REPORTED ROAD CASUALTIES SCOTLAND

2011

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:

Mr Andrew Knight or Mr Charlie Lewis
Transport Statistics branch
Transport Scotland
Victoria Quay
EDINBURGH
EH6 6QQ
Telephone: 0131-244 7256 or 7255
Fax: 0131-244 7281
E-mail: transtat@transportscotland.gsi.gov.uk

Major enquiries or suggestions for improvement to the publication should be addressed to the transport statistician – Matt Perkins - 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 the appropriate Police Force(s) or Council(s).

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 & riders with illegal alcohol levels using Procurator Fiscal data.

In addition to the statistical tables and commentary the publication contains 4 articles discussing further analysis of the statistics:

- Article 1 examines progress towards **casualty reduction target**s;
- Article 2 Priorities in Scotland's road safety Framework to 2020 **an assessment of relative levels and trends**;
- Article 3 **compares** the police Stats 19 data with **other sources**;
- Article 4 describes **contributory factors** attributed to reported road accidents and casualties.

Comparisons with death registrations show that very few any, fatal accidents do not become known to the police. However, there will be non-fatal injury accidents that are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only include in their returns details of the accidents of which they are aware. Article 3 looks at other sources [and describes analysis Transport Statistics and DfT have carried out, attempting to estimate the level of under-counting.]

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 (to be implemented by 2013). Details can be found at:
http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

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

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

The status of the statistics

Most of the data used in this publication were extracted from the Road Accidents statistical database on the **5 September 2012**. 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 the Scottish Government's Road Accident Statistics database was collected by the police following each accident, and subsequently reported to the Government. The Scottish Government'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 Scottish Government 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. 2007-2011), 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.

Article 2 assesses the relative levels and trends in the priorities set up in 'Scotland's road safety framework to 2020'.

Estimates of the total volume of road traffic

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

Other Scottish Transport Statistics

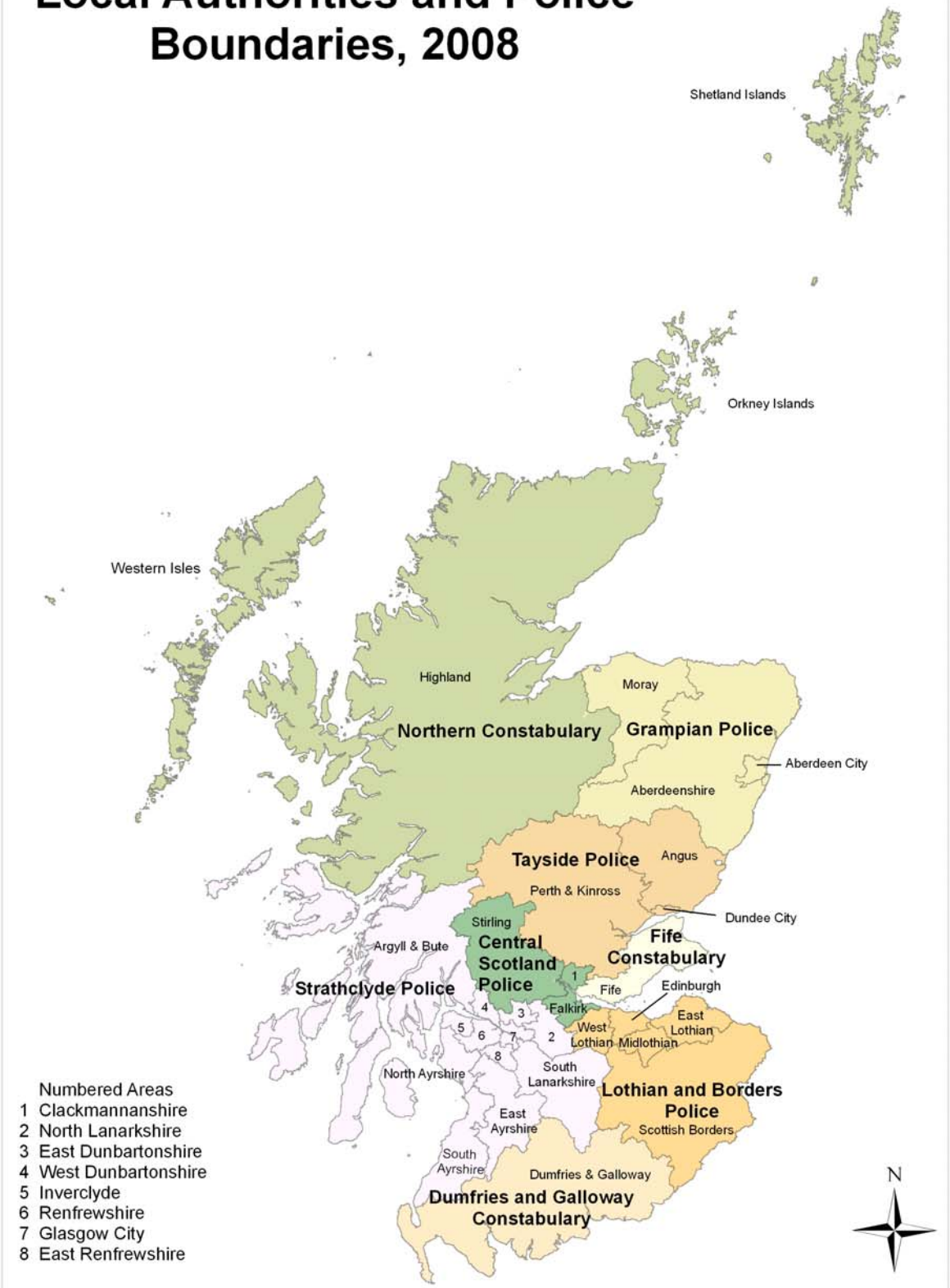
Reported Road Casualties Scotland is one of a series of Transport Statistics publications, most of which focus on particular aspects of transport and cover them in depth. These can be found at http://www.transportscotland.gov.uk/analysis/statistics.

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

Matt Perkins
Statistician

Transport Statistics
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 7254
Email: Transtat@transportscotland.gsi.gov.uk

Local Authorities and Police Boundaries, 2008



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

Local Authority boundaries - Ordance Survey Boundary Line 2007

SUMMARY

Summary

On Scotland's roads **in 2011** there were:

- 9,974 reported injury **accidents** in which 12,770 people were reported as being casualties;
- 2,061 people reported **killed** or **seriously** injured (186 of whom died);
- 7,770 casualties in cars, 89 of whom died;
- 2,059 **pedestrian** casualties, of whom 43 were killed;
- 808 **motor cyclist** casualties (of whom 33 were killed);
- 1,315 **child**[1] casualties, 203 of whom were seriously injured (7 of them died);
- 645 **child**[1] **pedestrian** casualties – 139 were seriously injured (2 died).

Between **2001** and **2011**:

- The number of **fatal accidents** fell by 43%, from 309 to 176;
- The total of **fatal** and **serious accidents** fell by 41%, from 3,149 to 1,847;
- The total number of **accidents** (all severities) fell by 32%, from 14,724 to 9,974;
- The number of people **killed** fell by 47%, from 348 to 186;
- The total of **seriously** injured casualties fell by 45%, from 3,410 to 1,875;
- The total number of **casualties** (all severities) fell by 36%, from 19,911 to 12,770;
- **Car** user casualties fell by 37%, from 12,294 to 7,770;
- **Pedestrian** casualties fell by 40%, from 3,405 to 2,059;
- **Pedal cycle** casualties fell by 10%, from 916 to 824;
- **Motor cycle** casualties fell by 31%, from 1,178 to 808;
- **Male** casualties fell by 35%, from 11,301 to 7,298;
- **Female** casualties fell by 36%, from 8,582 to 5,466;
- Casualties **aged 16-22** fell by 40% from 3,703 to 2,239;
- Casualties **aged 23-59** fell by 33% from 10,929 to 7,353;
- Casualties **aged 60** and over fell by 20% from 2,287 to 1,841;
- **Child**[1] fatalities fell from 20 to 7;
- **Child**[1] **seriously injured** casualties fell by 61% from 524 to 203;
- The total number of **child**[1] casualties (all severities) fell by 55% from 2,923 to 1,315;
- **Child**[1] **pedestrian** fatalities fell from 14 to 2;
- **Child**[1] pedestrians seriously injured casualties fell by 59% from 339 to 139;
- The total number of **child**[1] **pedestrian** casualties fell by 56% from 1,475 to 645;

- The estimated number of **drink-drive accidents** fell by around a third, from about 780 (in 2000) to roughly 530 (in 2010 – the latest year for which estimates are available); it's estimated that the number of people killed in such accidents fell from about 40 to around 30;
- The estimated total **cost of all road accidents** in Scotland (including damage only accidents) at constant 2010 prices, fell by 41%, from £1,930 million to £1,140 million.

Over the longer-term:

- **Between 1950 and 2011** (inclusive), 34,871 people were killed, and a total of about 1.505 million people were either killed or injured, in accidents on Scotland's roads;
- **In 1962** (the earliest year for which a figure is available), there were roughly 775,000 vehicles licensed in Scotland, whereas in 2011 the vehicle population stood at 2.691 million. Over the same period, the number of casualties fell from about 26,700 to around 12,800. Therefore whilst the vehicle stock has more than trebled, the number of casualties has actually halved.

[1] Child age 0-15

Table A: Summary of reported road injury accident and reported casualty statistics: 2001 to 201

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Accidents											
Fatal	309	274	301	283	264	293	255	245	196	189	176
Fatal & serious	3,149	2,958	2,796	2,614	2,516	2,550	2,304	2,487	2,195	1,901	1,847
All severities	14,724	14,343	13,917	13,919	13,438	13,110	12,506	12,158	11,556	10,295	9,974
Accidents on built-up[1] roads											
Fatal	91	71	85	90	76	83	71	82	56	56	62
Fatal & serious	1,648	1,599	1,474	1,322	1,300	1,347	1,207	1,359	1,089	981	1,013
All severities	9,436	9,185	8,745	8,708	8,387	8,197	7,781	7,463	6,990	6,341	6,354
Accidents on non built-up[1] roads											
Fatal	218	203	216	193	188	210	184	163	140	133	114
Fatal & serious	1,501	1,359	1,322	1,292	1,216	1,203	1,097	1,128	1,106	920	834
All severities	5,288	5,158	5,172	5,211	5,051	4,913	4,725	4,695	4,566	3,954	3,620
Drink-drive accidents and casualties[2]											
Accidents	800	820	750	710	660	720	670	660	660	530	
Casualties (all severities)	1,190	1,270	1,130	1,060	990	980	940	960	920	750	
Killed	70	50	50	40	30	30	30	40	30	20	
Killed by mode of transport											
Pedestrian	76	73	63	76	66	61	60	60	47	47	43
Pedal cycle	10	8	14	7	16	10	4	9	5	7	7
Motor cycle	49	46	50	42	34	58	40	34	43	35	33
Car	194	154	189	167	153	175	160	153	116	105	89
Other (eg taxi, bus, goods)	19	23	20	16	17	10	17	14	5	14	14
All modes of transport	348	304	336	308	286	314	281	270	216	208	186
Seriously injured casualties by mode											
Pedestrian	842	820	712	674	677	688	594	645	509	457	513
Pedal cycle	161	144	125	121	116	131	147	155	152	138	156
Motor cycle	405	410	367	353	371	352	381	396	332	319	293
Car	1,758	1,628	1,511	1,414	1,304	1,258	1,110	1,203	1,136	902	756
Other (eg taxi, bus, goods)	244	227	242	204	198	206	153	176	159	152	157
All modes of transport	3,410	3,229	2,957	2,766	2,666	2,635	2,385	2,575	2,288	1,968	1,875
Slightly injured casualties by mode											
Pedestrian	2,487	2,423	2,215	2,328	2,308	2,104	2,049	1,887	1,643	1,510	1,503
Pedal cycle	745	676	663	648	649	640	563	566	647	636	661
Motor cycle	724	711	697	599	677	658	640	612	646	491	482
Car	10,342	10,050	10,055	10,024	9,532	9,272	8,793	8,314	8,327	7,293	6,925
Other (eg taxi, bus, goods)	1,855	1,882	1,833	1,829	1,767	1,646	1,527	1,367	1,276	1,232	1,138
All modes of transport	16,153	15,742	15,463	15,428	14,933	14,320	13,572	12,746	12,539	11,162	10,709
All casualties by mode, by sex and by age											
Pedestrian	3,405	3,316	2,990	3,078	3,051	2,853	2,703	2,592	2,199	2,014	2,059
Pedal cycle	916	828	802	776	781	781	714	730	804	781	824
Motor cycle	1,178	1,167	1,114	994	1,082	1,068	1,061	1,042	1,021	845	808
Car	12,294	11,832	11,755	11,605	10,989	10,705	10,063	9,670	9,579	8,300	7,770
Other (eg taxi, bus, goods)	2,118	2,132	2,095	2,049	1,982	1,862	1,697	1,557	1,440	1,398	1,309
All modes of transport	**19,911**	**19,275**	**18,756**	**18,502**	**17,885**	**17,269**	**16,238**	**15,591**	**15,043**	**13,338**	**12,770**
Male	11,301	11,086	10,657	10,473	10,204	9,723	9,302	8,843	8,450	7,541	7,298
Female	8,582	8,176	8,086	8,016	7,658	7,532	6,916	6,737	6,587	5,787	5,466
Child: 0 - 15	2,923	2,745	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,378	1,315
Young adult: 16-22	3,703	3,587	3,467	3,463	3,540	3,559	3,419	3,174	3,084	2,491	2,239
Adult: 23-59	10,929	10,667	10,426	10,340	9,926	9,566	8,929	8,706	8,452	7,712	7,353
Older adults: 60+	2,287	2,226	2,330	2,258	2,218	2,090	2,044	2,000	1,997	1,732	1,841
Child[4] killed by mode of transport											
Pedestrian	14	12	5	8	5	9	4	4	1	1	2
Pedal cycle	4	-	2	-	4	5	1	2	1	1	-
Car	2	2	10	3	1	10	4	13	3	1	5
Other (eg m/c, taxi, bus...)	-	-	-	1	1	1	-	1	-	1	-
All modes of transport	20	14	17	12	11	25	9	20	5	4	7
Child[4] seriously injured casualties by mode											
Pedestrian	339	328	268	239	239	239	181	194	155	150	139
Pedal cycle	52	46	46	40	26	35	28	18	26	23	23
Car	108	109	83	74	68	60	51	56	62	40	34
Other (eg m/c, taxi, bus...)	25	30	18	19	24	16	9	11	10	10	7
All modes of transport	524	513	415	372	357	350	269	279	253	223	203
All child[4] casualties by mode											
Pedestrian	1,475	1,296	1,201	1,180	1,099	993	882	831	674	643	645
Pedal cycle	307	277	276	263	219	209	174	150	148	146	135
Car	950	926	825	805	684	657	633	569	548	505	460
Other (eg m/c, taxi, bus...)	191	246	178	147	170	163	128	139	103	84	75
All modes of transport	2,923	2,745	2,480	2,395	2,172	2,022	1,817	1,689	1,473	1,378	1,315
Accident costs (£ million)[3]	1,930	1,804	1,787	1,704	1,626	1,647	1,515	1,508	1,341	1,208	1,140

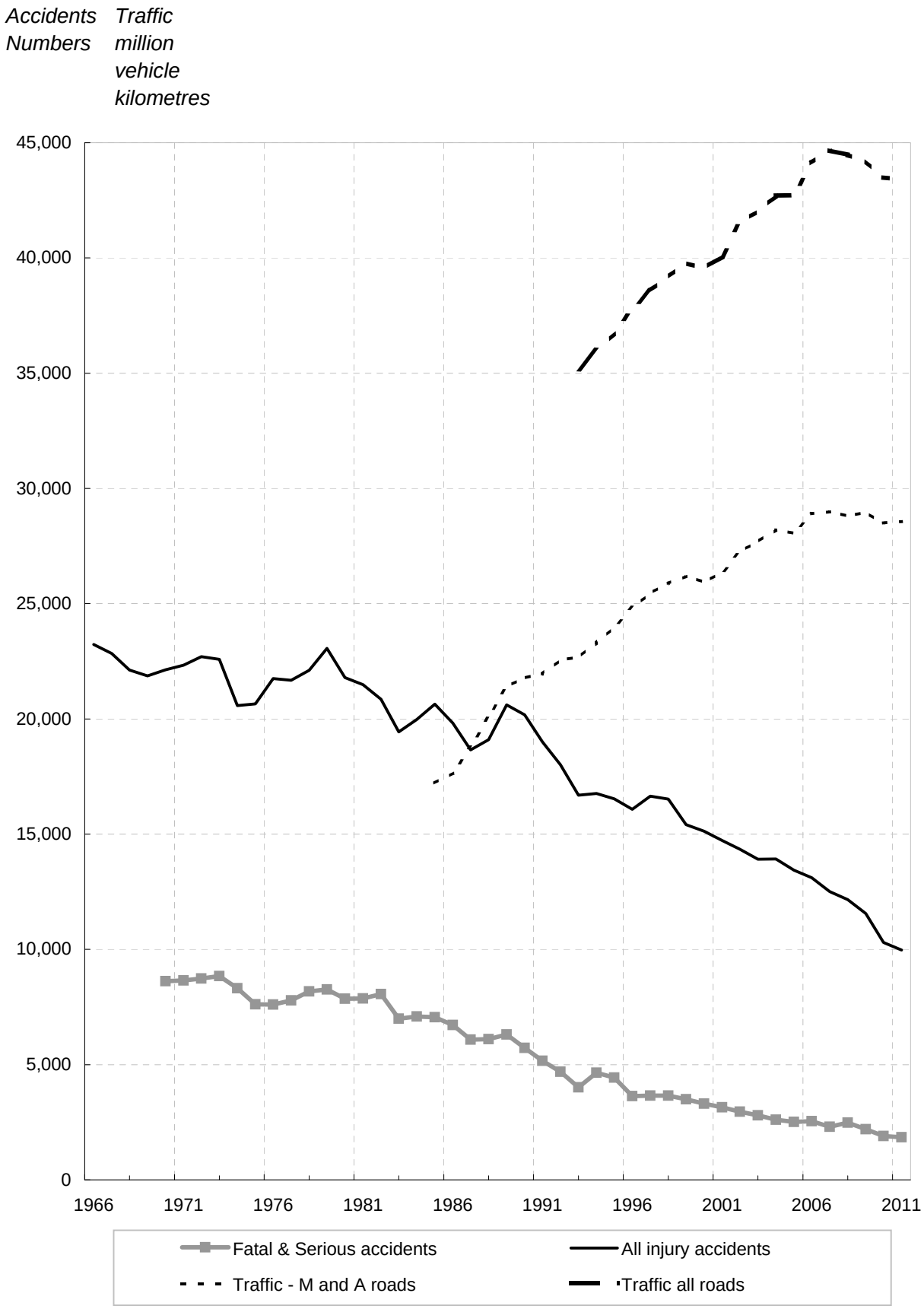
1. Built-up roads have a speed limit of up to 40mph; Non built-up roads have a speed limit of over 40mph
2. Estimates, adjusted for under-reporting as described in the text accompanying Table 22. The latest year's estimates are not yet available.
3. Estimated total costs (including damage only accidents) at 2010 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury accidents and reported casualties by police force area, council and severity: 2011

	Accidents				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
Northern	**19**	**92**	**456**	**567**	**22**	**109**	**664**	**795**	**50**
Highland	18	83	387	488	21	98	566	685	44
Orkney Islands	-	2	11	13	-	2	24	26	0
Shetland Islands	-	4	28	32	-	5	41	46	4
Eilean Siar	1	3	30	34	1	4	33	38	2
Grampian	**22**	**269**	**726**	**1,017**	**23**	**312**	**902**	**1,237**	**103**
Aberdeen City	8	94	260	362	8	98	304	410	42
Aberdeenshire	10	153	355	518	11	190	462	663	47
Moray	4	22	111	137	4	24	136	164	14
Tayside	**23**	**166**	**561**	**750**	**25**	**199**	**763**	**987**	**116**
Dundee City	2	50	185	237	2	52	243	297	49
Angus	5	48	167	220	5	57	228	290	30
Perth & Kinross	16	68	209	293	18	90	292	400	37
Fife	**11**	**80**	**357**	**448**	**11**	**92**	**494**	**597**	**78**
Lothian & Borders	**20**	**327**	**1,826**	**2,173**	**22**	**349**	**2,296**	**2,667**	**261**
Edinburgh, City of	9	162	1,009	1,180	10	166	1,195	1,371	125
West Lothian	2	58	323	383	2	63	432	497	47
Midlothian	2	26	149	177	3	27	194	224	24
East Lothian	1	24	134	159	1	29	177	207	32
Scottish Borders	6	57	211	274	6	64	298	368	33
Central	**9**	**94**	**442**	**545**	**9**	**110**	**598**	**717**	**67**
Clackmannanshire	2	7	55	64	2	10	76	88	13
Stirling	6	50	164	220	6	57	231	294	24
Falkirk	1	37	223	261	1	43	291	335	30
Strathclyde	**63**	**568**	**3,525**	**4,156**	**65**	**620**	**4,662**	**5,347**	**611**
Glasgow, City	13	169	1,099	1,281	13	177	1,388	1,578	184
Argyll & Bute	4	48	178	230	5	58	253	316	23
West Dunbartonshire	4	22	119	145	4	22	154	180	28
East Dunbartonshire	-	16	124	140	-	16	162	178	14
Inverclyde	1	23	131	155	1	26	181	208	27
Renfrewshire	7	49	298	354	7	52	424	483	42
East Renfrewshire	2	11	103	116	2	12	140	154	14
North Lanarkshire	11	57	501	569	11	59	677	747	96
South Lanarkshire	10	71	432	513	11	78	581	670	79
North Ayrshire	4	34	192	230	4	39	238	281	48
East Ayrshire	4	33	167	204	4	43	219	266	27
South Ayrshire	3	35	181	219	3	38	245	286	29
Dumfries & Galloway	**9**	**75**	**234**	**318**	**9**	**84**	**330**	**423**	**29**
Scotland	**176**	**1,671**	**8,127**	**9,974**	**186**	**1,875**	**10,709**	**12,770**	**1,315**
of which:									
Built up roads	62	951	5,341	6,354	64	1,000	6,610	7,674	1,025
Non- built up roads	114	720	2,786	3,620	122	875	4,099	5,096	290

Commentary

Figure 1 Reported accidents by severity, 1966 to 2011



Commentary

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

1.1 Main Points

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

Accidents

- In 2011, there were 176 **fatal accidents,** 13 (7%) less than in 2010, the lowest number since the records began in 1970.

- **Serious injury accidents** in 2011 fell by 41 (2%) to 1,671 – the lowest number since the records began in 1970.

- **Slight injury accidents** fell by 267 (3%) in 2011 to 8,127 – the lowest number since records began.

Casualties

- There were 186 people **killed** in road accidents in Scotland in 2011, 22 (or 11%) less than in 2010 and the lowest since records began in 1950.

- 1,875 people were **seriously injured** in road accidents in 2011, 93 (or 5%) less than in 2010 – the lowest number since records began.

- 10,709 people were **slightly injured** in road accidents in 2011**,** 453 (or 4%) fewer than in 2010 – the lowest figure since 1950.

- There were a **total number of 12,770 casualties** in 2011 – 568 (or 4%) less than in 2010 – the lowest figure since 1938.

The reductions in the numbers of accidents and casualties in recent years are even more significant given the rise in vehicle and subsequent traffic. E.g. in 2011 the number of vehicles licensed in Scotland was about a fifth higher than in 2001 and traffic on Scottish roads was estimated to have grown by just under a tenth since 2001.

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 motor cyclists 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 to fall.

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 20 out of 23 years, and in 2011 it was at the lowest level ever recorded. The 2011 figure of 9,974 was 321 less than in 2010.

Since the late 1980s, the number of **fatal accidents** has fallen considerably e.g. from 517 in 1987 to 176 in 2011. For **serious accidents**, the trend has also been downwards. The number of serious accidents has fallen e.g. from 5,814 in 1989 to 1,671 in 2011 – the lowest number ever recorded. The numbers of **slight accidents** have not changed as much over the years: oscillating between 12,000 and 15,000 from 1970 to 1998. The most recent peak level was 14,443 in 1990. However, they fell below 12,000 in 1999, and the 2011 figure of 8,127 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.

Numbers killed

In 2011 there were 186 road accidents fatalities in Scotland in, a decrease of 11% on 2010. This was the lowest figure recorded. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend, particularly between 1982 and 1994. Since then, figures have been fluctuating around a less pronounced downwards trend. The number in 2011 was 28% below the average for the previous five years (258).

Numbers seriously injured

In 2011 there were 1,875 people seriously injured in road accidents: 93 (5%) less than in 2010. This is the lowest number since records began in 1950. The long term trend shows that the number of serious casualties peaked in the early 1970's at around 10,000 and generally fell since the early 1980's. 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 2011 there were 10,709 people slightly injured, 453 (4%) fewer than in 2010, and the lowest number since 1950. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999, could have been a continuation of that pattern. However, 2000 to 2011 showed consecutive falls suggesting a continuing downward trend.

Total numbers of casualties

In 2011 there was a total of 12,770 casualties, 568 (4%) fewer than in 2010 (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, as the totals for 1999 to 2011 were all under 21,100, with falls each year, it appears that the downward trend has resumed.

Government targets for reductions in the numbers of road accident casualties

In 1987 the 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.

A separate section on the Scottish national casualty reduction targets for 2020 (which appears after this Commentary) provides statistics related to these targets, plus a selection of key points. 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.

Figure 2

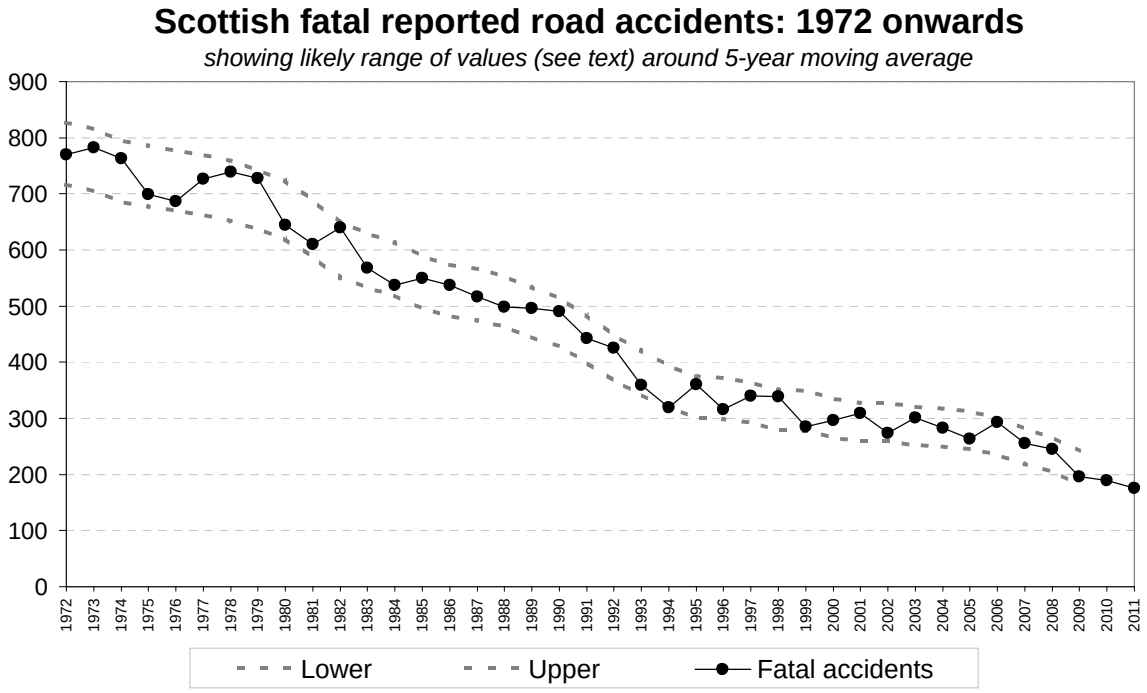
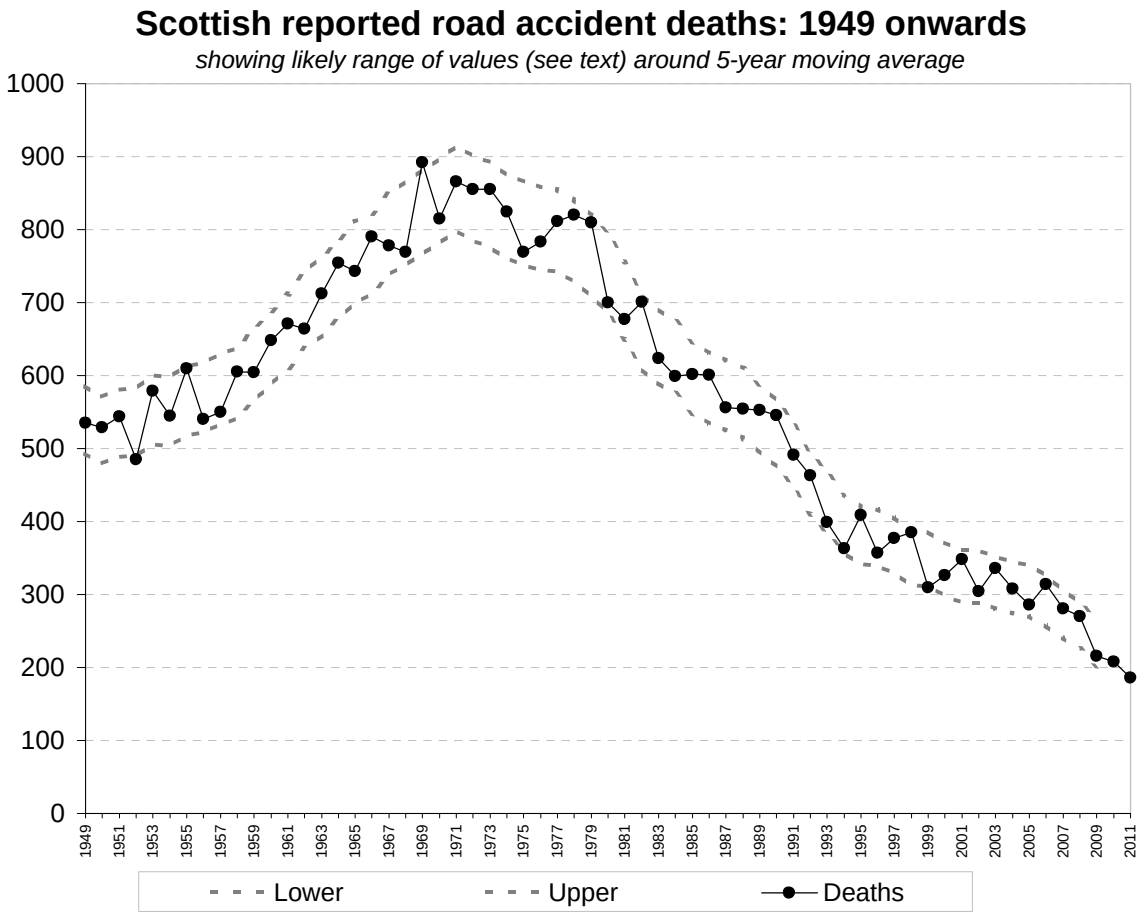


Figure 3



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 2011);
- road deaths (1949 to 2011);
- people killed or seriously injured (1950 to 2011);
- children killed or seriously injured (1981 to 2011).

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.

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.

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

Figure 4

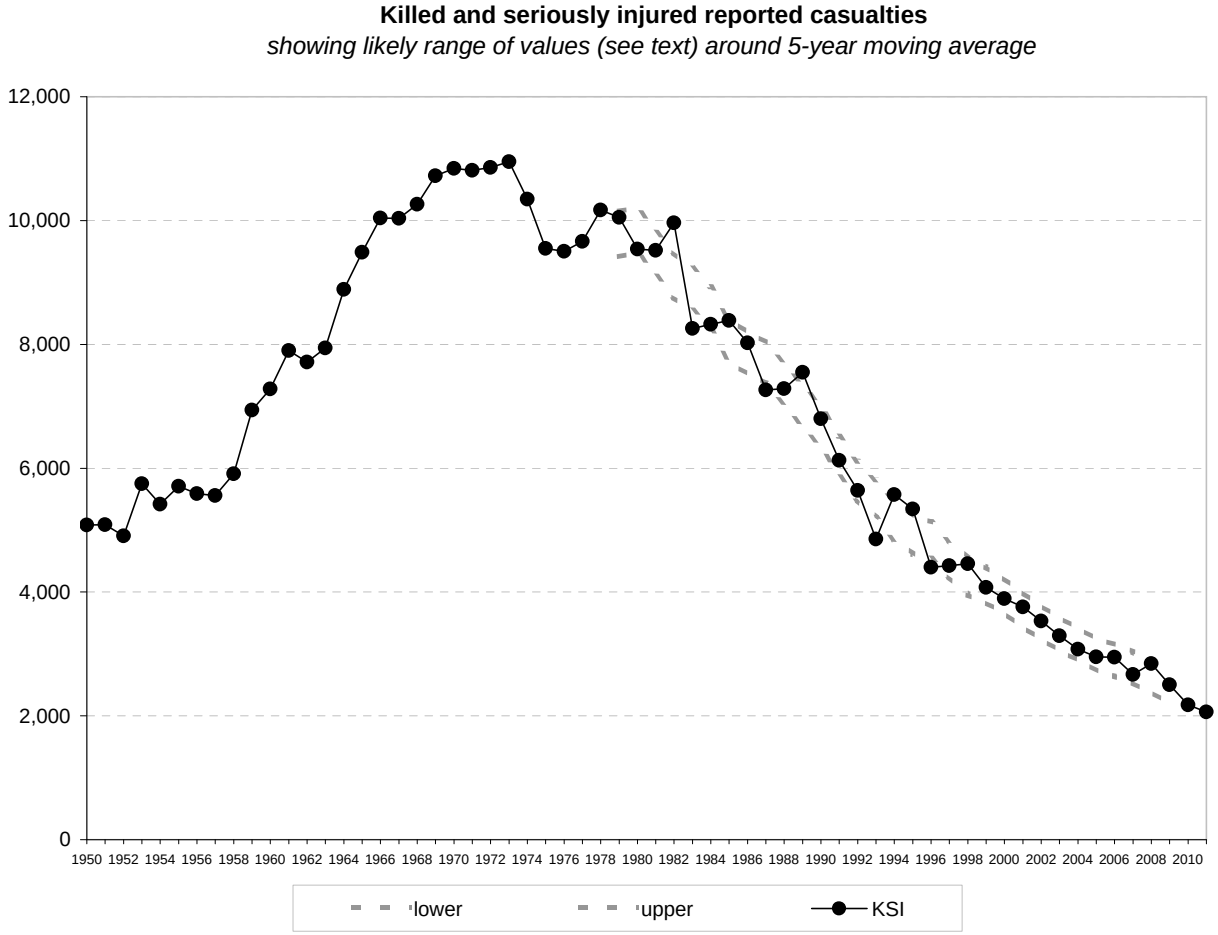
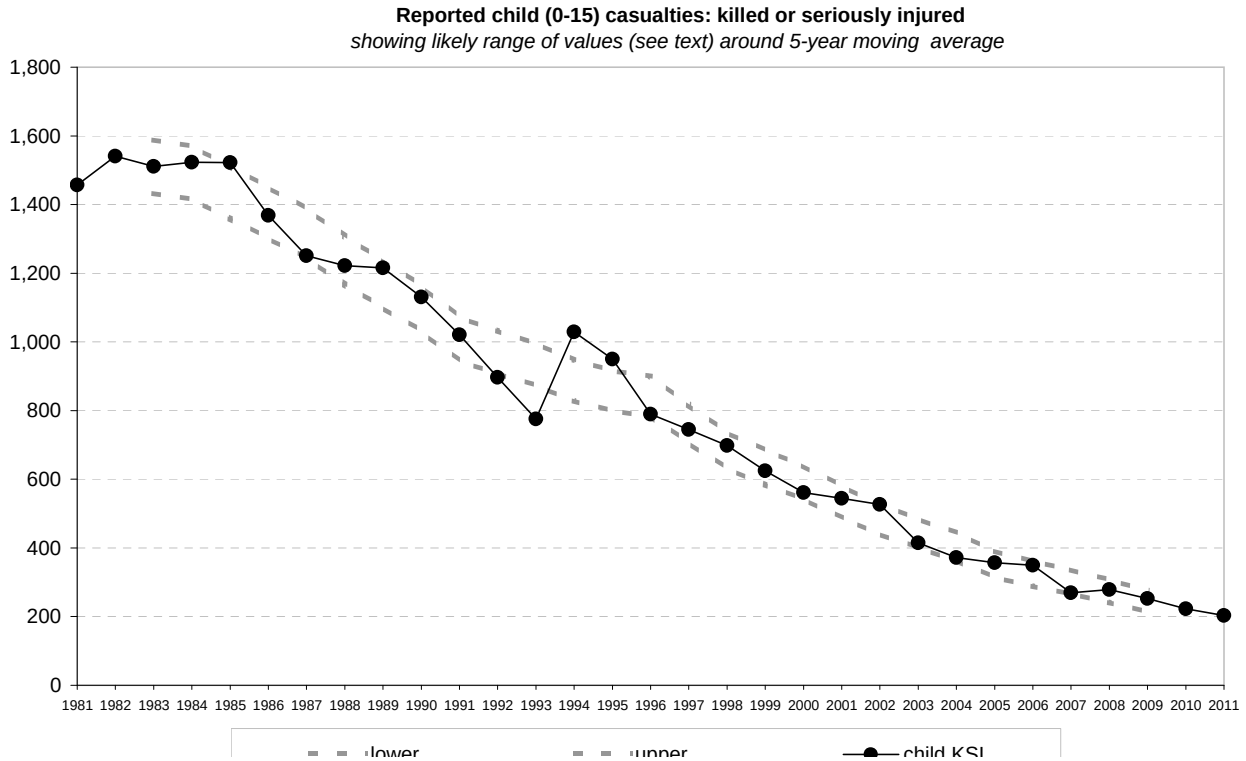


Figure 5



cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices referred to earlier.
In effect, *such factors change the underlying rate of occurrence of accidents and/or casualties*, and therefore, in effect, introduce a break into the series of moving average values. The method used to calculate the likely range of random variation cannot take account of the effect of such changes.
Only Figure 4 has figures outwith the calculated interval due to the likely ranges of random year-to-year variation calculated for small numbers being quite wide in percentage terms. This is because, for a Poisson process (see Appendix G), by definition, the greater the frequency of occurrence of events, the smaller the proportion that the standard deviation of the frequency (which is the square root of that number) represents of that number. For example:

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

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

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

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 2011: 29% of fatal accidents, 16% of serious accidents, and 16% of all accidents. The trunk road network's shares of accident numbers in previous years were broadly similar.

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

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

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

2.2 Accident rates (see Table 5)

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

Accident rates have fallen markedly since the early 1990s. The overall fatal accident rate has dropped from 0.77 per 100 million vehicle kilometres in 2001 to 0.41 in 2011; the serious accident rate fell from 7.09 to 3.85; and the overall accident rate (all severities) reduced from 36.75 per 100 million vehicle kilometres to 22.99. 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 40mph) 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 2007-2011 were fairly evenly spread throughout the year, with minor peaks in August, September and November. Serious accidents varied more between the months, and their peak, which occurred in June, was 11% above the monthly average. (Months are standardised to 30 days to allow comparison)

On average, there were 17 fatal accidents per month in the years 2007 to 2011. The number did not vary greatly between the months: the lowest average was 13, and the highest was 22.

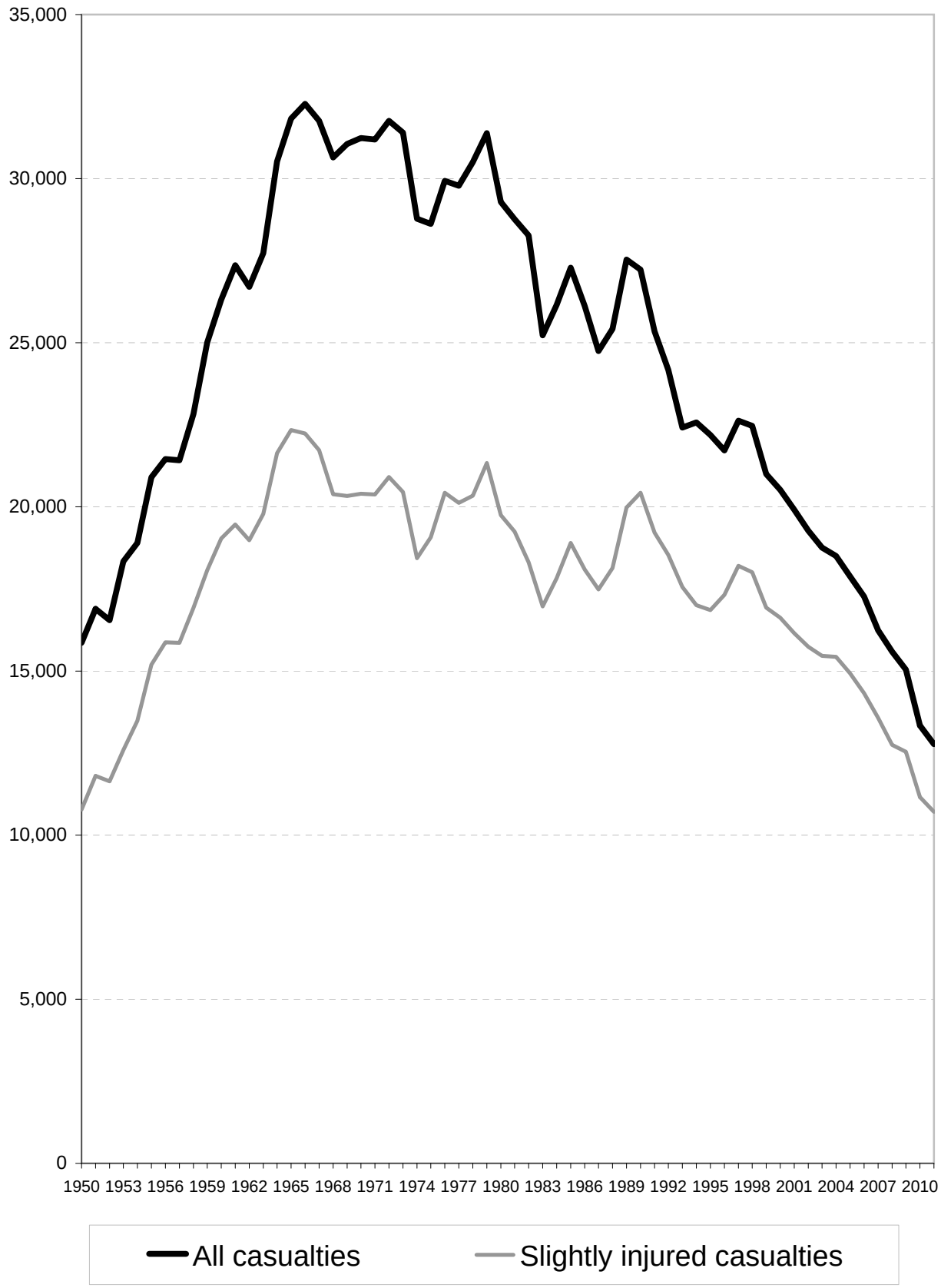
2.4 Accidents by light condition and road surface condition (see Table 7)

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 2007-2011, 4.1% of injury road accidents on non built-up roads in darkness (49 out of 1,204) resulted in one (or more) deaths compared with 1.6% of accidents on built-up roads in darkness (30 out of 1,852) and 3.1% of accidents on non built-up roads in daylight (97 out of 3,108).

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 2007 to 2011, the percentage of accidents on non built-up roads classified as serious when the road surface condition was dry was 23.8% (463 out of 1,947) compared with 18.2% (345 out of 1,898) when the surface was wet and 13.3% (62 out of 466) 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 2011, the overall rate was 2.8 per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 4.9 per thousand population in 2011. This rate is one and a half times those of females of the same age (3.1 per thousand in 2011), and males aged 35-59 (3.6 per thousand in 2011).

The overall male car driver accident rate in 2011 (3.6 per thousand) was the same as the previous year, but the 17-25 and 26-34 age groups were slightly lower. The overall female car driver accident rate in 2011 (2.1 per thousand) was lower than the previous year. The rates for the age groups, were slightly lower than the previous year.

Between 2001 and 2011, the male car driver accident rate fell from 5.9 to 3.6 per thousand population, while the female car driver accident rate has declined slowly from 3.0 per thousand population to 2.1 per thousand in 2011. As a result, the overall, ratio of male to female car driver accident rates has fallen from 2.0 : 1 for 2001 to 1.7 : 1 in 2011.

3. Reported Casualties

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

In 2011, non built-up roads accounted for two-fifths of the total number of casualties (40%: 5,096 out of 12,770). However, perhaps because average speeds are higher on non built-up roads than elsewhere, they accounted for three quarters of those

killed (66%: 122 out of 186) and for just over half of the total number of seriously injured (47%: 875 out of 1,875).

Compared with 2001, the fall in the total number of casualties has been slightly greater for non built-up roads (38%) than elsewhere (34%). The difference in the numbers killed on non built-up roads is also higher than those on built-up ones (down by 52% for non built-up roads compared with a reduction of 33% 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 7,770 car users were injured in road accidents in 2011, representing 61% of all casualties. Of these car users, 89 died. There were 2,059 pedestrian casualties (16% of the total), of whom 43 died, 824 pedal cycle casualties (6% of the total), of whom 7 died, and 808 motorcycle casualties (6% of the total), of whom 33 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 1,309 casualties in 2011 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 503 bus and coach users injured in 2011, of whom 51 suffered serious injuries (one died). There were also 310 casualties who were travelling in light goods vehicles, 144 people in heavy goods vehicles, 198 users of taxis, 22 users of minibuses and 132 people with another means of transport.

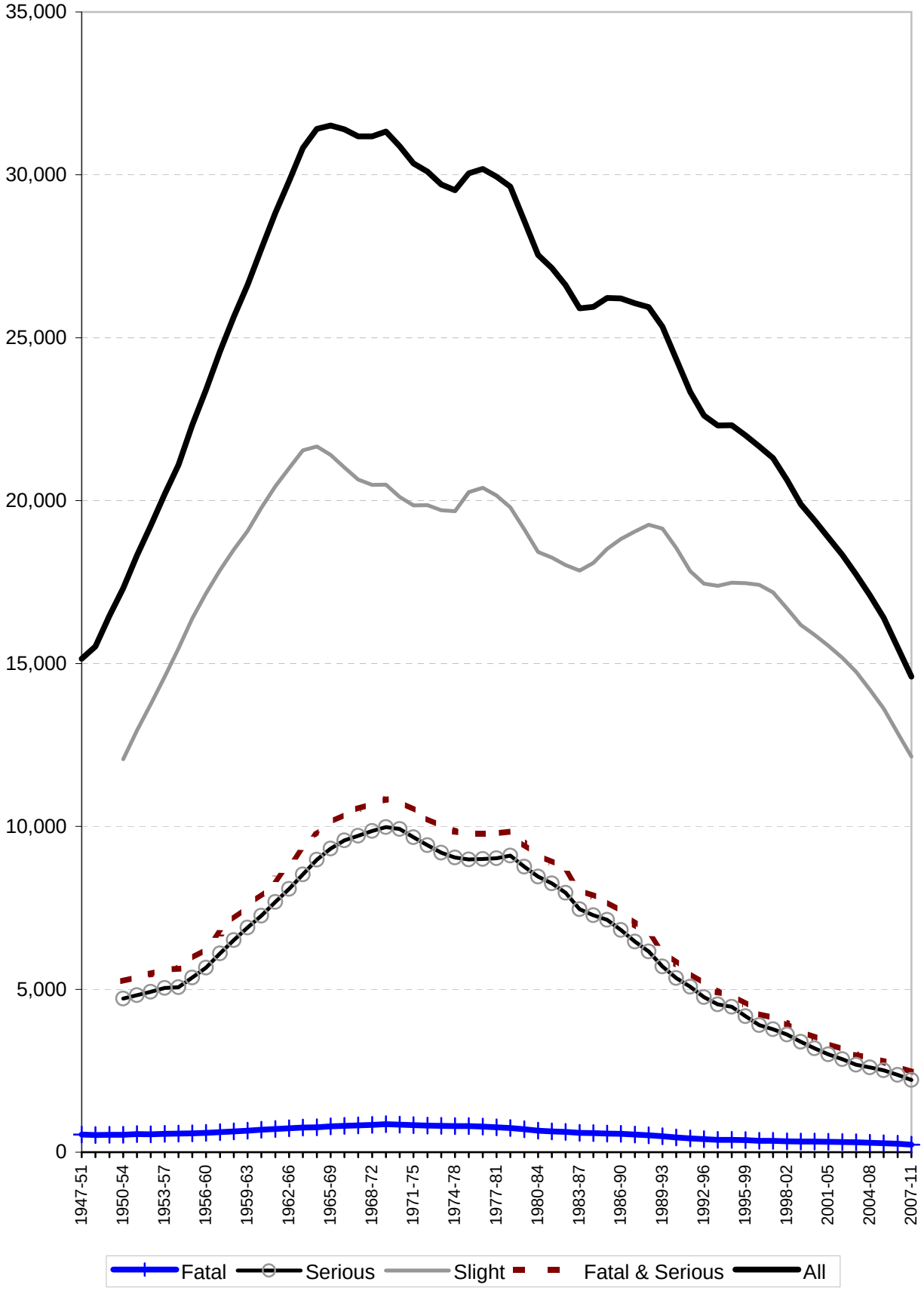
3.3 Car user casualties

A total of 7,770 car users were injured in road accidents in 2011, representing 61% of all casualties. Of these people, a total of 756 were seriously injured, 89 died. Non built-up roads accounted for over half of all car user casualties (52%: 4,012 out of 7,770). 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 (87%: 77 out of 89) or were seriously injured (72%: 548 out of 756). *(see Table 23)*

The number of car users killed in 2011 was 15% less than the 2010 figure. The number who were seriously injured fell by 16% and the total number of casualties of all severities was down by 6%. Since 2001, the number killed has dropped by 54%, and there have been falls of 57% in the number who were seriously injured and of 37% in the total number of car user casualties. *(see Table 23)*

Looking at annual averages over the years 2007-2011, the seriously injured casualty rate for 16-22 year old car users was 0.53 per thousand population. This was much

Figure 7 Reported casualties: 5 year moving average (1947-51 to 2007-11)



higher than the rate for car users in the older age groups, which varied from 0.15 to 0.33 per thousand population. *(see Table 32)*

On average, over the years 2007-2011, 72% of car user fatalities occurred on roads with a speed limit of 60mph. Such roads accounted for 60% of those car users who were seriously injured, but for only 41% of the total number of car user casualties (of all severities). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 5pm to 6pm average of 523 (the average over the years 2007-2011) was 19% higher than the average of 441 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewer in the months of January to April and more between October and December. The peak month was November, which had 30% more adult car user casualties than the lowest month, April (annual averages over the years 2007-2011; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2007-2011 with 10% more than the average daily number of adult car user casualties. *(see Table 30)*

3.4 Pedestrian casualties

There were 2,059 pedestrian casualties in 2011: 16% of all casualties. Of these, 513 were seriously injured (43 died). Presumably because of the greater vulnerability of pedestrians, a high proportion (27%) of the total number of people who were seriously injured were pedestrians. In addition, 25% of pedestrian casualties were seriously injured (513 out of 2,059) compared with 15% of all casualties (1,875 out of 12,770). About 95% of pedestrian casualties occurred on built-up roads (1,957 out of 2,059). Perhaps because of higher average speeds on non built-up roads, 35% of the pedestrian casualties on such roads were seriously injured (36 out of 102) compared with 24% on built-up roads (477 out of 1,957). *(see Table 23)*

The number of pedestrians seriously injured in 2011 was 12% higher than 2010 and the overall number of pedestrian casualties was 2% higher. Since 2001, the number of pedestrians killed has fallen by 43%, the number who were seriously injured has dropped by 39%, and there has been a 39% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2007 to 2011, the pedestrian fatality rate was higher for those aged 70+ (0.03 per thousand population) than for any other age-group. However, the 12-15 age-group had the highest 'serious' and 'all severities' pedestrian casualty rates (0.28 and 1.31 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 0.55 per thousand population, compared with 0.35 per thousand for females, using the averages for the period 2007 to 2011. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2007 to 2011, 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 21-32% more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 19% more than the monthly average (annual averages over the years 2007-2011; months standardised to 30 days). *(see Table 29)*

Friday and Saturday have the highest numbers of adult pedestrian casualties; respectively 21% and 16% more than the daily average over the period 2007 to 2011. *(see Table 30)*

3.5 Pedal Cycle Casualties

There were 824 pedal cycle casualties in 2011, 43 more than the previous year. The number of seriously injured pedal cycle casualties in 2011 was 156, 13% higher than in 2010. There were 7 pedal cycle fatalities in 2011, the same as 2010. Since 2001 there has been a 10% reduction in all pedal cycle casualties, the number who were seriously injured has fallen by 3%, and the number of fatalities has fluctuated between 4 and 16. In 2011, 89% of pedal cycle casualties were on built-up roads. *(see Table 23)*

In terms of the averages for the period 2007 to 2011, the pedal cycle casualty rate per head of population was highest for those aged 12-15 (0.27 per thousand population) and 30-39 (0.25 per thousand). The other age groups with above-average casualty rates were: 5-11,16-22, 23-25, 26-29, 30-39 and 40-49. 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 2007 to 2011, on weekdays, the peak numbers of adult pedal cycle casualties were from 4pm to 6pm and from 7 am to 9 am. At weekends the numbers were smaller, and there was no clear peak. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were June, August and September which were 20% more than the monthly average (2007-2011 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Wednesday, 30% higher than the daily average, over the years 2007-2011. There were substantially fewer adult pedal cycle casualties on Saturday and Sunday, with 39% less than the daily average respectively. *(see Table 30)*

3.6 Motorcyclist casualties

A total of 808 motorcyclists were injured in road accidents in 2011, representing 6% of all casualties. Of these, 293 were seriously injured and 33 died. Just under half of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for three fifths of those seriously injured, and over two thirds of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2011 was 4% fewer than in the previous year. The number killed fell by 2 and the number seriously injured fell by 26. 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 2011 was 31% lower than in 2001. Sixteen less motorcyclists died in 2011 than in 2001. *(see Table 23)*

On average, over the years 2007 to 2011, the motorcyclist casualty rate was highest for the 16-22 and 30-39 year old age groups (0.41 and 0.32 per thousand population respectively), followed by 40-49, 0.30 per thousand population and 23-25, 0.28 per thousand population; other age-groups had much smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2007 to 2011, 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 July (112), May (110), (August and September (both 107), with relatively high numbers in the months of June (106) and April (98) *(see Table 29)* and there were more casualties on Saturdays than on any of the other days *(see Table 30).*

3.7 Child (0-15) casualties

There were 1,315 child casualties in 2011, representing 10% of the total number of casualties of all ages. Of the child casualties, 203 were seriously injured, and 7 died *(see Table 24)*.

There were three more children killed in 2011 than in 2010 and a fall of 9% in the number of children seriously injured. The total number of child casualties fell by 5%. Since 2001, the number of children killed has fallen by 13, there has been a reduction of 61% in child seriously injured casualties, and a 55% fall in the total number of child casualties. *(see Table A and Table 25)*

In terms of the averages for the period 2007 to 2011, on weekdays, the peak time for child casualties was from 3pm to 5pm, with 28% of all weekday casualties in those two hours. A further 26% occurred in the three hours between 5pm and 8pm There was a smaller peak in the morning, between 8am and 9am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 1pm to 6pm *(see Table 27)*

August was the peak month for child casualties, with 25% more than in an average month. May and September had 9% and 21% more than an average month respectively. (2007-2011 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2007 to 2011, Friday was the peak day of the week for child casualties, with 15% 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 2011, there were 645 child pedestrian casualties. They accounted for 31% of all pedestrian casualties of all ages (645 out of 2,059). Of the child pedestrian casualties, 139 were seriously injured (2 died). *(see Table 24)*

There were 135 child pedal cycle casualties in 2011 (16% of the total of 824 pedal cycle casualties of all ages). The child pedal cycle casualties included 23 who were seriously injured, none died. *(see Table 24)*

In 2011, there were 460 child casualties in cars, 6% of the total number of car user casualties of all ages (460 out of 7,770). Of the child casualties in cars, 33 were seriously injured (5 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 2007-2011 taken together, for children aged 0-4 the rate was 0.72 per thousand population, whereas it was 1.81 per thousand for those aged 5-11 and for the 12-15 age group it was 2.61 per thousand. The pedestrian casualty rate for younger children (0-4 years) was three tenths of those for 5-11 and a fifth of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys in the 5-11 age group was almost 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 0.18 and 0.80 per thousand child population respectively, were almost two times higher than the corresponding rates for pedestrian casualties of all ages. *(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 2007 to 2011. They provide the following overall casualty rates (calculated per 100 million vehicle kilometres) for local authority roads in each local authority area for 2009:

- (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 2007 to 2011, as that is the five year period centred on 2009 (the year to which the casualty rates relate). That is why the table and charts are not for 2011: the calculation of ranges for 2011 would require the annual averages for 2009 to 2013. When the table and charts were prepared, 2009 was the latest year for which data were available.

The charts which accompany the Appendix H table show the actual casualty rates for 2009, casualty rates based upon the 2007-2011 annual averages, and the likely ranges of values within which the 2009 rates might fall, given the likely levels of random statistical variation in that year (calculated from the 2007-2011 annual averages). The 2009 rates are identified by black diamonds, the rates based upon the 2007-2011 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 2009 could only be zero.) For example, the slight casualty rate chart shows that (for local authority roads in 2009):

- East Renfrewshire had the lowest slight casualty rate (16 per 100 million vehicle-kilometres) and Glasgow the highest (70 per 100 million vehicle kilometres), as can be seen from the table;
- In the case, of East Renfrewshire table 41 shows that, in 2009, they had a lower number of slight casualties than their 2007-2011 annual average numbers,

whereas Glasgow had a slightly higher number than their 2007-2011 annual average;

- Orkney and Eilean Siar had the widest likely ranges of values. This is due to their having relatively few slight casualties (2007-2011 annual averages of 31 and 49, 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 (2007-2011 annual averages of 1,194 and 1,432 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 9,938 in 2007-11.
- Few local authorities had slight casualty rates that were markedly outwith the likely range of values;
- Shetland had a slight casualty rate (33 per 100 million vehicle-kilometres) which was noticeably above the lower limit (of 15 per 100 million vehicle-kilometres) of the estimated likely range of values – in other words, the slight casualty rate that year was unusually high, compared with what would have been expected on the basis of the casualty numbers for the five-year period. On the other hand Renfrewshire had a slight casualty rate (35 per 100 million vehicle-kilometres) which was noticeably below the upper limit of 48 per 100 million vehicle-kilometres which was unusually low. Table 41 shows that its number of slight casualties in 2009 was 267, compared with the annual average of 326 for the years 2007 to 2011.

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 2011, 59% of motorists involved in injury accidents were asked for a breath test (this ranged from 54% to around 80% across the police forces). The breath test proved positive (or the motorist refused to take the test) for 3.4% of those drivers breathalysed. This represented 2.0% of the total number of motorists involved (including those who were not asked for a breath test). There have been falls in these percentages in the last couple of years as seen in table 19.

Tables 20 and 21 show the time and day of the accident (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2011, of the 321 positive / refused cases, 42% occurred between 9pm and 3am [18% between 9pm and midnight, plus 24% between midnight and 3am.] Table 20 shows that, using 2007 to 2011 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in accidents, was highest (at around 16%) between midnight and 6am, but varied depending upon the day of the week, from 10% (the average for 3am to 6am for Mondays to Thursdays) to 22% (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 31% and the number of casualties by 35% between 2000 and 2010 (the latest year for which estimates are available): from a rounded estimate of 780 to roughly 530 (accidents) and from around 1,150 to some 750 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive accidents is estimated to have halved, from about 40 in 2000 to around 20 in 2010. The number of serious casualties is estimated to have dropped by a similar amount (from roughly 240 in 2000 to some 120 in 2010).

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 2011, Scotland's casualty rates were 16% higher (killed), 6% lower (serious) and 29% lower (all severities). In the case of serious casualties, this represented an improvement on the position in Scotland relative to that in England & Wales (compared with the 2004-08 average).

Child rates

In 2011, the Scottish rates were 9% higher (serious) than those in England and Wales and 16% lower (all severities). 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 2007-2011, child fatality rates in Scotland were on average 28% higher than England and Wales, however, in 3 of the five years the rates were lower.

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

relatively small for most categories of child killed and seriously injured casualties in Scotland.

Mode of transport

The casualty rates of car users in Scotland have for many years been substantially higher than those of England & Wales for killed and seriously injured casualties, while for all severities the rate has been much lower. In 2011, Scotland's car user fatality rate was 20% higher than that of England & Wales, the seriously injured rate was 7% higher, while the all severity car user rate was 29% lower. For child car users, the seriously injured rate was 40% higher in Scotland and the all severities rate was 25% less than that of England and Wales.

In 2011, the pedestrian killed and serious rates per capita were 12% and 11% higher respectively in Scotland than England & Wales, and the all severities rate was 9% lower. The child pedestrian casualty rates in Scotland were 13% higher (seriously injured) and 4% higher (all severities) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2011 for seriously injured (43% lower) and for all severities (52% lower). The child pedal cycle casualty all severities rate was 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 2011,* which is published by the Department for Transport.

5.2 Road deaths: International comparison 2010 & 2011 (provisional) (*see Tables G and H)*

Introduction

This section compares Scotland's road death rates in 2010 and 2011 (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 41 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/irtad/index.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 2011, Scotland's provisional overall road death rate of 35 per million population was the fifth lowest of the 39 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as a separate country, but *not* counting the overall GB and UK figures).

Pedestrians

However, Scotland's overall road safety position does not appear as good when the fatality rates of pedestrians are considered separately. In 2010, Scotland's pedestrian fatality rate was 9 per million population. Scotland ranked fourteenth of the 31 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a low car user fatality rate (20 per million population: the ninth lowest of 36 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for 30 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 in thirteenth place for casualties aged 15-24. It was the fourth lowest for those aged 0-14 fifth lowest for 65+ and tenth lowest for those aged 25-64 (in each case, *not* counting the overall GB and UK figures).

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All Ages						
(a) Numbers						
2004-08 ave	**292**	**2,605**	**17,097**	**3,016**	**28,513**	**257,789**
2007	281	2,385	16,238	2,664	25,459	231,735
2008	270	2,575	15,591	2,266	23,499	215,342
2009	216	2,288	15,043	2,006	22,421	207,134
2010	208	1,968	13,338	1,642	20,700	195,324
2011	186	1,875	12,770	1,715	21,249	191,187
2007-2011 ave	**232**	**2,218**	**14,596**	**2,059**	**22,666**	**208,144**
(b) Per cent changes:						
2011 on 2010	-10.6	-4.7	-4.3	4.4	2.7	-2.1
2011 on 2004-08 ave.	-36.3	-28.0	-25.3	-43.1	-25.5	-25.8
2007-11 ave. on 04-08 ave	-20.4	-14.9	-14.6	-31.7	-20.5	-19.3
2. Reported child casualties[1]						
(a) Numbers						
2004-08 ave	**15**	**325**	**2,019**	**144**	**3,169**	**26,090**
2007	9	269	1,817	112	2,707	22,009
2008	20	279	1,689	104	2,413	20,306
2009	5	253	1,473	76	2,338	19,181
2010	4	223	1,378	51	2,225	18,194
2011	7	203	1,315	53	2,149	18,159
2007-2011 ave	**9**	**245**	**1,534**	**79**	**2,366**	**19,570**
(b) Per cent changes:						
2011 on 2010	75.0	-9.0	-4.6	3.9	-3.4	-0.2
2011 on 2004-08 ave.	-54.5	-37.6	-34.9	-63.2	-32.2	-30.4
2007-11 ave. on 04-08 ave	-41.6	-24.6	-24.0	-45.1	-25.3	-25.0

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**	**3.34**	**.06**	**.53**	**4.80**	**102**	**96**	**70**
2007	.05	.46	3.16	.05	.47	4.29	111	98	74
2008	.05	.50	3.02	.04	.43	3.96	126	115	76
2009	.04	.44	2.90	.04	.41	3.80	113	107	76
2010	.04	.38	2.55	.03	.37	3.54	134	101	72
2011	.04	.36	2.43	.03	.38	3.40	116	94	71
2007-2011 ave	**.04**	**.43**	**2.81**	**.04**	**.41**	**3.79**	**119**	**103**	**74**
(b) Per cent changes:									
2011 on 2010	-11.1	-5.3	-4.9	2.7	1.0	-3.7			
2011 on 2004-08 ave.	-37.9	-29.9	-27.2	-45.6	-28.7	-29.1			
2007-11 ave. on 04-08 ave	-21.6	-16.1	-15.9	-33.1	-22.2	-20.9			
2. Reported child casualties[1]									
(a) Rates per 1,000 population									
2004-08 ave	**.02**	**.35**	**2.19**	**.01**	**.31**	**2.54**	**119**	**114**	**86**
2007	.01	.29	1.98	.01	.27	2.16	89	111	92
2008	.02	.31	1.85	.01	.24	1.99	215	129	93
2009	.01	.28	1.61	.01	.23	1.88	74	121	86
2010	.00	.24	1.51	.00	.22	1.76	89	113	86
2011	.01	.22	1.44	.01	.20	1.72	153	109	84
2007-2011 ave	**.01**	**.27**	**1.68**	**.01**	**.23**	**1.90**	**128**	**117**	**88**
(b) Per cent changes:									
2011 on 2010	74.7	-9.1	-4.7	1.3	-5.9	-2.8			
2011 on 2004-08 ave.	-54.0	-36.9	-34.2	-64.4	-34.3	-32.6			
2007-11 ave. on 04-08 ave	-40.9	-23.8	-23.2	-45.4	-25.7	-25.4			

[1] Child 0-15 years

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2011

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	43	513	2,059	410	4,942	24,141
Pedal cycle	7	156	824	100	2,929	18,390
Car	89	756	7,770	793	7,561	116,939
Bus/coach	1	51	503	6	275	5,675
Other	46	399	1,614	406	5,542	26,042
Total	**186**	**1,875**	**12,770**	**1,715**	**21,249**	**191,187**
2. Child casualties[1]						
Pedestrian	2	139	645	31	1,430	7,162
Pedal cycle	0	23	135	6	369	2,745
Car	5	34	460	16	281	7,104
Bus/coach	0	4	53	0	17	879
Other	0	3	22	0	52	269
Total	**7**	**203**	**1,315**	**53**	**2,149**	**18,159**

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2011

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	.10	.39	.01	.09	.43	112	111	91
Pedal cycle	.00	.03	.16	.00	.05	.33	75	57	48
Car	.02	.14	1.48	.01	.13	2.08	120	107	71
Bus/coach	.00	.01	.10	.00	.00	.10	178	198	95
Other	.01	.08	.31	.01	.10	.46	121	77	66
Total	**.04**	**.36**	**2.43**	**.03**	**.38**	**3.40**	**116**	**94**	**71**
2. Child casualties[1]									
Pedestrian	.00	.15	.71	.00	.14	.68	75	113	104
Pedal cycle	-	.03	.15	.00	.03	.26	n/a	72	57
Car	.01	.04	.50	.00	.03	.67	362	140	75
Bus/coach	-	.00	.06	-	.00	.08	n/a	273	70
Other	-	.00	.02	-	.00	.03	n/a	67	95
Total	**.01**	**.22**	**1.44**	**.01**	**.20**	**1.72**	**153**	**109**	**84**

[1] Child 0-15 years

Table G: Fatality rates per capita, for (a) all road users 2011 (Provisional), (b) all road users 2010, (c) Pedestria and: (d) car users ranked by respective rates: International Comparisons [1,2]

(a) All road users 2011 (Provisional)

	Numbers killed	Per million population Rate	Index
England	1,594	30	85
Great Britain	1,901	31	88
United Kingdom	1,960	31	88
Northern Ireland	59	33	92
Sweden	314	33	94
Norway	168	34	96
Scotland	**186**	**35**	**100**
Iceland	12	38	106
Denmark	220	40	112
Netherlands	661	40	112
Wales	121	40	113
Switzerland	320	41	115
Malta	17	41	115
Irish Republic	186	42	117
Japan	5,449	43	122
Israel	341	44	123
Spain	2,056	45	126
Germany	4,002	49	138
Finland	292	54	153
Australia	1,292	57	161
Slovakia	324	60	168
France	3,970	61	172
Austria	523	62	176
Italy	3,800	63	177
Hungary	638	64	180
Luxembourg	33	64	182
New Zealand	284	66	187
Slovenia	141	69	194
Czech Republic	773	73	207
Portugal	785	74	208
Estonia	101	75	213
Belgium	875	80	226
Latvia	179	80	227
Bulgaria	658	88	248
Cyprus	71	88	249
Lithuania	297	92	258
Romania	2,018	94	266
Croatia	416	94	266
Greece	1,087	96	271
United States of America	32,310	105	295
Poland	4,189	110	310

(b) All road users 2010

	Numbers killed	Per million population Rate	Index
Iceland	8	*25*	63
Sweden	266	*28*	71
Wales	89	*30*	74
England	1,553	*30*	75
Northern Ireland	55	*31*	77
United Kingdom	1,905	*31*	77
Great Britain	1,850	*31*	77
Malta	15	*36*	91
Netherlands	640	*39*	97
Scotland	**208**	***40***	**100**
Switzerland	327	*42*	105
Norway	210	*43*	109
Germany	3,651	*45*	112
Japan	5,745	*45*	114
Israel	352	*46*	114
Irish Republic	212	*47*	119
Denmark	265	*48*	120
Finland	270	*50*	127
Spain	2,470	*54*	135
Estonia	78	*58*	146
Australia	1,366	*60*	152
France	3,992	*62*	155
Luxembourg	32	*64*	160
Slovakia	353	*65*	163
Austria	552	*66*	165
Italy	3,998	*66*	166
Slovenia	138	*67*	169
Hungary	739	*74*	185
Cyprus	60	*75*	188
Czech Republic	802	*76*	192
Belgium	840	*77*	195
Portugal	845	*79*	199
New Zealand	375	*87*	219
Lithuania	300	*90*	226
Croatia	426	*96*	242
Latvia	218	*97*	243
Poland	3,907	*102*	257
Bulgaria	775	*102*	257
United States of America	32,788	*106*	267
Romania	2,377	*111*	278
Greece	1,281	*113*	284

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 - 2010;

(c) Pedestrians

	Numbers killed	Per million population Rate	Index
Sweden	31	3	37
Netherlands	63	4	42
Norway	24	5	55
Northern Ireland	10	6	62
Wales	17	6	63
Germany	476	6	65
Iceland	2	6	70
England	341	7	73
Finland	35	7	73
United Kingdom	415	7	74
Great Britain	405	7	74
France	485	7	83
Australia	170	8	85
Denmark	44	8	88
New Zealand	35	8	90
Scotland	47	9	100
Switzerland	75	10	107
Belgium	106	10	109
Italy	614	10	113
Spain	471	10	114
Austria	98	12	130
Slovenia	26	13	141
United States of America	4,280	14	155
Japan	1,987	16	173
Greece	179	16	176
Israel	119	16	177
Czech Republic	168	16	178
Hungary	192	19	213
Slovakia	126	23	258
Poland	1,236	32	360
Latvia	79	35	390
Romania	868	40	449
Republic of Korea	2,082	43	475

(d) Car users

	Numbers killed	Per million population Rate	Index
Japan	1,176	9	45
Iceland	4	13	61
Wales	38	13	62
England	690	13	64
Netherlands	219	13	64
Great Britain	835	14	67
United Kingdom	867	14	68
Sweden	151	16	79
Switzerland	129	17	81
Northern Ireland	32	18	87
Scotland	**107**	**20**	**100**
Malta	9	22	106
Germany	1,840	22	110
Israel	172	23	112
Denmark	137	25	121
Republic of Korea	1,228	25	123
Spain	1,197	26	127
Norway	127	26	128
Irish Republic	129	29	141
Finland	159	30	145
Italy	1,817	30	147
Slovakia	171	32	154
France	2,117	33	160
Hungary	330	33	161
Slovenia	68	33	162
Portugal	367	34	168
Austria	292	35	170
Czech Republic	403	38	187
Latvia	91	40	198
United States of America	12,435	41	198
Belgium	444	41	200
Australia	919	41	202
Romania	973	45	221
Greece	542	48	234
Poland	1,853	49	237
Luxembourg	27	54	262
New Zealand	259	60	293

Table H: Road accident fatality rates per capita, by age group, ranked by respective rates - 2010

(a) 0-14 years	Per million pop	Index
Iceland	0	0
Luxemburg	0	0
Northern Ireland	3	80
Scotland	**4**	**100**
United Kingdom	4	110
Great Britain	4	111
Wales	4	111
England	4	112
Norway	4	124
Netherlands	5	156
Ireland	6	179
Sweden	6	183
Switzerland	7	192
Slovenia	7	197
Japan	7	208
Finland	8	224
Austria	8	228
Italy	8	231
Denmark	9	255
Germany	9	268
Portugal	11	316
France	11	320
Czech Republic	11	323
Spain	11	326
Belgium	13	356
Australia	13	376
Hungary	14	384
Greece	18	524
Israel	19	533
Poland	19	550
United States	20	561
New Zealand	20	571
Korea	20	574

(b) 15-24 years	Per million pop	Index
Sweden	44	56
Japan	45	57
England	51	65
Switzerland	52	66
Netherlands	54	69
Great Britain	55	70
United Kingdom	55	70
Israel	62	79
Northern Ireland	63	80
Iceland	65	83
Hungary	66	84
Denmark	74	94
Spain	75	95
Wales	78	99
Scotland	**79**	**100**
Norway	80	101
Korea	80	102
Portugal	84	106
Germany	86	108
Finland	93	117
Slovenia	97	123
Australia	105	134
Czech Republic	108	137
Italy	109	138
Ireland	113	143
Austria	126	160
France	127	161
Poland	145	184
Belgium	146	186
United States	160	203
Luxemburg	169	215
New Zealand	177	225
Greece	188	239

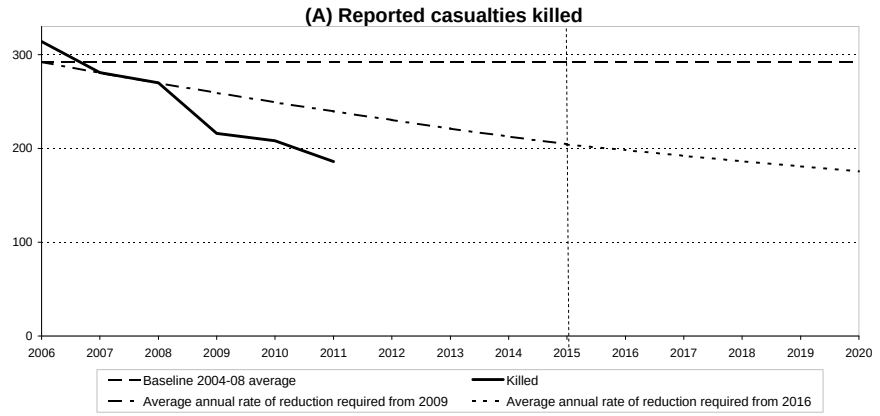
(c) 25-64 years		
Iceland	18	44
Wales	28	67
Sweden	28	68
Netherlands	28	68
Japan	30	74
England	30	74
Great Britain	31	76
United Kingdom	31	76
Northern Ireland	34	83
Switzerland	39	94
Germany	41	100
Scotland	**41**	**100**
Israel	43	105
Denmark	44	106
Norway	44	107
Ireland	44	108
Finland	48	117
Spain	56	136
Austria	59	143
Australia	62	151
France	64	155
Italy	66	159
Luxemburg	67	162
Slovenia	69	168
New Zealand	77	187
Czech Republic	77	187
Belgium	80	194
Hungary	87	210
Portugal	92	224
Korea	105	255
Poland	105	255
Greece	112	271
United States	117	283

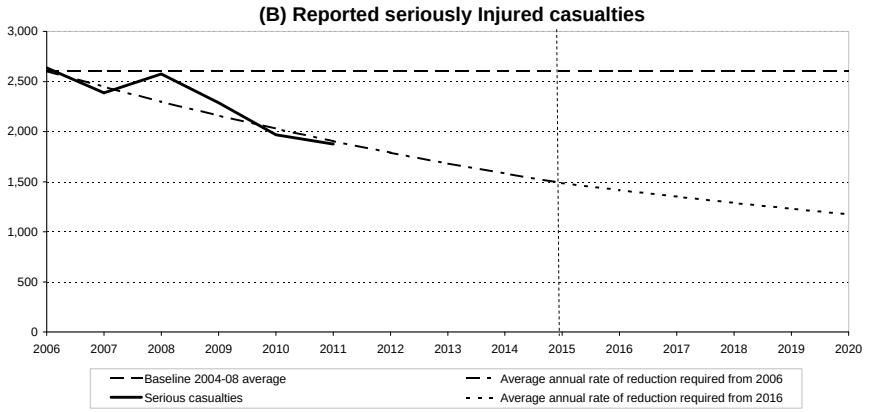
(d) 65+ years		
Northern Ireland	23	58
Wales	23	59
United Kingdom	37	92
Great Britain	37	93
England	38	94
Sweden	38	95
Scotland	**40**	**100**
Luxemburg	43	108
Iceland	53	132
Germany	54	135
Norway	54	136
Ireland	59	149
Netherlands	61	152
Spain	68	172
Finland	70	177
Australia	72	181
France	72	182
Denmark	74	186
Switzerland	77	194
Belgium	82	207
Hungary	82	207
Italy	87	218
Slovenia	92	230
Austria	95	238
Israel	97	244
Japan	102	255
Czech Republic	103	258
New Zealand	121	305
Greece	125	314
Poland	131	329
United States	136	341
Portugal	142	357
Korea	327	822

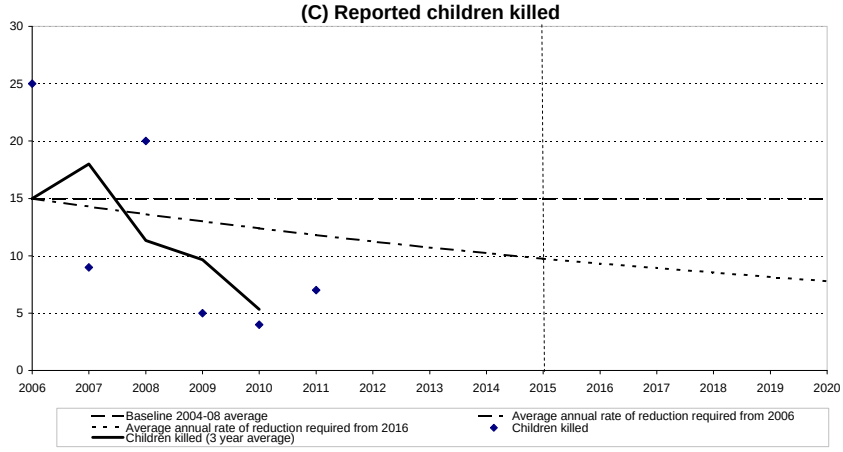
Article 1

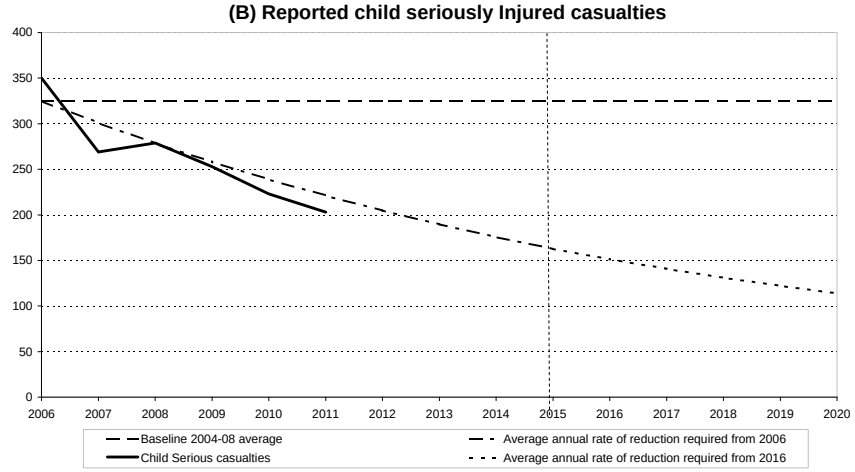
Casualty Reduction
Targets: Scotland's Road Safety Framework to 2020

Figure 8 Progress towards the 2020 casualty reduction targets









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

1. Introduction

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

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

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

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

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

To illustrate the reductions necessary the following table show the level of casualties inferred by the 2015 milestones and 2020 targets above.

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

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

2 Summary of Progress

The 2011 figures show:

- 186 people were reported as killed in 2011, **36 per cent (106) below the 2004-2008 average** of 292 – so the reduction is below the 2015 milestone.
- 1,875 people were reported as seriously injured in 2011, 28 **per cent (730) below the 2004-2008 average** of 2,605 – so the reduction is just below the trajectory.
- 7 children were reported as killed in 2011, an average of 5 a year in the 2009-2011 period, **67 per cent (10) below the 2004-2008 average** of 15, and below the 2015 milestone and 2020 target of a 50 per cent fall.

- 203 children were reported as seriously injured in 2011, **60 per cent (122) below the 2004-2008 average** of 325 and below the trajectory for the 2015 milestone.

- The slight casualty rate of 24.68 casualties per 100 million vehicle kilometres in 2011 was **24 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 18 per cent compared to the baseline was required in 2011 to remain on the trajectory for this target. The overall reduction for 2011 is 36 per cent.

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

Casualty numbers for all other modes in 2011 are below the numbers implied by the trajectory, except for the 'Other' category which includes taxis and minibuses. The numbers in this category are small and the 4 fatalities in 2011 is a reduction of one compared to 2010.

Numbers Seriously Injured

As shown in Table Ia below, a reduction of just under 27 per cent compared to the baseline was required in 2011 to remain on the trajectory for this target. The overall reduction for 2011 is 28 per cent.

Table Ib shows that only car serious injuries have fallen by a greater percentage than that implied by the trajectory. The numbers of car drivers and passengers seriously injured has fallen by 40 per cent since the baseline. All other modes have seen a fall when compared to the baseline, however pedestrian, pedal cycle and goods vehicle seriously injured casualties have seen an increase since 2010 of 12 per cent, 13 per cent and 5 per cent respectively. There has also been an increase in the numbers seriously injured in the 'other' category.

Children killed

The number of child fatalities is relatively small and the average of 5 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 2009-2011 for each mode is below the 2004-2008 baseline.

Pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of just over 1 per year in 2009-2011. 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 3 per year in the 2009-2011 period, however numbers increased in 2011 to five fatalities.

Children seriously injured

As shown in Table Ia below, a reduction of just under 32 per cent compared to the baseline was required in 2011 to remain on the trajectory for this target. The overall reduction for 2011 is 38 per cent.

Table Ib shows that car and pedestrian serious injuries have fallen by a greater percentage than that implied by the trajectory, 45 per cent and 36 per cent respectively. Percentages have not been calculated for other modes due to small denominators. Comparing absolute values, pedal cycle serious injuries are above the figure implied by the trajectory (23 in 2011 compared to a trajectory figure of 10) as are bus / coach (4 in 2011 compared to 1 implied by the trajectory. The figures for all modes in 2011 are below the 2004-2008 baseline apart from bus / coach where there were 4 serious injuries in 2011 compared to an average of 3 in the baseline period.

Slightly injured casualties

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

Table Ib shows that slight injuries per million vehicle kilometres are 35 per cent below the 2004-2008 average.

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 and 'other', 35 per cent, 30 per cent and 29 per cent respectively. Car users make up two thirds of slight casualties and there has been a reduction of a quarter compared to the baseline period. Pedal cycles on the other hand have shown an 8 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. All modes have seen a fall in slight casualty numbers on the previous year, except for pedal cycles which saw an increase of 4 per cent on the 2010 figures.

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 area 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**
2004	76	7	42	167	3	12	1	308
2005	66	16	34	153	-	15	2	286
2006	61	10	58	175	-	8	2	314
2007	60	4	40	160	-	15	2	281
2008	60	9	34	153	1	8	5	270
2009	47	5	43	116	-	5	-	216
2010	47	7	35	105	1	8	5	208
2011	43	7	33	89	1	9	4	186
07-11 ave	**51**	**6**	**37**	**125**	**1**	**9**	**3**	**232**
2020 target	*39*	*6*	*25*	*97*	*0*	*7*	*1*	*175*
Percent changes:								
2011 on 2010	*	*	*	-15	*	*	*	-11
2011 on 2004-08 average	-33	*	*	-45	*	*	*	-36

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**
2004	674	121	353	1,414	63	83	58	2,766
2005	677	116	371	1,304	63	83	52	2,666
2006	688	131	352	1,258	57	91	58	2,635
2007	594	147	381	1,110	33	87	33	2,385
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,136	36	73	50	2,288
2010	457	138	319	902	52	60	40	1,968
2011	513	156	293	756	51	63	43	1,875
07-11 ave	**544**	**150**	**344**	**1,021**	**46**	**70**	**44**	**2,218**
2020 target	*295*	*60*	*167*	*566*	*25*	*37*	*23*	*1,172*
Percent changes:								
2011 on 2010	12	13	-8	-16	-2	5	*	-5
2011 on 2004-08 average	-22	16	-21	-40	-7	-23	-15	-28

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**
2004	8	-	1	3	-	-	-	12
2005	5	4	-	1	-	-	1	11
2006	9	5	-	10	-	1	-	25
2007	4	1	-	4	-	-	-	9
2008	4	2	1	13	-	-	-	20
2009	1	1	-	3	-	-	-	5
2010	1	1	1	1	-	-	-	4
2011	2	-	-	5	-	-	-	7
07-11 ave	**2**	**1**	**-**	**5**	**-**	**-**	**-**	**9**
2020 target	*3*	*1*	*0*	*3*	*-*	*0*	*0*	*8*
09-11 ave	**1**	**1**	**-**	**3**	**-**	**-**	**-**	**5**
Percent changes:								
09-2011 on 2004-08 average	*	*	*	*	*	*	*	*

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2004-08 average	**218**	**29**	**8**	**62**	**3**	**1**	**3**	**325**
2004	239	40	9	74	3	3	4	372
2005	239	26	11	68	6	2	5	357
2006	239	35	10	60	4	-	2	350
2007	181	28	4	51	1	1	3	269
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	-	-	223
2011	139	23	2	34	4	-	1	203
07-11 ave	**164**	**24**	**3**	**49**	**3**	**1**	**2**	**245**
2020 target	*76*	*10*	*3*	*22*	*1*	*0*	*1*	*114*
Percent changes:								
2011 on 2010	-7	*	*	*	*	*	*	-9
2011 on 2004-08 average	-36	*	*	-45	*	*	*	-38

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**	**37,653**	**37.71**
2004	2,328	648	599	10,024	849	561	419	15,428	42,705	36.13
2005	2,308	649	677	9,532	794	495	478	14,933	42,718	34.96
2006	2,104	640	658	9,272	706	484	456	14,320	44,120	32.46
2007	2,049	563	640	8,793	590	506	431	13,572	44,666	30.39
2008	1,887	566	612	8,314	527	467	373	12,746	44,470	28.66
2009	1,643	647	646	8,327	437	423	416	12,539	44,219	28.36
2010	1,510	636	491	7,293	487	386	359	11,162	43,488	25.67
2011	1,503	661	482	6,925	451	382	305	10,709	43,390	24.68
07-11 ave	**1,718**	**615**	**574**	**7,930**	**498**	**433**	**377**	**12,146**	**44,047**	**27.57**
2020 target										*33.94*
Percent changes:										
2011 on 2010	0	4	-2	-5	-7	-1	-15	-4	0	-4
2011 on 2004-08 average	-30	8	-24	-25	-35	-24	-29	-25	15	-35

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

Article 2: Priorities in Scotland's Road Safety Framework to 2020 – An Assessment of Relative Levels and Trends

Article 2. Priorities in Scotland's Road Safety Framework to 2020 – An Assessment of Relative Levels and Trends

1. Background

1.1. Scotland's Road Safety Framework to 2020 was published in 2009. It sets out a policy framework for improving road safety in Scotland over the coming decade. It described the road safety vision for Scotland, aims and commitments, and the Scottish targets for reductions in road deaths and serious injuries to 2020. Analysis of progress towards the Road Safety Targets is looked at in Article 1 of this publication.

1.2. The Road Safety Framework to 2020 document also set out a number of national road safety priorities identified through public consultation, expert opinion, research and statistics, to be addressed in order to achieve the road safety targets. The priorities identified are:

- Leadership	- Rural Roads
- Sharing intelligence and good practice	- Drink Drive
- Children	- Seatbelts
- Drivers aged 17-25	- Speed

1.3. This paper takes the priorities in the Road Safety Framework as a starting point and presents an analysis of relative levels and trends in the priority areas. The analysis uses STATS19 data and other published statistics to look at the last six of these priorities in more detail, as it is not possible to analyse the impacts of the first two priorities (Leadership and Sharing intelligence and good practice) using the collected statistics.

1.4. Other issues have been identified in work with stakeholders since the publication of the Framework document and some of these are also be included in the analysis where data is collected through the STATS19 data collection. These are:

- Pedal Cycles	- Pedestrians
- Motor cyclists	- Older drivers
- Distraction	- Trunk Roads
- Local Authority Roads	

i. Key messages

- **Progress is being made** towards the Framework targets as shown in this article and Article 1, as the long term trends are downwards for most priorities.

However there are areas that stand out within this overall trend and within some priority areas. The key points below are drawn from the text on the following pages. More detail and caveats are included in section 4 below. Priorities are listed here in the same order as in the rest of the paper.

Roads

1. **Local Authority Roads** account 95 per cent of the network and carry just under two thirds of traffic however 70 per cent of fatalities and 82 per cent of serious injuries occur on these roads.
2. **Rural Roads** account for a high proportion of fatalities, particularly cars and motorcycles but also pedal cycles.
3. Thirty per cent of fatalities occur on **Trunk Roads** however when traffic volumes are taken into account this rate is relatively low compared to Local Authority roads.

Mode of transport

4. Serious injuries to **Pedestrians** increased slightly in 2011, at least in part as a result of low figures in 2010 due to winter weather.
5. **Motor cycle casualties** have started to fall in recent years, however motorcyclists still account for 1 in 5 fatalities on rural roads and a high proportion of fatalities and serious injuries compared to distance travelled by motor cycle.
6. **Pedal cycle casualties** have increased slightly due to increases in cycling. Pedal cyclists account for 1 in 10 fatalities and less than one per cent of distance travelled. Less than one in five cycle casualties occur on rural roads, however 60 per cent of fatalities and a quarter of serious injuries occur in rural areas.

Road users

7. **Young drivers** and (young males in particular) have a much higher casualty rate than other road users, even before the rate of driving licence possession have been taken into consideration.
8. **Older driver** fatalities increased in 2011, though serious injuries and casualties of all severities fell.
9. For younger **Children** the casualty rate is highest for passenger casualties but for older children there is a higher casualty rate for pedestrians, particularly for males.

Behaviour

10. Speeding and inappropriate **speed** remain issues on the roads, highlighted by casualty numbers and the number of speeding offences recorded by the police.
11. **Drink Drive** numbers continue to fall but drink drive still resulted in an average of 30 fatalities and 150 serious injuries over the last five years for which estimates are available (2006-2010).
12. **Distraction** is recorded as a contributory factor in a relatively small number of serious and fatal accidents, however with almost 30,000 mobile phone offences recorded by the police in 2011-12, this remains an issue.

3. Priority Areas: Proportion of Fatalities and Serious Injuries

3.1. Charts A and B below show the proportion of fatalities and serious injuries for each of the priorities which have been grouped according to whether they are related to road type, mode of transport, road users or user behaviour. The groupings are to aid comparisons, as the relative casualty rates within the groups are more informative than comparing across groups, though each priority is analysed in relation to all fatalities and serious injuries.

3.2. In both charts, the longer the dark bar, the higher the proportion of casualties are attributed to that factor. Each bar is a percentage of all fatalities or serious injuries in 2011. Each priority is measured independently so for example a pedestrian fatality on a rural road would be counted against both priorities. This means that the bars will not add up to 100 per cent within categories, as for example, within the mode of transport section some modes of transport are missing from the list. Data for other modes is available in the casualties section of the publication. The only two bars that will add up to 100 per cent are Trunk Roads and Local Roads as all roads fall into one or other of these definitions.

Box 1: Rural and Country Roads

Several tables in Reported Road Casualties Scotland show casualty numbers in built up and non built up areas. This definition uses the speed limit of the road to identify roads in built up areas ie with a speed limit of 40 mph or less. Some roads running through towns and cities will have a speed limit of over 40 mph and would be counted as non built up.

The figures for Rural roads shown here use the Scottish Government Urban Rural Classification[1] to identify all roads and sections of road running through areas defined as rural. This will include all roads for example, motorways running through rural areas and roads in villages with 30mph speed limits could be included if the area is defined as rural.

Country Roads are defined as roads running through rural areas with a speed limit of over 40 mph and excluding dual carriageways and motorways, though single carriageway trunk roads would be included.

[1] http://www.scotland.gov.uk/Topics/Statistics/About/Methodology/UrbanRuralClassification

Chart A: Proportion of fatalities that involve each priority (2011)

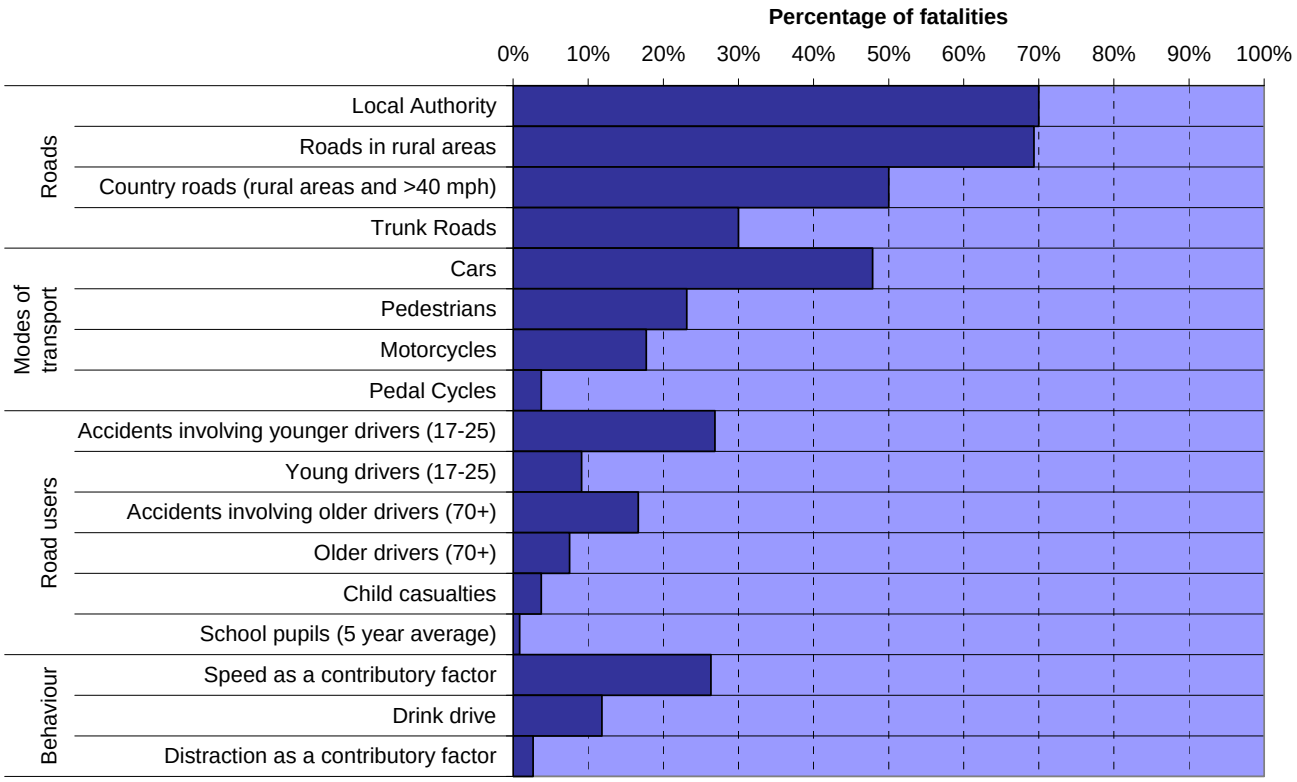
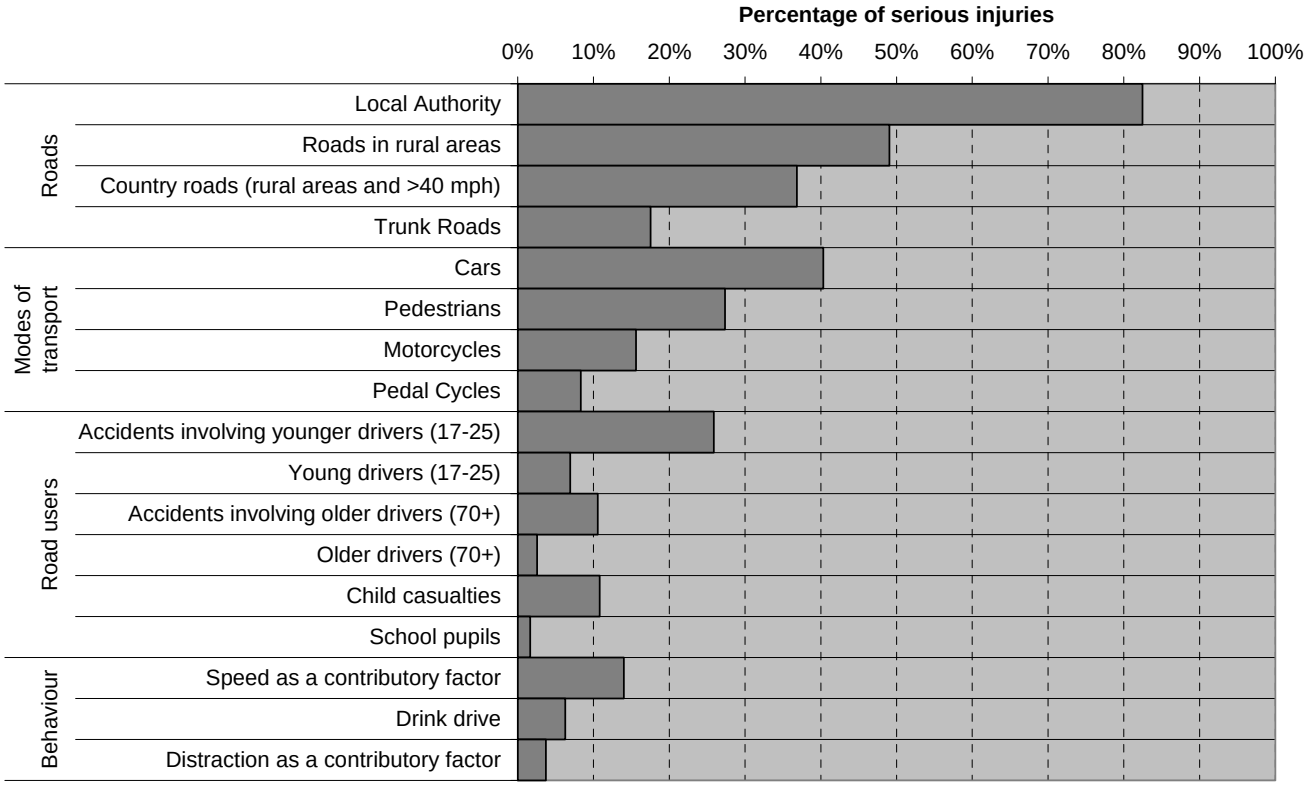


Chart B: Proportion of serious injuries that involve each priority (2011)



3.3. Charts A and B show that in 2011:

- **Local Authority Roads** accounted for 70 per cent of fatalities and 82 per cent of serious injuries.
- **Roads in rural areas** accounted for over two thirds of fatalities (69 per cent) and almost half of serious injuries (49 per cent).
- **Country roads** accounted for half of fatalities (50 per cent) and over a third of serious injuries (37 per cent).
- **Trunk Roads** accounted for 30 per cent of fatalities and 18 per cent of serious injuries.
- **Pedestrians** make up 23 per cent of fatalities and 27 per cent of serious injuries.
- **Motor cyclists** accounted for 18 per cent of fatalities and 16 per cent of serious injuries.
- **Pedal cycle casualties** account for 4 per cent of fatalities and 8 per cent of serious injuries.
- **Accidents involving younger drivers** (aged 17-25) accounted for over a quarter of fatalities and serious injuries.
- **Young drivers** (aged 17-25) account for 9 per cent of fatalities and 7 per cent of serious injuries.
- **Accidents involving older drivers** (aged 70+) accounted for 17 per cent of fatalities and 11 per cent of serious injuries.
- **Older drivers** (aged 70+) account for 8 per cent of fatalities and 3 per cent of serious injuries.
- **Children** accounted for 4 per cent of fatalities and 11 per cent of serious injuries.
- **Speed (inappropriate speed or speeding)** was recorded as a contributory factor in accidents resulting in 26 per cent of fatalities and 6 per cent of serious injuries.
- **Drink drive** accounted for 12 per cent of fatalities and 6 per cent of serious injuries.
- **Distraction** was recorded as a contributory factor in accidents resulting in 3 per cent of fatalities and 4 per cent of serious injuries.

3.4. The patterns above need to be considered in context and this is set out under the headings in Section 4 below.

3.5. In both Chart A and Chart B, the darker shaded bars are longest for the road type priorities showing that the majority of casualties can be attributed to one of these priorities. The majority of fatalities and serious injuries occur on Local Authority Roads. Some of this difference is explained by the distribution of the road network and traffic. Local Authority roads account for 94 per cent of the road network in Scotland and 63 per cent of road traffic. 54 per cent of the road network is in rural areas (excluding motorways).

3.6. Car users account for almost half of fatalities, however cars account for around three quarters of traffic on the road network so car users are relatively under represented as casualties. Other modes are over represented in the casualty numbers and these are looked at in Section 4 below.

3.7. Casualties by road user type and behaviour make up a much smaller proportion of casualties, though over a quarter of fatalities and serious injuries occur in accidents involving young drivers (though the young driver may not have been at fault).

4. Casualty figures by priority

4.1. This section looks at each of the priorities in turn, making links between the priorities where appropriate. The section for each priority starts with two boxes showing the relative proportions of killed and seriously injured casualties attributed to that factor, ie the more dark shading the box, the higher the proportion of casualties attributed to the factor. The text below the boxes provides the actual percentages.

4.2. Each section also includes a chart showing the trend in casualty numbers over time. These charts are indexed so that casualty numbers for each severity can appear on the same chart to enable the comparison of trends even though the absolute numbers are of different magnitudes.

4.3. The priorities are ordered in the same way as in the charts above. Within roads, mode of transport and behaviour, the priorities are grouped from highest number of fatalities to lowest. In the road users group, the priorities are grouped by age and ordered from highest to lowest in terms of number of fatalities.

Box 2: Index Numbers

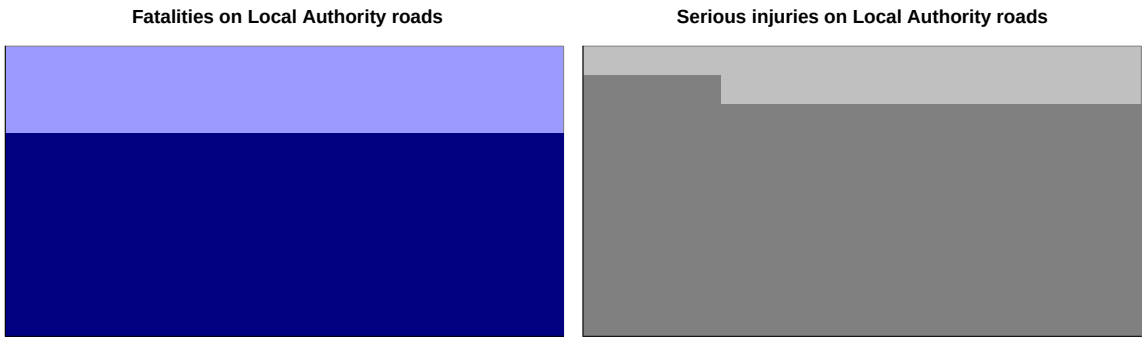
Index numbers enable the analysis of trends where numbers are of different magnitude. They work by indexing all numbers around the same base line, usually 100.

In this article, the average for each severity for 2004-2008, the baseline period for the Road Safety Framework is set to 100 in each chart, and all other figures are adjusted around it.

A figure of less than 100 shows a fall compared to the baseline period and a figure of more than 100 shows an increase. For example Chart C shows that the number of fatalities on trunk roads has fallen by almost 40 per cent since the baseline period as the indexed figure is 62 compared to 100 in the baseline period.

4.1 Road types

Local Authority Roads



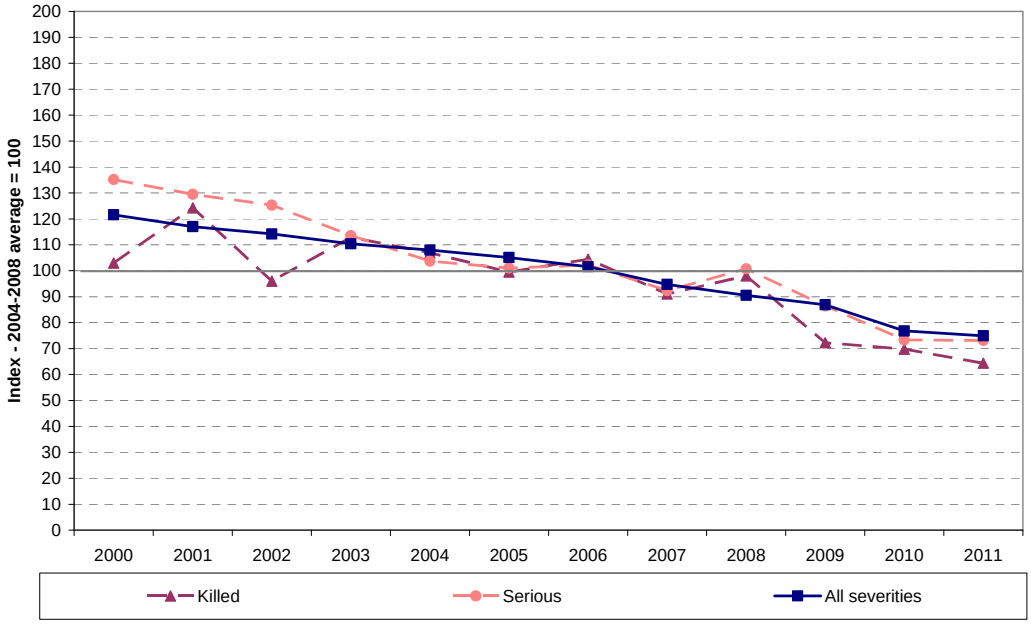
4.1.1. **There were 130 fatalities and 1,546 serious injuries on Local Authority roads in 2011.**

4.1.2. Local Authority Roads accounted for **70 per cent of fatalities** and **82 per cent of serious injuries** in 2011. Local Authority roads make up 94 per cent of the road network and almost two thirds of traffic (63 per cent).

4.1.3. The number of **fatalities on Local Authority Roads has fallen by 36 per cent** and the number of **serious injuries has fallen by 27 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of **slight injuries on Local Authority Roads has fallen by a quarter** (25 per cent).

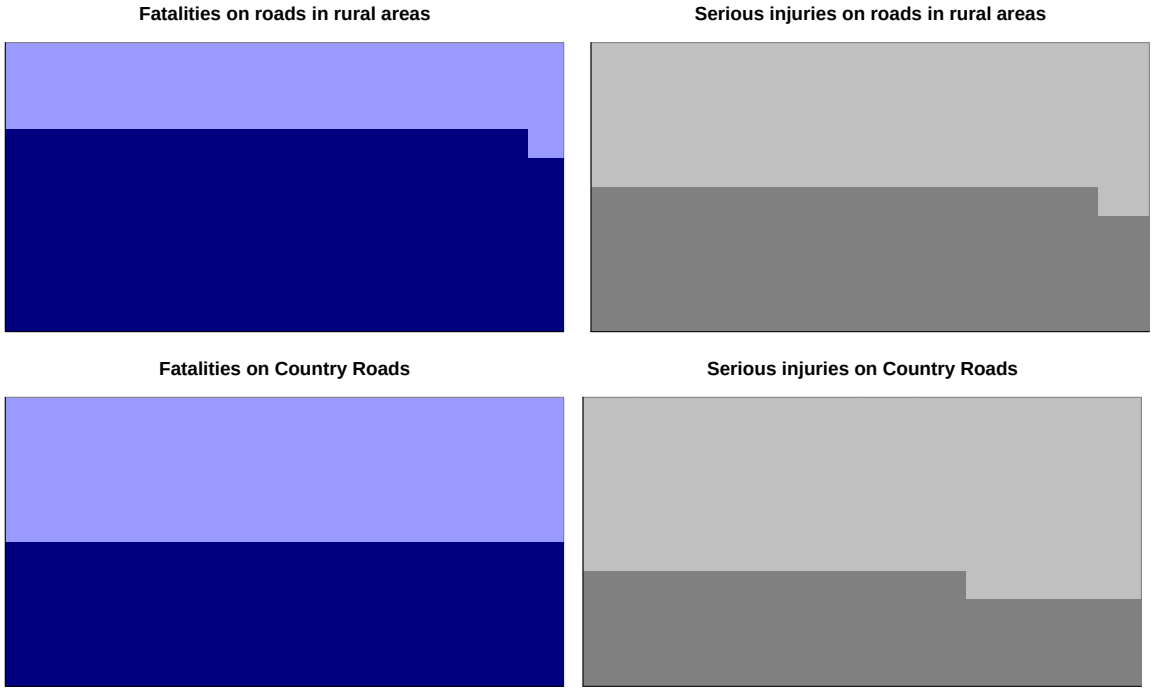
4.1.4. Between 2010 and 2011 fatalities on Local Authority Roads fell by 8 per cent, there was no change in serious injuries and slight injuries fell by 3 per cent.

Chart C: Casualties on Local Authority roads over time



Roads in rural areas and country roads

4.1.5. For the purposes of this analysis, roads in rural areas refers to all roads in rural areas for example it includes dual carriageways and roads in rural villages with speed limits of 30mph. Country roads refers to a subset of roads in rural areas excluding roads with a speed limit of 40 mph or less and excluding dual carriageways and motorways.



4.1.6. **There were 129 fatalities and 920 serious injuries on roads in rural areas in 2011. There were 93 fatalities and 691 serious injuries on country roads in 2011.**

4.1.7. Roads in rural areas account for **over two thirds of fatalities** (69 per cent) and almost **half of serious injuries** (49 per cent) in 2011. The non-motorway road network in rural areas accounts for 54 per cent of road length.

4.1.8. **Half of fatalities** (50 per cent) and **over a third of serious injuries** (37 per cent) occurred on country roads in 2011.

4.1.9. The number of **fatalities on roads in rural areas has fallen by 39 per cent** and the number of **serious injuries has fallen by 32 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of **slight injuries on roads in rural areas has fallen by 29 per cent**.

4.1.10. The number of **fatalities on country roads has fallen by 45 per cent** and the number of **serious injuries has fallen by 31 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of **slight injuries on country roads has fallen by 30 per cent**.

4.1.11. Between 2010 and 2011 fatalities on roads in rural areas fell by 18 per cent, serious injuries fell by 13 per cent and slight injuries fell by 10 per cent.

4.1.12. Between 2010 and 2011 fatalities on country roads fell by 25 per cent, serious injuries fell by 12 per cent and slight injuries fell by 10 per cent.

Chart D: Casualties on roads in rural areas over time.

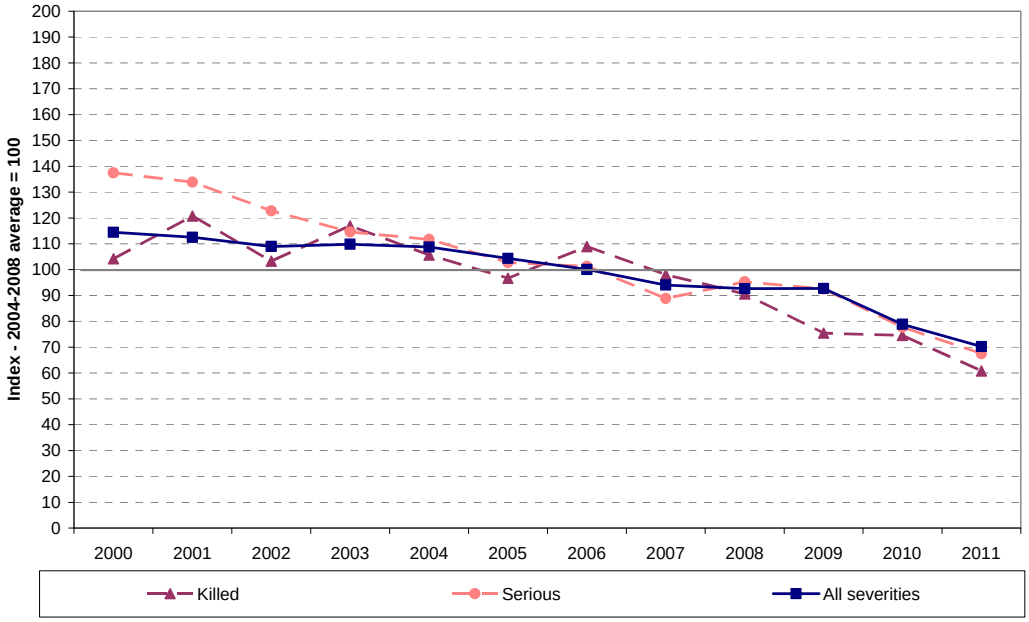
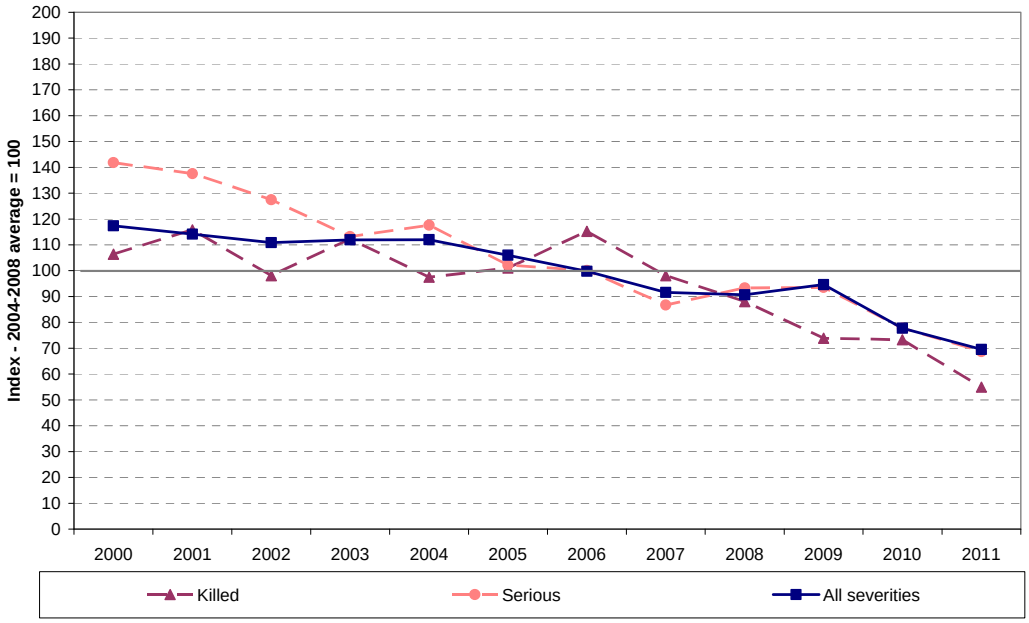


Chart E: Casualties on country roads over time.

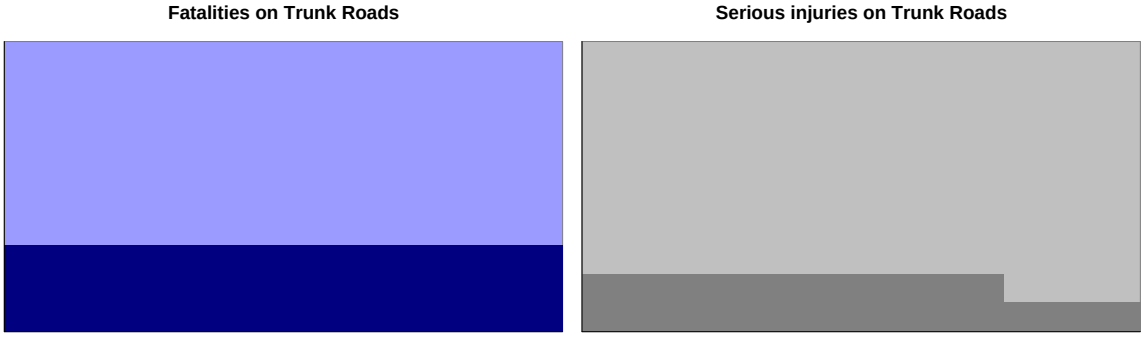


4.1.13. There is a higher proportion of fatalities on roads in rural areas as more of these roads will have higher speed limits than roads in urban areas and therefore accidents are likely to be more severe. Rural roads are becoming safer as the reductions in casualties of all severities shows and the proportion of casualties occurring on rural roads has been falling.

4.1.14. In the baseline period, 73 per cent of fatalities occurred on roads in rural areas and this has now fallen to 69 per cent. Serious injuries have fallen from 52 per cent to 49 per cent and slight injuries have fallen from 41 per cent to 39 per cent.

4.1.15. Cars and Motorcycles account for four out of every five casualties on roads in rural areas. In 2011, cars and motorcycles accounted for 82 per cent of fatalities, 81 per cent of serious injuries and 85 per cent of slight injuries. **One in five deaths and serious injuries on roads in rural areas is a motorcyclist.**

Trunk Roads



4.1.16. **There were 56 fatalities and 329 serious injuries on Trunk roads in 2011**.

4.1.17. Trunk Roads accounted for **30 per cent of fatalities** and **18 per cent of serious injuries** in 2011. Trunk roads make up 6 per cent of the road network in Scotland, so trunk roads are over represented in the casualty numbers based on road length, however the Trunk Roads carry 37 per cent of road traffic meaning that the rate of casualties per distance travelled on Trunk Roads is lower than that for the rest of the road network.

4.1.18. The number of **fatalities on Trunk Roads has fallen by 38 per cent** and the number of **serious injuries has fallen by 33 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of **slight injuries on Trunk Roads has fallen by a quarter** (25 per cent).

4.1.19. Between 2010 and 2011 fatalities on Trunk Roads fell by 16 per cent, serious injuries fell by 21 per cent and slight injuries fell by 10 per cent.

Chart F: Casualties on trunk roads over time.

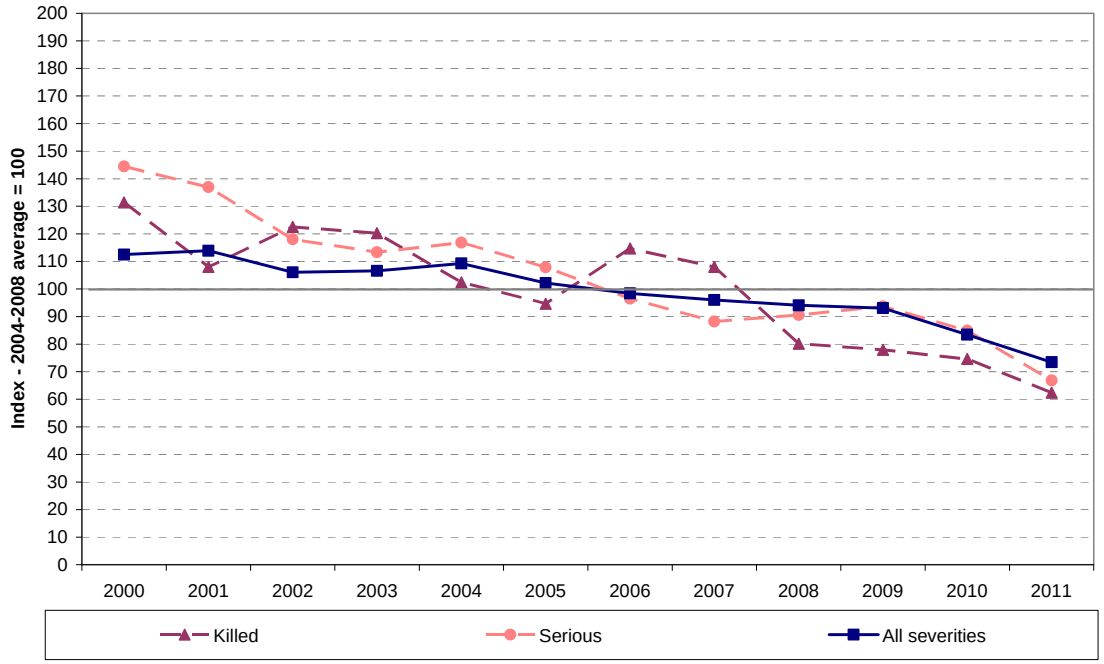
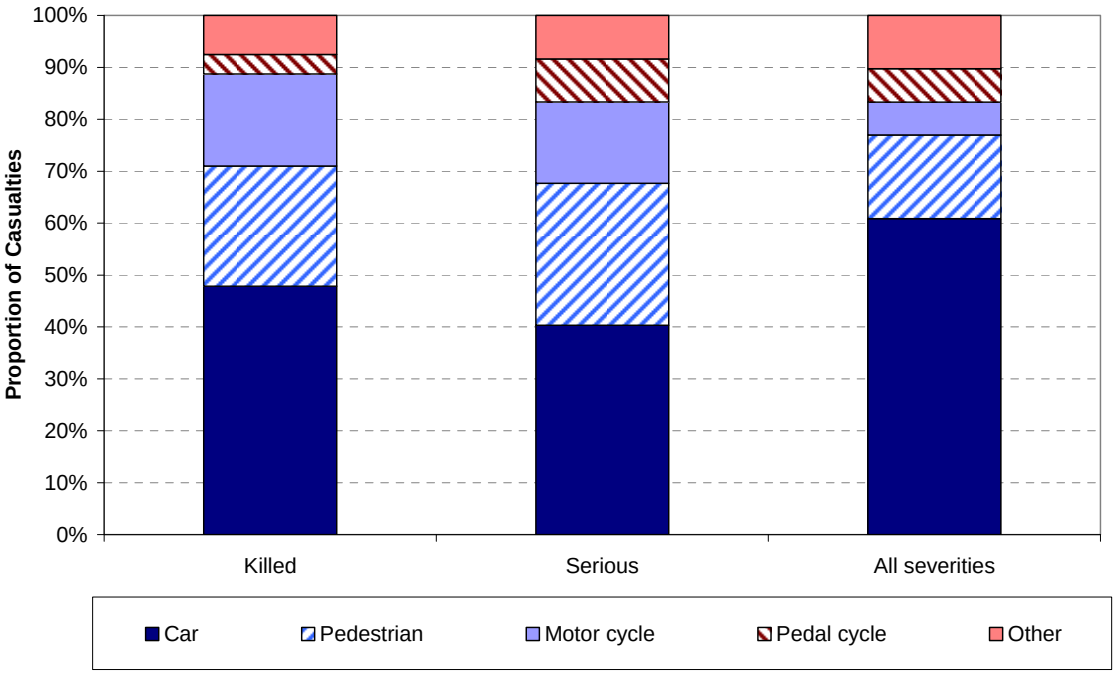


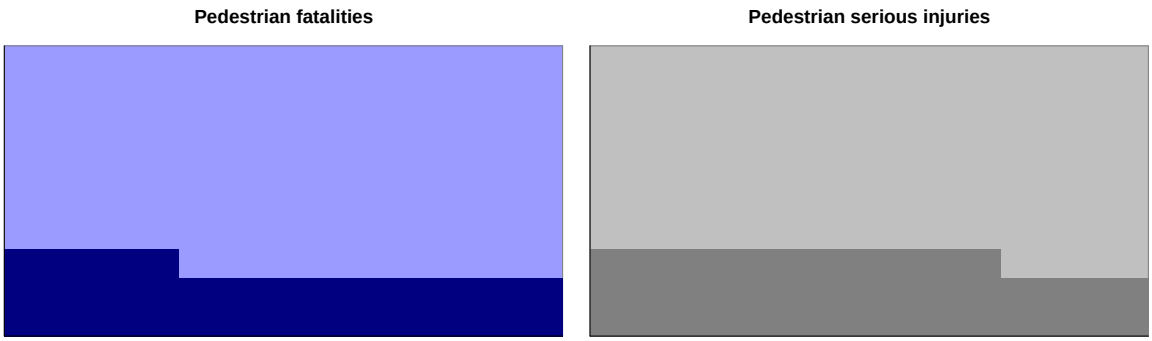
Chart G: Proportion of casualties by mode of transport in 2011



4.2 Mode of transport

4.2.1. Chart G shows the proportion of casualties by mode of transport, comparing car, pedestrian, pedal cycle and motor cycle. Car drivers / passengers make up 48 per cent of people killed on the roads, 40 per cent of serious injuries and 61 per cent of all severities. Pedestrians make up the second highest proportion, 23 per cent of fatalities, 27 per cent of serious injuries and 16 per cent of all casualties. Motor cyclists make up a high proportion of those killed and seriously injured compared to the proportion of all motor cycle casualties, 18 and 16 per cent compared to 6 per cent of all casualties. Pedal Cyclists make up a relatively small proportion of those killed but a much higher proportion of serious and slight injuries, 4 per cent compared to 8 per cent of serious injuries and 6 per cent of all casualties.

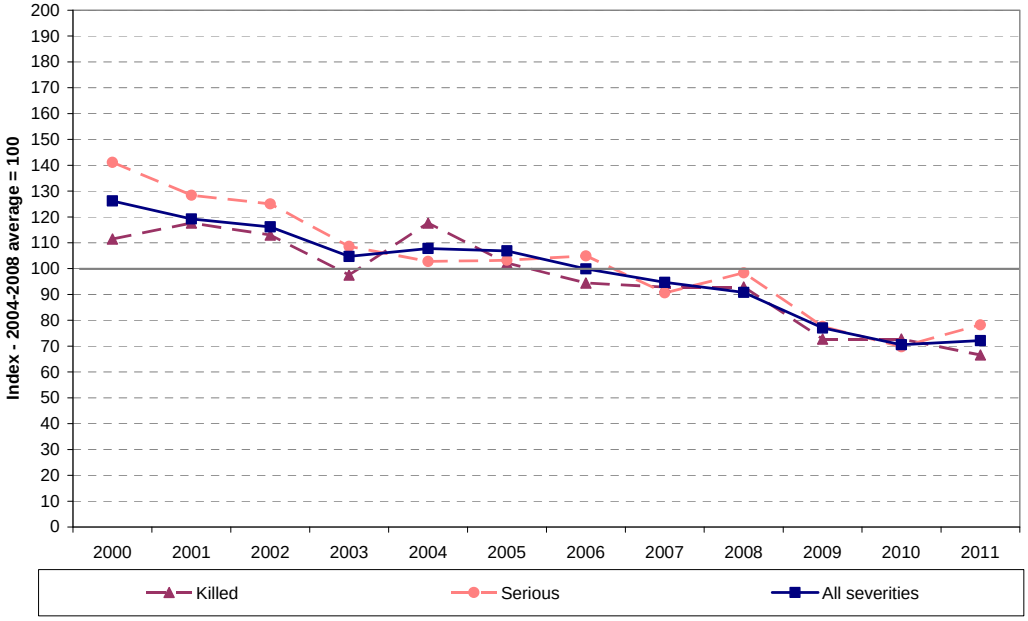
Pedestrians



4.2.2. **There 43 fatalities and 513 serious injuries to pedestrians in 2011.**

4.2.3. Pedestrian casualties make up **23 per cent of fatalities** and **27 per cent of serious injuries** in 2011.

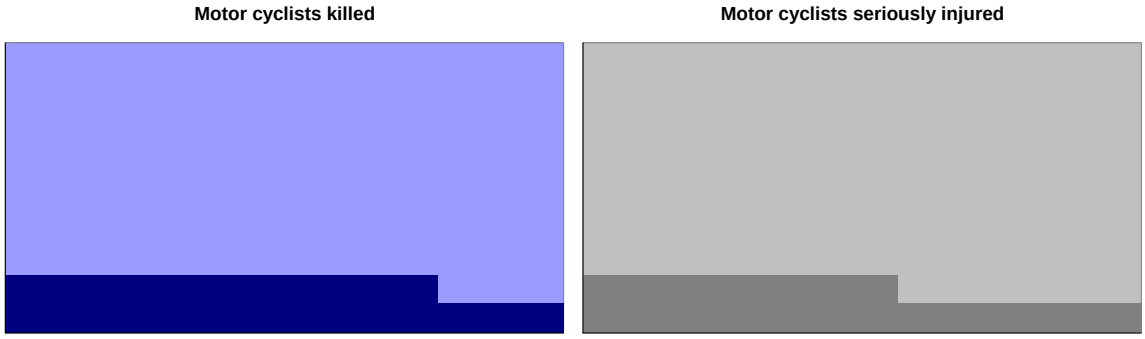
Chart H: Changes in numbers of pedestrian casualties over time.



4.2.4. The number of **pedestrians killed has fallen by a third** from the 2004-2008 Road Safety Framework baseline period. The **number of pedestrians seriously injured has fallen by 22 per cent** over the same period. **Slight pedestrian casualties have fallen by 30 per cent**.

4.2.5. The number of pedestrian casualties of all severities has increased by 2 per cent in the last year. The overall figure hides a fall of 9 per cent in the number killed, a half a percentage fall in the number of slight injuries and an increase of 12 per cent in the number of serious injuries. The increase in the number of serious injuries in 2011 takes the number back to 2009 levels. The 2010 figure will have been lower in part due to the winter weather in early and later 2009 which reduced travel in this period.

Motor Cycles



4.2.6. **There were 33 fatalities and 293 serious injuries to motorcyclists in 2011.**

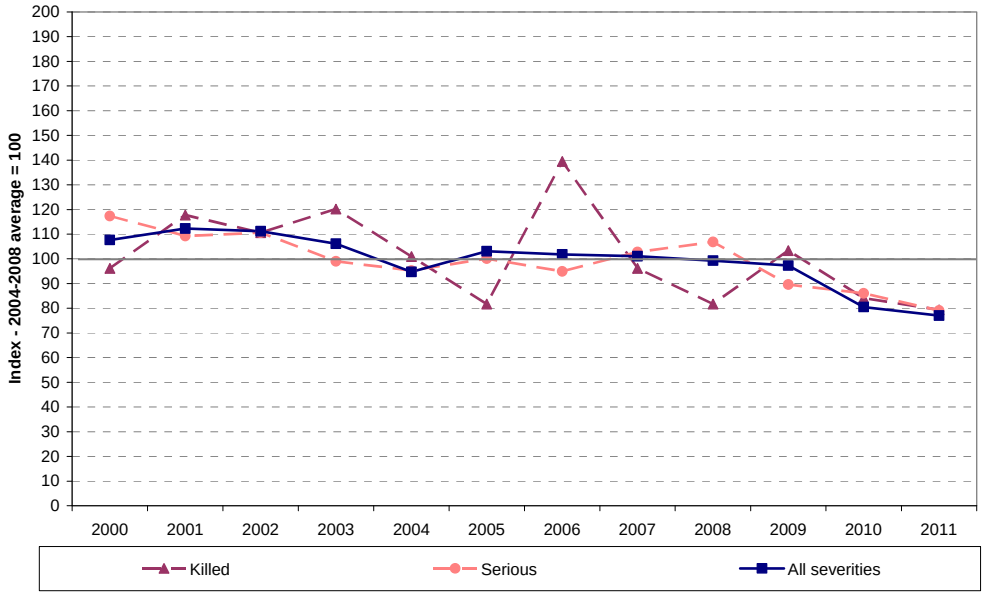
4.2.7. Motor cyclists accounted for **18 per cent of fatalities** and **16 per cent of serious injuries** in 2011.

4.2.8. The number of **motor cyclists killed has fallen by 21 per cent** and the number of **motor cyclists seriously injured has also fallen by 21 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of **slight injuries has fallen by almost a quarter** (24 per cent).

4.2.9. Between 2010 and 2011, motor cyclist fatalities fell by 6 per cent, serious injuries fell by 8 per cent and slight injuries fell by 2 per cent.

4.2.10. Traffic volume estimates published in Scottish Transport Statistics (Table 5.3) provide an indication of trends over time. Distance travelled by motorbike has fallen in the last couple of years from a peak in 2007 to 2009. There has been a 6 per cent reduction in distance travelled by motorcycle since the 2004 to 2008 baseline period for the Road Safety Framework. These trends are shown in Chart K.

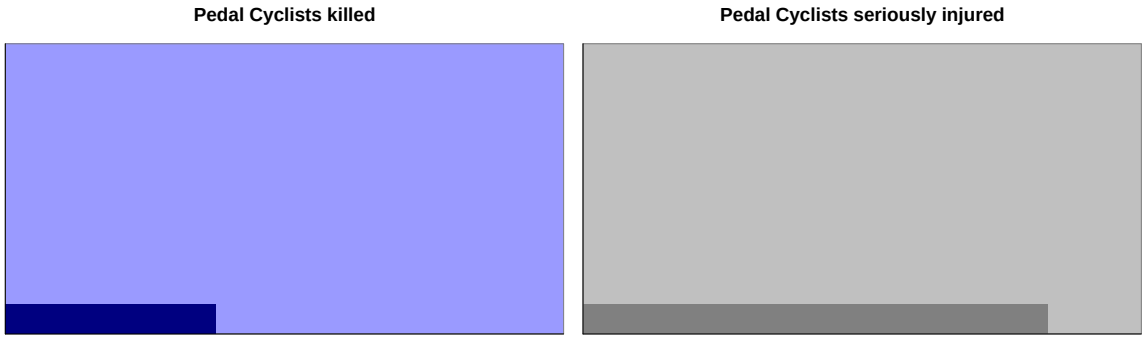
Chart I: Changes in the numbers of motor cycle casualties over time.



4.2.11. Motor cyclist casualties per million kms travelled have fallen over the last couple of years by more than the fall in the distance travelled. The rate of motorcycle casualties per distance travelled has fallen 18 per cent and fatal and serious injuries have fallen 16 per cent. This shows that motor cycling has become relatively safer in the last couple of years. However the rates are still high compared to other modes.

4.2.12. Motorcycles make up less than 1 per cent of the distance travelled by road and yet account for more than one in five (22 per cent) of deaths and serious injuries on the roads. Chart L shows the rate of casualties per million vehicle kilometres for motorcycles is similar to that for pedal cycles. The fatality rate for motor cyclists is 5 times as high as for pedal cycles (0.11 per million vehicle kilometres compared to 0.02) and the rate of serious injury is twice as high (0.99 per million vehicle kilometres compared to 0.51).

Pedal Cycles



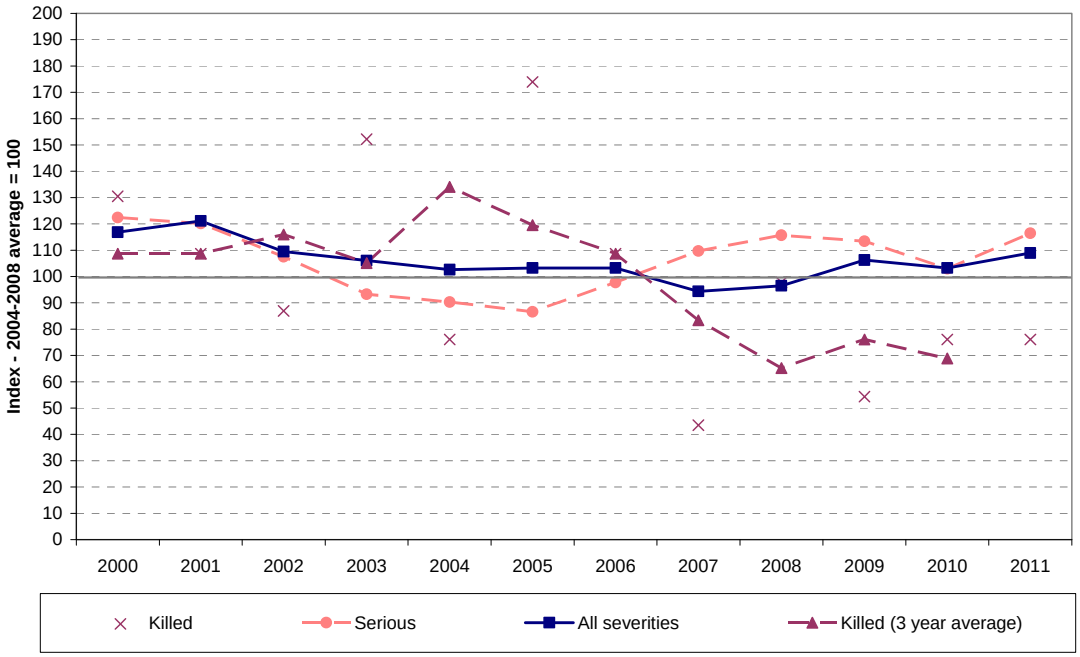
4.2.13. **There were 7 fatalities and 156 serious injuries to pedal cyclists in 2011.**

4.2.14. Pedal cycle casualties account for **4 per cent of fatalities** and **8 per cent of serious injuries** in 2011.

4.2.15. The number of **pedal cyclists killed has fallen by 22 per cent from the 2004-2008 baseline** for the Road Safety Framework, however the number of **pedal cyclists seriously injured has increased by 16 per cent** and the number of **slight injuries have increased by 8 per cent**.

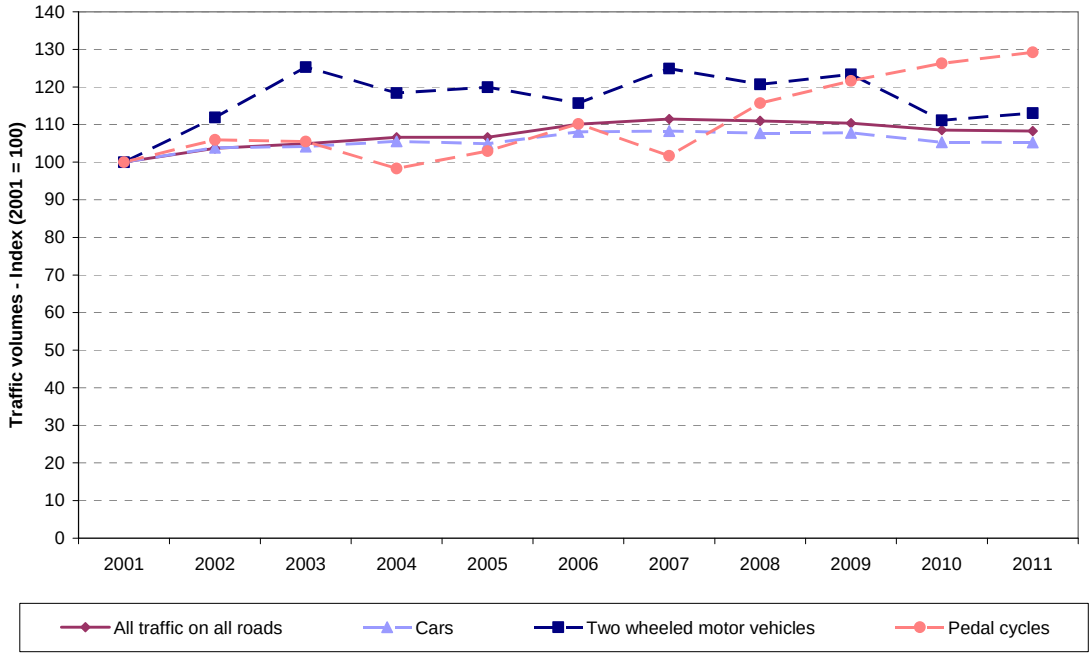
4.2.16. Between 2010 and 2011, pedal cyclist fatalities remained the same (7 in each year), serious injuries increased by 13 per cent and slight injuries increased by 4 per cent. Some of this increase will be due to the severe winter weather in early and late 2010 reducing the number of cycling journeys made in that period.

Chart J: Changes in numbers of pedal cycle casualties over time.



4.2.17. Traffic volume estimates published in Scottish Transport Statistics (Table 5.3) provide an indication of trends over time. Pedal cycling has increased by more than a quarter (27 per cent) in the last five years (and 22 per cent compared to the Framework baseline) whilst car, motor cycle and all traffic has fallen from a peak in 2007. The falls have been 3 per cent, 10 per cent and 3 per cent respectively. These trends are shown in Chart K.

Chart K: Changes in traffic volumes over time.



4.2.18. Cycling casualties per million kilometres cycled have remained relatively stable over the last couple of years showing that the small increases seen in cycling casualties are likely to be a result of the large increases in the number of cyclists on the roads. The roads are not becoming more dangerous for cyclists but there are more on the roads. The rate of casualties per million vehicle kilometres for cars, motorcycles and pedal cycles are shown in Chart L.

4.2.19. Pedal cyclists are over represented in the casualty statistics though as Chart M shows. Pedal cycles account for less than 1 per cent of distance travelled but 10 per cent of deaths and serious injuries. Cars account for 77 per cent of traffic, 62 per cent of those killed and seriously injured and less than half of fatalities (48 per cent).

4.2.20. Table 23a of Reported Road Casualties Scotland 2011, provides casualty data by mode and road type. This table shows that over the period 2007 to 2011, 60 per cent of pedal cycle fatalities and a quarter of serious injuries are on rural roads ie roads in rural areas. Less than 1 in 5 casualties of all severities are on rural roads. Just under half of fatalities and 14 per cent of serious injuries are on rural roads with speed limits over 40 mph. This suggests that accidents involving pedal cyclist in towns and cities are likely to be less serious than accidents in rural areas probably as a result of lower traffic speeds in built up areas.

Chart L: Casualty rates per million vehicle kilometres travelled.

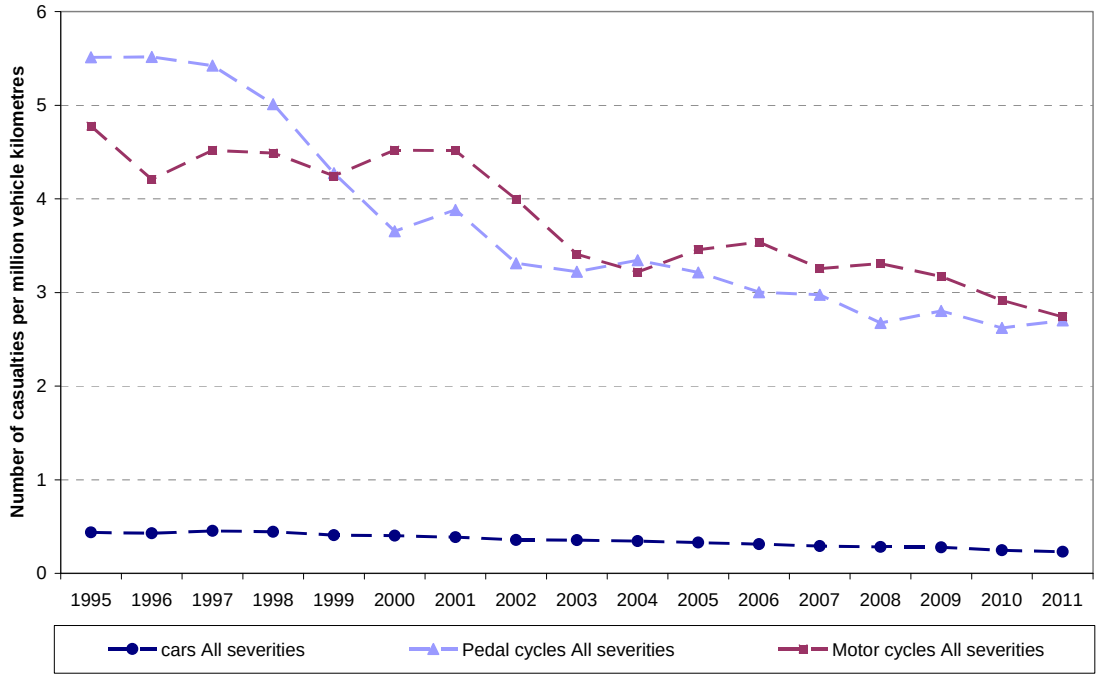
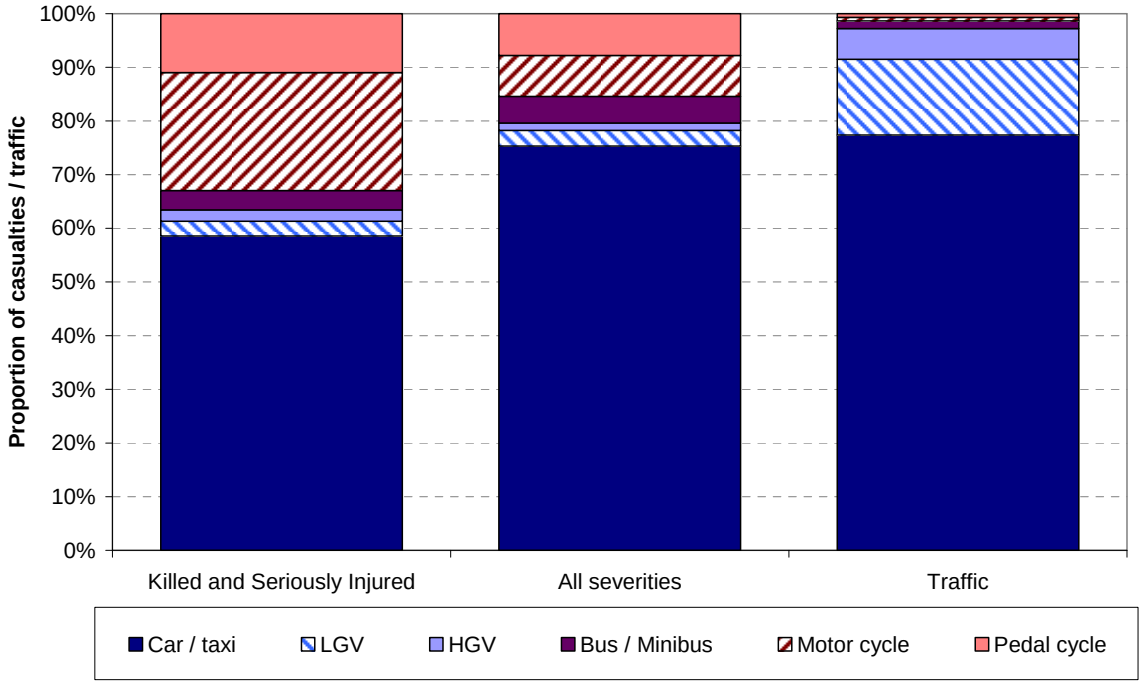


Chart M: Proportion of casualties compared to traffic volumes (2011).



4.3 Road Users

Casualties by age

4.3.1. The Framework priorities segment road users by age, with particular focus on children, young adults and older people. These are looked at in turn after more general analysis.

4.3.2. Casualty rates have fallen between 2004-2008 and 2007-2011 for all age bands and types of road user and the fall has been greatest for younger people as shown in Chart N. The rate of pedestrian casualties for younger people has fallen greatest for those in the 12-15 age band. For young adults (aged 16-22) the fall has been greatest in the rate of casualties as drivers and as passengers.

4.3.3. The patterns shown in Chart N can be further split by gender. The trend over time remains, in that casualty rates by age for all modes are falling over time, however Chart O identifies differences by gender.

4.3.4. There is a higher rate of pedestrian casualties for males of all ages compared to females, though the pattern is the same in the peak at age 12-15.

4.3.5. There is a higher rate of driver / rider casualties for males of all ages with the largest differences in the 16-22 and 30-39 age groups. There is a higher rate of passenger / pillion casualties among women compared to men, with a peak at age 16-22 when young adults start to drive and ride motor bikes. The peak for male drivers aged 30-39 is interesting as it is mainly a result of a higher rate of car driver casualties in this age group compared to late twenties, as shown in Table 24 of Reported Road Casualties Scotland 2011. A similar pattern is seen for women, though it doesn't show up in the overall rates. Male motorcycle casualties peak in the 40-49 age band.

4.3.6. The rate of female passenger casualties increases with age and this is likely to be a reflection of the gender split of driving licence holders. Transport and Travel in Scotland 2011 reports Scottish Household Survey data showing 43 per cent of women aged 70-79 hold a driving licence compared to 79 per cent of men and 19 per cent of women aged 80 and over hold a driving licence compared to 60 per cent of men.

4.3.7. For children, males have a higher casualty rate than females, except for when travelling as a passenger where the female rate is higher. For females under 16 the casualty rate per thousand is similar for pedestrians and passengers at all ages where as for males, the casualty rate is much higher for pedestrians than it is for passengers. The male pedestrian casualty rate for 12-15s is almost twice as high as the passenger casualty rate but the difference between the male and female pedestrian casualty rate is similar for all ages.

Chart N: Casualty rates by age and road user type, change between 2004-2008 and 2007-2011.

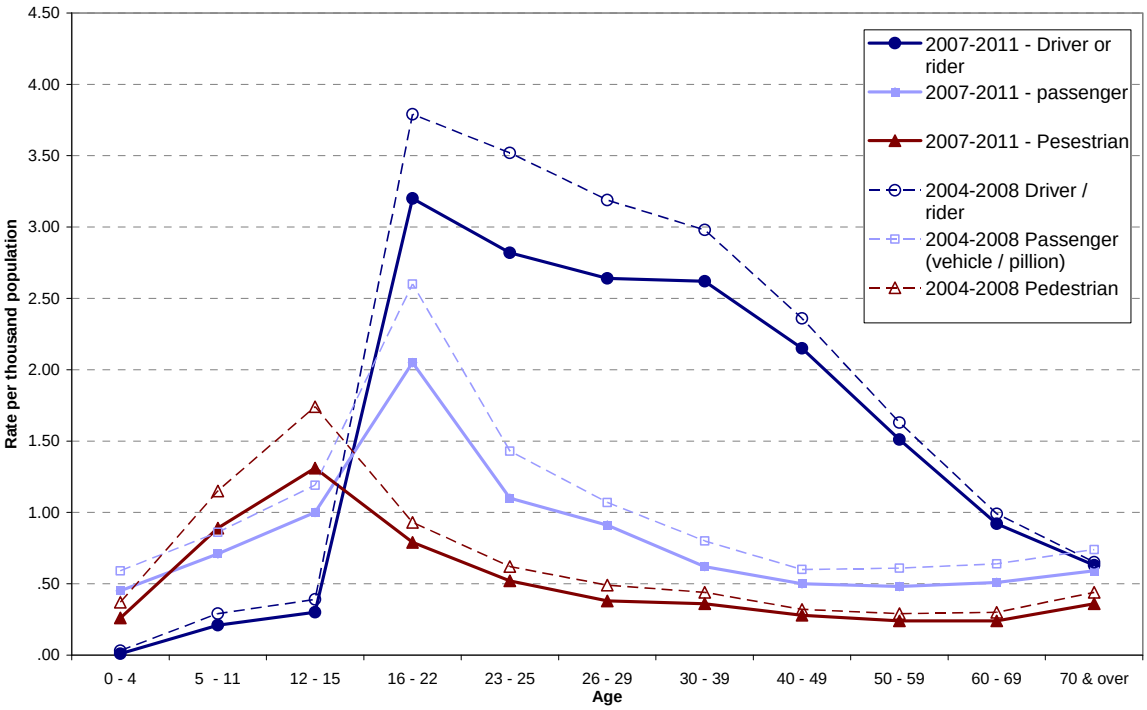
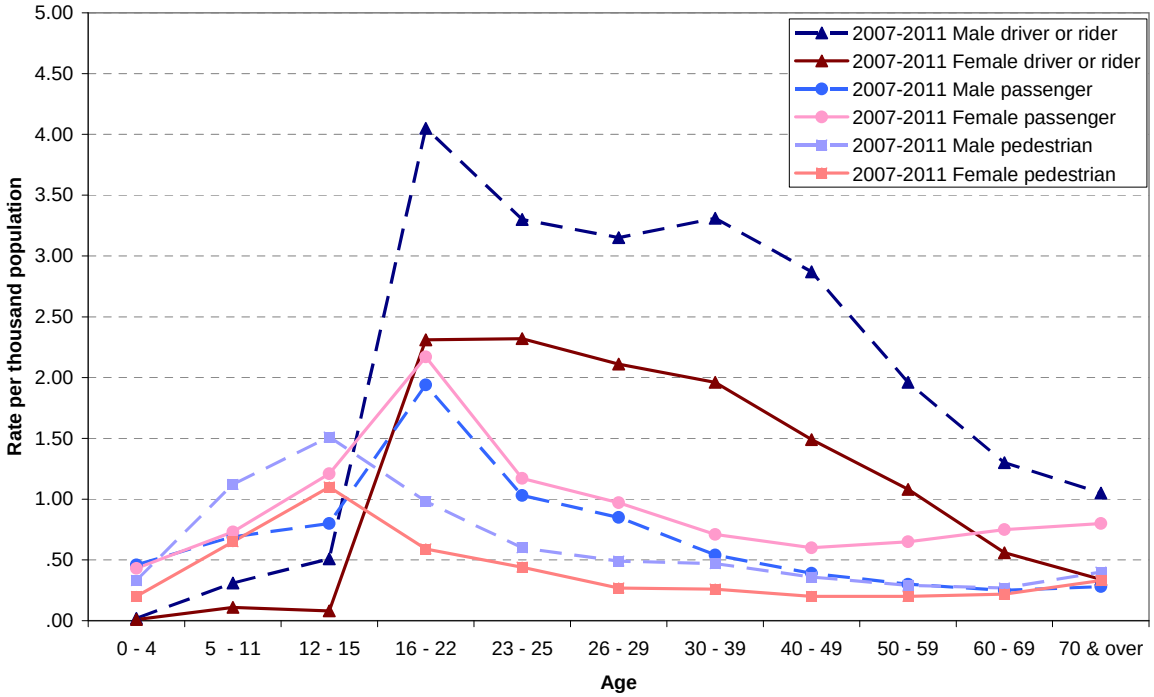
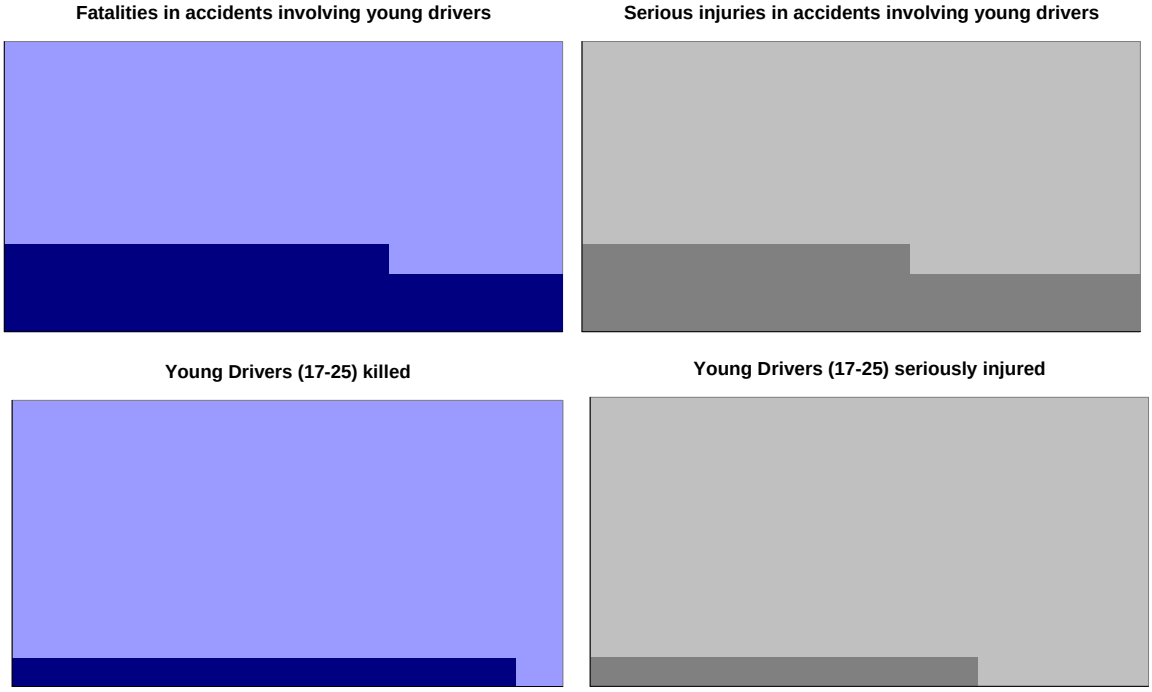


Chart O: Casualty rates by age, mode and gender for all severities



Young Drivers



4.3.8. **There were 50 fatalities and 485 serious injuries in accidents involving younger drivers (17-25) in 2011. There were 17 fatalities and 130 serious injuries to young drivers over the same period.**

4.3.9. Accidents involving younger drivers (aged 17-25) accounted for **over a quarter of fatalities and serious injuries** in 2011. Accidents involving younger drivers accounted for 27 per cent of fatalities and 26 per cent of serious injuries, though obviously not all of these accidents will be the fault of the young driver.

4.3.10. Young drivers (aged 17-25) account for **9 per cent of fatalities** and **7 per cent of serious injuries** in 2011.

4.3.11. The proportion of casualties from accidents involving young drivers has fallen dramatically since the baseline period for the Road Safety Framework (2004-2008). The number of fatalities in accidents involving young drivers has halved. The number of serious injuries has fallen by 44 per cent and slight injuries have fallen by a third.

4.3.12. Large falls have also been seen over the last twelve months with a 22 per cent fall in fatalities, an 18 per cent fall in serious injuries and an 8 per cent reduction in slight injuries in accidents involving a driver aged 17-25 between 2010 and 2011.

4.3.13. The number of **young driver fatalities has fallen by 51 per cent** and the number of young drivers **seriously injured has fallen by 45 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of young drivers **slightly injured has fallen by over a third** (35 per cent).

4.3.14. Between 2010 and 2011 young driver fatalities fell by 23 per cent, serious injuries fell by 13 per cent and slight injuries fell by 14 per cent.

4.3.15. Chart O shows casualty rates for young drivers by gender which peak for the 17-22 age band. The rates shown are per head of population and would be even higher if driving licence possession was taken into account. The Transport and Travel in Scotland

publication shows that for those aged 17-19, a third of males have a full driving licence and only 17 per cent of females.

Chart P: Changes in the number of casualties in accidents involving young drivers.

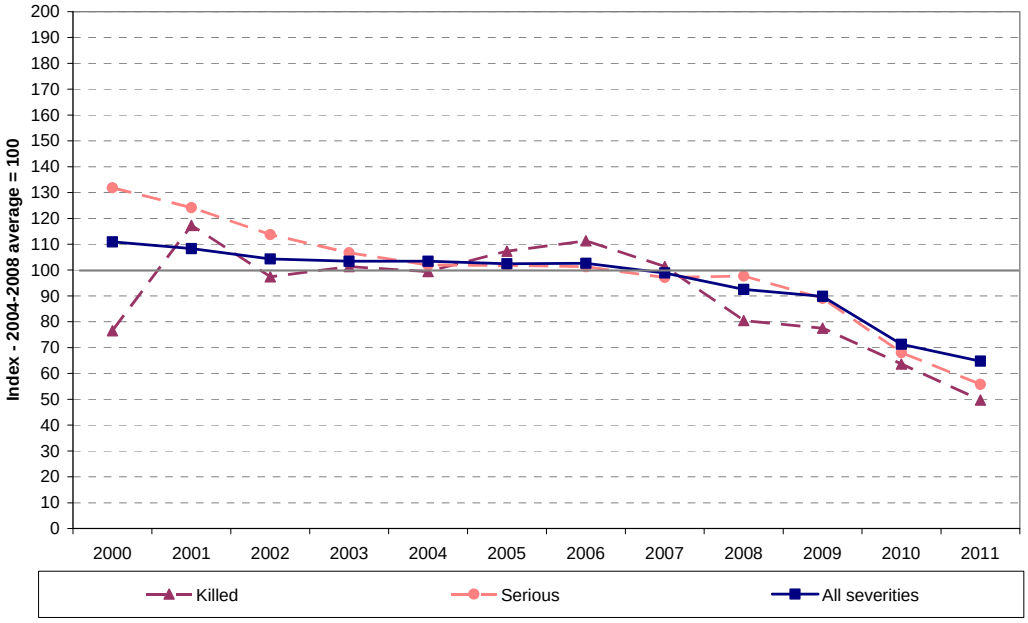
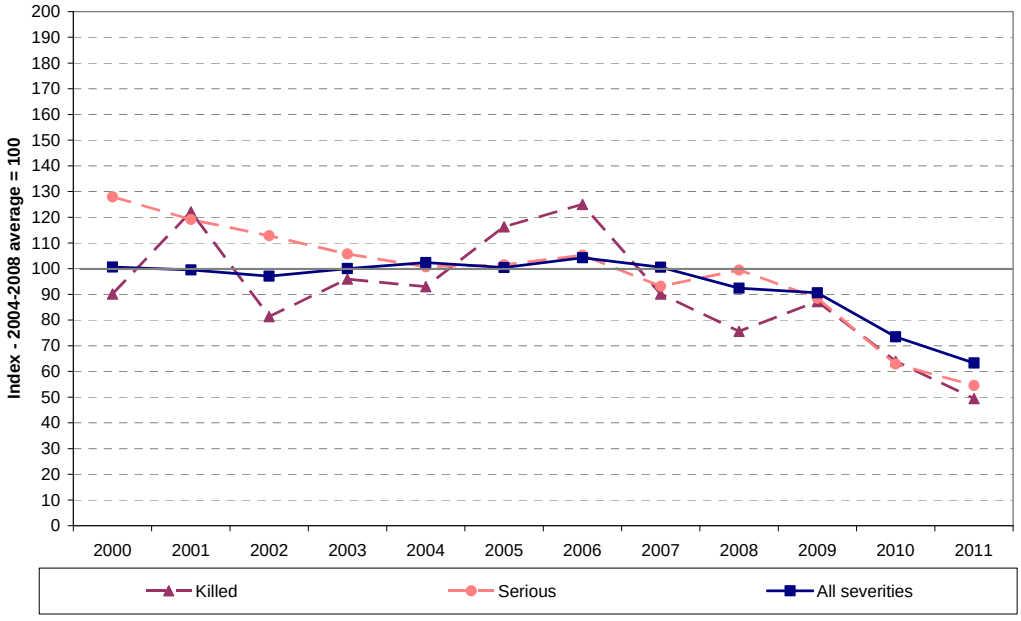
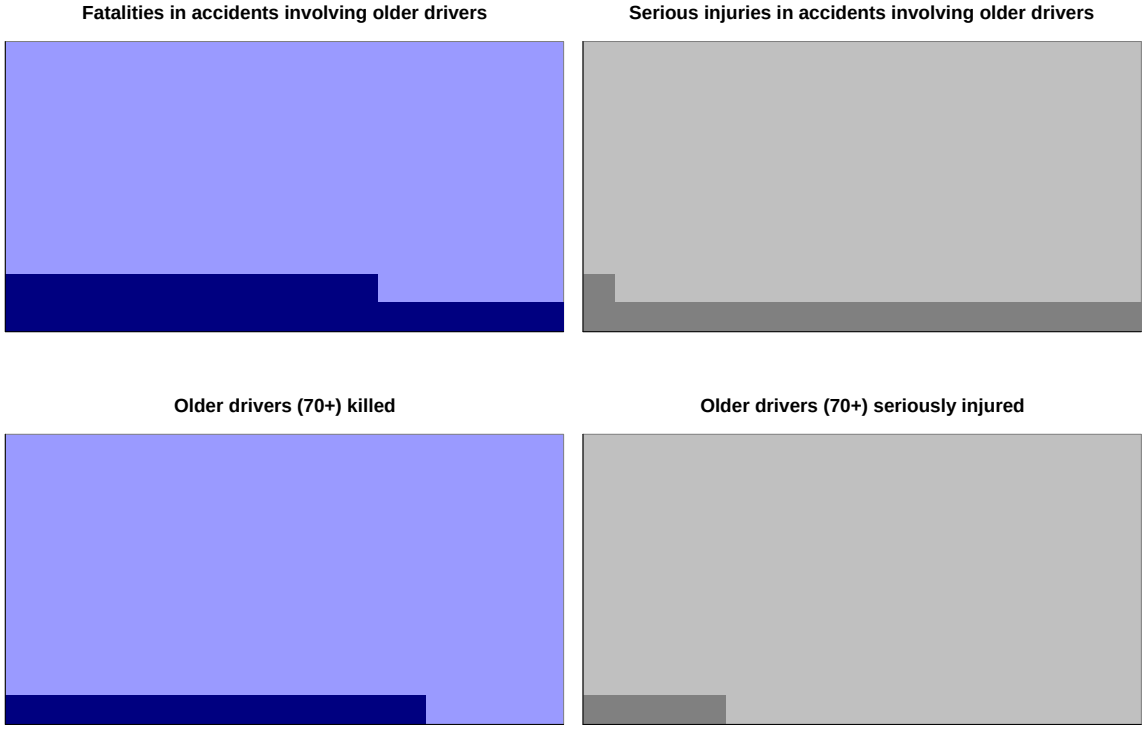


Chart Q: Changes in the numbers of young driver (17-25) casualties over time.



Older Drivers



4.3.16. **There were 31 fatalities and 198 serious injuries in accidents involving older drivers (70+) in 2011. There were 14 fatalities and 48 serious injuries to older drivers in the same period.**

4.3.17. Accidents involving older drivers (aged 70+) accounted for **17 per cent of fatalities** and **11 per cent of serious injuries** in 2011.

4.3.18. Not all accidents involving an older driver will result in an older driver being injured. The proportion of fatalities and serious injuries that are drivers aged 70+ is relatively small. Older drivers (aged 70+) account for **8 per cent of fatalities** and **3 per cent of serious injuries** in 2011.

4.3.19. The number of **fatalities in accidents involving older drivers has fallen by 7 per cent** and the number of **serious injuries by 1 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of **slight injuries in accidents involving older drivers has fallen by 2 per cent**.

4.3.20. Between 2010 and 2011 fatalities in accidents involving older drivers increased by 22 per cent, the number of serious injuries increased by 21 per cent and slight injuries increased by 7 per cent. The numbers in 2010 were very low so it is likely that the severe winter weather in 2010 impacted on these figures. 2011 figures are below those for 2009 except for fatalities as chart R shows.

4.3.21. The number of **older driver fatalities has fallen by 13 per cent** and the number of older drivers **seriously injured has fallen by 24 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of older drivers **slightly injured has fallen by 4 per cent**.

4.3.22. Between 2010 and 2011 older driver fatalities increased by one to 14, serious injuries fell by 14 per cent and slight injuries increased by two to 268.

Chart R: Casualties in accidents involving older drivers

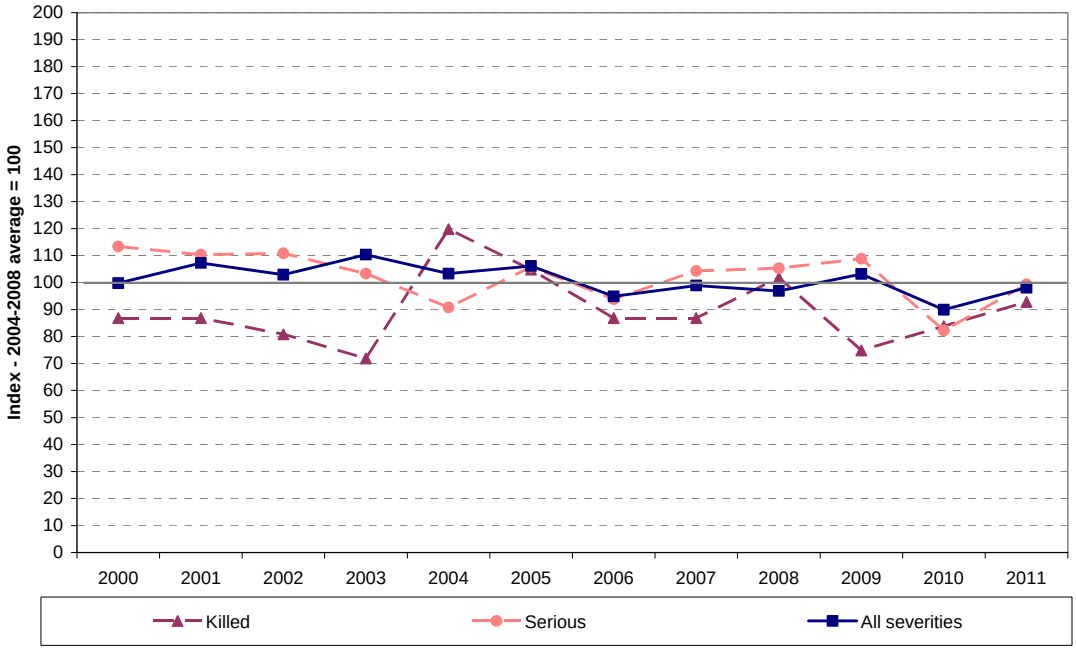
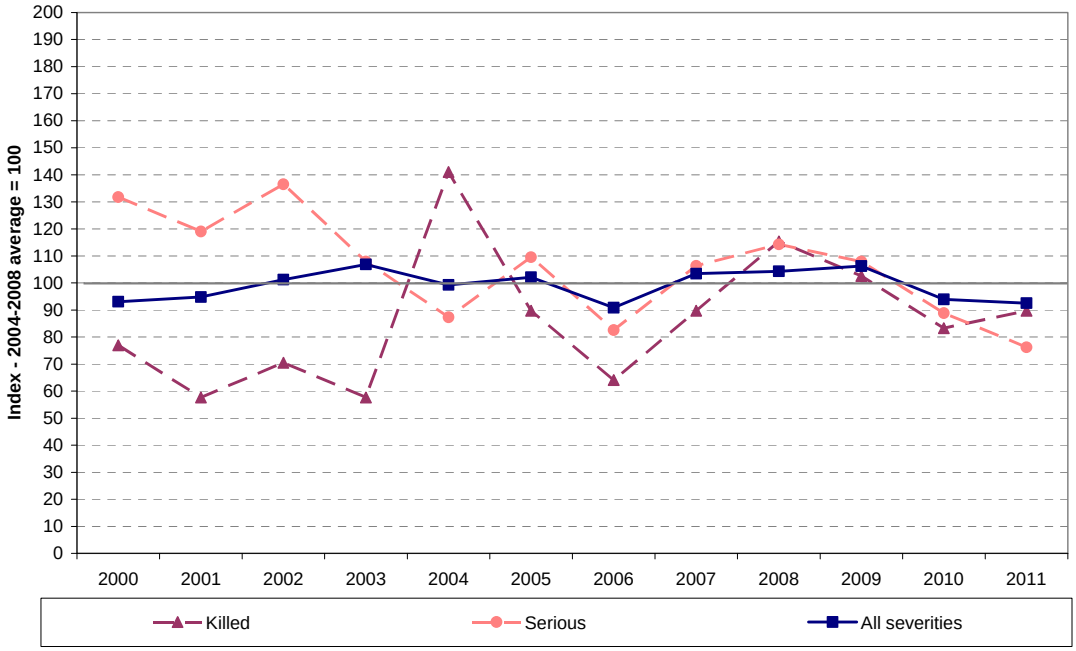
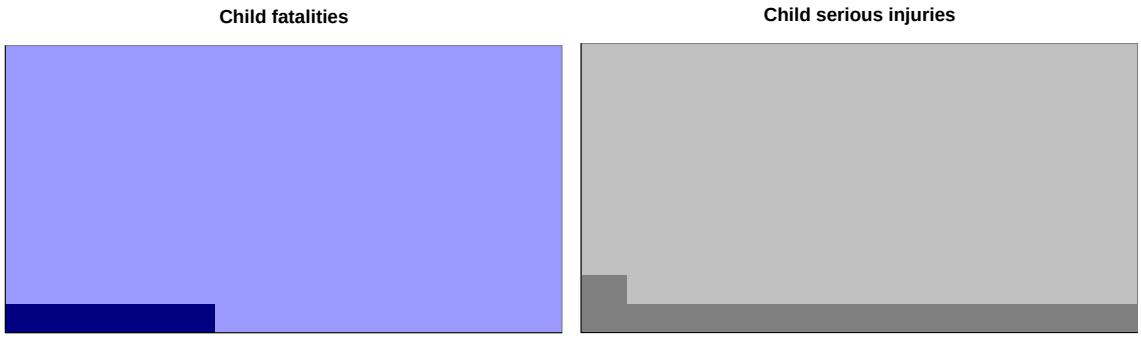


Chart S: Older driver casualties over time.



4.3.23. As Chart O shows, the casualty rate per population for drivers over 70 is lower than for any other age band. A part of this will be the result of fewer people driving. Only 60 per cent of males over 80 hold a driving licence compared to an average of 76 for all males. Older people also drive less often. Transport and Travel in Scotland 2011 shows that less than a quarter of adults aged 70 or over with a full driving licence drive every day compared to 41 per cent of the population as a whole. Even adjusting for driving licence possession, the rate is well below the rate for younger and middle aged drivers.

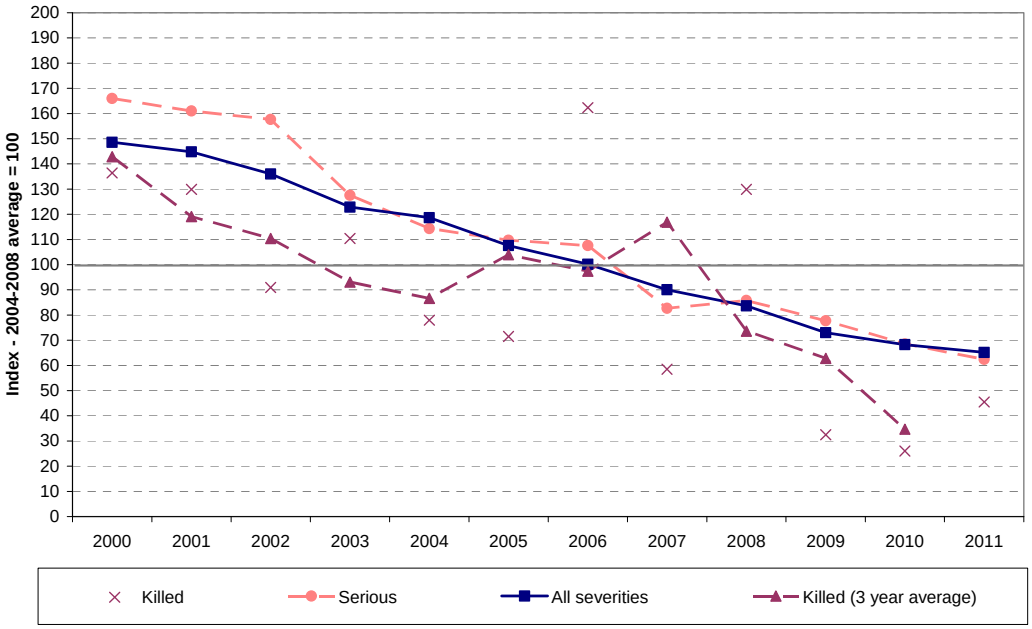
Children



4.3.24. **There were 7 fatalities and 203 serious injuries to children in 2011.**

4.3.25. Children accounted for **4 per cent of fatalities** and **11 per cent of serious injuries** in 2011.

Chart T: Change in the number of child casualties over time.



4.3.26. The number of **child fatalities has fallen by 55 per cent** and the number of child **serious injuries has fallen by 38 per cent** since the 2004-2008 baseline period for the Road Safety Framework. The number of children killed has fallen by 65 per cent using the three year average for the ``framework target. The number of children **slightly injured has fallen by 34 per cent**.

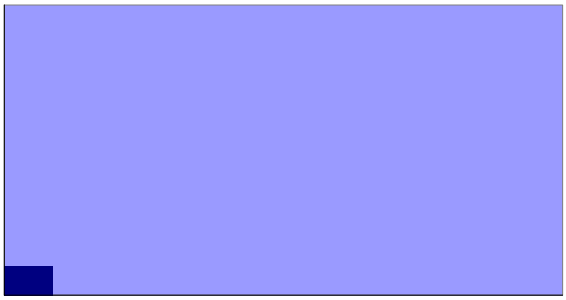
4.3.27. Between 2010 and 2011 child fatalities increased slightly from 5 to 7, however there is year to year fluctuation due to small numbers. The number of child serious injuries fell by 9 per cent and slight injuries fell by 4 per cent.

4.3.28. Child pedestrian fatalities have fallen faster than car passenger fatalities. In 1994-1998, 55 per cent of child fatalities were pedestrians, compared to 28 per cent car passengers. In 2004-2008 the proportions had evened out at 40 per cent pedestrian fatalities and 40 per cent car passenger fatalities. Data for the last three years (2009-2011) shows a swing the other way, a quarter of child fatalities were pedestrians and 56 per cent were car passengers. The proportions for serious injuries are 68 per cent pedestrian casualties and 17 per cent car passengers, though there has been little change in these proportions over time.

4.3.29. Charts N and O shows that the casualty rate for young children (aged 0-4) is higher for passenger casualties than it is for pedestrian casualties which is unsurprising given that a large proportion of this age group will only be pedestrians with a responsible adult. The rates then switch over for males with young males having a higher casualty rate as a pedestrian than as a passenger where as for females the rate is higher for passenger casualties than pedestrian casualties.

School Pupils

School Pupil fatalities (5 year average)



School Pupil serious injuries

4.3.30. **Over the last 5 years there has been an average of 2 fatalities and 31 serious injuries to school pupils.**

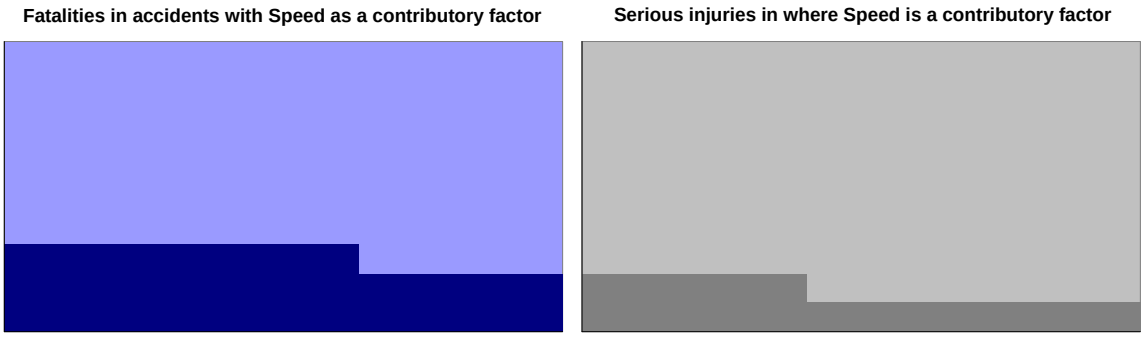
4.3.31. School pupils account for 1 per cent of all fatalities (over the period 2007 to 2011) and 2 per cent of serious injuries in 2011. Twenty-two per cent of child fatalities and 18 per cent of serious injuries were recorded as being on their way to or from school over the period 2007-2011.

4.4 Road User behaviours

4.4.1. The STATS19 form only collects data on road side breath tests. Estimates of drink driving using STATS19 data and data from the procurator fiscal are calculated by DfT. These estimates are included in Table 22 of Reported Road Casualties Scotland along with more detail on the methodology.

4.4.2. The STATS19 form does include a section on contributory factors. This data provides an indication of the number of accidents where a particular factor plays a part, however they reflect the reporting officer's opinion at the time of reporting, and may not be the result of extensive investigation. Further details on Contributory Factors are included in Article 4 of Reported Road Casualties Scotland. Contributory factors have only been collected since 2005 so an average over 2005 to 2008 was calculated for comparisons with the baseline for the Road Safety Framework.

Speed



4.4.3. **In 2011 there were 49 fatalities and 263 serious injuries where speed was recorded as a contributory factor.** There were 125,221 speeding offences recorded by the police in 2011-12.

4.4.4. Accidents where speed (exceeding the speed limit or driving at inappropriate speed for the conditions) was considered a contributory factor accounted for **26 per cent of fatalities** and **6 per cent of serious injuries** in 2011.

4.4.5. It should be noted that fatal accidents will involve a full investigation where speed may be identified as a contributory factor and recorded on the STATS19 form. Where a full investigation does not take place it may not be possible for the officer at the scene to identify speed as a contributory factor.

4.4.6. The number of **fatalities from accidents where speed is a contributory factor has fallen by 38 per cent** and the number of **serious injuries has fallen by 42 per cent** since the baseline period for the Road Safety Framework. It is estimated that the number of **slight injuries resulting from accidents where speed is a contributory factor has fallen by 30 per cent**.

4.4.7. Between 2010 and 2011, it is estimated that fatalities in accidents where speed was a contributory factor fell by 18 per cent, serious injuries fell by 15 per cent and slight injuries fell by 12 per cent.

Chart U: Changes in casualty numbers where speed is a contributory factor.

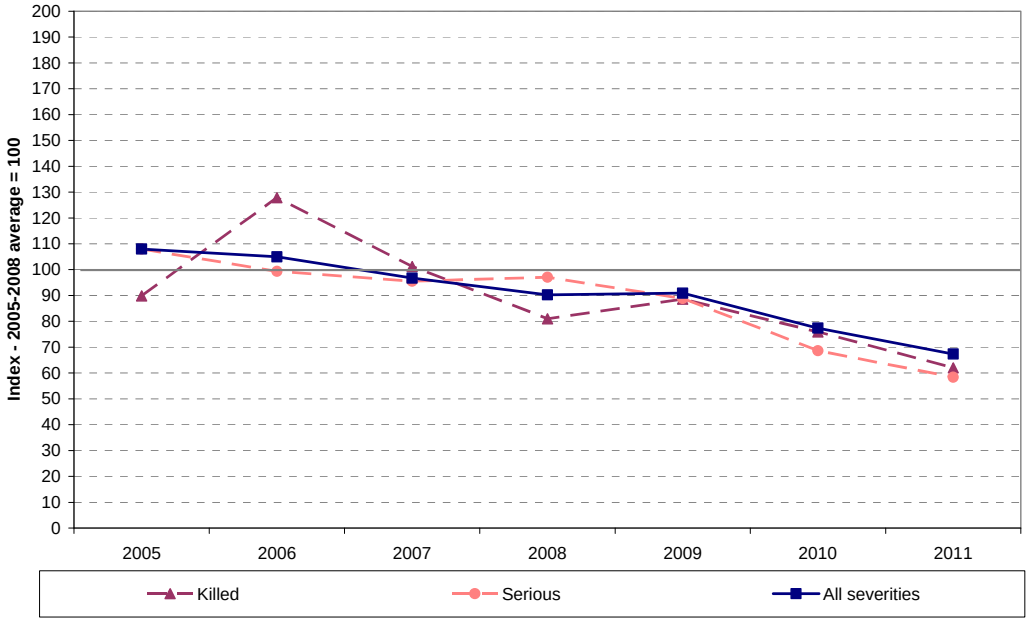
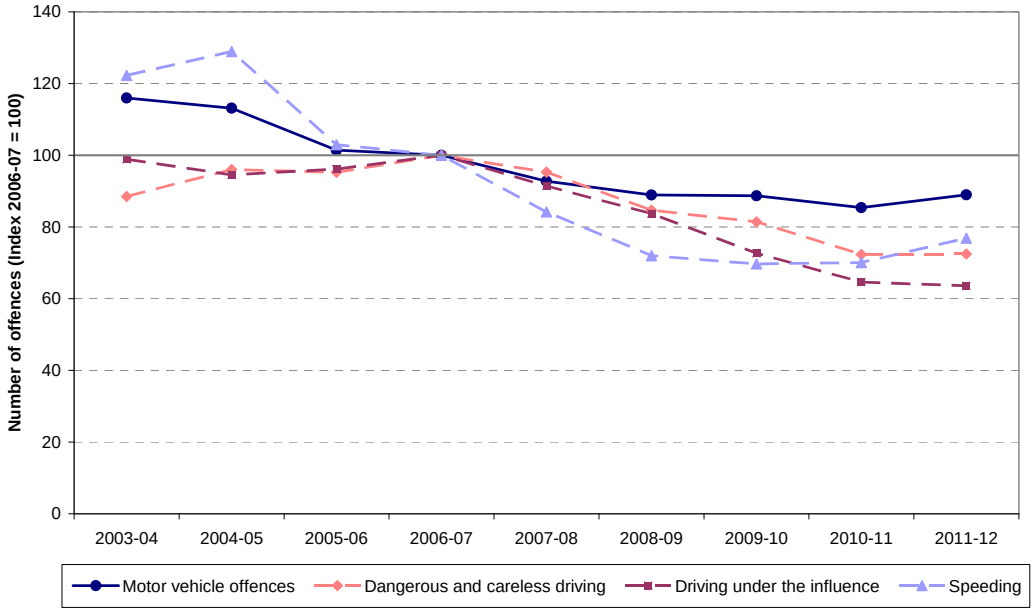


Chart V: Motor vehicle offences recorded by the police in Scotland



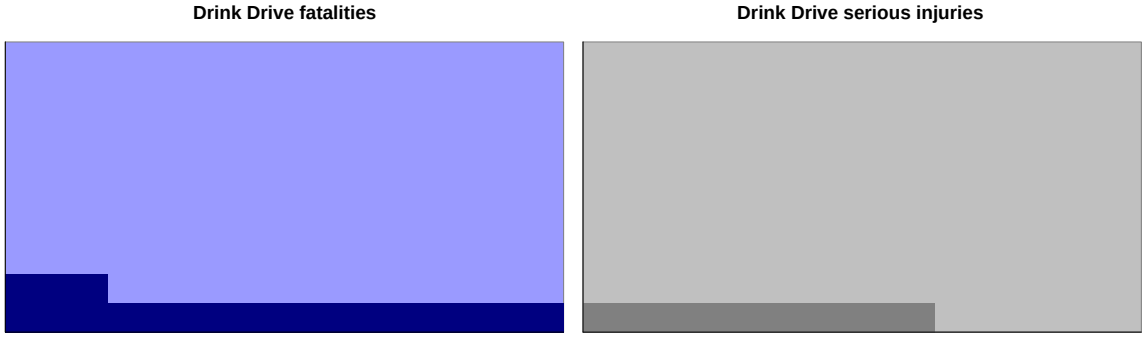
4.4.8. The fall in casualties in accidents where speed is a contributory factor mirrors the fall in speeding offences recorded by the police as published by Scottish Government[2], and shown in Chart V. Speeding offences recorded by the police fell by 30 per cent between 2006-07 (the mid point of the road safety framework baseline) and 2009-10. Although the number of offences did increase between 2009-10 and 2011-12, it is now 23 per cent below the baseline period.

4.4.9. The majority of the offences relating to motor vehicles will be generated by police officers involved in proactive work, although there will be occasions when members of the public will report circumstances which they believe to be a Road Traffic Offence. Hence, the strength and deployment of the police forces will impact on the numbers of such

[2] Recorded Crime in Scotland 2011-12 provides data for the last ten years and can be accessed at: http://www.scotland.gov.uk/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime

offences recorded. An increase in recorded offences does not necessarily imply that the actual number of motorists speeding has increased, just that more are being caught.

Drink Drive



4.4.10. **In 2011 it is estimated that there were 20 fatalities and 120 serious injuries as a result of drink driving.** There were 7,445 offences of driving under the influence recorded by the police in 2011-12.

4.4.11. Drink drive accounted for **12 per cent of fatalities** and **6 per cent of serious injuries** in 2011.

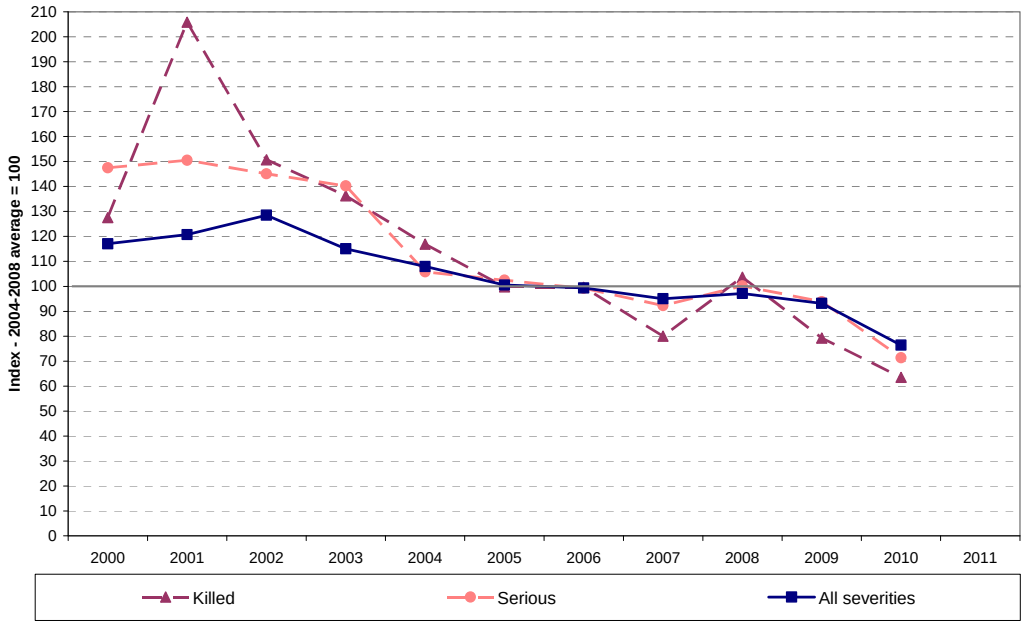
4.4.12. The number of **drink drive fatalities has fallen by 36 per cent** and the number of **serious injuries resulting from drink drive has fallen by 29 per cent** since the 2004-2008 baseline period for the Road Safety Framework. It is estimated that the number of **slight injuries resulting from drink drive has fallen by 22 per cent**.

4.4.13. Between 2010 and 2011, it is estimated that drink drive fatalities fell by 20 per cent, serious injuries fell by 24 per cent and slight injuries fell by 17 per cent.

4.4.14. Chart V shows the trends in motoring offences recorded by the police in Scotland since 2003-04. There has been a steady fall in the number of offences of driving under the influence recorded since 2006-07 (the mid point of the Road Safety Framework baseline period). In 2011-12 recorded offences of driving under the influence were down 36 per cent on the baseline and 2 per cent on 2010-11. This supports the overall downward trends shown in Chart W.

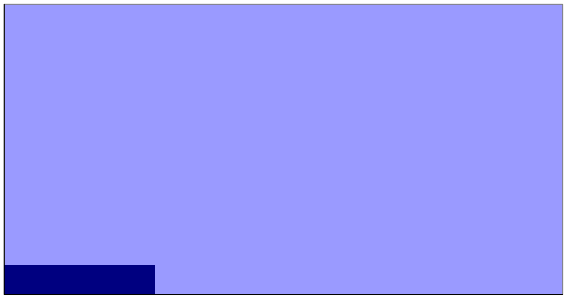
4.4.15. The majority of the offences relating to drink drive will be generated by police officers involved in proactive or attendance at accidents, although there will be occasions when members of the public will report circumstances which they believe to be a Road Traffic Offence. If a large number of resources were targeted at drink drive, an increase in the number of recorded offences may be expected even if the actual number of people driving whilst over the limit remained unchanged.

Chart W: Casualties as a result of drink drive.



Distraction

Fatalities where Distraction is a contributory factor



Serious injuries where Distraction was a contributory factor

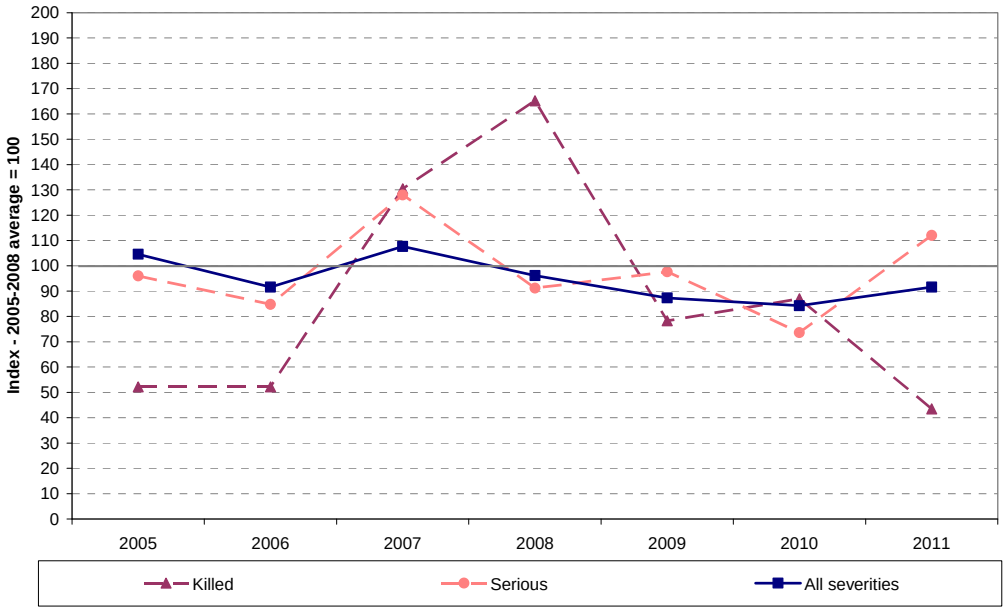
4.4.16. **In 2011 there were 5 fatalities and 70 serious injuries where distraction was recorded as a contributory factor.**

4.4.17. Accidents where distraction (Distraction in vehicle, Distraction outside vehicle or Driver using mobile phone) was considered a contributory factor accounted for **3 per cent of fatalities** and **4 per cent of serious injuries** in 2011.

4.4.18. The number of **fatalities from accidents where distraction is a contributory factor has fallen by 57 per cent** since the baseline period for the Road Safety Framework, though the numbers are small which leads to large fluctuation from year to year as can be seen from Chart X. The number of **serious injuries has increased by 12 per cent** since the baseline and the number of **slight injuries has fallen by 10 per cent**.

4.4.19. Between 2010 and 2011, it is estimated that fatalities in accidents where distraction was a contributory factor fell by 50 per cent, where as serious injuries increased by 52 per cent and slight injuries increased by 5 per cent.

Chart X: Number of casualties in accidents where distraction is a contributory factor



4.4.20. It should be borne in mind that the contributory factors recorded will depend on the evidence available to the reporting officer. Some factors will be easier to determine than others so there could be some under recording for example in levels of distraction in car as this may not be obvious from witness reports.

4.4.21. Mobile phone offences recorded by the police are shown in Chart Y. This shows that number have been increasing in recent years and reached 29,800 in 2011-12. As noted above under speeding offences, the increase in numbers of mobile phone offences recorded does not necessarily indicate an increase in offenders as the numbers will depend on the level of police resource targeted at these offences.

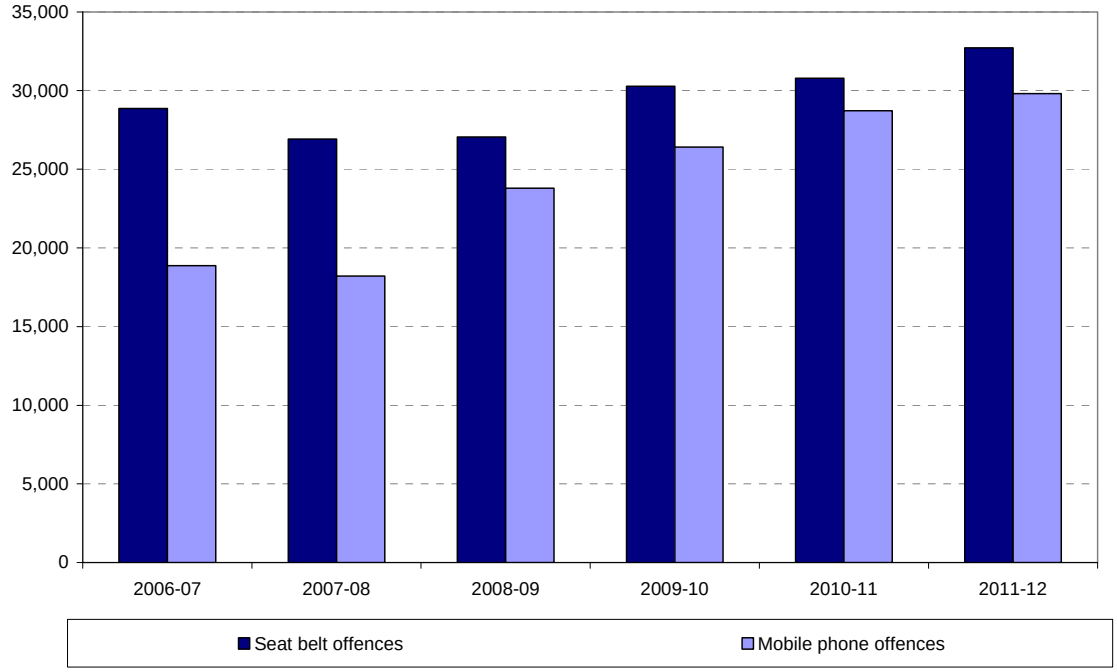
4.4.22. There were over four times more speeding offences than mobile phone offences recorded in 2011-12. There was only a quarter as many offences of driving under the influence recorded compared to mobile phone offences.

Seatbelts

4.4.23. The use of seat belts is not recorded in the Stats 19 data, however some information is collected from police forces as part of the recorded crime statistical return. Chart Y shows that there were 32,700 seat belt offences recorded in 2011-12. The increase in numbers does not necessarily indicate an increase in actual offenders as the numbers will depend on the level of police resource targeted at these offences.

4.4.24. The number of seat belt offences recorded by the police in 2011-12 was just over a quarter of the number of speeding offences recorded. However over four times more seat belt offences than offences of driving under the influence were recorded in 2011-12.

Chart Y: Mobile phone and seat belt offences recorded by the police in Scotland



Article 3

Comparison with other sources

Article 3: Comparison of Police road casualty statistics with other sources

Summary

- Stats 19 figures are a reliable measure of the level of, and trends in, the number of road deaths – they are very similar to GROS figures, but not the same due to definitional differences;

- Stats 19 killed and seriously injured (KSI) figures have fallen by 36% between 1998 and 2008, compared with a fall of 31% in hospital admissions due to road traffic accidents;

- Stats 19 child KSI figures have fallen by 57% between 1998 and 2008, compared with a fall of 66% in child hospital admissions due to road traffic accidents;

- 37% of adults interviewed in the Scottish Household Survey who had been injured in a road accident in the past year said that it had not been reported to the police;

- The DfT have published estimates of total injury GB road accidents within their Road Casualties Great Britain publication – based on findings from the National Travel Survey.

- Article 3 of RRCS 2010 provided analysis to estimate a figure for the number of road casualties not included in the STATS 19 data for Scotland.

1. Introduction

This publication presents statistics on **reported injury road accidents** (i.e. road accidents where one or more people are injured) produced from police forces' Stats 19 returns. The police can only report details of the accidents of which they are aware.

Very few, if any, fatal accidents do not become known to the police. However there may be many non-fatal injury accidents not reported by the public to the police, which will not feature in the Stats 19 returns.

This article compares the official road casualty statistics for Scotland, produced from Stats 19 returns, with figures from some other sources. It refers to:

- **General Register Office for Scotland** road death figures (Section 2)
- numbers of emergency admissions to **hospital** as the result of road traffic accidents (Section 3);
- findings from two studies of casualties at a few **individual hospitals** (Section 4);
- **Scottish Household Survey** data (Section 5);
- **DfT GB level** analysis) (Section 6)
- Scotland estimates of **under counting** (section 7)
- Some other research and analysis (section 8)

2. Road Fatalities

National Records of Scotland data (Previously General Register Office for Scotland)

The NRS record the numbers of deaths registered in Scotland each year due to injuries sustained in motor vehicle (and other road vehicle) accidents. The definition is not identical to those used by the police, in particular there is no 30 day cut off point for fatalities associated with the road accident.

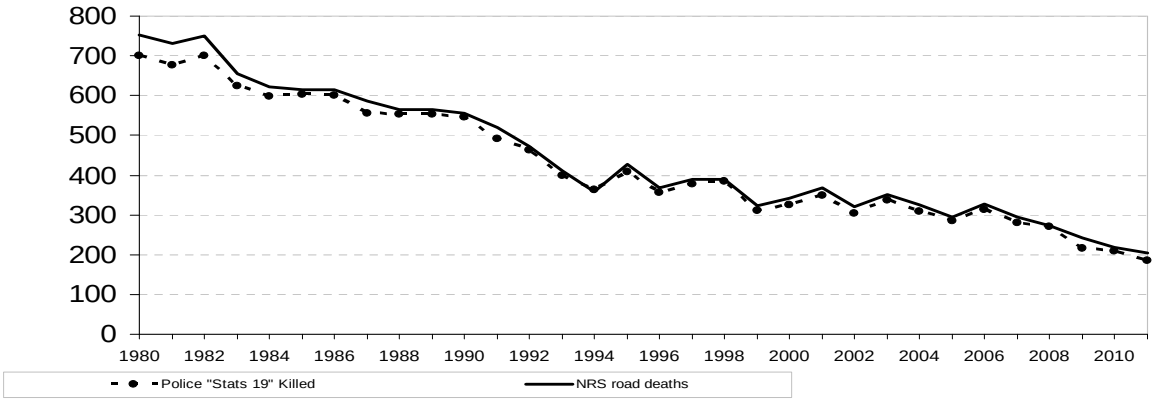
Figure 9 shows that the Stats 19 and NRS numbers of road deaths are similar in every year, that they tend to rise and fall together, and that, in 2010, they were at the lowest level that has been recorded for many years.

Table J shows that the Stats 19 figures fell by 47% and the NRS figures by 45% between 2001 and 2011. The table also shows that the difference has fluctuated year to year, but the Stats 19 figure has always been between 90% and 101% of NRS figures (with an average of 96%).

Due to definitional difference the two sets of numbers will not agree exactly (see ***Figure 9*** notes). However, it is clear that the net effect of such differences is not great, and this comparison provides strong evidence that most, if not all road deaths become known to the police and confirms that trends in fatalities recorded by the police are reliable.

Figure 9: Comparison of Police Stats19 and NRS road deaths

Figure 9: Comparison of Police Stats 19 and NRS figures for numbers of road deaths



NB: there are definitional changes between the data:

- NRS figures cover all deaths in accidents involving motor vehicles, wherever they occur, whereas Stats19 relate to those on public roads.
- The Stats19 do not include persons who die more than 30 days after the accidents whereas the NRS do.
- The Stats19 includes people who fatally injured in Scotland but who die in England less than 30 days later whereas the NRS would not.

3. Killed or seriously injured (KSI) road casualties

Hospital Admission Statistics

3.1 Introduction

On admission to hospital, patients who had been involved in road traffic accidents are recorded specifically as being injured in a road traffic accident, to differentiate them from those who were involved in accidents that occurred off-road (therefore numbers should be broadly comparable with the Stats 19 figures).

This section compares Stats 19 data with hospitals' numbers of emergency admissions as the result of road traffic accidents It looks at those classed as killed and seriously injured (KSIs) because, in the Stats 19 statistics:

- **serious** injuries include any for which a person is detained in hospital as an in-patient;
- a **fatal** injury results in death less than 30 days after the accident, so some hospital admissions will later be counted as road deaths (but other road deaths occur before reaching hospital).

However, some casualties recorded as slight at the scene of the accident may attend hospital and some may be admitted. Hospital admission figures are based on periods of care (episodes) under a particular consultant, so patients can be counted more than once (e.g. if they transfer to another consultant). However, this should *not* affect greatly the relationship between the *trends* which are shown by the two sets of figures *unless* there is a marked change in the proportion of casualties who transfer to other consultants.

3.2 Comparisons – overall trends

Figure 10 shows that both sets of figures have been falling over the past few decades, with the underlying numbers appearing in **Table J**. It is clear that:

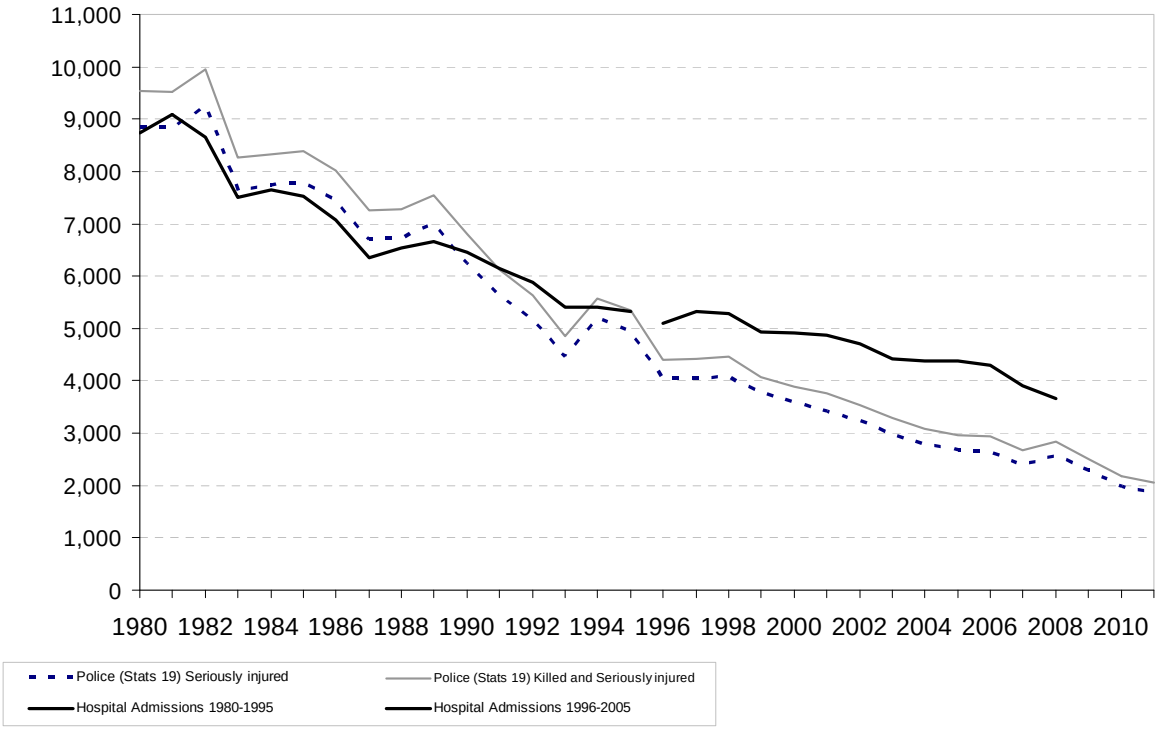
- up to the mid-1990's the Stats 19 and hospital figures were broadly the same, and tended to fall at similar rates;
- since the mid-1990's the Stats 19 figures have been noticeably lower than the hospital figures, however reductions over the last 10 years are more similar. That is between 1998 and 2008:
    - All ages:
        - Stats 19 KSI – 36% fall
        - Hospital admissions – 31% fall
    - Children:
        - Stats 19 KSI – 57% fall
        - Hospital admissions – 66% fall

As a result, the Stats 19 figures represent a decreasing percentage of the hospital figures. Between 1980 and 1995, the overall average for Stats 19 KSI figures as a percentage of the hospital figures was 107%; between 1996 and 2008, it was only 76%. P*ossible* reasons for this could be:

- reduced reporting of road accidents by the public to the police (and hence increased under-reporting in Stats 19);
- changes in the way in which Police Forces report accidents in their Stats 19 returns;
- an increase in the proportion of road casualties going to hospital;
- changes in hospitals' practices (which might result in an increased proportion of the casualties who go to A&E departments being admitted to hospital, or a larger proportion of admissions as a result of a road accident being identified as such in hospitals' data);
- road safety improvements which reduced the number of less serious injuries (those which are counted as serious in Stats 19 but which do *not* involve being *admitted* to hospital);

While some indications are beginning to emerge, it is not completely clear which (if any) of these reasons caused the different trends in the Stats 19 and hospitals figures. Further research may help.

Figure 10: Comparison of Police Stats 19 and hospital admissions as a result of a road traffic accident



The hospital admissions figures for 1980 to 1995 are Scottish Hospital In Patient System (SHIPS) figures for emergency hospital admissions as a result of a road traffic accident, as shown in a TRL research report (see Section 6); the figures for 1996 available from www.isdscotland.org/unintentional_injuries.

3.3 Comparisons - types of road user

Table K shows the Stats 19 KSI figures as percentages of the corresponding hospital admissions due to road traffic accidents figures. Because these comparisons are based on *overall* numbers they do not represent the full extent of the differences

between the two sources of data (a casualty counted in Stats 19 but not in the hospital admissions figures will off-set one counted in the hospital figures but not in Stats 19).

Table K covers ***casualties of all ages***. The smallest differences between the sets of figures exist for pedestrians, motorcyclists and car users (the most numerous types of casualty), but the gap is widening (e.g. the Stats 19 number of car user casualties represented 99% of the number of hospital admissions in 1998, but only 75% in 2005).

The greatest difference exists for pedal cyclists with Stats 19 figures representing only about 30% of the numbers of hospital admissions. While many pedal cyclist accidents occur off-road and are therefore not within the scope of Stats 19, only on-road casualties were included in these hospitals figures.

Recent work by the Department for Transport (using data for England) suggests that on- road pedal cyclist accidents which do not involve other vehicles are very unlikely to be reported to the police (see section 6.3). As it happens, such under-reporting of pedal cyclist casualties has *not* caused the difference in trends between the Stats 19 and hospitals figures: the Stats 19 figure for pedal cyclists has remained at roughly 30% of the hospitals figure since 1997, fluctuating only slightly (between 27% and 33%) from year to year. The main cause of the different trends is the fall from around 100% to about 75% in the corresponding percentage for car users, who account for about half of all Stats 19 KSI casualties.

4. Studies of casualties at a few individual hospitals

4.1 Extent and Severity of Cycle Accident Casualties (2005)

Cyclists who reported to one of five Accident and Emergency Departments in the Lothian and Borders areas were asked to complete a questionnaire relating to their accident. 806 forms were collected from those (aged 5+) who had been involved in a pedal cycle accident between September 2003 and August 2004. The research found that many of the casualties who reported to hospital with a cycling injury serious enough for medical attention did not appear in the official road accident statistics.

A large proportion of the accidents (41%) occurred off-road and therefore were not within the scope of the Stats 19 returns. However, even when comparing only those who reported their accident as being on the road (excluding pavements), the Stats 19 data appeared to under-report the extent of on-road cycling accidents. (Note that which occur on the footway or pavement should be included in the Stats 19 returns.)

The cyclists attending A&E gave a wide range of causes for the accidents, and no single cause stood out. By contrast, Stats 19 data described a smaller range of causes, with the involvement of a motor vehicle being the predominant factor. The research also found that the official statistics on road accidents were much less likely to record pedal cycle accidents involving children than those involving adults.

4.2 *Alcohol and the Pedestrian Road Casualty* (1998)

This research investigated the link between pedestrian accidents and the consumption of alcohol. Five hospitals were included in the study between October 1996 and April 1997. Casualties at Accident and Emergency who had been involved in a road traffic accident were asked to take part in the study. As part of the research, pedestrian

casualties only were linked with the Stats 19 data, and additional analysis carried out where a match was found. Of 145 pedestrian casualties in the sample, 98 (68%) resulted in a match with Stats 19 records. Two possible reasons were given for this: (a) insufficient information available to make a match or (b) some accidents resulting in the presentation of a casualty were not reported to the police.

5. Scottish Household Survey (SHS) Results

The Scottish Household Survey collects data via an interview with one randomly selected adult (aged 16+) per household in a sample spread across Scotland. The results are weighted to take account of differences in selection probabilities and response rates.

Were you injured in a road accident?
Between February 1999 and March 2003, respondents were asked whether they had been injured in a road accident in the past twelve months, and if so, how they were involved (driver/passenger/pedestrian/cyclist/other). The questions were then dropped from the survey, and reinstated in 2005 with an addition: respondents were also asked whether the accident had been reported to the police.

Table L compares the percentages of adults who had been injured (any severity) in an accident, using the SHS and Stats 19 data:

- **All users**: Stats 19 data suggest around 0.3% of the adult population is injured in a road accident per year, whereas the SHS figure suggest 1.3%. Stats 19 data accounts for around 23% of the SHS figure, and doesn't vary greatly with age (although slightly higher for the 70+ category at 32%);
- **Mode:** This is lowest for pedal cyclists (13%) and highest (43%) for pedestrians. The table does not subdivide the others between different types of motor vehicle (e.g. car, motorcycle, etc) as the SHS does not distinguish between them

Although the SHS and Stats 19 figures are not on the same basis, this shouldn't affect the conclusion greatly given the extent of the difference between the figures: it is clear that the SHS percentages are several times those obtained from Stats 19.

Was it reported?
In 2009/10, 42% of SHS respondents who said they had been injured in a road accident in the past year said that the accident had *not* been reported to the police compared to 37% in 2007/08. As this figure is based on only 280 adults who said that they had been injured in a road accident in the past year, it may be subject to a large sampling error (it has 95% confidence limits of +/- about 6 percentage points. However, whatever the true value is (i.e. 36%, or 48%), it is clear that a large percentage of accidents involving personal injury are *not* reported to the Police.

Further analysis and an estimate of those injury road accidents not reported to the police and therefore an approximation of total injury road accidents in Scotland is included in Article 3 of RRCS 2010.

6. Other research and analysis

6.1 DfT's estimation of total injury road accidents in Great Britain

In response to the UK Statistics Authority assessment of GB Stats 19, the DfT has begun to publish discussion articles within their annual Road Casualties Great Britain Annual reports comparing GB (police stats19) data with other sources.

http://www.dft.gov.uk/statistics?post_type=release&s=road-accidents-and-safety-series&series=road-accidents-and-safety-series

The articles provide an overview of a number of sources, focusing on Government datasets with national coverage examining their strengths/weaknesses and drawing comparisons with the Stats 19 data. In a similar fashion to this article it looks at:

- Death registrations data;
- Hospital Episode data: inpatients and A & E attendances;
- DWP compensation Claims data;
- National Travel Survey data.

It concludes that although Stats 19 is the most detailed and useful source of information on road casualties at a national level, its isn't complete or perfect and complementary sources should be used to build a balanced picture.

It also attempts to quantify the total number of injury road accidents using the National Travel Survey which asks respondents (similar to the Scottish Household Survey) whether they were injured in a road accident in the last year. Although the NTS is a sample survey and is therefore subject to sampling variability, it is used as it is the only source providing complete coverage of casualties (particularly those who do not report to the police or hospital).

Grossing up the NTS survey estimate to the population suggests the total number of road injury accidents is between 610,000 and 780,000 per year, with a best estimate of around 700,000. This is over 3 times the 222,146 recorded casualties in Stats 19 in 2009.

It is clear that caution should be taken when looking at this provisional analysis, the DfT's article discusses the methodology in more detail and what the next steps will be. This work has also been considered in estimating a Scottish figure for all road casualties in Article 3.

6.2 Investigation of trends in emergency hospital admissions

DfT investigated the trends in the hospitals' figures for road casualties in England, and reported some findings in an article in *Road Casualties Great Britain 2006*. DfT found that there was a large percentage increase between 2002-03 and 2005-06 in the total number of short stay admissions, both following a road accident and for other reasons, and that the increase was proportionately much greater for the latter. The article that practice for patients requiring short periods of observation and assessment has been to use assessment or short-stay admission wards for monitoring and for the benefit of the patient. DfT concluded that the rise (in England) in road traffic emergency admissions via A&E did not therefore necessarily equate to an actual rise in the number of road traffic accidents, but more likely represented a change in practice over that time.

The Information Services Division (ISD) of the Scottish Health Service has provided the numbers of emergency hospital admissions in Scotland following a road traffic accident broken down by the length of stay. These show a 15% increase between 1996-97 and 2005-06 in the number of stays of length 0 days. Over the same period, there was a fall in the number of longer stays (both for 1 day and 2+ days in length): had the number of 0 day stays fallen at the same rate, there would have been roughly 240 fewer emergency hospital admissions following a road traffic accident in 2005-06, and the drop since 1996-67 would have been about 4-5%-points greater. However, there would still have been a marked difference between what would then be a fall of 19-20% in emergency hospital admissions and the fall of 33% in the Stats 19 KSI figure.

Hospital administrative procedures

It may be suggested that hospitals' figures may not provide reliable road casualty trends because they could be affected by national administrative changes – e.g. the introduction of targets for A&E waiting times could lead to casualties who would previously have left A&E following treatment after waiting more than (say) 4 hours now being admitted to hospital, and therefore now being counted as an admission following a road accident. On such points, it should be noted that:

- we understand that the A&E waiting time target for Scottish hospitals was introduced in December 2004 (and that it didn't have to be met until the end of 2007), so it cannot have caused the difference between the trends shown by the Stats 19 and hospitals figures between 1996 and 2004;
- ISD's figures show that stays of length 0 days have increased fairly gradually, as a proportion of all emergency admissions following a road traffic accident, from 13% in 1996-97 through 14% in 1999-00 and 16% in 2002-03 to 18% in 2005-06 – there has not been the kind of sudden rise that might be expected if a significant change in practice had been applied across the country with effect from a particular date;
- ISD's figures also show a 15% increase, between 1996-97 and 2005-06, in the total number of stays of length 0 days for emergency admissions following all types of unintentional injury – over that period, they rose (again fairly gradually) from 18% to 23% of all such admissions, so again there is no evidence of a sudden change

These gradual increases in short stay emergency hospital admissions would be consistent with an increasing tendency to admit patients, of the kind that was mentioned in the DfT article.

The DfT article in *Road Casualties Great Britain 2006* also mentioned some other factors which may have affected the trend in the figures for hospital admissions in England:

- improvements in the coding of the English hospitals' data. Since 1996, there has been increased validation of external cause codes and other improvements in coding. In addition, an improved IT system was introduced in 2002/03, which allowed for 14 diagnosis codes (rather than the 7 used previously). Some road casualties with extensive injuries would require more than 7 codes and, as the external cause code is always the last in the sequence, would not have been identifiable as such in the data collected previously.
- the introduction of Payment by Results has increased the importance of the data, and hence of the accuracy and number of codes recorded, because each Primary Care Trust in England is charged for the hospital treatment of its residents according to factors such as the length of stay and the severity and number of their conditions

However, ISD advises that such factors are unlikely to have had any effect on the figures for Scotland: there has been no change in past few years in the number of diagnosis codes (six) which is used in the Scottish system, and there is no Scottish equivalent of Payment by Results.

6.3 Pedal cyclist casualties – DfT comparison of English Stats 19 and hospitals figures

As noted earlier, pedal cyclists are the type of casualty most under-reported in the Stats 19 returns. DfT's article in *Road Casualties Great Britain 2006* compared the Stats 19 and English Hospitals Episode Statistics (HES) data for pedal cyclist casualties. In England, in the 2005-06 financial year, HES had 7,065 admissions of pedal cyclists, whereas Stats 19 recorded only 2,092 seriously injured pedal cyclists. DfT found that

- almost all the difference was due to HES having 4,268 pedal cyclists who had *not* been involved in a collision (e.g. people who just fell, or were thrown from, a bicycle which had not collided with any other vehicle), whereas Stats 19 had only 101 such casualties.
- the figures for pedal cyclists who had been involved in a collision with another vehicle do not differ as greatly (the relevant figures are HES: 2,186; Stats 19: 1,899).
- there was little difference between the number of casualties in HES and Stats 19 for pedal cyclist accidents which also involved cars, motorcycles, goods vehicles or buses. The differences were proportionately much larger in the case of pedal cyclists who had collided with an object, a pedestrian or an animal, another cyclist or an other vehicle.
- the distributions by age of HES and Stats 19 pedal cyclist casualties differed greatly – for example, in each of the 8-11 and 12-15 age-groups, HES had 1,000+ whereas Stats 19 had only a few hundred. However, when DfT excluded the no collision cases, it found clear similarities between the two distributions by age of pedal cyclist casualties who had been involved in a collision

DfT suggested that the differences might be due to two factors. First, if the location of an accident is not specified in the patient's records, it will be assumed that it was a traffic accident. This may mean that some off-road accidents are counted as traffic accidents, and non-collision pedal cycle accidents may be particularly vulnerable to this. Second, accidents in which a pedal cyclist is the only participant are relatively unlikely to be reported to the police.

The current definitions of the Stats 19 returns make it clear that accidents which involve no collision pedal cyclist casualties should be counted. However, DfT's analysis of the English HES data shows clearly that Stats 19 includes only a tiny proportion of no collision pedal cyclist casualties – presumably, those involved in such accidents are very unlikely to see any need to inform the Police about them, with the result that the Stats 19 returns include very few no collision pedal cyclist casualties.

The same may well be the case in Scotland. ISD has looked at the data for Scottish hospitals' emergency admissions of pedal cyclists in the 2005-06 financial year. There were 420:

- 102 had collided with another road user (e.g. a pedestrian, a car, another pedal cycle, etc);
- 18 had collided with a fixed object;
- 275 were non-collision cases; and
- 25 for whom such information was not recorded

The sum of the 120 who were known to be involved in a collision and a proportion of the 25 unknown cases would give a result which would be close to the Stats 19 figure of 132 pedal cyclists killed or seriously injured in the 2005 calendar year – so it seems likely that more detailed analysis of the Scottish hospitals' data for pedal cyclists would produce results similar to those which DfT has obtained from the English data.

7. *Estimating under-counting of road casualties in Scotland*

As part of the UK Statistics Authority assessment of Reported Road Casualties Scotland, it was required that Transport Scotland publish analysis showing the level of under counting of road casualties in Scotland. This analysis was published as Article 3 of Reported Road Casualties Scotland 2010. Using a combination of research findings and data from the Scottish Household Survey, it was concluded that in 2010 there were 4,200 people killed or seriously injured on Scotland's roads compared to a reported figure of 2,172, though as stated elsewhere in this article, there was little if any under counting of fatalities. It was estimated that there were 23,300 slight injuries in 2010 compared to a published figure of 11,162. Further details of the analysis and the caveats surrounding these estimates can be found in Reported Road Casualties Scotland 2010, Article 3.

8.1 Linkage of STATS 19 and Scottish hospital in-patient data

TRL Report 420 (published in 1999) contains a comparison of the police Stats 19 road accident statistics for serious injury (the definition of which includes any non-fatal-within-30-days-injury for which the casualty is detained in hospital as an in-patient) and Scottish Hospital In Patient System (SHIPS) figures for emergency hospital admissions as a result of a road traffic accident from 1980 until 1995. These sets of figures show similar downward trends (that report's series of SHIPS figures was used to produce the hospital 1980-1995 line in ***Figure 10***).

SafetyNet

In addition TRL's work also contributed to SafetyNet – an Integrated Project part funded by the European Commission which ran for 4 years from May 2004. One task of the project dealt with the "estimation of the real number of road casualties". This was achieved by comparing in eight countries the details of road accident casualties recorded in the national road accident database with those who have been recorded in hospital records.

TRL carried out the UK contribution and compared Scottish STATS19 casualty records from 1997-2005 with medical records from the Scottish Hospital In-Patient System (SHIPS). This report is available at:

www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_linking_stats19_and_scottish_hospital_in-patient_data_for_the_safetynet_project.htm

8.2 Previous research

- *Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)* by Heather Ward, Ronan Lyons and Roselle Thoreau;

- *Road Accident Casualties: a comparison of STATS19 data with Hospital Episodes Statistics.*

Table J Comparison of sources: NRS road deaths, hospitals emergency admissions & Police Stats 19 data

	All ages								Children[4]		
			Police Stats 19 statistics[3]							Police Stats 19 statistics[3]	
			reported road casualties			reported road deaths		KSI			
	NRS: deaths from road traffic accidents1	Hospital emergency admissions resulting from Road Traffic Accidents[2]	Killed	Seriously injured	Killed & Seriously Injured (KSI)	NRS: difference	NRS: %	% of hospitals emergency admiss.	Hospital emergency admissions resulting from Road Traffic Accidents[2]	Killed & Seriously Injured (KSI)	% of hospitals emergency admiss.
1980	753	8,744	700	8,839	9,539	-53	93%	109%			
1981	732	9,080	677	8,840	9,517	-55	92%	105%			
1982	749	8,664	701	9,260	9,961	-48	94%	115%			
1983	656	7,512	624	7,633	8,257	-32	95%	110%			
1984	621	7,650	599	7,727	8,326	-22	96%	109%			
1985	614	7,521	602	7,786	8,388	-12	98%	112%			
1986	615	7,065	601	7,422	8,023	-14	98%	114%			
1987	586	6,349	556	6,707	7,263	-30	95%	114%			
1988	564	6,546	554	6,732	7,286	-10	98%	111%			
1989	564	6,665	553	6,998	7,551	-11	98%	113%			
1990	555	6,461	546	6,252	6,798	-9	98%	105%			
1991	521	6,148	491	5,638	6,129	-30	94%	100%			
1992	472	5,890	463	5,176	5,639	-9	98%	96%			
1993	410	5,399	399	4,454	4,853	-11	97%	90%			
1994	359	5,411	363	5,208	5,571	4	101%	103%			
1995	427	5,321	409	4,930	5,339	-18	96%	100%			
1996	367	5,106	357	4,041	4,398	-10	97%	86%	996	790	79%
1997	389	5,316	377	4,047	4,424	-12	97%	83%	1,116	745	67%
1998	390	5,289	385	4,072	4,457	-5	99%	84%	1,079	698	65%
1999	324	4,941	310	3,765	4,075	-14	96%	82%	1,012	625	62%
2000	343	4,904	326	3,568	3,894	-17	95%	79%	978	561	57%
2001	369	4,881	348	3,410	3,758	-21	94%	77%	893	544	61%
2002	321	4,700	304	3,229	3,533	-17	95%	75%	865	527	61%
2003	351	4,426	336	2,957	3,293	-15	96%	74%	776	432	56%
2004	326	4,373	308	2,766	3,074	-18	94%	70%	693	384	55%
2005	294	4,389	286	2,666	2,952	-8	97%	67%	696	368	53%
2006	327	4,304	314	2,635	2,949	-13	96%	69%	633	375	59%
2007	295	3,902	281	2,385	2,666	-14	95%	68%	452	278	62%
2008	274	3,656	270	2,575	2,845	-4	99%	78%	366	299	82%
2009	241		216	2,288	2,504	-25	90%			258	
2010	219		208	1,968	2,176	-11	95%			227	
2011	204		186	1,875	2,061	-18	91%			210	
Change from 2001 to 2011											
	-45%		-47%	-45%	-45%					-61%	
Overall averages											
1980 - 2008							96%	93%			
1980 - 1995							96%	107%			
1996 - 2008							96%	76%			63%

1 Deaths caused by road transport accidents (NRS Web site Table 6.10 Deaths from road transport accidents)
2 Financial years from 1996 onwards (www.isdscotland.org/unintentional_injuries). Figures prior to 1996 raken from Table 1 of TRL report 42 *Linkage of STATS19 and Scottish hospi*
3 Figures on the same basis as the rest of this publication
4 Children covers ages 0-15 inclusive in the Police (Stats 19) statistics, and ages 0-14 inclusive in the hospitals emergency admissions figures

Table K Comparison of sources: hospitals emergency admissions and Police Stats19 data

Hospital emergency admissions[1]

	All ages						Children (0-14)				
	Pedest-rians	Pedal cyclists	Motor-cyclists	Car	Other	All types of road user [2]	Pedest-rians	Pedal cyclists	Car	Other	All types of road user [2]
1996-97	1,370	435	352	2,382	567	5,106	590	198	139	69	996
1997-98	1,264	643	481	2,308	620	5,316	552	357	136	71	1,116
1998-99	1,168	681	421	2,426	593	5,289	470	390	145	74	1,079
1999-00	1,126	663	518	2,027	607	4,941	473	379	108	52	1,012
2000-01	987	623	522	2,180	592	4,904	419	349	133	77	978
2001-02	999	544	591	2,198	549	4,881	424	286	129	54	893
2002-03	937	502	569	2,121	571	4,700	390	269	139	67	865
2003-04	804	507	528	2,032	551	4,422	322	273	129	52	776
2004-05	855	451	524	1,934	600	4,364	331	203	82	75	691
2005-06	894	420	526	1,937	585	4,362	336	190	105	61	692

Reported killed and seriously injured (Police Stats 19 figures[1])

	All ages						Children (0-15)				
	Pedest-rians	Pedal cyclists	Motor-cyclists	Car	Other	All types of road user	Pedest-rians	Pedal cyclists	Car	Other	All types of road user
1996	1,279	216	300	2,293	310	4,398	540	100	118	32	790
1997	1,211	210	358	2,365	280	4,424	505	78	138	24	745
1998	1,156	210	371	2,390	330	4,457	455	64	153	26	698
1999	1,143	189	431	2,004	308	4,075	430	69	108	18	625
2000	997	176	475	1,978	268	3,894	378	65	94	24	561
2001	918	171	454	1,952	263	3,758	353	56	110	25	544
2002	893	152	456	1,782	250	3,533	340	46	111	30	527
2003	775	139	417	1,700	262	3,293	273	48	93	18	432
2004	750	128	395	1,581	220	3,074	247	40	77	20	384
2005	743	132	405	1,457	215	2,952	244	30	69	25	368
2006	749	141	410	1,433	216	2,949	248	40	70	17	375
2007	654	151	421	1,270	170	2,666	185	29	55	9	278
2008	705	164	430	1,356	190	2,845	198	20	69	12	299
2009	556	157	375	1,252	164	2,504	156	27	65	10	258
2010	504	145	354	1,007	166	2,176	151	24	41	11	227
2011	556	163	326	845	171	2,061	141	23	39	7	210
	As a percentage of hospital admissions										
1996	93%	50%	85%	96%	55%	86%	92%	51%	85%	46%	79%
1997	96%	33%	74%	102%	45%	83%	91%	22%	101%	34%	67%
1998	99%	31%	88%	99%	56%	84%	97%	16%	106%	35%	65%
1999	102%	29%	83%	99%	51%	82%	91%	18%	100%	35%	62%
2000	101%	28%	91%	91%	45%	79%	90%	19%	71%	31%	57%
2001	92%	31%	77%	89%	48%	77%	83%	20%	85%	46%	61%
2002	95%	30%	80%	84%	44%	75%	87%	17%	80%	45%	61%
2003	96%	27%	79%	84%	48%	74%	85%	18%	72%	35%	56%
2004	88%	28%	75%	82%	37%	70%	75%	20%	94%	27%	56%
2005	83%	31%	77%	75%	37%	68%	73%	16%	66%	41%	53%

1 From ISD, identified using SMR admission type code 32 "Patient injury, Road Traffic Accident"
Road user type are bases on ICD10 diagnosis codes:
V01-V09 = "Pedestrian injured in transport accident"
V10-V19 = "Pedal cyclist injured in transport accident"
V20-V29 = "Motorcycle rider injured in transport accident"
V40-V49 = "Car occupant injured in transport accident"
the "Other" category includes users of (e.g.) buses, goods vehicles, etc - and any "road accident" deaths which are due to suicide or natural causes (which should not be counted in the "Police" figures)
Figures on the same basis as figures appearing on ISD Web site "Unintentional Injuries" Table 9b

2 May differ slightly from the overall total in Table J, due to late returns and amendments

Table L Comparison of sources: Scottish Household Survey & Police Stats 19

Age	Road casualties - all severities (Police Stats 19 figures)[1] 2007-2011 average	Scottish Household Survey 2007 - 2011 average	Police Stats 19 as a % of SHS	Road casualties - all severities (Police Stats 19 figures)[1] 2007-2011 average	Scottish Household Survey 2007 - 2011 average	Police Stats 19 as a % of SHS
	percentages of adults		%	*percentages of adults*		%
All types of road user				**Pedestrians**		
16-22	0.604	2.835	21%	0.079	0.233	34%
23-29	0.415	1.768	23%	0.044	0.076	58%
30-39	0.360	1.448	25%	0.036	0.063	58%
40-49	0.293	1.352	22%	0.028	0.058	48%
50-59	0.223	1.092	20%	0.024	0.068	36%
60-69	0.167	0.749	22%	0.024	0.057	43%
70+	0.157	0.491	32%	0.036	0.071	50%
All adults	0.304	1.342	23%	0.037	0.085	43%
Pedal cyclists				**Others - drivers/riders and passengers**		
16-22	0.017	0.094	18%	0.509	2.508	20%
23-29	0.023	0.168	13%	0.349	1.524	23%
30-39	0.025	0.176	14%	0.299	1.209	25%
40-49	0.019	0.158	12%	0.246	1.136	22%
50-59	0.010	0.105	10%	0.188	0.919	20%
60-69	0.005	0.051	10%	0.137	0.641	21%
70+	0.002	0.000	n/a	0.119	0.420	28%
All adults	0.014	0.109	13%	0.253	1.148	22%

1 Derived from Table 32

Note that the SHS and Police Stats 19 figures are not on the same basis - for example:

(a) the SHS respondent is asked whether he/she was injured in a road accident in the past year. An injury obtained 13-14 months ago might be counted, if the respondent couldn't remember exactly when, which could inflate the SHS figures

(b) the word *injury* is subjective - what an SHS respondent regards as an injury may differ from what the Police would count as an injury, which could also affect the comparison

(c) the SHS data relate only to adult members of Scottish households; the Stats 19 data will include non-Scots who were injured in Scotland, and exclude Scots injured elsewhere

Article 4: Contributory Factors

Article 4. 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 sixth year of collection.

- ***Driver/rider errors or reactions*** were reported in 66 per cent of **all** reported accidents with *failed to look properly* the most common type (involved in 32%).
- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 12% of all reported accidents and 26% of fatal accidents.
- ***Pedestrian only*** factors were reported in 18% of **fatal** accidents whilst ***loss of control*** and ***failed to look properly*** were the most frequently reported driver/rider factors (involved in 47% and 21% of fatal accidents respectively).

Note that some percentages used in this article in the 2009 and 2010 publications included a small amount of double counting of accidents where more than one contributory factor is recorded, this included the speeding and driver error/reaction percentages. For example some accidents will record both 'exceeding speed limit' and 'travelling to fast for conditions' as a contributory factors and simply adding the percentages in table M results in a small number of accidents being counted twice. The impact will be a couple of percentage points. Category totals in Table M and Table N of this publication remove double counting as do the figures for speeding.

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 2011, with the following background note describing the collection of the contributory factor system in more detail.

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

2. Accidents

Categories

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

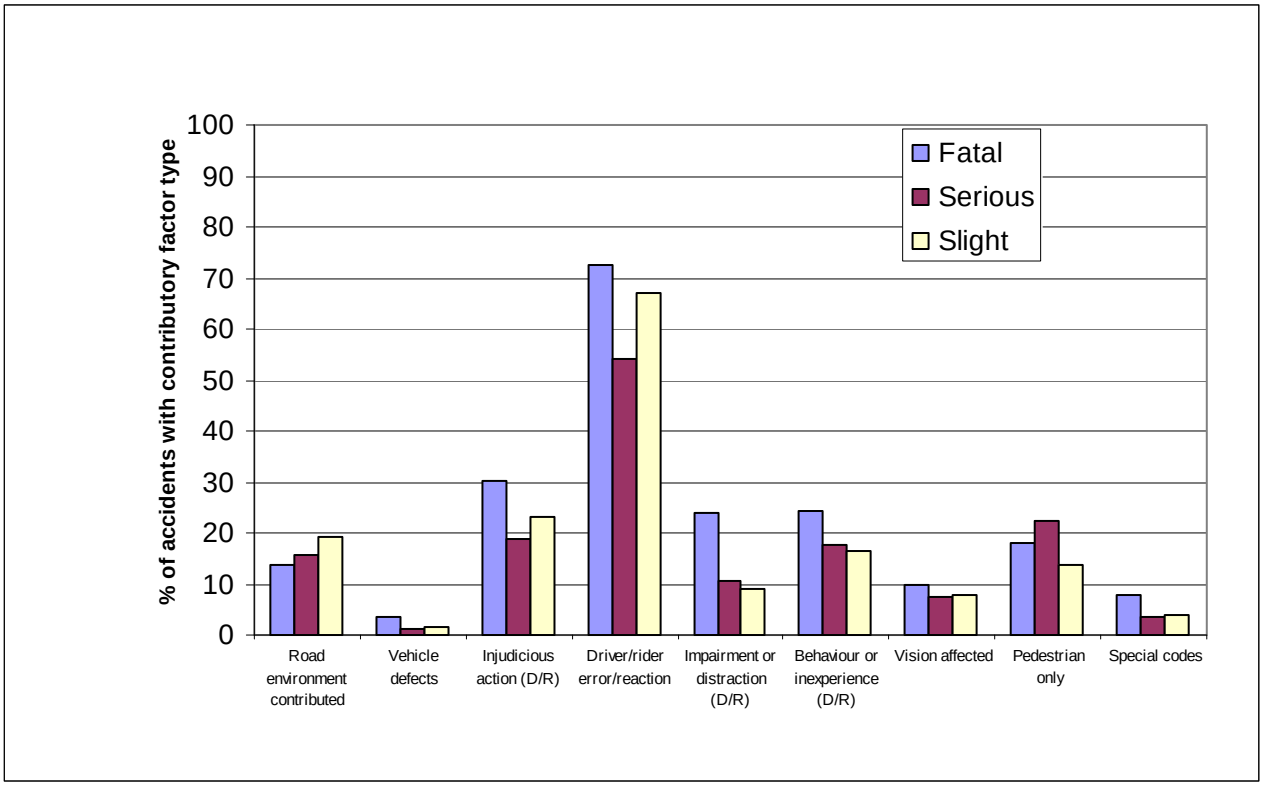
- ***Driver/rider error*** was the most frequently reported category for each type of severity of accident and was reported in 66 per cent of fatal accidents reported to the police).

- ***Pedestrian*** contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the accident), were reported in 16 per cent of reported accidents , rising to 23 per cent of serious accidents.

- ***Injudicious action*** (including *travelling too fast for conditions*, *following too close* or *exceeding speed limit)* was involved in 23 per cent of all reported accidents, increasing to 30 per cent of fatal accidents.

- ***Road environment*** factors were reported in 19 per cent of reported accidents.

Figure 11: Contributory factor type: Reported accidents by severity, 2011



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 32 per cent of all reported accidents. This was followed *by loss of control* (17%) and *failed to judge other person's path/speed* (15%). S*lippery road* (13%) and *careless/reckless or in a hurry, poor turn/manoeuvre and pedestrian failed to look properly* (all 11%) were also in the top five.

- ***Travelling too fast for the conditions*** or ***excessive speed*** was reported in 12% of all reported accidents and 26% of fatal accidents.

- For fatal accidents, ***failed to look properly*** was the most frequently reported driver/rider factor involved in 21% of accidents. T*ravelling too fast for the conditions* was involved in 19 per cent of these accidents.

2.4 Table M also shows how the incidence of some CFs varies with the severity of the accident. For example: loss of control is cited in 17% of all accidents for which CFs were recorded but 47% of fatal accidents; slippery road due to weather is cited in 13% of all accidents but 10% of fatal ones; travelling too fast for the conditions is cited in 9% of all accidents but 19% of fatal ones and exceeding speed limit is cited in 3% of all accidents but 13% 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 2011 against previous years. The ten factors remained the same in all five years, though the order and frequency changed over the 7 years of collection. The most frequently recorded factor, *failed to look properly is associated with a larger proportion of* accidents in 2011 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 Tables 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 19% of all vehicles' factors), and for every vehicle except bus or coaches and motorcyclists.

- *Sudden braking* was the most frequently reported factor for **bus or coaches** (17%) whereas loss of control (24%) was the most commonly reported factor for **motorcyclists**.
- *Loss of control and failed to judge other person's path/speed* were the second most common factors reported for **cars or taxis** (10%).
- *Failed to judge other person's speed/path* was the second most common factor associated with **cyclists** (associated with 6% of bicycles).
- *Failed to judge other person's speed/path* was the second most common factor reported for **good vehicles** (reported in 12%).
- *Travelling too fast for the conditions* or *excessive speed* were associated with a total of 7% 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 45% of all pedestrians), followed by careless/reckless or in a hurry (19%), impaired by alcohol (13%), crossed road masked by stationary/parked vehicle (12%) and failed to judge vehicle speed/path (11%).

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

- ***loss of control*** was recorded for 24% of motorcycles but only 1% of vehicles in the bus/coach/minibus grouping;
- ***sudden braking*** was recorded for 17% of buses but for only 4% of all vehicles involved.

3.4 On average, fewer contributory factors were recorded for pedal cycles (an average of 0.68 per cycle involved in a reported accident) and bus or coaches (an average e of 0.76), compared to an overall average of 1.10 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 2011.

- 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 647 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 four of the ten 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 – 88 deaths (representing 47% of all deaths in accidents for which CFs were recorded);
- (driver/rider) failed to look properly – 40 (22%);
- travelling too fast for the conditions 36 (19% of fatalities) and exceeding speed limit 25 (13% of fatalities) – one or other (or both) were recorded in 26 per cent of fatalities in 2011;
- (driver/rider) careless / reckless /in a hurry – 22 (12%);
- slippery road (due to weather) – 18 deaths (10%)
- pedestrian failed to look properly - 18 deaths (10%)

Seriously injured

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

- (driver/rider) failed to look properly – 482 serious injuries (representing 26% of all serious injuries in accidents for which CFs were recorded);
- loss of control – 440 serious injuries (23%);
- pedestrian failed to look properly – 279 (15%)
- (driver/rider) careless / reckless / in a hurry – 261 (14%);
- slippery road (due to weather) – 200 (11%)
- travelling too fast for conditions – 197 (11%)

5 Overall frequencies of recording

5.1 In 2011 at least one contributory factor was recorded in 99.9% of reported accidents (9,974) - there were 7 accidents without a contributory factor. A total of 21,357 factors were recorded, resulting in an average of 2.11 factors per accident.

5.2 Around 86% (18,385) of all factors listed were related to vehicles (and their drivers/rider) and the road environment). Around 13% (2,811) were related to pedestrians who were casualties. Relatively few were uninjured pedestrians (315 or 1.5%).

5.3 Table T presents a ranking of all 77 factors by the frequency of reporting in 2011. (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 three-quarters of CFs (71%) 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 85% of occasions on which they were used:

- Crossed road masked by stationary/parked vehicle (88%)
- Pedestrian impaired by alcohol (85%);

and the following were described as very likely on fewer than 64% of the occasions on which they were used:

- Pedestrian failed to judge vehicles path or speed (64%)
- Dazzling sun (63%)
- Stationary or parked vehicle (63%)
- Road layout (e.g. bend, hill, narrow carriageway) (58%)
- Rain, sleet, snow or fog (48%)
- Distraction in vehicle (39%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 7 years. It's 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.

Transport Statistics
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 7254
Email: Transtat@transportscotland.gsi.gov.uk

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, 2011

	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 [5]	**24**	*14*	**291**	*16*	**1,571**	*19*	**1,886**	*19*
Poor or defective road surface	1	*1*	19	*1*	86	*1*	106	*1*
Deposit on road (e.g oil, mud, chippings)	2	*1*	41	*2*	151	*2*	194	*2*
Slippery road (due to weather)	17	*10*	174	*9*	1,120	*14*	1,311	*13*
Inadequate/masked signs or road markings	1	*1*	5	*0*	59	*1*	65	*1*
Defective traffic signals	0	*0*	1	*0*	12	*0*	13	*0*
Traffic calming (e.g road humps, chicanes)	0	*0*	1	*0*	7	*0*	8	*0*
Temporary road layout (e.g contraflow)	0	*0*	6	*0*	29	*0*	35	*0*
Road layout (e.g bend, hill, narrow c-way)	5	*3*	61	*3*	228	*3*	294	*3*
Animal or other object in carriageway	1	*1*	26	*1*	115	*1*	142	*1*
Vehicle defects [5]	**6**	*3*	**24**	*1*	**113**	*1*	**143**	*1*
Tyres illegal, defective or under-inflated	3	*2*	4	*0*	39	*0*	46	*0*
Defective lights or indicators	0	*0*	3	*0*	10	*0*	13	*0*
Defective brakes	1	*1*	9	*0*	33	*0*	43	*0*
Defective steering or suspension	1	*1*	4	*0*	18	*0*	23	*0*
Overloaded or poorly loaded vehicle/trailer	1	*1*	6	*0*	17	*0*	24	*0*
Injudicious action (driver/rider) [5]	**53**	*30*	**349**	*19*	**1,874**	*23*	**2,276**	*23*
Disobeyed automatic traffic signal	1	*1*	16	*1*	140	*2*	157	*2*
Disobeyed Give Way or Stop sign or markings	0	*0*	49	*3*	309	*4*	358	*4*
Disobeyed double white line	1	*1*	7	*0*	11	*0*	19	*0*
Disobeyed pedestrian crossing facility	2	*1*	10	*1*	27	*0*	39	*0*
Illegal turn or direction of travel	4	*2*	16	*1*	40	*0*	60	*1*
Exceeding speed limit	22	*13*	75	*4*	232	*3*	329	*3*
Travelling too fast for the conditions	34	*19*	166	*9*	705	*9*	905	*9*
Following too close	3	*2*	29	*2*	524	*6*	556	*6*
Vehicle travelling along pavement	0	*0*	7	*0*	12	*0*	19	*0*
Cyclist entering road from pavement	0	*0*	13	*1*	48	*1*	61	*1*
Driver/rider error or reaction [5]	**128**	*73*	**1,000**	*54*	**5,458**	*67*	**6,586**	*66*
Junction overshoot	0	*0*	23	*1*	187	*2*	210	*2*
Junction restart	0	*0*	8	*0*	42	*1*	50	*1*
Poor turn or manoeuvre	16	*9*	192	*10*	905	*11*	1,113	*11*
Failed to signal / misleading signal	0	*0*	8	*0*	85	*1*	93	*1*
Failed to look properly (D/R)	37	*21*	439	*24*	2,673	*33*	3,149	*32*
Failed to judge other pers path/speed (D/R)	14	*8*	159	*9*	1,364	*17*	1,537	*15*
Passing too close to cyclist/horse/pedestrian	2	*1*	36	*2*	174	*2*	212	*2*
Sudden braking	6	*3*	74	*4*	503	*6*	583	*6*
Swerved	9	*5*	49	*3*	265	*3*	323	*3*
Loss of control	82	*47*	356	*19*	1,289	*16*	1,727	*17*
Impairment or distraction (driver/rider) [5]	**42**	*24*	**194**	*11*	**718**	*9*	**954**	*10*
Impaired by alcohol (D/R)	19	*11*	77	*4*	274	*3*	370	*4*
Impaired by drugs (illicit/medicinal) (D/R)	4	*2*	9	*0*	46	*1*	59	*1*
Fatigue	8	*5*	27	*1*	78	*1*	113	*1*
Uncorrected defective eyesight	2	*1*	6	*0*	5	*0*	13	*0*
Illness or disability (mental/physic) (D/R)	13	*7*	31	*2*	99	*1*	143	*1*
Not display lights at night / in poor visib	0	*0*	7	*0*	14	*0*	21	*0*
Cyclist wearing dark clothing at night	1	*1*	8	*0*	17	*0*	26	*0*
Driver using mobile phone	0	*0*	5	*0*	10	*0*	15	*0*
Distraction in vehicle	5	*3*	36	*2*	144	*2*	185	*2*
Distraction outside vehicle	0	*0*	14	*1*	93	*1*	107	*1*
Behaviour or inexperience (driver/rider) [5]	**43**	*24*	**327**	*18*	**1,343**	*17*	**1,713**	*17*
Aggressive driving	10	*6*	40	*2*	143	*2*	193	*2*
Careless / reckless /in a hurry (D/R)	22	*13*	218	*12*	885	*11*	1,125	*11*
Nervous / uncertain / panic	1	*1*	18	*1*	97	*1*	116	*1*
Driving too slow for condits / slow vehicle	0	*0*	1	*0*	6	*0*	7	*0*
Inexperienced or learner driver/rider	11	*6*	72	*4*	253	*3*	336	*3*
Inexperience of driving on the left	3	*2*	12	*1*	40	*0*	55	*1*
Inexperience with type of vehicle	2	*1*	16	*1*	51	*1*	69	*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 [5]	**17**	*10*	**140**	*8*	**643**	*8*	**800**	*8*
Stationary or parked vehicle	2	*1*	35	*2*	148	*2*	185	*2*
Vegetation	1	*1*	4	*0*	9	*0*	14	*0*
Road layout (e.g bend, winding rd, hill crest	1	*1*	28	*2*	63	*1*	92	*1*
Buildings, road signs, street furniture	0	*0*	3	*0*	14	*0*	17	*0*
Dazzling headlights	1	*1*	2	*0*	15	*0*	18	*0*
Dazzling sun	4	*2*	29	*2*	179	*2*	212	*2*
Rain, sleet, snow or fog	6	*3*	24	*1*	172	*2*	202	*2*
Spray from other vehicles	2	*1*	1	*0*	18	*0*	21	*0*
Visor or windscreen dirty or scratched	0	*0*	2	*0*	4	*0*	6	*0*
Vehicle blind spot	2	*1*	19	*1*	68	*1*	89	*1*
Pedestrian only [5]	**32**	*18*	**416**	*23*	**1,129**	*14*	**1,577**	*16*
Crossed road masked by stationary/parked veh	2	*1*	75	*4*	203	*2*	280	*3*
Pedestrian failed to look properly	18	*10*	276	*15*	791	*10*	1,085	*11*
Ped. failed to judge vehicles path or speed	12	*7*	73	*4*	167	*2*	252	*3*
Wrong use of pedestrian crossing facility	0	*0*	33	*2*	65	*1*	98	*1*
Dangerous action in carriageway (e.g playing)	7	*4*	41	*2*	99	*1*	147	*1*
Pedestrian impaired by alcohol	14	*8*	97	*5*	197	*2*	308	*3*
Ped. impaired by drugs (illicit/medicinal)	2	*1*	13	*1*	23	*0*	38	*0*
Ped. careless / reckless /in a hurry	7	*4*	111	*6*	334	*4*	452	*5*
Pedestrian wearing dark clothing at night	10	*6*	47	*3*	51	*1*	108	*1*
Ped. disability or illness, mental/physical	2	*1*	16	*1*	39	*0*	57	*1*
Special codes [5]	**14**	*8*	**65**	*4*	**329**	*4*	**408**	*4*
Stolen vehicle	2	*1*	8	*0*	37	*0*	47	*0*
Vehicle in course of crime	1	*1*	4	*0*	18	*0*	23	*0*
Emergency vehicle on call	2	*1*	3	*0*	21	*0*	26	*0*
Vehicle door opened or closed negligently	0	*0*	4	*0*	25	*0*	29	*0*
Other	10	*6*	47	*3*	235	*3*	292	*3*
Total reported accidents[1]	176		1,847		8,127		9,974	*100*
Number of Contributory Factors [4]	481		3,742		17,134		21,357	
Average number of CFs per accident [1,4]	2.7		2.0		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] Includes all contributory factors eg if two cars are involved in the same accident and both are exceeding the speed limit this would count as 2 CFs.

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

Table N: Contributory factors: Reported Accidents: 2007-2011 comparison[1]

Contributory factor reported in accident[2]	2007		2008		2009		2010		2011	
	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)	3,343	*27*	3,371	*28*	3,303	*29*	3,056	*30*	3,149	*32*
Loss of control	2,280	*18*	2,267	*19*	2,258	*20*	1,880	*18*	1,727	*17*
Failed to judge other pers path/speed (D/R)	1,881	*15*	1,997	*16*	1,906	*16*	1,699	*17*	1,537	*15*
Slippery road (due to weather)	1,479	*12*	1,662	*14*	1,688	*15*	1,690	*16*	1,311	*13*
Poor turn or manoeuvre	1,413	*11*	1,359	*11*	1,397	*12*	1,180	*11*	1,113	*11*
Careless / reckless /in a hurry (D/R)	1,664	*13*	1,520	*13*	1,357	*12*	1,115	*11*	1,125	*11*
Travelling too fast for the conditions	1,224	*10*	1,203	*10*	1,221	*11*	1,067	*10*	905	*9*
Pedestrian failed to look properly	1,460	*12*	1,389	*11*	1,170	*10*	1,059	*10*	1,085	*11*
Sudden braking	791	*6*	800	*7*	707	*6*	634	*6*	583	*6*
Following too close	689	*6*	608	*5*	646	*6*	613	*6*	556	*6*
Total reported accidents[1]	**12,506**	***100***	**12,158**	***100***	**11,556**	***100***	**10,295**	***100***	**9,974**	***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 2011. 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, 2011

	Pedalcycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**19**	***2***	**144**	***17***	**1,497**	***12***	**29**	***4***	**39**	***3***	**110**	***30***	***1,838***	***11***
Poor or defective road surface	8	*1*	19	*2*	71	*1*	1	*0*	3	*0*	1	*0*	103	*1*
Deposit on road (eg oil, mud, chippings)	1	*0*	44	*5*	130	*1*	3	*0*	8	*1*	7	*2*	193	*1*
Slippery road (due to weather)	6	*1*	60	*7*	1,158	*9*	16	*2*	88	*7*	25	*7*	1,353	*8*
Inadequate/masked signs or road markings	1	*0*	0	*0*	57	*0*	4	*1*	3	*0*	2	*1*	67	*0*
Defective traffic signals	0	*0*	1	*0*	14	*0*	0	*0*	1	*0*	0	*0*	16	*0*
Traffic calming (eg road humps, chicanes)	0	*0*	0	*0*	5	*0*	1	*0*	1	*0*	1	*0*	8	*0*
Temporary road layout (eg contraflow)	2	*0*	2	*0*	27	*0*	1	*0*	3	*0*	1	*0*	36	*0*
Road layout (eg bend, hill, narrow c-way)	4	*0*	12	*1*	268	*2*	6	*1*	18	*1*	7	*2*	315	*2*
Animal or other object in carriageway	1	*0*	24	*3*	100	*1*	2	*0*	6	*0*	3	*1*	136	*1*
Vehicle defects [3]	**14**	***2***	**12**	***1***	**82**	***1***	**5**	***1***	**7**	***1***	**23**	***6***	**143**	***1***
Tyres illegal, defective or under-inflated	0	*0*	2	*0*	40	*0*	0	*0*	4	*0*	0	*0*	46	*0*
Defective lights or indicators	4	*0*	1	*0*	6	*0*	1	*0*	0	*0*	1	*0*	13	*0*
Defective brakes	11	*1*	6	*1*	18	*0*	2	*0*	5	*0*	1	*0*	43	*0*
Defective steering or suspension	0	*0*	1	*0*	18	*0*	1	*0*	2	*0*	1	*0*	23	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	2	*0*	2	*0*	1	*0*	14	*1*	5	*1*	24	*0*
Injudicious action (driver/rider) [3]	**94**	***11***	**114**	***14***	**1,824**	***14***	**37**	***6***	**43**	***3***	**164**	***45***	**2,276**	***14***
Disobeyed automatic traffic signal	9	*1*	6	*1*	133	*1*	5	*1*	9	*1*	6	*2*	168	*1*
Disobeyed Give Way or Stop sign or markings	8	*1*	5	*1*	317	*2*	3	*0*	19	*2*	7	*2*	359	*2*
Disobeyed double white line	0	*0*	2	*0*	13	*0*	0	*0*	3	*0*	1	*0*	19	*0*
Disobeyed pedestrian crossing facility	5	*1*	1	*0*	23	*0*	5	*1*	3	*0*	2	*1*	39	*0*
Illegal turn or direction of travel	4	*0*	3	*0*	49	*0*	0	*0*	4	*0*	1	*0*	61	*0*
Exceeding speed limit	1	*0*	29	*4*	282	*2*	3	*0*	14	*1*	6	*2*	335	*2*
Travelling too fast for the conditions	18	*2*	63	*8*	746	*6*	7	*1*	64	*5*	15	*4*	913	*5*
Following too close	2	*0*	19	*2*	487	*4*	18	*3*	56	*4*	9	*2*	591	*4*
Vehicle travelling along pavement	6	*1*	2	*0*	8	*0*	0	*0*	2	*0*	1	*0*	19	*0*
Cyclist entering road from pavement	53	*6*	0	*0*	8	*0*	0	*0*	0	*0*	0	*0*	61	*0*
Driver/rider error or reaction [3]	**203**	***24***	**358**	***43***	**5,115**	***40***	**223**	***33***	**146**	***12***	**540**	***148***	**6,585**	***39***
Junction overshoot	13	*2*	3	*0*	180	*1*	1	*0*	10	*1*	3	*1*	210	*1*
Junction restart	1	*0*	2	*0*	43	*0*	2	*0*	2	*0*	0	*0*	50	*0*
Poor turn or manoeuvre	27	*3*	62	*7*	860	*7*	43	*6*	120	*10*	33	*9*	1,145	*7*
Failed to signal / misleading signal	5	*1*	1	*0*	72	*1*	3	*0*	7	*1*	6	*2*	94	*1*
Failed to look properly (D/R)	133	*16*	86	*10*	2,614	*20*	74	*11*	250	*20*	77	*21*	3,234	*19*
Failed to judge other pers path/speed (D/R)	48	*6*	76	*9*	1,239	*10*	54	*8*	149	*12*	42	*12*	1,608	*10*
Passing too close to cyclist/horse/pedestri	6	*1*	3	*0*	150	*1*	12	*2*	28	*2*	13	*4*	212	*1*
Sudden braking	4	*0*	63	*8*	383	*3*	111	*17*	35	*3*	16	*4*	612	*4*
Swerved	13	*2*	22	*3*	258	*2*	5	*1*	26	*2*	5	*1*	329	*2*
Loss of control	47	*5*	202	*24*	1,334	*10*	9	*1*	111	*9*	27	*7*	1,730	*10*
Impairment or distraction (driver/rider) [3]	**35**	***4***	**27**	***3***	**812**	***6***	**9**	***1***	**16**	***1***	**54**	***15***	**953**	***6***
Impaired by alcohol (D/R)	7	*1*	19	*2*	323	*3*	2	*0*	13	*1*	7	*2*	371	*2*
Impaired by drugs (illicit/medicinal) (D/R)	0	*0*	2	*0*	55	*0*	0	*0*	1	*0*	1	*0*	59	*0*
Fatigue	0	*0*	1	*0*	92	*1*	0	*0*	18	*1*	3	*1*	114	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	13	*0*	0	*0*	0	*0*	0	*0*	13	*0*
Illness or disability (mental/physic) (D/R)	3	*0*	0	*0*	131	*1*	1	*0*	6	*0*	2	*1*	143	*1*
Not display lights at night / in poor visib	15	*2*	1	*0*	3	*0*	0	*0*	0	*0*	2	*1*	21	*0*
Cyclist wearing dark clothing at night	22	*3*	2	*0*	2	*0*	0	*0*	0	*0*	0	*0*	26	*0*
Driver using mobile phone	1	*0*	0	*0*	13	*0*	0	*0*	0	*0*	1	*0*	15	*0*
Distraction in vehicle	0	*0*	1	*0*	168	*1*	3	*0*	13	*1*	0	*0*	185	*1*
Distraction outside vehicle	1	*0*	4	*0*	88	*1*	4	*1*	12	*1*	1	*0*	110	*1*
Behaviour or inexperience (driver/rider) [3]	**56**	***7***	**132**	***16***	**1,345**	***11***	**34**	***5***	**43**	***3***	**101**	***28***	**1,711**	***10***
Aggressive driving	6	*1*	13	*2*	156	*1*	3	*0*	11	*1*	6	*2*	195	*1*
Careless / reckless /in a hurry (D/R)	40	*5*	58	*7*	900	*7*	28	*4*	84	*7*	28	*8*	1,138	*7*
Nervous / uncertain / panic	4	*0*	9	*1*	99	*1*	1	*0*	1	*0*	2	*1*	116	*1*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	3	*0*	0	*0*	1	*0*	3	*1*	7	*0*
Inexperienced or learner driver/rider	8	*1*	53	*6*	271	*2*	1	*0*	2	*0*	2	*1*	337	*2*
Inexperience of driving on the left	0	*0*	8	*1*	41	*0*	1	*0*	3	*0*	2	*1*	55	*0*
Inexperience with type of vehicle	4	*0*	16	*2*	42	*0*	2	*0*	3	*0*	3	*1*	70	*0*
Vision affected [3]	**16**	***2***	**24**	***3***	**652**	***5***	**15**	***2***	**18**	***1***	**75**	***21***	**800**	***5***
Stationary or parked vehicle	6	*1*	6	*1*	164	*1*	5	*1*	13	*1*	3	*1*	197	*1*
Vegetation	2	*0*	1	*0*	10	*0*	0	*0*	3	*0*	1	*0*	17	*0*
Road layout (eg bend, winding rd, hill crest	4	*0*	9	*1*	69	*1*	3	*0*	10	*1*	5	*1*	100	*1*
Buildings, road signs, street furniture	0	*0*	0	*0*	16	*0*	0	*0*	1	*0*	0	*0*	17	*0*
Dazzling headlights	0	*0*	1	*0*	17	*0*	0	*0*	0	*0*	0	*0*	18	*0*
Dazzling sun	5	*1*	6	*1*	185	*1*	5	*1*	14	*1*	2	*1*	217	*1*
Rain, sleet, snow or fog	3	*0*	7	*1*	178	*1*	4	*1*	14	*1*	5	*1*	211	*1*
Spray from other vehicles	0	*0*	4	*0*	17	*0*	0	*0*	2	*0*	0	*0*	23	*0*
Visor or windscreen dirty or scratched	0	*0*	0	*0*	5	*0*	0	*0*	1	*0*	0	*0*	6	*0*
Vehicle blind spot	1	*0*	0	*0*	54	*0*	3	*0*	26	*2*	6	*2*	90	*1*
Special codes [3]	**5**	***1***	**15**	***2***	**212**	***2***	**46**	***7***	**22**	***2***	**34**	***9***	**334**	***2***
Stolen vehicle	0	*0*	5	*1*	38	*0*	1	*0*	1	*0*	2	*1*	47	*0*
Vehicle in course of crime	0	*0*	1	*0*	19	*0*	1	*0*	1	*0*	1	*0*	23	*0*
Emergency vehicle on call	0	*0*	1	*0*	13	*0*	1	*0*	2	*0*	9	*2*	26	*0*
Vehicle door opened or closed negligently	1	*0*	0	*0*	21	*0*	1	*0*	4	*0*	2	*1*	29	*0*
Other	4	*0*	9	*1*	127	*1*	44	*7*	30	*2*	10	***3***	224	*1*
Number of vehicle Contributory Factors[1]	**578**		**1,061**		**14,446**		**508**		**1,358**		**434**		**18,385**	
Total number of vehicles involved[2]	855	100%	828	100%	12,778	100%	666	100%	1,247	100%	365	100%	16,739	100%
Average number of CFs per vehicle[2]	0.68		1.28		1.13		0.76		1.09		1.19		1.10	

1. Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle.
2. Includes those without any CFs.
3. Vehicles with more than one CF in a category are only counted once in the category total.

Table P: Contributory factors: pedestrians[1], 2011

	Number	%
Pedestrian failed to look properly	1,079	*45*
Ped. careless / reckless /in a hurry	450	*19*
Pedestrian impaired by alcohol	305	*13*
Crossed road masked by stationary/parked veh	280	*12*
Ped. failed to judge vehicles path or speed	250	*11*
Dangerous action in carriageway (eg playing)	147	*6*
Pedestrian wearing dark clothing at night	107	*5*
Wrong use of pedestrian crossing facility	98	*4*
Ped. disability or illness, mental/physical	57	*2*
Ped. impaired by drugs (illicit/medicinal)	38	*2*
Number of Contributory Factors[2]	2,811	
Total number of pedestrians involved[1]	2,374	
Average number of CFs per pedestrian	1.18	

1. Includes pedestrians injured and non injured in the accident
2. Excludes pedestrians incorrectly attributed a vehicle factor or special code

Table Q: Most common pairs of contributory factors reported together, 2011

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	647
Poor turn or manoeuvre	Failed to look properly (D/R)	513
Slippery road (due to weather)	Loss of control	455
Travelling too fast for the conditions	Loss of control	416
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	410
Slippery road (due to weather)	Travelling too fast for the conditions	328
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	314
Disobeyed Give Way or Stop sign or markings	Failed to look properly (D/R)	236
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	228
Crossed road masked by stationary/parked veh	Pedestrian failed to look properly	210
Loss of control	Careless / reckless /in a hurry (D/R)	207
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	204
Following too close	Failed to judge other pers path/speed (D/R)	189
Pedestrian failed to look properly	Ped. failed to judge vehicles path or speed	178
Following too close	Failed to look properly (D/R)	155
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	154
Loss of control	Impaired by alcohol (D/R)	150
Pedestrian failed to look properly	Pedestrian impaired by alcohol	147
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	138
Swerved	Loss of control	138
Exceeding speed limit	Loss of control	137
Poor turn or manoeuvre	Loss of control	125
Loss of control	Inexperienced or learner driver/rider	122
Slippery road (due to weather)	Road layout (eg bend, hill, narrow c-way)	117
Exceeding speed limit	Careless / reckless /in a hurry (D/R)	113
Sudden braking	Loss of control	106
Travelling too fast for the conditions	Failed to look properly (D/R)	102
Slippery road (due to weather)	Rain, sleet, snow or fog	100
Junction overshoot	Failed to look properly (D/R)	100

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, 2011

	Person who was killed						
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	as a % of all fatalities
Road environment contributed							
Poor or defective road surface	0	0	1	0	0	**1**	*1*
Deposit on road (eg oil, mud, chippings)	0	0	1	1	0	**2**	*1*
Slippery road (due to weather)	0	0	0	15	3	**18**	*10*
Inadequate/masked signs or road markings	0	1	0	0	0	**1**	*1*
Road layout (eg bend, hill, narrow c-way)	0	1	1	3	1	**6**	*3*
Animal or other object in carriageway	0	0	1	0	0	**1**	*1*
Vehicle defects							
Tyres illegal, defective or under-inflated	0	0	1	2	0	**3**	*2*
Defective brakes	0	0	1	0	0	**1**	*1*
Defective steering or suspension	0	0	1	0	0	**1**	*1*
Overloaded or poorly loaded vehicle/trailer	0	0	1	0	0	**1**	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	0	0	0	1	0	**1**	*1*
Disobeyed double white line	0	0	0	1	0	**1**	*1*
Disobeyed pedestrian crossing facility	2	0	0	0	0	**2**	*1*
Illegal turn or direction of travel	0	0	0	5	0	**5**	*3*
Exceeding speed limit	1	0	7	17	0	**25**	*13*
Travelling too fast for the conditions	4	1	6	25	0	**36**	*19*
Following too close	0	0	2	0	1	**3**	*2*
Driver/rider error or reaction							
Poor turn or manoeuvre	0	0	6	9	2	**17**	*9*
Failed to look properly (D/R)	17	1	10	10	2	**40**	*22*
Failed to judge other pers path/speed (D/R)	4	0	2	6	2	**14**	*8*
Passing too close to cyclist/horse/pedestri	2	0	0	0	0	**2**	*1*
Sudden braking	0	0	3	2	1	**6**	*3*
Swerved	0	1	2	3	3	**9**	*5*
Loss of control	2	3	17	59	7	**88**	*47*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	1	0	1	16	2	**20**	*11*
Impaired by drugs (illicit/medicinal) (D/R)	1	0	0	3	1	**5**	*3*
Fatigue	0	0	0	8	0	**8**	*4*
Uncorrected defective eyesight	1	1	0	0	0	**2**	*1*
Illness or disability (mental/physic) (D/R)	1	0	0	13	1	**15**	*8*
Cyclist wearing dark clothing at night	0	1	0	0	0	**1**	*1*
Distraction in vehicle	2	0	0	3	0	**5**	*3*
Behaviour or inexperience (driver/rider)							
Aggressive driving	1	0	3	7	0	**11**	*6*
Careless / reckless /in a hurry (D/R)	5	2	6	8	1	**22**	*12*
Nervous / uncertain / panic	0	0	1	0	0	**1**	*1*
Inexperienced or learner driver/rider	1	0	5	6	0	**12**	*6*
Inexperience of driving on the left	0	0	1	2	0	**3**	*2*
Inexperience with type of vehicle	0	0	0	3	0	**3**	*2*
Vision affected							
Stationary or parked vehicle	2	0	0	0	0	**2**	*1*
Vegetation	0	0	1	0	0	**1**	*1*
Road layout (eg bend, winding rd, hill crest	0	0	1	0	0	**1**	*1*
Dazzling headlights	1	0	0	0	0	**1**	*1*
Dazzling sun	1	0	1	1	1	**4**	*2*
Rain, sleet, snow or fog	3	1	0	2	0	**6**	*3*
Spray from other vehicles	0	0	1	0	1	**2**	*1*
Vehicle blind spot	1	1	0	0	0	**2**	*1*
Pedestrian only							
Crossed road masked by stationary/parked veh	2	0	0	0	0	**2**	*1*
Pedestrian failed to look properly	18	0	0	0	0	**18**	*10*
Ped. failed to judge vehicles path or speed	12	0	0	0	0	**12**	*6*
Dangerous action in carriageway (eg playing)	7	0	0	0	0	**7**	*4*
Pedestrian impaired by alcohol	14	0	0	0	0	**14**	*8*
Ped. impaired by drugs (illicit/medicinal)	2	0	0	0	0	**2**	*1*
Ped. careless / reckless /in a hurry	7	0	0	0	0	**7**	*4*
Pedestrian wearing dark clothing at night	10	0	0	0	0	**10**	*5*
Ped. disability or illness, mental/physical	2	0	0	0	0	**2**	*1*
Special codes							
Stolen vehicle	1	0	1	0	0	**2**	*1*
Vehicle in course of crime	1	0	0	0	0	**1**	*1*
Emergency vehicle on call	0	0	0	1	1	**2**	*1*
Other	3	0	2	2	3	**10**	*5*
Total Road fatalities	43	7	33	90	13	**186**	100%

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, 2011

	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	0	4	6	13	1	**24**	*1*
Deposit on road (eg oil, mud, chippings)	2	0	17	37	1	**57**	*3*
Slippery road (due to weather)	10	1	21	148	20	**200**	*11*
Inadequate/masked signs or road markings	1	0	0	4	0	**5**	*0*
Defective traffic signals	0	0	0	0	1	**1**	*0*
Traffic calming (eg road humps, chicanes)	0	0	0	0	1	**1**	*0*
Temporary road layout (eg contraflow)	1	1	1	3	0	**6**	*0*
Road layout (eg bend, hill, narrow c-way)	2	2	15	54	5	**78**	*4*
Animal or other object in carriageway	0	2	14	11	0	**27**	*1*
Vehicle defects							*0*
Tyres illegal, defective or under-inflated	3	0	1	4	0	**8**	*0*
Defective lights or indicators	0	2	1	0	0	**3**	*0*
Defective brakes	0	3	1	4	1	**9**	*0*
Defective steering or suspension	0	0	0	2	4	**6**	*0*
Overloaded or poorly loaded vehicle/trailer	0	0	1	4	2	**7**	*0*
Injudicious action (driver/rider)							*0*
Disobeyed automatic traffic signal	5	1	5	5	1	**17**	*1*
Disobeyed Give Way or Stop sign or markings	1	15	5	35	2	**58**	*3*
Disobeyed double white line	0	0	3	8	1	**12**	*1*
Disobeyed pedestrian crossing facility	9	1	1	0	0	**11**	*1*
Illegal turn or direction of travel	1	1	3	18	1	**24**	*1*
Exceeding speed limit	4	3	11	70	6	**94**	*5*
Travelling too fast for the conditions	7	5	31	138	16	**197**	*11*
Following too close	0	2	5	23	4	**34**	*2*
Vehicle travelling along pavement	5	0	2	1	0	**8**	*0*
Cyclist entering road from pavement	0	13	0	0	0	**13**	*1*
Driver/rider error or reaction							*0*
Junction overshoot	0	4	1	20	1	**26**	*1*
Junction restart	2	1	1	5	0	**9**	*0*
Poor turn or manoeuvre	19	20	60	105	17	**221**	*12*
Failed to signal / misleading signal	0	1	1	5	2	**9**	*0*
Failed to look properly (D/R)	113	84	94	163	28	**482**	*26*
Failed to judge other pers path/speed (D/R)	16	24	45	83	11	**179**	*10*
Passing too close to cyclist/horse/pedestri	13	22	0	1	0	**36**	*2*
Sudden braking	5	4	23	27	25	**84**	*4*
Swerved	7	3	14	34	5	**63**	*3*
Loss of control	7	17	92	294	30	**440**	*23*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	5	2	8	76	3	**94**	*5*
Impaired by drugs (illicit/medicinal) (D/R)	2	0	0	9	2	**13**	*1*
Fatigue	3	0	2	30	6	**41**	*2*
Uncorrected defective eyesight	1	1	2	4	0	**8**	*0*
Illness or disability (mental/physic) (D/R)	2	2	0	30	7	**41**	*2*
Not display lights at night / in poor visib	0	6	0	2	0	**8**	*0*
Cyclist wearing dark clothing at night	0	8	0	0	0	**8**	*0*
Driver using mobile phone	1	1	1	3	0	**6**	*0*
Distraction in vehicle	2	2	1	43	5	**53**	*3*
Distraction outside vehicle	3	0	1	10	1	**15**	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	6	4	8	28	5	**51**	*3*
Careless / reckless /in a hurry (D/R)	32	20	46	150	13	**261**	*14*
Nervous / uncertain / panic	1	3	2	14	1	**21**	*1*
Driving too slow for condits / slow vehicle	0	0	1	0	0	**1**	*0*
Inexperienced or learner driver/rider	1	6	17	65	4	**93**	*5*
Inexperience of driving on the left	0	0	4	17	0	**21**	*1*
Inexperience with type of vehicle	1	1	7	11	1	**21**	*1*
Vision affected							
Stationary or parked vehicle	28	1	3	3	0	**35**	*2*
Vegetation	0	2	3	0	0	**5**	*0*
Road layout (eg bend, winding rd, hill crest	1	2	9	14	5	**31**	*2*
Buildings, road signs, street furniture	0	0	3	0	0	**3**	*0*
Dazzling headlights	0	0	0	1	1	**2**	*0*
Dazzling sun	5	8	5	12	1	**31**	*2*
Rain, sleet, snow or fog	7	0	5	12	3	**27**	*1*
Spray from other vehicles	0	0	2	0	0	**2**	*0*
Visor or windscreen dirty or scratched	2	0	0	1	0	**3**	*0*
Vehicle blind spot	10	3	2	4	0	**19**	*1*
Pedestrian only							
Crossed road masked by stationary/parked veh	75	0	1	0	0	**76**	*4*
Pedestrian failed to look properly	269	4	1	3	2	**279**	*15*
Ped. failed to judge vehicles path or speed	73	0	0	0	0	**73**	*4*
Wrong use of pedestrian crossing facility	33	1	0	0	0	**34**	*2*
Dangerous action in carriageway (eg playing)	41	0	0	0	0	**41**	*2*
Pedestrian impaired by alcohol	96	0	0	2	0	**98**	*5*
Ped. impaired by drugs (illicit/medicinal)	13	0	0	0	0	**13**	*1*
Ped. careless / reckless /in a hurry	109	1	0	0	2	**112**	*6*
Pedestrian wearing dark clothing at night	47	0	0	0	0	**47**	*3*
Ped. disability or illness, mental/physical	14	0	0	2	0	**16**	*1*
Special codes							
Stolen vehicle	1	0	2	4	2	**9**	*0*
Vehicle in course of crime	3	0	0	0	1	**4**	*0*
Emergency vehicle on call	0	0	0	4	0	**4**	*0*
Vehicle door opened or closed negligently	0	3	0	1	0	**4**	*0*
Other	12	2	5	18	13	**50**	*3*
All serious injuries	513	156	293	779	134	**1,875**	100%

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], 2011

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)	2,498	737	3,235	15%
2	Loss of control	1,464	267	1,731	8%
3	Failed to judge other pers path/speed (D/R)	1,072	537	1,609	8%
4	Slippery road (due to weather)	1,040	335	1,375	6%
5	Poor turn or manoeuvre	848	297	1,145	5%
6	Careless / reckless /in a hurry (D/R)	700	439	1,139	5%
7	Pedestrian failed to look properly	915	175	1,090	5%
8	Travelling too fast for the conditions	489	424	913	4%
9	Sudden braking	431	181	612	3%
10	Following too close	333	258	591	3%
11	Ped. careless / reckless /in a hurry	357	97	454	2%
12	Impaired by alcohol (D/R)	299	72	371	2%
13	Disobeyed Give Way or Stop sign or markings	309	50	359	2%
14	Inexperienced or learner driver/rider	212	125	337	2%
15	Exceeding speed limit	159	176	335	2%
16	Swerved	239	90	329	2%
17	Road layout (eg bend, hill, narrow c-way)	186	137	323	2%
18	Pedestrian impaired by alcohol	262	46	308	1%
19	Other	258	42	300	1%
20	Crossed road masked by stationary/parked veh	249	33	282	1%
21	Ped. failed to judge vehicles path or speed	162	90	252	1%
22	Dazzling sun	137	80	217	1%
23	Passing too close to cyclist/horse/pedestri	150	62	212	1%
24	Rain, sleet, snow or fog	101	110	211	1%
25	Junction overshoot	159	51	210	1%
26	Stationary or parked vehicle	124	74	198	1%
27	Deposit on road (eg oil, mud, chippings)	143	55	198	1%
28	Aggressive driving	152	44	196	1%
29	Distraction in vehicle	72	113	185	1%
30	Disobeyed automatic traffic signal	126	42	168	1%
31	Dangerous action in carriageway (eg playing)	122	26	148	1%
32	Animal or other object in carriageway	113	33	146	1%
33	Illness or disability (mental/physic) (D/R)	90	53	143	1%
34	Nervous / uncertain / panic	53	63	116	1%
35	Fatigue	51	63	114	1%
36	Distraction outside vehicle	62	49	111	1%
37	Pedestrian wearing dark clothing at night	89	19	108	1%
38	Poor or defective road surface	68	38	106	0%
39	Wrong use of pedestrian crossing facility	77	23	100	0%
40	Road layout (eg bend, winding rd, hill crest	55	45	100	0%
41	Failed to signal / misleading signal	50	44	94	0%
42	Vehicle blind spot	41	49	90	0%
43	Inexperience with type of vehicle	33	37	70	0%
44	Inadequate/masked signs or road markings	36	33	69	0%
45	Illegal turn or direction of travel	54	7	61	0%
46	Cyclist entering road from pavement	51	10	61	0%
47	Impaired by drugs (illicit/medicinal) (D/R)	40	19	59	0%
48	Ped. disability or illness, mental/physical	34	23	57	0%
49	Inexperience of driving on the left	39	16	55	0%
50	Junction restart	37	13	50	0%
51	Stolen vehicle	42	5	47	0%
52	Tyres illegal, defective or under-inflated	26	20	46	0%
53	Defective brakes	21	22	43	0%
54	Disobeyed pedestrian crossing facility	31	8	39	0%
55	Ped. impaired by drugs (illicit/medicinal)	19	19	38	0%
56	Temporary road layout (eg contraflow)	13	25	38	0%
57	Vehicle door opened or closed negligently	26	3	29	0%
58	Emergency vehicle on call	22	4	26	0%
59	Cyclist wearing dark clothing at night	21	5	26	0%
60	Overloaded or poorly loaded vehicle/trailer	11	13	24	0%
61	Vehicle in course of crime	21	2	23	0%
62	Defective steering or suspension	9	14	23	0%
63	Spray from other vehicles	13	10	23	0%
64	Not display lights at night / in poor visib	17	4	21	0%
65	Vehicle travelling along pavement	16	3	19	0%
66	Disobeyed double white line	18	1	19	0%
67	Dazzling headlights	9	9	18	0%
68	Buildings, road signs, street furniture	10	7	17	0%
69	Vegetation	9	8	17	0%
70	Defective traffic signals	12	4	16	0%
71	Driver using mobile phone	5	10	15	0%
72	Defective lights or indicators	7	6	13	0%
73	Uncorrected defective eyesight	4	9	13	0%
74	Traffic calming (eg road humps, chicanes)	4	4	8	0%
75	Driving too slow for condits / slow vehicle	4	3	7	0%
76	Visor or windscreen dirty or scratched	5	1	6	0%
	All	**15,236**	**6,121**	**21,357**	100%

1. 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

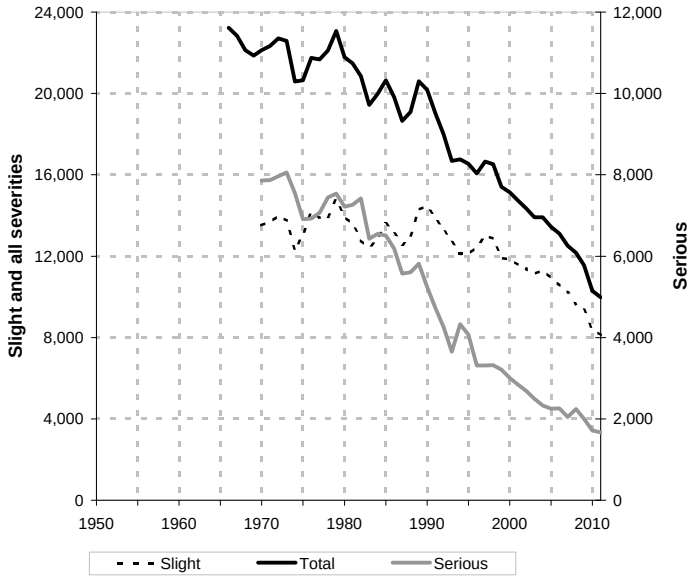
Reported Road Accidents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury accidents, vehicles involved and casualties: Years: 1953 to 2011

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	54.5	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.5	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	54.9	44,119	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.1	44,666	28,986	12,506	20,803	16,238
2008	5.169	2.665	55.2	44,470	28,810	12,158	20,219	15,591
2009	5.194	2.684	55.4	44,219	28,961	11,556	19,387	15,043
2010	5.222	2.685	52.1	43,488	28,495	10,295	17,241	13,338
2011	5.255	2.691	55.6	43,390	28,566	9,974	16,739	12,770
2004-08 average	5.121	2.567	54.9	43,736	28,592	13,026	21,772	17,097
2007-2011 average	5.197	2.670	54.7	44,047	28,764	11,298	18,878	14,596
Per cent changes:								
2011 on 2010	0.6	0.2	6.7	-0.2	0.2	-3.1	-2.9	-4.3
2011 on 2004-08 ave	2.6	4.8	1.3	-0.8	-0.1	-23.4	-23.1	-25.3

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,1950-2011 **ACCIDENTS**



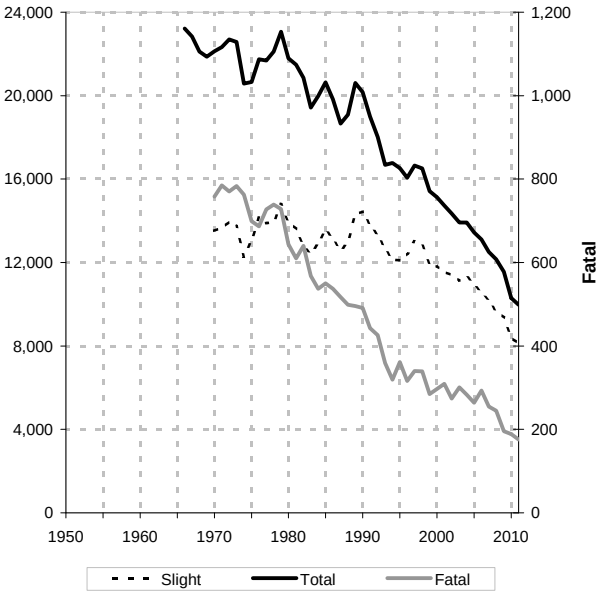
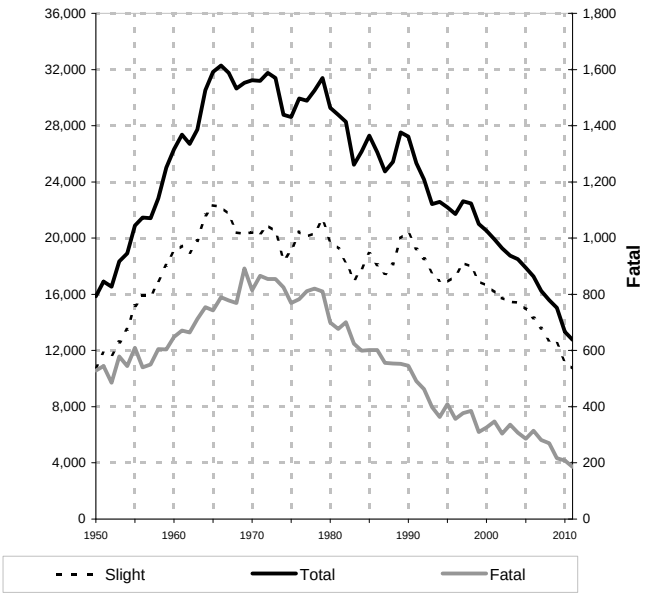


Table 2(b): Reported casualties by severity,1950-2011



Reported accidents and casualties by severity
Years: 1938 to 2010

	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	10,202	2,304	12,506	281	2,385	13,572	2,666	16,238
2008	245	2,242	9,671	2,487	12,158	270	2,575	12,746	2,845	15,591
2009	196	1,999	9,361	2,195	11,556	216	2,288	12,539	2,504	15,043
2010	189	1,712	8,394	1,901	10,295	208	1,968	11,162	2,176	13,338
2011	176	1,671	8,127	1,847	9,974	186	1,875	10,709	2,061	12,770
2004-08 average	268	2,226	10,532	2,494	13,026	292	2,605	14,200	2,897	17,097
2007 to 2011 average	212	1,935	9,151	2,147	11,298	232	2,218	12,146	2,450	14,596
Per cent changes:										
2011 on 2010	-6.9	-2.4	-3.2	-2.8	-3.1	-10.6	-4.7	-4.1	-5.3	-4.3
2011 on 04-08 average	-34.3	-24.9	-22.8	-25.9	-23.4	-36.3	-28.0	-24.6	-28.9	-25.3

Table 3

Accidents by police force area and severity
Years:2004-08 and 2007-2011 averages, 2007 to 2011

		Fatal	Serious	Slight	Fatal & Serious	All severities
Northern	**2004-08 average**	**29**	**148**	**576**	**178**	**754**
	2007	34	135	569	169	738
	2008	33	116	553	149	702
	2009	24	120	580	144	724
	2010	24	92	458	116	574
	2011	19	92	456	111	567
	2007-2011 average	**27**	**111**	**523**	**138**	**661**
Grampian	**2004-08 average**	**41**	**238**	**926**	**279**	**1,206**
	2007	35	227	952	262	1,214
	2008	28	338	1,033	366	1,399
	2009	28	286	1,016	314	1,330
	2010	33	266	791	299	1,090
	2011	22	269	726	291	1,017
	2007-2011 average	**29**	**277**	**904**	**306**	**1,210**
Tayside	**2004-08 average**	**28**	**234**	**724**	**262**	**986**
	2007	30	205	692	235	927
	2008	29	211	691	240	931
	2009	21	201	687	222	909
	2010	28	154	559	182	741
	2011	23	166	561	189	750
	2007-2011 average	**26**	**187**	**638**	**214**	**852**
Fife	**2004-08 average**	**15**	**134**	**514**	**149**	**663**
	2007	10	120	476	130	606
	2008	13	95	468	108	576
	2009	6	100	482	106	588
	2010	13	88	455	101	556
	2011	11	80	357	91	448
	2007-2011 average	**11**	**97**	**448**	**107**	**555**
Lothian & Borders	**2004-08 average**	**37**	**388**	**2,273**	**425**	**2,698**
	2007	40	384	2,086	424	2,510
	2008	36	358	2,148	394	2,542
	2009	30	328	1,986	358	2,344
	2010	17	310	1,935	327	2,262
	2011	20	327	1,826	347	2,173
	2007-2011 average	**29**	**341**	**1,996**	**370**	**2,366**
Central	**2004-08 average**	**14**	**140**	**525**	**154**	**679**
	2007	8	122	545	130	675
	2008	11	148	521	159	680
	2009	10	109	515	119	634
	2010	7	104	427	111	538
	2011	9	94	442	103	545
	2007-2011 average	**9**	**115**	**490**	**124**	**614**
Strathclyde	**2004-08 average**	**91**	**839**	**4,656**	**929**	**5,586**
	2007	87	723	4,551	810	5,361
	2008	86	891	3,932	977	4,909
	2009	68	751	3,820	819	4,639
	2010	63	638	3,473	701	4,174
	2011	63	568	3,525	631	4,156
	2007-2011 average	**73**	**714**	**3,860**	**788**	**4,648**
Dumfries & Galloway	**2004-08 average**	**12**	**106**	**337**	**118**	**455**
	2007	11	133	331	144	475
	2008	9	85	325	94	419
	2009	9	104	275	113	388
	2010	4	60	296	64	360
	2011	9	75	234	84	318
	2007-2011 average	**8**	**91**	**292**	**100**	**392**

Reported accidents by road type and severity [(1)]
2004-08 and 2007 to 2011 averages, 2007 to 2011

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										
2007	84	2	86	52	31	48	38	169	255	34
2008	59	2	61	68	28	36	52	184	245	25
2009	63	1	64	45	17	32	38	132	196	33
2010	52	5	57	44	23	37	28	132	189	30
2011	47	4	51	41	22	26	36	125	176	29
Serious										
2007	283	50	333	363	326	267	760	1,716	2,049	16
2008	290	49	339	357	364	318	864	1,903	2,242	15
2009	325	37	362	343	282	298	714	1,637	1,999	18
2010	282	42	324	278	275	227	608	1,388	1,712	19
2011	237	33	270	267	286	216	632	1,401	1,671	16
All Severities										
2007	1,713	308	2,021	1,629	2,346	1,383	5,127	10,485	12,506	16
2008	1,703	320	2,023	1,557	2,221	1,435	4,922	10,135	12,158	17
2009	1,669	261	1,930	1,553	2,006	1,344	4,723	9,626	11,556	17
2010	1,533	256	1,789	1,304	1,912	1,117	4,173	8,506	10,295	17
2011	1,369	255	1,624	1,219	1,959	1,032	4,140	8,350	9,974	16
(b) annual averages										
Fatal										
2004-08 average[(1)]	75	5	79	67	30	45	45	91	268	30
2007 to 2011 average	61	3	64	50	24	36	38	148	212	30
Serious										
2004-08 average[(1)]	320	54	374	374	352	306	821	1,127	2,226	17
2007 to 2011 average	283	42	326	322	307	265	716	1,609	1,935	17
All Severities										
2004-08 average[(1)]	1,763	326	2,089	1,699	2,436	1,457	5,345	6,802	13,026	16
2007 to 2011 average	1,597	280	1,877	1,452	2,089	1,262	4,617	9,420	11,298	17
(c) Per cent changes										
2011 on 2010										
Fatal	-10	-20	-11	-7	-4	-30	29	-5	-7	
Serious	-16	-21	-17	-4	4	-5	4	1	-2	
All Severities	-11	0	-9	-7	2	-8	-1	-2	-3	
2011 on 2004-08 average										
Fatal	-37	-13	-36	-39	-28	-43	-21	38	-34	
Serious	-26	-38	-28	-29	-19	-29	-23	24	-25	
All Severities	-22	-22	-22	-28	-20	-29	-23	23	-23	
2007 to 2011 average on 2004-08 average										
Fatal	-18	-39	-20	-26	-20	-21	-15	63	-21	
Serious	-11	-21	-13	-14	-13	-13	-13	43	-13	
All Severities	-9	-14	-10	-15	-14	-13	-14	38	-13	

(1) based on the road network following the 1 April 1996 changes - see Annex E

(a) Reported accidents by severity and road class for built-up and non built-up roads
Years: 2004-08 and 2007 to 2011 averages, 2001 to 2011

	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**
2001	11	63	7	95	33	209	34	8	15	43	100	309
2002	17	70	4	71	24	186	31	12	14	31	88	274
2003	12	72	7	73	32	196	38	11	21	35	105	301
2004	8	68	7	71	32	186	35	13	11	38	97	283
2005	10	63	4	65	31	173	36	6	14	35	91	264
2006	8	74	8	81	30	201	33	5	14	40	92	293
2007	8	76	2	52	31	169	28	9	20	29	86	255
2008	9	50	2	68	28	157	27	14	9	38	88	245
2009	11	52	1	45	17	126	20	11	12	27	70	196
2010	4	48	5	44	23	124	27	9	10	19	65	189
2011	10	37	4	41	22	114	18	11	8	25	62	176
2007 to 2011 ave	**8**	**53**	**3**	**50**	**24**	**138**	**24**	**11**	**12**	**28**	**74**	**212**
Serious												
2004-08 ave	**56**	**264**	**54**	**374**	**352**	**1,099**	**192**	**138**	**114**	**684**	**1,127**	**2,226**
2001	62	365	69	491	421	1,408	228	179	137	888	1,432	2,840
2002	57	285	64	444	449	1,299	223	187	147	828	1,385	2,684
2003	61	295	71	425	397	1,249	193	165	132	756	1,246	2,495
2004	62	305	65	412	371	1,215	191	156	129	640	1,116	2,331
2005	62	294	48	347	329	1,080	209	132	116	715	1,172	2,252
2006	51	254	56	389	370	1,120	203	135	96	703	1,137	2,257
2007	60	223	50	363	326	1,022	159	131	108	629	1,027	2,049
2008	45	245	49	357	364	1,060	197	133	121	731	1,182	2,242
2009	53	272	37	343	282	987	166	105	132	609	1,012	1,999
2010	51	231	42	278	275	877	128	86	99	522	835	1,712
2011	38	199	33	267	286	823	139	113	77	519	848	1,671
2007 to 2011 ave	**49**	**234**	**42**	**322**	**307**	**954**	**158**	**114**	**107**	**602**	**981**	**1,935**
All severities												
2004-08 ave	**452**	**1,311**	**326**	**1,699**	**2,436**	**6,224**	**906**	**873**	**551**	**4,471**	**6,802**	**13,026**
2001	508	1,379	371	1,858	2,684	6,800	910	1,048	633	5,333	7,924	14,724
2002	467	1,315	340	1,824	2,723	6,669	870	1,043	682	5,079	7,674	14,343
2003	419	1,345	380	1,875	2,598	6,617	917	977	616	4,790	7,300	13,917
2004	467	1,393	384	1,818	2,650	6,712	944	926	589	4,748	7,207	13,919
2005	450	1,327	314	1,752	2,448	6,291	975	916	547	4,709	7,147	13,438
2006	452	1,311	305	1,739	2,517	6,324	884	921	527	4,454	6,786	13,110
2007	435	1,278	308	1,629	2,346	5,996	845	831	538	4,296	6,510	12,506
2008	456	1,247	320	1,557	2,221	5,801	883	773	552	4,149	6,357	12,158
2009	402	1,267	261	1,553	2,006	5,489	840	732	504	3,991	6,067	11,556
2010	406	1,127	256	1,304	1,912	5,005	665	751	452	3,422	5,290	10,295
2011	375	994	255	1219	1959	4802	637	786	395	3354	5172	9974
2007 to 2011 ave	**415**	**1,183**	**280**	**1,452**	**2,089**	**5,419**	**774**	**775**	**488**	**3,842**	**5,879**	**11,298**

(b) Reported accident rates by severity and road class for built-up and non built-up roads

rates per 100 million vehicle km

Years: 2004-08 and 2007-2011 averages, 2001 to 2011

	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**
2001	0.20	0.76	0.77	1.32	0.75	0.79	1.41	0.61	0.42	0.67	0.73	0.77
2002	0.30	0.80	0.45	0.96	0.53	0.68	1.25	0.91	0.37	0.46	0.62	0.66
2003	0.20	0.82	0.76	0.96	0.71	0.71	1.53	0.83	0.56	0.52	0.73	0.72
2004	0.13	0.76	0.75	0.93	0.70	0.66	1.37	0.97	0.29	0.56	0.67	0.66
2005	0.16	0.71	0.43	0.86	0.68	0.62	1.39	0.45	0.36	0.51	0.62	0.62
2006	0.12	0.82	0.83	1.02	0.65	0.70	1.25	0.38	0.33	0.57	0.60	0.66
2007	0.12	0.84	0.22	0.66	0.69	0.58	1.02	0.67	0.45	0.41	0.55	0.57
2008	0.13	0.56	0.21	0.87	0.62	0.54	0.98	1.06	0.20	0.54	0.56	0.55
2009	0.17	0.58	0.10	0.57	0.38	0.44	0.75	0.86	0.27	0.39	0.46	0.44
2010	0.06	0.55	0.53	0.57	0.51	0.44	1.01	0.72	0.23	0.28	0.43	0.43
2011	0.15	0.42	0.42	0.53	0.49	0.40	0.70	0.88	0.19	0.37	0.42	0.41
2007 to 2011 ave	**0.13**	**0.59**	**0.30**	**0.64**	**0.54**	**0.48**	**0.90**	**0.84**	**0.27**	**0.40**	**0.49**	**0.48**
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**
2001	1.11	4.43	7.63	6.80	9.53	5.35	9.46	13.56	3.85	13.80	10.44	7.09
2002	0.99	3.27	7.18	6.01	9.89	4.76	8.96	14.16	3.92	12.33	9.70	6.46
2003	1.04	3.34	7.75	5.60	8.82	4.51	7.75	12.38	3.52	11.15	8.68	5.94
2004	1.02	3.41	6.93	5.40	8.06	4.31	7.49	11.70	3.36	9.44	7.70	5.46
2005	1.01	3.33	5.21	4.57	7.23	3.85	8.07	9.88	2.97	10.47	7.99	5.27
2006	0.79	2.83	5.80	4.91	8.05	3.88	7.67	10.29	2.23	10.11	7.47	5.12
2007	0.91	2.47	5.39	4.58	7.24	3.53	5.82	9.81	2.41	8.82	6.55	4.59
2008	0.67	2.76	5.20	4.57	8.10	3.68	7.17	10.12	2.68	10.33	7.55	5.04
2009	0.80	3.04	3.88	4.35	6.22	3.41	6.24	8.19	3.02	8.77	6.63	4.52
2010	0.78	2.63	4.44	3.59	6.08	3.08	4.81	6.90	2.27	7.75	5.57	3.94
2011	0.58	2.26	3.47	3.43	6.4	2.88	5.39	9.04	1.82	7.67	5.72	3.85
2007 to 2011 ave	**0.75**	**2.63**	**4.47**	**4.11**	**6.81**	**3.32**	**5.90**	**8.84**	**2.45**	**8.69**	**6.42**	**4.39**
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**
2001	9.12	16.74	41.02	25.75	60.78	25.81	37.76	79.40	17.78	82.90	57.75	36.75
2002	8.15	15.09	38.13	24.69	59.97	24.46	34.95	78.98	18.19	75.65	53.77	34.53
2003	7.16	15.24	41.48	24.73	57.74	23.90	36.83	73.32	16.40	70.66	50.85	33.11
2004	7.66	15.57	40.95	23.83	57.56	23.79	37.03	69.43	15.35	70.06	49.72	32.59
2005	7.32	15.02	34.06	23.06	53.79	22.42	37.67	68.55	14.00	68.93	48.74	31.46
2006	7.03	14.61	31.58	21.93	54.77	21.88	33.40	70.18	12.24	64.02	44.58	29.71
2007	6.61	14.13	33.19	20.54	52.08	20.69	30.91	62.24	12.01	60.23	41.52	28.00
2008	6.82	14.05	33.98	19.93	49.43	20.14	32.13	58.79	12.22	58.61	40.60	27.34
2009	6.06	14.14	27.40	19.70	44.28	18.95	31.56	57.06	11.53	57.49	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	5.71	11.3	26.83	15.67	43.82	16.81	24.72	62.89	9.33	49.57	34.89	22.99
2007 to 2011 ave	**6.29**	**13.30**	**29.67**	**18.54**	**46.37**	**18.84**	**28.92**	**60.25**	**11.12**	**55.44**	**38.47**	**25.65**

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 2007-2011 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						
Northern	-	2.5	2.4	0.7	2.5	1.0
Grampian	-	1.8	3.0	0.4	1.7	0.9
Tayside	0.3	1.8	2.4	0.3	1.4	0.7
Fife	0.2	1.1	1.7	0.2	1.5	0.5
Lothian & Borders	0.3	1.0	1.6	0.1	1.4	0.5
Central	0.5	2.2	1.9	0.2	0.8	0.5
Strathclyde	0.5	1.8	1.8	0.2	1.5	0.6
Dumfries & Galloway	0.4	2.3	1.6	0.4	1.9	0.6
Scotland	**0.4**	**1.8**	**2.0**	**0.3**	**1.5**	**0.6**
Serious						
Northern	-	11.0	14.6	2.4	18.7	4.8
Grampian	-	8.2	15.2	1.5	14.6	4.9
Tayside	3.2	7.6	17.9	1.6	23.4	5.5
Fife	2.5	5.7	12.7	1.0	19.1	4.7
Lothian & Borders	1.4	5.8	15.0	0.8	20.7	5.2
Central	2.5	17.0	16.9	1.2	15.7	4.7
Strathclyde	2.3	10.0	17.6	1.1	22.9	5.1
Dumfries & Galloway	2.8	11.1	17.4	2.3	30.0	5.4
Scotland	**2.3**	**9.0**	**16.2**	**1.3**	**20.6**	**5.1**
All severities						
Northern	-	50.4	58.2	12.7	96.0	24.5
Grampian	-	36.6	71.7	7.6	74.2	24.7
Tayside	12.6	30.2	73.0	6.3	106.0	23.3
Fife	14.4	29.0	59.1	4.6	90.6	23.3
Lothian & Borders	16.9	34.6	102.1	5.2	152.7	36.4
Central	12.0	56.7	72.5	4.7	78.5	22.6
Strathclyde	21.6	53.1	103.2	8.0	136.2	34.3
Dumfries & Galloway	12.1	44.5	78.4	9.2	135.2	23.1
Scotland	**17.9**	**42.6**	**87.2**	**7.3**	**118.8**	**29.8**
Percentage above/below Scottish average - for 2004-08 average						
Serious						
Northern	n/a	22	-10	83	-9	-5
Grampian	n/a	-8	-6	15	-29	-4
Tayside	37	-16	10	21	14	8
Fife	8	-36	-21	-27	-7	-7
Lothian & Borders	-39	-36	-8	-43	0	3
Central	6	88	4	-11	-24	-9
Strathclyde	0	11	8	-15	11	1
Dumfries & Galloway	21	24	8	72	46	5
All severities						
Northern	n/a	18	-33	74	-19	-18
Grampian	n/a	-14	-18	4	-38	-17
Tayside	-29	-29	-16	-14	-11	-22
Fife	-19	-32	-32	-37	-24	-22
Lothian & Borders	-6	-19	17	-29	28	22
Central	-33	33	-17	-36	-34	-24
Strathclyde	21	25	18	9	15	15
Dumfries & Galloway	-32	4	-10	26	14	-23

(c) Reported accident rates on all roads by police force area and severity
Years: 2004-08 and 2007-2011 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 2007-2011 average						
Fatal						
Northern	-	0.9	0.7	0.6	1.0	0.9
Grampian	-	0.4	1.0	0.2	0.5	0.6
Tayside	0.1	0.7	0.7	0.4	0.6	0.6
Fife	-	0.2	0.5	0.1	0.5	0.4
Lothian & Borders	0.2	0.3	0.5	0.1	0.4	0.4
Central	0.1	0.4	0.5	0.1	0.2	0.3
Strathclyde	0.1	0.5	0.6	0.2	0.5	0.5
Dumfries & Galloway	0.1	0.8	0.3	0.3	0.5	0.4
Scotland	**0.1**	**0.6**	**0.6**	**0.2**	**0.5**	**0.5**
Serious						
Northern	-	2.8	3.6	1.8	5.0	3.5
Grampian	-	3.7	6.5	1.9	6.6	5.7
Tayside	1.1	2.3	5.5	1.2	6.9	4.4
Fife	0.6	1.3	3.6	0.5	5.0	3.4
Lothian & Borders	0.4	2.2	5.2	0.7	6.8	4.6
Central	0.9	5.2	4.7	1.0	4.6	3.8
Strathclyde	0.7	2.9	5.1	1.0	6.6	4.3
Dumfries & Galloway	1.3	3.7	6.8	1.9	10.4	4.6
Scotland	**0.8**	**2.8**	**5.1**	**1.1**	**6.4**	**4.4**
All severities						
Northern	-	17.6	18.9	11.2	31.0	21.1
Grampian	-	14.6	29.2	7.5	29.1	25.1
Tayside	4.5	10.4	23.5	5.7	32.8	20.0
Fife	4.3	9.1	18.6	3.7	29.3	19.3
Lothian & Borders	6.2	13.2	34.2	4.9	48.5	31.9
Central	4.1	19.4	24.2	4.2	28.3	20.1
Strathclyde	7.5	17.3	32.2	7.0	42.3	28.2
Dumfries & Galloway	4.4	16.0	28.2	7.7	47.5	19.6
Scotland	**6.3**	**14.9**	**28.7**	**6.5**	**38.5**	**25.7**
Percentage above/below Scottish average - for 2007-11 average						
Serious						
Northern	n/a	0	-29	58	-23	-20
Grampian	n/a	31	27	68	2	31
Tayside	44	-20	8	10	8	0
Fife	-16	-53	-30	-53	-22	-23
Lothian & Borders	-49	-23	3	-41	6	5
Central	16	83	-8	-8	-28	-14
Strathclyde	-8	2	0	-14	3	-1
Dumfries & Galloway	77	30	34	66	62	4
All severities						
Northern	n/a	18	-34	71	-20	-18
Grampian	n/a	-2	2	15	-24	-2
Tayside	-28	-30	-18	-13	-15	-22
Fife	-31	-39	-35	-43	-24	-25
Lothian & Borders	-2	-11	19	-25	26	25
Central	-35	30	-16	-36	-26	-22
Strathclyde	19	16	12	7	10	10
Dumfries & Galloway	-30	8	-2	18	23	-23

Table 6

Accidents by severity, month and road type, 2007 to 2011 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**	8	4	2	3	4	21	12.3	8.6	4.9	12.2	10.2	9.8
	February	4	4	2	1	4	15	6.5	7.7	6.1	3.5	10.1	7.0
	March	5	4	2	1	4	15	7.4	8.6	4.4	2.4	10.2	7.1
	April	4	3	2	2	2	13	6.4	6.9	4.5	6.7	5.3	6.0
	May	5	4	3	2	3	17	8.0	8.2	9.9	8.1	7.1	8.2
	June	5	4	4	3	2	17	7.7	8.1	10.2	10.9	4.7	8.0
	July	6	4	5	2	3	20	10.2	7.5	14.3	6.5	9.2	9.6
	August	7	4	4	2	3	20	11.7	8.2	11.5	7.3	7.1	9.5
	September	4	5	4	1	3	18	7.0	11.0	10.2	5.9	7.9	8.5
	October	5	4	3	3	3	18	7.7	9.0	8.8	10.6	7.7	8.5
	November	5	5	3	3	5	22	8.3	10.5	7.4	13.5	14.2	10.3
	December	4	3	3	3	2	15	6.8	5.5	7.7	12.2	6.1	7.1
	Year total	63	49	35	24	38	209	100.0	100.0	100.0	100.0	100.0	100.0
Serious													
	January	26	21	14	26	47	134	8.0	6.6	5.3	8.7	6.7	7.0
	February	22	23	22	24	60	151	7.0	7.3	8.3	8.1	8.5	7.9
	March	25	18	22	24	60	149	7.8	5.6	8.5	7.8	8.6	7.8
	April	27	29	20	26	57	160	8.5	9.2	7.8	8.6	8.1	8.4
	May	29	30	27	30	57	172	9.2	9.4	10.1	9.8	8.0	9.0
	June	30	33	31	23	60	176	9.2	10.4	11.8	7.5	8.5	9.2
	July	27	32	22	19	58	158	8.4	9.9	8.4	6.3	8.2	8.3
	August	33	33	26	21	56	169	10.3	10.4	9.8	7.1	7.9	8.8
	September	29	30	22	27	66	174	9.0	9.5	8.5	9.1	9.3	9.1
	October	28	27	21	24	68	168	8.8	8.4	7.8	8.1	9.7	8.8
	November	24	22	20	32	65	164	7.6	7.0	7.6	10.6	9.3	8.6
	December	20	20	16	26	51	133	6.2	6.3	6.1	8.4	7.3	7.0
	Year total	320	317	262	302	706	1,907	100.0	100.0	100.0	100.0	100.0	100.0
Total													
	January	161	115	103	161	340	879	8.7	8.0	8.2	7.8	7.5	7.9
	February	137	129	110	170	394	940	7.4	9.0	8.8	8.2	8.6	8.4
	March	142	105	99	175	387	907	7.7	7.3	7.9	8.5	8.5	8.1
	April	133	102	84	168	342	829	7.2	7.1	6.8	8.1	7.5	7.4
	May	153	117	98	177	376	922	8.3	8.2	7.9	8.6	8.3	8.3
	June	160	128	118	161	368	935	8.6	8.9	9.5	7.8	8.1	8.4
	July	164	125	108	154	358	909	8.9	8.7	8.7	7.5	7.9	8.2
	August	177	138	115	175	390	995	9.6	9.6	9.3	8.5	8.6	8.9
	September	156	122	104	183	413	977	8.5	8.5	8.3	8.9	9.1	8.8
	October	159	117	97	171	402	945	8.6	8.2	7.8	8.3	8.8	8.5
	November	152	119	109	201	420	1,001	8.2	8.3	8.8	9.8	9.2	9.0
	December	153	116	99	166	363	897	8.3	8.1	8.0	8.1	8.0	8.1
	Year total	1,848	1,433	1,245	2,059	4,553	11,138	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 2007-2011 averages, 2007 to 2011

		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**
	2007	43	759	5,576	129	651	3,437	172	1,410	9,013
	2008	47	853	5,424	101	692	3,315	148	1,545	8,739
	2009	26	693	5,095	88	703	3,304	114	1,396	8,399
	2010	32	655	4,840	88	573	2,881	120	1,228	7,721
	2011	28	647	4,735	81	532	2,602	109	1,179	7,337
	2007-11 ave	**35**	**721**	**5,134**	**97**	**630**	**3,108**	**133**	**1,352**	**8,242**
Darkness	**2004-08 ave**	**34**	**413**	**2,294**	**68**	**296**	**1,451**	**102**	**709**	**3,745**
	2007	28	377	2,205	55	262	1,288	83	639	3,493
	2008	35	424	2,039	62	273	1,380	97	697	3,419
	2009	30	340	1,895	52	263	1,262	82	603	3,157
	2010	24	270	1,501	45	214	1,073	69	484	2,574
	2011	34	304	1,619	33	188	1,018	67	492	2,637
	2007-11 ave	**30**	**343**	**1,852**	**49**	**240**	**1,204**	**80**	**583**	**3,056**
Dry	**2004-08 ave**	**45**	**799**	**5,134**	**93**	**515**	**2,250**	**138**	**1,314**	**7,383**
	2007	40	772	5,232	98	504	2,306	138	1,276	7,538
	2008	42	793	4,529	79	498	2,004	121	1,291	6,533
	2009	31	643	4,237	72	500	2,008	103	1,143	6,245
	2010	28	610	4,106	63	420	1,818	91	1,030	5,924
	2011	25	609	3,913	56	395	1,600	81	1,004	5,513
	2007-11 ave	**33**	**685**	**4,403**	**74**	**463**	**1,947**	**107**	**1,149**	**6,351**
Wet/damp/flood	**2004-08 ave**	**34**	**409**	**2,803**	**88**	**431**	**2,321**	**122**	**840**	**5,123**
	2007	29	353	2,417	81	377	2,153	110	730	4,570
	2008	39	455	2,701	75	405	2,253	114	860	4,954
	2009	24	354	2,435	61	403	2,074	85	757	4,509
	2010	24	252	1,708	52	269	1,413	76	521	3,121
	2011	34	311	2,238	55	272	1,598	89	583	3,836
	2007-11 ave	**30**	**345**	**2,300**	**65**	**345**	**1,898**	**95**	**690**	**4,198**
Snow/frost/ice	**2004-08 ave**	**1**	**18**	**169**	**7**	**52**	**340**	**8**	**70**	**508**
	2007	2	11	131	5	32	266	7	43	397
	2008	1	29	233	9	62	438	10	91	671
	2009	1	36	315	7	63	483	8	99	798
	2010	4	63	526	18	98	722	22	161	1,248
	2011	3	31	203	2	53	421	5	84	624
	2007-11 ave	**2**	**34**	**282**	**8**	**62**	**466**	**10**	**96**	**748**
All conditions	**2004-08 ave**	**80**	**1,227**	**8,107**	**188**	**1,000**	**4,919**	**268**	**2,226**	**13,026**
	2007	71	1,136	7,781	184	913	4,725	255	2,049	12,506
	2008	82	1,277	7,463	163	965	4,695	245	2,242	12,158
	2009	56	1,033	6,990	140	966	4,566	196	1,999	11,556
	2010	56	925	6,341	133	787	3,954	189	1,712	10,295
	2011	62	951	6,354	114	720	3,620	176	1,671	9,974
	2007-11 ave	**65**	**1,064**	**6,986**	**147**	**870**	**4,312**	**212**	**1,935**	**11,298**

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: 2007-2011 average

		Fatal	Serious	Slight	All severities	Fatal	Serious	Slight	All severities
						%	%	%	%
Built-up	More than 20m from junction	38	485	2,268	2,791	58.1	45.5	38.7	39.9
	Roundabout	1	58	504	564	1.5	5.5	8.6	8.1
	Mini-roundabout	0	9	57	66	0.3	0.8	1.0	0.9
	T/Y staggered junc	18	306	1,722	2,046	27.2	28.8	29.4	29.3
	Slip road	0	6	58	65	0.6	0.6	1.0	0.9
	Cross roads	4	101	626	731	6.4	9.5	10.7	10.5
	Multiple junction	1	23	152	176	1.8	2.2	2.6	2.5
	Private drive	1	20	75	96	1.5	1.9	1.3	1.4
	Other junction	2	56	394	451	2.4	5.2	6.7	6.5
	Total	65	1,064	5,856	6,986	100.0	100.0	100.0	100.0
Non Built-up									
	More than 20m from junction	115	644	2,378	3,137	78.2	74.0	72.2	72.7
	Roundabout	1	20	178	199	0.8	2.3	5.4	4.6
	Mini-roundabout	0	0	2	3	0	0.0	0.1	0.1
	T/Y staggered junc	18	106	348	472	12.1	12.1	10.6	10.9
	Slip road	2	21	117	141	1.2	2.5	3.6	3.3
	Cross roads	3	22	68	93	2.0	2.6	2.1	2.2
	Multiple junction	0	2	16	18	0.1	0.2	0.5	0.4
	Private drive	5	28	82	115	3.5	3.2	2.5	2.7
	Other junction	3	27	106	135	1.9	3.1	3.2	3.1
	Total	147	870	3,295	4,312	100.0	100.0	100.0	100.0
Total bup/nbup									
	More than 20m from junction	153	1,129	4,646	5,927	72.0	58.3	50.8	52.5
	Roundabout	2	78	682	762	1.0	4.0	7.5	6.7
	Mini-roundabout	0	9	60	69	0.1	0.5	0.7	0.6
	T/Y staggered junc	36	412	2,070	2,518	16.8	21.3	22.6	22.3
	Slip road	2	28	176	206	1.0	1.4	1.9	1.8
	Cross roads	7	123	694	824	3.4	6.4	7.6	7.3
	Multiple junction	1	25	167	194	0.7	1.3	1.8	1.7
	Private drive	6	48	157	212	2.9	2.5	1.7	1.9
	Other junction	4	83	500	587	2.1	4.3	5.5	5.2
	Total	212	1,935	9,151	11,298	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. Up-to-date accident and casualty related costs for 2011 are not available at the moment and 2010 costs have been used instead. An update will be made to the online version of the tables in due course.

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: 2011*.

http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-02.pdf

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 2010 prices. Therefore estimates of values in earlier years have been calculated by applying 2010 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 2010 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	1,643,754	184,712	14,241	37,106

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

		Accident Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		605,429	24,190	3,059	
Medical/ambulance		5,464	14,516	1,297	
Pain, grief, suffering		1,190,417	164,786	14,574	
Police and damage to property costs for GB:					
Police/administration		17,212	2,016	522	34
Insurance		302	188	114	54
Damage to property	Total	11,135	5,024	2,984	1,888
	- Motorways	16,957	14,468	7,320	2,553
	- Non built-up roads	13,330	6,077	4,028	2,656
	- Built-up roads	7,860	4,212	2,485	1,777
Total costs per accident for GB		1,829,959	210,720	22,550	1,976

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 2011 at 2010 prices

Category of road	Accident Severity			Average for all injury accidents	Damage only	Average for all accidents
	Fatal	Serious	Slight			
Non built-up roads	2,013,425	229,863	23,380	138,568	2,744	18,179
Built-up roads	1,784,344	201,995	20,250	62,342	1,865	5,099
Motorways	1,678,225	221,735	28,080	68,664	2,641	10,318
All roads	**1,938,455**	**214,563**	**21,578**	**88,861**	**2,052**	**7,882**
Trunk roads only	1,923,020	225,743	23,854	117,949	2,458	13,629

Table 11

Total estimated accident costs in Scotland (£ million) at 2010 prices, by severity
Years: 2001 to 2011

	Injury Road Accidents							Damage only	All accidents
	Motorway	Non built-up	Built-up	All injury accidents	Fatal	Serious	Slight		
2001	45.8	815.8	643.9	**608.5**	641.5	255.6	424.0	1,505.5	**1,929.5**
2002	65.8	726.5	598.7	**536.2**	604.1	250.7	413.0	1,391.0	**1,804.0**
2003	47.5	754.1	586.3	**586.7**	555.8	245.4	398.8	1,387.9	**1,786.8**
2004	38.0	704.6	562.7	**538.7**	519.4	247.2	398.4	1,305.3	**1,703.7**
2005	42.8	664.3	533.9	**495.7**	506.1	239.3	384.4	1,241.1	**1,625.5**
2006	37.2	694.9	540.0	**545.0**	497.1	230.0	375.1	1,272.1	**1,647.3**
2007	40.5	628.9	487.8	**489.3**	446.8	221.1	357.4	1,157.2	**1,514.6**
2008	40.6	599.7	521.4	**468.8**	485.8	207.1	346.2	1,161.7	**1,507.9**
2009	42.5	536.7	433.5	**375.0**	434.7	203.1	327.9	1,012.8	**1,340.7**
2010	27.9	491.6	395.3	**366.4**	367.3	181.1	293.4	914.8	**1,208.2**
2011	34.5	410.0	408.4	**321.1**	356.6	175.1	286.7	852.8	**1,139.6**

Note: Up-to-date accident and casualty related costs for 2011 are not available at the moment and 2010 costs have been used instead. An update will be made to the online version of the tables in due course.

Vehicles involved in reported injury accidents by type
Years: 2004-98 and 2007-2011 averages, 2001 to 2011

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**
2001	942	1,207	18,607	548	101	1,086	934	1,013	434	24,872
2002	852	1,200	18,194	504	114	1,059	858	999	374	24,154
2003	840	1,153	17,726	487	111	1,069	795	929	348	23,458
2004	794	1,033	17,718	477	109	1,131	976	800	365	23,403
2005	808	1,098	16,770	469	84	1,040	912	739	556	22,476
2006	801	1,091	16,398	474	87	979	923	697	509	21,959
2007	740	1,109	15,584	413	74	836	924	643	480	20,803
2008	768	1,050	15,060	367	65	796	918	654	541	20,219
2009	821	1,038	14,578	391	79	697	760	554	469	19,387
2010	809	859	12,805	355	57	611	752	546	447	17,241
2011	855	828	12,391	387	52	614	783	464	365	16,739
2007-2011 average	**799**	**977**	**14,084**	**383**	**65**	**711**	**827**	**572**	**460**	**18,878**
Per cent changes:										
2011 on 2010	6	-4	-3	9	-9	0	4	-15	-18	-3
2011 on 2004-08 average	9	-23	-24	-12	-38	-36	-16	-34	-26	-23

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: 2000 to 2011, and 1994-98 and 2007-2011 averages

	Pedal cycle	Motor cycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious accidents							*number*
2004-08 ave.	**151**	**429**	**2,751**	**158**	**165**	**173**	**3,925**
2000	180	503	3,724	200	206	242	5,162
2001	178	473	3,558	206	182	272	4,966
2002	161	479	3,423	185	196	230	4,747
2003	149	438	3,179	193	167	246	4,449
2004	132	410	2,975	167	171	193	4,134
2005	138	411	2,772	173	167	194	3,960
2006	148	431	2,850	168	162	173	4,029
2007	159	440	2,492	119	164	157	3,618
2008	179	451	2,668	164	161	149	3,883
2009	165	381	2,445	121	131	134	3,463
2010	152	359	1,979	108	134	150	2,966
2011	172	337	1,891	122	127	113	2,838
2007-11 ave.	**165**	**394**	**2,295**	**127**	**143**	**141**	**3,354**
(b) vehicles involved - all severities of reported accident							
2004-08 ave.	**782**	**1,076**	**16,746**	**1,040**	**931**	**707**	**21,772**
2000	900	1,155	19,876	1,243	985	924	25,557
2001	942	1,207	19,155	1,187	934	1,013	24,872
2002	852	1,200	18,698	1,173	858	999	24,154
2003	840	1,153	18,213	1,180	795	929	23,458
2004	794	1,033	18,195	1,240	976	800	23,403
2005	808	1,098	17,239	1,124	912	739	22,476
2006	801	1,091	16,872	1,066	923	697	21,959
2007	740	1,109	15,997	910	924	643	20,803
2008	768	1,050	15,427	861	918	654	20,219
2009	821	1,038	14,969	776	760	554	19,387
2010	809	859	13,160	668	752	546	17,241
2011	855	828	12,778	666	783	464	16,739
2007-11 ave.	**799**	**977**	**14,466**	**776**	**827**	**572**	**18,878**
(c) traffic volumes [2]							*million vehicle kilometres*
2004-08 ave.	**249**	**313**	**34,104**	**614**	**5,755**	**2,701**	**43,736**
2000	242	250	31,443	599	4,591	2,436	39,561
2001	236	261	31,904	604	4,662	2,398	40,065
2002	250	292	33,127	630	4,828	2,408	41,535
2003	249	327	33,228	646	5,076	2,511	42,038
2004	232	309	33,674	593	5,283	2,615	42,705
2005	243	313	33,478	586	5,460	2,637	42,718
2006	260	302	34,466	609	5,761	2,721	44,119
2007	240	326	34,545	650	6,125	2,781	44,666
2008	273	315	34,357	630	6,145	2,751	44,470
2009	287	322	34,391	635	6,027	2,557	44,219
2010	298	290	33,591	650	6,107	2,550	43,488
2011	305	295	33,578	609	6,122	2,482	43,390
2007-11 ave.	**281**	**309**	**34,093**	**635**	**6,105**	**2,624**	**44,047**

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: 2000 to 2011, and 2004-08 and 2007-2011 averages

	Pedal cycle	Motor cycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious accidents							*per million vehicle kilometres*
2004-08 ave.	**0.61**	**1.37**	**0.08**	**0.26**	**0.03**	**0.06**	**0.09**
2000	0.76	1.92	0.12	0.33	0.04	0.10	0.13
2001	0.71	1.62	0.11	0.33	0.04	0.11	0.12
2002	0.65	1.46	0.10	0.29	0.04	0.09	0.11
2003	0.64	1.42	0.09	0.33	0.03	0.09	0.10
2004	0.54	1.31	0.09	0.29	0.03	0.07	0.10
2005	0.53	1.36	0.08	0.28	0.03	0.07	0.09
2006	0.62	1.32	0.08	0.26	0.03	0.06	0.09
2007	0.58	1.40	0.07	0.19	0.03	0.06	0.08
2008	0.62	1.40	0.08	0.26	0.03	0.06	0.09
2009	0.55	1.31	0.07	0.19	0.02	0.05	0.08
2010	0.50	1.22	0.06	0.18	0.02	0.06	0.07
2011	0.61	1.09	0.06	0.19	0.02	0.04	0.06
2007-11 ave.	**0.59**	**1.27**	**0.07**	**0.20**	**0.02**	**0.05**	**0.08**
(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**
2000	3.82	4.42	0.62	2.06	0.21	0.39	0.64
2001	3.77	4.13	0.58	1.89	0.19	0.42	0.60
2002	3.42	3.66	0.56	1.82	0.17	0.40	0.57
2003	3.63	3.73	0.54	1.99	0.15	0.36	0.55
2004	3.27	3.30	0.54	2.12	0.18	0.30	0.55
2005	3.11	3.64	0.50	1.85	0.16	0.27	0.51
2006	3.34	3.35	0.49	1.64	0.15	0.25	0.49
2007	2.71	3.53	0.47	1.44	0.15	0.23	0.47
2008	2.67	3.26	0.45	1.36	0.15	0.26	0.46
2009	2.75	3.58	0.45	1.19	0.12	0.22	0.45
2010	2.65	2.91	0.39	1.10	0.12	0.22	0.40
2011	3.05	2.68	0.37	1.05	0.13	0.18	0.38
2007-11 ave.	**2.85**	**3.16**	**0.42**	**1.22**	**0.14**	**0.22**	**0.43**

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: 2007-2011 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	2	-	208	10	1	2	24	7	14	268
Parked	3	3	462	9	2	30	30	13	18	570
Slowing or stopping	15	29	635	22	3	100	33	13	17	867
Moving off	25	13	432	27	3	101	23	13	15	652
U turn	1	1	84	11	-	1	8	1	3	109
Turning/waiting turn left	18	16	333	12	2	19	23	12	9	444
Turning/waiting turn right	40	24	1,015	33	4	32	43	18	20	1,229
Changing lane	8	5	96	4	-	7	8	7	5	140
Overtaking	30	49	206	9	1	13	14	6	10	338
Going round bend	23	44	431	11	1	21	20	14	11	575
Waiting/going ahead	540	336	4,601	195	22	315	224	98	145	6,476
Total[(2)]	**705**	**520**	**8,509**	**342**	**40**	**640**	**451**	**202**	**268**	**11,676**
Non built-up										
Reversing	-	1	12	-	-	-	1	2	2	19
Parked	-	1	54	1	1	2	7	12	4	83
Slowing or stopping	1	14	360	3	1	4	29	19	13	444
Moving off	1	4	73	1	-	2	5	4	4	95
U turn	-	1	15	-	-	-	2	1	1	20
Turning/waiting turn left	1	6	69	1	1	2	4	6	4	92
Turning/waiting turn right	7	9	330	3	2	4	22	16	22	414
Changing lane	1	6	97	1	-	1	7	23	5	141
Overtaking	1	50	223	1	2	3	16	9	9	313
Going round bend	14	177	1,438	10	6	14	71	70	35	1,836
Waiting/going ahead	67	187	2,903	19	12	40	213	209	93	3,745
Total[(2)]	**94**	**457**	**5,575**	**40**	**26**	**71**	**376**	**370**	**193**	**7,202**
Total										
Reversing	2	2	220	10	1	2	26	10	15	288
Parked	3	5	517	9	3	32	37	24	23	653
Slowing or stopping	16	44	995	25	4	104	62	32	29	1,311
Moving off	27	17	505	28	3	103	28	17	18	746
U turn	1	2	99	11	-	1	10	1	4	129
Turning/waiting turn left	18	22	402	13	2	21	27	18	12	536
Turning/waiting turn right	47	33	1,345	35	6	36	65	34	42	1,643
Changing lane	10	10	193	5	1	8	15	29	10	281
Overtaking	31	98	429	10	3	16	29	15	20	651
Going round bend	37	221	1,869	21	7	34	91	84	46	2,411
Waiting/going ahead	607	523	7,505	214	35	354	437	307	239	10,221
Total[(2)]	**799**	**977**	**14,084**	**383**	**65**	**711**	**827**	**572**	**460**	**18,878**

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: 2007-2011 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	193	182	3,145	126	15	291	170	84	115	4,321
Roundabout	83	55	739	20	4	40	31	22	18	1,013
Mini roundabout	12	4	81	4	-	7	5	2	3	118
T/Y or staggered junction	261	177	2,545	95	11	166	145	51	77	3,526
Slip road	5	5	91	3	-	3	5	3	2	116
Crossroads	68	45	993	57	5	64	45	19	30	1,327
Multiple junction	18	12	220	12	1	23	12	5	6	310
Private drive	15	10	125	2	1	3	7	5	5	172
Other junction	50	30	569	24	3	43	31	11	13	772
Total	**705**	**520**	**8,509**	**342**	**40**	**640**	**451**	**202**	**268**	**11,676**
Non built-up										
Over 20m from junction	60	314	3,836	28	17	47	251	271	130	4,953
Roundabout	12	24	271	2	2	6	19	18	7	360
Mini roundabout	-	-	5	-	-	-	-	-	-	5
T/Y or staggered junction	11	60	721	5	3	10	50	32	23	915
Slip road	2	11	210	2	-	2	14	17	7	265
Crossroads	2	9	149	1	1	1	13	7	6	188
Multiple junction	1	1	29	-	-	-	2	1	1	35
Private drive	3	18	161	1	1	3	13	14	11	225
Other junction	2	20	193	1	1	2	15	10	9	254
Total	**94**	**457**	**5,575**	**40**	**26**	**71**	**376**	**370**	**193**	**7,202**
Total										
Over 20m from junction	253	496	6,981	154	32	338	421	355	244	9,274
Roundabout	95	79	1,010	22	6	46	50	41	25	1,373
Mini roundabout	12	4	86	4	-	7	5	3	3	124
T/Y or staggered junction	272	237	3,266	99	14	176	195	83	100	4,441
Slip road	7	16	302	5	1	5	19	20	9	381
Crossroads	70	54	1,142	58	6	65	58	26	36	1,515
Multiple junction	19	13	250	12	1	23	15	6	7	345
Private drive	18	29	286	3	2	6	19	19	16	398
Other junction	52	50	761	25	4	45	46	21	22	1,027
Total	**799**	**977**	**14,084**	**383**	**65**	**711**	**827**	**572**	**460**	**18,878**

1. Motorcycle includes all two wheeled motor vehicles.

Cars involved in in reported injury accidents by manoeuvre and type of accident [1]
Separately for built-up and non built-up roads
Years: 2007-2011 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	5	127	66	10	208	1	8	1	1	2
Parked	2	5	222	234	462	1	0	4	17	5
Slowing or stopping	11	80	382	163	635	2	5	8	12	8
Moving off	10	97	288	37	432	2	6	6	3	5
U Turn	2	7	70	6	84	0	0	1	0	1
Turning/wtg turn left	18	48	242	25	333	4	3	5	2	4
Turning/wtg turn right	24	97	809	85	1,015	5	6	16	6	12
Changing lane	3	4	79	10	96	1	0	2	1	1
Overtaking	5	61	117	23	206	1	4	2	2	2
Going round bend	140	41	214	36	431	31	3	4	3	5
Going/waiting go ahead	232	991	2,624	754	4,601	51	64	51	55	54
Total	**453**	**1,558**	**5,115**	**1,382**	**8,509**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	3	1	5	4	12	0	1	0	0	0
Parked	-	1	30	23	54	-	1	1	2	1
Slowing or stopping	10	2	186	162	360	1	3	7	14	7
Moving off	1	1	65	6	73	0	2	2	1	1
U Turn	-	-	13	1	15	-	1	1	0	0
Turning/wtg turn left	10	-	46	12	69	1	0	2	1	1
Turning/wtg turn right	9	1	263	58	330	1	1	10	5	6
Changing lane	20	1	58	18	97	1	1	2	2	2
Overtaking	33	3	134	52	223	2	5	5	4	4
Going round bend	824	5	507	102	1,438	52	8	19	9	26
Going/waiting go ahead	673	50	1,418	762	2,903	43	77	52	64	52
Total	**1,584**	**65**	**2,725**	**1,201**	**5,575**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	8	128	70	15	220	0	8	1	1	2
Parked	2	5	252	257	517	0	0	3	10	4
Slowing or stopping	21	82	567	325	995	1	5	7	13	7
Moving off	11	98	353	43	505	1	6	5	2	4
U Turn	2	7	83	7	99	0	0	1	0	1
Turning/wtg turn left	29	48	289	37	402	1	3	4	1	3
Turning/wtg turn right	33	97	1,072	143	1,345	2	6	14	6	10
Changing lane	24	5	136	28	193	1	0	2	1	1
Overtaking	39	64	251	75	429	2	4	3	3	3
Going round bend	964	47	721	138	1,869	47	3	9	5	13
Going/waiting go ahead	905	1,041	4,043	1,516	7,505	44	64	52	59	53
Total	**2,038**	**1,623**	**7,840**	**2,583**	**14,084**	**100**	**100**	**100**	**100**	**100**

1. Totals include a small number of cases where the manoeuvre is unknown.

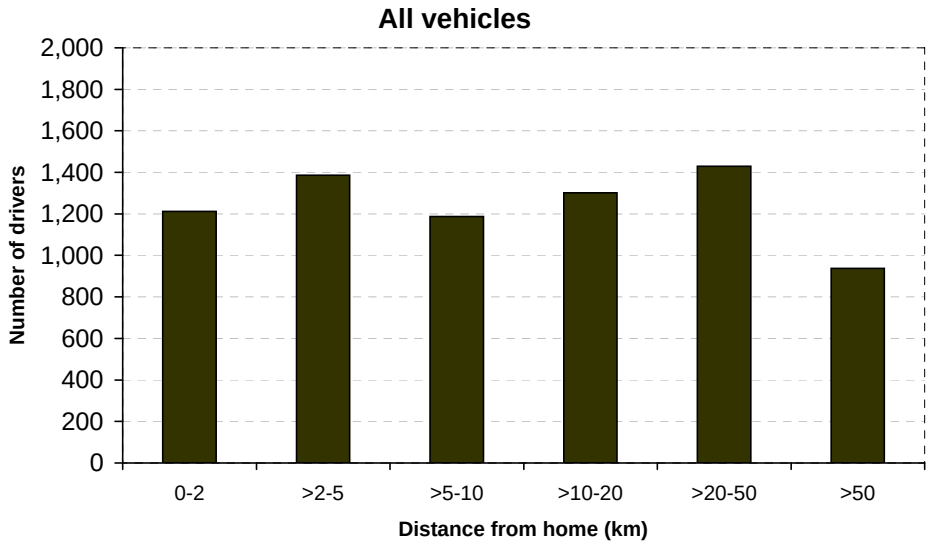
Table 16 **DRIVERS AND RIDERS**

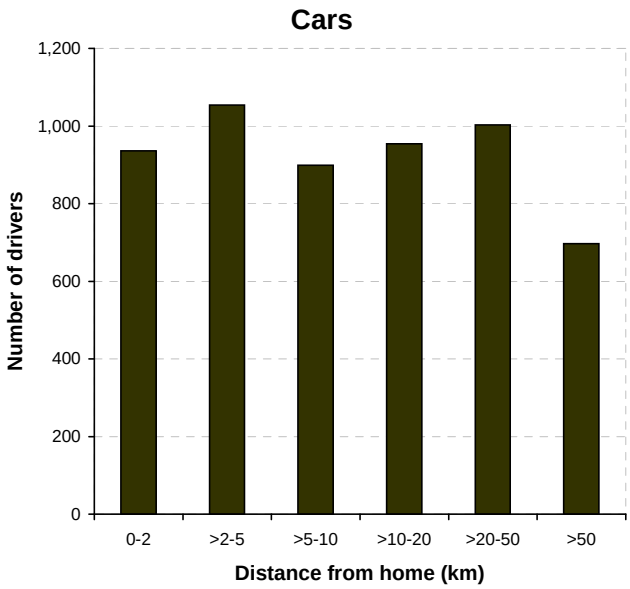
Estimated distance between the home of the driver or rider and the location of the injury accident by type of vehicle and police force area in which the reported accident occurred[1]
Year: 2011

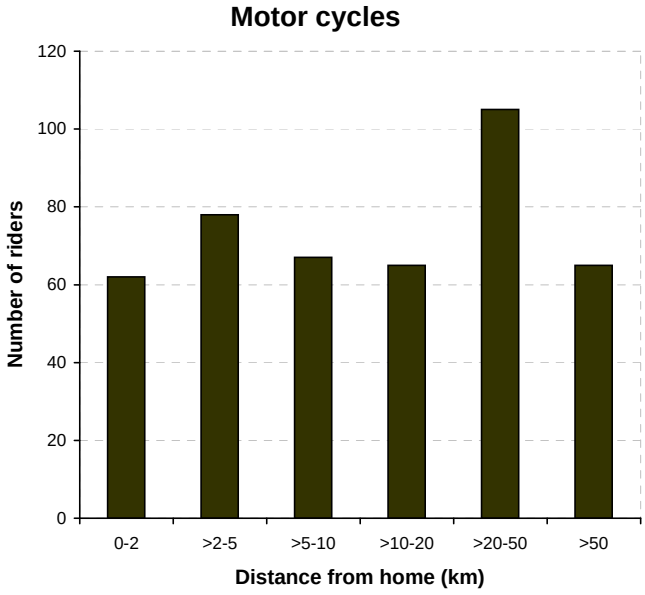
	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Total
Pedal cycle rider									
Postcode, invalid or not known	7	8	2	2	23	3	44	-	89
Driver from elsewhere in the UK	7	-	2	-	1	-	2	-	12
Scottish driver, distance not known	5	-	35	18	87	21	203	7	376
Vehicle parked and unattended	-	-	-	-	-	-	-	-	-
Non - UK driver	-	-	-	-	-	-	1	-	1
Up to 2 km	5	22	3	6	57	6	12	-	111
Over 2 up to 5 km	5	22	4	6	59	1	3	-	100
Over 5 up to 10 km	-	7	3	3	26	6	7	-	52
Over 10 up to 20 km	-	7	1	-	19	5	7	-	39
Over 20 up to 50 km	3	2	4	2	34	3	3	3	54
Over 50 km	7	1	1	-	2	2	8	-	21
Total	**39**	**69**	**55**	**37**	**308**	**47**	**290**	**10**	**855**
Motor cycle rider									
Postcode, invalid or not known	6	3	8	2	19	3	21	2	64
Driver from elsewhere in the UK	11	2	1	1	6	1	8	2	32
Scottish driver, distance not known	14	3	34	20	33	20	149	7	280
Vehicle parked and unattended	-	-	-	-	-	-	1	-	1
Non - UK driver	7	-	-	-	-	-	2	-	9
Up to 2 km	4	17	5	-	24	4	6	2	62
Over 2 up to 5 km	2	30	2	2	33	2	6	1	78
Over 5 up to 10 km	2	20	-	4	24	1	14	2	67
Over 10 up to 20 km	4	20	5	1	17	5	10	3	65
Over 20 up to 50 km	10	23	7	4	39	5	10	7	105
Over 50 km	26	8	5	2	3	2	17	2	65
Total	**86**	**126**	**67**	**36**	**198**	**43**	**244**	**28**	**828**
Car driver									
Postcode, invalid or not known	37	80	116	64	205	55	673	21	1,251
Driver from elsewhere in the UK	24	16	15	10	52	14	111	32	274
Scottish driver, distance not known	145	32	466	278	400	371	3,319	173	5,184
Vehicle parked and unattended	7	5	-	-	-	-	68	7	87
Non - UK driver	26	7	-	-	-	2	14	3	52
Up to 2 km	43	147	31	31	373	48	243	20	936
Over 2 up to 5 km	36	280	36	76	426	33	155	12	1,054
Over 5 up to 10 km	36	219	32	54	312	43	190	13	899
Over 10 up to 20 km	46	199	70	53	279	59	224	24	954
Over 20 up to 50 km	80	168	65	35	335	56	217	47	1,003
Over 50 km	140	44	92	9	64	48	289	11	697
Total	**620**	**1,197**	**923**	**610**	**2,446**	**729**	**5,503**	**363**	**12,391**
Other driver or rider [2]									
Postcode, invalid or not known	14	20	59	10	101	18	188	9	419
Driver from elsewhere in the UK	8	9	5	1	18	4	41	24	110
Scottish driver, distance not known	25	18	89	40	130	62	611	43	1,018
Vehicle parked and unattended	1	-	-	-	-	-	8	1	10
Non - UK driver	8	1	-	-	-	1	5	1	16
Up to 2 km	4	22	5	4	36	6	23	3	103
Over 2 up to 5 km	5	30	2	11	77	7	21	2	155
Over 5 up to 10 km	6	29	5	2	96	5	25	1	169
Over 10 up to 20 km	10	29	16	15	122	15	31	5	243
Over 20 up to 50 km	16	45	20	12	102	9	55	9	268
Over 50 km	31	20	21	-	20	6	51	5	154
Total	**128**	**223**	**222**	**95**	**702**	**133**	**1,059**	**103**	**2,665**
All drivers and riders									
Postcode, invalid or not known	64	111	185	78	348	79	926	32	1,823
Driver from elsewhere in the UK	50	27	23	12	77	19	162	58	428
Scottish driver, distance not known	189	53	624	356	650	474	4,282	230	6,858
Vehicle parked and unattended	8	5	-	-	-	-	77	8	98
Non - UK driver	41	8	-	-	-	3	22	4	78
Up to 2 km	56	208	44	41	490	64	284	25	1,212
Over 2 up to 5 km	48	362	44	95	595	43	185	15	1,387
Over 5 up to 10 km	44	275	40	63	458	55	236	16	1,187
Over 10 up to 20 km	60	255	92	69	437	84	272	32	1,301
Over 20 up to 50 km	109	238	96	53	510	73	285	66	1,430
Over 50 km	204	73	119	11	89	58	365	18	937
Total	**873**	**1,615**	**1,267**	**778**	**3,654**	**952**	**7,096**	**504**	**16,739**

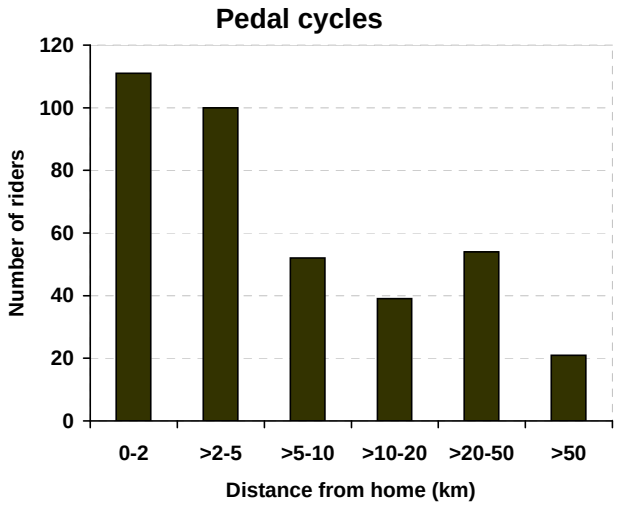
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.

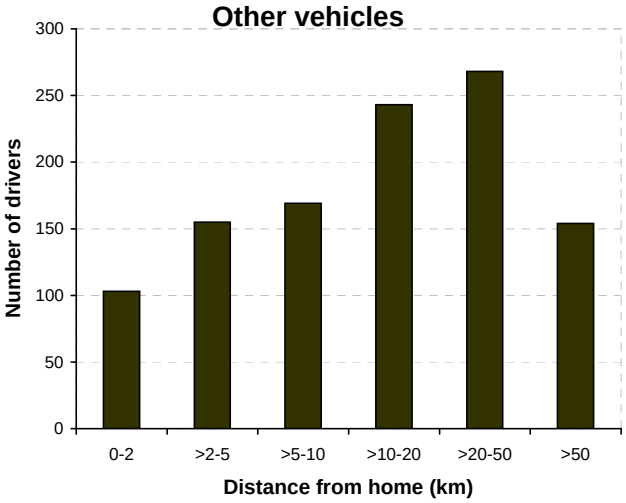
Estimated distance between the home of the driver or rider and the location of the reported injury accident by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2011











Cars drivers involved in reported injury accidents by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2007-2011 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	32	38	95	37	6	208	2	2	3	4	2	2
Parked	59	86	174	28	116	462	3	5	5	3	44	5
Slowing or stopping	136	122	301	68	8	635	7	8	8	6	3	8
Moving off	86	75	191	70	10	432	5	5	5	7	4	5
U Turn	18	18	35	11	3	84	1	1	1	1	1	1
Turning/wtg turn left	69	61	154	38	11	333	4	4	4	4	4	4
Turning/wtg turn right	243	180	428	151	13	1,015	13	11	12	14	5	12
Changing lane	21	22	37	11	5	96	1	1	1	1	2	1
Overtaking	52	36	83	29	7	206	3	2	2	3	3	2
Going round bend	148	79	150	49	5	431	8	5	4	5	2	5
Going/wtg go ahead	1,031	871	2,038	582	79	4,601	54	55	55	54	30	54
Total[(1)]	**1,897**	**1,589**	**3,685**	**1,073**	**264**	**8,509**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	3	2	6	1	0	12	0	0	0	0	0	0
Parked	9	9	24	7	6	54	1	1	1	1	14	1
Slowing or stopping	77	72	168	41	2	360	5	7	7	6	3	7
Moving off	9	11	34	18	1	73	1	1	2	3	1	1
U Turn	4	2	8	2	0	15	0	0	0	0	0	0
Turning/wtg turn left	16	9	33	10	0	69	1	1	1	2	1	1
Turning/wtg turn right	56	49	147	77	1	330	4	5	6	11	3	6
Changing lane	28	17	42	9	1	97	2	2	2	1	2	2
Overtaking	67	41	85	26	4	223	4	4	4	4	9	4
Going round bend	555	240	497	137	9	1,438	37	25	21	20	20	26
Going/wtg go ahead	699	526	1,287	369	21	2,903	46	54	55	53	46	52
Total[(1)]	**1,524**	**978**	**2,330**	**697**	**46**	**5,575**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	35	41	101	38	6	220	1	2	2	2	2	2
Parked	68	94	198	35	122	517	2	4	3	2	39	4
Slowing or stopping	213	195	469	109	10	995	6	8	8	6	3	7
Moving off	96	86	225	88	10	505	3	3	4	5	3	4
U Turn	21	20	42	13	4	99	1	1	1	1	1	1
Turning/wtg turn left	85	70	187	48	12	402	3	3	3	3	4	3
Turning/wtg turn right	299	229	575	228	15	1,345	9	9	10	13	5	10
Changing lane	49	39	79	20	5	193	1	2	1	1	2	1
Overtaking	120	77	168	54	11	429	4	3	3	3	3	3
Going round bend	703	319	647	186	14	1,869	21	12	11	11	5	13
Going/wtg go ahead	1,731	1,397	3,325	951	100	7,505	51	54	55	54	32	53
Total[(1)]	**3,421**	**2,566**	**6,015**	**1,771**	**310**	**14,084**	**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 2007-2011 averages, 2001 to 2011

	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
	2001	88	62	133	36	324	27.2	19.1	41.0	11.1	100
	2002	76	73	120	52	325	23.4	22.5	36.9	16.0	100
	2003	78	70	145	49	346	22.5	20.2	41.9	14.2	100
	2004	77	66	124	57	324	23.8	20.4	38.3	17.6	100
	2005	91	40	104	46	284	32.0	14.1	36.6	16.2	100
	2006	102	40	138	53	337	30.3	11.9	40.9	15.7	100
	2007	70	52	98	47	268	26.1	19.4	36.6	17.5	100
	2008	66	53	96	61	283	23.3	18.7	33.9	21.6	100
	2009	61	22	87	35	205	29.8	10.7	42.4	17.1	100
	2010	55	34	86	45	220	25.0	15.5	39.1	20.5	100
	2011	41	28	84	42	196	20.9	14.3	42.9	21.4	100
	2007 to 2011 average	**59**	**38**	**90**	**46**	**234**	**25.0**	**16.1**	**38.5**	**19.6**	100
Serious	**2004-08 average**	**615**	**393**	**1,004**	**319**	**2,387**	**25.8**	**16.4**	**42.1**	**13.4**	100
	2001	734	670	1,252	371	3,145	23.3	21.3	39.8	11.8	100
	2002	688	596	1,231	378	3,017	22.8	19.8	40.8	12.5	100
	2003	637	545	1,153	347	2,749	23.2	19.8	41.9	12.6	100
	2004	640	451	1,098	329	2,587	24.7	17.4	42.4	12.7	100
	2005	616	438	990	316	2,436	25.3	18.0	40.6	13.0	100
	2006	630	380	1,085	289	2,435	25.9	15.6	44.6	11.9	100
	2007	603	306	892	323	2,167	27.8	14.1	41.2	14.9	100
	2008	587	388	956	338	2,311	25.4	16.8	41.4	14.6	100
	2009	545	373	891	336	2,188	24.9	17.0	40.7	15.4	100
	2010	421	292	707	255	1,714	24.6	17.0	41.2	14.9	100
	2011	343	259	696	296	1,629	21.1	15.9	42.7	18.2	100
	2007 to 2011 average	**500**	**324**	**828**	**310**	**2,002**	**25.0**	**16.2**	**41.4**	**15.5**	100
Slight	**2004-08 average**	**3,337**	**2,528**	**5,937**	**1,455**	**13,620**	**24.5**	**18.6**	**43.6**	**10.7**	100
	2001	3,351	3,578	6,120	1,428	15,138	22.1	23.6	40.4	9.4	100
	2002	3,308	3,272	6,273	1,452	14,852	22.3	22.0	42.2	9.8	100
	2003	3,320	3,026	6,299	1,567	14,631	22.7	20.7	43.1	10.7	100
	2004	3,436	2,942	6,423	1,564	14,807	23.2	19.9	43.4	10.6	100
	2005	3,290	2,633	6,254	1,513	14,050	23.4	18.7	44.5	10.8	100
	2006	3,372	2,497	5,991	1,390	13,626	24.7	18.3	44.0	10.2	100
	2007	3,447	2,352	5,555	1,453	13,149	26.2	17.9	42.2	11.1	100
	2008	3,139	2,217	5,460	1,353	12,466	25.2	17.8	43.8	10.9	100
	2009	3,028	2,332	5,081	1,477	12,185	24.9	19.1	41.7	12.1	100
	2010	2,471	2,088	4,744	1,338	10,871	22.7	19.2	43.6	12.3	100
	2011	2,228	2,036	4,643	1,454	10,566	21.1	19.3	43.9	13.8	100
	2007 to 2011 average	**2,863**	**2,205**	**5,097**	**1,415**	**11,847**	**24.2**	**18.6**	**43.0**	**11.9**	100
Total	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**24.7**	**18.2**	**43.3**	**11.2**	100
	2001	4,173	4,310	7,505	1,835	18,607	22.4	23.2	40.3	9.9	100
	2002	4,072	3,941	7,624	1,882	18,194	22.4	21.7	41.9	10.3	100
	2003	4,035	3,641	7,597	1,963	17,726	22.8	20.5	42.9	11.1	100
	2004	4,153	3,459	7,645	1,950	17,718	23.4	19.5	43.1	11.0	100
	2005	3,997	3,111	7,348	1,875	16,770	23.8	18.6	43.8	11.2	100
	2006	4,104	2,917	7,214	1,732	16,398	25.0	17.8	44.0	10.6	100
	2007	4,120	2,710	6,545	1,823	15,584	26.4	17.4	42.0	11.7	100
	2008	3,792	2,658	6,512	1,752	15,060	25.2	17.6	43.2	11.6	100
	2009	3,634	2,727	6,059	1,848	14,578	24.9	18.7	41.6	12.7	100
	2010	2,947	2,414	5,537	1,638	12,805	23.0	18.9	43.2	12.8	100
	2011	2,612	2,323	5,423	1,792	12,391	21.1	18.7	43.8	14.5	100
	2007 to 2011 average	**3,421**	**2,566**	**6,015**	**1,771**	**14,084**	**24.3**	**18.2**	**42.7**	**12.6**	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 2007 to 2011 averages, 2001 to 2011

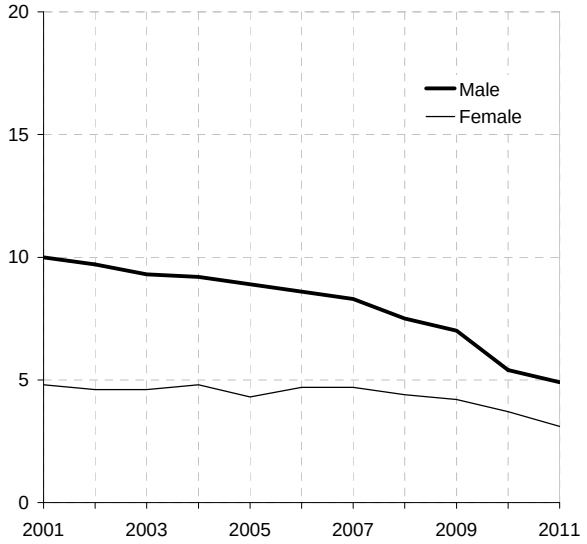
	Year	Numbers					Rates per thousand population				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2004-08 average**	**2,609**	**1,737**	**4,131**	**1,280**	**9,800**	**8.5**	**6.2**	**4.6**	**2.6**	**5.0**
	2001	2,804	2,573	4,525	1,329	11,301	10.0	8.4	5.2	2.9	5.9
	2002	2,757	2,356	4,572	1,369	11,138	9.7	7.9	5.2	3.0	5.8
	2003	2,692	2,161	4,528	1,409	10,862	9.3	7.5	5.2	3.1	5.6
	2004	2,740	2,026	4,608	1,376	10,810	9.2	7.3	5.2	2.9	5.6
	2005	2,689	1,840	4,330	1,320	10,214	8.9	6.7	4.8	2.8	5.2
	2006	2,660	1,688	4,184	1,183	9,753	8.6	6.1	4.7	2.4	4.9
	2007	2,592	1,584	3,824	1,292	9,336	8.3	5.7	4.3	2.6	4.7
	2008	2,363	1,549	3,708	1,229	8,888	7.5	5.5	4.2	2.4	4.4
	2009	2,257	1,536	3,430	1,284	8,533	7.0	5.3	3.9	2.4	4.2
	2010	1,765	1,379	3,116	1,125	7,414	5.4	4.7	3.6	2.1	3.6
	2011	1,603	1,291	3,160	1,232	7,313	4.9	4.2	3.6	2.3	3.6
	2007 to 2011 average	**2,116**	**1,468**	**3,448**	**1,232**	**8,297**	**6.6**	**5.0**	**3.9**	**2.4**	**4.1**
Female	**2004-08 average**	**1,367**	**1,174**	**2,719**	**531**	**5,804**	**4.6**	**4.1**	**2.9**	**0.8**	**2.7**
	2001	1,344	1,669	2,903	504	6,441	4.8	5.1	3.2	0.8	3.0
	2002	1,284	1,508	2,956	510	6,275	4.6	4.8	3.2	0.8	2.9
	2003	1,293	1,389	2,961	541	6,202	4.6	4.6	3.2	0.9	2.9
	2004	1,389	1,367	2,859	524	6,151	4.8	4.6	3.1	0.8	2.9
	2005	1,269	1,211	2,784	542	5,823	4.3	4.2	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	3.8	2.7	0.8	2.6
	2008	1,350	1,047	2,636	520	5,563	4.4	3.7	2.8	0.8	2.5
	2009	1,299	1,078	2,497	557	5,446	4.2	3.8	2.6	0.8	2.5
	2010	1,142	976	2,258	503	4,887	3.7	3.4	2.4	0.7	2.2
	2011	975	953	2,116	555	4,609	3.1	3.2	2.3	0.8	2.1
	2007 to 2011 average	**1,238**	**1,026**	**2,409**	**532**	**5,215**	**4.0**	**3.6**	**2.6**	**0.8**	**2.4**
Total [4]	**2004-08 average**	**4,033**	**2,971**	**7,053**	**1,826**	**16,306**	**6.7**	**5.3**	**3.8**	**1.6**	**3.8**
	2001	4,173	4,310	7,505	1,835	18,607	7.4	6.8	4.3	1.7	4.4
	2002	4,072	3,941	7,624	1,882	18,194	7.2	6.4	4.3	1.8	4.3
	2003	4,035	3,641	7,597	1,963	17,726	7.0	6.2	4.2	1.8	4.3
	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	15,584	6.7	4.8	3.6	1.6	3.7
	2008	3,792	2,658	6,512	1,752	15,060	6.1	4.7	3.6	1.5	3.5
	2009	3,634	2,727	6,059	1,848	14,578	5.8	4.7	3.3	1.6	3.4
	2010	2,947	2,414	5,537	1,638	12,805	4.6	4.1	3.0	1.4	3.0
	2011	2,612	2,323	5,423	1,792	12,391	4.1	3.8	3.0	1.5	2.8
	2007 to 2011 average	**3,421**	**2,566**	**6,015**	**1,771**	**14,084**	**5.5**	**4.4**	**3.3**	**1.5**	**3.3**
Male to Female Ratio	**2004-08 average**	**1.9**	**1.5**	**1.5**	**2.4**	**1.7**	**1.8**	**1.5**	**1.6**	**3.3**	**1.9**
	2001	2.1	1.5	1.6	2.6	1.8	2.1	1.6	1.6	3.6	2.0
	2002	2.1	1.6	1.5	2.7	1.8	2.1	1.6	1.6	3.8	2.0
	2003	2.1	1.6	1.5	2.6	1.8	2.0	1.6	1.6	3.4	1.9
	2004	2.0	1.5	1.6	2.6	1.8	1.9	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	1.8	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	1.8
	2008	1.8	1.5	1.4	2.4	1.6	1.7	1.5	1.5	3.0	1.8
	2009	1.7	1.4	1.4	2.3	1.6	1.7	1.4	1.5	3.0	1.7
	2010	1.5	1.4	1.4	2.2	1.5	1.5	1.4	1.5	3.0	1.6
	2011	1.6	1.4	1.5	2.2	1.6	1.6	1.3	1.6	2.9	1.7
	2007 to 2011 average	**1.7**	**1.4**	**1.4**	**2.3**	**1.6**	**1.7**	**1.4**	**1.5**	**3.0**	**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: 2001 to 2011

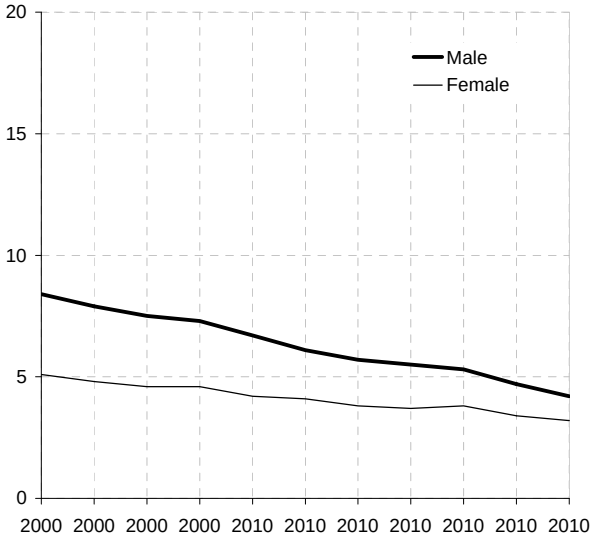
(a) 17-25

Rate per thousand population



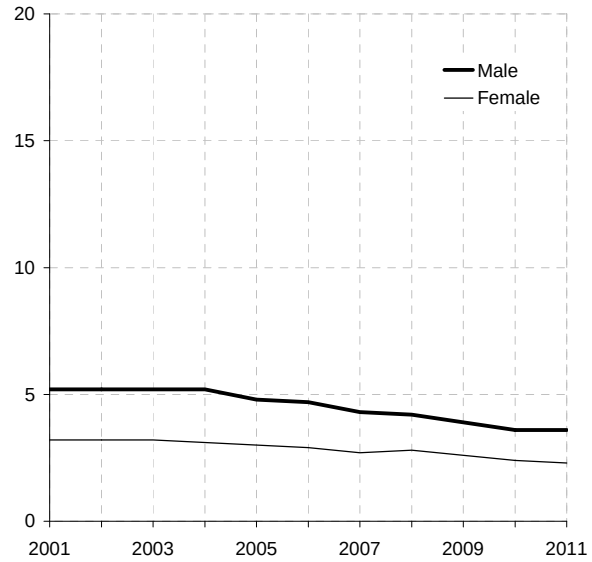
(b) 26-34

Rate per thousand population



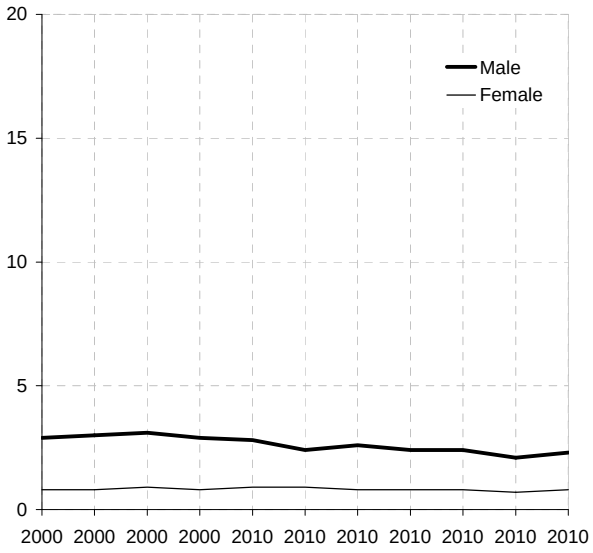
(c) 35-59

Rate per thousand population



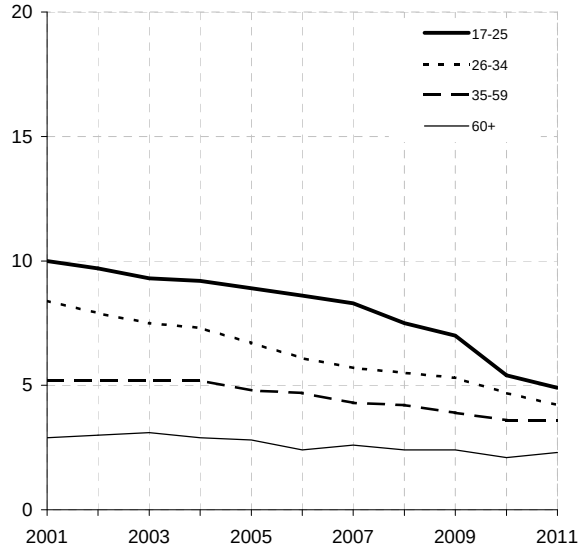
(d) 60+

Rate per thousand population



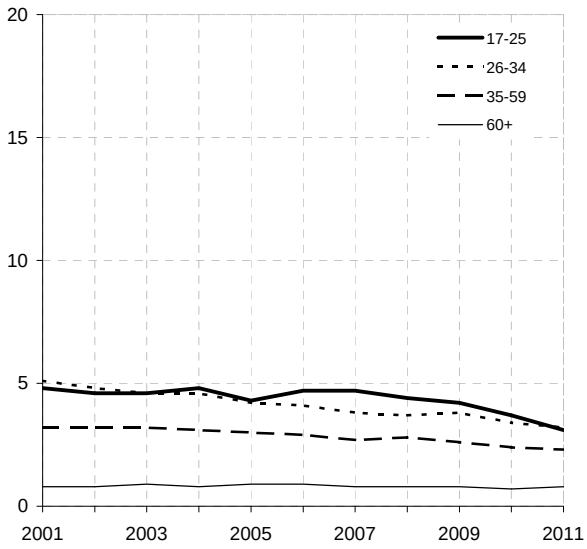
(e) Male

Rate per thousand population



(f) Female

Rate per thousand population



Motorists involved in reported injury accidents, breath tested and breath test results, by police force
Years: 2004-08 and 2007 to 2011 averages, 2007 to 2011

	Year	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Scotland
(a) Numbers										
Motorists involved	**2004-08 average**	**1,141**	**1,882**	**1,587**	**1,100**	**4,289**	**1,111**	**9,142**	**719**	**20,972**
	2007	1,098	1,866	1,494	1,038	3,965	1,081	8,771	734	20,047
	2008	1,053	2,104	1,494	956	4,064	1,085	8,035	642	19,433
	2009	1,086	2,026	1,474	994	3,693	1,028	7,655	600	18,556
	2010	853	1,664	1,152	912	3,524	868	6,852	587	16,412
	2011	834	1,545	1,212	741	3,343	904	6,801	494	15,874
	2007 to 2011 average	**985**	**1,841**	**1,365**	**928**	**3,718**	**993**	**7,623**	**611**	**18,064**
Breath test requested	**2004-08 average**	**824**	**1,197**	**1,310**	**749**	**2,486**	**601**	**4,880**	**512**	**12,559**
	2007	785	1,161	1,252	681	2,279	655	4,809	530	12,152
	2008	745	1,309	1,204	645	2,212	685	4,592	473	11,865
	2009	733	1,230	1,205	597	1,836	617	4,261	454	10,933
	2010	580	960	938	575	1,864	546	3,750	449	9,662
	2011	490	964	975	463	1,924	526	3,696	364	9,402
	2007 to 2011 average	**667**	**1,125**	**1,115**	**592**	**2,023**	**606**	**4,222**	**454**	**10,803**
Positive/ refused	**2004-08 average**	**35**	**51**	**36**	**32**	**71**	**26**	**203**	**19**	**474**
	2007	32	55	27	30	69	34	204	18	469
	2008	39	69	29	29	63	26	157	22	434
	2009	25	67	20	30	61	19	203	5	430
	2010	30	46	24	32	43	18	139	15	347
	2011	20	49	22	15	47	13	141	14	321
	2007 to 2011 average	**29**	**57**	**24**	**27**	**57**	**22**	**169**	**15**	**400**
(b) Percentages										
Breath test requested as percent of motorists involved	**2004-08 average**	**72.2**	**63.6**	**82.5**	**68.1**	**58.0**	**54.1**	**53.4**	**71.1**	**59.9**
	2007	71.5	62.2	83.8	65.6	57.5	60.6	54.8	72.2	60.6
	2008	70.8	62.2	80.6	67.5	54.4	63.1	57.1	73.7	61.1
	2009	67.5	60.7	81.8	60.1	49.7	60.0	55.7	75.7	58.9
	2010	68.0	57.7	81.4	63.0	52.9	62.9	54.7	76.5	58.9
	2011	58.8	62.4	80.4	62.5	57.6	58.2	54.3	73.7	59.2
	2007 to 2011 average	**67.7**	**61.1**	**81.7**	**63.8**	**54.4**	**61.0**	**55.4**	**74.3**	**59.8**
Positive/refused as percent of motorists involved	**2004-08 average**	**3.1**	**2.7**	**2.3**	**2.9**	**1.7**	**2.3**	**2.2**	**2.7**	**2.3**
	2007	2.9	2.9	1.8	2.9	1.7	3.1	2.3	2.5	2.3
	2008	3.7	3.3	1.9	3.0	1.6	2.4	2.0	3.4	2.2
	2009	2.3	3.3	1.4	3.0	1.7	1.8	2.7	0.8	2.3
	2010	3.5	2.8	2.1	3.5	1.2	2.1	2.0	2.6	2.1
	2011	2.4	3.2	1.8	2.0	1.4	1.4	2.1	2.8	2.0
	2007 to 2011 average	**3.0**	**3.1**	**1.8**	**2.9**	**1.5**	**2.2**	**2.2**	**2.4**	**2.2**
Positive/refused as percent of those where breath test requested	**2004-08 average**	**4.2**	**4.3**	**2.8**	**4.3**	**2.9**	**4.3**	**4.2**	**3.8**	**3.8**
	2007	4.1	4.7	2.2	4.4	3.0	5.2	4.2	3.4	3.9
	2008	5.2	5.3	2.4	4.5	2.8	3.8	3.4	4.7	3.7
	2009	3.4	5.4	1.7	5.0	3.3	3.1	4.8	1.1	3.9
	2010	5.2	4.8	2.6	5.6	2.3	3.3	3.7	3.3	3.6
	2011	4.1	5.1	2.3	3.2	2.4	2.5	3.8	3.8	3.4
	2007 to 2011 average	**4.4**	**5.1**	**2.2**	**4.6**	**2.8**	**3.6**	**4.0**	**3.3**	**3.7**

Motorists involved in reported injury accidents, breath tested and breath test results, by day and time, 2007-2011 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	51	79	160	181	625
	03-06	31	34	72	97	328
	06-09	395	355	151	88	2,172
	09-12	417	419	384	249	2,720
	12-15	479	606	598	466	3,587
	15-18	725	768	544	422	4,636
	18-21	393	469	368	301	2,711
	21-24	166	242	225	155	1,287
	Total	**2,658**	**2,972**	**2,502**	**1,959**	**18,064**
Breath test requested	00-03	35	52	101	112	405
	03-06	20	23	48	61	212
	06-09	234	215	97	56	1,304
	09-12	240	239	246	156	1,598
	12-15	274	331	356	279	2,062
	15-18	424	445	333	270	2,743
	18-21	232	288	236	191	1,643
	21-24	110	154	147	94	835
	Total	**1,568**	**1,747**	**1,564**	**1,219**	**10,803**
Positive/refused	00-03	7	11	28	31	97
	03-06	3	3	16	21	53
	06-09	2	4	9	8	29
	09-12	2	2	8	6	25
	12-15	3	3	6	7	26
	15-18	5	4	10	8	41
	18-21	5	9	12	11	52
	21-24	8	14	19	11	77
	Total	**35**	**50**	**107**	**102**	**400**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	68	66	63	62	65
	03-06	64	67	67	63	65
	06-09	59	61	64	63	60
	09-12	57	57	64	62	59
	12-15	57	55	60	60	58
	15-18	58	58	61	64	59
	18-21	59	61	64	64	61
	21-24	66	64	65	61	65
	Total	**59**	**59**	**62**	**62**	**60**
Positive/refused as a percentage of motorists involved	00-03	14	14	17	17	16
	03-06	10	9	22	22	16
	06-09	1	1	6	9	1
	09-12	0	1	2	2	1
	12-15	1	0	1	2	1
	15-18	1	0	2	2	1
	18-21	1	2	3	4	2
	21-24	5	6	8	7	6
	Total	**1**	**2**	**4**	**5**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	20	21	27	28	24
	03-06	16	13	33	34	25
	06-09	1	2	9	14	2
	09-12	1	1	3	4	2
	12-15	1	1	2	3	1
	15-18	1	1	3	3	2
	18-21	2	3	5	6	3
	21-24	7	9	13	12	9
	Total	**2**	**3**	**7**	**8**	**4**

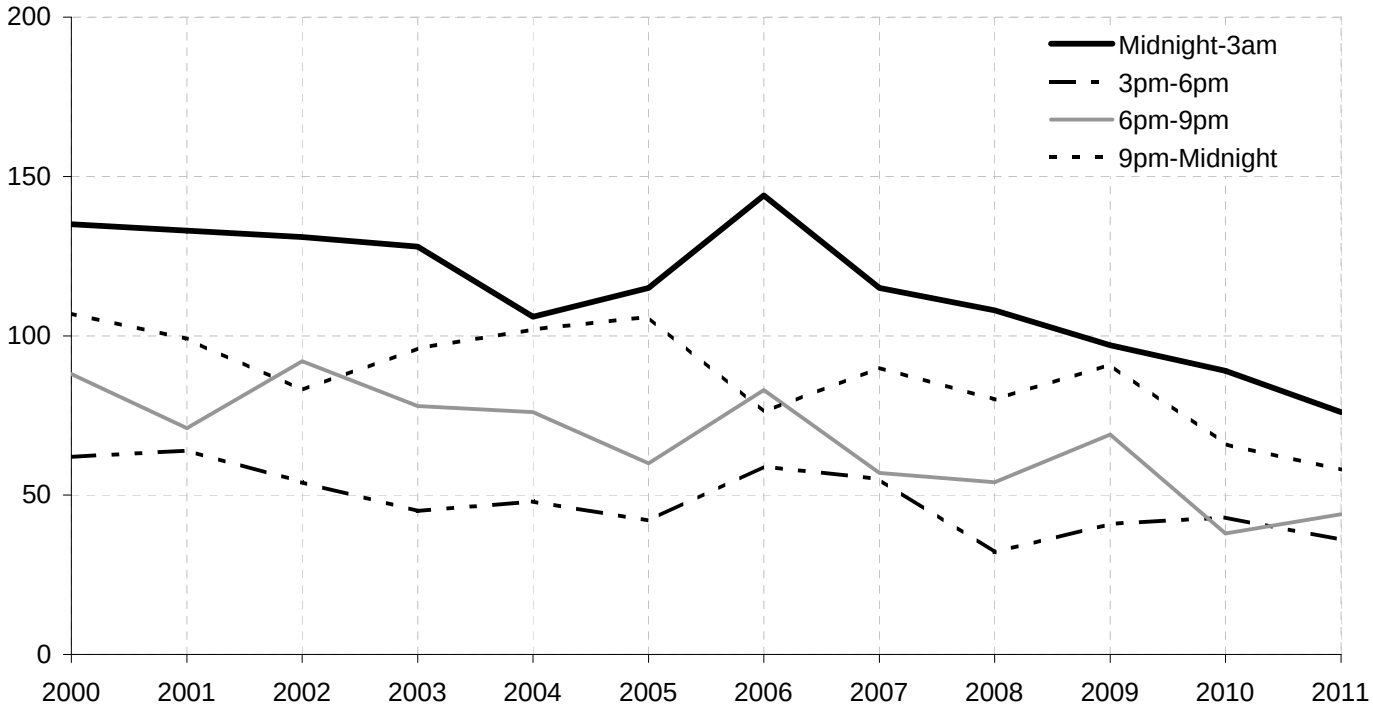
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road accidents, breath tested and breath test results, by time of day
Years: 2004-98 and 2007-2011 averages, 2007 to 2011

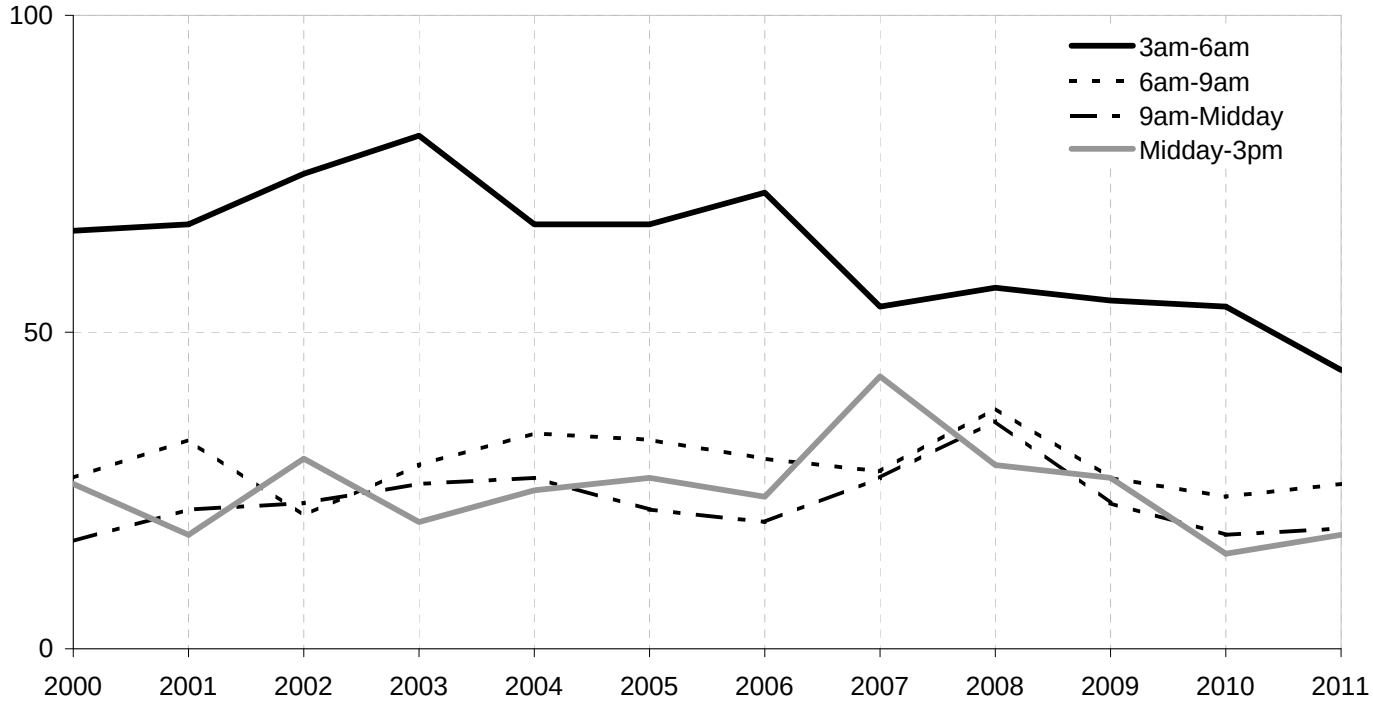
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2004-08 average**	**754**	**391**	**2,518**	**2,994**	**4,122**	**5,396**	**3,199**	**1,597**	**20,972**
	2007	776	321	2,318	2,921	3,839	5,252	3,073	1,547	20,047
	2008	655	381	2,492	2,942	3,779	4,919	2,942	1,323	19,433
	2009	600	324	2,165	2,752	3,738	4,664	2,836	1,477	18,556
	2010	558	338	1,945	2,552	3,401	4,203	2,352	1,063	16,412
	2011	535	275	1,939	2,432	3,176	4,141	2,353	1,023	15,874
	2007 to 2011 average	**625**	**328**	**2,172**	**2,720**	**3,587**	**4,636**	**2,711**	**1,287**	**18,064**
Breath tests requested	**2004-08 average**	**490**	**248**	**1,496**	**1,769**	**2,400**	**3,178**	**1,958**	**1,020**	**12,559**
	2007	503	211	1,403	1,712	2,239	3,175	1,908	1,001	12,152
	2008	442	249	1,537	1,796	2,292	2,955	1,737	857	11,865
	2009	383	206	1,239	1,569	2,154	2,755	1,686	941	10,933
	2010	372	210	1,180	1,460	1,853	2,431	1,450	706	9,662
	2011	324	184	1,163	1,455	1,774	2,399	1,435	668	9,402
	2007 to 2011 average	**405**	**212**	**1,304**	**1,598**	**2,062**	**2,743**	**1,643**	**835**	**10,803**
Positive/refused	**2004-08 average**	**118**	**63**	**33**	**26**	**30**	**47**	**66**	**91**	**474**
	2000	135	66	27	17	26	62	88	107	528
	2001	133	67	33	22	18	64	71	99	507
	2002	131	75	21	23	30	54	92	83	509
	2003	128	81	29	26	20	45	78	96	503
	2004	106	67	34	27	25	48	76	102	485
	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	69	91	430
	2010	89	54	24	18	15	43	38	66	347
	2011	76	44	26	19	18	36	44	58	321
	2007 to 2011 average	**97**	**53**	**29**	**25**	**26**	**41**	**52**	**77**	**400**
(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	2007	64.8	65.7	60.5	58.6	58.3	60.5	62.1	64.7	60.6
involved	2008	67.5	65.4	61.7	61.0	60.7	60.1	59.0	64.8	61.1
	2009	63.8	63.6	57.2	57.0	57.6	59.1	59.4	63.7	58.9
	2010	66.7	62.1	60.7	57.2	54.5	57.8	61.6	66.4	58.9
	2011	60.6	66.9	60.0	59.8	55.9	57.9	61.0	65.3	59.2
	2007 to 2011 average	**64.8**	**64.7**	**60.1**	**58.8**	**57.5**	**59.2**	**60.6**	**64.9**	**59.8**
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	2007	14.8	16.8	1.2	0.9	1.1	1.0	1.9	5.8	2.3
involved	2008	16.5	15.0	1.5	1.2	0.8	0.7	1.8	6.0	2.2
	2009	16.2	17.0	1.2	0.8	0.7	0.9	2.4	6.2	2.3
	2010	15.9	16.0	1.2	0.7	0.4	1.0	1.6	6.2	2.1
	2011	14.2	16.0	1.3	0.8	0.6	0.9	1.9	5.7	2.0
	2007 to 2011 average	**15.5**	**16.1**	**1.3**	**0.9**	**0.7**	**0.9**	**1.9**	**6.0**	**2.2**
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	2007	22.9	25.6	2.0	1.6	1.9	1.7	3.0	9.0	3.9
breath test requested	2008	24.4	22.9	2.5	2.0	1.3	1.1	3.1	9.3	3.7
	2009	25.3	26.7	2.2	1.5	1.3	1.5	4.1	9.7	3.9
	2010	23.9	25.7	2.0	1.2	0.8	1.8	2.6	9.3	3.6
	2011	23.5	23.9	2.2	1.3	1.0	1.5	3.1	8.7	3.4
	2007 to 2011 average	**24.0**	**24.9**	**2.2**	**1.5**	**1.3**	**1.5**	**3.2**	**9.2**	**3.7**

Motorists involved in reported injury road accidents with positive or refused breath test
Years: 2000 to 2011

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

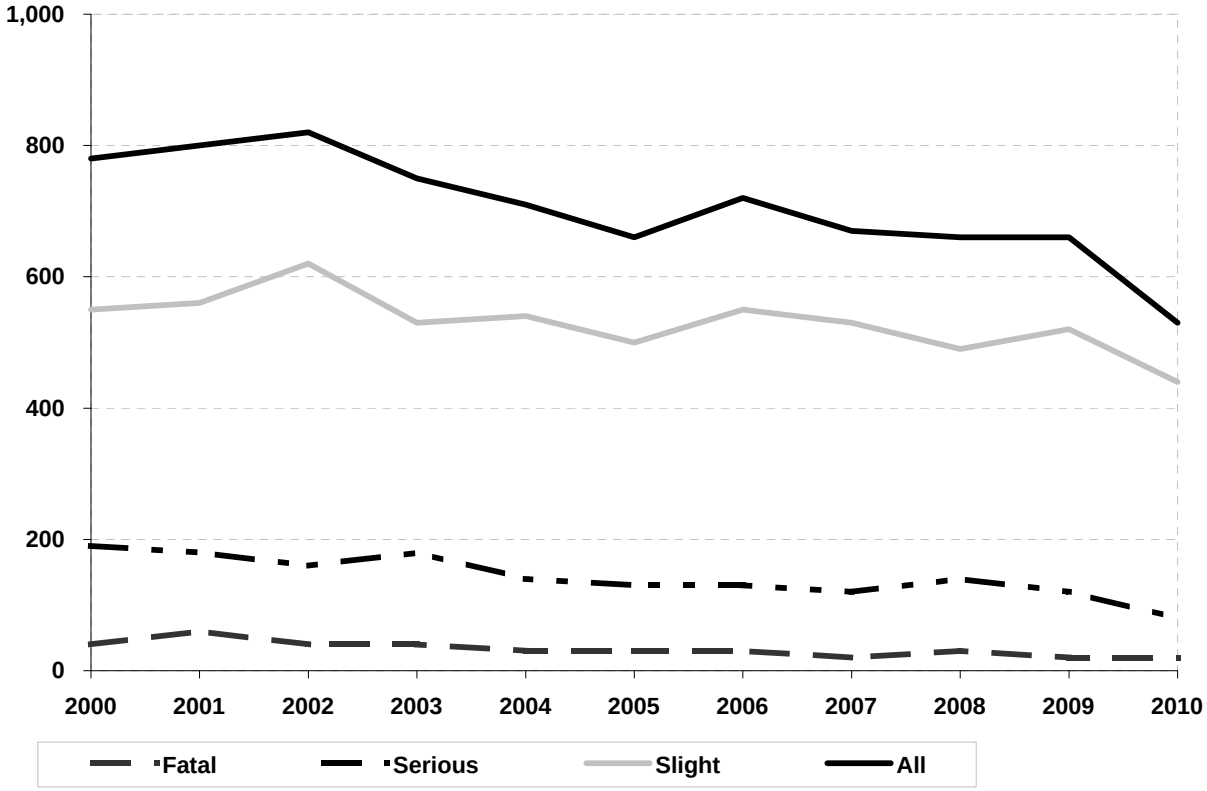


(b) Early morning to early afternoon (3am-3pm)



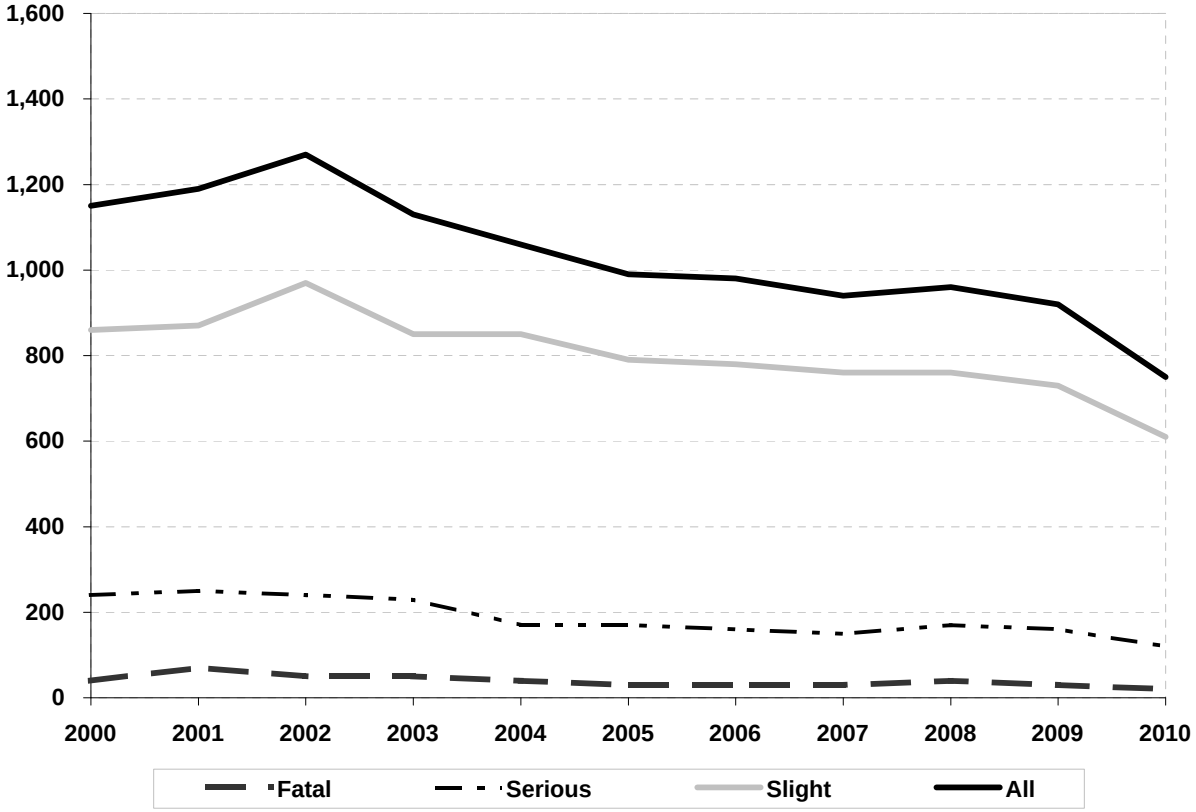
(a) Estimated number of reported drink drive accidents

Years: 2000 to 2010



(b) Estimated number of reported drink drive casualties

Years: 2000 to 2010



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). DfT published GB estimates in *Reported Road Casualties Great Britain 2011* in September 2012. Scotland estimates are presented in Table 22. Because of the uncertainty involved figures are rounded to the nearest ten.

http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/

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. Drink drive casualties are defined here as any casualties resulting from a drink drive accident.

3. Estimates for 2011 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.

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, 2000 to 2010

Number of accidents/casualties

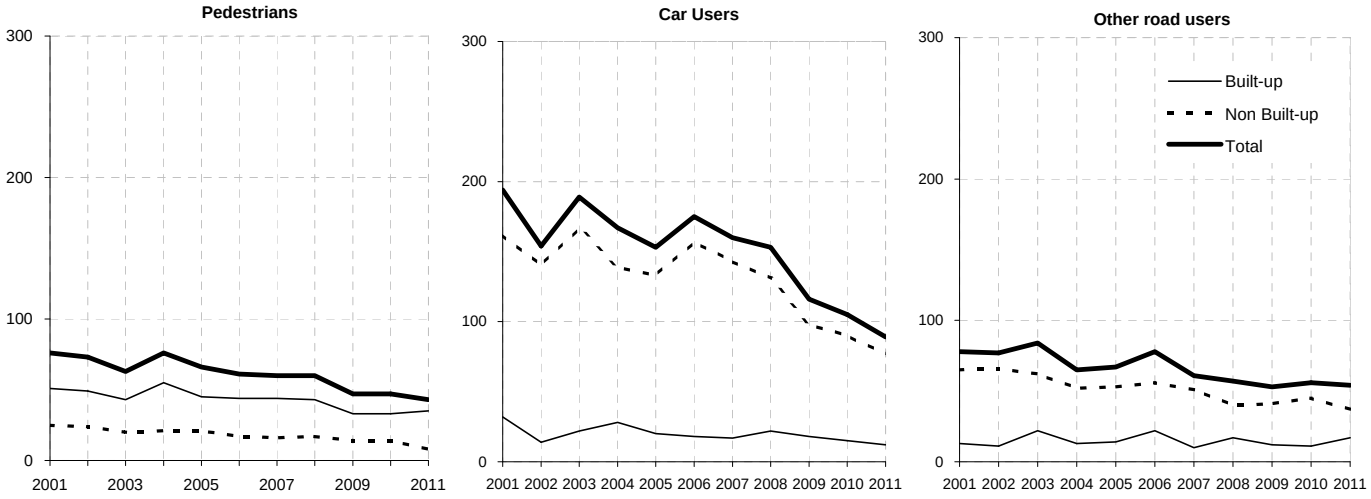
	Accidents				Casualties			
	Fatal	**Serious**	**Slight**	**Total**	**Killed**	**Serious**	**Slight**	**Total**
2004-08 Average	30	130	520	690	30	170	790	990
2000	40	190	550	780	40	240	860	1,150
2001	60	180	560	800	70	250	870	1,190
2002	40	160	620	820	50	240	970	1,270
2003	40	180	530	750	50	230	850	1,130
2004	30	140	540	710	40	170	850	1,060
2005	30	130	500	660	30	170	790	990
2006	30	130	550	720	30	160	780	980
2007	20	120	530	670	30	150	760	940
2008	30	140	490	660	40	170	760	960
2009	20	120	520	660	30	160	730	920
2010	20	80	440	530	20	120	610	750
2006-10 average	30	120	510	650	30	150	730	910

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

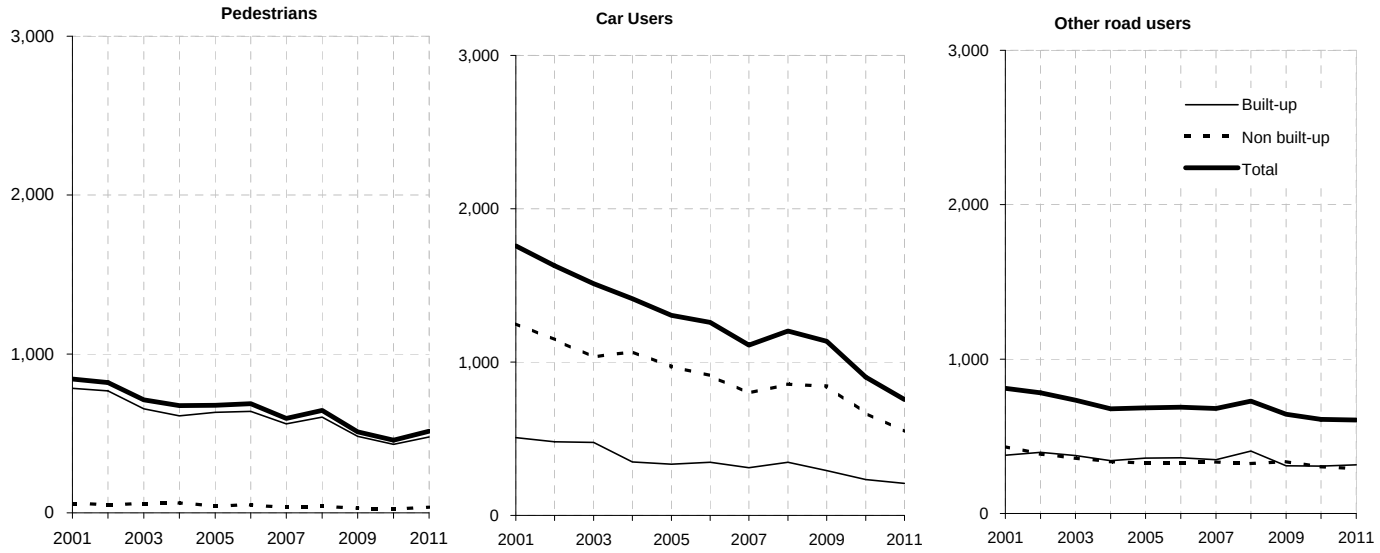
Reported Road Casualties

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2001 to 2011

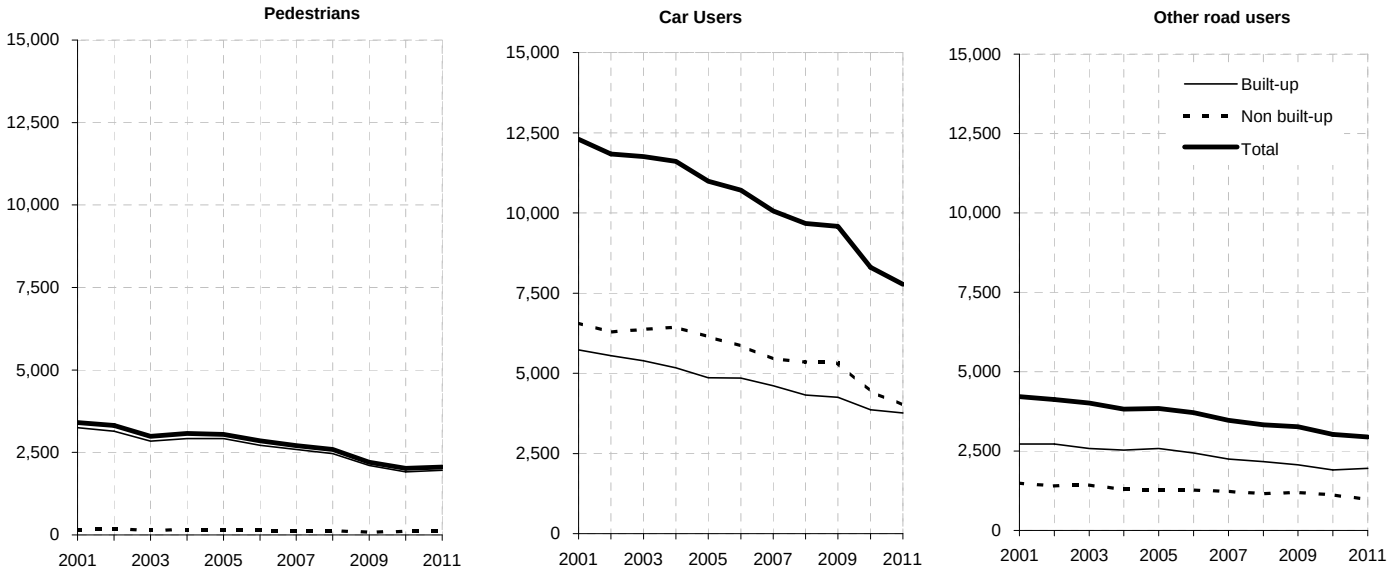
(a) Killed



(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 2007-2011 averages, 2001 to 2011

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**
	2001	51	784	3,246	25	58	159	76	842	3,405
	2002	49	767	3,144	24	53	172	73	820	3,316
	2003	43	654	2,847	20	58	143	63	712	2,990
	2004	55	611	2,921	21	63	157	76	674	3,078
	2005	45	633	2,918	21	44	133	66	677	3,051
	2006	44	638	2,719	17	50	134	61	688	2,853
	2007	44	560	2,588	16	34	115	60	594	2,703
	2008	43	603	2,468	17	42	124	60	645	2,592
	2009	33	481	2,107	14	28	92	47	509	2,199
	2010	33	432	1,912	14	25	102	47	457	2,014
	2011	35	477	1,957	8	36	102	43	513	2,059
	2007 to 2011 average	**38**	**511**	**2,206**	**14**	**33**	**107**	**51**	**544**	**2,313**
Pedal cycle	**2004-08 average**	**5**	**111**	**673**	**4**	**23**	**83**	**9**	**134**	**756**
	2001	4	123	792	6	38	124	10	161	916
	2002	-	125	727	8	19	101	8	144	828
	2003	6	98	707	8	27	95	14	125	802
	2004	3	104	697	4	17	79	7	121	776
	2005	8	99	696	8	17	85	16	116	781
	2006	7	106	695	3	25	86	10	131	781
	2007	4	123	633	-	24	81	4	147	714
	2008	4	125	644	5	30	86	9	155	730
	2009	3	123	704	2	29	100	5	152	804
	2010	1	115	688	6	23	93	7	138	781
	2011	3	120	733	4	36	91	7	156	824
	2007 to 2011 average	**3**	**121**	**680**	**3**	**28**	**90**	**6**	**150**	**771**
Motor cycle [1]	**2004-08 average**	**6**	**159**	**561**	**36**	**212**	**489**	**42**	**371**	**1,049**
	2001	7	153	612	42	252	566	49	405	1,178
	2002	8	174	631	38	236	536	46	410	1,167
	2003	12	147	591	38	220	523	50	367	1,114
	2004	5	142	529	37	211	465	42	353	994
	2005	3	155	576	31	216	506	34	371	1,082
	2006	12	165	573	46	187	495	58	352	1,068
	2007	3	157	582	37	224	479	40	381	1,061
	2008	7	176	543	27	220	499	34	396	1,042
	2009	8	121	499	35	211	522	43	332	1,021
	2010	6	122	400	29	197	445	35	319	845
	2011	9	114	427	24	179	381	33	293	808
	2007 to 2011 average	**7**	**138**	**490**	**30**	**206**	**465**	**37**	**344**	**955**
Car	**2004-08 average**	**21**	**337**	**4,762**	**141**	**920**	**5,844**	**162**	**1,258**	**10,606**
	2001	32	507	5,731	162	1,251	6,563	194	1,758	12,294
	2002	14	481	5,547	140	1,147	6,285	154	1,628	11,832
	2003	22	477	5,387	167	1,034	6,368	189	1,511	11,755
	2004	28	348	5,171	139	1,066	6,434	167	1,414	11,605
	2005	20	334	4,856	133	970	6,133	153	1,304	10,989
	2006	18	346	4,846	157	912	5,859	175	1,258	10,705
	2007	17	312	4,614	143	798	5,449	160	1,110	10,063
	2008	22	347	4,325	131	856	5,345	153	1,203	9,670
	2009	18	293	4,248	98	843	5,331	116	1,136	9,579
	2010	15	233	3,864	90	669	4,436	105	902	8,300
	2011	12	208	3,758	77	548	4,012	89	756	7,770
	2007 to 2011 average	**17**	**279**	**4,162**	**108**	**743**	**4,915**	**125**	**1,021**	**9,076**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2007-2011 averages, 2001 to 2011

Mode of transport	Year	Built-up			Non built-up			Total		
		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**
	2001	1	14	254	-	8	53	1	22	307
	2002	1	16	218	-	2	33	1	18	251
	2003	1	28	252	-	2	52	1	30	304
	2004	-	11	205	-	10	35	-	21	240
	2005	-	9	213	-	2	37	-	11	250
	2006	-	15	194	1	6	54	1	21	248
	2007	1	6	188	-	3	37	1	9	225
	2008	-	8	153	-	6	24	-	14	177
	2009	-	6	185	-	4	40	-	10	225
	2010	-	8	162	1	2	43	1	10	205
	2011	1	13	151	-	10	47	1	23	198
	2007-2011 average	**0**	**8**	**168**	**0**	**5**	**38**	**1**	**13**	**206**
Minibus [2]	**2004-08 average**	**0**	**1**	**30**	**1**	**7**	**44**	**1**	**8**	**74**
	2001	-	7	37	4	10	57	4	17	94
	2002	-	2	38	-	9	76	-	11	114
	2003	-	2	32	1	7	62	1	9	94
	2004	-	3	32	-	6	48	-	9	80
	2005	-	1	25	1	9	44	1	10	69
	2006	-	1	38	-	8	56	-	9	94
	2007	-	1	26	-	3	44	-	4	70
	2008	1	1	30	2	7	28	3	8	58
	2009	-	1	16	-	14	60	-	15	76
	2010	-	1	19	1	1	25	1	2	44
	2011	-	-	14	-	2	8	-	2	22
	2007 to 2011 average	**0**	**1**	**21**	**1**	**5**	**33**	**1**	**6**	**54**
Bus/coach	**2004-08 average**	**0**	**50**	**669**	**0**	**5**	**80**	**1**	**55**	**749**
	2001	-	51	707	-	11	116	-	62	823
	2002	-	53	782	-	6	78	-	59	860
	2003	1	57	731	-	12	161	1	69	892
	2004	1	53	795	2	10	120	3	63	915
	2005	-	55	782	-	8	75	-	63	857
	2006	-	50	698	-	7	65	-	57	763
	2007	-	33	559	-	-	64	-	33	623
	2008	1	57	513	-	2	74	1	59	587
	2009	-	32	430	-	4	43	-	36	473
	2010	-	39	416	1	13	124	1	52	540
	2011	1	46	411	-	5	92	1	51	503
	2007 to 2011 average	**0**	**41**	**466**	**0**	**5**	**79**	**1**	**46**	**545**
Light goods	**2004-08 average**	**1**	**11**	**131**	**7**	**40**	**256**	**8**	**50**	**387**
	2001	-	9	147	8	50	264	8	59	411
	2002	2	12	138	9	57	254	11	69	392
	2003	1	13	109	10	40	239	11	53	348
	2004	2	10	138	5	35	268	7	45	406
	2005	-	17	136	8	36	242	8	53	378
	2006	2	3	116	4	54	276	6	57	392
	2007	1	11	126	12	43	285	13	54	411
	2008	2	12	140	4	30	209	6	42	349
	2009	-	12	99	4	39	239	4	51	338
	2010	-	6	100	3	33	192	3	39	292
	2011	1	6	114	5	29	196	6	35	310
	2007 to 2011 average	**1**	**9**	**116**	**6**	**35**	**224**	**6**	**44**	**340**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2004-08 and 2007 to 2011 averages, 2001 to 2011

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**
	2001	1	10	82	5	46	231	6	56	313
	2002	0	9	116	10	42	254	10	51	370
	2003	0	21	100	3	40	217	3	61	317
	2004	2	8	70	3	30	180	5	38	250
	2005	2	10	63	5	20	152	7	30	215
	2006	0	9	48	2	25	143	2	34	191
	2007	0	8	52	2	25	145	2	33	197
	2008	0	9	54	2	14	137	2	23	191
	2009	1	5	57	0	17	106	1	22	163
	2010	1	5	28	4	16	134	5	21	162
	2011	0	3	32	3	25	112	3	28	144
	2007 to 2011 average	**0**	**6**	**45**	**2**	**19**	**127**	**3**	**25**	**171**
Other [2]	**2004-08 average**	**1**	**12**	**80**	**0**	**16**	**103**	**1**	**27**	**182**
	2001	0	10	87	0	18	83	0	28	170
	2002	0	5	73	1	14	72	1	19	145
	2003	1	9	62	2	11	78	3	20	140
	2004	0	11	65	1	17	93	1	28	158
	2005	1	12	88	0	19	125	1	31	213
	2006	1	11	75	0	17	99	1	28	174
	2007	1	9	80	0	11	91	1	20	171
	2008	2	16	90	0	14	105	2	30	195
	2009	0	8	78	0	17	87	0	25	165
	2010	3	11	92	0	17	63	3	28	155
	2011	2	13	77	1	5	55	3	18	132
	2007 to 2011 average	**2**	**11**	**83**	**0**	**13**	**80**	**2**	**24**	**164**
Total	**2004-08 average**	**82**	**1,309**	**9,877**	**209**	**1,297**	**7,220**	**292**	**2,605**	**17,097**
	2001	96	1,668	11,695	252	1,742	8,216	348	3,410	19,911
	2002	74	1,644	11,414	230	1,585	7,861	304	3,229	19,275
	2003	87	1,506	10,818	249	1,451	7,938	336	2,957	18,756
	2004	96	1,301	10,623	212	1,465	7,879	308	2,766	18,502
	2005	79	1,325	10,353	207	1,341	7,532	286	2,666	17,885
	2006	84	1,344	10,002	230	1,291	7,267	314	2,635	17,269
	2007	71	1,220	9,448	210	1,165	6,790	281	2,385	16,238
	2008	82	1,354	8,960	188	1,221	6,631	270	2,575	15,591
	2009	63	1,082	8,423	153	1,206	6,620	216	2,288	15,043
	2010	59	972	7,681	149	996	5,657	208	1,968	13,338
	2011	64	1,000	7,674	122	875	5,096	186	1,875	12,770
	2007 to 2011 average	**68**	**1,126**	**8,437**	**164**	**1,093**	**6,159**	**232**	**2,218**	**14,596**

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 2007-2011 averages, 2001 to 2011

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: 2011 on 2010									
Pedestrian	2	45	45	-6	11	-	-4	56	45
Pedal cycle	2	5	45	-2	13	-2	-	18	43
Motor cycle[1]	3	-8	27	-5	-18	-64	-2	-26	-37
Car	-3	-25	-106	-13	-121	-424	-16	-146	-530
Taxi	1	5	-11	-1	8	4	-	13	-7
Minibus	-	-1	-5	-1	1	-17	-1	-	-22
Bus/coach	1	7	-5	-1	-8	-32	-	-1	-37
Light goods	1	-	14	2	-4	4	3	-4	18
Heavy goods	-1	-2	4	-1	9	-22	-2	7	-18
Other	-1	2	-15	1	-12	-8	-	-10	-23
Total	5	28	-7	-27	-121	-561	-22	-93	-568
(c) Per cent changes: [2]									
2011 on 2010									
Pedestrian	6	10	2	-43	44	-	-9	12	2
Pedal cycle	200	4	7	-33	57	-2	-	13	6
Motor cycle(1)	50	-7	7	-17	-9	-14	-6	-8	-4
Car	-20	-11	-3	-14	-18	-10	-15	-16	-6
Taxi	n/a	63	-7	-100	400	9	-	130	-3
Minibus	n/a	-100	-26	-100	100	-68	-100	-	-50
Bus/coach	n/a	18	-1	-100	-62	-26	-	-2	-7
Light goods	n/a	-	14	67	-12	2	100	-10	6
Heavy goods	-100	-40	14	-25	56	-16	-40	33	-11
Other	-33	18	-16	n/a	-71	-13	-	-36	-15
Total	8	3	0	-18	-12	-10	-11	-5	-4
2011 on 2004-08 average									
Pedestrian	-24	-22	-28	-57	-23	-23	-33	-22	-28
Pedal cycle	-26	-35	-32	-45	-43	-33	-32	-35	-32
Motor cycle [1]	-100	-100	-100	-100	-100	-100	-100	-100	-100
Car	-88	-83	-76	-80	-61	-42	-85	-81	-75
Taxi	400	33	-21	-100	85	26	150	51	-13
Minibus	-60	-41	-34	n/a	-38	-28	-40	-40	-33
Bus/coach	-100	-100	-100	n/a	-100	-100	-100	-100	-100
Light goods	-80	-95	-88	n/a	230	-15	-20	-73	-76
Heavy goods	-100	-66	-44	7	10	-26	-17	-11	-31
Other	-60	-40	-46	-56	-58	-45	-57	-55	-45
Total	n/a	-100	-100	-100	-100	-100	-100	-100	-100

1. Motor cycle includes all two wheeled motor vehicles
2. Care should be taken when using per cent changes due to the small numbers involved.

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2007-2011 averages, 2001 to 2011

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
(a) Numbers										
Pedestrian	**2004-08 average**	**11**	**26**	**82**	**20**	**79**	**287**	**65**	**656**	**2,855**
	2001	14	33	89	27	104	338	76	842	3,405
	2002	10	33	101	22	96	350	73	820	3,316
	2003	12	40	94	19	88	297	63	712	2,990
	2004	11	45	103	22	92	313	76	674	3,078
	2005	11	20	80	20	78	286	66	677	3,051
	2006	11	28	88	19	96	313	61	688	2,853
	2007	10	16	67	19	63	260	60	594	2,703
	2008	12	19	72	18	68	261	60	645	2,592
	2009	8	18	58	14	59	220	47	509	2,199
	2010	7	14	61	17	49	193	47	457	2,014
	2011	2	24	64	9	54	197	43	513	2,059
	2007 to 2011 average	**8**	**18**	**64**	**15**	**59**	**226**	**51**	**544**	**2,313**
Pedal cycle	**2004-08 average**	**3**	**16**	**57**	**5**	**35**	**132**	**9**	**134**	**756**
	2001	4	24	83	7	49	182	10	161	916
	2002	6	13	67	7	26	148	8	144	828
	2003	5	19	68	9	35	159	14	125	802
	2004	3	13	55	4	32	139	7	121	776
	2005	7	12	60	10	29	145	16	116	781
	2006	3	20	61	3	39	140	10	131	781
	2007	-	16	53	2	35	120	4	147	714
	2008	3	20	55	5	38	117	9	155	730
	2009	2	25	74	2	38	140	5	152	804
	2010	5	19	70	6	31	139	7	138	781
	2011	4	26	61	4	40	129	7	156	824
	2007 to 2011 average	**3**	**21**	**63**	**4**	**36**	**129**	**6**	**150**	**771**
Motor cycle [1]	**2004-08 average**	**32**	**174**	**393**	**36**	**225**	**530**	**42**	**371**	**1,049**
	2001	37	215	451	42	268	605	49	405	1,178
	2002	35	196	428	40	250	575	46	410	1,167
	2003	34	182	413	39	242	577	50	367	1,114
	2004	34	180	393	37	221	498	42	353	994
	2005	28	177	402	31	229	537	34	371	1,082
	2006	40	158	397	47	211	543	58	352	1,068
	2007	34	175	375	36	226	520	40	381	1,061
	2008	23	182	398	27	236	550	34	396	1,042
	2009	34	177	435	40	223	565	43	332	1,021
	2010	26	167	359	32	206	477	35	319	845
	2011	22	152	313	27	181	408	33	293	808
	2007 to 2011 average	**28**	**171**	**376**	**32**	**214**	**504**	**37**	**344**	**955**
Car	**2004-08 average**	**117**	**721**	**4,105**	**140**	**922**	**5,788**	**162**	**1,258**	**10,606**
	2001	128	1,009	4,654	164	1,254	6,424	194	1,758	12,294
	2002	101	937	4,501	131	1,161	6,195	154	1,628	11,832
	2003	130	821	4,565	164	1,078	6,323	189	1,511	11,755
	2004	111	866	4,621	147	1,063	6,355	167	1,414	11,605
	2005	114	752	4,394	130	966	6,083	153	1,304	10,989
	2006	137	728	4,081	154	912	5,752	175	1,258	10,705
	2007	116	599	3,739	137	796	5,419	160	1,110	10,063
	2008	105	661	3,691	132	873	5,333	153	1,203	9,670
	2009	80	649	3,826	100	842	5,346	116	1,136	9,579
	2010	79	522	3,053	91	679	4,429	105	902	8,300
	2011	59	434	2,764	79	563	3,971	89	756	7,770
	2007 to 2011 average	**88**	**573**	**3,415**	**108**	**751**	**4,900**	**125**	**1,021**	**9,076**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2007-2011 averages, 2001 to 2011

		Rural no dual ge 41mph			All rural			All roads		
Mode of transport	Year	Killed	Serious	All Severities	Killed	Serious	All Severities	Killed	Serious	All Severities
Taxi	**2004-08 average**	**-**	**4**	**20**	**0**	**6**	**35**	**0**	**15**	**228**
	2001	-	4	23	-	8	40	1	22	307
	2002	-	2	19	1	7	33	1	18	251
	2003	-	2	27	-	3	40	1	30	304
	2004	-	9	22	-	9	30	-	21	240
	2005	-	1	21	-	2	33	-	11	250
	2006	-	5	23	1	7	46	1	21	248
	2007	-	2	19	-	4	37	1	9	225
	2008	-	4	14	-	6	27	-	14	177
	2009	-	4	26	-	4	41	-	10	225
	2010	-	2	21	1	4	38	1	10	205
	2011	-	7	22	-	9	36	1	23	198
	2007-2011 average	**-**	**4**	**20**	**0**	**5**	**36**	**1**	**13**	**206**
Minibus	**2004-08 average**	**1**	**5**	**31**	**1**	**7**	**48**	**1**	**8**	**74**
	2001	4	10	44	4	13	68	4	17	94
	2002	-	6	50	-	10	64	-	11	114
	2003	1	6	48	1	7	68	1	9	94
	2004	-	5	40	-	7	50	-	9	80
	2005	1	7	38	1	9	51	1	10	69
	2006	-	1	24	-	8	62	-	9	94
	2007	-	3	28	-	3	45	-	4	70
	2008	2	7	27	2	7	30	3	8	58
	2009	-	14	55	-	14	59	-	15	76
	2010	-	1	19	-	1	23	1	2	44
	2011	-	1	5	-	2	6	-	2	22
	2007 to 2011 average	**0**	**5**	**27**	**0**	**5**	**33**	**1**	**6**	**54**
Bus/coach	**2004-08 average**	**-**	**3**	**46**	**0**	**7**	**92**	**1**	**55**	**749**
	2001	-	11	92	-	15	126	-	62	823
	2002	-	5	64	-	12	153	-	59	860
	2003	-	10	113	-	12	148	1	69	892
	2004	-	9	79	1	9	125	3	63	915
	2005	-	1	35	-	12	104	-	63	857
	2006	-	4	42	-	8	80	-	57	763
	2007	-	-	38	-	1	62	-	33	623
	2008	-	2	36	-	4	90	1	59	587
	2009	-	2	36	-	6	61	-	36	473
	2010	1	13	115	1	16	150	1	52	540
	2011	-	3	51	-	5	81	1	51	503
	2007 to 2011 average	**0**	**4**	**55**	**0**	**6**	**89**	**1**	**46**	**545**
Light goods	**2004-08 average**	**5**	**30**	**175**	**7**	**39**	**256**	**8**	**50**	**387**
	2001	6	35	170	7	47	259	8	59	411
	2002	9	52	185	9	59	249	11	69	392
	2003	7	31	173	11	43	241	11	53	348
	2004	5	28	203	7	35	288	7	45	406
	2005	6	28	158	8	37	238	8	53	378
	2006	3	35	189	5	49	260	6	57	392
	2007	6	35	174	11	39	272	13	54	411
	2008	3	24	150	5	33	221	6	42	349
	2009	1	29	162	3	42	238	4	51	338
	2010	2	18	117	3	33	190	3	39	292
	2011	5	23	145	5	32	213	6	35	310
	2007 to 2011 average	**3**	**26**	**150**	**5**	**36**	**227**	**6**	**44**	**340**

Reported casualties by mode of transport and severity
For rural roads
Years: 2004-08 and 2007 to 2011 averages, 2001 to 2011

		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
Heavy goods	**2004-08 average**	**1**	**14**	**100**	**3**	**26**	**157**	**4**	**32**	**209**
	2001	3	26	131	5	43	219	6	56	313
	2002	4	28	165	8	40	258	10	51	370
	2003	0	20	130	3	42	221	3	61	317
	2004	0	15	113	5	33	189	5	38	250
	2005	4	15	109	5	20	157	7	30	215
	2006	1	14	92	2	30	143	2	34	191
	2007	0	18	102	2	31	156	2	33	197
	2008	1	8	86	2	16	142	2	23	191
	2009	0	12	74	1	19	129	1	22	163
	2010	4	10	85	5	20	137	5	21	162
	2011	1	17	67	3	26	116	3	28	144
	2007 to 2011 average	**1**	**13**	**83**	**3**	**22**	**136**	**3**	**25**	**171**
Other	**2004-08 average**	**0**	**12**	**75**	**1**	**18**	**104**	**1**	**27**	**182**
	2001	0	17	68	0	23	97	0	28	170
	2002	1	10	57	1	12	73	1	19	145
	2003	1	8	59	2	12	86	3	20	140
	2004	1	13	65	1	21	93	1	28	158
	2005	0	15	92	0	18	120	1	31	213
	2006	0	14	76	0	20	98	1	28	174
	2007	0	8	62	1	13	95	1	20	171
	2008	0	12	79	1	18	112	2	30	195
	2009	0	11	63	0	14	89	0	25	165
	2010	0	16	52	2	20	83	3	28	155
	2011	0	4	41	2	8	61	3	18	132
	2007 to 2011 average	**0**	**10**	**59**	**1**	**15**	**88**	**2**	**24**	**164**
Total	**2004-08 average**	**169**	**1,006**	**5,084**	**212**	**1,362**	**7,428**	**292**	**2,605**	**17,097**
	2001	196	1,384	5,805	256	1,824	8,358	348	3,410	19,911
	2002	166	1,282	5,637	219	1,673	8,098	304	3,229	19,275
	2003	190	1,139	5,690	248	1,562	8,160	336	2,957	18,756
	2004	165	1,183	5,694	224	1,522	8,080	308	2,766	18,502
	2005	171	1,028	5,389	205	1,400	7,754	286	2,666	17,885
	2006	195	1,007	5,073	231	1,380	7,437	314	2,635	17,269
	2007	166	872	4,657	208	1,211	6,986	281	2,385	16,238
	2008	149	939	4,608	192	1,299	6,883	270	2,575	15,591
	2009	125	941	4,809	160	1,261	6,888	216	2,288	15,043
	2010	124	782	3,952	158	1,059	5,859	208	1,968	13,338
	2011	93	691	3,533	129	920	5,218	186	1,875	12,770
	2007 to 2011 average	**131**	**845**	**4,312**	**169**	**1,150**	**6,367**	**232**	**2,218**	**14,596**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport, age-group, severity and sex
Years:2004-08 average, 2011

		2004-08 average					2011				
		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	-	18	44	26	70
	5-7	1	41	115	53	168	1	28	78	33	111
	8-11	2	62	184	105	289	-	40	122	74	196
	12-15	2	91	252	189	441	1	53	149	119	268
	16-19	4	57	166	108	274	2	37	109	74	183
	20-24	4	47	148	91	239	2	45	124	73	197
	25-29	2	35	106	60	166	1	25	84	42	126
	30-39	6	63	195	110	305	6	52	147	63	210
	40-49	5	53	147	100	247	6	50	145	74	219
	50-59	5	51	112	82	194	6	38	85	67	152
	60-69	6	48	85	77	162	5	42	79	50	129
	70-79	12	47	66	75	141	8	48	55	55	110
	80+	14	36	54	67	122	5	36	34	48	82
	All ages [2]	**65**	**656**	**1,699**	**1,152**	**2,855**	**43**	**513**	**1,258**	**801**	**2,059**
	Child 0-15	6	218	615	381	997	2	139	393	252	645
	Adult 16+	59	437	1,080	769	1,850	41	373	862	546	1,408
Pedal cycle	0-4	-	-	5	1	5	-	-	3	1	4
	5-7	-	5	27	8	35	-	4	23	6	29
	8-11	1	10	60	19	79	-	9	37	12	49
	12-15	1	13	72	12	84	-	10	48	5	53
	16-19	1	8	35	6	42	-	2	24	5	29
	20-24	-	7	44	14	58	1	9	50	22	72
	25-29	1	12	59	15	74	-	13	72	26	98
	30-39	1	26	129	28	157	4	31	138	37	175
	40-49	2	26	102	19	121	-	35	159	22	181
	50-59	1	14	47	12	58	1	26	73	14	87
	60-69	-	7	22	3	26	-	10	30	-	30
	70-79	-	3	9	2	11	1	5	12	2	14
	80+	1	1	3	-	4	-	2	3	-	3
	All ages [2]	**9**	**134**	**616**	**140**	**756**	**7**	**156**	**672**	**152**	**824**
	Child 0-15	2	29	163	40	203	-	23	111	24	135
	Adult 16+	7	104	452	99	551	7	133	561	128	689
Motor cycle [3]	0-4	-	-	-	-	1	-	-	2	-	2
	5-7	-	-	-	-	1	-	-	-	-	-
	8-11	-	1	2	1	3	-	1	2	1	3
	12-15	-	6	13	4	17	-	1	2	1	3
	16-19	1	42	140	12	152	1	23	81	9	90
	20-24	4	33	93	14	107	3	25	83	10	93
	25-29	4	39	94	10	104	3	17	67	11	78
	30-39	14	100	241	32	273	11	57	124	23	147
	40-49	12	97	229	27	255	8	93	186	31	217
	50-59	4	39	90	11	101	4	54	109	13	122
	60-69	1	10	26	2	28	2	19	38	2	40
	70-79	-	2	4	1	5	1	3	8	3	11
	80+	-	-	1	-	1	-	-	1	-	1
	All ages [2]	**42**	**371**	**934**	**115**	**1,049**	**33**	**293**	**703**	**105**	**808**
	Child 0-15	-	8	15	6	21	-	2	6	2	8
	Adult 16+	41	362	917	109	1,026	33	291	697	102	799
Car/taxi driver	0-4	-	-	-	-	1	-	-	1	-	1
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	3	-	4	-	1	1	-	1
	16-19	14	97	512	268	780	5	49	257	202	459
	20-24	18	123	590	461	1,050	11	73	399	312	711
	25-29	10	76	422	357	779	4	43	275	276	552
	30-39	18	135	776	722	1,498	7	84	546	562	1,108
	40-49	13	137	696	611	1,307	13	81	566	490	1,056
	50-59	10	104	457	378	835	8	75	387	320	707
	60-69	8	64	271	165	437	4	50	253	171	424
	70-79	9	42	165	89	254	11	31	142	90	232
	80+	7	21	73	30	103	3	17	73	25	98
	All ages [2]	**107**	**801**	**3,968**	**3,082**	**7,053**	**66**	**506**	**2,903**	**2,451**	**5,357**
	Child 0-15	-	1	4	1	6	-	1	2	-	2
	Adult 16+	106	800	3,961	3,080	7,043	66	503	2,898	2,448	5,347

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:1994-98 average, 2010

		2004-08 average					2011				
		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	11	60	48	109
	5-7	1	10	57	58	115	1	5	32	37	69
	8-11	1	12	89	94	182	-	6	62	54	116
	12-15	3	29	100	149	249	2	11	60	111	171
	16-19	17	106	364	393	757	3	53	194	236	430
	20-24	8	68	242	275	517	4	24	174	199	373
	25-29	2	35	139	156	295	1	17	106	124	230
	30-39	5	43	168	260	428	5	25	118	147	265
	40-49	3	40	119	234	353	2	22	94	156	250
	50-59	3	38	73	226	299	-	29	67	143	210
	60-69	3	33	46	176	222	2	27	46	133	179
	70-79	5	30	31	128	159	1	25	25	110	135
	80+	3	16	16	54	70	1	18	14	53	67
	All ages [2]	**55**	**472**	**1,514**	**2,263**	**3,781**	**24**	**273**	**1,053**	**1,555**	**2,611**
	Child 0-15	6	61	312	359	673	5	33	214	250	465
	Adult 16+	49	410	1,198	1,901	3,099	19	240	838	1,301	2,139
Bus/coach/minibus	0-4	-	1	15	13	29	-	1	12	7	19
	5-7	-	1	7	7	14	-	-	4	6	10
	8-11	-	-	9	11	20	-	1	2	3	5
	12-15	-	2	18	19	36	-	2	10	10	20
	16-19	-	2	12	20	33	-	-	6	14	20
	20-24	-	3	16	23	39	-	4	16	14	30
	25-29	-	2	18	22	41	-	-	8	17	25
	30-39	1	4	44	54	99	-	2	24	28	52
	40-49	-	6	42	50	91	-	2	29	36	65
	50-59	-	8	38	59	97	-	9	24	31	55
	60-69	-	9	30	82	112	-	12	22	62	84
	70-79	1	15	21	101	123	1	15	19	58	77
	80+	-	12	16	70	87	-	5	11	52	63
	All ages [2]	**2**	**63**	**289**	**533**	**823**	**1**	**53**	**187**	**338**	**525**
	Child 0-15	-	4	49	50	99	-	4	28	26	54
	Adult 16+	1	59	238	482	721	1	49	159	312	471
Goods vehicles	0-4	-	-	-	1	1	-	-	-	-	-
	5-7	-	-	2	1	2	-	-	-	-	-
	8-11	-	-	1	-	1	-	-	-	-	-
	12-15	-	1	2	1	3	-	-	1	1	2
	16-19	-	2	22	3	25	-	-	14	2	16
	20-24	2	7	52	4	55	-	3	39	2	41
	25-29	1	9	66	6	72	1	6	42	3	45
	30-39	2	19	148	9	158	1	16	85	9	94
	40-49	2	19	135	11	146	2	13	113	9	122
	50-59	2	15	85	6	91	3	13	86	7	93
	60-69	1	8	32	2	35	2	10	35	2	37
	70-79	-	1	3	1	5	-	1	2	-	2
	80+	-	-	1	-	1	-	1	-	2	2
	All ages [2]	**12**	**82**	**549**	**45**	**596**	**9**	**63**	**417**	**37**	**454**
	Child 0-15	-	1	5	3	8	-	-	1	1	2
	Adult 16+	11	80	544	42	587	9	63	416	36	452
All users [4]	0-4	2	36	151	108	263	2	30	122	82	205
	5-7	2	58	208	129	337	2	37	138	82	220
	8-11	4	87	347	231	579	-	57	226	144	370
	12-15	6	145	464	376	840	3	79	271	249	520
	16-19	37	318	1,262	813	2,074	11	168	689	543	1,232
	20-24	36	289	1,200	884	2,084	21	185	894	633	1,527
	25-29	19	211	919	631	1,551	10	121	663	502	1,166
	30-39	48	393	1,733	1,224	2,957	34	268	1,201	871	2,072
	40-49	37	382	1,501	1,059	2,560	31	301	1,315	827	2,142
	50-59	26	274	920	777	1,697	22	245	854	599	1,453
	60-69	20	181	519	511	1,030	17	172	514	423	937
	70-79	28	142	302	398	701	23	129	267	318	585
	80+	25	87	165	224	391	10	80	137	182	319
	All ages [2]	**292**	**2,605**	**9,709**	**7,372**	**17,097**	**186**	**1,875**	**7,298**	**5,466**	**12,770**
	Child 0-15	15	325	1,171	844	2,019	7	203	757	557	1,315
	Adult 16+	276	2,276	8,521	6,521	15,046	179	1,669	6,534	4,898	11,433

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, 2007-2011 averages, 2007-2011

		Child (0-15)			Adult		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Pedestrian	**2004-08 average**	**6**	**218**	**997**	**59**	**437**	**1,850**
	2007	4	181	882	56	413	1,816
	2008	4	194	831	56	451	1,754
	2009	1	155	674	46	354	1,519
	2010	1	150	643	46	307	1,369
	2011	2	139	645	41	373	1,408
	2007-11 average	**2**	**164**	**735**	**49**	**380**	**1,573**
	% ch on 04-08 av: 2011	*-67*	*-36*	*-35*	*-30*	*-15*	*-24*
	% ch on 04-08 av: 0711	*-60*	*-25*	*-26*	*-16*	*-13*	*-15*
Pedal cycle	**2004-08 average**	**2**	**29**	**203**	**7**	**104**	**551**
	2007	1	28	174	3	119	539
	2008	2	18	150	7	137	578
	2009	1	26	148	4	126	652
	2010	1	23	146	6	115	635
	2011	0	23	135	7	133	689
	2007-11 average	**1**	**24**	**151**	**5**	**126**	**619**
	% ch on 04-08 av: 2011	*0*	*-22*	*-33*	*3*	*28*	*25*
	% ch on 04-08 av: 0711	*-58*	*-20*	*-26*	*-21*	*21*	*12*
Car	**2004-08 average**	**6**	**62**	**670**	**155**	**1,194**	**9,923**
	2007	4	51	633	156	1,058	9,420
	2008	13	56	569	140	1,147	9,092
	2009	3	62	548	113	1,074	9,011
	2010	1	40	505	104	861	7,777
	2011	5	34	460	84	720	7,295
	2007-11 average	**5**	**49**	**543**	**119**	**972**	**8,519**
	% ch on 04-08 av: 2011	*-19*	*-45*	*-31*	*-46*	*-40*	*-26*
	% ch on 04-08 av: 0711	*-16*	*-21*	*-19*	*-23*	*-19*	*-14*
Other	**2004-08 average**	**1**	**16**	**149**	**56**	**541**	**2,722**
	2007	0	9	128	57	522	2,617
	2008	1	11	139	47	559	2,456
	2009	0	10	103	48	480	2,351
	2010	1	10	84	48	461	2,154
	2011	0	7	75	47	443	2,041
	2007-11 average	**0**	**9**	**106**	**49**	**493**	**2,324**
	% ch on 04-08 av: 2011	*0*	*-56*	*-50*	*-15*	*-18*	*-25*
	% ch on 04-08 av: 0711	*-50*	*-41*	*-29*	*-11*	*-9*	*-15*
All road users	**2004-08 average**	**15**	**325**	**2,019**	**276**	**2,276**	**15,046**
	2007	9	269	1,817	272	2,112	14,392
	2008	20	279	1,689	250	2,294	13,880
	2009	5	253	1,473	211	2,034	13,533
	2010	4	223	1,378	204	1,744	11,935
	2011	7	203	1,315	179	1,669	11,433
	2007-11 average	**9**	**245**	**1,534**	**223**	**1,971**	**13,035**
	% ch on 04-08 av: 2011	*-55*	*-38*	*-35*	*-35*	*-27*	*-24*
	% ch on 04-08 av: 0711	*-42*	*-25*	*-24*	*-19*	*-13*	*-13*

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 2007-11 averages, 2007-2011

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Serious	All Severities	Killed	Serious	All Severities
Motor cycle	**2004-08 ave**	**41**	**344**	**978**	**1**	**27**	**71**
	2007	40	359	999	-	22	62
	2008	34	370	969	-	26	73
	2009	39	315	956	4	17	65
	2010	33	300	801	2	19	44
	2011	32	279	757	1	14	51
	2007-11 ave	**36**	**325**	**896**	**1**	**20**	**59**
Car	**2004-08 ave**	**106**	**794**	**6,950**	**55**	**463**	**3,657**
	2007	94	712	6,666	66	398	3,397
	2008	96	780	6,468	57	423	3,202
	2009	81	728	6,347	35	408	3,232
	2010	70	579	5,568	35	323	2,732
	2011	65	497	5,267	24	259	2,503
	2007-11 ave	**81**	**659**	**6,063**	**43**	**362**	**3,013**
Taxi	**2004-08 ave**	**0**	**7**	**104**	**0**	**8**	**124**
	2007	-	5	96	1	4	129
	2008	-	7	82	-	7	95
	2009	-	4	110	-	6	115
	2010	1	5	101	-	5	104
	2011	1	9	90	-	14	108
	2007-11 ave	**0**	**6**	**96**	**0**	**7**	**110**
Minibus	**2004-08 ave**	**-**	**2**	**22**	**1**	**6**	**52**
	2007	-	2	23	-	2	47
	2008	-	1	11	3	7	47
	2009	-	4	16	-	11	60
	2010	1	2	15	-	-	29
	2011	-	2	9	-	-	13
	2007-11 ave	**0**	**2**	**15**	**1**	**4**	**39**
Bus/coach	**2004-08 ave**	**0**	**3**	**52**	**1**	**52**	**697**
	2007	-	-	27	-	33	596
	2008	-	5	43	1	54	544
	2009	-	1	33	-	35	440
	2010	-	4	32	1	48	508
	2011	-	1	39	1	50	464
	2007-11 ave	**-**	**2**	**35**	**1**	**44**	**510**
Light goods	**2004-08 ave**	**6**	**36**	**285**	**2**	**14**	**102**
	2007	10	35	294	3	19	117
	2008	5	30	266	1	12	83
	2009	3	41	267	1	10	71
	2010	3	28	219	-	11	73
	2011	4	28	245	2	7	65
	2007-11 ave	**5**	**32**	**258**	**1**	**12**	**82**
Heavy goods	**2004-08 ave**	**3**	**27**	**176**	**1**	**5**	**33**
	2007	2	30	172	-	3	25
	2008	1	18	163	1	5	28
	2009	1	19	142	-	3	21
	2010	5	15	131	-	6	31
	2011	3	25	126	-	3	18
	2007-11 ave	**2**	**21**	**147**	**0**	**4**	**25**
Other	**2004-08 ave**	**1**	**20**	**122**	**0**	**7**	**60**
	2007	-	14	105	1	6	66
	2008	1	21	129	1	9	66
	2009	-	15	106	-	10	59
	2010	1	28	116	2	-	39
	2011	2	15	89	1	3	43
	2007-11 ave	**1**	**19**	**109**	**1**	**6**	**55**
All modes of transport	**2004-08 ave**	**157**	**1,234**	**8,689**	**61**	**582**	**4,796**
	2007	146	1,157	8,382	71	487	4,439
	2008	137	1,232	8,131	64	543	4,138
	2009	124	1,127	7,977	40	500	4,063
	2010	114	961	6,983	40	412	3,560
	2011	107	856	6,622	29	350	3,265
	2007-11 ave	**126**	**1,067**	**7,619**	**49**	**458**	**3,893**

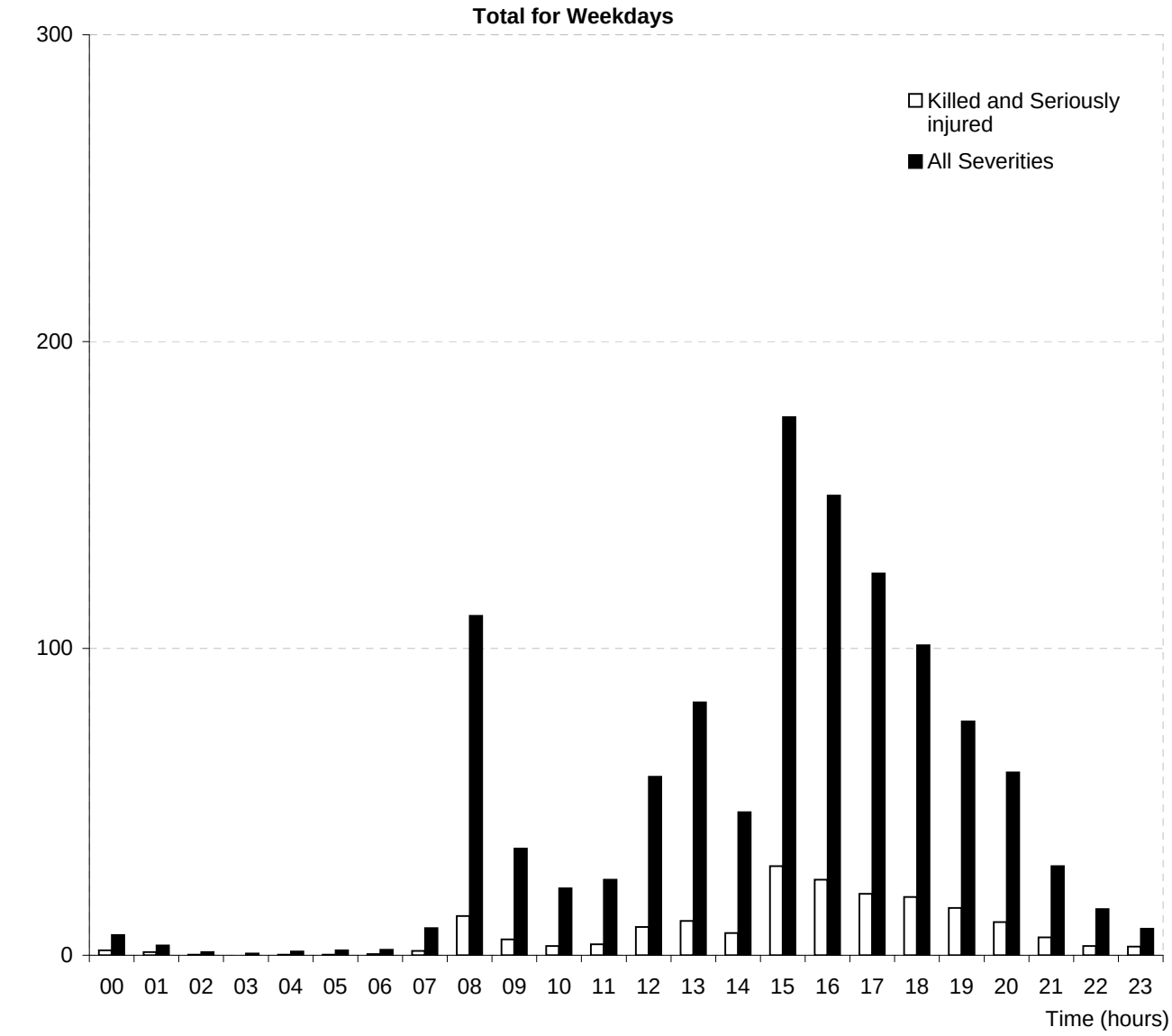
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

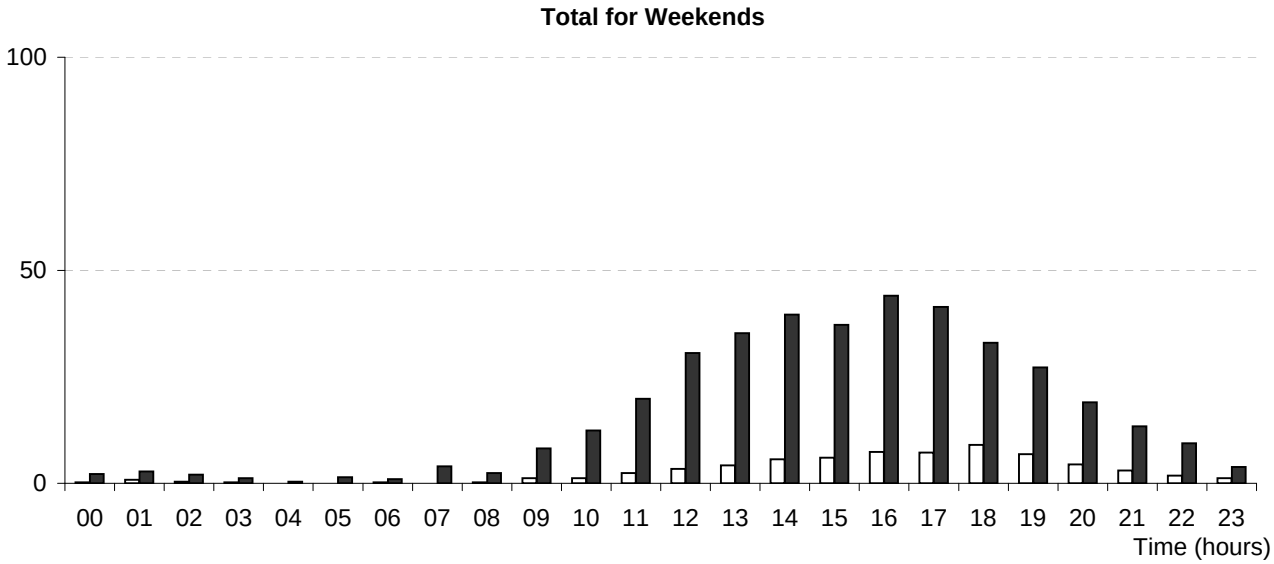
Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2007-2011 average

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	0	-	5	-	-	-	0	-	-	7
01.00 to 01.59	-	-	-	3	-	-	-	-	-	-	3
02.00 to 02.59	0	-	-	1	-	-	-	-	-	-	1
03.00 to 03.59	-	-	-	1	-	-	-	-	-	-	1
04.00 to 04.59	-	-	-	1	-	-	-	-	-	-	1
05.00 to 05.59	1	-	-	1	0	-	-	-	-	-	2
06.00 to 06.59	-	0	-	1	-	-	-	-	-	0	2
07.00 to 07.59	3	2	-	3	-	-	0	-	-	-	9
08.00 to 08.59	65	7	0	25	1	2	10	0	-	-	111
09.00 to 09.59	14	1	-	16	0	-	4	-	-	-	35
10.00 to 10.59	7	0	-	13	-	-	2	0	-	-	22
11.00 to 11.59	9	2	0	12	-	-	1	-	0	-	25
12.00 to 12.59	27	4	1	21	-	1	4	0	0	0	58
13.00 to 13.59	50	6	-	21	0	-	4	0	-	1	82
14.00 to 14.59	17	4	0	20	0	2	2	0	-	1	47
15.00 to 15.59	118	13	1	35	0	1	7	0	-	1	175
16.00 to 16.59	80	15	1	39	0	-	13	0	-	1	150
17.00 to 17.59	68	18	1	32	1	1	2	0	0	1	124
18.00 to 18.59	53	14	1	29	1	1	2	0	-	0	101
19.00 to 19.59	37	13	0	25	-	-	1	-	-	-	76
20.00 to 20.59	27	6	0	24	-	0	0	0	-	1	60
21.00 to 21.59	13	3	0	12	-	-	0	-	-	0	29
22.00 to 22.59	5	1	0	8	-	0	-	0	-	-	15
23.00 to 23.59	2	0	0	4	1	1	0	-	-	0	9
Total	**597**	**111**	**8**	**352**	**5**	**7**	**52**	**3**	**1**	**7**	**1,143**
Total for Weekends											
00.00 to 00.59	-	0	-	2	-	-	-	-	-	-	2
01.00 to 01.59	0	-	0	2	-	-	-	-	-	-	3
02.00 to 02.59	-	-	-	2	-	-	-	-	-	-	2
03.00 to 03.59	0	0	-	1	-	-	-	-	-	-	1
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	0	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	-	-	-	1	-	-	-	-	-	-	1
07.00 to 07.59	0	0	-	3	-	-	-	-	-	-	4
08.00 to 08.59	0	-	-	2	-	-	-	-	-	-	2
09.00 to 09.59	1	1	-	6	-	-	-	0	-	-	8
10.00 to 10.59	2	1	-	9	-	-	1	-	-	-	12
11.00 to 11.59	5	2	0	13	-	-	-	-	-	-	20
12.00 to 12.59	9	3	0	16	0	-	1	0	-	-	31
13.00 to 13.59	11	3	-	19	0	-	2	-	-	-	35
14.00 to 14.59	14	5	-	18	0	-	2	-	-	0	40
15.00 to 15.59	14	4	1	16	-	0	2	1	-	1	37
16.00 to 16.59	17	5	0	20	0	-	1	0	-	0	44
17.00 to 17.59	17	4	1	19	-	1	1	-	-	-	41
18.00 to 18.59	17	4	-	11	-	-	0	1	-	0	33
19.00 to 19.59	13	4	0	9	-	-	1	0	-	1	27
20.00 to 20.59	9	2	0	8	0	-	-	-	-	0	19
21.00 to 21.59	5	1	1	6	0	-	-	-	-	0	13
22.00 to 22.59	2	1	1	5	0	-	0	-	-	-	9
23.00 to 23.59	1	0	-	2	-	-	-	-	-	-	4
Total	**138**	**39**	**4**	**191**	**2**	**1**	**11**	**2**	**-**	**3**	**392**

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: 2007 - 2011 average





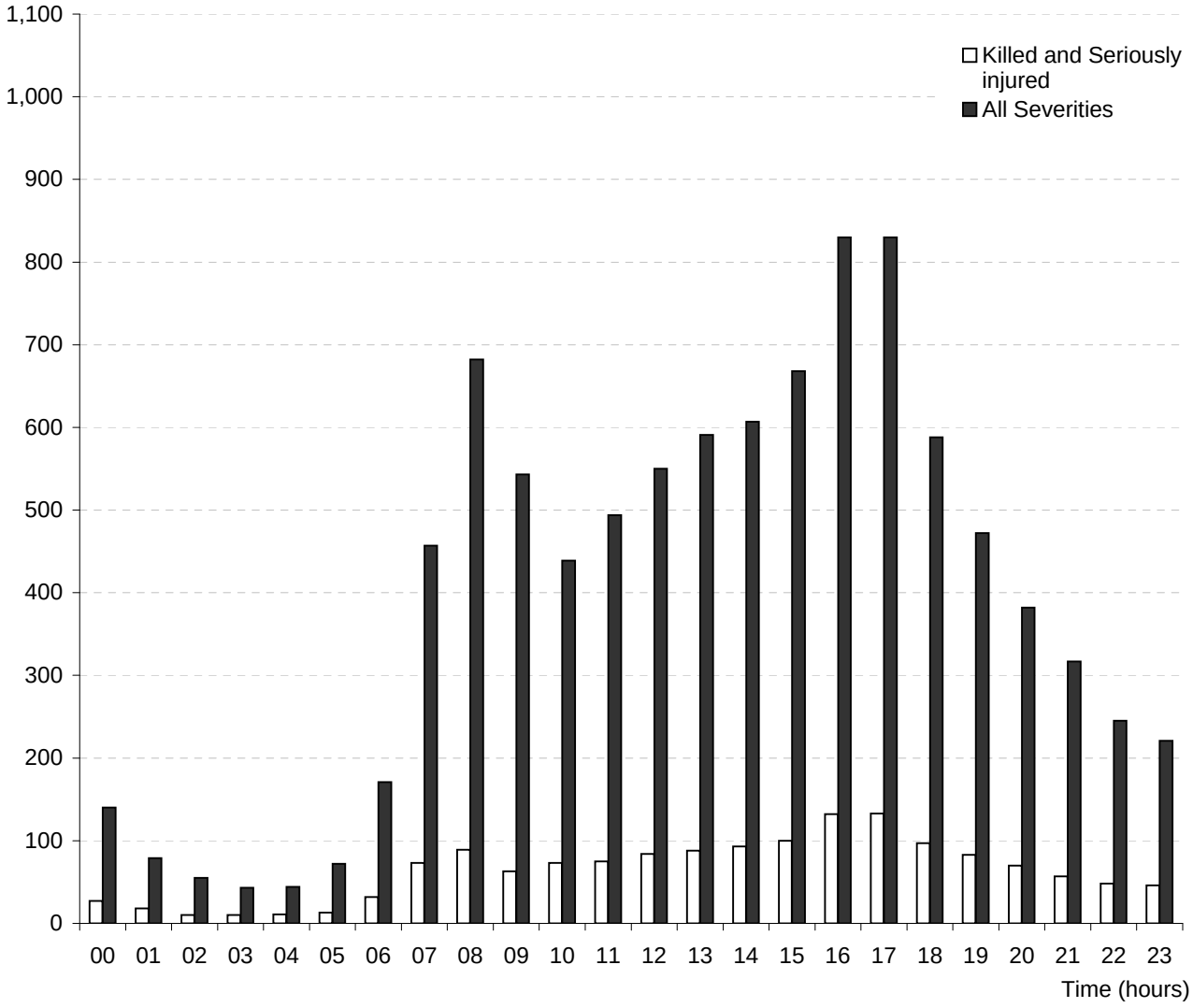
Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2007-2011 average

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	6	102	6	1	1	3	2	1	140
01.00 to 01.59	6	1	2	62	3	-	1	2	2	1	79
02.00 to 02.59	10	1	2	37	1	-	-	2	2	1	55
03.00 to 03.59	6	1	1	29	2	-	-	2	1	1	43
04.00 to 04.59	2	1	2	30	2	-	-	2	3	1	44
05.00 to 05.59	2	3	5	37	1	1	10	6	5	2	72
06.00 to 06.59	8	14	11	114	3	-	1	12	6	3	171
07.00 to 07.59	30	46	32	281	5	5	14	29	9	7	457
08.00 to 08.59	62	56	42	441	7	1	24	27	12	11	682
09.00 to 09.59	56	30	22	356	7	1	25	25	12	8	543
10.00 to 10.59	59	22	22	264	4	1	29	18	13	8	439
11.00 to 11.59	66	16	32	295	7	3	30	23	14	10	494
12.00 to 12.59	84	20	32	334	4	3	33	17	14	9	550
13.00 to 13.59	74	23	44	362	8	2	41	18	11	9	591
14.00 to 14.59	77	21	39	386	7	2	39	16	9	10	607
15.00 to 15.59	89	25	47	421	8	4	37	19	10	9	668
16.00 to 16.59	105	50	64	518	8	3	39	23	10	10	830
17.00 to 17.59	106	61	76	523	7	2	24	18	7	7	830
18.00 to 18.59	72	48	48	375	7	2	18	8	5	5	588
19.00 to 19.59	60	32	39	318	5	-	9	5	2	2	472
20.00 to 20.59	47	15	30	267	6	1	5	5	2	3	382
21.00 to 21.59	38	12	20	231	5	-	4	3	2	2	317
22.00 to 22.59	37	5	14	173	5	-	4	3	2	2	245
23.00 to 23.59	35	5	8	157	9	1	2	2	-	2	221
Total	**1,146**	**510**	**639**	**6,113**	**126**	**33**	**390**	**286**	**154**	**122**	**9,519**
Total for Weekends											
00.00 to 00.59	32	2	-	95	6	1	1	2	-	1	140
01.00 to 01.59	33	1	3	76	6	2	-	1	-	1	123
02.00 to 02.59	21	1	1	52	5	1	-	1	-	1	82
03.00 to 03.59	20	1	2	45	8	-	-	1	1	1	77
04.00 to 04.59	7	-	-	36	2	1	-	1	1	-	49
05.00 to 05.59	2	1	1	37	2	-	-	1	2	-	45
06.00 to 06.59	3	1	2	34	3	1	-	2	1	1	48
07.00 to 07.59	3	2	3	56	1	-	-	2	1	1	70
08.00 to 08.59	4	4	5	66	1	-	2	5	1	1	89
09.00 to 09.59	7	7	10	88	2	1	2	3	1	1	122
10.00 to 10.59	12	8	17	111	3	-	5	2	1	2	161
11.00 to 11.59	18	10	22	128	3	-	7	2	1	2	195
12.00 to 12.59	17	9	28	167	2	-	10	3	-	2	239
13.00 to 13.59	18	11	31	171	1	-	12	3	1	3	252
14.00 to 14.59	20	9	33	176	2	-	12	3	1	1	257
15.00 to 15.59	21	8	29	167	2	1	9	2	1	3	243
16.00 to 16.59	21	7	31	170	2	1	8	2	1	2	243
17.00 to 17.59	29	8	26	145	3	1	7	1	-	1	221
18.00 to 18.59	25	8	20	132	2	-	4	2	-	2	195
19.00 to 19.59	22	4	11	128	4	1	3	2	2	3	181
20.00 to 20.59	22	3	10	99	4	-	3	1	-	1	142
21.00 to 21.59	23	2	8	87	3	-	2	1	1	1	127
22.00 to 22.59	21	1	5	78	4	-	2	2	-	1	112
23.00 to 23.59	25	1	3	64	3	-	1	2	-	1	101
Total	**427**	**109**	**303**	**2,406**	**73**	**12**	**91**	**47**	**17**	**31**	**3,516**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2007 - 2011 average

Total for Weekdays



Total for Weekends

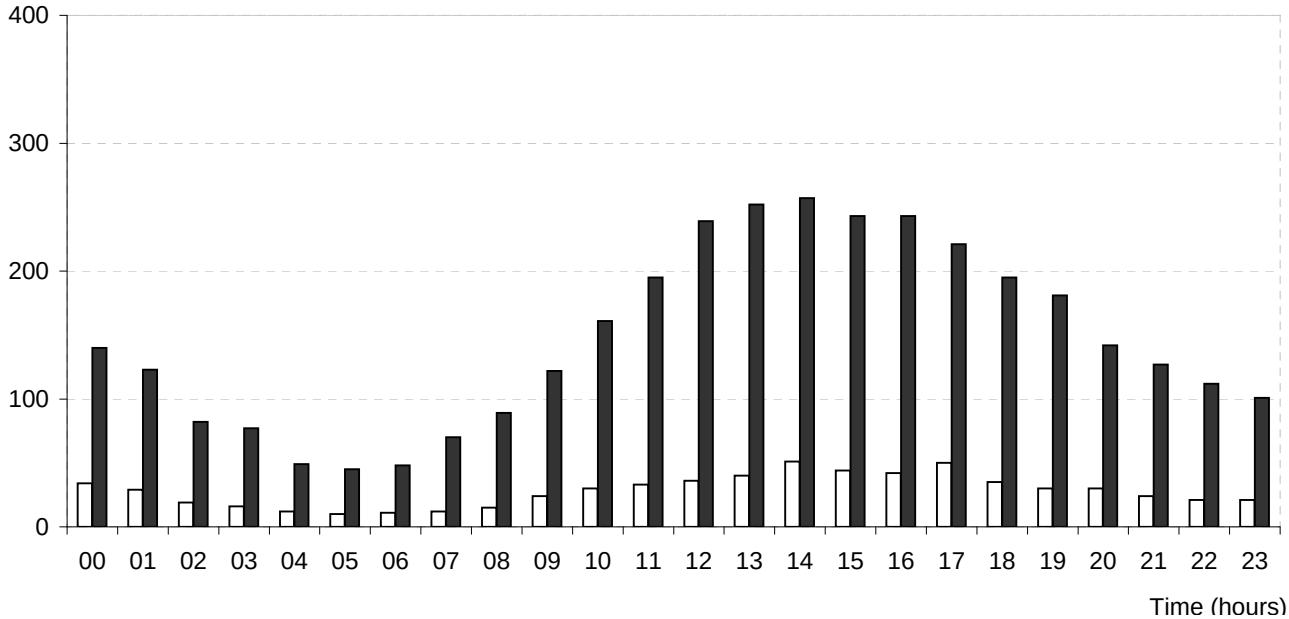


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2007 to 2011 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**	51	4	-	37	1	1	5	0	-	1	100
	February	70	6	1	38	0	0	5	0	-	1	122
	March	68	9	0	41	0	3	6	1	-	1	128
	April	64	12	1	39	-	-	5	-	-	1	122
	May	65	18	2	43	1	-	7	0	-	2	138
	June	67	18	2	43	1	1	4	0	-	1	137
	July	46	19	2	51	1	-	4	1	0	1	125
	August	62	23	2	62	1	2	6	1	0	1	158
	September	73	21	2	44	-	0	11	0	-	1	152
	October	58	10	1	51	0	0	4	0	-	0	126
	November	59	5	0	44	0	0	3	0	-	0	112
	December	44	2	0	42	1	0	2	0	0	0	92
	Year Total	726	148	12	534	7	8	62	5	1	10	1,513
Adult												
	January	143	39	27	693	16	3	29	34	16	13	1,013
	February	146	38	39	726	16	3	36	30	17	12	1,062
	March	128	41	62	688	16	4	45	31	15	12	1,043
	April	115	48	98	581	15	1	42	24	9	13	946
	May	107	57	110	687	16	3	40	21	11	11	1,063
	June	107	61	106	703	10	4	42	28	14	11	1,086
	July	109	54	112	690	16	5	36	25	13	12	1,071
	August	115	60	107	763	20	5	43	28	14	16	1,171
	September	124	62	107	691	15	5	47	26	14	13	1,105
	October	131	57	77	707	14	3	39	26	14	11	1,079
	November	171	59	55	753	22	4	40	27	14	15	1,161
	December	157	33	26	716	20	3	34	29	18	12	1,048
	Year Total	1,552	610	927	8,397	196	45	474	329	168	151	12,848
Total												
	January	194	43	27	732	17	4	34	34	16	13	1,116
	February	216	44	40	764	17	3	41	30	17	13	1,184
	March	196	50	62	730	17	7	52	32	15	13	1,173
	April	179	60	99	621	15	1	48	24	9	14	1,069
	May	172	75	112	731	17	3	47	21	11	13	1,204
	June	174	79	108	746	11	5	47	29	14	12	1,224
	July	155	73	114	741	17	5	40	26	13	14	1,198
	August	177	84	109	825	21	7	48	30	14	16	1,332
	September	197	84	110	736	15	5	58	26	14	14	1,259
	October	190	67	78	761	14	4	44	27	14	12	1,209
	November	231	64	56	798	22	4	42	28	14	15	1,275
	December	202	35	26	759	21	4	36	29	19	13	1,142
	Year Total	2,283	759	940	8,946	203	53	538	335	169	161	14,387

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: 2007 to 2011 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Child (0-15)	**Monday**	115	24	2	72	1	0	8	0	-	1	224
	Tuesday	112	19	1	68	1	1	15	1	0	2	221
	Wednesday	118	23	2	70	1	2	10	0	-	1	226
	Thursday	117	21	1	63	1	1	11	1	0	2	218
	Friday	135	25	2	78	2	3	7	0	-	1	253
	Saturday	85	21	2	110	2	1	8	1	-	2	232
	Sunday	53	18	2	82	0	0	3	1	-	1	160
	Total	735	151	12	543	7	8	63	5	1	10	1,534
Adult												
	Monday	220	95	124	1,185	23	10	74	61	30	20	1,842
	Tuesday	206	110	124	1,199	23	6	75	56	32	24	1,854
	Wednesday	216	115	112	1,193	23	10	87	58	31	25	1,869
	Thursday	231	102	137	1,193	21	4	64	57	31	27	1,865
	Friday	273	88	142	1,343	37	4	90	55	31	26	2,089
	Saturday	261	54	154	1,305	41	5	71	30	12	17	1,949
	Sunday	166	54	149	1,101	32	7	20	18	5	14	1,566
	Total	1,573	619	942	8,519	199	45	481	333	171	153	13,035
Total (1)												
	Monday	336	118	126	1,259	24	10	83	62	30	22	2,070
	Tuesday	318	130	126	1,270	24	7	90	57	32	25	2,079
	Wednesday	335	138	114	1,264	23	12	98	59	31	26	2,101
	Thursday	349	123	137	1,258	22	5	75	57	31	29	2,087
	Friday	409	114	144	1,424	38	7	97	55	31	27	2,347
	Saturday	347	76	156	1,416	42	6	79	31	12	19	2,184
	Sunday	219	72	151	1,184	33	7	23	19	5	16	1,730
	Total	2,313	771	955	9,076	206	54	545	340	171	164	14,596

(1) Includes those whose ages were not known

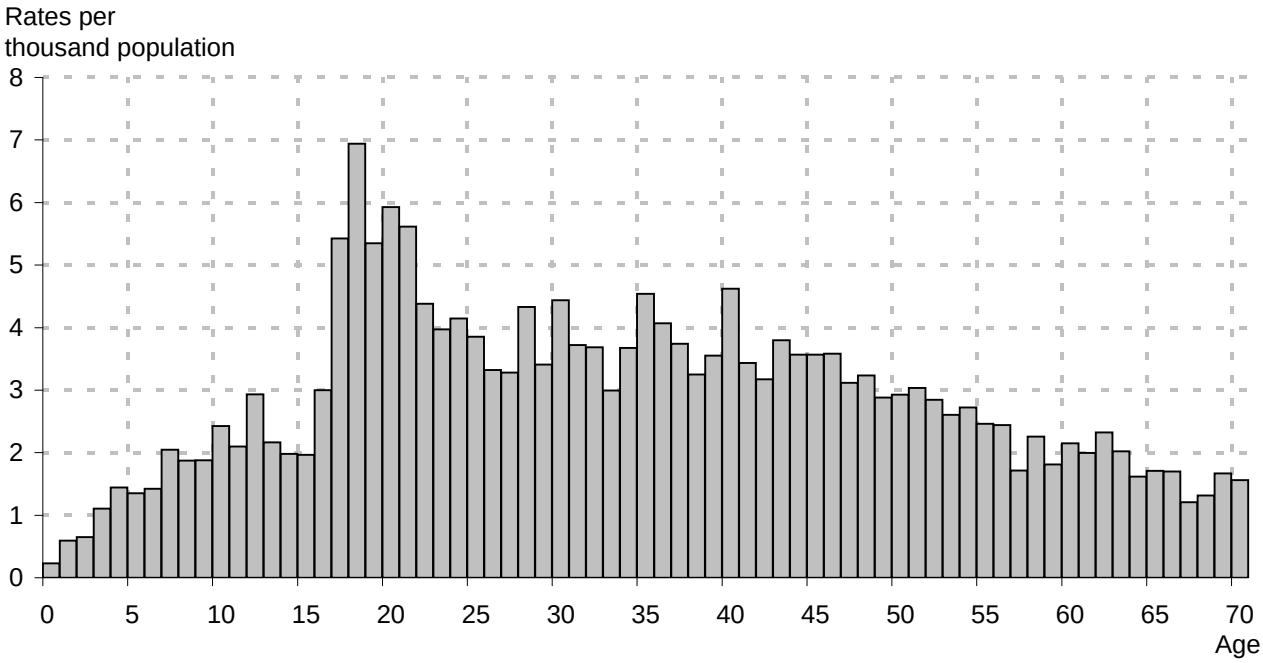
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2004-08 and 2007-2011 averages, 2007 to 2011

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	**271.0**	**399.2**	**253.2**	**469.1**	**445.8**	**701.1**	**781.0**	**672.9**	**532.3**	**594.9**	**5,120.6**
2007	275.2	391.7	250.1	476.7	458.0	680.6	790.9	674.4	545.3	601.3	5,144.2
2008	283.0	386.7	243.9	477.9	475.1	662.3	795.0	675.8	560.2	608.7	5,168.5
2009	289.0	382.8	240.5	477.5	487.7	650.8	795.3	681.6	572.3	616.4	5,194.0
2010	293.5	381.3	237.0	477.9	497.5	646.1	791.6	690.2	582.3	624.7	5,222.1
2011	297.7	381.3	234.3	475.7	508.3	643.8	787.2	702.1	593.5	630.9	5,254.8
2007-2011 average	**287.7**	**384.7**	**241.2**	**477.1**	**485.3**	**656.7**	**792.0**	**684.8**	**570.7**	**616.4**	**5,196.7**
Casualties											*number*
2004-08 average	**263**	**916**	**840**	**3,431**	**2,279**	**2,957**	**2,560**	**1,697**	**1,030**	**1,092**	**17,097**
2007	229	829	759	3,419	2,231	2,630	2,429	1,639	1,003	1,041	16,238
2008	234	753	702	3,174	2,179	2,519	2,451	1,557	953	1,047	15,591
2009	201	682	590	3,084	2,098	2,425	2,390	1,539	997	1,000	15,043
2010	170	632	576	2,491	1,885	2,191	2,185	1,451	877	855	13,338
2011	205	590	520	2,239	1,686	2,072	2,142	1,453	937	904	12,770
2007-2011 average	**208**	**697**	**629**	**2,881**	**2,016**	**2,367**	**2,319**	**1,528**	**953**	**969**	**14,596**
2011 Male	122	364	271	1,273	973	1,201	1,315	854	514	404	7,298
2011 Female	82	226	249	966	712	871	827	599	423	500	5,466
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**
2007	0.83	2.12	3.03	7.17	4.87	3.86	3.07	2.43	1.84	1.73	3.16
2008	0.83	1.95	2.88	6.64	4.59	3.80	3.08	2.30	1.70	1.72	3.02
2009	0.70	1.78	2.45	6.46	4.30	3.73	3.01	2.26	1.74	1.62	2.90
2010	0.58	1.66	2.43	5.21	3.79	3.39	2.76	2.10	1.51	1.37	2.55
2011	0.69	1.55	2.22	4.71	3.32	3.22	2.72	2.07	1.58	1.43	2.43
2007-2011 average	**0.72**	**1.81**	**2.61**	**6.04**	**4.15**	**3.60**	**2.93**	**2.23**	**1.67**	**1.57**	**2.81**
Male											
2004-08 average	**1.09**	**2.72**	**3.59**	**8.54**	**5.96**	**5.12**	**3.98**	**2.78**	**2.05**	**1.98**	**3.93**
2007	0.92	2.49	3.34	8.38	5.61	4.73	3.87	2.66	2.00	1.91	3.74
2008	0.87	2.27	3.26	7.65	5.21	4.62	3.72	2.62	1.78	1.92	3.54
2009	0.71	2.04	2.45	7.56	4.83	4.45	3.66	2.47	1.86	1.78	3.36
2010	0.73	1.93	2.77	5.98	4.15	4.02	3.35	2.43	1.65	1.48	2.98
2011	0.80	1.87	2.25	5.26	3.76	3.77	3.49	2.51	1.80	1.56	2.86
2007-2011 average	**0.81**	**2.12**	**2.82**	**6.97**	**4.69**	**4.32**	**3.62**	**2.54**	**1.81**	**1.72**	**3.29**
Female											
2004-08 average	**0.82**	**1.85**	**3.04**	**6.04**	**4.25**	**3.38**	**2.62**	**2.27**	**1.83**	**1.73**	**2.78**
2007	0.72	1.72	2.71	5.90	4.11	3.06	2.33	2.21	1.69	1.60	2.60
2008	0.77	1.61	2.47	5.58	3.93	3.03	2.49	2.00	1.63	1.59	2.52
2009	0.68	1.51	2.46	5.30	3.76	3.04	2.40	2.05	1.63	1.52	2.46
2010	0.42	1.38	2.08	4.41	3.41	2.79	2.22	1.79	1.38	1.29	2.15
2011	0.56	1.21	2.18	4.13	2.85	2.68	2.02	1.66	1.38	1.34	2.02
2007-2011 average	**0.63**	**1.49**	**2.39**	**5.07**	**3.60**	**2.92**	**2.29**	**1.94**	**1.54**	**1.47**	**2.35**

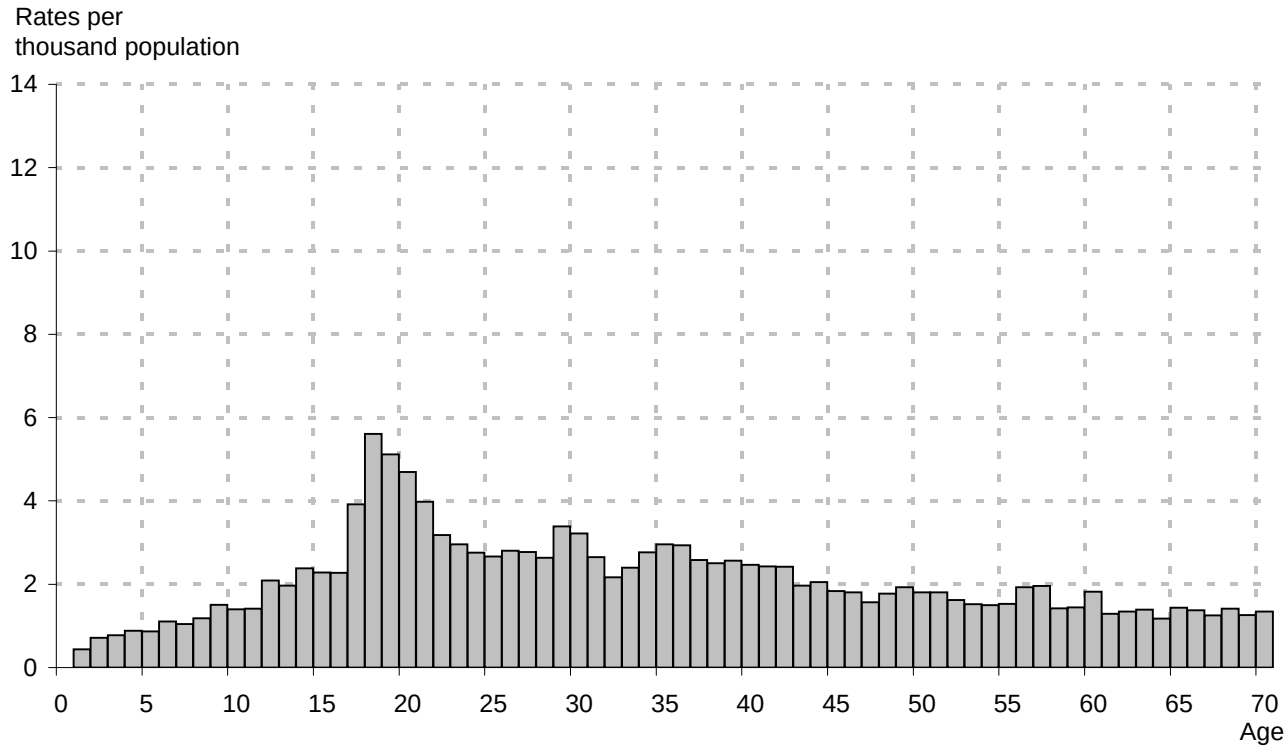
1. Includes those whose ages were 'not known'.

Reported casualty rates per thousand population, by age and sex
Year: 2011

Males



Females



Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2007-2011 average

Mode of Transport	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	-	18	57	76	-	0.06	0.20	0.26
	5 - 11	1	78	264	343	-	0.20	0.69	0.89
	12 - 15	2	67	248	317	0.01	0.28	1.03	1.31
	16 - 22	7	72	297	376	0.01	0.15	0.62	0.79
	23-25	2	25	84	111	0.01	0.12	0.39	0.52
	26-29	2	24	78	104	0.01	0.09	0.29	0.38
	30 - 39	6	53	179	238	0.01	0.08	0.27	0.36
	40 - 49	5	47	167	219	0.01	0.06	0.21	0.28
	50 - 59	5	39	124	167	0.01	0.06	0.18	0.24
	60 - 69	5	43	91	139	0.01	0.08	0.16	0.24
	70 & over	18	76	126	221	0.03	0.12	0.20	0.36
	Total [1]	**51**	**544**	**1,718**	**2,313**	**0.01**	**0.10**	**0.33**	**0.45**
	Child 0-15	2	164	569	735	-	0.18	0.62	0.80
	Adult 16+	49	380	1,145	1,573	0.01	0.09	0.27	0.37
Pedal Cycle	0 - 4	-	-	4	4	-	-	0.02	0.02
	5 - 11	1	12	69	82	-	0.03	0.18	0.21
	12 - 15	-	11	53	65	-	0.05	0.22	0.27
	16 - 22	1	14	65	79	-	0.03	0.14	0.17
	23-25	-	8	36	44	-	0.04	0.17	0.21
	26-29	-	11	55	66	-	0.04	0.20	0.24
	30 - 39	2	29	132	163	-	0.04	0.20	0.25
	40 - 49	1	33	119	153	-	0.04	0.15	0.19
	50 - 59	1	20	50	71	-	0.03	0.07	0.10
	60 - 69	-	9	21	30	-	0.02	0.04	0.05
	70 & over	-	4	8	12	-	0.01	0.01	0.02
	Total [1]	**6**	**150**	**615**	**771**	-	**0.03**	**0.12**	**0.15**
	Child 0-15	1	24	126	151	-	0.03	0.14	0.16
	Adult 16+	5	126	487	619	-	0.03	0.11	0.14
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	0.01
	12 - 15	-	3	6	10	-	0.01	0.03	0.04
	16 - 22	3	59	131	194	0.01	0.12	0.27	0.41
	23-25	3	21	36	59	0.01	0.10	0.17	0.28
	26-29	3	24	48	75	0.01	0.09	0.18	0.27
	30 - 39	10	76	123	208	0.02	0.12	0.19	0.32
	40 - 49	11	91	137	239	0.01	0.12	0.17	0.30
	50 - 59	5	50	64	120	0.01	0.07	0.09	0.17
	60 - 69	1	15	21	37	-	0.03	0.04	0.07
	70 & over	-	4	6	10	-	0.01	0.01	0.02
	Total [1]	**37**	**344**	**574**	**955**	**0.01**	**0.07**	**0.11**	**0.18**
	Child 0-15	-	3	8	12	-	-	0.01	0.01
	Adult 16+	37	340	565	942	0.01	0.08	0.13	0.22
Car	0 - 4	1	10	91	102	-	0.03	0.31	0.35
	5 - 11	2	20	220	241	0.01	0.05	0.57	0.63
	12 - 15	2	19	179	200	0.01	0.08	0.74	0.83
	16 - 22	33	252	1,804	2,089	0.07	0.53	3.78	4.38
	23-25	11	70	575	655	0.05	0.33	2.69	3.07
	26-29	6	70	653	729	0.02	0.26	2.40	2.68
	30 - 39	17	144	1,339	1,500	0.03	0.22	2.04	2.28
	40 - 49	12	130	1,290	1,432	0.02	0.16	1.63	1.81
	50 - 59	10	117	832	959	0.02	0.17	1.21	1.40
	60 - 69	9	83	504	596	0.02	0.15	0.88	1.04
	70 & over	21	107	431	559	0.03	0.17	0.70	0.91
	Total [1]	**125**	**1,021**	**7,930**	**9,076**	**0.02**	**0.20**	**1.53**	**1.75**
	Child 0-15	5	49	489	543	0.01	0.05	0.54	0.59
	Adult 16+	119	972	7,428	8,519	0.03	0.23	1.73	1.99

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: 2007-2011 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	2	3	-	-	0.01	0.01
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0.01	0.01
	16 - 22	-	2	25	27	-	-	0.05	0.06
	23-25	-	1	11	12	-	-	0.05	0.05
	26-29	-	1	14	15	-	-	0.05	0.06
	30 - 39	-	1	36	37	-	-	0.05	0.06
	40 - 49	-	3	40	43	-	-	0.05	0.05
	50 - 59	-	2	36	39	-	-	0.05	0.06
	60 - 69	-	2	17	19	-	-	0.03	0.03
	70 & over	-	1	6	7	-	-	0.01	0.01
	Total [1]	**1**	**13**	**192**	**206**	**-**	**-**	**0.04**	**0.04**
	Child 0-15	-	1	6	7	-	-	0.01	0.01
	Adult 16+	1	12	186	199	-	-	0.04	0.05
Minibus	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	3	3	-	-	0.01	0.01
	12 - 15	-	-	4	4	-	-	0.02	0.02
	16 - 22	-	1	4	5	-	-	0.01	0.01
	23-25	-	-	4	4	-	-	0.02	0.02
	26-29	-	1	3	4	-	-	0.01	0.01
	30 - 39	1	1	7	9	-	-	0.01	0.01
	40 - 49	-	1	8	9	-	-	0.01	0.01
	50 - 59	-	1	6	7	-	-	0.01	0.01
	60 - 69	-	-	3	3	-	-	0.01	0.01
	70 & over	-	-	3	4	-	-	-	0.01
	Total [1]	**1**	**6**	**47**	**54**	**-**	**-**	**0.01**	**0.01**
	Child 0-15	-	-	8	8	-	-	0.01	0.01
	Adult 16+	1	6	38	45	-	-	0.01	0.01
Bus/Coach	0 - 4	-	1	18	19	-	-	0.06	0.07
	5 - 11	-	-	20	20	-	-	0.05	0.05
	12 - 15	-	2	21	23	-	0.01	0.09	0.10
	16 - 22	-	2	39	41	-	-	0.08	0.09
	23-25	-	1	16	17	-	-	0.07	0.08
	26-29	-	1	18	19	-	-	0.07	0.07
	30 - 39	-	2	52	54	-	-	0.08	0.08
	40 - 49	-	3	58	61	-	-	0.07	0.08
	50 - 59	-	5	56	61	-	0.01	0.08	0.09
	60 - 69	-	10	72	82	-	0.02	0.13	0.14
	70 & over	-	19	127	146	-	0.03	0.21	0.24
	Total [1]	**1**	**46**	**498**	**545**	**-**	**0.01**	**0.10**	**0.10**
	Child 0-15	-	3	60	63	-	-	0.07	0.07
	Adult 16+	1	43	437	481	-	0.01	0.10	0.11
Light goods	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	0.01
	12 - 15	-	-	2	2	-	-	0.01	0.01
	16 - 22	1	5	37	43	-	0.01	0.08	0.09
	23-25	1	4	24	29	-	0.02	0.11	0.13
	26-29	1	3	26	30	-	0.01	0.09	0.11
	30 - 39	2	9	66	77	-	0.01	0.10	0.12
	40 - 49	1	10	66	77	-	0.01	0.08	0.10
	50 - 59	1	8	43	51	-	0.01	0.06	0.08
	60 - 69	-	3	18	22	-	0.01	0.03	0.04
	70 & over	-	1	3	4	-	-	-	0.01
	Total [1]	**6**	**44**	**289**	**340**	**-**	**0.01**	**0.06**	**0.07**
	Child 0-15	-	1	4	5	-	-	-	0.01
	Adult 16+	6	43	284	333	-	0.01	0.07	0.08

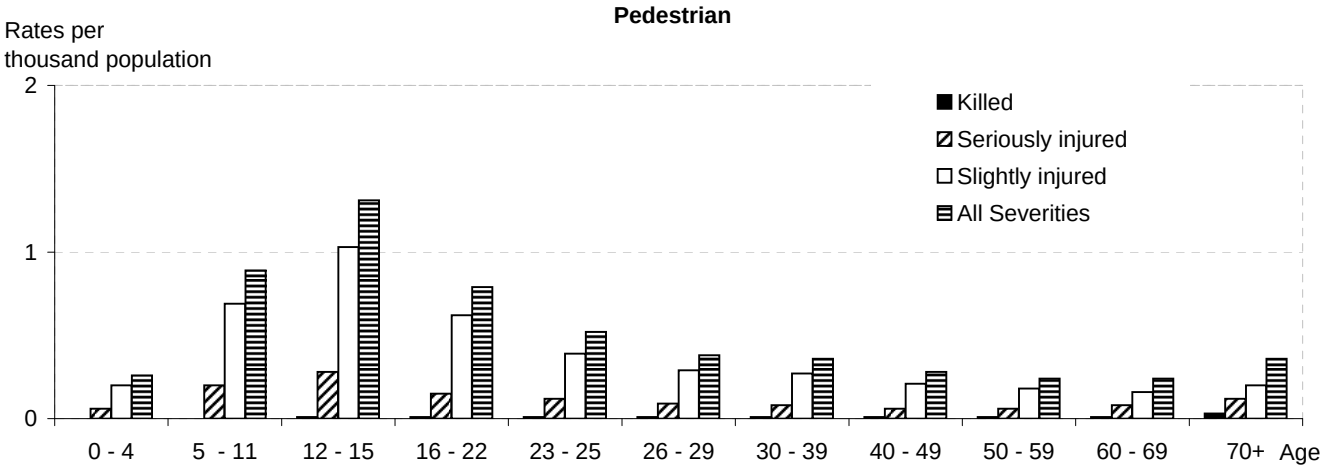
1. Includes those whose age was 'not known'

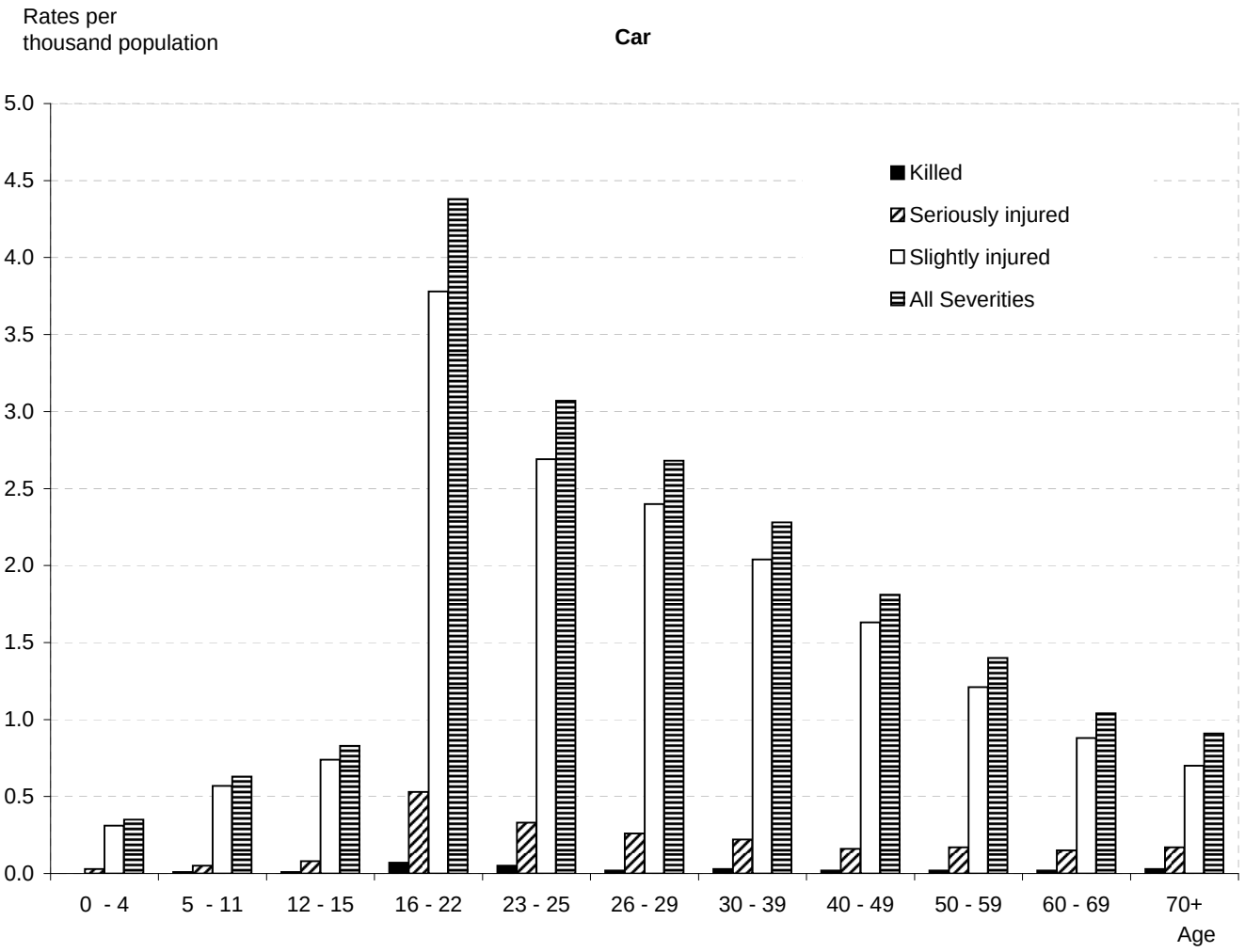
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2007-2011 average

Road User	Age group	Killed	Serious	Slight	All Severities	Killed	Serious	Slight	All Severities
					numbers				*rates per thousand population*
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	1	6	6	-	-	0.01	0.01
	23-25	-	1	6	6	-	-	0.03	0.03
	26-29	-	2	13	15	-	0.01	0.05	0.05
	30 - 39	-	7	40	47	-	0.01	0.06	0.07
	40 - 49	1	5	44	50	-	0.01	0.06	0.06
	50 - 59	1	6	24	30	-	0.01	0.03	0.04
	60 - 69	1	4	9	14	-	0.01	0.02	0.03
	70 & over	-	1	1	1	-	-	-	-
	Total [1]	**3**	**25**	**143**	**171**	-	**-**	**0.03**	**0.03**
	Child 0-15	-	-	1	1	-	-	-	-
	Adult 16+	3	25	143	171	-	0.01	0.03	0.04
Other	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	-	3	3	-	-	0.01	0.01
	12 - 15	-	1	5	6	-	-	0.02	0.03
	16 - 22	-	5	17	22	-	0.01	0.03	0.05
	23-25	-	1	9	10	-	-	0.04	0.05
	26-29	-	1	12	14	-	0.01	0.05	0.05
	30 - 39	-	4	30	34	-	0.01	0.05	0.05
	40 - 49	-	5	31	36	-	0.01	0.04	0.04
	50 - 59	-	3	19	22	-	-	0.03	0.03
	60 - 69	-	2	7	10	-	-	0.01	0.02
	70 & over	-	2	4	6	-	-	0.01	0.01
	Total [1]	**2**	**24**	**138**	**164**	-	**-**	**0.03**	**0.03**
	Child 0-15	-	2	8	10	-	-	0.01	0.01
	Adult 16+	2	23	129	153	-	0.01	0.03	0.04
Total	0 - 4	2	30	176	208	0.01	0.10	0.61	0.72
	5 - 11	3	111	582	697	0.01	0.29	1.51	1.81
	12 - 15	4	104	521	629	0.02	0.43	2.16	2.61
	16 - 22	45	413	2,424	2,881	0.09	0.87	5.08	6.04
	23-25	17	131	799	946	0.08	0.61	3.74	4.43
	26-29	12	137	921	1,069	0.04	0.50	3.39	3.93
	30 - 39	38	325	2,004	2,367	0.06	0.50	3.05	3.60
	40 - 49	31	329	1,960	2,319	0.04	0.42	2.47	2.93
	50 - 59	22	251	1,255	1,528	0.03	0.37	1.83	2.23
	60 - 69	18	171	764	953	0.03	0.30	1.34	1.67
	70 & over	41	214	714	969	0.07	0.35	1.16	1.57
	Total [1]	**232**	**2,218**	**12,146**	**14,596**	**0.04**	**0.43**	**2.34**	**2.81**
	Child 0-15	9	245	1,280	1,534	0.01	0.27	1.40	1.68
	Adult 16+	223	1,971	10,841	13,035	0.05	0.46	2.53	3.04

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

Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2007-2011 average





Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2007-2011 average

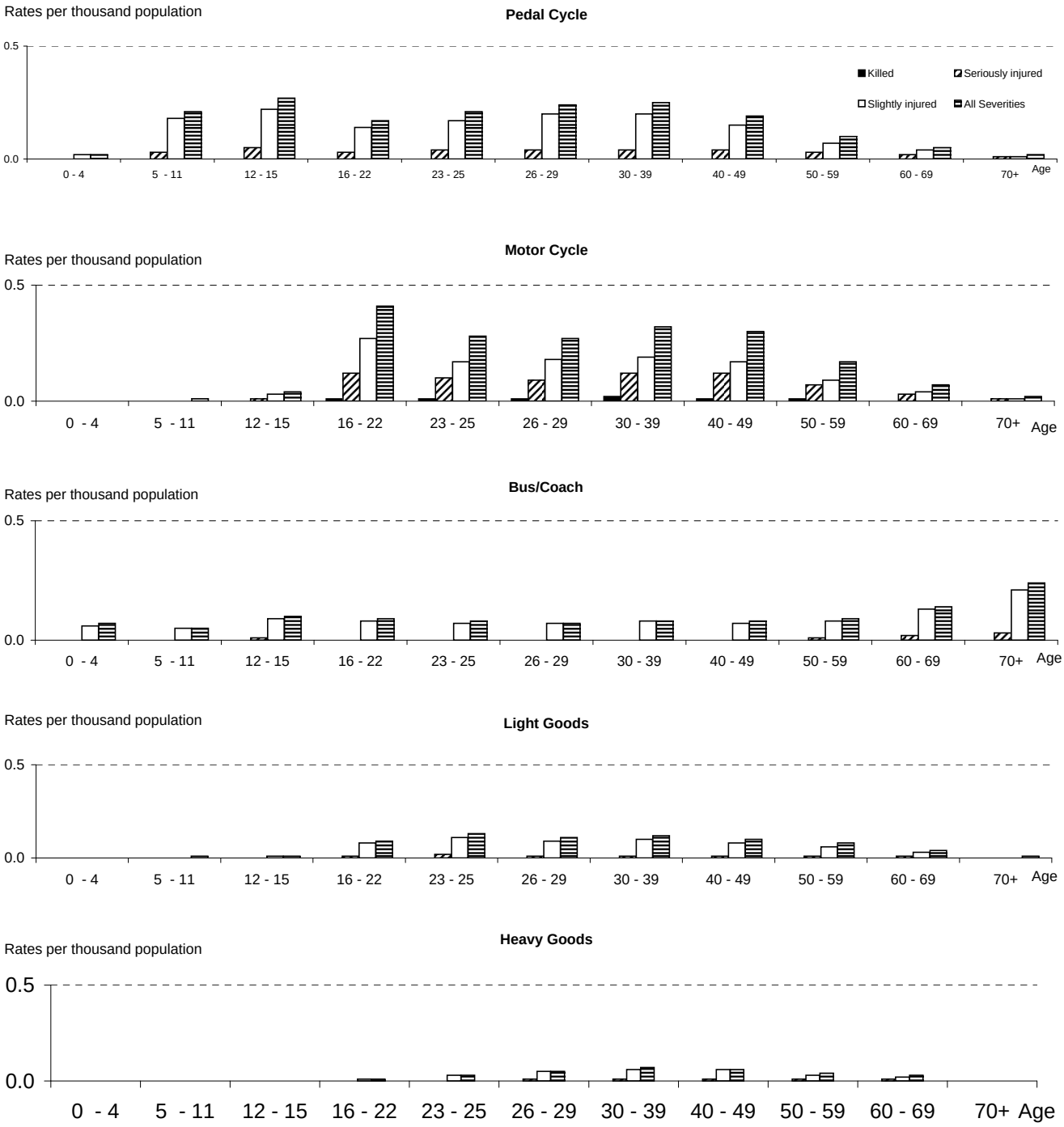


Table 33

Reported casualties by speed limit, mode of transport and severity
2007 to 2011 average

		30 mph	40 mph	50 mph	60 mph	70 mph	Other	Total
Killed	**Pedestrians**	33	4	2	8	4	1	51
	Pedal cycle	2	1	0	3	0	0	6
	Motor cycle	4	2	1	28	2	0	37
	Car users	12	5	2	90	16	-	125
	Bus/coach	0	-	-	0	-	-	1
	Other	2	1	0	6	3	-	12
	Total	53	13	6	134	24	1	232
Serious								
	Pedestrians	479	17	5	21	6	14	544
	Pedal cycle	111	7	2	25	2	3	150
	Motor cycle	119	16	10	181	15	4	344
	Car users	228	46	27	608	108	5	1,021
	Bus/coach	38	1	1	3	0	2	46
	Other	28	8	1	61	15	1	113
	Total	1,003	94	47	899	147	28	2,218
All Severities								
	Pedestrians	2,061	57	16	73	18	88	2,313
	Pedal cycle	630	32	6	79	5	18	771
	Motor cycle	426	53	23	402	40	11	955
	Car users	3,598	512	244	3,746	924	52	9,076
	Bus/coach	438	21	10	63	6	7	545
	Other	369	58	25	363	114	6	935
	Total	7,522	733	326	4,726	1,107	182	14,596

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2007-2011 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	48	-	6	28	-	18	76
5 - 11	1	51	220	-	27	123	1	78	343
12 - 15	1	43	187	1	25	130	2	67	317
16 - 22	5	54	238	1	19	137	7	72	376
23 - 25	1	15	65	-	10	46	2	25	111
26 - 29	2	18	68	-	6	36	2	24	104
30 - 39	4	36	152	2	18	86	6	53	238
40 - 49	4	31	137	1	16	82	5	47	219
50 - 59	3	26	95	2	12	72	5	39	167
60 - 69	2	20	73	3	23	67	5	43	139
70 & over	10	32	99	8	44	121	18	76	221
Total [1]	**33**	**338**	**1,385**	**19**	**205**	**926**	**51**	**544**	**2,313**
Child 0-15	2	106	455	1	58	280	2	164	735
Adult 16+	31	233	927	18	147	645	49	380	1,574
Driver or rider									
0 - 4	-	-	3	-	-	1	-	-	4
5 - 11	1	9	61	-	3	20	1	12	81
12 - 15	1	12	62	-	2	9	1	14	72
16 - 22	18	172	986	4	46	541	22	218	1,527
23 - 25	10	60	358	1	20	243	11	80	601
26 - 29	8	64	435	1	22	283	9	86	719
30 - 39	23	174	1,062	4	56	658	27	230	1,720
40 - 49	18	191	1,093	4	53	613	22	244	1,706
50 - 59	12	125	653	3	48	380	15	173	1,034
60 - 69	8	65	355	1	21	168	9	86	522
70 & over	11	50	262	5	21	124	16	71	386
Total [1]	**109**	**923**	**5,336**	**23**	**292**	**3,041**	**132**	**1,215**	**8,381**
Child 0-15	1	21	127	-	5	30	1	26	157
Adult 16+	108	900	5,204	23	287	3,009	131	1,188	8,215
Passenger vehicle/pillion									
0 - 4	1	6	67	1	5	60	1	12	129
5 - 11	2	11	136	1	10	137	2	21	273
12 - 15	1	10	99	1	13	142	2	23	241
16 - 22	12	68	473	4	55	506	16	122	979
23 - 25	2	15	112	2	11	123	4	26	235
26 - 29	1	16	118	-	11	130	1	27	248
30 - 39	3	22	172	2	20	238	5	42	410
40 - 49	2	15	147	2	23	247	4	38	395
50 - 59	1	14	99	1	25	229	3	39	327
60 - 69	1	10	69	3	32	222	4	42	292
70 & over	2	12	69	5	55	294	7	67	363
Total [1]	**27**	**198**	**1,565**	**22**	**261**	**2,331**	**49**	**459**	**3,901**
Child 0-15	3	27	303	2	28	339	5	56	644
Adult 16+	24	170	1,259	20	233	1,988	43	403	3,248

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: 2007-2011 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	.33	.00	.04	.20	.00	.06	.26
5 - 11	.00	.26	1.12	-	.15	.65	.00	.20	.89
12 - 15	.01	.35	1.51	.01	.21	1.10	.01	.28	1.31
16 - 22	.02	.22	.98	.01	.08	.59	.01	.15	.79
23 - 25	.01	.14	.60	.00	.10	.44	.01	.12	.52
26 - 29	.01	.13	.49	.00	.04	.27	.01	.09	.38
30 - 39	.01	.11	.47	.01	.05	.26	.01	.08	.36
40 - 49	.01	.08	.36	.00	.04	.20	.01	.06	.28
50 - 59	.01	.08	.29	.01	.04	.20	.01	.06	.24
60 - 69	.01	.07	.27	.01	.08	.22	.01	.08	.24
70 & over	.04	.13	.40	.02	.12	.33	.03	.12	.36
Total [1]	**.01**	**.13**	**.55**	**.01**	**.08**	**.35**	**.01**	**.10**	**.45**
Child 0-15	.00	.23	.97	.00	.13	.63	.00	.18	.80
Adult 16+	.02	.11	.45	.01	.07	.29	.01	.09	.37
Driver or rider									
0 - 4	-	-	.02	-	-	.01	-	-	.01
5 - 11	.00	.05	.31	-	.02	.11	.00	.03	.21
12 - 15	.00	.10	.51	-	.02	.08	.00	.06	.30
16 - 22	.07	.71	4.05	.02	.20	2.31	.05	.46	3.20
23 - 25	.09	.55	3.30	.01	.19	2.32	.05	.37	2.82
26 - 29	.06	.47	3.15	.01	.16	2.11	.03	.32	2.64
30 - 39	.07	.54	3.31	.01	.17	1.96	.04	.35	2.62
40 - 49	.05	.50	2.87	.01	.13	1.49	.03	.31	2.15
50 - 59	.04	.37	1.96	.01	.14	1.08	.02	.25	1.51
60 - 69	.03	.24	1.30	.00	.07	.56	.02	.15	.92
70 & over	.04	.20	1.05	.01	.06	.34	.03	.12	.63
Total [1]	**.04**	**.37**	**2.12**	**.01**	**.11**	**1.13**	**.03**	**.23**	**1.61**
Child 0-15	.00	.04	.27	-	.01	.07	.00	.03	.17
Adult 16+	.05	.44	2.54	.01	.13	1.35	.03	.28	1.92
Passenger vehicle/pillion									
0 - 4	.01	.04	.46	.00	.04	.43	.00	.04	.45
5 - 11	.01	.06	.69	.00	.05	.73	.01	.05	.71
12 - 15	.01	.08	.80	.01	.11	1.21	.01	.10	1.00
16 - 22	.05	.28	1.94	.02	.23	2.17	.03	.26	2.05
23 - 25	.02	.14	1.03	.02	.11	1.17	.02	.12	1.10
26 - 29	.00	.11	.85	.00	.08	.97	.00	.10	.91
30 - 39	.01	.07	.54	.01	.06	.71	.01	.06	.62
40 - 49	.00	.04	.39	.01	.06	.60	.01	.05	.50
50 - 59	.00	.04	.30	.00	.07	.65	.00	.06	.48
60 - 69	.00	.04	.25	.01	.11	.75	.01	.07	.51
70 & over	.01	.05	.28	.01	.15	.80	.01	.11	.59
Total [1]	**.01**	**.08**	**.62**	**.01**	**.10**	**.87**	**.01**	**.09**	**.75**
Child 0-15	.01	.06	.65	.00	.06	.76	.01	.06	.70
Adult 16+	.01	.08	.61	.01	.10	.89	.01	.09	.76

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, 2007-11 averages and 2007 to 2011

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**
	2007	58	5	42	389	32	526
	2008	55	9	38	325	38	465
	2009	51	9	32	244	37	373
	2010	49	3	28	233	38	351
	2011	48	5	41	271	17	382
	2007-11 average	**52**	**6**	**36**	**292**	**32**	**419**
Crossing road-concealed by vehicle	**2004-08 average**	**10**	**1**	**25**	**202**	**18**	**255**
	2007	9	2	17	163	15	206
	2008	11	-	16	169	10	206
	2009	12	2	13	155	9	191
	2010	11	2	24	149	13	199
	2011	11	5	14	138	8	176
	2007-11 average	**11**	**2**	**17**	**155**	**11**	**196**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**52**	**52**
	2007	-	-	-	-	47	47
	2008	-	-	-	-	39	39
	2009	-	-	-	-	33	33
	2010	-	-	-	-	37	37
	2011	-	-	-	-	29	29
	2007-11 average	**-**	**-**	**-**	**-**	**37**	**37**
Other/unknown	**2004-08 average**	**1**	**-**	**2**	**10**	**76**	**89**
	2007	4	-	-	13	67	84
	2008	-	-	2	13	79	94
	2009	3	-	-	4	51	58
	2010	-	-	-	4	40	44
	2011	1	-	1	5	33	40
	2007-11 average	**2**	**-**	**1**	**8**	**54**	**64**
Total							
	2004-08 average	**72**	**7**	**76**	**622**	**193**	**970**
	2007	71	7	59	565	161	863
	2008	66	9	56	507	166	804
	2009	66	11	45	403	130	655
	2010	60	5	52	386	128	631
	2011	60	10	56	414	87	627
	2007-11 average	**65**	**8**	**54**	**455**	**134**	**716**

Table 35

Reported child/adult pedestrian casualties in single vehicle accidents, by pedestrian action, pedestrian crossing details 2004-08, 2007-11 averages and 2007 to 2011

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**
	2007	138	10	146	618	100	1,012
	2008	173	11	143	539	68	934
	2009	132	13	122	507	69	843
	2010	110	11	105	430	55	711
	2011	129	10	123	442	58	762
	2007-11 average	**136**	**11**	**128**	**507**	**70**	**852**
Crossing road-concealed by vehicle	**2004-08 average**	**16**	**1**	**37**	**118**	**11**	**182**
	2007	15	-	30	125	11	181
	2008	22	1	47	118	8	196
	2009	14	3	29	87	9	142
	2010	17	2	24	86	13	142
	2011	15	4	29	105	8	161
	2007-11 average	**17**	**2**	**32**	**104**	**10**	**164**
Standing/walking	**2004-08 average**	**-**	**-**	**-**	**-**	**221**	**221**
	2007	-	-	-	-	197	197
	2008	-	-	-	-	198	198
	2009	-	-	-	-	169	169
	2010	-	-	-	-	196	196
	2011	-	-	-	-	191	191
	2007-11 average	**-**	**-**	**-**	**-**	**190**	**190**
Other/unknown	**2004-08 average**	**6**	**0**	**8**	**39**	**256**	**309**
	2007	9	1	10	36	265	321
	2008	6	-	6	46	266	324
	2009	4	-	4	54	211	273
	2010	7	-	4	42	165	218
	2011	2	-	4	36	179	221
	2007-11 average	**6**	**0**	**6**	**43**	**217**	**271**
Total							
	2004-08 average	**176**	**11**	**190**	**782**	**584**	**1,743**
	2007	162	11	186	779	573	1,711
	2008	201	12	196	703	540	1,652
	2009	150	16	155	648	458	1,427
	2010	134	13	133	558	429	1,267
	2011	146	14	156	583	436	1,335
	2007-11 average	**159**	**13**	**165**	**654**	**487**	**1,478**

Table 36
Casualties by council, severity and road type
Years: 2004-2008 and 2007-2011 averages, 2007-11

		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
Highland	**2004-08 average**	**18**	**8**	**2**	**10**	**28**	**81**	**30**	**24**	**4**	**21**	**80**	**160**	**484**	**149**	**152**	**21**	**137**	**458**	**942**
	2007	19	12	3	15	34	65	29	30	5	24	88	153	493	147	150	20	119	436	929
	2008	18	13	3	16	34	61	17	15	4	17	53	114	432	126	135	18	135	414	846
	2009	20	7	1	8	28	75	22	17	1	13	53	128	501	143	138	9	152	442	943
	2010	13	8	5	13	26	49	21	15	2	15	53	102	384	101	113	16	111	341	725
	2011	9	8	4	12	21	41	25	11	1	20	57	98	313	123	90	18	141	372	685
	2007-11 average	**16**	**10**	**3**	**13**	**29**	**58**	**23**	**18**	**3**	**18**	**61**	**119**	**425**	**128**	**125**	**16**	**132**	**401**	**826**
	% ch on 04-08 av: 2011	*-49*	*-*	*-*	*20*	*-24*	*-49*	*-18*	*-55*	*-*	*-6*	*-28*	*-39*	*-35*	*-17*	*-41*	*-13*	*3*	*-19*	*-27*
	07-11 av	*-11*	*-*	*-*	*28*	*3*	*-28*	*-25*	*-28*	*-*	*-16*	*-24*	*-26*	*-12*	*-14*	*-18*	*-21*	*-4*	*-12*	*-12*
Orkney Islands	**2004-08 average**	**-**	**1**	**-**	**1**	**1**	**-**	**4**	**1**	**1**	**1**	**7**	**7**	**-**	**24**	**8**	**6**	**10**	**47**	**47**
	2007	-	-	-	-	-	-	1	-	1	-	2	2	-	17	3	4	13	37	37
	2008	-	2	-	2	2	-	4	1	-	2	7	7	-	21	8	6	9	44	44
	2009	-	-	-	-	-	-	3	2	-	1	6	6	-	24	3	4	4	35	35
	2010	-	-	-	-	-	-	3	-	1	1	5	5	-	24	4	5	5	38	38
	2011	-	-	-	-	-	-	1	-	-	1	2	2	-	13	9	3	1	26	26
	2007-11 average	**-**	**0**	**-**	**0**	**0**	**-**	**2**	**1**	**0**	**1**	**4**	**4**	**-**	**20**	**5**	**4**	**6**	**36**	**36**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-45*	*-*	*-*	*-90*	*-45*	*-45*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-16*	*-*	*-*	*-37*	*-24*	*-24*
Shetland Islands	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**5**	**1**	**0**	**2**	**8**	**8**	**-**	**31**	**8**	**4**	**8**	**51**	**51**
	2007	-	4	1	5	5	-	2	2	-	2	6	6	-	32	4	5	10	51	51
	2008	-	-	-	-	-	-	4	-	-	1	5	5	-	15	5	2	2	24	24
	2009	-	-	-	-	-	-	2	1	-	2	5	5	-	38	14	13	7	72	72
	2010	-	1	-	1	1	-	-	1	-	2	3	3	-	34	11	4	6	55	55
	2011	-	-	-	-	-	-	4	-	1	-	5	5	-	24	8	8	6	46	46
	2007-11 average	**-**	**1**	**0**	**1**	**1**	**-**	**2**	**1**	**0**	**1**	**5**	**5**	**-**	**29**	**8**	**6**	**6**	**50**	**50**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-22*	*-*	*-*	*-*	*-9*	*-9*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-7*	*-*	*-*	*-*	*-2*	*-2*

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 2007-2011 averages, 2007-11

		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**
	2007	-	-	-	-	-	-	5	-	1	5	11	11	-	19	12	10	18	59	59
	2008	-	-	1	1	1	-	9	-	2	5	16	16	-	52	12	16	16	96	96
	2009	-	-	-	-	-	-	4	2	-	1	7	7	-	28	12	2	7	49	49
	2010	-	1	1	2	2	-	8	1	1	-	10	10	-	34	6	7	8	55	55
	2011	-	1	-	1	1	-	3	-	1	-	4	4	-	18	1	8	11	38	38
	2007-11 average	**-**	**0**	**0**	**1**	**1**	**-**	**6**	**1**	**1**	**2**	**10**	**10**	**-**	**30**	**9**	**9**	**12**	**59**	**59**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-71*	*-71*	*-*	*-44*	*-91*	*-40*	*-25*	*-46*	*-46*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-29*	*-29*	*-*	*-6*	*-22*	*-36*	*-18*	*-16*	*-16*
Aberdeen City	**2004-08 average**	**2**	**1**	**3**	**4**	**6**	**8**	**3**	**7**	**22**	**42**	**74**	**82**	**62**	**15**	**35**	**124**	**261**	**434**	**496**
	2007	-	2	3	5	5	8	3	4	14	36	57	65	62	16	32	100	255	403	465
	2008	1	-	2	2	3	10	3	14	31	75	123	133	68	18	52	146	309	525	593
	2009	1	2	1	3	4	11	2	8	11	50	71	82	64	20	46	109	259	434	498
	2010	2	2	3	5	7	17	2	6	19	31	58	75	72	13	24	93	205	335	407
	2011	2	1	5	6	8	16	7	5	15	55	82	98	62	13	25	91	219	348	410
	2007-11 average	**1**	**1**	**3**	**4**	**5**	**12**	**3**	**7**	**18**	**49**	**78**	**91**	**66**	**16**	**36**	**108**	**249**	**409**	**475**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-31*	*32*	*11*	*20*	*0*	*-13*	*-28*	*-27*	*-16*	*-20*	*-17*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-17*	*18*	*6*	*10*	*6*	*7*	*3*	*-13*	*-4*	*-6*	*-4*
Aberdeenshire	**2004-08 average**	**7**	**25**	**2**	**27**	**33**	**35**	**54**	**50**	**8**	**19**	**131**	**166**	**162**	**251**	**252**	**40**	**119**	**662**	**824**
	2007	3	22	-	22	25	31	55	52	7	18	132	163	148	254	268	34	118	674	822
	2008	3	21	2	23	26	52	60	73	19	28	180	232	178	235	280	62	141	718	896
	2009	4	16	2	18	22	43	65	81	14	21	181	224	170	280	296	54	107	737	907
	2010	4	19	3	22	26	49	63	68	3	19	153	202	169	221	262	32	110	625	794
	2011	4	5	2	7	11	34	60	67	8	21	156	190	120	197	225	36	85	543	663
	2007-11 average	**4**	**17**	**2**	**18**	**22**	**42**	**61**	**68**	**10**	**21**	**160**	**202**	**157**	**237**	**266**	**44**	**112**	**659**	**816**
	% ch on 04-08 av: 2011	*-*	*-80*	*-*	*-74*	*-67*	*-2*	*11*	*35*	*-*	*13*	*19*	*15*	*-26*	*-21*	*-11*	*-10*	*-29*	*-18*	*-20*
	07-11 av	*-*	*-34*	*-*	*-31*	*-34*	*20*	*12*	*37*	*-*	*15*	*22*	*22*	*-3*	*-5*	*6*	*8*	*-6*	*-0*	*-1*

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 2007-2011 averages, 2007-11

		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
Moray	**2004-08 average**	**2**	**5**	**1**	**5**	**7**	**10**	**8**	**11**	**1**	**9**	**30**	**41**	**61**	**48**	**58**	**17**	**46**	**169**	**230**
	2007	2	5	-	5	7	6	7	11	3	10	31	37	42	50	70	12	42	174	216
	2008	2	4	-	4	6	10	7	21	1	9	38	48	50	47	56	27	52	182	232
	2009	2	1	2	3	5	18	10	6	3	4	23	41	79	59	49	16	66	190	269
	2010	1	1	2	3	4	11	6	8	2	7	23	34	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
	2007-11 average	**2**	**3**	**1**	**4**	**5**	**11**	**6**	**10**	**2**	**7**	**26**	**37**	**52**	**43**	**52**	**17**	**47**	**158**	**210**
	% ch on 04-08 av: 2011	-	-	-	-	-	*-4*	-	*-56*	-	-	*-54*	*-41*	*-33*	*-30*	*-34*	*-11*	*-21*	*-27*	*-29*
	07-11 av	-	-	-	-	-	*6*	-	*-11*	-	-	*-15*	*-9*	*-14*	*-11*	*-11*	*-1*	*3*	*-6*	*-8*
Dundee City	**2004-08 average**	**1**	**-**	**2**	**2**	**3**	**8**	**2**	**1**	**9**	**45**	**56**	**65**	**46**	**8**	**3**	**52**	**243**	**306**	**351**
	2007	1	-	1	1	2	10	1	1	7	33	42	52	40	8	1	43	220	272	312
	2008	1	-	3	3	4	5	1	1	8	44	54	59	44	10	3	50	213	276	320
	2009	3	1	1	2	5	9	3	-	10	43	56	65	34	14	1	52	242	309	343
	2010	2	-	3	3	5	7	-	-	4	30	34	41	33	8	2	27	184	221	254
	2011	-	1	1	2	2	5	-	1	13	33	47	52	27	6	2	74	188	270	297
	2007-11 average	**1**	**0**	**2**	**2**	**4**	**7**	**1**	**1**	**8**	**37**	**47**	**54**	**36**	**9**	**2**	**49**	**209**	**270**	**305**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	*-26*	*-17*	*-20*	*-41*	-	-	*42*	*-23*	*-12*	*-15*
	07-11 av	-	-	-	-	-	-	-	-	-	*-18*	*-17*	*-17*	*-22*	-	-	*-5*	*-14*	*-12*	*-13*
Angus	**2004-08 average**	**3**	**7**	**2**	**9**	**12**	**12**	**23**	**23**	**10**	**15**	**71**	**83**	**52**	**102**	**100**	**57**	**91**	**349**	**401**
	2007	5	4	4	8	13	4	10	21	18	18	67	71	44	103	85	72	85	345	389
	2008	2	9	2	11	13	8	22	17	8	9	56	64	35	102	92	48	85	327	362
	2009	1	6	-	6	7	7	14	15	11	13	53	60	46	62	88	38	74	262	308
	2010	1	2	3	5	6	9	13	15	6	11	45	54	44	52	67	35	49	203	247
	2011	1	3	1	4	5	9	9	15	13	11	48	57	40	65	64	52	69	250	290
	2007-11 average	**2**	**5**	**2**	**7**	**9**	**7**	**14**	**17**	**11**	**12**	**54**	**61**	**42**	**77**	**79**	**49**	**72**	**277**	**319**
	% ch on 04-08 av: 2011	-	-	-	-	*-58*	*-24*	*-62*	*-34*	-	*-27*	*-32*	*-31*	*-23*	*-36*	*-36*	*-8*	*-24*	*-28*	*-28*
	07-11 av	-	-	-	-	*-27*	*-37*	*-42*	*-27*	-	*-17*	*-24*	*-26*	*-20*	*-25*	*-20*	*-13*	*-20*	*-20*	*-20*

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 2007-2011 averages, 2007-11

		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
Perth & Kinross	**2004-08 average**	**8**	**6**	**1**	**7**	**15**	**43**	**35**	**23**	**14**	**16**	**88**	**131**	**175**	**116**	**105**	**65**	**78**	**364**	**539**
	2007	13	6	1	7	20	33	26	23	19	10	78	111	174	106	84	71	70	331	505
	2008	7	6	1	7	14	34	40	19	6	17	82	116	157	117	96	50	68	331	488
	2009	3	5	1	6	9	37	37	16	5	14	72	109	188	129	88	44	72	333	521
	2010	12	7	-	7	19	24	21	16	10	9	56	80	154	91	79	69	57	296	450
	2011	10	7	1	8	18	36	25	15	4	10	54	90	147	91	59	43	60	253	400
	2007-11 average	**9**	**6**	**1**	**7**	**16**	**33**	**30**	**18**	**9**	**12**	**68**	**101**	**164**	**107**	**81**	**55**	**65**	**309**	**473**
	% ch on 04-08 av: 2011	-	-	-	-	*17*	*-16*	*-28*	*-34*	*-72*	*-37*	*-38*	*-31*	*-16*	*-22*	*-44*	*-34*	*-23*	*-30*	*-26*
	07-11 av	-	-	-	-	*4*	*-24*	*-14*	*-22*	*-39*	*-24*	*-22*	*-23*	*-6*	*-8*	*-23*	*-15*	*-16*	*-15*	*-12*
Fife	**2004-08 average**	**4**	**9**	**5**	**15**	**18**	**21**	**39**	**34**	**17**	**48**	**139**	**159**	**112**	**195**	**157**	**113**	**295**	**760**	**872**
	2007	1	9	4	13	14	13	38	22	11	53	124	137	88	160	117	109	306	692	780
	2008	1	9	4	13	14	9	27	32	14	32	105	114	94	150	158	85	245	638	732
	2009	-	4	2	6	6	8	25	31	16	34	106	114	88	147	132	103	296	678	766
	2010	5	5	3	8	13	25	23	21	16	34	94	119	114	130	117	95	269	611	725
	2011	-	10	1	11	11	8	20	14	16	34	84	92	76	115	87	90	229	521	597
	2007-11 average	**1**	**7**	**3**	**10**	**12**	**13**	**27**	**24**	**15**	**37**	**103**	**115**	**92**	**140**	**122**	**96**	**269**	**628**	**720**
	% ch on 04-08 av: 2011	-	-	-	*-25*	*-40*	*-61*	*-49*	*-59*	*-5*	*-29*	*-39*	*-42*	*-32*	*-41*	*-44*	*-20*	*-22*	*-31*	*-32*
	07-11 av	-	-	-	*-30*	*-37*	*-39*	*-32*	*-30*	*-13*	*-22*	*-26*	*-28*	*-18*	*-28*	*-22*	*-15*	*-9*	*-17*	*-17*
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**
	2007	-	1	4	5	5	11	7	4	78	91	180	191	109	46	42	640	759	1,487	1,596
	2008	1	1	11	12	13	5	3	6	70	99	178	183	119	46	21	540	807	1,414	1,533
	2009	-	1	6	7	7	2	6	7	46	80	139	141	94	24	30	470	784	1,308	1,402
	2010	1	1	2	3	4	4	3	6	45	74	128	132	108	27	37	498	724	1,286	1,394
	2011	2	2	6	8	10	3	5	3	54	101	163	166	73	19	20	477	782	1,298	1,371
	2007-11 average	**1**	**1**	**6**	**7**	**8**	**5**	**5**	**5**	**59**	**89**	**158**	**163**	**101**	**32**	**30**	**525**	**771**	**1,359**	**1,459**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	*-24*	*4*	*-10*	*-12*	*-33*	*-66*	*-48*	*-25*	*-7*	*-17*	*-18*
	07-11 av	-	-	-	-	-	-	-	-	*-18*	*-9*	*-13*	*-13*	*-8*	*-43*	*-21*	*-17*	*-8*	*-13*	*-13*

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 2007-2011 averages, 2007-11

		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 Lothian	**2004-08 average**	**1**	**5**	**3**	**8**	**9**	**5**	**23**	**14**	**4**	**32**	**73**	**78**	**53**	**150**	**99**	**52**	**305**	**606**	**659**
	2007	3	4	4	8	11	6	19	13	4	29	65	71	52	137	89	45	276	547	599
	2008	3	4	2	6	9	3	21	19	8	21	69	72	51	162	98	60	290	610	661
	2009	2	-	4	4	6	4	18	15	7	23	63	67	41	128	117	60	249	554	595
	2010	-	1	-	1	1	1	20	6	3	30	59	60	35	120	54	34	262	470	505
	2011	-	2	-	2	2	4	13	5	8	33	59	63	60	101	70	50	216	437	497
	2007-11 average	**2**	**2**	**2**	**4**	**6**	**4**	**18**	**12**	**6**	**27**	**63**	**67**	**48**	**130**	**86**	**50**	**259**	**524**	**571**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	*-44*	*-64*	-	*4*	*-19*	*-19*	*12*	*-33*	*-29*	*-4*	*-29*	*-28*	*-25*
	07-11 av	-	-	-	-	-	-	*-22*	*-16*	-	*-14*	*-14*	*-14*	*-10*	*-13*	*-14*	*-4*	*-15*	*-14*	*-13*
Midlothian	**2004-08 average**	**0**	**1**	**1**	**3**	**3**	**9**	**8**	**4**	**4**	**17**	**33**	**41**	**47**	**53**	**38**	**39**	**118**	**249**	**297**
	2007	-	2	2	4	4	10	7	7	4	19	37	47	35	50	37	35	107	229	264
	2008	-	-	3	3	3	5	6	4	6	13	29	34	54	51	34	51	103	239	293
	2009	1	2	-	2	3	7	10	2	6	10	28	35	39	48	31	35	127	241	280
	2010	-	1	-	1	1	7	7	-	2	13	22	29	41	49	25	35	113	222	263
	2011	-	-	3	3	3	1	5	2	2	17	26	27	30	39	15	43	97	194	224
	2007-11 average	**0**	**1**	**2**	**3**	**3**	**6**	**7**	**3**	**4**	**14**	**28**	**34**	**40**	**47**	**28**	**40**	**109**	**225**	**265**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	*-1*	*-21*	*-35*	*-37*	*-27*	*-61*	*9*	*-18*	*-22*	*-25*
	07-11 av	-	-	-	-	-	-	-	-	-	*-16*	*-13*	*-17*	*-16*	*-11*	*-26*	*1*	*-7*	*-10*	*-11*
East Lothian	**2004-08 average**	**2**	**2**	**1**	**3**	**4**	**4**	**8**	**8**	**3**	**12**	**32**	**36**	**43**	**49**	**58**	**23**	**95**	**225**	**267**
	2007	4	-	1	1	5	4	8	6	4	13	31	35	50	45	44	25	97	211	261
	2008	2	1	-	1	3	1	6	6	1	6	19	20	37	55	37	30	82	204	241
	2009	-	7	1	8	8	10	8	12	1	8	29	39	34	37	59	24	76	196	230
	2010	-	2	1	3	3	8	6	6	2	12	26	34	43	44	55	33	72	204	247
	2011	-	-	1	1	1	5	9	4	2	9	24	29	36	44	32	25	70	171	207
	2007-11 average	**1**	**2**	**1**	**3**	**4**	**6**	**7**	**7**	**2**	**10**	**26**	**31**	**40**	**45**	**45**	**27**	**79**	**197**	**237**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	*-25*	*-24*	*-19*	*-16*	*-10*	*-45*	*8*	*-26*	*-24*	*-23*
	07-11 av	-	-	-	-	-	-	-	-	-	*-20*	*-18*	*-12*	*-7*	*-8*	*-22*	*18*	*-16*	*-12*	*-11*

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 2007-2011 averages, 2007-11

		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
Scottish Borders	**2004-08 average**	**3**	**9**	**1**	**10**	**12**	**21**	**38**	**22**	**1**	**13**	**74**	**95**	**121**	**194**	**141**	**16**	**84**	**435**	**557**
	2007	3	13	-	13	16	18	37	15	2	12	66	84	100	165	103	11	76	355	455
	2008	2	7	-	7	9	23	33	20	2	13	68	91	136	170	133	21	70	394	530
	2009	5	7	1	8	13	25	30	19	3	14	66	91	130	148	126	11	90	375	505
	2010	3	6	-	6	9	20	31	20	4	11	66	86	94	121	91	29	63	304	398
	2011	1	5	-	5	6	17	31	9	1	6	47	64	77	151	75	10	55	291	368
	2007-11 average	**3**	**8**	**0**	**8**	**11**	**21**	**32**	**17**	**2**	**11**	**63**	**83**	**107**	**151**	**106**	**16**	**71**	**344**	**451**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-52*	*-17*	*-18*	*-59*	*-*	*-55*	*-37*	*-32*	*-36*	*-22*	*-47*	*-36*	*-35*	*-33*	*-34*
	07-11 av	*-*	*-*	*-*	*-*	*-15*	*0*	*-14*	*-24*	*-*	*-16*	*-16*	*-12*	*-11*	*-22*	*-25*	*5*	*-16*	*-21*	*-19*
Clackmannanshire	**2004-08 average**	**-**	**2**	**1**	**2**	**2**	**-**	**6**	**3**	**4**	**7**	**20**	**20**	**-**	**32**	**13**	**24**	**49**	**117**	**117**
	2007	-	1	-	1	1	-	1	1	3	6	11	11	-	36	9	16	50	111	111
	2008	-	1	1	2	2	-	5	2	4	12	23	23	-	18	9	29	54	110	110
	2009	-	3	-	3	3	-	7	1	2	4	14	14	-	25	9	21	42	97	97
	2010	-	2	-	2	2	-	6	3	2	8	19	19	-	18	9	22	42	91	91
	2011	1	1	-	1	2	-	4	-	6	-	10	10	4	17	5	28	34	84	88
	2007-11 average	**0**	**2**	**0**	**2**	**2**	**-**	**5**	**1**	**3**	**6**	**15**	**15**	**1**	**23**	**8**	**23**	**44**	**99**	**99**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-51*	*-51*	*-*	*-47*	*-63*	*19*	*-30*	*-28*	*-25*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-25*	*-25*	*-*	*-28*	*-39*	*-2*	*-9*	*-16*	*-15*
Stirling	**2004-08 average**	**3**	**4**	**0**	**4**	**7**	**26**	**31**	**8**	**7**	**10**	**56**	**82**	**101**	**139**	**37**	**47**	**69**	**292**	**392**
	2007	3	2	-	2	5	23	26	10	6	7	49	72	91	132	50	45	75	302	393
	2008	3	3	-	3	6	21	30	7	5	13	55	76	115	119	28	49	72	268	383
	2009	1	4	-	4	5	16	22	7	5	4	38	54	81	123	31	29	68	251	332
	2010	1	2	1	3	4	25	21	3	3	5	32	57	91	88	31	36	64	219	310
	2011	1	4	1	5	6	18	20	5	7	7	39	57	82	88	26	49	49	212	294
	2007-11 average	**2**	**3**	**0**	**3**	**5**	**21**	**24**	**6**	**5**	**7**	**43**	**63**	**92**	**110**	**33**	**42**	**66**	**250**	**342**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-30*	*-35*	*-*	*-*	*-33*	*-30*	*-30*	*-19*	*-37*	*-29*	*4*	*-29*	*-27*	*-25*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-20*	*-23*	*-*	*-*	*-31*	*-24*	*-23*	*-9*	*-21*	*-10*	*-12*	*-5*	*-14*	*-13*

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 2007-2011 averages, 2007-11

		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
Falkirk	**2004-08 average**	**1**	**2**	**2**	**4**	**5**	**5**	**14**	**9**	**13**	**26**	**61**	**66**	**35**	**67**	**45**	**86**	**167**	**366**	**401**
	2007	1	-	1	1	2	6	10	11	9	25	55	61	37	56	48	84	165	353	390
	2008	-	1	3	4	4	4	13	8	16	28	65	69	31	64	42	81	183	370	401
	2009	-	2	1	3	3	8	12	9	6	20	47	55	35	90	43	68	159	360	395
	2010	-	1	-	1	1	8	5	6	7	17	35	43	30	43	31	88	107	269	299
	2011	1	-	-	0	1	4	10	2	13	14	39	43	30	53	32	76	144	305	335
	2007-11 average	**0**	**1**	**1**	**2**	**2**	**6**	**10**	**7**	**10**	**21**	**48**	**54**	**33**	**61**	**39**	**79**	**152**	**331**	**364**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	*-29*	-	*2*	*-45*	*-36*	*-35*	*-13*	*-21*	*-30*	*-12*	*-14*	*-17*	*-16*
	07-11 av	-	-	-	-	-	-	*-29*	-	*-20*	*-19*	*-21*	*-18*	*-6*	*-9*	*-14*	*-8*	*-9*	*-10*	*-9*
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**
	2007	-	-	14	14	14	10	10	2	69	157	238	248	190	47	14	579	1,349	1,989	2,179
	2008	-	-	15	15	15	8	1	4	78	230	313	321	213	19	12	553	1,213	1,797	2,010
	2009	1	-	17	17	18	11	1	2	64	146	213	224	174	27	14	480	1,185	1,706	1,880
	2010	1	1	9	10	11	11	4	-	68	127	199	210	232	28	3	430	1,000	1,461	1,693
	2011	3	1	9	10	13	6	1	-	64	106	171	177	171	22	8	454	923	1,407	1,578
	2007-11 average	**1**	**0**	**13**	**13**	**14**	**9**	**3**	**2**	**69**	**153**	**227**	**236**	**196**	**29**	**10**	**499**	**1,134**	**1,672**	**1,868**
	% ch on 04-08 av: 2011	-	-	*-44*	*-40*	*-26*	*-57*	-	-	*-13*	*-43*	*-36*	*-37*	*-19*	*-38*	*-54*	*-29*	*-35*	*-34*	*-32*
	07-11 av	-	-	*-21*	*-20*	*-19*	*-34*	-	-	*-7*	*-17*	*-15*	*-16*	*-7*	*-19*	*-41*	*-22*	*-21*	*-21*	*-20*
Argyll & Bute	**2004-08 average**	**8**	**4**	**1**	**5**	**12**	**38**	**23**	**9**	**8**	**10**	**49**	**87**	**185**	**100**	**44**	**47**	**52**	**242**	**427**
	2007	11	3	-	3	14	24	12	7	9	5	33	57	162	82	41	52	36	211	373
	2008	7	5	1	6	13	54	31	7	9	10	57	111	207	92	36	54	47	229	436
	2009	3	2	-	2	5	33	20	8	3	9	40	73	174	84	42	44	43	213	387
	2010	8	5	2	7	15	34	19	6	2	5	32	66	174	85	43	46	48	222	396
	2011	5	-	-	0	5	32	9	5	8	4	26	58	158	55	26	38	39	158	316
	2007-11 average	**7**	**3**	**1**	**4**	**10**	**35**	**18**	**7**	**6**	**7**	**38**	**73**	**175**	**80**	**38**	**47**	**43**	**207**	**382**
	% ch on 04-08 av: 2011	-	-	-	-	*-59*	*-16*	*-61*	-	-	-	*-47*	*-33*	*-15*	*-45*	*-41*	*-19*	*-25*	*-35*	*-26*
	07-11 av	-	-	-	-	*-15*	*-7*	*-20*	-	-	-	*-23*	*-16*	*-5*	*-20*	*-14*	*0*	*-18*	*-15*	*-11*

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 2007-2011 averages, 2007-11

		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**
	2007	1	-	1	1	2	7	8	2	6	5	21	28	40	37	2	84	88	211	251
	2008	-	2	-	2	2	7	1	1	6	9	17	24	39	14	2	48	72	136	175
	2009	-	1	-	1	1	5	4	-	5	12	21	26	53	15	-	59	86	160	213
	2010	-	-	1	1	1	4	4	-	8	9	21	25	32	31	2	65	71	169	201
	2011	3	1	-	1	4	2	1	-	2	17	20	22	40	13	1	54	72	140	180
	2007-11 average	**1**	**1**	**0**	**1**	**2**	**5**	**4**	**1**	**5**	**10**	**20**	**25**	**41**	**22**	**1**	**62**	**78**	**163**	**204**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	*23*	*-28*	*-36*	*-18*	*-62*	-	*-36*	*-29*	*-37*	*-33*
	07-11 av	-	-	-	-	-	-	-	-	-	*-25*	*-28*	*-27*	*-16*	*-36*	-	*-27*	*-24*	*-26*	*-25*
East Dunbartonshire	**2004-08 average**	**-**	**1**	**1**	**2**	**2**	**-**	**2**	**4**	**8**	**12**	**26**	**26**	**-**	**23**	**27**	**70**	**101**	**222**	**222**
	2007	-	-	3	3	3	-	5	2	6	12	25	25	-	19	24	54	91	188	188
	2008	-	2	-	2	2	-	3	4	6	9	22	22	-	25	30	53	75	183	183
	2009	-	-	2	2	2	-	7	2	7	5	21	21	-	23	30	62	70	185	185
	2010	-	-	4	4	4	-	2	1	9	10	22	22	-	23	11	65	83	182	182
	2011	-	-	-	-	-	-	-	1	5	10	16	16	-	15	12	72	79	178	178
	2007-11 average	**-**	**0**	**2**	**2**	**2**	**-**	**3**	**2**	**7**	**9**	**21**	**21**	**-**	**21**	**21**	**61**	**80**	**183**	**183**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	*-17*	*-39*	*-39*	-	*-36*	*-56*	*3*	*-22*	*-20*	*-20*
	07-11 av	-	-	-	-	-	-	-	-	-	*-23*	*-19*	*-19*	-	*-10*	*-21*	*-12*	*-21*	*-17*	*-17*
Inverclyde	**2004-08 average**	**1**	**-**	**1**	**1**	**2**	**9**	**3**	**4**	**2**	**17**	**27**	**36**	**62**	**11**	**17**	**28**	**138**	**194**	**256**
	2007	1	-	2	2	3	15	4	-	2	13	19	34	73	11	14	33	136	194	267
	2008	-	-	2	2	2	10	4	2	3	20	29	39	62	10	12	23	155	200	262
	2009	-	1	1	2	2	6	2	2	3	13	20	26	36	9	4	22	111	146	182
	2010	1	-	-	0	1	3	-	2	1	15	18	21	41	11	6	28	119	164	205
	2011	-	-	1	1	1	7	-	2	2	15	19	26	56	4	10	16	122	152	208
	2007-11 average	**0**	**0**	**1**	**1**	**2**	**8**	**2**	**2**	**2**	**15**	**21**	**29**	**54**	**9**	**9**	**24**	**129**	**171**	**225**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	*-13*	*-29*	*-27*	*-10*	*-65*	*-40*	*-42*	*-12*	*-21*	*-19*
	07-11 av	-	-	-	-	-	-	-	-	-	*-12*	*-22*	*-18*	*-14*	*-21*	*-45*	*-12*	*-7*	*-12*	*-12*

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 2007-2011 averages, 2007-11

		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**
	2007	3	-	4	4	7	8	6	7	14	24	51	59	87	27	50	123	261	461	548
	2008	2	-	7	7	9	6	4	7	11	38	60	66	76	22	36	112	214	384	460
	2009	1	1	-	1	2	10	12	6	8	30	56	66	68	32	23	85	184	324	392
	2010	2	-	-	0	2	10	5	3	12	32	52	62	72	41	24	86	191	342	414
	2011	2	-	5	5	7	7	4	7	7	27	45	52	82	58	30	91	222	401	483
	2007-11 average	**2**	**0**	**3**	**3**	**5**	**8**	**6**	**6**	**10**	**30**	**53**	**61**	**77**	**36**	**33**	**99**	**214**	**382**	**459**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-60*	*-12*	*-26*	*-26*	*-15*	*92*	*-33*	*-32*	*-15*	*-15*	*-15*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-41*	*-2*	*-14*	*-13*	*-20*	*19*	*-27*	*-26*	*-18*	*-19*	*-19*
East Renfrewshire	**2004-08 average**	**0**	**1**	**1**	**2**	**2**	**2**	**2**	**6**	**4**	**9**	**22**	**24**	**13**	**11**	**23**	**39**	**79**	**152**	**165**
	2007	-	-	4	4	4	1	-	2	2	11	15	16	9	6	16	44	74	140	149
	2008	-	-	1	1	1	4	5	3	5	8	21	25	19	11	11	28	64	114	133
	2009	-	-	2	2	2	4	2	2	4	7	15	19	15	15	10	26	58	109	124
	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
	2007-11 average	**-**	**0**	**2**	**2**	**2**	**3**	**2**	**2**	**4**	**9**	**17**	**19**	**14**	**10**	**14**	**36**	**63**	**122**	**136**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-45*	*-49*	*0*	*-63*	*-20*	*42*	*-19*	*-7*	*-6*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-24*	*-18*	*11*	*-11*	*-38*	*-8*	*-21*	*-20*	*-17*
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**
	2007	1	8	3	11	12	8	10	19	16	68	113	121	113	88	102	218	499	907	1,020
	2008	5	3	5	8	13	17	9	10	25	37	81	98	104	68	76	200	403	747	851
	2009	3	2	5	7	10	8	6	5	19	56	86	94	112	74	75	216	403	768	880
	2010	-	-	2	2	2	7	3	8	15	44	70	77	84	52	61	217	348	678	762
	2011	1	2	8	10	11	4	3	6	11	35	55	59	82	51	65	159	390	665	747
	2007-11 average	**2**	**3**	**5**	**8**	**10**	**9**	**6**	**10**	**17**	**48**	**81**	**90**	**99**	**67**	**76**	**202**	**409**	**753**	**852**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-7*	*-62*	*-*	*-61*	*-49*	*-29*	*-43*	*-45*	*-32*	*-46*	*-34*	*-31*	*-16*	*-25*	*-26*
	07-11 av	*-*	*-*	*-*	*-*	*-19*	*-15*	*-*	*-38*	*-20*	*-3*	*-16*	*-16*	*-18*	*-30*	*-23*	*-12*	*-13*	*-15*	*-16*

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 2007-2011 averages, 2007-11

		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 Lanarkshire	**2004-08 average**	**4**	**8**	**4**	**12**	**16**	**21**	**28**	**16**	**16**	**40**	**100**	**121**	**193**	**161**	**107**	**150**	**349**	**767**	**960**
	2007	3	7	4	11	14	24	35	16	17	32	100	124	216	162	99	150	319	730	946
	2008	2	9	6	15	17	22	28	18	10	48	104	126	178	138	105	120	328	691	869
	2009	4	5	9	14	18	24	15	22	14	46	97	121	144	117	92	104	303	616	760
	2010	1	7	4	11	12	19	14	13	16	21	64	83	130	114	77	127	257	575	705
	2011	1	5	5	10	11	13	16	19	11	19	65	78	107	125	80	138	220	563	670
	2007-11 average	**2**	**7**	**6**	**12**	**14**	**20**	**22**	**18**	**14**	**33**	**86**	**106**	**155**	**131**	**91**	**128**	**285**	**635**	**790**
	% ch on 04-08 av: 2011	-	-	-	*-14*	*-29*	*-38*	*-43*	*20*	*-32*	*-53*	*-35*	*-36*	*-45*	*-22*	*-26*	*-8*	*-37*	*-27*	*-30*
	07-11 av	-	-	-	*5*	*-8*	*-3*	*-23*	*11*	*-16*	*-17*	*-14*	*-12*	*-20*	*-18*	*-16*	*-15*	*-18*	*-17*	*-18*
North Ayrshire	**2004-08 average**	**1**	**3**	**2**	**5**	**6**	**17**	**7**	**14**	**6**	**20**	**47**	**64**	**95**	**40**	**66**	**47**	**139**	**292**	**387**
	2007	2	3	1	4	6	11	10	7	8	13	38	49	86	41	47	44	141	273	359
	2008	2	2	2	4	6	10	6	7	4	26	43	53	77	21	41	42	123	227	304
	2009	2	1	1	2	4	12	6	19	5	20	50	62	82	25	55	27	123	230	312
	2010	1	3	1	4	5	6	3	6	5	5	19	25	62	23	50	22	73	168	230
	2011	-	3	1	4	4	6	3	8	4	18	33	39	71	20	35	55	100	210	281
	2007-11 average	**1**	**2**	**1**	**4**	**5**	**9**	**6**	**9**	**5**	**16**	**37**	**46**	**76**	**26**	**46**	**38**	**112**	**222**	**297**
	% ch on 04-08 av: 2011	-	-	-	-	-	*-66*	-	*-44*	-	*-11*	*-29*	*-39*	*-26*	*-49*	*-47*	*17*	*-28*	*-28*	*-27*
	07-11 av	-	-	-	-	-	*-48*	-	*-35*	-	*-19*	*-22*	*-29*	*-21*	*-34*	*-31*	*-19*	*-19*	*-24*	*-23*
East Ayrshire	**2004-08 average**	**3**	**4**	**1**	**5**	**8**	**8**	**15**	**12**	**5**	**15**	**48**	**56**	**50**	**82**	**73**	**34**	**99**	**288**	**338**
	2007	5	1	1	2	7	4	7	8	7	8	30	34	57	64	73	36	93	266	323
	2008	1	7	-	7	8	11	15	14	5	14	48	59	47	75	69	34	71	249	296
	2009	3	2	-	2	5	11	12	6	5	10	33	44	63	80	50	28	65	223	286
	2010	1	3	1	4	5	12	10	8	8	12	38	50	57	67	39	40	67	213	270
	2011	-	3	1	4	4	5	14	8	7	9	38	43	37	74	51	37	67	229	266
	2007-11 average	**2**	**3**	**1**	**4**	**6**	**9**	**12**	**9**	**6**	**11**	**37**	**46**	**52**	**72**	**56**	**35**	**73**	**236**	**288**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	*-8*	*-33*	-	*-42*	*-21*	*-23*	*-25*	*-10*	*-30*	*8*	*-32*	*-21*	*-21*
	07-11 av	-	-	-	-	-	-	*-24*	*-27*	-	*-31*	*-22*	*-18*	*5*	*-12*	*-23*	*2*	*-27*	*-18*	*-15*

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 2007-2011 averages, 2007-11

		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**
	2007	4	2	3	5	9	13	13	6	4	16	39	52	95	42	68	51	101	262	357
	2008	2	3	1	4	6	11	4	10	10	15	39	50	54	31	74	46	70	221	275
	2009	2	-	1	1	3	10	13	8	15	9	45	55	99	55	50	65	93	263	362
	2010	4	3	3	6	10	18	9	5	11	7	32	50	73	44	40	58	56	198	271
	2011	-	-	3	3	3	11	3	10	5	9	27	38	66	35	56	40	89	220	286
	2007-11 average	**2**	**2**	**2**	**4**	**6**	**13**	**8**	**8**	**9**	**11**	**36**	**49**	**77**	**41**	**58**	**52**	**82**	**233**	**310**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-27*	*-*	*0*	*-*	*-20*	*-29*	*-28*	*-26*	*-14*	*-26*	*-34*	*2*	*-17*	*-19*
	07-11 av	*-*	*-*	*-*	*-*	*-*	*-16*	*-*	*-22*	*-*	*0*	*-4*	*-8*	*-13*	*2*	*-24*	*-14*	*-6*	*-12*	*-12*
Dumfries & Galloway	**2004-08 average**	**9**	**5**	**1**	**6**	**14**	**48**	**24**	**29**	**8**	**18**	**79**	**127**	**232**	**108**	**141**	**47**	**93**	**389**	**621**
	2007	8	4	-	4	12	61	35	28	8	26	97	158	245	125	132	45	97	399	644
	2008	5	3	2	5	10	35	25	28	8	9	70	105	201	93	143	42	73	351	552
	2009	8	1	1	2	10	47	26	24	6	17	73	120	202	107	109	41	74	331	533
	2010	3	2	-	2	5	25	9	21	5	7	42	67	146	87	113	35	78	313	459
	2011	8	1	-	1	9	25	15	30	8	6	59	84	146	73	122	26	56	277	423
	2007-11 average	**6**	**2**	**1**	**3**	**9**	**39**	**22**	**26**	**7**	**13**	**68**	**107**	**188**	**97**	**124**	**38**	**76**	**334**	**522**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-38*	*-48*	*-38*	*2*	*-*	*-66*	*-25*	*-34*	*-37*	*-32*	*-13*	*-45*	*-40*	*-29*	*-32*
	07-11 av	*-*	*-*	*-*	*-*	*-36*	*-20*	*-8*	*-11*	*-*	*-26*	*-13*	*-16*	*-19*	*-10*	*-12*	*-20*	*-19*	*-14*	*-16*
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**
	2007	97	115	69	184	281	434	447	339	364	801	1,951	2,385	2,938	2,330	1,930	2,894	6,146	13,300	16,238
	2008	72	118	80	198	270	446	447	380	385	917	2,129	2,575	2,878	2,197	1,946	2,726	5,844	12,713	15,591
	2009	70	84	62	146	216	461	426	357	305	739	1,827	2,288	2,846	2,230	1,867	2,421	5,679	12,197	15,043
	2010	67	87	54	141	208	418	345	277	295	633	1,550	1,968	2,579	1,861	1,547	2,415	4,936	10,759	13,338
	2011	56	70	60	130	186	329	321	259	306	660	1,546	1,875	2,247	1,760	1,397	2,431	4,935	10,523	12,770
	2007-11 average	**72**	**95**	**65**	**160**	**232**	**418**	**397**	**322**	**331**	**750**	**1,801**	**2,218**	**2,698**	**2,076**	**1,737**	**2,577**	**5,508**	**11,898**	**14,596**
	% ch on 04-08 av: 2011	*-38*	*-44*	*-22*	*-36*	*-36*	*-33*	*-33*	*-32*	*-20*	*-24*	*-27*	*-28*	*-27*	*-29*	*-33*	*-20*	*-23*	*-25*	*-25*
	07-11 av	*-19*	*-24*	*-16*	*-21*	*-20*	*-15*	*-17*	*-16*	*-14*	*-13*	*-15*	*-15*	*-12*	*-16*	*-17*	*-15*	*-14*	*-15*	*-15*

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

Table 37

Reported casualties by police force, council and severity
Years: 2004-08, 2007-11 averages and 2011

		2004-08 average			Numbers in 2011			2007-11 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	33	189	1,111	22	109	795	31	138	971
	Highland	28	160	942	21	98	685	29	119	826
	Orkney Islands	1	7	47	-	2	26	0	4	36
	Shetland Islands	2	8	51	-	5	46	1	5	50
	Eilean Siar	2	14	71	1	4	38	1	10	59
Grampian	**Total for Grampian**	46	288	1,550	23	312	1,237	33	330	1,501
	Aberdeen City	6	82	496	8	98	410	5	91	475
	Aberdeenshire	33	166	824	11	190	663	22	202	816
	Moray	7	41	230	4	24	164	5	37	210
Tayside	**Total for Tayside**	30	278	1,291	25	199	987	28	216	1,097
	Dundee City	3	65	351	2	52	297	4	54	305
	Angus	12	83	401	5	57	290	9	61	319
	Perth & Kinross	15	131	539	18	90	400	16	101	473
Fife	**Fife**	18	159	872	11	92	597	12	115	720
Lothian & Bord	**Total for Lothian & Bord**	38	437	3,453	22	349	2,667	31	378	2,984
	Edinburgh, City of	9	188	1,673	10	166	1,371	8	163	1,459
	West Lothian	9	78	659	2	63	497	6	67	571
	Midlothian	3	41	297	3	27	224	3	34	265
	East Lothian	4	36	267	1	29	207	4	31	237
	Scottish Borders	12	95	557	6	64	368	11	83	451
Central	**Total for Central**	15	168	911	9	110	717	9	133	806
	Clackmannanshire	2	20	117	2	10	88	2	15	99
	Stirling	7	82	392	6	57	294	5	63	342
	Falkirk	5	66	401	1	43	335	2	54	364
Strathclyde	**Total for Strathclyde**	97	958	7,288	65	620	5,347	79	802	5,995
	Glasgow City	18	281	2,332	13	177	1,578	14	236	1,868
	Argyll & Bute	12	87	427	5	58	316	10	73	382
	West Dunbartonshire	4	34	271	4	22	180	2	25	204
	East Dunbartonshire	2	26	222	-	16	178	2	21	183
	Inverclyde	2	36	256	1	26	208	2	29	225
	Renfrewshire	8	70	567	7	52	483	5	61	459
	East Renfrewshire	2	24	165	2	12	154	2	19	136
	North Lanarkshire	12	107	1,012	11	59	747	10	90	852
	South Lanarkshire	16	121	960	11	78	670	14	106	790
	North Ayrshire	6	64	387	4	39	281	5	46	297
	East Ayrshire	8	56	338	4	43	266	6	46	288
	South Ayrshire	8	53	353	3	38	286	6	49	310
Dumfries & Gal	**Dumfries & Galloway**	14	127	621	9	84	423	9	107	522
Scotland	**Total Scotland**	292	2,605	17,097	186	1,875	12,770	232	2,218	14,596

Table 37 (continued)

Reported casualties by police force area, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2007-11 averages and 2011

		2011 % change on 2004-08 ave			2007-11 % change on 2004-08 ave			2011 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	Council									
Northern	Total for Northern	-33	-42	-28	-6	-27	-13	0.08	0.37	2.73
	Highland	-24	-39	-27	3	-26	-12	0.09	0.44	3.08
	Orkney Islands	-100	-71	-45	-100	-37	-24	-	0.10	1.29
	Shetland Islands	-100	-38	-9	-100	-40	-2	-	0.22	2.04
	Eilean Siar	-58	-71	-46	-67	-29	-16	0.04	0.15	1.46
Grampian	Total for Grampian	-50	8	-20	-29	14	-3	0.04	0.56	2.23
	Aberdeen City	43	20	-17	-4	10	-4	0.04	0.44	1.86
	Aberdeenshire	-67	15	-20	-34	22	-1	0.04	0.77	2.68
	Moray	-44	-41	-29	-28	-9	-8	0.05	0.28	1.88
Tayside	Total for Tayside	-17	-28	-24	-6	-22	-15	0.06	0.49	2.43
	Dundee City	-29	-20	-15	29	-17	-13	0.01	0.36	2.04
	Angus	-58	-31	-28	-27	-26	-20	0.05	0.52	2.62
	Perth & Kinross	17	-31	-26	4	-23	-12	0.12	0.60	2.68
Fife	Fife	-40	-42	-32	-37	-28	-17	0.03	0.25	1.63
Lothian & Bord	Total for Lothian & Bord	-42	-20	-23	-19	-13	-14	0.02	0.36	2.77
	Edinburgh, City of	11	-12	-18	-13	-13	-13	0.02	0.34	2.77
	West Lothian	-79	-19	-25	-38	-14	-13	0.01	0.36	2.87
	Midlothian	0	-35	-25	-7	-17	-11	0.04	0.33	2.72
	East Lothian	-77	-19	-23	-9	-12	-11	0.01	0.30	2.11
	Scottish Borders	-52	-32	-34	-15	-12	-19	0.05	0.57	3.25
Central	Total for Central	-39	-35	-21	-36	-21	-12	0.03	0.37	2.42
	Clackmannanshire	-9	-51	-25	-9	-25	-15	0.04	0.20	1.73
	Stirling	-19	-30	-25	-30	-23	-13	0.07	0.63	3.24
	Falkirk	-81	-35	-16	-58	-18	-9	0.01	0.28	2.17
Strathclyde	Total for Strathclyde	-33	-35	-27	-18	-16	-18	0.03	0.28	2.40
	Glasgow City	-26	-37	-32	-19	-16	-20	0.02	0.30	2.64
	Argyll & Bute	-59	-33	-26	-15	-16	-11	0.06	0.65	3.53
	West Dunbartonshire	-5	-36	-33	-52	-27	-25	0.04	0.24	1.99
	East Dunbartonshire	-100	-39	-20	-100	-19	-17	-	0.15	1.70
	Inverclyde	-38	-27	-19	13	-18	-12	0.01	0.33	2.63
	Renfrewshire	-10	-26	-15	-31	-13	-19	0.04	0.30	2.83
	East Renfrewshire	0	-49	-6	0	-18	-17	0.02	0.13	1.71
	North Lanarkshire	-7	-45	-26	-19	-16	-16	0.03	0.18	2.29
	South Lanarkshire	-29	-36	-30	-8	-12	-18	0.04	0.25	2.14
	North Ayrshire	-38	-39	-27	-22	-29	-23	0.03	0.29	2.08
	East Ayrshire	-47	-23	-21	-24	-18	-15	0.03	0.36	2.21
	South Ayrshire	-63	-28	-19	-24	-8	-12	0.03	0.34	2.56
Dumfries & Gal	Dumfries & Galloway	-38	-34	-32	-36	-16	-16	0.06	0.57	2.86
Scotland	Total Scotland	-36	-28	-25	-20	-15	-15	0.04	0.36	2.43

Table 38

Reported pedestrian casualties by police force, council and severity
Years: 2004-08, 2007-11 averages and 2011

		2004-08 average			Numbers in 2011			2007-11 average		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Force	**Council**									
Northern	**Total for Northern**	3	21	89	4	17	73	3	17	76
	Highland	3	16	69	4	16	66	3	13	60
	Orkney Islands	0	2	9	-	1	1	0	1	6
	Shetland Islands	0	1	5	-	-	5	-	1	6
	Eilean Siar	-	2	6	-	-	1	0	2	4
Grampian	**Total for Grampian**	7	52	234	3	63	181	6	55	219
	Aberdeen City	3	33	144	1	46	121	2	36	140
	Aberdeenshire	4	13	61	2	13	44	2	13	51
	Moray	1	6	29	-	4	16	1	6	27
Tayside	**Total for Tayside**	5	56	192	4	43	149	6	46	162
	Dundee City	2	28	98	2	27	82	3	24	82
	Angus	1	12	46	-	8	28	1	11	40
	Perth & Kinross	2	16	48	2	8	39	2	11	40
Fife	**Fife**	4	28	128	-	25	87	2	23	100
Lothian & Bord	**Total for Lothian & Bord**	10	123	586	4	101	472	7	99	479
	Edinburgh, City of	5	78	388	3	61	325	4	63	318
	West Lothian	2	16	73	-	20	62	1	14	60
	Midlothian	1	11	41	-	12	30	1	9	33
	East Lothian	1	8	40	1	2	30	1	5	32
	Scottish Borders	1	11	44	-	6	25	1	8	36
Central	**Total for Central**	4	28	133	2	20	91	2	19	108
	Clackmannanshire	0	4	24	-	1	14	-	4	20
	Stirling	1	10	40	1	9	32	1	6	34
	Falkirk	2	14	69	1	10	45	1	10	55
Strathclyde	**Total for Strathclyde**	30	331	1,432	26	230	962	25	270	1,123
	Glasgow City	12	149	631	8	105	370	9	127	480
	Argyll & Bute	0	7	32	-	8	26	0	6	27
	West Dunbartonshire	2	13	59	-	11	35	0	9	41
	East Dunbartonshire	1	9	40	-	6	20	0	6	27
	Inverclyde	1	13	54	-	10	34	0	9	43
	Renfrewshire	3	23	100	2	15	83	2	18	82
	East Renfrewshire	1	6	28	1	5	21	1	6	26
	North Lanarkshire	4	39	183	4	19	128	3	30	152
	South Lanarkshire	3	32	145	5	21	115	4	27	121
	North Ayrshire	1	16	64	2	16	56	2	11	49
	East Ayrshire	1	12	50	1	5	33	0	9	37
	South Ayrshire	2	12	46	3	9	41	2	12	38
Dumfries & Gal	**Dumfries & Galloway**	1	17	62	-	14	44	1	14	47
Scotland	**Total Scotland**	65	656	2,855	43	513	2,059	51	544	2,313

Table 38 (continued)

Reported pedestrian casualties by police force area, council and severity
Percent changes and rates per 1,000 population,
Years: 2004-08, 2007-11 averages and 2011

		2011 % change on 2004-08 ave			2007-11 % change on 2004-08 ave			2011 rates per 1,000 population		
		Killed	Serious	All severities	Killed	Serious	All severities	Killed	Serious	All severities
Northern	Total for Northern	33	-18	-18	0	-17	-15	0.01	0.06	0.25
	Highland	54	3	-4	0	-19	-13	0.02	0.07	0.30
	Orkney Islands	-100	-50	-88	-100	-30	-33	-	0.05	0.05
	Shetland Islands	-100	-100	0	-100	-100	12	-	-	0.22
	Eilean Siar	-	-100	-84	-	-100	-32	-	-	0.04
Grampian	Total for Grampian	-57	22	-23	-20	6	-7	0.01	0.11	0.33
	Aberdeen City	-64	41	-16	-29	11	-3	0.00	0.21	0.55
	Aberdeenshire	-44	-2	-28	-33	-2	-15	0.01	0.05	0.18
	Moray	-100	-33	-45	-100	-3	-6	-	0.05	0.18
Tayside	Total for Tayside	-23	-23	-22	15	-18	-16	0.01	0.11	0.37
	Dundee City	25	-4	-16	63	-16	-16	0.01	0.19	0.56
	Angus	-100	-33	-39	-100	-8	-14	-	0.07	0.25
	Perth & Kinross	-9	-49	-19	9	-28	-17	0.01	0.05	0.26
Fife	Fife	-100	-11	-32	-100	-19	-22	-	0.07	0.24
Lothian & Bord	Total for Lothian & Bord	-62	-18	-19	-29	-19	-18	0.00	0.10	0.49
	Edinburgh, City of	-42	-22	-16	-23	-19	-18	0.01	0.12	0.66
	West Lothian	-100	28	-15	-100	-12	-18	-	0.12	0.36
	Midlothian	-100	13	-26	-100	-11	-20	-	0.15	0.36
	East Lothian	-17	-75	-25	-50	-43	-20	0.01	0.02	0.31
	Scottish Borders	-100	-44	-43	-100	-22	-17	-	0.05	0.22
Central	Total for Central	-44	-29	-31	-56	-31	-18	0.01	0.07	0.31
	Clackmannanshire	-100	-77	-41	-100	-18	-15	-	0.02	0.28
	Stirling	25	-8	-20	25	-41	-16	0.01	0.10	0.35
	Falkirk	-58	-28	-35	-75	-29	-20	0.01	0.06	0.29
Strathclyde	Total for Strathclyde	-14	-31	-33	-18	-18	-22	0.01	0.10	0.43
	Glasgow City	-31	-30	-41	-21	-15	-24	0.01	0.18	0.62
	Argyll & Bute	-100	8	-18	-100	-14	-15	-	0.09	0.29
	West Dunbartonshire	-100	-13	-40	-100	-25	-30	-	0.12	0.39
	East Dunbartonshire	-100	-36	-50	-100	-40	-32	-	0.06	0.19
	Inverclyde	-100	-22	-37	-100	-27	-19	-	0.13	0.43
	Renfrewshire	-38	-36	-17	-38	-23	-18	0.01	0.09	0.49
	East Renfrewshire	0	-11	-26	0	0	-9	0.01	0.06	0.23
	North Lanarkshire	0	-51	-30	-25	-22	-17	0.01	0.06	0.39
	South Lanarkshire	47	-34	-21	29	-16	-16	0.02	0.07	0.37
	North Ayrshire	100	-2	-13	60	-30	-25	0.01	0.12	0.41
	East Ayrshire	25	-59	-34	-50	-23	-27	0.01	0.04	0.27
	South Ayrshire	88	-25	-11	13	-3	-17	0.03	0.08	0.37
Dumfries & Gal	Dumfries & Galloway	-100	-18	-29	-100	-18	-24	-	0.09	0.30
Scotland	Total Scotland	-33	-22	-28	-20	-17	-19	0.01	0.10	0.39

Estimated distance [1] between the home of the reported casualty and the location of the accident, by road user type and police force area in which the accident occurred
Year: 2011

	Northern	Grampian	Tayside	Fife	Lothian & Borders	Central	Strathclyde	Dumfries & Galloway	Total
Pedestrian									
Postcode blank, invalid or not known	26	25	6	5	63	5	193	2	325
Casualty from elsewhere in the UK	5	0	0	0	4	0	2	2	13
Scottish casualty, distance not known	13	2	92	46	95	56	568	24	896
Non - UK casualty	2	2	0	0	0	0	4	0	8
Up to 2 km	7	68	17	3	117	13	72	7	304
Over 2 up to 5 km	5	56	5	27	68	3	17	1	182
Over 5 up to 10 km	0	15	0	2	30	1	19	2	69
Over 10 up to 20 km	1	4	7	2	38	4	34	2	92
Over 20 up to 50 km	9	5	18	1	49	7	15	4	108
Over 50 km	5	4	4	1	8	2	38	0	62
Total	**73**	**181**	**149**	**87**	**472**	**91**	**962**	**44**	**2,059**
Pedal cycle user									
Postcode blank, invalid or not known	5	10	3	1	16	1	30	0	66
Casualty from elsewhere in the UK	6	0	2	0	1	0	1	0	10
Scottish casualty, distance not known	6	0	34	18	88	21	204	7	378
Non - UK casualty	0	0	0	0	0	0	1	0	1
Up to 2 km	5	22	3	6	58	5	11	0	110
Over 2 up to 5 km	4	20	4	6	57	1	3	0	95
Over 5 up to 10 km	0	5	3	3	26	6	8	0	51
Over 10 up to 20 km	0	5	1	0	18	6	6	0	36
Over 20 up to 50 km	3	2	4	2	36	3	3	3	56
Over 50 km	7	1	1	0	2	2	8	0	21
Total	**36**	**65**	**55**	**36**	**302**	**45**	**275**	**10**	**824**
Motor cycle user									
Postcode blank, invalid or not known	7	5	9	1	14	2	20	1	59
Casualty from elsewhere in the UK	10	2	1	1	7	1	9	3	34
Scottish casualty, distance not known	14	3	35	22	31	20	144	6	275
Non - UK casualty	8	1	0	0	0	0	2	0	11
Up to 2 km	3	17	4	0	24	4	6	2	60
Over 2 up to 5 km	2	26	2	2	31	2	6	1	72
Over 5 up to 10 km	2	20	0	4	23	1	16	2	68
Over 10 up to 20 km	4	23	5	1	17	5	9	3	67
Over 20 up to 50 km	10	20	7	4	38	5	11	7	102
Over 50 km	24	6	5	2	3	2	16	2	60
Total	**84**	**123**	**68**	**37**	**188**	**42**	**239**	**27**	**808**
Car user									
Postcode blank, invalid or not known	34	49	73	14	60	13	345	16	604
Casualty from elsewhere in the UK	24	18	11	11	40	14	71	31	220
Scottish casualty, distance not known	123	15	290	195	221	249	1,986	148	3,227
Non - UK casualty	18	7	0	0	0	1	7	3	36
Up to 2 km	27	67	20	20	195	26	138	11	504
Over 2 up to 5 km	28	148	28	37	274	28	116	13	672
Over 5 up to 10 km	31	174	33	51	207	31	142	13	682
Over 10 up to 20 km	42	154	44	29	150	42	159	18	638
Over 20 up to 50 km	69	120	40	25	180	35	143	37	649
Over 50 km	138	31	74	9	33	40	205	8	538
Total	**534**	**783**	**613**	**391**	**1,360**	**479**	**3,312**	**298**	**7,770**
Other [2]									
Postcode blank, invalid or not known	5	15	10	3	37	5	107	2	184
Casualty from elsewhere in the UK	7	3	13	1	11	3	15	15	68
Scottish casualty, distance not known	15	5	54	23	61	30	317	17	522
Non - UK casualty	6	0	0	0	0	0	3	0	9
Up to 2 km	0	7	1	3	38	3	25	0	77
Over 2 up to 5 km	2	5	3	5	54	4	11	1	85
Over 5 up to 10 km	5	13	1	1	48	3	11	0	82
Over 10 up to 20 km	6	9	9	6	35	4	14	4	87
Over 20 up to 50 km	7	19	7	4	52	5	24	4	122
Over 50 km	15	9	4	0	9	3	32	1	73
Total	**68**	**85**	**102**	**46**	**345**	**60**	**559**	**44**	**1,309**
All casualties									
Postcode blank, invalid or not known	77	104	101	24	190	26	695	21	1,238
Casualty from elsewhere in the UK	52	23	27	13	63	18	98	51	345
Scottish casualty, distance not known	171	25	505	304	496	376	3,219	202	5,298
Non - UK casualty	34	10	0	0	0	1	17	3	65
Up to 2 km	42	181	45	32	432	51	252	20	1,055
Over 2 up to 5 km	41	255	42	77	484	38	153	16	1,106
Over 5 up to 10 km	38	227	37	61	334	42	196	17	952
Over 10 up to 20 km	53	195	66	38	258	61	222	27	920
Over 20 up to 50 km	98	166	76	36	355	55	196	55	1,037
Over 50 km	189	51	88	12	55	49	299	11	754
Total	**795**	**1,237**	**987**	**597**	**2,667**	**717**	**5,347**	**423**	**12,770**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus or coach, etc.

Table 39b

Casualties[1] involved in reported accidents 2011: 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	**78.2**	15.8	1.5	0.4	-	-	-	-	-	-	-	0.1	-	0.3	0.2	0.2
Aberdeenshire	17.6	**74.4**	3.4	-	-	-	0.4	-	-	0.5	-	0.1	-	-	-	-
Angus	-	1.6	**79.0**	-	-	0.3	12.9	-	-	-	-	-	-	-	0.5	-
Argyll & Bute	-	-	-	**59.5**	-	-	-	-	0.7	-	-	0.2	-	-	-	0.4
Clackmannanshire	-	0.2	-	-	**81.9**	-	-	-	-	-	-	0.2	-	2.7	0.2	0.6
Dumfries & Galloway	-	-	-	0.4	-	**78.2**	-	0.5	-	-	-	0.2	-	-	-	0.1
Dundee City	0.3	-	8.8	-	-	-	**76.3**	-	-	-	-	0.2	-	-	1.1	-
East Ayrshire	-	0.2	-	0.4	-	0.5	-	**68.5**	-	-	6.3	0.1	-	0.3	-	0.5
East Dunbartonshire	-	0.2	-	1.2	-	0.3	0.4	0.5	**65.3**	-	0.8	-	-	-	0.4	4.3
East Lothian	0.3	0.2	-	-	-	-	-	0.5	-	**70.9**	-	3.7	-	-	0.2	0.1
East Renfrewshire	-	-	-	1.2	-	-	-	1.4	-	-	**56.7**	0.2	-	-	0.2	3.6
Edinburgh, City of	0.3	0.5	0.8	0.4	1.2	0.8	-	-	-	14.6	-	**74.1**	-	1.7	2.7	0.7
Eilean Siar	0.3	-	-	0.4	-	-	-	-	-	-	-	-	**93.9**	-	-	-
Falkirk	-	0.3	-	1.2	-	0.3	-	-	0.7	0.5	-	0.6	3.0	**81.4**	0.7	0.2
Fife	0.3	0.3	1.1	1.6	3.6	1.0	4.3	-	-	0.5	-	2.7	-	2.0	**87.9**	0.3
Glasgow City	-	-	0.8	7.0	-	1.0	-	3.2	21.5	-	15.0	0.5	-	-	0.7	**67.7**
Highland	0.3	0.7	-	0.8	-	0.3	-	-	-	-	-	-	3.0	-	0.2	0.1
Inverclyde	0.3	-	0.4	1.9	-	-	-	-	-	-	-	-	-	-	-	0.6
Midlothian	-	-	-	-	1.2	0.3	-	-	-	3.5	-	6.6	-	-	0.2	-
Moray	0.3	2.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Ayrshire	-	-	0.4	0.8	-	-	-	7.8	-	-	2.4	-	-	-	0.2	0.6
North Lanarkshire	-	-	0.4	1.6	1.2	2.0	-	2.3	2.8	-	-	0.2	-	0.7	0.5	4.6
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	0.6	-	2.3	0.4	-	-	5.8	-	-	-	-	0.6	-	0.7	1.1	0.1
Renfrewshire	-	-	-	1.9	2.4	-	-	-	0.7	0.5	2.4	0.1	-	0.7	0.2	4.0
Scottish Borders	-	-	-	-	-	0.5	-	-	-	4.5	-	1.5	-	0.7	0.5	-
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	-	0.4	-	1.0	-	9.1	-	-	7.1	0.1	-	-	-	0.5
South Lanarkshire	-	0.2	-	3.1	-	1.0	-	2.3	1.4	-	7.9	0.4	-	1.0	-	6.4
Stirling	0.3	0.2	-	0.8	8.4	-	-	-	-	-	-	0.3	-	4.3	-	0.2
West Dunbartonshire	-	0.2	-	7.0	-	0.5	-	-	4.9	-	-	-	-	-	-	2.6
West Lothian	0.3	-	0.4	1.2	-	-	-	-	-	-	-	5.8	-	3.0	-	0.2
Elsewhere in UK	0.6	2.3	0.8	6.6	-	12.2	-	4.1	2.1	4.5	1.6	1.3	-	0.7	2.4	1.5
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**335**	**575**	**262**	**257**	**83**	**394**	**278**	**219**	**144**	**199**	**127**	**1,234**	**33**	**301**	**552**	**1,213**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported accidents 2011:Council of residence vs council of accident location **SEVERITY/ROAD TYPE/AREA**

CASUALTY RESIDENCE	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
Aberdeen City	0.5	-	-	1.4	-	0.2	-	1.2	-	-	-	-	0.2	0.4	-	0.2
Aberdeenshire	1.4	-	-	9.5	-	0.3	-	0.9	-	0.3	-	0.9	-	0.7	-	-
Angus	0.2	-	-	-	-	-	-	3.3	-	-	-	-	-	0.4	0.7	-
Argyll & Bute	0.4	-	-	-	0.9	-	-	0.9	0.3	-	-	1.8	-	3.0	5.0	0.4
Clackmannanshire	0.4	0.7	-	-	-	-	-	0.6	-	-	-	-	0.2	11.2	-	-
Dumfries & Galloway	0.2	-	0.5	-	-	0.2	-	-	-	1.2	-	2.2	1.7	1.5	-	-
Dundee City	0.4	-	-	-	-	-	-	5.9	-	-	-	-	-	-	-	0.2
East Ayrshire	-	-	-	-	5.8	-	-	-	0.3	0.3	-	12.8	0.2	0.4	-	-
East Dunbartonshire	-	0.7	-	-	0.4	0.8	4.3	0.3	1.9	-	-	0.9	-	2.2	4.3	0.2
East Lothian	0.7	-	3.3	-	-	-	-	0.6	-	2.0	-	-	-	0.4	-	0.4
East Renfrewshire	0.4	0.7	-	-	0.4	0.2	-	0.6	2.7	-	-	-	1.1	-	2.2	-
Edinburgh, City of	0.9	-	16.7	-	0.4	0.3	-	3.0	-	6.4	-	0.4	0.6	0.4	-	6.1
Eilean Siar	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Falkirk	0.2	0.7	0.9	-	0.4	1.7	-	1.2	-	0.3	-	-	0.2	10.8	-	3.3
Fife	0.5	-	1.9	-	-	0.5	-	4.4	-	1.2	-	-	-	1.9	0.7	1.1
Glasgow City	1.1	2.0	-	0.7	1.3	5.2	-	3.0	8.4	0.6	-	1.8	8.0	3.7	12.2	0.9
Highland	**78.0**	-	-	4.1	-	0.2	-	0.9	-	-	-	-	-	2.6	-	-
Inverclyde	-	**89.2**	-	-	2.7	0.5	-	-	6.0	-	-	-	-	-	1.4	0.2
Midlothian	0.4	-	**61.9**	-	-	0.5	-	0.9	-	2.6	-	-	-	-	-	0.7
Moray	2.7	-	-	**79.7**	-	-	-	0.3	-	0.6	-	-	-	-	-	-
North Ayrshire	0.4	0.7	-	-	**75.4**	-	-	0.3	4.9	-	-	5.8	0.8	0.7	-	0.2
North Lanarkshire	1.1	-	0.9	-	1.3	**78.2**	-	1.2	1.1	-	-	0.4	8.7	4.8	0.7	2.9
Orkney Islands	0.4	-	-	-	-	-	**91.3**	-	-	-	-	-	-	-	-	-
Perth & Kinross	0.4	-	0.5	-	-	0.2	-	**59.5**	-	0.3	-	-	-	1.9	-	-
Renfrewshire	0.5	2.7	-	-	6.3	0.8	-	0.3	**69.2**	-	-	1.3	0.4	0.4	1.4	0.4
Scottish Borders	-	-	9.8	-	-	-	-	0.9	-	**72.5**	-	-	0.2	-	-	0.2
Shetland Islands	-	-	-	-	-	-	-	-	-	-	**100.0**	-	-	-	-	-
South Ayrshire	0.2	0.7	-	-	3.1	0.2	-	-	0.3	-	-	**69.0**	0.8	1.5	-	-
South Lanarkshire	0.2	-	0.9	0.7	0.9	8.5	-	1.8	0.8	1.8	-	0.9	**74.2**	1.9	1.4	3.9
Stirling	0.7	-	-	-	-	0.2	-	0.9	-	-	-	-	-	**42.4**	0.7	0.4
West Dunbartonshire	0.2	0.7	-	-	0.4	0.2	-	0.3	2.7	-	-	-	0.4	1.9	**63.3**	-
West Lothian	0.5	0.7	1.9	-	-	1.0	-	0.6	0.5	1.2	-	0.4	0.6	1.5	1.4	**77.9**
Elsewhere in UK	6.9	0.7	0.9	4.1	-	0.3	4.3	6.5	0.8	8.8	-	1.3	1.9	3.7	4.3	0.2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**564**	**148**	**215**	**148**	**224**	**600**	**23**	**338**	**367**	**342**	**41**	**226**	**528**	**269**	**139**	**456**

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, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	10	20	30	12	19	31	163	149	312
	2002	-	-	-	11	17	28	10	13	23	104	86	190
	2003	2	-	2	3	10	13	16	14	30	93	113	206
	2004	-	1	1	6	9	15	18	7	25	114	90	204
	2005	-	-	-	7	4	11	13	7	20	101	78	179
	2006	2	-	2	1	8	9	21	5	26	62	89	151
	2007	1	1	2	2	10	12	19	15	34	65	88	153
	2008	2	1	3	3	1	4	18	16	34	61	53	114
	2009	2	-	2	2	3	5	20	8	28	75	53	128
	2010	-	-	-	5	7	12	13	13	26	49	53	102
	2011	-	-	-	-	2	2	9	12	21	41	57	98
	2007-11 average	**1**	**0**	**1**	**2**	**5**	**7**	**16**	**13**	**29**	**58**	**61**	**119**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-69*	*-80*	*-49*	*20*	*-24*	*-49*	*-28*	*-39*
	% ch on 04-08 av: 0711	*0*	*-33*	*-13*	*-37*	*-28*	*-31*	*-11*	*28*	*3*	*-28*	*-24*	*-26*
Orkney Islands	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**7**	**7**
	2001	-	-	-	-	-	-	-	-	-	-	10	10
	2002	-	-	-	-	-	-	-	-	-	-	9	9
	2003	-	-	-	-	-	-	-	1	1	-	8	8
	2004	-	-	-	-	-	-	-	-	-	-	9	9
	2005	-	-	-	-	2	2	-	-	-	-	8	8
	2006	-	-	-	-	1	1	-	2	2	-	9	9
	2007	-	-	-	-	-	-	-	-	-	-	2	2
	2008	-	-	-	-	-	-	-	2	2	-	7	7
	2009	-	-	-	-	-	-	-	-	-	-	6	6
	2010	-	-	-	-	1	1	-	-	-	-	5	5
	2011	-	-	-	-	-	-	-	-	-	-	2	2
	2007-11 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**0**	**0**	**-**	**4**	**4**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*-71*	*-71*
	% ch on 04-08 av: 0711	*-*	*-*	*-*	*-*	*-67*	*-67*	*-*	*-50*	*-50*	*-*	*-37*	*-37*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	-	2	2	-	3	3	-	13	13
	2002	-	-	-	-	5	5	-	2	2	-	13	13
	2003	-	-	-	-	-	-	-	2	2	-	5	5
	2004	-	-	-	-	1	1	-	1	1	-	6	6
	2005	-	-	-	-	-	-	-	3	3	-	12	12
	2006	-	1	1	-	-	-	-	1	1	-	11	11
	2007	-	-	-	-	-	-	-	5	5	-	6	6
	2008	-	-	-	-	-	-	-	-	-	-	5	5
	2009	-	-	-	-	-	-	-	-	-	-	5	5
	2010	-	-	-	-	1	1	-	1	1	-	3	3
	2011	-	-	-	-	-	-	-	-	-	-	5	5
	2007-11 average	**-**	**-**	**-**	**-**	**0**	**0**	**-**	**1**	**1**	**-**	**5**	**5**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	-	*-38*	*-38*
	% ch on 04-08 av: 0711	-	*-100*	*-100*	-	*0*	*0*	-	*-40*	*-40*	-	*-40*	*-40*
Eilean Siar	**2004-08 average**	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**2**	**2**	**-**	**14**	**14**
	2001	-	-	-	-	3	3	-	5	5	-	18	18
	2002	-	-	-	-	1	1	-	2	2	-	19	19
	2003	-	-	-	-	4	4	-	3	3	-	16	16
	2004	-	-	-	-	-	-	-	6	6	-	18	18
	2005	-	-	-	-	2	2	-	4	4	-	16	16
	2006	-	-	-	-	-	-	-	1	1	-	7	7
	2007	-	-	-	-	1	1	-	-	-	-	11	11
	2008	-	-	-	-	2	2	-	1	1	-	16	16
	2009	-	-	-	-	2	2	-	-	-	-	7	7
	2010	-	-	-	-	-	-	-	2	2	-	10	10
	2011	-	-	-	-	1	1	-	1	1	-	4	4
	2007-11 average	**-**	**-**	**-**	**-**	**1**	**1**	**-**	**1**	**1**	**-**	**10**	**10**
	% ch on 04-08 av: 2011	-	-	-	-	*0*	*0*	-	*-58*	*-58*	-	*-71*	*-71*
	% ch on 04-08 av: 0711	-	-	-	-	*20*	*20*	-	*-67*	*-67*	-	*-29*	*-29*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	-	8	8	2	8	10	10	48	58
	2002	-	-	-	1	2	3	2	4	6	9	54	63
	2003	-	1	1	1	10	11	1	3	4	8	67	75
	2004	-	-	-	-	9	9	2	3	5	10	72	82
	2005	-	-	-	-	9	9	1	6	7	8	67	75
	2006	-	-	-	-	10	10	5	3	8	6	49	55
	2007	-	-	-	-	6	6	-	5	5	8	57	65
	2008	-	-	-	-	16	16	1	2	3	10	123	133
	2009	-	-	-	-	5	5	1	3	4	11	71	82
	2010	-	-	-	3	10	13	2	5	7	17	58	75
	2011	-	2	2	-	11	11	2	6	8	16	82	98
	2007-11 average	**-**	**0**	**0**	**1**	**10**	**10**	**1**	**4**	**5**	**12**	**78**	**91**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*10*	*10*	*11*	*58*	*43*	*90*	*11*	*20*
	% ch on 04-08 av: 0711	*-*	*-*	*-*	*-*	*-4*	*2*	*-33*	*11*	*-4*	*48*	*6*	*10*
Aberdeenshire *	**2004-08 average**	**0**	**2**	**2**	**2**	**10**	**13**	**7**	**27**	**33**	**35**	**131**	**166**
	2001	-	-	-	1	12	13	7	25	32	32	125	157
	2002	-	1	1	-	12	12	4	27	31	21	136	157
	2003	-	1	1	-	13	13	15	26	41	34	121	155
	2004	-	1	1	3	12	15	8	26	34	28	120	148
	2005	-	1	1	1	11	12	7	29	36	38	122	160
	2006	-	1	1	4	9	13	13	33	46	25	101	126
	2007	-	-	-	1	7	8	3	22	25	31	132	163
	2008	1	5	6	3	12	15	3	23	26	52	180	232
	2009	-	1	1	3	17	20	4	18	22	43	181	224
	2010	-	-	-	2	6	8	4	22	26	49	153	202
	2011	-	-	-	1	13	14	4	7	11	34	156	190
	2007-11 average	**0**	**1**	**1**	**2**	**11**	**13**	**4**	**18**	**22**	**42**	**160**	**202**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-58*	*27*	*11*	*-41*	*-74*	*-67*	*-2*	*19*	*15*
	% ch on 04-08 av: 0711	*0*	*-25*	*-22*	*-17*	*8*	*3*	*-47*	*-31*	*-34*	*20*	*22*	*22*

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

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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
Moray *	**2004-08 average**	**-**	**1**	**1**	**0**	**4**	**4**	**2**	**5**	**7**	**10**	**30**	**41**
	2001	-	-	-	1	7	8	1	7	8	18	40	58
	2002	2	-	2	3	5	8	6	6	12	14	39	53
	2003	-	-	-	3	6	9	4	2	6	15	34	49
	2004	-	-	-	-	6	6	-	5	5	15	35	50
	2005	-	1	1	1	3	4	2	8	10	12	17	29
	2006	-	2	2	1	3	4	3	5	8	9	30	39
	2007	-	-	-	-	6	6	2	5	7	6	31	37
	2008	-	1	1	-	2	2	2	4	6	10	38	48
	2009	-	-	-	1	-	1	2	3	5	18	23	41
	2010	-	-	-	-	5	5	1	3	4	11	23	34
	2011	-	-	-	-	1	1	1	3	4	10	14	24
	2007-11 average	**-**	**0**	**0**	**0**	**3**	**3**	**2**	**4**	**5**	**11**	**26**	**37**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-75*	*-77*	*-44*	*-44*	*-44*	*-4*	*-54*	*-41*
	% ch on 04-08 av: 0711	*-*	*-75*	*-75*	*-50*	*-30*	*-32*	*-11*	*-33*	*-28*	*6*	*-15*	*-9*
Dundee City	**2004-08 average**	**0**	**-**	**0**	**1**	**14**	**15**	**1**	**2**	**3**	**8**	**56**	**65**
	2001	-	-	-	1	18	19	1	4	5	16	77	93
	2002	-	-	-	-	20	20	-	3	3	2	69	71
	2003	-	-	-	1	11	12	1	2	3	9	57	66
	2004	-	-	-	1	18	19	-	1	1	9	62	71
	2005	-	-	-	1	15	16	2	5	7	5	53	58
	2006	-	-	-	1	15	16	-	-	-	12	71	83
	2007	-	-	-	1	11	12	1	1	2	10	42	52
	2008	1	-	1	-	10	10	1	3	4	5	54	59
	2009	-	-	-	1	13	14	3	2	5	9	56	65
	2010	-	-	-	1	10	11	2	3	5	7	34	41
	2011	-	-	-	-	11	11	-	2	2	5	47	52
	2007-11 average	**0**	**-**	**0**	**1**	**11**	**12**	**1**	**2**	**4**	**7**	**47**	**54**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-20*	*-25*	*-*	*0*	*-29*	*-39*	*-17*	*-20*
	% ch on 04-08 av: 0711	*0*	*-*	*0*	*-25*	*-20*	*-21*	*75*	*10*	*29*	*-12*	*-17*	*-17*

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

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	1	1	1	16	17	3	11	14	19	85	104
	2002	-	-	-	-	12	12	2	5	7	9	80	89
	2003	-	1	1	2	7	9	1	6	7	10	61	71
	2004	-	-	-	-	10	10	4	12	16	22	98	120
	2005	-	-	-	-	10	10	1	6	7	13	67	80
	2006	-	-	-	-	10	10	2	9	11	12	67	79
	2007	-	2	2	-	6	6	5	8	13	4	67	71
	2008	-	-	-	-	2	2	2	11	13	8	56	64
	2009	-	-	-	-	5	5	1	6	7	7	53	60
	2010	-	-	-	2	4	6	1	5	6	9	45	54
	2011	-	-	-	1	6	7	1	4	5	9	48	57
	2007-11 average	**-**	**0**	**0**	**1**	**5**	**5**	**2**	**7**	**9**	**7**	**54**	**61**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-21*	*-8*	*-64*	*-57*	*-58*	*-24*	*-32*	*-31*
	% ch on 04-08 av: 0711	*-*	*0*	*0*	*-*	*-39*	*-32*	*-29*	*-26*	*-27*	*-37*	*-24*	*-26*
Perth & Kinross	**2004-08 average**	**0**	**0**	**1**	**2**	**8**	**11**	**8**	**7**	**15**	**43**	**88**	**131**
	2001	1	2	3	6	15	21	20	11	31	67	126	193
	2002	-	-	-	1	17	18	10	7	17	25	129	154
	2003	-	1	1	-	13	13	16	11	27	51	95	146
	2004	-	-	-	6	9	15	11	7	18	56	92	148
	2005	-	1	1	4	9	13	7	8	15	49	90	139
	2006	-	1	1	-	11	11	3	7	10	43	96	139
	2007	-	-	-	1	2	3	13	7	20	33	78	111
	2008	1	-	1	1	11	12	7	7	14	34	82	116
	2009	-	-	-	2	4	6	3	6	9	37	72	109
	2010	-	-	-	-	3	3	12	7	19	24	56	80
	2011	1	-	1	2	2	4	10	8	18	36	54	90
	2007-11 average	**0**	**-**	**0**	**1**	**4**	**6**	**9**	**7**	**16**	**33**	**68**	**101**
	% ch on 04-08 av: 2011	*400*	*-*	*67*	*-17*	*-76*	*-63*	*22*	*11*	*17*	*-16*	*-38*	*-31*
	% ch on 04-08 av: 0711	*100*	*-100*	*-33*	*-50*	*-48*	*-48*	*10*	*-3*	*4*	*-24*	*-22*	*-23*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	1	1	-	30	30	4	17	21	24	187	211
	2002	1	-	1	1	26	27	6	23	29	39	210	249
	2003	-	2	2	-	20	20	2	16	18	26	156	182
	2004	-	5	5	1	22	23	5	25	30	23	161	184
	2005	-	1	1	1	20	21	6	9	15	30	142	172
	2006	1	1	2	1	25	26	6	13	19	28	161	189
	2007	-	-	-	-	14	14	1	13	14	13	124	137
	2008	-	1	1	1	11	12	1	13	14	9	105	114
	2009	-	-	-	-	20	20	-	6	6	8	106	114
	2010	-	-	-	3	8	11	5	8	13	25	94	119
	2011	-	-	-	-	18	18	-	11	11	8	84	92
	2007-11 average	**-**	**0**	**0**	**1**	**14**	**15**	**1**	**10**	**12**	**13**	**103**	**115**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-2*	*-6*	*-*	*-25*	*-40*	*-61*	*-39*	*-42*
	% ch on 04-08 av: 0711	*-100*	*-88*	*-89*	*0*	*-23*	*-22*	*-63*	*-30*	*-37*	*-39*	*-26*	*-28*
Edinburgh, City of	**2004-08 average**	**-**	**1**	**1**	**0**	**25**	**25**	**1**	**8**	**9**	**7**	**180**	**188**
	2001	-	3	3	-	35	35	-	16	16	7	245	252
	2002	-	1	1	-	31	31	-	12	12	4	205	209
	2003	-	-	-	-	24	24	-	11	11	4	158	162
	2004	-	-	-	-	21	21	1	7	8	5	157	162
	2005	-	-	-	-	27	27	1	5	6	8	188	196
	2006	-	2	2	-	32	32	1	12	13	8	198	206
	2007	-	1	1	1	22	23	-	5	5	11	180	191
	2008	-	-	-	-	24	24	1	12	13	5	178	183
	2009	-	-	-	-	17	17	-	7	7	2	139	141
	2010	-	-	-	-	15	15	1	3	4	4	128	132
	2011	-	-	-	1	15	16	2	8	10	3	163	166
	2007-11 average	**-**	**0**	**0**	**0**	**19**	**19**	**1**	**7**	**8**	**5**	**158**	**163**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*400*	*-40*	*-37*	*150*	*-2*	*11*	*-59*	*-10*	*-12*
	% ch on 04-08 av: 0711	*-*	*-67*	*-67*	*100*	*-26*	*-25*	*0*	*-15*	*-13*	*-32*	*-13*	*-13*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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 Lothian	**2004-08 average**	**0**	**0**	**1**	**-**	**9**	**9**	**1**	**8**	**9**	**5**	**73**	**78**
	2001	-	1	1	-	21	21	1	10	11	9	77	86
	2002	-	-	-	-	10	10	1	4	5	1	61	62
	2003	-	-	-	1	5	6	1	7	8	4	53	57
	2004	-	-	-	-	9	9	-	7	7	4	67	71
	2005	-	-	-	-	12	12	-	9	9	2	89	91
	2006	-	1	1	-	14	14	1	10	11	9	75	84
	2007	1	1	2	-	4	4	3	8	11	6	65	71
	2008	-	-	-	-	6	6	3	6	9	3	69	72
	2009	-	-	-	-	5	5	2	4	6	4	63	67
	2010	-	-	-	-	8	8	-	1	1	1	59	60
	2011	-	-	-	-	9	9	-	2	2	4	59	63
	2007-11 average	**0**	**0**	**0**	**-**	**6**	**6**	**2**	**4**	**6**	**4**	**63**	**67**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*0*	*0*	*-*	*-75*	*-79*	*-17*	*-19*	*-19*
	% ch on 04-08 av: 0711	*0*	*-50*	*-33*	*-*	*-29*	*-29*	*14*	*-48*	*-38*	*-25*	*-14*	*-14*
Midlothian	**2004-08 average**	**-**	**-**	**-**	**1**	**5**	**6**	**0**	**3**	**3**	**9**	**33**	**41**
	2001	-	-	-	1	4	5	1	1	2	9	30	39
	2002	-	-	-	-	5	5	1	2	3	17	41	58
	2003	-	-	-	-	9	9	1	5	6	5	32	37
	2004	-	-	-	-	4	4	-	2	2	4	18	22
	2005	-	-	-	1	10	11	-	2	2	6	54	60
	2006	-	-	-	2	3	5	2	2	4	18	26	44
	2007	-	-	-	-	5	5	-	4	4	10	37	47
	2008	-	-	-	2	5	7	-	3	3	5	29	34
	2009	-	-	-	-	4	4	1	2	3	7	28	35
	2010	-	-	-	-	8	8	-	1	1	7	22	29
	2011	-	-	-	-	4	4	-	3	3	1	26	27
	2007-11 average	**-**	**-**	**-**	**0**	**5**	**6**	**0**	**3**	**3**	**6**	**28**	**34**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-26*	*-38*	*-*	*15*	*0*	*-88*	*-21*	*-35*
	% ch on 04-08 av: 0711	*-*	*-*	*-*	*-60*	*-4*	*-13*	*-50*	*0*	*-7*	*-30*	*-13*	*-17*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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 Lothian	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**2**	**3**	**4**	**4**	**32**	**36**
	2001	-	-	-	-	4	4	1	3	4	8	34	42
	2002	-	1	1	1	7	8	7	2	9	17	35	52
	2003	-	-	-	-	4	4	1	5	6	5	21	26
	2004	-	-	-	1	6	7	1	6	7	6	31	37
	2005	-	-	-	-	10	10	1	2	3	5	43	48
	2006	-	-	-	-	4	4	1	3	4	4	34	38
	2007	-	-	-	-	5	5	4	1	5	4	31	35
	2008	-	-	-	-	-	-	2	1	3	1	19	20
	2009	-	-	-	3	2	5	-	8	8	10	29	39
	2010	-	1	1	-	3	3	-	3	3	8	26	34
	2011	-	1	1	-	2	2	-	1	1	5	24	29
	2007-11 average	**-**	**0**	**0**	**1**	**2**	**3**	**1**	**3**	**4**	**6**	**26**	**31**
	% ch on 04-08 av: 2011	-	-	-	-	*-60*	*-62*	-	*-62*	*-77*	*25*	*-24*	*-19*
	% ch on 04-08 av: 0711	-	-	-	*200*	*-52*	*-42*	*-33*	*8*	*-9*	*40*	*-18*	*-12*
Scottish Borders	**2004-08 average**	**-**	**0**	**0**	**1**	**8**	**8**	**3**	**10**	**12**	**21**	**74**	**95**
	2001	-	-	-	-	4	4	-	8	8	10	86	96
	2002	-	1	1	3	7	10	1	8	9	22	95	117
	2003	-	-	-	1	14	15	2	12	14	19	83	102
	2004	-	-	-	-	6	6	2	9	11	14	80	94
	2005	-	1	1	-	9	9	6	10	16	24	102	126
	2006	-	-	-	-	7	7	-	10	10	24	55	79
	2007	-	1	1	1	9	10	3	13	16	18	66	84
	2008	-	-	-	2	7	9	2	7	9	23	68	91
	2009	-	-	-	4	5	9	5	8	13	25	66	91
	2010	-	1	1	3	3	6	3	6	9	20	66	86
	2011	-	-	-	1	2	3	1	5	6	17	47	64
	2007-11 average	**-**	**0**	**0**	**2**	**5**	**7**	**3**	**8**	**11**	**21**	**63**	**83**
	% ch on 04-08 av: 2011	-	-	-	*67*	*-74*	*-63*	*-62*	*-49*	*-52*	*-17*	*-37*	*-32*
	% ch on 04-08 av: 0711	-	*0*	*0*	*267*	*-32*	*-10*	*8*	*-20*	*-15*	*0*	*-16*	*-12*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	-	3	3	-	2	2	-	33	33
	2002	-	-	-	-	8	8	-	4	4	-	41	41
	2003	-	-	-	-	7	7	-	4	4	-	31	31
	2004	-	-	-	-	4	4	-	3	3	-	21	21
	2005	-	-	-	-	4	4	-	1	1	-	24	24
	2006	-	-	-	-	4	4	-	4	4	-	23	23
	2007	-	-	-	-	2	2	-	1	1	-	11	11
	2008	-	1	1	-	4	4	-	2	2	-	23	23
	2009	-	-	-	-	3	3	-	3	3	-	14	14
	2010	-	-	-	-	3	3	-	2	2	-	19	19
	2011	-	-	-	-	1	1	1	1	2	-	10	10
	2007-11 average	**-**	**0**	**0**	**-**	**3**	**3**	**0**	**2**	**2**	**-**	**15**	**15**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-72*	*-72*	*-*	*-55*	*-9*	*-*	*-51*	*-51*
	% ch on 04-08 av: 0711	*-*	*0*	*0*	*-*	*-28*	*-28*	*-*	*-18*	*-9*	*-*	*-25*	*-25*
Stirling	**2004-08 average**	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**26**	**56**	**82**
	2001	-	-	-	2	10	12	5	2	7	34	67	101
	2002	-	-	-	-	7	7	3	5	8	20	79	99
	2003	-	-	-	2	9	11	5	7	12	30	82	112
	2004	-	-	-	2	8	10	1	6	7	45	68	113
	2005	-	-	-	1	7	8	5	4	9	28	58	86
	2006	1	-	1	-	6	6	4	6	10	12	50	62
	2007	-	-	-	-	2	2	3	2	5	23	49	72
	2008	-	1	1	1	4	5	3	3	6	21	55	76
	2009	-	-	-	-	3	3	1	4	5	16	38	54
	2010	-	-	-	-	2	2	1	3	4	25	32	57
	2011	-	-	-	-	5	5	1	5	6	18	39	57
	2007-11 average	**-**	**0**	**0**	**0**	**3**	**3**	**2**	**3**	**5**	**21**	**43**	**63**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-7*	*-19*	*-69*	*19*	*-19*	*-30*	*-30*	*-30*
	% ch on 04-08 av: 0711	*-100*	*0*	*-50*	*-75*	*-41*	*-45*	*-44*	*-19*	*-30*	*-20*	*-24*	*-23*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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
Falkirk	**2004-08 average**	**-**	**0**	**0**	**0**	**10**	**10**	**1**	**4**	**5**	**5**	**61**	**66**
	2001	-	1	1	-	16	16	3	5	8	10	72	82
	2002	-	-	-	-	17	17	5	7	12	10	82	92
	2003	-	1	1	-	8	8	2	6	8	15	70	85
	2004	-	-	-	-	5	5	-	7	7	6	55	61
	2005	-	-	-	1	15	16	1	7	8	5	72	77
	2006	-	2	2	-	15	15	2	3	5	3	60	63
	2007	-	-	-	-	7	7	1	1	2	6	55	61
	2008	-	-	-	-	7	7	-	4	4	4	65	69
	2009	-	-	-	-	7	7	-	3	3	8	47	55
	2010	-	-	-	-	5	5	-	1	1	8	35	43
	2011	-	-	-	-	3	3	1	-	1	4	39	43
	2007-11 average	**-**	**-**	**-**	**-**	**6**	**6**	**0**	**2**	**2**	**6**	**48**	**54**
	% ch on 04-08 av: 2011	-	-	-	-	*-69*	*-70*	*25*	-	*-81*	*-17*	*-36*	*-35*
	% ch on 04-08 av: 0711	-	*-100*	*-100*	*-100*	*-41*	*-42*	*-50*	*-59*	*-58*	*25*	*-21*	*-18*
Glasgow City	**2004-08 average**	**-**	**2**	**2**	**-**	**51**	**51**	**1**	**17**	**18**	**14**	**267**	**281**
	2001	1	2	3	-	90	90	3	18	21	12	365	377
	2002	-	3	3	1	77	78	-	13	13	19	362	381
	2003	-	1	1	-	66	66	1	15	16	10	345	355
	2004	-	1	1	-	55	55	1	15	16	17	257	274
	2005	-	1	1	-	50	50	1	16	17	20	250	270
	2006	-	4	4	-	54	54	3	23	26	15	276	291
	2007	-	1	1	-	47	47	-	14	14	10	238	248
	2008	-	1	1	-	48	48	-	15	15	8	313	321
	2009	-	1	1	-	40	40	1	17	18	11	213	224
	2010	-	1	1	2	31	33	1	10	11	11	199	210
	2011	-	1	1	1	29	30	3	10	13	6	171	177
	2007-11 average	**-**	**1**	**1**	**1**	**39**	**40**	**1**	**13**	**14**	**9**	**227**	**236**
	% ch on 04-08 av: 2011	-	*-38*	*-38*	-	*-43*	*-41*	*200*	*-40*	*-26*	*-57*	*-36*	*-37*
	% ch on 04-08 av: 0711	-	*-38*	*-38*	-	*-23*	*-22*	*0*	*-20*	*-19*	*-34*	*-15*	*-16*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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
Argyll & Bute	**2004-08 average**	**-**	**0**	**0**	**1**	**4**	**6**	**8**	**5**	**12**	**38**	**49**	**87**
	2001	-	-	-	3	4	7	11	9	20	44	56	100
	2002	-	-	-	9	13	22	5	3	8	64	60	124
	2003	-	-	-	1	6	7	7	7	14	47	76	123
	2004	-	-	-	1	5	6	9	6	15	40	56	96
	2005	-	-	-	-	4	4	5	4	9	35	45	80
	2006	-	-	-	2	2	4	6	4	10	38	52	90
	2007	-	-	-	-	4	4	11	3	14	24	33	57
	2008	-	1	1	4	6	10	7	6	13	54	57	111
	2009	-	-	-	1	4	5	3	2	5	33	40	73
	2010	-	-	-	-	1	1	8	7	15	34	32	66
	2011	1	-	1	1	2	3	5	-	5	32	26	58
	2007-11 average	**0**	**0**	**0**	**1**	**3**	**5**	**7**	**4**	**10**	**35**	**38**	**73**
	% ch on 04-08 av: 2011	*-*	*-*	*400*	*-29*	*-52*	*-46*	*-34*	*-*	*-59*	*-16*	*-47*	*-33*
	% ch on 04-08 av: 0711	*-*	*0*	*100*	*-14*	*-19*	*-18*	*-11*	*-22*	*-15*	*-7*	*-23*	*-16*
West Dunbartonshire	**2004-08 average**	**-**	**0**	**0**	**1**	**6**	**7**	**2**	**3**	**4**	**7**	**28**	**34**
	2001	-	1	1	2	13	15	1	7	8	10	35	45
	2002	-	-	-	-	9	9	-	1	1	2	46	48
	2003	-	-	-	3	9	12	-	3	3	10	36	46
	2004	-	1	1	-	7	7	2	2	4	4	39	43
	2005	-	-	-	1	10	11	4	5	9	8	26	34
	2006	-	-	-	1	9	10	1	3	4	8	35	43
	2007	-	-	-	2	1	3	1	1	2	7	21	28
	2008	-	-	-	-	4	4	-	2	2	7	17	24
	2009	-	-	-	-	8	8	-	1	1	5	21	26
	2010	-	-	-	-	4	4	-	1	1	4	21	25
	2011	1	-	1	-	5	5	3	1	4	2	20	22
	2007-11 average	**0**	**-**	**0**	**0**	**4**	**5**	**1**	**1**	**2**	**5**	**20**	**25**
	% ch on 04-08 av: 2011	*-*	*-*	*400*	*-*	*-19*	*-29*	*88*	*-62*	*-5*	*-71*	*-28*	*-36*
	% ch on 04-08 av: 0711	*-*	*-100*	*0*	*-50*	*-29*	*-31*	*-50*	*-54*	*-52*	*-26*	*-28*	*-27*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	-	8	8	-	2	2	-	41	41
	2002	-	-	-	-	9	9	-	1	1	-	39	39
	2003	-	-	-	-	9	9	-	3	3	1	41	42
	2004	-	-	-	-	6	6	-	2	2	-	31	31
	2005	-	-	-	-	9	9	-	-	-	-	26	26
	2006	-	1	1	-	9	9	-	1	1	-	27	27
	2007	-	-	-	-	3	3	-	3	3	-	25	25
	2008	-	-	-	-	2	2	-	2	2	-	22	22
	2009	-	-	-	-	4	4	-	2	2	-	21	21
	2010	-	-	-	-	3	3	-	4	4	-	22	22
	2011	-	-	-	-	-	-	-	-	-	-	16	16
	2007-11 average	**-**	**-**	**-**	**-**	**2**	**2**	**-**	**2**	**2**	**-**	**21**	**21**
	% ch on 04-08 av: 2011	-	-	-	-	-	-	-	-	-	-	*-39*	*-39*
	% ch on 04-08 av: 0711	-	*-100*	*-100*	-	*-59*	*-59*	-	*38*	*38*	-	*-19*	*-19*
Inverclyde	**2004-08 average**	**-**	**-**	**-**	**0**	**5**	**5**	**1**	**1**	**2**	**9**	**27**	**36**
	2001	-	1	1	2	7	9	2	2	4	12	27	39
	2002	-	-	-	3	4	7	2	1	3	17	19	36
	2003	-	2	2	-	6	6	2	6	8	8	28	36
	2004	-	-	-	-	6	6	-	-	-	5	27	32
	2005	-	-	-	-	3	3	2	1	3	6	29	35
	2006	-	-	-	2	5	7	-	-	-	9	30	39
	2007	-	-	-	-	2	2	1	2	3	15	19	34
	2008	-	-	-	-	7	7	-	2	2	10	29	39
	2009	-	-	-	-	4	4	-	2	2	6	20	26
	2010	-	-	-	-	3	3	1	-	1	3	18	21
	2011	-	-	-	1	2	3	-	1	1	7	19	26
	2007-11 average	**-**	**-**	**-**	**0**	**4**	**4**	**0**	**1**	**2**	**8**	**21**	**29**
	% ch on 04-08 av: 2011	-	-	-	*150*	*-57*	*-40*	-	*0*	*-38*	*-22*	*-29*	*-27*
	% ch on 04-08 av: 0711	-	-	-	*-50*	*-22*	*-24*	*-33*	*40*	*12*	*-9*	*-22*	*-18*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	-	18	18	-	3	3	17	103	120
	2002	-	2	2	-	18	18	2	4	6	13	78	91
	2003	-	1	1	-	20	20	1	5	6	18	89	107
	2004	-	1	1	-	10	10	3	8	11	11	62	73
	2005	-	1	1	-	11	11	-	5	5	6	63	69
	2006	-	2	2	-	8	8	1	6	7	12	70	82
	2007	-	-	-	-	7	7	3	4	7	8	51	59
	2008	-	-	-	-	8	8	2	7	9	6	60	66
	2009	-	-	-	-	8	8	1	1	2	10	56	66
	2010	-	-	-	-	7	7	2	-	2	10	52	62
	2011	-	-	-	-	2	2	2	5	7	7	45	52
	2007-11 average	**-**	**-**	**-**	**-**	**6**	**6**	**2**	**3**	**5**	**8**	**53**	**61**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-77*	*-77*	*11*	*-17*	*-10*	*-19*	*-26*	*-26*
	% ch on 04-08 av: 0711	*-*	*-100*	*-100*	*-*	*-27*	*-27*	*11*	*-43*	*-31*	*-5*	*-14*	*-13*
East Renfrewshire	**2004-08 average**	**-**	**-**	**-**	**-**	**2**	**2**	**0**	**2**	**2**	**2**	**22**	**24**
	2001	-	-	-	-	7	7	-	3	3	3	33	36
	2002	-	-	-	1	6	7	1	1	2	5	35	40
	2003	-	-	-	-	4	4	3	1	4	6	26	32
	2004	-	-	-	-	4	4	1	1	2	1	29	30
	2005	-	-	-	-	1	1	-	2	2	2	13	15
	2006	-	-	-	-	3	3	-	1	1	1	31	32
	2007	-	-	-	-	3	3	-	4	4	1	15	16
	2008	-	-	-	-	1	1	-	1	1	4	21	25
	2009	-	-	-	-	3	3	-	2	2	4	15	19
	2010	-	-	-	-	4	4	-	1	1	5	20	25
	2011	-	-	-	-	2	2	-	2	2	-	12	12
	2007-11 average	**-**	**-**	**-**	**-**	**3**	**3**	**-**	**2**	**2**	**3**	**17**	**19**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-17*	*-17*	*-*	*11*	*0*	*-*	*-45*	*-49*
	% ch on 04-08 av: 0711	*-*	*-*	*-*	*-*	*8*	*8*	*-100*	*11*	*0*	*56*	*-24*	*-18*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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 Lanarkshire	**2004-08 average**	**0**	**1**	**1**	**0**	**20**	**20**	**2**	**10**	**12**	**10**	**96**	**107**
	2001	1	3	4	3	43	46	5	7	12	20	148	168
	2002	-	-	-	-	41	41	6	9	15	14	126	140
	2003	1	1	2	-	25	25	5	11	16	12	133	145
	2004	-	-	-	-	27	27	1	12	13	6	98	104
	2005	1	-	1	-	22	22	2	7	9	10	93	103
	2006	-	2	2	-	14	14	2	10	12	11	96	107
	2007	-	-	-	2	20	22	1	11	12	8	113	121
	2008	1	1	2	-	15	15	5	8	13	17	81	98
	2009	-	-	-	-	16	16	3	7	10	8	86	94
	2010	-	-	-	-	15	15	-	2	2	7	70	77
	2011	-	-	-	-	12	12	1	10	11	4	55	59
	2007-11 average	**0**	**0**	**0**	**0**	**16**	**16**	**2**	**8**	**10**	**9**	**81**	**90**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-39*	*-40*	*-55*	*4*	*-7*	*-62*	*-43*	*-45*
	% ch on 04-08 av: 0711	*-50*	*-67*	*-60*	*0*	*-20*	*-20*	*-9*	*-21*	*-19*	*-15*	*-16*	*-16*
South Lanarkshire	**2004-08 average**	**0**	**0**	**1**	**2**	**15**	**17**	**4**	**12**	**16**	**21**	**100**	**121**
	2001	-	-	-	3	31	34	1	8	9	23	156	179
	2002	-	1	1	2	24	26	10	8	18	26	146	172
	2003	-	-	-	-	23	23	2	16	18	30	119	149
	2004	-	-	-	3	18	21	7	7	14	31	108	139
	2005	-	1	1	1	8	9	5	12	17	15	83	98
	2006	1	-	1	2	16	18	3	13	16	13	106	119
	2007	-	-	-	1	15	16	3	11	14	24	100	124
	2008	-	1	1	2	19	21	2	15	17	22	104	126
	2009	-	1	1	2	12	14	4	14	18	24	97	121
	2010	-	-	-	1	13	14	1	11	12	19	64	83
	2011	-	-	-	-	14	14	1	10	11	13	65	78
	2007-11 average	**-**	**0**	**0**	**1**	**15**	**16**	**2**	**12**	**14**	**20**	**86**	**106**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-8*	*-18*	*-75*	*-14*	*-29*	*-38*	*-35*	*-36*
	% ch on 04-08 av: 0711	*-100*	*0*	*-33*	*-33*	*-4*	*-7*	*-45*	*5*	*-8*	*-3*	*-14*	*-12*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	-	-	-	-	9	9	3	7	10	17	59	76
	2002	-	1	1	1	16	17	2	2	4	10	64	74
	2003	-	1	1	-	13	13	2	5	7	18	52	70
	2004	-	1	1	5	7	12	-	6	6	27	56	83
	2005	-	1	1	2	14	16	-	10	10	19	53	72
	2006	-	-	-	3	6	9	1	3	4	20	44	64
	2007	-	-	-	2	8	10	2	4	6	11	38	49
	2008	-	-	-	2	4	6	2	4	6	10	43	53
	2009	-	-	-	2	5	7	2	2	4	12	50	62
	2010	-	-	-	-	4	4	1	4	5	6	19	25
	2011	-	-	-	1	6	7	-	4	4	6	33	39
	2007-11 average	**-**	**-**	**-**	**1**	**5**	**7**	**1**	**4**	**5**	**9**	**37**	**46**
	% ch on 04-08 av: 2011	-	-	-	*-64*	*-23*	*-34*	-	*-26*	*-38*	*-66*	*-29*	*-39*
	% ch on 04-08 av: 0711	-	*-100*	*-100*	*-50*	*-31*	*-36*	*40*	*-33*	*-22*	*-48*	*-22*	*-29*
East Ayrshire	**2004-08 average**	**-**	**-**	**-**	**1**	**8**	**8**	**3**	**5**	**8**	**8**	**48**	**56**
	2001	-	-	-	-	11	11	4	11	15	14	76	90
	2002	-	-	-	3	15	18	4	7	11	15	66	81
	2003	-	-	-	1	14	15	3	8	11	10	57	67
	2004	-	-	-	-	14	14	5	8	13	15	67	82
	2005	-	-	-	-	6	6	2	3	5	7	41	48
	2006	-	-	-	1	8	9	1	4	5	3	54	57
	2007	-	-	-	-	6	6	5	2	7	4	30	34
	2008	-	-	-	2	5	7	1	7	8	11	48	59
	2009	-	-	-	-	-	-	3	2	5	11	33	44
	2010	-	-	-	1	6	7	1	4	5	12	38	50
	2011	-	-	-	1	4	5	-	4	4	5	38	43
	2007-11 average	**-**	**-**	**-**	**1**	**4**	**5**	**2**	**4**	**6**	**9**	**37**	**46**
	% ch on 04-08 av: 2011	-	-	-	*67*	*-49*	*-40*	-	*-17*	*-47*	*-38*	*-21*	*-23*
	% ch on 04-08 av: 0711	-	-	-	*33*	*-46*	*-40*	*-29*	*-21*	*-24*	*7*	*-22*	*-18*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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 Ayrshire	**2004-08 average**	**0**	**-**	**0**	**1**	**6**	**7**	**3**	**5**	**8**	**15**	**38**	**53**
	2001	-	1	1	2	7	9	3	7	10	19	46	65
	2002	-	-	-	4	9	13	6	4	10	34	62	96
	2003	1	-	1	1	10	11	8	1	9	24	63	87
	2004	1	-	1	1	10	11	6	5	11	19	40	59
	2005	-	-	-	-	7	7	1	4	5	18	35	53
	2006	-	-	-	1	4	5	4	6	10	14	37	51
	2007	-	-	-	1	6	7	4	5	9	13	39	52
	2008	-	-	-	-	5	5	2	4	6	11	39	50
	2009	-	-	-	-	3	3	2	1	3	10	45	55
	2010	-	1	1	-	3	3	4	6	10	18	32	50
	2011	-	-	-	-	2	2	-	3	3	11	27	38
	2007-11 average	**-**	**0**	**0**	**0**	**4**	**4**	**2**	**4**	**6**	**13**	**36**	**49**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-*	*-69*	*-71*	*-*	*-38*	*-63*	*-27*	*-29*	*-28*
	% ch on 04-08 av: 0711	*-100*	*-*	*0*	*-67*	*-41*	*-43*	*-29*	*-21*	*-24*	*-16*	*-4*	*-8*
Dumfries & Galloway	**2004-08 average**	**0**	**-**	**0**	**4**	**8**	**12**	**9**	**6**	**14**	**48**	**79**	**127**
	2001	-	-	-	-	10	10	3	10	13	47	69	116
	2002	-	-	-	5	13	18	14	4	18	48	62	110
	2003	-	-	-	4	12	16	6	4	10	36	71	107
	2004	-	-	-	6	8	14	4	4	8	38	61	99
	2005	1	-	1	4	7	11	10	7	17	51	76	127
	2006	-	-	-	4	9	13	17	8	25	56	90	146
	2007	-	-	-	6	7	13	8	4	12	61	97	158
	2008	-	-	-	1	7	8	5	5	10	35	70	105
	2009	-	-	-	4	6	10	8	2	10	47	73	120
	2010	-	-	-	-	4	4	3	2	5	25	42	67
	2011	-	-	-	3	3	6	8	1	9	25	59	84
	2007-11 average	**-**	**-**	**-**	**3**	**5**	**8**	**6**	**3**	**9**	**39**	**68**	**107**
	% ch on 04-08 av: 2011	*-*	*-*	*-*	*-29*	*-61*	*-49*	*-9*	*-82*	*-38*	*-48*	*-25*	*-34*
	% ch on 04-08 av: 0711	*-100*	*-*	*-100*	*-33*	*-29*	*-31*	*-27*	*-50*	*-36*	*-20*	*-13*	*-16*

Table 40

Killed & Serious casualties for all ages and child casualties by council and road type
Years:2004-08, 2007-2011 averages and 2001-2011

		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**
	2001	3	17	20	38	486	524	97	251	348	674	2,736	3,410
	2002	3	11	14	50	463	513	110	194	304	581	2,648	3,229
	2003	4	13	17	24	391	415	108	228	336	558	2,399	2,957
	2004	1	11	12	36	336	372	92	216	308	575	2,191	2,766
	2005	2	9	11	26	331	357	85	201	286	531	2,135	2,666
	2006	5	20	25	26	324	350	103	211	314	475	2,160	2,635
	2007	2	7	9	21	248	269	97	184	281	434	1,951	2,385
	2008	6	14	20	24	255	279	72	198	270	446	2,129	2,575
	2009	2	3	5	25	228	253	70	146	216	461	1,827	2,288
	2010	-	4	4	23	200	223	67	141	208	418	1,550	1,968
	2011	3	4	7	14	189	203	56	130	186	329	1,546	1,875
	2007-11 average	**3**	**6**	**9**	**21**	**224**	**245**	**72**	**160**	**232**	**418**	**1,801**	**2,218**
	% ch on 04-08 av: 2011	*-6*	*-67*	*-55*	*-47*	*-37*	*-38*	*-38*	*-36*	*-36*	*-33*	*-27*	*-28*
	% ch on 04-08 av: 0711	*-19*	*-48*	*-42*	*-20*	*-25*	*-25*	*-19*	*-21*	*-20*	*-15*	*-15*	*-15*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
Highland	**2004-08 average**	**386**	**368**	**754**	**1,496**	**1,047**	**2,543**	**26**	**35**	**30**
	2002	330	384	714	1,465	985	2,449	23	39	29
	2003	391	408	799	1,476	1,001	2,477	26	41	32
	2004	430	399	829	1,464	1,012	2,477	29	39	33
	2005	381	416	797	1,468	1,022	2,490	26	41	32
	2006	355	349	704	1,503	1,053	2,556	24	33	28
	2007	409	333	742	1,525	1,070	2,595	27	31	29
	2008	353	345	698	1,519	1,078	2,597	23	32	27
	2009	406	381	787	1,556	1,067	2,623	26	36	30
	2010	322	275	597	1,530	1,055	2,586	21	26	23
	2011	263	303	566	1,535	1,044	2,580	17	29	22
	2007-11 average	**351**	**327**	**678**	**1,533**	**1,063**	**2,596**	**23**	**31**	**26**
	% ch 04-08 av: 2011	*-32*	*-18*	*-25*	*3*	*-0*	*1*	*-34*	*-18*	*-26*
	% ch 04-08 av: 0711	*-9*	*-11*	*-10*	*2*	*2*	*2*	*-11*	*-12*	*-12*
Orkney Islands	**2004-08 average**	**-**	**39**	**39**	**-**	**133**	**133**	**-**	**30**	**30**
	2002	-	54	54	-	129	129	-	42	42
	2003	-	35	35	-	128	128	-	27	27
	2004	-	38	38	-	128	128	-	30	30
	2005	-	46	46	-	128	128	-	36	36
	2006	-	43	43	-	136	136	-	32	32
	2007	-	35	35	-	137	137	-	25	25
	2008	-	35	35	-	137	137	-	26	26
	2009	-	29	29	-	137	137	-	21	21
	2010	-	33	33	-	135	135	-	24	24
	2011	-	24	24	-	133	133	-	18	18
	2007-11 average	**-**	**31**	**31**	**-**	**136**	**136**	**-**	**23**	**23**
	% ch 04-08 av: 2011	*-*	*-39*	*-39*	*-*	*-0*	*-0*	*-*	*-39*	*-39*
	% ch 04-08 av: 0711	*-*	*-21*	*-21*	*-*	*2*	*2*	*-*	*-22*	*-22*
Shetland Islands	**2004-08 average**	**-**	**41**	**41**	**-**	**202**	**202**	**-**	**20**	**20**
	2002	-	25	25	-	190	190	-	13	13
	2003	-	42	42	-	194	194	-	22	22
	2004	-	40	40	-	195	195	-	21	21
	2005	-	56	56	-	198	198	-	28	28
	2006	-	49	49	-	205	205	-	24	24
	2007	-	40	40	-	206	206	-	19	19
	2008	-	19	19	-	206	206	-	9	9
	2009	-	67	67	-	203	203	-	33	33
	2010	-	51	51	-	202	202	-	25	25
	2011	-	41	41	-	202	202	-	20	20
	2007-11 average	**-**	**44**	**44**	**-**	**204**	**204**	**-**	**21**	**21**
	% ch 04-08 av: 2011	*-*	*0*	*0*	*-*	*0*	*0*	*-*	*0*	*0*
	% ch 04-08 av: 0711	*-*	*7*	*7*	*-*	*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 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
Eilean Siar	**2004-08 average**	**-**	**55**	**55**	**-**	**197**	**197**	**-**	**28**	**28**
	2002	-	57	57	-	179	179	-	32	32
	2003	-	65	65	-	186	186	-	35	35
	2004	-	46	46	-	186	186	-	25	25
	2005	-	49	49	-	176	176	-	28	28
	2006	-	53	53	-	208	208	-	25	25
	2007	-	48	48	-	209	209	-	23	23
	2008	-	79	79	-	205	205	-	39	39
	2009	-	42	42	-	206	206	-	20	20
	2010	-	43	43	-	203	203	-	21	21
	2011	-	33	33	-	202	202	-	16	16
	2007-11 average	**-**	**49**	**49**	**-**	**205**	**205**	**-**	**24**	**24**
	% ch 04-08 av: 2011	*-*	*-40*	*-40*	*-*	*3*	*3*	*-*	*-42*	*-42*
	% ch 04-08 av: 0711	*-*	*-11*	*-11*	*-*	*4*	*4*	*-*	*-14*	*-14*
Aberdeen City *	**2004-08 average**	**52**	**357**	**409**	**275**	**1,109**	**1,384**	**19**	**32**	**30**
	2002	42	375	417	268	1,064	1,333	16	35	31
	2003	51	315	366	281	1,072	1,353	18	29	27
	2004	52	296	348	286	1,081	1,367	18	27	25
	2005	53	393	446	275	1,081	1,357	19	36	33
	2006	43	355	398	286	1,141	1,427	15	31	28
	2007	54	341	395	265	1,126	1,391	20	30	28
	2008	57	400	457	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	260	304	258	1,039	1,297	17	25	23
	2007-11 average	**52**	**327**	**379**	**259**	**1,082**	**1,341**	**20**	**30**	**28**
	% ch 04-08 av: 2011	*-15*	*-27*	*-26*	*-6*	*-6*	*-6*	*-9*	*-22*	*-21*
	% ch 04-08 av: 0711	*0*	*-9*	*-7*	*-6*	*-2*	*-3*	*7*	*-6*	*-4*
Aberdeenshire *	**2004-08 average**	**120**	**504**	**625**	**843**	**1,928**	**2,771**	**14**	**26**	**23**
	2002	112	521	633	825	1,809	2,634	14	29	24
	2003	109	463	572	852	1,836	2,688	13	25	21
	2004	115	474	589	847	1,836	2,683	14	26	22
	2005	135	522	657	844	1,852	2,697	16	28	24
	2006	114	491	605	866	1,964	2,830	13	25	21
	2007	114	520	634	840	1,993	2,834	14	26	22
	2008	123	515	638	820	1,994	2,814	15	26	23
	2009	123	538	661	829	1,933	2,762	15	28	24
	2010	116	450	566	822	1,894	2,716	14	24	21
	2011	82	380	462	824	1,859	2,683	10	20	17
	2007-11 average	**112**	**481**	**592**	**827**	**1,935**	**2,762**	**13**	**25**	**21**
	% ch 04-08 av: 2011	*-32*	*-25*	*-26*	*-2*	*-4*	*-3*	*-30*	*-22*	*-24*
	% ch 04-08 av: 0711	*-7*	*-5*	*-5*	*-2*	*0*	*-0*	*-5*	*-5*	*-5*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
Moray *	**2004-08 average**	**49**	**133**	**182**	**277**	**453**	**729**	**18**	**29**	**25**
	2002	41	129	170	281	422	703	15	31	24
	2003	58	155	213	278	428	706	21	36	30
	2004	57	128	185	280	434	715	20	29	26
	2005	59	131	190	283	438	722	21	30	26
	2006	55	129	184	270	457	727	20	28	25
	2007	34	138	172	277	466	743	12	30	23
	2008	38	140	178	272	467	739	14	30	24
	2009	59	164	223	269	460	729	22	36	31
	2010	36	97	133	263	451	714	14	22	19
	2011	30	106	136	264	444	708	11	24	19
	2007-11 average	**39**	**129**	**168**	**269**	**458**	**727**	**15**	**28**	**23**
	% ch 04-08 av: 2011	*-38*	*-20*	*-25*	*-4*	*-2*	*-3*	*-35*	*-19*	*-23*
	% ch 04-08 av: 0711	*-19*	*-3*	*-7*	*-3*	*1*	*-0*	*-17*	*-4*	*-7*
Dundee City	**2004-08 average**	**37**	**247**	**284**	**185**	**701**	**885**	**20**	**35**	**32**
	2002	41	358	399	171	680	852	24	53	47
	2003	38	298	336	173	678	850	22	44	40
	2004	34	292	326	186	679	866	18	43	38
	2005	38	223	261	184	685	869	21	33	30
	2006	44	274	318	187	698	885	24	39	36
	2007	29	229	258	187	719	906	16	32	28
	2008	38	219	257	179	722	902	21	30	29
	2009	22	251	273	182	703	885	12	36	31
	2010	24	184	208	180	687	867	13	27	24
	2011	22	221	243	178	688	865	12	32	28
	2007-11 average	**27**	**221**	**248**	**181**	**704**	**885**	**15**	**31**	**28**
	% ch 04-08 av: 2011	*-40*	*-11*	*-14*	*-4*	*-2*	*-2*	*-38*	*-9*	*-12*
	% ch 04-08 av: 0711	*-26*	*-11*	*-13*	*-2*	*0*	*-0*	*-25*	*-11*	*-13*
Angus	**2004-08 average**	**38**	**268**	**306**	**318**	**728**	**1,046**	**12**	**37**	**29**
	2002	41	365	406	298	680	978	14	54	42
	2003	18	255	273	293	690	983	6	37	28
	2004	55	264	319	300	695	995	18	38	32
	2005	41	294	335	292	704	996	14	42	34
	2006	32	254	286	341	734	1,076	9	35	27
	2007	35	270	305	319	747	1,066	11	36	29
	2008	25	260	285	339	758	1,097	7	34	26
	2009	38	203	241	334	752	1,086	11	27	22
	2010	34	153	187	346	740	1,086	10	21	17
	2011	30	198	228	344	731	1,076	9	27	21
	2007-11 average	**32**	**217**	**249**	**336**	**746**	**1,082**	**10**	**29**	**23**
	% ch 04-08 av: 2011	*-20*	*-26*	*-25*	*8*	*1*	*3*	*-26*	*-27*	*-28*
	% ch 04-08 av: 0711	*-14*	*-19*	*-19*	*6*	*2*	*3*	*-18*	*-21*	*-21*

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

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
Perth & Kinross	**2004-08 average**	**124**	**269**	**393**	**1,357**	**950**	**2,307**	**9**	**28**	**17**
	2002	100	337	437	1,339	896	2,235	7	38	20
	2003	150	319	469	1,296	927	2,223	12	34	21
	2004	124	318	442	1,336	931	2,267	9	34	19
	2005	143	267	410	1,345	928	2,273	11	29	18
	2006	107	273	380	1,381	960	2,340	8	28	16
	2007	128	246	374	1,379	972	2,351	9	25	16
	2008	116	242	358	1,345	958	2,303	9	25	16
	2009	148	255	403	1,332	960	2,292	11	27	18
	2010	118	233	351	1,299	945	2,244	9	25	16
	2011	101	191	292	1,324	933	2,257	8	20	13
	2007-11 average	**122**	**233**	**356**	**1,336**	**954**	**2,289**	**9**	**24**	**16**
	% ch 04-08 av: 2011	*-18*	*-29*	*-26*	*-2*	*-2*	*-2*	*-16*	*-28*	*-24*
	% ch 04-08 av: 0711	*-1*	*-13*	*-9*	*-2*	*0*	*-1*	*0*	*-14*	*-9*
Fife	**2004-08 average**	**88**	**607**	**695**	**863**	**1,984**	**2,847**	**10**	**31**	**24**
	2002	128	674	802	824	1,887	2,712	16	36	30
	2003	110	690	800	837	1,906	2,743	13	36	29
	2004	90	708	798	866	1,939	2,805	10	37	28
	2005	97	645	742	822	1,949	2,770	12	33	27
	2006	94	607	701	870	1,987	2,856	11	31	25
	2007	74	555	629	889	2,022	2,911	8	27	22
	2008	84	520	604	868	2,023	2,891	10	26	21
	2009	80	566	646	879	2,015	2,894	9	28	22
	2010	84	509	593	848	2,000	2,848	10	25	21
	2011	68	426	494	839	2,000	2,839	8	21	17
	2007-11 average	**78**	**515**	**593**	**865**	**2,012**	**2,876**	**9**	**26**	**21**
	% ch 04-08 av: 2011	*-23*	*-30*	*-29*	*-3*	*1*	*-0*	*-20*	*-30*	*-29*
	% ch 04-08 av: 0711	*-11*	*-15*	*-15*	*0*	*1*	*1*	*-11*	*-16*	*-16*
Edinburgh, City of	**2004-08 average**	**101**	**1,376**	**1,477**	**691**	**2,296**	**2,986**	**15**	**60**	**49**
	2002	74	1,683	1,757	651	2,250	2,901	11	75	61
	2003	80	1,493	1,573	670	2,260	2,929	12	66	54
	2004	88	1,536	1,624	683	2,289	2,972	13	67	55
	2005	85	1,420	1,505	688	2,285	2,973	12	62	51
	2006	119	1,398	1,517	682	2,306	2,988	17	61	51
	2007	98	1,302	1,400	714	2,326	3,040	14	56	46
	2008	113	1,224	1,337	686	2,271	2,957	16	54	45
	2009	92	1,162	1,254	725	2,253	2,978	13	52	42
	2010	103	1,155	1,258	677	2,207	2,885	15	52	44
	2011	68	1,127	1,195	712	2,190	2,902	10	51	41
	2007-11 average	**95**	**1,194**	**1,289**	**703**	**2,249**	**2,952**	**13**	**53**	**44**
	% ch 04-08 av: 2011	*-32*	*-18*	*-19*	*3*	*-5*	*-3*	*-34*	*-14*	*-17*
	% ch 04-08 av: 0711	*-6*	*-13*	*-13*	*2*	*-2*	*-1*	*-7*	*-11*	*-12*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		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 Lothian	**2004-08 average**	**47**	**525**	**572**	**689**	**1,033**	**1,721**	**7**	**51**	**33**
	2002	39	556	595	632	976	1,608	6	57	37
	2003	63	516	579	658	989	1,647	10	52	35
	2004	54	531	585	675	1,013	1,688	8	52	35
	2005	43	517	560	687	1,015	1,702	6	51	33
	2006	51	566	617	682	1,031	1,713	7	55	36
	2007	43	474	517	688	1,055	1,742	6	45	30
	2008	45	535	580	711	1,051	1,761	6	51	33
	2009	35	487	522	700	1,046	1,747	5	47	30
	2010	34	410	444	682	1,034	1,716	5	40	26
	2011	56	376	432	675	1,042	1,717	8	36	25
	2007-11 average	**43**	**456**	**499**	**691**	**1,046**	**1,737**	**6**	**44**	**29**
	% ch 04-08 av: 2011	*19*	*-28*	*-24*	*-2*	*1*	*-0*	*21*	*-29*	*-24*
	% ch 04-08 av: 0711	*-10*	*-13*	*-13*	*0*	*1*	*1*	*-10*	*-14*	*-14*
Midlothian	**2004-08 average**	**38**	**214**	**252**	**141**	**497**	**638**	**27**	**43**	**40**
	2002	48	210	258	142	469	611	34	45	42
	2003	55	249	304	142	476	618	39	52	49
	2004	45	226	271	141	482	624	32	47	43
	2005	22	228	250	141	486	627	16	47	40
	2006	51	221	272	142	498	640	36	44	42
	2007	25	188	213	142	507	649	18	37	33
	2008	49	207	256	140	509	649	35	41	39
	2009	31	211	242	141	520	661	22	41	37
	2010	34	199	233	135	517	652	25	39	36
	2011	29	165	194	136	517	653	21	32	30
	2007-11 average	**34**	**194**	**228**	**139**	**514**	**653**	**24**	**38**	**35**
	% ch 04-08 av: 2011	*-24*	*-23*	*-23*	*-3*	*4*	*2*	*-22*	*-26*	*-25*
	% ch 04-08 av: 0711	*-12*	*-9*	*-10*	*-2*	*4*	*2*	*-11*	*-12*	*-12*
East Lothian	**2004-08 average**	**37**	**190**	**227**	**382**	**493**	**875**	**10**	**39**	**26**
	2002	56	216	272	324	463	787	17	47	35
	2003	33	214	247	344	464	808	10	46	31
	2004	36	206	242	361	473	834	10	44	29
	2005	38	191	229	378	478	856	10	40	27
	2006	35	192	227	390	499	889	9	38	26
	2007	42	179	221	409	509	918	10	35	24
	2008	34	184	218	372	508	880	9	36	25
	2009	24	159	183	359	503	862	7	32	21
	2010	35	175	210	354	501	855	10	35	25
	2011	31	146	177	355	498	852	9	29	21
	2007-11 average	**33**	**169**	**202**	**370**	**504**	**873**	**9**	**33**	**23**
	% ch 04-08 av: 2011	*-16*	*-23*	*-22*	*-7*	*1*	*-3*	*-10*	*-24*	*-20*
	% ch 04-08 av: 0711	*-10*	*-11*	*-11*	*-3*	*2*	*-0*	*-7*	*-13*	*-11*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
Scottish Borders	**2004-08 average**	**98**	**351**	**449**	**393**	**796**	**1,189**	**25**	**44**	**38**
	2002	77	429	506	379	752	1,131	20	57	45
	2003	80	434	514	386	768	1,154	21	57	45
	2004	110	430	540	389	777	1,166	28	55	46
	2005	95	406	501	392	776	1,168	24	52	43
	2006	95	326	421	400	801	1,201	24	41	35
	2007	79	276	355	400	812	1,212	20	34	29
	2008	111	319	430	383	813	1,196	29	39	36
	2009	100	301	401	390	808	1,198	26	37	33
	2010	71	232	303	382	798	1,180	19	29	26
	2011	59	239	298	388	792	1,180	15	30	25
	2007-11 average	**84**	**273**	**357**	**389**	**805**	**1,193**	**22**	**34**	**30**
	% ch 04-08 av: 2011	*-40*	*-32*	*-34*	*-1*	*-0*	*-1*	*-39*	*-32*	*-33*
	% ch 04-08 av: 0711	*-14*	*-22*	*-20*	*-1*	*1*	*0*	*-13*	*-23*	*-21*
Clackmannanshire	**2004-08 average**	**-**	**95**	**95**	**-**	**306**	**306**	**-**	**31**	**31**
	2002	-	90	90	-	291	291	-	31	31
	2003	1	111	112	-	290	290	-	38	39
	2004	-	90	90	-	294	294	-	31	31
	2005	-	97	97	-	297	297	-	33	33
	2006	-	103	103	-	307	307	-	34	34
	2007	-	99	99	-	313	313	-	32	32
	2008	-	85	85	-	317	317	-	27	27
	2009	-	80	80	-	331	331	-	24	24
	2010	-	70	70	-	328	328	-	21	21
	2011	3	73	76	-	327	327	-	22	23
	2007-11 average	**1**	**81**	**82**	**-**	**323**	**323**	**-**	**25**	**25**
	% ch 04-08 av: 2011	*-*	*-23*	*-20*	*-*	*7*	*7*	*-*	*-28*	*-25*
	% ch 04-08 av: 0711	*-*	*-14*	*-14*	*-*	*6*	*6*	*-*	*-19*	*-18*
Stirling	**2004-08 average**	**72**	**231**	**303**	**489**	**727**	**1,216**	**15**	**32**	**25**
	2002	76	222	298	442	679	1,121	17	33	27
	2003	98	241	339	457	693	1,149	21	35	29
	2004	66	234	300	459	699	1,158	14	33	26
	2005	57	200	257	466	709	1,175	12	28	22
	2006	80	262	342	501	736	1,237	16	36	28
	2007	65	251	316	513	749	1,262	13	33	25
	2008	91	210	301	505	743	1,248	18	28	24
	2009	64	209	273	499	735	1,234	13	28	22
	2010	65	184	249	481	732	1,213	14	25	21
	2011	63	168	231	478	720	1,198	13	23	19
	2007-11 average	**70**	**204**	**274**	**495**	**736**	**1,231**	**14**	**28**	**22**
	% ch 04-08 av: 2011	*-12*	*-27*	*-24*	*-2*	*-1*	*-1*	*-10*	*-27*	*-23*
	% ch 04-08 av: 0711	*-3*	*-12*	*-10*	*1*	*1*	*1*	*-4*	*-13*	*-11*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
Falkirk	**2004-08 average**	**29**	**300**	**329**	**555**	**927**	**1,482**	**5**	**32**	**22**
	2002	38	310	348	503	877	1,380	8	35	25
	2003	42	315	357	503	887	1,390	8	36	26
	2004	31	310	341	542	897	1,439	6	35	24
	2005	25	310	335	534	902	1,436	5	34	23
	2006	32	284	316	560	931	1,492	6	30	21
	2007	30	297	327	571	953	1,524	5	31	21
	2008	27	301	328	567	950	1,517	5	32	22
	2009	27	310	337	550	955	1,505	5	32	22
	2010	22	233	255	531	949	1,479	4	25	17
	2011	25	266	291	537	952	1,489	5	28	20
	2007-11 average	**26**	**281**	**308**	**551**	**952**	**1,503**	**5**	**30**	**20**
	% ch 04-08 av: 2011	*-14*	*-11*	*-12*	*-3*	*3*	*0*	*-11*	*-14*	*-12*
	% ch 04-08 av: 0711	*-10*	*-6*	*-7*	*-1*	*3*	*1*	*-9*	*-9*	*-8*
Glasgow City	**2004-08 average**	**196**	**1,837**	**2,033**	**1,330**	**2,130**	**3,459**	**15**	**86**	**59**
	2002	210	2,072	2,282	1,214	2,078	3,293	17	100	69
	2003	155	2,077	2,232	1,206	2,091	3,296	13	99	68
	2004	220	2,098	2,318	1,277	2,107	3,384	17	100	68
	2005	187	2,059	2,246	1,300	2,117	3,417	14	97	66
	2006	190	1,821	2,011	1,330	2,130	3,460	14	85	58
	2007	180	1,737	1,917	1,349	2,159	3,508	13	80	55
	2008	205	1,469	1,674	1,391	2,135	3,527	15	69	47
	2009	162	1,476	1,638	1,385	2,100	3,485	12	70	47
	2010	220	1,252	1,472	1,370	2,053	3,423	16	61	43
	2011	162	1,226	1,388	1,397	2,039	3,435	12	60	40
	2007-11 average	**186**	**1,432**	**1,618**	**1,378**	**2,097**	**3,475**	**13**	**68**	**47**
	% ch 04-08 av: 2011	*-18*	*-33*	*-32*	*5*	*-4*	*-1*	*-21*	*-30*	*-31*
	% ch 04-08 av: 0711	*-5*	*-22*	*-20*	*4*	*-2*	*0*	*-9*	*-21*	*-21*
Argyll & Bute	**2004-08 average**	**139**	**189**	**328**	**354**	**538**	**892**	**39**	**35**	**37**
	2002	121	205	326	349	515	864	35	40	38
	2003	114	222	336	344	527	871	33	42	39
	2004	140	182	322	353	526	879	40	35	37
	2005	141	232	373	344	515	858	41	45	43
	2006	141	191	332	360	551	911	39	35	36
	2007	127	175	302	358	552	910	35	32	33
	2008	146	166	312	356	548	904	41	30	35
	2009	138	171	309	359	541	900	38	32	34
	2010	132	183	315	352	532	884	37	34	36
	2011	121	132	253	353	526	879	34	25	29
	2007-11 average	**133**	**165**	**298**	**356**	**540**	**895**	**37**	**31**	**33**
	% ch 04-08 av: 2011	*-13*	*-30*	*-23*	*-0*	*-2*	*-1*	*-13*	*-29*	*-22*
	% ch 04-08 av: 0711	*-4*	*-13*	*-9*	*0*	*0*	*0*	*-5*	*-13*	*-9*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
West Dunbartonshire	**2004-08 average**	**40**	**192**	**232**	**193**	**431**	**624**	**21**	**44**	**37**
	2002	45	204	249	191	411	601	24	50	41
	2003	45	209	254	188	415	604	24	50	42
	2004	47	238	285	191	418	608	25	57	47
	2005	51	202	253	195	425	620	26	47	41
	2006	40	212	252	199	436	635	20	49	40
	2007	32	189	221	189	439	629	17	43	35
	2008	32	117	149	191	439	630	17	27	24
	2009	48	138	186	209	438	646	23	32	29
	2010	28	147	175	204	429	634	14	34	28
	2011	35	119	154	205	431	637	17	28	24
	2007-11 average	**35**	**142**	**177**	**200**	**435**	**635**	**18**	**33**	**28**
	% ch 04-08 av: 2011	*-13*	*-38*	*-34*	*6*	*-0*	*2*	*-19*	*-38*	*-35*
	% ch 04-08 av: 0711	*-13*	*-26*	*-24*	*4*	*1*	*2*	*-16*	*-27*	*-25*
East Dunbartonshire	**2004-08 average**	**-**	**194**	**194**	**-**	**545**	**545**	**-**	**36**	**36**
	2002	-	253	253	-	532	532	-	48	48
	2003	-	201	201	-	536	536	-	37	37
	2004	-	215	215	-	540	540	-	40	40
	2005	-	225	225	-	537	537	-	42	42
	2006	-	210	210	-	545	545	-	39	39
	2007	-	160	160	-	556	556	-	29	29
	2008	-	159	159	-	547	547	-	29	29
	2009	-	162	162	-	547	547	-	30	30
	2010	-	156	156	-	534	534	-	29	29
	2011	-	162	162	-	533	533	-	30	30
	2007-11 average	**-**	**160**	**160**	**-**	**543**	**543**	**-**	**29**	**29**
	% ch 04-08 av: 2011	*-*	*-16*	*-16*	*-*	*-2*	*-2*	*-*	*-15*	*-15*
	% ch 04-08 av: 0711	*-*	*-18*	*-18*	*-*	*-0*	*-0*	*-*	*-17*	*-17*
Inverclyde	**2004-08 average**	**53**	**166**	**219**	**78**	**460**	**538**	**67**	**36**	**41**
	2002	74	172	246	74	442	516	100	39	48
	2003	71	211	282	76	444	520	94	48	54
	2004	72	153	225	80	455	535	90	34	42
	2005	43	144	187	78	452	530	55	32	35
	2006	40	190	230	80	460	539	50	41	43
	2007	57	173	230	78	468	545	73	37	42
	2008	52	169	221	76	465	541	68	36	41
	2009	30	124	154	75	458	533	40	27	29
	2010	37	146	183	72	447	519	51	33	35
	2011	49	132	181	72	443	515	68	30	35
	2007-11 average	**45**	**149**	**194**	**75**	**456**	**531**	**60**	**33**	**37**
	% ch 04-08 av: 2011	*-7*	*-20*	*-17*	*-9*	*-4*	*-4*	*1*	*-17*	*-14*
	% ch 04-08 av: 0711	*-15*	*-10*	*-11*	*-5*	*-1*	*-1*	*-10*	*-10*	*-10*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads	Trunk roads	Local Author-ity roads	All roads
Renfrewshire	**2004-08 average**	**86**	**403**	**489**	**622**	**754**	**1,376**	**14**	**53**	**36**
	2002	103	437	540	551	718	1,269	19	61	43
	2003	93	491	584	590	727	1,316	16	68	44
	2004	110	441	551	611	734	1,345	18	60	41
	2005	92	442	534	616	741	1,357	15	60	39
	2006	85	410	495	627	755	1,382	14	54	36
	2007	76	406	482	620	769	1,389	12	53	35
	2008	68	317	385	639	769	1,408	11	41	27
	2009	57	267	324	628	755	1,382	9	35	23
	2010	60	290	350	611	748	1,359	10	39	26
	2011	73	351	424	616	745	1,362	12	47	31
	2007-11 average	**67**	**326**	**393**	**623**	**757**	**1,380**	**11**	**43**	**28**
	% ch 04-08 av: 2011	*-15*	*-13*	*-13*	*-1*	*-1*	*-1*	*-14*	*-12*	*-12*
	% ch 04-08 av: 0711	*-23*	*-19*	*-20*	*0*	*0*	*0*	*-23*	*-19*	*-20*
East Renfrewshire	**2004-08 average**	**11**	**128**	**139**	**149**	**542**	**691**	**7**	**24**	**20**
	2002	13	133	146	116	494	610	11	27	24
	2003	15	168	183	118	494	612	13	34	30
	2004	15	153	168	124	500	624	12	31	27
	2005	10	135	145	116	497	613	9	27	24
	2006	7	139	146	154	565	719	5	25	20
	2007	8	121	129	177	571	747	5	21	17
	2008	15	92	107	175	577	752	9	16	14
	2009	11	92	103	181	568	749	6	16	14
	2010	11	85	96	172	558	730	6	15	13
	2011	13	127	140	208	549	757	6	23	18
	2007-11 average	**12**	**103**	**115**	**183**	**564**	**747**	**6**	**18**	**15**
	% ch 04-08 av: 2011	*18*	*-1*	*1*	*39*	*1*	*10*	*-15*	*-2*	*-8*
	% ch 04-08 av: 0711	*5*	*-19*	*-17*	*22*	*4*	*8*	*-14*	*-22*	*-23*
North Lanarkshire	**2004-08 average**	**109**	**785**	**894**	**1,138**	**1,867**	**3,005**	**10**	**42**	**30**
	2002	144	820	964	1,096	1,807	2,903	13	45	33
	2003	139	818	957	1,100	1,812	2,911	13	45	33
	2004	114	865	979	1,134	1,833	2,968	10	47	33
	2005	113	818	931	1,133	1,831	2,964	10	45	31
	2006	130	801	931	1,114	1,869	2,983	12	43	31
	2007	104	783	887	1,143	1,906	3,049	9	41	29
	2008	82	658	740	1,166	1,894	3,060	7	35	24
	2009	101	675	776	1,154	1,871	3,025	9	36	26
	2010	77	606	683	1,161	1,840	3,001	7	33	23
	2011	77	600	677	1,129	1,829	2,959	7	33	23
	2007-11 average	**88**	**664**	**753**	**1,151**	**1,868**	**3,019**	**8**	**36**	**25**
	% ch 04-08 av: 2011	*-29*	*-24*	*-24*	*-1*	*-2*	*-2*	*-29*	*-22*	*-23*
	% ch 04-08 av: 0711	*-19*	*-15*	*-16*	*1*	*0*	*0*	*-20*	*-15*	*-16*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
South Lanarkshire	**2004-08 average**	**168**	**655**	**823**	**1,131**	**1,281**	**2,412**	**15**	**51**	**34**
	2002	192	810	1,002	977	1,223	2,200	20	66	46
	2003	151	780	931	1,088	1,206	2,294	14	65	41
	2004	185	748	933	1,121	1,223	2,343	17	61	40
	2005	158	668	826	1,095	1,240	2,335	14	54	35
	2006	153	670	823	1,142	1,311	2,453	13	51	34
	2007	189	619	808	1,130	1,333	2,462	17	46	33
	2008	154	572	726	1,169	1,298	2,468	13	44	29
	2009	116	505	621	1,197	1,294	2,491	10	39	25
	2010	110	500	610	1,162	1,282	2,444	9	39	25
	2011	93	488	581	1,163	1,273	2,436	8	38	24
	2007-11 average	**132**	**537**	**669**	**1,164**	**1,296**	**2,460**	**11**	**41**	**27**
	% ch 04-08 av: 2011	*-45*	*-26*	*-29*	*3*	*-1*	*1*	*-46*	*-25*	*-30*
	% ch 04-08 av: 0711	*-21*	*-18*	*-19*	*3*	*1*	*2*	*-23*	*-19*	*-20*
North Ayrshire	**2004-08 average**	**77**	**239**	**316**	**305**	**459**	**764**	**25**	**52**	**41**
	2002	105	240	345	248	451	699	42	53	49
	2003	97	265	362	256	453	709	38	59	51
	2004	98	306	404	272	461	733	36	66	55
	2005	67	264	331	276	445	720	24	59	46
	2006	82	216	298	319	463	781	26	47	38
	2007	73	231	304	326	466	792	22	50	38
	2008	65	180	245	330	462	792	20	39	31
	2009	68	178	246	326	456	782	21	39	31
	2010	55	145	200	318	452	770	17	32	26
	2011	65	173	238	317	450	766	21	38	31
	2007-11 average	**65**	**181**	**247**	**323**	**457**	**780**	**20**	**40**	**32**
	% ch 04-08 av: 2011	*-16*	*-28*	*-25*	*4*	*-2*	*0*	*-19*	*-26*	*-25*
	% ch 04-08 av: 0711	*-15*	*-24*	*-22*	*6*	*-0*	*2*	*-20*	*-24*	*-24*
East Ayrshire	**2004-08 average**	**39**	**235**	**274**	**353**	**668**	**1,021**	**11**	**35**	**27**
	2002	52	291	343	339	623	962	15	47	36
	2003	57	263	320	357	625	982	16	42	33
	2004	52	252	304	363	633	997	14	40	30
	2005	26	250	276	312	639	951	8	39	29
	2006	33	247	280	361	702	1,062	9	35	26
	2007	48	234	282	372	686	1,057	13	34	27
	2008	35	194	229	357	682	1,039	10	28	22
	2009	49	188	237	364	672	1,037	13	28	23
	2010	44	171	215	355	665	1,020	12	26	21
	2011	32	187	219	354	660	1,014	9	28	22
	2007-11 average	**42**	**195**	**236**	**360**	**673**	**1,033**	**12**	**29**	**23**
	% ch 04-08 av: 2011	*-18*	*-21*	*-20*	*0*	*-1*	*-1*	*-18*	*-20*	*-20*
	% ch 04-08 av: 0711	*7*	*-17*	*-14*	*2*	*1*	*1*	*5*	*-18*	*-15*

Table 41

Slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		Slight casualties			Estimated total volume of traffic (million veh-km)			Slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads	Trunk roads	Local Author-i ty roads	All roads
South Ayrshire	**2004-08 average**	**70**	**221**	**292**	**389**	**590**	**979**	**18**	**37**	**30**
	2002	93	256	349	376	565	941	25	45	37
	2003	116	243	359	401	567	968	29	43	37
	2004	63	243	306	398	573	971	16	42	32
	2005	103	231	334	385	576	962	27	40	35
	2006	67	236	303	387	595	981	17	40	31
	2007	78	218	296	393	600	992	20	36	30
	2008	41	178	219	379	607	987	11	29	22
	2009	87	217	304	381	602	983	23	36	31
	2010	51	160	211	384	595	979	13	27	22
	2011	55	190	245	384	590	974	14	32	25
	2007-11 average	**62**	**193**	**255**	**384**	**599**	**983**	**16**	**32**	**26**
	% ch 04-08 av: 2011	*-22*	*-14*	*-16*	*-1*	*0*	*-0*	*-21*	*-14*	*-16*
	% ch 04-08 av: 0711	*-11*	*-13*	*-13*	*-1*	*1*	*0*	*-10*	*-14*	*-13*
Dumfries & Galloway	**2004-08 average**	**175**	**304**	**480**	**1,267**	**705**	**1,972**	**14**	**43**	**24**
	2002	159	300	459	1,260	660	1,920	13	45	24
	2003	165	302	467	1,230	672	1,902	13	45	25
	2004	173	292	465	1,236	685	1,920	14	43	24
	2005	208	341	549	1,258	686	1,944	17	50	28
	2006	159	314	473	1,241	711	1,952	13	44	24
	2007	176	298	474	1,299	723	2,021	14	41	23
	2008	161	276	437	1,302	719	2,021	12	38	22
	2009	147	256	403	1,290	708	1,998	11	36	20
	2010	118	269	387	1,274	700	1,974	9	38	20
	2011	113	217	330	1,270	693	1,963	9	31	17
	2007-11 average	**143**	**263**	**406**	**1,287**	**709**	**1,996**	**11**	**37**	**20**
	% ch 04-08 av: 2011	*-36*	*-29*	*-31*	*0*	*-2*	*-0*	*-36*	*-27*	*-31*
	% ch 04-08 av: 0711	*-18*	*-13*	*-15*	*2*	*1*	*1*	*-20*	*-14*	*-16*
Scotland	**2004-08 average**	**2,478**	**11,722**	**14,200**	**16,262**	**27,474**	**43,736**	**15**	**43**	**32**
	2002	2,554	13,188	15,742	15,335	26,200	41,535	17	50	38
	2003	2,595	12,868	15,463	15,599	26,439	42,038	17	49	37
	2004	2,676	12,752	15,428	15,976	26,729	42,705	17	48	36
	2005	2,511	12,422	14,933	15,906	26,811	42,718	16	46	35
	2006	2,434	11,886	14,320	16,375	27,745	44,119	15	43	32
	2007	2,407	11,165	13,572	16,548	28,118	44,666	15	40	30
	2008	2,360	10,386	12,746	16,504	27,966	44,470	14	37	29
	2009	2,315	10,224	12,539	16,546	27,673	44,219	14	37	28
	2010	2,094	9,068	11,162	16,222	27,266	43,488	13	33	26
	2011	1,862	8,847	10,709	16,313	27,077	43,390	11	33	25
	2007-11 average	**2,208**	**9,938**	**12,146**	**16,427**	**27,620**	**44,047**	**13**	**36**	**28**
	% ch 04-08 av: 2011	*-25*	*-25*	*-25*	*0*	*-1*	*-1*	*-25*	*-23*	*-24*
	% ch 04-08 av: 0711	*-11*	*-15*	*-14*	*1*	*1*	*1*	*-12*	*-16*	*-15*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Northern	**2004-08 average**	**33**	**189**	**2**	**12**	**889**	**3,075**	**29**
	2002	27	231	-	34	850	2,948	29
	2003	36	235	2	17	941	2,984	32
	2004	32	237	1	16	953	2,985	32
	2005	27	215	-	15	948	2,992	32
	2006	30	178	3	10	849	3,106	27
	2007	39	172	2	13	865	3,147	27
	2008	37	142	3	6	831	3,145	26
	2009	28	146	2	7	925	3,169	29
	2010	29	120	-	14	724	3,125	23
	2011	22	109	-	3	664	3,117	21
	2007-11 average	**31**	**138**	**1**	**9**	**802**	**3,141**	**26**
	% ch 04-08 av: 2011	*-33*	*-42*	*-*	*-75*	*-25*	*1*	*-26*
	% ch 04-08 av: 0711	*-6*	*-27*	*-22*	*-28*	*-10*	*2*	*-12*
Grampian *	**2004-08 average**	**46**	**288**	**3**	**27**	**1,215**	**4,885**	**25**
	2002	49	273	3	23	1,220	4,670	26
	2003	51	279	2	33	1,151	4,746	24
	2004	44	280	1	30	1,122	4,765	24
	2005	53	264	2	25	1,293	4,775	27
	2006	62	220	3	27	1,187	4,984	24
	2007	37	265	-	20	1,201	4,968	24
	2008	35	413	7	33	1,273	4,932	26
	2009	31	347	1	26	1,296	4,820	27
	2010	37	311	-	26	1,024	4,738	22
	2011	23	312	2	26	902	4,688	19
	2007-11 average	**33**	**330**	**2**	**26**	**1,139**	**4,829**	**24**
	% ch 04-08 av: 2011	*-50*	*8*	*-23*	*-4*	*-26*	*-4*	*-23*
	% ch 04-08 av: 0711	*-29*	*14*	*-23*	*-3*	*-6*	*-1*	*-5*
Tayside	**2004-08 average**	**30**	**278**	**1**	**33**	**983**	**4,238**	**23**
	2002	27	314	-	50	1,242	4,065	31
	2003	37	283	2	34	1,078	4,057	27
	2004	35	339	-	44	1,087	4,128	26
	2005	29	277	1	39	1,006	4,137	24
	2006	21	301	1	37	984	4,302	23
	2007	35	234	2	21	937	4,323	22
	2008	31	239	2	24	900	4,301	21
	2009	21	234	-	25	917	4,263	22
	2010	30	175	-	20	746	4,197	18
	2011	25	199	1	22	763	4,198	18
	2007-11 average	**28**	**216**	**1**	**22**	**853**	**4,256**	**20**
	% ch 04-08 av: 2011	*-17*	*-28*	*-17*	*-33*	*-22*	*-1*	*-22*
	% ch 04-08 av: 0711	*-6*	*-22*	*-17*	*-32*	*-13*	*0*	*-14*

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

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Fife	**2004-08 average**	**18**	**159**	**2**	**19**	**695**	**2,847**	**24**
	2002	29	249	1	27	802	2,712	30
	2003	18	182	2	20	800	2,743	29
	2004	30	184	5	23	798	2,805	28
	2005	15	172	1	21	742	2,770	27
	2006	19	189	2	26	701	2,856	25
	2007	14	137	-	14	629	2,911	22
	2008	14	114	1	12	604	2,891	21
	2009	6	114	-	20	646	2,894	22
	2010	13	119	-	11	593	2,848	21
	2011	11	92	-	18	494	2,839	17
	2007-11 average	**12**	**115**	**0**	**15**	**593**	**2,876**	**21**
	% ch 04-08 av: 2011	*-40*	*-42*	*-*	*-6*	*-29*	*-0*	*-29*
	% ch 04-08 av: 0711	*-37*	*-28*	*-89*	*-22*	*-15*	*1*	*-16*
Lothian & Borders	**2004-08 average**	**38**	**437**	**2**	**54**	**2,978**	**7,409**	**40**
	2002	38	498	3	64	3,388	7,037	48
	2003	45	384	-	58	3,217	7,156	45
	2004	35	386	-	47	3,262	7,283	45
	2005	36	521	1	69	3,045	7,326	42
	2006	42	451	3	62	3,054	7,432	41
	2007	41	428	4	47	2,706	7,561	36
	2008	37	400	-	46	2,821	7,444	38
	2009	37	373	-	40	2,602	7,445	35
	2010	18	341	2	40	2,448	7,289	34
	2011	22	349	1	34	2,296	7,304	31
	2007-11 average	**31**	**378**	**1**	**41**	**2,575**	**7,409**	**35**
	% ch 04-08 av: 2011	*-42*	*-20*	*-38*	*-37*	*-23*	*-1*	*-22*
	% ch 04-08 av: 0711	*-19*	*-13*	*-13*	*-24*	*-14*	*-0*	*-14*
Central	**2004-08 average**	**15**	**168**	**1**	**20**	**727**	**3,003**	**24**
	2002	24	232	-	32	736	2,792	26
	2003	24	228	1	26	808	2,830	29
	2004	17	195	-	19	731	2,891	25
	2005	18	187	-	28	689	2,908	24
	2006	19	148	3	25	761	3,036	25
	2007	8	144	-	11	742	3,099	24
	2008	12	168	2	16	714	3,082	23
	2009	11	123	-	13	690	3,070	22
	2010	7	119	-	10	574	3,020	19
	2011	9	110	-	9	598	3,014	20
	2007-11 average	**9**	**133**	**0**	**12**	**664**	**3,057**	**22**
	% ch 04-08 av: 2011	*-39*	*-35*	*-*	*-55*	*-18*	*0*	*-18*
	% ch 04-08 av: 0711	*-36*	*-21*	*-60*	*-40*	*-9*	*2*	*-10*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and slight casualty rate, by force
Years: 2004-08 and 2007-2011 averages and 2002 to 2011

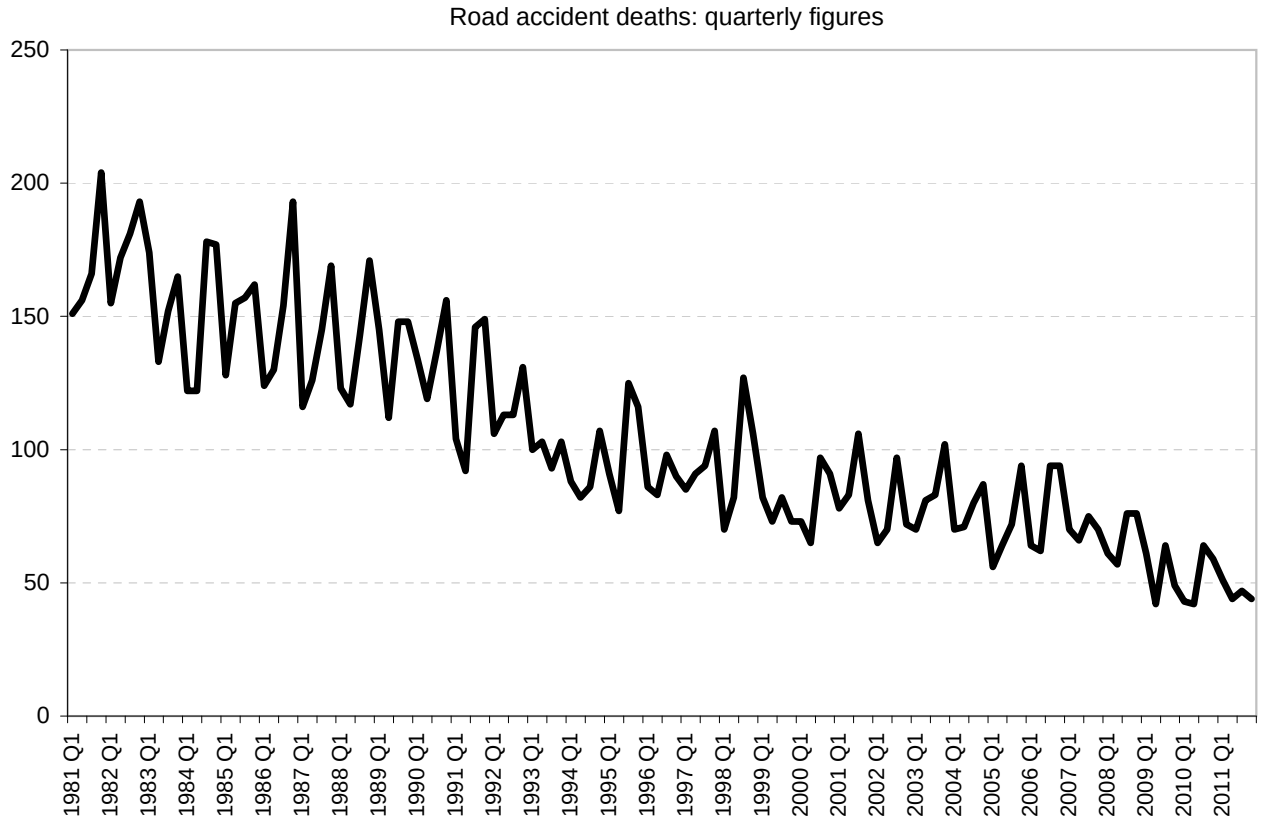
		All Killed	All Serious	Child Killed	Child Serious	Slight casualties	Traffic estimates (million veh-km)	Slight casualty rate (per 100 million veh-km)
Strathclyde	**2004-08 average**	**97**	**958**	**5**	**148**	**6,233**	**16,307**	**38**
	2002	92	1,322	7	265	7,045	15,390	46
	2003	115	1,259	8	211	7,001	15,620	45
	2004	107	1,046	5	179	7,010	15,927	44
	2005	91	903	5	149	6,661	15,866	42
	2006	96	1,002	10	150	6,311	16,452	38
	2007	95	847	1	130	6,018	16,636	36
	2008	94	994	5	134	5,166	16,653	31
	2009	72	831	2	112	5,060	16,560	31
	2010	69	716	2	98	4,666	16,297	29
	2011	65	620	3	85	4,662	16,268	29
	2007-11 average	**79**	**802**	**3**	**112**	**5,114**	**16,483**	**31**
	% ch 04-08 av: 2011	*-33*	*-35*	*-42*	*-43*	*-25*	*-0*	*-25*
	% ch 04-08 av: 0711	*-18*	*-16*	*-50*	*-25*	*-18*	*1*	*-19*
Dumfries & Galloway	**2004-08 average**	**14**	**127**	**0**	**12**	**480**	**1,972**	**24**
	2002	18	110	-	18	459	1,920	24
	2003	10	107	-	16	467	1,902	25
	2004	8	99	-	14	465	1,920	24
	2005	17	127	1	11	549	1,944	28
	2006	25	146	-	13	473	1,952	24
	2007	12	158	-	13	474	2,021	23
	2008	10	105	-	8	437	2,021	22
	2009	10	120	-	10	403	1,998	20
	2010	5	67	-	4	387	1,974	20
	2011	9	84	-	6	330	1,963	17
	2007-11 average	**9**	**107**	**-**	**8**	**406**	**1,996**	**20**
	% ch 04-08 av: 2011	*-38*	*-34*	*-*	*-49*	*-31*	*-0*	*-31*
	% ch 04-08 av: 0711	*-36*	*-16*	*-*	*-31*	*-15*	*1*	*-16*
Scotland	**2004-08 average**	**292**	**2,605**	**15**	**325**	**14,200**	**43,736**	**32**
	2002	304	3,229	14	513	15,742	41,535	38
	2003	336	2,957	17	415	15,463	42,038	37
	2004	308	2,766	12	372	15,428	42,705	36
	2005	286	2,666	11	357	14,933	42,718	35
	2006	314	2,635	25	350	14,320	44,119	32
	2007	281	2,385	9	269	13,572	44,666	30
	2008	270	2,575	20	279	12,746	44,470	29
	2009	216	2,288	5	253	12,539	44,219	28
	2010	208	1,968	4	223	11,162	43,488	26
	2011	186	1,875	7	203	10,709	43,390	25
	2007-11 average	**232**	**2,218**	**9**	**245**	**12,146**	**44,047**	**28**
	% ch 04-08 av: 2011	*-36*	*-28*	*-55*	*-38*	*-25*	*-1*	*-24*
	% ch 04-08 av: 0711	*-20*	*-15*	*-42*	*-25*	*-14*	*1*	*-15*

Reported casualties by severity and quarter
Years: 1981 to 2011

							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	44	186	47	10	-5	1	-5
(b) Seriously injured										
1981	1,850	2,177	2,422	2,391	8,840	2,210	-16	-1	10	8
1982	2,044	2,239	2,479	2,498	9,260	2,315	-12	-3	7	8
1983	1,641	1,832	2,086	2,074	7,633	1,908	-14	-4	9	9
1984	1,584	1,880	2,080	2,183	7,727	1,932	-18	-3	8	13
1985	1,644	1,931	2,258	1,953	7,786	1,947	-16	-1	16	0
1986	1,565	1,763	1,969	2,125	7,422	1,856	-16	-5	6	15
1987	1,376	1,627	1,903	1,801	6,707	1,677	-18	-3	13	7
1988	1,559	1,557	1,851	1,765	6,732	1,683	-7	-7	10	5
1989	1,569	1,590	1,938	1,901	6,998	1,750	-10	-9	11	9
1990	1,446	1,457	1,747	1,602	6,252	1,563	-7	-7	12	2
1991	1,297	1,426	1,509	1,406	5,638	1,410	-8	1	7	0
1992	1,257	1,241	1,343	1,335	5,176	1,294	-3	-4	4	3
1993	1,011	1,020	1,163	1,260	4,454	1,114	-9	-8	4	13
1994	1,195	1,097	1,353	1,563	5,208	1,302	-8	-16	4	20
1995	1,165	1,176	1,390	1,199	4,930	1,233	-5	-5	13	-3
1996	877	973	1,148	1,043	4,041	1,010	-13	-4	14	3
1997	916	973	1,099	1,059	4,047	1,012	-9	-4	9	5
1998	814	1,048	1,115	1,095	4,072	1,018	-20	3	10	8
1999	860	916	1,070	919	3,765	941	-9	-3	14	-2
2000	823	872	955	918	3,568	892	-8	-2	7	3
2001	799	794	898	919	3,410	853	-6	-7	5	8
2002	693	813	919	804	3,229	807	-14	1	14	0
2003	648	744	787	778	2,957	739	-12	1	6	5
2004	610	704	759	693	2,766	692	-12	2	10	0
2005	560	627	706	773	2,666	667	-16	-6	6	16
2006	523	627	759	726	2,635	659	-21	-5	15	10
2007	575	603	601	606	2,385	596	-4	1	1	2
2008	582	690	648	655	2,575	644	-10	7	1	2
2009	523	612	639	514	2,288	572	-9	7	12	-10
2010	400	527	573	468	1,968	492	-19	7	16	-5
2011	412	495	519	449	1,875	469	-12	6	11	-4

Reported casualties by severity and quarter
Years: 1981 to 2011

							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	4,131	4,127	16,238	4,060	-3	0	2	2
2008	4,013	3,641	3,946	3,991	15,591	3,898	3	-7	1	2
2009	3,473	3,686	4,091	3,793	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	2,941	3,077	3,481	3,271	12,770	3,193	-8	-4	9	2



Reported casualties aged up to 16 who were described as pupils on a journey to or from school[1], by severity and child casualties[2], by severity
Years: 2004-08 and 2007-2011 averages and 1981 to 2011

	Casualties who were described as pupils who were on a journey to or from school [(1)]					Child casualties [(2)]			Casualties described as pupils … as a % of all child casualties	
	Killed	Seriously injured	Killed & Serious	Slight injury	All Severities	Killed	Killed & Serious	All	KSI	All
					number			*number*		*percentage*
2004-08 ave.	**3**	**57**	**60**	**331**	**391**	**15**	**341**	**2,019**	**17.7**	**19.4**
1981	12	286	298	797	1,095	61	1,457	4,863	20.5	22.5
1982	13	308	321	701	1,022	66	1,541	4,717	20.8	21.7
1983	7	316	323	695	1,018	73	1,511	4,861	21.4	20.9
1984	6	259	265	696	961	80	1,523	4,908	17.4	19.6
1985	14	261	275	746	1,021	67	1,522	5,058	18.1	20.2
1986	9	246	255	719	974	65	1,368	4,649	18.6	21.0
1987	2	215	217	633	850	57	1,251	4,465	17.3	19.0
1988	9	183	192	586	778	51	1,222	4,393	15.7	17.7
1989	5	217	222	577	799	44	1,216	4,506	18.3	17.7
1990	5	194	199	610	809	48	1,131	4,611	17.6	17.5
1991	4	173	177	551	728	43	1,021	4,155	17.3	17.5
1992	3	135	138	566	704	41	897	4,047	15.4	17.4
1993	2	108	110	519	629	39	776	3,691	14.2	17.0
1994	4	187	191	639	830	37	1,029	4,163	18.6	19.9
1995	3	142	145	512	657	30	950	3,935	15.3	16.7
1996	2	167	169	481	650	27	790	3,827	21.4	17.0
1997	1	114	115	471	586	26	745	3,798	15.4	15.4
1998	6	104	110	488	598	32	698	3,535	15.8	16.9
1999	4	86	90	508	598	25	625	3,196	14.4	18.7
2000	4	118	122	432	554	21	561	3,000	21.7	18.5
2001	2	103	105	476	581	20	544	2,923	19.3	19.9
2002	2	113	115	452	567	14	527	2,745	21.8	20.7
2003	2	72	74	356	430	17	432	2,480	17.1	17.3
2004	1	78	79	343	422	12	384	2,395	20.6	17.6
2005	2	56	58	403	461	11	368	2,172	15.8	21.2
2006	4	70	74	325	399	25	375	2,022	19.7	19.7
2007	3	44	47	311	358	9	278	1,817	16.9	19.7
2008	5	39	44	271	315	20	299	1,689	14.7	18.7
2009	0	54	54	224	278	5	258	1,473	20.9	18.9
2010	1	47	48	238	286	4	227	1,378	21.1	20.8
2011	0	31	31	219	250	7	210	1,315	14.8	19.0
2007-11 ave.	**2**	**43**	**45**	**253**	**297**	**9**	**254**	**1,534**	**17.6**	**19.4**

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

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1] by mode of transport
Years: 2004-88 and 2007-2011 averages and 1995 to 2011

	Pedestrian	Car	Bus / coach	Pedal cycle	Other	All modes
2004-08 ave.	**298**	**42**	**26**	**13**	**11**	**391**
1995	495	66	41	39	16	657
1996	491	49	70	24	16	650
1997	457	50	55	19	5	586
1998	455	71	55	12	5	598
1999	464	50	62	15	7	598
2000	448	33	55	14	4	554
2001	476	51	37	13	4	581
2002	404	61	69	25	8	567
2003	322	35	39	20	14	430
2004	357	35	15	9	6	422
2005	352	51	22	16	20	461
2006	295	46	33	10	15	399
2007	259	46	26	17	10	358
2008	229	33	36	12	5	315
2009	213	43	10	11	1	278
2010	200	40	22	14	10	286
2011	185	26	21	12	6	250
2007-11 ave.	**217**	**38**	**23**	**13**	**6**	**297**

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

Appendices

Appendix A Calendar of events affecting road traffic

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

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

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

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

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

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

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

1975: Temporary 50 and 60 mph limits extended.

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

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

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

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

1982: New 2-part 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 motor cyclists 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 aclcohol blood limit, and National Speed Limits

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

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 Methods and Background at: www.scotland.gov.uk/transtat. Appendix C includes a summary of the changes which were made at the start of 2005.

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 **(2005 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 recommendation from the latest review will be implemented from January 2013.

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:

Ken Lupton
Transport Management Research Centre
Middlesex University, The Burroughs
London NW4 4BT
e-mail: k.lupton@mdx.ac.uk
/www.mdx.ac.uk/www/roadtraffic/welcome.htm

STATS19 (2005)

Accident Record Attendant Circumstances

(For completion by Police)

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

1.2 Police Force

1.3 Accident Reference

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date of Accident (Day Month Year)

1.9 Time of Day (Hours Mins, 24 hour)

1.10 Local Authority

1.11 Location
10 digit OS Grid Reference number (Easting Northing)

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 Multiple junction
- 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 non-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: street lights present
- 2 Daylight: no street lighting
- 3 Daylight: street lighting unknown
- 4 Darkness: street lights present and lit
- 5 Darkness: street lights present but unlit
- 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
- 9 Unknown

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 defective
- 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 injured
- 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'

1.27 DfT Special Projects

STATS19 (2005)

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	Passing too close to cyclist, horse rider or pedestrian 407	Cyclist 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 709	Pedestrian wearing dark clothing at night 809	
		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

If 999 Other: give brief details ……

Note: Only use if "Other" Factor contributed to the accident. Also include in text description of how accident happened

Note: These factors reflect the Reporting Officer's opinion at the time of the accident and are not necessarily the result of extensive investigation

Vehicle Record

STATS19 (2005) — **(For completion by Police)**

2.1 Record Type [2]
21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Reference

2.4 Vehicle Reference Number

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 passenger seats)
11 Bus or coach (17 or more passenger seats)
14 Other motor vehicle
15 Other non-motor vehicle
16 Ridden horse
17 Agricultural vehicle (includes diggers etc.)
18 Tram / Light rail
19 Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw and over

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 lane to right
13 Overtaking moving vehicle on its offside
14 Overtaking stationary vehicle on its offside
15 Overtaking on nearside
16 Going ahead left hand bend
17 Going ahead right hand bend
18 Going ahead other

2.8 Vehicle Movement Compass Point (From / To)
1 N 2 NE 3 E 4 SE 5 S 6 SW 7 W 8 NW
Parked [0 0]

2.9 Vehicle Location at Time of Accident - Restricted Lane/ Away from Main Carriageway
00 On main c'way – not in restricted lane
01 Tram / Light rail track
02 Bus lane
03 Busway (including guided busway)
04 Cycle lane (on main carriageway)
05 Cycleway or shared use footway (not part of main carriageway)
06 On lay-by or hard shoulder
07 Entering lay-by or hard shoulder
08 Leaving lay-by or hard shoulder
09 Footway (pavement)

2.10 Junction Location of Vehicle
0 Not at, or within 20 metres of, junction
1 Approaching junction or waiting/parked at junction approach
2 Cleared junction or waiting/parked at junction exit
3 Leaving roundabout
4 Entering roundabout
5 Leaving main road
6 Entering main road
7 Entering from slip road
8 Mid junction – on roundabout or on main road

2.11 Skidding and Overturning
0 No skidding, jack-knifing or overturning
1 Skidded
2 Skidded and overturned
3 Jack-knifed
4 Jack-knifed and overturned
5 Overturned

2.12 Hit Object in Carriageway
00 None
01 Previous accident
02 Roadworks
04 Parked vehicle
05 Bridge – roof
06 Bridge – side
07 Bollard / Refuge
08 Open door of vehicle
09 Central island of 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

2.16 First Point of Impact
0 Did not impact
1 Front
2 Back
3 Offside
4 Nearside

2.17 Other Vehicle Hit
Ref no. of other vehicle hit (or hit by)
Special code: 000 No other vehicle hit

2.21 Sex of Driver
1 Male 2 Female 3 Not traced

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 contacted at time of accident
6 Not provided (medical reasons)

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

2.25 DfT Special Projects

2.26 Vehicle Registration Mark (VRM)

2.28 Foreign Registered Vehicle
0 Not foreign registered vehicle
1 Foreign registered vehicle – left hand drive
2 Foreign registered vehicle – right hand
3 Foreign registered vehicle – two wheeler

2.27 Driver Postcode
Special codes:
1 Unknown
2 Non-UK resident
3 Parked and unattended

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/Not known

Casualty Record

STATS19 (2005) — **(For completion by Police)**

3.1 Record Type [3]
31 New casualty record
35 Amended casualty record

3.2 Police Force

3.3 Accident Reference

3.4 Vehicle Reference Number

3.5 Casualty Reference Number

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
3 Slight

Pedestrian Casualties Only

3.10 Pedestrian Location
01 In carriageway, crossing on pedestrian crossing facility
02 In carriageway, crossing within zig-zag lines at crossing approach
03 In carriageway, crossing within zig-zag lines at crossing exit
04 In carriageway, crossing elsewhere within 50 metres of pedestrian crossing
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 refuge, central island or central reservation
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 – masked by parked or stationary vehicle
3 Crossing from driver's offside
4 Crossing from driver's offside – masked by parked or stationary vehicle
5 In carriageway, stationary – not crossing (standing or playing)
6 In carriageway, stationary – not crossing (standing or playing), masked by parked or stationary vehicle
7 Walking along in carriageway – facing traffic
8 Walking along in carriageway – back to 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 Injured in the Course of 'On the Road' Work
Work activity carried out on public road (eg delivery services, road maintenance, traffic control etc.)
0 No
1 Yes
2 Not known

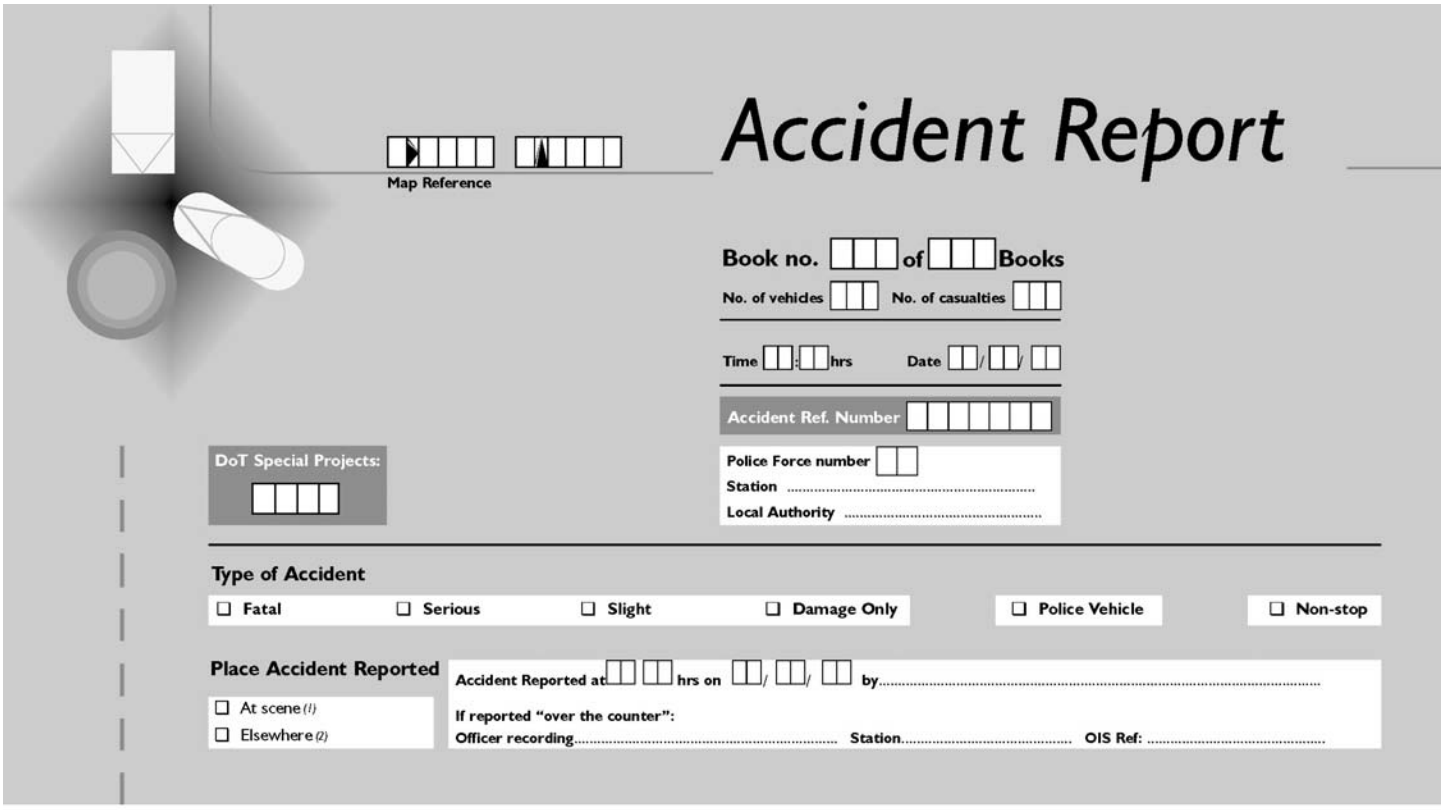
3.13 School Pupil Casualty
1 School pupil on journey to or from school
0 Other

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

3.17 DfT Special Projects

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

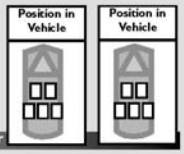
- ☐ Driver/rider (1)
- ☐ Vehicle/pillion Passenger (2)
- ☐ Pedestrian (3)

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)

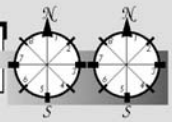
Location

- ☐ 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.....

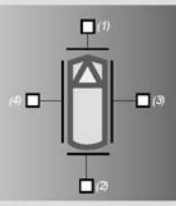
Address.....

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.....

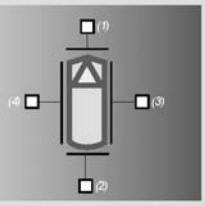
Address.....

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: ☐☐☐

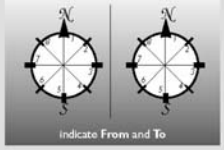
Type of Vehicle
- ☐ Pedal cycle *(1)*
- ☐ Moped *(2)*
- ☐ Motorcycle
  - ☐ under 125cc *(3)*
  - ☐ over 125cc *(4)*
- ☐ Taxi *(8)*
- ☐ Car *(9)*
- ☐ Minibus (8-16 seats) *(10)*
- ☐ Bus or Coach (over 17 seats) *(11)*
- ☐ Other motor vehicle *(14)*
- ☐ Other non-motor vehicle *(15)*
- ☐ Ridden horse *(16)*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

.....

Property Damaged/Animal Injured .....

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

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

1st Road No.: ☐☐☐☐

Speed Limit of 1st Road: ☐☐

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

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

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

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

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

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

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

2nd Road Number ☐☐☐☐

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

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

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

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

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

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

Attendant Circumstances

Accident Causation Factors

☐ **Vehicle** ☐ **Casualty** **Ref. No.** ☐☐☐

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

Failure of Driver / Rider

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

OR

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

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

Why?

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

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

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

Details of any **OTHER** factors:

Reporting Officers Submissions

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

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

Reporting Officer
Name: ____
Signature: ____
Force No.: ☐☐

Area Supervisor's Decision

Comments:

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

Supervisor
Name: ____
Signature: ____
Force No.: ☐☐

Appendix C

Consultation & reviews

1. Introduction

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

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

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

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

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

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

Further information is available from Linden Francis at the DfT (Tel: 020 7944 3078) or www.dft.gov.uk/transtat/scras**.**

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 (to be implemented by 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://www.statistics.gov.uk/about/data/methodology/quality/reviews/transport.asp

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

Appendix D

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

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

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

For the purposes of the Road Accidents statistical returns:

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

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

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

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

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

2. Other definitions

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

Adults*:* People aged 16 and over.

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

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

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

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

Children*:* People under 16 years old.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Some other points to note

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

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

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

Vehicle type: coding of motor caravans

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

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

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

Other changes to Stats 19 codes

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

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

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

- in other cases, it was impossible to deduce the new code value from data recorded on the old basis. For example, with effect from the start of 2005, the old Type of Vehicle code 04 (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. Calculating 1994-98 averages for trunk roads and for local authority roads

For the purpose of calculating the 1994-98 averages for trunk roads and for local authority roads for each local authority area, accidents which occurred before April 1996 have been counted on the basis of whether they occurred on roads which were part of the post- 1 April 1996 trunk road network. For consistency, the same approach has been used to calculate the 1994-98 averages for each type of road for Scotland as a whole.

8. 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: 2011

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 reference" and "road number" are not listed, because they have many possible values.

Reported attendant circumstances variables

Police Force	
Northern	567
Grampian	1,017
Tayside	750
Fife	448
Lothian & Borders	2,173
Central	545
Strathclyde	4,156
Dumfries & Galloway	318

Month	
January	808
February	742
March	789
April	724
May	835
June	807
July	804
August	863
September	965
October	865
November	903
December	869

Severity of Accident	
Fatal	176
Serious	1,671
Slight	8,127

Local Authority	
Aberdeen City	362
Aberdeenshire	518
Angus	220
Argyll & Bute	230
Clackmannanshire	64
Dumfries & Galloway	318
Dundee City	237
East Ayrshire	204
East Dunbartonshire	140
East Lothian	159
East Renfrewshire	116
Edinburgh, City of	1,180
Eilean Siar	34
Falkirk	261
Fife	448
Glasgow City	1,281
Highland	488
Inverclyde	155
Midlothian	177
Moray	137
North Ayrshire	230
North Lanarkshire	569
Orkney Islands	13
Perth & Kinross	293
Renfrewshire	354
Scottish Borders	274
Shetland Islands	32
South Ayrshire	219
South Lanarkshire	513
Stirling	220
West Dunbartonshire	145
West Lothian	383

Speed Limit	
15	2
20	174
30	5,674
40	504
50	317
60	2,752
70	551

Junction Control	
Not at or near junction	5,100
Authorised person	31
Automatic traffic signal	878
Stop sign	84
Give way or uncontrolled	3,880

Weather Conditions	
Fine	7,077
Raining	1,695
Snowing	136
Fine high winds	205
Raining high winds	385
Snowing high winds	29
Fog mist	44
Other	262
Unknown	140

First road class	
Motorway	337
A(m)	38
A	4,427
B	1,423
C	327
Unclassified	3,422

Second road class	
No second road class	5,241
Motorway	60
A(m)	1
A	644
B	358
C	175
Unclassified	3,494

Light Conditions	
Daylight street lights present	3,985
Daylight no street lights present	3,173
Daylight street lights present unknown	179
Darkness street lights present and lit	1,701
Darkness street lights present and unlit	71
Darkness no street lights	831
Darkness street lights present unknown	34

Pedestrian Crossing - Human Control	
None within 50 metres	9,869
School crossing patrol	48
Other authorised person	57

Road Type	
Roundabout	474
One way street	220
Dual carriageway	1,488
Single carriageway	7,600
Slip road	102
Unknown	90

Pedestrian Crossing - Physical Facilities	
None within 50m	8,337
Zebra crossing	119
Pelican, puffin or similar	670
Pedestrian phase at lights	709
Footbridge or subway	10
Central refuge	129

Junction Detail	
Not at or within 20 metres	5,100
Roundabout	697
Mini Roundabout	68
T or staggered junction	2,208
Slip Road	162
Crossroads	765
Multiple junction	197
Private drive	209
Other junction	568

Road Surface Conditions	
Dry	5,513
Wet or damp	3,813
Snow	160
Frost or ice	464
Flood over 3cm deep	23

Special Conditions at site	
None	9,684
Automatic traffic signal out	20
Automat traffic sig part defective	5
Road sign defective or obscured	13
Roadworks	116
Road surface defective	47
Oil or diesel	52
Mud	37

Carriageway hazards	
None	9,697
Vehicle load in carriageway	15
Other object in carriageway	126
Involved previous accident	17
Pedestrian in cgwy not injured	43
Animal in cgwy-not horse	76

Did a police officer attend?	
Yes	8,170
No-accident reported over counter	1,790

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Police Force	
Northern	873
Grampian	1,615
Tayside	1,267
Fife	778
Lothian & Borders	3,654
Central	952
Strathclyde	7,096
Dumfries & Galloway	504

Month	
January	1,272
February	1,234
March	1,353
April	1,228
May	1,415
June	1,350
July	1,394
August	1,481
September	1,627
October	1,453
November	1,521
December	1,411

Breath test	
Not applicable	95
Positive	293
Negative	9,171
Not requested	3,735
Refused to provide	29
Driver not contacted	2,639
Not provided (medical)	777

Sex of driver	
Male	11,089
Female	4,972
Not traced	675

Vehicle Reference Number	
1	9,974
2	5,725
3	829
4	154
5	40
6	11
7	3
8	2
9	1

Type of Vehicle	
Pedal cycle	855
Motor cycle 50cc and under	66
Motor cycle over 50 to 125cc	185
Motor cycle over 125 to 500cc	218
Motor cycle over 500cc	359
Taxi/private hire car	387
Car	12,391
Minibus (8-16 pass seats)	52
Bus coach (17+ pass seats)	614
Other motor vehicle	295
Other non-motor vehicle	6
Ridden horse	4
Agricultural vehicle	60
Goods up to 3.5t mgw	783
Goods over 3.5t to < 7.5t mgw	141
Goods 7.5t mgw and over	323

Manoeuvres	
Reversing	297
Parked	608
Waiting to go ahead/held up	1,006
Slowing/stopping	1,293
Moving off	705
U turn	125
Turning left	420
Waiting to turn left	102
Turning right	1,229
Waiting to turn right	294
Changing lane left	147
Changing lane rght	134
Overtaking moving vehicle offside	329
Overtaking stationery vehicle offside	164
Overtaking nearside	85
Ahead left hand bend	961
Ahead right hand bend	965
Ahead other	7,875

Other vehicle hit	
0	5,574
1	4,902
2	5,710
3	442
4	86
5	15
6	5
7	2
8	2
9	1

Junction location of vehicle	
Unknown	1
Not at or within 20 metres	8,001
Approach junction or wait/park approach	4,311
Cleared junction or wait/park at exit	840
Leaving roundabout	302
Entering roundabout	508
Leaving main road	228
Entering main road	444
Entering from slip rd	96
Mid-junction on roundabout/main road	2,008

Skidding and overtaking	
None	14,099
Skidding	1,636
Skid overtd	569
Jacknifed	10
Jackn overtd	7
Overturned	418

Hit object in carriageway	
Unknown	2
None	16,004
Prev accident	6
Road works	9
Parked vehicle	270
Bridge roof	5
Bridge side	31
Bollard refuge	52
Open door vehicle	22
Central island roundabout	13
Kerb	213
Other object	70
Animal excluding ridden horse	42

Vehicle leaving carriageway	
Unknown	1
Did not leave c'way	13,918
Left c'way nearside	1,447
Left c'way nearside rebound	190
Left c'way ahead junction	78
Left c'way offside onto central reservation	68
Left c'way offside onto central res & rebound	50
Left c'way offside and crossed central res	17
Left c'way offside	840
Left c'way offside and rebounded	130

Hit object off carriageway	
Unknown	2
None	14,638
Road sign traffic signal	170
Lamp post	154
Telegraph pole electricity pole	62
Tree	270
Bus stop bus shelter	15
Central crash barrier	103
Nearside or offside crash barrier	186
Submerged in water	3
Entered ditch	234
Other permanent object	901

First point of impact	
Unknown	2
None	1,011
Front	8,190
Back	2,873
Offside	2,415
Nrside	2,248

Towing and Articulation	
No towing or articulation	16,437
Articulated vehicle	168
Double or multiple trailer	13
Caravan	8
Single trailer	95
Other tow	18

Hit and run	
Other	15,800
Hit run	638
Non-stop vehicle, not hit	301

Vehicle location at time of acc - Lane	
Unknown	3
On main carriageway	16,262
Bus lane	103
Busway	36
Cycle lane	35
Cycleway	17
On lay-by hard shldr	74
Entering lay-by hard shldr	15
Leaving lay-by hard shldr	30
Footway	163

Journey Purpose of driver/rider	
Journey as part of work	3,089
Commuting to/from work	2,045
Take pupil to/from school	148
Pupil ride to/from school	33
Other/not known	11,424

Foreign registered vehicle	
Not foreign reg veh	16,638
Foreign reg LH drive	49
Foreign reg RH drive	26
Foreign reg 2 wheeler	25
Other/not known	1

Vehicle movement from/to	
Unknown	3
Parked	649
U turn from north	32
North to north east	17
North to east	145
North to south east	32
North to south	2,764
North to south west	42
North to west	350
North to north west	9
North east to north	12
U turn from north east	5
North east to east	4
North east to south east	26
North east to south	20
North east to south west	417
North east to west	25
North east to north west	41
East to north	339
East to north east	5
U turn from east	40
East to south east	10
East to south	155
East to south west	16
East to west	2,916
East to north west	26
South east to north	33
South east to north east	51
South east to east	12
U turn from south east	2
South east to south	3
South east to south west	24
South east to west	23
South east to north west	436
South to north	2,850
South to north east	42
South to east	387
South to south east	4
U turn from south	31
South to south west	13
South to west	153
South to north west	37
South west to north	22
South west to north east	382
South west to east	31
South west to south east	54
South west to south	2
U turn from south west	5
South west to west	6
South west to north west	15
West to north	139
West to north east	27
West to east	2,862
West to south east	32
West to south	337
West to south west	4
U turn from west	33
West to north west	6
North west to north	3
North west to north east	23
North west to east	17
North west to south east	428
North west to south	28
North west to south west	64
North west to west	8
U turn from north west	2

Age of driver	
Unknown	384
4	4
5	5
6	14
7	11
8	9
9	14
10	14
11	18
12	18
13	12
14	13
15	13
16	36
17	206
18	404
19	365
20	431
21	387
22	323
23	330
24	328
25	333
26	312
27	318
28	328
29	332
30	640
31	302
32	281
33	239
34	297
35	507
36	297
37	268
38	298
39	357
40	550
41	341
42	351
43	350
44	359
45	373
46	379
47	334
48	321
49	321
50	399

Age of driver	
51	316
52	270
53	234
54	231
55	244
56	219
57	183
58	193
59	156
60	195
61	153
62	151
63	165
64	150
65	125
66	108
67	104
68	89
69	77
70	90
71	59
72	77
73	65
74	51
75	56
76	46
77	50
78	52
79	56
80	43
81	30
82	33
83	28
84	38
85	13
86	14
87	11
88	6
89	7
90	6
91	9
92	5
93	2
94	1
95	1

Reported casualty variables

Police Force	
Northern	795
Grampian	1,237
Tayside	987
Fife	597
Lothian & Borders	2,667
Central	717
Strathclyde	5,347
Dumfries & Galloway	423

Month	
January	1,029
February	922
March	990
April	942
May	1,083
June	1,052
July	1,042
August	1,167
September	1,272
October	1,097
November	1,093
December	1,081

Sex of casualty	
Unknown	5
Male	7,298
Female	5,466

Road user	
Pedestrian	2,059
Pedal cycle	824
Motor cycle	808
Car	7,770
Taxi	198
Minibus	22
Bus/Coach	503
Light goods vehicle	310
Heavy goods vehicle	144
Other	132

Severity of casualty	
Killed	186
Serious	1,875
Slight	10,709

Bus or coach passenger	
Not psv passenger	12,300
Boarding	31
Alighting	52
Standing passenger	116
Seated passenger	271

School pupil casualty	
All other casualties	12,520
Pupil to/from school	250

Pedestrian direction	
Not pedestrian	10,711
Pedestrian standing still	227
Heading North	418
Heading North East	52
Heading East	354
Heading South East	30
Heading South	396
Heading South West	39
Heading West	394
Heading North West	23
Unknown	126

Casualty Class	
Driver or rider	7,438
Passenger - vehicle/pillion	3,273
Pedestrian	2,059

Pedestrian location	
Not pedestrian	10,711
In carriageway, crossing pedestrian crossing	210
In carriageway, crossing in zig zag crossing approach	14
In carriageway, crossing in zig zag crossing exit	10
In carriageway crossing elsewhere within 50 metres	215
In carriageway crossing elsewhere	1,018
Footway or verge	149
On refuge, central island or central reservation	8
Centre carriageway not refuge, central island or reservation	74
In carriageway not crossing	254
Unknown other	107

Pedestrian movement	
Not pedestrian	10,711
Crossing driver nearside	696
Crossing driver nearside mskd	200
Crossing driver offside	467
Crossing driver offside masked	150
In carriageway stationary not crossing	134
In carriageway stationary not crossing masked	15
Walking in carriageway facing traffic	44
Walking in carriageway back to traffic	54
Unknown	299

Car passenger	
Not car passenger	10,073
Front seat car passenger	1,832
Rear seat car passenger	865

Pedestrian injured in the course of 'on the road' work	
Not a pedestrian	10,717
No	1,996
Yes	34
Not known	23

Age of casualty	
Unknown	22
0	8
1	31
2	41
3	57
4	68
5	63
6	71
7	86
8	82
9	89
10	103
11	96
12	144
13	120
14	130
15	126
16	160
17	294
18	414
19	364
20	385
21	345
22	277
23	262
24	258
25	244
26	230
27	214
28	243
29	235
30	271
31	221
32	191
33	161
34	186
35	228
36	214
37	196
38	190
39	214
40	261
41	216
42	214
43	223
44	223
45	211
46	217
47	188
48	199
49	190
50	183

Age of casualty	
51	183
52	166
53	150
54	149
55	137
56	145
57	121
58	118
59	101
60	125
61	104
62	119
63	114
64	101
65	87
66	81
67	66
68	71
69	69
70	83
71	54
72	70
73	50
74	50
75	57
76	61
77	50
78	51
79	59
80	52
81	39
82	36
83	34
84	30
85	22
86	25
87	15
88	6
89	12
90	11
91	14
92	6
93	9
94	1
95	1
98	6

Casualty Reference Number	
1	9,974
2	1,959
3	535
4	182
5	58
6	22
7	9
8	6
9	5
10	3
11	2
12	1
13	1
14	1
15	1
16	1
17	1
18	1
19	1
20	1
21	1
22	1
23	1
24	1
25	1
26	1

Vehicle Reference Number	
1	7,621
2	4,836
3	274
4	34
5	2
6	2
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 www.doh.wa.gov/data/guidelines/worddocs/CI_guidelines.pdf). 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 2007 to 2011. 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 2007 to 2011 provides the best estimate of the underlying rate of occurrence of casualties around 2009. This figure was then taken as representing the number of casualties that one would expect to arise in 2009, 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 2007 to 2011 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 2009 was then estimated using the underlying rate for 2009 (the annual average for 2007 to 2011) 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 2009 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 2009 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 2009;
- 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 2009 for each of the three casualty rates for each local authority area. It also shows the corresponding actual casualty rate for 2009. 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 - two cases;
- (all ages) fatal casualty rate - no cases;
- (all ages) seriously injured casualty rate - no cases;
- slight casualty rate - five 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 five out of range cases of the slight casualty rate is more than one would expect, it is *not* so many as to suggest that something is wrong with the method of calculating the ranges. Most of the out of range cases are only *slightly* outwith the likely ranges; and there is *no* suggestion of any clear bias in the figures, because some of them are above the upper limit and others are below the lower limit. In any case, one might expect that there would be more cases of out of range values for the slight casualty rate, because the numbers of casualties from which it is calculated are much larger 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

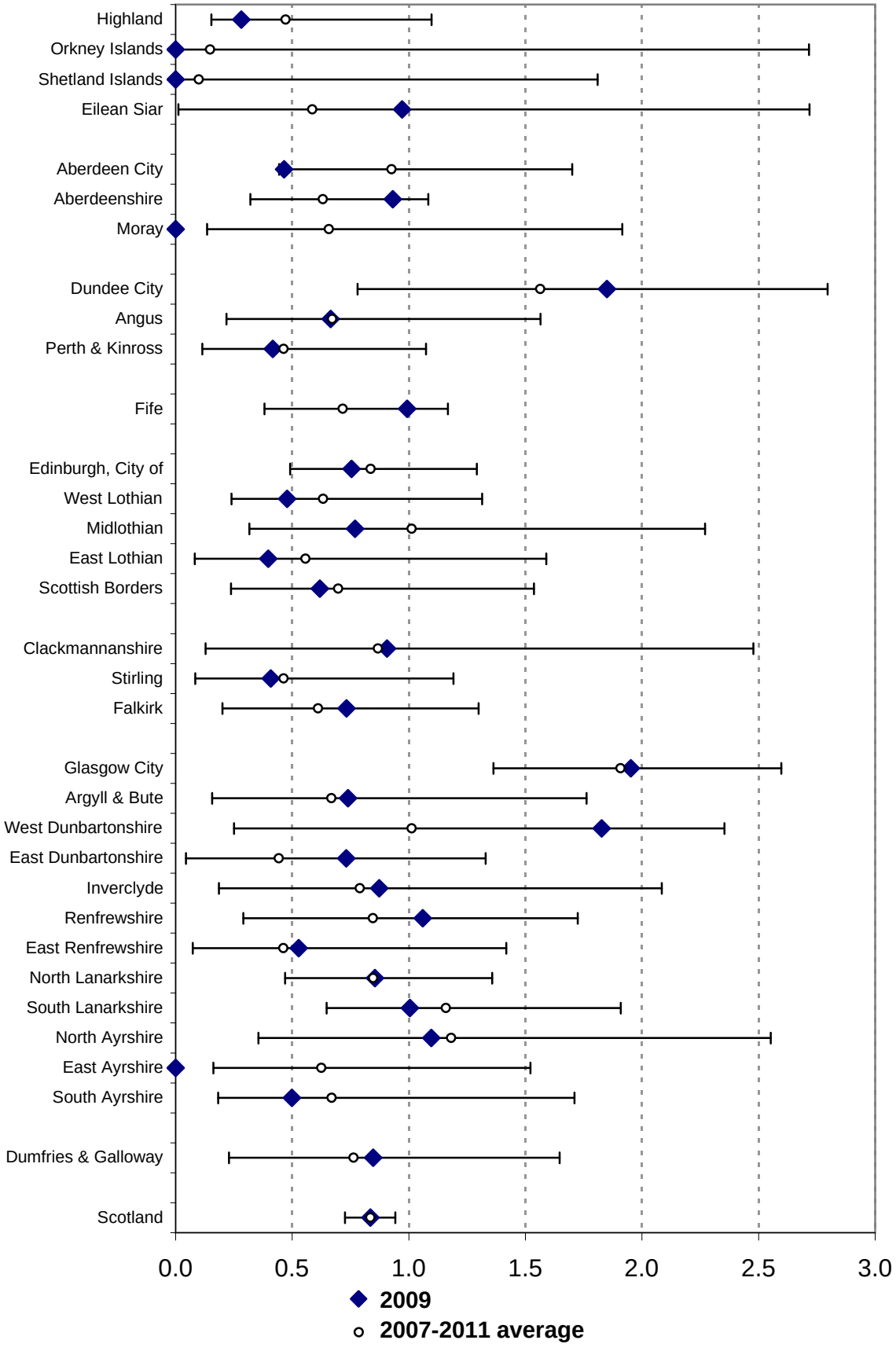
Appendix H

Local Authority roads: Casualty rates per 100 million vehicle kilometres, by council and severity, for child killed and seriously injured (KSI) casualties, all ages KSI casualties, and slight casualties 2009 rates, with the likely range of values around the 2007-2011 annual average casualty numbers

		Likely range of values			Likely range of values			Likely range of values			Likely range of values	
	Child Killed and Seriously Injured casualty rate 2009	Lower	Upper	All ages Killed casualty rate 2009	Lower	Upper	All ages Seriously injured casualty rate 2009	Lower	Upper	Slight casualty rate 2009	Lower	Upper
Northern												
Highland	**0.28**	0.15	1.10	**0.75**	0.62	2.03	**4.97**	4.35	7.32	**35.7**	27.5	34.1
Orkney Islands	**0.00**	0.00	2.72	**0.00**	0.00	2.72	**4.38**	0.80	7.54	**21.2**	15.5	32.4
Shetland Islands	**0.00**	0.00	1.81	**0.00**	0.01	2.73	**2.46**	0.66	5.38	**33.0**	15.5	28.7
Eilean Siar	**0.97**	0.01	2.72	**0.00**	0.00	2.28	**3.40**	2.17	8.65	**20.4**	17.7	31.6
Grampian												
Aberdeen City	**0.47**	0.44	1.70	**0.28**	0.10	0.95	**6.60**	5.70	9.00	**33.5**	26.9	33.5
Aberdeenshire	**0.93**	0.32	1.08	**0.93**	0.55	1.47	**9.36**	7.01	9.57	**27.8**	22.6	27.1
Moray	**0.00**	0.14	1.92	**0.65**	0.18	2.08	**5.00**	3.62	8.20	**35.7**	23.3	33.1
Tayside												
Dundee City	**1.85**	0.78	2.80	**0.28**	0.03	1.03	**7.97**	4.85	8.80	**35.7**	27.2	35.5
Angus	**0.66**	0.22	1.56	**0.80**	0.34	1.84	**7.05**	5.38	9.37	**27.0**	25.2	32.9
Perth & Kinross	**0.42**	0.11	1.07	**0.63**	0.30	1.51	**7.50**	5.54	9.04	**26.6**	21.3	27.6
Fife	**0.99**	0.38	1.17	**0.30**	0.24	0.91	**5.26**	4.11	6.09	**28.1**	23.4	27.8
Lothian & Borders												
Edinburgh, City of	**0.75**	0.49	1.29	**0.31**	0.13	0.64	**6.17**	5.91	8.10	**51.6**	50.1	56.1
West Lothian	**0.48**	0.24	1.31	**0.38**	0.10	0.98	**6.02**	4.63	7.71	**46.6**	39.6	47.7
Midlothian	**0.77**	0.32	2.27	**0.38**	0.08	1.56	**5.38**	3.62	7.87	**40.6**	32.4	43.1
East Lothian	**0.40**	0.08	1.59	**1.59**	0.08	1.59	**5.77**	3.29	7.44	**31.6**	28.4	38.5
Scottish Borders	**0.62**	0.24	1.54	**0.99**	0.39	1.88	**8.17**	5.96	9.95	**37.3**	30.0	38.0
Central												
Clackmannanshire	**0.91**	0.13	2.48	**0.91**	0.03	1.99	**4.23**	2.60	7.65	**24.2**	19.9	31.1
Stirling	**0.41**	0.08	1.19	**0.54**	0.08	1.19	**5.17**	4.17	7.79	**28.4**	24.0	31.6
Falkirk	**0.73**	0.20	1.30	**0.31**	0.01	0.67	**4.92**	3.72	6.69	**32.5**	26.1	33.0
Strathclyde												
Glasgow City	**1.95**	1.36	2.60	**0.81**	0.33	1.06	**10.14**	9.41	12.22	**70.3**	64.7	71.8
Argyll & Bute	**0.74**	0.16	1.76	**0.37**	0.16	1.76	**7.39**	4.90	9.56	**31.6**	26.0	35.3
West Dunbartonshire	**1.83**	0.25	2.35	**0.23**	0.01	1.28	**4.79**	2.81	7.10	**31.5**	27.3	38.0
East Dunbartonshire	**0.73**	0.04	1.33	**0.37**	0.04	1.33	**3.84**	2.39	5.91	**29.6**	24.8	34.0
Inverclyde	**0.87**	0.19	2.08	**0.44**	0.01	1.22	**4.37**	2.85	7.04	**27.1**	27.4	37.9
Renfrewshire	**1.06**	0.29	1.72	**0.13**	0.08	1.16	**7.42**	5.19	9.08	**35.4**	38.4	47.8
East Renfrewshire	**0.53**	0.07	1.42	**0.35**	0.04	1.28	**2.64**	1.69	4.71	**16.2**	14.8	21.8
North Lanarkshire	**0.86**	0.47	1.36	**0.37**	0.17	0.81	**4.60**	3.44	5.39	**36.1**	32.9	38.3
South Lanarkshire	**1.00**	0.65	1.91	**1.08**	0.48	1.62	**7.50**	5.31	8.20	**39.0**	37.9	44.9
North Ayrshire	**1.10**	0.36	2.55	**0.44**	0.18	2.08	**10.96**	5.61	11.03	**39.0**	33.9	45.5
East Ayrshire	**0.00**	0.16	1.52	**0.30**	0.13	1.41	**4.91**	3.87	7.58	**28.0**	24.9	33.0
South Ayrshire	**0.50**	0.18	1.71	**0.17**	0.14	1.59	**7.48**	4.21	8.32	**36.0**	27.6	36.7
Dumfries & Galloway	**0.85**	0.23	1.65	**0.28**	0.06	1.13	**10.31**	7.45	12.17	**36.2**	32.7	41.6
Scotland	**0.83**	0.73	0.94	**0.53**	0.49	0.67	**6.60**	6.22	6.82	**36.9**	35.3	36.7

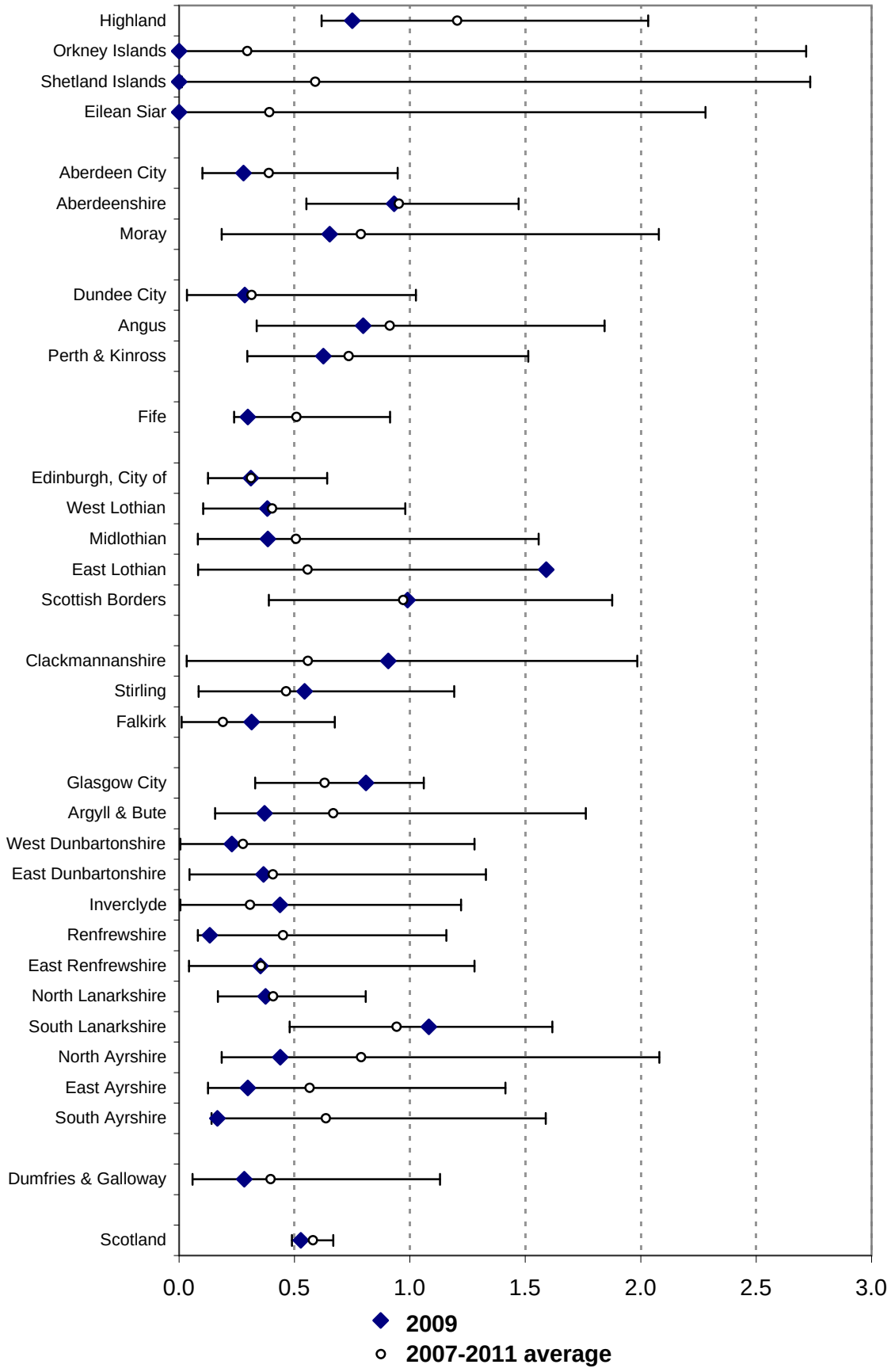
Appendix H

Child KSI Casualty Rate on Local Authority Roads (per 100 million veh-kms) by LA: 2009 and likely range of values (see text) around the 2007-2011 average



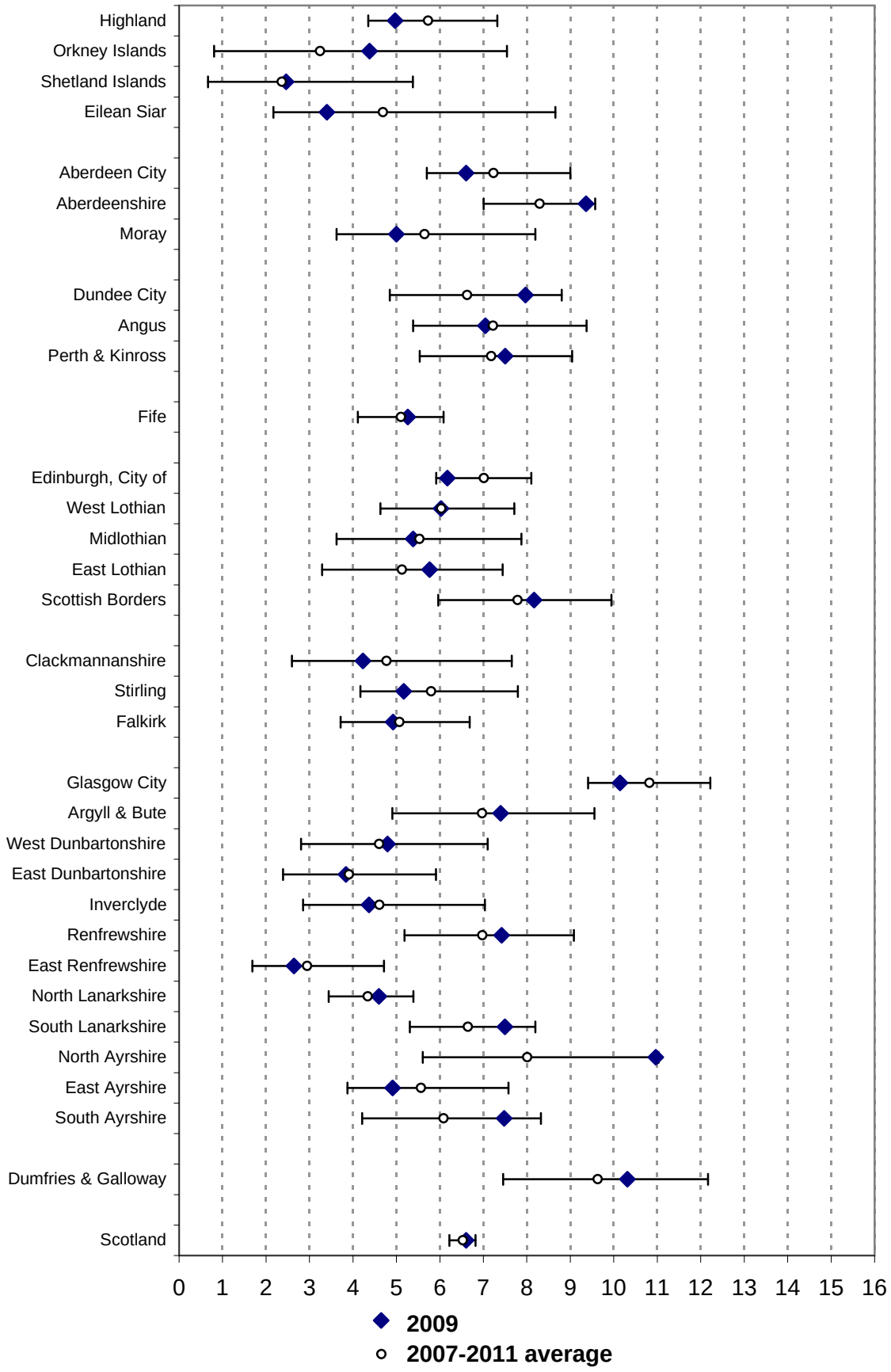
Appendix H

All Ages Fatal Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2009 and likely range of values (see text) around the 2007-2011 average



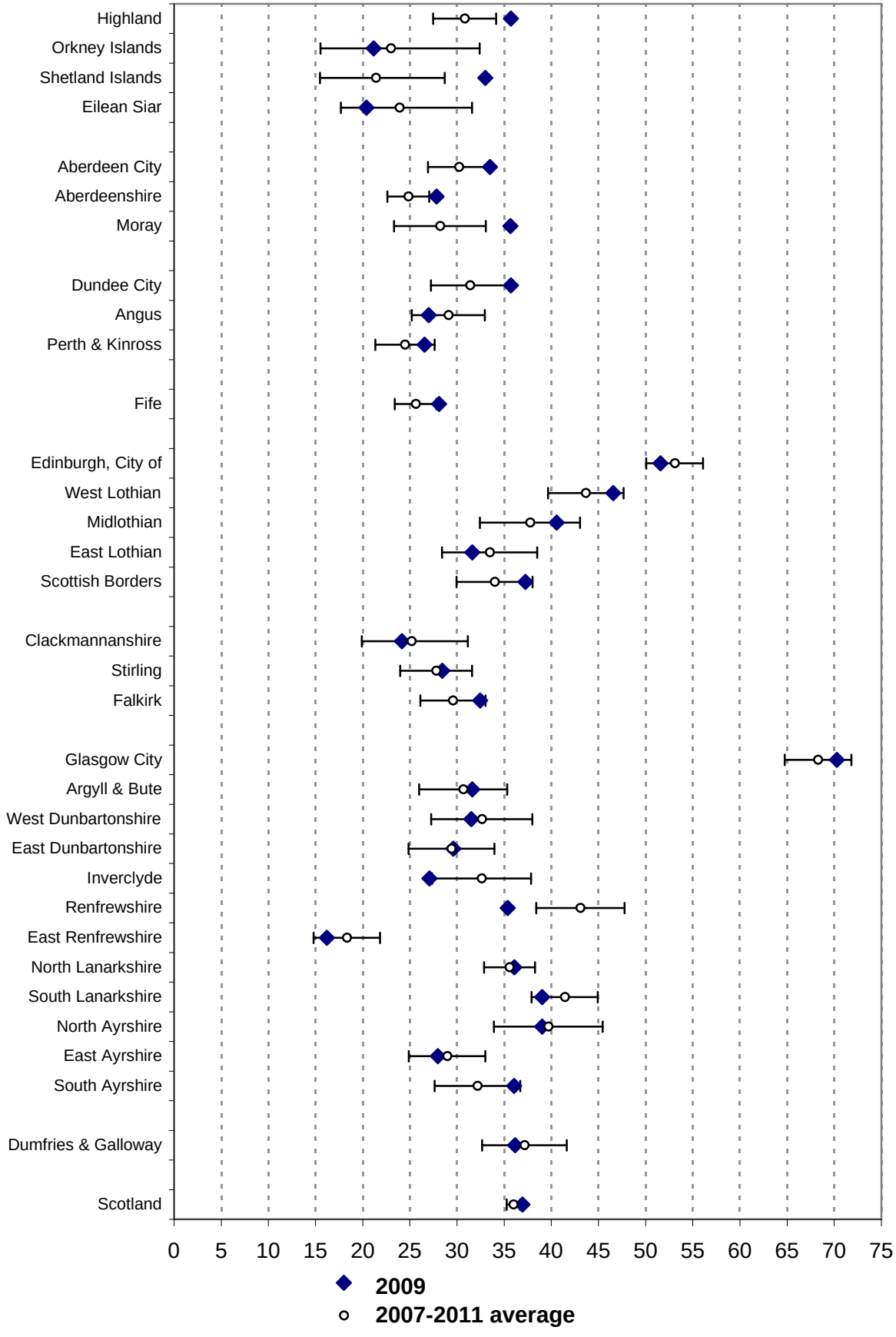
Appendix H

All Ages Serious Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2009 and likely range of values (see text) around the 2007-2011 average



Appendix H

Slight Casualty Rate on Local Authority roads (per 100 million veh-kms) by LA: 2009 and likely range of values (see text) around the 2007-2011 average



Appendix I

Scottish Parliamentary Questions: April 2007 to August 2012

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

- about accidents and casualties on trunk roads in Scotland – answers to which were drafted by Transport Scotland's Trunk Roads and Bus Operations section as it is responsible for the trunk road network;
- about matters such as safety cameras, accidents involving school buses, or the number of people involved in road accidents who were convicted of certain offences – answers to which were drafted by the parts of the Scottish Government with responsibility for the relevant policy areas (Transport Statistics contributed to some of these answers – e.g. by providing whatever relevant statistics it held, or by explaining why the information requested was not available from the Stats 19 returns);
- asked at the Westminster Parliament – answers to which were drafted by the Department for Transport, whose GB-wide database includes a copy of the Scottish Stats 19 data

However, although its coverage is not comprehensive, this Appendix should be of interest to some users of *Reported Road Casualties Scotland* because it provides examples of the kinds of uses that are made of the Stats 19 data.

Almost all the answers can be found via http://www.scottish.parliament.uk/webapp/wa.search. Use the information in the Reference column to complete the four boxes on the first line of the search form:

- *Session number* – select Session 2 if the Reference begins S2…, or Session 3 if it begins S3….
- *Question Type* – select Written for References which begin S2W… or S3W …. (NB: the Oral option identifies *only* oral questions which were answered in writing because they were not reached during Question Time – Oral answers given then appear in the specified date's Official Report, which can be found via: http://www.scottish.parliament.uk/business/officialReports/meetingsParliament/previousOR.htm.)
- *Question number* – enter in the next *two* boxes the number which appears at the end of the Reference. Two boxes are provided to allow users to select a *range* of PQs – e.g. S2W-27236 to S2W-27238. (NB: do *not* enter any leading zeros – e.g. if a Reference were S3W-00123, you should enter 123 in *both* boxes.)

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

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

April 2008 to October 2009

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

November 2009 to August 2010

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

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

September 2010 to August 2011

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

September 2011 to August 2012

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

(*) – 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

SCOTTISH GOVERNMENT / TRANSPORT SCOTLAND PUBLICATIONS

Scottish Transport Statistics **Annual**. This compendium publication covers transport statistics in Scotland relating to road transport, bus and coach travel road freight, the road network, traffic, Injury road accidents, rail, air & water transport, finance, personal and cross-modal travel, and includes international comparisons.

Latest edition: provides figures up to 2009, published December 2010.

Transport and Travel in Scotland **Annual**. A new publication which combines Main Transport Trends and Household Transport publications. Summarises a broad range of transport statistics including road vehicles, traffic, casualties, bus and rail passengers, road and rail freight, air and water transport and personal travel as well as providing some comparisons with GB figures. Further breakdowns of Scottish Household Survey transport data including households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to services are also presented.

Latest edition: provides figures up to 2010, published August 2011 *Web only*

SHS Transport: Local Area Analysis **Biennial.** Provides SHS information over two-year periods for Local Authorities and Regional Transport Partnership areas.

Latest edition: provides figures for 2007/2008, published March 2010 Web tables only

Scottish Household Survey Travel Diary results **Biennial.** Provides details of journeys made collected via the Travel Diary. Includes purposes for travel, distances, the times of day at which trips start, duration of journeys, days of the week and car occupancy levels.

Latest edition: figures up to 2009, trends since 1999; published November 2010. *Web only*

National Travel Survey Scottish Results **Biennial**. These web-tables provides trends on the average number of journeys and average distance travelled per person per year, including average journey length, main mode of travel, journey purpose.

Latest edition: figures up to 2007/2008; published in April 2010 *Web only*

Bus and Coach Statistics **Biennial**. Presents Department for Transport statistics on bus and coach operators, and some related Scottish Household Survey (SHS) results. Includes: vehicle kms, patronage levels, fare indices; passenger receipts; public transport support and concessionary fare reimbursement; adults' frequency of use of local bus services; views on aspects of bus services; travel to work by bus; reasons for not using buses; safety on buses; concessionary travel passes.

Latest edition: figures up to 2009-10; published April 2011 *Web only*

Key Road Accident Statistics **Annual.** Provisional figures on accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2010. Also figures by Police Force and local authority.

Latest edition: provides figures up to 2010; published in June 2011 *Web only*

Main Transport Trends **Annual**. A summary bulletin containing trends for each mode of transport over the past ten years including Scottish Household Survey transport results. Includes comparisons with Great Britain and some longer-term historical series.

Latest edition: provides figures up to 2009, published August 2010 *Web only*

Household Transport in 2009 **Annual**. Provides detailed information on Scottish Household Survey relating to travel attitudes and behaviour. Including: availability of cars; driving licence possession, frequency of driving & walking; travel to work and travel to school.

Latest edition: provides figures up to 2009, published September 2010. *Web only*

Road Safety Tracking Study

Findings from the Road Safety Tracking Study (RITS) by TNS BMRB from April 2011 and April 2012 will be made available on the Road Safety Scotland website.

ERRORS IN THE PREVIOUS EDITION

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

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

Table H The rates per million population should be multiplied by 10.

Revised electronic versions of these tables are available online. Tables in this edition include corrected figures, if they are time-series tables that include years for which the previous edition's figures were wrong.

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: **www.dft.gov.uk/transtat**

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

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

1. TRANSPORT STATISTICS USERS' GROUP

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

The aims of TSUG are:

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

The main activities of TSUG are:

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

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

TSUG Membership Secretary
Nina Webster
C/o Strategy and Service Development
London Underground Ltd.
Transport for London
Room 494 (4th Floor)
55 Broadway
London SW1H 0BD

Tel: 020 7027 8340 Fax: 020 7918 4580
Email: nina.webster@tube.tfl.gov.uk

TSUG Representative for Scotland
Dr Jock Robertson

Tel: 01529 497354
Mobile: 07712 750658
Email: robertson@rtclincs.co.uk

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 broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

Further information about Official and National Statistics can be found on the UK Statistics Authority website at www.statisticsauthority.gov.uk

SCOTTISH GOVERNMENT STATISTICIAN GROUP

Our Aim
To provide relevant and reliable information, analysis and advice that meets the needs of government, business and the people of Scotland.

For more information on the Statistician Group, please see the Scottish Government website at www.scotland.gov.uk/statistics

Correspondence and enquiries
Enquiries on this publication should be addressed to:

Enquiries on this publication should be addressed to:

Andrew Knight
Transport Scotland
Analytical Services
Area 2F(North) Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 7256;
Fax: 0131 244 7281
e-mail: Transtat@transportscotland.gsi.gov.uk

General enquiries on Scottish Government statistics can be addressed to:

Office of the Chief Statistician
Scottish Government
1N.04, St Andrews House
EDINBURGH EH1 3DG
Telephone: (0131) 244 0302
e-mail: statistics.enquiries@scotland.gsi.gov.uk

Further contact details, e-mail addresses and details of previous and forthcoming publications can be found on the Scottish Government Website at http://www.transportscotland.gov.uk/analysis/statistics

Complaints and suggestions
If you are not satisfied with our service, please write to the Chief Statistician, 1N.04, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302. We also welcome any comments or suggestions that would help us to improve our standards of service.

ScotStat
If you would like to be consulted about new or existing statistical collections or receive notification of forthcoming statistical publications, please register your interest on the Scottish Government ScotStat website at www.scotland.gov.uk/scotstat

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

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2011	
Trn / 2010 / 2	Main Transport Trends – Now part of TATIS	August 2010	Web only
Trn / 2012 / 2	Transport and Travel in Scotland	August 2012	Web only
Trn / 2010 / 3	Household Transport – Now part of TATIS	September 2010	Web only
	SHS Transport: Local Area Analysis	September 2011	Web only
	National Travel Survey Scottish results	March 2012	Web only
	Bus and Coach Statistics	February 2012	Web only
	Reported Road Casualties Scotland	October 2011	
Trn / 2012 /1	Key Reported Road Casualty Statistics	June 2012	Web only
	Scottish Household Survey Travel Diary results	November 2011	Web only

ISSN 1351 3869 ISBN **To be inserted by APS**