Moray	2.7	-	-	**86.6**	-	-	-	0.3	-	-	-	0.5	-	0.4	-	-
	North Ayrshire	0.2	6.9	-	-	**76.2**	0.2	-	0.6	7.9	-	-	2.9	0.4	1.1	1.4	0.2
	North Lanarkshire	0.8	0.8	-	-	-	**74.6**	-	0.6	2.2	0.3	-	1.5	8.6	1.5	0.7	3.6
	Orkney Islands	0.8	-	-	-	-	-	**85.7**	-	-	-	-	-	-	-	-	-
	Perth & Kinross	0.2	-	-	-	-	0.2	-	**61.2**	-	-	-	-	0.2	1.9	-	-
	Renfrewshire	0.2	6.1	-	-	4.0	0.2	-	0.6	**62.5**	-	-	1.0	0.8	0.4	2.1	-
	Scottish Borders	-	-	9.0	0.7	-	-	-	-	-	**74.4**	-	-	-	-	-	0.4
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	**93.2**	-	-	0.4	-	-
	South Ayrshire	-	-	-	-	4.0	-	-	-	1.1	-	-	**68.1**	0.2	0.8	-	-
	South Lanarkshire	0.8	0.8	-	-	3.0	8.7	-	1.7	1.8	-	-	2.0	**71.0**	0.8	2.1	2.7
	Stirling	0.2	-	-	-	-	0.5	-	1.2	-	0.3	-	-	1.3	**51.7**	-	0.4
	West Dunbartonshire	0.2	-	-	-	-	0.4	-	-	2.9	-	-	1.0	-	1.5	**75.5**	-
	West Lothian	0.8	-	3.5	-	1.0	1.9	-	0.6	-	1.3	-	-	1.1	2.3	-	**77.3**
	Elsewhere in UK	8.6	0.8	3.5	2.2	1.5	1.9	3.6	4.4	1.1	11.5	4.5	1.0	4.8	4.6	1.4	1.1
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**513**	**131**	**201**	**134**	**202**	**566**	**28**	**343**	**277**	**312**	**44**	**204**	**525**	**261**	**143**	**475**

1. Where postcode of casualty is known.
2. 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 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	1	1	1	10	11	1	3	4	8	67	75
	2004	-	-	-	-	9	9	2	3	5	10	72	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
	2009-13 average	**-**	**1**	**1**	**1**	**10**	**12**	**1**	**5**	**6**	**13**	**80**	**93**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-30*	*-10*	*-100*	*5*	*-29*	*31*	*22*	*23*
	% ch on 04-08 av: 0913	*-*	*-*	*-*	*-*	*4*	*18*	*-33*	*26*	*7*	*57*	*9*	*14*
Aberdeenshire*	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	2003	-	1	1	-	13	13	15	26	41	34	121	155
	2004	-	1	1	3	12	15	8	26	34	28	120	148
	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	13	16	38	167	205
	2013	-	2	2	3	11	14	8	15	23	48	128	176
	2009-13 average	**-**	**1**	**1**	**2**	**12**	**14**	**5**	**15**	**20**	**42**	**157**	**200**
	% ch on 04-08 av: 2013	*-100*	*25*	*11*	*25*	*8*	*11*	*18*	*-44*	*-31*	*38*	*-2*	*6*
	% ch on 04-08 av: 0913	*-100*	*-50*	*-56*	*-25*	*16*	*8*	*-32*	*-44*	*-41*	*22*	*20*	*20*

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

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	1	1	2	7	9	1	6	7	10	61	71
	2004	-	-	-	-	10	10	4	12	16	22	98	120
	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
	2009-13 average	**-**	**-**	**-**	**1**	**5**	**5**	**1**	**4**	**5**	**8**	**46**	**53**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	-	*-34*	*-34*	*-29*	*-89*	*-75*	*-49*	*-37*	*-38*
	% ch on 04-08 av: 0913	-	*-100*	*-100*	-	*-39*	*-32*	*-64*	*-54*	*-57*	*-34*	*-36*	*-36*
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	2003	-	-	-	1	6	7	7	7	14	47	76	123
	2004	-	-	-	1	5	6	9	6	15	40	56	96
	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
	2009-13 average	**0**	**-**	**0**	**0**	**2**	**3**	**6**	**2**	**8**	**32**	**31**	**62**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	*-100*	*-100*	*-100*	*32*	*-78*	*-10*	*-35*	*-47*	*-41*
	% ch on 04-08 av: 0913	-	*-100*	*0*	*-71*	*-43*	*-50*	*-21*	*-57*	*-34*	*-17*	*-37*	*-28*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	7	7	-	4	4	-	31	31
	2004	-	-	-	-	4	4	-	3	3	-	21	21
	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
	2009-13 average	**-**	**-**	**-**	**-**	**2**	**2**	**0**	**1**	**1**	**0**	**15**	**15**
	% ch on 04-08 av: 2013	*-*	*-100*	*-100*	*-*	*-44*	*-44*	*-*	*-100*	*-100*	*-*	*-36*	*-31*
	% ch on 04-08 av: 0913	*-*	*-100*	*-100*	*-*	*-39*	*-39*	*-*	*-45*	*-36*	*-*	*-27*	*-25*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	2003	-	-	-	4	12	16	6	4	10	36	71	107
	2004	-	-	-	6	8	14	4	4	8	38	61	99
	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
	2009-13 average	**-**	**-**	**-**	**2**	**3**	**5**	**5**	**3**	**9**	**29**	**55**	**84**
	% ch on 04-08 av: 2013	*-100*	*-*	*-100*	*-76*	*-100*	*-92*	*-32*	*7*	*-17*	*-54*	*-45*	*-49*
	% ch on 04-08 av: 0913	*-100*	*-*	*-100*	*-48*	*-58*	*-54*	*-41*	*-39*	*-40*	*-40*	*-30*	*-34*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	1	11	12	1	2	3	9	57	66
	2004	-	-	-	1	18	19	-	1	1	9	62	71
	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	33	38
	2009-13 average	**-**	**-**	**-**	**0**	**9**	**9**	**1**	**2**	**3**	**6**	**43**	**49**
	% ch on 04-08 av: 2013	*-100*	*-*	*-100*	*-100*	*-71*	*-73*	*25*	*-50*	*-29*	*-39*	*-41*	*-41*
	% ch on 04-08 av: 0913	*-100*	*-*	*-100*	*-50*	*-35*	*-36*	*75*	*-10*	*14*	*-27*	*-24*	*-25*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	2003	-	-	-	1	14	15	3	8	11	10	57	67
	2004	-	-	-	-	14	14	5	8	13	15	67	82
	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
	2009-13 average	**-**	**-**	**-**	**0**	**3**	**3**	**1**	**3**	**4**	**8**	**33**	**42**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-100*	*-74*	*-76*	*-64*	*-38*	*-47*	*-63*	*-48*	*-50*
	% ch on 04-08 av: 0913	*-*	*-*	*-*	*-33*	*-67*	*-64*	*-64*	*-33*	*-45*	*2*	*-30*	*-26*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	9	9	-	3	3	1	41	42
	2004	-	-	-	-	6	6	-	2	2	-	31	31
	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
	2009-13 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**1**	**1**	**-**	**19**	**19**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	-	*-66*	*-66*	-	*-38*	*-38*	-	*-62*	*-62*
	% ch on 04-08 av: 0913	-	*-100*	*-100*	-	*-59*	*-59*	-	*-13*	*-13*	-	*-27*	*-27*
East Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	2003	-	-	-	-	4	4	1	5	6	5	21	26
	2004	-	-	-	1	6	7	1	6	7	6	31	37
	2005	-	-	-	-	10	10	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
	2009-13 average	**-**	**1**	**1**	**1**	**2**	**3**	**-**	**3**	**3**	**6**	**25**	**31**
	% ch on 04-08 av: 2013	-	-	-	*-100*	*-60*	*-62*	*-100*	*15*	*-32*	*-25*	*-24*	*-24*
	% ch on 04-08 av: 0913	-	-	-	*200*	*-60*	*-50*	*-100*	*15*	*-32*	*40*	*-21*	*-14*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	4	4	3	1	4	6	26	32
	2004	-	-	-	-	4	4	1	1	2	1	29	30
	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
	2009-13 average	**-**	**-**	**-**	**-**	**3**	**3**	**-**	**2**	**2**	**2**	**14**	**16**
	% ch on 04-08 av: 2013	-	-	-	-	*-58*	*-58*	*-100*	*11*	*0*	*-100*	*-40*	*-45*
	% ch on 04-08 av: 0913	-	-	-	-	*8*	*8*	*-100*	*0*	*-10*	*11*	*-35*	*-31*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	2003	-	-	-	-	24	24	-	11	11	4	158	162
	2004	-	-	-	-	21	21	1	7	8	5	157	162
	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
	2009-13 average	**-**	**-**	**-**	**0**	**15**	**15**	**1**	**7**	**8**	**4**	**147**	**151**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	*-100*	*-64*	*-65*	*275*	*-39*	*-11*	*-59*	*-30*	*-31*
	% ch on 04-08 av: 0913	-	*-100*	*-100*	*0*	*-40*	*-40*	*50*	*-12*	*-7*	*-46*	*-18*	*-19*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	4	4	-	3	3	-	16	16
	2004	-	-	-	-	-	-	-	6	6	-	18	18
	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
	2009-13 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**6**	**6**
	% ch on 04-08 av: 2013	-	-	-	-	*0*	*0*	-	*-58*	*-58*	-	*-93*	*-93*
	% ch on 04-08 av: 0913	-	-	-	-	*-20*	*-20*	-	*-50*	*-50*	-	*-54*	*-54*
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	2003	-	1	1	-	8	8	2	6	8	15	70	85
	2004	-	-	-	-	5	5	-	7	7	6	55	61
	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
	2009-13 average	**0**	**-**	**0**	**-**	**4**	**4**	**1**	**3**	**4**	**6**	**42**	**48**
	% ch on 04-08 av: 2013	-	*-100*	*150*	*-100*	*-80*	*-80*	*25*	*-55*	*-42*	*-38*	*-45*	*-44*
	% ch on 04-08 av: 0913	-	*-100*	*-50*	*-100*	*-61*	*-62*	*0*	*-36*	*-31*	*25*	*-31*	*-27*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	2	2	-	20	20	2	16	18	26	156	182
	2004	-	5	5	1	22	23	5	25	30	23	161	184
	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
	2009-13 average	**-**	**-**	**-**	**1**	**12**	**12**	**1**	**8**	**10**	**14**	**88**	**102**
	% ch on 04-08 av: 2013	*-100*	*-100*	*-100*	*-100*	*-89*	*-90*	*-47*	*-38*	*-40*	*-17*	*-51*	*-47*
	% ch on 04-08 av: 0913	*-100*	*-100*	*-100*	*-25*	*-36*	*-35*	*-63*	*-44*	*-48*	*-33*	*-36*	*-36*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	2003	-	1	1	-	66	66	1	15	16	10	345	355
	2004	-	1	1	-	55	55	1	15	16	17	257	274
	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
	2009-13 average	**-**	**1**	**1**	**1**	**28**	**29**	**1**	**10**	**11**	**9**	**181**	**190**
	% ch on 04-08 av: 2013	*-*	*-100*	*-100*	*-*	*-76*	*-76*	*-100*	*-76*	*-77*	*-64*	*-46*	*-47*
	% ch on 04-08 av: 0913	*-*	*-63*	*-63*	*-*	*-44*	*-43*	*0*	*-42*	*-40*	*-36*	*-32*	*-32*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	2	-	2	3	10	13	16	14	30	93	113	206
	2004	-	1	1	6	9	15	18	7	25	114	90	204
	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	46	53	99
	2013	2	-	2	1	1	2	13	7	20	41	32	73
	2009-13 average	**1**	**-**	**1**	**2**	**3**	**5**	**13**	**9**	**22**	**51**	**49**	**100**
	% ch on 04-08 av: 2013	*100*	*-100*	*25*	*-74*	*-84*	*-80*	*-27*	*-30*	*-28*	*-49*	*-60*	*-54*
	% ch on 04-08 av: 0913	*-20*	*-100*	*-50*	*-58*	*-47*	*-51*	*-25*	*-12*	*-20*	*-37*	*-38*	*-38*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**36**
	2003	-	2	2	-	6	6	2	6	8	8	28	36
	2004	-	-	-	-	6	6	-	-	-	5	27	32
	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
	2009-13 average	**-**	**-**	**-**	**0**	**3**	**3**	**0**	**1**	**1**	**4**	**18**	**22**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-100*	*-57*	*-60*	*-100*	*-100*	*-100*	*-78*	*-63*	*-66*
	% ch on 04-08 av: 0913	*-*	*-*	*-*	*0*	*-43*	*-40*	*-33*	*-40*	*-38*	*-51*	*-34*	*-39*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	9	9	1	5	6	5	32	37
	2004	-	-	-	-	4	4	-	2	2	4	18	22
	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
	2009-13 average	**-**	**0**	**0**	**0**	**4**	**5**	**1**	**2**	**3**	**5**	**23**	**28**
	% ch on 04-08 av: 2013	-	-	-	*0*	*-26*	*-22*	*-100*	*92*	*67*	*-30*	*-39*	*-37*
	% ch on 04-08 av: 0913	-	-	-	*-80*	*-19*	*-28*	*150*	*-15*	*7*	*-42*	*-30*	*-32*
Moray *	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	2003	-	-	-	3	6	9	4	2	6	15	34	49
	2004	-	-	-	-	6	6	-	5	5	15	35	50
	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
	2009-13 average	**-**	**-**	**-**	**1**	**2**	**3**	**1**	**3**	**4**	**13**	**25**	**38**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	*150*	*0*	*14*	*-44*	*-63*	*-58*	*-13*	*26*	*16*
	% ch on 04-08 av: 0913	-	*-100*	*-100*	*100*	*-40*	*-27*	*-33*	*-52*	*-47*	*21*	*-16*	*-6*

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

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	1	1	-	13	13	2	5	7	18	52	70
	2004	-	1	1	5	7	12	-	6	6	27	56	83
	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
	2009-13 average	**-**	**-**	**-**	**1**	**4**	**5**	**1**	**3**	**4**	**10**	**30**	**39**
	% ch on 04-08 av: 2013	*-*	*-100*	*-100*	*-100*	*-87*	*-91*	*200*	*-81*	*-38*	*-31*	*-51*	*-45*
	% ch on 04-08 av: 0913	*-*	*-100*	*-100*	*-79*	*-46*	*-55*	*20*	*-52*	*-41*	*-45*	*-36*	*-39*
North Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	2003	1	1	2	-	25	25	5	11	16	12	133	145
	2004	-	-	-	-	27	27	1	12	13	6	98	104
	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	66	73
	2013	-	-	-	-	20	20	1	5	6	3	69	72
	2009-13 average	**-**	**-**	**-**	**-**	**15**	**15**	**1**	**6**	**7**	**6**	**69**	**75**
	% ch on 04-08 av: 2013	*-100*	*-100*	*-100*	*-100*	*2*	*0*	*-55*	*-48*	*-49*	*-71*	*-28*	*-32*
	% ch on 04-08 av: 0913	*-100*	*-100*	*-100*	*-100*	*-22*	*-24*	*-55*	*-38*	*-41*	*-44*	*-28*	*-30*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	-	-	-	1	1	-	8	8
	2004	-	-	-	-	-	-	-	-	-	-	9	9
	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
	2009-13 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**6**	**6**
	% ch on 04-08 av: 2013	*-*	*-*	*-*	*-*	*-100*	*-100*	*-*	*150*	*150*	*-*	*-43*	*-43*
	% ch on 04-08 av: 0913	*-*	*-*	*-*	*-*	*-33*	*-33*	*-*	*75*	*75*	*-*	*-20*	*-20*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	2003	-	1	1	-	13	13	16	11	27	51	95	146
	2004	-	-	-	6	9	15	11	7	18	56	92	148
	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
	2009-13 average	**0**	**-**	**0**	**1**	**4**	**5**	**7**	**7**	**14**	**29**	**61**	**91**
	% ch on 04-08 av: 2013	*-100*	*-100*	*-100*	*-100*	*-17*	*-35*	*-39*	*-17*	*-29*	*-53*	*-24*	*-33*
	% ch on 04-08 av: 0913	*0*	*-100*	*-67*	*-67*	*-50*	*-54*	*-12*	*-8*	*-10*	*-32*	*-30*	*-30*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	1	1	-	20	20	1	5	6	18	89	107
	2004	-	1	1	-	10	10	3	8	11	11	62	73
	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
	2009-13 average	**-**	**0**	**0**	**-**	**5**	**5**	**2**	**3**	**5**	**6**	**46**	**52**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	-	*-55*	*-55*	*11*	*-50*	*-36*	*-100*	*-46*	*-53*
	% ch on 04-08 av: 0913	-	*-75*	*-75*	-	*-41*	*-41*	*0*	*-50*	*-38*	*-30*	*-25*	*-26*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	2003	-	-	-	1	14	15	2	12	14	19	83	102
	2004	-	-	-	-	6	6	2	9	11	14	80	94
	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	56	76
	2009-13 average	**-**	**0**	**0**	**2**	**4**	**6**	**2**	**6**	**8**	**19**	**58**	**77**
	% ch on 04-08 av: 2013	-	*-100*	*-100*	*-100*	*-34*	*-39*	*-62*	*-69*	*-68*	*-3*	*-25*	*-20*
	% ch on 04-08 av: 0913	-	*-50*	*-50*	*200*	*-50*	*-32*	*-23*	*-35*	*-32*	*-9*	*-21*	*-19*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	-	-	-	2	2	-	5	5
	2004	-	-	-	-	1	1	-	1	1	-	6	6
	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
	2009-13 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**0**	**0**	**-**	**5**	**5**
	% ch on 04-08 av: 2013	*-*	*-100*	*-100*	*-*	*-100*	*-100*	*-*	*-50*	*-50*	*-*	*-50*	*-50*
	% ch on 04-08 av: 0913	*-*	*-100*	*-100*	*-*	*0*	*0*	*-*	*-80*	*-80*	*-*	*-40*	*-40*
South Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	2003	1	-	1	1	10	11	8	1	9	24	63	87
	2004	1	-	1	1	10	11	6	5	11	19	40	59
	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
	2009-13 average	**-**	**0**	**0**	**0**	**2**	**2**	**2**	**3**	**5**	**11**	**28**	**39**
	% ch on 04-08 av: 2013	*-100*	*-*	*-100*	*-100*	*-69*	*-71*	*-12*	*-79*	*-51*	*-47*	*-63*	*-58*
	% ch on 04-08 av: 0913	*-100*	*-*	*0*	*-33*	*-69*	*-66*	*-35*	*-46*	*-41*	*-29*	*-25*	*-26*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	-	23	23	2	16	18	30	119	149
	2004	-	-	-	3	18	21	7	7	14	31	108	139
	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	55	69
	2009-13 average	**-**	**0**	**0**	**1**	**11**	**11**	**2**	**9**	**11**	**15**	**69**	**85**
	% ch on 04-08 av: 2013	*-100*	*150*	*67*	*-100*	*-47*	*-53*	*-75*	*-57*	*-62*	*-33*	*-45*	*-43*
	% ch on 04-08 av: 0913	*-100*	*0*	*-33*	*-67*	*-29*	*-33*	*-50*	*-21*	*-28*	*-27*	*-31*	*-30*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	2003	-	-	-	2	9	11	5	7	12	30	82	112
	2004	-	-	-	2	8	10	1	6	7	45	68	113
	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
	2009-13 average	**-**	**-**	**-**	**1**	**3**	**3**	**2**	**3**	**5**	**20**	**37**	**58**
	% ch on 04-08 av: 2013	*-100*	*-100*	*-100*	*25*	*-63*	*-52*	*25*	*-100*	*-46*	*-19*	*-20*	*-19*
	% ch on 04-08 av: 0913	*-100*	*-100*	*-100*	*-25*	*-48*	*-45*	*-50*	*-29*	*-38*	*-21*	*-33*	*-29*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	-	-	-	3	9	12	-	3	3	10	36	46
	2004	-	1	1	-	7	7	2	2	4	4	39	43
	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
	2009-13 average	**0**	**-**	**0**	**-**	**5**	**5**	**1**	**1**	**2**	**4**	**19**	**23**
	% ch on 04-08 av: 2013	*-*	*-100*	*-100*	*-100*	*-19*	*-29*	*-100*	*-100*	*-100*	*-12*	*-38*	*-33*
	% ch on 04-08 av: 0913	*-*	*-100*	*0*	*-100*	*-19*	*-29*	*-63*	*-54*	*-57*	*-41*	*-31*	*-33*
West Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	2003	-	-	-	1	5	6	1	7	8	4	53	57
	2004	-	-	-	-	9	9	-	7	7	4	67	71
	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
	2009-13 average	**-**	**-**	**-**	**-**	**7**	**7**	**1**	**3**	**4**	**2**	**57**	**59**
	% ch on 04-08 av: 2013	*-100*	*-100*	*-100*	*-*	*-33*	*-33*	*-100*	*-38*	*-47*	*-79*	*-37*	*-40*
	% ch on 04-08 av: 0913	*-100*	*-100*	*-100*	*-*	*-27*	*-27*	*-57*	*-60*	*-60*	*-58*	*-22*	*-24*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2009-2013 averages and 2003-2013

		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**
	2003	4	13	17	24	391	415	108	228	336	558	2,399	2,957
	2004	1	11	12	36	336	372	92	216	308	575	2,191	2,766
	2005	2	9	11	26	331	357	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	134	178	343	1,637	1,980
	2013	3	6	9	10	133	143	68	104	172	315	1,357	1,672
	2009-13 average	**2**	**4**	**5**	**17**	**186**	**203**	**61**	**131**	**192**	**374**	**1,584**	**1,958**
	% ch on 04-08 av: 2013	*-6*	*-51*	*-42*	*-62*	*-55*	*-56*	*-24*	*-49*	*-41*	*-36*	*-36*	*-36*
	% ch on 04-08 av: 0913	*-50*	*-69*	*-65*	*-35*	*-38*	*-38*	*-32*	*-35*	*-34*	*-24*	*-25*	*-25*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	52	296	348	286	1,081	1,367	18	27	25
	2005	53	393	446	275	1,081	1,357	19	36	33
	2006	43	355	398	286	1,141	1,427	15	31	28
	2007	54	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	294	334	263	1,040	1,303	15	28	26
	2013	40	252	292	260	1,041	1,301	15	24	22
	2009-13 average	**46**	**288**	**334**	**258**	**1,050**	**1,308**	**18**	**27**	**26**
	% ch 04-08 av: 2013	*-23*	*-29*	*-29*	*-6*	*-6*	*-6*	*-18*	*-25*	*-24*
	% ch 04-08 av: 0913	*-12*	*-19*	*-18*	*-6*	*-5*	*-6*	*-6*	*-15*	*-14*
Aberdeenshire*	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	2004	115	474	589	847	1,836	2,683	14	26	22
	2005	135	522	657	844	1,852	2,697	16	28	24
	2006	114	491	605	866	1,964	2,830	13	25	21
	2007	114	520	634	840	1,993	2,834	14	26	22
	2008	123	515	638	820	1,994	2,814	15	26	23
	2009	123	538	661	829	1,933	2,762	15	28	24
	2010	116	450	566	822	1,894	2,716	14	24	21
	2011	82	380	462	824	1,859	2,683	10	20	17
	2012	79	392	471	861	1,825	2,686	9	21	18
	2013	69	354	423	872	1,860	2,732	8	19	15
	2009-13 average	**94**	**423**	**517**	**841**	**1,874**	**2,716**	**11**	**23**	**19**
	% ch 04-08 av: 2013	*-43*	*-30*	*-32*	*3*	*-4*	*-1*	*-44*	*-27*	*-31*
	% ch 04-08 av: 0913	*-22*	*-16*	*-17*	*-0*	*-3*	*-2*	*-22*	*-14*	*-16*
Angus	**2004-08 average**	**38**	**268**	**306**	**318**	**728**	**1,046**	**12**	**37**	**29**
	2004	55	264	319	300	695	995	18	38	32
	2005	41	294	335	292	704	996	14	42	34
	2006	32	254	286	341	734	1,076	9	35	27
	2007	35	270	305	319	747	1,066	11	36	29
	2008	25	260	285	339	758	1,097	7	34	26
	2009	38	203	241	334	752	1,086	11	27	22
	2010	34	153	187	346	740	1,086	10	21	17
	2011	30	198	228	344	731	1,076	9	27	21
	2012	34	179	213	353	722	1,075	10	25	20
	2013	20	155	175	368	725	1,093	5	21	16
	2009-13 average	**31**	**178**	**209**	**349**	**734**	**1,083**	**9**	**24**	**19**
	% ch 04-08 av: 2013	*-47*	*-42*	*-43*	*16*	*-0*	*4*	*-54*	*-42*	*-45*
	% ch 04-08 av: 0913	*-17*	*-34*	*-32*	*10*	*1*	*4*	*-24*	*-34*	*-34*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	140	182	322	353	526	879	40	35	37
	2005	141	232	373	344	515	858	41	45	43
	2006	141	191	332	360	551	911	39	35	36
	2007	127	175	302	358	552	910	35	32	33
	2008	146	166	312	356	548	904	41	30	35
	2009	138	171	309	359	541	900	38	32	34
	2010	132	183	315	352	532	884	37	34	36
	2011	121	133	254	353	526	879	34	25	29
	2012	78	152	230	351	516	866	22	29	27
	2013	116	126	242	355	525	879	33	24	28
	2009-13 average	**117**	**153**	**270**	**354**	**528**	**882**	**33**	**29**	**31**
	% ch 04-08 av: 2013	*-17*	*-33*	*-26*	*0*	*-3*	*-1*	*-17*	*-32*	*-25*
	% ch 04-08 av: 0913	*-16*	*-19*	*-18*	*-0*	*-2*	*-1*	*-16*	*-18*	*-17*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**306**	**306**	**-**	**31**	**31**
	2004	-	90	90	-	294	294	-	31	31
	2005	-	97	97	-	297	297	-	33	33
	2006	-	103	103	-	307	307	-	34	34
	2007	-	99	99	-	313	313	-	32	32
	2008	-	85	85	-	317	317	-	27	27
	2009	-	80	80	-	331	331	-	24	24
	2010	-	70	70	-	328	328	-	21	21
	2011	3	73	76	-	327	327	-	22	23
	2012	3	91	94	-	323	323	-	28	29
	2013	1	71	72	-	315	315	-	23	23
	2009-13 average	**1**	**77**	**78**	**-**	**325**	**325**	**-**	**24**	**24**
	% ch 04-08 av: 2013	*-*	*-25*	*-24*	*-*	*3*	*3*	*-*	*-27*	*-26*
	% ch 04-08 av: 0913	*-*	*-19*	*-17*	*-*	*6*	*6*	*-*	*-24*	*-22*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**14**	**43**	**24**
	2004	173	292	465	1,236	685	1,920	14	43	24
	2005	208	341	549	1,258	686	1,944	17	50	28
	2006	159	314	473	1,241	711	1,952	13	44	24
	2007	176	298	474	1,299	723	2,021	14	41	23
	2008	161	276	437	1,302	719	2,021	12	38	22
	2009	147	256	403	1,290	708	1,998	11	36	20
	2010	118	269	387	1,274	700	1,974	9	38	20
	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	110	189	299	1,272	684	1,956	9	28	15
	2009-13 average	**117**	**235**	**352**	**1,271**	**692**	**1,964**	**9**	**34**	**18**
	% ch 04-08 av: 2013	*-37*	*-38*	*-38*	*0*	*-3*	*-1*	*-38*	*-36*	*-37*
	% ch 04-08 av: 0913	*-34*	*-23*	*-27*	*0*	*-2*	*-0*	*-34*	*-21*	*-26*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	34	292	326	186	679	866	18	43	38
	2005	38	223	261	184	685	869	21	33	30
	2006	44	274	318	187	698	885	24	39	36
	2007	29	229	258	187	719	906	16	32	28
	2008	38	219	257	179	722	902	21	30	29
	2009	22	251	273	182	703	885	12	36	31
	2010	24	184	208	180	687	867	13	27	24
	2011	23	220	243	178	688	865	13	32	28
	2012	24	191	215	186	685	871	13	28	25
	2013	15	164	179	182	676	858	8	24	21
	2009-13 average	**22**	**202**	**224**	**181**	**688**	**869**	**12**	**29**	**26**
	% ch 04-08 av: 2013	*-59*	*-34*	*-37*	*-1*	*-4*	*-3*	*-58*	*-31*	*-35*
	% ch 04-08 av: 0913	*-41*	*-18*	*-21*	*-2*	*-2*	*-2*	*-40*	*-17*	*-20*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**353**	**668**	**1,021**	**11**	**35**	**27**
	2004	52	252	304	363	633	997	14	40	30
	2005	26	250	276	312	639	951	8	39	29
	2006	33	247	280	361	702	1,062	9	35	26
	2007	48	234	282	372	686	1,057	13	34	27
	2008	35	194	229	357	682	1,039	10	28	22
	2009	49	188	237	364	672	1,037	13	28	23
	2010	44	171	215	355	665	1,020	12	26	21
	2011	32	190	222	354	660	1,014	9	29	22
	2012	25	163	188	354	645	999	7	25	19
	2013	38	138	176	348	654	1,002	11	21	18
	2009-13 average	**38**	**170**	**208**	**355**	**659**	**1,014**	**11**	**26**	**20**
	% ch 04-08 av: 2013	*-2*	*-41*	*-36*	*-1*	*-2*	*-2*	*-1*	*-40*	*-35*
	% ch 04-08 av: 0913	*-3*	*-28*	*-24*	*1*	*-1*	*-1*	*-4*	*-27*	*-24*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	2004	-	215	215	-	540	540	-	40	40
	2005	-	225	225	-	537	537	-	42	42
	2006	-	210	210	-	545	545	-	39	39
	2007	-	160	160	-	556	556	-	29	29
	2008	-	159	159	-	547	547	-	29	29
	2009	-	162	162	-	547	547	-	30	30
	2010	-	156	156	-	534	534	-	29	29
	2011	-	162	162	-	533	533	-	30	30
	2012	-	118	118	-	529	529	-	22	22
	2013	-	113	113	-	525	525	-	22	22
	2009-13 average	**-**	**142**	**142**	**-**	**534**	**534**	**-**	**27**	**27**
	% ch 04-08 av: 2013	*-*	*-42*	*-42*	*-*	*-4*	*-4*	*-*	*-39*	*-39*
	% ch 04-08 av: 0913	*-*	*-27*	*-27*	*-*	*-2*	*-2*	*-*	*-25*	*-25*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	36	206	242	361	473	834	10	44	29
	2005	38	191	229	378	478	856	10	40	27
	2006	35	192	227	390	499	889	9	38	26
	2007	42	179	221	409	509	918	10	35	24
	2008	34	184	218	372	508	880	9	36	25
	2009	24	159	183	359	503	862	7	32	21
	2010	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
	2009-13 average	**31**	**158**	**189**	**353**	**495**	**848**	**9**	**32**	**22**
	% ch 04-08 av: 2013	*-41*	*-18*	*-22*	*-9*	*-1*	*-4*	*-35*	*-17*	*-18*
	% ch 04-08 av: 0913	*-17*	*-17*	*-17*	*-8*	*0*	*-3*	*-10*	*-17*	*-14*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**542**	**691**	**7**	**24**	**20**
	2004	15	153	168	124	500	624	12	31	27
	2005	10	135	145	116	497	613	9	27	24
	2006	7	139	146	154	565	719	5	25	20
	2007	8	121	129	177	571	747	5	21	17
	2008	15	92	107	175	577	752	9	16	14
	2009	11	93	104	181	568	749	6	16	14
	2010	11	85	96	172	558	730	6	15	13
	2011	13	127	140	208	549	757	6	23	18
	2012	8	99	107	205	539	744	4	18	14
	2013	7	98	105	209	538	747	3	18	14
	2009-13 average	**10**	**100**	**110**	**195**	**550**	**745**	**5**	**18**	**15**
	% ch 04-08 av: 2013	*-36*	*-23*	*-24*	*40*	*-1*	*8*	*-55*	*-23*	*-30*
	% ch 04-08 av: 0913	*-9*	*-22*	*-21*	*31*	*2*	*8*	*-31*	*-23*	*-26*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	2004	88	1,536	1,624	683	2,289	2,972	13	67	55
	2005	85	1,420	1,505	688	2,285	2,973	12	62	51
	2006	119	1,398	1,517	682	2,306	2,988	17	61	51
	2007	98	1,302	1,400	714	2,326	3,040	14	56	46
	2008	113	1,224	1,337	686	2,271	2,957	16	54	45
	2009	92	1,162	1,254	725	2,253	2,978	13	52	42
	2010	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
	2009-13 average	**95**	**1,128**	**1,223**	**707**	**2,200**	**2,906**	**13**	**51**	**42**
	% ch 04-08 av: 2013	*17*	*-19*	*-17*	*4*	*-5*	*-3*	*13*	*-14*	*-14*
	% ch 04-08 av: 0913	*-6*	*-18*	*-17*	*2*	*-4*	*-3*	*-8*	*-14*	*-15*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	-	46	46	-	186	186	-	25	25
	2005	-	49	49	-	176	176	-	28	28
	2006	-	53	53	-	208	208	-	25	25
	2007	-	48	48	-	209	209	-	23	23
	2008	-	79	79	-	205	205	-	39	39
	2009	-	42	42	-	206	206	-	20	20
	2010	-	43	43	-	203	203	-	21	21
	2011	-	34	34	-	202	202	-	17	17
	2012	-	32	32	-	203	203	-	16	16
	2013	-	22	22	-	206	206	-	11	11
	2009-13 average	**-**	**35**	**35**	**-**	**204**	**204**	**-**	**17**	**17**
	% ch 04-08 av: 2013	*-*	*-60*	*-60*	*-*	*5*	*5*	*-*	*-62*	*-62*
	% ch 04-08 av: 0913	*-*	*-37*	*-37*	*-*	*4*	*4*	*-*	*-39*	*-39*
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	2004	31	310	341	542	897	1,439	6	35	24
	2005	25	310	335	534	902	1,436	5	34	23
	2006	32	284	316	560	931	1,492	6	30	21
	2007	30	297	327	571	953	1,524	5	31	21
	2008	27	301	328	567	950	1,517	5	32	22
	2009	27	310	337	550	955	1,505	5	32	22
	2010	22	233	255	531	949	1,479	4	25	17
	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
	2009-13 average	**27**	**260**	**287**	**555**	**949**	**1,504**	**5**	**27**	**19**
	% ch 04-08 av: 2013	*7*	*-16*	*-14*	*5*	*2*	*3*	*2*	*-18*	*-17*
	% ch 04-08 av: 0913	*-8*	*-13*	*-13*	*0*	*2*	*2*	*-8*	*-15*	*-14*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	2004	90	708	798	866	1,939	2,805	10	37	28
	2005	97	645	742	822	1,949	2,770	12	33	27
	2006	94	607	701	870	1,987	2,856	11	31	25
	2007	74	555	629	889	2,022	2,911	8	27	22
	2008	84	520	604	868	2,023	2,891	10	26	21
	2009	80	566	646	879	2,015	2,894	9	28	22
	2010	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	382	443	820	1,980	2,800	7	19	16
	2013	54	400	454	833	1,992	2,825	6	20	16
	2009-13 average	**69**	**457**	**526**	**844**	**1,997**	**2,841**	**8**	**23**	**19**
	% ch 04-08 av: 2013	*-38*	*-34*	*-35*	*-3*	*0*	*-1*	*-36*	*-34*	*-34*
	% ch 04-08 av: 0913	*-21*	*-25*	*-24*	*-2*	*1*	*-0*	*-19*	*-25*	*-24*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**	**1,330**	**2,130**	**3,459**	**15**	**86**	**59**
	2004	220	2,098	2,318	1,277	2,107	3,384	17	100	68
	2005	187	2,059	2,246	1,300	2,117	3,417	14	97	66
	2006	190	1,821	2,011	1,330	2,130	3,460	14	85	58
	2007	180	1,737	1,917	1,349	2,159	3,508	13	80	55
	2008	205	1,469	1,674	1,391	2,135	3,527	15	69	47
	2009	162	1,476	1,638	1,385	2,100	3,485	12	70	47
	2010	220	1,252	1,472	1,370	2,053	3,423	16	61	43
	2011	163	1,228	1,391	1,397	2,039	3,435	12	60	40
	2012	166	1,283	1,449	1,452	2,022	3,475	11	63	42
	2013	91	1,086	1,177	1,488	2,026	3,513	6	54	34
	2009-13 average	**160**	**1,265**	**1,425**	**1,418**	**2,048**	**3,466**	**11**	**62**	**41**
	% ch 04-08 av: 2013	*-54*	*-41*	*-42*	*12*	*-5*	*2*	*-59*	*-38*	*-43*
	% ch 04-08 av: 0913	*-18*	*-31*	*-30*	*7*	*-4*	*0*	*-23*	*-28*	*-30*
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	2004	430	399	829	1,464	1,012	2,477	29	39	33
	2005	381	416	797	1,468	1,022	2,490	26	41	32
	2006	355	349	704	1,503	1,053	2,556	24	33	28
	2007	409	333	742	1,525	1,070	2,595	27	31	29
	2008	353	345	698	1,519	1,078	2,597	23	32	27
	2009	406	381	787	1,556	1,067	2,623	26	36	30
	2010	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	259	405	664	1,528	1,024	2,552	17	40	26
	2013	244	280	524	1,546	1,044	2,590	16	27	20
	2009-13 average	**299**	**328**	**628**	**1,539**	**1,047**	**2,586**	**19**	**31**	**24**
	% ch 04-08 av: 2013	*-37*	*-24*	*-31*	*3*	*-0*	*2*	*-39*	*-24*	*-32*
	% ch 04-08 av: 0913	*-22*	*-11*	*-17*	*3*	*-0*	*2*	*-25*	*-11*	*-18*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	2004	72	153	225	80	455	535	90	34	42
	2005	43	144	187	78	452	530	55	32	35
	2006	40	190	230	80	460	539	50	41	43
	2007	57	173	230	78	468	545	73	37	42
	2008	52	169	221	76	465	541	68	36	41
	2009	30	124	154	75	458	533	40	27	29
	2010	37	146	183	72	447	519	51	33	35
	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
	2009-13 average	**38**	**122**	**160**	**72**	**445**	**517**	**53**	**27**	**31**
	% ch 04-08 av: 2013	*-20*	*-42*	*-37*	*-10*	*-5*	*-6*	*-12*	*-39*	*-33*
	% ch 04-08 av: 0913	*-28*	*-27*	*-27*	*-8*	*-3*	*-4*	*-21*	*-24*	*-24*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	45	226	271	141	482	624	32	47	43
	2005	22	228	250	141	486	627	16	47	40
	2006	51	221	272	142	498	640	36	44	42
	2007	25	188	213	142	507	649	18	37	33
	2008	49	207	256	140	509	649	35	41	39
	2009	31	211	242	141	520	661	22	41	37
	2010	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
	2009-13 average	**38**	**192**	**230**	**138**	**512**	**650**	**28**	**37**	**35**
	% ch 04-08 av: 2013	*35*	*-32*	*-22*	*-2*	*1*	*1*	*39*	*-33*	*-22*
	% ch 04-08 av: 0913	*-1*	*-10*	*-9*	*-2*	*3*	*2*	*2*	*-13*	*-11*
Moray*	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	2004	57	128	185	280	434	715	20	29	26
	2005	59	131	190	283	438	722	21	30	26
	2006	55	129	184	270	457	727	20	28	25
	2007	34	138	172	277	466	743	12	30	23
	2008	38	140	178	272	467	739	14	30	24
	2009	59	164	223	269	460	729	22	36	31
	2010	36	96	132	263	451	714	14	21	18
	2011	30	106	136	264	444	708	11	24	19
	2012	38	86	124	265	446	711	14	19	17
	2013	34	71	105	266	451	716	13	16	15
	2009-13 average	**39**	**105**	**144**	**265**	**450**	**716**	**15**	**23**	**20**
	% ch 04-08 av: 2013	*-30*	*-47*	*-42*	*-4*	*-0*	*-2*	*-27*	*-46*	*-41*
	% ch 04-08 av: 0913	*-19*	*-21*	*-21*	*-4*	*-1*	*-2*	*-16*	*-21*	*-19*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	2004	98	306	404	272	461	733	36	66	55
	2005	67	264	331	276	445	720	24	59	46
	2006	82	216	298	319	463	781	26	47	38
	2007	73	231	304	326	466	792	22	50	38
	2008	65	180	245	330	462	792	20	39	31
	2009	68	178	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
	2009-13 average	**56**	**165**	**221**	**316**	**445**	**760**	**18**	**37**	**29**
	% ch 04-08 av: 2013	*-48*	*-33*	*-37*	*1*	*-6*	*-3*	*-49*	*-29*	*-35*
	% ch 04-08 av: 0913	*-28*	*-31*	*-30*	*4*	*-3*	*-0*	*-30*	*-29*	*-30*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	114	865	979	1,134	1,833	2,968	10	47	33
	2005	113	818	931	1,133	1,831	2,964	10	45	31
	2006	130	801	931	1,114	1,869	2,983	12	43	31
	2007	104	783	887	1,143	1,906	3,049	9	41	29
	2008	82	658	740	1,166	1,894	3,060	7	35	24
	2009	101	675	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	517	623	1,414	1,822	3,235	7	28	19
	2013	86	488	574	1,402	1,819	3,222	6	27	18
	2009-13 average	**89**	**578**	**667**	**1,252**	**1,836**	**3,088**	**7**	**31**	**22**
	% ch 04-08 av: 2013	*-21*	*-38*	*-36*	*23*	*-3*	*7*	*-36*	*-36*	*-40*
	% ch 04-08 av: 0913	*-18*	*-26*	*-25*	*10*	*-2*	*3*	*-25*	*-25*	*-27*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**30**	**30**
	2004	-	38	38	-	128	128	-	30	30
	2005	-	46	46	-	128	128	-	36	36
	2006	-	43	43	-	136	136	-	32	32
	2007	-	35	35	-	137	137	-	25	25
	2008	-	35	35	-	137	137	-	26	26
	2009	-	29	29	-	137	137	-	21	21
	2010	-	33	33	-	135	135	-	24	24
	2011	-	24	24	-	133	133	-	18	18
	2012	-	17	17	-	131	131	-	13	13
	2013	-	24	24	-	133	133	-	18	18
	2009-13 average	**-**	**25**	**25**	**-**	**134**	**134**	**-**	**19**	**19**
	% ch 04-08 av: 2013	*-*	*-39*	*-39*	*-*	*0*	*0*	*-*	*-39*	*-39*
	% ch 04-08 av: 0913	*-*	*-36*	*-36*	*-*	*0*	*0*	*-*	*-36*	*-36*
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	2004	124	318	442	1,336	931	2,267	9	34	19
	2005	143	267	410	1,345	928	2,273	11	29	18
	2006	107	273	380	1,381	960	2,340	8	28	16
	2007	128	246	374	1,379	972	2,351	9	25	16
	2008	116	242	358	1,345	958	2,303	9	25	16
	2009	148	255	403	1,332	960	2,292	11	27	18
	2010	118	233	351	1,299	945	2,244	9	25	16
	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
	2009-13 average	**117**	**211**	**327**	**1,315**	**938**	**2,252**	**9**	**22**	**15**
	% ch 04-08 av: 2013	*-12*	*-29*	*-24*	*-3*	*-2*	*-2*	*-9*	*-28*	*-22*
	% ch 04-08 av: 0913	*-6*	*-22*	*-17*	*-3*	*-1*	*-2*	*-2*	*-21*	*-15*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**	**622**	**754**	**1,376**	**14**	**53**	**36**
	2004	110	441	551	611	734	1,345	18	60	41
	2005	92	442	534	616	741	1,357	15	60	39
	2006	85	410	495	627	755	1,382	14	54	36
	2007	76	406	482	620	769	1,389	12	53	35
	2008	68	317	385	639	769	1,408	11	41	27
	2009	57	267	324	628	755	1,382	9	35	23
	2010	60	290	350	611	748	1,359	10	39	26
	2011	73	351	424	616	745	1,362	12	47	31
	2012	68	309	377	607	742	1,349	11	42	28
	2013	51	235	286	620	743	1,363	8	32	21
	2009-13 average	**62**	**290**	**352**	**616**	**747**	**1,363**	**10**	**39**	**26**
	% ch 04-08 av: 2013	*-41*	*-42*	*-42*	*-0*	*-1*	*-1*	*-41*	*-41*	*-41*
	% ch 04-08 av: 0913	*-28*	*-28*	*-28*	*-1*	*-1*	*-1*	*-28*	*-27*	*-27*
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	2004	110	430	540	389	777	1,166	28	55	46
	2005	95	406	501	392	776	1,168	24	52	43
	2006	95	326	421	400	801	1,201	24	41	35
	2007	79	276	355	400	812	1,212	20	34	29
	2008	111	319	430	383	813	1,196	29	39	36
	2009	100	301	401	390	808	1,198	26	37	33
	2010	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	56	198	254	387	787	1,174	14	25	22
	2009-13 average	**70**	**239**	**309**	**386**	**793**	**1,179**	**18**	**30**	**26**
	% ch 04-08 av: 2013	*-43*	*-44*	*-43*	*-1*	*-1*	*-1*	*-42*	*-43*	*-43*
	% ch 04-08 av: 0913	*-29*	*-32*	*-31*	*-2*	*-0*	*-1*	*-27*	*-32*	*-31*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	2004	-	40	40	-	195	195	-	21	21
	2005	-	56	56	-	198	198	-	28	28
	2006	-	49	49	-	205	205	-	24	24
	2007	-	40	40	-	206	206	-	19	19
	2008	-	19	19	-	206	206	-	9	9
	2009	-	67	67	-	203	203	-	33	33
	2010	-	51	51	-	202	202	-	25	25
	2011	-	41	41	-	202	202	-	20	20
	2012	-	34	34	-	200	200	-	17	17
	2013	-	42	42	-	204	204	-	21	21
	2009-13 average	**-**	**47**	**47**	**-**	**202**	**202**	**-**	**23**	**23**
	% ch 04-08 av: 2013	*-*	*3*	*3*	*-*	*1*	*1*	*-*	*2*	*2*
	% ch 04-08 av: 0913	*-*	*15*	*15*	*-*	*0*	*0*	*-*	*15*	*15*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	63	243	306	398	573	971	16	42	32
	2005	103	231	334	385	576	962	27	40	35
	2006	67	236	303	387	595	981	17	40	31
	2007	78	218	296	393	600	992	20	36	30
	2008	41	178	219	379	607	987	11	29	22
	2009	87	217	304	381	602	983	23	36	31
	2010	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
	2009-13 average	**61**	**184**	**245**	**381**	**585**	**967**	**16**	**31**	**25**
	% ch 04-08 av: 2013	*-29*	*-24*	*-25*	*-3*	*-4*	*-3*	*-27*	*-21*	*-22*
	% ch 04-08 av: 0913	*-13*	*-17*	*-16*	*-2*	*-1*	*-1*	*-11*	*-16*	*-15*
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	2004	185	748	933	1,121	1,223	2,343	17	61	40
	2005	158	668	826	1,095	1,240	2,335	14	54	35
	2006	153	670	823	1,142	1,311	2,453	13	51	34
	2007	189	619	808	1,130	1,333	2,462	17	46	33
	2008	154	572	726	1,169	1,298	2,468	13	44	29
	2009	116	505	621	1,197	1,294	2,491	10	39	25
	2010	110	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	1,329	1,258	2,586	8	36	22
	2013	106	439	545	1,354	1,254	2,608	8	35	21
	2009-13 average	**106**	**478**	**583**	**1,241**	**1,272**	**2,513**	**9**	**38**	**23**
	% ch 04-08 av: 2013	*-37*	*-33*	*-34*	*20*	*-2*	*8*	*-47*	*-32*	*-39*
	% ch 04-08 av: 0913	*-37*	*-27*	*-29*	*10*	*-1*	*4*	*-43*	*-27*	*-32*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**727**	**1,216**	**15**	**32**	**25**
	2004	66	234	300	459	699	1,158	14	33	26
	2005	57	200	257	466	709	1,175	12	28	22
	2006	80	262	342	501	736	1,237	16	36	28
	2007	65	251	316	513	749	1,262	13	33	25
	2008	91	210	301	505	743	1,248	18	28	24
	2009	64	209	273	499	735	1,234	13	28	22
	2010	65	184	249	481	732	1,213	14	25	21
	2011	63	168	231	478	720	1,198	13	23	19
	2012	56	163	219	470	705	1,175	12	23	19
	2013	52	180	232	468	705	1,173	11	26	20
	2009-13 average	**60**	**181**	**241**	**479**	**719**	**1,198**	**13**	**25**	**20**
	% ch 04-08 av: 2013	*-28*	*-22*	*-23*	*-4*	*-3*	*-4*	*-24*	*-20*	*-21*
	% ch 04-08 av: 0913	*-16*	*-22*	*-21*	*-2*	*-1*	*-1*	*-15*	*-21*	*-19*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		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**
	2004	47	238	285	191	418	608	25	57	47
	2005	51	202	253	195	425	620	26	47	41
	2006	40	212	252	199	436	635	20	49	40
	2007	32	189	221	189	439	629	17	43	35
	2008	32	117	149	191	439	630	17	27	24
	2009	48	138	186	209	438	646	23	32	29
	2010	28	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
	2009-13 average	**35**	**126**	**161**	**206**	**433**	**639**	**17**	**29**	**25**
	% ch 04-08 av: 2013	*-26*	*-41*	*-38*	*7*	*0*	*2*	*-30*	*-41*	*-39*
	% ch 04-08 av: 0913	*-13*	*-34*	*-31*	*7*	*0*	*2*	*-19*	*-35*	*-32*
West Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**51**	**33**
	2004	54	531	585	675	1,013	1,688	8	52	35
	2005	43	517	560	687	1,015	1,702	6	51	33
	2006	51	566	617	682	1,031	1,713	7	55	36
	2007	43	474	517	688	1,055	1,742	6	45	30
	2008	45	535	580	711	1,051	1,761	6	51	33
	2009	35	487	522	700	1,046	1,747	5	47	30
	2010	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
	2009-13 average	**43**	**418**	**461**	**683**	**1,040**	**1,723**	**6**	**40**	**27**
	% ch 04-08 av: 2013	*-19*	*-21*	*-21*	*-0*	*1*	*0*	*-19*	*-22*	*-22*
	% ch 04-08 av: 0913	*-9*	*-20*	*-19*	*-1*	*1*	*0*	*-9*	*-21*	*-20*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	2004	2,676	12,752	15,428	15,976	26,729	42,705	17	48	36
	2005	2,511	12,422	14,933	15,906	26,811	42,718	16	46	35
	2006	2,434	11,886	14,320	16,375	27,745	44,119	15	43	32
	2007	2,407	11,166	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	2,315	10,225	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	1,868	8,855	10,723	16,313	27,077	43,390	11	33	25
	2012	1,855	8,708	10,563	16,791	26,757	43,549	11	33	24
	2013	1,722	7,932	9,654	16,987	26,853	43,840	10	30	22
	2009-13 average	**1,971**	**8,957**	**10,928**	**16,572**	**27,125**	**43,697**	**12**	**33**	**25**
	% ch 04-08 av: 2013	*-30*	*-32*	*-32*	*4*	*-2*	*0*	*-33*	*-31*	*-32*
	% ch 04-08 av: 0913	*-20*	*-24*	*-23*	*2*	*-1*	*-0*	*-22*	*-23*	*-23*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by police force division
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Aberdeen City*	**2004-08 average**	**6**	**82**	**-**	**10**	**409**	**1,384**	**30**
	2004	5	82	-	9	348	1,367	25
	2005	7	75	-	9	446	1,357	33
	2006	8	55	-	10	398	1,427	28
	2007	5	65	-	6	396	1,391	28
	2008	3	133	-	16	458	1,379	33
	2009	4	82	-	5	412	1,329	31
	2010	7	75	-	13	325	1,308	25
	2011	7	99	2	11	306	1,297	24
	2012	8	109	-	21	334	1,303	26
	2013	4	101	1	9	292	1,301	22
	2009-13 average	**6**	**93**	**1**	**12**	**334**	**1,308**	**26**
	% ch 04-08 av: 2013	*-29*	*23*	*-*	*-10*	*-29*	*-6*	*-24*
	% ch 04-08 av: 0913	*7*	*14*	*-*	*18*	*-18*	*-6*	*-14*
Aberdeenshire & Moray*	**2004-08 average**	**41**	**206**	**3**	**17**	**806**	**3,501**	**23**
	2004	39	198	1	21	774	3,398	23
	2005	46	189	2	16	847	3,418	25
	2006	54	165	3	17	789	3,557	22
	2007	32	200	-	14	806	3,577	23
	2008	32	280	7	17	816	3,554	23
	2009	27	264	1	21	884	3,491	25
	2010	30	237	-	13	698	3,430	20
	2011	15	215	-	15	598	3,391	18
	2012	19	249	1	16	595	3,396	18
	2013	26	223	2	19	528	3,448	15
	2009-13 average	**23**	**238**	**1**	**17**	**661**	**3,431**	**19**
	% ch 04-08 av: 2013	*-36*	*8*	*-23*	*12*	*-35*	*-1*	*-34*
	% ch 04-08 av: 0913	*-42*	*15*	*-69*	*-1*	*-18*	*-2*	*-16*
Tayside	**2004-08 average**	**30**	**278**	**1**	**33**	**983**	**4,238**	**23**
	2004	35	339	-	44	1,087	4,128	26
	2005	29	277	1	39	1,006	4,137	24
	2006	21	301	1	37	984	4,302	23
	2007	35	234	2	21	937	4,323	22
	2008	31	239	2	24	900	4,301	21
	2009	21	234	-	25	917	4,263	22
	2010	30	175	-	20	746	4,197	18
	2011	25	199	1	22	763	4,198	18
	2012	19	180	-	15	720	4,161	17
	2013	16	176	-	16	653	4,205	16
	2009-13 average	**22**	**193**	**0**	**20**	**760**	**4,205**	**18**
	% ch 04-08 av: 2013	*-47*	*-37*	*-*	*-52*	*-34*	*-1*	*-33*
	% ch 04-08 av: 0913	*-26*	*-31*	*-83*	*-41*	*-23*	*-1*	*-22*

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

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by police force division
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Argyll & West Dunbartonshire	**2004-08 average**	**16**	**121**	**0**	**13**	**560**	**1,517**	**37**
	2004	19	139	1	13	607	1,487	41
	2005	18	114	-	15	626	1,479	42
	2006	14	133	-	14	584	1,545	38
	2007	16	85	-	7	523	1,538	34
	2008	15	135	1	14	461	1,534	30
	2009	6	99	-	13	495	1,547	32
	2010	16	91	-	5	490	1,518	32
	2011	9	80	2	8	408	1,516	27
	2012	7	82	-	8	374	1,506	25
	2013	11	74	-	5	386	1,517	25
	2009-13 average	**10**	**85**	**0**	**8**	**431**	**1,521**	**28**
	% ch 04-08 av: 2013	*-33*	*-39*	*-*	*-60*	*-31*	*0*	*-31*
	% ch 04-08 av: 0913	*-40*	*-30*	*0*	*-38*	*-23*	*0*	*-23*
Forth Valley	**2004-08 average**	**15**	**168**	**1**	**20**	**727**	**3,003**	**24**
	2004	17	195	-	19	731	2,891	25
	2005	18	187	-	28	689	2,908	24
	2006	19	148	3	25	761	3,036	25
	2007	8	144	-	11	742	3,099	24
	2008	12	168	2	16	714	3,082	23
	2009	11	123	-	13	690	3,070	22
	2010	7	119	-	10	574	3,020	19
	2011	9	110	-	9	598	3,014	20
	2012	14	138	-	8	581	3,019	19
	2013	7	117	1	7	587	3,014	19
	2009-13 average	**10**	**121**	**0**	**9**	**606**	**3,027**	**20**
	% ch 04-08 av: 2013	*-53*	*-31*	*0*	*-65*	*-19*	*0*	*-20*
	% ch 04-08 av: 0913	*-35*	*-28*	*-80*	*-53*	*-17*	*1*	*-17*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**480**	**1,972**	**24**
	2004	8	99	-	14	465	1,920	24
	2005	17	127	1	11	549	1,944	28
	2006	25	146	-	13	473	1,952	24
	2007	12	158	-	13	474	2,021	23
	2008	10	105	-	8	437	2,021	22
	2009	10	120	-	10	403	1,998	20
	2010	5	67	-	4	387	1,974	20
	2011	9	84	-	6	331	1,963	17
	2012	7	83	-	6	338	1,927	18
	2013	12	65	-	1	299	1,956	15
	2009-13 average	**9**	**84**	**-**	**5**	**352**	**1,964**	**18**
	% ch 04-08 av: 2013	*-17*	*-49*	*-*	*-92*	*-38*	*-1*	*-37*
	% ch 04-08 av: 0913	*-40*	*-34*	*-*	*-54*	*-27*	*-0*	*-26*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by police force division
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Ayrshire	**2004-08 average**	**22**	**173**	**1**	**26**	**882**	**2,764**	**32**
	2004	30	224	2	37	1,014	2,701	38
	2005	20	173	1	29	941	2,633	36
	2006	19	172	-	23	881	2,825	31
	2007	22	135	-	23	882	2,841	31
	2008	20	162	-	18	693	2,817	25
	2009	12	161	-	10	787	2,802	28
	2010	20	125	1	14	626	2,769	23
	2011	11	120	-	14	705	2,754	26
	2012	9	109	-	8	656	2,694	24
	2013	12	85	-	5	595	2,689	22
	2009-13 average	**13**	**120**	**0**	**10**	**674**	**2,742**	**25**
	% ch 04-08 av: 2013	*-46*	*-51*	*-*	*-81*	*-33*	*-3*	*-31*
	% ch 04-08 av: 0913	*-42*	*-31*	*-67*	*-61*	*-24*	*-1*	*-23*
Greater Glasgow	**2004-08 average**	**21**	**331**	**2**	**59**	**2,366**	**4,695**	**50**
	2004	20	335	1	65	2,701	4,548	59
	2005	19	311	1	60	2,616	4,567	57
	2006	28	350	5	66	2,367	4,724	50
	2007	21	289	1	53	2,206	4,811	46
	2008	18	368	1	51	1,940	4,825	40
	2009	22	264	1	47	1,904	4,780	40
	2010	16	257	1	40	1,724	4,688	37
	2011	15	205	1	32	1,693	4,726	36
	2012	9	227	-	36	1,674	4,748	35
	2013	7	172	-	15	1,395	4,785	29
	2009-13 average	**14**	**225**	**1**	**34**	**1,678**	**4,745**	**35**
	% ch 04-08 av: 2013	*-67*	*-48*	*-*	*-75*	*-41*	*2*	*-42*
	% ch 04-08 av: 0913	*-35*	*-32*	*-67*	*-42*	*-29*	*1*	*-30*
Lothians & Scottish Borders	**2004-08 average**	**29**	**250**	**1**	**29**	**1,501**	**4,423**	**34**
	2004	27	224	-	26	1,638	4,311	38
	2005	30	325	1	42	1,540	4,353	35
	2006	29	245	1	30	1,537	4,444	35
	2007	36	237	3	24	1,306	4,521	29
	2008	24	217	-	22	1,484	4,487	33
	2009	30	232	-	23	1,348	4,468	30
	2010	14	209	2	25	1,190	4,404	27
	2011	12	184	1	18	1,101	4,402	25
	2012	19	174	-	13	1,223	4,350	28
	2013	17	176	2	18	1,080	4,379	25
	2009-13 average	**18**	**195**	**1**	**19**	**1,188**	**4,401**	**27**
	% ch 04-08 av: 2013	*-42*	*-29*	*100*	*-38*	*-28*	*-1*	*-27*
	% ch 04-08 av: 0913	*-37*	*-22*	*0*	*-33*	*-21*	*-1*	*-20*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by police force division
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Edinburgh	**2004-08 average**	**9**	**188**	**1**	**25**	**1,477**	**2,986**	**49**
	2004	8	162	-	21	1,624	2,972	55
	2005	6	196	-	27	1,505	2,973	51
	2006	13	206	2	32	1,517	2,988	51
	2007	5	191	1	23	1,400	3,040	46
	2008	13	183	-	24	1,337	2,957	45
	2009	7	141	-	17	1,254	2,978	42
	2010	4	132	-	15	1,258	2,885	44
	2011	10	166	-	16	1,196	2,902	41
	2012	13	188	-	19	1,175	2,879	41
	2013	8	130	-	9	1,230	2,888	43
	2009-13 average	**8**	**151**	**-**	**15**	**1,223**	**2,906**	**42**
	% ch 04-08 av: 2013	*-11*	*-31*	*-*	*-65*	*-17*	*-3*	*-14*
	% ch 04-08 av: 0913	*-7*	*-19*	*-*	*-40*	*-17*	*-3*	*-15*
Highlands & Islands	**2004-08 average**	**33**	**189**	**2**	**12**	**889**	**3,075**	**29**
	2004	32	237	1	16	953	2,985	32
	2005	27	215	-	15	948	2,992	32
	2006	30	178	3	10	849	3,106	27
	2007	39	172	2	13	865	3,147	27
	2008	37	142	3	6	831	3,145	26
	2009	28	146	2	7	925	3,169	29
	2010	29	120	-	14	724	3,125	23
	2011	22	110	-	3	665	3,117	21
	2012	23	125	-	5	747	3,086	24
	2013	24	82	2	3	612	3,134	20
	2009-13 average	**25**	**117**	**1**	**6**	**735**	**3,126**	**23**
	% ch 04-08 av: 2013	*-27*	*-57*	*11*	*-75*	*-31*	*2*	*-32*
	% ch 04-08 av: 0913	*-24*	*-38*	*-56*	*-47*	*-17*	*2*	*-19*
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**695**	**2,847**	**24**
	2004	30	184	5	23	798	2,805	28
	2005	15	172	1	21	742	2,770	27
	2006	19	189	2	26	701	2,856	25
	2007	14	137	-	14	629	2,911	22
	2008	14	114	1	12	604	2,891	21
	2009	6	114	-	20	646	2,894	22
	2010	13	119	-	11	593	2,848	21
	2011	11	92	-	18	494	2,839	17
	2012	7	100	-	11	443	2,800	16
	2013	11	85	-	2	454	2,825	16
	2009-13 average	**10**	**102**	**-**	**12**	**526**	**2,841**	**19**
	% ch 04-08 av: 2013	*-40*	*-47*	*-*	*-90*	*-35*	*-1*	*-34*
	% ch 04-08 av: 0913	*-48*	*-36*	*-*	*-35*	*-24*	*-0*	*-24*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by police force division
Years: 2004-08 and 2009-2013 averages and 2004 to 2013

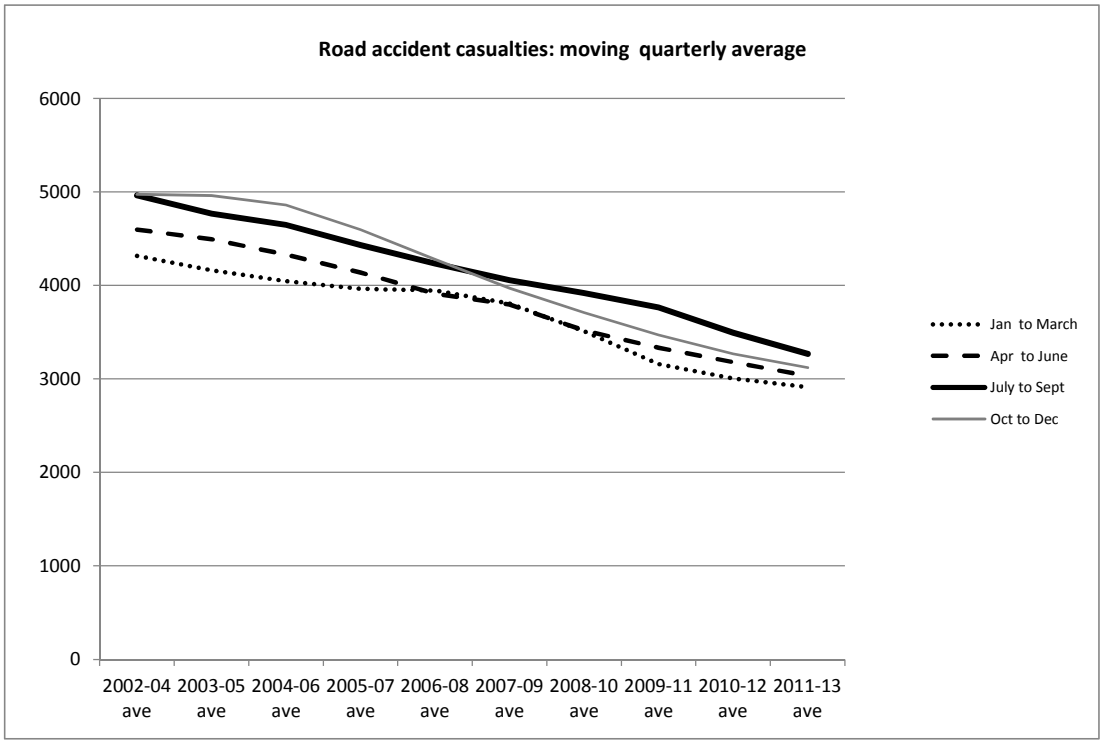
		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**106**	**1**	**14**	**708**	**1,914**	**37**
	2004	11	105	1	16	776	1,879	41
	2005	8	104	1	14	721	1,888	38
	2006	7	121	2	15	725	1,921	38
	2007	10	93	-	9	712	1,934	37
	2008	11	105	-	15	606	1,949	31
	2009	4	92	-	12	478	1,916	25
	2010	3	83	-	10	533	1,878	28
	2011	8	78	-	5	605	1,877	32
	2012	9	71	1	8	521	1,858	28
	2013	5	45	-	6	424	1,870	23
	2009-13 average	**6**	**74**	**0**	**8**	**512**	**1,880**	**27**
	% ch 04-08 av: 2013	*-47*	*-57*	*-*	*-57*	*-40*	*-2*	*-39*
	% ch 04-08 av: 0913	*-38*	*-30*	*-75*	*-41*	*-28*	*-2*	*-26*
Lanarkshire	**2004-08 average**	**27**	**228**	**2**	**37**	**1,717**	**5,417**	**32**
	2004	27	243	-	48	1,912	5,311	36
	2005	26	201	2	31	1,757	5,299	33
	2006	28	226	3	32	1,754	5,436	32
	2007	26	245	-	38	1,695	5,511	31
	2008	30	224	3	36	1,466	5,527	27
	2009	28	215	1	30	1,397	5,516	25
	2010	14	160	-	29	1,293	5,445	24
	2011	22	138	-	26	1,260	5,395	23
	2012	15	145	-	20	1,182	5,822	20
	2013	12	141	1	28	1,119	5,830	19
	2009-13 average	**18**	**160**	**0**	**27**	**1,250**	**5,601**	**22**
	% ch 04-08 av: 2013	*-56*	*-38*	*-38*	*-24*	*-35*	*8*	*-39*
	% ch 04-08 av: 0913	*-34*	*-30*	*-75*	*-28*	*-27*	*3*	*-30*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**14,200**	**43,736**	**32**
	2004	308	2,766	12	372	15,428	42,705	36
	2005	286	2,666	11	357	14,933	42,718	35
	2006	314	2,635	25	350	14,320	44,119	32
	2007	281	2,385	9	269	13,573	44,666	30
	2008	270	2,575	20	279	12,747	44,470	29
	2009	216	2,287	5	253	12,540	44,219	28
	2010	208	1,969	4	223	11,161	43,488	26
	2011	185	1,880	7	203	10,723	43,390	25
	2012	178	1,980	2	194	10,563	43,549	24
	2013	172	1,672	9	143	9,654	43,840	22
	2009-13 average	**192**	**1,958**	**5**	**203**	**10,928**	**43,697**	**25**
	% ch 04-08 av: 2013	*-41*	*-36*	*-42*	*-56*	*-32*	*0*	*-32*
	% ch 04-08 av: 0913	*-34*	*-25*	*-65*	*-38*	*-23*	*-0*	*-23*

Reported casualties by severity and quarter
Years: 1981 to 2013

							Percentage difference from average per quarter for that year			
	Jan Apr to March	to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr Jul to June	y 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	47	47	40	178	45	-1	6	6	-10
2013	32	45	54	41	172	43	-26	5	26	-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	546	491	1,980	495	-12	2	10	-1
2013	366	413	490	403	1,672	418	-12	-1	17	-4

Reported casualties by severity and quarter
Years: 1981 to 2013

							Percentage difference from average per quarter for that year			
	Jan Apr to March	to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr Jul to June	y 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	2,947	3,078	3,488	3,275	12,788	3,197	-8	-4	9	2
2012	3,020	3,232	3,278	3,191	12,721	3,180	-5	2	3	0
2013	2,772	2,787	3,041	2,898	11,498	2,875	-4	-3	6	1



Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1], by severity and child casualties [2], by severity
Years: 2004-08 and 2008-2012 averages and 1981 to 2012

	Casualties who were described as pupils who were on a journey to or from school [(1)]					Child casualties [(2)]			Casualties described as pupils … as a % of all child casualties	
	Killed	Seriously injured	Killed & Serious	Slight injury	All Severities	Killed	Killed & Serious	All	KSI	All
					number			*number*		*percentage*
2004-08 ave.	**3**	**57**	**60**	**331**	**391**	**15**	**341**	**2,019**	**17.7**	**19.4**
1981	12	286	298	797	1,095	61	1,457	4,863	20.5	22.5
1982	13	308	321	701	1,022	66	1,541	4,717	20.8	21.7
1983	7	316	323	695	1,018	73	1,511	4,861	21.4	20.9
1984	6	259	265	696	961	80	1,523	4,908	17.4	19.6
1985	14	261	275	746	1,021	67	1,522	5,058	18.1	20.2
1986	9	246	255	719	974	65	1,368	4,649	18.6	21.0
1987	2	215	217	633	850	57	1,251	4,465	17.3	19.0
1988	9	183	192	586	778	51	1,222	4,393	15.7	17.7
1989	5	217	222	577	799	44	1,216	4,506	18.3	17.7
1990	5	194	199	610	809	48	1,131	4,611	17.6	17.5
1991	4	173	177	551	728	43	1,021	4,155	17.3	17.5
1992	3	135	138	566	704	41	897	4,047	15.4	17.4
1993	2	108	110	519	629	39	776	3,691	14.2	17.0
1994	4	187	191	639	830	37	1,029	4,163	18.6	19.9
1995	3	142	145	512	657	30	950	3,935	15.3	16.7
1996	2	167	169	481	650	27	790	3,827	21.4	17.0
1997	1	114	115	471	586	26	745	3,798	15.4	15.4
1998	6	104	110	488	598	32	698	3,535	15.8	16.9
1999	4	86	90	508	598	25	625	3,196	14.4	18.7
2000	4	118	122	432	554	21	561	3,000	21.7	18.5
2001	2	103	105	476	581	20	544	2,923	19.3	19.9
2002	2	113	115	452	567	14	527	2,745	21.8	20.7
2003	2	72	74	356	430	17	432	2,480	17.1	17.3
2004	1	78	79	343	422	12	384	2,395	20.6	17.6
2005	2	56	58	403	461	11	368	2,172	15.8	21.2
2006	4	70	74	325	399	25	375	2,022	19.7	19.7
2007	3	44	47	311	358	9	278	1,817	16.9	19.7
2008	5	39	44	271	315	20	299	1,689	14.7	18.7
2009	0	54	54	224	278	5	258	1,473	20.9	18.9
2010	1	45	46	238	284	4	227	1,377	20.3	20.6
2011	0	31	31	218	249	7	210	1,316	14.8	18.9
2012	0	40	40	153	193	2	196	1,164	20.4	16.6
2008-12 ave.	**1**	**42**	**43**	**221**	**264**	**8**	**238**	**1,404**	**18.1**	**18.8**

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

Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1] by mode of transport
Years: 2004-88 and 2008-2012 averages and 1996 to 2012

	Pedestrian	Car	Bus / coach	Pedal cycle	Other	All modes
2004-08 ave.	**298**	**42**	**26**	**13**	**11**	**391**
1996	491	49	70	24	16	650
1997	457	50	55	19	5	586
1998	455	71	55	12	5	598
1999	464	50	62	15	7	598
2000	448	33	55	14	4	554
2001	476	51	37	13	4	581
2002	404	61	69	25	8	567
2003	322	35	39	20	14	430
2004	357	35	15	9	6	422
2005	352	51	22	16	20	461
2006	295	46	33	10	15	399
2007	259	46	26	17	10	358
2008	229	33	36	12	5	315
2009	213	43	10	11	1	278
2010	200	40	20	14	10	284
2011	184	26	21	12	6	249
2012	148	29	1	10	5	193
2008-12 ave.	**195**	**34**	**18**	**12**	**5**	**264**

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

Note: Information on pupils injured on their way to/from school is no longer collected and this table will be dropped from future editions

Appendices

Appendix A Calendar of events affecting road traffic

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

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

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

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

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

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

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

1975: Temporary 50 and 60 mph limits extended.

1976: Licensing Scotland Act 1976 – extension of licensing hours until 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 motor cycle test from 29 March – Application of 2 year limit on provisional motor cycle 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 motor cycle 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 motor cycle learners. Road Traffic (New Drivers) Act 1996 – requires newly qualified drivers to retake the driving test if they acquire 6 or more penalty points within 2 years of passing their test – effective from 1 June 1997. Requirement for coaches and minibuses to be fitted with seat belts when carrying children on organised trips, including journeys between home and school – effective from February, 1997. End of concession, where seat belts are fitted, whereby 3 children could share a double seat.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2012: Devolution of powers from the UK Government to Scottish Ministers in relation to the Drink-Drive alcohol blood limit, and National Speed Limits

2012: Public Consultation launched in Scotland seeking views on reducing the existing blood/alcohol limit of 80mg/100ml to 50 mg/100ml and consequential equivalent reductions in the breath and urine limit.

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. These measures are designed to free up court time. Existing fixed penalty fines for most driving offences, including mobile phone use and not wearing a seat belt, will rise from £60 to £100.

2013: A Review of the Guide to Improving School Transport was published in Scotland. This report details a review of *A Guide to Improving School Transport* (published in 2010) and its accompanying report which were issued to all local authorities in Scotland. The review's data analysis provided an in-depth understanding of how the guide was perceived and used, how it could be improved, which recommendations were most and least useful and whether the guide had prompted or led to the implementation of policy.

2014: Transport Minister, Keith Brown, announced plans to legislate in the next Scottish Parliament in 2016 to ensure that seatbelts are provided on all dedicated school transport in Scotland (18 March 2014) by way of a phased roll out, to allow local authorities and bus operators time to adapt to the change. The measures will be introduced in 2018 for the transportation of primary school pupils and 2021 for secondary.

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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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	V	ehicle 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

STATS19 (2013)

Vehicle Record

(For completion by Police)

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

2.6 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
12 Changing
13 Overtaking
14 vehicle on its offside
15 Overtaking
16 bend
17 Going ahead hand bend

2.8 Vehicle Movement Compass Point From To [0][0]

1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
Parked

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

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 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

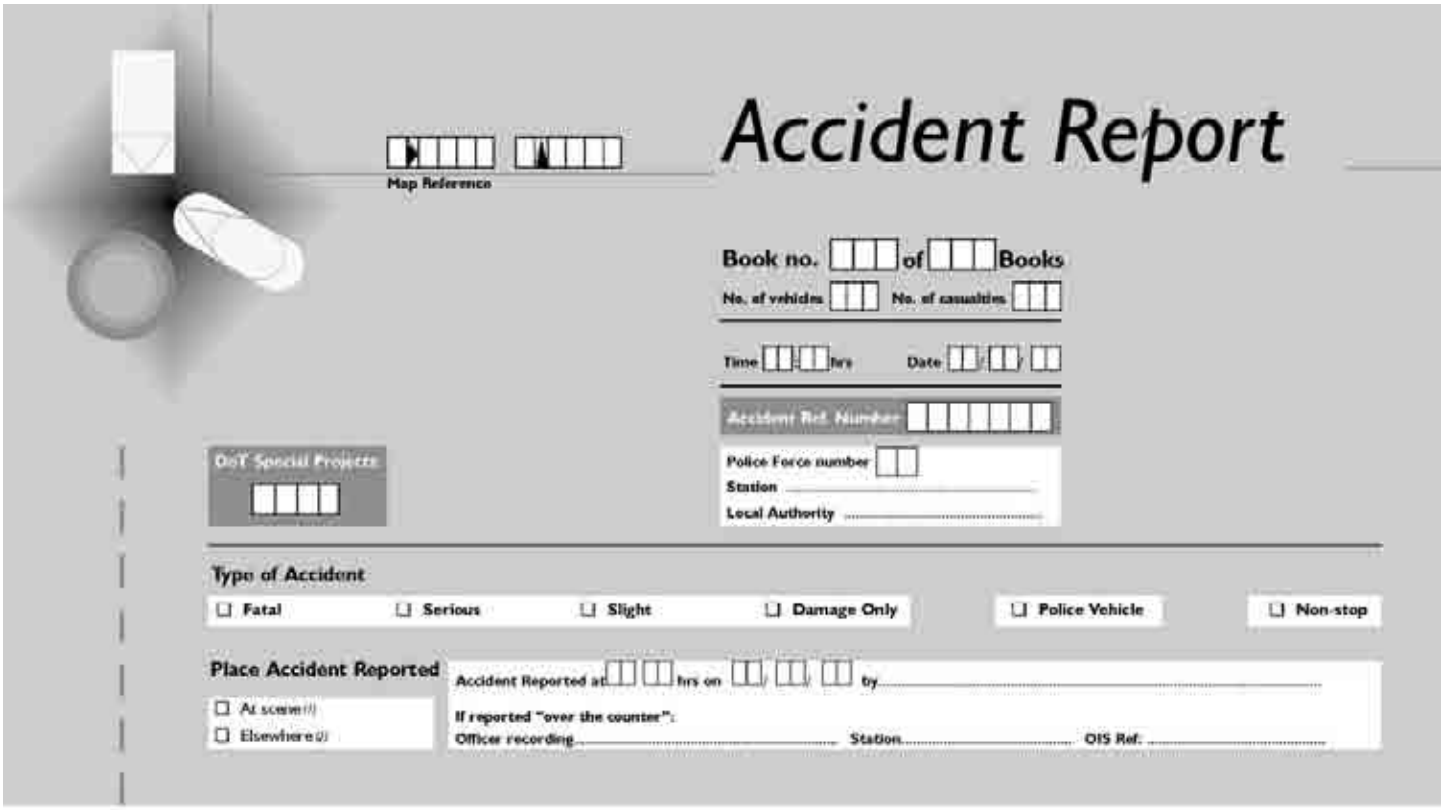
0 Not a car passenger
1 Front seat passenger
2 Rear seat passenger

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

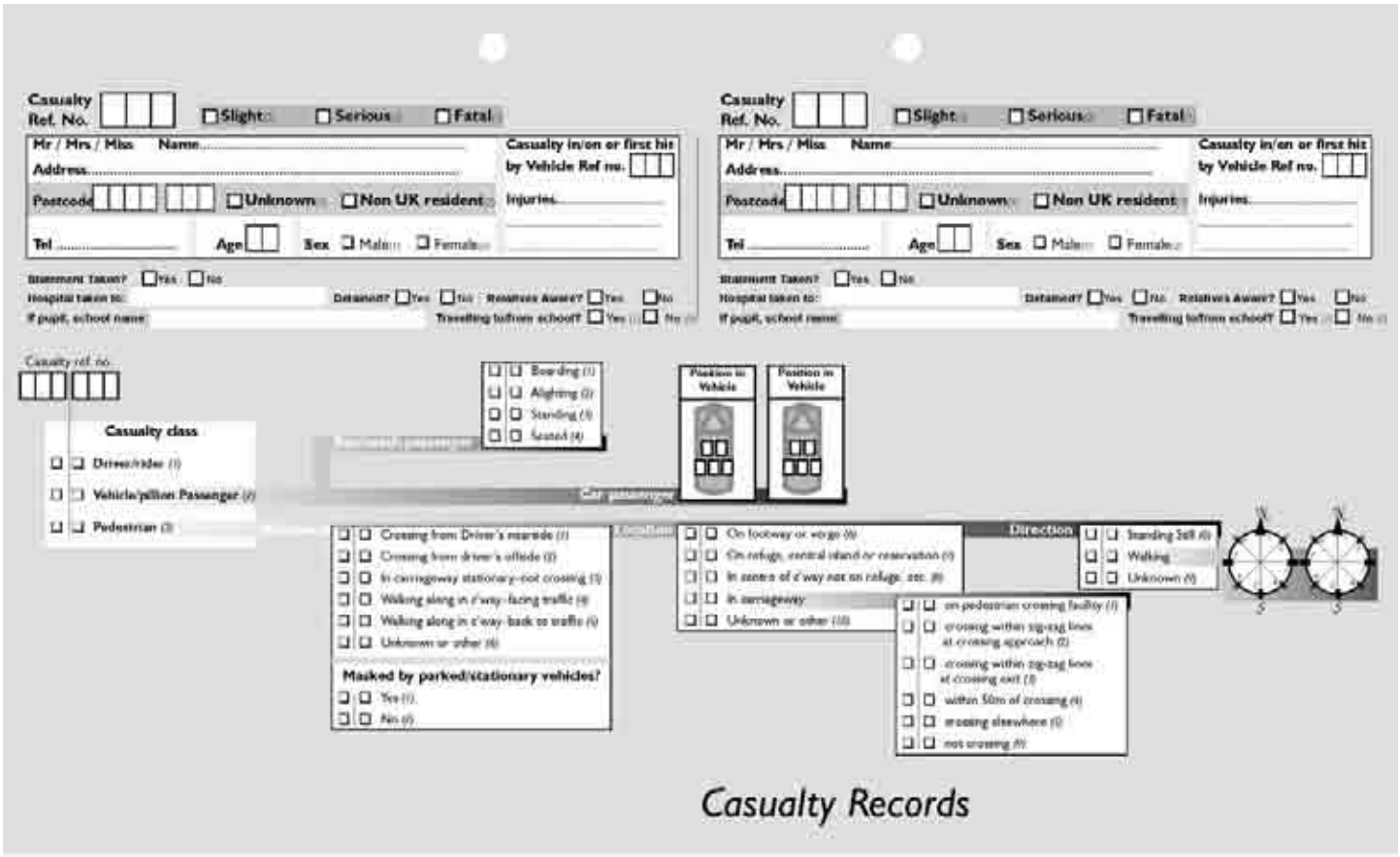
☐ At scene (1)

☐ Elsewhere (2)

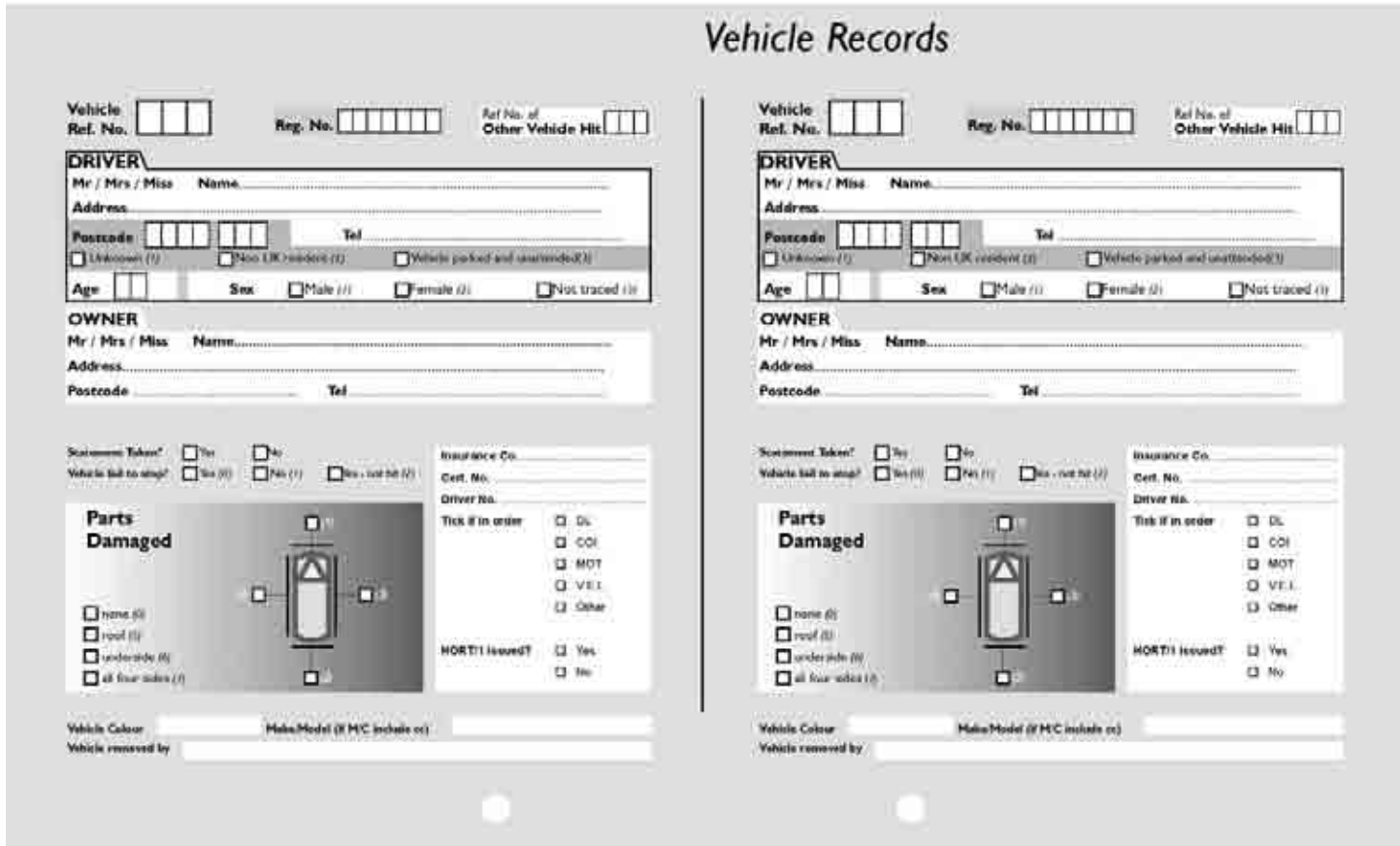
Accident Reported at ☐☐:☐☐ hrs on ☐☐/☐☐/☐☐ by .....

If reported "over the counter":

Officer recording ..... Station ..... OIS Ref. .....



Casualty Records



Vehicle Records

Vehicle ref. no:

Type of Vehicle
- Pedal cycle (1)
- Moped (2)
- Motorcycle (3)
  - 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 (3)
- Starting (5)
- Waiting
  - to go ahead (1)
  - to turn left (6)
  - 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

Vehicle Location at First Impact
- On Roundabout
- On Slip Road
- On Non-Motorised Track – away from main c'way
- On Pedestrianised Area – away from main c'way
- On Road
  - Leaving the main road (1)
  - Entering the main road (2)
  - On the main road (3)
  - On the minor road (4)
- Tram/light rail track (9)
- Bus lane (7)
- Busway (including guided bus way) (8)
- Cycle lane (on main c'way) (5)
- 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)

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 (4)
  - unlit (4)
- Bridge
  - side (6)
  - roof (6)
- 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 (5)
  - 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 of Accident .....

.....

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 Linden Francis 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.

***Motor cycles**:* Includes all two wheeled motor vehicles.

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

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

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

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

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

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

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

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

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

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

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

***Vehicles involved in accidents**:* Any vehicle directly involved in an accident where at least one injury is sustained by a pedestrian or vehicle driver, rider or passenger. Vehicles which collide after the initial accident which caused injury are not included, unless they aggravate the degree of injury or lead to further casualties.

3. Some other points to note

Driver and casualty postcodes, and estimated distances between homes and the locations of accidents

Postcodes were added to the Stats 19 returns in 1999. It was accepted that their collection would have to be phased in, as they became readily available from police administrative systems. Indeed, the Stats 20 instructions state if the postcode is not immediately available, leave blank. As a result, blank (or the not known code) is used more often than should be the case in future. There are also codes for non-UK residents and for parked and unattended vehicles.

The straight line (or as the crow flies) distance between the location of the accident and the home of a driver, rider or casualty was estimated using the postcode of the person's home. The grid co-ordinates of the centre of the postcode were obtained from the General Register Office for Scotland's postcode directory file. These were taken as an approximation to the grid co-ordinates of the person's home, and used in conjunction with the grid co-ordinates of the location of the accident (as reported by the police) to estimate the distance. A similar approach was used in the small proportion of cases where there was only the start of a postcode (eg the police might record EH10 if they knew that someone lived in Edinburgh 10, but they could not provide the full postcode) or where only the postal district or postcode sector could be matched with the postcode directory. A distance could not be estimated if the postcode were blank, coded not known or non-UK resident, did not contain a valid postal district, or were for a place outwith Scotland.

Vehicle type: coding of motor caravans

The vehicle type code formerly used for 'Minibus/motor caravan' (code 10) was changed in 1999:

- ***Minibus**:* the code 10 category now covers only minibuses;
- ***Motor caravans*** are not identified as a separate category – they are now included with 'Other motor vehicles' (code 14)

As a result, the figures for the categories described in the tables as minibus and other are on different bases for (a) 1998 and earlier years and (b) 1999 and later years. The scale of the discontinuity is not known, because motor caravans have not been identified separately in the statistical returns. However, it is likely that this change has contributed to the fall in the minibus figures between 1998 and 1999, and the rise in the other figures.

Other changes to Stats 19 codes

Changes to the code lists for Stats 19 variables may affect the comparability of the data recorded for the detailed codes. However, they seldom affect the categories for which results are reported in *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 (motor cycle over 125 cc) was replaced by *two* new codes (04 – motor cycle over 125 cc and up to 500 cc and 05 – motor cycle over 500 cc). In such a case, SE could *not* derive the correct 2005 code for every over 125 cc motor cycle 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 motor cycles 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 motor cycle together** (so it did not matter, for the purposes of those tables, which detailed motor cycle 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: 2013

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	512
Grampian	944
Tayside	641
Fife	421
Lothian & Borders	2,102
Central	559
Strathclyde	3,508
Dumfries & Galloway	299

Month	
January	748
February	732
March	671
April	642
May	765
June	784
July	787
August	839
September	740
October	763
November	740
December	775

Severity of Accident	
Fatal	159
Serious	1,430
Slight	7,397

Local Authority	
Aberdeen City	354
Aberdeenshire	468
Angus	178
Argyll & Bute	208
Clackmannanshire	69
Dumfries & Galloway	299
Dundee City	185
East Ayrshire	163
East Dunbartonshire	104
East Lothian	154
East Renfrewshire	98
Edinburgh, City of	1,158
Eilean Siar	20
Falkirk	251
Fife	421
Glasgow City	1,081
Highland	444
Inverclyde	120
Midlothian	164
Moray	122
North Ayrshire	190
North Lanarkshire	504
Orkney Islands	23
Perth & Kinross	278
Renfrewshire	254
Scottish Borders	256
Shetland Islands	25
South Ayrshire	187
South Lanarkshire	457
Stirling	239
West Dunbartonshire	142
West Lothian	370

Speed Limit	
20	179
30	5,093
40	490
50	263
60	2,399
70	562

Junction Control	
Not at or near junction	4,549
Authorised person	14
Automatic traffic signal	785
Stop sign	70
Give way or uncontrolled	3,554
Unknown	14

Weather Conditions	
Fine	6,688
Raining	1,314
Snowing	196
Fine high winds	177
Raining high winds	238
Snowing high winds	85
Fog mist	37
Other	142
Unknown	109

First road class	
Motorway	288
A(m)	35
A	3,985
B	1,163
C	279
Unclassified	3,236

Second road class	
No second road class	4,806
Motorway	68
A(m)	2
A	608
B	321
C	156
Unclassified	3,025

Light Conditions	
Daylight	6,665
Dknss:lights present lit	1,535
Dknss:lights present unlit	57
Dknss: no lights	683
Dknss: lights unknown	46

Pedestrian Crossing - Human Control	
None within 50 metres	8,867
School crossing patrol	43
Other authorised person	71
Unknown	5

Road Type	
Roundabout	468
One way street	202
Dual carriageway	1,307
Single carriageway	6,832
Slip road	82
Unknown	95

Pedestrian Crossing - Physical Facilities	
None within 50m	7,393
Zebra crossing	125
Pelican, puffin or similar	644
Pedestrian phase at lights	682
Footbridge or subway	14
Central refuge	124
Unknown	4

Junction Detail	
Not at or within 20 metres	4,540
Roundabout	722
Mini Roundabout	63
T or staggered junction	2,040
Slip Road	171
Crossroads	703
Junction >4 arms (not rd'bt)	80
Private drive	165
Other junction	494
Unknown	8

Road Surface Conditions	
Dry	5,408
Wet or damp	3,039
Snow	248
Frost or ice	267
Flood over 3cm deep	20

Special Conditions at site	
None	8,752
Automatic traffic signal out	13
Automat traffic sig part defective	8
Road sign defective or obscured	13
Roadworks	90
Road surface defective	36
Oil or diesel	44
Mud	28

Carriageway hazards	
None	8,707
Veh load in cgwy	13
Other object in cgwy	132
Involved prev accdnt	26
Ped in cgwy not inj	28
Animal in cgwy-not horse	77

Did a police officer attend?	
Yes	7,563
No-accident reported over counter	1,403

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	816
Grampian	1,573
Tayside	1,049
Fife	757
Lothian & Borders	3,581
Central	954
Strathclyde	6,113
Dumfries & Galloway	471

Month	
January	1,253
February	1,237
March	1,133
April	1,123
May	1,297
June	1,355
July	1,336
August	1,436
September	1,261
October	1,306
November	1,275
December	1,302

Breath test	
Not applicable	221
Positive	193
Negative	8,539
Not requested	3,370
Refused to provide	19
Driver not contacted	2,214
Not provided (medical)	732
Unknown	26

Sex of driver	
Male	9,930
Female	4,718
Not traced	666

Vehicle Reference Number	
1	8,986
2	5,338
3	771
4	156
5	39
6	13
7	6
8	5

Type of Vehicle	
Pedal cycle	917
Moped	76
Motor cycle to 125cc	186
Motor cycle over 125cc	179
Motor cycle over 500cc	336
Taxi	327
Car	11,231
Minibus (8-16 pass)	39
Bus coach (17 or more pass)	469
Ridden horse	3
Agricultural vehicle	60
Tram light rail	2
Van/Goods to 3.5t mgw	875
Goods 3.5t to 7.5t mgw	115
Goods 7.5t mgw and over	291
Mobility scooter	8
Electric motorcycle	1
Other vehicle	137
Motorcycle unknown cc	14
Goods vehicle unknown wgt	28

Manoeuvres	
Reversing	242
Parked	564
Waiting to go ahead/held up	923
Slowing/stopping	1,137
Moving off	701
U turn	124
Turning left	414
Waiting to turn left	83
Turning right	1,205
Waiting to turn right	252
Changing lane left	100
Changing lane rght	123
Overtaking moving vehicle offside	273
Overtaking stationery vehicle offside	147
Overtaking nearside	90
Ahead left hand bend	856
Ahead right hand bend	874
Ahead other	7,182
Unknown	24

Junction location of vehicle	
Unknown	37
Not at or within 20 metres	7,230
Approach junction or wait/park approach	3,864
Cleared junction or wait/park at exit	798
Leaving roundabout	295
Entering roundabout	474
Leaving main road	245
Entering main road	392
Entering from slip rd	96
Mid-junction on roundabout/main road	1,883

Skidding and overturning	
None	12,882
Skidding	1,399
Skid overtd	554
Jacknifed	16
Jacknifed overturned	5
Overturned	435
Unknown	23

Hit object in carriageway	
Unknown	32
None	14,489
Previous accident	18
Road works	3
Parked vehicle	290
Bridge side	27
Bollard refuge	49
Open door vehicle	16
Central island roundaboutt	17
Kerb	247
Other object	87
Animal excluding ridden horse	38

Vehicle leaving carriageway	
Unknown	21
Did not leave c'way	12,723
Left c'way nearside	1,328
Left c'way nearside rebound	178
Left c'way ahead junction	65
Left c'way offside onto central reservation	57
Left c'way offside onto central res & rebound	44
Left c'way offside and crossed central res	26
Left c'way offside	760
Left c'way offside and rebounded	112

Hit object off carriageway	
Unknown	31
None	13,363
Road sign traffic signal	126
Lamp post	131
Telegraph pole electricity pole	39
Tree	258
Bus stop bus shelter	16
Central crash barrier	110
Nearside or offside crash barrier	153
Submerged in water	3
Entered ditch	182
Other permanent object	307
Wall or fence	595

First point of impact	
Unknown	21
None	1,052
Front	7,548
Back	2,580
Offside	2,085
Nrside	2,028

Towing and Articulation	
No towing or articulation	15,023
Articulated vehicle	157
Double or multiple trailer	3
Caravan	11
Single trailer	76
Other tow	20
Unknown	24

Hit and run	
Other	14,439
Hit run	554
Non-stop vehicle, not hit	321

Vehicle location at time of acc - Lane	
Unknown	25
On main carriageway	14,857
Tram light rail track	3
Bus lane	117
Busway	17
Cycle lane	37
Cycleway	8
On lay-by hard shldr	48
Entering lay-by hard shldr	17
Leaving lay-by hard shldr	31
Footway	154

Journey Purpose of driver/rider	
Journey part of work	2,681
Commuting to/from work	2,154
Taking pupil to/from school	127
Pupil riding to/from school	32
Other	6,167
Not known	4,153

Was vehicle left hand drive	
No	15,123
Yes	31
Unknown	160

Vehicle movement from/to	
Unknown	26
Parked	571
U turn from north	31
North to north east	22
North to east	158
North to south east	26
North to south	2,520
North to south west	40
North to west	336
North to north west	19
North east to north	7
U turn from north east	4
North east to east	6
North east to south east	34
North east to south	24
North east to south west	373
North east to west	30
North east to north west	29
East to north	329
East to north east	12
U turn from east	35
East to south east	8
East to south	135
East to south west	27
East to west	2,573
East to north west	22
South east to north	29
South east to north east	44
South east to east	14
U turn from south east	2
South east to south	6
South east to south west	13
South east to west	10
South east to north west	380
South to north	2,571
South to north east	55
South to east	385
South to south east	12
U turn from south	40
South to south west	11
South to west	170
South to north west	34
South west to north	20
South west to north east	346
South west to east	35
South west to south east	38
South west to south	6
U turn from south west	4
South west to west	7
South west to north west	28
West to north	116
West to north east	13
West to east	2,648
West to south east	18
West to south	337
West to south west	4
U turn from west	34
West to north west	7
North west to north	8
North west to north east	18
North west to east	15
North west to south east	374
North west to south	27
North west to south west	31
North west to west	6
U turn from north west	1

Age of driver	
Unknown	421
0	2
3	1
4	2
5	5
6	5
7	7
8	9
9	12
10	16
11	8
12	15
13	13
14	8
15	19
16	50
17	183
18	266
19	315
20	340
21	334
22	329
23	317
24	301
25	319
26	332
27	284
28	290
29	239
30	528
31	275
32	302
33	302
34	255
35	370
36	246
37	234
38	272
39	272
40	417
41	275
42	314
43	321
44	310
45	363
46	289
47	335
48	309
49	311
50	349

Age of driver	
51	271
52	284
53	249
54	223
55	240
56	228
57	209
58	205
59	203
60	193
61	171
62	140
63	136
64	127
65	119
66	96
67	95
68	80
69	82
70	91
71	69
72	69
73	65
74	47
75	58
76	62
77	51
78	53
79	48
80	41
81	33
82	33
83	37
84	24
85	21
86	25
87	13
88	12
89	2
90	7
91	2
92	3
93	3
94	1
98	1
99	1

Reported casualty variables

Police Force	
Northern	718
Grampian	1,174
Tayside	845
Fife	550
Lothian & Borders	2,641
Central	711
Strathclyde	4,483
Dumfries & Galloway	376

Month	
January	959
February	953
March	860
April	833
May	955
June	999
July	1,010
August	1,090
September	941
October	975
November	933
December	990

Sex of casualty	
Unknown	11
Male	6,513
Female	4,974

Road user	
Pedestrian	1,747
Pedal cycle	883
Motor cycle	773
Car	6,961
Taxi	152
Minibus	53
Bus/Coach	394
Light goods vehicle	329
Heavy goods vehicle	108
Other	98

Severity of casualty	
Killed	172
Serious	1,672
Slight	9,654

Bus or coach passenger	
Not psv passenger	11,096
Boarding	27
Alighting	46
Standing passenger	99
Seated passenger	228

Use of seatbelt	
Not applicable	2,790
Worn independently confirm	1,084
Worn not independently confirm	1,745
Not worn	194
Unknown	5,685

Pedestrian direction	
Not pedestrian	9,758
Pedestrian standing still	193
Heading North	366
Heading North East	31
Heading East	302
Heading South East	36
Heading South	317
Heading South West	37
Heading West	307
Heading North West	34
Unknown	117

Casualty Class	
Driver or rider	6,836
Passenger - vehicle/pillion	2,915
Pedestrian	1,747

Pedestrian location	
Not pedestrian	9,758
In carriageway, crossing pedestrian crossing	216
In carriageway, crossing in zig zag crossing approach	8
In carriageway, crossing in zig zag crossing exit	7
In carriageway crossing elsewhere within 50 metres	176
In carriageway crossing elsewhere	788
Footway or verge	135
On refuge, central island or central reservation	4
Centre carriageway not refuge, central island or reservation	82
In carriageway not crossing	211
Unknown other	113

Pedestrian movement	
Not pedestrian	9,759
Crossing driver nearside	586
Crossing driver nearside mskd	147
Crossing driver offside	401
Crossing driver offside masked	107
In carriageway stationary not crossing	115
In carriageway stationary not crossing masked	17
Walking in carriageway facing traffic	34
Walking in carriageway back to traffic	46
Unknown	286

Car passenger	
Not car passenger	9,070
Front seat car passenger	1,575
Rear seat car passenger	846

Pedestrian road maintenance worker	
Not a pedestrian	9,759
No	1,715
Yes	14
Not known	10

Cycle helmet worn	
Not cyclist	9,438
Yes	639
No	333
Not known	1,088

Age of casualty	
Unknown	19
0	15
1	30
2	42
3	35
4	71
5	60
6	57
7	84
8	70
9	75
10	79
11	63
12	90
13	90
14	89
15	112
16	135
17	252
18	299
19	307
20	319
21	296
22	284
23	266
24	221
25	227
26	245
27	208
28	206
29	193
30	227
31	192
32	196
33	203
34	161
35	169
36	164
37	163
38	188
39	171
40	201
41	187
42	192
43	179
44	195
45	207
46	167
47	210
48	172
49	187
50	183

Age of casualty	
51	164
52	172
53	165
54	154
55	142
56	124
57	132
58	131
59	110
60	113
61	114
62	94
63	90
64	87
65	89
66	72
67	78
68	66
69	61
70	68
71	50
72	61
73	54
74	52
75	58
76	52
77	52
78	52
79	47
80	43
81	42
82	34
83	40
84	35
85	33
86	24
87	23
88	12
89	10
90	7
91	12
92	7
93	6
94	1
95	1
96	1
98	10

Casualty Reference Number	
1	8,986
2	1,719
3	490
4	161
5	59
6	34
7	17
8	7
9	5
10	4
11	4
12	3
13	1
14	1
15	1
16	1
17	1
18	1
19	1
20	1
21	1

Vehicle Reference Number	
1	6,718
2	4,485
3	265
4	25
5	4
6	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 2008 to 2012. 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 2009 to 2013 provides the best estimate of the underlying rate of occurrence of casualties around 2011. This figure was then taken as representing the number of casualties that one would expect to arise in 2011, 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 2009 to 2013 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 2011 was then estimated using the underlying rate for 2011 (the annual average for 2009 to 2013) 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 2011 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 2011 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 2011;
- 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 2011 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2011. 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 - five cases;
- (all ages) seriously injured casualty rate - two cases;
- slight casualty rate - six 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 six out of range cases of the slight casualty rate is more than one would expect, it is *not* so many as to suggest that something is wrong with the method of calculating the ranges. Most of the out of range cases are only *slightly* outwith the likely ranges; and there is *no* suggestion of any clear bias in the figures, because some of them are above the upper limit and others are below the lower limit. In any case, one might expect that there would be more cases of out of range values for the slight casualty rate, because the numbers of casualties from which it is calculated are much 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

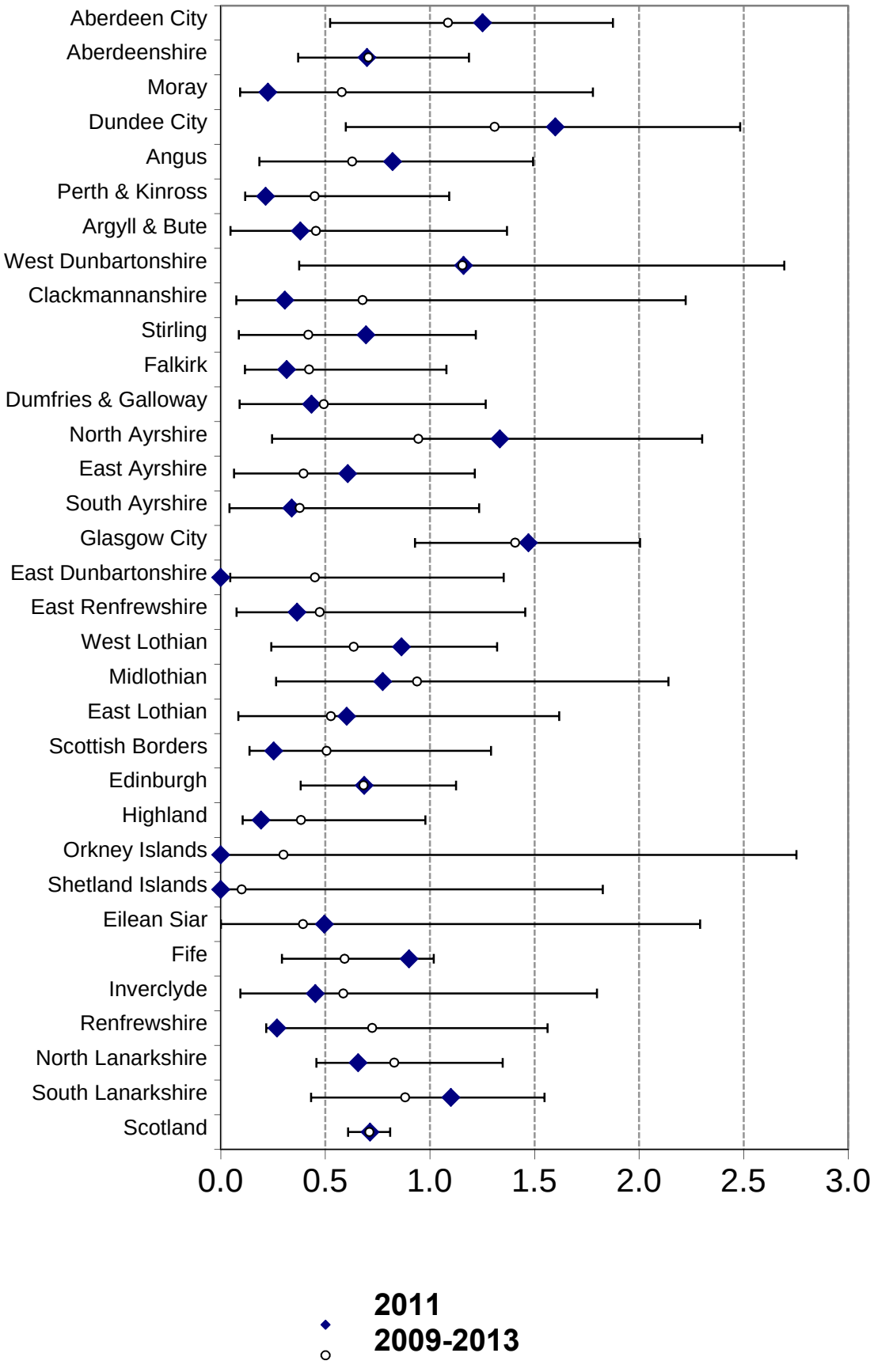
Appendix H

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 2011 rates, with the likely range of values around the 2009-2013 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 2011	Lower	Upper	All ages Killed casualty rate 2011	Lower	Upper	All ages Seriously injured casualty rate 2011	Lower	Upper	Slight casualty rate 2011	Lower	Upper
Aberdeen City												
Aberdeen City	1.25	0.52	1.87	0.48	0.13	1.04	7.99	6.21	9.69	25.2	25.0	31.4
Aberdeenshire & Moray												
Aberdeenshire	0.70	0.37	1.19	0.38	0.51	1.42	8.45	7.55	10.25	20.4	21.1	25.5
Moray	0.23	0.09	1.78	0.68	0.09	1.78	3.15	3.95	8.73	23.9	20.2	29.4
Tayside												
Dundee City	1.60	0.60	2.48	0.29	0.04	1.05	6.83	4.58	8.50	32.0	25.7	33.9
Angus	0.82	0.18	1.49	0.55	0.18	1.49	6.57	4.65	8.44	27.1	21.1	28.3
Perth & Kinross	0.21	0.12	1.09	0.86	0.33	1.61	5.79	5.35	8.83	20.5	21.6	28.0
Argyll & West Dunbartonshire												
Argyll & Bute	0.38	0.05	1.37	0.00	0.21	1.94	4.94	4.70	9.33	25.3	28.4	38.3
West Dunbartonshire	1.16	0.37	2.69	0.23	0.01	1.29	4.64	2.82	7.13	27.6	25.2	35.6
Forth Valley												
Clackmannanshire	0.31	0.07	2.22	0.31	0.01	1.71	3.06	2.58	7.61	22.3	18.7	29.6
Stirling	0.69	0.09	1.22	0.69	0.12	1.32	5.42	4.15	7.82	23.3	22.8	30.4
Falkirk	0.32	0.11	1.08	0.00	0.07	0.92	4.10	3.28	6.10	27.9	24.7	31.4
Dumfries & Galloway	0.43	0.09	1.27	0.14	0.20	1.58	8.51	6.49	11.00	31.5	32.6	41.7
Ayrshire												
North Ayrshire	1.33	0.24	2.30	0.89	0.14	1.97	7.33	4.92	10.15	38.2	33.1	44.7
East Ayrshire	0.61	0.06	1.21	0.61	0.09	1.33	5.76	3.57	7.21	28.8	23.0	30.9
South Ayrshire	0.34	0.04	1.23	0.51	0.11	1.50	4.58	3.46	7.32	32.2	28.5	37.8
Greater Glasgow												
Glasgow City	1.47	0.93	2.00	0.49	0.22	0.87	8.39	7.59	10.17	60.2	59.2	66.1
East Dunbartonshire	0.00	0.05	1.35	0.00	0.00	1.04	3.00	2.14	5.56	30.4	22.3	31.0
East Renfrewshire	0.36	0.08	1.46	0.36	0.02	1.17	2.19	1.39	4.27	23.1	14.9	22.1
Lothians & Scottish Borders												
West Lothian	0.86	0.24	1.32	0.19	0.06	0.84	5.76	4.15	7.10	36.1	37.0	44.8
Midlothian	0.77	0.26	2.14	0.58	0.05	1.41	5.03	3.00	6.97	31.9	34.0	44.9
East Lothian	0.60	0.08	1.62	0.20	0.12	1.77	4.82	3.35	7.58	29.3	27.7	37.8
Scottish Borders	0.25	0.14	1.29	0.63	0.32	1.73	5.93	5.99	10.02	30.1	27.7	35.5
Edinburgh	0.68	0.38	1.12	0.37	0.14	0.69	7.44	5.64	7.81	51.5	49.3	55.4
Highlands & Islands												
Highland	0.19	0.10	0.98	1.05	0.52	1.88	5.27	4.12	7.05	28.8	32.4	39.7
Orkney Islands	0.00	0.00	2.75	0.00	0.02	4.16	1.50	1.42	9.23	18.0	12.1	27.5
Shetland Islands	0.00	0.00	1.83	0.00	0.00	1.83	2.48	0.67	5.43	20.3	17.1	30.9
Eilean Siar	0.50	0.00	2.29	0.50	0.01	2.73	2.48	1.08	6.40	16.8	11.7	23.6
Fife	0.90	0.29	1.02	0.55	0.19	0.82	4.20	3.69	5.62	21.3	21.3	25.5
Renfrewshire & Inverclyde												
Inverclyde	0.45	0.09	1.80	0.23	0.00	1.05	4.29	2.40	6.39	29.8	24.2	34.3
Lanarkshire												
Renfrewshire	0.27	0.22	1.56	0.67	0.08	1.17	6.04	4.45	8.14	47.1	35.7	44.8
North Lanarkshire	0.66	0.46	1.35	0.55	0.12	0.71	3.01	2.95	4.79	32.9	29.8	35.0
South Lanarkshire	1.10	0.43	1.55	0.79	0.32	1.34	5.18	4.43	7.13	38.3	35.8	42.7
Scotland	0.71	0.61	0.81	0.47	0.44	0.62	5.72	5.78	6.37	32.7	33.6	35.0

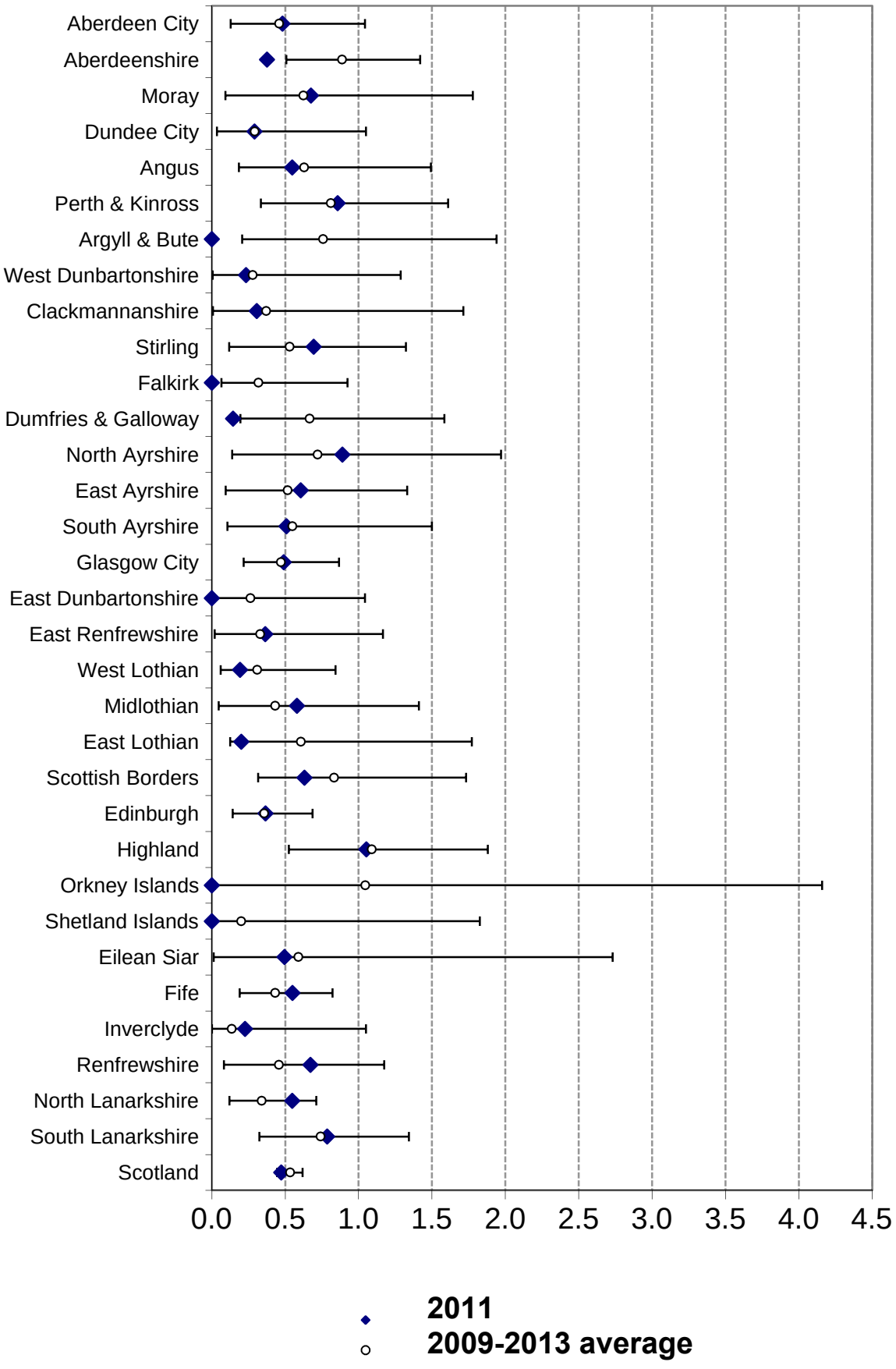
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2011 and likely range of values (see text) around the 2009-2013 average



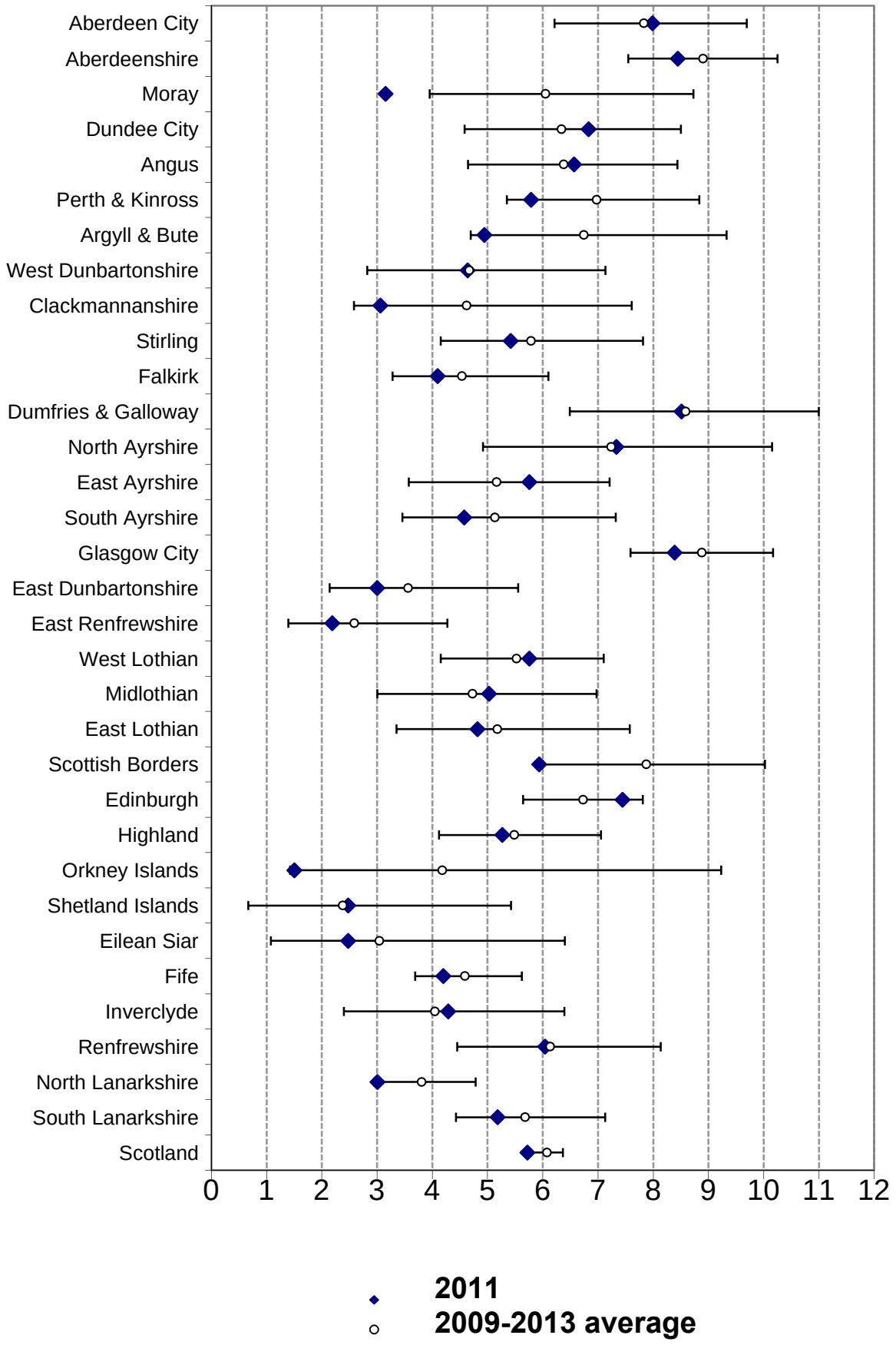
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2011 and likely range of values (see text) around the 2009-2013average



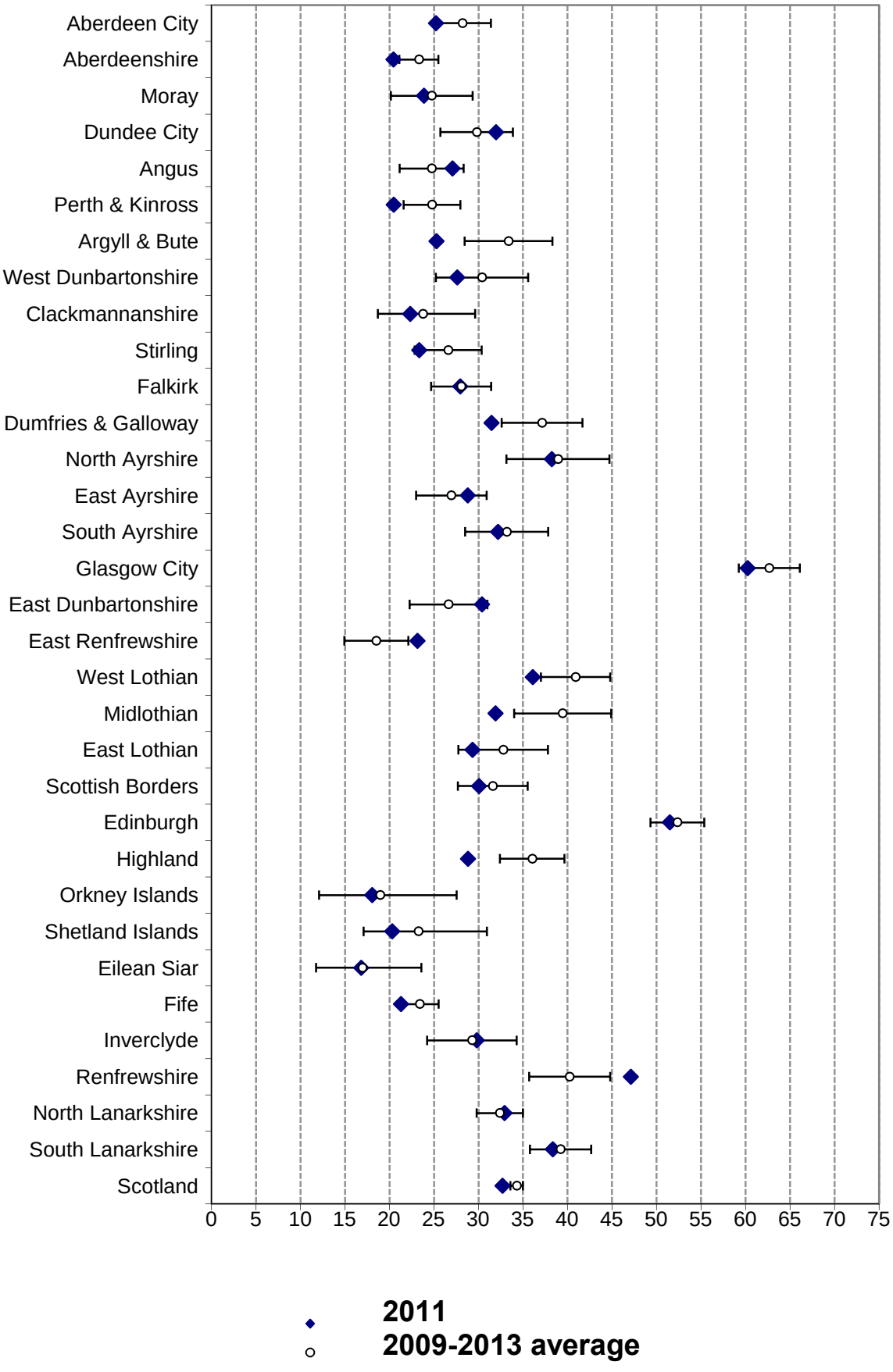
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2011 and likely range of values (see text) around the 2009-2013 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2011 and likely range of values (see text) around the 2009-2013 average



Appendix I

Scottish Parliamentary Questions: April 2007 to August 2013

This Appendix lists Scottish Parliamentary Questions on road accident and casualty statistics for which answers were drafted by the Transport Statistics branch. It does *not* provide a complete list of all Parliamentary Questions relating to road accidents, because it excludes (for example) questions which were:

- about accidents and casualties on trunk roads in Scotland – answers to which were drafted by Transport Scotland'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 via http://tinyurl.com/9b9ef8j. Use the information in the Reference column to complete the four boxes on the first line of the search form:

- *Session number* – select Session 2 if the Reference begins S2…, or Session 3 if it begins S3….
- *Question Type* – select Written for References which begin S2W… or S3W ….
- *Question number* – enter in the next *two* boxes the number which appears at the end of the Reference. Two boxes are provided to allow users to select a *range* of PQs – e.g. S2W-27236 to S2W-27238. (NB: do *not* enter any leading zeros – e.g. if a Reference were S3W-00123, you should enter 123 in *both* boxes.)

- then just click on the Find Answers button at the *foot* of the form

Question:	**Answer (*)**	**Reference**
April 2007 to September 2007		
… how many road traffic (a) fatalities and (b) injuries there have been (i) in each of the last three years and (ii) so far this year, broken down by (A) police force area and (B) parliamentary region, expressed also as a percentage of all road traffic accidents and showing year-on-year percentage changes.	Information provided ($)	S3W-02004
… in how many and what percentage of road traffic accidents drink driving was a contributory factor in each of the last five years, broken down by police force area.	Information provided	S3W-02966
… in how many road traffic accidents resulting in (a) fatality or (b) serious injury drink driving was a contributory factor in each of the last five years, broken down by police force area.	Information provided	S3W-02967
… what the average cost to the public purse is of road traffic accidents resulting in (a) fatality and (b) serious injury.	Information provided ($)	S3W-02968
… what the annual cost to the public purse was of road traffic accidents in which drink driving was a contributory factor in each of the last five years for which information is available.	Information not available	S3W-02969
… how many road traffic accidents have taken place in each year since 1999 involving foreign motorists.	Information provided	S3W-03515
… how many road traffic accidents have taken place in each year since 1999 on the (a) A835, (b) A836, (c) A837, (d) A894, (e) A897 and (f) A9 north of the Dornoch Firth bridge.	Information provided (#)	S3W-03516
… for how many road traffic accidents foreign motorists were deemed to be responsible in each year since 1999.	Information provided	S3W-03517
… how many (a) motorists and (b) pedestrians were (i) injured and (ii) killed in each of the last 10 years.	Information provided ($)	S3W-03736
… what information it has on the proportion of road deaths that can be attributed to (a) not wearing seatbelts, (b) fatigue, (c) speeding, (d) running a red light at an intersection, (e) being under the influence of alcohol and (f) being under the influence of drugs.	Information provided ($)	S3W-03952
… what proportion of road deaths in each of the last four years occurred on (a) urban and (b) rural roads.	Information provided ($)	S3W-03954
… what proportion of road deaths in each of the last four years occurred on roads for which (a) it is responsible and (b) local authorities are responsible.	Information provided ($)	S3W-03955
… whether it has any information on what proportion of road accidents in Scotland involved an international visitor.	Information provided	S3W-03963
… how many road traffic accidents have taken place on the A838 in each year since 1999.	Information provided (#)	S3W-04129
… how many road traffic accidents involving foreign motorists have taken place on the (a) A835, (b) A836, (c) A837, (d) A838, (e) A894, (f) A897 and (g) A9 north of the Dornoch Bridge Roundabout in each year since 1999.	Information provided (#)	S3W-04130
… for how many road traffic accidents on the (a) A835, (b) A836, (c) A837, (d) A838, (e) A894, (f) A897 and (g) A9 north of the Dornoch Bridge Roundabout foreign motorists have been deemed to be responsible in each year since 1999.	Information provided (#)	S3W-04131
… how many road accidents there were in Grampian between November 2006 and February 2007	Information provided	S3W-04227
… how many road accidents there were on rural roads in Grampian between November 2006 and February 2007.	Information provided	S3W-04228
October 2007 to March 2008		
… how many foreign registered vehicles have been involved in road traffic accidents in each year since 1999.	Information provided	S3W-05318
… how many breathalyser tests were administered in (a) Dundee and (b) Angus following road accidents ineach year since 1997 and what percentage of these were recorded as failed.	Information provided	S3W-06394
…what percentage of breathalyser tests administered following road accidents in each year since 1997 were recorded as failed.	Information provided	S3W-06395

April 2008 to October 2009

… which roads have had the highest number of (a) accidents and (b) fatalities in each of the last 5 years.	Information provided(#)	S3W-11165
…how many accidents involving vehicles were reported on the A739 (a) southbound and (b) northbound at the Clyde Tunnel in each year from 1997 to 2007 broken down by month.	Information provided(#)	S3W-11380
…how many road accidents have occurred on the A723, A724, A72, B755, B7071, B7012 and B758 in each year since 1999, broken down by driver age group.	Information provided(#)	S3W-11897 to S3W-11903
…how many casualties have resulted from road accidents on the A723, A724, A72, B755, B7071, B7012 and B758 in each year since 1999, broken down by severity.	Information provided(#)	S3W-11904 to S3W-11910
…how many pedestrians have been struck by a vehicle while crossing either a zebra or a pelican crossing in the last two years.	Information provided(#)	S3W-15529
…how many road fatalities there were in 2007-08 and how this compared with the previous three years	Information provided(#)	S3W-17259
…how many road traffic accidents resulting in (a) injury and (b) fatality there have been on the A70 within the (i) south and (ii) east Ayrshire local authority areas in each of the last five years.	Information provided(#)	S3W-17928
…which 20 roads have had the highest number of (a) accidents and (b) fatalities in each of the last five years	Information provided(#)	S3W-17931
…further to the answer to question S3W-11165 by Stewart Stevenson on 17 April 2008, which roads have had the highest number of (a) accidents and (b) fatalities in each of the last five years.	Information provided(#)	S3W-23118
…how many road traffic accidents involving drivers under the age of 25 have occurred in Hamilton in each year since 1999	Information provided(#)	S3W-25543
…how many road traffic accidents involving drivers under the age of 25 have occurred in Blantyre in each year since 1999.	Information provided(#)	S3W-25544
… further to the answer to question S3W-11910 by Stewart Stevenson on 29 April 2008, how many casualties have resulted from road accidents on the B758, B7012, B7071, B755, A72, A724 and A723 in each year since 2006, broken down by severity.	Information provided(#)	S3W-25545 to S3W-25551
… further to the answer to question S3W-11903 by Stewart Stevenson on 30 April 2008, how many road accidents have occurred on the B758, B7012, B7071, B755, A72, A724 and A723 in each year since 2006, broken down by driver age group.	Information provided(#)	S3W-25552 to S3W-25558
…how many people have been killed in accidents on Scottish roads in each month since May 2007	Information provided(#)	S3W-26551
…how many people have been killed in accidents on roads in the Lothians region in each month since May 2007, broken down by road.	Information provided(#)	S3W-28068

November 2009 to August 2010

… how many road accidents involving tractors and other agricultural vehicles there have been on (a) trunk roads and (b) non-trunk roads in the last 5 years.	Information provided(#)	S3W-28295
…what the number (a) fatal accidents and (b) people killed in accidents on roads in Dumfries & Galloway has been in each month since May 2007, broken down by road.	Information provided(#)	S3W-29072
… how many fatal and serious accidents accidents on roads in Dumfries & Galloway have been recorded in each month since May 2007, broken down by road.	Information provided(#)	S3W-29073
…how many accidents of all severities have been recorded on roads in Dumfries & Galloway in each month since May 2007, broken down by road.	Information provided(#)	S3W-29074
… how many (a) fatal accidents, (b) fatal and serious accidents and (c) accidents of all severities have been recorded on roads across Scotland in each month since May 2007, broken down by local authority area.	Information provided(#)	S3W-29075
… how many (a) fatal accidents, (b) fatal and serious accidents and (c) accidents of all severities have been recorded on roads across Scotland in each month since May 2007, broken down by road type.	Information provided(#)	S3W-29076
… what percentage of roads goes through (a) rural and (b) remote areas broken down by (i) region, (ii) UK Parliament constituency and (iii) Scottish Parliament constituency.	Information provided($)	S3W-29502
…how many (a) fatal and (b) non-fatal accidents have there been on the A82 in	Information	S3W-29883

the last 10 years.	provided(#)	
… how many road accidents involving bicycles and cars have been reported in the last 5 years, broken down by (a) local authority area and (b) parliamentary constituency.	Information provided(#)	S3W-30727
… how many road accidents involving motor cycles and cars have been reported in the last 5 years, broken down by (a) local authority area and (b) parliamentary constituency.	Information provided(#)	S3W-30728
… how many serious accidents have been recorded in Midlothian since 1999, broken down by (a) year and (b) road.	Information provided(#)	S3W-32109
… how many fatal accidents have been recorded in Midlothian since 1999, broken down by (a) year and (b) road.	Information provided(#)	S3W-32110
… how many horse riders received (a) fatal, (b) serious, and (c) slight injuries from accidents with (i) cars, (ii) an HGV(s) and (iii) an other vehicle(s) in the last 5 years, broken down by police force area.	Information provided(#)	S3W-32442
… on what 20 roads the highest number of (a) accidents and (b) fatalities have been recorded in each of the last five years.	Information provided(#)	S3W-33199
… how many road accidents were associated with drivers smoking in each of the last five years.	Information not available	S3W-33215
…how many (a) reported accidents, (b) injuries and (c) fatalities there have been on the roads since 1997, also broken down by road.	Information provided(#)	S3W-34928
… how many cyclists have been (a) involved in reported accidents, (b) injured and (c) killed on the roads in each year since 1997, also broken down by road.	Information provided(#)	S3W-34929
… how many (a) speed cameras and (b) road accidents there have been in each year since 1997, also broken down by local authority.	Information provided(#)	S3W-35487

September 2010 to August 2011

…how many road crashes involving (a) oil and (b) diesel spills there have been in each year since 1999	Information provided(#)	S3W-39066 S3W-39959
…how many accidents were attributed to potholes and damaged road surfaces in (a)2007-08 and (b) 2008-09 and (c) 2009-10 and have been in 2010-11, broken down by local authority	Information provided(#)	
…further to the answer to question S3W-33199 by Stewart Stevenson on 12 May 2010, which roads have had the highest number of (a) accidents and (b) fatalities in each of the last five years	Information provided(#)	S3W-40334
…how many people have been killed in accidents on roads in the Lothians region in each month since May 2007, broken down by road	Information provided(#)	S3W-40552

September 2011 to August 2012

… how many (a) fatal and (b) non-fatal road accidents have been recorded in each police force area in each year since 1999, showing percentage changes in each year.	Information provided(#)	S4W-03832
…how many (a) male and (b) female road fatalities of people aged (i) under-17, (ii) 18 to 25, (iii) 26 to 40, (iv) 41 to 64 and (v) over 65 have been recorded in each police force area in each year since 1999, showing percentage changes in each year.	Information provided(#)	S4W-03833
… how many road fatalities occurred on (a) A, (b) B, (c) C and (d) unclassified roads in each police force area in each year since 1999, showing percentage changes in each year.	Information provided(#)	S4W-03834
… how many road fatalities have been as a result of a seatbelt not being worn in each police force area in each year since 1999, showing percentage changes in each year.	Information not available	S4W-03835
… further to the answer to question S3W-33199 by Stewart Stevenson on 12 May 2010, on what 20 roads the highest number of (a) accidents and (b) fatalities has been recorded in each of the last five years.	Information provided(#)	S4W-07450
…how many (a) fatal and (b) non-fatal accidents there have been on roads in Central Scotland in each of the last five years, broken down by road.	Information provided(#)	S4W-09088

September 2012 to August 2013

…how many people have been killed or seriously injured on the (a) trunk road and (b) local road network in each of the last three years, broken down by type of road user.	Information provided(#)	S4W-12204

…how many (a) fatal and (b) serious road accidents heavy goods vehicles have been involved in in the North East Scotland parliamentary region, in each of the last five years.	Information provided(#)	S4W-12574
… how many road traffic collisions there have been in (a) Aberdeen and (b) Aberdeenshire in each of the last five years.	Information provided(#)	S4W-12575
…in how many cases of death or injury resulting from an alcohol-related road traffic accident the driver had a blood alcohol content of between 50 and 80 milligrams per 100 millilitres of blood in each of the last three years.	Information provided(#)	S4W-13893
…how many deaths due to road traffic accidents there have been in each year since 2007.	Information provided(#)	S4W-16596
…how many accidents there have been on rural roads in each of the last five years.	Information provided(#)	S4W-16694
September 2013 to August 2014		
…what cost has arisen from road traffic accidents caused by collisions with deer in each of the last 10 years.	Information not available	S4W-17139
…how many road accidents are caused by poor vision and how such accidents are recorded.	Information provided(#)	S4W-19940
… how many road traffic collisions there were in (a) Aberdeen and (b) Aberdeenshire in (i) 2012 and (ii) 2013.	Information provided(#)	S4W-21024
… how many (a) fatal and (b) serious road accidents involving heavy goods vehicles there were in North East Scotland in (i) 2012 and (ii) 2013.	Information provided(#)	S4W-21025

(*) – 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 37a the figures for Fife were double what they should have been due to an error in the programme used to extract the data.

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:
https://www.gov.uk/government/organisations/department-for-transport/about/statistics

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: **http://new.wales.gov.uk**

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: **www.drdni.gov.uk/index/statistics.htm**

1. TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and The Institute of Logistics and Transport (then known as The Chartered Institute of Transport). From its inception, TSUG has had strong links with government departments responsible for transport statistics.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through publicity and education.

The main activities of TSUG are:

- The production of a **Newsletter** containing reviews of recently published transport statistics, which is sent to members about four times per year.
- The organisation of **Seminars** addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an **annual seminar in Edinburgh** and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The production of the **Transport Yearbook**, an easy-to-use but comprehensive reference guide to major UK transport organisations, sources of transport statistics and other important UK and international contacts. A copy of the Yearbook is sent to all members.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

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@transportscotland.gsi.gov.uk for further information.

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

Complaints and suggestions

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

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at www.scotland.gov.uk/scotstat
Details of forthcoming publications can be found at www.scotland.gov.uk/statistics

Most recent editions of Transport Statistics Publications - available here
http://www.transportscotland.gov.uk/statistics/statistical-publications

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	February 2014	
Trn / 2014 / 3	Transport and Travel in Scotland	August 2014	Web only
	SHS Transport: Local Area Analysis (Now part of Transport and Travel in Scotland)	September 2013	Web only
Trn / 2014 / 1	National Travel Survey Scottish results	March 2014	Web only
	Bus and Coach Statistics (Now part of Scottish Transport Statistics)	February 2013	Web only
	Reported Road Casualties Scotland	October 2014	
Trn / 2014 /2	Key Reported Road Casualties Scotland	June 2014	Web only
	Scottish Household Survey Travel Diary results (Now part of Transport and Travel in Scotland)	November 2013	Web only

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www.transportscotland.gov.uk/statistics/reported-road-casualties-scotland-all-editions

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