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Key Reported Road Casualties Scotland 2019

Statistical Bulletin

Transport Series

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Key Reported Road Casualties Scotland 2019

This bulletin presents ***provisional*** statistics of reported injury road accidents (i.e. road accidents reported to the police in which one or more people were killed or injured) in Scotland in 2019. Final figures will be published in October 2020.

This year, Police Scotland has started to use a new accident recording system. The introduction of this new system has changed the way casualty severity is recorded and as a result comparisons of the number of serious and slight casualties to earlier years should be made with caution. This bulletin includes adjusted figures, produced by the Department for Transport, that allow users to make comparisons to previous years. Other breakdowns, such as severity by mode of transport and type of road are presented on the basis of the unadjusted figures as reported by Police Scotland.

1. Main Points

1.1 There was a total of **7,594** road casualties reported in 2019 this is 830 or 10% fewer than 2018 and the lowest number of casualties since annual records began in 1950. Of which there were:

- **168 fatalities**: 7 (or 4%) more than 2018
- **2,001 seriously** injured
- **5,425 slightly** injured **[Table 2].**

1.2 By mode, in 2019 there were:

- 4,557 **car** user casualties (528, 10% less than 2018); including 78 fatalities (3 more than 2018)
- 1,243 **pedestrian** casualties (13, 1% less than 2018); including 46 fatalities (12 more than 2018)
- 519 **motorcycle** casualties (121, 19% less than 2018); including 25 fatalities (8 less than 2018)
- 564 **pedal cycle** casualties (74, 12% less than 2018); including 8 fatalities (2 more than 2018)
- 195 **bus** and **coach** user casualties (35, 15% less than 2018) **[Table 3]**.

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

1.3 In 2019 there were 759 **child** casualties reported, 5 (1%) more than in 2018. This included **2** fatalities, 1 fewer than last year **[Table 4]**. Conclusions on trend cannot be made from a single year's data as the numbers are small and fluctuate from year to year. Trends using a three year average are included in table 7.

1.4 In 2019 there were 110 **male** fatalities, the same as 2018. **Female** fatalities rose by 7 (14%) to 58. Thirteen per cent (986) of all casualties were aged 16–22, a fall of 10% on 2018, of which 555 were male and 430 were female. Casualties aged under 5 rose by 1, from 125 to 126 between 2018 and 2019 **[Table 12]**.

1.5 Scotland's road safety framework to 2020 contains 5 **national targets for casualty reductions by 2020**. Currently available data allows us to measure progress against 3 targets; progress against all targets will be published in October 2020. Scotland's performance is currently on track to meet 2 of those 3 targets, although in each case there has been a significant improvement since the 2004-2008 baseline.

- 168 people were **killed** in 2019, a reduction of **42%** since the baseline (performance currently exceeding the 2020 target of a 40% reduction) **[Table 5**]
- 2,001 people were seriously injured in 2019 **[Table 6]** Due to the changes in the recording of casualty severities, progress against this target is measured on the basis of adjusted figures, which show a reduction of 33% from the baseline (performance not currently on track to meet the 2020 target of a 55% reduction) **[Table 2b]**.
- On average, there were 2 **children killed** each year between 2017 and 2019: a reduction of **85%** since the baseline (performance currently exceeding the 2020 target of a 50% reduction) **[Table 7]**

CONTENTS

2. Background

2.1 **This bulletin presents *provisional* statistics of reported injury road accidents (i.e. road accidents in which one or more people were killed or injured) in Scotland in 2019.** These figures were extracted from Transport Scotland's reported road accident statistical database (based on 'Stats19' statistical returns made by Police Scotland) on 3 July 2020. Final 2019 figures will appear in *Reported Road Casualties Scotland 2019,* which will be published in October 2020 and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2018 and earlier years may differ slightly from those published previously. Further information about the differences between the main figures in the publications can be found in section 11.2.

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

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

2.4 From around June/July 2019 Police Scotland has been using a new accident and casualty data recording system called CRaSH (Collision Reporting and Sharing). Before the introduction of CRaSH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either 'slight' or 'serious'). CRaSH is an injury-based recording system where the officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level from 'slight' to 'serious'. Section 11.3 provides further detail on how injuries are classified.

Since CRaSH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury-based reporting system tends to result in more casualties being classified as 'serious' and therefore causes a discontinuity in the time series. The Department for Transport has carried out analysis to show what historical figures would have looked like if CRaSH had been used previously. These figures have been presented in sections 3 and 4.

2.5 *Key Reported Road Casualties Scotland 2019* is one of a series of Transport Statistics publications. A comprehensive statistical picture of transport activity is given in the compendium *Scottish Transport Statistics* volume and the latest transport and travel trends from Scottish Household Survey transport data published in *Transport and Travel in Scotland*. *Key Reported Road Casualties Scotland 2019* is followed in October by *Reported Road Casualties Scotland*, a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties. See Transport Scotland statistical publications for more details:

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

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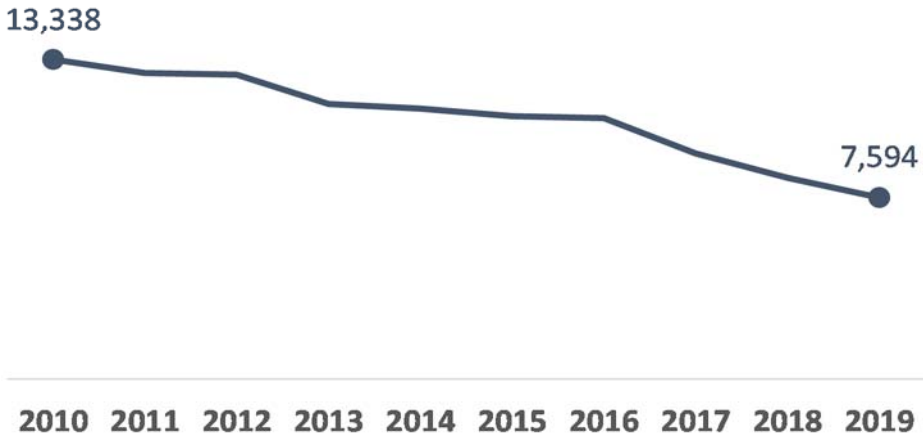
2019 Road Accidents and Casualties - Infographic summary

There were 7,594 recorded road accident casualties in Scotland in 2019

This is a reduction of 10% compared to the previous year, and a 43% reduction compared to 2010.

Road accident casualties, 2010 – 2019



The number of people killed in 2019 increased by 4% compared to 2018, from 161 to 168.

Since 2010, the number of people killed in road accidents has decreased by 19%.

People killed in road accidents, 2010 – 2019

Car was the mode of transport with the highest number of fatalities, followed by pedestrians.

Total reported casualties decreased across major modes of transport. Motorcycle casualties saw the highest decrease, pedestrian casualties saw the lowest decrease.

Casualties by mode of transport, 2019

	Number of people killed in 2019 (change on 2018)		Total casualties in 2019 (% change on 2018)	
	78	(+3)	4,557	-10%
	46	(+12)	1,243	-1%
	25	(-8)	519	-19%
	8	(+2)	564	-12%

3. Reported numbers of Accidents (Tables 1a and 1b)

3.1 *Table 1a* shows the downward trend of injury road **accidents** recorded by the police. In 2019, there were 5,686 accidents in which someone was killed or injured, 12 per cent fewer than in 2018 and the lowest number since records began. There were 161 fatal accidents in 2019, 11 (7%) more than in 2018. In 2019, there were 1,715 serious injury accidents; and 3,810 slight injury accidents. Due to changes in severity reporting the number of reported serious and slight accidents are not comparable to previous years.

3.2 As outlined in section 2.4, Police Scotland's move to CRaSH, an injury-based reporting system, has resulted in changes in severity reporting. *Table 1b* provides adjusted figures to show how many slight and serious accidents there would have been in previous years if they had been recorded using an injury-based reporting system. These experimental statistics, produced by the Department for Transport, make it possible to compare the most recent statistics to previous years. On the basis of the adjusted figures, the number of serious accidents in 2019 increased by 9% on 2018, and the number of slight accidents decreased by 19%.

Table 1a: Injury Road Accidents by Severity, 1970 – 2019

	Fatal	Serious	Fatal and Serious	Slight	All Severities
1970	758	7,860	8,618	13,515	22,133
1975	699	6,912	7,611	13,041	20,652
1980	644	7,218	7,862	13,926	21,788
1985	550	6,507	7,057	13,587	20,644
1990	491	5,237	5,728	14,443	20,171
1995	361	4,071	4,432	12,102	16,534
1996	316	3,315	3,631	12,442	16,073
1997	340	3,312	3,652	12,994	16,646
1998	339	3,318	3,657	12,862	16,519
1999	285	3,209	3,494	11,921	15,415
2000	297	3,007	3,304	11,828	15,132
2001	309	2,840	3,149	11,575	14,724
2002	274	2,684	2,958	11,385	14,343
2003	301	2,495	2,796	11,121	13,917
2004	283	2,331	2,614	11,305	13,919
2005	264	2,252	2,516	10,922	13,438
2006	293	2,257	2,550	10,560	13,110
2007	255	2,049	2,304	10,203	12,507
2008	245	2,242	2,487	9,672	12,159
2009	196	1,998	2,194	9,362	11,556
2010	189	1,713	1,902	8,393	10,295
2011	175	1,675	1,850	8,135	9,985
2012	162	1,736	1,898	7,879	9,777
2013	159	1,425	1,584	7,390	8,974
2014	181	1,488	1,669	7,164	8,833
2015	157	1,421	1,578	6,899	8,477
2016	175	1,433	1,608	6,747	8,355
2017	140	1,378	1,518	5,600	7,118
2018	150	1,371	1,521	4,911	6,432
2019 [2] *prov.*	161	1,715	1,876	3,810	5,686

1. An accident can involve more than one casualty; casualty numbers are presented in table 2.
2. Due to changes in the way casualty severities are recorded, serious and slight figures in 2019 are not comparable with previous years.

Table 1b DfT serious/slight adjusted and unadjusted accidents, 2004 to 2019

	DfT adjusted Serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2004-08 average	**2,518**	**10,159**	**2,185**	**10,492**	**12,678**
2004	2,663	10,902	2,308	11,257	13,565
2005	2,562	10,556	2,193	10,925	13,118
2006	2,590	10,125	2,232	10,483	12,715
2007	2,319	9,770	1,980	10,109	12,089
2008	2,458	9,444	2,214	9,688	11,902
2009	2,251	9,090	1,980	9,361	11,341
2010	1,918	8,180	1,705	8,393	10,098
2011	1,875	7,918	1,669	8,124	9,793
2012	1,916	7,601	1,717	7,800	9,517
2013	1,624	7,196	1,425	7,395	8,820
2014	1,670	6,941	1,482	7,129	8,611
2015	1,623	6,689	1,416	6,896	8,312
2016	1,637	6,534	1,429	6,742	8,171
2017	1,558	5,414	1,373	5,599	6,972
2018	1,544	4,712	1,367	4,889	6,256
2019	1,685	3,837	1,713	3,809	5,522
2019 change on 2018	**9.1**	**-18.6**			**-11.7**
2019 change on 04-08 average	**-33.1**	**-62.2**			**-56.4**

Source: Department for Transport.

The unadjusted figures in this table are National Statistics

The adjusted figures in this table are Experimental Statistics

Unadjusted figures in this table may not match those in other tables in this publication as DfT closes its database each year but Transport Scotland keep its database open.

Figures for serious and slight injuries are as reported by police. Since 2019, Police Scotland has adopted a new severity reporting system which means that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced.

More information on the change and the adjustment process is available at the following address.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833813/annex-update-severity-adjustments-methodology.pdf

4. Reported numbers of Casualties (Tables 2a, 2b and 4)

4.1 In 2019, 168 people were **killed** in road accidents in Scotland: 7 (4%) more than 2018. Since 1978, there has been a clear, steady, long-term downward trend. More recent years' figures have fluctuated around a less pronounced downward trend **[Figure 1]**.

4.2 In 2019 there were 2,001 people **seriously injured** in road accidents. As outlined in section 2.4, this figure cannot be directly compared to the reported figures for previous years. *Table 2b* provides adjusted figures to show how many serious casualties there would have been in previous years if they had been recorded using an injury-based reporting system. These experimental statistics, produced by the Department for Transport, make it possible to compare the most recent statistics to previous years. On the basis of the adjusted figures, the number of people seriously injured in 2019 increased by 12% on 2018. Figure A shows how the adjusted and non-adjusted figures compare since 2004. The long-term trend has generally been downward since the early 1980s **[Figure A].**

4.3 There were 5,425 people reported as **slightly injured** in 2019. Once again, this figure cannot be directly compared to the reported figures for previous years. Table 2b provides adjusted figures to show how many slight casualties there would have been in previous years if they had been recorded using an injury-based reporting system. On the basis of the adjusted figures, the number of people slightly injured in road accidents in 2019 decreased by 16% on 2018. Figure B shows how the adjusted and non-adjusted figures compare since 2004. There has been a clear downward trend in these figures since 1997 **[Figure B].**

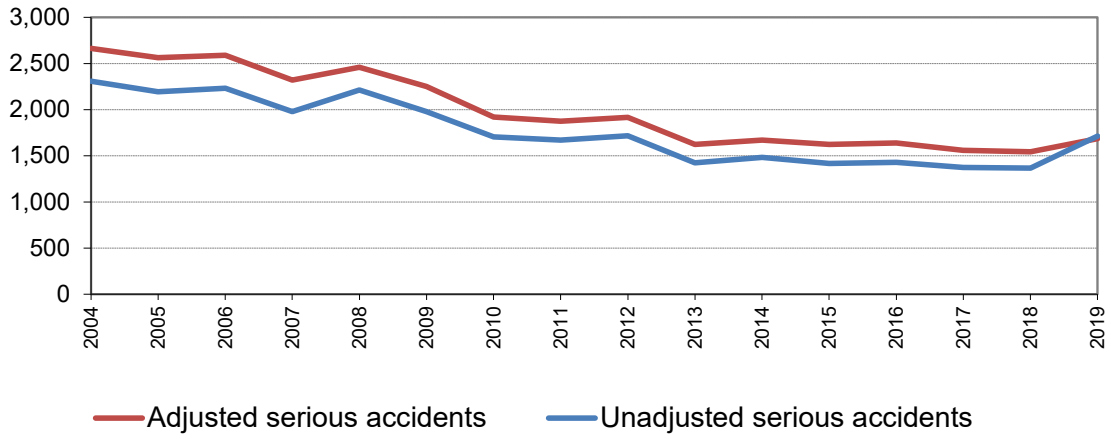
4.4 There were a total of 7,594 casualties (of all severities) reported in 2019: 830 (10%) fewer than in 2018 and the lowest number since annual records began in 1950. Between circa 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction every year, with numbers falling below 12,000 in 2013, which was half the level of the early 1990s **[Figure 3]**.

Table 2a: Casualties by Severity, 1950 – 2018

	Killed	Serious injury	Killed and Serious	Slight injury	All Severities
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,561	22,414
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,072	4,457	18,010	22,467
1999	310	3,765	4,075	16,927	21,002
2000	326	3,568	3,894	16,624	20,518
2001	348	3,410	3,758	16,153	19,911
2002	304	3,229	3,533	15,742	19,275
2003	336	2,957	3,293	15,463	18,756
2004	308	2,766	3,074	15,428	18,502
2005	286	2,666	2,952	14,933	17,885
2006	314	2,635	2,949	14,320	17,269
2007	281	2,385	2,666	13,573	16,239
2008	270	2,575	2,845	12,747	15,592
2009	216	2,287	2,503	12,540	15,043
2010	208	1,969	2,177	11,161	13,338
2011	185	1,878	2,063	10,722	12,785
2012	176	1,981	2,157	10,555	12,712
2013	172	1,667	1,839	9,653	11,492
2014	203	1,701	1,904	9,398	11,302
2015	168	1,602	1,770	9,207	10,977
2016	191	1,698	1,889	9,009	10,898
2017	145	1,594	1,739	7,694	9,433
2018 [2]	161	1,584	1,745	6,679	8,424
2019 [3] *prov.*	168	2,001	2,169	5,425	7,594
2004 - 2008 average	*292*	*2,605*	*2,897*	*14,200*	*17,097*
2015 - 2019 average [3]	*167*	*..*	*..*	*..*	*9,465*
2019 percentage change [3]:					
on 2018 [3]	4%	..	..	..	-10%
on 04-08 average [3]	-42%	..	..	..	-56%

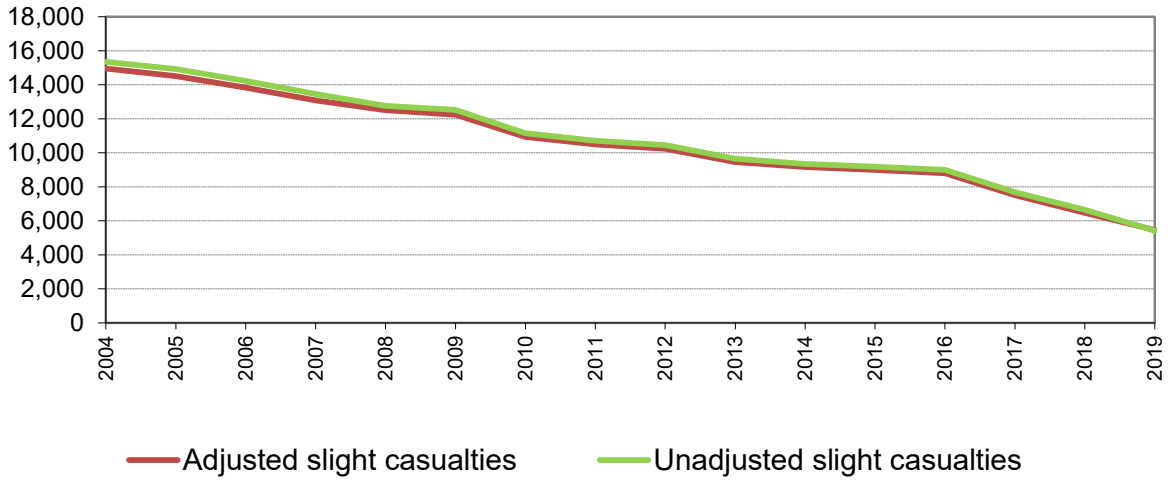
1. Although regular records of the numbers of casualties began in 1947, the level of severity was only collected from 1950 and the number of injury road accidents weren't collected until 1970.
2. Some figures for 2018 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.
3. Due to changes in severity reporting, the number of serious casualties cannot be compared directly to those reported in previous years. These % change figures for serious casualties have therefore been omitted

Figure A: DfT Adjusted/unadjusted serious accidents, 2004 to 2019



Source: Department for Transport.
The unadjusted figures in this chart are National Statistics
The adjusted figures in this chart are Experimental Statistics

Figure B: DfT Adjusted/unadjusted slight casualties, 2004 to 2019



Source: Department for Transport.
The unadjusted figures in this chart are National Statistics
The adjusted figures in this chart are Experimental Statistics

Table 2b DfT serious/slight adjusted and unadjusted casualties, 2004 to 2019

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2004-2008 average	**2,919**	**13,774**	**2,558**	**14,136**	**16,694**
2004	3,141	14,944	2,737	15,348	18,085
2005	3,002	14,507	2,597	14,912	17,509
2006	2,991	13,830	2,607	14,214	16,821
2007	2,685	13,078	2,315	13,448	15,763
2008	2,778	12,513	2,535	12,756	15,291
2009	2,552	12,244	2,269	12,527	14,796
2010	2,188	10,928	1,960	11,156	13,116
2011	2,082	10,495	1,873	10,704	12,577
2012	2,161	10,244	1,959	10,446	12,405
2013	1,857	9,462	1,667	9,652	11,319
2014	1,876	9,164	1,694	9,346	11,040
2015	1,800	8,988	1,597	9,191	10,788
2016	1,902	8,790	1,694	8,998	10,692
2017	1,775	7,506	1,589	7,692	9,281
2018	1,761	6,473	1,580	6,654	8,234
2019	1,965	5,457	1,998	5,424	7,422
2019 change on 2018	**11.6**	**-15.7**			**-9.9**
2019 change on 04-08 average	**-32.7**	**-60.4**			**-55.5**

Source: Department for Transport.
The unadjusted figures in this table are National Statistics
The adjusted figures in this table are Experimental Statistics

Unadjusted figures in this table may not match those in other tables in this publication as DfT close its database each year but Transport Scotland keep its database open.
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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833813/annex-update-severity-adjustments-methodology.pdf

Figure 1: Number of casualties killed, 1950 to 2019

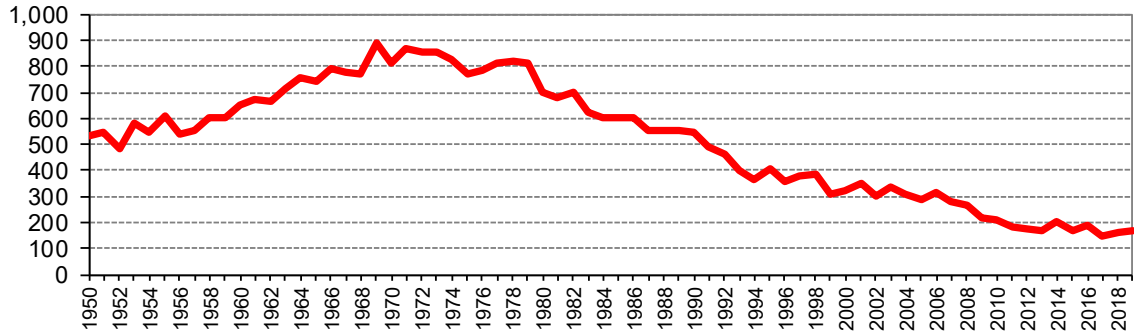
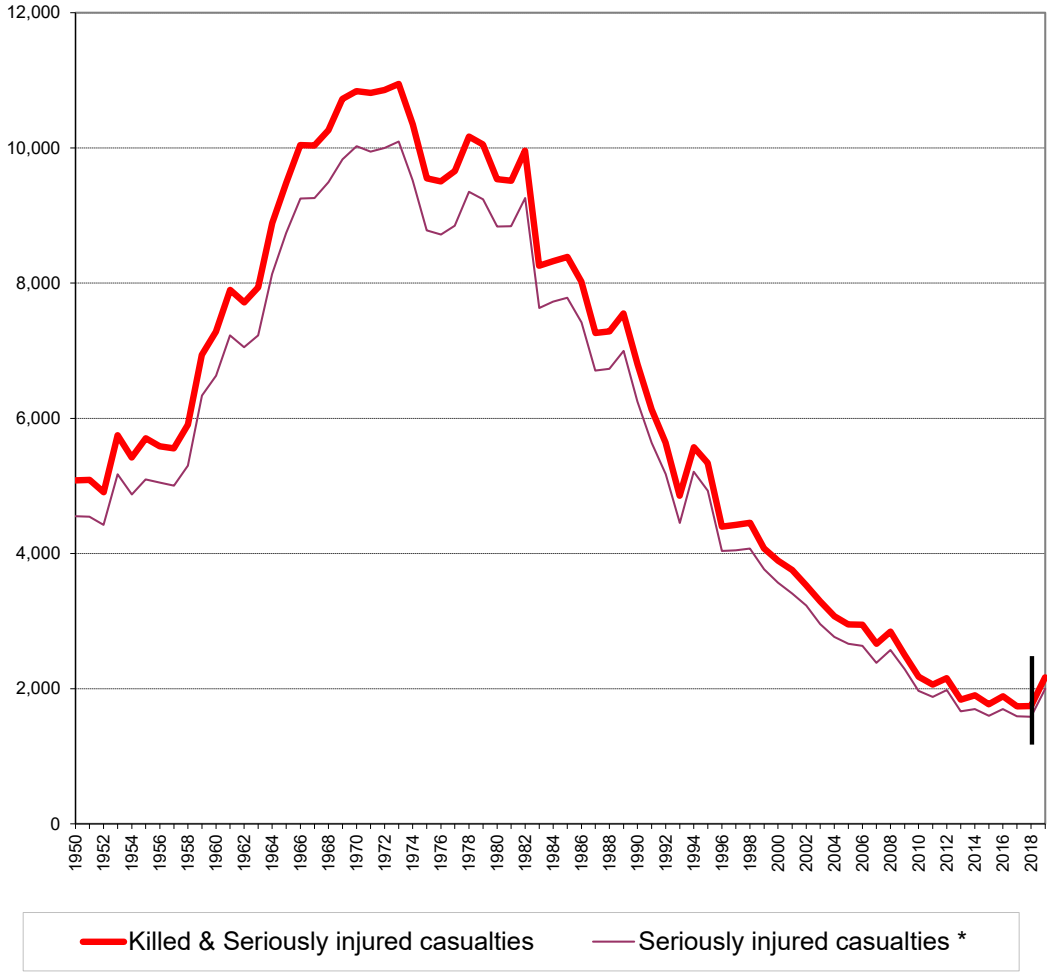
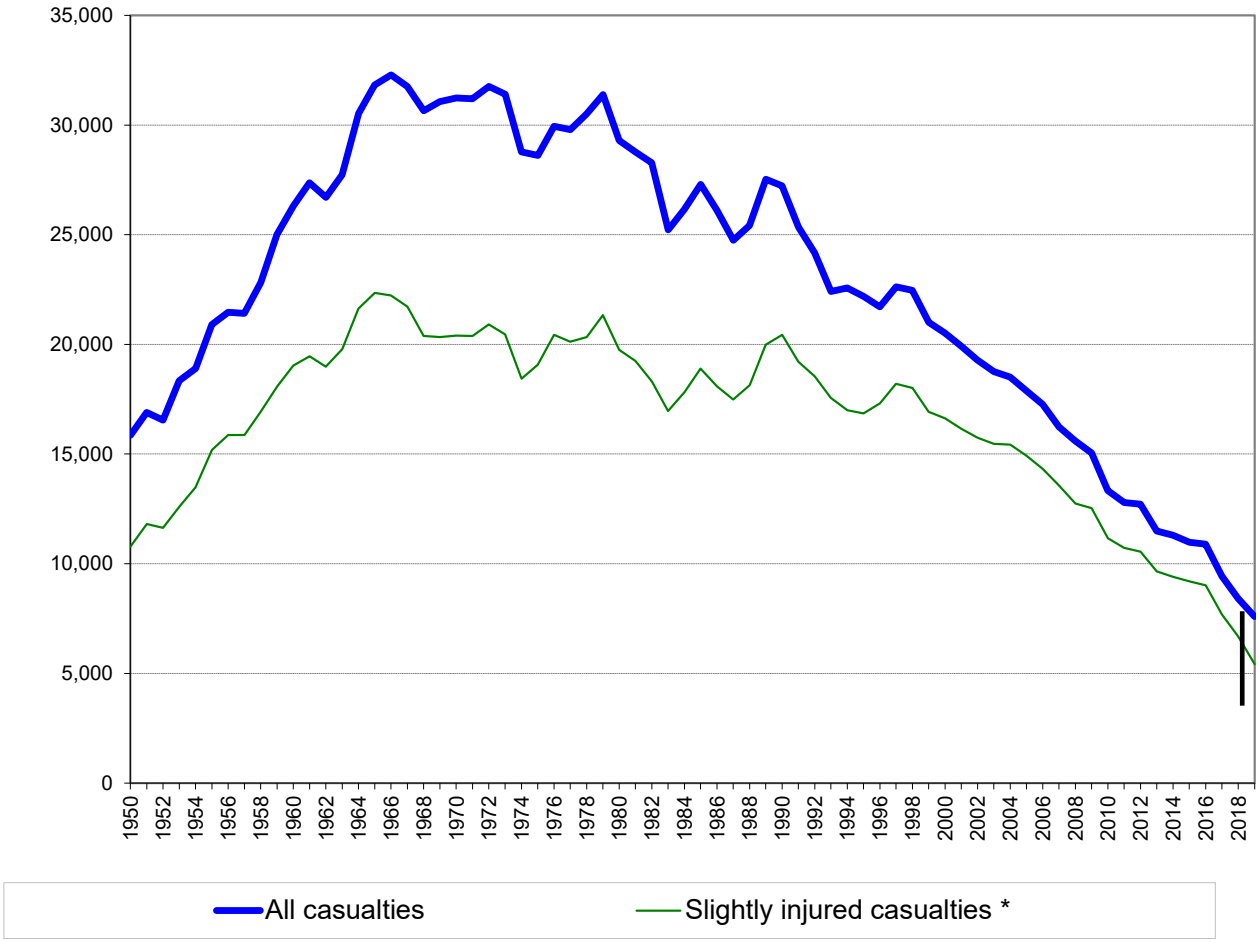


Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2019



*Due to changes in the way casualty severities are recorded, figures for serious casualties in 2019 are not comparable with previous years.

Figure 3: All casualties and Slightly injured casualties, 1950 - 2019



*Due to changes in the way casualty severities are recorded, figures for slight casualties in 2019 are not comparable with previous years.

5. Casualties by Type of Road (Table 3)

5.1 In 2019, **non built-up roads** (roads with a speed limit of over 40mph, see paragraph 11.4 for more detail) accounted for two-fifths of the total number of reported casualties (42%: 3,175 out of 7,594). However, they accounted for over two-thirds of those killed (68%: 114 out of 168) and almost half the total number of seriously injured (48%: 953 out of 2001). This will be at least in part due to the higher average speed, as non built-up roads are those with a speed limit greater than 40 mph. These roads also make up two-thirds of Scotland's road network.

5.2 Compared with the 2004-08 average, total casualties on non built-up roads and built-up roads have reduced by similar proportions (56% and 55% respectively.) However, the reduction in fatalities on non built-up roads was greater (at 46%) than for non built-up roads (at 34%).

Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2017-2019 & 2004-08 average

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
Pedestrian									
2004-08 average	46	609	2,723	18	47	133	65	656	2,855
2017	26	357	1,298	12	23	65	38	380	1,363
2018	25	338	1,199	9	24	57	34	362	1,256
2019 [3] prov.	34	450	1,180	12	32	63	46	482	1,243
% change on 2018 [3]	*	..	-2%	*	..	11%	*	..	-1%
on 04-08 average [3]	*	..	-57%	*	..	-52%	-29%	..	-56%
Pedal cycle									
2004-08 average	5	111	673	4	23	83	9	134	756
2017	3	132	634	2	39	94	5	171	728
2018	2	119	555	4	38	83	6	157	638
2019 [3] prov.	2	151	494	6	27	70	8	178	564
% change on 2018 [3]	*	..	-11%	*	*	-16%	*	..	-12%
on 04-08 average [3]	*	..	-27%	*	*	-16%	*	..	-25%
Motor cycle									
2004-08 average	6	159	561	36	212	489	42	371	1,049
2017	3	119	316	26	162	304	29	281	620
2018	5	97	302	28	186	338	33	283	640
2019 [3] prov.	6	110	258	19	169	261	25	279	519
% change on 2018 [3]	*	..	-15%	*	..	-23%	*	..	-19%
on 04-08 average [3]	*	..	-54%	*	..	-47%	*	..	-51%
Car									
2004-08 average	21	337	4,762	141	920	5,844	162	1,258	10,606
2017	7	191	2,835	57	471	2,872	64	662	5,707
2018	9	195	2,412	66	473	2,673	75	668	5,085
2019 [3] prov.	7	274	2,088	71	658	2,469	78	932	4,557
% change on 2018 [3]	*	..	-13%	8%	..	-8%	4%	..	-10%
on 04-08 average [3]	*	..	-56%	-50%	..	-58%	-52%	..	-57%
Bus/Coach									
2004-08 average	0	50	669	0	5	80	1	55	749
2017	2	18	278	0	5	79	2	23	357
2018	0	27	208	2	8	22	2	35	230
2019 [3] prov.	3	20	163	0	3	32	3	23	195
% change on 2018 [3]	*	..	-22%	*	..	*	*	..	-15%
on 04-08 average [3]	*	..	-76%	*	..	-60%	*	..	-74%
Other modes of transport									
2004-08 average	4	42	489	10	90	591	14	132	1,080
2017	3	23	318	4	54	340	7	77	658
2018	2	25	242	9	54	333	11	79	575
2019 [3] prov.	2	43	236	6	64	280	8	107	516
% change on 2018 [3]	*	..	-2%	*	..	-16%	*	..	-10%
on 04-08 average [3]	*	..	-52%	*	..	-53%	*	..	-52%
All casualties									
2004-08 average	82	1,309	9,877	209	1,297	7,220	292	2,605	17,097
2017	44	840	5,679	101	754	3,754	145	1,594	9,433
2018	43	801	4,918	118	783	3,506	161	1,584	8,424
2019 [3] prov.	54	1,048	4,419	114	953	3,175	168	2,001	7,594
% change on 2018 [3]	*	..	-10%	-3%	..	-9%	4%	..	-10%
on 04-08 average [3]	-34%	..	-55%	-46%	..	-56%	-42%	..	-56%

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

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

3 Due to changes in severity reporting, the number of serious casualties cannot be compared directly to those reported in previous years. These % change figures for serious casualties have therefore been omitted.

6. Casualties by Mode of Transport (Table 3)

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

6.2 As outlined in section 2.4, the number of serious and slight casualties cannot be directly compared to previously recorded figures due to changes in severity reporting. We will have adjusted figures, broken down by mode, available for inclusion in Reported Road Casualties, which is due to be published later in the year.

6.3 In 2019 there were 4,557 **car users** reported injured in road accidents; three-fifths of all road casualties (60%: 4,557 out of 7,594) and a 10% fall from 2018. Of these, 78 were killed, an increase of 4% from 2018, and 932 seriously injured.

6.4 There were 1,243 **pedestrian** casualties recorded in 2019, a sixth of all casualties (16%: 1,243 out of 7,594) and down by 13 (1%) since 2018. Four per cent of pedestrian casualties were killed (46 out of 1,243) and 39% seriously injured (482 out of 1,243). Ninety-five per cent of pedestrian casualties occurred on built-up roads (1,180 out of 1,243).

6.5 Together, **all other modes of transport** accounted for almost a quarter (24%) of casualties in 2019 (1,794 out of 7,594) and for a slightly higher proportion of those killed (26%: 44 out of 168) and under a third of those seriously injured (29%: 587 out of 2,001).

6.6 Pedal cycle casualty numbers in 2019 decreased by 12% and motorcycle casualties decreased by 19%. In 2019, 519 **motorcycle** casualties were reported, of whom 279 (54%) suffered serious injuries and 25 died, a decrease of 8 fatalities on 2018. There were 564 **pedal cyclist** casualties recorded in 2019, 8 died (two fatalities more than in 2018). There are now more cyclists on the roads, which will likely impact on cycling casualty numbers. There was an increase of 15% in pedal cycle traffic in the last ten years according to traffic estimates provided by DfT[1].

6.6 A total of 195 **bus and coach** users were reported injured (a decrease of 15% on 2018), of whom 23 were seriously injured, three died.

7. Child Casualties (Table 4 and Table 7)

7.1 There were 759 **child** casualties reported in 2019 representing 10% of all casualties (759 out of 7,594) and an increase of 5 (or 1%) from 2018. Of these, 2 died, 1 less death than in 2018. Both of the children killed in 2019 were pedestrians. The numbers of fatalities are small, so care should be taken when drawing conclusions from year-on-year changes and trends should be looked at over the longer term. The three-year average used to monitor progress against the Road Safety Framework targets shows individual years as fluctuating around the longer-term trend **[Table 7]**.

7.2 There were 331 child **pedestrian** casualties recorded in 2019. They accounted for 44% of all pedestrian casualties of all ages (331 out of 759). Of the child pedestrian casualties, 122 were seriously injured (2 died). The number killed was the same as 2018.

7.3 In 2019, there were 303 child casualties in **cars**, 7% of all car user casualties (303 out of 4,557). Of the child casualties in cars, 46 were seriously injured (none died). In 2019, there were 68 child **pedal cycle** casualties (12% of the total of 564 pedal cycle casualties of all ages) including 24 who were seriously injured, there were no children killed on pedal cycles in 2019, the same as 2018.

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

Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2017-2019 & 2004-08 average

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Serious	All	Killed	Serious	All	Killed	Serious	All
Pedestrian									
2004-08 average	4	210	976	2	9	21	6	218	997
2017	1	104	392	1	3	9	2	107	401
2018	1	93	328	1	3	6	2	96	334
2019 [3] prov.	2	118	325	0	4	6	2	122	331
% change on 2018 [3]	*	..	-1%	*	..	*	*	..	-1%
on 04-08 average [3]	*	..	-67%	*	..	*	*	..	-67%
Pedal cycle									
2004-08 average	2	27	194	1	2	9	2	29	203
2017	0	8	63	0	2	4	0	10	67
2018	0	13	60	0	2	4	0	15	64
2019 [3] prov.	0	22	63	0	2	5	0	24	68
% change on 2018 [3]	*	..	5%	*	..	*	*	..	6%
on 04-08 average [3]	*	..	-67%	*	..	*	*	..	-67%
Car									
2004-08 average	1	18	316	6	44	353	6	62	670
2017	0	10	188	0	19	140	0	29	328
2018	0	7	158	0	22	158	0	29	316
2019 [3] prov.	0	18	156	0	28	147	0	46	303
% change on 2018 [3]	*	..	-1%	*	..	-7%	*	..	-4%
on 04-08 average [3]	*	..	-51%	*	..	-58%	*	..	-55%
Bus/Coach									
2004-08 average	0	3	68	0	0	20	0	3	88
2017	0	0	54	0	0	20	0	0	74
2018	0	0	19	0	0	0	0	0	19
2019 [3] prov.	0	0	23	0	0	6	0	0	29
% change on 2018 [3]	*	..	*	*	..	*	*	..	*
on 04-08 average [3]	*	..	-66%	*	..	*	*	..	-67%
Other									
2004-08 average	1	9	39	0	3	23	1	13	62
2017	0	4	13	0	3	17	0	7	30
2018	0	1	10	1	1	11	1	2	21
2019 [3] prov.	0	2	14	0	2	14	0	4	28
% change on 2018 [3]	*	..	*	*	..	*	*	..	*
on 04-08 average [3]	*	..	*	*	..	*	*	..	-55%
All child casualties									
2004-08 average	7	267	1,593	8	59	426	15	325	2,019
2017	1	126	710	1	27	190	2	153	900
2018	1	114	575	2	28	179	3	142	754
2019 [3] prov.	2	160	581	0	36	178	2	196	759
% change on 2018 [3]	*	..	1%	*	..	-1%	*	..	1%
on 04-08 average [3]	*	..	-64%	*	..	-58%	*	..	-62%

1 Figures for 2018 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.
2 * indicates that a percentage change is not shown because the denominator is 50 or fewer.
3 Due to changes in severity reporting, the number of serious casualties cannot be compared directly to those reported in previous years. These % change figures for serious casualties have therefore been omitted.

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

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

8.1 As outlined in section 2.4, the number of serious and slight casualties cannot be directly compared to previously recorded figures due to changes in severity reporting. Progress against the serious casualty reduction target is therefore based on adjusted figures, produced by the Department for Transport, that show how many slight and serious casualties there would have been in previous years if they had been recorded using an injury-based reporting system. Not all required data is available to assess progress against the slight casualty reduction target and the children seriously injured reduction target; progress against these targets will be updated in Reported Road Casualties.

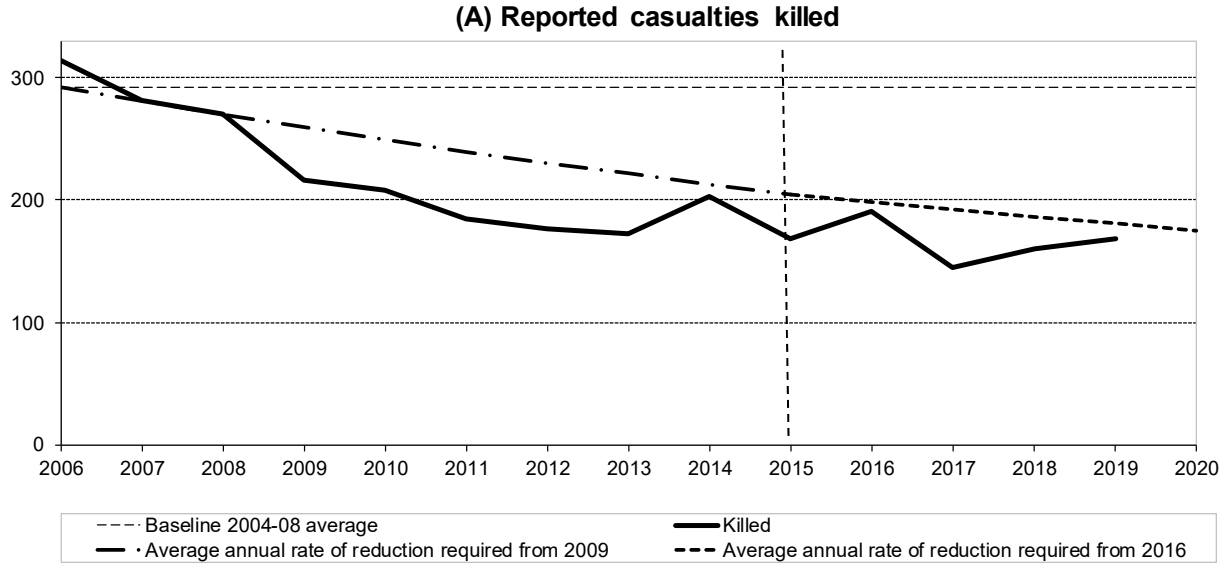
8.2 Progress is assessed towards a milestone in 2015 and the final target by means of an indicative trend based on a constant annual percentage reduction (see section 11.6 for more information). Detailed tables for each of the targets, including a breakdown by mode and historic data, are included in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

8.3 Scotland is currently on track to meet only 2 of the 5 targets based on data that is available, although in each case there has been a significant improvement since the 2004-2008 baseline.

Target: 40% reduction in those killed by 2020

8.4 There were 168 people killed in 2019, a **42%** reduction from the 2004-08 baseline average. The decrease seen to 2019 is greater than that required to achieve the 2020 target reduction (40%). *Figure 4* shows that the total number of fatalities in 2019 was below the indicative line required to achieve the target **[Table 5]**.

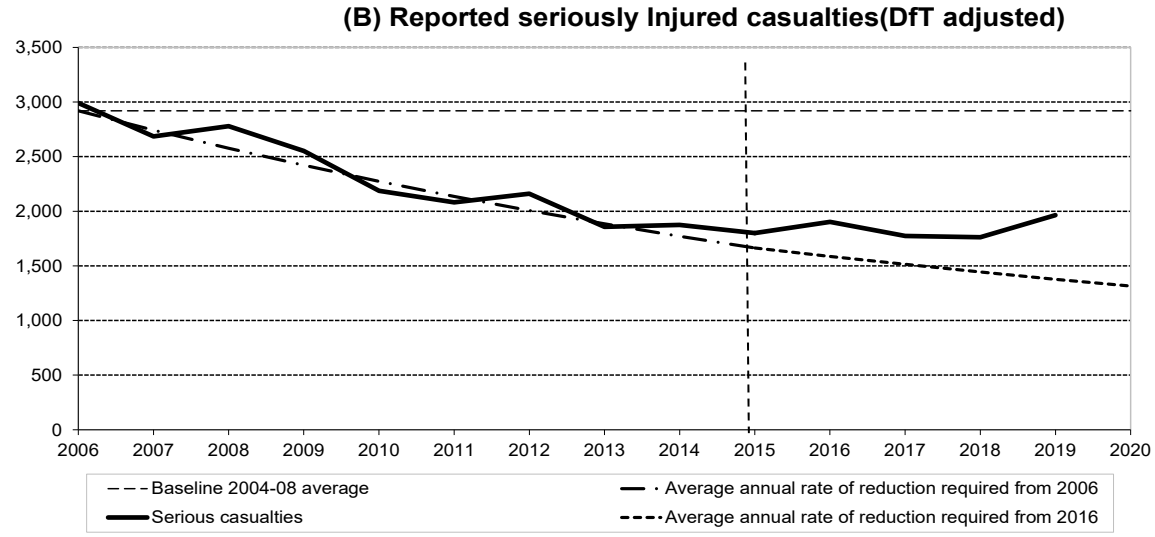
Figure 4: Progress to casualty reduction target: Casualties killed



Target: 55% reduction in those seriously injured by 2020

8.5 Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, there were 1,965 serious injuries in 2019, a **33%** reduction since the adjusted 2004-08 baseline level. The decrease seen to 2019 is less than that required to achieve the framework target for 2020 (a reduction of 55% from 2004-08) **[Table 6]**.

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



Target: 50% reduction in children killed by 2020

8.6 Due to small numbers and year-to-year fluctuations this target is measured using a three-year average. An average of 2 children a year were killed in the 2017-2019 period, an **85%** reduction from the 2004-2008 baseline. The current reduction seen to 2019 is greater than that required to meet the 2020 target **[Table 7]**.

Figure 6: Progress to casualty reduction target: Children killed

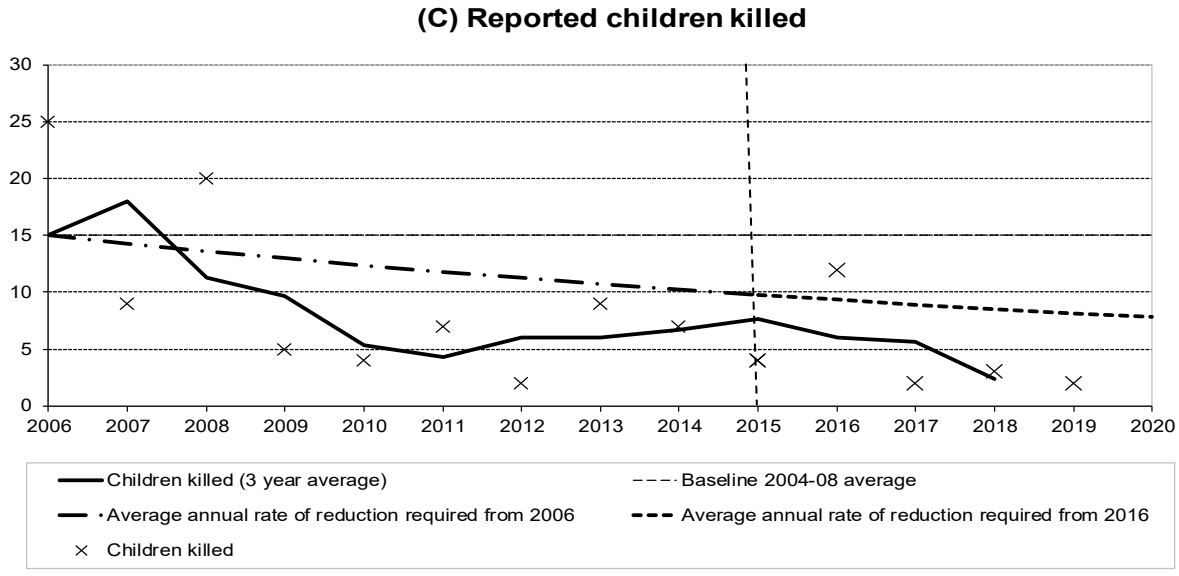


Table 5: People killed by mode of transport, 1994 – 2019

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	104	11	31	209	3	15	5	378
1994	111	5	24	197	9	14	3	363
1995	121	11	33	221	1	19	3	409
1996	106	15	29	185	3	14	5	357
1997	87	9	37	219	2	16	7	377
1998	96	13	33	223	1	13	6	385
1999	89	8	30	169	1	11	2	310
2000	72	12	40	182	1	15	4	326
2001	76	10	49	194	0	14	5	348
2002	73	8	46	154	0	21	2	304
2003	63	14	50	189	1	14	5	336
2004	76	7	42	167	3	12	1	308
2005	66	16	34	153	0	15	2	286
2006	61	10	58	175	0	8	2	314
2007	60	4	40	160	0	15	2	281
2008	60	9	34	153	1	8	5	270
2009	47	5	43	116	0	5	0	216
2010	47	7	35	105	1	8	5	208
2011	43	7	33	89	1	9	3	185
2012	59	9	21	73	1	13	0	176
2013	38	13	23	89	2	5	2	172
2014	59	8	30	94	1	2	9	203
2015	44	5	27	75	1	13	3	168
2016	32	8	30	106	3	6	6	191
2017	38	5	29	64	2	3	4	145
2018	34	6	33	75	2	5	6	161
2019 prov.	46	8	25	78	3	6	2	168
2004-08 average	65	9	42	162	1	12	2	292
2015-19 average	39	6	29	80	2	7	4	167
Numbers in 2019 implied by target	40	6	26	100	0	7	1	181

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

Table 6: People seriously injured by mode of transport, 1994 – 2019

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	1,272	238	324	2,292	93	156	84	4,460
1994	1,536	311	329	2,607	141	197	87	5,208
1995	1,466	281	362	2,432	104	192	93	4,930
1996	1,173	201	271	2,108	93	123	72	4,041
1997	1,124	201	321	2,146	53	120	82	4,047
1998	1,060	197	338	2,167	75	150	85	4,072
1999	1,054	181	401	1,835	82	133	79	3,765
2000	925	164	435	1,796	79	106	63	3,568
2001	842	161	405	1,758	62	115	67	3,410
2002	820	144	410	1,628	59	120	48	3,229
2003	712	125	367	1,511	69	114	59	2,957
2004	674	121	353	1,414	63	83	58	2,766
2005	677	116	371	1,304	63	83	52	2,666
2006	688	131	352	1,258	57	91	58	2,635
2007	594	147	381	1,110	33	87	33	2,385
2008	645	155	396	1,203	59	65	52	2,575
2009	509	152	332	1,135	36	73	50	2,287
2010	457	138	319	903	52	60	40	1,969
2011	515	156	291	758	51	63	44	1,878
2012	461	169	343	847	44	68	49	1,981
2013	401	149	281	718	34	45	39	1,667
2014	420	159	327	686	28	50	31	1,701
2015	424	164	258	638	49	46	23	1,602
2016	398	148	268	762	42	54	26	1,698
2017	380	171	281	662	23	45	32	1,594
2018	362	157	283	668	35	53	26	1,584
2019 [3] prov.	482	178	279	932	23	63	44	2,001

* A percentage change is not shown if the denominator is 50 or fewer.
1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport.
3. Due to changes in severity reporting, the number of serious casualties cannot be compared directly to those reported in previous years. These % change figures for serious casualties have therefore been omitted.

Table 7: Children killed by mode of transport, 1994 – 2019

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	3 year average [3]
1994-98 ave	17	3	0	8	1	0	0	30	
1994	18	4	1	10	4	-	-	37	
1995	16	3	-	11	-	-	-	30	31
1996	16	6	1	3	1	-	-	27	28
1997	15	1	-	9	-	1	-	26	28
1998	18	3	-	9	1	-	1	32	28
1999	17	1	-	6	-	-	1	25	26
2000	13	4	-	4	-	-	-	21	22
2001	14	4	-	2	-	-	-	20	18
2002	12	-	-	2	-	-	-	14	17
2003	5	2	-	10	-	-	-	17	14
2004	8	-	1	3	-	-	-	12	13
2005	5	4	-	1	-	-	1	11	16
2006	9	5	-	10	-	1	-	25	15
2007	4	1	-	4	-	-	-	9	18
2008	4	2	1	13	-	-	-	20	11
2009	1	1	-	3	-	-	-	5	10
2010	1	1	1	1	-	-	-	4	5
2011	2	-	-	5	-	-	-	7	4
2012	1	1	-	-	-	-	-	2	6
2013	5	2	-	2	-	-	-	9	6
2014	3	-	-	4	-	-	-	7	7
2015	3	1	-	-	-	-	-	4	8
2016	3	1	1	7	-	-	-	12	6
2017	2	-	-	-	-	-	-	2	6
2018	2	-	-	-	-	-	1	3	2
2019 *prov.*	2	-	-	-	-	-	-	2	
2004-08 average	6	2	0	6	-	0	0	15	
2015-19 average	2	0	0	1	-	-	0	5	
2017-19 average									2
2017-19 avg % change									

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

Table 8: Children seriously injured by mode of transport, 1994 - 2019

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	546	96	5	136	10	8	10	812
1994	656	140	5	151	20	12	8	992
1995	622	110	7	142	9	13	17	920
1996	524	94	3	115	14	3	10	763
1997	490	77	4	129	3	6	10	719
1998	437	61	8	144	5	6	5	666
1999	413	68	5	102	2	2	8	600
2000	365	61	7	90	7	5	5	540
2001	339	52	7	108	5	6	7	524
2002	328	46	7	109	9	7	7	513
2003	268	46	5	83	5	2	6	415
2004	239	40	9	74	3	3	4	372
2005	239	26	11	67	6	2	5	356
2006	239	35	10	60	4	0	2	350
2007	181	28	4	51	1	1	3	269
2008	194	18	5	56	2	1	3	279
2009	155	26	2	62	2	1	5	253
2010	150	23	3	40	7	0	0	223
2011	139	23	2	34	4	0	1	203
2012	132	21	1	34	1	5	0	194
2013	91	11	1	33	3	0	2	141
2014	116	18	4	27	2	1	3	171
2015	97	11	1	27	2	0	2	140
2016	105	8	4	46	2	2	0	167
2017	107	10	4	29	0	3	0	153
2018	96	15	1	29	0	0	1	142
2019 [3] prov.	122	24	3	46	0	0	1	196
2004-08 average	218	29	8	62	3	1	3	325

* A percentage change is not shown if the denominator is 50 or fewer.
1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport.
3. Due to changes in severity reporting, the number of serious casualties cannot be compared directly to those reported in previous years. These % change figures for serious casualties have therefore been omitted.

Table 9: Slight casualties by mode of transport, 1994 - 2019

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
1994-98 ave	3,009	1,034	580	10,859	912	583	501	17,478	37,653	46.42
1994	3,083	1,068	577	10,123	1,084	669	398	17,002	36,000	47.23
1995	3,048	1,031	576	10,321	802	579	498	16,855	36,737	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,581	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,168	45.98
1999	2,620	828	594	10,901	841	609	534	16,927	39,770	42.56
2000	2,607	708	655	10,675	854	542	582	16,623	39,561	42.02
2001	2,487	745	724	10,342	761	595	499	16,153	40,065	40.32
2002	2,423	676	711	10,050	801	621	460	15,742	41,535	37.90
2003	2,215	663	697	10,055	822	537	474	15,463	42,038	36.78
2004	2,328	648	599	10,024	849	561	419	15,428	42,705	36.13
2005	2,308	649	677	9,532	794	495	478	14,933	42,718	34.96
2006	2,104	640	658	9,272	706	484	456	14,320	44,119	32.46
2007	2,050	563	640	8,793	590	506	431	13,573	44,666	30.39
2008	1,888	566	612	8,314	527	467	373	12,747	44,470	28.66
2009	1,643	647	646	8,328	437	423	416	12,540	44,219	28.36
2010	1,509	636	491	7,293	487	386	359	11,161	43,488	25.66
2011	1,507	661	482	6,930	453	385	304	10,722	43,390	24.71
2012	1,459	727	503	6,745	396	411	314	10,555	43,549	24.24
2013	1,295	724	471	6,157	358	391	257	9,653	43,840	22.02
2014	1,266	728	469	6,006	262	402	265	9,398	44,839	20.96
2015	1,222	628	450	6,000	282	411	214	9,207	45,374	20.29
2016	1,233	634	411	5,829	257	413	232	9,009	46,459	19.39
2017	945	552	310	4,981	332	354	220	7,694	47,986	16.03
2018	860	475	324	4,342	193	335	150	6,679	48,137	13.87
2019 [3] prov.	715	378	215	3,547	169	224	177	5,425	..	..
2004-08 average	2,136	613	637	9,187	693	503	431	14,200	43,736	32.52

1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport.
3. Due to changes in severity reporting, the number of serious casualties cannot be compared directly to those reported in previous years. These % change figures for serious casualties have therefore been omitted.

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

9.1 *Tables 10 and 11* show the reported numbers of accidents and casualties in each Police Force division and each Local Authority area. These are *provisional* figures, which are subject to a higher degree of revision from late returns and amendments than the overall national figures. In addition, there can be quite large percentage year-to-year fluctuations in the figures for local authority areas within Scotland, particularly for those with the lower numbers. Therefore, the annual average for 2015 -2019 is shown along with 2004-08 average and the figures for the latest year.

Table 10: Accidents by police force division, council and severity, 04-08, 15-19 averages [2] and 2019

Police division / Council	2004-08 average			2019 (provisional)			2015-2019 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
North East [2]	**41**	**238**	**1,206**	**17**	**145**	**363**	**19**	**..**	**500**
Aberdeen City	5	74	423	3	44	113	3	..	162
Aberdeenshire	30	131	608	9	80	198	12	..	275
Moray	6	33	175	5	21	52	4	..	64
Tayside	**28**	**234**	**986**	**11**	**142**	**344**	**16**	**..**	**420**
Dundee City	3	61	290	1	41	127	1	..	121
Angus	11	67	294	3	38	93	6	..	122
Perth & Kinross	14	105	401	7	63	124	10	..	178
Argyll & West Dunbartonshire	**15**	**99**	**507**	**10**	**91**	**216**	**9**	**..**	**279**
Argyll & Bute	11	67	298	9	72	144	7	..	176
West Dunbartonshire	4	32	209	1	19	72	2	..	104
Forth Valley	**14**	**140**	**679**	**13**	**80**	**284**	**8**	**..**	**401**
Clackmannanshire	2	16	89	4	11	35	1	..	50
Stirling	7	65	288	5	40	123	5	..	153
Falkirk	5	58	302	4	29	126	2	..	199
Dumfries & Galloway	**12**	**106**	**455**	**7**	**65**	**195**	**9**	**..**	**247**
Ayrshire	**20**	**143**	**812**	**10**	**122**	**353**	**11**	**..**	**480**
North Ayrshire	6	52	291	2	49	127	3	..	163
East Ayrshire	7	47	259	6	32	103	4	..	156
South Ayrshire	7	44	262	2	41	123	4	..	161
Greater Glasgow	**21**	**307**	**2,170**	**13**	**232**	**984**	**10**	**..**	**1,229**
Glasgow City	18	264	1,870	11	190	850	10	..	1,064
East Dunbartonshire	2	24	172	1	23	69	0	..	81
East Renfrewshire	2	19	129	1	19	65	0	..	84
Lothians & Scottish Borders	**28**	**211**	**1,296**	**14**	**171**	**570**	**18**	**..**	**777**
West Lothian	9	64	463	6	52	210	5	..	307
Midlothian	3	36	226	1	31	113	3	..	144
East Lothian	4	31	208	1	39	102	2	..	141
Scottish Borders	12	80	399	6	49	145	8	..	185
Edinburgh	**9**	**177**	**1,403**	**6**	**179**	**730**	**6**	**..**	**931**
Highlands & Islands	**29**	**148**	**754**	**26**	**129**	**405**	**21**	**..**	**420**
Highland	25	124	634	21	107	335	18	..	360
Orkney Islands	1	6	35	2	5	23	1	..	16
Shetland Islands	2	6	38	1	6	22	1	..	20
Eilean Siar	2	11	47	2	11	25	1	..	24
Fife	**15**	**134**	**663**	**14**	**106**	**305**	**10**	**..**	**366**
Renfrewshire & Inverclyde	**9**	**94**	**634**	**3**	**82**	**259**	**4**	**..**	**334**
Inverclyde	1	31	194	1	27	97	2	..	98
Renfrewshire	8	63	441	2	55	162	2	..	236
Lanarkshire	**25**	**197**	**1,463**	**17**	**171**	**678**	**16**	**..**	**828**
North Lanarkshire	11	95	742	5	85	343	5	..	421
South Lanarkshire	15	102	721	12	86	335	11	..	407
Scotland	**268**	**2,226**	**13,026**	**161**	**1,715**	**5,686**	**157**	**..**	**7,214**

1. In 2015 the police created a new North East division by combining Aberdeen, Moray and Aberdeenshire councils.
2. Due to changes in the way casualty severities are recorded, serious figures in 2019 are not comparable with previous years.
Note: Latest year is provisional, see paragraph 9.1

Table 11: Casualties by police force division, council and severity, 04-08, 15-19 averages [2] and 2019

Police division / Council	2004-08 average			2019 (provisional)			2015-2019 average (provisional)		
	Fatal	Serious	All	Fatal	Serious	All	Fatal	Serious	All
North East [2]	**46**	**288**	**1,550**	**19**	**190**	**511**	**21**	**..**	**661**
Aberdeen City	6	82	496	3	50	143	3	..	193
Aberdeenshire	33	166	824	11	109	288	12	..	377
Moray	7	41	230	5	31	80	5	..	91
Tayside	**30**	**278**	**1,291**	**11**	**175**	**476**	**17**	**..**	**552**
Dundee City	3	65	351	1	47	165	1	..	148
Angus	12	83	401	3	43	125	6	..	159
Perth & Kinross	15	131	539	7	85	186	10	..	245
Argyll & West Dunbartonshire	**16**	**121**	**698**	**10**	**110**	**310**	**9**	**..**	**385**
Argyll & Bute	12	87	427	9	88	211	7	..	246
West Dunbartonshire	4	34	271	1	22	99	2	..	139
Forth Valley	**15**	**168**	**911**	**13**	**99**	**366**	**9**	**..**	**534**
Clackmannanshire	2	20	117	4	11	41	1	..	61
Stirling	7	82	392	5	53	159	6	..	213
Falkirk	5	66	401	4	35	166	2	..	260
Dumfries & Galloway	**14**	**127**	**621**	**8**	**80**	**249**	**11**	**..**	**341**
Ayrshire	**22**	**173**	**1,078**	**11**	**135**	**487**	**12**	**..**	**649**
North Ayrshire	6	64	387	2	53	167	3	..	218
East Ayrshire	8	56	338	7	36	145	4	..	218
South Ayrshire	8	53	353	2	46	175	5	..	213
Greater Glasgow	**21**	**331**	**2,718**	**13**	**242**	**1,251**	**11**	**..**	**1,543**
Glasgow City	18	281	2,332	11	195	1,075	10	..	1,332
East Dunbartonshire	2	26	222	1	28	100	0	..	107
East Renfrewshire	2	24	165	1	19	76	0	..	103
Lothians & Scottish Borders	**29**	**250**	**1,780**	**15**	**207**	**801**	**20**	**..**	**1,090**
West Lothian	9	78	659	7	58	302	5	..	437
Midlothian	3	41	297	1	36	149	3	..	192
East Lothian	4	36	267	1	45	131	2	..	195
Scottish Borders	12	95	557	6	68	219	9	..	266
Edinburgh	**9**	**188**	**1,673**	**6**	**190**	**880**	**6**	**..**	**1,115**
Highlands & Islands	**33**	**189**	**1,111**	**26**	**163**	**585**	**21**	**..**	**582**
Highland	28	160	942	21	138	499	18	..	506
Orkney Islands	1	7	47	2	6	27	1	..	20
Shetland Islands	2	8	51	1	6	27	1	..	28
Eilean Siar	2	14	71	2	13	32	1	..	28
Fife	**18**	**159**	**872**	**15**	**125**	**417**	**10**	**..**	**489**
Renfrewshire & Inverclyde	**9**	**106**	**823**	**3**	**86**	**352**	**4**	**..**	**428**
Inverclyde	2	36	256	1	30	144	2	..	130
Renfrewshire	8	70	567	2	56	208	2	..	298
Lanarkshire	**27**	**228**	**1,972**	**18**	**199**	**909**	**17**	**..**	**1,097**
North Lanarkshire	12	107	1,012	5	101	478	5	..	562
South Lanarkshire	16	121	960	13	98	431	11	..	535
Scotland	**292**	**2,605**	**17,097**	**168**	**2,001**	**7,594**	**167**	**..**	**9,465**

1. In 2015 the police created a new North East division by combining Aberdeen, Moray and Aberdeenshire councils.
2. Due to changes in the way casualty severities are recorded, serious figures in 2019 are not comparable with previous years.
Note: Latest year is provisional, see paragraph 9.1

10. Casualties by Gender and Age

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

10.2 In 2019 **male** fatalities were the same as in 2018 (110). **Female** fatalities rose by 7, 14% (to 58). Thirteen per cent (986) of all casualties were aged 16–22, a fall of 10% on 2018, of which 555 were male and 430 were female. Casualties aged under 5 rose by 1 from 125 to 126 between 2018 and 2019.

Table 12 Casualties by gender, severity and age, 2004 – 2019 [1]

Male

	All severities													Child	Adult
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total [1]	0-15	16+
2004	225	1,807	191	667	539	2,038	1,392	2,070	1,519	976	571	480	10,473	1,397	9,046
2005	209	1,745	156	602	495	2,166	1,364	1,894	1,577	933	524	479	10,204	1,253	8,937
2006	244	1,672	151	557	451	2,100	1,377	1,662	1,511	946	505	447	9,723	1,159	8,548
2007	207	1,631	130	500	427	2,042	1,299	1,555	1,476	880	520	458	9,302	1,057	8,230
2008	191	1,684	127	449	407	1,870	1,256	1,485	1,424	866	477	469	8,843	983	7,847
2009	162	1,486	105	399	302	1,846	1,197	1,412	1,397	821	511	444	8,450	806	7,628
2010	146	1,275	110	375	336	1,459	1,050	1,275	1,272	817	461	377	7,541	821	6,711
2011	139	1,219	122	364	272	1,276	975	1,201	1,316	856	516	405	7,310	758	6,545
2012	128	1,303	94	315	245	1,321	1,028	1,144	1,237	937	445	448	7,217	654	6,560
2013	119	1,082	96	276	208	1,089	879	1,088	1,171	847	449	399	6,509	580	5,922
2014	149	1,094	87	266	221	1,103	907	1,034	1,124	827	452	406	6,433	574	5,853
2015	124	1,037	78	259	188	952	967	1,018	1,020	843	438	417	6,183	525	5,655
2016	133	1,110	84	276	198	844	905	1,035	1,005	919	438	408	6,122	558	5,554
2017	96	1,048	84	230	211	789	784	857	832	744	399	356	5,298	525	4,761
2018	110	1,043	72	207	150	610	684	864	737	724	402	380	4,845	429	4,401
2019 [3]	110	1,269	58	205	155	555	559	738	604	666	363	357	4,269	418	3,842

Female

	All severities													Child	Adult
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total [1]	0-15	16+
2004	83	958	116	450	430	1,424	1,009	1,459	1,078	835	536	667	8,016	996	7,008
2005	77	919	111	375	418	1,375	928	1,293	1,114	820	544	671	7,658	904	6,745
2006	70	962	108	345	404	1,460	908	1,257	1,123	781	519	619	7,532	857	6,667
2007	74	753	95	328	332	1,376	931	1,073	952	762	483	579	6,917	755	6,156
2008	79	890	106	304	295	1,305	920	1,032	1,028	691	476	577	6,738	705	6,029
2009	54	801	96	283	288	1,240	901	1,013	992	717	486	556	6,587	667	5,905
2010	62	693	61	256	240	1,032	835	916	913	635	416	478	5,787	557	5,225
2011	46	658	82	226	249	967	713	872	827	599	423	501	5,469	557	4,902
2012	48	677	84	225	200	978	779	782	839	657	421	522	5,489	509	4,978
2013	53	583	87	209	172	804	690	743	723	629	415	489	4,973	468	4,493
2014	54	607	72	224	157	780	608	773	736	642	390	477	4,865	453	4,406
2015	44	563	58	218	167	738	682	713	728	658	392	426	4,784	443	4,337
2016	58	588	55	216	170	761	720	689	681	642	410	418	4,767	441	4,321
2017	49	546	52	167	156	609	618	594	597	589	336	406	4,134	375	3,749
2018	51	541	47	141	131	490	496	550	482	488	345	390	3,569	319	3,241
2019 [3]	58	730	60	143	130	430	466	499	408	475	297	403	3,315	333	2,978

All casualties [2]

	All severities													Child	Adult
	Killed	Serious	Under 5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70+	Total [1]	0-15	16+
2004	308	2,766	307	1,119	969	3,463	2,402	3,529	2,597	1,811	1,108	1,151	18,502	2,395	16,061
2005	286	2,666	273	977	913	3,541	2,294	3,187	2,692	1,753	1,068	1,153	17,885	2,163	15,688
2006	314	2,635	264	902	855	3,560	2,285	2,919	2,634	1,727	1,024	1,066	17,269	2,021	15,215
2007	281	2,385	228	829	759	3,419	2,231	2,628	2,430	1,642	1,003	1,041	16,239	1,816	14,394
2008	270	2,575	234	753	702	3,175	2,178	2,519	2,452	1,557	953	1,047	15,592	1,689	13,881
2009	216	2,287	201	682	590	3,086	2,098	2,425	2,389	1,538	997	1,000	15,043	1,473	13,533
2010	208	1,969	171	631	576	2,491	1,885	2,191	2,185	1,452	877	855	13,338	1,378	11,936
2011	185	1,878	205	590	521	2,243	1,689	2,073	2,143	1,455	939	906	12,785	1,316	11,448
2012	176	1,981	182	540	445	2,299	1,807	1,926	2,076	1,595	866	970	12,712	1,167	11,539
2013	172	1,667	187	485	380	1,893	1,569	1,831	1,894	1,476	864	888	11,492	1,052	10,415
2014	203	1,701	161	490	378	1,883	1,515	1,807	1,860	1,469	842	883	11,302	1,029	10,259
2015	168	1,602	139	477	355	1,690	1,649	1,732	1,748	1,501	830	843	10,977	971	9,993
2016	191	1,698	139	492	368	1,605	1,626	1,728	1,688	1,562	848	826	10,898	999	9,883
2017	145	1,594	136	397	367	1,398	1,402	1,451	1,429	1,333	735	762	9,433	900	8,510
2018	161	1,584	125	348	281	1,100	1,180	1,415	1,219	1,212	747	770	8,424	754	7,643
2019 [3]	168	2,001	126	348	285	986	1,025	1,237	1,012	1,141	660	760	7,594	759	6,821

Notes: 1. Includes unknown ages; 2. Includes unknown gender; 3. 2018 data are provisional.
1. Due to changes in the way casualty severities are recorded, serious figures in 2019 are not comparable with previous years.

Table 13 Pre-CRASH adjusted/unadjusted accidents by council area

	Fatal	Adjusted Serious	Adjusted Slight	Dft Serious unadjusted	Dft Slight unadjusted
Aberdeen City					
2017	2	20	132	32	120
2018	2	26	106	41	91
2019	3	35	76	45	66
Aberdeenshire					
2017	7	63	182	96	149
2018	8	60	171	90	141
2019	9	65	123	79	109
Angus					
2017	9	42	86	33	95
2018	2	45	79	37	87
2019	3	38	52	38	52
Argyll & Bute					
2017	4	51	119	46	124
2018	8	46	102	42	106
2019	9	72	63	72	63
Clackmannanshire					
2017	1	8	40	7	41
2018	1	12	22	12	22
2019	4	11	19	11	19
Dumfries & Galloway					
2017	11	55	170	43	182
2018	6	82	170	67	185
2019	7	65	123	65	123
Dundee City					
2017	1	39	78	31	86
2018	1	30	64	24	70
2019	1	41	84	41	84
East Ayrshire					
2017	2	33	95	30	98
2018	5	40	118	37	121
2019	6	32	65	32	65
East Dunbartonshire					
2017	0	16	71	14	73
2018	0	11	47	10	48
2019	2	23	45	23	45
East Lothian					
2017	3	36	119	31	124
2018	2	39	86	36	89
2019	1	39	62	39	62
East Renfrewshire					
2017	0	20	75	18	77
2018	0	16	54	14	56
2019	1	19	45	19	45
Edinburgh					
2017	6	165	736	138	763
2018	5	138	625	115	648
2019	6	179	544	179	544
Eilean Siar					
2017	0	6	12	3	15
2018	1	7	15	3	19
2019	2	11	12	11	12
Falkirk					
2017	0	48	167	45	170
2018	2	31	133	28	136
2019	4	29	93	29	93
Fife					
2017	5	90	221	72	239
2018	9	96	223	80	239
2019	14	106	185	106	185
Glasgow City					
2017	7	163	905	143	925
2018	9	167	731	148	750
2019	10	190	649	190	649

	Fatal	Adjusted Serious	Adjusted Slight	Dft Serious unadjusted	Dft Slight unadjusted
Highland					
2017	15	104	188	53	239
2018	19	136	232	77	291
2019	21	107	207	107	207
Inverclyde					
2017	3	13	75	11	77
2018	0	18	60	17	61
2019	1	27	69	27	69
Midlothian					
2017	2	40	92	37	95
2018	1	30	88	26	92
2019	1	31	82	31	82
Moray					
2017	5	14	42	21	35
2018	5	10	34	15	29
2019	5	17	30	21	26
North Ayrshire					
2017	4	40	120	37	123
2018	2	38	106	35	109
2019	2	48	79	48	79
North Lanarkshire					
2017	6	77	361	68	370
2018	5	76	296	70	302
2019	5	85	252	85	252
Orkney Islands					
2017	1	5	5	4	6
2018	2	4	8	3	9
2019	2	5	16	5	16
Perth & Kinross					
2017		68	124	56	136
2018	12	69	102	57	114
2019	13	63	54	63	54
Renfrewshire	7				
2017	2	46	210	41	215
2018	4	43	164	39	168
2019	2	55	105	55	105
Scottish Borders					
2017	7	52	127	45	134
2018	12	53	108	48	113
2019	6	49	90	49	90
Shetland Islands					
2017	1	5	10	3	12
2018	2	3	9	1	11
2019	1	6	15	6	15
South Ayrshire					
2017	8	48	102	45	105
2018	1	37	87	34	90
2019	2	41	79	41	79
South Lanarkshire					
2017	6	75	314	68	321
2018	13	59	309	51	317
2019	12	86	236	86	236
Stirling					
2017	5	38	99	36	101
2018	4	40	83	38	85
2019	5	40	79	40	79
West Dunbartonshire					
2017	2	25	87	23	89
2018	1	21	61	20	62
2019	1	19	52	19	52
West Lothian					
2017	4	52	251	43	260
2018	4	59	221	52	228
2019	6	51	152	51	152
Scotland					
2017	141	1,558	5,414	1,373	5,599
2018	149	1,544	4,712	1,367	4,889
2019	161	1,685	3,837	1,713	3,809

* See footnotes for table 1b

Table 14 Pre-CRASH adjusted/unadjusted casualties by council area

	Killed	Adjusted Serious	Adjusted Slight	Dft Serious unadjusted	Dft Slight unadjusted
Aberdeen City					
2017	2	20	162	34	148
2018	2	27	122	43	106
2019	3	38	103	51	90
Aberdeenshire					
2017	7	74	265	122	217
2018	8	74	265	121	218
2019	11	86	190	108	168
Angus					
2017	10	53	128	43	138
2018	2	48	106	39	115
2019	3	44	78	43	79
Argyll & Bute					
2017	4	59	187	54	192
2018	8	53	146	48	151
2019	9	87	115	87	115
Clackmannanshire					
2017	1	9	53	8	54
2018	1	13	31	12	32
2019	4	11	25	11	25
Dumfries & Galloway					
2017	14	66	234	52	248
2018	7	100	250	83	267
2019	8	80	161	80	161
Dundee City					
2017	1	40	98	32	106
2018	1	32	79	26	85
2019	1	47	115	47	115
East Ayrshire					
2017	2	41	141	38	144
2018	5	48	161	45	164
2019	7	36	102	36	102
East Dunbartonshire					
2017	0	16	98	14	100
2018	0	11	56	10	57
2019	2	28	72	28	72
East Lothian					
2017	3	40	181	34	187
2018	2	46	148	42	152
2019	1	45	85	45	85
East Renfrewshire					
2017	0	20	97	18	99
2018	0	17	74	15	76
2019	1	19	56	19	56
Edinburgh					
2017	6	171	906	144	933
2018	5	144	791	120	815
2019	6	190	683	190	683
Eilean Siar					
2017	0	6	16	3	19
2018	1	7	16	3	20
2019	2	13	17	13	17
Falkirk					
2017	0	51	227	48	230
2018	4	40	177	37	180
2019	4	35	127	35	127
Fife					
2017	5	102	320	83	339
2018	10	116	305	97	324
2019	15	126	276	125	277
Glasgow City					
2017	7	170	1153	149	1,174
2018	10	181	947	161	967
2019	10	195	869	195	869

	Killed	Adjusted Serious	Adjusted Slight	Dft Serious unadjusted	Dft Slight unadjusted
Highland					
2017	15	128	291	68	351
2018	20	158	362	89	431
2019	21	142	336	138	340
Inverclyde					
2017	3	14	100	12	102
2018	0	18	77	17	78
2019	1	30	113	30	113
Midlothian					
2017	2	46	135	42	139
2018	1	32	124	28	128
2019	1	36	113	36	113
Moray					
2017	5	21	66	34	53
2018	9	15	48	25	38
2019	5	23	52	31	44
North Ayrshire					
2017	4	47	168	43	172
2018	2	44	145	41	148
2019	2	52	115	52	115
North Lanarkshire					
2017	6	81	540	72	549
2018	5	83	392	76	399
2019	5	101	371	101	371
Orkney Islands					
2017	1	5	8	4	9
2018	2	7	11	5	13
2019	2	6	19	6	19
Perth & Kinross					
2017	12	88	196	73	211
2018	13	90	162	75	177
2019	7	85	94	85	94
Renfrewshire					
2017	2	47	279	42	284
2018	4	45	214	41	218
2019	2	56	150	56	150
Scottish Borders					
2017	7	63	205	55	213
2018	12	71	156	65	162
2019	6	68	145	68	145
Shetland Islands					
2017	1	10	12	8	14
2018	2	5	12	3	14
2019	1	6	20	6	20
South Ayrshire					
2017	9	54	153	50	157
2018	1	40	127	37	130
2019	2	46	125	46	125
South Lanarkshire					
2017	6	95	433	87	441
2018	13	65	428	56	437
2019	13	98	319	98	319
Stirling					
2017	5	48	134	45	137
2018	5	47	129	44	132
2019	5	53	102	53	102
West Dunbartonshire					
2017	2	31	141	28	144
2018	1	23	82	22	83
2019	1	22	76	22	76
West Lothian					
2017	4	60	378	50	388
2018	4	62	329	54	337
2019	7	57	237	57	237
Scotland					
2017	146	1,775	7,506	1,589	7,692
2018	160	1,761	6,473	1,580	6,654
2019	168	1,965	5,457	1,998	5,424

* See footnotes for table 1b

11. Sources and definitions

11.1 The sources of the data

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

11.2 Provisional data

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

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

Killed

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	347	347	0	
2002	304	305		
2003	332	331	-1	-0.3%
2004	307	306	-1	-0.3%
2005	286	286	0	
2006	314	314	0	
2007	282	281	-1	-0.4%
2008	272	270	-2	-0.7%
2009	216	216	0	
2010	208	208	0	
2011	186	186	0	
2012	170	174	4	2.4%
2013	172	172	0	
2014	203	200	-3	-1.5%
2015	168	168	0	
2016	191	191	0	
2017	146	146	0	
2018	160	161	1	0.6%
10YA	*209*	*209*	*0*	
5YA	*174*	*173*	*-0.4*	*-0.2%*
3YA	*166*	*166*	*0*	*0.2%*

Serious

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	3,405	3,406	1	0.0%
2002	3,204	3,213		
2003	2,931	2,940	9	0.3%
2004	2,712	2,742	30	1.1%
2005	2,594	2,652	58	2.2%
2006	2,594	2,625	31	1.2%
2007	2,316	2,382	66	2.8%
2008	2,535	2,568	33	1.3%
2009	2,269	2,269	0	
2010	1,960	1,964	4	0.2%
2011	1,873	1,875	2	0.1%
2012	1,959	1,974	15	0.8%
2013	1,667	1,672	5	0.3%
2014	1,694	1,699	5	0.3%
2015	1,597	1,596	-1	-0.1%
2016	1,693	1,697	4	0.2%
2017	1,580	1,589	9	0.6%
2018	1,581	1,582	1	0.1%
10YA	*2,041*	*2,049*	*8*	*0.4%*
5YA	*1,629*	*1,633*	*4*	*0.2%*
3YA	*1,618*	*1,623*	*5*	*0.3%*

Slight

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	16,137	16,141	4	0.0%
2002	15,730	15,730		
2003	15,406	15,435	29	0.2%
2004	15,227	15,357	130	0.9%
2005	14,912	14,883	-29	-0.2%
2006	14,169	14,328	159	1.1%
2007	13,465	13,550	85	0.6%
2008	12,756	12,738	-18	-0.1%
2009	12,528	12,545	17	0.1%
2010	11,156	11,162	6	0.1%
2011	10,704	10,709	5	0.0%
2012	10,446	10,528	82	0.8%
2013	9,654	9,654	0	
2014	9,346	9,369	23	0.2%
2015	9,191	9,204	13	0.1%
2016	8,997	9,013	16	0.2%
2017	7,665	7,693	28	0.4%
2018	6,661	6,668	7	0.1%
10YA	*10,910*	*10,928*	*18*	*0.2%*
5YA	*8,372*	*8,389*	*17*	*0.2%*
3YA	*7,774*	*7,791*	*17*	*0.2%*

All Severities

Year	KRRC (June)	RRCS (October)	Difference (no.)	Difference (% of June)
2001	19,889	19,894	5	0.0%
2002	19,238	19,248		
2003	18,669	18,706	37	0.2%
2004	18,246	18,405	159	0.9%
2005	17,792	17,821	29	0.2%
2006	17,077	17,267	190	1.1%
2007	16,063	16,213	150	0.9%
2008	15,563	15,576	13	0.1%
2009	15,013	15,030	17	0.1%
2010	13,324	13,334	10	0.1%
2011	12,763	12,770	7	0.1%
2012	12,575	12,676	101	0.8%
2013	11,493	11,498	5	0.0%
2014	11,240	11,268	28	0.2%
2015	10,950	10,968	18	0.2%
2016	10,881	10,901	20	0.2%
2017	9,391	9,428	37	0.4%
2018	8,402	8,411	9	0.1%
10YA	*13,160*	*13,186*	*27*	*0.2%*
5YA	*10,173*	*10,195*	*22*	*0.2%*
3YA	*9,558*	*9,580*	*22*	*0.2%*

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

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

For the purposes of the Road Accidents statistical returns:

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

From the middle of 2019 Police Scotland started to use the new CRaSH system for recording details of an accident. This provides a more detailed definition of the severity of casualties. The following table lists the options for determining how severe an injury is. The introduction of CRaSH has meant that the severity of injuries is recorded more accurately and has led to an increase in the number of serious injuries. Figures are therefore not directly comparable with those for the previous years.

Classification of injury severity using the CRASH reporting system

Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed
Broken neck or back	Very Serious	Serious
Severe head injury, unconscious	Very Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious
Internal injuries	Very Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious
Loss of arm or leg (or part)	Moderately Serious	Serious
Fractured pelvis or upper leg	Moderately Serious	Serious
Other chest injury (not bruising)	Moderately Serious	Serious
Deep penetrating wound	Moderately Serious	Serious
Multiple severe injuries, conscious	Moderately Serious	Serious
Fractured lower leg / ankle / foot	Less Serious	Serious
Fractured arm / collarbone / hand	Less Serious	Serious
Deep cuts / lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts / lacerations / abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

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

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

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

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

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

11.4 Some other definitions

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

Children: people under 16 years old.

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

11.5 Scottish specific casualty reduction

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

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

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

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

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

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

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

	Killed		**Serious**		**Child killed**		**Child serious**	
	% baseline (milestone from 2015)	% reduction from baseline (milestone)	% baseline (milestone from 2015)	% reduction from baseline (milestone)	% baseline (milestone from 2015)	% reduction from baseline (milestone)	% baseline (milestone from 2015)	% reduction from baseline (milestone)
2006	100%		100%		100%		100%	
2007	96.1%	3.9%	93.9%	6.1%	95.3%	4.7%	92.6%	7.4%
2008	92.4%	7.6%	88.3%	11.7%	90.9%	9.1%	85.7%	14.3%
2009	88.8%	11.2%	82.9%	17.1%	86.6%	13.4%	79.4%	20.6%
2010	85.3%	14.7%	77.9%	22.1%	82.6%	17.4%	73.5%	26.5%
2011	82.0%	18.0%	73.2%	26.8%	78.7%	21.3%	68.0%	32.0%
2012	78.8%	21.2%	68.7%	31.3%	75.0%	25.0%	63.0%	37.0%
2013	75.8%	24.2%	64.6%	35.4%	71.5%	28.5%	58.3%	41.7%
2014	72.8%	27.2%	60.7%	39.3%	68.2%	31.8%	54.0%	46.0%
2015	70.0%	30.0%	57.0%	43.0%	65.0%	35.0%	50.0%	50.0%
2015	100%		100%		100%		100%	
2016	97.0%	3.0%	95.4%	4.6%	95.6%	4.4%	93.1%	6.9%
2017	94.1%	5.9%	91.0%	9.0%	91.5%	8.5%	86.7%	13.3%
2018	91.2%	8.8%	86.8%	13.2%	87.5%	12.5%	80.7%	19.3%
2019	88.5%	11.5%	82.8%	17.2%	83.7%	16.3%	75.1%	24.9%
2020	85.8%	14.2%	79.0%	21.0%	80.0%	20.0%	69.9%	30.1%

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