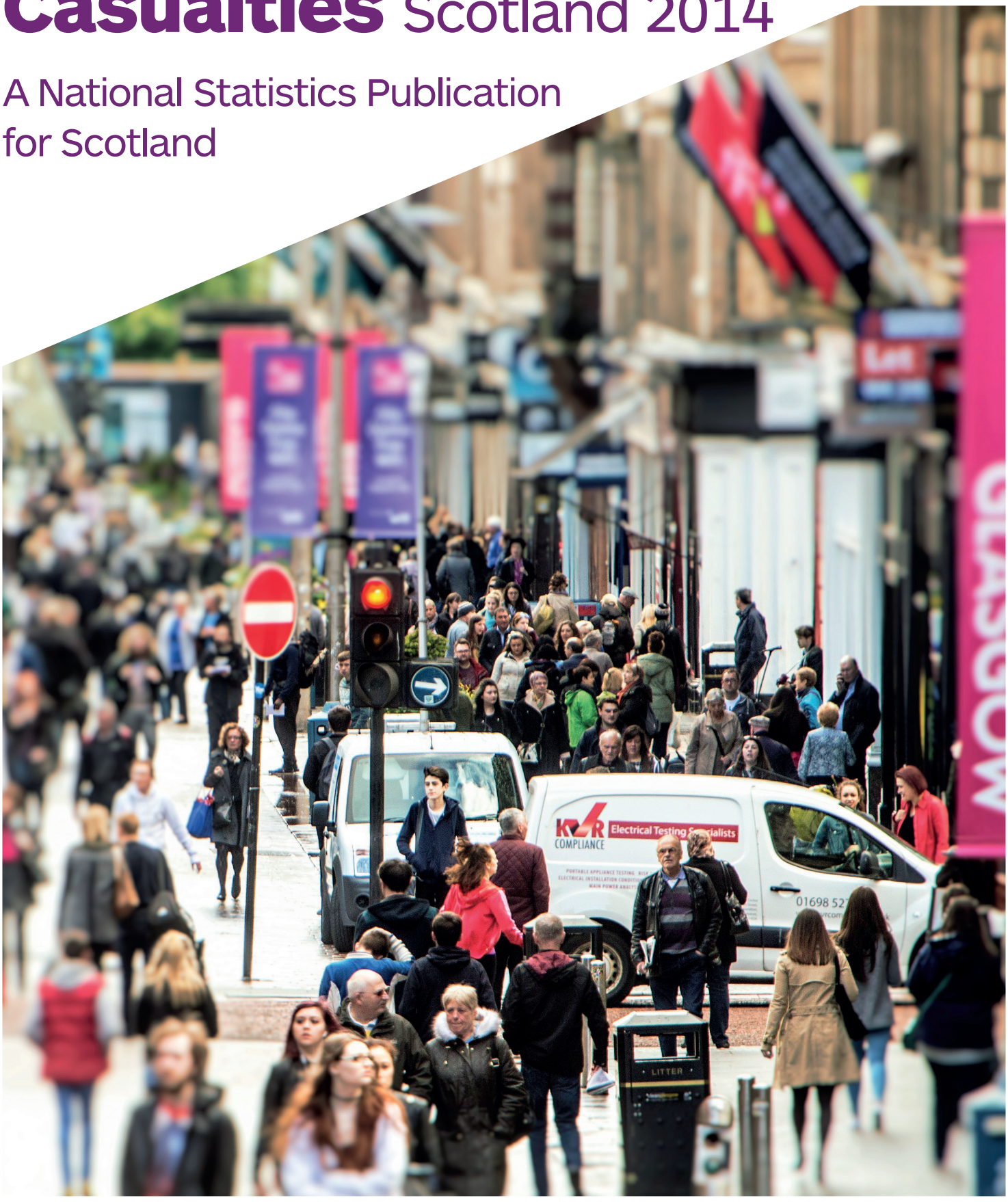
Reported Road Casualties Scotland 2014

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

Reported Casualties

Preface

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

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

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

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

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

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

Review of Stats 19
National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection. The results of the recent review, including results of the public consultation were published by the DfT on 5 August 2010. The review made a number of recommendations for change to the process, coverage and definition of the Stats 19 collection system which have been implemented for the collection of data from 2013. Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/%20

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

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

The status of the statistics

Most of the data used in this publication were extracted from the Road Accidents statistical database on the **2 September 2015**. 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. 2010-2014), and do not present figures for the

latest single year. This smoothes out levels of variation often present with low numbers of accidents and casualties. If readers require versions of the detailed tables for single years, these can be provided on request.

Road casualty reduction targets
In many of the tables, the latest figures are compared with the annual averages for 2004-08. This is to allow comparison against the 2020 Scottish specific casualty reduction targets published within the Scottish Road Safety Framework in 2009.

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

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

Other Scottish Transport Statistics
Reported Road Casualties Scotland is one of a series of Transport Statistics publications. Details of other Transport Scotland statistics can be found at http://www.transportscotland.gov.uk/analysis/statistics.

Key articles from previous editions of Reported Road Casualties Scotland

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

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

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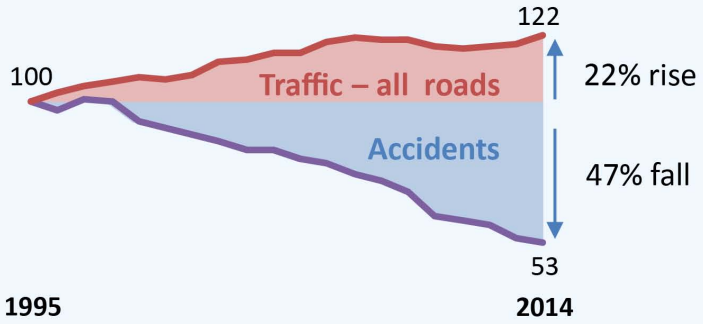
SUMMARY

Reported Road Casualties 2014– Key Points and Trends

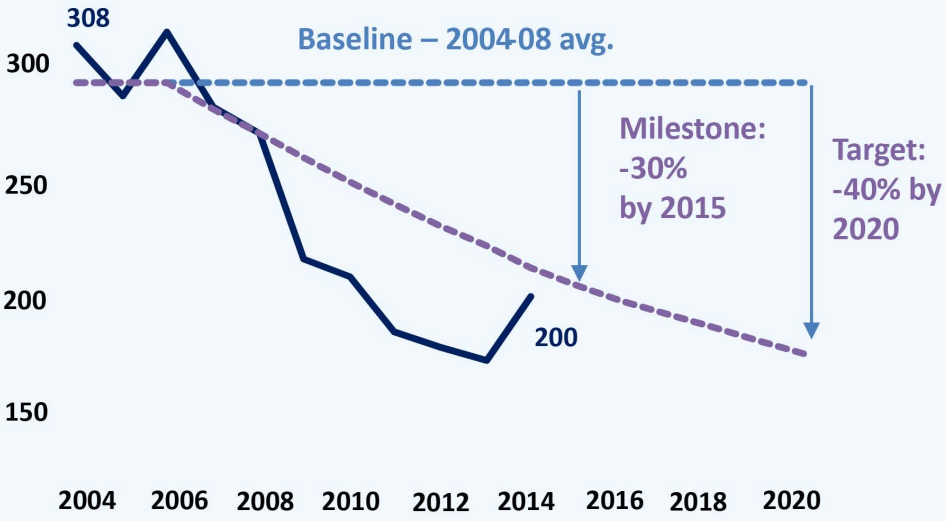
Key figures – **casualties** in 2014

200	killed	↑ 16%
1,699	seriously injured	↑ 2%
9,369	slightly injured	↓ -3%
11,268	total casualties	↓ -2%

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



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

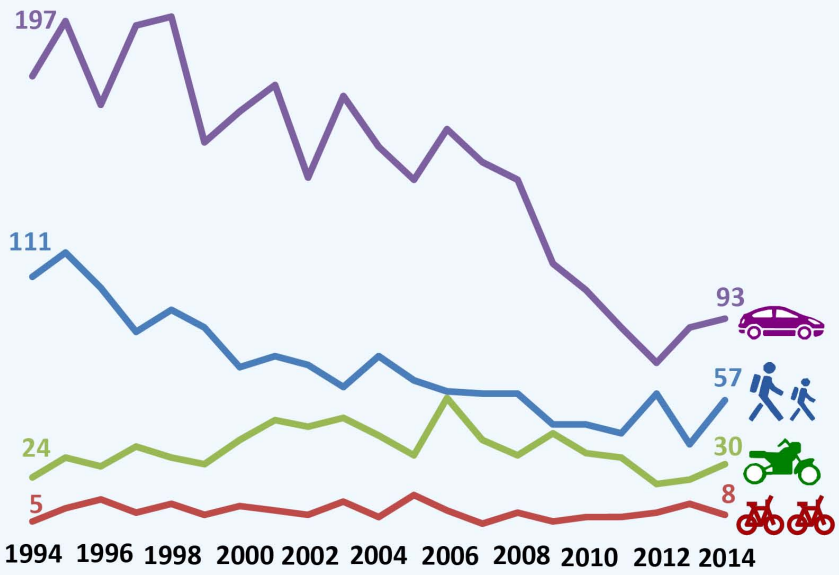


	Number of casualties in 2014	Change since 2013
Car occupants	6,770	-2.8%
Pedestrians	1,744	-0.2%
Motorcyclists	820	+5.8%
Pedal cyclists	888	+0.3%

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

2004	2014
2,395	1,034

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



"other" modes not shown

Road accident fatalities in 2014 by local authority

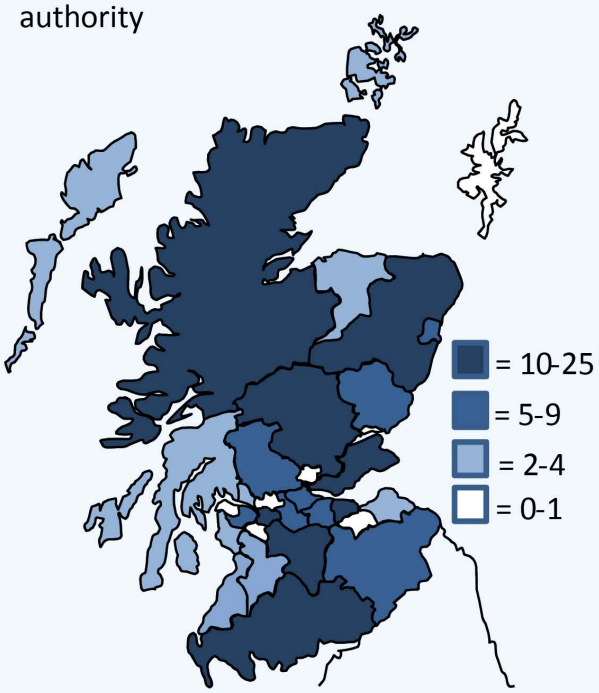


Table A: Summary of reported road injury accident and reported casualty statistics: 2004 to 2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Accidents											
Fatal	283	264	293	255	245	196	189	175	164	159	178
Fatal & serious	2,614	2,516	2,550	2,304	2,487	2,194	1,902	1,851	1,898	1,589	1,664
All severities	13,919	13,438	13,110	12,507	12,159	11,556	10,295	9,987	9,781	8,990	8,808
Accidents on built-up[1] roads											
Fatal	90	76	83	71	82	56	56	61	64	44	65
Fatal & serious	1,322	1,300	1,347	1,207	1,359	1,089	981	1,015	1,048	854	921
All severities	8,708	8,387	8,197	7,782	7,464	6,991	6,341	6,360	6,167	5,763	5,685
Accidents on non built-up[1] roads											
Fatal	193	188	210	184	163	140	133	114	100	115	113
Fatal & serious	1,292	1,216	1,203	1,097	1,128	1,105	921	836	850	735	743
All severities	5,211	5,051	4,913	4,725	4,695	4,565	3,954	3,627	3,614	3,227	3,123
Drink-drive accidents and casualties[2]											
Accidents	710	660	720	670	660	660	530	490	440	330	..
Casualties (all severities)	1,060	990	980	940	960	920	750	680	580	450	..
Fatal casualties	40	30	30	30	40	30	20	20	10	20	..
Killed by mode of transport											
Pedestrian	76	66	61	60	60	47	47	43	60	38	57
Pedal cycle	7	16	10	4	9	5	7	7	9	13	8
Motorcycle	42	34	58	40	34	43	35	33	21	23	30
Car	167	153	175	160	153	116	105	89	74	89	93
Other (eg taxi, bus, goods)	16	17	10	17	14	5	14	13	14	9	12
All modes of transport	308	286	314	281	270	216	208	185	178	172	200
Seriously injured casualties by mode											
Pedestrian	674	677	688	594	645	509	457	515	461	403	425
Pedal cycle	121	116	131	147	155	152	138	156	169	148	155
Motorcycle	353	371	352	381	396	332	319	293	343	281	322
Car	1,414	1,304	1,258	1,110	1,203	1,135	903	758	847	722	687
Other (eg taxi, bus, goods)	204	198	206	153	176	159	152	158	161	118	110
All modes of transport	2,766	2,666	2,635	2,385	2,575	2,287	1,969	1,880	1,981	1,672	1,699
Slightly injured casualties by mode											
Pedestrian	2,328	2,308	2,104	2,050	1,888	1,643	1,509	1,506	1,460	1,306	1,262
Pedal cycle	648	649	640	563	566	647	636	661	728	724	725
Motorcycle	599	677	658	640	612	646	491	482	503	471	468
Car	10,024	9,532	9,272	8,793	8,314	8,328	7,293	6,933	6,745	6,153	5,990
Other (eg taxi, bus, goods)	1,829	1,767	1,646	1,527	1,367	1,276	1,232	1,143	1,121	1,006	924
All modes of transport	15,428	14,933	14,320	13,573	12,747	12,540	11,161	10,725	10,557	9,660	9,369
All casualties by mode, by sex and by age											
Pedestrian	3,078	3,051	2,853	2,704	2,593	2,199	2,013	2,064	1,981	1,747	1,744
Pedal cycle	776	781	781	714	730	804	781	824	906	885	888
Motorcycle	994	1,082	1,068	1,061	1,042	1,021	845	808	867	775	820
Car	11,605	10,989	10,705	10,063	9,670	9,579	8,301	7,780	7,666	6,964	6,770
Other (eg taxi, bus, goods)	2,049	1,982	1,862	1,697	1,557	1,440	1,398	1,314	1,296	1,133	1,046
All modes of transport	**18,502**	**17,885**	**17,269**	**16,239**	**15,592**	**15,043**	**13,338**	**12,790**	**12,716**	**11,504**	**11,268**
Male	10,473	10,204	9,723	9,302	8,843	8,450	7,541	7,310	7,221	6,516	6,410
Female	8,016	7,658	7,532	6,917	6,738	6,587	5,787	5,474	5,489	4,977	4,854
Child: 0 - 15	2,395	2,172	2,022	1,817	1,689	1,473	1,377	1,316	1,168	1,064	1,034
Young adult: 16-22	3,463	3,540	3,559	3,419	3,174	3,085	2,491	2,243	2,300	1,892	1,879
Adult: 23-59	10,340	9,926	9,566	8,930	8,707	8,451	7,713	7,365	7,406	6,776	6,623
Older adults: 60+	2,258	2,218	2,090	2,044	2,000	1,997	1,732	1,845	1,836	1,753	1,722
Child[4] killed by mode of transport											
Pedestrian	8	5	9	4	4	1	1	2	1	5	3
Pedal cycle	-	4	5	1	2	1	1	-	1	2	-
Car	3	1	10	4	13	3	1	5	-	2	4
Other (eg m/c, taxi, bus...)	1	1	1	-	1	-	1	-	-	-	-
All modes of transport	12	11	25	9	20	5	4	7	2	9	7
Child[4] seriously injured casualties by mode											
Pedestrian	239	239	239	181	194	155	150	139	132	92	116
Pedal cycle	40	26	35	28	18	26	23	23	21	11	18
Car	74	68	60	51	56	62	40	34	34	34	27
Other (eg m/c, taxi, bus...)	19	24	16	9	11	10	10	7	7	6	10
All modes of transport	372	357	350	269	279	253	223	203	194	143	171
All child[4] casualties by mode											
Pedestrian	1,180	1,099	993	882	831	674	642	646	521	464	501
Pedal cycle	263	219	209	174	150	148	146	135	122	112	79
Car	805	684	657	633	569	548	505	460	451	414	393
Other (eg m/c, taxi, bus...)	147	170	163	128	139	103	84	75	74	74	61
All modes of transport	2,395	2,172	2,022	1,817	1,689	1,473	1,377	1,316	1,168	1,064	1,034
Accident costs (£ million)[3]	1,889	1,803	1,827	1,680	1,673	1,486	1,340	1,263	1,260	1,143	1,190

1. Built-up roads have a speed limit of up to 40mph; Non built-up roads have a speed limit of over 40mph
2. Estimates, adjusted for under-reporting as described in the text accompanying Table 22. The latest year's estimates are not yet available.
3. Estimated total costs (including damage only accidents) at 2014 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury accidents and casualties injured in those accidents by police force division, council and severity: 2014

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
Aberdeen City	**6**	**76**	**190**	**272**	**6**	**87**	**218**	**311**	**17**
Aberdeenshire & Moray	**24**	**182**	**311**	**517**	**27**	**225**	**454**	**706**	**59**
Aberdeenshire	22	140	261	423	25	178	379	582	44
Moray	2	42	50	94	2	47	75	124	15
Tayside	**20**	**127**	**363**	**510**	**20**	**146**	**493**	**659**	**66**
Dundee City	1	37	117	155	1	41	151	193	21
Angus	6	31	103	140	6	36	139	181	28
Perth & Kinross	13	59	143	215	13	69	203	285	17
Argyll & West Dunbartonsh	**6**	**62**	**236**	**304**	**6**	**69**	**317**	**392**	**40**
Argyll & Bute	4	48	141	193	4	55	196	255	21
West Dunbartonshire	2	14	95	111	2	14	121	137	19
Forth Valley	**9**	**91**	**353**	**453**	**12**	**106**	**485**	**603**	**63**
Clackmannanshire	-	7	54	61	-	7	76	83	16
Stirling	7	44	114	165	7	57	159	223	17
Falkirk	2	40	185	227	5	42	250	297	30
Dumfries & Galloway	**10**	**66**	**235**	**311**	**11**	**74**	**312**	**397**	**31**
Ayrshire	**7**	**90**	**446**	**543**	**8**	**106**	**600**	**714**	**73**
North Ayrshire	3	36	140	179	4	45	192	241	30
East Ayrshire	2	22	141	165	2	23	203	228	26
South Ayrshire	2	32	165	199	2	38	205	245	17
Greater Glasgow	**14**	**180**	**1,240**	**1,434**	**19**	**196**	**1,584**	**1,799**	**187**
Glasgow City	13	151	1,075	1,239	18	167	1,383	1,568	162
East Dunbartonshire	1	15	86	102	1	15	105	121	12
East Renfrewshire	-	14	79	93	-	14	96	110	13
Lothians & Scottish Borde	**13**	**140**	**747**	**900**	**16**	**165**	**1,021**	**1,202**	**107**
West Lothian	5	26	282	313	5	33	376	414	35
Midlothian	-	29	158	187	-	35	215	250	24
East Lothian	2	31	146	179	4	36	203	243	31
Scottish Borders	6	54	161	221	7	61	227	295	17
Edinburgh	**9**	**148**	**1,107**	**1,264**	**10**	**155**	**1,311**	**1,476**	**132**
Highlands & Islands	**25**	**64**	**427**	**516**	**26**	**82**	**577**	**685**	**39**
Highland	18	54	359	431	19	69	492	580	30
Orkney Islands	2	3	19	24	2	5	22	29	4
Shetland Islands	1	2	21	24	1	2	26	29	-
Eilean Siar	4	5	28	37	4	6	37	47	5
Fife	**10**	**70**	**331**	**411**	**12**	**80**	**436**	**528**	**37**
Renfrewshire & Inverclyde	**9**	**49**	**329**	**387**	**10**	**52**	**443**	**505**	**57**
Inverclyde	1	15	114	130	1	15	170	186	25
Renfrewshire	8	34	215	257	9	37	273	319	32
Lanarkshire	**16**	**141**	**829**	**986**	**17**	**156**	**1,118**	**1,291**	**126**
North Lanarkshire	5	66	410	481	5	72	556	633	66
South Lanarkshire	11	75	419	505	12	84	562	658	60
Scotland	**178**	**1,486**	**7,144**	**8,808**	**200**	**1,699**	**9,369**	**11,268**	**1,034**
Police force area									
Northern	25	64	427	516	26	82	577	685	39
Grampian	30	258	501	789	33	312	672	1,017	76
Tayside	20	127	363	510	20	146	493	659	66
Fife	10	70	331	411	12	80	436	528	37
Lothian borders	22	288	1,854	2,164	26	320	2,332	2,678	239
Central	9	91	353	453	12	106	485	603	63
Strathclyde	52	522	3,080	3,654	60	579	4,062	4,701	483
Dumfries galloway	10	66	235	311	11	74	312	397	31
Scotland	**178**	**1,486**	**7,144**	**8,808**	**200**	**1,699**	**9,369**	**11,268**	**1,034**
of which:									
Built up roads	65	856	4,764	5,685	71	906	5,870	6,847	830
Non- built up roads	113	630	2,380	3,123	129	793	3,499	4,421	204

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

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

Fatal — **Accidents - where one or more people injured**

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aberdeen City [1]	5	7	7	5	3	3	7	7	7	4	6
Aberdeenshire [1]	30	32	43	24	21	21	22	10	16	22	22
Angus	14	7	10	13	12	7	6	5	5	3	6
Argyll & Bute	14	9	10	13	10	5	15	4	4	9	4
Clackmannanshire	2	1	4	1	2	2	2	2	0	0	0
Dumfries & Galloway	8	14	19	11	9	9	4	9	7	12	10
Dundee City	1	7	0	2	4	5	5	2	2	2	1
East Ayrshire	11	5	5	6	7	4	5	4	3	4	2
East Dunbartonshire	2	0	1	3	2	2	4	0	0	1	1
East Lothian	7	3	4	5	2	5	3	1	0	1	2
East Renfrewshire	2	2	1	4	1	1	1	2	2	2	0
Edinburgh, City of	8	6	13	5	13	6	4	9	13	8	9
Eilean Siar	5	2	1	0	1	0	2	1	2	1	4
Falkirk	7	8	5	2	4	3	1	1	10	3	2
Fife	24	11	17	10	13	6	13	11	6	11	10
Glasgow City	16	17	26	14	15	18	10	13	7	4	13
Highland	23	19	23	30	30	24	21	18	13	17	18
Inverclyde	0	2	0	3	2	2	1	1	1	0	1
Midlothian	2	2	3	4	3	3	1	2	2	5	0
Moray [1]	5	9	6	6	4	4	4	4	3	3	2
North Ayrshire	6	8	4	6	6	4	5	4	2	3	3
North Lanarkshire	11	9	12	10	11	10	2	11	4	5	5
Orkney Islands	0	0	2	0	2	0	0	0	4	2	2
Perth & Kinross	16	15	10	15	13	9	17	16	10	10	13
Renfrewshire	11	5	7	6	9	2	1	7	8	4	8
Scottish Borders	11	15	9	15	9	12	8	6	9	4	6
Shetland Islands	1	3	1	4	0	0	1	0	0	1	1
South Ayrshire	10	4	9	8	6	3	7	3	3	4	2
South Lanarkshire	14	17	16	12	15	16	11	10	9	5	11
Stirling	7	9	10	5	5	5	4	6	4	4	7
West Dunbartonshire	4	7	4	2	2	1	1	4	3	0	2
West Lothian	6	9	11	11	9	4	1	2	5	5	5
Total	**283**	**264**	**293**	**255**	**245**	**196**	**189**	**175**	**164**	**159**	**178**

Serious

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aberdeen City [1]	79	65	51	62	113	73	70	95	94	97	76
Aberdeenshire [1]	117	132	89	132	185	184	169	154	170	126	140
Angus	85	70	66	57	58	49	46	48	40	42	31
Argyll & Bute	75	66	74	41	79	67	50	48	46	38	48
Clackmannanshire	16	13	21	11	20	13	15	7	16	12	7
Dumfries & Galloway	88	103	119	133	85	104	60	75	66	53	66
Dundee City	68	52	78	51	58	62	39	50	42	35	37
East Ayrshire	70	41	45	28	52	37	40	33	34	24	22
East Dunbartonshire	27	22	26	21	22	17	19	16	23	9	15
East Lothian	29	40	37	32	18	30	29	24	23	21	31
East Renfrewshire	23	12	24	13	24	17	25	11	12	11	14
Edinburgh, City of	157	180	191	183	173	136	126	162	175	127	148
Eilean Siar	13	13	7	10	13	7	6	4	5	1	5
Falkirk	53	65	54	53	66	49	43	37	59	32	40
Fife	151	143	162	120	95	100	88	80	91	70	70
Glasgow City	259	248	275	237	300	212	200	169	187	143	151
Highland	157	141	112	119	92	102	80	83	77	54	54
Inverclyde	29	30	33	27	34	24	21	23	22	12	15
Midlothian	21	52	34	42	29	30	27	26	22	24	29
Moray [1]	39	25	28	33	40	28	28	22	36	39	42
North Ayrshire	67	54	54	39	48	50	23	34	33	34	36
North Lanarkshire	96	94	96	101	88	92	70	57	66	63	66
Orkney Islands	9	8	6	2	7	6	4	2	8	4	3
Perth & Kinross	106	110	118	97	95	90	69	68	74	68	59
Renfrewshire	69	67	69	49	61	57	57	49	46	32	34
Scottish Borders	82	97	73	70	78	71	74	57	58	59	54
Shetland Islands	6	9	9	4	4	5	2	4	6	4	2
South Ayrshire	48	46	37	40	47	49	36	35	27	20	32
South Lanarkshire	110	80	104	102	112	105	74	72	63	60	75
Stirling	84	67	56	58	62	47	46	50	48	55	44
West Dunbartonshire	39	31	39	25	24	24	23	22	16	21	14
West Lothian	59	76	70	57	60	61	54	59	49	40	26
Total	**2,331**	**2,252**	**2,257**	**2,049**	**2,242**	**1,998**	**1,713**	**1,676**	**1,734**	**1,430**	**1,486**

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

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

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

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

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aberdeen City [1]	369	431	393	408	514	445	350	364	386	354	272
Aberdeenshire [1]	558	606	552	632	692	687	599	518	535	468	423
Angus	315	306	280	284	286	232	192	220	202	178	140
Argyll & Bute	299	323	310	268	288	282	275	232	211	208	193
Clackmannanshire	86	83	102	88	85	77	69	64	84	69	61
Dumfries & Galloway	440	497	443	475	419	388	360	319	320	300	311
Dundee City	326	270	332	253	270	281	219	237	227	185	155
East Ayrshire	308	261	256	240	230	215	201	205	173	163	165
East Dunbartonshire	192	190	186	149	141	147	141	140	114	104	102
East Lothian	215	206	217	210	193	174	199	159	170	154	179
East Renfrewshire	152	127	138	119	109	103	104	116	97	98	93
Edinburgh, City of	1,548	1,405	1,445	1,330	1,285	1,192	1,179	1,181	1,167	1,158	1,264
Eilean Siar	49	41	41	44	60	39	42	35	28	20	37
Falkirk	308	310	285	297	310	303	240	261	270	251	227
Fife	754	701	677	606	576	588	556	448	422	421	411
Glasgow City	2,086	1,954	1,873	1,784	1,651	1,511	1,336	1,284	1,316	1,081	1,239
Highland	680	657	621	626	586	616	475	488	514	444	431
Inverclyde	196	172	199	206	195	146	165	155	136	120	130
Midlothian	231	233	236	210	221	207	193	177	216	164	187
Moray [1]	177	166	163	175	194	197	141	137	129	123	94
North Ayrshire	353	308	280	264	248	225	177	230	205	190	179
North Lanarkshire	777	791	750	754	639	664	585	569	512	505	481
Orkney Islands	34	40	40	27	36	27	27	13	22	23	24
Perth & Kinross	431	401	409	390	375	396	330	293	313	278	215
Renfrewshire	485	468	455	425	370	312	320	354	336	254	257
Scottish Borders	456	448	371	336	383	363	307	274	263	256	221
Shetland Islands	36	46	45	41	20	42	30	32	30	25	24
South Ayrshire	273	284	271	262	220	266	198	219	202	187	199
South Lanarkshire	784	739	721	689	670	596	511	514	454	458	505
Stirling	289	264	314	290	285	254	229	220	214	239	165
West Dunbartonshire	246	227	225	201	148	173	161	145	133	142	111
West Lothian	466	483	480	424	460	408	384	384	380	370	313
Total	**13,919**	**13,438**	**13,110**	**12,507**	**12,159**	**11,556**	**10,295**	**9,987**	**9,781**	**8,990**	**8,808**

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

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

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

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

Killed — **Casualties - number of people injured in accidents**

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aberdeen City [1]	5	7	8	5	3	4	7	7	8	4	6
Aberdeenshire [1]	34	36	46	25	26	22	26	11	16	23	25
Angus	16	7	11	13	13	7	6	5	5	3	6
Argyll & Bute	15	9	10	14	13	5	15	5	4	11	4
Clackmannanshire	3	1	4	1	2	3	2	2	0	0	0
Dumfries & Galloway	8	17	25	12	10	10	5	9	7	12	11
Dundee City	1	7	0	2	4	5	5	2	2	2	1
East Ayrshire	13	5	5	7	8	5	5	4	3	4	2
East Dunbartonshire	2	0	1	3	2	2	4	0	0	1	1
East Lothian	7	3	4	5	3	8	3	1	0	3	4
East Renfrewshire	2	2	1	4	1	2	1	2	2	2	0
Edinburgh, City of	8	6	13	5	13	7	4	10	13	8	10
Eilean Siar	6	4	1	0	1	0	2	1	2	1	4
Falkirk	7	8	5	2	4	3	1	1	10	3	5
Fife	30	15	19	14	14	6	13	11	7	11	12
Glasgow City	16	17	26	14	15	18	11	13	7	4	18
Highland	25	20	26	34	34	28	26	21	16	20	19
Inverclyde	0	3	0	3	2	2	1	1	1	0	1
Midlothian	2	2	4	4	3	3	1	3	4	5	0
Moray [1]	5	10	8	7	6	5	4	4	3	3	2
North Ayrshire	6	10	4	6	6	4	5	4	2	4	4
North Lanarkshire	13	9	12	12	13	10	2	11	6	6	5
Orkney Islands	0	0	2	0	2	0	0	0	5	2	2
Perth & Kinross	18	15	10	20	14	9	19	18	12	11	13
Renfrewshire	11	5	7	7	9	2	2	7	8	5	9
Scottish Borders	11	16	10	16	9	13	9	6	10	4	7
Shetland Islands	1	3	1	5	0	0	1	0	0	1	1
South Ayrshire	11	5	10	9	6	3	10	3	4	4	2
South Lanarkshire	14	17	16	14	17	18	12	11	9	6	12
Stirling	7	9	10	5	6	5	4	6	4	4	7
West Dunbartonshire	4	9	4	2	2	1	1	4	3	0	2
West Lothian	7	9	11	11	9	6	1	2	5	5	5
Total	**308**	**286**	**314**	**281**	**270**	**216**	**208**	**185**	**178**	**172**	**200**

Serious

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aberdeen City [1]	82	75	55	65	133	82	75	99	109	101	87
Aberdeenshire [1]	148	160	126	163	232	224	202	191	205	176	178
Angus	120	80	79	71	64	60	54	57	45	51	36
Argyll & Bute	96	80	90	57	111	73	66	58	63	51	55
Clackmannanshire	21	24	23	11	23	14	19	10	19	14	7
Dumfries & Galloway	99	127	146	158	105	120	67	84	83	65	74
Dundee City	71	58	83	52	59	65	41	52	47	37	41
East Ayrshire	82	48	57	34	59	44	50	43	43	28	23
East Dunbartonshire	31	26	27	25	22	21	22	16	26	10	15
East Lothian	37	48	38	35	20	39	34	29	24	27	36
East Renfrewshire	30	15	32	16	25	19	25	12	12	13	14
Edinburgh, City of	162	196	206	191	183	141	132	166	188	130	155
Eilean Siar	18	16	7	11	16	7	10	5	8	1	6
Falkirk	61	77	63	61	69	55	43	43	64	37	42
Fife	184	172	189	137	114	114	119	92	100	85	80
Glasgow City	274	270	291	248	321	224	210	177	189	149	167
Highland	204	179	151	153	114	128	102	98	101	73	69
Inverclyde	32	35	39	34	39	26	21	26	25	12	15
Midlothian	22	60	44	47	34	35	29	27	23	26	35
Moray [1]	50	29	39	37	48	40	35	24	44	47	47
North Ayrshire	83	72	64	49	53	62	25	39	36	35	45
North Lanarkshire	104	103	107	121	98	94	77	59	72	72	72
Orkney Islands	9	8	9	2	7	6	5	2	11	4	5
Perth & Kinross	148	139	139	111	116	109	80	90	88	87	69
Renfrewshire	73	69	82	59	66	66	62	52	46	33	37
Scottish Borders	94	126	79	84	91	91	86	64	69	76	61
Shetland Islands	6	12	11	6	5	5	3	5	7	4	2
South Ayrshire	59	53	51	52	50	55	50	38	30	22	38
South Lanarkshire	139	98	119	124	126	121	83	79	72	70	84
Stirling	113	86	62	72	76	54	57	57	55	66	57
West Dunbartonshire	43	34	43	28	24	26	25	22	19	23	14
West Lothian	71	91	84	71	72	67	60	64	58	47	33
Total	**2,766**	**2,666**	**2,635**	**2,385**	**2,575**	**2,287**	**1,969**	**1,880**	**1,981**	**1,672**	**1,699**

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

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

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

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

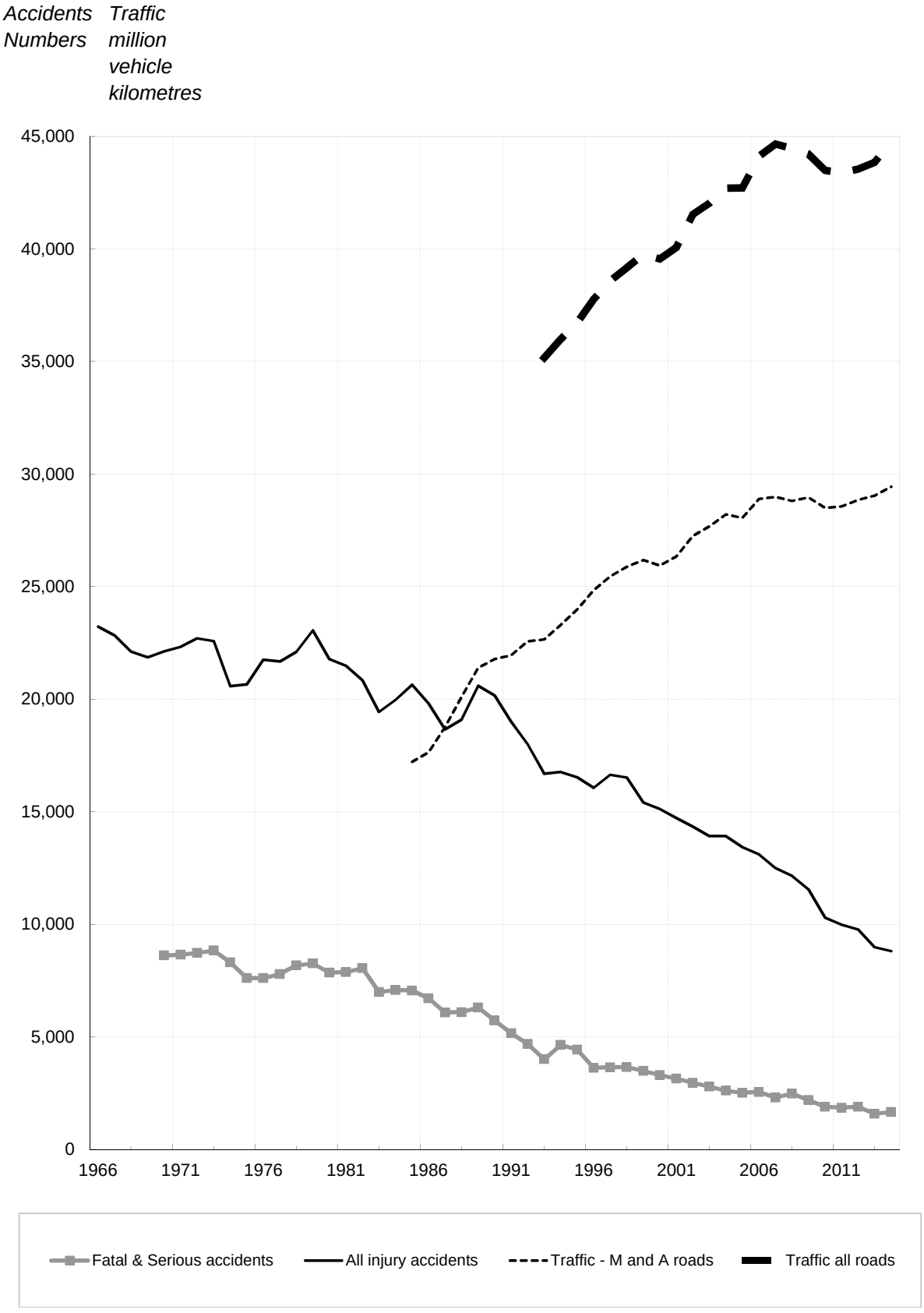
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aberdeen City [1]	435	528	461	466	594	498	407	412	450	397	311
Aberdeenshire [1]	771	853	777	822	896	907	794	664	691	622	582
Angus	455	422	376	389	362	308	247	290	263	229	181
Argyll & Bute	433	462	432	373	436	387	396	319	297	304	255
Clackmannanshire	114	122	130	111	110	97	91	88	113	86	83
Dumfries & Galloway	572	693	644	644	552	533	459	424	428	377	397
Dundee City	398	326	401	312	320	343	254	297	264	219	193
East Ayrshire	399	329	342	323	296	286	270	269	234	208	228
East Dunbartonshire	248	251	238	188	183	185	182	178	144	124	121
East Lothian	286	280	269	261	241	230	247	207	219	208	243
East Renfrewshire	200	162	179	149	133	125	122	154	121	120	110
Edinburgh, City of	1,794	1,707	1,736	1,596	1,533	1,402	1,394	1,372	1,376	1,368	1,476
Eilean Siar	70	69	61	59	96	49	55	40	42	24	47
Falkirk	409	420	384	390	401	395	299	335	342	323	297
Fife	1,012	929	909	780	732	766	725	597	550	550	528
Glasgow City	2,608	2,533	2,328	2,179	2,010	1,880	1,693	1,581	1,645	1,330	1,568
Highland	1,058	996	881	929	846	943	725	685	779	617	580
Inverclyde	257	225	269	267	262	182	205	208	170	150	186
Midlothian	295	312	320	264	293	280	263	224	309	229	250
Moray [1]	240	229	231	216	232	268	171	164	169	156	124
North Ayrshire	493	413	366	359	304	312	230	281	259	239	241
North Lanarkshire	1,096	1,043	1,050	1,020	851	880	762	749	702	655	633
Orkney Islands	47	54	54	37	44	35	38	26	33	30	29
Perth & Kinross	608	564	529	505	488	521	450	400	392	397	285
Renfrewshire	635	608	584	548	460	392	414	483	430	324	319
Scottish Borders	645	643	510	455	530	505	398	368	370	334	295
Shetland Islands	47	71	61	51	24	72	55	46	41	47	29
South Ayrshire	376	392	364	357	275	362	271	286	281	245	245
South Lanarkshire	1,086	941	958	946	869	760	705	671	640	621	658
Stirling	420	352	414	393	383	332	310	294	278	302	223
West Dunbartonshire	332	296	299	251	175	213	201	180	166	167	137
West Lothian	663	660	712	599	661	595	505	498	518	502	414
Total	**18,502**	**17,885**	**17,269**	**16,239**	**15,592**	**15,043**	**13,338**	**12,790**	**12,716**	**11,504**	**11,268**

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 2014



Commentary

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

1.1 Main Points

Table 1 shows the long-term trends in the reported numbers of injury road accidents and casualties, the population of Scotland, the number of vehicles licensed, the length of the road network and the volume of traffic. Information on the severities of the accidents, and of the injuries suffered by the casualties, is provided in Table 2. The numbers of injury road accidents were first recorded separately in 1966, while the numbers of casualties are available back to 1938 with annual collection of data starting in 1950. Figures 1 to 7 illustrate the trends in the reported numbers of injury road accidents and casualties including (in some cases) indications of the likely range of random year–to-year variations (see section 1.4). As mentioned in the introduction, injury accidents not reported by the public to the police won't appear in the returns. Note that each accident will result in one or more casualties. For example a fatal accident could result in two fatalities and a serious injury which would count as one accident and 3 casualties.

Accidents

- In 2014, there were 178 **fatal accidents,** 19 (12%) more than in 2013.
- **Serious injury accidents** between 2013 and 2014 increased by 56 (4%) to 1,486.
- **Slight injury accidents** fell by 257 (3%) between 2013 and 2014 2014 to 7,144.

Casualties

- There were 200 people **killed** in road accidents in Scotland in 2014, 28 (16%) more than in 2013.
- 1,699 people were **seriously injured** in road accidents in 2014, 27 (2%) more than in 2013.
- 9,369 people were **slightly injured** in road accidents in 2014**,** 291 (3%) fewer than in 2013.
- There were a **total number of 11,268 casualties** in 2014 – 236 (2%) fewer than in 2013.

In the case of slight and the total injuries, 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 2014 the number of vehicles licensed in Scotland was about a seventh higher than in 2004 and traffic on Scottish roads was estimated to have grown by five per cent since 2004.

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 23 out of 25 years, and in 2014 it was at the lowest level ever recorded. The 2014 figure of 8,808 was 182 less than in 2013.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 178 in 2014. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,486 in 2014. 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 2014 figure of 7,144 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 2014 there were 200 people killed in road accidents in Scotland, an increase of 16% on 2013. 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 2014 was 4% below the average for the previous five years (192).

Numbers seriously injured

In 2014 there were 1,699 people seriously injured in road accidents: 27 (2%) more than in 2013. 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 2014 there were 9,369 people slightly injured, 291 (3%) fewer than in 2013, and the lowest number since records began. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2000 to 2014 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2014 there was a total of 11,268 casualties, 236 (2%) fewer than in 2013 (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 2014.

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 worsening, as the number of fatalities has risen from 172 in 2013 to 200 in 2014.

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

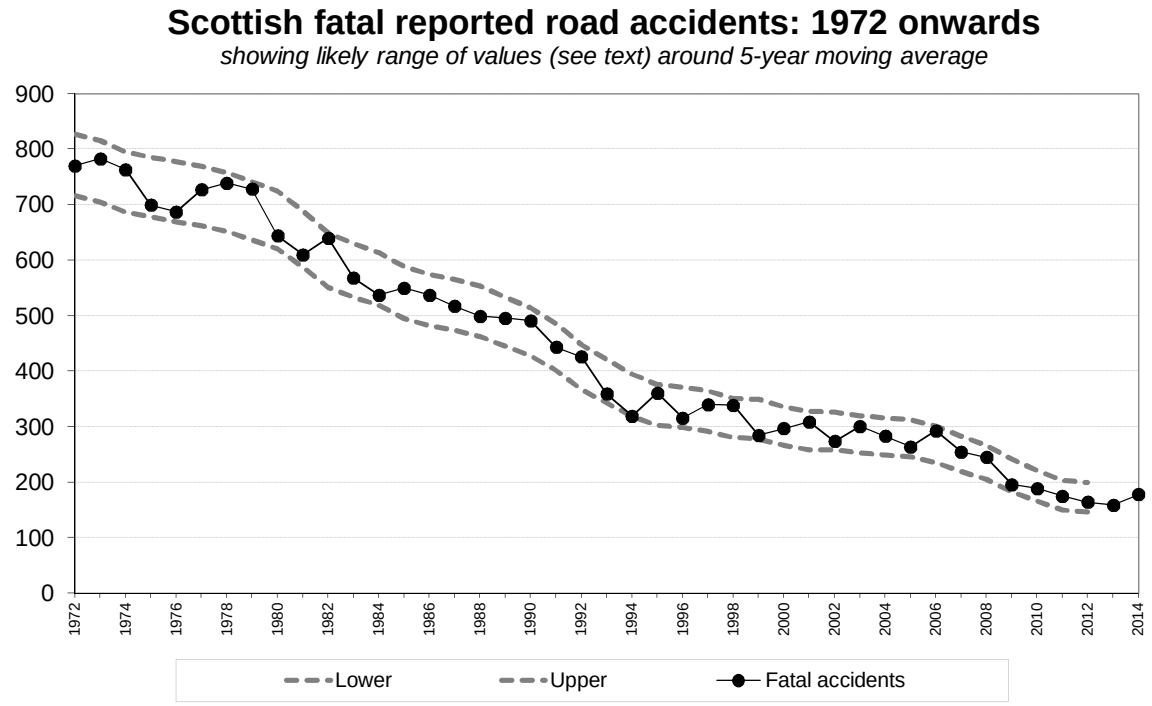
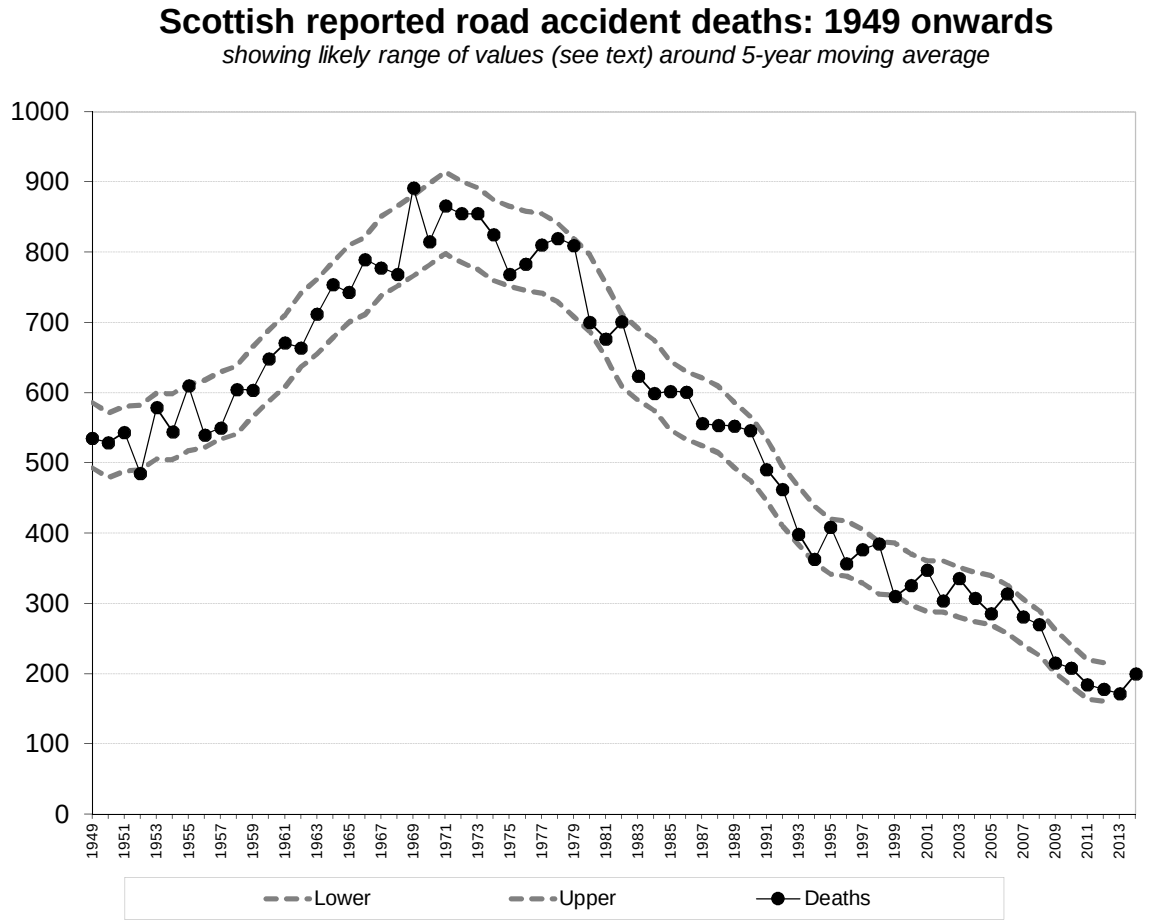


Figure 3



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 2014);
- road deaths (1949 to 2014);
- people killed or seriously injured (1950 to 2014);
- children killed or seriously injured (1981 to 2014).

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

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

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

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

Figure 4 has many years' figures (around a third) outwith the calculated likely range of values. The reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers. For example, the sharp fall shown in 1983 may be partly due to the introduction of seat belt wearing (for drivers and front seat passengers in most cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices where more casualties were kept in overnight for observation.

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

Figure 4

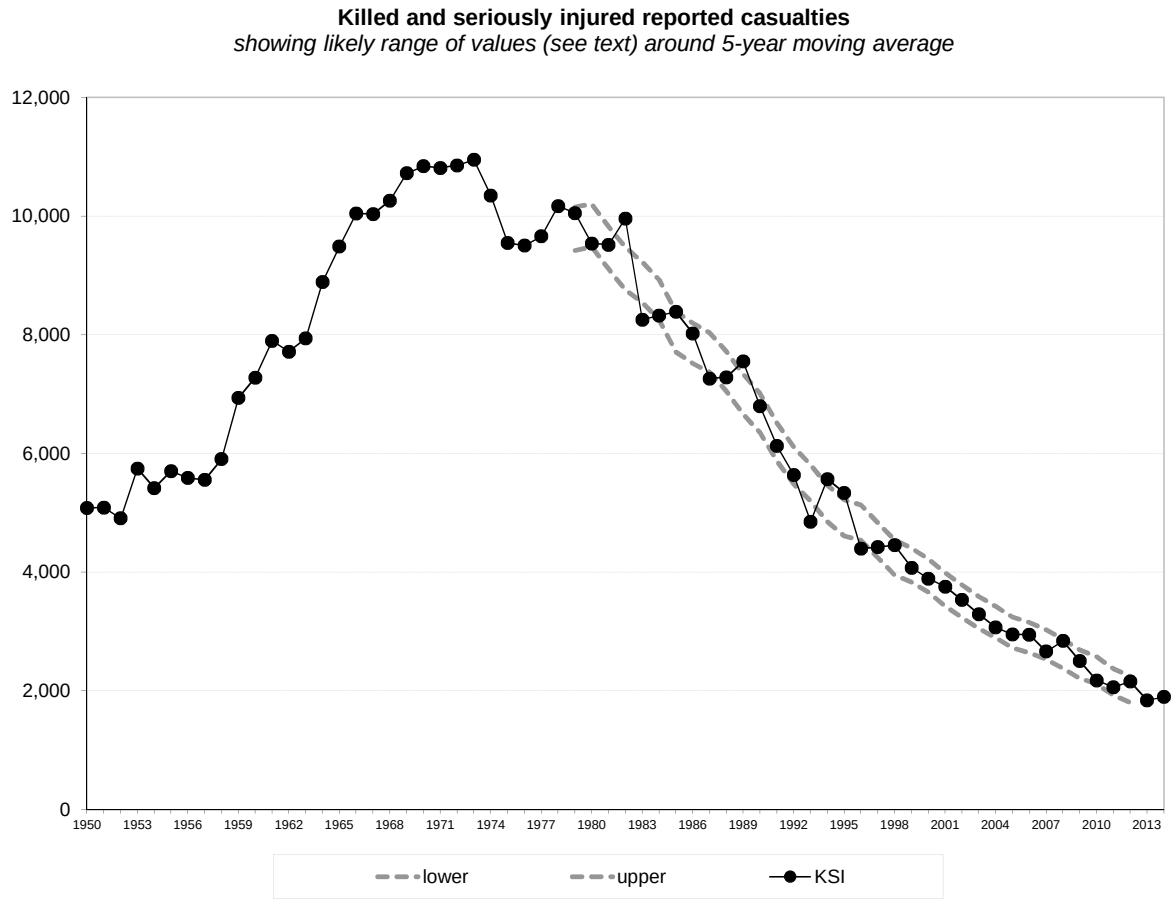
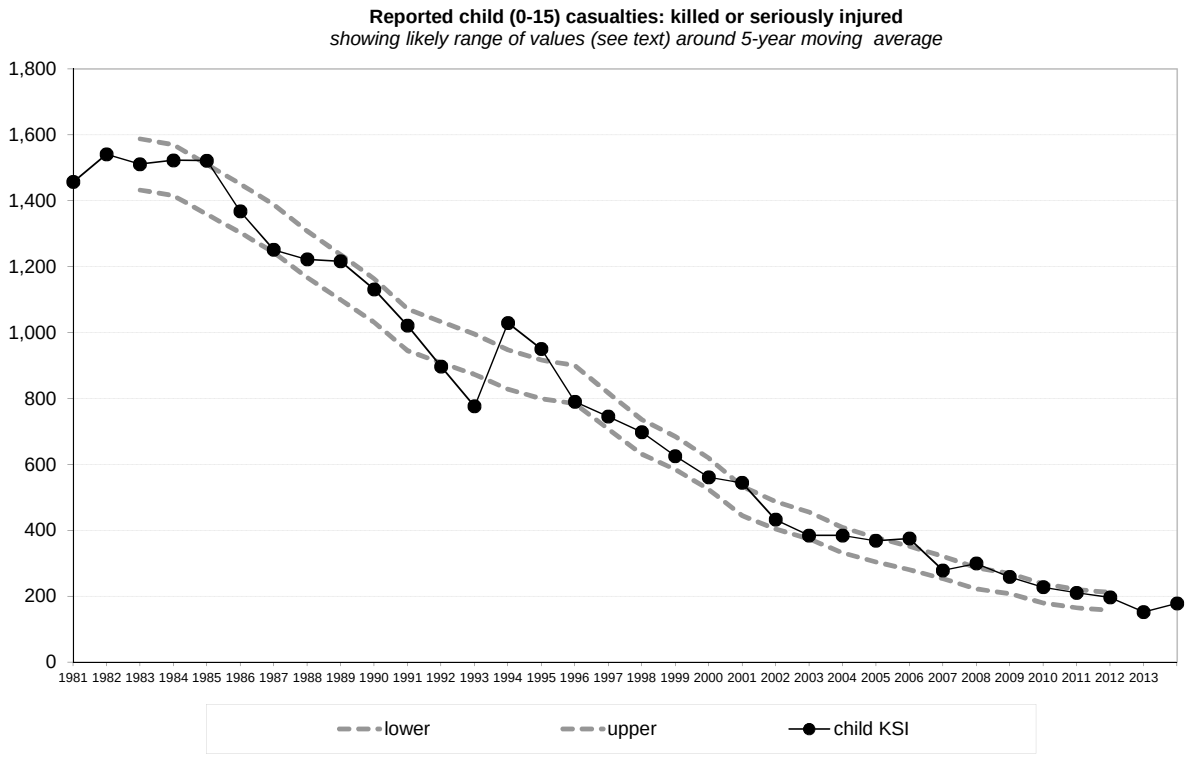


Figure 5



proportion that the standard deviation of the frequency (which is the square root of that number) represents of that number. For example:

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

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

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

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

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

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

2. Reported Accidents

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

Table 4 shows separate figures for trunk roads and for local authority roads. Trunk roads accounted for only small proportions of the total numbers of accidents in 2014: 32% of fatal accidents, 16% of serious accidents, and 17% of all accidents. The trunk road network's shares of accident numbers in previous years were broadly similar.

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

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

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

2.2 Accident rates (see Table 5)

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

Accident rates have fallen markedly since the early 1990s. The overall fatal accident rate has dropped from 0.66 per 100 million vehicle kilometres in 2004 to 0.40 in 2014; the serious accident rate fell from 5.46 to 3.32; and the overall accident rate (all severities) reduced from 32.59 per 100 million vehicle kilometres to 19.67. Motorways had consistently lower accident rates than A roads. Leaving aside the relatively low rate for fatal accidents, minor roads (taken together as a group) tend to have higher accident rates than major roads, and accident rates tend to be higher for built-up roads (roads with speed limits of up to 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 2010-2014 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 18% above the monthly average. (Months are standardised to 30 days to allow comparison)

On average, there were 14 fatal accidents per month in the years 2010 to 2014. The number did not vary greatly between the months: the lowest average was 11, and the highest was 17.

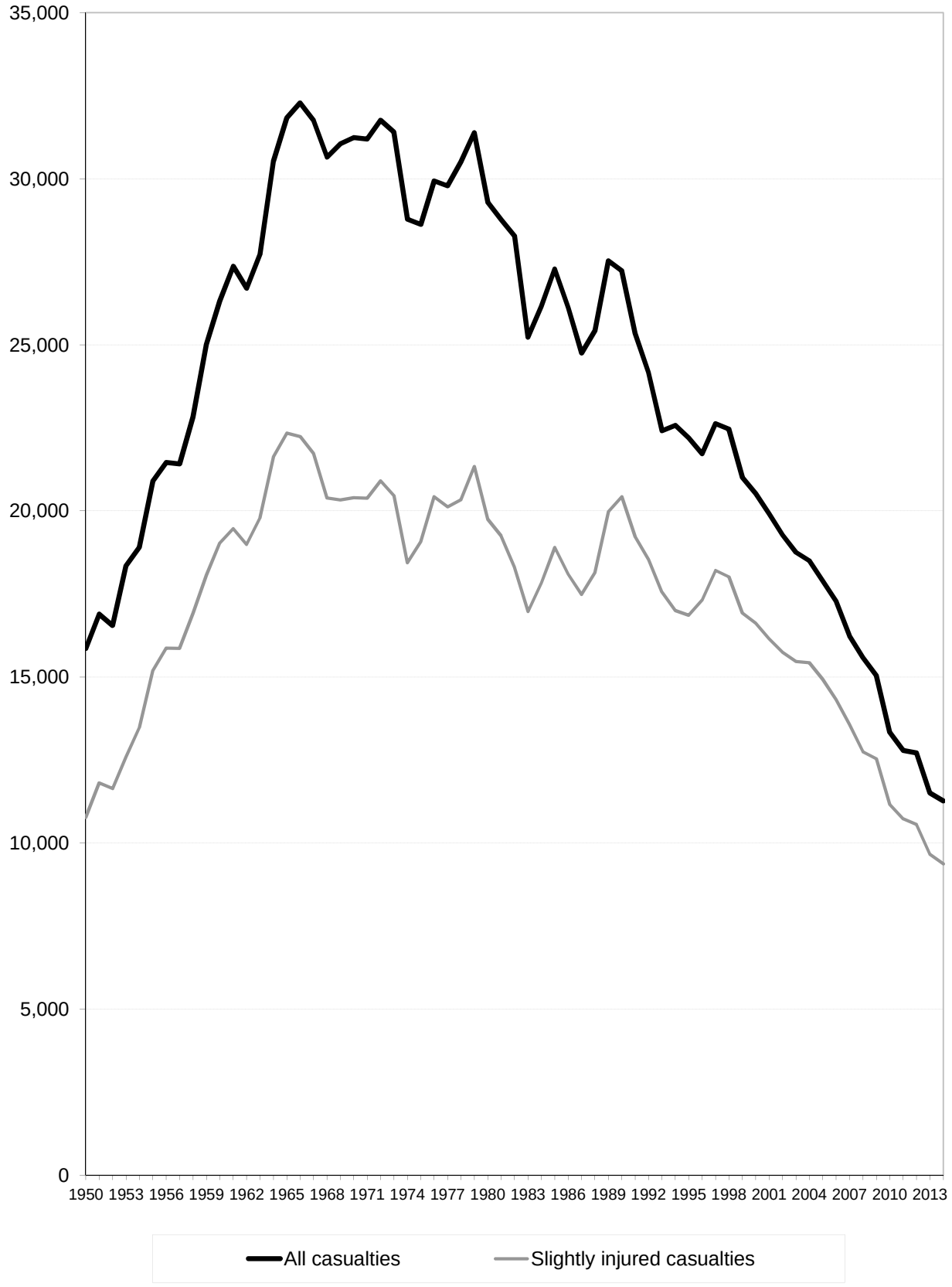
2.4 Accidents by light condition and road surface condition (see Table 7)

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 2010-2014, 3.9% of injury road accidents on non built-up roads in darkness (36 out of 934) resulted in one (or more) deaths compared with 1.6% of accidents on built-up roads in darkness (25 out of 1,561) and 3.1% of accidents on non built-up roads in daylight (79 out of 2,575).

Figure 6

Reported casualties: Total and Slightly injured - from 1950



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 2010 to 2014, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 23.4% (384 out of 1,638) compared with 17.8% (263 out of 1,478) when the surface was wet and 14.1% (55 out of 391) 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 2014, 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 4.3 per thousand population in 2014. This rate is one and a half times those of females of the same age (2.8 per thousand in 2014).

The overall male car driver accident rate in 2014 was 3.0 per thousand population; the same as in 2013 but the rates for 17-25 and 26-34 age groups were slightly higher than the previous year. The overall female car driver accident rate in 2014 was 1.9 per thousand population and all age groups apart from 26-34 (which saw a slight reduction) remained the same as the previous year.

Between 2004 and 2014, 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 2004 to 1.6 : 1 in 2014.

3. Reported Casualties

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

In 2014, non built-up roads accounted for two-fifths of the total number of casualties (39%: 4,421 out of 11,268). 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 two thirds of those killed (65%: 129 out of 200) and for just under half of the total number of seriously injured (47%: 793 out of 1,699).

Compared with 2004, the fall in the total number of casualties has been 44% 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 39% for non built-up roads compared with a reduction of 26% 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 6,770 car users were injured in road accidents in 2014, representing 60% of all casualties. Of these car users, 93 died. There were 1,744 pedestrian casualties (15% of the total), of whom 57 died, 888 pedal cycle casualties (8% of the total), of whom 8 died, and 820 motorcycle casualties (7% of the total), of whom 30 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 1,046 casualties in 2014 (9% of the total), and for smaller percentages of the numbers of seriously injured. These included 291 bus and coach users injured in 2014, of whom 28 suffered serious injuries (one died). There were also 345 casualties who were travelling in light goods vehicles, 105 people in heavy goods vehicles, 164 users of taxis, 36 users of minibuses and 105 people with another means of transport.

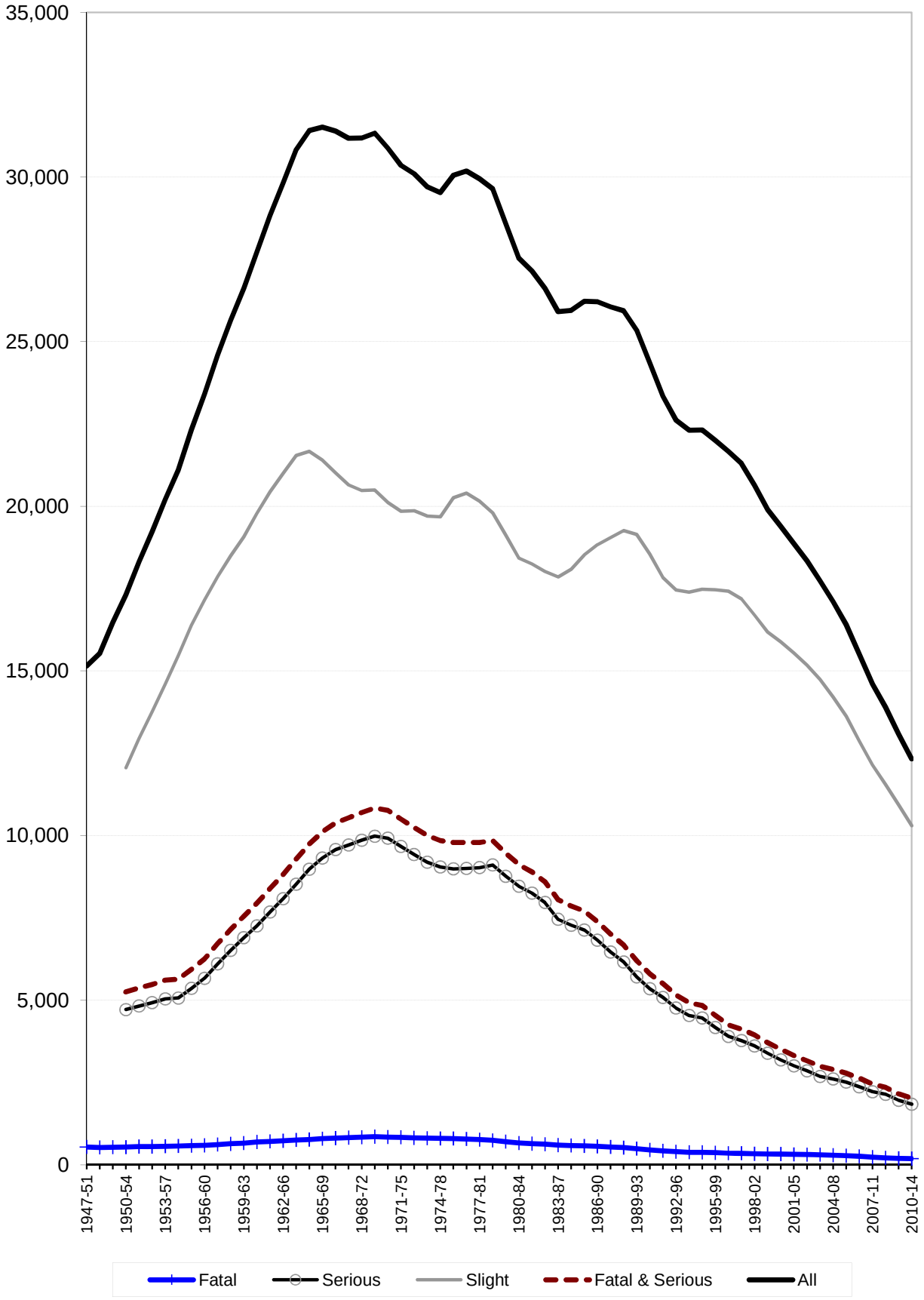
3.3 Car user casualties

A total of 6,770 car users were injured in road accidents in 2014, representing 60% of all casualties. Of these people, a total of 687 were seriously injured, 93 died. Non built-up roads accounted for over half of all car user casualties (51%: 3,440 out of 6,770). 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 (81%: 75 out of 93) or were seriously injured (73%: 501 out of 687). *(see Table 23)*

The number of car users killed in 2014 was 4% more than the 2013 figure. The number who were seriously injured fell by 5% and the total number of casualties of all severities was down by 3%. Since 2004, the number killed has dropped by 44%, and there have been falls of 51% in the number who were seriously injured and of 42% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2010-2014, the casualty rate for 16-22 year old car users was 3.18 per thousand population. This was much higher than the

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2010-14)



rate for car users in the older age groups, which varied from 0.8 to 2.4 per thousand population. *(see Table 32)*

On average, over the years 2010-2014, 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 38% of the total number of car user casualties casualties of all severities, where more casualties occurred on roads with a 30 mph limit (41%). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 5pm to 6pm average of 472 (the average over the years 2010-2014) was 24% higher than the average of 381 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 20% more adult car user casualties than April (annual averages over the years 2010-2014; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2010-2014 with 12% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 1,744 pedestrian casualties in 2014: 15% of all casualties. Of these, 425 were seriously injured (57 died). Presumably due to the number of pedestrians and because of their greater vulnerability, a high proportion (25%) of the total number of people who were seriously injured were pedestrians. In addition, 24% of pedestrian casualties were seriously injured (425 out of 1,744) compared with an average for all modes of 15% (1,699 out of 11,268). 95% of pedestrian casualties occurred on built-up roads (1,661 out of 1,744). *A similar proportion of pedestrian casualties were seriously injured on non built-up roads (25%) and built-up roads (24%). (see Table 23)*

The number of pedestrians seriously injured was 5% higher than 2013 and the overall number of pedestrian casualties were only slightly lower. Since 2004, the number of pedestrians killed has fallen by 25%, the number who were seriously injured has dropped by 37%, and there has been a 43% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2010 to 2014, the pedestrian fatality rate was highest for those aged 70+ (0.02 per thousand population). However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.21 and 0.99 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 0.44 per thousand population, compared with 0.28 per thousand for females, using the averages for the period 2010 to 2014. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2010 to 2014, 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 32-35% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 24% more than the monthly average (annual averages over the years 2010-2014; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 26% and 13% more than the daily average over the period 2010 to 2014. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 888 pedal cycle casualties in 2014, 3 more than the previous year. The number of seriously injured pedal cycle casualties in 2014 was 155, 5% higher than in 2013. There were 8 pedal cycle fatalities in 2014, five less than 2013. Since 2004 there has been a 14% rise in all pedal cycle casualties, the number who were seriously injured has risen by 28%, and the number of fatalities has fluctuated between 4 and 16. In 2014, 88% of pedal cycle casualties were on built-up roads *(see Table 23).* But 67% of all fatalities over the last five years were on non-built up roads. It should be noted that pedal cycle traffic [1] is estimated to have increased by 46 per cent since 2004, and increased 3 per cent between 2013 and 2014.

In terms of the averages for the period 2010 to 2014, the pedal cycle casualty rate per head of population was highest for those aged 30-39 (0.29 per thousand population) and 26-29 and 40-49 (both 0.25 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 2010 to 2014, on weekdays, the peak numbers of adult pedal cycle casualties were from 4 pm to 7 pm and from 7 am to 9 am. At weekends the numbers were smaller, but appear to peak between mid-day and 2 pm. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were August and September which were both 26% more than the monthly average (2010-2014 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, both 22% higher than the daily average, over the years 2010-2014. There were substantially fewer adult pedal cycle casualties on Saturday and Sunday, with both being 32-35% less than the daily average. *(see Table 30)*

[1] Scottish Transport Statistics chapter 5 table 5.3

3.6 Motorcyclist casualties

A total of 820 motorcyclists were injured in road accidents in 2014, representing 7% of all casualties. Of these, 322 were seriously injured and 30 died. 44% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for 56% of those seriously injured, and 80% of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2014 was 6% higher than in the previous year. The number killed rose by 7 and the number seriously injured increased by 41. The total number of motorcycle casualties rose each year from 1999 to a peak in 2001; since then, it has tended to decline. As a result, the figure for all casualties in 2014 was 18% lower than in 2004. Twelve less motorcyclists died in 2014 than in 2004. *(see Table 23)*

On average, over the years 2010 to 2014, the motorcyclist casualty rate was highest for the 16-22 and 40-49 year old age groups (0.33 and 0.26 per thousand population respectively), followed by 23-25, 0.25 per thousand population; other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2010 to 2014, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak months of the year were June (100), with a longer peak from May to September *(see Table 29)* and there were more casualties at the weekend than on any of the other days *(see Table 30).*

3.7 Child (0-15) casualties

There were 1,034 child casualties in 2014, representing 9% of the total number of casualties of all ages. Of the child casualties, 171 were seriously injured, and 7 died *(see Table 24)*.

There were two less children killed in 2014 than in 2013 but a rise of 20% in the number of children seriously injured. The total number of child casualties fell by 3% since 2013 and 57%. Since 2004, the number of children killed has fallen by five and there has been a reduction of 54% in child seriously injured casualties. *(see Table A and Table 25)*
In terms of the averages for the period 2010 to 2014, 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 25% 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 26% more than in an average month. May/June and September had 9% and 18% more than an average month respectively. (2010-2014 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2010 to 2014, Friday was the peak day of the week for child casualties, with 27% 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 2014, there were 501 child pedestrian casualties. They accounted for 29% of all pedestrian casualties of all ages (501 out of 1,744). Of the child pedestrian casualties, 116 were seriously injured and 3 died. *(see Table 24)*

There were 79 child pedal cycle casualties in 2014 (9% of the total of 888 pedal cycle casualties of all ages). The child pedal cycle casualties included 18 who were seriously injured, none died. *(see Table 24)*

In 2014, there were 393 child casualties in cars, 6% of the total number of car user casualties of all ages (393 out of 6,770). Of the child casualties in cars, 27 were seriously injured (four 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 2010-2014 taken together, for children aged 0-4 the rate was 0.62 per thousand population, whereas it was 1.42 per thousand for those aged 5-11 and for the 12-15 age group it was 1.97 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 33% of those for 5-11 and 22% of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys seriously injured in the 0-4 age group was 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 0.14 and 0.61 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 2010 to 2014. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2012:

- (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 2010 to 2014, as that is the five year period centred on 2012 (the year to which the casualty rates relate). That is why the table and charts are not for 2014: the calculation of ranges for 2014 would require the annual averages for 2012 to 2016. When the table and charts were prepared, 2012 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2012, casualty rates based upon the 2010-2014 annual averages, and the likely ranges of values within which the 2012 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2010-2014 annual averages). The 2012 rates are identified by black diamonds, the rates based upon the 2010-2014 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 2012 could only be zero). For example, the slight casualty rate chart shows that (for local authority roads in 2012):

- Orkney Islands had the lowest slight casualty rate (13 per 100 million vehicle-kilometres) and Glasgow the highest (64 per 100 million vehicle kilometres), as can be seen from the table;
- In the case, of Orkney Islands table 41 shows that, in 2012, they had a lower number of slight casualties than their 2010-2014 annual average numbers,

whereas Inverclyde had a slightly higher number than their 2010-2014 annual average;

- Orkney and Shetland had the widest likely ranges of values. This is due to their having relatively few slight casualties (2010-2014 annual averages of 24 and 39, 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 (2010-2014 annual averages of 1,234 and 1,374 respectively). The Scotland figure (at the foot of the chart) has a very narrow likely range of values, because it is based on an annual average of 10,294 in 2010-14.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Midlothian had a slight casualty rate (47 per 100 million vehicle-kilometres) which was noticeably above the upper limit (of 41 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.

4. Motorists, breath testing and drink-driving

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

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

In 2014, 59% of motorists involved in injury accidents were asked for a breath test (this ranged from 50% to around 74% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 2.6% of those drivers breathalysed. This represented 1.6% of the total number of motorists involved (including those who were not asked for a breath test). There has been a general downward trend in these percentages in the last couple of years as seen in table 19.

Tables 20 and 21 show the time and day of the accident (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2014, of the 222 positive / refused cases, 43% occurred between 9pm and 3am [18% between 9pm and midnight, plus 25% between midnight and 3am.] Table 20 shows that, using 2010 to 2014 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 15%) between midnight and 6am, but varied depending upon the day of the week, from 7% (the average for 3am to 6am for Mondays to Thursdays) to 19-21% (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 56% and the number of casualties by 60% between 2003 and 2013 (the latest year for which estimates are available): from a rounded estimate of 750 to roughly 330 (accidents) and from around 1,130 to some 450 (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 three fifths, from about 50 in 2003 to around 20 in 2013. The number of serious casualties is estimated to have dropped by seven tenths (from roughly 230 in 2003 to some 70 in 2013).

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 2014, Scotland's casualty rates were 36% higher (killed), 14% lower (serious) and 34% lower (all severities).

Child rates

In 2014, the Scottish rates were 10% higher (serious) than those in England and Wales and 22% 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 2010-2014, child fatality rates in Scotland were on average 37% higher than England and Wales, however, in 2 of the five years the rates were lower.

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

Mode of transport

The casualty rates of car users in Scotland have for many years been substantially higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. In 2014, Scotland's car user fatality rate was 42% higher than that of England & Wales, the seriously injured rate was the same, while the all severity car user rate was 33% lower. For child car users, the seriously injured rate was 11% higher in Scotland and the all severities rate was 32% less than that of England and Wales.

In 2014, the pedestrian killed rate per capita was 57% higher in Scotland than England & Wales, and the serious and all severities rates were 2% and 19% lower respectively. The child pedestrian casualty rates in Scotland were 12% higher (seriously injured) and the same (all severities) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2014 for seriously injured (49% lower) and for all severities (53% lower). The child pedal cycle casualty serious and all severities rates were also lower in Scotland than in England & Wales. These differences may reflect the fact that, according to the National Travel Survey, on average, people in Scotland do not travel as far by bicycle as people in England and Wales.

Further information about the numbers of casualties in England and Wales, and for Great Britain as a whole, can be found in *Reported Road Casualties Great Britain 2014,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2013 & 2014 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2013 and 2014 (provisional) with the fatality rates of some countries in Western Europe and some developed countries world-wide. The comparisons involve a total of up to 43 countries (including Scotland, and counting *each* of the UK, Great Britain, England, Wales and Northern Ireland as an individual country). The fatality rates were calculated on a per capita basis (the statistics given are rates per million population), and the countries were then listed in order of their fatality rates in Table G sections (a), (b), (c) and (d). In cases where two countries appear to have the same rate, the order takes account of decimal places which are not shown in the tables. A table of car user fatality rates which were calculated on a per motor vehicle basis is no longer shown due to a lack of consistent data.

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

In accordance with the commonly agreed international definition, most countries define a fatality as being due to a road accident if death occurs within 30 days of the accident. However, the official road accident statistics of some countries limit the fatalities to those occurring within shorter periods after the accident. The numbers of

deaths, and the death rates, which appear in the IRTAD tables take account of the adjustment factors used by the Economic Commission for Europe and the European Conference of Ministers of Transport to represent standardised 30-day numbers of deaths.

Latest Results

In 2014, Scotland's provisional overall road death rate of 37 per million population was the twelfth lowest of the 37 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as a separate country, but *not* counting the overall GB and UK figures).

Pedestrians

In 2013, Scotland's pedestrian fatality rate was 7 per million population. Scotland ranked twelfth of the 37 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 17 per million population: the ninth lowest of 37 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 ninth lowest for casualties aged 0-14. It was the fourteenth lowest for those aged 15-24, fifteenth lowest for those aged 25-64 and sixth lowest for 65+ (in each case, *not* counting the overall GB and UK figures).

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages						
(a) Numbers						
2004-08 ave	**292**	**2,605**	**17,097**	**3,016**	**28,513**	**257,789**
2010	208	1,969	13,338	1,642	20,700	195,324
2011	185	1,880	12,790	1,715	21,249	191,187
2012	178	1,981	12,716	1,584	21,080	183,148
2013	172	1,672	11,504	1,541	19,990	172,179
2014	200	1,699	11,268	1,575	21,113	183,237
2010-2014 ave	**189**	**1,840**	**12,323**	**1,611**	**20,826**	**185,015**
(b) Per cent changes:						
2014 on 2013	16.3	1.6	-2.1	2.2	5.6	6.4
2014 on 2004-08 ave.	-31.5	-34.8	-34.1	-47.8	-26.0	-28.9
2010-14 ave. on 04-08 ave	-35.4	-29.4	-27.9	-46.6	-27.0	-28.2
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2010	4	223	1,377	51	2,225	18,194
2011	7	203	1,316	53	2,149	18,159
2012	2	194	1,168	59	2,019	14,016
2013	9	143	1,064	39	1,790	14,703
2014	7	171	1,034	46	1,858	15,703
2010-2014 ave	**6**	**187**	**1,192**	**50**	**2,008**	**16,155**
(b) Per cent changes:						
2014 on 2013	-22.2	19.6	-2.8	17.9	3.8	6.8
2014 on 2004-08 ave.	-54.5	-47.4	-48.8	-68.1	-41.4	-39.8
2010-14 ave. on 04-08 ave	-62.3	-42.6	-41.0	-65.6	-36.6	-38.1

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**
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
2014	.04	.32	2.11	.03	.37	3.19	136	86	66
2010-2014 ave	**.04**	**.35**	**2.32**	**.03**	**.37**	**3.27**	**125**	**94**	**71**
(b) Per cent changes:									
2014 on 2013	15.8	1.2	-2.4	1.4	4.8	5.6			
2014 on 2004-08 ave.	-34.1	-37.3	-36.7	-50.9	-30.4	-33.2			
2010-14 ave. on 04-08 ave	-37.4	-31.6	-30.2	-49.0	-30.3	-31.5			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
2004-08 ave	**.02**	**.35**	**2.18**	**.01**	**.31**	**2.51**	**119**	**115**	**87**
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	97
2013	.01	.16	1.17	.00	.17	1.37	272	94	85
2014	.01	.19	1.13	.00	.17	1.45	181	110	78
2010-2014 ave	**.01**	**.20**	**1.30**	**.00**	**.19**	**1.51**	**137**	**109**	**86**
(b) Per cent changes:									
2014 on 2013	-22.2	19.6	-2.8	16.9	2.9	5.9			
2014 on 2004-08 ave.	-53.7	-46.5	-47.8	-69.5	-43.9	-42.4			
2010-14 ave. on 04-08 ave	-61.8	-41.7	-40.1	-66.6	-38.4	-39.8			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2014

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	57	425	1,744	390	4,640	23,009
Pedal cycle	8	155	888	105	3,245	20,400
Car	93	687	6,770	702	7,340	108,572
Bus/coach	1	28	291	6	266	4,911
Other	41	404	1,575	372	5,622	26,345
Total	**200**	**1,699**	**11,268**	**1,575**	**21,113**	**183,237**
2. Child casualties[1]						
Pedestrian	3	116	501	26	1,234	5,981
Pedal cycle	0	18	79	6	255	1,926
Car	4	27	393	14	291	6,848
Bus/coach	0	2	29	0	24	704
Other	0	8	32	0	54	244
Total	**7**	**171**	**1,034**	**46**	**1,858**	**15,703**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2014

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	.40	157	98	81
Pedal cycle	.00	.03	.17	.00	.06	.36	82	51	47
Car	.02	.13	1.27	.01	.13	1.89	142	100	67
Bus/coach	.00	.01	.05	.00	.00	.09	179	113	64
Other	.01	.08	.29	.01	.10	.46	118	77	64
Total	**.04**	**.32**	**2.11**	**.03**	**.37**	**3.19**	**136**	**86**	**66**
2. Child casualties[1]									
Pedestrian	.00	.13	.55	.00	.11	.55	137	112	100
Pedal cycle	-	.02	.09	.00	.02	.18	n/a	84	49
Car	.00	.03	.43	.00	.03	.63	340	111	68
Bus/coach	-	.00	.03	-	.00	.06	n/a	99	49
Other	-	.01	.04	-	.00	.02	n/a	177	156
Total	**.01**	**.19**	**1.13**	**.00**	**.17**	**1.45**	**181**	**110**	**78**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) All road users 2013 and 2014 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2014 (Provisional)

	Numbers killed	Per million population Rate	Index
Iceland	4	*12*	33
Malta	10	*24*	63
England	1,472	*27*	72
Sweden	270	*28*	75
Great Britain	1,775	*28*	76
United Kingdom	1,854	*29*	77
Norway	147	*29*	77
Switzerland	243	*30*	80
Denmark	183	*33*	87
Wales	103	*33*	89
Netherlands	570	*34*	91
Israel	279	*34*	91
Spain	1,661	*36*	95
Scotland	**200**	***37***	**100**
Finland	224	*41*	110
Germany	3,368	*42*	111
Irish Republic	195	*42*	113
Northern Ireland	79	*43*	115
Slovakia	258	*48*	127
Australia	1,156	*49*	132
Austria	430	*51*	135
France	3,384	*51*	137
Slovenia	108	*52*	140
Cyprus	45	*52*	140
Italy	3,330	*55*	146
Portugal	607	*58*	156
Estonia	78	*59*	158
Hungary	626	*63*	169
Luxembourg	35	*64*	170
Belgium	715	*64*	171
New Zealand	295	*65*	175
Czech Republic	688	*65*	175
Croatia	308	*73*	194
Greece	793	*73*	194
Poland	3,202	*84*	225
Lithuania	265	*90*	241
Bulgaria	655	*90*	242
Romania	1,818	*91*	244
Republic of Korea	4,762	*94*	253
United States of America	32,675	*102*	*274*
Latvia	212	*106*	*283*

(b) All road users 2013

	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
Denmark	191	34	106
Israel	277	34	106
Spain	1,680	36	111
Wales	111	36	112
Norway	187	37	115
Japan	5,152	40	125
Germany	3,339	41	126
Irish Republic	188	41	127
Slovakia	223	41	128
Malta	18	43	132
Iceland	15	47	144
Finland	258	48	147
France	3,268	50	154
Cyprus	44	51	157
Australia	1,185	51	159
Austria	455	54	167
Canada	1,923	55	169
New Zealand	253	57	175
Italy	3,385	57	176
Hungary	591	60	185
Slovenia	125	61	188
Portugal	637	61	188
Estonia	81	61	190
Czech Republic	654	62	193
Belgium	723	65	201
Greece	879	80	248
Bulgaria	601	83	256
Luxembourg	45	84	260
Croatia	368	86	267
Lithuania	258	87	269
Poland	3,357	88	273
Latvia	179	88	274
Romania	1,861	93	288
Republic of Korea	5,092	*101*	314
United States of America	32,719	*103*	*321*

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 - 2013;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Netherlands	51	3	44
Iceland	1	3	45
Norway	18	4	51
Northern Ireland	7	4	55
Sweden	42	4	63
Denmark	34	6	87
England	334	6	89
Finland	34	6	90
United Kingdom	405	6	91
Great Britain	398	6	92
New Zealand	30	7	97
Irish Republic	31	7	97
Germany	561	7	98
Scotland	**37**	**7**	**100**
Australia	162	7	101
France	465	7	102
Spain	371	8	114
Switzerland	69	9	124
Wales	27	9	126
Belgium	99	9	128
Canada[1]	313	9	128
Italy	549	9	132
Cyprus	8	9	133
Luxembourg	5	9	134
Austria	82	10	140
Slovenia	20	10	140
Israel	91	11	163
Portugal	144	14	198
Greece	151	14	198
Japan	1,864	15	211
Hungary	147	15	214
United States of America	4,735	15	216
Czech Republic	162	15	222
Croatia	69	16	233
Poland	1,140	30	431
Lithuania	96	32	465
Latvia	70	35	498
Romania	726	36	522
Republic of Korea	1,982	39	568

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	1,081	8	49
Netherlands	180	11	62
England	637	12	68
Great Britain	785	13	73
United Kingdom	819	13	74
Switzerland	103	13	74
Denmark	79	14	82
Sweden	144	15	87
Spain	716	15	89
Israel	130	16	93
Scotland	**92**	**17**	**100**
Wales	56	18	105
Cyprus	16	18	107
Northern Ireland	34	19	108
Germany	1,588	19	112
Slovenia	40	19	113
Portugal	214	20	118
Norway	105	21	120
Austria	194	23	133
Republic of Korea	1,195	24	138
Irish Republic	113	25	143
France	1,615	25	143
Italy	1,483	25	144
Australia	588	25	147
Hungary	254	26	148
Finland	152	28	162
Czech Republic	308	29	170
Belgium	340	30	176
Greece	347	32	183
Canada[1]	1,122	32	185
Iceland	11	34	198
Latvia	71	35	203
Romania	721	36	209
Lithuania	108	36	210
New Zealand	167	37	216
United States of America	11,977	38	219
Poland	1,448	38	220
Croatia	195	46	265
Luxembourg	30	56	323

[1] 2012 data

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2013;

(a) 0-14 years	Per million pop	Index
Israel	12	60
England	15	74
Great Britain	16	77
United Kingdom	16	78
Northern Ireland	16	79
Sweden	16	80
Netherlands	17	82
Ireland	19	94
Denmark	20	97
Norway	20	100
Scotland	**20**	**100**
Wales	21	106
Switzerland	22	111
Iceland	23	112
Spain	24	117
Australia	27	134
France	28	138
New Zealand	28	141
Finland	29	143
Germany	31	155
Japan	31	156
Canada	34	168
Austria	37	185
Belgium	38	189
Italy	41	201
Portugal	41	204
Hungary	41	205
Czech Republic	42	208
Slovenia	42	208
United States	54	265
Greece	54	268
Poland	58	287
Lithuania	59	293
Korea	69	342
Switzerland	26	1109
Romania	28	1184

(b) 15-24 years	Per million pop	Index
Switzerland	3.4	52
Spain	3.5	54
Japan	3.6	55
Sweden	3.8	58
Denmark	4.3	66
England	4.5	68
Netherlands	4.6	71
Great Britain	4.8	73
United Kingdom	4.8	73
Hungary	5.3	81
Norway	5.6	85
Israel	5.8	88
Korea	5.9	89
Portugal	6.5	99
Northern Ireland	6.5	99
Scotland	**6.6**	**100**
Germany	6.6	101
Wales	6.8	104
Austria	6.9	104
Australia	7.2	110
Finland	7.3	111
Ireland	7.4	113
Italy	7.9	120
Czech Republic	9.1	138
Belgium	9.5	144
France	9.6	147
New Zealand	9.8	150
Lithuania	10.2	155
Iceland	10.6	161
Slovenia	10.7	162
Greece	11.9	180
Poland	12.9	197
United States	14.7	223

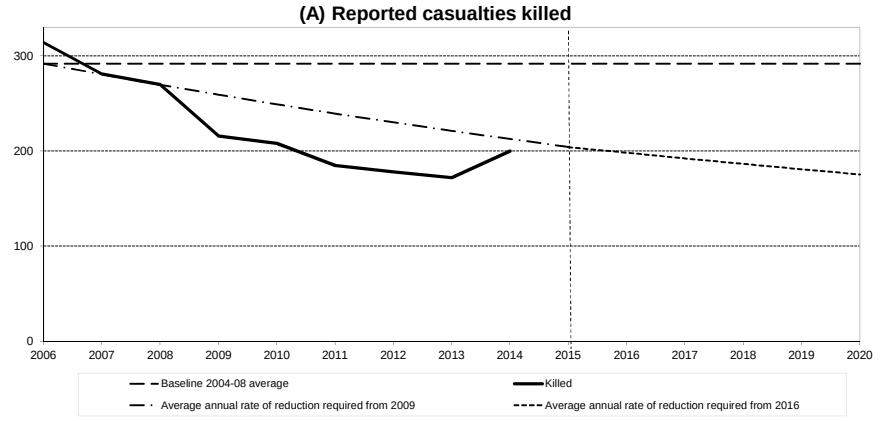
(c) 25-64 years		
Spain	0.6	38
Japan	0.7	42
Switzerland	0.7	45
Sweden	1.0	61
Netherlands	1.1	67
Denmark	1.1	67
England	1.1	69
Hungary	1.1	72
Great Britain	1.2	74
United Kingdom	1.2	75
Portugal	1.3	80
Germany	1.3	83
Korea	1.3	84
Norway	1.4	88
Italy	1.4	90
Austria	1.5	94
Scotland	**1.6**	**100**
Ireland	1.6	102
Finland	1.7	106
Northern Ireland	1.7	107
Czech Republic	1.8	111
Wales	1.8	114
Australia	1.8	116
Israel	1.9	121
Slovenia	1.9	122
Belgium	2.1	135
France	2.2	141
Greece	2.3	145
Lithuania	2.6	163
New Zealand	2.7	173
Poland	2.8	180
Iceland	3.0	190

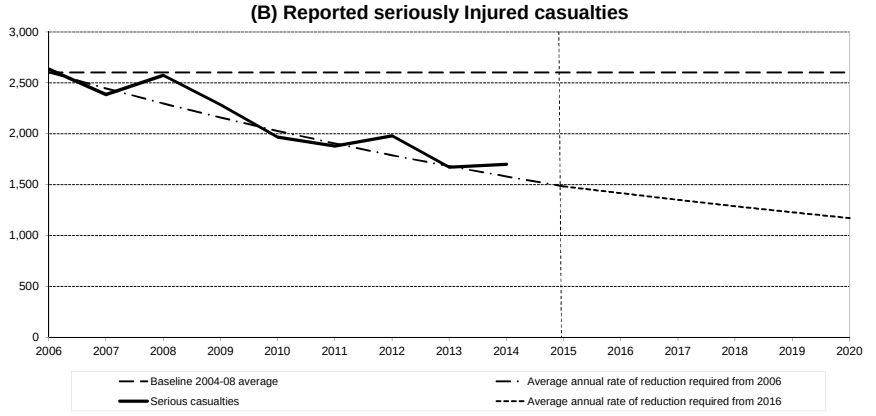
(d) 65+ years		
Japan	5.8	69
Sweden	7.3	87
Netherlands	7.3	87
Wales	8.2	98
Great Britain	8.3	99
England	8.3	99
United Kingdom	8.3	99
Scotland	**8.3**	**100**
Switzerland	8.9	107
Northern Ireland	9.0	107
Denmark	9.4	113
Germany	10.2	122
Spain	11.8	141
Finland	12.9	154
Norway	12.9	155
Italy	14.1	168
Iceland	14.4	173
Israel	15.1	181
Austria	15.3	183
France	15.4	185
Ireland	17.2	207
Portugal	17.6	211
Australia	19.0	228
New Zealand	20.1	241
Slovenia	20.2	242
Greece	21.0	252
Czech Republic	21.4	256
Belgium	21.8	261
Hungary	22.5	270
Lithuania	28.6	343
Poland	36.1	432
United States	43.4	520

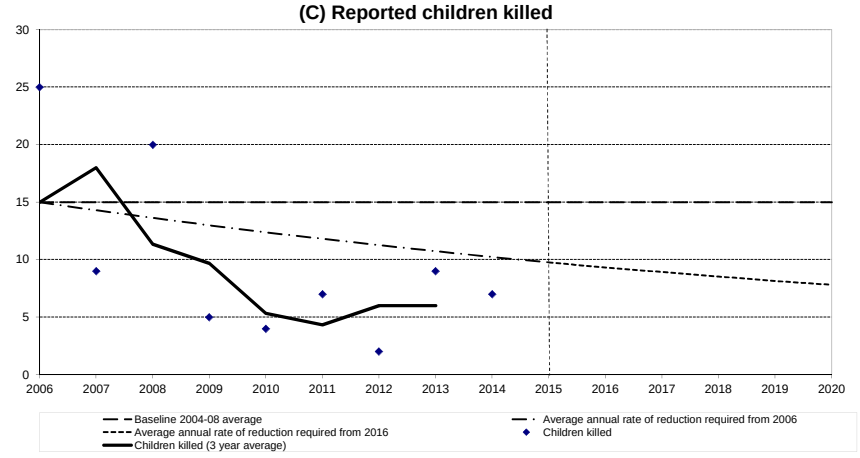
Article 1

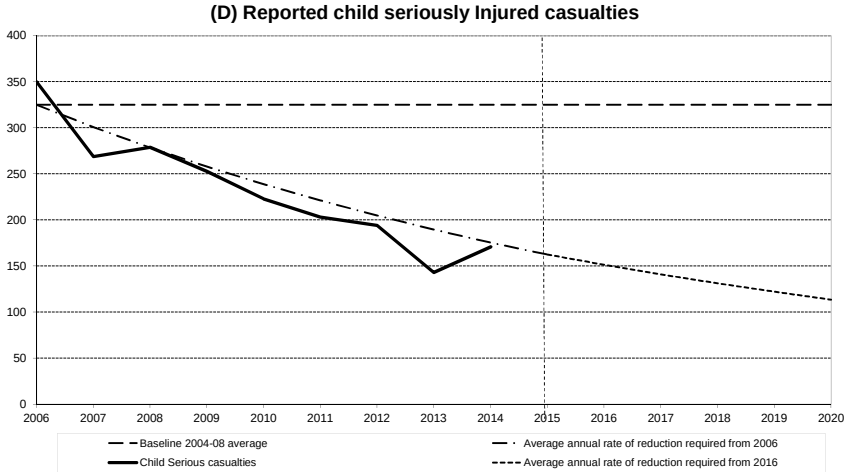
Casualty Reduction
Targets: Scotland's Road Safety Framework to 2020

Figure 8 Progress towards the 2020 casualty reduction targets









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

1. Introduction

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

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

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

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

The targets are deliberately challenging, particularly for child deaths as the child fatality rate in Scotland is higher than in England and Wales. The child fatality target itself will be monitored using a 3 year rolling average due to the small numbers of fatalities each year.

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

	2004-2008 average	2014	2015 milestone	2020 target
People killed	292	200	204	175
People seriously injured	2,605	1,699	1,484	1,172
Children (aged < 16) killed	15	6[1]	10	8
Children (aged < 16) seriously injured	325	171	163	114

1. 2012-14 average

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

2 Summary of Progress

The 2014 figures show:

- 200 people were reported as killed in 2014, **31 per cent (92) below the 2004-2008 average** of 292 – so the reduction seen to date exceeds that needed to reach the 2015 milestone.
- 1,699 people were reported as seriously injured in 2014, **35 per cent (906) below the 2004-2008 average** of 2,605. The number of people seriously injured remains above the 2015 milestone.
- 7 children were reported as killed in 2014, an average of 6 a year in the 2012-2014 period, **61 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.

- 171 children were reported as seriously injured in 2014, **47 per cent (154) below the 2004-2008 average** of 325, but above the 2015 milestone.

- The slight casualty rate of 20.92 casualties per 100 million vehicle kilometres in 2014 was **36 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 27 per cent compared to the baseline was required in 2014 to remain on the trajectory for this target. The overall reduction seen between the baseline and 2014 was 31 per cent.

Car fatalities are down 42 per cent on the baseline which exceeds the 2020 target.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of just over 39 per cent compared to the baseline was required in 2014 to remain on the trajectory for this target. The overall reduction for 2014 is 35 per cent, therefore just above the trajectory required to meet the target.

Table Ib shows that car and bus & coach injuries have fallen by a greater percentage than that implied as needed by the trajectory. The numbers of car drivers and passengers seriously injured has fallen by 45 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 2012-2014 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 2012-2014. 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 2012-2014 period,.

Children seriously injured

As shown in Table Ia below, a reduction of 46 per cent compared to the baseline was required in 2014 to remain on the trajectory for this target. The overall reduction for 2014 is 47 per cent; just below the trajectory.

Table Ib shows that car and pedestrian serious injuries have fallen by a greater percentage than that implied by the trajectory, 56 per cent and 47 per cent respectively. The figures for all modes in 2014 are below the 2004-2008 baseline.

Slightly injured casualties

Because of the limited availability of detailed reliable road traffic estimates for Scotland, Table Ib shows the *numbers* of slight casualties (rather than slight casualty *rates*) for categories of road user. The table also shows the overall total volume of traffic and the overall slight casualty rate.

Table Ib shows that slight injuries per million vehicle kilometres are 36 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', 62 per cent, 41 per cent, 35 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 just over 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**
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
2014	57	8	30	93	1	2	9	200
10-14 ave	**49**	**9**	**28**	**90**	**1**	**7**	**4**	**189**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2014 on 2013	50	-38	30	4	-50	-60	350	16
4 on 2004-08 average	-12	-13	-28	-42	25	-83	275	-31

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**
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	169	343	847	44	68	49	1,981
2013	403	148	281	722	34	45	39	1,672
2014	425	155	322	687	28	51	31	1,699
10-14 ave	**452**	**153**	**312**	**783**	**42**	**57**	**41**	**1,840**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2014 on 2013	5	5	15	-5	-18	13	-21	2
4 on 2004-08 average	-35	16	-13	-45	-49	-38	-39	-35

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**
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
2014	3	-	-	4	-	-	-	7
10-14 ave	**2**	**1**	**0**	**2**	**-**	**-**	**-**	**6**
2020 target	*3*	*1*	*0*	*3*	*-*	*0*	*0*	*8*
12-14 ave	**3**	**1**	**-**	**2**	**-**	**-**	**-**	**6**
Percent changes:								
4 on 2004-08 average	-50	-58	-100	-68	-	-100	-100	-61

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

	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**
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
2014	116	18	4	27	2	1	3	171
10-14 ave	**126**	**19**	**2**	**34**	**3**	**1**	**1**	**187**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2014 on 2013	26	64	300	-21	-33	-	50	20
4 on 2004-08 average	-47	-39	-49	-56	-38	-29	-12	-47

Reported slight casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
2004-08 average	**2,135**	**613**	**637**	**9,187**	**693**	**503**	**431**	**14,200**	**43,736**	**32.47**
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	384	305	10,725	43,390	24.72
2012	1,460	728	503	6,745	396	411	314	10,557	43,549	24.24
2013	1,306	724	471	6,153	358	388	260	9,660	43,840	22.03
2014	1,262	725	468	5,990	262	397	265	9,369	44,789	20.92
10-14 ave	**1,409**	**695**	**483**	**6,623**	**391**	**393**	**301**	**10,294**	**43,811**	**23.50**
2020 target										*29.22*
Percent changes:										
2014 on 2013	-3	0	-1	-3	-27	2	2	-3	2	-5
4 on 2004-08 average	-41	18	-27	-35	-62	-21	-39	-34	2	-36

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

Article 2: Contributory Factors

Article 2. Contributory factors to reported road accidents

Summary

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

- ***Driver/rider errors or reactions*** were reported in 67 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 30%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 11% of all reported accidents and 18% of fatal accidents.
- ***Pedestrian only*** factors were reported in 19% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 35% and 25% of fatal accidents respectively).

1. Introduction

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

- ***reflect the reporting officer's opinion at the time of reporting the accident*** (or the opinion of a person whose duties include deciding which CFs should be recorded based on the officer's report).
- are based on the information which was available at that time, so ***may not be the result of subsequent extensive investigation*** (indeed, subsequent enquiries could result in the reporting officer's opinion changing).

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

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

1.4 This article presents analysis from accidents in Scotland reported to the police in 2014, with the following background note describing the collection of the contributory factor system in more detail.

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

2. Accidents

Categories

2.2 Each of the 77 contributory factors fits into one of nine categories. Figure 11 shows the percentage of accidents reported to the police with associated contributory factors in each these categories.

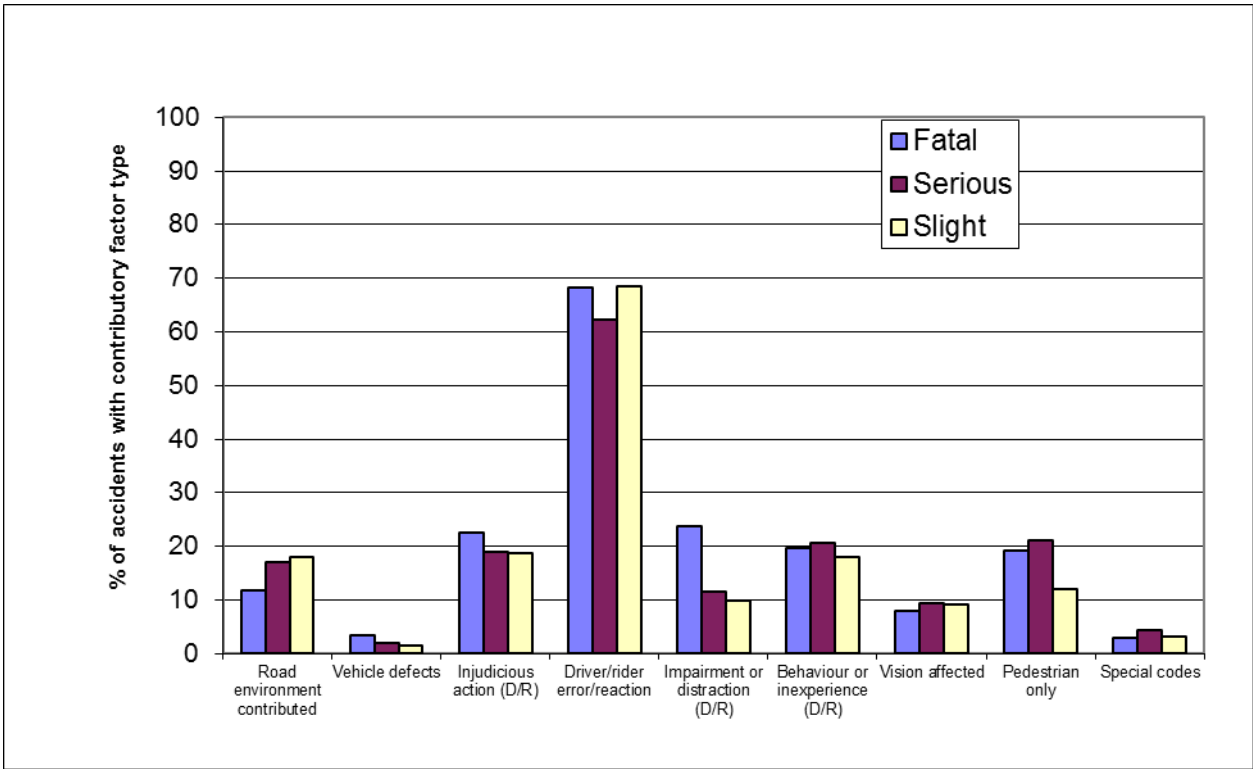
- ***Driver/rider error*** was the most frequently reported category for each type of severity of accident and was reported in 67 per cent of accidents reported to the police).

- ***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 19 per cent of fatal accidents.

- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 19 per cent of all reported accidents, increasing to 23 per cent of fatal accidents.

- ***Road environment*** factors were reported in 18 per cent of reported accidents.

Figure 11: Contributory factor type: Reported accidents by severity, 2014



Factors

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

- ***Failed to look properly*** was the most frequently reported contributory factor, involved in 30 per cent of all reported accidents. This was followed *by failed to judge other person's path/speed (19%) and loss of control* (17%). S*lippery road* and *careless/reckless or in a hurry* (both 12%) *and poor turn/manoeuvre* (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 18% 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 35% of accidents. *Failed to look properly* was reported in 25% and *failed to judge other person's path/speed* in 15%*. Careless / reckless /in a hurry and exceeding the speed limit* were both involved in 11% of fatal accidents respectively.

2.4 Table M also shows how the incidence of some CFs varies with the severity of the accident. For example: loss of control is cited in 17% of all accidents for which CFs were recorded but 35% of fatal accidents; slippery road due to weather is cited in 12% of all accidents but 7% of fatal ones; travelling too fast for the conditions is cited in 8% of all accidents but 10% of fatal ones and exceeding speed limit is cited in 3% of all accidents but 11% 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 2014 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 9 years of collection. The most frequently recorded factor, *failed to look properly is associated with a larger proportion of* accidents in 2014 than when the CF system was introduced in 2005.

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

3. Vehicle & pedestrians

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

3.2 Tables O & P show that:

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

- *L*oss of control (23%) was the most commonly reported factor for **motorcyclists**.
- *Failed to judge other person's path/speed* was the second most common factor reported for **cars or taxis** (11%).
- *Failed to judge other person's speed* was the second most common factor associated with **cyclists** (associated with 7% of bicycles).
- *Failed to judge other person's speed/path* was the second most common factor reported for **good vehicles** (reported in 16%).
- *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 failed to judge vehicle speed/path(14%), careless/reckless or in a hurry (13%), crossed road masked by stationary/parked vehicle (12%) and impaired by alcohol (10%).

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

- ***loss of control*** was recorded for 23% of motorcycles but only 2% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 9% of buses but for only 3% of all vehicles involved.

3.4 On average, fewer contributory factors were recorded for pedal cycles (an average of 0.62 per cycle involved in a reported accident) and bus or coaches (an average e of 0.58), compared to an overall average of 1.06 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 2014.

- 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 603 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 – 74 deaths (37%);
- (driver/rider) failed to look properly – 45 deaths (representing 23% of all deaths in accidents for which CFs were recorded);
- (driver/rider) failed to judge other person's path/speed - 28 deaths (14%)
- exceeding speed limit 25 deaths - (13% of fatalities)
- (driver/rider) careless / reckless /in a hurry - 23 deaths (12% of fatalities)
- (driver/rider) illness or disability (mental/physical) – 22 deaths (11%);

Seriously injured

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

- (driver/rider) failed to look properly – 406 serious injuries (26%);
- loss of control – 329 serious injuries (representing 21% of all serious injuries in accidents for which CFs were recorded);
- failed to judge other person's path/speed– 233 (15%)
- (driver/rider) careless / reckless / in a hurry – 227 (14%);
- poor turn or manoeuvre– 200 (13%)
- pedestrian failed to look properly – 195 (12%)

5 Overall frequencies of recording

5.1 In 2014 at least one contributory factor was recorded in 99.8% of reported accidents where a police officer attended the scene (7,351) - there were 16 accidents without a contributory factor. A total of 15,426 factors were recorded, resulting in an average of 2.1 factors per accident.

5.2 Around 87% (13,495) of all factors listed were related to vehicles (and their drivers/rider) and the road environment. Around 11% (1,712) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (188 or 1.2%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2014. (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 (65%) were described as very likely, but the percentage varied markedly between different CFs. Excluding those used fewer than 100 times, the following were described as **very likely** on at least 83% of occasions on which they were used:

- Disobeyed Give Way or Stop sign or marking (88%)
- Pedestrian crossed road masked by stationary/parked vehicle (87%)
- Driver/rider impaired by alcohol (83%)

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

- Sudden braking (60%)
- Travelling too fast for the conditions (58%)
- Road layout (e.g. bend, hill, narrow carriageway) (57%)
- Driver/rider failed to judge other persons path/speed (55%)
- Pedestrian failed to judge vehicles path or speed (50%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 10 years. It is clear that the contributory factor information can provide useful indications of the circumstances that may have led to a reported road accident. These can also be attributed to the different participants within the accident, which can help build a picture of how the accident may have occurred.

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

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

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Background: The collection of Contributory Factor data

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

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

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

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

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

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

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

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

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

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

Worked example

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

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

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

Quality

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

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

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

Table M: Contributory Factors: Reported accidents[1,2] by severity, 2014

	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**	*12*	**233**	*17*	**1,044**	*18*	**1,298**	*18*
Poor or defective road surface	2	*1*	19	*1*	61	*1*	82	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	30	*2*	101	*2*	131	*2*
Slippery road (due to weather)	13	*7*	132	*10*	744	*13*	889	*12*
Inadequate/masked signs or road markings	1	*1*	7	*1*	29	*1*	37	*1*
Defective traffic signals	0	*0*	1	*0*	5	*0*	6	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	2	*0*	2	*0*
Temporary road layout (eg contraflow)	1	*1*	4	*0*	16	*0*	21	*0*
Road layout (eg bend, hill, narrow c-way	6	*3*	53	*4*	179	*3*	238	*3*
Animal or other object in carriageway	1	*1*	20	*1*	63	*1*	84	*1*
Sunken,raised or slippery inspection cover	0	*0*	1	*0*	6	*0*	7	*0*
Vehicle defects [4]	**6**	*3*	**27**	*2*	**92**	*2*	**125**	*2*
Tyres illegal, defective or under-inflated	5	*3*	9	*1*	32	*1*	46	*1*
Defective lights or indicators	0	*0*	4	*0*	5	*0*	9	*0*
Defective brakes	1	*1*	8	*1*	29	*1*	38	*1*
Defective steering or suspension	0	*0*	4	*0*	15	*0*	19	*0*
Defective or missing mirrors	0	*0*	0	*0*	1	*0*	1	*0*
Overloaded or poorly loaded vehicle/trailer	1	*1*	2	*0*	12	*0*	15	*0*
Injudicious action (driver/rider) [4]	**40**	*23*	**257**	*19*	**1,083**	*19*	**1,380**	*19*
Disobeyed automatic traffic signal	1	*1*	9	*1*	89	*2*	99	*1*
Disobeyed Give Way or Stop sign or markiings	2	*1*	39	*3*	133	*2*	174	*2*
Disobeyed double white line	0	*0*	3	*0*	6	*0*	9	*0*
Disobeyed pedestrian crossing facility	0	*0*	8	*1*	16	*0*	24	*0*
Illegal turn or direction of travel	4	*2*	15	*1*	16	*0*	35	*0*
Exceeding speed limit	19	*11*	65	*5*	153	*3*	237	*3*
Travelling too fast for the conditions	17	*10*	121	*9*	454	*8*	592	*8*
Following too close	2	*1*	21	*2*	300	*5*	323	*4*
Vehicle travelling along pavement	1	*1*	4	*0*	7	*0*	12	*0*
Cyclist entering road from pavement	0	*0*	9	*1*	31	*1*	40	*1*
Driver/rider error or reaction [4]	**121**	*68*	**847**	*62*	**3,970**	*68*	**4,938**	*67*
Junction overshoot	2	*1*	25	*2*	148	*3*	175	*2*
Junction restart	0	*0*	8	*1*	37	*1*	45	*1*
Poor turn or manoeuvre	14	*8*	167	*12*	655	*11*	836	*11*
Failed to signal / misleading signal	1	*1*	13	*1*	80	*1*	94	*1*
Failed to look properly (D/R)	44	*25*	372	*27*	1,777	*31*	2,193	*30*
Failed to judge other pers path/speed (D/R)	26	*15*	207	*15*	1,186	*20*	1,419	*19*
Too close to cyclist,horse or pedestrian	3	*2*	15	*1*	60	*1*	78	*1*
Sudden braking	5	*3*	43	*3*	340	*6*	388	*5*
Swerved	13	*7*	57	*4*	195	*3*	265	*4*
Loss of control	62	*35*	259	*19*	937	*16*	1,258	*17*
Impairment or distraction (driver/rider) [4]	**42**	*24*	**158**	*12*	**574**	*10*	**774**	*11*
Impaired by alcohol (D/R)	9	*5*	56	*4*	167	*3*	232	*3*
Impaired by drugs (illicit/medicinal) (D/R)	4	*2*	10	*1*	27	*0*	41	*1*
Fatigue	11	*6*	26	*2*	87	*2*	124	*2*
Uncorrected defective eyesight	0	*0*	2	*0*	8	*0*	10	*0*
Illness or disability (mental/physic) (D/R)	16	*9*	29	*2*	85	*1*	130	*2*
Not display lights at night / in poor visibility	0	*0*	3	*0*	9	*0*	12	*0*
Cyclist wearing dark clothing at night	0	*0*	7	*1*	21	*0*	28	*0*
Driver using mobile phone	1	*1*	1	*0*	14	*0*	16	*0*
Distraction in vehicle	8	*5*	34	*3*	135	*2*	177	*2*
Distraction outside vehicle	2	*1*	10	*1*	72	*1*	84	*1*
Behaviour or inexperience (driver/rider) [4]	**35**	*20*	**281**	*21*	**1,046**	*18*	**1,362**	*19*
Aggressive driving	6	*3*	32	*2*	119	*2*	157	*2*
Careless / reckless /in a hurry (D/R)	19	*11*	178	*13*	665	*11*	862	*12*
Nervous / uncertain / panic	4	*2*	12	*1*	95	*2*	111	*2*
Driving too slow for condits / slow vehicle	0	*0*	1	*0*	7	*0*	8	*0*
Inexperienced or learner driver/rider	11	*6*	66	*5*	221	*4*	298	*4*
Inexperience of driving on the left	1	*1*	11	*1*	39	*1*	51	*1*
Inexperience with type of vehicle	2	*1*	16	*1*	42	*1*	60	*1*

	Fatal		Serious		Slight		All accidents	
Contributory factor reported in accident	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Vision affected [4]	**14**	*8*	**128**	*9*	**529**	*9*	**671**	*9*
Stationary or parked vehicle	2	*1*	22	*2*	122	*2*	146	*2*
Vegetation	0	*0*	5	*0*	19	*0*	24	*0*
Road layout (eg bend, winding rd, hill cest	1	*1*	20	*1*	65	*1*	86	*1*
Buildings, road signs, street furniture	1	*1*	6	*0*	15	*0*	22	*0*
Dazzling headlights	2	*1*	6	*0*	15	*0*	23	*0*
Dazzling sun	4	*2*	34	*3*	167	*3*	205	*3*
Rain, sleet, snow or fog	1	*1*	30	*2*	120	*2*	151	*2*
Spray from other vehicles	0	*0*	0	*0*	5	*0*	5	*0*
Visor/windscreen dirty/scratched/frosted	1	*1*	1	*0*	7	*0*	9	*0*
Vehicle blind spot	3	*2*	14	*1*	44	*1*	61	*1*
Pedestrian only [4]	**34**	*19*	**287**	*21*	**703**	*12*	**1,024**	*14*
Crossed road masked by stationary/parked	4	*2*	61	*4*	117	*2*	182	*2*
Pedestrian failed to look properly	17	*10*	195	*14*	478	*8*	690	*9*
Ped. failed to judge vehicles path or sp	12	*7*	69	*5*	137	*2*	218	*3*
Wrong use of pedestrian crossing facility	1	*1*	16	*1*	36	*1*	53	*1*
Dangerous action in carriageway (eg playing)	7	*4*	24	*2*	55	*1*	86	*1*
Pedestrian impaired by alcohol	9	*5*	44	*3*	100	*2*	153	*2*
Ped. impaired by drugs (illicit/medicina	1	*1*	2	*0*	14	*0*	17	*0*
Ped. careless / reckless /in a hurry	5	*3*	62	*5*	144	*2*	211	*3*
Pedestrian wearing dark clothing at nigh	12	*7*	28	*2*	45	*1*	85	*1*
Ped. disability or illness, mental/physical	3	*2*	10	*1*	25	*0*	38	*1*
Special codes [4]	**5**	*3*	**59**	*4*	**185**	*3*	**249**	*3*
Stolen vehicle	2	*1*	11	*1*	22	*0*	35	*0*
Vehicle in course of crime	0	*0*	4	*0*	19	*0*	23	*0*
Emergency vehicle on call	0	*0*	0	*0*	15	*0*	15	*0*
Vehicle door opened or closed negligentl	0	*0*	2	*0*	10	*0*	12	*0*
Other	3	*2*	45	*3*	128	*2*	176	*2*
Total reported accidents[1]	177		1,358		5,800		7,335	*100*
Number of Contributory Factors [5]	440		3,015		11,971		15,426	
Average number of CFs per accident [1,5]	2.5		2.2		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: 2010-2014 comparison[1]

Contributory factor reported in accident[2]	2010		2011		2012		2013		2014	
	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)	2,338	*28*	2,454	*30*	2,573	*32*	2,179	*29*	2,193	*30*
Failed to judge other pers path/speed (D/R)	1,335	*16*	1,229	*15*	1,376	*17*	1,472	*20*	1,419	*19*
Loss of control	1,751	*21*	1,617	*20*	1,613	*20*	1,507	*20*	1,258	*17*
Slippery road (due to weather)	1,534	*18*	1,210	*15*	1,107	*14*	898	*12*	889	*12*
Careless / reckless /in a hurry (D/R)	917	*11*	943	*12*	947	*12*	856	*11*	862	*12*
Poor turn or manoeuvre	947	*11*	878	*11*	933	*11*	832	*11*	836	*11*
Pedestrian failed to look properly	862	*10*	873	*11*	851	*10*	702	*9*	690	*9*
Travelling too fast for the conditions	981	*12*	830	*10*	822	*10*	661	*9*	592	*8*
Sudden braking	501	*6*	450	*6*	421	*5*	371	*5*	388	*5*
Following too close	458	*5*	440	*5*	413	*5*	352	*5*	323	*4*
Total reported accidents[1]	**8,413**	***100***	**8,174**	***100***	**8,158**	***100***	**7,538**	***100***	**7,335**	***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], 2014

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**18**	***3***	**121**	***16***	**1,006**	***10***	**11**	***3***	**85**	***8***	**27**	***12***	***1,268***	***10***
Poor or defective road surface	4	*1*	17	*2*	47	*0*	0	*0*	5	*0*	5	*2*	78	*1*
Deposit on road (eg oil, mud, chippings)	2	*0*	32	*4*	86	*1*	1	*0*	6	*1*	3	*1*	130	*1*
Slippery road (due to weather)	9	*1*	56	*8*	776	*8*	7	*2*	53	*5*	11	*5*	912	*7*
Inadequate/masked signs or road markings	1	*0*	4	*1*	23	*0*	0	*0*	7	*1*	2	*1*	37	*0*
Defective traffic signals	0	*0*	1	*0*	4	*0*	0	*0*	1	*0*	0	*0*	6	*0*
Traffic calming (eg road humps, chicanes	0	*0*	0	*0*	2	*0*	0	*0*	0	*0*	0	*0*	2	*0*
Temporary road layout (eg contraflow)	3	*0*	1	*0*	12	*0*	2	*1*	8	*1*	1	*0*	27	*0*
Road layout (eg bend, hill, narrow c-way	2	*0*	18	*2*	191	*2*	3	*1*	28	*3*	13	*6*	255	*2*
Animal or other object in carriageway	2	*0*	11	*1*	63	*1*	1	*0*	3	*0*	2	*1*	82	*1*
Sunken,raised or slippery inspection cover	0	*0*	1	*0*	5	*0*	0	*0*	0	*0*	1	*0*	7	*0*
Vehicle defects [3]	**7**	***1***	**7**	***1***	**90**	***1***	**0**	***0***	**15**	***1***	**5**	***2***	**124**	***1***
Tyres illegal, defective or under-inflated	0	*0*	3	*0*	40	*0*	0	*0*	3	*0*	0	*0*	46	*0*
Defective lights or indicators	2	*0*	1	*0*	3	*0*	0	*0*	2	*0*	1	*0*	9	*0*
Defective brakes	5	*1*	1	*0*	26	*0*	0	*0*	3	*0*	2	*1*	37	*0*
Defective steering or suspension	0	*0*	1	*0*	16	*0*	0	*0*	1	*0*	1	*0*	19	*0*
Defective or missing mirrors	0		0		1		0		0		0		1	
Overloaded or poorly loaded vehicle/trai	0	*0*	2	*0*	6	*0*	0	*0*	6	*1*	1	*0*	15	*0*
Injudicious action (driver/rider) [3]	**62**	***10***	**97**	***13***	**1,077**	***11***	**7**	***2***	**111**	***10***	**18**	***8***	**1,372**	***11***
Disobeyed automatic traffic signal	9	*1*	3	*0*	82	*1*	0	*0*	9	*1*	0	*0*	103	*1*
Disobeyed Give Way or Stop sign or markings	7	*1*	4	*1*	146	*1*	0	*0*	15	*1*	3	*1*	175	*1*
Disobeyed double white line	0	*0*	1	*0*	8	*0*	0	*0*	0	*0*	0	*0*	9	*0*
Disobeyed pedestrian crossing facility	4	*1*	0	*0*	15	*0*	0	*0*	2	*0*	0	*0*	21	*0*
Illegal turn or direction of travel	2	*0*	4	*1*	23	*0*	0	*0*	3	*0*	3	*1*	35	*0*
Exceeding speed limit	0	*0*	27	*4*	205	*2*	0	*0*	6	*1*	2	*1*	240	*2*
Travelling too fast for the conditions	8	*1*	45	*6*	482	*5*	3	*1*	51	*5*	10	*4*	599	*5*
Following too close	3	*0*	18	*2*	269	*3*	4	*1*	48	*4*	3	*1*	345	*3*
Vehicle travelling along pavement	1	*0*	2	*0*	9	*0*	0	*0*	0	*0*	0	*0*	12	*0*
Cyclist entering road from pavement	34	*6*	0	*0*	2	*0*	0	*0*	0	*0*	1	*0*	37	*0*
Driver/rider error or reaction [3]	**130**	***21***	**315**	***43***	**3,848**	***39***	**82**	***25***	**457**	***41***	**76**	***34***	**4,908**	***38***
Junction overshoot	9	*1*	5	*1*	141	*1*	1	*0*	16	*1*	5	*2*	177	*1*
Junction restart	0	*0*	0	*0*	39	*0*	0	*0*	5	*0*	2	*1*	46	*0*
Poor turn or manoeuvre	17	*3*	72	*10*	644	*7*	13	*4*	86	*8*	14	*6*	846	*7*
Failed to signal / misleading signal	5	*1*	3	*0*	71	*1*	7	*2*	8	*1*	1	*0*	95	*1*
Failed to look properly (D/R)	79	*13*	67	*9*	1,789	*18*	29	*9*	238	*21*	35	*16*	2,237	*18*
Failed to judge other pers path/speed (D/R)	44	*7*	88	*12*	1,114	*11*	28	*9*	173	*16*	21	*9*	1,468	*11*
Too close to cyclist,horse or pedestrian	1	*0*	3	*0*	55	*1*	6	*2*	8	*1*	3	*1*	76	*1*
Sudden braking	2	*0*	43	*6*	304	*3*	30	*9*	33	*3*	3	*1*	415	*3*
Swerved	4	*1*	16	*2*	213	*2*	5	*2*	24	*2*	5	*2*	267	*2*
Loss of control	30	*5*	173	*23*	969	*10*	7	*2*	61	*5*	20	*9*	1,260	*10*
Impairment or distraction (driver/rider) [3]	**28**	***5***	**30**	***4***	**606**	***6***	**6**	***2***	**71**	***6***	**11**	***5***	**752**	***6***
Impaired by alcohol (D/R)	5	*1*	11	*1*	191	*2*	0	*0*	12	*1*	5	*2*	224	*2*
Impaired by drugs (illicit/medicinal) (D/R)	0	*0*	5	*1*	30	*0*	0	*0*	5	*0*	0	*0*	40	*0*
Fatigue	0	*0*	2	*0*	98	*1*	5	*2*	18	*2*	0	*0*	123	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	8	*0*	0	*0*	1	*0*	1	*0*	10	*0*
Illness or disability (mental/physic) (D/R)	0	*0*	2	*0*	109	*1*	4	*1*	6	*1*	4	*2*	125	*1*
Not display lights at night / in poor visibility	8	*1*	2	*0*	2	*0*	0	*0*	0	*0*	0	*0*	12	*0*
Cyclist wearing dark clothing at night	19	*3*	2	*0*	4	*0*	0	*0*	0	*0*	0	*0*	25	*0*
Driver using mobile phone	3	*0*	0	*0*	10	*0*	0	*0*	2	*0*	0	*0*	15	*0*
Distraction in vehicle	0	*0*	1	*0*	148	*2*	0	*0*	27	*2*	1	*0*	177	*1*
Distraction outside vehicle	0	*0*	6	*1*	68	*1*	0	*0*	10	*1*	0	*0*	84	*1*
Behaviour or inexperience (driver/rider) [3]	**28**	***5***	**133**	***18***	**1,050**	***11***	**10**	***3***	**102**	***9***	**25**	***11***	**1,348**	***11***
Aggressive driving	0	*0*	17	*2*	131	*1*	1	*0*	6	*1*	4	*2*	159	*1*
Careless / reckless /in a hurry (D/R)	21	*3*	55	*7*	679	*7*	7	*2*	86	*8*	13	*6*	861	*7*
Nervous / uncertain / panic	2	*0*	10	*1*	91	*1*	1	*0*	3	*0*	3	*1*	110	*1*
Driving too slow for condits / slow vehicle	0	*0*	1	*0*	2	*0*	0	*0*	3	*0*	1	*0*	7	*0*
Inexperienced or learner driver/rider	5	*1*	48	*6*	236	*2*	1	*0*	2	*0*	5	*2*	297	*2*
Inexperience of driving on the left	0	*0*	5	*1*	37	*0*	0	*0*	5	*0*	3	*1*	50	*0*
Inexperience with type of vehicle	0	*0*	17	*2*	39	*0*	1	*0*	2	*0*	1	*0*	60	*0*
Vision affected [3]	**13**	***2***	**29**	***4***	**529**	***5***	**8**	***2***	**66**	***6***	**18**	***8***	**663**	***5***
Stationary or parked vehicle	8	*1*	6	*1*	130	*1*	2	*1*	11	*1*	3	*1*	160	*1*
Vegetation	1	*0*	0	*0*	16	*0*	2	*1*	3	*0*	3	*1*	25	*0*
Road layout (eg bend, winding rd, hill crest)	1	*0*	8	*1*	63	*1*	1	*0*	13	*1*	8	*4*	94	*1*
Buildings, road signs, street furniture	1	*0*	1	*0*	17	*0*	1	*0*	2	*0*	2	*1*	24	*0*
Dazzling headlights	0	*0*	1	*0*	21	*0*	0	*0*	1	*0*	0	*0*	23	*0*
Dazzling sun	3	*0*	9	*1*	179	*2*	4	*1*	18	*2*	2	*1*	215	*2*
Rain, sleet, snow or fog	2	*0*	7	*1*	137	*1*	1	*0*	10	*1*	1	*0*	158	*1*
Spray from other vehicles	0	*0*	0	*0*	5	*0*	0	*0*	0	*0*	0	*0*	5	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	0	*0*	9	*0*	0	*0*	0	*0*	0	*0*	9	*0*
Vehicle blind spot	1	*0*	1	*0*	41	*0*	0	*0*	17	*2*	1	*0*	61	*0*
Special codes [3]	**7**	***1***	**20**	***3***	**135**	***1***	**10**	***3***	**22**	***2***	**8**	***4***	**202**	***2***
Stolen vehicle	0	*0*	9	*1*	24	*0*	0	*0*	1	*0*	0	*0*	34	*0*
Vehicle in course of crime	1	*0*	4	*1*	16	*0*	0	*0*	2	*0*	0	*0*	23	*0*
Emergency vehicle on call	0	*0*	1	*0*	7	*0*	0	*0*	5	*0*	2	*1*	15	*0*
Vehicle door opened or closed negligentlly	0	*0*	0	*0*	9	*0*	0	*0*	2	*0*	0	*0*	11	*0*
Other	6	*1*	8	*1*	90	*1*	10	*3*	13	*1*	6	***3***	133	*1*
Number of vehicle Contributory Factors [2]	**376**		**962**		**10,528**		**188**		**1,198**		**243**		**13,495**	
Total number of vehicles involved	609	100%	741	100%	9,763	100%	323	100%	1,111	100%	224	100%	12,771	100%
Average number of CFs per vehicle	0.62		1.30		1.08		0.58		1.08		1.08		1.06	

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], 2014

	Number	%
Pedestrian failed to look properly	678	*44*
Ped. failed to judge vehicles path or speed	215	*14*
Ped. careless / reckless /in a hurry	209	*13*
Crossed road masked by stationary/parked	183	*12*
Pedestrian impaired by alcohol	149	*10*
Dangerous action in carriageway (eg playing)	87	*6*
Pedestrian wearing dark clothing at night	86	*6*
Wrong use of pedestrian crossing facility	51	*3*
Ped. disability or illness, mental/physical	37	*2*
Ped. impaired by drugs (illicit/medicinal)	17	*1*
Number of Contributory Factors [3]	1,712	
Total number of pedestrians involved[1]	1,553	
Average number of CFs per pedestrian	1.10	

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], 2014

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	603
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	311
Poor turn or manoeuvre	Failed to look properly (D/R)	304
Slippery road (due to weather)	Loss of control	296
Slippery road (due to weather)	Travelling too fast for the conditions	230
Travelling too fast for the conditions	Loss of control	229
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	170
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	169
Loss of control	Careless / reckless /in a hurry (D/R)	146
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	141
Pedestrian failed to look properly	Ped. failed to judge vehicles path or speed	129
Crossed road masked by stationary/parked	Pedestrian failed to look properly	128
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	125
Poor turn or manoeuvre	Loss of control	115
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	112
Following too close	Failed to judge other pers path/speed (D/R)	106
Exceeding speed limit	Loss of control	104
Swerved	Loss of control	104
Following too close	Failed to look properly (D/R)	101

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

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

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

Table R: Contributory factors: Casualties in reported accidents - fatalities [1], 2014

	Person who was killed						as a % of all fatalities
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	
Road environment contributed							
Poor or defective road surface	0	1	0	2	0	**3**	*2*
Slippery road (due to weather)	1	0	1	13	0	**15**	*8*
Inadequate/masked signs or road markings	0	0	1	0	0	**1**	*1*
Temporary road layout (eg contraflow)	1	0	0	0	0	**1**	*1*
Road layout (eg bend, hill, narrow c-way	1	1	0	3	1	**6**	*3*
Animal or other object in carriageway	0	0	0	2	0	**2**	*1*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	1	7	0	**8**	*4*
Defective brakes	0	0	1	0	0	**1**	*1*
Overloaded or poorly loaded vehicle/trai	0	0	1	0	0	**1**	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	1	0	0	0	0	**1**	*1*
Disobeyed Give Way or Stop sign or marki	0	0	0	2	0	**2**	*1*
Illegal turn or direction of travel	0	0	1	2	1	**4**	*2*
Exceeding speed limit	1	0	5	19	0	**25**	*13*
Travelling too fast for the conditions	0	1	2	11	4	**18**	*9*
Following too close	0	0	1	0	1	**2**	*1*
Driver/rider error or reaction							
Junction overshoot	0	0	1	1	0	**2**	*1*
Poor turn or manoeuvre	2	1	7	8	0	**18**	*9*
Failed to signal / misleading signal	0	0	1	0	0	**1**	*1*
Failed to look properly (D/R)	15	3	14	10	3	**45**	*23*
Failed to judge other pers path/speed (D/R)	5	3	8	11	1	**28**	*14*
Too close to cyclist,horse or pedestrian	1	2	0	0	0	**3**	*2*
Sudden braking	0	0	2	4	0	**6**	*3*
Swerved	0	0	2	11	2	**15**	*8*
Loss of control	9	3	11	46	5	**74**	*37*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	2	0	1	6	0	**9**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	2	1	0	**4**	*2*
Fatigue	2	0	0	10	1	**13**	*7*
Illness or disability (mental/physic) (D/R)	6	0	0	13	3	**22**	*11*
Driver using mobile phone	0	0	0	1	0	**1**	*1*
Distraction in vehicle	2	0	0	8	0	**10**	*5*
Distraction outside vehicle	0	0	0	3	0	**3**	*2*
Behaviour or inexperience (driver/rider)							
Aggressive driving	0	0	1	5	0	**6**	*3*
Careless / reckless /in a hurry (D/R)	2	2	1	17	1	**23**	*12*
Nervous / uncertain / panic	0	1	1	3	1	**6**	*3*
Inexperienced or learner driver/rider	0	0	5	7	0	**12**	*6*
Inexperience of driving on the left	0	0	0	1	0	**1**	*1*
Inexperience with type of vehicle	0	0	1	1	0	**2**	*1*
Vision affected							
Stationary or parked vehicle	2	0	0	0	0	**2**	*1*
Road layout (eg bend, winding rd, hill c	1	0	0	0	0	**1**	*1*
Buildings, road signs, street furniture	0	0	1	0	0	**1**	*1*
Dazzling headlights	0	0	1	1	0	**2**	*1*
Dazzling sun	1	0	1	1	1	**4**	*2*
Rain, sleet, snow or fog	0	0	0	2	0	**2**	*1*
Visor/windscreen dirty/scratched/frosted	1	0	0	0	0	**1**	*1*
Vehicle blind spot	2	0	1	0	0	**3**	*2*
Pedestrian only							
Crossed road masked by stationary/parked	4	0	0	0	0	**4**	*2*
Pedestrian failed to look properly	16	1	0	0	0	**17**	*9*
Ped. failed to judge vehicles path or sp	12	0	0	0	0	**12**	*6*
Wrong use of pedestrian crossing facility	1	0	0	0	0	**1**	*1*
Dangerous action in carriageway (eg playing)	7	0	0	0	0	**7**	*4*
Pedestrian impaired by alcohol	9	0	0	0	0	**9**	*5*
Ped. impaired by drugs (illicit/medicina	1	0	0	0	0	**1**	*1*
Ped. careless / reckless /in a hurry	4	1	0	0	0	**5**	*3*
Pedestrian wearing dark clothing at nigh	12	0	0	0	0	**12**	*6*
Ped. disability or illness, mental/physical	3	0	0	0	0	**3**	*2*
Special codes							
Stolen vehicle	0	0	1	1	0	**2**	*1*
Other	1	0	0	1	1	**3**	*2*
Total Road fatalities	56	8	30	94	11	**199**	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], 2014

	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	4	10	4	1	**20**	*1*
Deposit on road (eg oil, mud, chippings)	1	2	15	16	2	**36**	*2*
Slippery road (due to weather)	10	6	23	113	10	**162**	*10*
Inadequate/masked signs or road markings	0	0	0	8	1	**9**	*1*
Defective traffic signals	0	0	1	0	0	**1**	*0*
Temporary road layout (eg contraflow)	1	2	0	2	0	**5**	*0*
Road layout (eg bend, hill, narrow c-way	3	3	15	36	6	**63**	*4*
Animal or other object in carriageway	2	1	6	12	2	**23**	*1*
Sunken,raised or slippery inspection cover	0	0	0	0	1	**1**	*0*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	2	10	0	**12**	*1*
Defective lights or indicators	1	0	1	2	0	**4**	*0*
Defective brakes	3	1	0	2	4	**10**	*1*
Defective steering or suspension	2	0	1	3	0	**6**	*0*
Overloaded or poorly loaded vehicle/tra	0	0	1	0	1	**2**	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	2	1	4	3	0	**10**	*1*
Disobeyed Give Way or Stop sign or marki	2	10	5	26	5	**48**	*3*
Disobeyed double white line	0	0	0	6	0	**6**	*0*
Disobeyed pedestrian crossing facility	6	1	0	1	0	**8**	*1*
Illegal turn or direction of travel	1	2	3	10	3	**19**	*1*
Exceeding speed limit	6	2	20	64	2	**94**	*6*
Travelling too fast for the conditions	9	6	25	101	12	**153**	*10*
Following too close	1	3	8	8	2	**22**	*1*
Vehicle travelling along pavement	4	0	1	0	0	**5**	*0*
Cyclist entering road from pavement	0	9	0	0	0	**9**	*1*
Driver/rider error or reaction							
Junction overshoot	2	4	3	13	8	**30**	*2*
Junction restart	1	1	2	4	1	**9**	*1*
Poor turn or manoeuvre	9	16	61	99	15	**200**	*13*
Failed to signal / misleading signal	0	1	7	5	0	**13**	*1*
Failed to look properly (D/R)	87	76	81	144	18	**406**	*26*
Failed to judge other pers path/speed (D/R)	23	23	66	107	14	**233**	*15*
Too close to cyclist,horse or pedestrian	4	9	1	0	1	**15**	*1*
Sudden braking	3	1	20	19	8	**51**	*3*
Swerved	0	3	5	56	7	**71**	*5*
Loss of control	15	8	93	194	19	**329**	*21*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	5	2	6	52	7	**72**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	1	13	0	**15**	*1*
Fatigue	0	0	1	30	4	**35**	*2*
Uncorrected defective eyesight	1	0	0	1	0	**2**	*0*
Illness or disability (mental/physic) (D/R)	10	0	1	33	6	**50**	*3*
Not display lights at night / in poor vi	0	2	1	0	0	**3**	*0*
Cyclist wearing dark clothing at night	1	4	2	0	0	**7**	*0*
Driver using mobile phone	0	0	0	1	0	**1**	*0*
Distraction in vehicle	4	2	3	33	5	**47**	*3*
Distraction outside vehicle	0	1	3	6	2	**12**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	7	0	15	20	2	**44**	*3*
Careless / reckless /in a hurry (D/R)	23	13	41	137	13	**227**	*14*
Nervous / uncertain / panic	4	1	4	5	1	**15**	*1*
Driving too slow for condits / slow vehi	0	0	1	0	0	**1**	*0*
Inexperienced or learner driver/rider	2	1	29	50	5	**87**	*6*
Inexperience of driving on the left	0	0	4	9	0	**13**	*1*
Inexperience with type of vehicle	2	0	7	9	0	**18**	*1*
Vision affected							
Stationary or parked vehicle	10	3	7	2	1	**23**	*1*
Vegetation	2	1	0	0	2	**5**	*0*
Road layout (eg bend, winding rd, hill c	2	1	6	13	2	**24**	*2*
Buildings, road signs, street furniture	3	1	1	2	1	**8**	*1*
Dazzling headlights	1	1	1	4	0	**7**	*0*
Dazzling sun	9	7	7	13	3	**39**	*2*
Rain, sleet, snow or fog	6	3	7	19	1	**36**	*2*
Visor/windscreen dirty/scratched/frosted	0	0	0	1	0	**1**	*0*
Vehicle blind spot	10	0	2	2	0	**14**	*1*
Pedestrian only							
Crossed road masked by stationary/parked	62	0	0	0	0	**62**	*4*
Pedestrian failed to look properly	190	2	1	2	0	**195**	*12*
Ped. failed to judge vehicles path or sp	68	0	1	1	0	**70**	*4*
Wrong use of pedestrian crossing facility	16	0	0	0	0	**16**	*1*
Dangerous action in carriageway (eg playing)	25	0	0	0	0	**25**	*2*
Pedestrian impaired by alcohol	42	0	1	1	0	**44**	*3*
Ped. impaired by drugs (illicit/medicina	2	0	0	0	0	**2**	*0*
Ped. careless / reckless /in a hurry	60	0	1	1	1	**63**	*4*
Pedestrian wearing dark clothing at nigh	29	0	0	0	0	**29**	*2*
Ped. disability or illness, mental/physical	10	0	0	0	0	**10**	*1*
Special codes							
Stolen vehicle	0	0	8	6	0	**14**	*1*
Vehicle in course of crime	2	0	1	1	0	**4**	*0*
Vehicle door opened or closed negligentl	0	1	0	1	0	**2**	*0*
Other	12	2	2	27	8	**51**	*3*
All serious injuries	378	120	303	669	98	**1,568**	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], 2014

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)	1,599	653	2,252	15%
2	Failed to judge other pers path/speed (D/R)	806	672	1,478	10%
3	Loss of control	861	405	1,266	8%
4	Slippery road (due to weather)	625	298	925	6%
5	Careless / reckless /in a hurry (D/R)	570	300	870	6%
6	Poor turn or manoeuvre	559	288	847	5%
7	Pedestrian failed to look properly	545	149	694	4%
8	Travelling too fast for the conditions	345	255	600	4%
9	Sudden braking	251	168	419	3%
10	Following too close	222	123	345	2%
11	Inexperienced or learner driver/rider	193	106	299	2%
12	Swerved	177	92	269	2%
13	Road layout (eg bend, hill, narrow c-way	148	113	261	2%
14	Exceeding speed limit	114	127	241	2%
15	Impaired by alcohol (D/R)	193	40	233	2%
16	Ped. failed to judge vehicles path or sp	114	112	226	1%
17	Dazzling sun	141	76	217	1%
18	Ped. careless / reckless /in a hurry	139	75	214	1%
19	Crossed road masked by stationary/parked	161	24	185	1%
20	Distraction in vehicle	71	108	179	1%
21	Other	113	65	178	1%
22	Junction overshoot	123	54	177	1%
23	Disobeyed Give Way or Stop sign or marki	154	21	175	1%
24	Stationary or parked vehicle	109	57	166	1%
25	Aggressive driving	105	55	160	1%
26	Rain, sleet, snow or fog	88	71	159	1%
27	Pedestrian impaired by alcohol	118	36	154	1%
28	Deposit on road (eg oil, mud, chippings)	88	45	133	1%
29	Illness or disability (mental/physic) (D/R)	79	51	130	1%
30	Fatigue	59	65	124	1%
31	Nervous / uncertain / panic	61	51	112	1%
32	Disobeyed automatic traffic signal	82	22	104	1%
33	Failed to signal / misleading signal	48	47	95	1%
34	Road layout (eg bend, winding rd, hill c	47	47	94	1%
35	Pedestrian wearing dark clothing at nigh	61	26	87	1%
36	Animal or other object in carriageway	65	22	87	1%
37	Dangerous action in carriageway (eg playing)	73	14	87	1%
38	Distraction outside vehicle	36	48	84	1%
39	Poor or defective road surface	48	34	82	1%
40	Too close to cyclist,horse or pedestrian	44	34	78	1%
41	Vehicle blind spot	29	32	61	0%
42	Inexperience with type of vehicle	27	33	60	0%
43	Wrong use of pedestrian crossing facility	39	14	53	0%
44	Inexperience of driving on the left	39	12	51	0%
45	Tyres illegal, defective or under-inflated	26	20	46	0%
46	Junction restart	33	13	46	0%
47	Impaired by drugs (illicit/medicinal) (D/R)	16	25	41	0%
48	Cyclist entering road from pavement	35	5	40	0%
49	Ped. disability or illness, mental/physical	22	16	38	0%
50	Inadequate/masked signs or road markings	18	20	38	0%
51	Defective brakes	12	26	38	0%
52	Illegal turn or direction of travel	31	4	35	0%
53	Stolen vehicle	28	7	35	0%
54	Cyclist wearing dark clothing at night	17	11	28	0%
55	Temporary road layout (eg contraflow)	18	9	27	0%
56	Vegetation	14	11	25	0%
57	Disobeyed pedestrian crossing facility	21	3	24	0%
58	Buildings, road signs, street furniture	15	9	24	0%
59	Dazzling headlights	8	15	23	0%
60	Vehicle in course of crime	21	2	23	0%
61	Defective steering or suspension	6	13	19	0%
62	Ped. impaired by drugs (illicit/medicina	10	7	17	0%
63	Driver using mobile phone	7	9	16	0%
64	Overloaded or poorly loaded vehicle/trai	10	5	15	0%
65	Emergency vehicle on call	12	3	15	0%
66	Vehicle travelling along pavement	9	3	12	0%
67	Vehicle door opened or closed negligentl	6	6	12	0%
68	Not display lights at night / in poor vi	9	3	12	0%
69	Uncorrected defective eyesight	4	6	10	0%
70	Visor/windscreen dirty/scratched/frosted	7	2	9	0%
71	Disobeyed double white line	8	1	9	0%
72	Defective lights or indicators	3	6	9	0%
73	Driving too slow for condits / slow vehi	3	5	8	0%
74	Sunken,raised or slippery inspection cover	5	2	7	0%
75	Defective traffic signals	3	3	6	0%
76	Spray from other vehicles	3	2	5	0%
77	Traffic calming (eg road humps, chicanes	1	1	2	0%
78	Defective or missing mirrors	1		1	0%
	All	**10,011**	**5,413**	**15,426**	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

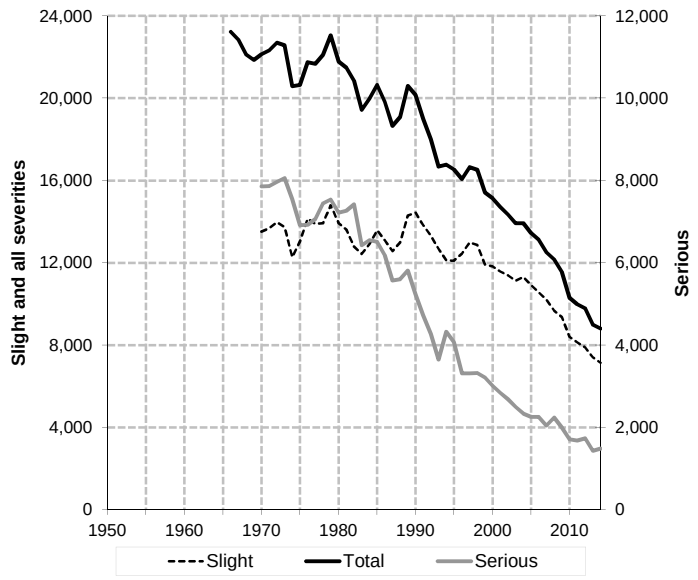
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2014

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	9,987	16,756	12,790
2012	5.314	2.717	55.9	43,549	28,853	9,781	16,536	12,716
2013	5.328	2.759	56.0	43,840	29,048	8,990	15,322	11,504
2014	5.348	2.821	56.0	44,789	29,437	8,808	15,241	11,268
2004-08 average	5.121	2.567	55.0	43,736	28,592	13,027	21,772	17,097
2010-2014 average	5.293	2.735	55.8	43,811	28,880	9,572	16,219	12,323
Per cent changes:								
2014 on 2013	0.4	2.2	0.0	2.2	1.3	-2.0	-0.5	-2.1
2014 on 2004-08 ave	4.4	9.9	1.8	2.4	3.0	-32.4	-30.0	-34.1

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,1950-2014



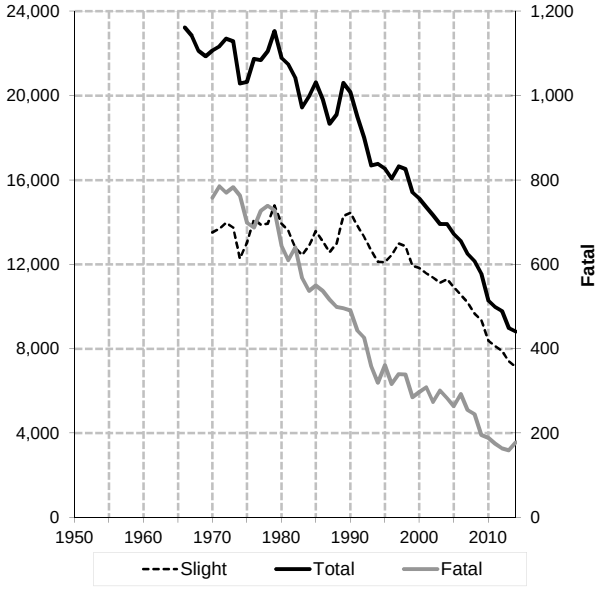
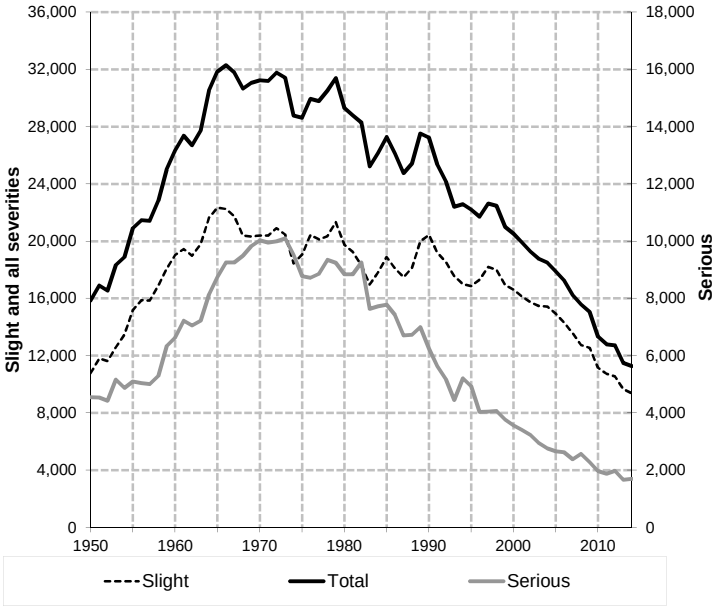
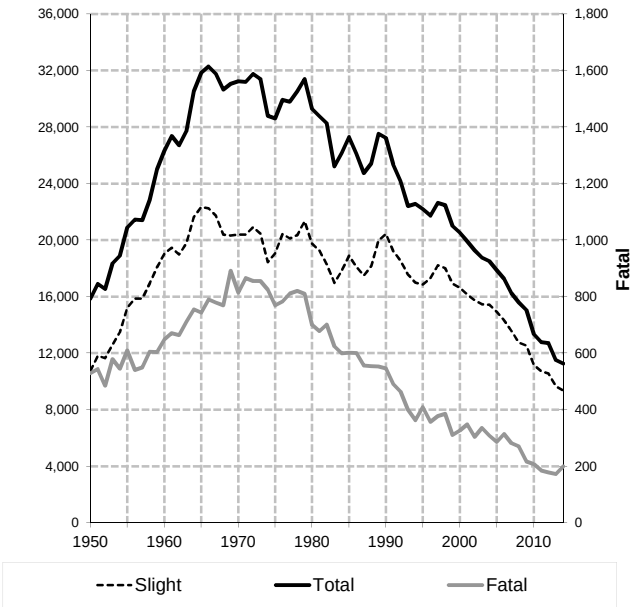


Table 2(b): Reported casualties by severity,1950-2014





Reported accidents and casualties by severity
Years: 1938 to 2014

	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	8,136	1,851	9,987	185	1,880	10,725	2,065	12,790
2012	164	1,734	7,883	1,898	9,781	178	1,981	10,557	2,159	12,716
2013	159	1,430	7,401	1,589	8,990	172	1,672	9,660	1,844	11,504
2014	178	1,486	7,144	1,664	8,808	200	1,699	9,369	1,899	11,268
2004-08 average	268	2,226	10,532	2,494	13,027	292	2,605	14,200	2,897	17,097
2010 to 2014 average	173	1,608	7,791	1,781	9,572	189	1,840	10,294	2,029	12,323
Per cent changes:										
2014 on 2013	11.9	3.9	-3.5	4.7	-2.0	16.3	1.6	-3.0	3.0	-2.1
2014 on 04-08 average	-33.6	-33.2	-32.2	-33.3	-32.4	-31.5	-34.8	-34.0	-34.5	-34.1

Table 3

Accidents by police force division and severity
Years:2004-08 and 2010-2014 averages, 2010 to 2014

		Fatal	Serious	Slight	Fatal & Serious	All severities
Aberdeen City	**2004-08 average**	**5**	**74**	**343**	**79**	**423**
	2010	7	70	273	77	350
	2011	7	95	262	102	364
	2012	7	94	285	101	386
	2013	4	97	253	101	354
	2014	6	76	190	82	272
	2010-2014 average	**6**	**86**	**253**	**93**	**345**
Aberdeenshire & Moray	**2004-08 average**	**36**	**164**	**583**	**200**	**783**
	2010	26	197	517	223	740
	2011	14	176	465	190	655
	2012	19	206	439	225	664
	2013	25	165	401	190	591
	2014	24	182	311	206	517
	2010-2014 average	**22**	**185**	**427**	**207**	**633**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2010	28	154	559	182	741
	2011	23	166	561	189	750
	2012	17	156	569	173	742
	2013	15	145	481	160	641
	2014	20	127	363	147	510
	2010-2014 average	**21**	**150**	**507**	**170**	**677**
Argyll/W.Dunb'shire	**2004-08 average**	**15**	**99**	**393**	**114**	**507**
	2010	16	73	347	89	436
	2011	8	70	299	78	377
	2012	7	62	275	69	344
	2013	9	59	282	68	350
	2014	6	62	236	68	304
	2010-2014 average	**9**	**65**	**288**	**74**	**362**
Forth Valley	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2010	7	104	427	111	538
	2011	9	94	442	103	545
	2012	14	123	431	137	568
	2013	7	99	453	106	559
	2014	9	91	353	100	453
	2010-2014 average	**9**	**102**	**421**	**111**	**533**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2010	4	60	296	64	360
	2011	9	75	235	84	319
	2012	7	66	247	73	320
	2013	12	53	235	65	300
	2014	10	66	235	76	311
	2010-2014 average	**8**	**64**	**250**	**72**	**322**
Ayrshire	**2004-08 average**	**20**	**143**	**648**	**163**	**812**
	2010	17	99	460	116	576
	2011	11	102	541	113	654
	2012	8	94	478	102	580
	2013	11	78	451	89	540
	2014	7	90	446	97	543
	2010-2014 average	**11**	**93**	**475**	**103**	**579**

Table 3

Accidents by police force division and severity
Years:2004-08 and 2010-2014 averages, 2010 to 2014

		Fatal	Serious	Slight	Fatal & Serious	All severities
Greater Glasgow	**2004-08 average**	**21**	**307**	**1,842**	**328**	**2,170**
	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
	2014	14	180	1,240	194	1,434
	2010-2014 average	**12**	**201**	**1,260**	**213**	**1,473**
Lothians & Borders	**2004-08 average**	**28**	**211**	**1,057**	**239**	**1,296**
	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
	2014	13	140	747	153	900
	2010-2014 average	**14**	**157**	**819**	**171**	**990**
Edinburgh	**2004-08 average**	**9**	**177**	**1,217**	**186**	**1,403**
	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
	2014	9	148	1,107	157	1,264
	2010-2014 average	**9**	**148**	**1,034**	**156**	**1,190**
Highlands & Islands	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2010	24	92	458	116	574
	2011	19	93	456	112	568
	2012	19	96	479	115	594
	2013	21	63	428	84	512
	2014	25	64	427	89	516
	2010-2014 average	**22**	**82**	**450**	**103**	**553**
Fife	**2004-08 average**	15	134	514	149	663
	2010	13	88	455	101	556
	2011	11	80	357	91	448
	2012	6	91	325	97	422
	2013	11	70	340	81	421
	2014	10	70	331	80	411
	2010-2014 average	**10**	**80**	**362**	**90**	**452**
Renfrewshire/Inverclyde	**2004-08 average**	**9**	**94**	**532**	**103**	**634**
	2010	2	78	405	80	485
	2011	8	72	429	80	509
	2012	9	68	395	77	472
	2013	4	44	326	48	374
	2014	9	49	329	58	387
	2010-2014 average	**6**	**62**	**377**	**69**	**445**
Lanarkshire	**2004-08 average**	**25**	**197**	**1,241**	**222**	**1,463**
	2010	13	144	939	157	1,096
	2011	21	129	933	150	1,083
	2012	13	129	824	142	966
	2013	10	123	830	133	963
	2014	16	141	829	157	986
	2010-2014 average	**15**	**133**	**871**	**148**	**1,019**

Reported accidents by road type and severity
2004-08 and 2010 to 2014 averages, 2010 to 2014

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										
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
2014	54	3	57	38	18	21	44	121	178	32
Serious										
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	33	267	285	304	231	647	1,467	1,734	15
2013	198	30	228	251	230	171	550	1,202	1,430	16
2014	199	37	236	228	252	203	567	1,250	1,486	16
All Severities										
2010	1,533	256	1,789	1,304	1,912	1,117	4,173	8,506	10,295	17
2011	1,375	260	1,635	1,220	1,962	1,032	4,138	8,352	9,987	16
2012	1,331	215	1,546	1,238	1,874	1,045	4,078	8,235	9,781	16
2013	1,256	209	1,465	1,117	1,728	854	3,826	7,525	8,990	16
2014	1,254	201	1,455	990	1,733	879	3,751	7,353	8,808	17
(b) annual averages										
Fatal										
2004-08 average[(1)]	75	5	79	67	30	45	45	189	268	30
2010 to 2014 average	49	4	53	39	19	27	34	120	173	31
Serious										
2004-08 average[(1)]	320	54	374	374	352	306	821	1,852	2,226	17
2010 to 2014 average	230	35	265	262	270	210	601	1,342	1,608	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
2010 to 2014 average	1,350	228	1,578	1,174	1,842	985	3,993	7,994	9,572	16
(c) Per cent changes										
2014 on 2013										
Fatal	-4	-40	-7	6	13	-9	91	23	12	
Serious	1	23	4	-9	10	19	3	4	4	
All Severities	0	-4	-1	-11	0	3	-2	-2	-2	
2014 on 2004-08 average										
Fatal	-28	-35	-28	-44	-41	-54	-3	-36	-34	
Serious	-38	-31	-37	-39	-28	-34	-31	-33	-33	
All Severities	-29	-38	-30	-42	-29	-40	-30	-33	-32	
2010 to 2014 average on 2004-08 average										
Fatal	-35	-9	-34	-42	-36	-41	-24	-36	-35	
Serious	-28	-34	-29	-30	-23	-31	-27	-28	-28	
All Severities	-23	-30	-24	-31	-24	-32	-25	-27	-27	

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2010 to 2014 averages, 2004 to 2014

	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**
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
2014	8	46	3	38	18	113	13	11	8	33	65	178
2010 to 2014 ave	**7**	**42**	**4**	**39**	**19**	**112**	**18**	**8**	**9**	**26**	**61**	**173**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
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	33	285	304	856	132	109	99	538	878	1,734
2013	31	167	30	251	230	709	105	97	66	453	721	1,430
2014	30	169	37	228	252	716	131	100	72	467	770	1,486
2010 to 2014 ave	**38**	**192**	**35**	**262**	**270**	**797**	**127**	**101**	**83**	**500**	**811**	**1,608**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
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	1,277	264	1,542	2,005	5,490	840	732	504	3,990	6,066	11,556
2010	406	1,127	256	1,304	1,912	5,005	665	751	452	3,422	5,290	10,295
2011	377	998	260	1,220	1,962	4,817	637	784	395	3,354	5,170	9,987
2012	384	947	215	1,238	1,874	4,658	619	708	426	3,370	5,123	9,781
2013	330	926	209	1,117	1,728	4,310	514	649	340	3,177	4,680	8,990
2014	353	901	201	990	1,733	4,178	558	678	320	3,073	4,630	8,808
2010 to 2014 ave	**370**	**980**	**228**	**1,174**	**1,842**	**4,594**	**599**	**714**	**387**	**3,279**	**4,979**	**9,572**

(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 2010-2014 averages, 2004 to 2014

	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**
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
2014	0.11	0.53	0.31	0.48	0.40	0.38	0.49	0.87	0.18	0.48	0.42	0.40
2010 to 2014 ave	**0.10**	**0.48**	**0.44**	**0.51**	**0.44**	**0.39**	**0.69**	**0.64**	**0.21**	**0.39**	**0.41**	**0.39**
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**
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	3.39	3.72	6.92	2.97	5.28	8.69	2.40	7.90	5.97	3.98
2013	0.43	1.91	3.13	3.27	5.24	2.44	4.17	7.85	1.53	6.74	4.87	3.26
2014	0.4	1.94	3.83	2.9	5.63	2.43	4.93	7.92	1.58	6.78	5.02	3.32
2010 to 2014 ave	**0.55**	**2.19**	**3.67**	**3.39**	**6.06**	**2.76**	**4.91**	**8.08**	**1.92**	**7.37**	**5.43**	**3.67**
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**
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	14.25	27.72	19.56	44.26	18.96	31.56	57.06	11.53	57.47	39.76	26.13
2010	6.24	12.85	27.08	16.82	42.28	17.56	25.00	60.27	10.38	50.83	35.28	23.67
2011	5.74	11.35	27.35	15.68	43.88	16.86	24.72	62.73	9.33	49.57	34.87	23.02
2012	5.38	10.91	22.10	16.15	42.64	16.14	24.74	56.47	10.32	49.47	34.86	22.46
2013	4.54	10.56	21.78	14.56	39.36	14.84	20.41	52.54	7.88	47.24	31.64	20.51
2014	4.76	10.34	20.82	12.6	38.7	14.19	21.02	53.72	7.03	44.63	30.16	19.67
2010 to 2014 ave	**5.30**	**11.20**	**23.80**	**15.16**	**41.38**	**15.91**	**23.18**	**57.15**	**8.96**	**48.34**	**33.34**	**21.85**

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

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2010-2014 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 2010-2014 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 2010-2014 average						
Fatal						
Aberdeen City	-	0.5	0.7	0.6	0.3	0.5
Aberdeenshire & Moray	-	0.5	1.1	0.7	0.5	0.6
Tayside	0.2	0.6	0.5	0.5	0.5	0.5
Argyll & West Dunbartonshire	-	1.1	0.4	0.8	0.2	0.6
Forth Valley	0.2	0.7	0.4	0.4	0.2	0.3
Dumfries & Galloway	0.1	0.6	0.6	0.4	0.6	0.4
Ayrshire	-	0.3	0.4	0.3	0.6	0.4
Greater Glasgow	0.0	-	0.3	0.2	0.4	0.3
Lothians & Scottish Borders	0.1	0.2	0.4	0.3	0.4	0.3
Edinburgh	0.3	0.1	0.3	0.3	0.4	0.3
Highlands & Islands	-	0.7	0.7	0.7	0.7	0.7
Fife	-	0.3	0.5	0.4	0.3	0.4
Renfrewshire & Inverclyde	0.1	0.6	0.2	0.3	0.4	0.3
Lanarkshire	0.1	0.1	0.4	0.2	0.4	0.3
Scotland	**0.1**	**0.5**	**0.5**	**0.4**	**0.4**	**0.4**
Serious						
Aberdeen City	-	4.5	6.6	5.7	7.4	6.6
Aberdeenshire & Moray	-	3.2	6.8	4.8	6.2	5.4
Tayside	0.7	1.9	4.4	2.7	5.7	3.6
Argyll & West Dunbartonshire	-	4.5	4.1	4.3	4.2	4.3
Forth Valley	1.0	5.3	4.3	3.2	3.8	3.4
Dumfries & Galloway	0.7	2.5	5.3	2.4	7.6	3.3
Ayrshire	0.3	2.1	3.9	2.7	4.6	3.4
Greater Glasgow	0.5	-	5.4	2.6	6.6	4.3
Lothians & Scottish Borders	0.2	2.2	4.0	2.6	5.6	3.6
Edinburgh	0.3	1.0	5.5	3.5	7.2	5.1
Highlands & Islands	-	2.0	2.7	2.3	3.7	2.6
Fife	0.9	1.6	3.0	2.3	3.8	2.8
Renfrewshire & Inverclyde	0.4	1.8	3.4	1.8	5.4	3.2
Lanarkshire	0.5	0.9	3.2	1.5	4.2	2.4
Scotland	**0.6**	**2.3**	**4.4**	**2.8**	**5.4**	**3.7**
All severities						
Aberdeen City	-	17.9	26.4	22.7	29.6	26.4
Aberdeenshire & Moray	-	10.5	22.7	16.0	21.8	18.4
Tayside	4.8	8.3	18.5	11.6	26.7	16.1
Argyll & West Dunbartonshire	-	22.5	22.8	22.6	26.8	23.8
Forth Valley	4.7	18.2	21.4	14.8	23.5	17.6
Dumfries & Galloway	3.4	13.0	24.2	11.6	40.5	16.4
Ayrshire	3.4	12.6	24.6	16.9	29.0	21.1
Greater Glasgow	7.4	-	37.5	20.2	46.6	31.1
Lothians & Scottish Borders	5.1	12.0	21.8	15.2	38.2	22.5
Edinburgh	7.3	13.2	44.8	30.2	55.4	41.0
Highlands & Islands	-	13.4	17.0	14.7	27.7	17.7
Fife	3.1	9.3	15.5	11.7	23.0	15.9
Renfrewshire & Inverclyde	4.6	20.7	23.9	15.4	34.4	22.5
Lanarkshire	4.8	8.4	24.4	12.4	30.6	18.2
Scotland	**5.3**	**12.5**	**24.7**	**15.9**	**33.3**	**21.9**

Table 6

Accidents by severity, month and road type, 2010 to 2014 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	10.5	7.0	6.5	14.2	10.3	9.4
	February	2	4	2	1	3	12	4.5	9.2	7.2	5.6	8.2	6.9
	March	3	2	1	1	4	11	6.3	5.5	2.2	7.1	10.8	6.5
	April	3	3	1	1	3	12	6.6	7.2	4.5	7.3	8.3	6.8
	May	4	3	3	1	3	14	8.6	8.0	11.6	6.1	7.4	8.4
	June	5	5	3	2	3	17	9.3	11.8	11.3	10.5	8.8	10.2
	July	4	3	2	1	2	12	7.8	8.9	7.3	3.0	5.1	6.9
	August	6	4	3	2	3	17	11.9	9.9	10.2	9.1	7.4	10.0
	September	4	5	4	2	2	17	8.1	11.8	15.8	9.4	7.1	10.1
	October	4	3	2	1	1	12	8.6	6.5	8.0	6.1	4.0	6.8
	November	4	4	2	3	4	17	8.5	9.8	7.5	13.6	11.2	9.7
	December	5	2	2	2	4	14	9.3	4.5	8.0	8.1	11.4	8.3
	Year total	52	39	27	19	34	170	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	18	19	11	25	47	121	7.1	7.2	5.4	9.5	7.9	7.6
	February	18	19	18	24	44	123	6.8	7.3	8.9	9.0	7.4	7.7
	March	16	18	14	21	44	113	6.0	6.9	6.8	7.9	7.5	7.1
	April	21	19	15	21	45	121	8.1	7.3	7.1	8.0	7.6	7.6
	May	25	28	16	23	49	141	9.4	10.9	7.9	8.7	8.3	8.9
	June	24	31	24	21	51	151	9.2	11.9	11.6	7.9	8.6	9.5
	July	27	23	20	18	48	136	10.3	8.9	9.7	6.8	8.1	8.6
	August	27	24	19	21	51	142	10.5	9.4	9.0	7.9	8.7	9.0
	September	26	26	24	22	58	156	10.0	9.9	11.6	8.3	9.8	9.8
	October	21	21	17	22	58	138	8.0	7.9	8.0	8.2	9.9	8.7
	November	18	17	17	26	51	129	7.1	6.6	8.2	9.7	8.6	8.2
	December	20	15	12	22	46	114	7.5	5.7	5.8	8.2	7.7	7.2
	Year total	260	259	207	266	592	1,585	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	127	94	80	143	303	749	8.2	8.1	8.3	7.9	7.7	7.9
	February	124	105	88	154	321	791	8.0	9.0	9.1	8.5	8.1	8.4
	March	110	85	72	144	321	731	7.1	7.3	7.4	7.9	8.2	7.7
	April	108	85	67	145	299	703	7.0	7.3	6.9	8.0	7.6	7.4
	May	131	100	74	159	322	787	8.5	8.7	7.6	8.7	8.2	8.3
	June	128	108	92	145	320	792	8.2	9.3	9.4	8.0	8.1	8.4
	July	147	97	86	139	310	779	9.5	8.3	8.9	7.6	7.9	8.2
	August	149	109	86	159	340	842	9.6	9.4	8.8	8.7	8.6	8.9
	September	130	102	93	157	367	850	8.4	8.8	9.5	8.7	9.3	9.0
	October	135	88	79	151	353	805	8.7	7.6	8.1	8.3	9.0	8.5
	November	130	95	84	178	366	853	8.4	8.2	8.6	9.8	9.3	9.0
	December	133	93	72	144	314	756	8.6	8.0	7.4	7.9	8.0	8.0
	Year total	1,553	1,160	972	1,816	3,937	9,438	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 2010-2014 averages, 2010 to 2014

		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**
	2010	32	655	4,840	88	574	2,881	120	1,229	7,721
	2011	28	648	4,741	81	534	2,607	109	1,182	7,348
	2012	40	662	4,505	64	563	2,658	104	1,225	7,163
	2013	28	563	4,273	84	466	2,395	112	1,029	6,668
	2014	35	620	4,151	79	464	2,335	114	1,084	6,486
	2010-14 ave	**33**	**630**	**4,502**	**79**	**520**	**2,575**	**112**	**1,150**	**7,077**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	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	154	832	47	401	2,322
	2014	30	236	1,534	34	166	788	64	402	2,322
	2010-14 ave	**25**	**276**	**1,561**	**36**	**182**	**934**	**61**	**458**	**2,495**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	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	3,779	57	397	1,614	96	1,006	5,393
	2013	29	527	3,784	67	363	1,627	96	890	5,411
	2014	26	556	3,542	63	344	1,532	89	900	5,074
	2010-14 ave	**29**	**582**	**3,826**	**61**	**384**	**1,638**	**91**	**966**	**5,464**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	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	2,199	38	293	1,663	62	646	3,862
	2013	15	265	1,794	41	211	1,265	56	476	3,059
	2014	38	294	2,066	47	267	1,445	85	561	3,511
	2010-14 ave	**27**	**295**	**2,001**	**47**	**263**	**1,478**	**74**	**558**	**3,479**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2010	4	63	526	18	98	722	22	161	1,248
	2011	2	33	204	2	54	423	4	87	627
	2012	1	20	187	5	60	336	6	80	523
	2013	-	18	184	7	46	332	7	64	516
	2014	1	5	74	3	19	144	4	24	218
	2010-14 ave	**2**	**28**	**235**	**7**	**55**	**391**	**9**	**83**	**626**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2010	56	925	6,341	133	788	3,954	189	1,713	10,295
	2011	61	954	6,360	114	722	3,627	175	1,676	9,987
	2012	64	984	6,167	100	750	3,614	164	1,734	9,781
	2013	44	810	5,763	115	620	3,227	159	1,430	8,990
	2014	65	856	5,685	113	630	3,123	178	1,486	8,808
	2010-14 ave	**58**	**906**	**6,063**	**115**	**702**	**3,509**	**173**	**1,608**	**9,572**

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: 2010-2014 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	32	399	1,906	2,337	55.2	44.0	37.4	38.5
	Roundabout	1	52	465	518	2.4	5.7	9.1	8.5
	Mini-roundabout	0	7	58	64	0.3	0.7	1.1	1.1
	T/Y staggered junc	16	276	1,485	1,776	27.6	30.4	29.1	29.3
	Slip road	0	6	51	58	0.3	0.7	1.0	0.9
	Cross roads	3	83	583	670	5.9	9.2	11.4	11.0
	Junction>4 arms(not rd'about)	0	16	117	133	0.7	1.7	2.3	2.2
	Private drive	1	15	65	81	2.4	1.6	1.3	1.3
	Other junction	3	53	371	427	5.2	5.9	7.3	7.0
	Total	58	906	5,099	6,063	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	91	511	1,894	2,496	78.8	72.8	70.4	71.1
	Roundabout	0	18	171	189	0.3	2.5	6.4	5.4
	Mini-roundabout	0	0	2	2	0	0.1	0.1	0.1
	T/Y staggered junc	11	90	299	400	9.7	12.8	11.1	11.4
	Slip road	1	16	107	124	1.0	2.3	4.0	3.5
	Cross roads	3	18	53	74	2.3	2.6	2.0	2.1
	Junction>4 arms(not rd'about)	0	2	12	14	0.2	0.3	0.4	0.4
	Private drive	5	20	67	93	4.3	2.9	2.5	2.6
	Other junction	4	27	87	118	3.3	3.9	3.2	3.4
	Total	115	702	2,692	3,509	100.0	100.0	100.0	100.0
Total built-up/non built-up									
	More than 20m from junction	123	910	3,800	4,832	70.9	56.6	48.8	50.5
	Roundabout	2	69	636	707	1.0	4.3	8.2	7.4
	Mini-roundabout	0	7	59	66	0.1	0.4	0.8	0.7
	T/Y staggered junc	27	365	1,783	2,176	15.7	22.7	22.9	22.7
	Slip road	1	22	158	181	0.8	1.4	2.0	1.9
	Cross roads	6	101	637	744	3.5	6.3	8.2	7.8
	Junction>4 arms(not rd'about)	1	18	129	147	0.3	1.1	1.7	1.5
	Private drive	6	35	132	173	3.7	2.2	1.7	1.8
	Other junction	7	80	457	544	3.9	5.0	5.9	5.7
	Total	173	1,608	7,791	9,572	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: 2014*.

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 2014 prices. Therefore estimates of values in earlier years have been calculated by applying 2014 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 2014 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,836,054	206,321	15,905	54,849

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		684,116	27,062	3,369	
Medical/ambulance		6,078	16,242	1,429	
Pain, grief, suffering		1,344,539	184,386	16,054	
Police and damage to property costs for GB:					
Police/administration		19,336	2,269	586	38
Insurance		337	210	127	60
Damage to property	Total	12,326	5,622	3,321	2,106
	- Motorways	18,941	16,161	8,176	2,851
	- Non built-up roads	14,890	6,788	4,500	2,967
	- Built-up roads	8,779	4,705	2,776	1,985
Total costs per accident for GB		2,066,732	235,791	24,887	2,204

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 2014 at 2014 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,249,831	257,661	26,501	160,898	3,005	20,947
Built-up roads	2,082,249	224,190	22,463	76,423	2,023	6,002
Motorways	1,876,319	307,824	30,053	95,316	2,889	13,636
All roads	**2,171,848**	**239,383**	**23,965**	**103,739**	**2,211**	**8,899**
Trunk roads only	2,102,877	264,779	27,402	147,130	2718.14	16,988

Table 11

Total estimated accident costs in Scotland (£ million) at 2014 prices, by severity
Years: 2004 to 2014

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2004	42.4	786.3	627.4	**1,456.1**	601.6	579.8	274.7	433.3	**1,889.3**
2005	47.8	741.4	595.3	**1,384.4**	553.6	564.9	265.9	418.0	**1,802.5**
2006	41.5	775.6	602.1	**1,419.1**	608.7	554.8	255.5	408.0	**1,827.1**
2007	45.2	701.8	543.8	**1,290.9**	546.5	498.7	245.6	388.8	**1,679.6**
2008	45.3	669.2	581.3	**1,295.9**	523.5	542.2	230.2	376.6	**1,672.5**
2009	47.4	598.7	483.3	**1,129.4**	418.8	485.0	225.7	356.7	**1,486.2**
2010	31.1	548.8	440.7	**1,020.6**	409.2	410.2	201.2	319.1	**1,339.7**
2011	38.5	458.1	454.2	**950.7**	356.7	399.2	194.9	312.2	**1,262.9**
2012	31.0	459.6	464.7	**955.3**	343.9	420.8	190.5	305.0	**1,260.2**
2013	34.2	446.7	380.5	**861.4**	337.6	347.5	176.3	281.5	**1,142.9**
2014	33.7	445.5	434.5	**913.7**	386.6	356.0	171.2	276.2	**1,190.0**

Vehicles involved in reported injury accidents by type
Years:1994-98 and 2010-14 averages and 2004-14

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**
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	784	464	365	16,756
2012	935	890	12,217	333	54	521	807	453	326	16,536
2013	919	778	11,237	327	39	469	876	408	269	15,322
2014	918	829	11,161	310	43	432	871	417	260	15,241
10-14 ave average	**887**	**837**	**11,965**	**342**	**49**	**530**	**818**	**458**	**333**	**16,219**
Per cent changes:										
2014 on 2013	0	7	-1	-5	10	-8	-1	2	-3	-1
2014 on 2004-08 average	17	-23	-32	-30	-49	-55	-6	-41	-47	-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: 2003 to 2014, and 2004-08 and 2010-2014 averages

	Pedal cycle	Motorcycle	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**
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	1,965	123	147	121	2,971
2013	174	302	1,681	92	115	114	2,532
2014	173	361	1,722	74	162	111	2,673
2010-14 average	**172**	**346**	**1,849**	**104**	**137**	**122**	**2,797**
(b) vehicles involved - all severities of reported accident							
2004-08 ave.	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
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	784	464	16,756
2012	935	890	12,550	575	807	453	16,536
2013	919	778	11,564	508	876	408	15,322
2014	918	829	11,471	475	871	417	15,241
2010-14 average	**887**	**837**	**12,307**	**579**	**818**	**458**	**16,219**
(c) traffic volumes [2]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
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	34,392	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
2011	305	295	33,578	609	6,122	2,482	43,390
2012	310	290	33,777	585	6,121	2,466	43,549
2013	329	286	33,811	607	6,319	2,487	43,840
2014	339	297	34,399	610	6,673	2,473	44,789
2010-14 average	**316**	**292**	**33,831**	**612**	**6,268**	**2,491**	**43,811**

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: 2003 to 2014, and 2004-08 and 2010-2014 averages

	Pedal cycle	Motorcycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious accidents							*per million vehicle kilometres*
2004-08 ave.	**0.61**	**1.37**	**0.08**	**0.26**	**0.03**	**0.06**	**0.09**
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
2014	0.51	1.22	0.05	0.12	0.02	0.04	0.06
2010-14 average	**0.54**	**1.19**	**0.05**	**0.17**	**0.02**	**0.05**	**0.06**
(e) vehicle involvement rates: all severities of accident							*per million vehicle kilometres*
2004-08 ave.	**3.13**	**3.44**	**0.49**	**1.70**	**0.16**	**0.26**	**0.50**
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	2.72	0.34	0.84	0.14	0.16	0.35
2014	2.70	2.80	0.33	0.78	0.13	0.17	0.34
2010-14 average	**2.80**	**2.87**	**0.36**	**0.95**	**0.13**	**0.18**	**0.37**

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: 2010-2014 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	2	0	186	11	2	2	32	5	10	250
Parked	2	2	435	10	2	17	33	12	11	523
Slowing or stopping	17	30	591	21	2	70	35	9	10	784
Moving off	24	12	418	29	2	80	22	12	9	608
U turn	0	1	80	12	0	0	8	1	2	105
Turning/waiting turn left	19	17	329	13	2	14	24	7	7	431
Turning/waiting turn right	51	24	935	41	2	25	51	15	13	1,156
Changing lane	9	4	87	4	0	6	11	5	3	129
Overtaking	41	40	168	7	1	11	14	5	7	293
Going round bend	28	37	368	8	1	14	19	11	6	491
Waiting/going ahead	590	283	3,839	154	15	231	214	75	100	5,502
Total[(2)]	**783**	**450**	**7,438**	**308**	**28**	**470**	**462**	**158**	**180**	**10,277**
Non built-up										
Reversing	-	1	7	-	0	-	2	2	1	14
Parked	1	1	50	1	1	2	7	12	4	78
Slowing or stopping	1	16	326	2	1	4	30	15	9	403
Moving off	2	3	67	1	-	2	4	5	4	87
U turn	1	1	13	-	0	-	2	1	0	18
Turning/waiting turn left	2	4	60	0	1	1	4	3	3	79
Turning/waiting turn right	6	8	278	2	1	3	23	13	19	352
Changing lane	1	5	83	1	0	2	7	21	3	123
Overtaking	1	38	173	1	1	3	13	8	6	244
Going round bend	15	145	1,081	9	5	11	57	50	32	1,404
Waiting/going ahead	76	166	2,387	17	10	32	207	169	71	3,136
Total[(2)]	**104**	**387**	**4,527**	**34**	**21**	**60**	**356**	**299**	**154**	**5,943**
Total										
Reversing	2	1	193	11	2	2	34	7	11	264
Parked	2	3	485	11	2	19	39	24	15	601
Slowing or stopping	18	46	916	23	3	73	65	24	19	1,187
Moving off	26	15	486	30	2	81	27	16	13	695
U turn	1	2	93	12	1	0	9	3	2	123
Turning/waiting turn left	21	21	390	13	2	15	28	10	10	510
Turning/waiting turn right	57	31	1,213	43	3	28	74	28	32	1,508
Changing lane	10	9	169	5	1	8	18	26	6	252
Overtaking	42	77	341	8	2	14	27	13	13	537
Going round bend	42	182	1,449	17	6	25	76	61	38	1,895
Waiting/going ahead	666	448	6,227	171	25	263	422	244	171	8,637
Total[(2)]	**887**	**837**	**11,965**	**342**	**49**	**530**	**818**	**458**	**333**	**16,219**

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: 2010-2014 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	201	147	2,696	106	10	211	172	63	73	3,680
Roundabout	104	52	676	19	3	28	32	17	14	945
Mini roundabout	14	5	80	5	1	4	5	2	1	117
T/Y or staggered junction	277	154	2,213	93	7	121	144	44	51	3,105
Slip road	6	3	82	1	-	2	5	2	2	104
Crossroads	92	40	897	51	3	54	50	14	20	1,221
Multiple junction	17	9	168	8	1	13	10	3	5	233
Private drive	14	9	101	2	1	2	8	4	3	144
Other junction	59	31	524	23	3	34	35	10	10	728
Total[(2)]	**783**	**450**	**7,438**	**308**	**28**	**470**	**462**	**158**	**180**	**10,277**
Non built-up										
Over 20m from junction	68	266	3,028	23	15	41	231	218	104	3,994
Roundabout	14	22	263	2	1	4	19	16	4	345
Mini roundabout	-	-	3	-	-	-	-	-	-	4
T/Y or staggered junction	11	52	607	4	3	8	51	26	18	779
Slip road	2	8	194	1	1	2	13	16	5	243
Crossroads	2	6	117	1	1	1	11	5	5	149
Multiple junction	1	1	23	-	-	-	2	1	-	29
Private drive	3	12	127	1	-	3	12	11	8	177
Other junction	3	19	164	2	1	1	16	6	9	221
Total[(2)]	**104**	**387**	**4,527**	**34**	**21**	**60**	**356**	**299**	**154**	**5,943**
Total										
Over 20m from junction	269	413	5,725	129	24	252	404	281	177	7,673
Roundabout	118	74	939	21	3	32	51	34	18	1,290
Mini roundabout	14	6	83	5	1	4	5	2	2	121
T/Y or staggered junction	288	205	2,819	97	10	129	195	70	70	3,884
Slip road	8	11	276	2	1	4	19	18	6	346
Crossroads	94	46	1,014	52	4	55	61	19	25	1,370
Multiple junction	17	10	191	8	1	13	13	4	5	262
Private drive	17	21	228	3	1	6	20	15	12	321
Other junction	62	51	688	24	4	35	52	16	18	949
Total[(2)]	**887**	**837**	**11,965**	**342**	**49**	**530**	**818**	**458**	**333**	**16,219**

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

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2010-2014 average

	Type of Accident					Type of Accident				
	Single vehicle	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**	**Single vehicle**	**Single vehicle & pedestrian**	**Two vehicles**	**Three/ more vehicles**	**Total**
					numbers					*percentages*
Built-up										
Reversing	6	109	62	9	186	2	9	1	1	3
Parked	3	6	216	211	435	1	1	5	17	6
Slowing or stopping	8	68	359	156	591	2	5	8	13	8
Moving off	11	92	280	35	418	3	7	6	3	6
U Turn	2	6	67	4	80	1	1	2	0	1
Turning/wtg turn left	14	48	242	25	329	4	4	5	2	4
Turning/wtg turn right	18	95	746	76	935	5	7	16	6	13
Changing lane	2	4	71	9	87	1	0	2	1	1
Overtaking	3	43	101	21	168	1	3	2	2	2
Going round bend	117	40	178	33	368	32	3	4	3	5
Going/waiting go ahead	187	764	2,252	637	3,839	51	60	49	52	52
Total	**369**	**1,277**	**4,575**	**1,216**	**7,438**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	1	1	4	2	7	-	1	0	0	0
Parked	1	1	28	20	50	0	1	1	2	1
Slowing or stopping	8	2	174	142	326	1	3	8	14	7
Moving off	1	1	55	9	67	0	2	2	1	2
U Turn	-	-	12	1	13	-	0	1	0	0
Turning/wtg turn left	6	1	46	7	60	1	1	2	1	1
Turning/wtg turn right	8	1	219	50	278	1	1	10	5	6
Changing lane	12	-	52	18	83	1	1	2	2	2
Overtaking	20	1	109	43	173	2	3	5	4	4
Going round bend	609	6	389	77	1,081	51	11	17	8	24
Going/waiting go ahead	534	40	1,189	624	2,387	45	75	52	63	53
Total	**1,200**	**53**	**2,279**	**994**	**4,527**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	7	110	66	11	193	0	8	1	1	2
Parked	3	7	244	231	485	0	1	4	10	4
Slowing or stopping	16	70	533	297	916	1	5	8	14	8
Moving off	12	93	336	45	486	1	7	5	2	4
U Turn	2	6	79	5	93	0	1	1	0	1
Turning/wtg turn left	20	49	288	33	390	1	4	4	2	3
Turning/wtg turn right	26	96	965	126	1,213	2	7	14	6	10
Changing lane	14	4	124	27	169	1	0	2	1	1
Overtaking	23	44	210	64	341	2	3	3	3	3
Going round bend	725	46	567	110	1,449	46	4	8	5	12
Going/waiting go ahead	721	804	3,441	1,261	6,227	46	60	50	57	52
Total	**1,570**	**1,330**	**6,854**	**2,210**	**11,965**	**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: 2014

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider								
Postcode, invalid or not known	4	5	1	1	3	-	3	13
Driver from elsewhere in the UK	-	-	2	1	1	-	-	-
Scottish driver, distance not known [5]	-	-	-	1	1	-	1	8
Vehicle parked and unattended	-	-	-	-	-	-	-	-
Non - UK driver [4]	-	-	-	1	-	1	-	-
Up to 2 km	22	12	24	4	24	6	24	86
Over 2 up to 5 km	18	1	10	2	11	-	4	38
Over 5 up to 10 km	5	-	4	2	6	3	8	27
Over 10 up to 20 km	1	2	4	2	8	-	4	11
Over 20 up to 50 km	3	1	3	-	1	2	5	3
Over 50 km	2	1	2	1	-	-	-	-
Total	**55**	**22**	**50**	**15**	**55**	**12**	**49**	**186**
Motorcycle rider								
Postcode, invalid or not known	4	2	5	3	-	1	3	4
Driver from elsewhere in the UK	2	4	-	6	4	4	2	1
Scottish driver, distance not known [5]	-	1	-	-	-	-	-	4
Vehicle parked and unattended	-	-	-	-	-	-	-	-
Non - UK driver [4]	-	-	-	2	3	-	-	-
Up to 2 km	14	13	9	2	11	11	8	20
Over 2 up to 5 km	15	4	11	1	7	5	5	23
Over 5 up to 10 km	12	6	3	3	6	4	11	5
Over 10 up to 20 km	5	11	5	-	6	4	2	5
Over 20 up to 50 km	3	18	5	6	11	5	9	5
Over 50 km	1	11	11	8	6	5	2	2
Total	**56**	**70**	**49**	**31**	**54**	**39**	**42**	**69**
Car driver								
Postcode, invalid or not known	32	24	52	27	31	24	49	197
Driver from elsewhere in the UK	5	6	16	31	17	38	15	25
Scottish driver, distance not known [5]	1	-	-	9	10	1	23	96
Vehicle parked and unattended	5	2	-	4	-	2	5	24
Non - UK driver [4]	1	5	-	6	4	2	1	2
Up to 2 km	85	107	159	91	182	76	156	545
Over 2 up to 5 km	56	94	130	59	110	54	138	400
Over 5 up to 10 km	42	100	75	46	98	32	126	324
Over 10 up to 20 km	29	110	73	44	78	50	102	184
Over 20 up to 50 km	26	106	65	40	62	41	64	102
Over 50 km	16	35	60	42	36	30	18	41
Total	**298**	**589**	**630**	**399**	**628**	**350**	**697**	**1,940**
Other driver or rider [2]								
Postcode, invalid or not known	7	12	39	6	15	5	19	51
Driver from elsewhere in the UK	3	2	4	1	5	29	2	13
Scottish driver, distance not known [5]	-	2	1	-	1	-	2	28
Vehicle parked and unattended	-	-	-	-	-	-	-	2
Non - UK driver [4]	-	4	-	1	-	2	1	2
Up to 2 km	10	19	16	9	15	9	15	47
Over 2 up to 5 km	17	7	18	7	12	9	15	65
Over 5 up to 10 km	6	23	19	6	12	11	20	71
Over 10 up to 20 km	8	22	16	4	9	13	19	62
Over 20 up to 50 km	5	27	17	15	17	12	23	27
Over 50 km	11	30	19	14	4	17	11	6
Total	**67**	**148**	**149**	**63**	**90**	**107**	**127**	**374**
All drivers and riders								
Postcode, invalid or not known	47	43	97	37	49	30	74	265
Driver from elsewhere in the UK	10	12	22	39	27	71	19	39
Scottish driver, distance not known [5]	1	3	1	10	12	1	26	136
Vehicle parked and unattended	5	2	-	4	-	2	5	26
Non - UK driver [4]	1	9	-	10	7	5	2	4
Up to 2 km	131	151	208	106	232	102	203	698
Over 2 up to 5 km	106	106	169	69	140	68	162	526
Over 5 up to 10 km	65	129	101	57	122	50	165	427
Over 10 up to 20 km	43	145	98	50	101	67	127	262
Over 20 up to 50 km	37	152	90	61	91	60	101	137
Over 50 km	30	77	92	65	46	52	31	49
Total	**476**	**829**	**878**	**508**	**827**	**508**	**915**	**2,569**

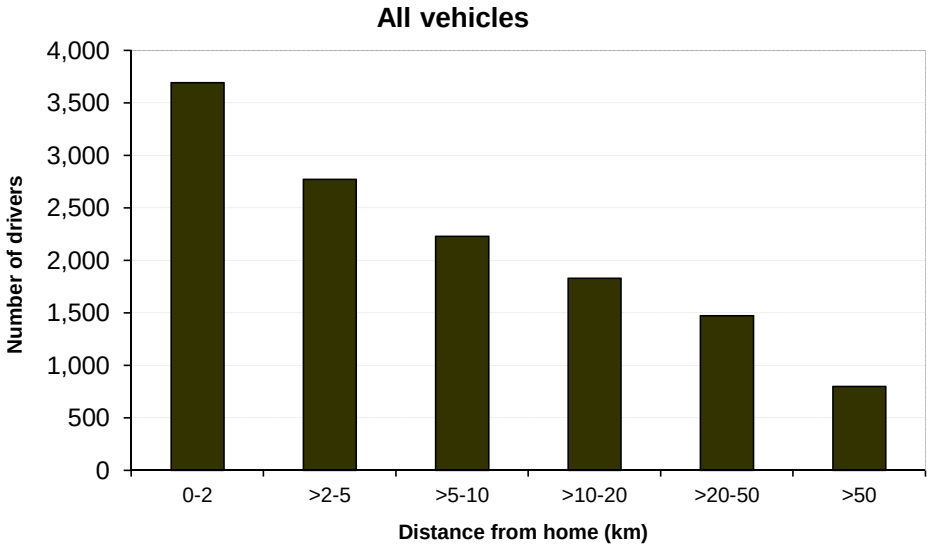
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

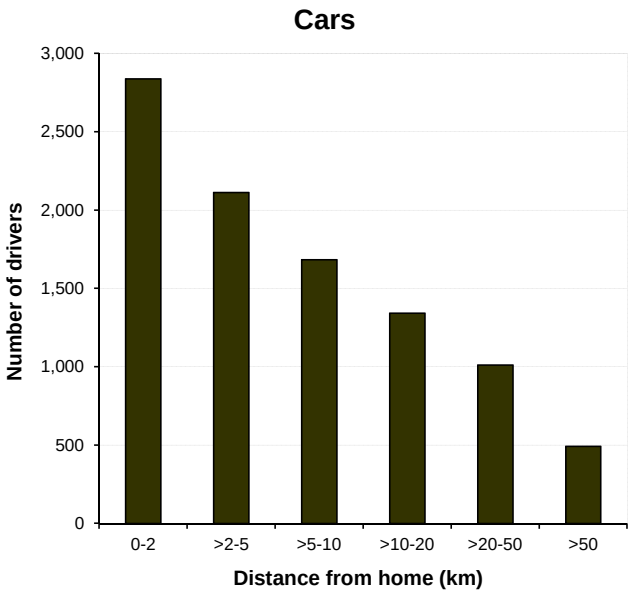
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2014

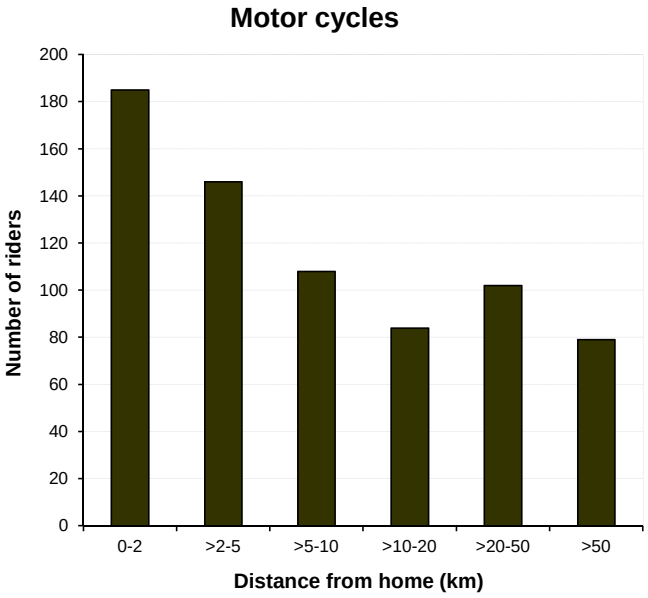
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	5	20	6	2	4	5	72
Driver from elsewhere in the UK	-	2	5	-	-	-	11
Scottish driver, distance not known [5]	-	1	-	-	-	-	12
Vehicle parked and unattended	-	-	-	-	-	-	-
Non - UK driver [4]	3	9	1	-	-	-	15
Up to 2 km	25	101	12	17	16	21	394
Over 2 up to 5 km	11	63	2	10	4	20	194
Over 5 up to 10 km	12	29	4	1	3	4	108
Over 10 up to 20 km	4	9	8	2	2	3	60
Over 20 up to 50 km	8	6	1	1	-	1	35
Over 50 km	3	1	4	3	-	-	17
Total	**71**	**241**	**43**	**36**	**29**	**54**	**918**
Motorcycle rider							
Postcode, invalid or not known	5	8	10	3	-	2	50
Driver from elsewhere in the UK	8	1	10	1	1	2	46
Scottish driver, distance not known [5]	-	-	1	-	1	1	8
Vehicle parked and unattended	-	-	1	-	-	-	1
Non - UK driver [4]	1	5	9	-	-	-	20
Up to 2 km	20	31	10	13	9	14	185
Over 2 up to 5 km	13	34	3	6	5	14	146
Over 5 up to 10 km	7	24	3	7	7	10	108
Over 10 up to 20 km	14	13	3	10	1	5	84
Over 20 up to 50 km	7	9	6	7	2	9	102
Over 50 km	9	2	17	-	1	4	79
Total	**84**	**127**	**73**	**47**	**27**	**61**	**829**
Car driver							
Postcode, invalid or not known	70	176	44	28	42	113	909
Driver from elsewhere in the UK	35	25	35	11	9	27	295
Scottish driver, distance not known [5]	1	3	4	3	22	68	241
Vehicle parked and unattended	25	40	8	-	7	11	133
Non - UK driver [4]	21	42	14	-	-	5	103
Up to 2 km	266	331	91	155	158	436	2,838
Over 2 up to 5 km	217	281	74	100	100	299	2,112
Over 5 up to 10 km	210	193	54	107	72	204	1,683
Over 10 up to 20 km	144	149	97	85	55	142	1,342
Over 20 up to 50 km	131	115	88	47	36	89	1,012
Over 50 km	47	43	68	15	17	25	493
Total	**1,167**	**1,398**	**577**	**551**	**518**	**1,419**	**11,161**
Other driver or rider [2]							
Postcode, invalid or not known	29	60	17	10	14	27	311
Driver from elsewhere in the UK	14	9	6	1	2	25	116
Scottish driver, distance not known [5]	-	-	-	-	6	8	48
Vehicle parked and unattended	7	7	3	-	2	-	21
Non - UK driver [4]	1	15	3	-	-	-	29
Up to 2 km	29	38	10	14	11	34	276
Over 2 up to 5 km	24	72	10	12	18	33	319
Over 5 up to 10 km	24	71	12	8	12	37	332
Over 10 up to 20 km	25	95	17	12	9	34	345
Over 20 up to 50 km	44	55	28	21	13	22	326
Over 50 km	27	18	31	8	6	8	210
Total	**224**	**440**	**137**	**86**	**93**	**228**	**2,333**
All drivers and riders							
Postcode, invalid or not known	109	264	77	43	60	147	1,342
Driver from elsewhere in the UK	57	37	56	13	12	54	468
Scottish driver, distance not known [5]	1	4	5	3	29	77	309
Vehicle parked and unattended	32	47	12	-	9	11	155
Non - UK driver [4]	26	71	27	-	-	5	167
Up to 2 km	340	501	123	199	194	505	3,693
Over 2 up to 5 km	265	450	89	128	127	366	2,771
Over 5 up to 10 km	253	317	73	123	94	255	2,231
Over 10 up to 20 km	187	266	125	109	67	184	1,831
Over 20 up to 50 km	190	185	123	76	51	121	1,475
Over 50 km	86	64	120	26	24	37	799
Total	**1,546**	**2,206**	**830**	**720**	**667**	**1,762**	**15,241**

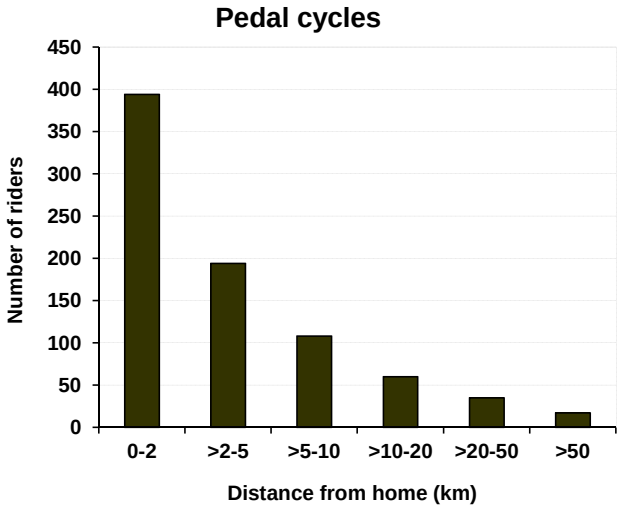
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

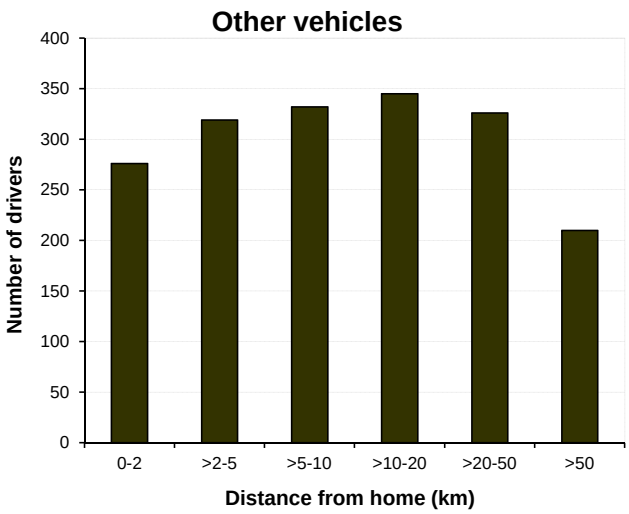
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2014











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2010-2014 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	26	35	87	31	7	186	2	3	3	3	3	3
Parked	36	94	157	29	118	435	3	7	5	3	46	6
Slowing or stopping	108	120	281	70	11	591	8	8	9	7	4	8
Moving off	69	80	185	73	11	418	5	6	6	7	4	6
U Turn	11	17	36	13	2	80	1	1	1	1	1	1
Turning/wtg turn left	58	60	150	46	15	329	4	4	5	4	6	4
Turning/wtg turn right	187	168	410	160	10	935	13	12	13	15	4	13
Changing lane	14	18	37	12	5	87	1	1	1	1	2	1
Overtaking	37	32	69	24	7	168	3	2	2	2	3	2
Going round bend	112	70	137	45	4	368	8	5	4	4	2	5
Going/wtg go ahead	749	744	1,715	567	66	3,839	53	52	53	53	26	52
Total[(1)]	**1,406**	**1,439**	**3,265**	**1,070**	**257**	**7,438**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	1	2	4	0	0	7	0	0	0	0	1	0
Parked	7	7	23	6	7	50	1	1	1	1	18	1
Slowing or stopping	62	72	149	40	2	326	6	9	8	6	5	7
Moving off	9	12	28	18	0	67	1	2	1	3	1	2
U Turn	2	1	7	3	0	13	0	0	0	1	1	0
Turning/wtg turn left	10	11	28	10	1	60	1	1	2	2	2	1
Turning/wtg turn right	48	34	123	71	2	278	4	4	6	11	6	6
Changing lane	22	16	35	9	1	83	2	2	2	1	3	2
Overtaking	46	32	66	26	3	173	4	4	3	4	8	4
Going round bend	380	184	387	125	5	1,081	34	23	20	19	13	24
Going/wtg go ahead	533	433	1,056	349	17	2,387	48	54	56	53	42	53
Total[(1)]	**1,120**	**804**	**1,904**	**659**	**40**	**4,527**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	27	37	91	31	7	193	1	2	2	2	2	2
Parked	43	101	180	36	126	485	2	5	4	2	42	4
Slowing or stopping	170	192	430	111	13	916	7	9	8	6	5	8
Moving off	78	92	213	91	12	486	3	4	4	5	4	4
U Turn	13	18	43	17	2	93	1	1	1	1	1	1
Turning/wtg turn left	68	72	178	57	15	390	3	3	3	3	5	3
Turning/wtg turn right	235	203	533	231	12	1,213	9	9	10	13	4	10
Changing lane	36	34	71	21	7	169	1	2	1	1	2	1
Overtaking	83	63	134	51	10	341	3	3	3	3	3	3
Going round bend	492	254	523	170	9	1,449	20	11	10	10	3	12
Going/wtg go ahead	1,281	1,177	2,771	915	82	6,227	51	52	54	53	28	52
Total[(1)]	**2,526**	**2,243**	**5,169**	**1,730**	**297**	**11,965**	**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 2010-14 ave and 2004 to 2014

	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
	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
	2014	41	20	80	46	191	21.5	10.5	41.9	24.1	100
	2010 to 2014 average	**39**	**28**	**75**	**42**	**187**	**21.0**	**14.7**	**40.0**	**22.6**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	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	310	718	342	1,764	20.1	17.6	40.7	19.4	100
	2013	263	238	608	287	1,440	18.3	16.5	42.2	19.9	100
	2014	296	253	589	305	1,489	19.9	17.0	39.6	20.5	100
	2010 to 2014 average	**336**	**271**	**664**	**297**	**1,608**	**20.9**	**16.8**	**41.3**	**18.5**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**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	1,404	10,306	21.6	18.4	43.7	13.6	100
	2013	1,926	1,865	4,193	1,381	9,615	20.0	19.4	43.6	14.4	100
	2014	1,907	1,837	4,060	1,374	9,481	20.1	19.4	42.8	14.5	100
	2010 to 2014 average	**2,151**	**1,945**	**4,430**	**1,390**	**10,169**	**21.2**	**19.1**	**43.6**	**13.7**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	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	2,232	5,279	1,780	12,217	21.3	18.3	43.2	14.6	100
	2013	2,221	2,132	4,871	1,713	11,237	19.8	19.0	43.3	15.2	100
	2014	2,244	2,110	4,729	1,725	11,161	20.1	18.9	42.4	15.5	100
	2010 to 2014 average	**2,526**	**2,243**	**5,169**	**1,730**	**11,965**	**21.1**	**18.8**	**43.2**	**14.5**	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 2010 to 2014 averages, 2004 to 2014

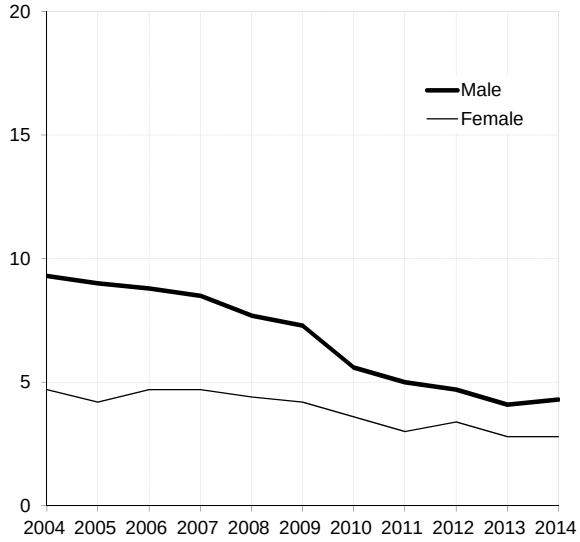
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.7**	**6.2**	**4.6**	**2.6**	**4.9**
	2004	2,740	2,026	4,608	1,376	10,810	9.3	7.2	5.2	2.9	5.6
	2005	2,689	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	2,960	1,186	6,889	4.7	4.1	3.3	2.1	3.3
	2013	1,315	1,125	2,758	1,110	6,348	4.1	3.7	3.1	1.9	3.0
	2014	1,352	1,159	2,642	1,108	6,312	4.3	3.8	3.0	1.9	3.0
	2010 to 2014 average	**1,504**	**1,239**	**2,933**	**1,152**	**6,864**	**4.7**	**4.1**	**3.3**	**2.1**	**3.3**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.5**	**4.0**	**2.9**	**0.8**	**2.7**
	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	918	2,156	589	4,761	3.4	3.0	2.3	0.9	2.1
	2013	882	893	1,993	602	4,387	2.8	2.8	2.1	0.9	1.9
	2014	871	853	1,983	616	4,341	2.8	2.7	2.1	0.9	1.9
	2010 to 2014 average	**991**	**920**	**2,102**	**573**	**4,599**	**3.1**	**3.0**	**2.2**	**0.8**	**2.0**
Total [4]	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**6.7**	**5.2**	**3.8**	**1.6**	**3.8**
	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	2,232	5,279	1,780	12,217	4.1	3.7	2.9	1.4	2.7
	2013	2,221	2,132	4,871	1,713	11,237	3.5	3.4	2.7	1.4	2.5
	2014	2,244	2,110	4,729	1,725	11,161	3.5	3.4	2.6	1.3	2.5
	2010 to 2014 average	**2,526**	**2,243**	**5,169**	**1,730**	**11,965**	**4.0**	**3.7**	**2.8**	**1.4**	**2.7**
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**
	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
	2014	1.6	1.4	1.3	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2010 to 2014 average	**1.5**	**1.3**	**1.4**	**2.0**	**1.5**	**1.5**	**1.4**	**1.5**	**2.6**	**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: 2004 to 2014

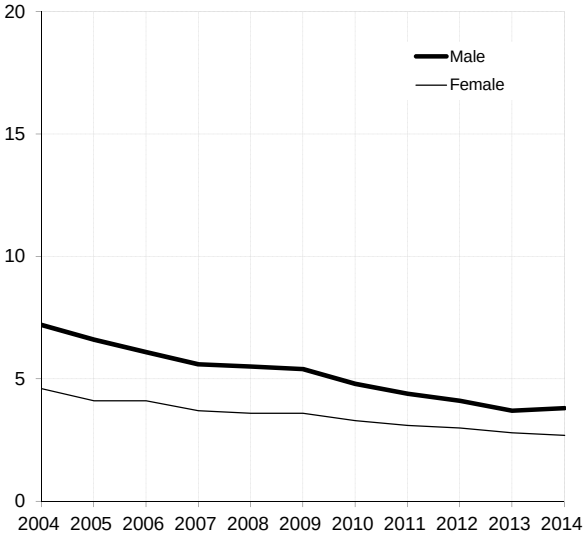
(a) 17-25

Rate per thousand population



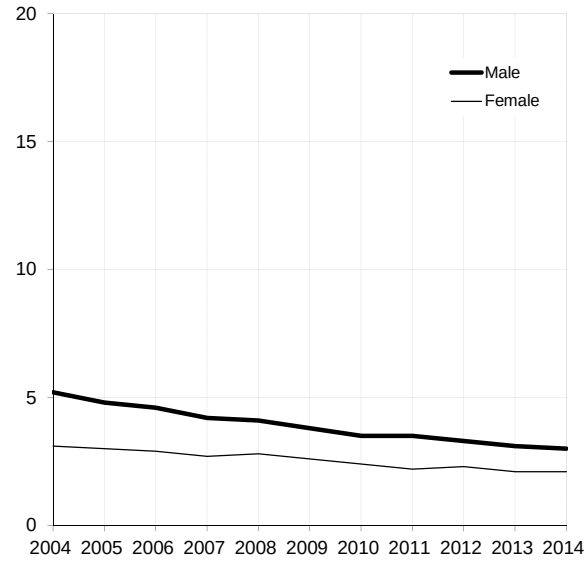
(b) 26-34

Rate per thousand population



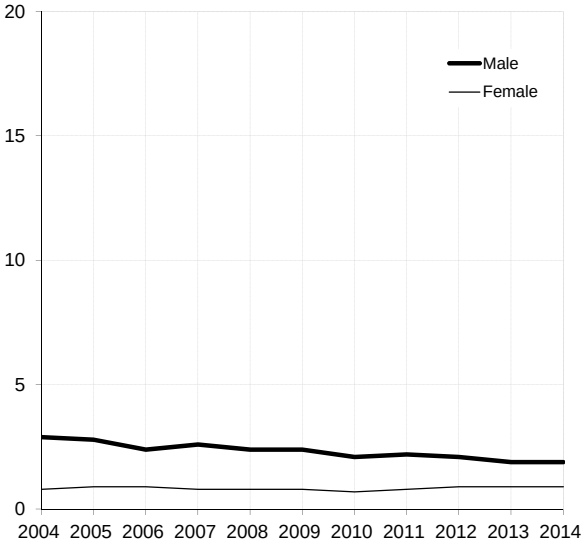
(c) 35-59

Rate per thousand population



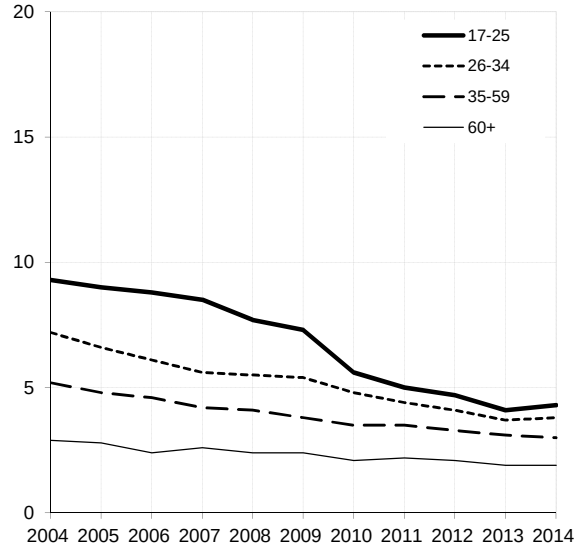
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

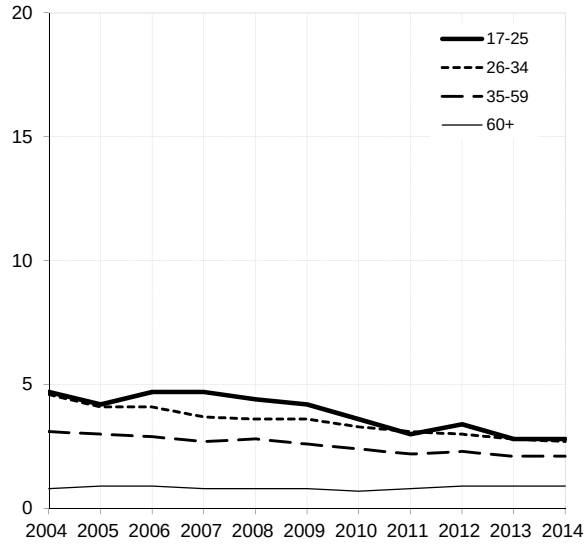


Table 19
Motorists involved in accidents by police force division [1]
Years: 2004-08 and 2010-14 averages, 2010 to 2014

	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**
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	568	904	495	1,020	2,587	1,613	1,735	835	741	833	1,805	15,897
2012	607	1,001	1,186	546	924	497	928	2,458	1,645	1,765	884	704	814	1,635	15,594
2013	552	945	994	559	892	462	888	2,086	1,506	1,765	787	694	625	1,645	14,400
2014	421	806	825	493	772	495	866	2,383	1,474	1,965	787	684	638	1,706	14,315
10-14 ave	**528**	**981**	**1,074**	**572**	**872**	**507**	**925**	**2,432**	**1,594**	**1,805**	**829**	**747**	**742**	**1,717**	**15,326**
04-08 ave	**392**	**805**	**1,310**	**492**	**602**	**512**	**707**	**1,809**	**1,291**	**1,195**	**825**	**749**	**525**	**1,350**	**12,563**
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	576	944	327	553	361	537	1,314	984	968	536	466	453	945	9,333
2013	301	499	780	358	560	348	500	1,079	962	1,053	491	434	364	945	8,674
2014	230	404	612	263	501	368	507	1,275	934	1,091	467	449	358	975	8,434
10-14 ave	**306**	**555**	**850**	**345**	**537**	**378**	**513**	**1,278**	**961**	**996**	**513**	**477**	**405**	**989**	**9,104**
04-08 ave	**16**	**35**	**36**	**20**	**26**	**19**	**31**	**67**	**43**	**28**	**35**	**32**	**25**	**60**	**474**
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
2014	7	20	16	12	9	11	13	32	22	17	7	14	13	29	222
10-14 ave	**12**	**27**	**21**	**9**	**15**	**11**	**18**	**35**	**27**	**17**	**17**	**17**	**15**	**36**	**278**
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**
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	62.7	58.2	73.5	50.7	52.3	58.6	56.5	58.8	62.5	52.8	57.6	59.2
2012	60.8	57.5	79.6	59.9	59.8	72.6	57.9	53.5	59.8	54.8	60.6	66.2	55.7	57.8	59.8
2013	54.5	52.8	78.5	64.0	62.8	75.3	56.3	51.7	63.9	59.7	62.4	62.5	58.2	57.4	60.2
2014	54.6	50.1	74.2	53.3	64.9	74.3	58.5	53.5	63.4	55.5	59.3	65.6	56.1	57.2	58.9
10-14 ave	**57.9**	**56.6**	**79.1**	**60.4**	**61.6**	**74.5**	**55.4**	**52.6**	**60.2**	**55.2**	**61.9**	**63.9**	**54.6**	**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**
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
2014	1.7	2.5	1.9	2.4	1.2	2.2	1.5	1.3	1.5	0.9	0.9	2.0	2.0	1.7	1.6
10-14 ave	**2.2**	**2.7**	**2.0**	**1.6**	**1.8**	**2.1**	**2.0**	**1.4**	**1.7**	**1.0**	**2.1**	**2.3**	**2.1**	**2.1**	**1.8**
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**
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
2014	3.0	5.0	2.6	4.6	1.8	3.0	2.6	2.5	2.4	1.6	1.5	3.1	3.6	3.0	2.6
10-14 ave	**3.9**	**4.8**	**2.5**	**2.7**	**2.9**	**2.9**	**3.5**	**2.7**	**2.8**	**1.7**	**3.4**	**3.6**	**3.8**	**3.6**	**3.1**

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, 2010-2014 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	38	53	121	151	477
	03-06	29	31	50	78	276
	06-09	350	310	122	68	1,901
	09-12	351	353	329	213	2,299
	12-15	419	547	515	384	3,121
	15-18	631	701	442	358	4,025
	18-21	339	364	306	234	2,259
	21-24	124	186	176	109	969
	Total	**2,281**	**2,545**	**2,062**	**1,597**	**15,326**
Breath test requested	00-03	25	35	77	92	304
	03-06	18	20	35	47	175
	06-09	207	184	85	46	1,140
	09-12	206	201	206	130	1,360
	12-15	230	313	298	229	1,760
	15-18	365	414	267	222	2,363
	18-21	201	223	195	149	1,373
	21-24	81	120	118	65	628
	Total	**1,333**	**1,510**	**1,281**	**980**	**9,104**
Positive/refused	00-03	5	7	21	23	70
	03-06	2	3	10	16	37
	06-09	1	2	7	6	20
	09-12	2	2	4	2	14
	12-15	1	3	4	4	16
	15-18	4	3	6	7	31
	18-21	4	5	9	7	38
	21-24	5	9	15	7	51
	Total	**24**	**33**	**75**	**73**	**278**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	66	66	63	61	64
	03-06	63	65	69	60	63
	06-09	59	59	69	67	60
	09-12	59	57	63	61	59
	12-15	55	57	58	60	56
	15-18	58	59	60	62	59
	18-21	59	61	64	64	61
	21-24	65	65	67	59	65
	Total	**58**	**59**	**62**	**61**	**59**
Positive/refused as a percentage of motorists involved	00-03	13	13	17	15	15
	03-06	7	8	19	21	14
	06-09	0	1	6	9	1
	09-12	0	1	1	1	1
	12-15	0	1	1	1	1
	15-18	1	0	1	2	1
	18-21	1	1	3	3	2
	21-24	4	5	8	6	5
	Total	**1**	**1**	**4**	**5**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	19	20	27	25	23
	03-06	12	13	28	35	21
	06-09	1	1	8	13	2
	09-12	1	1	2	2	1
	12-15	1	1	1	2	1
	15-18	1	1	2	3	1
	18-21	2	2	4	5	3
	21-24	6	8	13	10	8
	Total	**2**	**2**	**6**	**7**	**3**

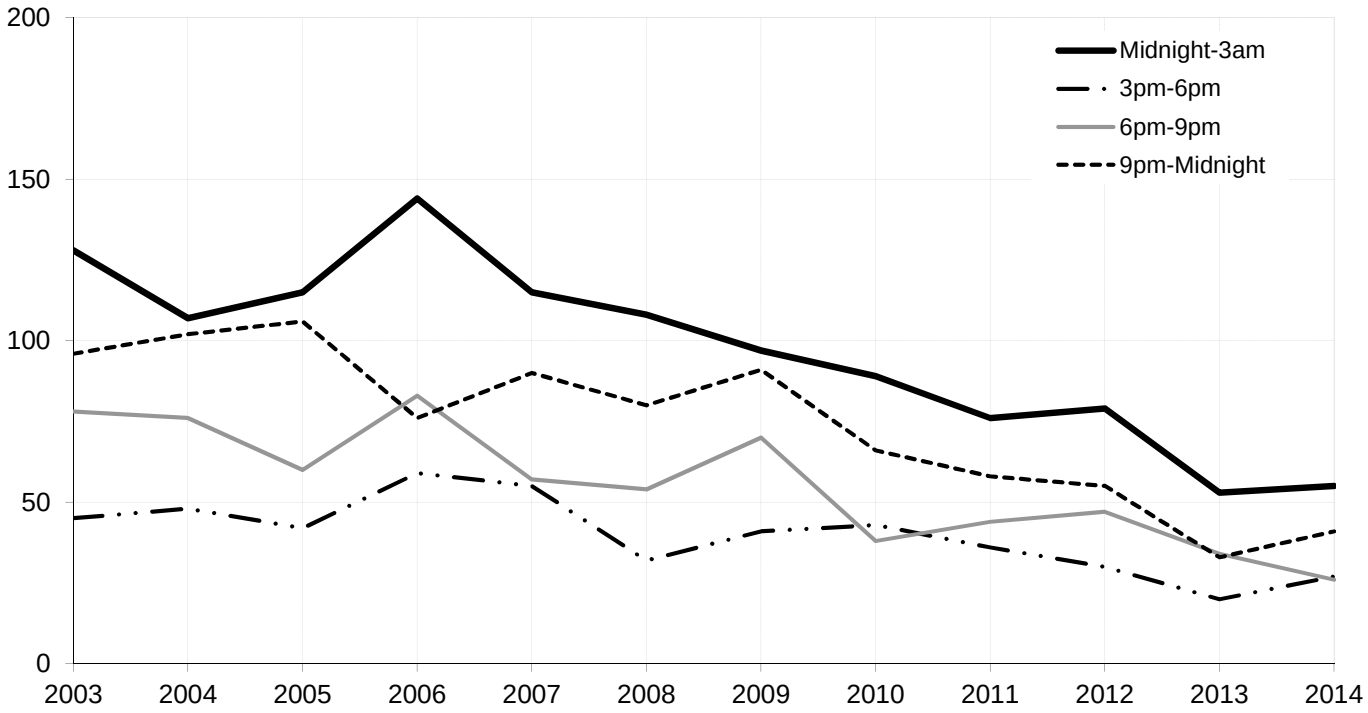
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-08 and 2010-14 averages, 2010 to 2014

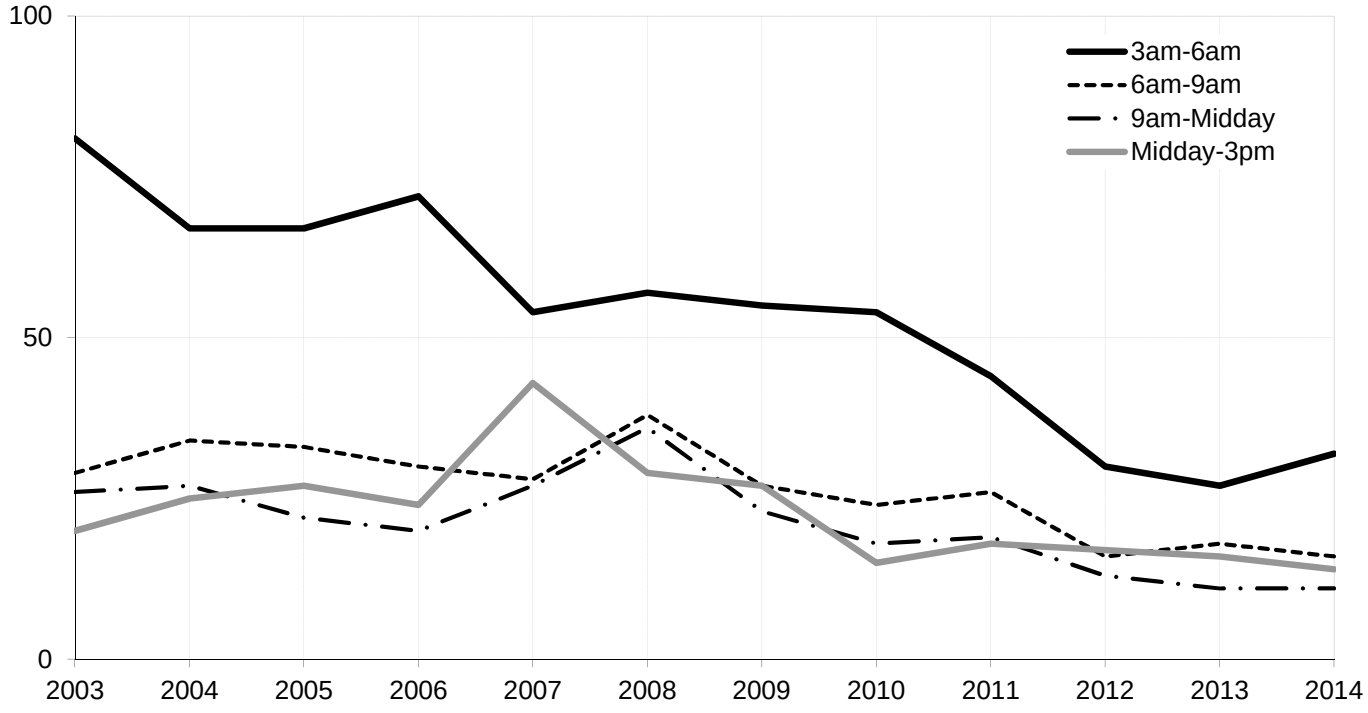
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2004-08 average**	**754**	**391**	**2,518**	**2,994**	**4,122**	**5,396**	**3,199**	**1,597**	**20,972**
	2010	559	338	1,945	2,556	3,402	4,208	2,355	1,063	16,426
	2011	538	275	1,945	2,439	3,178	4,143	2,355	1,024	15,897
	2012	467	295	2,025	2,190	3,242	4,049	2,259	1,067	15,594
	2013	400	233	1,792	2,231	2,967	3,814	2,131	832	14,400
	2014	422	237	1,799	2,077	2,816	3,910	2,197	857	14,315
	2010 to 2014 average	**477**	**276**	**1,901**	**2,299**	**3,121**	**4,025**	**2,259**	**969**	**15,326**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,400**	**3,178**	**1,958**	**1,020**	**12,559**
	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	1,307	1,827	2,427	1,373	705	9,333
	2013	261	149	1,073	1,316	1,726	2,300	1,313	536	8,674
	2014	268	144	1,068	1,258	1,622	2,254	1,294	526	8,434
	2010 to 2014 average	**304**	**175**	**1,140**	**1,360**	**1,760**	**2,363**	**1,373**	**628**	**9,104**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	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
	2014	55	32	16	11	14	27	26	41	222
	2010 to 2014 average	**70**	**37**	**20**	**14**	**16**	**31**	**38**	**51**	**278**
(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	2010	66.7	62.1	60.7	57.1	54.5	57.8	61.6	66.4	58.8
involved	2011	60.6	66.9	60.0	59.8	55.8	58.0	60.9	65.3	59.2
	2012	63.0	63.1	60.0	59.7	56.4	59.9	60.8	66.1	59.8
	2013	65.3	63.9	59.9	59.0	58.2	60.3	61.6	64.4	60.2
	2014	63.5	60.8	59.4	60.6	57.6	57.6	58.9	61.4	58.9
	2010 to 2014 average	**63.8**	**63.4**	**60.0**	**59.2**	**56.4**	**58.7**	**60.8**	**64.9**	**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	2010	15.9	16.0	1.2	0.7	0.4	1.0	1.6	6.2	2.1
involved	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
	2014	13.0	13.5	0.9	0.5	0.5	0.7	1.2	4.8	1.6
	2010 to 2014 average	**14.8**	**13.6**	**1.1**	**0.6**	**0.5**	**0.8**	**1.7**	**5.2**	**1.8**
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	2010	23.9	25.7	2.0	1.2	0.8	1.8	2.6	9.3	3.6
breath test requested	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
	2014	20.5	22.2	1.5	0.9	0.9	1.2	2.0	7.8	2.6
	2010 to 2014 average	**23.1**	**21.4**	**1.8**	**1.1**	**0.9**	**1.3**	**2.8**	**8.1**	**3.1**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2003 to 2014

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

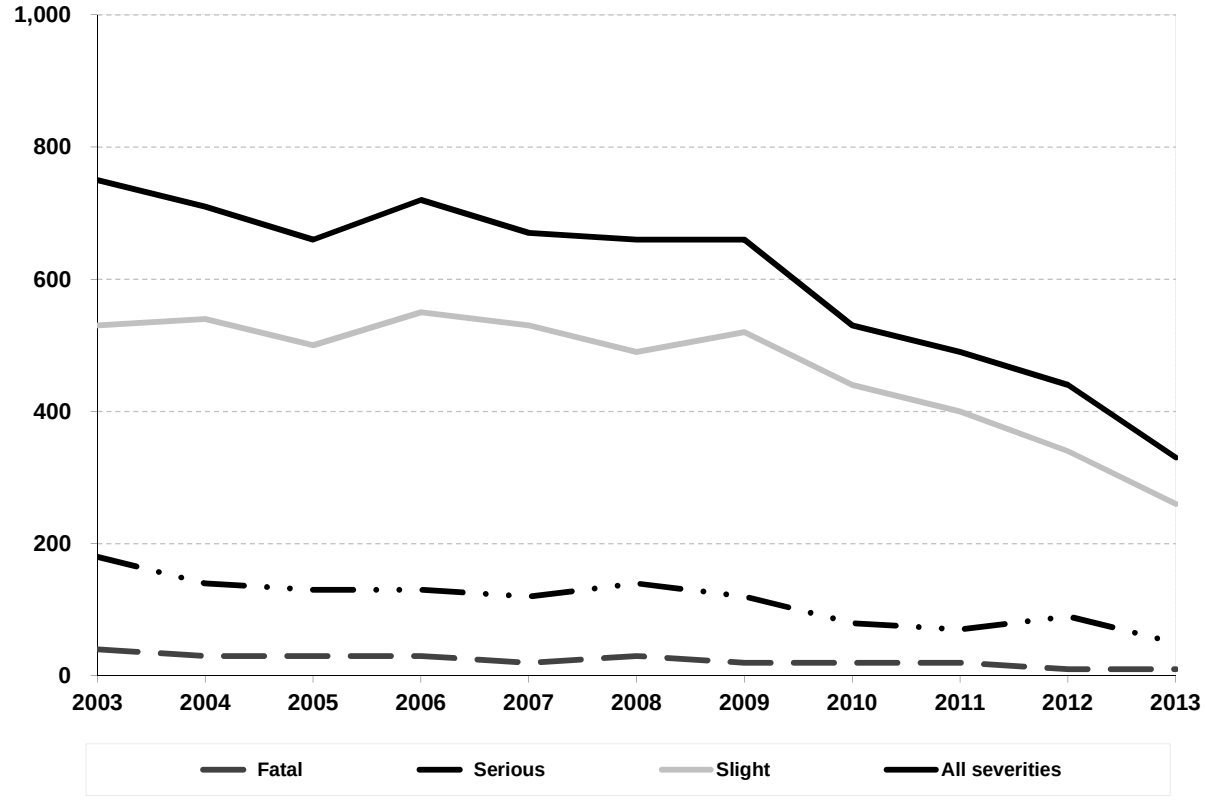


(b) Early morning to early afternoon (3am-3pm)



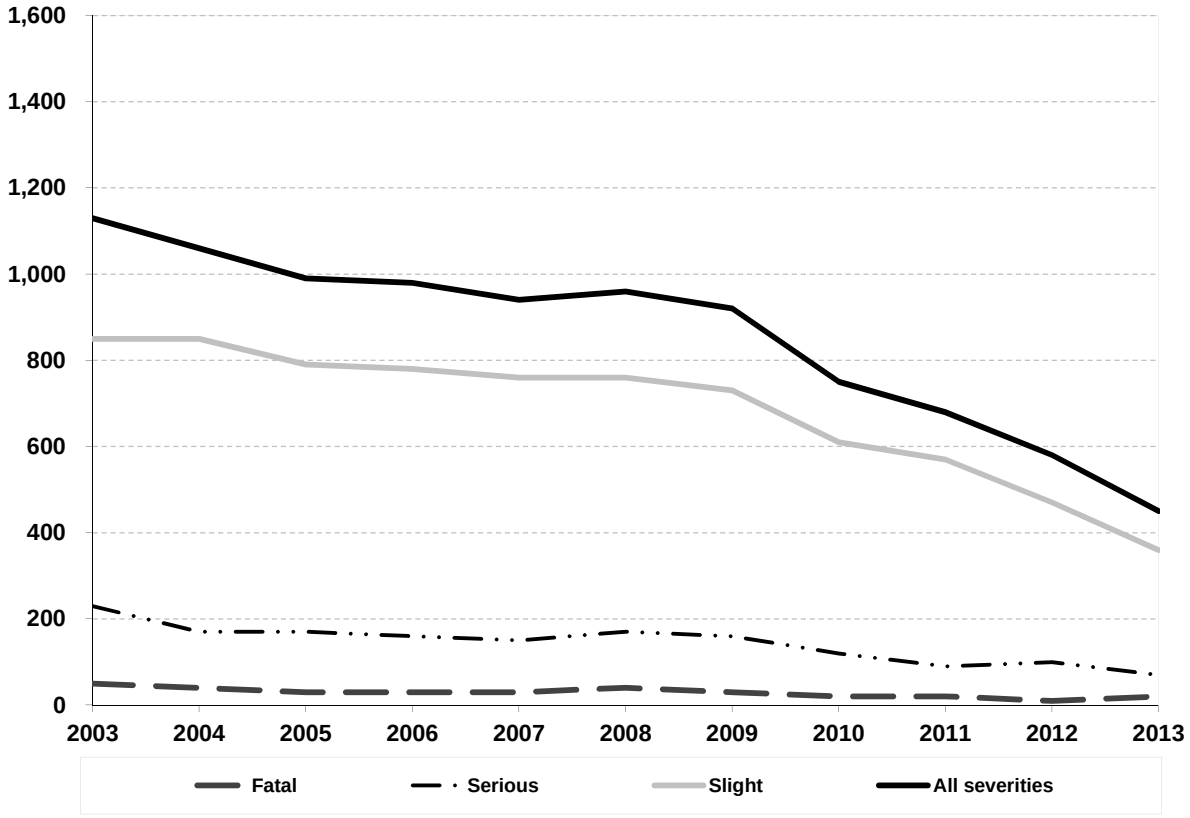
(a) Estimated number of reported drink drive *accidents*

Years: 2003 to 2013



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

Years: 2003 to 2013



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 in Great Britain: Estimates for accidents involving illegal alcohol levels: 2013 (final) and 2014 (provisional)* in August 2015. Scotland estimates are presented in Table ras51019 and will be updated with 2013 data in September 2015. Because of the uncertainty involved figures are rounded to the nearest ten.

https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving

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

3. Estimates for 2014 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 2014 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, 2003 to 2013

Number of accidents/casualties

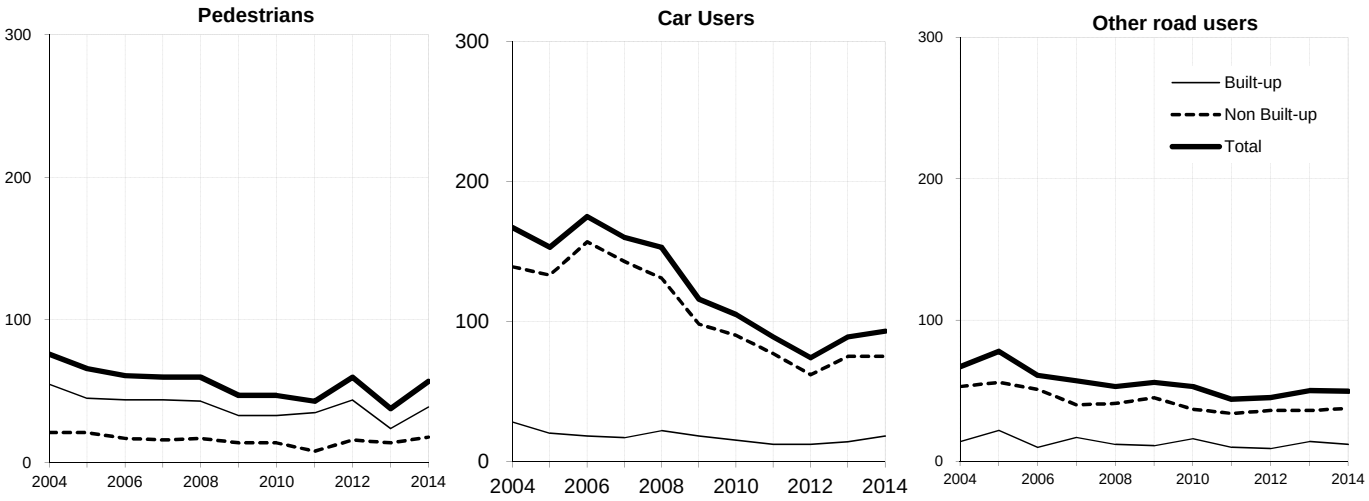
	Accidents				Casualties			
	Fatal	**Serious**	**Slight**	**Total**	**Killed**	**Serious**	**Slight**	**Total**
2004-08 Average	30	130	520	690	30	170	790	990
2003	40	180	530	750	50	230	850	1,130
2004	30	140	540	710	40	170	850	1,060
2005	30	130	500	660	30	170	790	990
2006	30	130	550	720	30	160	780	980
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
2013	10	50	260	330	20	70	360	450
2009-13 average	20	80	390	490	20	110	550	680

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

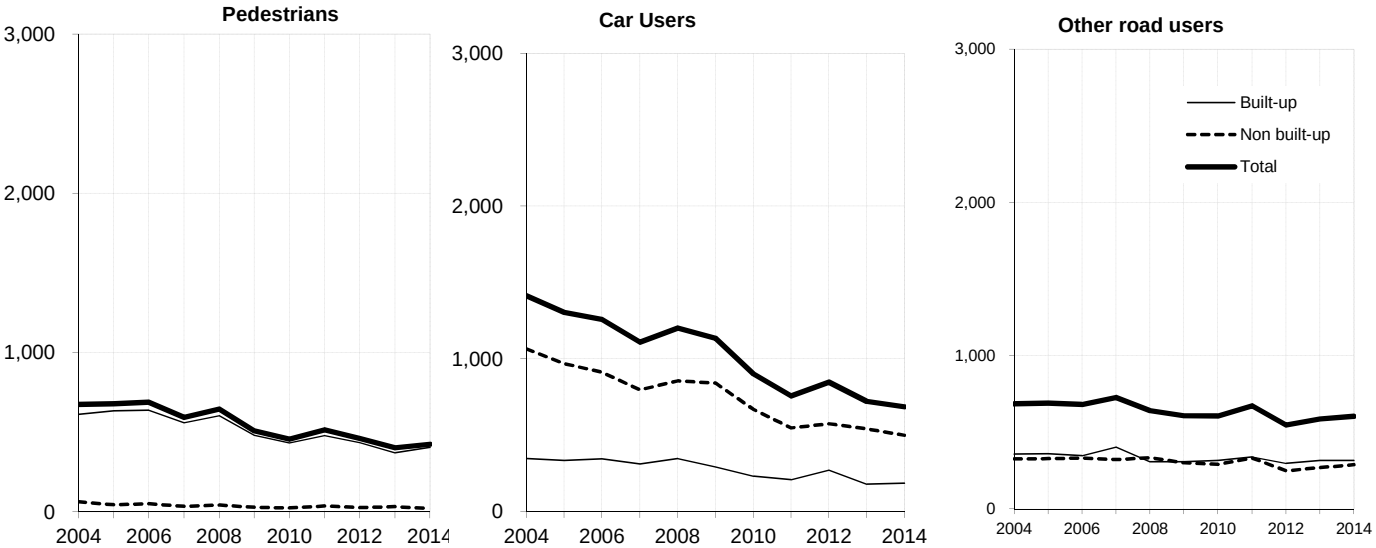
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2004 to 2014

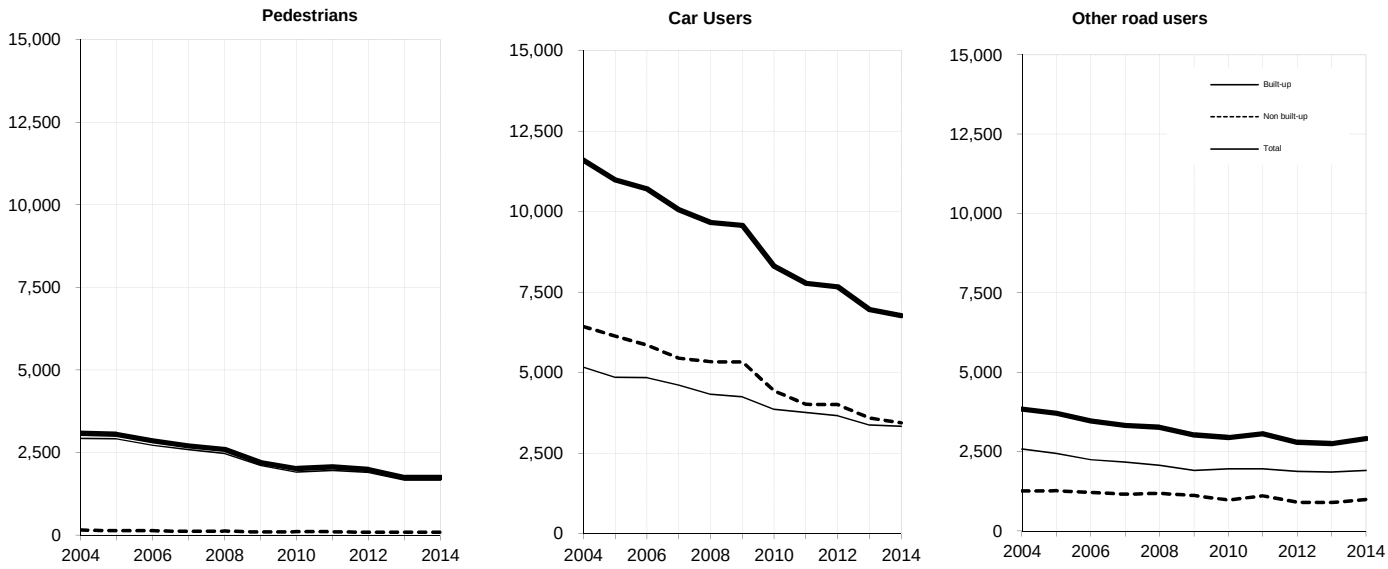
(a) Killed



(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 2010-2014 averages, 2004 to 2014

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**
	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	1,894	16	26	87	60	461	1,981
	2013	24	371	1,665	14	32	82	38	403	1,747
	2014	39	404	1,661	18	21	83	57	425	1,744
	2010 to 2014 average	**35**	**424**	**1,818**	**14**	**28**	**91**	**49**	**452**	**1,910**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	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	136	792	4	33	114	9	169	906
	2013	2	119	782	11	29	103	13	148	885
	2014	3	122	784	5	33	104	8	155	888
	2010 to 2014 average	**3**	**122**	**756**	**6**	**31**	**101**	**9**	**153**	**857**
Motorcycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	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	211	434	21	343	867
	2013	5	124	428	18	157	347	23	281	775
	2014	6	142	461	24	180	359	30	322	820
	2010 to 2014 average	**6**	**127**	**430**	**23**	**185**	**393**	**28**	**312**	**823**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	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	576	4,006	74	847	7,666
	2013	14	180	3,374	75	542	3,590	89	722	6,964
	2014	18	186	3,330	75	501	3,440	93	687	6,770
	2010 to 2014 average	**14**	**216**	**3,598**	**76**	**568**	**3,899**	**90**	**783**	**7,496**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2010-2014 averages, 2004 to 2014

		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**
	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
	2014	1	6	142	-	-	22	1	6	164
	2010 to 2014 average	**1**	**10**	**145**	**0**	**3**	**32**	**1**	**13**	**177**
Minibus	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	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
	2014	1	-	11	-	2	25	1	2	36
	2010 to 2014 average	**0**	**2**	**17**	**0**	**5**	**28**	**1**	**7**	**45**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	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
	2014	1	24	257	-	4	34	1	28	291
	2010 to 2014 average	**1**	**35**	**348**	**0**	**7**	**87**	**1**	**42**	**434**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	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	198	6	35	312
	2012	-	8	141	7	28	211	7	36	352
	2013	-	7	143	4	20	186	4	27	329
	2014	-	6	132	-	26	213	-	32	345
	2010 to 2014 average	**0**	**7**	**126**	**4**	**27**	**200**	**4**	**34**	**326**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2010-2014 averages, 2004 to 2014

Mode of transport	Year	Built-up			Non built-up			Total		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**9**	**57**	**3**	**23**	**151**	**4**	**32**	**209**
	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	23	1	16	86	1	18	109
	2014	0	4	29	2	15	76	2	19	105
	2010 to 2014 average	**0**	**4**	**30**	**3**	**20**	**102**	**3**	**24**	**132**
Other	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	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	37	0	9	59	0	12	96
	2014	2	12	40	5	11	65	7	23	105
	2010 to 2014 average	**1**	**9**	**62**	**1**	**11**	**61**	**2**	**20**	**123**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	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	5,109	185	1,880	12,790
	2012	66	1,046	7,514	112	935	5,202	178	1,981	12,716
	2013	47	848	6,920	125	824	4,584	172	1,672	11,504
	2014	71	906	6,847	129	793	4,421	200	1,699	11,268
	2010 to 2014 average	**61**	**955**	**7,329**	**127**	**885**	**4,995**	**189**	**1,840**	**12,323**

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 2010-2014 averages, 2004 to 2014

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: 2014 on 2013									
Pedestrian	15	33	-4	4	-11	1	19	22	-3
Pedal cycle	1	3	2	-6	4	1	-5	7	3
Motorcycle[1]	1	18	33	6	23	12	7	41	45
Car	4	6	-44	-	-41	-150	4	-35	-194
Taxi	-	-5	3	-	-1	9	-	-6	12
Minibus	1	-3	-1	-1	-10	-16	-	-13	-17
Bus/coach	-	-4	-60	-1	-2	-43	-1	-6	-103
Light goods	-	-1	-11	-4	6	27	-4	5	16
Heavy goods	-	2	6	1	-1	-10	1	1	-4
Other	2	9	3	5	2	6	7	11	9
Total	24	58	-73	4	-31	-163	28	27	-236
(c) Per cent changes: [2]									
2014 on 2013									
Pedestrian	63	9	0	29	-34	1	50	5	0
Pedal cycle	*	3	0	-55	14	1	-38	5	0
Motorcycle(1)	*	15	8	33	15	3	30	15	6
Car	29	3	-1	0	-8	-4	4	-5	-3
Taxi	*	-45	2	n/a	*	69	*	-50	8
Minibus	n/a	*	-8	*	-83	-39	*	-87	-32
Bus/coach	*	-14	-19	*	*	-56	*	-18	-26
Light goods	n/a	*	-8	*	30	15	*	19	5
Heavy goods	n/a	*	26	*	-6	-12	*	6	-4
Other	n/a	*	8	n/a	*	10	n/a	92	9
Total	51	7	-1	3	-4	-4	16	2	-2
2014 on 2004-08 average									
Pedestrian	-16	-34	-39	-2	-55	-37	-12	-35	-39
Pedal cycle	*	10	16	*	46	25	*	16	17
Motorcycle [1]	*	-11	-18	-33	-15	-27	-28	-13	-22
Car	-14	-45	-30	-47	-46	-41	-42	-45	-36
Taxi	*	*	-25	*	*	-41	*	-61	-28
Minibus	*	*	-64	*	*	-43	*	*	-51
Bus/coach	*	-52	-62	*	*	-57	*	-49	-61
Light goods	*	-43	1	*	-34	-17	*	-36	-11
Heavy goods	*	*	-49	*	-34	-50	*	-40	-50
Other	*	2	-50	*	-29	-37	*	-16	-42
Total	-14	-31	-31	-38	-39	-39	-31	-35	-34

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

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2010-2014 averages, 2004 to 2014

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**	**25**	**82**	**20**	**75**	**273**	**65**	**656**	**2,855**
	2004	11	45	104	22	94	295	76	674	3,078
	2005	12	19	79	22	75	287	66	677	3,051
	2006	12	28	87	18	88	291	61	688	2,853
	2007	10	15	68	19	52	250	60	594	2,704
	2008	12	19	72	18	66	240	60	645	2,593
	2009	8	17	57	14	53	198	47	509	2,199
	2010	7	15	63	16	49	201	47	457	2,013
	2011	2	24	63	8	56	194	43	515	2,064
	2012	11	15	56	16	35	178	60	461	1,981
	2013	8	21	56	16	52	180	38	403	1,747
	2014	7	16	54	22	55	202	57	425	1,744
	2010 to 2014 average	**9**	**22**	**70**	**18**	**60**	**231**	**58**	**554**	**2,350**
Pedal cycle	**2004-08 average**	**3**	**16**	**56**	**4**	**32**	**125**	**9**	**134**	**756**
	2004	3	13	57	4	27	132	7	121	776
	2005	5	11	57	8	27	132	16	116	781
	2006	3	20	62	3	38	130	10	131	781
	2007	-	17	53	2	34	116	4	147	714
	2008	3	18	53	5	33	115	9	155	730
	2009	2	25	75	2	36	136	5	152	804
	2010	5	19	68	6	30	132	7	138	781
	2011	4	26	61	4	40	123	7	156	824
	2012	3	22	79	3	41	155	9	169	906
	2013	9	21	76	11	36	148	13	148	885
	2014	5	23	67	5	43	153	8	155	888
	2010 to 2014 average	**6**	**27**	**85**	**6**	**45**	**169**	**10**	**184**	**1,018**
Motorcycle [1]	**2004-08 average**	**32**	**174**	**392**	**36**	**222**	**522**	**42**	**371**	**1,049**
	2004	35	177	388	38	217	488	42	353	994
	2005	28	179	403	31	227	535	34	371	1,082
	2006	41	158	394	47	207	529	58	352	1,068
	2007	34	173	373	36	224	511	40	381	1,061
	2008	23	182	400	27	234	545	34	396	1,042
	2009	34	177	436	40	219	559	43	332	1,021
	2010	26	169	360	32	208	471	35	319	845
	2011	22	153	313	27	180	404	33	293	808
	2012	17	178	345	19	217	448	21	343	867
	2013	15	129	268	16	155	356	23	281	775
	2014	23	147	286	24	198	414	30	322	820
	2010 to 2014 average	**27**	**191**	**402**	**32**	**235**	**530**	**37**	**378**	**1,027**
Car	**2004-08 average**	**117**	**717**	**4,090**	**140**	**914**	**5,764**	**162**	**1,258**	**10,606**
	2004	112	860	4,601	145	1,056	6,329	167	1,414	11,605
	2005	115	747	4,378	132	964	6,087	153	1,304	10,989
	2006	136	718	4,053	151	900	5,719	175	1,258	10,705
	2007	117	601	3,744	139	785	5,396	160	1,110	10,063
	2008	105	659	3,673	131	866	5,289	153	1,203	9,670
	2009	80	641	3,804	100	824	5,312	116	1,135	9,579
	2010	78	523	3,037	91	675	4,412	105	903	8,301
	2011	59	436	2,781	79	564	4,027	89	758	7,780
	2012	50	456	2,716	58	599	4,014	74	847	7,666
	2013	59	433	2,477	80	548	3,697	89	722	6,964
	2014	65	401	2,254	79	495	3,389	93	687	6,770
	2010 to 2014 average	**78**	**578**	**3,414**	**97**	**741**	**4,970**	**113**	**1,010**	**9,412**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2010-2014 averages, 2004 to 2014

		Rural no dual ge 41mph			All rural			All roads		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**-**	**4**	**19**	**0**	**5**	**34**	**0**	**15**	**228**
	2004	-	9	23	-	10	33	-	21	240
	2005	-	1	21	-	2	36	-	11	250
	2006	-	5	23	1	7	42	1	21	248
	2007	-	2	20	-	4	38	1	9	225
	2008	-	2	8	-	3	19	-	14	177
	2009	-	4	26	-	4	39	-	10	225
	2010	-	2	21	1	3	37	1	10	205
	2011	-	9	24	-	11	38	1	23	198
	2012	-	1	23	-	2	35	-	16	165
	2013	-	-	5	-	-	16	1	12	152
	2014	-	-	16	-	-	20	1	6	164
	2010 to 2014 average	**-**	**3**	**23**	**0**	**4**	**37**	**1**	**15**	**222**
Minibus	**2004-08 average**	**1**	**5**	**31**	**1**	**7**	**47**	**1**	**8**	**74**
	2004	-	5	40	-	6	50	-	9	80
	2005	1	7	38	1	9	51	1	10	69
	2006	-	1	24	-	8	61	-	9	94
	2007	-	3	28	-	3	45	-	4	70
	2008	2	7	27	2	7	29	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2012	-	8	27	-	12	45	-	15	69
	2013	1	9	34	1	11	41	1	15	53
	2014	-	2	20	-	2	25	1	2	36
	2010 to 2014 average	**0**	**7**	**32**	**0**	**8**	**40**	**1**	**10**	**60**
Bus/coach	**2004-08 average**	**-**	**3**	**45**	**0**	**6**	**90**	**1**	**55**	**749**
	2004	-	9	70	1	9	111	3	63	915
	2005	-	1	38	-	12	106	-	63	857
	2006	-	4	41	-	8	84	-	57	763
	2007	-	-	41	-	-	65	-	33	623
	2008	-	2	36	-	3	86	1	59	587
	2009	-	2	35	-	4	55	-	36	473
	2010	1	13	115	1	16	142	1	52	540
	2011	-	3	52	-	5	79	1	51	506
	2012	-	7	89	-	10	122	1	44	441
	2013	1	5	56	1	7	95	2	34	394
	2014	-	1	21	-	5	41	1	28	291
	2010 to 2014 average	**0**	**6**	**74**	**0**	**9**	**107**	**1**	**49**	**529**
Light goods	**2004-08 average**	**5**	**29**	**173**	**7**	**38**	**254**	**8**	**50**	**387**
	2004	5	28	203	7	35	282	7	45	406
	2005	6	24	152	8	33	234	8	53	378
	2006	3	34	187	5	50	261	6	57	392
	2007	6	35	171	11	39	273	13	54	411
	2008	3	24	150	5	32	221	6	42	349
	2009	1	29	163	3	39	240	4	51	338
	2010	2	18	117	3	34	192	3	39	292
	2011	5	23	147	5	32	212	6	35	312
	2012	7	22	136	7	30	215	7	36	352
	2013	3	16	117	4	18	188	4	27	329
	2014	-	23	126	-	27	207	-	32	345
	2010 to 2014 average	**4**	**26**	**161**	**4**	**36**	**251**	**5**	**44**	**394**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2010-2014 averages, 2004 to 2014

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Heavy goods	**2004-08 average**	**1**	**14**	**100**	**3**	**26**	**159**	**4**	**32**	**209**
	2004	0	16	115	4	33	191	5	38	250
	2005	4	15	105	5	20	160	7	30	215
	2006	1	14	92	2	29	143	2	34	191
	2007	0	18	103	2	32	159	2	33	197
	2008	1	9	87	2	17	142	2	23	191
	2009	0	12	75	1	18	124	1	22	163
	2010	4	10	85	5	19	134	5	21	162
	2011	1	17	67	3	26	115	3	28	144
	2012	3	19	60	6	28	112	6	32	140
	2013	1	10	50	1	16	95	1	18	109
	2014	2	9	47	2	16	89	2	19	105
	2010 to 2014 average	**2**	**15**	**77**	**4**	**25**	**134**	**4**	**28**	**165**
Other	**2004-08 average**	**0**	**13**	**76**	**1**	**18**	**107**	**1**	**27**	**182**
	2004	1	13	65	1	21	97	1	28	158
	2005	0	16	93	0	19	123	1	31	213
	2006	0	14	78	0	19	105	1	28	174
	2007	0	8	64	1	14	98	1	20	171
	2008	0	12	78	1	19	110	2	30	195
	2009	0	14	66	0	17	89	0	25	165
	2010	0	16	52	2	22	84	3	28	155
	2011	0	4	43	2	8	65	2	19	132
	2012	0	13	50	0	15	73	0	18	129
	2013	0	7	37	0	10	66	0	12	96
	2014	4	9	51	5	13	69	7	23	105
	2010 to 2014 average	**1**	**13**	**60**	**2**	**17**	**89**	**2**	**25**	**156**
Total	**2004-08 average**	**170**	**999**	**5,065**	**211**	**1,343**	**7,374**	**292**	**2,605**	**17,097**
	2004	167	1,175	5,666	222	1,508	8,008	308	2,766	18,502
	2005	171	1,020	5,364	207	1,388	7,751	286	2,666	17,885
	2006	196	996	5,041	227	1,354	7,365	314	2,635	17,269
	2007	167	872	4,665	210	1,187	6,951	281	2,385	16,239
	2008	149	934	4,584	191	1,280	6,796	270	2,575	15,592
	2009	125	935	4,792	160	1,228	6,811	216	2,287	15,043
	2010	123	786	3,937	158	1,057	5,830	208	1,969	13,338
	2011	93	696	3,556	128	924	5,263	185	1,880	12,790
	2012	91	741	3,581	109	989	5,397	178	1,981	12,717
	2013	97	651	3,176	130	853	4,882	172	1,672	11,504
	2014	106	631	2,942	137	854	4,610	200	1,699	11,270
	2010 to 2014 average	**127**	**888**	**4,397**	**164**	**1,181**	**6,559**	**232**	**2,298**	**15,332**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2014

		2004-08 average					2014				
		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	-	21	39	26	65
	5-7	1	41	115	53	168	-	20	50	27	77
	8-11	2	62	184	105	289	3	31	80	77	157
	12-15	2	91	252	189	441	-	44	117	85	202
	16-19	4	57	166	108	274	1	26	66	52	118
	20-24	4	47	148	91	239	1	25	67	57	124
	25-29	2	35	106	60	166	3	30	80	55	135
	30-39	6	63	195	110	305	8	34	122	77	199
	40-49	5	53	147	100	247	6	38	98	70	168
	50-59	5	51	112	82	194	8	38	98	75	173
	60-69	6	48	85	77	162	11	40	66	50	116
	70-79	12	47	66	75	141	5	47	66	44	110
	80+	14	36	54	67	122	11	31	42	52	94
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**57**	**425**	**994**	**749**	**1,744**
	Child 0-15	6	218	615	381	997	3	116	286	215	501
	Adult 16+	59	437	1,080	769	1,850	54	309	705	532	1,237
Pedal cycle	0-4	-	-	5	1	5	-	-	-	-	-
	5-7	-	5	27	8	35	-	2	7	2	9
	8-11	1	10	60	19	79	-	10	29	9	38
	12-15	1	13	72	12	84	-	6	31	1	32
	16-19	1	8	35	6	42	-	5	30	3	33
	20-24	-	7	44	14	58	-	7	49	25	74
	25-29	1	12	59	15	74	-	12	67	24	91
	30-39	1	26	129	28	157	2	33	162	51	213
	40-49	2	26	102	19	121	3	46	179	33	212
	50-59	1	14	47	12	58	1	19	107	22	129
	60-69	-	7	22	3	26	1	10	38	3	41
	70-79	-	3	9	2	11	1	5	11	3	14
	80+	1	1	3	-	4	-	-	2	-	2
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**8**	**155**	**712**	**176**	**888**
	Child 0-15	2	29	163	40	203	-	18	67	12	79
	Adult 16+	7	104	452	99	551	8	137	645	164	809
Motorcycle [3]	0-4	-	-	-	-	1	-	-	1	-	1
	5-7	-	-	-	-	1	-	-	-	1	1
	8-11	-	1	2	1	3	-	-	1	-	1
	12-15	-	6	13	4	17	-	4	13	-	13
	16-19	1	42	140	12	152	1	29	84	16	100
	20-24	4	33	93	14	107	3	39	101	8	109
	25-29	4	39	94	10	104	5	36	78	8	86
	30-39	14	100	241	32	273	4	58	110	11	121
	40-49	12	97	229	27	255	9	74	164	25	189
	50-59	4	39	90	11	101	6	57	122	19	141
	60-69	1	10	26	2	28	2	21	47	1	48
	70-79	-	2	4	1	5	-	3	5	1	6
	80+	-	-	1	-	1	-	1	2	1	3
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**30**	**322**	**729**	**91**	**820**
	Child 0-15	-	8	15	6	21	-	4	15	1	16
	Adult 16+	41	362	917	109	1,026	30	318	713	90	803
Car/taxi driver	0-4	-	-	-	-	1	-	-	-	2	3
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	1	-	1
	12-15	-	1	3	-	4	-	1	5	-	5
	16-19	14	97	512	268	780	2	35	213	166	379
	20-24	18	123	590	461	1,050	9	59	344	292	636
	25-29	10	76	422	357	779	4	29	245	230	475
	30-39	18	135	776	722	1,498	9	78	410	435	845
	40-49	13	137	696	611	1,307	10	60	465	425	890
	50-59	10	104	457	378	835	10	61	336	342	678
	60-69	8	64	271	165	437	10	54	211	183	394
	70-79	9	42	165	89	254	6	39	142	94	236
	80+	7	21	73	30	103	3	30	76	55	131
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**63**	**447**	**2,448**	**2,225**	**4,674**
	Child 0-15	-	1	4	1	6	-	1	6	2	9
	Adult 16+	106	800	3,961	3,080	7,043	63	445	2,442	2,222	4,664

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, 2014

		2004-08 average					2014				
				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	2	4	41	34	75
	5-7	1	10	57	58	115	-	4	34	59	93
	8-11	1	12	89	94	182	1	7	59	45	104
	12-15	3	29	100	149	249	1	12	49	67	116
	16-19	17	106	364	393	757	6	54	198	175	373
	20-24	8	68	242	275	517	6	33	143	149	292
	25-29	2	35	139	156	295	1	13	74	94	168
	30-39	5	43	168	260	428	1	23	120	168	288
	40-49	3	40	119	234	353	1	16	70	155	225
	50-59	3	38	73	226	299	2	22	49	146	195
	60-69	3	33	46	176	222	2	20	36	112	148
	70-79	5	30	31	128	159	3	21	24	96	120
	80+	3	16	16	54	70	5	17	12	49	61
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**31**	**246**	**910**	**1,350**	**2,260**
	Child 0-15	6	61	312	359	673	4	27	183	205	388
	Adult 16+	49	410	1,198	1,901	3,099	27	219	726	1,144	1,870
Bus/coach/minibus	0-4	-	1	15	13	29	-	2	7	9	16
	5-7	-	1	7	7	14	-	-	3	1	4
	8-11	-	-	9	11	20	-	-	1	2	3
	12-15	-	2	18	19	36	-	-	2	4	6
	16-19	-	2	12	20	33	1	-	7	4	11
	20-24	-	3	16	23	39	-	-	7	4	11
	25-29	-	2	18	22	41	-	-	12	8	20
	30-39	1	4	44	54	99	-	4	19	17	36
	40-49	-	6	42	50	91	-	3	24	10	34
	50-59	-	8	38	59	97	1	8	30	21	51
	60-69	-	9	30	82	112	-	3	13	32	45
	70-79	1	15	21	101	123	-	5	6	34	40
	80+	-	12	16	70	87	-	5	8	42	50
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**2**	**30**	**139**	**188**	**327**
	Child 0-15	-	4	49	50	99	-	2	13	16	29
	Adult 16+	1	59	238	482	721	2	28	126	172	298
Goods vehicles	0-4	-	-	-	1	1	-	-	1	2	5
	5-7	-	-	2	1	2	-	1	1	1	2
	8-11	-	-	1	-	1	-	-	-	-	-
	12-15	-	1	2	1	3	-	-	1	-	1
	16-19	-	2	22	3	25	-	2	14	-	14
	20-24	2	7	52	4	55	-	3	37	3	40
	25-29	1	9	66	6	72	-	3	65	7	72
	30-39	2	19	148	9	158	-	5	68	6	74
	40-49	2	19	135	11	146	2	15	104	10	114
	50-59	2	15	85	6	91	-	13	75	9	84
	60-69	1	8	32	2	35	-	9	32	6	38
	70-79	-	1	3	1	5	-	-	2	2	4
	80+	-	-	1	-	1	-	-	1	1	2
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**2**	**51**	**401**	**47**	**450**
	Child 0-15	-	1	5	3	8	-	1	3	3	8
	Adult 16+	11	80	544	42	587	2	50	398	44	442
All users [4]	0-4	2	36	151	108	263	2	27	89	73	165
	5-7	2	58	208	129	337	-	27	95	91	186
	8-11	4	87	347	231	579	4	48	171	133	304
	12-15	6	145	464	376	840	1	69	222	157	379
	16-19	37	318	1,262	813	2,074	11	155	622	419	1,041
	20-24	36	289	1,200	884	2,084	20	166	753	539	1,292
	25-29	19	211	919	631	1,551	13	125	628	427	1,055
	30-39	48	393	1,733	1,224	2,957	25	239	1,030	770	1,800
	40-49	37	382	1,501	1,059	2,560	31	254	1,114	733	1,847
	50-59	26	274	920	777	1,697	30	222	826	641	1,467
	60-69	20	181	519	511	1,030	27	159	450	390	840
	70-79	28	142	302	398	701	16	121	260	275	535
	80+	25	87	165	224	391	20	86	145	202	347
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**200**	**1,699**	**6,410**	**4,854**	**11,268**
	Child 0-15	15	325	1,171	844	2,019	7	171	577	454	1,034
	Adult 16+	276	2,276	8,521	6,521	15,046	193	1,527	5,828	4,396	10,224

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, 2010-2014 averages, 2010-2014

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2010	1	150	642	46	307	1,369
	2011	2	139	646	41	375	1,412
	2012	1	132	521	59	329	1,457
	2013	5	92	464	33	311	1,279
	2014	3	116	501	54	309	1,237
	2010-14 average	**2**	**126**	**555**	**47**	**326**	**1,351**
	% ch on 04-08 av: 2014	*-50*	*-47*	*-50*	*-8*	*-29*	*-33*
	% ch on 04-08 av: 1014	*-60*	*-42*	*-44*	*-20*	*-25*	*-27*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2010	1	23	146	6	115	635
	2011	0	23	135	7	133	689
	2012	1	21	122	8	148	783
	2013	2	11	112	11	137	773
	2014	0	18	79	8	137	809
	2010-14 average	**1**	**19**	**119**	**8**	**134**	**738**
	% ch on 04-08 av: 2014	*0*	*-39*	*-61*	*18*	*31*	*47*
	% ch on 04-08 av: 1014	*-67*	*-35*	*-41*	*18*	*29*	*34*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2010	1	40	505	104	862	7,778
	2011	5	34	460	84	722	7,306
	2012	0	34	451	74	813	7,213
	2013	2	34	414	87	688	6,538
	2014	4	27	393	89	659	6,374
	2010-14 average	**2**	**34**	**445**	**88**	**749**	**7,042**
	% ch on 04-08 av: 2014	*-35*	*-56*	*-41*	*-43*	*-45*	*-36*
	% ch on 04-08 av: 1014	*-61*	*-45*	*-34*	*-44*	*-37*	*-29*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2010	1	10	84	48	461	2,154
	2011	0	7	75	46	444	2,046
	2012	0	7	74	35	497	2,089
	2013	0	6	74	32	393	1,831
	2014	0	10	61	42	422	1,804
	2010-14 average	**0**	**8**	**74**	**41**	**443**	**1,985**
	% ch on 04-08 av: 2014	*0*	*-37*	*-59*	*-24*	*-22*	*-34*
	% ch on 04-08 av: 1014	*-75*	*-49*	*-51*	*-27*	*-18*	*-27*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2010	4	223	1,377	204	1,745	11,936
	2011	7	203	1,316	178	1,674	11,453
	2012	2	194	1,168	176	1,787	11,542
	2013	9	143	1,064	163	1,529	10,421
	2014	7	171	1,034	193	1,527	10,224
	2010-14 average	**6**	**187**	**1,192**	**183**	**1,652**	**11,115**
	% ch on 04-08 av: 2014	*-55*	*-47*	*-49*	*-30*	*-33*	*-32*
	% ch on 04-08 av: 1014	*-62*	*-43*	*-41*	*-34*	*-27*	*-26*

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 2010-14 averages, 2010-14

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motorcycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2010	33	300	801	2	19	44
	2011	32	279	757	1	14	51
	2012	20	323	817	1	20	50
	2013	23	260	727	-	21	48
	2014	28	301	760	2	21	60
	2010-14 ave	**27**	**293**	**772**	**1**	**19**	**51**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2010	70	580	5,569	35	323	2,732
	2011	65	498	5,271	24	260	2,509
	2012	53	548	5,159	21	299	2,507
	2013	54	464	4,705	35	258	2,259
	2014	62	446	4,603	31	241	2,167
	2010-14 ave	**61**	**507**	**5,061**	**29**	**276**	**2,435**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2010	1	5	101	-	5	104
	2011	1	9	90	-	14	108
	2012	-	7	79	-	9	86
	2013	-	5	67	1	7	85
	2014	1	1	71	-	5	93
	2010-14 ave	**1**	**5**	**82**	**0**	**8**	**95**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2010	1	2	15	-	-	29
	2011	-	2	9	-	-	13
	2012	-	2	23	-	13	46
	2013	1	2	14	-	13	39
	2014	1	1	17	-	1	19
	2010-14 ave	**1**	**2**	**16**	**-**	**5**	**29**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	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
	2014	-	3	32	1	25	259
	2010-14 ave	**0**	**3**	**34**	**1**	**39**	**401**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2010	3	28	219	-	11	73
	2011	4	28	246	2	7	66
	2012	4	27	254	3	9	98
	2013	1	23	244	3	4	85
	2014	-	27	265	-	5	80
	2010-14 ave	**2**	**27**	**246**	**2**	**7**	**80**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2010	5	15	131	-	6	31
	2011	3	25	126	-	3	18
	2012	6	23	118	-	9	22
	2013	1	17	97	-	1	12
	2014	2	16	83	-	3	22
	2010-14 ave	**3**	**19**	**111**	**-**	**4**	**21**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2010	1	28	116	2	-	39
	2011	2	15	89	-	4	43
	2012	-	9	78	-	9	51
	2013	-	10	78	-	2	18
	2014	7	18	81	-	5	24
	2010-14 ave	**2**	**16**	**88**	**0**	**4**	**35**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2010	114	962	6,984	40	412	3,560
	2011	107	857	6,627	28	352	3,275
	2012	83	945	6,562	26	406	3,267
	2013	81	783	5,964	40	338	2,908
	2014	101	813	5,912	34	306	2,724
	2010-14 ave	**97**	**872**	**6,410**	**34**	**363**	**3,147**

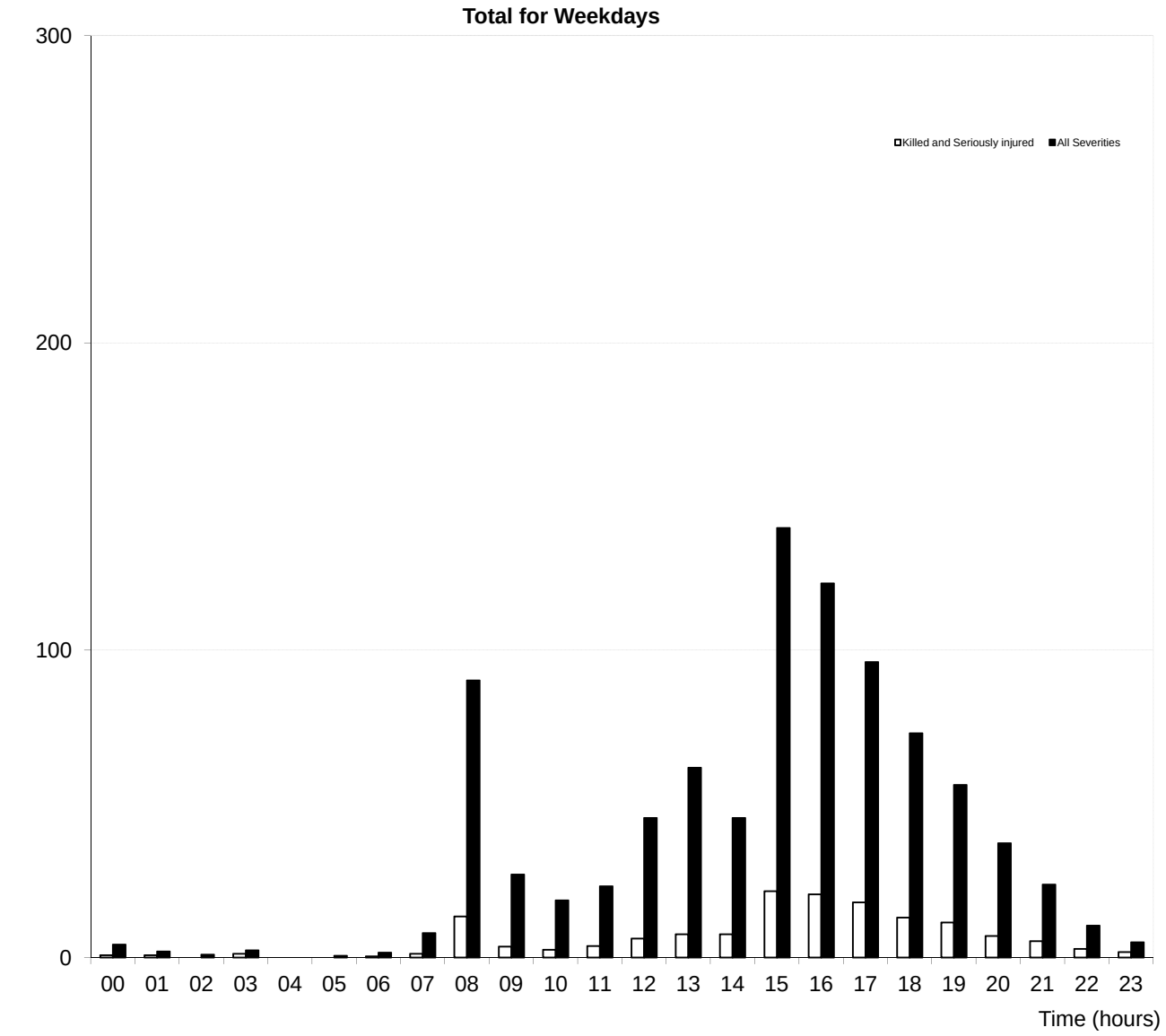
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

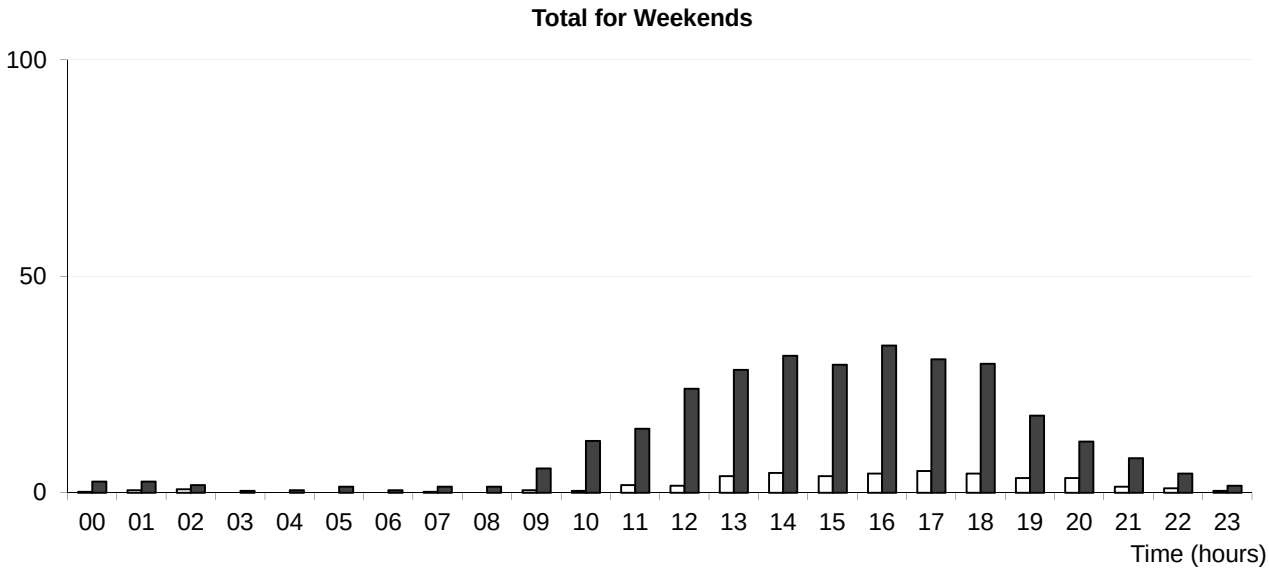
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2010-2014 average

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	-	-	4
01.00 to 01.59	0	-	-	2	-	-	-	-	-	-	2
02.00 to 02.59	-	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	0	1	-	-	-	-	1	-	2
04.00 to 04.59	-	-	-	-	-	-	-	-	-	-	-
05.00 to 05.59	0	-	-	0	-	-	-	-	-	-	1
06.00 to 06.59	0	0	0	1	-	-	-	-	-	-	2
07.00 to 07.59	5	1	0	1	-	-	-	0	-	-	8
08.00 to 08.59	55	6	-	21	1	0	6	0	-	-	90
09.00 to 09.59	10	2	0	13	0	-	2	0	-	-	27
10.00 to 10.59	5	1	-	10	-	0	2	0	-	-	19
11.00 to 11.59	7	2	0	13	-	-	1	0	-	-	23
12.00 to 12.59	21	3	1	19	-	-	2	-	-	0	45
13.00 to 13.59	35	5	-	17	0	-	4	0	-	0	62
14.00 to 14.59	21	4	1	16	-	1	2	-	-	0	45
15.00 to 15.59	84	11	1	34	-	0	9	0	-	1	140
16.00 to 16.59	62	13	2	36	1	-	6	0	-	0	122
17.00 to 17.59	51	12	1	29	0	-	3	0	-	0	96
18.00 to 18.59	37	12	0	22	-	-	0	1	-	1	73
19.00 to 19.59	31	7	0	18	-	-	0	0	-	-	56
20.00 to 20.59	18	5	-	13	-	-	1	0	-	-	37
21.00 to 21.59	8	4	-	10	-	-	1	1	-	0	24
22.00 to 22.59	3	0	1	7	-	-	-	0	-	-	10
23.00 to 23.59	1	0	0	3	0	-	-	-	-	-	5
Total	**455**	**89**	**8**	**289**	**3**	**2**	**38**	**5**	**1**	**3**	**895**
Total for Weekends											
00.00 to 00.59	0	0	-	2	-	-	-	-	0	-	3
01.00 to 01.59	1	-	-	2	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	2	-	-	-	-	-	-	2
03.00 to 03.59	0	-	-	0	-	-	-	-	-	-	0
04.00 to 04.59	-	-	-	1	-	-	-	-	-	-	1
05.00 to 05.59	0	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	-	-	-	1	-	-	-	-	-	-	1
07.00 to 07.59	-	0	-	1	-	-	-	-	-	-	1
08.00 to 08.59	0	-	-	1	-	-	-	-	-	-	1
09.00 to 09.59	1	-	-	4	-	-	0	0	-	-	6
10.00 to 10.59	2	1	0	9	-	-	0	-	-	-	12
11.00 to 11.59	3	2	-	9	-	-	0	0	-	-	15
12.00 to 12.59	8	2	-	13	-	-	1	-	-	0	24
13.00 to 13.59	8	3	0	16	-	-	2	0	-	0	28
14.00 to 14.59	10	4	0	17	0	-	1	-	-	-	32
15.00 to 15.59	11	1	-	16	-	-	1	-	-	-	30
16.00 to 16.59	12	4	-	17	0	-	0	0	-	0	34
17.00 to 17.59	14	4	-	13	-	-	0	-	-	-	31
18.00 to 18.59	11	4	-	14	-	0	0	-	-	-	30
19.00 to 19.59	9	2	0	6	-	-	1	-	-	0	18
20.00 to 20.59	6	2	-	4	-	-	-	-	-	-	12
21.00 to 21.59	2	1	1	4	0	-	-	-	-	-	8
22.00 to 22.59	2	0	-	2	-	-	-	-	-	0	4
23.00 to 23.59	1	-	-	1	-	-	-	-	-	-	2
Total	**100**	**30**	**1**	**155**	**1**	**0**	**8**	**1**	**0**	**1**	**297**

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: 2010 - 2014 average





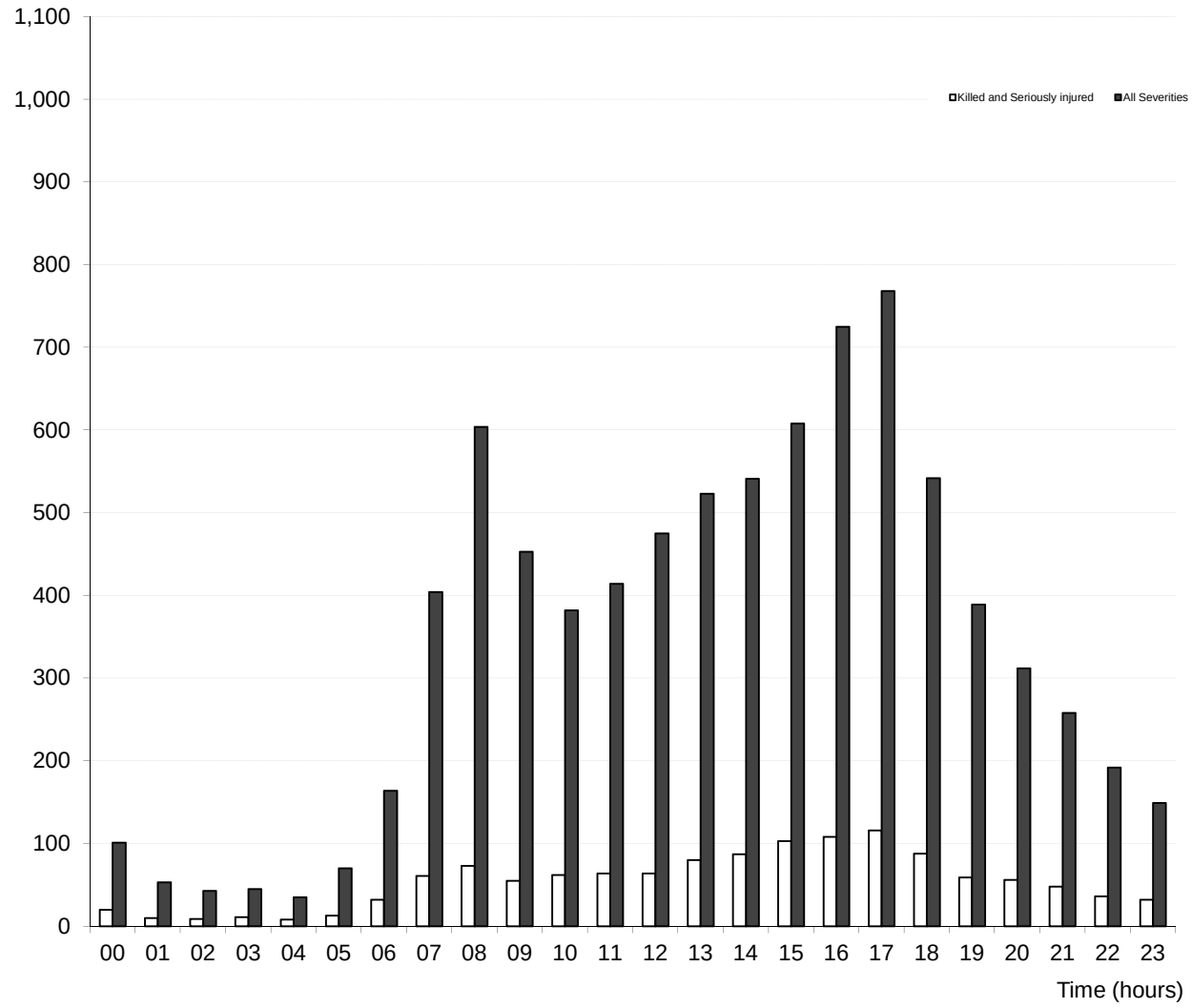
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2010-2014 average

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	3	4	71	4	-	1	2	2	-	101
01.00 to 01.59	6	1	2	40	2	-	1	1	1	-	53
02.00 to 02.59	4	1	2	33	1	-	-	1	1	-	43
03.00 to 03.59	6	1	1	30	1	1	-	2	3	1	45
04.00 to 04.59	2	1	1	23	1	-	2	1	1	1	35
05.00 to 05.59	4	6	4	36	-	-	10	3	5	1	70
06.00 to 06.59	9	20	12	100	2	2	1	11	5	2	164
07.00 to 07.59	26	53	32	241	4	3	10	23	6	5	404
08.00 to 08.59	55	63	34	381	6	1	18	28	10	8	604
09.00 to 09.59	51	37	21	277	7	1	21	20	11	6	453
10.00 to 10.59	52	21	19	229	5	2	24	17	7	6	382
11.00 to 11.59	54	21	25	244	6	3	26	18	9	7	414
12.00 to 12.59	61	24	27	297	6	-	27	18	8	7	475
13.00 to 13.59	66	28	35	321	6	2	30	18	6	10	523
14.00 to 14.59	69	30	40	333	5	3	23	20	9	8	541
15.00 to 15.59	81	32	40	373	7	4	36	20	10	6	608
16.00 to 16.59	98	53	55	448	9	2	27	23	6	5	725
17.00 to 17.59	97	77	67	472	6	3	18	18	4	6	768
18.00 to 18.59	65	54	39	342	5	2	14	11	5	5	542
19.00 to 19.59	53	33	28	249	6	1	10	7	1	1	389
20.00 to 20.59	37	17	28	210	5	2	6	3	3	3	312
21.00 to 21.59	33	12	16	172	9	-	6	4	2	3	258
22.00 to 22.59	33	8	10	127	6	-	4	2	1	1	192
23.00 to 23.59	23	4	6	103	7	-	2	1	1	1	149
Total	**998**	**599**	**548**	**5,152**	**116**	**32**	**317**	**276**	**119**	**96**	**8,251**
Total for Weekends											
00.00 to 00.59	26	2	2	58	5	-	1	2	-	-	95
01.00 to 01.59	27	1	2	58	7	1	1	1	-	-	98
02.00 to 02.59	18	1	1	47	5	-	-	1	-	1	74
03.00 to 03.59	16	1	1	33	5	-	-	2	1	1	59
04.00 to 04.59	7	-	-	26	1	1	-	2	1	-	38
05.00 to 05.59	2	-	1	26	3	1	-	1	1	-	36
06.00 to 06.59	2	2	2	29	1	-	1	2	-	-	38
07.00 to 07.59	3	4	4	37	1	1	-	2	1	-	53
08.00 to 08.59	3	5	3	53	-	-	2	3	1	-	69
09.00 to 09.59	7	8	8	66	1	-	2	2	-	-	95
10.00 to 10.59	12	13	16	82	2	-	4	3	1	2	136
11.00 to 11.59	14	11	21	113	1	-	5	3	1	2	172
12.00 to 12.59	16	15	23	136	1	-	7	1	-	1	199
13.00 to 13.59	17	15	29	144	1	1	11	5	1	1	225
14.00 to 14.59	15	12	30	145	3	-	8	2	-	3	219
15.00 to 15.59	15	8	29	134	2	-	7	3	-	2	200
16.00 to 16.59	20	9	26	135	1	1	8	2	1	2	206
17.00 to 17.59	22	8	21	117	2	-	4	1	-	1	178
18.00 to 18.59	22	8	18	112	1	-	3	2	-	1	169
19.00 to 19.59	22	5	11	92	3	-	2	2	2	1	140
20.00 to 20.59	19	4	6	74	2	-	3	1	-	1	110
21.00 to 21.59	14	3	4	62	2	-	1	1	-	1	87
22.00 to 22.59	18	2	4	60	3	1	1	-	-	1	89
23.00 to 23.59	16	1	2	52	2	-	1	1	1	1	78
Total	**352**	**139**	**265**	**1,890**	**57**	**10**	**71**	**44**	**12**	**23**	**2,864**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2010-2014 average

Total for Weekdays



Total for Weekends

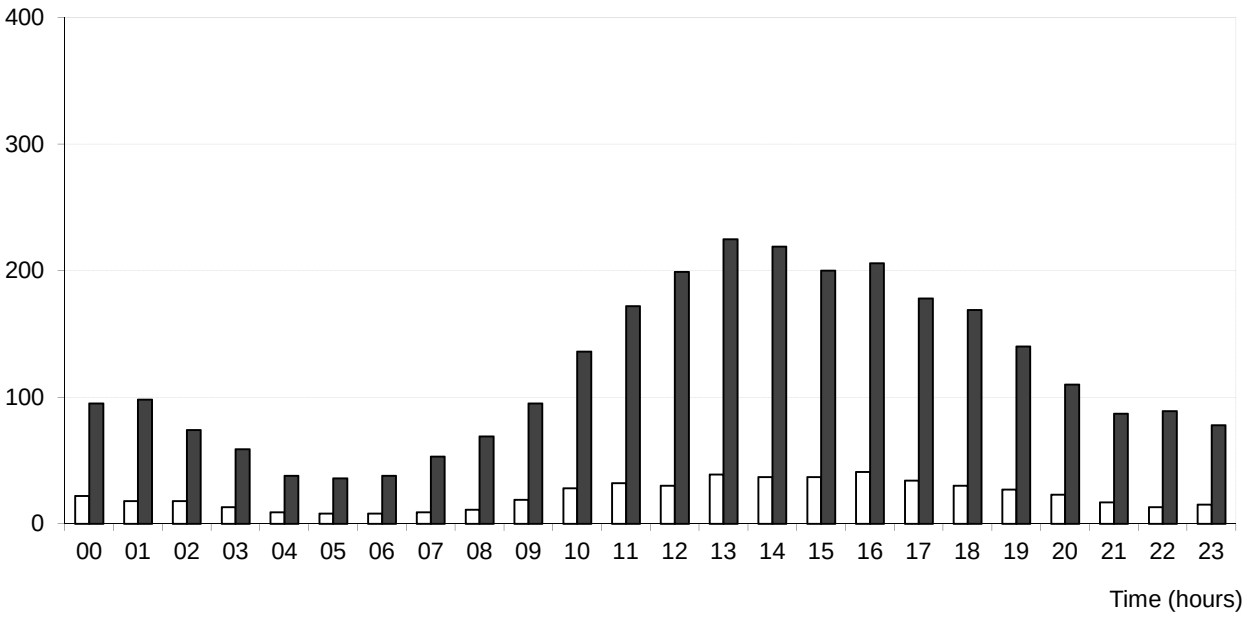


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2010 to 2014 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	2	0	33	1	-	3	0	-	0	76
	February	50	4	1	33	0	-	7	0	-	0	97
	March	51	7	0	28	0	1	5	0	-	-	93
	April	49	9	1	38	-	-	4	0	-	0	100
	May	52	15	1	34	0	-	3	1	-	1	107
	June	46	15	1	39	1	1	4	0	-	0	107
	July	36	17	2	45	1	-	3	0	-	1	105
	August	52	19	1	44	-	-	5	1	1	0	123
	September	55	16	1	38	0	-	4	0	-	1	116
	October	43	7	1	41	0	-	4	0	0	0	96
	November	45	4	0	34	0	0	2	0	-	-	86
	December	33	3	-	31	0	0	2	1	-	0	70
	Year Total	548	117	9	438	4	3	46	5	1	5	1,175
Adult												
	January	131	45	25	585	13	2	21	33	15	8	877
	February	122	46	38	611	14	3	25	32	12	9	912
	March	95	50	55	545	15	4	37	29	8	4	841
	April	93	55	67	523	14	3	32	25	8	10	830
	May	93	64	98	546	13	6	38	22	8	10	898
	June	90	72	100	574	12	2	36	22	11	11	928
	July	84	65	98	577	13	3	30	24	12	13	918
	August	101	76	98	597	19	3	42	29	10	11	985
	September	111	76	93	590	13	4	37	23	11	12	971
	October	115	72	63	585	17	7	26	23	7	9	925
	November	146	70	44	628	14	2	31	29	13	10	987
	December	150	36	22	584	13	2	28	25	16	10	887
	Year Total	1,332	727	800	6,945	170	42	382	315	129	117	10,959
Total												
	January	168	47	25	619	14	2	24	33	15	8	954
	February	172	50	38	645	14	3	33	32	12	9	1,009
	March	146	56	55	574	15	5	42	30	8	4	935
	April	142	64	68	561	14	3	35	25	8	10	930
	May	146	79	99	581	13	6	41	23	8	10	1,007
	June	136	87	101	614	13	3	39	22	11	11	1,037
	July	120	82	100	622	14	3	33	24	12	14	1,024
	August	154	94	98	642	19	3	48	30	11	12	1,110
	September	168	93	94	628	13	4	41	23	11	13	1,089
	October	158	79	64	628	17	7	30	23	7	9	1,023
	November	192	74	44	662	14	3	33	30	13	10	1,074
	December	183	39	22	616	14	2	30	26	16	11	958
	Year Total	1,884	844	810	7,392	174	44	428	322	130	122	12,150

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: 2010 to 2014 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	90	18	2	54	1	-	6	1	-	0	171
	Tuesday	79	16	2	61	1	-	7	1	-	1	168
	Wednesday	85	17	2	48	1	1	5	1	-	1	161
	Thursday	93	16	1	57	1	0	9	1	-	1	179
	Friday	108	22	2	68	1	1	11	1	1	1	217
	Saturday	63	17	1	84	1	-	4	1	0	1	172
	Sunday	37	13	1	71	0	0	3	0	-	0	125
	Total	555	119	10	445	4	3	46	5	1	5	1,192
Adult												
	Monday	192	120	100	971	19	4	49	59	24	15	1,552
	Tuesday	182	128	114	1,022	21	6	51	58	26	21	1,629
	Wednesday	187	128	97	1,012	25	8	76	55	23	20	1,631
	Thursday	194	116	115	1,019	23	7	56	54	22	19	1,625
	Friday	243	107	122	1,128	28	7	84	50	24	21	1,815
	Saturday	219	71	134	1,032	29	7	52	26	8	13	1,591
	Sunday	133	68	132	858	28	3	19	18	5	10	1,273
	Total	1,351	738	813	7,042	172	42	388	320	131	119	11,115
Total (1)												
	Monday	282	138	102	1,027	19	4	55	60	24	15	1,725
	Tuesday	261	144	116	1,084	21	6	58	59	26	22	1,798
	Wednesday	274	145	100	1,061	26	9	81	56	23	20	1,794
	Thursday	287	132	115	1,078	23	7	65	55	22	20	1,806
	Friday	352	128	123	1,198	29	9	96	51	25	22	2,034
	Saturday	283	88	134	1,118	30	7	57	27	8	14	1,766
	Sunday	170	81	133	930	28	3	22	18	5	10	1,400
	Total	1,910	857	823	7,496	177	45	434	326	132	123	12,323

(1) Includes those whose ages were not known

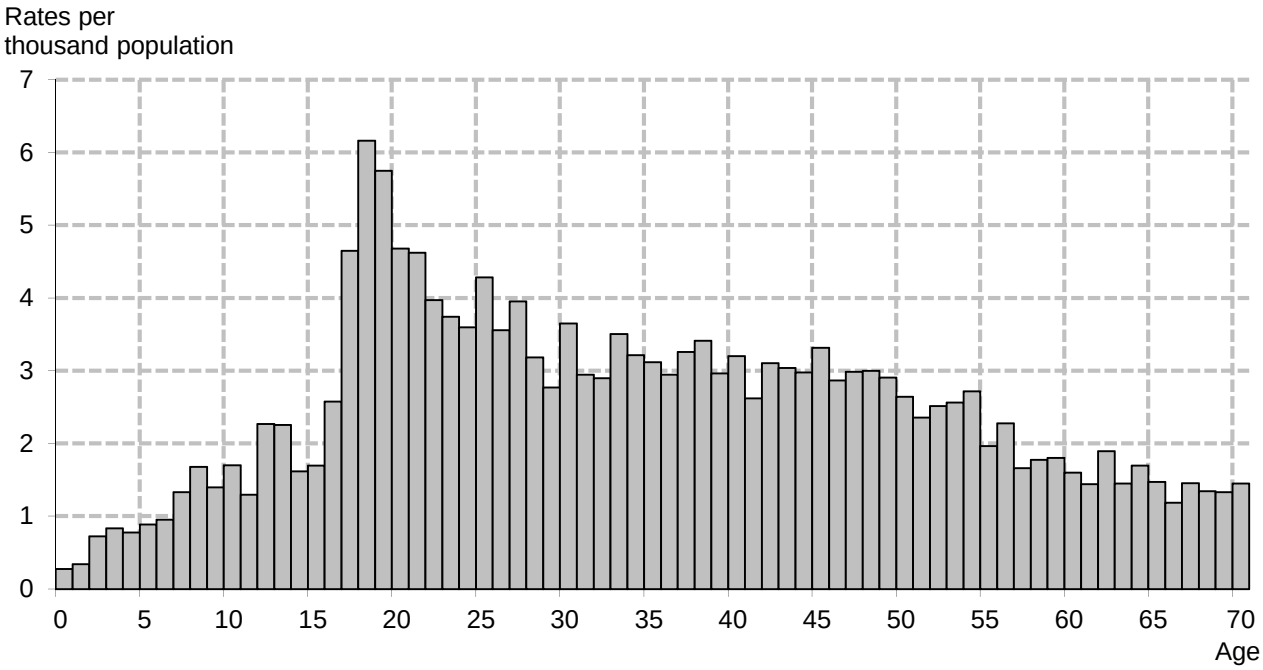
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2004-08 and 2010-2014 averages, 2010 to 2014

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**
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
2014	292.2	396.3	222.7	469.5	506.6	658.4	764.5	753.2	621.3	662.9	5,347.6
2010-2014 ave	**293.4**	**386.6**	**234.4**	**480.1**	**494.3**	**658.1**	**790.4**	**724.3**	**606.7**	**641.9**	**5,310.2**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
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	2,146	1,455	939	906	12,790
2012	182	541	445	2,300	1,807	1,928	2,076	1,595	866	970	12,716
2013	193	489	382	1,892	1,567	1,834	1,898	1,477	866	887	11,504
2014	165	490	379	1,879	1,509	1,800	1,847	1,467	840	882	11,268
2010-2014 ave	**183**	**548**	**461**	**2,161**	**1,692**	**1,965**	**2,030**	**1,489**	**878**	**900**	**12,323**
2014 Male	89	266	222	1,099	904	1,030	1,114	826	450	405	6,410
2014 Female	73	224	157	780	605	770	733	641	390	477	4,854
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**
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	1.41	1.89	4.76	3.67	2.94	2.61	2.20	1.42	1.52	2.39
2013	0.66	1.26	1.67	3.95	3.15	2.80	2.43	2.00	1.41	1.37	2.16
2014	0.56	1.24	1.7	4	2.98	2.73	2.42	1.95	1.35	1.33	2.11
2010-2014 ave	**0.62**	**1.42**	**1.97**	**4.50**	**3.42**	**2.99**	**2.57**	**2.06**	**1.45**	**1.40**	**2.32**
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**
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	1.61	2.02	5.43	4.22	3.57	3.21	2.64	1.51	1.69	2.80
2013	0.65	1.41	1.79	4.51	3.56	3.39	3.09	2.35	1.50	1.47	2.52
2014	0.60	1.31	1.95	4.64	3.59	3.19	3	2.25	1.49	1.45	2.47
2010-2014 average	**0.68**	**1.62**	**2.14**	**5.16**	**3.96**	**3.56**	**3.19**	**2.42**	**1.58**	**1.52**	**2.72**
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**
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	1.20	1.74	4.09	3.12	2.34	2.05	1.78	1.34	1.39	2.01
2013	0.59	1.11	1.54	3.38	2.75	2.23	1.80	1.67	1.32	1.29	1.82
2014	0.51	1.16	1.44	3.35	2.37	2.29	1.86	1.66	1.22	1.24	1.76
2010-2014 average	**0.54**	**1.21**	**1.78**	**3.83**	**2.90**	**2.44**	**1.99**	**1.71**	**1.32**	**1.32**	**1.94**

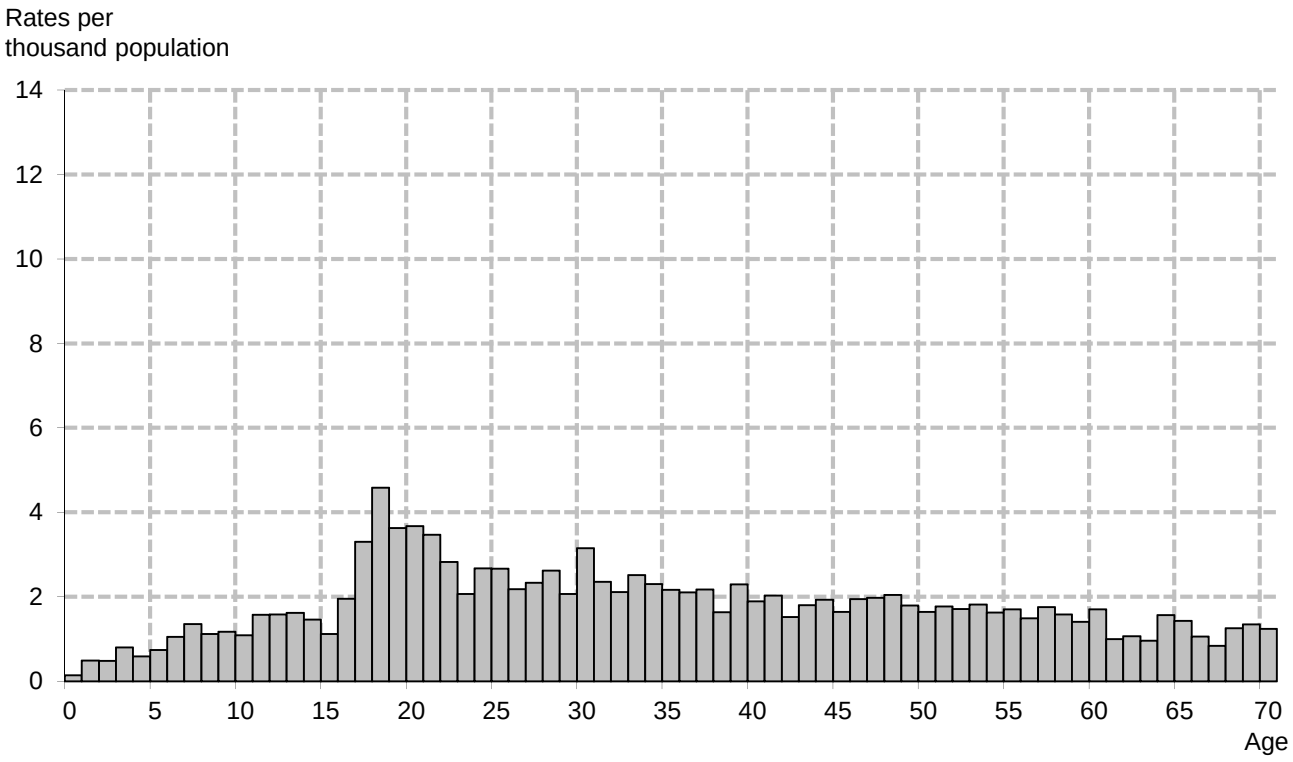
1. Includes those whose ages were 'not known'.

Reported casualty rates per thousand population, by age and sex
Year: 2014

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2010-2014 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	-	16	48	64	-	0.06	0.16	0.22
	5 - 11	1	60	198	259	-	0.15	0.51	0.67
	12 - 15	1	50	181	232	-	0.21	0.77	0.99
	16 - 22	6	52	215	274	0.01	0.11	0.45	0.57
	23-25	1	20	75	96	-	0.09	0.35	0.44
	26-29	2	21	75	97	0.01	0.07	0.27	0.35
	30 - 39	7	44	156	207	0.01	0.07	0.24	0.31
	40 - 49	6	45	142	193	0.01	0.06	0.18	0.24
	50 - 59	5	36	121	162	0.01	0.05	0.17	0.22
	60 - 69	5	34	84	123	0.01	0.06	0.14	0.20
	70 & over	15	74	111	199	0.02	0.11	0.17	0.31
	Total [1]	**49**	**452**	**1,409**	**1,910**	**0.01**	**0.09**	**0.27**	**0.36**
	Child 0-15	2	126	427	555	-	0.14	0.47	0.61
	Adult 16+	47	326	978	1,351	0.01	0.07	0.22	0.31
Pedal Cycle	0 - 4	-	-	3	4	-	-	0.01	0.01
	5 - 11	1	11	57	69	-	0.03	0.15	0.18
	12 - 15	-	8	39	47	-	0.03	0.17	0.20
	16 - 22	-	9	74	83	-	0.02	0.15	0.17
	23-25	-	7	39	46	-	0.03	0.18	0.21
	26-29	-	12	59	70	-	0.04	0.21	0.25
	30 - 39	2	31	160	192	-	0.05	0.24	0.29
	40 - 49	2	39	152	194	-	0.05	0.19	0.25
	50 - 59	2	23	76	101	-	0.03	0.11	0.14
	60 - 69	1	8	25	34	-	0.01	0.04	0.06
	70 & over	1	5	10	16	-	0.01	0.02	0.03
	Total [1]	**9**	**153**	**695**	**857**	-	**0.03**	**0.13**	**0.16**
	Child 0-15	1	19	99	119	-	0.02	0.11	0.13
	Adult 16+	8	134	596	738	-	0.03	0.14	0.17
Motorcycle [2]	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	0.01
	12 - 15	-	2	5	7	-	0.01	0.02	0.03
	16 - 22	3	45	110	159	0.01	0.09	0.23	0.33
	23-25	1	19	34	54	-	0.09	0.15	0.25
	26-29	3	18	37	58	0.01	0.07	0.13	0.21
	30 - 39	6	58	80	144	0.01	0.09	0.12	0.22
	40 - 49	9	86	113	207	0.01	0.11	0.14	0.26
	50 - 59	5	59	75	139	0.01	0.08	0.10	0.19
	60 - 69	2	20	21	43	-	0.03	0.03	0.07
	70 & over	-	4	6	10	-	0.01	0.01	0.02
	Total [1]	**28**	**312**	**483**	**823**	**0.01**	**0.06**	**0.09**	**0.15**
	Child 0-15	-	2	7	10	-	-	0.01	0.01
	Adult 16+	28	309	475	813	0.01	0.07	0.11	0.18
Car	0 - 4	1	8	85	94	-	0.03	0.29	0.32
	5 - 11	1	13	189	203	-	0.03	0.49	0.52
	12 - 15	1	13	134	148	-	0.06	0.57	0.63
	16 - 22	19	166	1,339	1,525	0.04	0.35	2.79	3.18
	23-25	7	51	469	528	0.03	0.24	2.16	2.43
	26-29	4	49	545	599	0.02	0.18	1.97	2.16
	30 - 39	13	109	1,105	1,227	0.02	0.17	1.68	1.86
	40 - 49	10	97	1,093	1,200	0.01	0.12	1.38	1.52
	50 - 59	9	94	782	884	0.01	0.13	1.08	1.22
	60 - 69	9	76	459	544	0.01	0.13	0.76	0.90
	70 & over	17	106	413	535	0.03	0.16	0.64	0.83
	Total [1]	**90**	**783**	**6,623**	**7,496**	**0.02**	**0.15**	**1.25**	**1.41**
	Child 0-15	2	34	408	445	-	0.04	0.45	0.49
	Adult 16+	88	749	6,205	7,042	0.02	0.17	1.41	1.60

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: 2010-2014 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	20	22	-	-	0.04	0.05
	23-25	-	-	8	8	-	-	0.04	0.04
	26-29	-	1	10	11	-	-	0.04	0.04
	30 - 39	-	2	22	24	-	-	0.03	0.04
	40 - 49	-	2	38	40	-	-	0.05	0.05
	50 - 59	-	3	35	38	-	-	0.05	0.05
	60 - 69	-	2	17	20	-	-	0.03	0.03
	70 & over	-	1	8	9	-	-	0.01	0.01
	Total [1]	**1**	**13**	**163**	**177**	**-**	**-**	**0.03**	**0.03**
	Child 0-15	-	-	4	4	-	-	-	-
	Adult 16+	1	13	158	172	-	-	0.04	0.04
Minibus	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	1	-	-	-	-
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	-	1	5	6	-	-	0.01	0.01
	23-25	-	-	3	3	-	-	0.01	0.01
	26-29	-	-	2	2	-	-	0.01	0.01
	30 - 39	-	1	5	6	-	-	0.01	0.01
	40 - 49	-	1	8	9	-	-	0.01	0.01
	50 - 59	-	2	6	8	-	-	0.01	0.01
	60 - 69	-	1	4	5	-	-	0.01	0.01
	70 & over	-	1	2	3	-	-	-	-
	Total [1]	**1**	**7**	**37**	**45**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	2	3	-	-	-	-
	Adult 16+	1	7	35	42	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	16	17	-	-	0.05	0.06
	5 - 11	-	-	11	11	-	-	0.03	0.03
	12 - 15	-	2	16	18	-	0.01	0.07	0.08
	16 - 22	-	2	32	35	-	-	0.07	0.07
	23-25	-	-	13	14	-	-	0.06	0.06
	26-29	-	1	16	17	-	-	0.06	0.06
	30 - 39	-	3	40	43	-	-	0.06	0.07
	40 - 49	-	3	44	47	-	-	0.06	0.06
	50 - 59	-	6	49	55	-	0.01	0.07	0.08
	60 - 69	-	7	55	62	-	0.01	0.09	0.10
	70 & over	-	16	100	116	-	0.02	0.16	0.18
	Total [1]	**1**	**42**	**391**	**434**	**-**	**0.01**	**0.07**	**0.08**
	Child 0-15	-	3	43	46	-	-	0.05	0.05
	Adult 16+	1	38	348	388	-	0.01	0.08	0.09
Light goods	0 - 4	-	-	2	2	-	-	0.01	0.01
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	1	3	31	35	-	0.01	0.07	0.07
	23-25	-	2	23	25	-	0.01	0.10	0.11
	26-29	-	1	31	32	-	-	0.11	0.12
	30 - 39	1	8	63	72	-	0.01	0.10	0.11
	40 - 49	1	10	65	76	-	0.01	0.08	0.10
	50 - 59	1	6	46	52	-	0.01	0.06	0.07
	60 - 69	-	4	21	24	-	0.01	0.03	0.04
	70 & over	-	1	3	4	-	-	-	0.01
	Total [1]	**4**	**34**	**288**	**326**	**-**	**0.01**	**0.05**	**0.06**
	Child 0-15	-	1	5	5	-	-	0.01	0.01
	Adult 16+	4	33	282	320	-	0.01	0.06	0.07

1. Includes those whose age was 'not known'

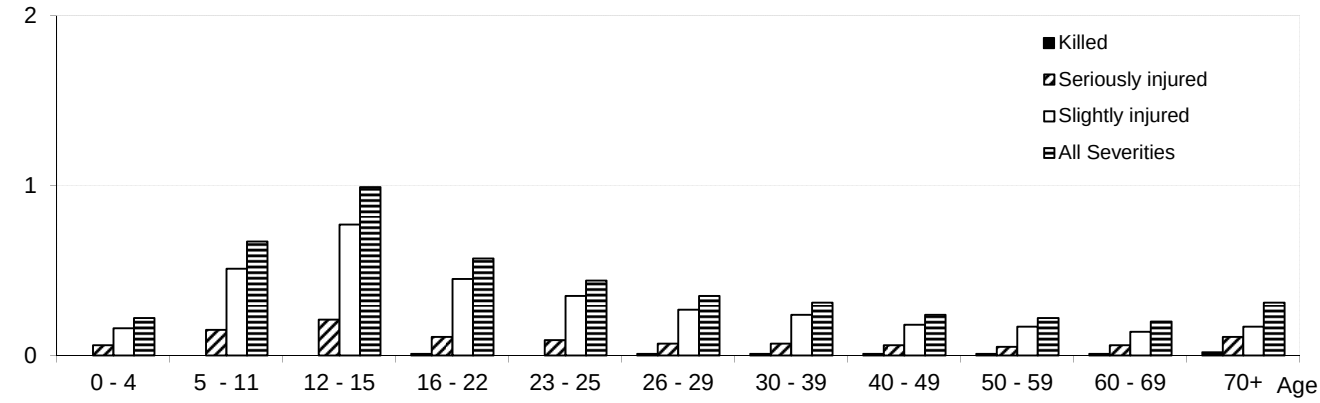
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2010-2014 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Heavy goods	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	1	5	6	-	-	0.01	0.01
	23-25	-	1	4	5	-	-	0.02	0.02
	26-29	-	2	10	12	-	0.01	0.04	0.04
	30 - 39	1	5	19	25	-	0.01	0.03	0.04
	40 - 49	1	6	35	41	-	0.01	0.04	0.05
	50 - 59	1	6	23	30	-	0.01	0.03	0.04
	60 - 69	1	3	8	11	-	-	0.01	0.02
	70 & over	-	-	2	2	-	-	-	-
	Total [1]	**3**	**24**	**105**	**132**	-	**-**	**0.02**	**0.02**
	Child 0-15	-	1	-	1	-	-	-	-
	Adult 16+	3	23	105	131	-	0.01	0.02	0.03
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	1	2	3	-	-	0.01	0.01
	16 - 22	-	4	13	18	-	0.01	0.03	0.04
	23-25	-	1	4	5	-	-	0.02	0.02
	26-29	-	1	9	10	-	-	0.03	0.04
	30 - 39	-	3	22	25	-	0.01	0.03	0.04
	40 - 49	-	3	19	23	-	-	0.02	0.03
	50 - 59	-	3	18	21	-	-	0.02	0.03
	60 - 69	1	2	9	12	-	-	0.01	0.02
	70 & over	-	2	4	6	-	-	0.01	0.01
	Total [1]	**2**	**20**	**101**	**123**	-	**-**	**0.02**	**0.02**
	Child 0-15	-	1	4	5	-	-	-	0.01
	Adult 16+	2	19	97	119	-	-	0.02	0.03
Total	0 - 4	1	26	156	183	-	0.09	0.53	0.62
	5 - 11	3	85	460	548	0.01	0.22	1.19	1.42
	12 - 15	2	75	383	461	0.01	0.32	1.64	1.97
	16 - 22	30	286	1,845	2,161	0.06	0.60	3.84	4.50
	23-25	9	101	672	783	0.04	0.47	3.10	3.61
	26-29	10	106	794	909	0.03	0.38	2.86	3.28
	30 - 39	29	264	1,672	1,965	0.04	0.40	2.54	2.99
	40 - 49	30	292	1,708	2,030	0.04	0.37	2.16	2.57
	50 - 59	22	237	1,230	1,489	0.03	0.33	1.70	2.06
	60 - 69	18	158	702	878	0.03	0.26	1.16	1.45
	70 & over	34	209	657	900	0.05	0.33	1.02	1.40
	Total [1]	**189**	**1,840**	**10,294**	**12,323**	**0.04**	**0.35**	**1.94**	**2.32**
	Child 0-15	6	187	999	1,192	0.01	0.20	1.09	1.30
	Adult 16+	183	1,652	9,280	11,115	0.04	0.38	2.11	2.53

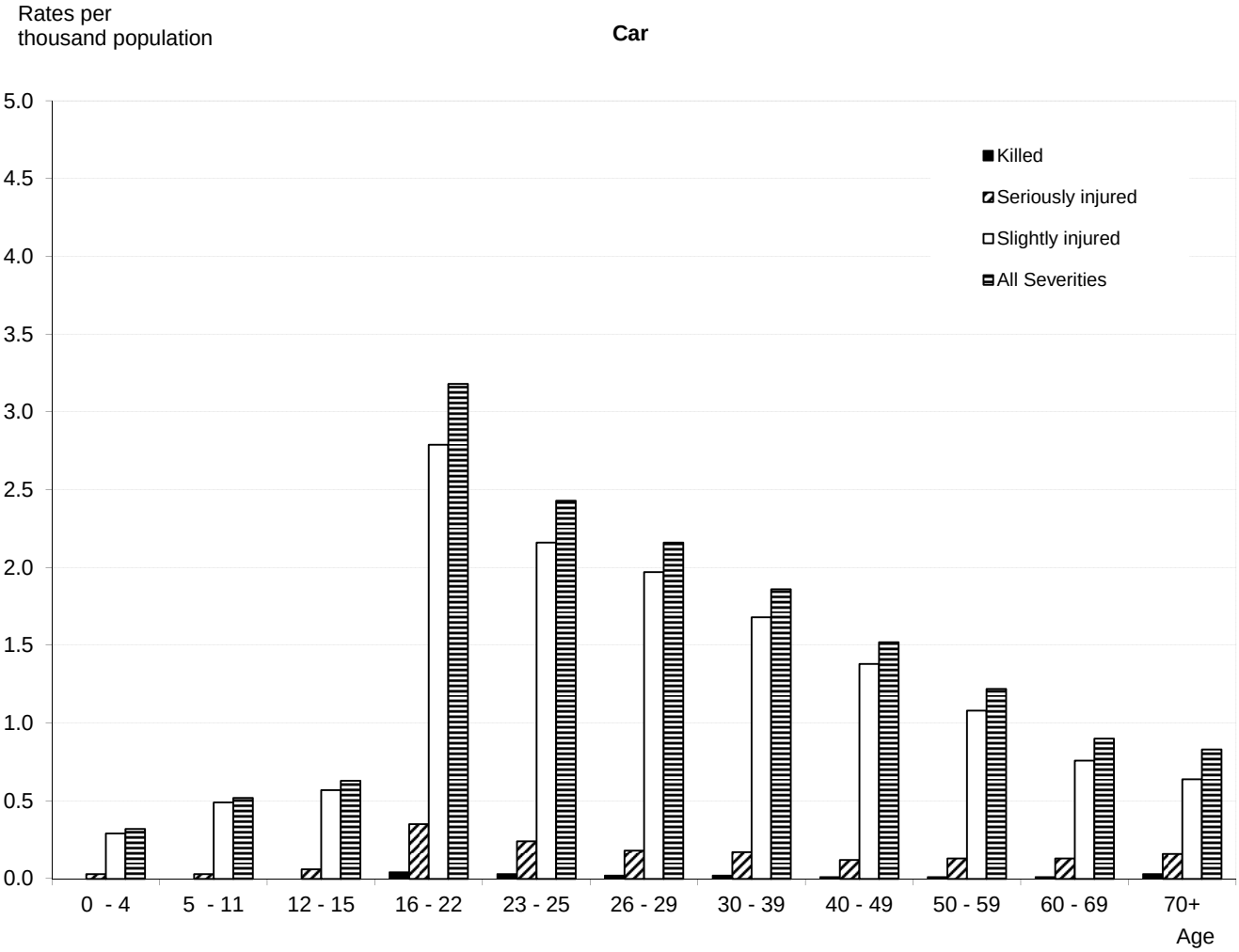
(1) Includes those whose age was 'not known'

Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2010-2014 average

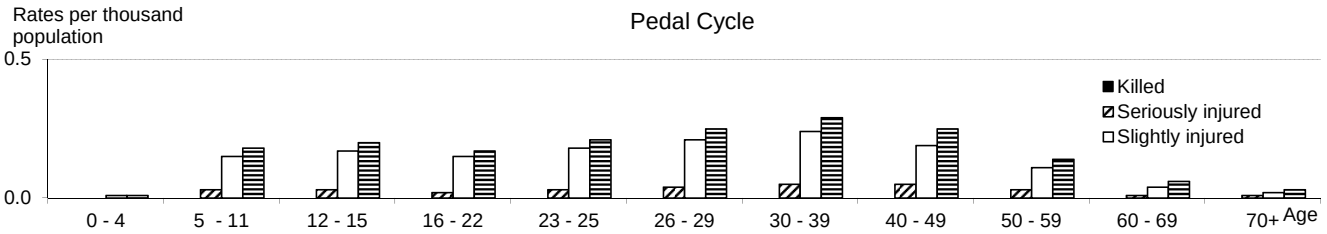
Pedestrian

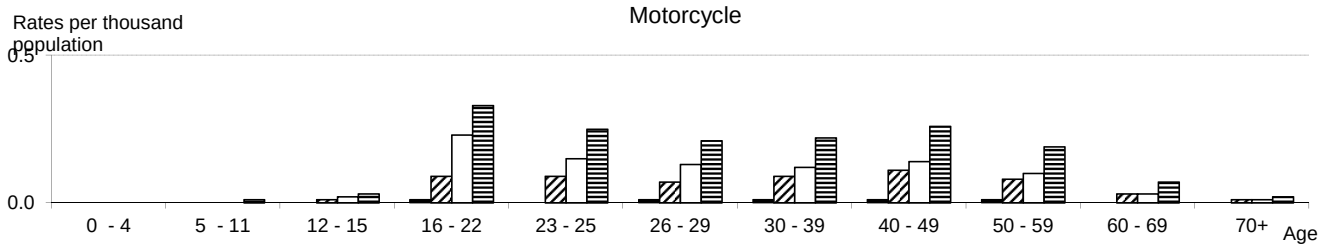


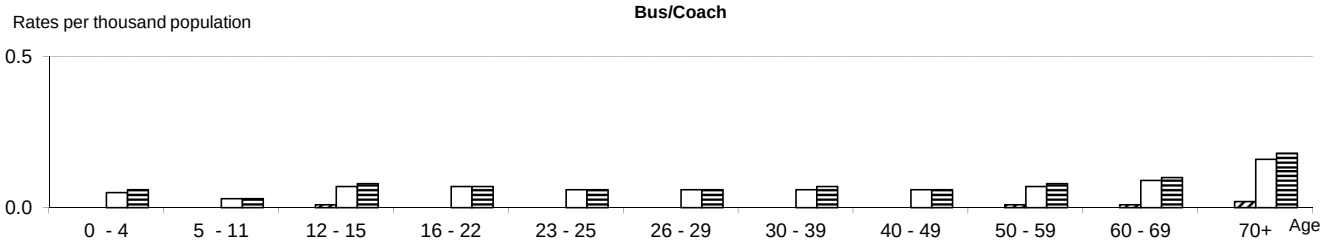
Car

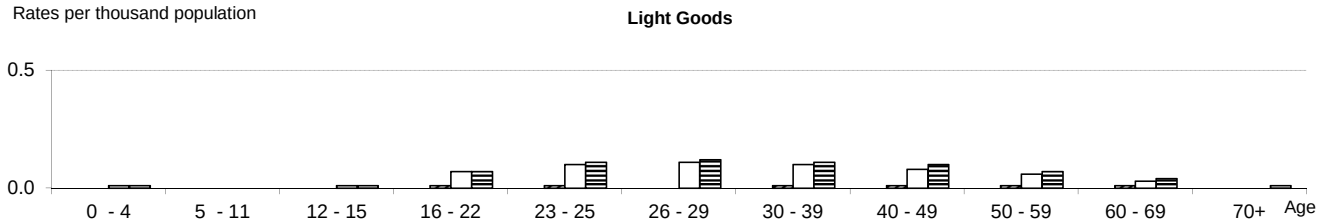


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2010-2014 average









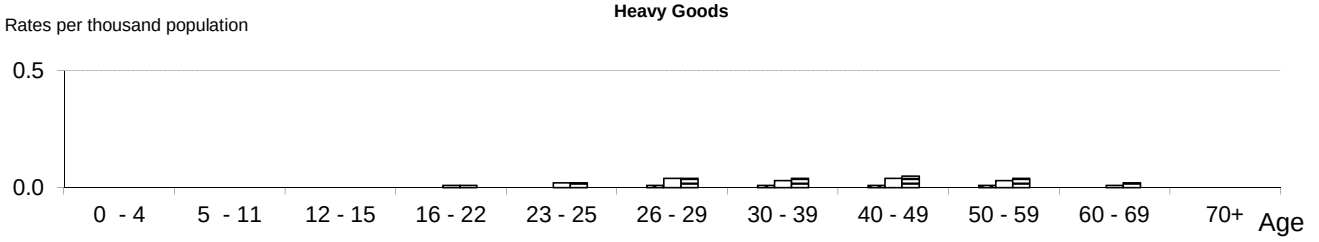


Table 33

Reported casualties by speed limit, mode of transport and severity
2010 to 2014 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Other	Total
Killed	**Pedestrians**	0	31	3	1	8	5	0	49
	Pedal cycle	-	2	1	0	5	0	-	9
	Motorcycle	0	4	2	-	21	2	-	28
	Car users	-	11	4	2	64	10	-	90
	Bus/coach	-	1	-	-	0	-	-	1
	Other	-	2	1	1	7	1	-	11
	Total	1	51	10	4	105	18	0	189
Serious									
	Pedestrians	15	394	15	4	19	5	-	452
	Pedal cycle	3	109	10	2	26	3	0	153
	Motorcycle	4	106	17	8	163	14	-	312
	Car users	4	177	35	26	465	76	-	783
	Bus/coach	1	32	2	1	6	1	-	42
	Other	1	26	5	2	51	13	-	98
	Total	28	845	82	44	730	111	0	1,840
All Severities									
	Pedestrians	81	1,696	41	13	63	15	0	1,910
	Pedal cycle	24	692	39	8	87	6	0	857
	Motorcycle	11	372	47	22	333	38	-	823
	Car users	57	3,079	460	240	2,876	782	2	7,496
	Bus/coach	9	325	14	8	69	10	-	434
	Other	6	330	44	24	294	105	-	803
	Total	187	6,495	644	315	3,723	957	2	12,323

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2010-2014 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	-	12	40	-	5	24	-	17	65
5 - 11	1	39	161	-	20	98	1	60	259
12 - 15	-	33	135	1	16	97	1	50	232
16 - 22	4	36	165	2	17	108	6	52	274
23 - 25	1	13	57	-	7	39	1	20	96
26 - 29	1	13	60	-	8	37	2	21	97
30 - 39	5	31	137	1	13	70	7	44	207
40 - 49	5	26	119	2	19	74	6	45	193
50 - 59	4	24	95	1	12	66	5	36	162
60 - 69	3	15	67	2	19	56	5	34	123
70 & over	7	30	94	8	43	106	15	74	199
Total [1]	**31**	**272**	**1,132**	**18**	**180**	**776**	**49**	**452**	**1,910**
Child 0-15	1	84	336	1	41	218	2	126	556
Adult 16+	30	188	794	17	138	557	47	326	1,351
Driver or rider									
0 - 4	-	-	3	-	-	1	-	1	8
5 - 11	-	9	54	-	2	14	1	11	68
12 - 15	-	9	48	-	1	5	-	10	52
16 - 22	11	113	725	3	34	433	14	147	1,158
23 - 25	5	46	293	1	16	203	6	63	496
26 - 29	5	50	365	2	16	244	7	67	609
30 - 39	15	134	856	3	47	546	18	181	1,403
40 - 49	18	171	985	2	46	534	20	217	1,519
50 - 59	13	124	673	3	40	367	16	164	1,040
60 - 69	9	67	340	2	24	177	11	91	518
70 & over	10	49	249	3	24	135	13	74	385
Total [1]	**87**	**773**	**4,595**	**19**	**251**	**2,662**	**106**	**1,025**	**7,259**
Child 0-15	1	18	105	-	3	20	1	22	128
Adult 16+	87	754	4,487	18	248	2,640	105	1,002	7,127
Passenger vehicle/pillion									
0 - 4	1	6	59	-	4	52	1	9	114
5 - 11	1	7	105	-	7	116	1	14	221
12 - 15	1	6	74	-	9	102	1	16	177
16 - 22	7	48	359	3	39	371	10	87	729
23 - 25	2	12	97	-	7	93	2	19	190
26 - 29	1	11	95	-	8	107	1	18	203
30 - 39	3	22	156	1	17	201	4	39	356
40 - 49	2	9	118	2	21	201	4	30	319
50 - 59	1	9	89	1	28	199	2	37	288
60 - 69	1	8	56	2	24	180	3	32	237
70 & over	1	11	64	5	50	252	6	62	316
Total [1]	**18**	**149**	**1,273**	**16**	**214**	**1,878**	**34**	**363**	**3,154**
Child 0-15	2	19	238	-	20	271	3	39	512
Adult 16+	16	130	1,033	15	194	1,604	31	324	2,637

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: 2010-2014 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	-	.08	.26	.00	.03	.17	.00	.06	.22
5 - 11	.01	.20	.82	.00	.11	.52	.00	.15	.67
12 - 15	.00	.28	1.12	.01	.14	.85	.00	.21	.99
16 - 22	.02	.15	.68	.01	.07	.46	.01	.11	.57
23 - 25	.01	.12	.53	.00	.06	.36	.00	.09	.44
26 - 29	.01	.09	.44	.00	.06	.27	.01	.07	.35
30 - 39	.02	.10	.42	.00	.04	.21	.01	.07	.31
40 - 49	.01	.07	.31	.00	.05	.18	.01	.06	.24
50 - 59	.01	.07	.27	.00	.03	.18	.01	.05	.22
60 - 69	.01	.05	.23	.01	.06	.18	.01	.06	.20
70 & over	.03	.11	.35	.02	.12	.28	.02	.11	.31
Total [1]	**.01**	**.11**	**.44**	**.01**	**.07**	**.28**	**.01**	**.09**	**.36**
Child 0-15	.00	.18	.72	.00	.09	.49	.00	.14	.61
Adult 16+	.01	.09	.38	.01	.06	.24	.01	.07	.31
Driver or rider									
0 - 4	-	.00	.02	-	-	.01	-	.00	.03
5 - 11	.00	.05	.27	.00	.01	.08	.00	.03	.18
12 - 15	.00	.07	.40	-	.01	.04	.00	.04	.22
16 - 22	.05	.47	3.00	.01	.14	1.82	.03	.31	2.41
23 - 25	.05	.43	2.72	.01	.15	1.86	.03	.29	2.29
26 - 29	.04	.37	2.67	.01	.12	1.73	.03	.24	2.20
30 - 39	.05	.42	2.65	.01	.14	1.63	.03	.28	2.13
40 - 49	.05	.44	2.57	.00	.11	1.31	.03	.27	1.92
50 - 59	.04	.35	1.90	.01	.11	.99	.02	.23	1.44
60 - 69	.03	.23	1.16	.01	.08	.57	.02	.15	.85
70 & over	.04	.18	.93	.01	.07	.36	.02	.11	.60
Total [1]	**.03**	**.30**	**1.78**	**.01**	**.09**	**.97**	**.02**	**.19**	**1.37**
Child 0-15	.00	.04	.22	.00	.01	.04	.00	.02	.14
Adult 16+	.04	.36	2.13	.01	.11	1.15	.02	.23	1.62
Passenger vehicle/pillion									
0 - 4	.00	.04	.40	.00	.03	.36	.00	.03	.39
5 - 11	.00	.04	.53	.00	.04	.62	.00	.04	.57
12 - 15	.01	.05	.62	-	.08	.90	.00	.07	.75
16 - 22	.03	.20	1.48	.01	.16	1.56	.02	.18	1.52
23 - 25	.01	.11	.90	.00	.07	.86	.01	.09	.88
26 - 29	.00	.08	.70	.00	.05	.76	.00	.07	.73
30 - 39	.01	.07	.48	.00	.05	.60	.01	.06	.54
40 - 49	.00	.02	.31	.01	.05	.49	.01	.04	.40
50 - 59	.00	.02	.25	.00	.08	.54	.00	.05	.40
60 - 69	.00	.03	.19	.01	.08	.58	.00	.05	.39
70 & over	.00	.04	.24	.01	.13	.67	.01	.10	.49
Total [1]	**.01**	**.06**	**.49**	**.01**	**.08**	**.69**	**.01**	**.07**	**.59**
Child 0-15	.00	.04	.51	.00	.04	.61	.00	.04	.56
Adult 16+	.01	.06	.49	.01	.08	.70	.01	.07	.60

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

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2010-14 averages and 2010 to 2014

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**
	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
	2014	40	3	29	182	21	275
	2010-14 average	**46**	**4**	**31**	**214**	**23**	**318**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2010	11	2	24	149	13	199
	2011	11	5	14	138	8	176
	2012	6	1	13	107	11	138
	2013	5	5	8	79	10	107
	2014	6	1	12	109	6	134
	2010-14 average	**8**	**3**	**14**	**116**	**10**	**151**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2010	-	-	-	-	37	37
	2011	-	-	-	-	30	30
	2012	-	-	-	-	21	21
	2013	-	-	-	-	21	21
	2014	-	-	-	-	22	22
	2010-14 average	**-**	**-**	**-**	**-**	**26**	**26**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2010	-	-	-	4	40	44
	2011	1	-	1	5	33	40
	2012	-	-	1	8	34	43
	2013	-	-	-	12	28	40
	2014	1	-	1	5	44	51
	2010-14 average	**0**	**-**	**1**	**7**	**36**	**44**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2010	60	5	52	386	127	630
	2011	60	10	56	414	88	628
	2012	46	7	47	322	82	504
	2013	58	7	31	266	85	447
	2014	47	4	42	296	93	482
	2010-14 average	**54**	**7**	**46**	**337**	**95**	**538**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2010-14 averages and 2010 to 2014

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**
	2010	110	11	105	430	55	711
	2011	129	10	123	443	58	763
	2012	165	11	117	480	60	833
	2013	139	6	105	386	53	689
	2014	119	19	102	396	57	693
	2010-14 average	**132**	**11**	**110**	**427**	**57**	**738**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	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
	2014	7	5	16	80	6	114
	2010-14 average	**13**	**3**	**27**	**91**	**8**	**142**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2010	-	-	-	-	196	196
	2011	-	-	-	-	192	192
	2012	-	-	-	-	170	170
	2013	-	-	-	-	157	157
	2014	-	-	-	-	123	123
	2010-14 average	**-**	**-**	**-**	**-**	**168**	**168**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2010	7	-	4	42	165	218
	2011	2	-	5	36	180	223
	2012	4	-	3	36	182	225
	2013	7	1	5	30	163	206
	2014	2	-	6	35	175	218
	2010-14 average	**4**	**0**	**5**	**36**	**173**	**218**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2010	134	13	133	558	429	1,267
	2011	146	14	157	584	438	1,339
	2012	186	12	159	610	416	1,383
	2013	157	8	137	505	381	1,188
	2014	128	24	124	511	361	1,148
	2010-14 average	**150**	**14**	**142**	**554**	**405**	**1,265**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2010-2014 averages, 2010-14

		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**
	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	245	398	450
	2013	-	-	4	4	4	11	2	3	25	60	90	101	51	6	19	100	221	346	397
	2014	2	1	3	4	6	10	3	6	18	50	77	87	40	9	24	72	166	271	311
	2010-14 average	**1**	**1**	**4**	**5**	**6**	**13**	**4**	**6**	**21**	**51**	**81**	**94**	**55**	**11**	**24**	**94**	**211**	**340**	**395**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	*-17*	*20*	*5*	*6*	*-35*	*-40*	*-31*	*-42*	*-36*	*-38*	*-37*
	10-14 av	-	-	-	-	-	-	-	-	*-4*	*21*	*10*	*15*	*-11*	*-24*	*-32*	*-25*	*-19*	*-22*	*-20*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	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	101	571	691
	2013	8	14	1	15	23	48	55	53	6	14	128	176	125	205	168	26	98	497	622
	2014	5	16	4	20	25	26	59	63	4	26	152	178	82	187	195	20	98	500	582
	2010-14 average	**5**	**13**	**2**	**15**	**20**	**39**	**60**	**65**	**6**	**20**	**151**	**190**	**123**	**202**	**218**	**29**	**98**	**547**	**671**
	% ch on 04-08 av: 2014	-	*-36*	-	*-25*	*-25*	*-25*	*9*	*27*	-	*40*	*16*	*7*	*-49*	*-25*	*-23*	*-50*	*-18*	*-24*	*-29*
	10-14 av	-	*-48*	-	*-42*	*-40*	*12*	*11*	*31*	-	*9*	*16*	*15*	*-24*	*-19*	*-13*	*-28*	*-17*	*-17*	*-19*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	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
	2014	2	4	-	4	6	5	6	12	4	9	31	36	23	31	50	34	43	158	181
	2010-14 average	**1**	**3**	**1**	**4**	**5**	**7**	**11**	**13**	**7**	**10**	**41**	**49**	**35**	**51**	**63**	**36**	**56**	**207**	**242**
	% ch on 04-08 av: 2014	-	-	-	-	*-50*	*-58*	*-74*	*-47*	-	*-40*	*-56*	*-57*	*-56*	*-70*	*-50*	*-40*	*-53*	*-55*	*-55*
	10-14 av	-	-	-	-	*-58*	*-37*	*-54*	*-41*	-	*-32*	*-42*	*-41*	*-32*	*-50*	*-37*	*-36*	*-38*	*-41*	*-40*

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 2010-2014 averages, 2010-14

		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**
	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	161	55	26	38	39	158	319
	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
	2014	3	1	-	1	4	26	17	6	2	4	29	55	124	56	21	24	30	131	255
	2010-14 average	**6**	**1**	**0**	**2**	**8**	**30**	**14**	**6**	**4**	**5**	**28**	**59**	**145**	**66**	**34**	**30**	**39**	**169**	**314**
	% ch on 04-08 av: 2014	-	-	-	-	*-67*	*-32*	*-25*	-	-	-	*-40*	*-37*	*-33*	*-44*	*-52*	*-49*	*-42*	*-46*	*-40*
	10-14 av	-	-	-	-	*-36*	*-21*	*-39*	-	-	-	*-42*	*-32*	*-21*	*-34*	*-23*	*-35*	*-25*	*-30*	*-26*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	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
	2014	-	-	-	-	-	-	2	-	4	1	7	7	1	10	5	33	34	82	83
	2010-14 average	**0**	**1**	**-**	**1**	**1**	**0**	**4**	**1**	**4**	**5**	**13**	**14**	**2**	**19**	**6**	**26**	**39**	**90**	**92**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	-	*-66*	*-66*	-	*-69*	*-63*	*40*	*-30*	*-30*	*-29*
	10-14 av	-	-	-	-	-	-	-	-	-	-	*-34*	*-32*	-	*-39*	*-58*	*12*	*-21*	*-23*	*-21*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	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	139	90	63	39	46	238	377
	2014	4	5	2	7	11	26	17	16	3	12	48	74	135	66	103	38	55	262	397
	2010-14 average	**4**	**3**	**1**	**4**	**9**	**25**	**18**	**20**	**6**	**7**	**50**	**75**	**137**	**83**	**102**	**35**	**60**	**280**	**417**
	% ch on 04-08 av: 2014	-	-	-	-	*-24*	*-46*	*-29*	*-46*	-	*-32*	*-39*	*-42*	*-42*	*-39*	*-27*	*-20*	*-41*	*-33*	*-36*
	10-14 av	-	-	-	-	*-39*	*-49*	*-27*	*-33*	-	*-60*	*-37*	*-41*	*-41*	*-23*	*-28*	*-26*	*-35*	*-28*	*-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 2010-2014 averages, 2010-14

		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**
	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	26	32	37	21	-	-	40	158	198	219
	2014	-	-	1	1	1	6	1	-	8	26	35	41	18	4	-	31	140	175	193
	2010-14 average	**1**	**0**	**1**	**2**	**2**	**5**	**1**	**0**	**8**	**29**	**38**	**44**	**26**	**5**	**1**	**42**	**172**	**220**	**245**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	*-42*	*-38*	*-37*	*-61*	-	-	*-40*	*-42*	*-43*	*-45*
	10-14 av	-	-	-	-	-	-	-	-	-	*-35*	*-32*	*-33*	*-43*	-	-	*-20*	*-29*	*-28*	*-30*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	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	40	74	51	37	67	229	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
	2014	1	1	-	1	2	2	5	1	5	10	21	23	40	58	24	37	69	188	228
	2010-14 average	**1**	**2**	**1**	**3**	**4**	**6**	**10**	**6**	**6**	**9**	**31**	**37**	**43**	**62**	**39**	**36**	**61**	**199**	**242**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	*-67*	*-92*	-	*-35*	*-56*	*-59*	*-19*	*-29*	*-67*	*8*	*-30*	*-35*	*-33*
	10-14 av	-	-	-	-	-	-	*-34*	*-52*	-	*-39*	*-35*	*-33*	*-14*	*-24*	*-46*	*5*	*-38*	*-31*	*-28*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	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
	2014	-	-	1	1	1	-	1	1	4	9	15	15	-	5	20	40	56	121	121
	2010-14 average	**-**	**-**	**1**	**1**	**1**	**-**	**1**	**2**	**5**	**10**	**18**	**18**	**-**	**12**	**17**	**49**	**72**	**150**	**150**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	*-25*	*-43*	*-43*	-	*-79*	*-26*	*-43*	*-45*	*-45*	*-45*
	10-14 av	-	-	-	-	-	-	-	-	-	*-17*	*-32*	*-32*	-	*-49*	*-39*	*-30*	*-29*	*-32*	*-32*

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 2010-2014 averages, 2010-14

		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**
	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
	2014	3	1	-	1	4	5	1	8	9	13	31	36	46	25	49	33	90	197	243
	2010-14 average	**1**	**1**	**0**	**2**	**2**	**5**	**6**	**5**	**4**	**10**	**25**	**30**	**39**	**35**	**42**	**32**	**77**	**186**	**225**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	*8*	*-2*	*1*	*7*	*-49*	*-16*	*42*	*-5*	*-12*	*-9*
	10-14 av	-	-	-	-	-	-	-	-	-	*-18*	*-20*	*-16*	*-9*	*-28*	*-28*	*36*	*-18*	*-17*	*-16*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	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
	2014	-	-	-	-	-	3	1	3	2	5	11	14	4	5	15	25	61	106	110
	2010-14 average	**-**	**1**	**1**	**1**	**1**	**2**	**1**	**2**	**3**	**7**	**13**	**15**	**10**	**8**	**17**	**33**	**58**	**116**	**125**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	-	*-50*	*-41*	*-69*	*-54*	*-34*	*-36*	*-23*	*-30*	*-33*
	10-14 av	-	-	-	-	-	-	-	-	-	-	*-39*	*-36*	*-25*	*-28*	*-25*	*-15*	*-27*	*-24*	*-24*
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**
	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
	2014	1	1	8	9	10	9	1	5	51	89	146	155	137	36	35	469	799	1,339	1,476
	2010-14 average	**1**	**1**	**7**	**8**	**9**	**5**	**4**	**3**	**51**	**91**	**149**	**154**	**109**	**26**	**24**	**469**	**769**	**1,288**	**1,397**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	*-28*	*-9*	*-19*	*-17*	*26*	*-36*	*-8*	*-26*	*-5*	*-14*	*-12*
	10-14 av	-	-	-	-	-	-	-	-	*-28*	*-7*	*-17*	*-18*	*0*	*-53*	*-37*	*-26*	*-8*	*-18*	*-16*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2010-2014 averages, 2010-14

		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**
	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
	2014	-	2	2	4	4	-	2	2	-	2	6	6	-	17	11	8	11	47	47
	2010-14 average	**-**	**1**	**1**	**2**	**2**	**-**	**3**	**1**	**1**	**1**	**6**	**6**	**-**	**21**	**6**	**7**	**8**	**42**	**42**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	-	*-56*	*-56*	-	*-47*	*0*	*-40*	*-25*	*-34*	*-34*
	10-14 av	-	-	-	-	-	-	-	-	-	-	*-56*	*-56*	-	*-35*	*-49*	*-48*	*-44*	*-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**
	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
	2014	-	4	1	5	5	4	5	7	9	17	38	42	37	46	24	77	113	260	297
	2010-14 average	**1**	**2**	**1**	**3**	**4**	**5**	**8**	**4**	**11**	**17**	**41**	**46**	**34**	**53**	**27**	**80**	**125**	**285**	**319**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	*-64*	-	*-30*	*-34*	*-38*	*-37*	*7*	*-32*	*-47*	*-11*	*-32*	*-29*	*-26*
	10-14 av	-	-	-	-	-	-	*-40*	-	*-17*	*-33*	*-34*	*-31*	*-2*	*-21*	*-40*	*-7*	*-25*	*-22*	*-20*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	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
	2014	4	5	3	8	12	19	11	11	15	24	61	80	99	83	70	89	187	429	528
	2010-14 average	**2**	**6**	**3**	**9**	**11**	**16**	**19**	**16**	**15**	**29**	**79**	**95**	**87**	**108**	**89**	**93**	**214**	**503**	**590**
	% ch on 04-08 av: 2014	-	-	-	*-45*	*-35*	*-8*	*-72*	*-68*	*-11*	*-50*	*-56*	*-50*	*-12*	*-58*	*-55*	*-21*	*-37*	*-44*	*-39*
	10-14 av	-	-	-	*-41*	*-41*	*-22*	*-51*	*-54*	*-11*	*-40*	*-43*	*-40*	*-23*	*-45*	*-43*	*-18*	*-27*	*-34*	*-32*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2010-2014 averages, 2010-14

		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**
	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
	2014	-	-	18	18	18	5	4	1	39	118	162	167	172	29	11	395	961	1,396	1,568
	2010-14 average	**1**	**0**	**9**	**10**	**11**	**8**	**3**	**1**	**53**	**113**	**171**	**178**	**170**	**25**	**10**	**420**	**938**	**1,393**	**1,563**
	% ch on 04-08 av: 2014	*-*	*-*	*11*	*8*	*2*	*-64*	*-*	*-*	*-47*	*-36*	*-39*	*-41*	*-19*	*-18*	*-37*	*-38*	*-33*	*-34*	*-33*
	10-14 av	*-*	*-*	*-42*	*-41*	*-40*	*-44*	*-*	*-*	*-28*	*-39*	*-36*	*-36*	*-20*	*-28*	*-43*	*-34*	*-34*	*-34*	*-33*
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	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	49	18	16	1	17	52	101	346	140	146	12	135	433	779
	2013	13	6	1	7	20	41	14	9	1	8	32	73	298	109	74	25	111	319	617
	2014	13	4	2	6	19	36	17	7	2	7	33	69	265	116	71	17	111	315	580
	2010-14 average	**12**	**6**	**2**	**8**	**20**	**44**	**19**	**11**	**1**	**13**	**45**	**89**	**322**	**118**	**98**	**18**	**121**	**355**	**677**
	% ch on 04-08 av: 2014	*-27*	*-*	*-*	*-40*	*-32*	*-55*	*-44*	*-71*	*-*	*-67*	*-59*	*-57*	*-45*	*-22*	*-53*	*-17*	*-19*	*-31*	*-38*
	10-14 av	*-33*	*-*	*-*	*-16*	*-27*	*-46*	*-38*	*-53*	*-*	*-38*	*-43*	*-45*	*-33*	*-21*	*-35*	*-15*	*-12*	*-22*	*-28*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	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
	2014	1	-	-	0	1	2	1	2	3	7	13	15	61	3	10	16	96	125	186
	2010-14 average	**1**	**-**	**0**	**0**	**1**	**4**	**1**	**1**	**2**	**12**	**16**	**20**	**48**	**6**	**8**	**19**	**102**	**136**	**184**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-59*	*-51*	*-58*	*-2*	*-74*	*-40*	*-42*	*-30*	*-35*	*-27*
	10-14 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-30*	*-40*	*-45*	*-23*	*-44*	*-54*	*-30*	*-26*	*-30*	*-28*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2010-2014 averages, 2010-14

		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**
	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
	2014	-	-	-	-	-	10	5	3	4	13	25	35	55	27	19	38	111	195	250
	2010-14 average	**1**	**1**	**1**	**2**	**3**	**6**	**5**	**2**	**3**	**12**	**22**	**28**	**47**	**35**	**26**	**42**	**104**	**208**	**255**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	*-24*	*-24*	*-15*	*16*	*-49*	*-51*	*-4*	*-6*	*-22*	*-16*
	10-14 av	-	-	-	-	-	-	-	-	-	*-33*	*-32*	*-32*	*0*	*-34*	*-33*	*8*	*-12*	*-17*	*-14*
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	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	39	115	169
	2013	1	2	-	2	3	9	18	12	3	5	38	47	44	37	40	10	25	112	156
	2014	-	2	-	2	2	11	17	10	1	8	36	47	34	36	27	2	25	90	124
	2010-14 average	**1**	**2**	**0**	**2**	**3**	**11**	**12**	**8**	**2**	**7**	**28**	**39**	**44**	**36**	**34**	**9**	**33**	**113**	**157**
	% ch on 04-08 av: 2014	-	-	-	-	-	*6*	-	*-12*	-	-	*19*	*16*	*-44*	*-26*	*-53*	*-88*	*-45*	*-47*	*-46*
	10-14 av	-	-	-	-	-	*8*	-	*-32*	-	-	*-7*	*-3*	*-27*	*-25*	*-40*	*-48*	*-28*	*-33*	*-32*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	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
	2014	1	2	1	3	4	8	13	8	3	13	37	45	53	31	48	27	82	188	241
	2010-14 average	**1**	**2**	**1**	**3**	**4**	**9**	**5**	**6**	**4**	**12**	**27**	**36**	**61**	**25**	**42**	**35**	**88**	**189**	**250**
	% ch on 04-08 av: 2014	-	-	-	-	-	*-54*	-	*-44*	-	*-36*	*-21*	*-30*	*-44*	*-22*	*-27*	*-43*	*-41*	*-36*	*-38*
	10-14 av	-	-	-	-	-	*-49*	-	*-57*	-	*-39*	*-42*	*-44*	*-36*	*-37*	*-37*	*-25*	*-37*	*-35*	*-35*

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Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2010-2014 averages, 2010-14

		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**
	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	8	9	42	65	72	113	44	68	151	326	589	702
	2013	1	2	3	5	6	3	11	3	14	41	69	72	90	42	41	163	319	565	655
	2014	2	1	2	3	5	6	9	6	18	33	66	72	86	52	40	155	300	547	633
	2010-14 average	**1**	**2**	**3**	**5**	**6**	**5**	**6**	**6**	**13**	**39**	**65**	**70**	**91**	**48**	**56**	**169**	**337**	**609**	**700**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-58*	*-42*	*-*	*-61*	*-16*	*-33*	*-31*	*-32*	*-29*	*-45*	*-60*	*-33*	*-36*	*-39*	*-37*
	10-14 av	*-*	*-*	*-*	*-*	*-49*	*-48*	*-*	*-60*	*-37*	*-21*	*-32*	*-34*	*-25*	*-49*	*-44*	*-27*	*-28*	*-32*	*-31*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	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
	2014	-	2	-	2	2	-	4	1	-	-	5	5	-	15	5	8	1	29	29
	2010-14 average	**-**	**2**	**0**	**2**	**2**	**-**	**3**	**1**	**1**	**1**	**5**	**5**	**-**	**17**	**4**	**5**	**4**	**31**	**31**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-36*	*-*	*-*	*-90*	*-39*	*-39*
	10-14 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-26*	*-*	*-*	*-57*	*-34*	*-34*
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	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
	2014	6	7	-	7	13	24	14	12	9	10	45	69	107	64	39	35	40	178	285
	2010-14 average	**8**	**6**	**1**	**7**	**15**	**27**	**22**	**15**	**9**	**11**	**56**	**83**	**137**	**83**	**63**	**49**	**52**	**248**	**385**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-16*	*-44*	*-60*	*-47*	*-38*	*-37*	*-49*	*-47*	*-39*	*-45*	*-63*	*-46*	*-48*	*-51*	*-47*
	10-14 av	*-*	*-*	*-*	*-*	*-5*	*-38*	*-38*	*-35*	*-39*	*-32*	*-36*	*-37*	*-22*	*-29*	*-40*	*-24*	*-33*	*-32*	*-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 2010-2014 averages, 2010-14

		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**
	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	212	357	430
	2013	2	-	3	3	5	-	3	2	4	24	33	33	53	33	22	80	136	271	324
	2014	1	3	5	8	9	-	6	2	15	14	37	37	47	27	35	76	134	272	319
	2010-14 average	**2**	**1**	**4**	**4**	**6**	**4**	**4**	**3**	**10**	**25**	**42**	**46**	**65**	**35**	**26**	**88**	**179**	**329**	**394**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	*-15*	*-55*	*-40*	*-47*	*-51*	*-11*	*-22*	*-43*	*-49*	*-42*	*-44*
	10-14 av	-	-	-	-	-	-	-	-	*-43*	*-19*	*-31*	*-34*	*-32*	*17*	*-41*	*-35*	*-31*	*-30*	*-31*
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	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
	2014	1	4	2	6	7	12	19	16	1	13	49	61	57	75	80	17	66	238	295
	2010-14 average	**1**	**5**	**1**	**6**	**7**	**16**	**27**	**14**	**2**	**12**	**55**	**71**	**76**	**119**	**78**	**15**	**64**	**277**	**353**
	% ch on 04-08 av: 2014	-	-	-	-	*-44*	*-42*	*-49*	*-27*	-	*-3*	*-34*	*-36*	*-53*	*-61*	*-43*	*9*	*-21*	*-45*	*-47*
	10-14 av	-	-	-	-	*-42*	*-21*	*-27*	*-37*	-	*-13*	*-26*	*-25*	*-37*	*-39*	*-45*	*-1*	*-24*	*-36*	*-37*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	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
	2014	-	-	1	1	1	-	2	-	-	-	2	2	-	17	2	5	5	29	29
	2010-14 average	**-**	**0**	**0**	**1**	**1**	**-**	**2**	**1**	**0**	**1**	**4**	**4**	**-**	**23**	**8**	**6**	**7**	**44**	**44**
	% ch on 04-08 av: 2014	-	-	-	-	-	-	-	-	-	-	-	-	-	*-45*	-	-	-	*-43*	*-43*
	10-14 av	-	-	-	-	-	-	-	-	-	-	-	-	-	*-25*	-	-	-	*-14*	*-14*

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 2010-2014 averages, 2010-14

		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**
	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
	2014	1	-	1	1	2	9	5	5	4	15	29	38	52	18	55	51	69	193	245
	2010-14 average	**2**	**1**	**2**	**3**	**5**	**10**	**4**	**6**	**6**	**9**	**25**	**36**	**65**	**33**	**44**	**53**	**71**	**201**	**266**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-*	*-40*	*-*	*-50*	*-*	*34*	*-24*	*-28*	*-41*	*-56*	*-27*	*-16*	*-21*	*-27*	*-31*
	10-14 av	*-*	*-*	*-*	*-*	*-*	*-31*	*-*	*-40*	*-*	*-21*	*-34*	*-33*	*-27*	*-20*	*-42*	*-12*	*-18*	*-24*	*-25*
South Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	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	6	9	25	56	70	121	86	50	130	234	500	621
	2014	4	2	6	8	12	12	17	9	14	32	72	84	123	93	68	120	254	535	658
	2010-14 average	**2**	**4**	**4**	**8**	**10**	**13**	**15**	**11**	**13**	**25**	**65**	**78**	**119**	**103**	**65**	**128**	**244**	**540**	**659**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-31*	*-23*	*-43*	*-40*	*-43*	*-14*	*-20*	*-28*	*-31*	*-36*	*-42*	*-37*	*-20*	*-27*	*-30*	*-31*
	10-14 av	*-*	*-*	*-*	*-31*	*-36*	*-38*	*-48*	*-28*	*-17*	*-37*	*-36*	*-36*	*-38*	*-36*	*-39*	*-15*	*-30*	*-30*	*-31*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	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
	2014	4	2	1	3	7	21	15	9	6	6	36	57	75	60	17	28	43	148	223
	2010-14 average	**2**	**2**	**1**	**3**	**5**	**21**	**19**	**7**	**4**	**7**	**37**	**58**	**81**	**81**	**28**	**37**	**55**	**201**	**281**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-*	*-19*	*-51*	*-*	*-*	*-42*	*-36*	*-30*	*-26*	*-57*	*-54*	*-41*	*-38*	*-49*	*-43*
	10-14 av	*-*	*-*	*-*	*-*	*-*	*-17*	*-38*	*-*	*-*	*-37*	*-34*	*-29*	*-20*	*-42*	*-24*	*-21*	*-21*	*-31*	*-28*

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 2010-2014 averages, 2010-14

		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**
	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
	2014	2	-	-	0	2	3	2	-	5	4	11	14	32	15	1	45	44	105	137
	2010-14 average	**1**	**0**	**1**	**1**	**2**	**4**	**2**	**0**	**6**	**9**	**17**	**21**	**35**	**18**	**1**	**51**	**65**	**135**	**170**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-71*	*-60*	*-59*	*-34*	*-56*	*-*	*-47*	*-57*	*-53*	*-49*
	10-14 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-36*	*-38*	*-40*	*-27*	*-47*	*-*	*-40*	*-36*	*-39*	*-37*
West Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	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
	2014	1	-	4	4	5	1	10	8	7	7	32	33	50	82	45	57	180	364	414
	2010-14 average	**0**	**2**	**1**	**3**	**4**	**1**	**15**	**8**	**6**	**22**	**51**	**52**	**47**	**103**	**56**	**56**	**226**	**440**	**487**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-*	*-*	*-57*	*-42*	*-*	*-78*	*-56*	*-58*	*-6*	*-45*	*-55*	*10*	*-41*	*-40*	*-37*
	10-14 av	*-*	*-*	*-*	*-*	*-*	*-*	*-35*	*-45*	*-*	*-29*	*-30*	*-33*	*-12*	*-32*	*-43*	*7*	*-26*	*-27*	*-26*
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**
	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	2,262	1,762	1,398	2,434	4,934	10,528	12,790
	2012	44	71	63	134	178	346	353	275	323	684	1,635	1,981	2,272	1,749	1,451	2,345	4,899	10,444	12,716
	2013	68	63	41	104	172	315	335	205	247	570	1,357	1,672	2,106	1,586	1,157	2,140	4,515	9,398	11,504
	2014	62	70	68	138	200	301	292	240	269	597	1,398	1,699	2,055	1,398	1,219	2,122	4,474	9,213	11,268
	2010-14 average	**60**	**72**	**57**	**129**	**189**	**342**	**330**	**251**	**288**	**629**	**1,498**	**1,840**	**2,255**	**1,671**	**1,354**	**2,291**	**4,752**	**10,068**	**12,323**
	% ch on 04-08 av: 2014	*-31*	*-44*	*-12*	*-32*	*-31*	*-39*	*-39*	*-37*	*-30*	*-31*	*-34*	*-35*	*-33*	*-44*	*-42*	*-30*	*-30*	*-34*	*-34*
	10-14 av	*-34*	*-42*	*-26*	*-36*	*-35*	*-30*	*-31*	*-35*	*-25*	*-27*	*-29*	*-29*	*-26*	*-33*	*-35*	*-25*	*-26*	*-28*	*-28*

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, 2010-14 averages and 2014

		2004-08 average			Numbers in 2014			2010-14 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	6	82	496	6	87	311	6	94	395
Ab'shire/Moray	**Aberdeenshire/Moray**	41	206	1,053	27	225	706	23	230	827
	Aberdeenshire	33	166	824	25	178	582	20	190	671
	Moray	7	41	230	2	47	124	3	39	157
Tayside	**Tayside**	30	278	1,291	20	146	659	22	175	872
	Dundee City	3	65	351	1	41	193	2	44	245
	Angus	12	83	401	6	36	181	5	49	242
	Perth & Kinross	15	131	539	13	69	285	15	83	385
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	16	121	698	6	69	392	10	79	484
	Argyll & Bute	12	87	427	4	55	255	8	59	314
	West Dunbartonshire	4	34	271	2	14	137	2	21	170
Forth Valley	**Forth Valley**	15	168	911	12	106	603	10	118	693
	Clackmannanshire	2	20	117	-	7	83	1	14	92
	Stirling	7	82	392	7	57	223	5	58	281
	Falkirk	5	66	401	5	42	297	4	46	319
Dumf/Galloway	**Dumfries & Galloway**	14	127	621	11	74	397	9	75	417
Ayrshire	**North Ayrshire**	6	64	387	4	45	241	4	36	250
	East Ayrshire	8	56	338	2	23	228	4	37	242
	South Ayrshire	8	53	353	2	38	245	5	36	266
G'ter Glasgow	**Greater Glasgow**	21	331	2,718	19	196	1,799	13	211	1,839
	Glasgow City	18	281	2,332	18	167	1,568	11	178	1,563
	East Dunbartonshire	2	26	222	1	15	121	1	18	150
	East Renfrewshire	2	24	165	-	14	110	1	15	125
Loth/S'Borders	**Lothians/Scot Borders**	29	250	1,780	16	165	1,202	16	182	1,320
	West Lothian	9	78	659	5	33	414	4	52	487
	Midlothian	3	41	297	-	35	250	3	28	255
	East Lothian	4	36	267	4	36	243	2	30	225
	Scottish Borders	12	95	557	7	61	295	7	71	353
Edinburgh	**Edinburgh**	9	188	1,673	10	155	1,476	9	154	1,397
	Edinburgh, City of	9	188	1,673	10	155	1,476	9	154	1,397
Highlands/Isles	**Highlands & Islands**	33	189	1,111	26	82	685	25	104	794
	Highland	28	160	942	19	69	580	20	89	677
	Orkney Islands	1	7	47	2	5	29	2	5	31
	Shetland Islands	2	8	51	1	2	29	1	4	44
	Eilean Siar	2	14	71	4	6	47	2	6	42
Fife	**Fife**	18	159	872	12	80	528	11	95	590
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	9	106	823	10	52	505	7	66	578
	Inverclyde	2	36	256	1	15	186	1	20	184
	Renfrewshire	8	70	567	9	37	319	6	46	394
Lanarkshire	**Lanarkshire**	27	228	1,972	17	156	1,291	16	148	1,359
	North Lanarkshire	12	107	1,012	5	72	633	6	70	700
	South Lanarkshire	16	121	960	12	84	658	10	78	659
Scotland	**Total Scotland**	292	2,605	17,097	200	1,699	11,268	189	1,840	12,323

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2010-14 averages and 2014

		2014 % change on 2004-08 ave			2010-14 % change on 2004-08 ave			2014 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	-	6	-37	-	15	-20	0.03	0.38	1.36
Ab'shire/Moray	**Aberdeenshire/Moray**	-33	9	-33	-42	11	-21	0.08	0.63	1.99
	Aberdeenshire	-25	7	-29	-40	15	-19	0.10	0.68	2.23
	Moray	-	16	-46	-	-3	-32	0.02	0.50	1.31
Tayside	**Tayside**	-34	-47	-49	-27	-37	-32	0.05	0.35	1.59
	Dundee City	-	-37	-45	-	-33	-30	0.01	0.28	1.30
	Angus	-50	-57	-55	-58	-41	-40	0.05	0.31	1.55
	Perth & Kinross	-16	-47	-47	-5	-37	-29	0.09	0.46	1.91
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-63	-43	-44	-40	-35	-31	0.03	0.39	2.21
	Argyll & Bute	-67	-37	-40	-36	-32	-26	0.05	0.63	2.91
	West Dunbartonshire	-	-59	-49	-	-40	-37	0.02	0.16	1.53
Forth Valley	**Forth Valley**	-19	-37	-34	-34	-30	-24	0.04	0.35	2.01
	Clackmannanshire	-	-66	-29	-	-32	-21	-	0.14	1.62
	Stirling	-	-30	-43	-	-29	-28	0.08	0.62	2.44
	Falkirk	-	-37	-26	-	-31	-20	0.03	0.27	1.88
Dumf/Galloway	**Dumfries & Galloway**	-24	-42	-36	-39	-41	-33	0.07	0.49	2.65
Ayrshire	**North Ayrshire**	-	-30	-38	-	-44	-35	0.03	0.33	1.77
	East Ayrshire	-	-59	-33	-	-33	-28	0.02	0.19	1.87
	South Ayrshire	-	-28	-31	-	-33	-25	0.02	0.34	2.18
G'ter Glasgow	**Greater Glasgow**	-10	-41	-34	-38	-36	-32	0.02	0.25	2.25
	Glasgow City	2	-41	-33	-40	-36	-33	0.03	0.28	2.61
	East Dunbartonshire	-	-43	-45	-	-32	-32	0.01	0.14	1.13
	East Renfrewshire	-	-41	-33	-	-36	-24	-	0.15	1.19
Loth/S'Borders	**Lothians/Scot Borders**	-45	-34	-32	-47	-27	-26	0.03	0.34	2.51
	West Lothian	-	-58	-37	-	-33	-26	0.03	0.19	2.34
	Midlothian	-	-15	-16	-	-32	-14	-	0.41	2.90
	East Lothian	-	1	-9	-	-16	-16	0.04	0.35	2.38
	Scottish Borders	-44	-36	-47	-42	-25	-37	0.06	0.53	2.59
Edinburgh	**Edinburgh**	-	-17	-12	-	-18	-16	0.02	0.31	3.00
	Edinburgh, City of	-	-17	-12	-	-18	-16	0.02	0.31	3.00
Highlands/Isles	**Highlands & Islands**	-21	-57	-38	-25	-45	-29	0.09	0.27	2.24
	Highland	-32	-57	-38	-27	-45	-28	0.08	0.30	2.49
	Orkney Islands	-	-	-39	-	-	-34	0.09	0.23	1.34
	Shetland Islands	-	-	-43	-	-	-14	0.04	0.09	1.25
	Eilean Siar	-	-56	-34	-	-56	-41	0.15	0.22	1.72
Fife	**Fife**	-35	-50	-39	-41	-40	-32	0.03	0.22	1.44
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-51	-39	-	-38	-30	0.04	0.20	1.99
	Inverclyde	-	-58	-27	-	-45	-28	0.01	0.19	2.33
	Renfrewshire	-	-47	-44	-	-34	-31	0.05	0.21	1.83
Lanarkshire	**Lanarkshire**	-38	-32	-35	-42	-35	-31	0.03	0.24	1.98
	North Lanarkshire	-58	-32	-37	-49	-34	-31	0.01	0.21	1.87
	South Lanarkshire	-23	-31	-31	-36	-36	-31	0.04	0.27	2.09
Scotland	**Total Scotland**	-31	-35	-34	-35	-29	-28	0.04	0.32	2.11

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, 2010-14 averages and 2014

		2004-08 average			2014			2010-14 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	3	33	144	2	20	62	2	35	105
Ab'shire/Moray	**Aberdeenshire/Moray**	4	19	90	5	24	61	5	19	65
	Aberdeenshire	4	13	61	5	17	48	3	12	45
	Moray	1	6	29	-	7	13	1	6	20
Tayside	**Tayside**	5	56	192	2	26	93	4	35	126
	Dundee City	2	28	98	-	14	47	2	19	68
	Angus	1	12	46	1	5	23	1	8	27
	Perth & Kinross	2	16	48	1	7	23	1	8	31
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	2	20	90	2	13	44	1	13	55
	Argyll & Bute	0	7	32	-	6	19	0	4	20
	West Dunbartonshire	2	13	59	2	7	25	1	9	35
Forth Valley	**Forth Valley**	4	28	133	-	16	62	2	18	87
	Clackmannanshire	0	4	24	-	1	10	-	3	16
	Stirling	1	10	40	-	5	18	1	5	27
	Falkirk	2	14	69	-	10	34	1	10	44
Dumf/Galloway	**Dumfries & Galloway**	1	17	62	2	7	35	2	9	39
Ayrshire	**North Ayrshire**	1	16	64	2	8	37	2	10	44
	East Ayrshire	1	12	50	-	13	40	1	9	30
	South Ayrshire	2	12	46	1	7	32	2	7	33
G'ter Glasgow	**Greater Glasgow**	13	164	699	15	99	419	9	105	427
	Glasgow City	12	149	631	15	91	372	8	95	380
	East Dunbartonshire	1	9	40	-	5	24	0	6	26
	East Renfrewshire	1	6	28	-	3	23	0	4	21
Loth/S'Borders	**Lothians/Scot Borders**	5	45	198	6	35	153	2	33	145
	West Lothian	2	16	73	3	7	51	1	12	56
	Midlothian	1	11	41	-	7	26	0	7	29
	East Lothian	1	8	40	1	9	38	0	5	30
	Scottish Borders	1	11	44	2	12	38	1	8	30
Edinburgh	**Edinburgh**	5	78	388	4	64	293	4	60	297
	Edinburgh, City of	5	78	388	4	64	293	4	60	297
Highlands/Isles	**Highlands & Islands**	3	21	89	4	9	64	3	12	67
	Highland	3	16	69	2	8	43	2	10	53
	Orkney Islands	0	2	9	-	-	6	0	1	5
	Shetland Islands	0	1	5	1	-	5	0	1	5
	Eilean Siar	-	2	6	1	1	10	1	0	5
Fife	**Fife**	4	28	128	1	20	69	2	20	79
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	4	36	153	4	18	82	3	22	100
	Inverclyde	1	13	54	-	5	28	0	8	36
	Renfrewshire	3	23	100	4	13	54	3	14	64
Lanarkshire	**Lanarkshire**	7	70	328	7	46	198	6	45	212
	North Lanarkshire	4	39	183	4	24	100	3	25	118
	South Lanarkshire	3	32	145	3	22	98	4	20	94
Scotland	**Total Scotland**	65	656	2,855	57	425	1,744	49	452	1,910

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2010-14 averages and 2014

		2014 % change on 2004-08 ave			2010-14 % change on 2004-08 ave			2014 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Police division	**Council**									
Aberdeen City	**Aberdeen City**	-	-39	-57	-	7	-27	0.01	0.09	0.27
Ab'shire/Moray	**Aberdeenshire/Moray**	-	25	-32	-	-3	-28	0.01	0.07	0.17
	Aberdeenshire	-	29	-21	-	-8	-27	0.02	0.07	0.18
	Moray	-	-	-55	-	-	-32	-	0.07	0.14
Tayside	**Tayside**	-	-53	-52	-	-37	-34	0.00	0.06	0.22
	Dundee City	-	-50	-52	-	-33	-31	-	0.09	0.32
	Angus	-	-58	-50	-	-30	-41	0.01	0.04	0.20
	Perth & Kinross	-	-55	-52	-	-47	-35	0.01	0.05	0.15
Argyll/W.D'shire	**Argyll/W.Dunbartonshire**	-	-35	-51	-	-34	-39	0.01	0.07	0.25
	Argyll & Bute	-	-	-40	-	-	-37	-	0.07	0.22
	West Dunbartonshire	-	-44	-57	-	-30	-40	0.02	0.08	0.28
Forth Valley	**Forth Valley**	-	-43	-53	-	-36	-35	-	0.05	0.21
	Clackmannanshire	-	-	-58	-	-	-33	-	0.02	0.20
	Stirling	-	-	-55	-	-	-33	-	0.05	0.20
	Falkirk	-	-28	-51	-	-29	-36	-	0.06	0.22
Dumf/Galloway	**Dumfries & Galloway**	-	-59	-43	-	-48	-36	0.01	0.05	0.23
Ayrshire	**North Ayrshire**	-	-51	-43	-	-38	-32	0.01	0.06	0.27
	East Ayrshire	-	7	-20	-	-26	-41	-	0.11	0.33
	South Ayrshire	-	-42	-30	-	-43	-28	0.01	0.06	0.28
G'ter Glasgow	**Greater Glasgow**	14	-40	-40	-35	-36	-39	0.02	0.12	0.52
	Glasgow City	29	-39	-41	-31	-36	-40	0.03	0.15	0.62
	East Dunbartonshire	-	-	-40	-	-	-36	-	0.05	0.22
	East Renfrewshire	-	-	-19	-	-	-26	-	0.03	0.25
Loth/S'Borders	**Lothians/Scot Borders**	-	-22	-23	-	-27	-27	0.01	0.07	0.32
	West Lothian	-	-55	-30	-	-23	-23	0.02	0.04	0.29
	Midlothian	-	-34	-36	-	-32	-30	-	0.08	0.30
	East Lothian	-	-	-5	-	-	-24	0.01	0.09	0.37
	Scottish Borders	-	11	-13	-	-22	-32	0.02	0.11	0.33
Edinburgh	**Edinburgh**	-	-18	-25	-	-23	-23	0.01	0.13	0.59
	Edinburgh, City of	-	-18	-25	-	-23	-23	0.01	0.13	0.59
Highlands/Isles	**Highlands & Islands**	-	-57	-28	-	-41	-24	0.01	0.03	0.21
	Highland	-	-49	-38	-	-35	-23	0.01	0.03	0.18
	Orkney Islands	-	-	-	-	-	-	-	-	0.28
	Shetland Islands	-	-	-	-	-	-	0.04	-	0.22
	Eilean Siar	-	-	-	-	-	-	0.04	0.04	0.37
Fife	**Fife**	-	-29	-46	-	-28	-38	0.00	0.05	0.19
Rf'shre/Inv'cde	**Renfrewshire/Inverlclyde**	-	-50	-47	-	-38	-35	0.02	0.07	0.32
	Inverclyde	-	-61	-48	-	-38	-33	-	0.06	0.35
	Renfrewshire	-	-44	-46	-	-38	-36	0.02	0.07	0.31
Lanarkshire	**Lanarkshire**	-	-35	-40	-	-36	-36	0.01	0.07	0.30
	North Lanarkshire	-	-38	-45	-	-35	-36	0.01	0.07	0.30
	South Lanarkshire	-	-31	-33	-	-36	-35	0.01	0.07	0.31
Scotland	**Total Scotland**	-12	-35	-39	-24	-31	-33	0.01	0.08	0.33

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

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2014

	Aberdeen City	Aberdeenshire & Moray	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian								
Postcode blank, invalid or not known	5	3	2	7	2	4	10	43
Casualty from elsewhere in the UK	1	0	0	1	1	2	2	8
Scottish casualty, distance not known [4]	0	0	0	2	0	0	4	14
Non - UK casualty [3]	1	0	0	1	0	0	0	0
Up to 2 km	35	34	64	24	41	16	66	206
Over 2 up to 5 km	13	4	10	4	6	4	9	70
Over 5 up to 10 km	1	4	3	2	9	5	7	43
Over 10 up to 20 km	1	8	2	1	3	1	4	12
Over 20 up to 50 km	3	6	10	2	0	2	5	20
Over 50 km	2	2	2	0	0	1	2	3
Total	**62**	**61**	**93**	**44**	**62**	**35**	**109**	**419**
Pedal cycle user								
Postcode blank, invalid or not known	4	5	1	1	2	0	3	8
Casualty from elsewhere in the UK	0	0	2	1	1	0	0	0
Scottish casualty, distance not known [4]	0	0	0	1	1	0	0	8
Non - UK casualty [3]	0	0	0	1	0	1	0	0
Up to 2 km	20	10	25	4	23	6	25	86
Over 2 up to 5 km	17	2	10	2	11	0	3	39
Over 5 up to 10 km	7	0	4	2	6	3	8	26
Over 10 up to 20 km	0	2	3	2	8	0	5	11
Over 20 up to 50 km	4	1	3	0	2	2	3	3
Over 50 km	2	1	2	1	0	0	0	0
Total	**54**	**21**	**50**	**15**	**54**	**12**	**47**	**181**
Motor cycle user								
Postcode blank, invalid or not known	5	2	6	3	2	1	6	2
Casualty from elsewhere in the UK	0	3	0	6	2	4	2	0
Scottish casualty, distance not known [4]	0	2	0	0	0	0	0	4
Non - UK casualty [3]	0	2	0	3	3	0	0	0
Up to 2 km	15	13	9	2	11	11	8	17
Over 2 up to 5 km	18	5	11	1	7	5	4	22
Over 5 up to 10 km	12	8	3	4	6	3	10	6
Over 10 up to 20 km	4	13	5	0	7	4	3	6
Over 20 up to 50 km	3	15	4	6	12	5	9	3
Over 50 km	1	10	11	8	4	5	2	2
Total	**58**	**73**	**49**	**33**	**54**	**38**	**44**	**62**
Car user								
Postcode blank, invalid or not known	5	23	18	24	15	10	35	42
Casualty from elsewhere in the UK	2	5	13	14	8	30	7	9
Scottish casualty, distance not known [4]	0	0	1	5	9	1	15	50
Non - UK casualty [3]	0	3	0	7	1	2	0	3
Up to 2 km	38	65	96	48	101	40	78	253
Over 2 up to 5 km	34	76	87	38	87	51	86	240
Over 5 up to 10 km	20	80	66	32	69	32	87	199
Over 10 up to 20 km	8	102	56	35	50	48	81	117
Over 20 up to 50 km	9	87	44	30	36	30	50	43
Over 50 km	5	33	40	34	21	17	17	15
Total	**121**	**474**	**421**	**267**	**397**	**261**	**456**	**971**
Other [2]								
Postcode blank, invalid or not known	1	4	6	3	1	0	7	13
Casualty from elsewhere in the UK	1	0	0	0	0	16	2	4
Scottish casualty, distance not known [4]	0	0	1	0	0	0	2	9
Non - UK casualty [3]	0	3	0	1	0	1	1	1
Up to 2 km	2	10	9	5	13	6	15	46
Over 2 up to 5 km	6	7	6	4	7	2	10	25
Over 5 up to 10 km	2	16	6	2	6	6	5	32
Over 10 up to 20 km	3	9	9	1	1	11	5	25
Over 20 up to 50 km	0	13	5	10	6	3	7	9
Over 50 km	1	15	4	7	2	6	4	2
Total	**16**	**77**	**46**	**33**	**36**	**51**	**58**	**166**
All casualties								
Postcode blank, invalid or not known	20	37	33	38	22	15	61	108
Casualty from elsewhere in the UK	4	8	15	22	12	52	13	21
Scottish casualty, distance not known [4]	0	2	2	8	10	1	21	85
Non - UK casualty [3]	1	8	0	13	4	4	1	4
Up to 2 km	110	132	203	83	189	79	192	608
Over 2 up to 5 km	88	94	124	49	118	62	112	396
Over 5 up to 10 km	42	108	82	42	96	49	117	306
Over 10 up to 20 km	16	134	75	39	69	64	98	171
Over 20 up to 50 km	19	122	66	48	56	42	74	78
Over 50 km	11	61	59	50	27	29	25	22
Total	**311**	**706**	**659**	**392**	**603**	**397**	**714**	**1,799**

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

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force division in which the accident occurred
Year: 2014

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Postcode blank, invalid or not known	7	24	7	2	15	19	150
Casualty from elsewhere in the UK	1	7	0	1	0	2	26
Scottish casualty, distance not known [4]	0	0	1	0	1	6	28
Non - UK casualty [3]	7	15	3	0	0	0	27
Up to 2 km	94	135	30	43	55	131	974
Over 2 up to 5 km	18	53	6	6	5	20	228
Over 5 up to 10 km	7	29	3	7	1	11	132
Over 10 up to 20 km	8	14	4	4	0	9	71
Over 20 up to 50 km	6	9	6	1	5	0	75
Over 50 km	5	7	4	5	0	0	33
Total	**153**	**293**	**64**	**69**	**82**	**198**	**1,744**
Pedal cycle user							
Postcode blank, invalid or not known	6	14	3	2	4	5	58
Casualty from elsewhere in the UK	0	2	5	0	0	0	11
Scottish casualty, distance not known [4]	0	1	0	0	0	0	11
Non - UK casualty [3]	3	14	0	0	0	0	19
Up to 2 km	24	93	13	16	15	21	381
Over 2 up to 5 km	11	60	3	10	4	21	193
Over 5 up to 10 km	11	29	3	1	3	4	107
Over 10 up to 20 km	3	9	6	2	2	2	55
Over 20 up to 50 km	8	6	2	1	0	1	36
Over 50 km	3	1	4	3	0	0	17
Total	**69**	**229**	**39**	**35**	**28**	**54**	**888**
Motor cycle user							
Postcode blank, invalid or not known	1	3	13	2	0	3	49
Casualty from elsewhere in the UK	7	1	11	1	1	2	40
Scottish casualty, distance not known [4]	0	0	1	0	2	0	9
Non - UK casualty [3]	1	7	6	0	0	0	22
Up to 2 km	20	36	8	12	8	16	186
Over 2 up to 5 km	13	32	6	8	5	13	150
Over 5 up to 10 km	7	23	3	7	7	10	109
Over 10 up to 20 km	14	11	2	11	1	4	85
Over 20 up to 50 km	6	9	6	7	2	8	95
Over 50 km	9	2	17	0	0	4	75
Total	**78**	**124**	**73**	**48**	**26**	**60**	**820**
Car user							
Postcode blank, invalid or not known	16	21	33	3	19	44	308
Casualty from elsewhere in the UK	29	14	33	7	7	21	199
Scottish casualty, distance not known [4]	1	2	2	3	9	48	146
Non - UK casualty [3]	32	22	8	0	0	4	82
Up to 2 km	167	149	56	85	93	261	1,530
Over 2 up to 5 km	167	113	46	65	73	197	1,360
Over 5 up to 10 km	161	111	51	80	56	142	1,186
Over 10 up to 20 km	119	89	82	57	41	75	960
Over 20 up to 50 km	96	73	61	34	16	61	670
Over 50 km	31	15	63	13	7	18	329
Total	**819**	**609**	**435**	**347**	**321**	**871**	**6,770**
Other [2]							
Postcode blank, invalid or not known	5	29	5	3	6	8	91
Casualty from elsewhere in the UK	6	7	3	0	0	5	44
Scottish casualty, distance not known [4]	0	0	0	0	0	3	15
Non - UK casualty [3]	6	7	1	0	0	0	21
Up to 2 km	16	53	7	8	9	21	220
Over 2 up to 5 km	6	39	5	2	13	19	151
Over 5 up to 10 km	12	29	3	7	10	19	155
Over 10 up to 20 km	6	26	11	1	2	15	125
Over 20 up to 50 km	13	19	12	6	3	14	120
Over 50 km	13	12	27	2	5	4	104
Total	**83**	**221**	**74**	**29**	**48**	**108**	**1,046**
All casualties							
Postcode blank, invalid or not known	35	91	61	12	44	79	656
Casualty from elsewhere in the UK	43	31	52	9	8	30	320
Scottish casualty, distance not known [4]	1	3	4	3	12	57	209
Non - UK casualty [3]	49	65	18	0	0	4	171
Up to 2 km	321	466	114	164	180	450	3,291
Over 2 up to 5 km	215	297	66	91	100	270	2,082
Over 5 up to 10 km	198	221	63	102	77	186	1,689
Over 10 up to 20 km	150	149	105	75	46	105	1,296
Over 20 up to 50 km	129	116	87	49	26	84	996
Over 50 km	61	37	115	23	12	26	558
Total	**1,202**	**1,476**	**685**	**528**	**505**	**1,291**	**11,268**

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 2014: 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	**78.6**	9.4	-	0.5	-	-	-	-	-	-	-	0.1	-	-	0.2	-
Aberdeenshire	16.8	**78.6**	5.2	-	-	0.3	-	-	-	-	-	0.2	-	-	0.2	0.1
Angus	-	3.1	**77.6**	-	-	-	9.5	-	-	-	-	-	-	-	0.4	-
Argyll & Bute	-	-	-	**56.3**	-	-	-	-	2.0	-	-	-	-	-	-	0.2
Clackmannanshire	0.4	-	-	0.5	**84.6**	-	-	-	-	-	-	0.4	-	4.0	0.6	0.2
Dumfries & Galloway	-	-	-	-	1.3	**77.7**	-	1.1	-	0.4	-	0.2	-	-	-	-
Dundee City	0.7	1.5	9.8	-	-	-	**81.6**	-	-	0.4	-	0.1	-	0.4	1.4	0.1
East Ayrshire	-	-	-	-	-	1.6	-	**71.0**	-	-	3.0	-	-	-	-	0.7
East Dunbartonshire	-	-	-	1.0	-	-	-	-	**59.8**	-	-	-	-	-	-	4.9
East Lothian	-	-	-	-	-	0.5	-	-	-	**70.2**	-	5.4	-	-	-	-
East Renfrewshire	-	-	-	0.5	-	0.3	-	0.5	-	-	**56.0**	-	-	0.4	-	4.0
Edinburgh, City of	0.4	-	-	2.1	-	0.8	-	1.1	-	13.8	-	**72.5**	-	0.4	1.2	0.5
Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	**95.1**	-	-	-
Falkirk	-	0.4	-	1.0	5.1	-	-	-	1.0	-	-	1.1	-	**79.4**	1.2	0.3
Fife	-	1.2	0.6	1.6	3.8	0.3	2.1	-	1.0	3.1	-	3.5	-	1.4	**87.3**	0.2
Glasgow City	-	0.2	-	3.1	1.3	0.5	-	2.2	17.6	0.4	20.0	0.7	-	0.7	1.4	**68.3**
Highland	0.4	1.0	-	3.6	-	-	-	-	-	0.4	1.0	0.1	-	-	0.4	0.1
Inverclyde	-	-	0.6	-	-	0.5	-	-	-	-	-	-	-	-	0.2	0.5
Midlothian	-	0.2	-	-	-	-	-	-	-	2.7	-	4.8	-	-	0.2	-
Moray	0.7	2.7	-	0.5	-	0.3	-	-	-	0.4	-	-	-	-	-	-
North Ayrshire	-	-	-	0.5	-	-	-	9.1	-	-	3.0	0.1	-	-	-	0.5
North Lanarkshire	-	0.2	-	1.6	-	0.3	-	2.2	6.9	-	-	0.8	-	6.9	0.6	6.5
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	2.4	-	-	-
Perth & Kinross	0.4	0.2	3.4	1.0	-	-	5.3	-	-	-	-	0.6	-	0.4	1.2	-
Renfrewshire	-	-	-	4.2	-	0.8	-	1.1	1.0	-	5.0	0.1	-	-	-	3.2
Scottish Borders	-	-	-	-	-	1.6	-	-	-	1.3	-	1.8	-	-	0.2	-
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	-	1.0	-	1.1	1.1	6.5	-	-	-	0.1	-	-	0.2	0.2
South Lanarkshire	-	-	1.1	0.5	-	0.5	-	2.2	2.0	-	9.0	0.5	-	0.4	0.6	6.5
Stirling	0.4	0.2	-	0.5	2.6	-	-	-	4.9	-	-	0.2	-	1.4	0.2	0.5
West Dunbartonshire	-	-	-	8.3	-	-	-	-	2.9	-	3.0	-	-	-	-	1.2
West Lothian	-	-	-	1.6	-	-	-	-	1.0	1.3	-	4.8	-	3.6	0.8	0.3
Elsewhere in UK	1.4	1.2	1.7	9.9	1.3	12.9	0.5	3.2	-	5.3	-	2.1	2.4	0.7	1.6	1.2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**280**	**519**	**174**	**192**	**78**	**373**	**190**	**186**	**102**	**225**	**100**	**1,309**	**41**	**277**	**502**	**1,330**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2014:Council of residence vs council of accident location **SEVERITY/ROAD TYPE/AREA**

		LOCATION OF ACCIDENT															
		Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Orkney Islands	Perth & Kinross	Renfrew-shire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbarton-shire	West Lothian
																	Column Percentages
CASUALTY RESIDENCE	**Aberdeen City**	0.4	-	-	1.8	-	-	-	1.5	-	-	-	-	0.2	-	-	-
	Aberdeenshire	0.8	-	0.4	5.3	-	-	-	0.8	-	0.4	-	-	-	3.5	-	-
	Angus	0.2	-	-	-	-	-	-	3.8	-	-	-	-	-	1.0	-	0.5
	Argyll & Bute	0.4	-	-	-	1.0	-	-	0.4	0.8	-	-	-	-	0.5	3.4	-
	Clackmannanshire	0.2	-	-	-	0.5	-	-	0.8	-	-	-	-	-	4.0	-	1.1
	Dumfries & Galloway	-	-	1.3	0.9	-	-	-	-	-	1.1	-	7.8	1.1	1.0	-	-
	Dundee City	-	-	-	0.9	-	-	-	4.6	-	-	-	-	-	-	-	-
	East Ayrshire	0.2	-	-	-	4.8	0.4	-	0.4	0.8	0.4	-	15.2	0.7	-	-	-
	East Dunbartonshire	0.2	0.7	-	-	-	0.7	-	0.8	0.8	0.4	-	-	0.4	4.0	2.6	-
	East Lothian	0.4	-	10.0	-	-	-	-	-	-	0.7	-	-	-	-	-	0.5
	East Renfrewshire	-	0.7	-	0.9	1.9	-	-	-	4.1	-	-	2.0	0.7	-	-	-
	Edinburgh, City of	1.3	-	16.0	-	-	0.6	-	2.7	-	3.4	-	0.5	0.5	1.5	-	6.6
	Eilean Siar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Falkirk	0.2	-	0.9	-	-	1.5	-	1.2	-	0.7	-	-	0.2	12.1	0.9	5.0
	Fife	0.8	-	1.7	1.8	-	0.7	-	5.4	-	1.1	-	0.5	0.5	3.0	-	1.3
	Glasgow City	2.3	1.4	0.9	0.9	3.3	4.8	-	1.5	8.3	0.7	-	0.5	6.0	2.5	11.1	2.1
	Highland	**75.9**	-	-	2.7	-	-	-	2.3	0.4	-	-	-	-	1.5	-	-
	Inverclyde	-	**83.2**	-	-	1.0	-	-	0.4	4.9	-	-	-	0.2	-	0.9	-
	Midlothian	0.4	-	**51.9**	-	-	-	-	0.4	-	3.7	3.6	0.5	0.2	-	-	0.5
	Moray	1.9	-	-	**83.2**	-	-	-	0.8	-	-	-	-	-	-	-	-
	North Ayrshire	0.4	4.9	0.4	-	**79.4**	0.2	-	-	4.5	0.4	-	2.0	1.1	-	0.9	0.3
	North Lanarkshire	0.8	0.7	0.4	-	0.5	**76.9**	-	0.8	1.5	1.1	-	2.9	8.0	3.5	-	2.6
	Orkney Islands	0.4	-	-	-	-	-	**100.0**	-	-	-	-	-	-	-	-	-
	Perth & Kinross	0.4	-	0.9	-	-	-	-	**63.5**	-	0.4	-	-	0.2	1.0	-	0.5
	Renfrewshire	0.6	3.5	-	-	4.3	0.9	-	-	**68.8**	0.4	-	1.0	0.5	1.0	1.7	0.5
	Scottish Borders	0.8	1.4	8.7	-	-	-	-	-	-	**77.9**	-	-	-	-	-	0.3
	Shetland Islands	-	-	-	-	-	-	-	-	-	-	**96.4**	-	-	-	-	-
	South Ayrshire	0.2	-	-	-	2.9	0.4	-	1.2	-	-	-	**61.8**	0.4	0.5	-	0.3
	South Lanarkshire	0.6	-	0.4	-	-	10.0	-	1.5	0.8	0.4	-	2.9	**74.6**	2.5	0.9	2.9
	Stirling	-	-	-	-	-	-	-	1.2	0.4	0.4	-	-	0.2	**51.5**	0.9	1.1
	West Dunbartonshire	0.2	0.7	-	-	-	-	-	-	2.6	-	-	-	-	1.0	**76.9**	0.3
	West Lothian	0.2	0.7	0.9	-	-	2.6	-	-	-	1.1	-	-	0.9	0.5	-	**73.1**
	Elsewhere in UK	9.4	2.1	5.2	1.8	0.5	0.4	-	4.2	1.5	5.2	-	2.5	3.6	3.5	-	0.5
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**477**	**143**	**231**	**113**	**209**	**540**	**24**	**260**	**266**	**267**	**28**	**204**	**563**	**198**	**117**	**379**

1. Where postcode of casualty is known.

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	7	7	2	4	6	10	77	87
	2010-14 average	**-**	**1**	**1**	**1**	**11**	**12**	**1**	**5**	**6**	**13**	**81**	**94**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*-30*	*-30*	*11*	*5*	*7*	*19*	*5*	*6*
	% ch on 04-08 av: 1014	*-*	*-*	*-*	*-*	*8*	*22*	*-22*	*32*	*14*	*55*	*10*	*15*
Aberdeenshire*	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	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
	2014	1	1	2	5	8	13	5	20	25	26	152	178
	2010-14 average	**0**	**1**	**1**	**2**	**10**	**12**	**5**	**15**	**20**	**39**	**151**	**190**
	% ch on 04-08 av: 2014	*400*	*-38*	*11*	*108*	*-22*	*3*	*-26*	*-25*	*-25*	*-25*	*16*	*7*
	% ch on 04-08 av: 1014	*0*	*-50*	*-44*	*-8*	*-2*	*-3*	*-29*	*-42*	*-40*	*12*	*16*	*15*

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

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	1	1	2	4	6	5	31	36
	2010-14 average	**-**	**-**	**-**	**1**	**4**	**4**	**1**	**4**	**5**	**7**	**41**	**49**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	-	*-87*	*-87*	*-29*	*-57*	*-50*	*-58*	*-56*	*-57*
	% ch on 04-08 av: 1014	-	*-100*	*-100*	-	*-50*	*-42*	*-57*	*-59*	*-58*	*-37*	*-42*	*-41*
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	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
	2014	-	-	-	-	3	3	3	1	4	26	29	55
	2010-14 average	**0**	**-**	**0**	**0**	**2**	**2**	**6**	**2**	**8**	**30**	**28**	**59**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	*-100*	*-29*	*-46*	*-61*	*-78*	*-67*	*-32*	*-40*	*-37*
	% ch on 04-08 av: 1014	-	*-100*	*0*	*-86*	*-48*	*-57*	*-21*	*-61*	*-36*	*-21*	*-42*	*-32*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	1	1	-	-	-	-	7	7
	2010-14 average	**-**	**-**	**-**	**-**	**2**	**2**	**0**	**1**	**1**	**0**	**13**	**14**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	-	*-72*	*-72*	-	*-100*	*-100*	-	*-66*	*-66*
	% ch on 04-08 av: 1014	-	*-100*	*-100*	-	*-50*	*-50*	-	*-73*	*-64*	-	*-34*	*-32*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	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
	2014	-	-	-	1	4	5	4	7	11	26	48	74
	2010-14 average	**-**	**-**	**-**	**2**	**3**	**4**	**4**	**4**	**9**	**25**	**50**	**75**
	% ch on 04-08 av: 2014	*-100*	-	*-100*	*-76*	*-47*	*-58*	*-55*	*25*	*-24*	*-46*	*-39*	*-42*
	% ch on 04-08 av: 1014	*-100*	-	*-100*	*-62*	*-63*	*-63*	*-50*	*-21*	*-39*	*-49*	*-37*	*-41*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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	32	37
	2014	-	-	-	1	3	4	-	1	1	6	35	41
	2010-14 average	**-**	**-**	**-**	**0**	**7**	**7**	**1**	**2**	**2**	**5**	**38**	**44**
	% ch on 04-08 av: 2014	*-100*	*-*	*-100*	*25*	*-78*	*-73*	*-100*	*-50*	*-64*	*-27*	*-38*	*-37*
	% ch on 04-08 av: 1014	*-100*	*-*	*-100*	*-50*	*-49*	*-49*	*0*	*-20*	*-14*	*-34*	*-32*	*-33*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	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
	2014	-	-	-	-	6	6	1	1	2	2	21	23
	2010-14 average	**-**	**-**	**-**	**0**	**4**	**4**	**1**	**3**	**4**	**6**	**31**	**37**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-100*	*-23*	*-29*	*-64*	*-79*	*-74*	*-75*	*-56*	*-59*
	% ch on 04-08 av: 1014	*-*	*-*	*-*	*-33*	*-51*	*-50*	*-79*	*-38*	*-53*	*-20*	*-35*	*-33*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	1	1	-	1	1	-	15	15
	2010-14 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**1**	**1**	**-**	**18**	**18**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	-	*-83*	*-83*	-	*-38*	*-38*	-	*-43*	*-43*
	% ch on 04-08 av: 1014	-	*-100*	*-100*	-	*-69*	*-69*	-	*-25*	*-25*	-	*-32*	*-32*
East Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	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
	2014	-	-	-	-	4	4	3	1	4	5	31	36
	2010-14 average	**-**	**1**	**1**	**-**	**2**	**2**	**1**	**2**	**2**	**5**	**25**	**30**
	% ch on 04-08 av: 2014	-	-	-	*-100*	*-20*	*-23*	*67*	*-62*	*-9*	*25*	*-2*	*1*
	% ch on 04-08 av: 1014	-	-	-	*-100*	*-52*	*-54*	*-67*	*-38*	*-50*	*15*	*-20*	*-16*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	3	3	-	-	-	3	11	14
	2010-14 average	**-**	**-**	**-**	**-**	**3**	**3**	**-**	**1**	**1**	**2**	**13**	**15**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*-*	*25*	*25*	*-100*	*-100*	*-100*	*67*	*-50*	*-41*
	% ch on 04-08 av: 1014	*-*	*-*	*-*	*-*	*8*	*8*	*-100*	*-22*	*-30*	*0*	*-39*	*-36*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	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
	2014	-	-	-	-	16	16	1	9	10	9	146	155
	2010-14 average	**-**	**-**	**-**	**0**	**15**	**15**	**1**	**8**	**9**	**5**	**149**	**154**
	% ch on 04-08 av: 2014	*-*	*-100*	*-100*	*-100*	*-37*	*-37*	*25*	*10*	*11*	*22*	*-19*	*-17*
	% ch on 04-08 av: 1014	*-*	*-100*	*-100*	*0*	*-41*	*-41*	*75*	*-7*	*0*	*-27*	*-17*	*-18*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	-	-	-	4	4	-	6	6
	2010-14 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**2**	**2**	**-**	**6**	**6**
	% ch on 04-08 av: 2014	-	-	-	-	*-100*	*-100*	-	*67*	*67*	-	*-56*	*-56*
	% ch on 04-08 av: 1014	-	-	-	-	*-60*	*-60*	-	*-17*	*-17*	-	*-56*	*-56*
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	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
	2014	-	2	2	-	5	5	-	5	5	4	38	42
	2010-14 average	**0**	**0**	**1**	**-**	**3**	**3**	**1**	**3**	**4**	**5**	**41**	**46**
	% ch on 04-08 av: 2014	-	*400*	*400*	*-100*	*-49*	*-50*	*-100*	*14*	*-4*	*-17*	*-38*	*-37*
	% ch on 04-08 av: 1014	-	*0*	*50*	*-100*	*-65*	*-66*	*0*	*-27*	*-23*	*8*	*-34*	*-31*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	1	1	-	4	4	4	8	12	19	61	80
	2010-14 average	**-**	**0**	**0**	**1**	**9**	**9**	**2**	**9**	**11**	**16**	**79**	**95**
	% ch on 04-08 av: 2014	*-100*	*-38*	*-44*	*-100*	*-78*	*-79*	*5*	*-45*	*-35*	*-8*	*-56*	*-50*
	% ch on 04-08 av: 1014	*-100*	*-88*	*-89*	*-25*	*-53*	*-52*	*-42*	*-41*	*-41*	*-22*	*-43*	*-40*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	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
	2014	-	1	1	-	28	28	-	18	18	5	162	167
	2010-14 average	**-**	**1**	**1**	**1**	**26**	**27**	**1**	**10**	**11**	**8**	**171**	**178**
	% ch on 04-08 av: 2014	*-*	*-38*	*-38*	*-*	*-45*	*-45*	*-100*	*8*	*2*	*-64*	*-39*	*-41*
	% ch on 04-08 av: 1014	*-*	*-63*	*-63*	*-*	*-49*	*-48*	*-20*	*-41*	*-40*	*-44*	*-36*	*-36*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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	49	52	101
	2013	2	-	2	1	1	2	13	7	20	41	32	73
	2014	-	-	-	1	2	3	13	6	19	36	33	69
	2010-14 average	**0**	**-**	**0**	**1**	**3**	**5**	**12**	**8**	**20**	**44**	**45**	**89**
	% ch on 04-08 av: 2014	*-100*	*-100*	*-100*	*-74*	*-69*	*-71*	*-27*	*-40*	*-32*	*-55*	*-59*	*-57*
	% ch on 04-08 av: 1014	*-60*	*-100*	*-75*	*-63*	*-50*	*-55*	*-33*	*-16*	*-27*	*-46*	*-43*	*-45*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**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
	2014	-	-	-	1	2	3	1	-	1	2	13	15
	2010-14 average	**-**	**-**	**-**	**1**	**2**	**3**	**1**	**0**	**1**	**4**	**16**	**20**
	% ch on 04-08 av: 2014	*-*	*-*	*-*	*150*	*-57*	*-40*	*67*	*-100*	*-38*	*-78*	*-51*	*-58*
	% ch on 04-08 av: 1014	*-*	*-*	*-*	*50*	*-52*	*-44*	*0*	*-80*	*-50*	*-60*	*-40*	*-45*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	1	1	-	-	-	10	25	35
	2010-14 average	**-**	**0**	**0**	**0**	**4**	**4**	**1**	**2**	**3**	**6**	**22**	**28**
	% ch on 04-08 av: 2014	-	-	-	*-100*	*-81*	*-84*	*-100*	*-100*	*-100*	*16*	*-24*	*-15*
	% ch on 04-08 av: 1014	-	-	-	*-80*	*-30*	*-38*	*100*	*-31*	*-13*	*-35*	*-32*	*-32*
Moray*	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	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
	2014	-	-	-	-	7	7	-	2	2	11	36	47
	2010-14 average	**-**	**-**	**-**	**1**	**4**	**4**	**1**	**2**	**3**	**11**	**28**	**39**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	*-100*	*75*	*59*	*-100*	*-63*	*-72*	*6*	*19*	*16*
	% ch on 04-08 av: 1014	-	*-100*	*-100*	*50*	*-5*	*-0*	*-56*	*-56*	*-56*	*8*	*-7*	*-3*

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

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	1	3	4	1	3	4	8	37	45
	2010-14 average	**-**	**-**	**-**	**0**	**4**	**4**	**1**	**3**	**4**	**9**	**27**	**36**
	% ch on 04-08 av: 2014	*-*	*-100*	*-100*	*-64*	*-62*	*-62*	*0*	*-44*	*-38*	*-54*	*-21*	*-30*
	% ch on 04-08 av: 1014	*-*	*-100*	*-100*	*-86*	*-51*	*-60*	*0*	*-48*	*-41*	*-49*	*-42*	*-44*
North Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	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	65	72
	2013	-	-	-	-	20	20	1	5	6	3	69	72
	2014	-	-	-	-	16	16	2	3	5	6	66	72
	2010-14 average	**-**	**-**	**-**	**-**	**15**	**15**	**1**	**5**	**6**	**5**	**65**	**70**
	% ch on 04-08 av: 2014	*-100*	*-100*	*-100*	*-100*	*-18*	*-20*	*-9*	*-69*	*-58*	*-42*	*-31*	*-32*
	% ch on 04-08 av: 1014	*-100*	*-100*	*-100*	*-100*	*-22*	*-24*	*-64*	*-46*	*-49*	*-48*	*-32*	*-34*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	1	1	-	2	2	-	5	5
	2010-14 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**2**	**2**	**-**	**5**	**5**
	% ch on 04-08 av: 2014	-	-	-	-	*67*	*67*	-	*150*	*150*	-	*-29*	*-29*
	% ch on 04-08 av: 1014	-	-	-	-	*0*	*0*	-	*125*	*125*	-	*-23*	*-23*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	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
	2014	-	-	-	4	1	5	6	7	13	24	45	69
	2010-14 average	**0**	**-**	**0**	**1**	**4**	**5**	**8**	**7**	**15**	**27**	**56**	**83**
	% ch on 04-08 av: 2014	*-100*	*-100*	*-100*	*67*	*-88*	*-54*	*-27*	*-3*	*-16*	*-44*	*-49*	*-47*
	% ch on 04-08 av: 1014	*0*	*-100*	*-67*	*-50*	*-57*	*-56*	*-5*	*-6*	*-5*	*-38*	*-36*	*-37*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	4	4	1	8	9	-	37	37
	2010-14 average	**-**	**0**	**0**	**-**	**4**	**4**	**2**	**4**	**6**	**4**	**42**	**46**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	-	*-55*	*-55*	*-44*	*33*	*15*	*-100*	*-40*	*-47*
	% ch on 04-08 av: 1014	-	*-75*	*-75*	-	*-50*	*-50*	*0*	*-27*	*-21*	*-53*	*-31*	*-34*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	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
	2014	-	-	-	-	1	1	1	6	7	12	49	61
	2010-14 average	**-**	**0**	**0**	**1**	**3**	**4**	**1**	**6**	**7**	**16**	**55**	**71**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	*-100*	*-87*	*-88*	*-62*	*-39*	*-44*	*-42*	*-34*	*-36*
	% ch on 04-08 av: 1014	-	*-50*	*-50*	*67*	*-61*	*-51*	*-54*	*-39*	*-42*	*-21*	*-26*	*-25*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	-	-	-	1	1	-	2	2
	2010-14 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**4**	**4**
	% ch on 04-08 av: 2014	-	*-100*	*-100*	-	*-100*	*-100*	-	*-50*	*-50*	-	*-75*	*-75*
	% ch on 04-08 av: 1014	-	*-100*	*-100*	-	*0*	*0*	-	*-70*	*-70*	-	*-48*	*-48*
South Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	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
	2014	-	-	-	1	5	6	1	1	2	9	29	38
	2010-14 average	**-**	**0**	**0**	**1**	**2**	**3**	**2**	**3**	**5**	**10**	**25**	**36**
	% ch on 04-08 av: 2014	*-100*	-	*-100*	*67*	*-22*	*-14*	*-71*	*-79*	*-76*	*-40*	*-24*	*-28*
	% ch on 04-08 av: 1014	*-100*	-	*0*	*0*	*-63*	*-57*	*-41*	*-46*	*-44*	*-31*	*-34*	*-33*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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	56	70
	2014	1	-	1	-	6	6	4	8	12	12	72	84
	2010-14 average	**0**	**0**	**0**	**0**	**10**	**10**	**2**	**8**	**10**	**13**	**65**	**78**
	% ch on 04-08 av: 2014	*400*	*-100*	*67*	*-100*	*-61*	*-65*	*0*	*-31*	*-23*	*-43*	*-28*	*-31*
	% ch on 04-08 av: 1014	*0*	*-50*	*-33*	*-89*	*-37*	*-42*	*-50*	*-31*	*-36*	*-38*	*-36*	*-36*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	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
	2014	-	-	-	-	7	7	4	3	7	21	36	57
	2010-14 average	**-**	**-**	**-**	**1**	**4**	**4**	**2**	**3**	**5**	**21**	**37**	**58**
	% ch on 04-08 av: 2014	*-100*	*-100*	*-100*	*-100*	*30*	*13*	*25*	*-29*	*-5*	*-19*	*-36*	*-30*
	% ch on 04-08 av: 1014	*-100*	*-100*	*-100*	*-25*	*-33*	*-32*	*-31*	*-33*	*-32*	*-17*	*-34*	*-29*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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
	2014	-	-	-	-	3	3	2	-	2	3	11	14
	2010-14 average	**0**	**-**	**0**	**-**	**4**	**4**	**1**	**1**	**2**	**4**	**17**	**21**
	% ch on 04-08 av: 2014	*-*	*-100*	*-100*	*-100*	*-52*	*-57*	*25*	*-100*	*-52*	*-56*	*-60*	*-59*
	% ch on 04-08 av: 1014	*-*	*-100*	*0*	*-100*	*-35*	*-43*	*-38*	*-62*	*-52*	*-47*	*-38*	*-40*
West Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	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
	2014	-	-	-	-	3	3	1	4	5	1	32	33
	2010-14 average	**-**	**-**	**-**	**-**	**6**	**6**	**0**	**3**	**4**	**1**	**51**	**52**
	% ch on 04-08 av: 2014	*-100*	*-100*	*-100*	*-*	*-67*	*-67*	*-29*	*-50*	*-47*	*-79*	*-56*	*-58*
	% ch on 04-08 av: 1014	*-100*	*-100*	*-100*	*-*	*-31*	*-31*	*-71*	*-60*	*-62*	*-71*	*-30*	*-33*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2010-2014 averages and 2004-2014

		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**
	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	346	1,635	1,981
	2013	3	6	9	10	133	143	68	104	172	315	1,357	1,672
	2014	2	5	7	15	156	171	62	138	200	301	1,398	1,699
	2010-14 average	**2**	**4**	**6**	**15**	**172**	**187**	**60**	**129**	**189**	**342**	**1,498**	**1,840**
	% ch on 04-08 av: 2014	*-38*	*-59*	*-55*	*-44*	*-48*	*-47*	*-31*	*-32*	*-31*	*-39*	*-34*	*-35*
	% ch on 04-08 av: 1014	*-50*	*-66*	*-62*	*-43*	*-43*	*-43*	*-34*	*-36*	*-35*	*-30*	*-29*	*-29*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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	293	333	263	1,040	1,303	15	28	26
	2013	40	252	292	260	1,041	1,301	15	24	22
	2014	28	190	218	264	1,066	1,330	11	18	16
	2010-14 average	**41**	**254**	**295**	**260**	**1,048**	**1,308**	**16**	**24**	**23**
	% ch 04-08 av: 2014	*-46*	*-47*	*-47*	*-4*	*-4*	*-4*	*-44*	*-45*	*-45*
	% ch 04-08 av: 1014	*-21*	*-29*	*-28*	*-6*	*-6*	*-6*	*-16*	*-25*	*-24*
Aberdeenshire*	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	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	391	470	861	1,825	2,686	9	21	18
	2013	69	354	423	872	1,860	2,732	8	19	15
	2014	51	328	379	902	1,939	2,841	6	17	13
	2010-14 average	**79**	**381**	**460**	**856**	**1,876**	**2,732**	**9**	**20**	**17**
	% ch 04-08 av: 2014	*-58*	*-35*	*-39*	*7*	*1*	*3*	*-60*	*-35*	*-41*
	% ch 04-08 av: 1014	*-34*	*-25*	*-26*	*1*	*-3*	*-1*	*-35*	*-22*	*-25*
Angus	**2004-08 average**	**38**	**268**	**306**	**316**	**728**	**1,044**	**12**	**37**	**29**
	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	328	758	1,086	8	34	26
	2009	38	203	241	324	752	1,075	12	27	22
	2010	34	153	187	335	740	1,075	10	21	17
	2011	30	198	228	334	731	1,065	9	27	21
	2012	34	179	213	343	722	1,065	10	25	20
	2013	20	155	175	357	725	1,082	6	21	16
	2014	16	123	139	370	748	1,118	4	16	12
	2010-14 average	**27**	**162**	**188**	**348**	**733**	**1,081**	**8**	**22**	**17**
	% ch 04-08 av: 2014	*-57*	*-54*	*-55*	*17*	*3*	*7*	*-64*	*-55*	*-58*
	% ch 04-08 av: 1014	*-29*	*-40*	*-38*	*10*	*1*	*4*	*-35*	*-40*	*-41*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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	124	132	256	353	526	879	35	25	29
	2012	78	152	230	351	516	866	22	29	27
	2013	116	126	242	355	525	879	33	24	28
	2014	95	101	196	362	541	903	26	19	22
	2010-14 average	**109**	**139**	**248**	**355**	**528**	**882**	**31**	**26**	**28**
	% ch 04-08 av: 2014	*-32*	*-47*	*-40*	*2*	*1*	*1*	*-33*	*-47*	*-41*
	% ch 04-08 av: 1014	*-22*	*-27*	*-24*	*0*	*-2*	*-1*	*-22*	*-25*	*-24*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**297**	**297**	**-**	**32**	**32**
	2005	-	97	97	-	297	297	-	33	33
	2006	-	103	103	-	293	293	-	35	35
	2007	-	99	99	-	299	299	-	33	33
	2008	-	85	85	-	301	301	-	28	28
	2009	-	80	80	-	316	316	-	25	25
	2010	-	70	70	-	313	313	-	22	22
	2011	3	73	76	-	314	314	-	23	24
	2012	3	91	94	-	310	310	-	29	30
	2013	1	71	72	-	301	301	-	24	24
	2014	1	75	76	-	311	311	-	24	24
	2010-14 average	**2**	**76**	**78**	**-**	**310**	**310**	**-**	**25**	**25**
	% ch 04-08 av: 2014	*-*	*-21*	*-20*	*-*	*5*	*5*	*-*	*-25*	*-23*
	% ch 04-08 av: 1014	*-*	*-20*	*-18*	*-*	*4*	*4*	*-*	*-23*	*-22*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**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	111	189	300	1,272	684	1,956	9	28	15
	2014	105	207	312	1,307	708	2,015	8	29	15
	2010-14 average	**108**	**225**	**334**	**1,275**	**692**	**1,967**	**9**	**33**	**17**
	% ch 04-08 av: 2014	*-40*	*-32*	*-35*	*3*	*0*	*2*	*-42*	*-32*	*-36*
	% ch 04-08 av: 1014	*-38*	*-26*	*-30*	*1*	*-2*	*-0*	*-39*	*-25*	*-30*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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	165	180	182	676	858	8	24	21
	2014	12	139	151	169	693	861	7	20	18
	2010-14 average	**20**	**180**	**199**	**179**	**686**	**864**	**11**	**26**	**23**
	% ch 04-08 av: 2014	*-67*	*-44*	*-47*	*-9*	*-1*	*-3*	*-64*	*-43*	*-45*
	% ch 04-08 av: 1014	*-46*	*-27*	*-30*	*-3*	*-2*	*-2*	*-45*	*-26*	*-28*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**355**	**670**	**1,025**	**11**	**35**	**27**
	2005	26	250	276	312	639	951	8	39	29
	2006	33	247	280	361	704	1,064	9	35	26
	2007	48	234	282	372	688	1,059	13	34	27
	2008	35	194	229	368	684	1,052	10	28	22
	2009	49	188	237	375	674	1,050	13	28	23
	2010	44	171	215	366	668	1,033	12	26	21
	2011	35	187	222	365	662	1,027	10	28	22
	2012	25	163	188	365	647	1,012	7	25	19
	2013	38	138	176	359	656	1,015	11	21	17
	2014	37	166	203	371	678	1,050	10	24	19
	2010-14 average	**36**	**165**	**201**	**365**	**662**	**1,027**	**10**	**25**	**20**
	% ch 04-08 av: 2014	*-5*	*-29*	*-26*	*5*	*1*	*2*	*-9*	*-30*	*-28*
	% ch 04-08 av: 1014	*-8*	*-30*	*-27*	*3*	*-1*	*0*	*-10*	*-29*	*-27*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	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
	2014	-	105	105	-	541	541	-	19	19
	2010-14 average	**-**	**131**	**131**	**-**	**533**	**533**	**-**	**25**	**25**
	% ch 04-08 av: 2014	*-*	*-46*	*-46*	*-*	*-1*	*-1*	*-*	*-45*	*-45*
	% ch 04-08 av: 1014	*-*	*-33*	*-33*	*-*	*-2*	*-2*	*-*	*-31*	*-31*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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
	2014	38	165	203	359	507	866	11	33	23
	2010-14 average	**34**	**159**	**193**	**353**	**495**	**849**	**10**	**32**	**23**
	% ch 04-08 av: 2014	*3*	*-13*	*-11*	*-6*	*3*	*-1*	*9*	*-16*	*-10*
	% ch 04-08 av: 1014	*-9*	*-16*	*-15*	*-8*	*0*	*-3*	*-2*	*-17*	*-13*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**541**	**690**	**7**	**24**	**20**
	2005	10	135	145	116	497	613	9	27	24
	2006	7	139	146	154	563	717	5	25	20
	2007	8	121	129	177	569	745	5	21	17
	2008	15	92	107	175	574	750	9	16	14
	2009	11	93	104	181	565	747	6	16	14
	2010	11	85	96	172	556	728	6	15	13
	2011	13	127	140	208	547	755	6	23	19
	2012	8	99	107	205	537	741	4	18	14
	2013	7	98	105	209	536	745	3	18	14
	2014	1	95	96	214	551	765	0	17	13
	2010-14 average	**8**	**101**	**109**	**202**	**545**	**747**	**4**	**18**	**15**
	% ch 04-08 av: 2014	*-91*	*-26*	*-31*	*43*	*2*	*11*	*-94*	*-27*	*-38*
	% ch 04-08 av: 1014	*-27*	*-21*	*-22*	*35*	*1*	*8*	*-46*	*-22*	*-28*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	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
	2014	127	1,184	1,311	715	2,229	2,943	18	53	45
	2010-14 average	**102**	**1,132**	**1,234**	**705**	**2,195**	**2,899**	**14**	**52**	**43**
	% ch 04-08 av: 2014	*26*	*-14*	*-11*	*4*	*-3*	*-1*	*22*	*-11*	*-10*
	% ch 04-08 av: 1014	*1*	*-18*	*-16*	*2*	*-4*	*-3*	*-1*	*-14*	*-14*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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
	2014	-	37	37	-	213	213	-	17	17
	2010-14 average	**-**	**34**	**34**	**-**	**205**	**205**	**-**	**16**	**16**
	% ch 04-08 av: 2014	*-*	*-33*	*-33*	*-*	*8*	*8*	*-*	*-38*	*-38*
	% ch 04-08 av: 1014	*-*	*-39*	*-39*	*-*	*4*	*4*	*-*	*-41*	*-41*
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	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
	2014	33	217	250	581	973	1,554	6	22	16
	2010-14 average	**28**	**241**	**269**	**561**	**952**	**1,514**	**5**	**25**	**18**
	% ch 04-08 av: 2014	*14*	*-28*	*-24*	*5*	*5*	*5*	*9*	*-31*	*-28*
	% ch 04-08 av: 1014	*-3*	*-20*	*-18*	*1*	*3*	*2*	*-5*	*-22*	*-20*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	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	82	564	646	879	2,015	2,894	9	28	22
	2010	84	509	593	848	2,000	2,848	10	25	21
	2011	68	426	494	839	2,000	2,839	8	21	17
	2012	61	382	443	820	1,980	2,800	7	19	16
	2013	54	400	454	833	1,992	2,825	6	20	16
	2014	76	360	436	840	2,056	2,896	9	18	15
	2010-14 average	**69**	**415**	**484**	**836**	**2,005**	**2,842**	**8**	**21**	**17**
	% ch 04-08 av: 2014	*-13*	*-41*	*-37*	*-3*	*4*	*2*	*-11*	*-43*	*-38*
	% ch 04-08 av: 1014	*-22*	*-32*	*-30*	*-3*	*1*	*-0*	*-19*	*-32*	*-30*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Glasgow City	**2004-08 average**	**196**	**1,837**	**2,033**	**1,276**	**2,123**	**3,399**	**15**	**87**	**60**
	2005	187	2,059	2,246	1,300	2,117	3,417	14	97	66
	2006	190	1,821	2,011	1,241	2,119	3,360	15	86	60
	2007	180	1,737	1,917	1,259	2,147	3,406	14	81	56
	2008	205	1,469	1,674	1,305	2,124	3,429	16	69	49
	2009	162	1,476	1,638	1,302	2,089	3,390	12	71	48
	2010	220	1,252	1,472	1,288	2,042	3,329	17	61	44
	2011	163	1,228	1,391	1,313	2,027	3,341	12	61	42
	2012	166	1,283	1,449	1,481	2,011	3,492	11	64	41
	2013	91	1,086	1,177	1,522	2,014	3,537	6	54	33
	2014	167	1,216	1,383	1,510	2,056	3,565	11	59	39
	2010-14 average	**161**	**1,213**	**1,374**	**1,423**	**2,030**	**3,453**	**11**	**60**	**40**
	% ch 04-08 av: 2014	*-15*	*-34*	*-32*	*18*	*-3*	*5*	*-28*	*-32*	*-35*
	% ch 04-08 av: 1014	*-18*	*-34*	*-32*	*11*	*-4*	*2*	*-26*	*-31*	*-33*
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	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	286	376	662	1,528	1,024	2,552	19	37	26
	2013	244	280	524	1,546	1,044	2,590	16	27	20
	2014	216	276	492	1,557	1,083	2,640	14	25	19
	2010-14 average	**267**	**302**	**568**	**1,539**	**1,050**	**2,589**	**17**	**29**	**22**
	% ch 04-08 av: 2014	*-44*	*-25*	*-35*	*4*	*3*	*4*	*-46*	*-28*	*-37*
	% ch 04-08 av: 1014	*-31*	*-18*	*-25*	*3*	*0*	*2*	*-33*	*-18*	*-26*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	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
	2014	58	112	170	72	449	521	80	25	33
	2010-14 average	**44**	**119**	**163**	**71**	**443**	**514**	**61**	**27**	**32**
	% ch 04-08 av: 2014	*10*	*-32*	*-22*	*-8*	*-2*	*-3*	*19*	*-31*	*-20*
	% ch 04-08 av: 1014	*-17*	*-28*	*-25*	*-9*	*-4*	*-4*	*-9*	*-25*	*-22*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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
	2014	45	170	215	143	522	665	31	33	32
	2010-14 average	**41**	**183**	**224**	**139**	**513**	**651**	**30**	**36**	**34**
	% ch 04-08 av: 2014	*17*	*-21*	*-15*	*1*	*5*	*4*	*16*	*-24*	*-18*
	% ch 04-08 av: 1014	*7*	*-14*	*-11*	*-2*	*3*	*2*	*9*	*-17*	*-13*
Moray*	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	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	84	122	265	446	711	14	19	17
	2013	34	72	106	266	451	716	13	16	15
	2014	23	52	75	270	469	739	9	11	10
	2010-14 average	**32**	**82**	**114**	**265**	**452**	**718**	**12**	**18**	**16**
	% ch 04-08 av: 2014	*-53*	*-61*	*-59*	*-2*	*4*	*1*	*-51*	*-62*	*-59*
	% ch 04-08 av: 1014	*-34*	*-38*	*-37*	*-4*	*-0*	*-2*	*-31*	*-38*	*-36*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	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	70	176	246	326	456	782	21	39	31
	2010	55	145	200	318	452	770	17	32	26
	2011	66	172	238	317	450	766	21	38	31
	2012	50	171	221	309	435	744	16	39	30
	2013	40	160	200	308	433	740	13	37	27
	2014	44	148	192	316	447	763	14	33	25
	2010-14 average	**51**	**159**	**210**	**313**	**443**	**757**	**16**	**36**	**28**
	% ch 04-08 av: 2014	*-43*	*-38*	*-39*	*4*	*-3*	*-0*	*-45*	*-37*	*-39*
	% ch 04-08 av: 1014	*-34*	*-34*	*-34*	*3*	*-3*	*-1*	*-36*	*-31*	*-33*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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	103	673	776	1,154	1,871	3,025	9	36	26
	2010	77	606	683	1,161	1,840	3,001	7	33	23
	2011	77	602	679	1,129	1,829	2,959	7	33	23
	2012	106	518	624	1,414	1,822	3,235	7	28	19
	2013	86	491	577	1,402	1,819	3,222	6	27	18
	2014	78	478	556	1,253	1,865	3,118	6	26	18
	2010-14 average	**85**	**539**	**624**	**1,272**	**1,835**	**3,107**	**7**	**29**	**20**
	% ch 04-08 av: 2014	*-28*	*-39*	*-38*	*10*	*-0*	*4*	*-35*	*-39*	*-40*
	% ch 04-08 av: 1014	*-22*	*-31*	*-30*	*12*	*-2*	*3*	*-30*	*-30*	*-32*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**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
	2014	-	22	22	-	139	139	-	16	16
	2010-14 average	**-**	**24**	**24**	**-**	**134**	**134**	**-**	**18**	**18**
	% ch 04-08 av: 2014	*-*	*-44*	*-44*	*-*	*4*	*4*	*-*	*-46*	*-46*
	% ch 04-08 av: 1014	*-*	*-39*	*-39*	*-*	*1*	*1*	*-*	*-40*	*-40*
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	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
	2014	77	126	203	1,363	965	2,328	6	13	9
	2010-14 average	**103**	**185**	**287**	**1,321**	**939**	**2,260**	**8**	**20**	**13**
	% ch 04-08 av: 2014	*-38*	*-53*	*-48*	*0*	*2*	*1*	*-38*	*-54*	*-49*
	% ch 04-08 av: 1014	*-17*	*-31*	*-27*	*-3*	*-1*	*-2*	*-15*	*-31*	*-25*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Renfrewshire	**2004-08 average**	**86**	**403**	**489**	**676**	**761**	**1,436**	**13**	**53**	**34**
	2005	92	442	534	616	741	1,357	15	60	39
	2006	85	410	495	717	766	1,483	12	54	33
	2007	76	406	482	710	781	1,490	11	52	32
	2008	68	317	385	725	781	1,506	9	41	26
	2009	57	267	324	711	766	1,477	8	35	22
	2010	60	290	350	693	759	1,452	9	38	24
	2011	73	351	424	699	757	1,456	10	46	29
	2012	68	308	376	689	753	1,442	10	41	26
	2013	51	235	286	703	755	1,457	7	31	20
	2014	46	227	273	732	777	1,509	6	29	18
	2010-14 average	**60**	**282**	**342**	**703**	**760**	**1,463**	**8**	**37**	**23**
	% ch 04-08 av: 2014	*-47*	*-44*	*-44*	*8*	*2*	*5*	*-51*	*-45*	*-47*
	% ch 04-08 av: 1014	*-31*	*-30*	*-30*	*4*	*-0*	*2*	*-34*	*-30*	*-31*
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	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
	2014	44	183	227	394	816	1,210	11	22	19
	2010-14 average	**59**	**216**	**275**	**387**	**794**	**1,182**	**15**	**27**	**23**
	% ch 04-08 av: 2014	*-55*	*-48*	*-49*	*0*	*2*	*2*	*-55*	*-49*	*-50*
	% ch 04-08 av: 1014	*-40*	*-39*	*-39*	*-1*	*-0*	*-1*	*-39*	*-38*	*-39*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	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
	2014	-	26	26	-	210	210	-	12	12
	2010-14 average	**-**	**39**	**39**	**-**	**204**	**204**	**-**	**19**	**19**
	% ch 04-08 av: 2014	*-*	*-36*	*-36*	*-*	*4*	*4*	*-*	*-39*	*-39*
	% ch 04-08 av: 1014	*-*	*-5*	*-5*	*-*	*1*	*1*	*-*	*-6*	*-6*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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	90	214	304	381	602	983	24	36	31
	2010	51	160	211	384	595	979	13	27	22
	2011	55	190	245	384	590	974	14	32	25
	2012	63	184	247	379	572	951	17	32	26
	2013	50	169	219	379	568	946	13	30	23
	2014	42	163	205	387	585	972	11	28	21
	2010-14 average	**52**	**173**	**225**	**383**	**582**	**964**	**14**	**30**	**23**
	% ch 04-08 av: 2014	*-40*	*-26*	*-30*	*-0*	*-1*	*-1*	*-40*	*-26*	*-29*
	% ch 04-08 av: 1014	*-26*	*-22*	*-23*	*-2*	*-1*	*-1*	*-25*	*-21*	*-22*
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	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	1,219	1,258	2,476	8	36	23
	2013	106	439	545	1,236	1,254	2,490	9	35	22
	2014	107	455	562	1,261	1,295	2,556	8	35	22
	2010-14 average	**104**	**468**	**571**	**1,208**	**1,272**	**2,480**	**9**	**37**	**23**
	% ch 04-08 av: 2014	*-36*	*-31*	*-32*	*11*	*1*	*6*	*-43*	*-31*	*-36*
	% ch 04-08 av: 1014	*-38*	*-29*	*-31*	*7*	*-1*	*3*	*-42*	*-28*	*-32*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**736**	**1,225**	**15**	**31**	**25**
	2005	57	200	257	466	709	1,175	12	28	22
	2006	80	262	342	501	750	1,251	16	35	27
	2007	65	251	316	513	763	1,276	13	33	25
	2008	91	210	301	505	759	1,264	18	28	24
	2009	73	200	273	499	751	1,249	15	27	22
	2010	65	184	249	481	747	1,228	14	25	20
	2011	63	168	231	478	733	1,211	13	23	19
	2012	56	163	219	470	718	1,188	12	23	18
	2013	52	180	232	468	719	1,187	11	25	20
	2014	50	109	159	485	743	1,227	10	15	13
	2010-14 average	**57**	**161**	**218**	**476**	**732**	**1,208**	**12**	**22**	**18**
	% ch 04-08 av: 2014	*-30*	*-53*	*-48*	*-1*	*1*	*0*	*-30*	*-53*	*-48*
	% ch 04-08 av: 1014	*-20*	*-31*	*-28*	*-3*	*-1*	*-1*	*-18*	*-30*	*-27*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		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**
	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
	2014	27	94	121	213	443	656	13	21	18
	2010-14 average	**31**	**117**	**148**	**207**	**434**	**641**	**15**	**27**	**23**
	% ch 04-08 av: 2014	*-33*	*-51*	*-48*	*10*	*3*	*5*	*-39*	*-52*	*-50*
	% ch 04-08 av: 1014	*-24*	*-39*	*-36*	*7*	*1*	*3*	*-29*	*-39*	*-38*
West Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**51**	**33**
	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
	2014	48	328	376	693	1,070	1,763	7	31	21
	2010-14 average	**45**	**386**	**431**	**682**	**1,044**	**1,726**	**7**	**37**	**25**
	% ch 04-08 av: 2014	*2*	*-37*	*-34*	*1*	*4*	*2*	*1*	*-40*	*-36*
	% ch 04-08 av: 1014	*-4*	*-26*	*-25*	*-1*	*1*	*0*	*-3*	*-27*	*-25*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	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	2,333	10,207	12,540	16,546	27,673	44,219	14	37	28
	2010	2,094	9,067	11,161	16,222	27,266	43,488	13	33	26
	2011	1,874	8,851	10,725	16,313	27,077	43,390	11	33	25
	2012	1,882	8,675	10,557	16,791	26,757	43,549	11	32	24
	2013	1,723	7,937	9,660	16,987	26,853	43,840	10	30	22
	2014	1,692	7,677	9,369	17,103	27,686	44,789	10	28	21
	2010-14 average	**1,853**	**8,441**	**10,294**	**16,684**	**27,128**	**43,811**	**11**	**31**	**23**
	% ch 04-08 av: 2014	*-32*	*-35*	*-34*	*5*	*1*	*2*	*-35*	*-35*	*-36*
	% ch 04-08 av: 1014	*-25*	*-28*	*-28*	*3*	*-1*	*0*	*-27*	*-27*	*-28*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Aberdeen City*	**2004-08 average**	**6**	**82**	**-**	**10**	**88**	**1,384**	**6**
	2005	7	75	-	9	82	1,357	6
	2006	8	55	-	10	63	1,427	4
	2007	5	65	-	6	70	1,391	5
	2008	3	133	-	16	136	1,379	10
	2009	4	82	-	5	86	1,329	6
	2010	7	75	-	13	82	1,308	6
	2011	7	99	2	11	106	1,297	8
	2012	8	109	-	21	117	1,303	9
	2013	4	101	1	9	105	1,301	8
	2014	6	87	-	7	93	1,330	7
	2010-14 average	**6**	**94**	**1**	**12**	**101**	**1,308**	**8**
	% ch 04-08 av: 2014	*7*	*6*	*-*	*-30*	*6*	*-4*	*10*
	% ch 04-08 av: 1014	*14*	*15*	*-*	*22*	*15*	*-6*	*22*
Aberdeenshire & Moray*	**2004-08 average**	**41**	**206**	**3**	**17**	**247**	**3,501**	**7**
	2005	46	189	2	16	235	3,418	7
	2006	54	165	3	17	219	3,557	6
	2007	32	200	-	14	232	3,577	6
	2008	32	280	7	17	312	3,554	9
	2009	27	264	1	21	291	3,491	8
	2010	30	237	-	13	267	3,430	8
	2011	15	215	-	15	230	3,391	7
	2012	19	249	1	16	268	3,396	8
	2013	26	223	2	19	249	3,448	7
	2014	27	225	2	20	252	3,580	7
	2010-14 average	**23**	**230**	**1**	**17**	**253**	**3,449**	**7**
	% ch 04-08 av: 2014	*-33*	*9*	*-23*	*18*	*2*	*2*	*-0*
	% ch 04-08 av: 1014	*-42*	*11*	*-62*	*-2*	*3*	*-1*	*4*
Tayside	**2004-08 average**	**30**	**278**	**1**	**33**	**308**	**4,236**	**7**
	2005	29	277	1	39	306	4,137	7
	2006	21	301	1	37	322	4,302	7
	2007	35	234	2	21	269	4,323	6
	2008	31	239	2	24	270	4,290	6
	2009	21	234	-	25	255	4,252	6
	2010	30	175	-	20	205	4,186	5
	2011	25	199	1	22	224	4,187	5
	2012	19	180	-	15	199	4,151	5
	2013	16	175	-	16	191	4,194	5
	2014	20	146	-	10	166	4,308	4
	2010-14 average	**22**	**175**	**0**	**17**	**197**	**4,205**	**5**
	% ch 04-08 av: 2014	*-34*	*-47*	*-*	*-70*	*-46*	*2*	*-47*
	% ch 04-08 av: 1014	*-27*	*-37*	*-83*	*-50*	*-36*	*-1*	*-36*

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

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Argyll & West Dunbartonshire	**2004-08 average**	**16**	**121**	**0**	**13**	**138**	**1,517**	**9**
	2005	18	114	-	15	132	1,479	9
	2006	14	133	-	14	147	1,545	10
	2007	16	85	-	7	101	1,538	7
	2008	15	135	1	14	150	1,534	10
	2009	6	99	-	13	105	1,547	7
	2010	16	91	-	5	107	1,518	7
	2011	9	80	2	8	89	1,516	6
	2012	7	82	-	8	89	1,506	6
	2013	11	74	-	5	85	1,517	6
	2014	6	69	-	6	75	1,559	5
	2010-14 average	**10**	**79**	**0**	**6**	**89**	**1,523**	**6**
	% ch 04-08 av: 2014	*-63*	*-43*	*-*	*-52*	*-45*	*3*	*-47*
	% ch 04-08 av: 1014	*-40*	*-35*	*0*	*-49*	*-35*	*0*	*-36*
Forth Valley	**2004-08 average**	**15**	**168**	**1**	**20**	**183**	**3,003**	**6**
	2005	18	187	-	28	205	2,908	7
	2006	19	148	3	25	167	3,036	6
	2007	8	144	-	11	152	3,099	5
	2008	12	168	2	16	180	3,082	6
	2009	11	123	-	13	134	3,070	4
	2010	7	119	-	10	126	3,020	4
	2011	9	110	-	9	119	3,014	4
	2012	14	138	-	8	152	3,019	5
	2013	7	117	1	7	124	3,014	4
	2014	12	106	2	13	118	3,092	4
	2010-14 average	**10**	**118**	**1**	**9**	**128**	**3,032**	**4**
	% ch 04-08 av: 2014	*-19*	*-37*	*100*	*-34*	*-36*	*3*	*-37*
	% ch 04-08 av: 1014	*-34*	*-30*	*-40*	*-53*	*-30*	*1*	*-31*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**141**	**1,972**	**7**
	2005	17	127	1	11	144	1,944	7
	2006	25	146	-	13	171	1,952	9
	2007	12	158	-	13	170	2,021	8
	2008	10	105	-	8	115	2,021	6
	2009	10	120	-	10	130	1,998	7
	2010	5	67	-	4	72	1,974	4
	2011	9	84	-	6	93	1,963	5
	2012	7	83	-	6	90	1,927	5
	2013	12	65	-	1	77	1,956	4
	2014	11	74	-	5	85	2,015	4
	2010-14 average	**9**	**75**	**-**	**4**	**83**	**1,967**	**4**
	% ch 04-08 av: 2014	*-24*	*-42*	*-*	*-58*	*-40*	*2*	*-41*
	% ch 04-08 av: 1014	*-39*	*-41*	*-*	*-63*	*-41*	*-0*	*-41*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Ayrshire	**2004-08 average**	**22**	**173**	**1**	**26**	**195**	**2,767**	**7**
	2005	20	173	1	29	193	2,633	7
	2006	19	172	-	23	191	2,827	7
	2007	22	135	-	23	157	2,843	6
	2008	20	162	-	18	182	2,830	6
	2009	12	161	-	10	173	2,815	6
	2010	20	125	1	14	145	2,782	5
	2011	11	120	-	14	131	2,767	5
	2012	9	109	-	8	118	2,707	4
	2013	12	85	-	5	97	2,701	4
	2014	8	106	-	16	114	2,785	4
	2010-14 average	**12**	**109**	**0**	**11**	**121**	**2,748**	**4**
	% ch 04-08 av: 2014	*-64*	*-39*	*-*	*-38*	*-42*	*1*	*-42*
	% ch 04-08 av: 1014	*-46*	*-37*	*-67*	*-56*	*-38*	*-1*	*-38*
Greater Glasgow	**2004-08 average**	**21**	**331**	**2**	**59**	**352**	**4,634**	**8**
	2005	19	311	1	60	330	4,567	7
	2006	28	350	5	66	378	4,621	8
	2007	21	289	1	53	310	4,707	7
	2008	18	368	1	51	386	4,725	8
	2009	22	264	1	47	286	4,684	6
	2010	16	257	1	40	273	4,592	6
	2011	15	205	1	32	220	4,629	5
	2012	9	227	-	36	236	4,762	5
	2013	7	172	-	15	179	4,806	4
	2014	19	196	1	32	215	4,872	4
	2010-14 average	**13**	**211**	**1**	**31**	**225**	**4,732**	**5**
	% ch 04-08 av: 2014	*-10*	*-41*	*-44*	*-46*	*-39*	*5*	*-42*
	% ch 04-08 av: 1014	*-38*	*-36*	*-67*	*-47*	*-36*	*2*	*-37*
Lothians & Scottish Borders	**2004-08 average**	**29**	**250**	**1**	**29**	**279**	**4,423**	**6**
	2005	30	325	1	42	355	4,353	8
	2006	29	245	1	30	274	4,444	6
	2007	36	237	3	24	273	4,521	6
	2008	24	217	-	22	241	4,487	5
	2009	30	232	-	23	262	4,468	6
	2010	14	209	2	25	223	4,404	5
	2011	12	184	1	18	196	4,402	4
	2012	19	174	-	13	193	4,350	4
	2013	17	176	2	18	193	4,379	4
	2014	16	165	-	9	181	4,505	4
	2010-14 average	**16**	**182**	**1**	**17**	**197**	**4,408**	**4**
	% ch 04-08 av: 2014	*-45*	*-34*	*-*	*-69*	*-35*	*2*	*-36*
	% ch 04-08 av: 1014	*-47*	*-27*	*0*	*-42*	*-29*	*-0*	*-29*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Edinburgh	**2004-08 average**	**9**	**188**	**1**	**25**	**197**	**2,986**	**7**
	2005	6	196	-	27	202	2,973	7
	2006	13	206	2	32	219	2,988	7
	2007	5	191	1	23	196	3,040	6
	2008	13	183	-	24	196	2,957	7
	2009	7	141	-	17	148	2,978	5
	2010	4	132	-	15	136	2,885	5
	2011	10	166	-	16	176	2,902	6
	2012	13	188	-	19	201	2,879	7
	2013	8	130	-	9	138	2,888	5
	2014	10	155	-	16	165	2,943	6
	2010-14 average	**9**	**154**	**-**	**15**	**163**	**2,899**	**6**
	% ch 04-08 av: 2014	*11*	*-17*	*-*	*-37*	*-16*	*-1*	*-15*
	% ch 04-08 av: 1014	*0*	*-18*	*-*	*-41*	*-17*	*-3*	*-15*
Highlands & Islands	**2004-08 average**	**33**	**189**	**2**	**12**	**222**	**3,075**	**7**
	2005	27	215	-	15	242	2,992	8
	2006	30	178	3	10	208	3,106	7
	2007	39	172	2	13	211	3,147	7
	2008	37	142	3	6	179	3,145	6
	2009	28	146	2	7	174	3,169	5
	2010	29	120	-	14	149	3,125	5
	2011	22	110	-	3	132	3,117	4
	2012	23	127	-	5	150	3,086	5
	2013	24	82	2	3	106	3,134	3
	2014	26	82	-	4	108	3,202	3
	2010-14 average	**25**	**104**	**0**	**6**	**129**	**3,133**	**4**
	% ch 04-08 av: 2014	*-21*	*-57*	*-*	*-67*	*-51*	*4*	*-53*
	% ch 04-08 av: 1014	*-25*	*-45*	*-78*	*-52*	*-42*	*2*	*-43*
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**178**	**2,847**	**6**
	2005	15	172	1	21	187	2,770	7
	2006	19	189	2	26	208	2,856	7
	2007	14	137	-	14	151	2,911	5
	2008	14	114	1	12	128	2,891	4
	2009	6	114	-	20	120	2,894	4
	2010	13	119	-	11	132	2,848	5
	2011	11	92	-	18	103	2,839	4
	2012	7	100	-	11	107	2,800	4
	2013	11	85	-	2	96	2,825	3
	2014	12	80	1	4	92	2,896	3
	2010-14 average	**11**	**95**	**0**	**9**	**106**	**2,842**	**4**
	% ch 04-08 av: 2014	*-35*	*-50*	*-44*	*-79*	*-48*	*2*	*-49*
	% ch 04-08 av: 1014	*-41*	*-40*	*-89*	*-52*	*-40*	*-0*	*-40*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years: 2004-08 and 2010-2014 averages and 2004 to 2014

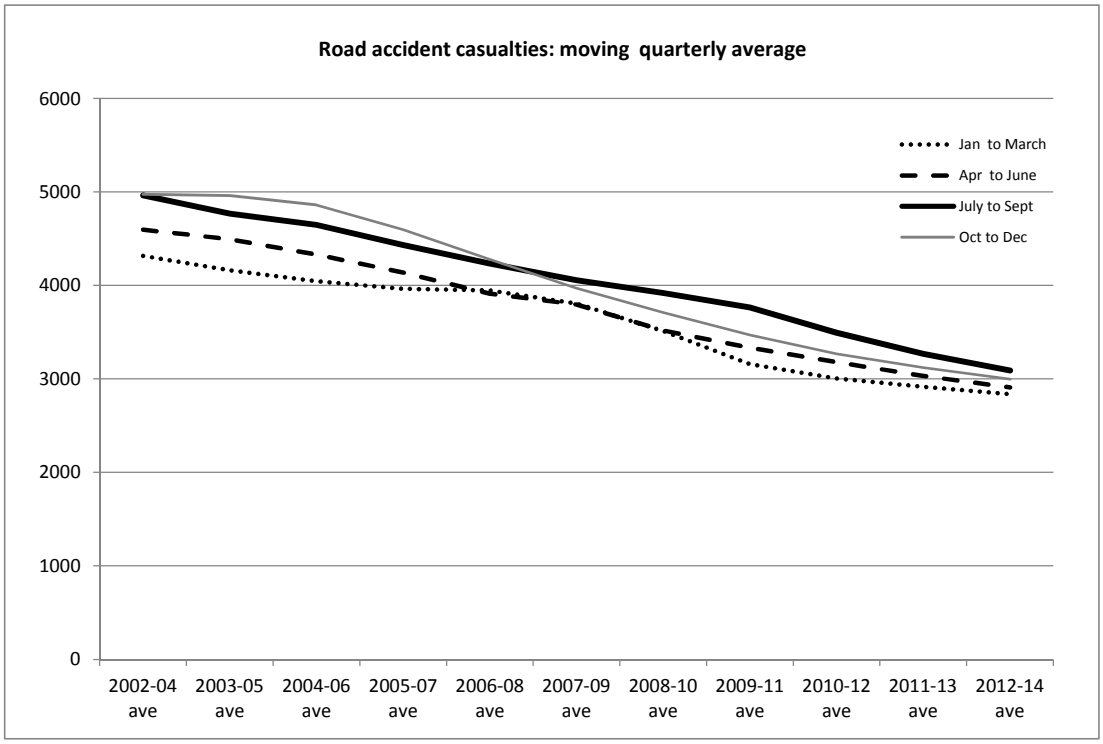
		All Killed	All Serious	Child Killed	Child Serious	Killed/ serious casualties	Traffic estimates (million veh-km)	Killed/serious casualty rate (per 100 million veh-km)
Renfrewshire & Inverclyde	**2004-08 average**	**9**	**106**	**1**	**14**	**115**	**1,974**	**6**
	2005	8	104	1	14	112	1,888	6
	2006	7	121	2	15	128	2,022	6
	2007	10	93	-	9	103	2,036	5
	2008	11	105	-	15	116	2,047	6
	2009	4	92	-	12	96	2,010	5
	2010	3	83	-	10	86	1,971	4
	2011	8	78	-	5	86	1,971	4
	2012	9	71	1	8	80	1,951	4
	2013	5	45	-	6	50	1,964	3
	2014	10	52	-	7	62	2,030	3
	2010-14 average	**7**	**66**	**0**	**7**	**73**	**1,978**	**4**
	% ch 04-08 av: 2014	*6*	*-51*	*-*	*-49*	*-46*	*3*	*-48*
	% ch 04-08 av: 1014	*-26*	*-38*	*-75*	*-48*	*-37*	*0*	*-37*
Lanarkshire	**2004-08 average**	**27**	**228**	**2**	**37**	**255**	**5,417**	**5**
	2005	26	201	2	31	227	5,299	4
	2006	28	226	3	32	254	5,436	5
	2007	26	245	-	38	271	5,511	5
	2008	30	224	3	36	254	5,527	5
	2009	28	215	1	30	243	5,516	4
	2010	14	160	-	29	174	5,445	3
	2011	22	138	-	26	160	5,395	3
	2012	15	144	-	20	159	5,712	3
	2013	12	142	1	28	154	5,712	3
	2014	17	156	1	22	173	5,673	3
	2010-14 average	**16**	**148**	**0**	**25**	**164**	**5,587**	**3**
	% ch 04-08 av: 2014	*-38*	*-32*	*-38*	*-41*	*-32*	*5*	*-35*
	% ch 04-08 av: 1014	*-42*	*-35*	*-75*	*-32*	*-36*	*3*	*-38*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**2,897**	**43,736**	**7**
	2005	286	2,666	11	357	2,952	42,718	7
	2006	314	2,635	25	350	2,949	44,119	7
	2007	281	2,385	9	269	2,666	44,666	6
	2008	270	2,575	20	279	2,845	44,470	6
	2009	216	2,287	5	253	2,503	44,219	6
	2010	208	1,969	4	223	2,177	43,488	5
	2011	185	1,880	7	203	2,065	43,390	5
	2012	178	1,981	2	194	2,159	43,549	5
	2013	172	1,672	9	143	1,844	43,840	4
	2014	200	1,699	7	171	1,899	44,789	4
	2010-14 average	**189**	**1,840**	**6**	**187**	**2,029**	**43,811**	**5**
	% ch 04-08 av: 2014	*-31*	*-35*	*-55*	*-47*	*-34*	*2*	*-36*
	% ch 04-08 av: 1014	*-35*	*-29*	*-62*	*-43*	*-30*	*0*	*-30*

Reported casualties by severity and quarter
Years: 1981 to 2014

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(a) Killed						*numbers*				*percentage*
1981	151	156	166	204	677	169	-11	-8	-2	21
1982	155	172	181	193	701	175	-12	-2	3	10
1983	174	133	152	165	624	156	12	-15	-3	6
1984	122	122	178	177	599	150	-19	-19	19	18
1985	128	155	157	162	602	151	-15	3	4	8
1986	124	130	154	193	601	150	-17	-13	2	28
1987	116	126	145	169	556	139	-17	-9	4	22
1988	123	117	143	171	554	139	-11	-16	3	23
1989	145	112	148	148	553	138	5	-19	7	7
1990	134	119	137	156	546	137	-2	-13	0	14
1991	104	92	146	149	491	123	-15	-25	19	21
1992	106	113	113	131	463	116	-8	-2	-2	13
1993	100	103	93	103	399	100	0	3	-7	3
1994	88	82	86	107	363	91	-3	-10	-5	18
1995	91	77	125	116	409	102	-11	-25	22	13
1996	86	83	98	90	357	89	-4	-7	10	1
1997	85	91	94	107	377	94	-10	-3	0	14
1998	70	82	127	106	385	96	-27	-15	32	10
1999	82	73	82	73	310	78	6	-6	6	-6
2000	73	65	97	91	326	82	-10	-20	19	12
2001	78	83	106	81	348	87	-10	-5	22	-7
2002	65	70	97	72	304	76	-14	-8	28	-5
2003	70	81	83	102	336	84	-17	-4	-1	21
2004	70	71	80	87	308	77	-9	-8	4	13
2005	56	64	72	94	286	72	-22	-10	1	31
2006	64	62	94	94	314	79	-18	-21	20	20
2007	70	66	75	70	281	70	0	-6	7	0
2008	61	57	76	76	270	68	-10	-16	13	13
2009	61	42	64	49	216	54	13	-22	19	-9
2010	43	42	64	59	208	52	-17	-19	23	13
2011	51	44	47	43	185	46	10	-5	2	-7
2012	44	47	47	40	178	45	-1	6	6	-10
2013	32	45	54	41	172	43	-26	5	26	-5
2014	45	52	48	55	200	50	-10	4	-4	10
(b) Seriously injured										
1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
2000	823	872	955	918	3,568	892	-8	-2	7	3
2001	799	794	898	919	3,410	853	-6	-7	5	8
2002	693	813	919	804	3,229	807	-14	1	14	0
2003	648	744	787	778	2,957	739	-12	1	6	5
2004	610	704	759	693	2,766	692	-12	2	10	0
2005	560	627	706	773	2,666	667	-16	-6	6	16
2006	523	627	759	726	2,635	659	-21	-5	15	10
2007	575	603	601	606	2,385	596	-4	1	1	2
2008	582	690	648	655	2,575	644	-10	7	1	2
2009	523	612	639	513	2,287	572	-9	7	12	-10
2010	400	528	573	468	1,969	492	-19	7	16	-5
2011	414	495	521	450	1,880	470	-12	5	11	-4
2012	438	505	547	491	1,981	495	-12	2	10	-1
2013	366	412	490	404	1,672	418	-12	-1	17	-3
2014	393	449	463	394	1,699	425	-7	6	9	-7

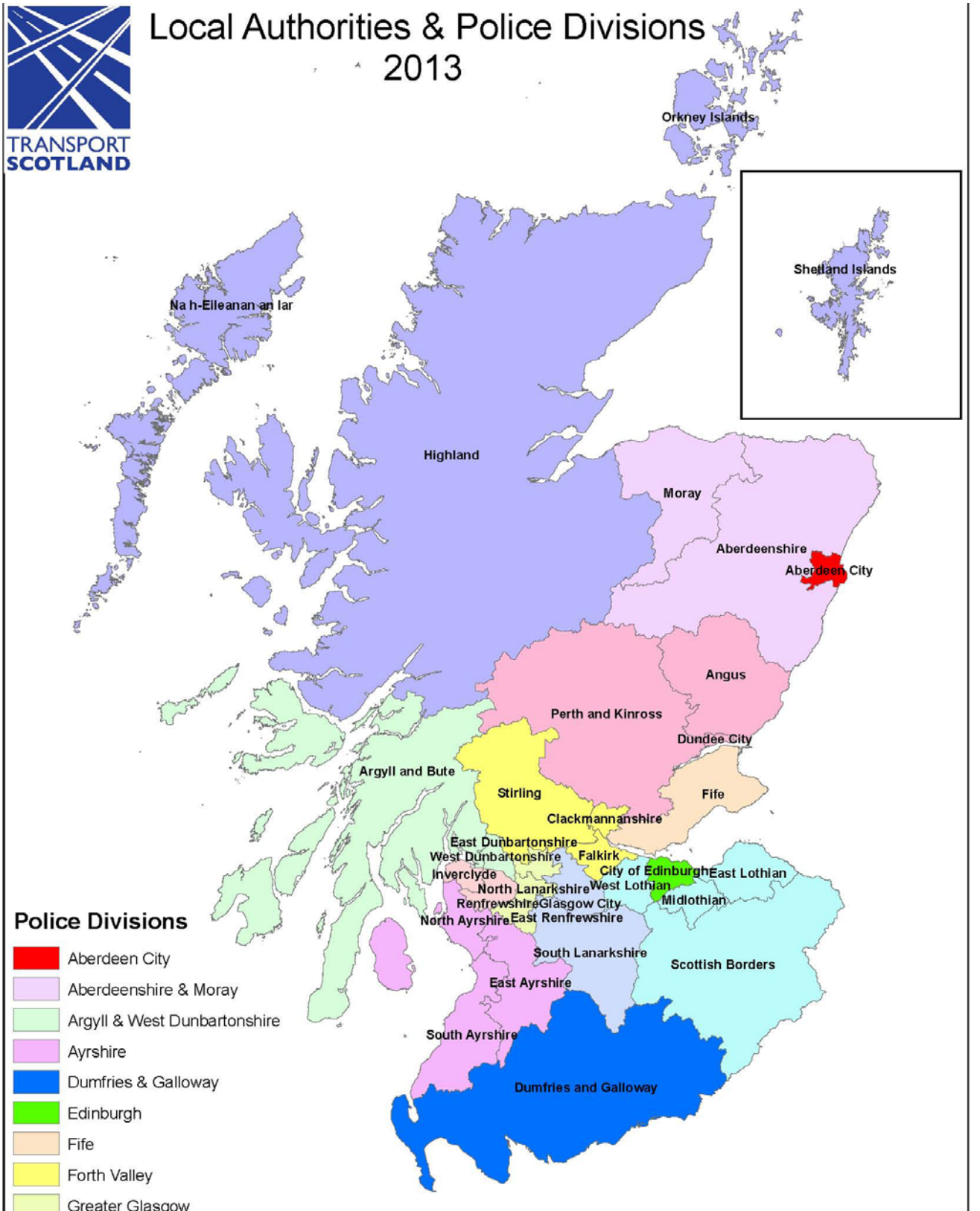
Reported casualties by severity and quarter
Years: 1981 to 2014

							Percentage difference from average per quarter for that year			
	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Jan to March	Apr to June	July to Sept	Oct to Dec
(c) All severities										
						numbers				*percentage*
1981	6,231	7,029	7,813	7,693	28,766	7,192	-13	-2	9	7
1982	6,298	6,933	7,606	7,436	28,273	7,068	-11	-2	8	5
1983	5,384	6,176	6,796	6,868	25,224	6,306	-15	-2	8	9
1984	5,339	6,409	6,890	7,520	26,158	6,540	-18	-2	5	15
1985	5,684	6,623	7,802	7,178	27,287	6,822	-17	-3	14	5
1986	5,745	6,207	6,656	7,509	26,117	6,529	-12	-5	2	15
1987	5,145	5,977	7,013	6,613	24,748	6,187	-17	-3	13	7
1988	5,629	5,808	6,956	7,032	25,425	6,356	-11	-9	9	11
1989	6,255	6,332	7,410	7,535	27,532	6,883	-9	-8	8	9
1990	6,184	6,559	7,360	7,125	27,228	6,807	-9	-4	8	5
1991	5,646	6,114	6,827	6,759	25,346	6,337	-11	-4	8	7
1992	5,886	5,701	6,453	6,133	24,173	6,043	-3	-6	7	1
1993	5,089	5,566	5,910	5,849	22,414	5,604	-9	-1	5	4
1994	5,522	5,164	5,674	6,213	22,573	5,643	-2	-8	1	10
1995	5,172	5,115	5,971	5,936	22,194	5,549	-7	-8	8	7
1996	4,519	5,108	5,905	6,184	21,716	5,429	-17	-6	9	14
1997	5,468	5,407	5,740	6,014	22,629	5,657	-3	-4	1	6
1998	5,060	5,419	5,780	6,208	22,467	5,617	-10	-4	3	11
1999	5,129	4,888	5,377	5,608	21,002	5,251	-2	-7	2	7
2000	4,937	4,828	5,116	5,637	20,518	5,130	-4	-6	0	10
2001	4,717	4,796	5,128	5,270	19,911	4,978	-5	-4	3	6
2002	4,527	4,615	5,141	4,992	19,275	4,819	-6	-4	7	4
2003	4,242	4,534	4,969	5,011	18,756	4,689	-10	-3	6	7
2004	4,173	4,635	4,779	4,915	18,502	4,626	-10	0	3	6
2005	4,070	4,315	4,550	4,950	17,885	4,471	-9	-3	2	11
2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,949	3,078	3,488	3,275	12,790	3,198	-8	-4	9	2
2012	3,019	3,232	3,275	3,190	12,716	3,179	-5	2	3	0
2013	2,773	2,788	3,041	2,902	11,504	2,876	-4	-3	6	1
2014	2,713	2,708	2,950	2,897	11,268	2,817	-4	-4	5	3



Appendices

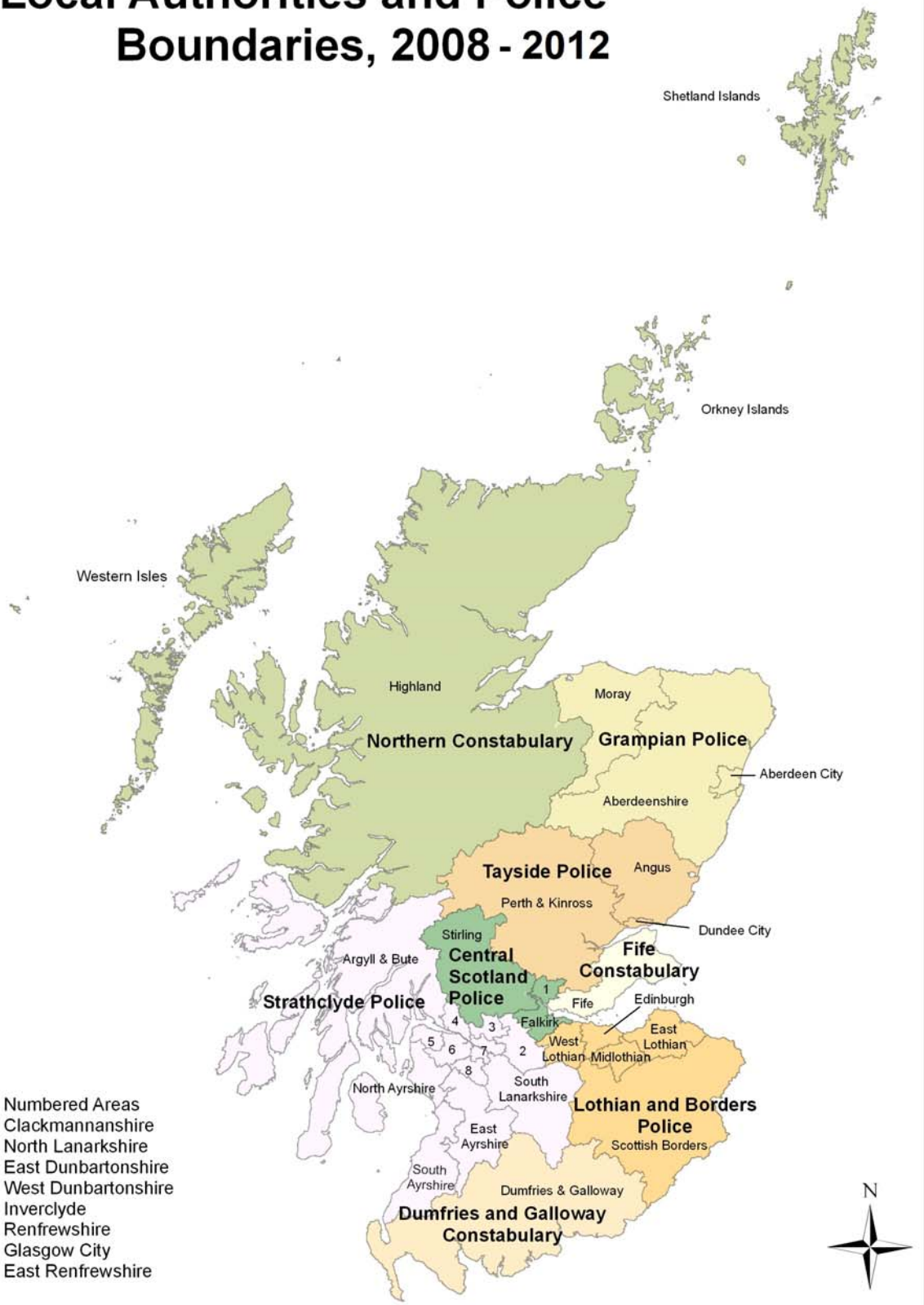
Local Authorities & Police Divisions 2013



Police Divisions

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

Local Authorities and Police Boundaries, 2008 - 2012



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

Appendix A Calendar of events affecting road traffic

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

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

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

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

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

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

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

1975: Temporary 50 and 60 mph limits extended.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

2014: following consultation that showed overwhelming support, Ministers reduced the drink drive limit from 80 mg per 100 ml of blood to 50 mg per 100 ml (4 December 2014).

2015: Publication of "Good Practice Guide on 20 mph Speed Restrictions" (8 January 2015). Written in conjunction with the Society of Chief Officers of Transportation in Scotland (SCOTS), this will aid greater consistency on setting 20 mph speed restrictions throughout Scotland while encouraging local authorities to introduce them near schools, in residential areas and in other areas of our towns and cities where there is a significant volume of pedestrian or cyclist activity.

2015: A 3 year pilot on the A9 began in October as part of the interim measures planned in advance of dualling the road. HGV speed limits also increased at this time from 40 to 50 mph on over a 136 mile stretch of single carriageway sections, alongside the implementation of Average Speed Camera System (ASCS) to mitigate risk.

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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London NW4 4BT
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STATS19 (2013)
(For completion by Police)

Accident Record Attendant Circumstances

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

1.2 Police Force

1.3 Accident Ref No

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
13 digit OS Grid Co-ordinates
Easting

1.12 1st Road Class
1 Motorway
2 A(M)
3 A
4 B
5 C
6 Unclassified

1.13 1st Road Number

1.14 Road Type
1 Roundabout
2 One way street
3 Dual carriageway
6 Single carriageway
7 Slip road
9 Unknown

1.15 Speed Limit (mph) [0]

1.16 Junction Detail [0]
00 Not at or within 20 metres of junction
01 Roundabout
02 Mini roundabout
03 T or staggered junction
05 Slip road
06 Crossroads
07 Junction more than 4 arms(not
08 Using private drive or entrance
09 Other junction

Junction Accidents Only

1.17 Junction Control
1 Authorised person
2 Automatic traffic signal
3 Stop sign
4 Give way or uncontrolled

1.18 2nd Road Class
1 Motorway
2 A(M)
3 A
4 B
5 C
6 Unclassified

1.19 2nd Road Number

1.20a Pedestrian Crossing – Human Control
0 None within 50 metres
1 Control by school crossing patrol
2 Control by other authorised person

1.20b Pedestrian Crossing - Physical Facilities
0 No physical crossing facility within 50 metres
1 Zebra crossing
4 Pelican, puffin, toucan or similar junction pedestrian light crossing
5 Pedestrian phase at traffic signal junction
7 Footbridge or subway
8 Central refuge – no other controls

1.21 Light Conditions
1 Daylight
4 Darkness: street lights present and
5 Darkness: street lights present but
6 Darkness: no street lighting
7 Darkness: street lighting unknown

1.22 Weather
1 Fine without high winds
2 Raining without high winds
3 Snowing without high winds
4 Fine with high winds
5 Raining with high winds
6 Snowing with high winds
7 Fog or mist – if hazard
8 Other

1.23 Road Surface Condition
1 Dry
2 Wet / Damp
3 Snow
4 Frost / Ice
5 Flood (surface water over 3cm deep)

1.24 Special Conditions at Site
0 None
1 Automatic traffic signal out
2 Automatic traffic signal partially
3 Permanent road signing or marking defective or obscured
4 Roadworks
5 Road surface defective
6 Oil or diesel
7 Mud

1.25 Carriageway Hazards
0 None
1 Dislodged vehicle load in carriageway
2 Other object in carriageway
3 Involvement with previous accident
6 Pedestrian in carriageway – not
7 Any animal in carriageway (except ridden horse)

1.26 Did A Police Officer Attend Accident and Complete Record?
1 Yes
2 No – accident was reported 'over the counter'

What Factors Contributed To The Accident?

Select **up to six** Factors from the grid, relevant to the accident.

Factors may be shown in any order, but an indication must be given of whether each Factor is **very likely (A)** or **possible (B)**.

Only include factors which have contributed to the accident. (I.e. do NOT include "Poor road surface" unless it was relevant to the accident)

More than one factor may be related to the same road user

The same factor may be related to more than one road user, if appropriate

The participant should be identified by the STATS19 vehicle or casualty reference number, preceded by "V" if factor applies to a vehicle, driver/rider or the road environment (eg V002), or "C" for a pedestrian or passenger casualty (eg C001). Enter "U000" if an uninjured pedestrian contributed

	1st	2nd	3rd	4th	5th	6th
Factor in the accident						
Which participant? (eg V001, C001, U000)						
Very likely (A) or possible (B)						

Road Environment Contributed	**Vehicle Defects**	**Driver/Rider Only** (Includes Pedal Cyclists and Horse Riders)					**Pedestrian Only** (Casualty or Uninjured)	**Special Codes**
		Injudicious Action	**Driver/Rider Error or Reaction**	**Impairment or Distraction**	**Behaviour or Inexperience**	**Vision Affected by**		
Poor or defective road surface 101	Tyres illegal, defective or under inflated 201	Disobeyed automatic traffic signal 301	Junction overshoot 401	Impaired by alcohol 501	Aggressive driving 601	Stationary or parked vehicle(s) 701	Crossed road masked by stationary or parked vehicle 801	Stolen vehicle 901
Deposit on road (eg. oil, mud, chippings) 102	Defective lights or indicators 202	Disobeyed Give Way or Stop sign or markings 302	Junction restart 402	Impaired by drugs (illicit or medicinal) 502	Careless/Reckless/In a hurry 602	Vegetation 702	Failed to look properly 802	Vehicle in course of crime 902
Slippery road (due to weather) 103	Defective brakes 203	Disobeyed double white line 303	Poor turn or manoeuvre 403	Fatigue 503	Nervous/Uncertain/ Panic 603	Road layout (eg. bend, winding road, hill crest) 703	Failed to judge vehicle's path or speed 803	Emergency vehicle on call 903
Inadequate/Masked signs or road markings 104	Defective steering or suspension 204	Disobeyed pedestrian crossing facility 304	Failed to signal/ Misleading signal 404	Uncorrected, defective eyesight 504	Driving too slow for conditions or slow veh (eg tractor) 604	Buildings, road signs, street furniture 704	Wrong use of pedestrian crossing facility 804	Vehicle door opened or closed negligently 904
Defective traffic signals 105	Defective or missing mirrors 205	Illegal turn or direction of travel 305	Failed to look properly 405	Illness or disability, mental or physical 505	Inexperienced or learner driver/rider 605	Dazzling headlights 705	Dangerous action in carriageway (eg playing) 805	
Traffic calming (eg speed cushions, road humps, chicanes) 106	Overloaded or poorly loaded vehicle or trailer 206	Exceeding speed limit 306	Failed to judge other person's path or speed 406	Not displaying lights at night or in poor visibility 506	Inexperience of driving on the left 606	Dazzling sun 706	Impaired by alcohol 806	
Temporary road layout (eg contraflow) 107		Travelling too fast for conditions 307	Too close to cyclist, horse or pedestrian 407	Rider wearing dark clothing at night 507	Inexperience with type of vehicle 607	Rain, sleet, snow, or fog 707	Impaired by drugs (illicit or medicinal) 807	
Road layout (eg bend, hill, narrow carriageway) 108		Following too close 308	Sudden braking 408	Driver using mobile phone 508		Spray from other vehicles 708	Careless/Reckless/In a hurry 808	
Animal or object in carriageway 109		Vehicle travelling along pavement 309	Swerved 409	Distraction in vehicle 509		Visor or windscreen dirty or scratched or frosted etc 709	Pedestrian wearing dark clothing at night 809	
Sunken, raised road marking or slippery inspection cover 110		Cyclist entering road from pavement 310	Loss of control 410	Distraction outside vehicle 510		Vehicle blind spot 710	Disability or illness, mental or physical 810	Other – Please specify below 999

2.1 Record Type [2]

21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

01 Pedal cycle
02 M/cycle 50cc and under
03 Motorcycle over 50cc and up to 125cc
04 Motorcycle over 125cc and up to 500cc
05 Motorcycle over 500cc
08 Taxi/Private hire car
09 Car
10 Minibus (8 – 16 pass seats)
11 Bus/coach(17/more pass seats)
16 Ridden horse
17 Agricultural vehicle (includes diggers etc.)
18 Tram / Light
19 Van/Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw and over
22 Mobility scooter
23 Electric motorcycle
97 Motorcycle unknown cc
98 Goods veh unknown wght
90 Other vehicle

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

2.6 Towing and Articulation

0 No tow or articulation
1 Articulated vehicle
2 Double or multiple trailer
3 Caravan
4 Single trailer
5 Other tow

2.7 Manoeuvres

01 Reversing
02 Parked
03 Waiting to go ahead but held up
04 Slowing or stopping
05 Moving off
06 U turn
07 Turning left
08 Waiting to turn left
09 Turning right
10 Waiting to turn right
11 Changing lane to left
12 Changing
13 Overtaking vehicle on its offside
14 Overtaking vehicle on its offside
15 Overtaking
16 bend
17 Going ahead hand bend
18 Going ahead

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
5 Overturned

2.12 Hit Object in Carriageway

00 None
01 Previous accident
02 Roadworks
04 Parked vehicle
05 Bridge – roof
06 Bridge – side
07 Bollard / Refuge
08
09 Central island roundabout
10 Kerb
11 Other object
12 Any animal (except ridden horse)

2.13 Vehicle Leaving Carriageway

0 Did not leave carriageway
1 Left carriageway nearside
2 Left carriageway nearside and rebounded
3 Left carriageway straight ahead at junction
4 Left carriageway offside onto central reservation
5 Left carriageway offside onto central reservation and rebounded
6 Left carriageway offside and crossed central reservation
7 Left carriageway offside
8 Left carriageway offside and rebounded

2.14 Hit Object Off Carriageway

00 None
01 Road sign / Traffic signal
02 Lamp post
03 Telegraph pole / Electricity pole
04 Tree
05 Bus stop / Bus shelter
06 Central crash barrier
07 Nearside or offside crash barrier
08 Submerged in water (completely)
09 Entered ditch
10 Other permanent object
11 Wall or fence

2.16 First Point of Impact

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

2.21 Sex of Driver

1 Male
2 Female
3 Not known

2.22 Age of Driver Estimated if necessary Years

2.23 Breath Test

0 Not applicable
1 Positive
2 Negative
3 Not requested
4 Refused to provide
5 Driver not at
6 Not provided (medical

2.24 Hit and Run

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

2.26 Vehicle Registration Mark (VRM)

2.35 Was Vehicle Left Hand Drive

1 No
2 Yes

2.27 Driver Postcode

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

2.29 Journey Purpose of Driver/Rider

1 Journey as part of work
2 Commuting to/from work
3 Taking pupil to/from school
4 Pupil riding to/from school
5 Other
6 Not known

STATS19 (2013)

Casualty Record

(For completion by Police)

3.1 Record Type [3]

31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

3.6 Casualty Class

1 Driver or rider
2 Vehicle or pillion passenger
3 Pedestrian

3.7 Sex of Casualty

1 Male
2 Female

3.8 Age of Casualty Estimated if necessary Years

3.9 Severity of Casualty

1 Fatal
2 Serious

Pedestrian Casualties only

3.10 Pedestrian Location

01 In carriageway, crossing on crossing facility
02 In carriageway, crossing within zig-lines at crossing approach
03 In carriageway, crossing within zig-lines at crossing exit
04 In carriageway, crossing elsewhere within 50 metres of pedestrian
05 In carriageway, crossing elsewhere
06 On footway or verge
07 On refuge, central island or central reservation
08 In centre of carriageway, not on central island or central
09 In carriageway, not crossing
10 Unknown or other

3.11 Pedestrian Movement

1 Crossing from driver's nearside
2 Crossing from driver's nearside – by parked or stationary vehicle
3 Crossing from driver's offside
4 Crossing from driver's offside – by parked or stationary vehicle
5 In carriageway, stationary – not (standing or playing)
6 In carriageway, stationary – not (standing or playing), masked by parked or stationary vehicle
7 Walking along in carriageway – facing traffic
8 Walking along in carriageway – back traffic
9 Unknown or other

Pedestrian Casualties only

3.12 Pedestrian Direction

Compass point bound

1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
9 Unknown
0 Standing still

3.19 Pedestrian Road Maintenance Worker

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

0 No
1 Yes
2 Not known

3.14 Seatbelt In Use

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

3.20 Cycle Helmet Worn

0 Not cyclist
1 Yes
2 No
3 Not known

3.15 Car Passenger

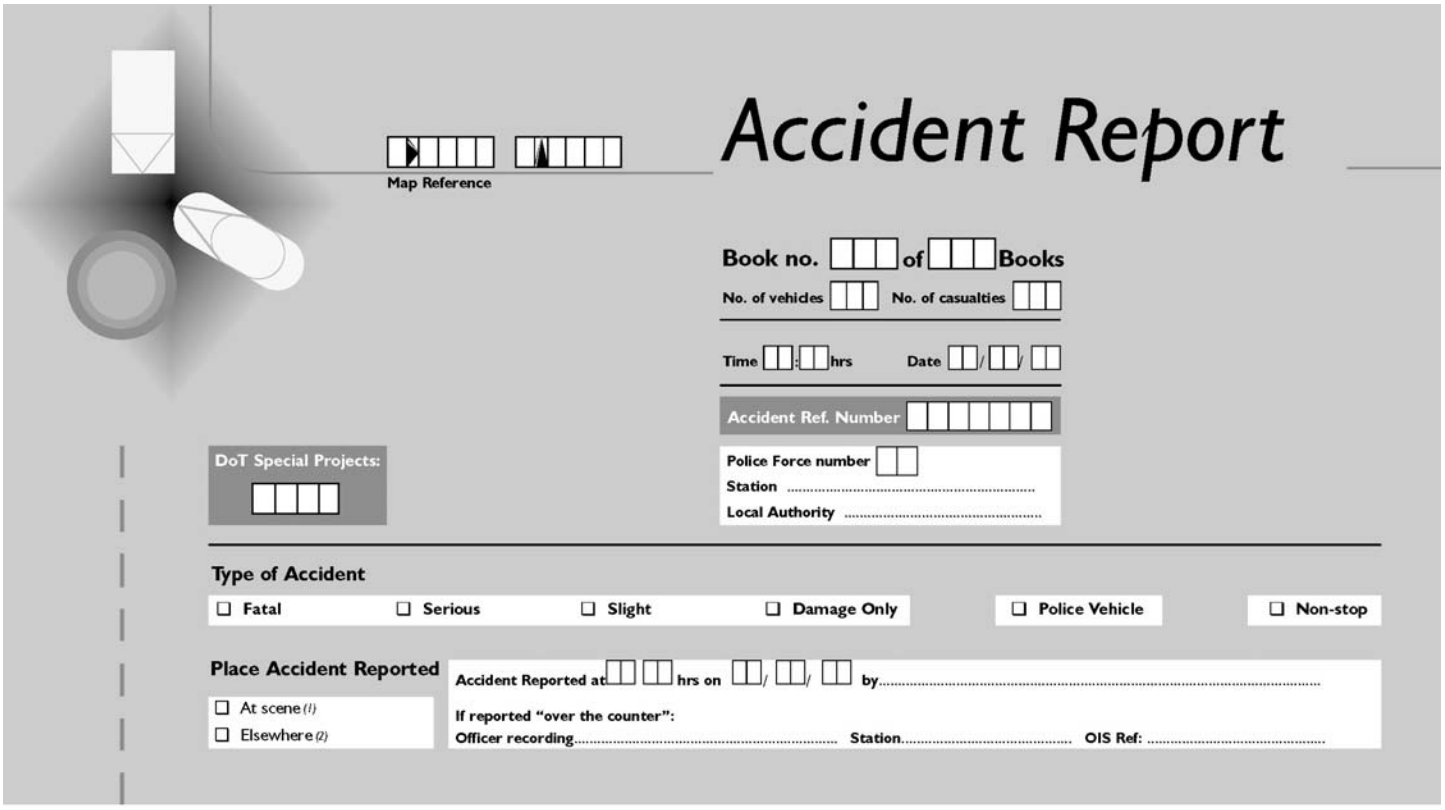
0 Not a car passenger
1 Front seat passenger
2 Rear seat passenger

3.16 Bus or Coach Passenger

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

3.18 Casualty Postcode

Special codes:
1 Unknown
2 Non-UK resident



Accident Report

Map Reference

Book no. ☐☐☐ of ☐☐☐ Books

No. of vehicles ☐☐ No. of casualties ☐☐☐

Time ☐☐:☐☐ hrs Date ☐☐/☐☐/☐☐

Accident Ref. Number ☐☐☐☐☐☐

DoT Special Projects: ☐☐☐☐

Police Force number ☐☐

Station .....

Local Authority .....

Type of Accident

☐ Fatal ☐ Serious ☐ Slight ☐ Damage Only ☐ Police Vehicle ☐ Non-stop

Place Accident Reported

☐ At scene *(1)*
☐ Elsewhere *(2)*

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

If reported "over the counter":
Officer recording..... Station..... OIS Ref: .....

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

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)

Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

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

Injuries.....

Statement Taken? ☐ Yes ☐ No

Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No

If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

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

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ ☐ Unknown (1) ☐ Non UK resident (2)

Tel ..... Age ☐☐ Sex ☐ Male (1) ☐ Female (2)

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

Injuries.....

Statement Taken? ☐ Yes ☐ No

Hospital taken to: Detained? ☐ Yes ☐ No Relatives Aware? ☐ Yes ☐ No

If pupil, school name: Travelling to/from school? ☐ Yes (1) ☐ No (0)

Casualty ref. no. ☐☐☐

Casualty class

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

Bus/coach passenger

- ☐ Boarding (1)
- ☐ Alighting (2)
- ☐ Standing (3)
- ☐ Seated (4)

Car passenger

Position in Vehicle

Position in Vehicle

Movement

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

Masked by parked/stationary vehicles?

- ☐ Yes (1)
- ☐ No (2)

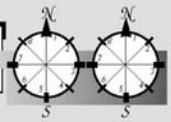
Location

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

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

Direction

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



Casualty Records

Vehicle Records

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

DRIVER

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ Tel .....

☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)

Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER

Mr / Mrs / Miss Name.....

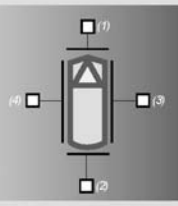
Address.....

Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No

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

Parts Damaged



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

Insurance Co. .....

Cert. No. .....

Driver No. .....

Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other

HORT/1 issued? ☐ Yes ☐ No

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

Vehicle removed by

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

DRIVER

Mr / Mrs / Miss Name.....

Address.....

Postcode ☐☐☐☐ ☐☐☐ Tel .....

☐ Unknown (1) ☐ Non UK resident (2) ☐ Vehicle parked and unattended (3)

Age ☐☐ Sex ☐ Male (1) ☐ Female (2) ☐ Not traced (3)

OWNER

Mr / Mrs / Miss Name.....

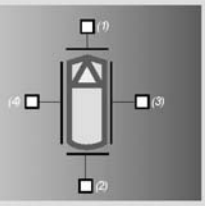
Address.....

Postcode ..... Tel .....

Statement Taken? ☐ Yes ☐ No

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

Parts Damaged



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

Insurance Co. .....

Cert. No. .....

Driver No. .....

Tick if in order ☐ DL ☐ COI ☐ MOT ☐ V.E.L ☐ Other

HORT/1 issued? ☐ Yes ☐ No

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

Vehicle removed by

Vehicle ref. no: ☐☐☐

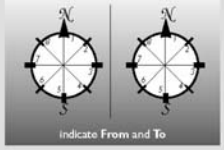
Type of Vehicle
- ☐ Pedal cycle *(1)*
- ☐ Moped *(2)*
- ☐ Motorcycle
  - ☐ under 125cc *(3)*
  - ☐ over 125cc *(4)*
- ☐ Taxi *(8)*
- ☐ Car *(9)*
- ☐ Minibus (8-16 seats) *(10)*
- ☐ Bus or Coach (over 17 seats) *(11)*
- ☐ Other motor vehicle *(14)*
- ☐ Other non-motor vehicle *(15)*
- ☐ Ridden horse *(16)*
- ☐ Agricultural vehicles (inc. diggers, etc.)*(17)*
- ☐ Tram/Light rail *(18)*
- ☐ Goods Vehicle
  - ☐ under 3.5T *(19)*
  - ☐ over 3.5T *(20)*
  - ☐ over 7.5T *(21)*

Towing and Articulation
- ☐ No tow or articulation *(0)*
- ☐ Articulated vehicle *(1)*
- ☐ Double or multiple trailer *(2)*
- ☐ Caravan *(3)*
- ☐ Single trailer *(4)*
- ☐ Other tow *(5)*

Manoeuvres
- ☐ Reversing *(1)*
- ☐ Parked *(2)*
- ☐ Stopping *(4)*
- ☐ Starting *(5)*
- ☐ Waiting
  - ☐ to go ahead *(3)*
  - ☐ to turn left *(8)*
  - ☐ to turn right *(10)*
- ☐ Turning
  - ☐ left *(7)*
  - ☐ right *(9)*
- ☐ Changing Lane
  - ☐ to left *(11)*
  - ☐ to right *(12)*
- ☐ Overtaking
  - ☐ moving vehicle on its offside *(13)*
  - ☐ stationary vehicle on its offside *(14)*
  - ☐ on nearside *(15)*
- ☐ Going ahead
  - ☐ left hand bend *(16)*
  - ☐ right hand bend *(17)*
  - ☐ other *(18)*

Vehicle Movement
- ☐ Moving
- ☐ Parked
  - ☐ at kerb *(0)*
  - ☐ not at kerb

Vehicle Orientation



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

Vehicle Location at First Impact
- On Restricted lane – away from main c'way
  - ☐ Tram/light rail track *(6)*
  - ☐ Bus lane *(7)*
  - ☐ Busway (including guided bus way) *(8)*
  - ☐ Cycle lane (on main c'way) *(9)*
  - ☐ Cycleway (separated from main c'way) *(10)*
  - ☐ On lay-by or hard shoulder *(11)*
  - ☐ Entering lay-by or hard shoulder *(12)*
  - ☐ Leaving lay-by or hard shoulder *(13)*
  - ☐ Footway (pavement) *(14)*
- On Road
  - ☐ Leaving the main road *(1)*
  - ☐ Entering the main road *(2)*
  - ☐ On the main road *(3)*
  - ☐ On the minor road *(4)*

Junction Location of Vehicle at First Impact
- ☐ Not at junction (or within 20 metres) *(0)*
- ☐ Vehicle approaching junction or parked at junction approach *(1)*
- ☐ Vehicle in middle of junction *(2)*
- ☐ Vehicle cleared junction or parked at junction exit *(3)*
- ☐ Did not impact *(4)*

Skidding and Jack-knifing
- ☐ No skidding, jack-knifing *(0)*
- ☐ Skidded *(1)*
- ☐ Jack-knifed *(3)*

Did the vehicle Overturn?
- ☐ Yes *(1)*
- ☐ No *(2)*

Hit Object In Carriageway
- ☐ None *(0)*
- ☐ Previous Accident *(1)*
- ☐ Road works *(2)*
- ☐ Parked vehicle
  - ☐ lit *(3)*
  - ☐ unlit *(4)*
- ☐ Bridge
  - ☐ side *(6)*
  - ☐ roof *(5)*
- ☐ Bollard / Refuge *(7)*
- ☐ Open door of vehicle *(8)*
- ☐ Central island of roundabout *(9)*
- ☐ Kerb *(10)*
- ☐ Other object *(11)*

Vehicle Leaving Carriageway
- ☐ Did not leave c'way *(0)*
- ☐ Left c'way nearside *(1)*
- ☐ Left c'way straight ahead at junction *(3)*
- ☐ Left c'way offside
  - ☐ onto central reservation *(4)*
  - ☐ crossed central reservation *(6)*
  - ☐ none of the above *(7)*

Did the vehicle rebound?
- ☐ Yes *(1)*
- ☐ No *(2)*

First Point of Impact
- ☐ Did not impact *(0)*
- ☐ Front *(1)*
- ☐ Back *(2)*
- ☐ Offside *(3)*
- ☐ Nearside *(4)*

Hit Object Off Carriageway
- ☐ None *(0)*
- ☐ Road sign / Traffic signal *(1)*
- ☐ Lamp post *(2)*
- ☐ Telegraph pole / Electricity pole *(3)*
- ☐ Tree *(4)*
- ☐ Bus stop / Bus shelter *(5)*
- ☐ Central crash barrier *(6)*
- ☐ Nearside or offside crash barrier *(7)*
- ☐ Submerged in water (completely) *(8)*
- ☐ Entered ditch *(9)*
- ☐ Other permanent object *(10)*

Breath Test
- ☐ Not applicable *(0)*
- ☐ Positive *(1)*
- ☐ Negative *(2)*
- ☐ Not requested *(3)*
- ☐ Refused to provide *(4)*
- ☐ Driver not contacted at time *(5)*
- ☐ Doctor refused permission *(6)*

Vehicle Records

Statements

Witnesses

1 Mr / Mrs / Miss Name ..... Age ☐☐

Address ..... Postcode ☐☐☐☐ ☐☐☐

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

.....

.....

2 Mr / Mrs / Miss Name ..... Age ☐☐

Address ..... Postcode ☐☐☐☐ ☐☐☐

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

.....

.....

3 Mr / Mrs / Miss Name ..... Age ☐☐

Address ..... Postcode ☐☐☐☐ ☐☐☐

Tel. Home ..... Work .....

Location of Witness .....

Explanation .....

.....

.....

Other Explanations (if O.I.C. not obtaining statements):

Driver ref. no. ☐☐☐ .....

.....

.....

.....

Driver ref. no. ☐☐☐ .....

.....

.....

.....

Casualty ref. no. ☐☐☐ .....

.....

.....

.....

Casualty ref. no. ☐☐☐ .....

.....

.....

.....

Exact location to nearest junction ..... Parish/Town .....

Apparent Circumstances .....

.....

Property Damaged/Animal Injured .....

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

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

1st Road No.: ☐☐☐☐

Speed Limit of 1st Road: ☐☐

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

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

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

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

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

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

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

2nd Road Number ☐☐☐☐

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

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

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

Light Conditions
- ☐ Daylight (1)
- ☐ Darkness (2)
  - Street lighting
    - ☐ present (3)
      - ☐ lit (6)
      - ☐ unlit (7)
    - ☐ not present (4)
    - ☐ unknown (5)

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

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

Attendant Circumstances

Accident Causation Factors

☐ Vehicle ☐ Casualty — Ref. No. ☐☐☐

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

Failure of Driver / Rider

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

OR

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

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

Why?

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

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

...A/B/C	**Person** impaired by alcohol (1)	
...A/B/C	Person impaired by drugs (2)	
...A/B/C	Person impaired by fatigue (3)	
...A/B/C	Person impaired by illness (4)	
...A/B/C	Person distracted due to stress/emotional state of mind (5)	
...A/B/C	Person distracted by physical distraction in/on vehicle (6)	
...A/B/C	Person distracted by physical distraction outside vehicle (7)	
...A/B/C	Person was panicking (8)	
...A/B/C	Person was careless/thoughtless/reckless (9)	
...A/B/C	Person was nervous/uncertain (10)	
...A/B/C	Person was in a hurry (11)	
...A/B/C	Person failed to judge other person's path/speed (12)	
...A/B/C	Person's Disability (13)	
...A/B/C	Person failed to look (14)	
...A/B/C	Person looked but did not see (15)	
...A/B/C	Person did not pay attention (16)	
...A/B/C	Person hit wore dark/inconspicuous clothing (17)	
...A/B/C	Person other (please supply details) (18)	
...A/B/C	**Pedestrian** crossed from behind parked vehicle, etc. (19)	
...A/B/C	Pedestrian ignored lights at crossing (20)	
...A/B/C	**Driver** driving at excessive speed (21)	
...A/B/C	Driver following too close (22)	
...A/B/C	Driver's inexperience of driving (23)	
...A/B/C	Driver's inexperience of vehicle (24)	
...A/B/C	Driver interacted or competed with other road users (25)	
...A/B/C	Driver was driving aggressively (26)	
...A/B/C	Driver lacked judgement of own path (27)	
...A/B/C	**Vehicle**'s tyres had the wrong pressure (28)	
...A/B/C	Vehicle's tyres were deflated before impact (29)	
...A/B/C	Vehicle's tyres were worn/insufficient tread (30)	
...A/B/C	Vehicle had defective lights or signals (31)	
...A/B/C	Vehicle had defective brakes (32)	
...A/B/C	Vehicle other (please supply details) (33)	

...A/B/C	**Site** had poor road surface (34)	
...A/B/C	Site had poor/no street lighting (35)	
...A/B/C	Site had inadequate signing (36)	
...A/B/C	Site had steep hill (37)	
...A/B/C	Site had narrow road (38)	
...A/B/C	Site had bending/winding road (39)	
...A/B/C	Site had roadworks (40)	
...A/B/C	Slippery road at site (41)	
...A/B/C	High winds at site (42)	
...A/B/C	Earlier accident at site (43)	
...A/B/C	Other at site (please supply details) (44)	
...A/B/C	**Obscuration** of view due to obscured windows (45)	
...A/B/C	Obscuration of view due to glare from sun (46)	
...A/B/C	Obscuration of view due to glare from headlights (47)	
...A/B/C	Obscuration due to bend/winding road (48)	
...A/B/C	Obscuration due to stationary/parked vehicle (49)	
...A/B/C	Obscuration due to moving vehicle (50)	
...A/B/C	Obscuration due to buildings, fences, vegetation, etc. (51)	
...A/B/C	Obscuration due to Weather (e.g. mist or sleet) (52)	
...A/B/C	Failed to see pedestrian or vehicle in blindspot (53)	
...A/B/C	**Animal** out of control (54)	

Details of any **OTHER** factors:

Reporting Officers Submissions

The O.I.C. must indicate the actions that C.J.O. should complete:
- ☐ Send N.I.P. Vehicle No.: ☐☐
- ☐ Send 1216 Vehicle No.: ☐☐
- ☐ DQ1 Drivers: .....
- ☐ VQ1 Vehicle No.: ☐☐
- ☐ Obtain Statements/ Send Questionnaires
- ☐ Other (specify): .....

Tick if included:
- ☐ Proforma Statement
- ☐ Witness Statements
- ☐ Sketch Plan Copy of PNB
- ☐ Contemp Notes
- ☐ Other (specify):

Reporting Officer

Name: .....

Signature: .....

Force No.: ☐☐

Area Supervisor's Decision

Comments:

Tick if included:
- ☐ **Registration & Return to O.I.C**
- ☐ **To C.J.O. for:** ☐ Prosecution ☐ Caution - Letter ☐ NFA - Letter ☐ Obtain further evidence

Supervisor

Name: .....

Signature: .....

Force No. ☐☐

Form XYZcf4 **Criminal Justice CJ 00/00**

Appendix C

Consultation & reviews

1. Introduction

This Appendix describes the arrangements for consulting users and providers of the road accident statistics. It also discusses the regular reviews of the Stats 19 road accident statistics specification, describing the changes to the Stats 19 specification in 2005 and the future recommendations resulting from the recent (2008) review.

2. The Liaison Group on Road Accident Statistics (LGRAS)

Transport Scotland (TS) consults the Liaison Group on Road Accident Statistics (LGRAS), whose members include representatives of each Police Force and of the Association of Chief Police Officers (Scotland), of some individual local authorities and of the Society of Chief Officers of Transportation in Scotland, and of other types of user of the statistics, including the Royal Society for the Prevention of Accidents, the Institute of Road Safety Officers in Scotland, a transport consultant, and an academic researcher. LGRAS meets, on average, once a year. It discusses matters such as the arrangements for the supply of the road accident statistics data, the quality of the information collected and implications of using the data for certain purposes, the likely availability of other information, proposals for changes to the Stats 19 road accident statistics specification, and improvements.

Further details of LGRAS (including papers and minutes) are available at:
http://www.transportscotland.gov.uk/analysis/statistics/scotstat/committees

3. The Standing Committee on Road Accident Statistics (SCRAS)

Users and providers of reported road accident statistics across Great Britain are consulted via the Standing Committee on Road Accident Statistics (SCRAS), chaired by the Department for Transport (DfT). Its members include representatives of the Association of Chief Police Officers (Scotland), COSLA, TS, and other interested parties from across Great Britain. SCRAS is responsible for reviewing the GB-wide Stats 19 road accident statistics specification (see below) and discusses other aspects of the collection and use of the road accident statistics.

Further information is available from Anil Bhagat at the DfT (Tel: 020 7944 3078) or http://tinyurl.com/pqjh3ez .

4. Reviews of the Stats 19 road accident statistics specification

National & local government police forces across Great Britain work closely to achieve an agreed standard for the system for collecting & processing statistics on road accidents involving personal injury. The statistics are subject to regular reviews (led by SCRAS) as part of the continued drive to improve quality and meet user needs whilst minimising the burden of collection. The results of the recent review, including results of the public consultation were published by the DfT on 5 August 2010. The review made a number of recommendations for change to the process, coverage and definition of the Stats 19 collection system which was implemented in 2013. Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http:/dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

The review process

Scoping papers and questionnaires are published on the DfT's website and users and providers of road accident statistics across Great Britain are invited to provide their views and to suggest other possible improvements.

SCRAS and its working groups then consider all the suggestions for changes, and produced interim recommendations, (usually discussed at LGRAS). Subsequently, SCRAS and its working groups revise and further develop proposals for changes.

The 2002 review resulted in changes implemented at the start of 2005 (see Appendix B for detail of these. Copies of the list of changes, and the guidance notes (Stats 19, Stats 20 and Stats 21) are available from the Methods and Background section of: http://www.transportscotland.gov.uk/analysis/statistics/about/data-sources/road-accidents

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

The variables and code-lists used from 1999 to 2004 inclusive were shown in Appendix B of *Road Accidents Scotland 2004*. A summary of the changes which took effect from January 2005 appeared in Section 6 of Appendix C of *Road Accidents Scotland 2005*.

Appendix D

Definitions used in road accident statistics, and some other points to note

1. The definition of severity used in the Road Accident statistics

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

For the purposes of the Road Accidents statistical returns:

a ***fatal injury*** is one which causes death less than 30 days after the accident;
a ***fatal accident*** is an accident in which at least one person is fatally injured;
a ***serious injury*** is one which does *not* cause death less than 30 days after the accident, *and* which is in one (or more) of the following categories:

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

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some accidents. Road safety measures should also have reduced the levels of injuries sustained. For example, if traffic calming schemes reduce average speeds, people may suffer only slight injury in collisions that previously would have taken place at higher speeds and so might previously have resulted in serious injury.

However, it is also possible that some of the changes shown in the statistics of serious injuries and slight injuries may be due to changes in administrative practices, which may have altered the proportion of accidents which is categorised as serious. For example, the distinction between serious and slight injuries could be affected by factors such as changes in hospitals' admission policies. All else being equal, the number of serious injury cases would rise, and the number of slight injury cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury. The increase in the number of serious injury accidents in 1994 was partly attributed to a change in the health boards' policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from slight to serious. The number of child casualties recorded as having serious injuries in 1994 was 35% higher than in the previous year.There could also be changes in hospitals' procedures

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

2. Other definitions

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

Adults*:* People aged 16 and over.

Built-up roads*:* accidents which occur on built-up roads are those which occur on roads which have speed limits of up to 40 miles per hour (*ignoring* temporary speed limits on roads for which the normal speed limit is over 40mph). Therefore, an accident on a motorway in an urban area would *not* be counted as occurring on a built-up road, because the speed limit on the motorway is 70mph. An accident on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a built-up road, because the normal speed limit is 70mph.

Buses and coaches*:* Include works' buses and (in past years) trams and trolley buses. Vehicles are coded according to their construction, irrespective of their use at the time of the accident. Thus, vehicles of bus construction which are privately licensed are included under 'buses and coaches', while Public Service Vehicle licensed minibuses are included under minibuses.

Cars*:* Include estate cars and three-wheeled cars.

Casualty*:* A person killed or injured in an accident. One accident may give rise to several casualties.

Children*:* People under 16 years old.

Darkness*:* From half an hour after sunset to half an hour before sunrise, ie 'lighting-up time'.

Drivers*:* Persons in control of vehicles other than pedal cycles and two-wheeled motor vehicles.

Goods vehicles*:* Vans, lorries, tankers, milk floats, tractor units travelling without their trailer units.

Heavy goods vehicles*:* From 1994, heavy goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of more than 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of more than 1.5 tons (1.52 tonnes).

Junction*:* A place at which two or more roads meet, whatever the angle of the axes of the roads (including roundabouts), or within 20 metres of such a place.

***Killed**:* Sustained injuries which caused death less than 30 days after the accident.

***Light goods vehicles**:* From 1994, light goods vehicles have been defined as goods vehicles with a maximum permissible gross vehicle weight of up to 3.5 tonnes. Prior to 1994, they were defined as those with an *un*laden weight of 1.5 tons (1.52 tonnes) or less.

***Major roads**:* Motorways and A roads.

***Minor roads**:* B roads, C roads and unclassified roads.

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Some other points to note

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

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

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

Vehicle type: coding of motor caravans

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

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

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

Other changes to Stats 19 codes

Changes to the code lists for Stats 19 variables may affect the comparability of the data recorded for the detailed codes. However, they seldom affect the categories for which results are reported in *Reported Road Casualties Scotland*. For example, when the *Scottish Executive (SE)* converted its data for 2004 and earlier years to be on the basis of the new (2005 onwards) code-lists:

- in some cases SE could determine the new code value from the old codes which had been recorded. This was straightforward in cases where only one *new* code corresponded to any particular old code (or combination of old codes). For example, with effect from the start of 2005, the old Road Type codes 3 (dual carriageway – 2 lanes) and 4 (dual carriageway – 3 or more lanes) were replaced by a single new code 3

(dual carriageway) – so the new code value had to be 3 whenever the old code was either 3 or 4.

- in other cases, it was impossible to deduce the new code value from data recorded on the old basis. For example, with effect from the start of 2005, the old Type of Vehicle code 04 (motorcycle over 125 cc) was replaced by *two* new codes (04 – motorcycle over 125 cc and up to 500 cc and 05 – motorcycle over 500 cc). In such a case, SE could *not* derive the correct 2005 code for every over 125 cc motorcycle involved in an accident in 2004 or earlier years, because it did not know their engine capacities. All that SE could do was to allocate whichever of the new codes was the more likely to be correct. DfT's vehicle licensing statistics show many more motorcycles over 500 cc than over 125 cc and up to 500 cc. Therefore, SE allocated a new code 05 (i.e. over 500 cc) whenever the old code was 04. However, **the *Road Accidents Scotland* tables were unaffected because they grouped all types of motorcycle together** (so it did not matter, for the purposes of those tables, which detailed motorcycle code had been allocated). For similar reasons, changes to other variables' code-lists in 1999 or 2005 should not affect the figures published in *Road Accidents Scotland*

4. Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or accident or casualty rates calculated from them. The traffic estimates were provided by the Department for Transport (DfT), which produces estimates of the total volume of road traffic for Scotland and for other parts of Great Britain.

These estimates are based on data from a very small cross-section of the roads in Scotland: traffic counts taken at under 800 sites per year plus data from automatic traffic counters at about two dozen sites in Scotland (which are combined with data from similar sites in England and Wales).

DfT's estimates are based on an urban/rural classification of roads, *not* on the built-up/non built-up classification of roads used in the traffic estimates that were made up to 2002 (which is still used for the accident and casualty statistics). In general:

- an *urban* road is a road (other than a Motorway) that lies within the boundaries of an urban area with a population of 10,000 or more in 2001;
- a *built-up* road is one that has a speed limit of 40 m.p.h. or less

As traffic on a particular road can be classed as rural whilst accidents occurring on it classed as built-up, it would be incorrect to estimate an area's accident rate for built-up roads by dividing its number of accidents on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up accident rates are provided in Table 5 *only* for Scotland *as a whole* – and these estimates may *not* be precise, due to the nature of the classifications.

The DfT traffic estimates provide only a *rough* indication of the likely total volume of traffic in each Council area. These are *not* National Statistics. For example, DfT believes that its estimates of the volume of traffic on minor roads (i.e. B, C and unclassified roads) for Scotland *as a whole* are of acceptable quality. However, the 320 or so counts now taken per year at minor road sites across Scotland represent an average of 10 per local authority per year – clearly too few to be the basis of reliable estimates for individual local authority areas for each year. DfT therefore estimate the total volume of traffic on minor roads in individual local authority areas in other ways (outlined in *Scottish Transport Statistics)*. The resulting estimates, which are consistent with the overall totals for Scotland

as a whole, provide only a broad indication of the likely total volume of traffic on minor roads in each local authority area. As a result:

- it is not possible for DfT to quantify the possible margins of error around them;
- they are not classed as National Statistics;
- more detailed breakdowns of the estimates for individual local authority areas (e.g. separately for B, C and unclassified roads; or for urban roads and rural roads) are not published

In addition, DfT's estimates of traffic on major roads in each local authority area are also not classed as National Statistics. They too are based on limited data: as manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site. Therefore, DfT notes that there could be large errors in its traffic estimates for the major roads in some of the smaller local authority areas. Similar considerations apply to DfT's estimates of the total volume of traffic on all roads in each area, which are produced by adding together its estimates of traffic on major roads and on minor roads.

In conclusion: DfT provides its estimates of the volume of traffic in each local authority area as the best that it can produce from the limited amount of data available to it – rough indications of the likely volume of traffic in each area, for use with caution, as no better estimates are available.

Appendix E

Local Government Reorganisation and the Trunk Road Network

1. Introduction

This Appendix explains how statistics for the areas of the new Councils were produced for the period prior to local government reorganisation on 1 April 1996. It then describes the trunk road network the changes made to it then, and their effect on the statistics. The next section is about identifying accidents which occurred prior to 1 April 1996 on the roads which formed the post- 1 April 1996 trunk road network, so that figures could be produced on a consistent basis pre- and post-1996. Subsequent sections explain how the effect of the change for individual Council areas can be assessed, how the 1994-98 averages for trunk roads and local authority roads were calculated, and how accident and casualty rates for 1995 and earlier years were calculated. The final section mentions how the statistics for some types of road in some areas may be affected by the opening of new roads.

2. Local Government re-organisation

The reorganisation of local government established new Councils with effect from 1st April 1996, to replace the former Regions, Districts and Island Areas.Statistics for the areas covered by the new Councils for earlier years (back to 1981) were derived in three ways:

a. in the case of the former Island Areas, by allocating all the accidents which occurred in each Island Area to the relevant Council.
b. in those cases where a whole District fell in a new Council's area, by allocating all the accidents which occurred in that District to the area of the new Council.
c. in the case of accidents occurring in the five Districts which had major parts falling in several new Councils' areas, by a special exercise, which used the grid co-ordinates recorded for each individual accident to allocate it to the area of one of the new Councils, using a computer mapping system. This was successful for 99% of accidents for these five Districts, consistently over all years from 1981. The remaining 1% of the accidents in the five Districts were assigned to the new Council in which the majority of the District's accidents fell. This should cause only a very small error (considerably less than 1%) for any of the new Councils, in any year.

3. The Trunk Road Network

Trunk roads are those roads for whose upkeep Scottish Ministers are responsible. The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

a. provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
b. define nationally important routes which will be developed in line with strategic national transport demands; and
c. ensure that those roads which are of predominantly local importance are managed locally.

Currently, the trunk road network in Scotland consists of all the Motorways plus some (but not all) of the A roads. In some cases, the trunk road network may include the whole of a particular road; in other cases, only certain stretches of a road may be part of the trunk road network. For example, only that part of the A7 which runs south of the junction with the

A6091 near Galashiels is part of the current trunk road network: the northern part is *not* a trunk road.

4. Changes to the trunk road network in April 1996, and their effect on the statistics

Following the review of the trunk road network, several changes were made with effect from 1st April 1996 (coinciding with the reorganisation of local government). Some roads (or stretches of road) which had previously been part of the trunk road network were transferred to local authority control: examples include the A7 from near Edinburgh to near Galashiels, and the A91 from the M90 to St Andrews. Some roads which had previously been the responsibility of local authorities became part of the new trunk road network: examples include the A720 Edinburgh City bypass east of the M8 extension and the A95 from Aviemore to Keith. The overall result was that, on 1st April 1996, about 214 miles of road ceased to be trunk road, and about 361 miles of road became trunk road.

Because of these changes to the trunk road network, the original figures for the numbers of accidents which occurred on trunk roads before and after 1st April 1996 were on different bases, and a comparison could be misleading. Comparisons of the figures for local authority roads could also be misleading, particularly when one looked at the figures for the areas covered by certain Councils, because they may relate to significantly different road networks before and after 1 April 1996.

5. Identifying accidents which occurred before April 1996 on the roads which formed the post- 1 April 1996 trunk road network, to enable comparison of the numbers before and after 1996

In order to get figures for some of the years before 1996 which were on the basis of the post- 1 April 1996 road network, a special exercise was undertaken. This identified, from among the accidents which took place between 1st January 1992 and 31st March 1996, those which occurred on the stretches of road which form the new trunk road network (i.e. the trunk road network that took effect from 1st April 1996). As a result, the information that is available in the Transport Statistics branch database enables figures to be produced for the numbers of road accidents on trunk roads, and on local authority roads, using the following definitions of the status of the road:

a. status *at the time* of the accident - these figures are available for all years
b. status in terms of the *old* network - available up to 31 March 1996 only
c. status in terms of the *new* network - available for all years from 1992

It should be noted that the definitions under (b) and (c) above should, strictly speaking, be expanded:

i. For accidents which occurred *before* 31st March 1996, (b) is actually the status *at the time* of the accident (rather than the status *at 31 March 1996*): the two will differ in the case of any roads whose status changed *before* 31 March 1996. For example, if a road ceased to be a trunk road on (say) 15 May 1994, then definition (b) would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.
ii. For accidents which occurred *after* 1st April 1996, © is actually the status *at the time* of the accident (rather than the status *at 1 April 1996*): the two will differ in the case of any roads whose status changed *after* 1 April 1996. For example, if a road ceased to be a trunk road on (say) 8 July 1996, then definition © would show it as a trunk road for accidents before that date, and would show it as a local authority road thereafter.

6. Assessing the effect of the April 1996 changes on the figures for trunk roads and for local authority roads, for individual local authority areas

Because data for 1992 to 1995 are available both on the basis of the old trunk road network and on the basis of the new trunk road network, one can see the extent of the change in the number of accidents on the trunk road network that was caused by the transfer of roads (or stretches of roads) between the trunk road network and the local authority road network. Similarly, one can compare the figures on the two bases for the local authority road network to see the extent of the change in the total number of accidents on that network that was caused by the transfers.

1992-95 averages on both bases were included in, for example, Tables 4 and 40© of *Road Accidents Scotland 2000*. The figures in the first of these tables showed that the April 1996 changes had little effect on the trunk road network's overall share of the total number of accidents in Scotland as a whole. However, the figures in the second table showed that the changes did have a noticeable effect on the trunk road network's share in some parts of Scotland. For example, the 1992-95 annual average number of casualties, on all types of road, in the area which is now covered by Highland Council was 1,079. Of these, an average of 423 (39%) occurred on the roads which formed the pre- 1 April 1996 trunk road network, and 495 (46%) occurred on the roads which formed the post- 1 April 1996 trunk road network. Therefore, the April 1996 changes could have a noticeable effect on the 1994-98 averages for trunk roads and local authority major roads for some local authority areas.

7. How the statistics for some types of road in some areas may be affected by the opening of new roads

Finally, it should be noted that analysis by type of road does *not* take account of changes in the numbers of accidents which result from *traffic* transferring from one kind of road to another when a new road opens. For example, when a new road is built, the majority of the traffic which uses it may be traffic that previously used another road. In some cases (eg when a motorway is constructed to replace an existing trunk road) the original road which carried the traffic may cease to be a trunk road when the new road opens, because the new road replaces it as a trunk road. However, the records of the accidents which occurred on the original road will continue to show that they occurred on the original road: they will *not* be amended to be counted against the new road. In such a case, when the statistics are analysed on the basis of the new networks, those accidents which occurred on the original road will be counted as occurring on what is now part of the new local authority road network, and those accidents which occurred on the new road will be counted as occurring on the new trunk road network. When one looks at series of figures for the new networks for a number of years, which span the year of the change, the figures for the new local authority network would fall, and the figures for the new trunk road network might rise, in the year in which the new road was opened, because of the transfer of traffic from the original road (which was a trunk road then, but is now part of the local authority road network) to the new road (which is part of the new trunk road network).

APPENDIX F
Frequency of use of values of most STATS 19 variables: 2014

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	516
Grampian	789
Tayside	510
Fife	411
Lothian & Borders	2,164
Central	453
Strathclyde	3,654
Dumfries & Galloway	311

Month	
January	738
February	669
March	712
April	702
May	706
June	704
July	786
August	811
September	697
October	774
November	764
December	745

Severity of Accident	
Fatal	178
Serious	1,486
Slight	7,144

Local Authority	
Aberdeen City	272
Aberdeenshire	423
Angus	140
Argyll & Bute	193
Clackmannanshire	61
Dumfries & Galloway	311
Dundee City	155
East Ayrshire	165
East Dunbartonshire	102
East Lothian	179
East Renfrewshire	93
Edinburgh, City of	1,264
Eilean Siar	37
Falkirk	227
Fife	411
Glasgow City	1,239
Highland	431
Inverclyde	130
Midlothian	187
Moray	94
North Ayrshire	179
North Lanarkshire	481
Orkney Islands	24
Perth & Kinross	215
Renfrewshire	257
Scottish Borders	221
Shetland Islands	24
South Ayrshire	199
South Lanarkshire	505
Stirling	165
West Dunbartonshire	111
West Lothian	313

Speed Limit	
20	183
30	5,071
40	433
50	313
60	2,269
70	539

Junction Control	
Not at or near junction	4,281
Authorised person	36
Automatic traffic signal	837
Stop sign	75
Give way or uncontrolled	3,571
Unknown	8

Weather Conditions	
Fine	6,472
Raining	1,583
Snowing	42
Fine high winds	140
Raining high winds	227
Snowing high winds	27
Fog mist	41
Other	165
Unknown	111

First road class	
Motorway	326
A(m)	27
A	3,825
B	1,236
C	316
Unclassified	3,077

Second road class	
No second road class	4,492
Motorway	73
A(m)	1
A	687
B	336
C	171
Unclassified	3,047

Light Conditions	
Daylight	6,486
Dknss:lights present lit	1,574
Dknss:lights present unlit	69
Dknss: no lights	641
Dknss: lights unknown	38

Pedestrian Crossing - Human Control	
None within 50 metres	8,649
School crossing patrol	42
Other authorised person	111
Unknown	6

Road Type	
Roundabout	440
One way street	176
Dual carriageway	1,344
Single carriageway	6,654
Slip road	102
Unknown	92

Pedestrian Crossing - Physical Facilities	
None within 50m	7,235
Zebra crossing	109
Pelican, puffin or similar	644
Pedestrian phase at lights	691
Footbridge or subway	11
Central refuge	111
Unknown	7

Junction Detail	
Not at or within 20 metres	4,272
Roundabout	655
Mini Roundabout	54
T or staggered junction	2,192
Slip Road	181
Crossroads	719
Junction >4 arms (not rd'bt)	82
Private drive	150
Other junction	503
Unknown	8

Road Surface Conditions	
Dry	5,074
Wet or damp	3,482
Snow	45
Frost or ice	173
Flood over 3cm deep	29

Special Conditions at site	
None	8,568
Automatic traffic signal out	22
Automat traffic sig part defective	5
Road sign defective or obscured	16
Roadworks	85
Road surface defective	32
Oil or diesel	53
Mud	23

Carriageway hazards	
None	8,620
Veh load in cgwy	6
Other object in cgwy	87
Involved prev accdnt	16
Ped in cgwy not inj	28
Animal in cgwy-not horse	46

Did a police officer attend?	
Yes	7,351
No-accident reported over counter	1,436

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	830
Grampian	1,305
Tayside	878
Fife	720
Lothian & Borders	3,752
Central	827
Strathclyde	6,421
Dumfries & Galloway	508

Month	
January	1,243
February	1,143
March	1,248
April	1,242
May	1,206
June	1,227
July	1,391
August	1,392
September	1,232
October	1,349
November	1,321
December	1,247

Breath test	
Not applicable	190
Positive	198
Negative	8,282
Not requested	3,617
Refused to provide	26
Driver not contacted	2,129
Not provided (medical)	784
Unknown	15

Sex of driver	
Male	9,836
Female	4,715
Not traced	690

Vehicle Reference Number	
1	8,808
2	5,397
3	817
4	163
5	37
6	13
7	4
8	1
9	1

Type of Vehicle	
Pedal cycle	918
Moped	54
Motorcycle to 125cc	240
Motorcycle over 125cc	180
Motorcycle over 500cc	355
Taxi	310
Car	11,161
Minibus (8-16 pass)	43
Bus coach (17 or more pass)	432
Ridden horse	8
Agricultural vehicle	63
Tram light rail	5
Van/Goods to 3.5t mgw	871
Goods 3.5t to 7.5t mgw	134
Goods 7.5t mgw and over	283
Mobility scooter	11
Electric motorcycle	1
Other vehicle	122
Motorcycle unknown cc	13
Goods vehicle unknown wgt	28

Manoeuvres	
Reversing	247
Parked	590
Waiting to go ahead/held up	915
Slowing/stopping	1,095
Moving off	688
U turn	122
Turning left	419
Waiting to turn left	93
Turning right	1,263
Waiting to turn right	258
Changing lane left	115
Changing lane rght	116
Overtaking moving vehicle offside	243
Overtaking stationery vehicle offside	136
Overtaking nearside	105
Ahead left hand bend	770
Ahead right hand bend	898
Ahead other	7,156
Unknown	12

Junction location of vehicle	
Unknown	19
Not at or within 20 metres	7,022
Approach junction or wait/park approach	3,868
Cleared junction or wait/park at exit	828
Leaving roundabout	247
Entering roundabout	429
Leaving main road	246
Entering main road	406
Entering from slip rd	94
Mid-junction on roundabout/main road	2,082

Skidding and overturning	
None	13,091
Skidding	1,289
Skid overtd	424
Jacknifed	12
Jacknifed overturned	5
Overturned	409
Unknown	11

Hit object in carriageway	
Unknown	13
None	14,466
Previous accident	8
Road works	7
Parked vehicle	264
Bridge roof	2
Bridge side	22
Bollard refuge	54
Open door vehicle	17
Central island roundaboutt	17
Kerb	280
Other object	65
Animal excluding ridden horse	26

Vehicle leaving carriageway	
Unknown	10
Did not leave c'way	12,782
Left c'way nearside	1,290
Left c'way nearside rebound	162
Left c'way ahead junction	62
Left c'way offside onto central reservation	54
Left c'way offside onto central res & rebound	35
Left c'way offside and crossed central res	17
Left c'way offside	721
Left c'way offside and rebounded	108

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

First point of impact	
Unknown	12
None	989
Front	7,543
Back	2,654
Offside	2,130
Nrside	1,913

Towing and Articulation	
No towing or articulation	14,971
Articulated vehicle	153
Double or multiple trailer	12
Caravan	7
Single trailer	71
Other tow	16
Unknown	11

Hit and run	
Other	14,432
Hit run	576
Non-stop vehicle, not hit	233

Vehicle location at time of acc - Lane	
Unknown	17
On main carriageway	14,759
Tram light rail track	10
Bus lane	102
Busway	16
Cycle lane	48
Cycleway	11
On lay-by hard shldr	65
Entering lay-by hard shldr	18
Leaving lay-by hard shldr	26
Footway	169

Journey Purpose of driver/rider	
Journey part of work	2,646
Commuting to/from work	2,181
Taking pupil to/from school	127
Pupil riding to/from school	35
Other	5,724
Not known	4,528

Was vehicle left hand drive	
No	15,119
Yes	69
Unknown	53

Vehicle movement from/to	
Unknown	18
Parked	591
U turn from north	28
North to north east	19
North to east	164
North to south east	27
North to south	2,458
North to south west	48
North to west	360
North to north west	23
North east to north	7
U turn from north east	5
North east to east	3
North east to south east	21
North east to south	18
North east to south west	313
North east to west	23
North east to north west	41
East to north	341
East to north east	7
U turn from east	40
East to south east	13
East to south	140
East to south west	31
East to west	2,519
East to north west	29
South east to north	23
South east to north east	41
South east to east	12
U turn from south east	3
South east to south	9
South east to south west	10
South east to west	21
South east to north west	361
South to north	2,546
South to north east	56
South to east	383
South to south east	9
U turn from south	31
South to south west	13
South to west	136
South to north west	34
South west to north	25
South west to north east	335
South west to east	30
South west to south east	42
South west to south	6
U turn from south west	1
South west to west	8
South west to north west	25
West to north	132
West to north east	24
West to east	2,724
West to south east	34
West to south	321
West to south west	7
U turn from west	39
West to north west	15
North west to north	2
North west to north east	17
North west to east	23
North west to south east	381
North west to south	24
North west to south west	41
North west to west	7
U turn from north west	3

Age of driver	
Unknown	487
0	4
5	1
6	4
7	6
8	10
9	10
10	9
11	9
12	8
13	14
14	5
15	17
16	33
17	171
18	318
19	322
20	340
21	338
22	316
23	294
24	307
25	336
26	308
27	315
28	323
29	284
30	496
31	256
32	266
33	329
34	268
35	365
36	222
37	271
38	235
39	254
40	381
41	260
42	275
43	310
44	299
45	351
46	308
47	299
48	317
49	332
50	377

Age of driver	
51	264
52	281
53	245
54	254
55	218
56	253
57	197
58	189
59	179
60	155
61	146
62	148
63	137
64	144
65	134
66	111
67	112
68	80
69	82
70	92
71	72
72	57
73	56
74	53
75	59
76	42
77	45
78	51
79	63
80	52
81	34
82	27
83	30
84	26
85	28
86	14
87	16
88	6
89	8
90	6
91	5
92	3
93	2
96	2
97	1
98	2

Reported casualty variables

Police Force	
Northern	685
Grampian	1,017
Tayside	659
Fife	528
Lothian & Borders	2,678
Central	603
Strathclyde	4,701
Dumfries & Galloway	397

Month	
January	941
February	841
March	931
April	944
May	871
June	893
July	1,030
August	1,039
September	881
October	977
November	976
December	944

Sex of casualty	
Unknown	3
Male	6,410
Female	4,854

Road user	
Pedestrian	1,744
Pedal cycle	888
Motor cycle	820
Car	6,770
Taxi	164
Minibus	36
Bus/Coach	291
Light goods vehicle	345
Heavy goods vehicle	105
Other	105

Severity of casualty	
Killed	200
Serious	1,699
Slight	9,369

Bus or coach passenger	
Not psv passenger	10,981
Boarding	23
Alighting	36
Standing passenger	107
Seated passenger	117

Use of seatbelt	
Not applicable	2,854
Worn independently confirm	1,059
Worn not independently confirm	2,133
Not worn	128
Unknown	1,817

Pedestrian direction	
Not pedestrian	9,523
Pedestrian standing still	213
Heading North	354
Heading North East	42
Heading East	318
Heading South East	25
Heading South	331
Heading South West	32
Heading West	289
Heading North West	33
Unknown	108

Casualty Class	
Driver or rider	6,792
Passenger - vehicle/pillion	2,732
Pedestrian	1,744

Pedestrian location	
Not pedestrian	9,520
In carriageway, crossing pedestrian crossing	181
In carriageway, crossing in zig zag crossing approach	17
In carriageway, crossing in zig zag crossing exit	12
In carriageway crossing elsewhere within 50 metres	167
In carriageway crossing elsewhere	835
Footway or verge	165
On refuge, central island or central reservation	12
Centre carriageway not refuge, central island or reservation	83
In carriageway not crossing	161
Unknown other	115

Pedestrian movement	
Not pedestrian	9,521
Crossing driver nearside	583
Crossing driver nearside mskd	134
Crossing driver offside	415
Crossing driver offside masked	124
In carriageway stationary not crossing	101
In carriageway stationary not crossing masked	13
Walking in carriageway facing traffic	25
Walking in carriageway back to traffic	35
Unknown	317

Car passenger	
Not car passenger	8,933
Front seat car passenger	1,504
Rear seat car passenger	828

Pedestrian road maintenance worker	
Not a pedestrian	9,539
No	1,715
Yes	11
Not known	3

Cycle helmet worn	
Not cyclist	8,891
Yes	605
No	310
Not known	1,462

Age of casualty	
Unknown	10
0	15
1	24
2	36
3	50
4	40
5	49
6	60
7	77
8	79
9	72
10	77
11	76
12	102
13	107
14	87
15	83
16	136
17	248
18	343
19	314
20	291
21	287
22	260
23	224
24	230
25	251
26	209
27	222
28	204
29	169
30	230
31	182
32	174
33	208
34	187
35	173
36	154
37	163
38	160
39	169
40	166
41	161
42	169
43	184
44	185
45	193
46	192
47	200
48	202
49	195
50	175

Age of casualty	
51	169
52	169
53	171
54	164
55	138
56	137
57	122
58	116
59	106
60	108
61	78
62	91
63	75
64	102
65	93
66	74
67	81
68	70
69	68
70	80
71	56
72	42
73	55
74	61
75	58
76	33
77	52
78	47
79	51
80	51
81	42
82	37
83	37
84	38
85	35
86	15
87	18
88	18
89	20
90	8
91	5
92	6
93	5
94	1
95	3
96	2
98	5

Casualty Reference Number	
1	8,808
2	1,721
3	483
4	158
5	51
6	17
7	9
8	5
9	3
10	3
11	2
12	2
13	2
14	1
15	1
16	1
17	1

Vehicle Reference Number	
1	6,433
2	4,532
3	254
4	32
5	15
7	1

Appendix G

The calculation of the likely range of random year-to-year variation in road accident and casualty numbers for Scotland as a whole

1. Introduction

This Appendix describes the methods that were used to calculate the likely range of random year-to-year variation in road accident and casualty numbers for Scotland as a whole that are shown in Figures 2, 3, 4 and 5. Two different methods were used: a simple method for Figures 2, 3 and 5, and a more complex method for Figure 4.

2. Calculating the likely ranges of values for Figures 2, 3 and 5

In the case of Figures 2, 3 and 5, the likely ranges of values were calculated on the assumption that the numbers are the outcome of a Poisson process. This is a process in which events occur at random, with the probability of an event occurring depending upon the underlying rate of their occurrence (*not* upon how long it has been since a previous event, *nor* upon the number of events that have occurred in a recent period). For the purpose of producing these charts, it was assumed that the underlying rate of occurrence in each year is the same as the value of the 5-year moving average centred on that year. (That is why there are no grey dashed lines for the last two years: one cannot calculate a 5-year moving average centred on 2004 until one has the values for 2005 and 2006).

A characteristic of a Poisson distribution is that the mean and the (statistical) variance are the same. Because the numbers are all much larger than 100, the assumption of asymptotic normality applies, and one would expect only about 5% of cases to fall outwith a 95% confidence interval range of plus or minus two standard deviations. Therefore, the upper and lower limits shown on the chart were calculated simply as the moving average plus and minus twice the standard deviation (for smaller numbers, exact ranges could have been calculated using the inverse Chi-square distribution).In the case of Figures 2, 3 and 5, the standard deviation was taken to be the square root of the assumed variance (i.e. the square root of the assumed underlying rate, and therefore the square root of the moving average).

In terms of statistical theory, this approach is appropriate for the number of fatal accidents (shown in Figure 2). However, it is a simplification in the case of the numbers of casualties of various types (shown in Figures 3, 4 and 5), because they have *two* random elements: the occurrence of an accident, and the number of casualties in it. The numbers of casualties would therefore be expected to have a greater range of statistical variability than that resulting from a simple Poisson process. However, as it happens, the simple approach appears to suffice for Figures 3 and 5 (probably because the numbers involved are relatively small, and therefore, as discussed in Section 1.4 of the Commentary, the calculated ranges are quite wide in percentage terms) – but the larger numbers in Figure 4 require a more complex method of calculation of the likely range of values.

3. Calculating the likely range of values for Figure 4

An initial version of Figure 4 was produced using the approach described above – i.e. the numbers of casualties were assumed to be the result of a Poisson process whose underlying rate for each year was the moving average for that year. The standard deviation was simply calculated from the square root of the moving average, and the ranges were simply +/- twice this standard deviation. However, the initial version of the chart showed that this approach under-estimated greatly the variability of the figures, as over half the years (53%) had values which were outwith the calculated ranges.

It was noted earlier that the variation in the number of casualties is likely to be greater than that which would result from a simple Poisson process. A method to deal with this extra-Poisson variation is discussed in a paper by Washington State Department of Health, *Guidelines for using Confidence Intervals for Public Health Assessment* (published in 2002 and available at http://tinyurl.com/8o9v6bs). The paper discussed the statistical problem of multiple admissions. For example, an asthma patient may be admitted many times, so that multiple admissions for an individual person are not likely to be independent of each other. A person who is hospitalised once for asthma is more likely to be hospitalised for asthma again than someone who has never been hospitalised for asthma. Therefore, the total count of admissions may not follow a Poisson distribution, and it is typical for the total count in such a situation to exhibit greater variability than would be expected from a Poisson process. As a result, simple methods of estimation (like those used to produce Figures 2, 3 and 5) will produce intervals which are too narrow.

The method proposed in the paper for calculating the variance in such a case is shown below.

For crude or age-specific rates, the rate is given by

$$\hat{R} = d/P \qquad (18)$$

where d is the number of hospitalizations and P is the population.

Then the variance of the rate is given by

$$\widehat{\mathrm{var}}(\hat{R}) = \frac{(\sum_{j=1}^{P} d_j^2) - d^2/P}{P(P-1)} \qquad (19)$$

where d_j is the number of hospital admissions for individual j. The summation only needs to be performed over the people in the population who have at least one hospital admission, since $d_j = 0$ for people who are not hospitalized, and they make no contribution to the sum.

There is a clear analogy here with the road casualty figures. In our terms:

- *d* is the number of killed and seriously injured casualties;
- d_j is the number of killed and seriously injured casualties for accident *j*;and
- *P* is the total number of injury accidents (including slight accidents)

We want to calculate the variance of *d*.

Because $R = d / P$ it follows that $d = R * P$
and the variance of *d* can be calculated from the variance of *R*.

The calculation of the variance of *R* requires one to sum the squares of the d_js – i.e. the squares of the numbers of people who were killed or seriously injured in each injury accident. These numbers were extracted from the Transport Scotland's computer database, which holds details of individual injury accidents back to 1979. For example, in 1979 there were 23,064 injury accidents. 14,800 of these had only slight casualties, 7,077 had one KSI casualty, 843 had two KSI casualties, 195 had three KSI casualties, and so on. The sum of the squares of the d_js is then simply ($7,077 * 1^2$) + ($843 * 2^2$) + ($195 * 3^2$) + and so on. The variance of *R* can therefore be calculated for each year for 1979 onwards. Because figures for the numbers of casualties in each injury accident are not available for earlier years, it is not possible to calculate variances on this basis for years before 1979.

There is an added complication in our case as the total number of injury accidents (our *P*), which was assumed to be the result of a Poisson process, is *also* subject to random year-to-year variation, and therefore also has a variance associated with it. The standard deviation here can be calculated in the simple way, just the square root of the moving average value.

Then, because $d = R * P$, the variance of *d* is calculated as the variance of *R* plus the variance of *P*. (There is no covariance between the d_j and the P_j, because the value of P_j is equal to one for every value of d_j, since each P_j is a single injury accident). The likely ranges of values are then calculated in the usual way, with the interval being +/- twice the standard deviation.

Figure 4 was prepared on this basis. This method appears to produce more realistic measures of the variability of the number of KSI casualties, but there are many years' figures (around a third) outwith the calculated ranges. The likely reason for this is that *statistical variability is not the only reason for year-to-year changes* – other factors have contributed to sharp falls and rises in KSI casualty numbers, as discussed in Section 1.4 of the Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values.The method used to calculate the likely range of random year-to-year variation cannot take account of the effect of such changes.

Appendix H

Illustrating the likely ranges of random year-to-year variation in casualty rates for local authority roads for each local authority area

The following table and the accompanying charts were first published as Table 41 (b) in *Road Accidents Scotland 2005* in November 2006 and have now been updated using data for 2010 to 2014. They were initially prepared following a discussion, at a meeting of Liaison Group on Road Accident Statistics in June 2006, of the possible inclusion in *Road Accidents Scotland* of charts which compare road accident or casualty rates by local authority area, using a method which was described in a paper by Paul Hewson (Exeter University) in the June 2004 edition of *Traffic Engineering and Control*. This involves the production of so-called caterpillar plots. These are charts which show:

- the values in the latest year (or period) for each area, in order from lowest to highest (though in this case Local Authorities are grouped within police force area for ease of comparison); and
- the likely range of random statistical variation around each value (these indicate the likely maximum range of year-to-year variation in the figures due to the random nature of accidents – based on statistical theory, one would expect only 5% of values to be outwith this range)

Such charts allow one to see (for example) the kinds of areas which have the lowest rates, and whether certain areas' figures differ significantly (e.g. one can be sure that the values for two areas *do* differ significantly if there is *no* overlap between their likely ranges of random variation). Members of the Group felt that it would be useful to include such charts, but with some changes – for example, the local authorities should appear in the standard *Road Accidents Scotland* order, and the values should be provided in a table, for the benefit of those who wished to use the numbers.

The likely ranges of random year-to-year variation were calculated by assuming that the numbers of casualties are the outcome of a Poisson process (as in the Hewson paper). However, the method of calculation was simpler than that used by Hewson. The main features of the approach, which was applied using the numbers for each of the three types of casualty for each local authority area, are described below.

First, it was assumed that the annual average for a five year period provides the best estimate of the underlying rate of occurrence of casualties for the single year in the middle of that period. For example, it was assumed that the annual average for 2010 to 2014 provides the best estimate of the underlying rate of occurrence of casualties around 2012. This figure was then taken as representing the number of casualties that one would expect to arise in 2012, on the basis that these numbers are the outcome of a Poisson process.

A characteristic of a Poisson distribution is that the values of the mean and the (statistical) variance are the same. The annual average number of casualties for 2010 to 2014 was therefore used as the estimate of the variance of the number of casualties, and its square root was used as the estimate of the standard deviation of the number of casualties.

The likely range of random year-to-year variation around the expected number of casualties for 2012 was then estimated using the underlying rate for 2012 (the annual average for 2010 to 2014) and the estimated standard deviation. The ranges were calculated in a similar way to 95% confidence intervals – i.e.:

- if the relevant casualty count was less than 100, the ranges (like exact confidence intervals) were calculated using the inverse Chi-squared distribution, as a result of which:

    - the ranges are not symmetric about the expected number of casualties;
    - in cases where the numbers are small, it is not possible for the lower limit of the range to have a value of less than zero

- if the relevant casualty count was 100 or more, the Normal approximation was used – i.e. the range was based on the expected number of casualties plus or minus twice the estimated standard deviation

The estimated upper and lower limits to the likely ranges of casualty numbers were then divided by the traffic estimates (in 100s of million vehicle kilometres) to get the likely ranges of values of casualty rates (per 100 million vehicle-kilometres). As the traffic estimates tend to change only slightly from year to year, it was assumed, for simplicity, that they are not affected by any random variation (so there was no need to widen the confidence limits accordingly).

Two points should be noted:

- the calculation of the limits used the expected number of casualties (rather than the actual number of casualties) in 2012 in order to show how the actual casualty rate that arose in that year compares with the likely range of values for that year. This makes it easy to see which (if any) local authority areas had, by chance, casualty rates in 2012 that were particularly high (compared with the rates that would have been expected on the basis of the casualty numbers for the five year period centred on that year), and which areas had, by chance, particularly low casualty rates in 2012;
- the figures cover only local authority roads, in order that any comparison of the figures for different local authorities is not affected by the casualty rates of any trunk roads in those areas. Transport Scotland is responsible for the trunk road network – not local authorities. In general, Motorways and trunk A roads have lower accident rates than other types of road (as can be seen from Table 5[c]), so areas which have a higher proportion of traffic on (say) Motorways may tend to have lower casualty rates. Therefore, any comparison of the casualty rates for a number of local authority areas (such as the four large cities) will be more meaningful if the figures relate only to local authority roads and therefore are unaffected by any differences in the proportions of traffic on (say) Motorways in those areas.

The table presents the estimated limits of the likely ranges of values in 2012 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2012. The four charts show the numbers graphically. It will be seen that most of the actual rates fall within the likely ranges of values – but the following numbers of cases do not:

- child killed and seriously injured casualty rate - one case;
- (all ages) fatal casualty rate - seven cases;
- (all ages) seriously injured casualty rate - two cases;
- slight casualty rate - four cases

Such out of range numbers are *not* a cause of concern, given that one would expect about 5% of cases to be outwith the estimated ranges (with 32 local authorities, one would expect

a couple of cases outwith the likely ranges for each of the three casualty rates). While seven out of range cases of the fatal casualty rate is more than one would expect, it is *not* so many as to suggest that something is wrong with the method of calculating the ranges. Most of the out of range cases are only *slightly* outwith the likely ranges; and there is *no* suggestion of any clear bias in the figures, because some of them are above the upper limit and others are below the lower limit. In any case, one might expect that there would be more cases of out of range values for the slight casualty rate, because the numbers of casualties from which it is calculated are much higher than the numbers from which the other two rates are calculated. As mentioned in Appendix G) the larger the number, the smaller that the level of likely random variation is as a percentage of the value, and therefore the more likely it is that external factors (e.g. the results of various road safety measures) will have an effect which is greater than that which would be expected due to random year-to-year variation alone – and, therefore, the more likely it is that there will be out-of-range values.

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

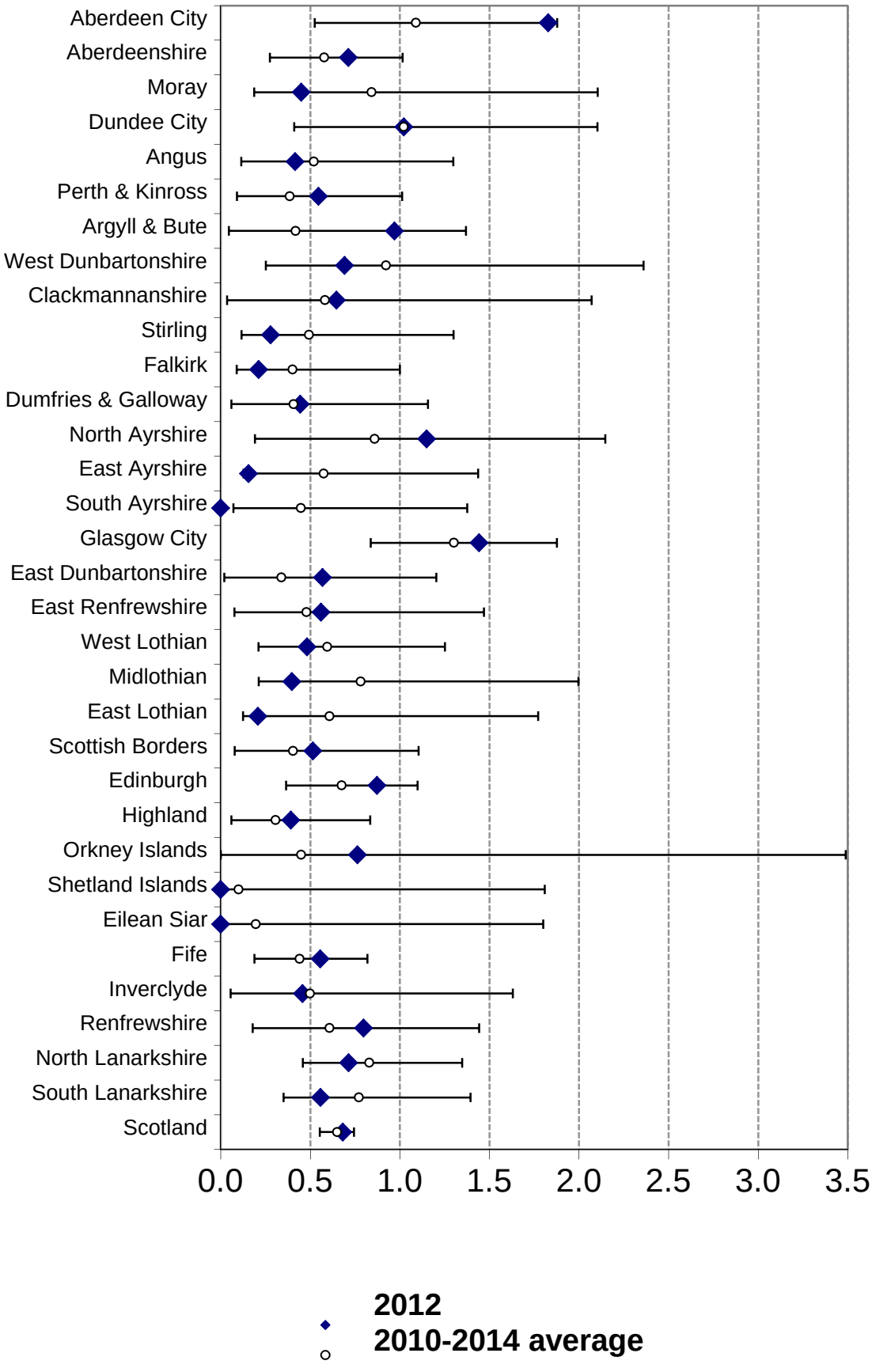
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres by police force division, council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2012 rates, with the likely range of values around the 2010-2014 annual average casualty numbers

	Child Killed and Seriously Injured casualty rate 2012	Likely range of values		All ages Killed casualty rate 2012	Likely range of values		All ages Seriously injured casualty rate 2012	Likely range of values		Slight casualty rate 2012	Likely range of values	
		Lower	Upper		Lower	Upper		Lower	Upper		Lower	Upper
Aberdeen City												
Aberdeen City	**1.83**	**0.52**	**1.88**	**0.67**	**0.15**	**1.11**	**9.42**	**6.14**	**9.61**	**28.2**	**21.2**	**27.2**
Aberdeenshire & Moray												
Aberdeenshire	**0.71**	**0.27**	**1.01**	**0.71**	**0.45**	**1.32**	**9.15**	**6.78**	**9.36**	**21.4**	**18.2**	**22.3**
Moray	**0.45**	**0.19**	**2.10**	**0.45**	**0.05**	**1.60**	**6.50**	**4.12**	**8.95**	**18.8**	**14.4**	**22.5**
Tayside												
Dundee City	**1.02**	**0.41**	**2.10**	**0.15**	**0.02**	**0.94**	**6.28**	**3.92**	**7.60**	**27.9**	**22.4**	**30.0**
Angus	**0.42**	**0.12**	**1.30**	**0.69**	**0.12**	**1.30**	**5.12**	**4.01**	**7.59**	**24.8**	**18.6**	**25.4**
Perth & Kinross	**0.54**	**0.09**	**1.01**	**0.65**	**0.27**	**1.46**	**6.32**	**4.50**	**7.74**	**20.0**	**16.8**	**22.5**
Argyll & West Dunbartonshire												
Argyll & Bute	**0.97**	**0.05**	**1.37**	**0.00**	**0.02**	**1.22**	**5.62**	**3.52**	**7.66**	**29.5**	**21.9**	**30.7**
West Dunbartonshire	**0.69**	**0.25**	**2.36**	**0.69**	**0.01**	**1.28**	**3.69**	**2.28**	**6.27**	**25.3**	**22.0**	**31.8**
Forth Valley												
Clackmannanshire	**0.65**	**0.03**	**2.07**	**0.00**	**0.00**	**1.51**	**5.81**	**2.23**	**7.17**	**29.4**	**19.3**	**30.7**
Stirling	**0.28**	**0.12**	**1.30**	**0.42**	**0.06**	**1.09**	**4.60**	**3.56**	**6.97**	**22.7**	**18.6**	**25.4**
Falkirk	**0.21**	**0.09**	**1.00**	**0.85**	**0.06**	**0.92**	**6.04**	**3.05**	**5.78**	**25.3**	**22.2**	**28.6**
Dumfries & Galloway	**0.44**	**0.06**	**1.16**	**0.89**	**0.16**	**1.48**	**8.58**	**5.36**	**9.53**	**35.9**	**28.3**	**36.8**
Ayrshire												
North Ayrshire	**1.15**	**0.19**	**2.15**	**0.46**	**0.09**	**1.81**	**5.52**	**4.02**	**8.87**	**39.3**	**30.4**	**41.5**
East Ayrshire	**0.15**	**0.13**	**1.44**	**0.46**	**0.09**	**1.32**	**5.10**	**3.18**	**6.65**	**25.2**	**21.1**	**28.7**
South Ayrshire	**0.00**	**0.07**	**1.38**	**0.35**	**0.07**	**1.38**	**4.20**	**2.78**	**6.34**	**32.2**	**25.3**	**34.2**
Greater Glasgow												
Glasgow City	**1.44**	**0.84**	**1.88**	**0.35**	**0.22**	**0.87**	**8.80**	**7.14**	**9.67**	**63.8**	**56.4**	**63.1**
East Dunbartonshire	**0.57**	**0.02**	**1.20**	**0.00**	**0.00**	**1.05**	**4.91**	**1.93**	**5.22**	**22.3**	**20.3**	**28.7**
East Renfrewshire	**0.56**	**0.08**	**1.47**	**0.37**	**0.00**	**1.02**	**2.05**	**1.27**	**4.08**	**18.4**	**14.9**	**22.1**
Lothians & Scottish Borders												
West Lothian	**0.48**	**0.21**	**1.25**	**0.39**	**0.06**	**0.84**	**5.59**	**3.64**	**6.42**	**38.9**	**33.3**	**40.7**
Midlothian	**0.40**	**0.21**	**2.00**	**0.00**	**0.02**	**1.25**	**3.77**	**2.69**	**6.49**	**47.0**	**30.6**	**40.9**
East Lothian	**0.21**	**0.12**	**1.77**	**0.00**	**0.02**	**1.30**	**4.55**	**3.27**	**7.46**	**31.6**	**27.1**	**37.1**
Scottish Borders	**0.51**	**0.08**	**1.10**	**1.28**	**0.28**	**1.64**	**7.32**	**5.22**	**9.02**	**29.3**	**23.6**	**30.8**
Edinburgh	**0.87**	**0.37**	**1.10**	**0.60**	**0.14**	**0.69**	**8.26**	**5.69**	**7.87**	**49.6**	**48.6**	**54.6**
Highlands & Islands												
Highland	**0.39**	**0.06**	**0.83**	**0.49**	**0.33**	**1.50**	**5.08**	**3.13**	**5.73**	**36.7**	**25.5**	**32.0**
Orkney Islands	**0.76**	**0.00**	**3.49**	**3.82**	**0.08**	**4.79**	**8.40**	**1.21**	**8.71**	**13.0**	**11.5**	**26.6**
Shetland Islands	**0.00**	**0.00**	**1.81**	**0.00**	**0.00**	**2.29**	**3.50**	**0.53**	**5.02**	**17.0**	**13.4**	**25.9**
Eilean Siar	**0.00**	**0.00**	**1.80**	**0.99**	**0.12**	**3.52**	**3.94**	**1.07**	**6.37**	**15.8**	**11.3**	**22.9**
Fife	**0.56**	**0.19**	**0.82**	**0.35**	**0.19**	**0.82**	**4.49**	**3.12**	**4.91**	**19.3**	**18.7**	**22.7**
Renfrewshire & Inverclyde												
Inverclyde	**0.46**	**0.05**	**1.63**	**0.00**	**0.00**	**0.83**	**4.79**	**2.06**	**5.87**	**25.3**	**22.1**	**31.8**
Lanarkshire												
Renfrewshire	**0.80**	**0.18**	**1.44**	**0.80**	**0.14**	**1.35**	**5.71**	**3.98**	**7.47**	**40.9**	**32.8**	**41.5**
North Lanarkshire	**0.71**	**0.46**	**1.35**	**0.33**	**0.09**	**0.64**	**3.57**	**2.73**	**4.51**	**28.4**	**26.9**	**31.9**
South Lanarkshire	**0.56**	**0.35**	**1.39**	**0.48**	**0.27**	**1.24**	**5.17**	**3.91**	**6.47**	**36.2**	**33.4**	**40.1**
Scotland	**0.68**	**0.55**	**0.74**	**0.50**	**0.39**	**0.56**	**6.11**	**5.24**	**5.80**	**32.4**	**30.5**	**31.8**

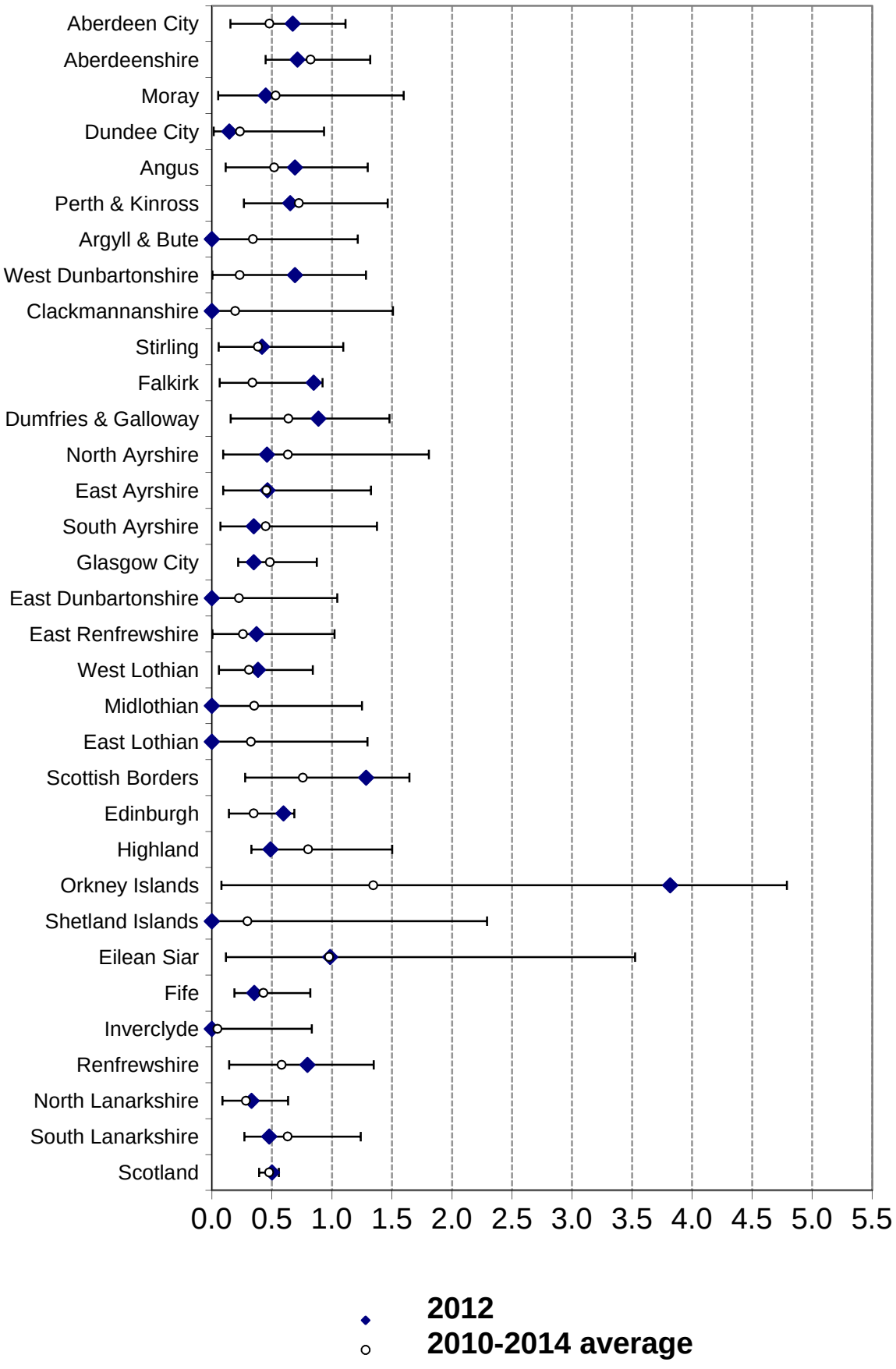
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2012 and likely range of values (see text) around the 2010-2014 average



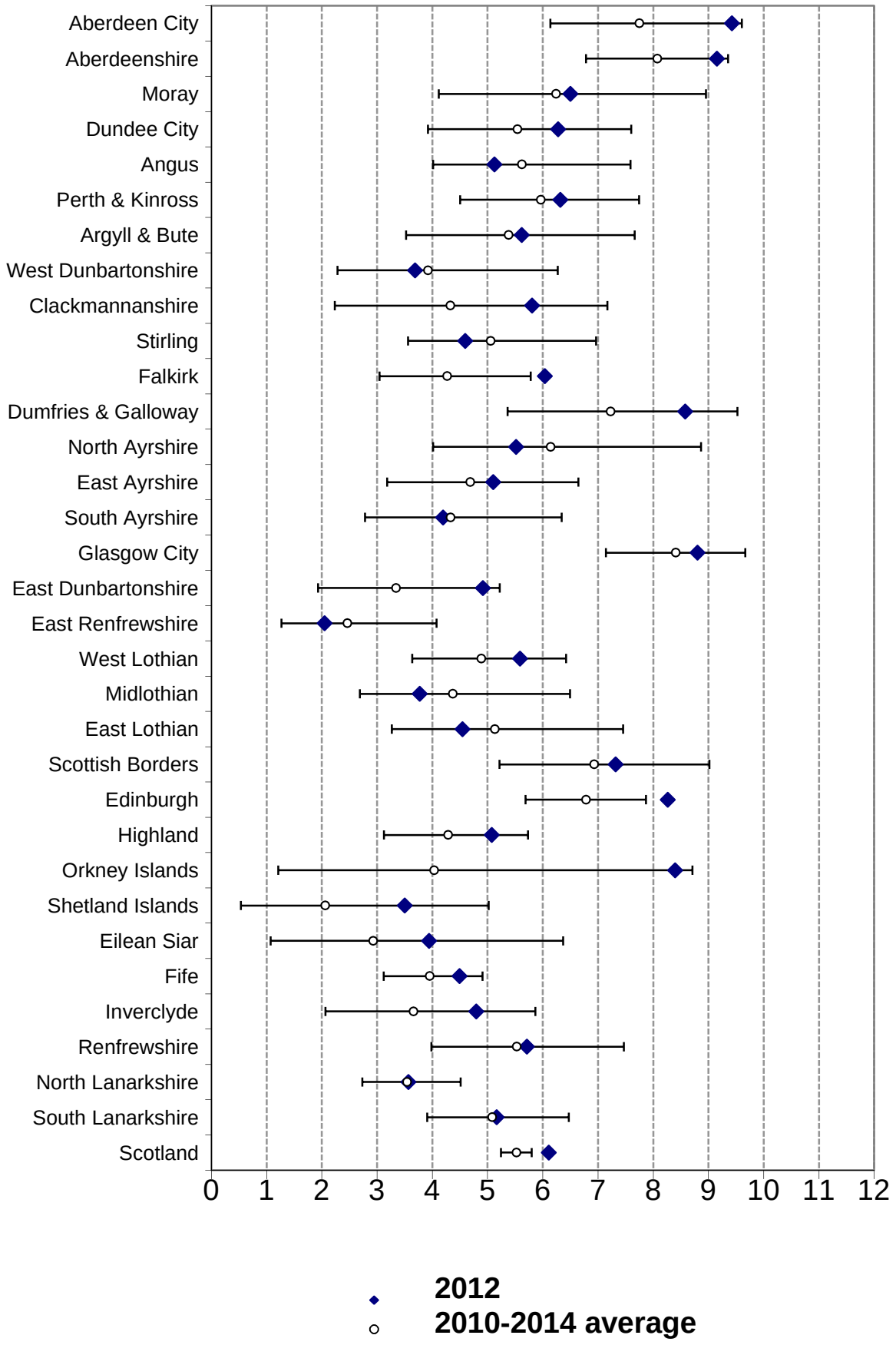
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2012 and likely range of values (see text) around the 2010-2014 average



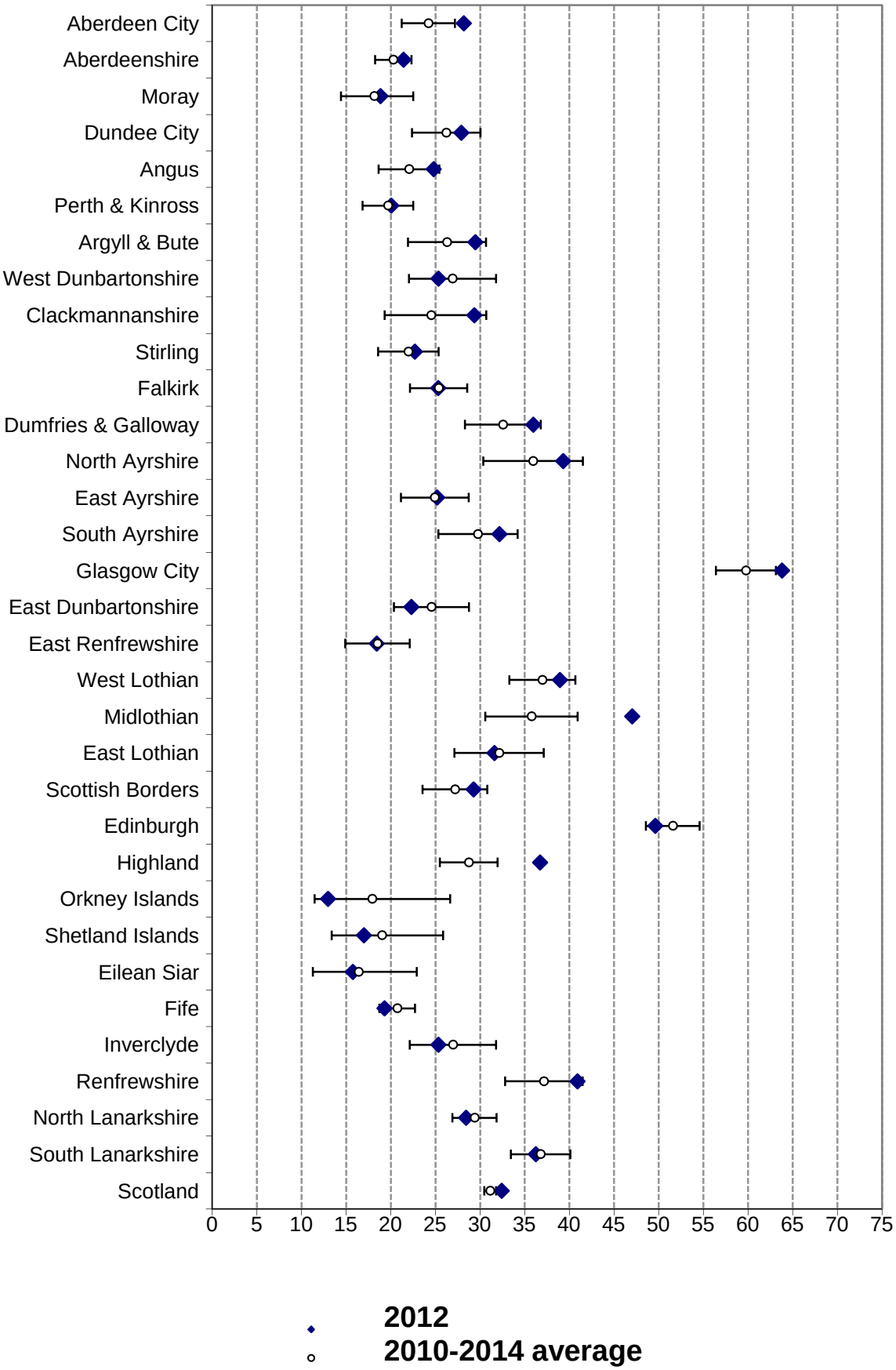
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms)by LA: 2012 and likely range of values (see text) around the 2010-2014 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2012 and likely range of values (see text) around the 2010-2014 average



Appendix I

Scottish Parliamentary Questions: September 2014 to August 2015

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

- about accidents and casualties on trunk roads in Scotland – answers to which were drafted by Transport Scotland's Trunk Roads and Bus Operations section as it is responsible for the trunk road network;
- about matters such as safety cameras, accidents involving school buses, or the number of people involved in road accidents who were convicted of certain offences – answers to which were drafted by the parts of the Scottish Government with responsibility for the relevant policy areas (Transport Statistics contributed to some of these answers – e.g. by providing whatever relevant statistics it held, or by explaining why the information requested was not available from the Stats 19 returns);
- asked at the Westminster Parliament – answers to which were drafted by the Department for Transport, whose GB-wide database includes a copy of the Scottish Stats 19 data

However, although its coverage is not comprehensive, this Appendix should be of interest to some users of *Reported Road Casualties Scotland* because it provides examples of the kinds of uses that are made of the Stats 19 data.

Almost all the answers can be found in previous editions of Reported Road casualties Scotland http://bit.ly/TSStats-RRCS or via http://tinyurl.com/9b9ef8j

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

(*) – the entries in this column are as follows:
information provided – this category includes cases where:

- only some of the information that was requested was available – e.g. questions about:
    - the numbers of road accidents and hit-and-run incidents – because the Stats 19 returns cover only *injury* accidents which were *reported to the Police*, so do *not* cover *all* accidents/incidents; or
    - the causes of accidents since 1999 – because Contributory Factors were only added to Stats 19 at the start of 2005.
- the only information that could be provided was on a different basis from that which was requested

information not available – this category includes cases where the information requested:

- does not exist; or
- is not held centrally; or
- cannot be obtained from the Transport Statistics road accident statistics system without disproportionate cost, because the system is not designed to provide it

($) – the answer referred to a publicly-available source (e.g. *Reported Road Casualties Scotland*, or another question which had been answered previously) which contained some or all of the information

which was requested. The answer may also have provided some information that was not available from the publicly-available source.

(#) – the answer explained that the statistics which were provided were based upon the data which are held in the central road accident statistics database and which were collected by the police at the time of the accident and subsequently reported in the Stats 19 returns. They may differ from any figures which the local authorities would provide now, because they do not take account of any subsequent changes or corrections that local authorities may have made to the statistical information, for use at local level, about the location of each accident, based upon their knowledge of the roads and areas concerned.

Index

Index of tables (Statistical Tables section)

NB: there are no entries in this index for some topics which appear in many tables, such as severity and built up/non-built up

Statistics Provided in More Detail in Previous Editions

ERRORS IN THE PREVIOUS EDITION

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

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

We are pleased to say that no errors have been found in the statistics that were published in the previous edition.

Any problems or inconveniences resulting from these errors are regretted.

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT's annual ***Regional Transport Statistics*** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the "first port of call" for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: **http://tinyurl.com/nm8re6m**

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

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

TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the The Institute of Logistics and Transport (then known as The Chartered Institute of Transport).

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

The aims of TSUG are:

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

The main activities of TSUG are:

- The production of a regular Newsletter containing news and reviews of matters relating to transport statistics and the TSUG membership.
- The organisation of Seminars addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an annual seminar in Edinburgh and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The maintenance of a Website which TSUG Members can use to find out about and book on TSUG seminars, and access an information archive.

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

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

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

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

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e-mail: statistics.enquiries@scotland.gsi.gov.uk

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

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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

Title	Last published	Price
Scottish Transport Statistics	February 2015	
Transport and Travel in Scotland	August 2015	Web only
Reported Road Casualties Scotland	October 2015	
Key Reported Road Casualties Scotland	June 2015	Web only

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