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Reported Road Casualties Scotland 2022

A National Statistics Publication for Scotland

Contents

Supporting Information

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.

Given their size and detail, the tables referred to throughout the text are published separately. These tables are available as excel files on the Reported Road Casualties publication page.

Each accident is classified according to the severity of the injury to the most seriously injured person involved in the accident. These statistics are used to inform public debate and support policy on road safety (through education and engineering programs).

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

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

Over the years there has been debate over whether the term ‘collision’ should be used rather than ‘accident’ when referring to incidents involving vehicles on roads where people are injured. Police Scotland and more recently, the Department for Transport are now using the term ‘collision’. To bring our publications into line with these we have replaced the reference to ‘accidents’ in this publication with ‘collisions’ and have done the same in our Key Reported Road Casualties Scotland publication.

The status of the statistics

Most of the data used in this publication were extracted from Transport Scotland’s Road Collisions statistical database on the **11 September 2023**. The statistics given here may differ slightly from those published elsewhere (e.g. provisional figures published in *Key Reported Road Casualty Statistics* in May) because they were extracted on a different date and wouldn’t incorporate any later changes (e.g. due to late returns or late corrections). Any late returns will be incorporated into the next available publication.

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

In mid-2019, Police Scotland started to use a new collision recording system. The introduction of this new system has changed the way casualty severity is recorded, making direct comparisons difficult. For the years 2004 to 2019, this publication uses figures for slight casualties, slight collisions, serious casualties, and serious collisions that have been adjusted in order to maximise comparability with figures for the most recent years. This does mean that the figures for serious and slight collision and casualties are not comparable prior to 2004. More information is set out in the following section.

Changes in severity reporting and 'adjustments' to figures

In the summer of 2019, Police Scotland started using CRASH (Collision Reporting and Sharing), an injury-based reporting system, for recording the data that feeds this publication. 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'.

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', which means that the number of serious and slight casualties are not comparable with earlier years.

The Department for Transport has carried out analysis which adjusts historical figures so that they reflect the numbers that would have been reported if CRASH had been used to record the casualty severity in those years. Within this publication, these adjusted figures are used to report on serious casualties, serious collisions, slight casualties, and slight collision for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 and 2021, but not with figures for years prior to 2004.

As the adjustments relate only to serious and slight casualties, figures for total casualties and fatalities are unaffected

More information on the methodology used to produce these adjusted figures is available from the Department for Transport.

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. 2018-2022), and do not present figures for the latest single year. This smooths out levels of variation often present with low numbers of collisions 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 the period 2014-18. This is to allow comparison against the baseline period for the Scotland's 2030 casualty reduction targets published within the Road Safety Framework to 2030.

This publication discusses these targets in more detail, monitoring progress and exploring differences between modes of travel. Due to the changes in casualty severity recording, progress against some of the targets is measured using the adjusted figures produced by the Department for Transport, which show what historical figures would have looked like if the CRASH system had been used previously.

Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or collision 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.

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 collisions 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 most recent STATS19 review started in autumn 2018 and has made a number of recommendations on changes to STATS19 going forward. These were based on evidence and detailed discussion with the review group.

Key recommendations can be found in the full STATS19 review report.

For further information please contact: STATS19REVIEW@dft.gov.uk

Office for Statistics Regulation compliance check

In 2019, these statistics were assessed against the Code of Practice for Official Statistics by the Office for Statistics Regulation (OSR). The outcome of the review was that these statistics should continue to be classified as national statistics. More information about the findings of the review is available on the OSR website.

Further details on the role of the UKSA and the assessment process can also be found via the OSR website.

Other Scottish Transport Statistics

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

Key articles from previous editions of Reported Road Casualties Scotland

Article	Version of RRCS where article can be found
Estimating under- counting of Road Casualties in Scotland	RRCS 2010 http://bit.ly/2xSFW9v
Priorities in Scotland's Road Safety Framework to 2020- An assessment of relative levels and trends	RRCS 2011 http://bit.ly/2yHMoz6
Comparison of police casualty statistics with other sources	RRCS 2011 http://bit.ly/2yHMoz6
Vulnerable road users	RRCS 2014 http://bit.ly/2yqZLrx
In Focus: Pedal and motorcycle casualties	RRCS 2013 http://bit.ly/2yXQcxb
Road User Factsheet	RRCS 2017 https://bit.ly/2IVRkbl

Article	Version of RRCS where article can be found
Casualty rates for local authority roads by local authority area, and the likely range of random year-to-year variation in these figures	RRCS 2018 https://bit.ly/2SW0GZg

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

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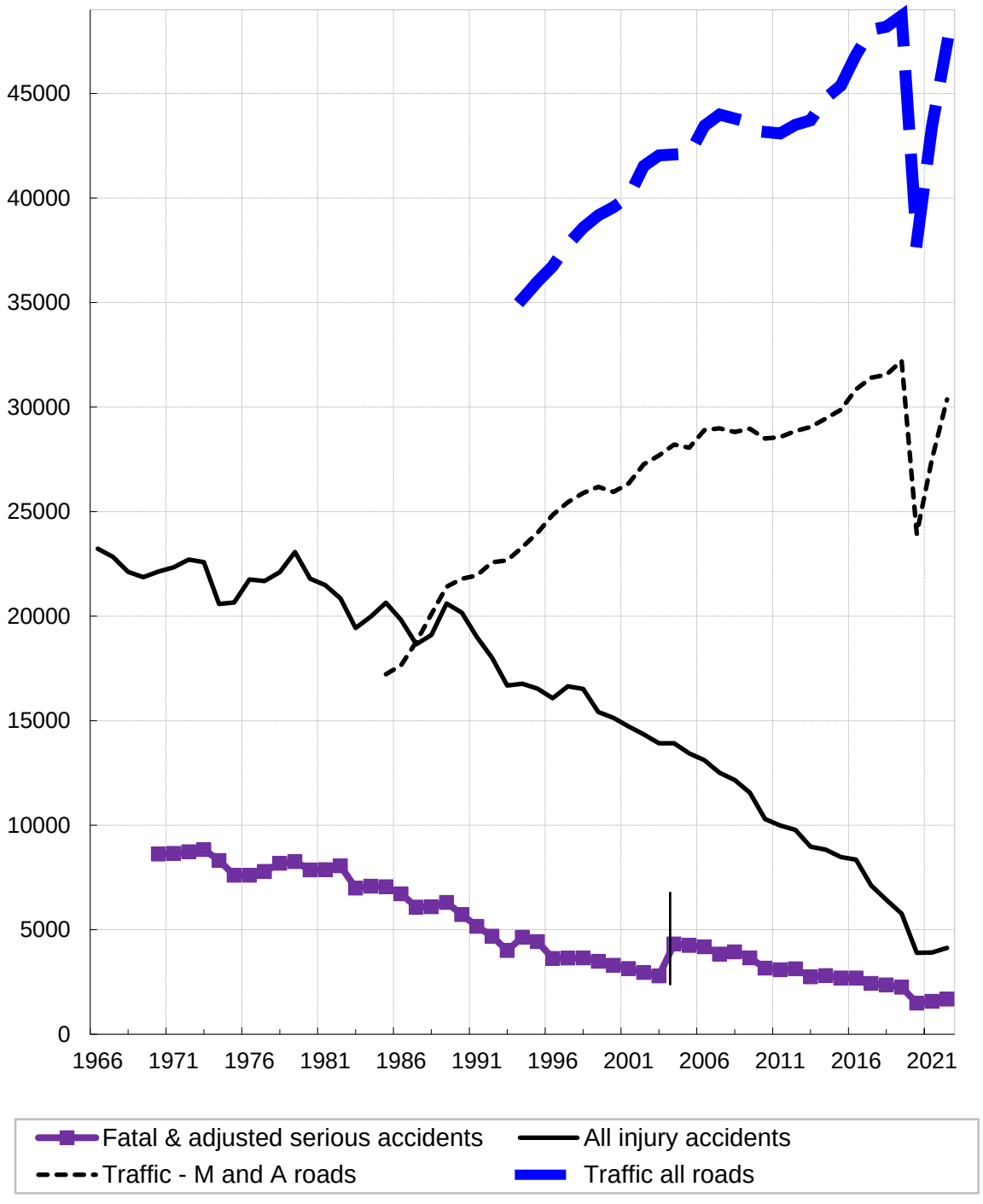
Figure 1 - Reported collisions by severity 1966 to 2022

Figure 1 Reported accidents by severity, 1966 to 2022



Note for Figure 1: Due to changes in the way casualty severities are recorded, figures for serious collisions prior to 2004 are not comparable with later years.

Trends in the reported numbers of Injury Road Collisions and Casualties

Main Points

Table 1 shows the long-term trends in the reported numbers of injury road collisions 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 collisions, and of the injuries suffered by the casualties, is provided in Table 2. The numbers of injury road collisions were first recorded separately in 1966, while the numbers of casualties are available back to 1938, with annual collection of data starting in 1950. Figures 1 to 7 illustrate the trends in the reported numbers of injury road collisions and casualties including (in some cases) indications of the likely range of random year–to-year variations.

As mentioned in the introduction, injury collisions not reported by the public to the police won't appear in the returns. Note that each collision will result in one or more casualties. For example a fatal collision could result in two fatalities and a serious injury which would count as one collision and 3 casualties.

As outlined in the Supporting Information section, Police Scotland's move to CRASH, an injury-based reporting system, has resulted in changes in severity reporting for serious and slight casualties and collisions. For years 2004-2019, this publication uses figures that have been adjusted for comparability. Table 2 provides a comparison between the adjusted figures and the figures 'as recorded'.

Collisions

- In 2022, there were 153 fatal collisions, 17 (13%) more than in 2021.
- In 2022 there were 1,527 serious injury collisions.
- In 2022 there were 2,454 slight injury collisions.

Casualties

- There were 173 people killed in road collisions in Scotland in 2022, 32 more than in 2021.
- 1,776 people were seriously injured in road collisions in 2022.

- 3,672 people were slightly injured in road collisions in 2022.
- There were a total number of 5,621 casualties in 2022 – 506 (10%) more than in 2021.

The figures have been increasing steadily since the lows that were seen during the pandemic years of 2020 and 2021. Apart from fatalities, the figures are lower than they were prior to the pandemic.

Reported Collisions

In 1966 there were just over 23,200 injury road collisions 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. Collision 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 collisions fell by 7% in a single year to 19,400, serious collisions fell by 13% to just over 6,400, and fatal collisions 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 seatbelt wearing and new procedures for licensing learner motorcyclists were also introduced in 1983. After 1983 the total number of injury collisions increased again to over 20,600 in 1985, and the number of serious collisions rose to just over 6,500 while fatal collisions continued a downward trend.

By 1987 the total number of injury collisions 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 collisions. Since 1989, the total number of injury collisions has fallen in 28 out of 32 years, and in 2020 it was at the lowest level ever recorded. The 2022 figure of 4,134 was 226 more than in 2021.

Since the late 1980s, the number of **fatal collisions** has fallen considerably e.g. from 517 in 1987 to 135 in 2021. For **serious collisions**, the trend has also been downwards. The number of **slight collisions** did not share such a clear downward trend between 1970 and 1998, oscillating between 12,000 and 15,000 with a recent peak level of 14,443 in 1990. However, they fell below 12,000 in 1999. The 2022 figure was 2,454.

Reported Casualties

As the numbers of collisions have fallen, so have the numbers of casualties. Therefore, this section does not repeat the previous section's detailed analysis of how the numbers have changed. Details can be found in Table 2.

Numbers killed

In 2022 there were 173 people killed in road collisions in Scotland, 32 more than in 2021. 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 2022 was the highest in the last seven years.

Numbers seriously injured

In 2022 there were 1,776 people seriously injured in road collisions. The long-term trend shows that the number of serious casualties peaked in the early 1970s at around 10,000 and has generally fallen since the early 1980s. The long-term downward trend appeared to level off at around 4,050 in the mid to late nineties, but the downward trend subsequently resumed. The number of people seriously injured in 2022 increased by 10% on 2021.

Numbers slightly injured

In 2022 there were 3,672 people slightly injured. Between 1970 and 1990, the figures fluctuated between 17,000 and 21,000. The fall between 1990 and 1995 was followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999. However, 2004 to 2021 showed consecutive falls continuing downward trend. The number of people slightly injured in road collisions in 2022 increased by 9% on 2021.

Total numbers of casualties

In 2021 there was a total of 5,621 casualties, 506 (10%) more than in 2021 (the third lowest number recorded). Between about 1970 and 1990, the figures fluctuated around a general downward trend. Subsequently, the casualty figures fell markedly from the level of the most recent short-term peak (over 27,000 in both 1989 and 1990), before appearing to level off. However, the downward trend resumed from 1999 to 2020.

Reported Collisions by road type and severity

Table 4 shows separate figures for trunk roads and local authority roads. Trunk roads accounted for a minority of the total number of collisions in 2022: 35% of fatal collisions, 18% of serious collisions, and 18% of all collisions. The trunk road network's share of collision numbers in previous years were broadly similar.

Collision 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 collisions 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.

Collision rates

Collision rates showing the number of collisions per 100 million vehicle kilometres are contained in parts (b) and (c) of table 5. These are calculated by dividing the numbers of collisions 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 collision rates were calculated by dividing the total number of collisions 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 collision rates for the five years.

Collision rates have fallen markedly since the early 1990s. The overall fatal collision rate has dropped from 0.63 per 100 million vehicle kilometres in 2005 to 0.32 in 2022 and the overall collision rate (all severities) reduced from 31.93 per 100 million vehicle kilometres to 8.73. Motorways had consistently lower collision rates than A roads. Leaving aside the relatively low rate for fatal collisions, minor roads (taken together as a group) tend to have higher collision rates than major roads, and collision rates tend to be higher for built-up roads (roads with speed limits of up to 40 mph) than for non built-up roads (ones with higher speed limits).

Part C of the table shows that estimated collision 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.

Collisions by month by road type

Table 6 refers.

The numbers of injury collisions over the years 2018-2022 were fairly evenly spread throughout the year, with minor peaks in January and July. (Months are standardised to 30 days to allow comparison).

On average, there were 12 fatal collisions per month in the years 2018 to 2022. Over the five year period, the number did not vary greatly between the months: the lowest average was 9, and the highest was 17.

Collisions by light condition and road type

Table 7 refers.

Using annual averages over the period 2018-2022, 6.6% of injury road collisions on non built-up roads in darkness (32 out of 485) resulted in one or more deaths compared with 1.7% of collisions on built-up roads in darkness (18 out of 1,065) and 5.1% of collisions on non built-up roads in daylight (67 out of 1,326).

Car driver collision rates

Table 18b refers.

This table includes all car drivers involved in injury collisions 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 collision rates shown for each sex and age group are on a per head of population basis, rather than based on the numbers of driving licence holders or on the distance driven, they can provide only a general indication of the relative collision 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 collision rates per head of population vary markedly by age and sex. In 2022, the overall rate was 1.1 collisions per thousand population aged 17+. The peak occurs for males in the 17-25 age group, with a rate of 2.0 per thousand

population in 2022. This rate is over one and a half times those of females of the same age (1.1 per thousand in 2022).

The overall male car driver collision rate in 2022 was 1.3 per thousand population; the same as 2021 with rates for all age groups being slightly higher than the previous year except for 26-34 which was the same as 2021. The overall female car driver collision rate in 2022 was 0.8 per thousand population and all age groups showed slight increases from the previous year except for ages 17-25.

Between 2012 and 2022, the male car driver collision rate fell from 3.3 to 1.6 per thousand population, while the female car driver collision rate has declined slowly from 2.1 to 0.8 per thousand in 2022. As a result, the overall, ratio of male to female car driver collision rates has remained the same at 1.6 : 1 between 2012 and 2022.

Reported casualties by type of road

Table 23 refers.

In 2022, non built-up roads accounted for two-fifths of the total number of casualties (44%: 2,455 out of 5,621). However, because speeds are higher on non built-up roads than elsewhere (the definition is roads with a speed limit of more than 40mph), they accounted for almost three quarters of those killed (74%: 128 out of 173) and for just under half of the total number of seriously injured (46%: 823 out of 1,776).

Compared with 2012, the fall in the total number of casualties has been 53% for non built-up roads and 58% for those elsewhere. The numbers killed on built-up roads has fallen by 32% whereas those on non built-up ones have risen by 16%. 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.

Casualties by mode of transport

Table 23 refers.

A total of 3,198 car users were injured in road collisions in 2022, representing 57% of all casualties. Of these car users, 101 died. There were 912 pedestrian casualties (16% of the total), of whom 33 died, 480 pedal cycle casualties (9% of the total), of whom 2 died, and 467 motorcycle casualties (8% of the total), of whom 25 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 564 casualties in 2022 (10% of the total), and for smaller percentages of the numbers of seriously injured. These included 117 bus and coach users injured in 2022, of whom 20 suffered serious injuries (none died). There were also 211 casualties who were travelling in light goods vehicles (2 died), 36 people in heavy goods vehicles(5 died), 74 users of taxis(2 died), 16 users of minibuses(none died) and 110 people with another means of transport (3 died).

Car user casualties

A total of 3,198 car users were injured in road collisions in 2022, representing 57% of all casualties. Of these people, a total of 817 were seriously injured, 101 died. Non built-up roads accounted for over a half of all car user casualties (56%: 1,798 out of 3,198). 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 (80%: 81 out of 101) or were seriously injured (65%: 529 out of 817). *(see Table 23)*

The number of car users killed in 2022 was 46 more than the 2021 figure and the total number of casualties of all severities was up by 10%. Since 2012, the number killed has increased by 38%, and there has been a fall of 58% in the total number of car user casualties. *(see Table 23)*

Looking at the annual average over the years 2018-2022, the casualty rate for 16-22 year old car users was 1.42 per thousand population. This was much higher than the rate for car users in the older age groups, which varied from 0.49 to 1.23 per thousand population. *(see Table 32)*

On average, over the years 2018-2022, 68% of car user fatalities occurred on roads with a speed limit of 60 mph. Such roads accounted for 37% of the total number of car user casualties of all severities, where more casualties occurred on roads with a 30 mph limit (42%). *(see Table 33)*

Adult car users

On weekdays, the peak time for adult car user casualties was from 4pm to 6pm. The 4pm to 5pm average of 246 (the average over the years 2018-2022) was 65% higher than the average of 149 in the morning 8am to 9am peak. *(see Table 28)*

Adult car user casualties varied by month, with fewest in April and most in August. August had 33% more adult car user casualties than April (annual averages over the years 2018-2022; months standardised to 30 days). *(see Table 29)*

Friday had the peak numbers of adult car user casualties over the years 2018-2022 with 17% more than the average daily number of adult car user casualties. *(see Table 30)*

Pedestrian casualties

There were 912 pedestrian casualties in 2022: 16% of all casualties. Of these, 367 were seriously injured and 33 died. Presumably due to their greater vulnerability, a higher proportion of the total number of people who were killed (19%) and seriously injured (21%) were pedestrians. In addition, 40% of pedestrian casualties were seriously injured (367 out of 912) compared with serious for all modes of 32% (1,776 out of 5,621). 93% of pedestrian casualties occurred on built-up roads (851 out of 912) in 2021. *(see Table 23)*

The overall number of pedestrian casualties was 18% higher than 2021. Since 2012, the number of pedestrians killed has fallen by 26 and there has been a 54% reduction in the total number of pedestrian casualties. Looking at the annual average for the period 2018 to 2022, the 12-15 age-group had the highest 'all severities' pedestrian casualty rates (0.55 per thousand population). *(see Tables 23 & 32)*

The overall pedestrian 'all severities' casualty rate for males was 0.22 per thousand population, compared with 0.15 per thousand for females, using the averages for the period 2018 to 2022. *(see Table 34)*

Adult pedestrian casualties

On average in the period 2018 to 2028, the peak time for adult pedestrian casualties during the week was from 4pm to 6pm; at weekends it was from 5pm to 7pm. *(see Table 28)*

November and December were the peak months for adult pedestrian casualties, with each having 40% and 38% respectively more than the monthly average. Adult pedestrian casualties in the four winter months, November to February, were 25% more than the monthly average (annual averages over the years 2018-2022; months standardised to 30 days). *(see Table 29)*

Friday has the highest numbers of adult pedestrian casualties; 20% more than the daily average over the period 2018 to 2022. *(see Table 30)*

Pedal Cycle Casualties

There were 480 pedal cycle casualties in 2022, 32 less than the previous year. The number of seriously injured pedal cycle casualties in 2022 was 180. There were 2 pedal cycle fatalities in 2022, 8 less than 2021. Since 2012 there has been a 47% decrease in all pedal cycle casualties and the number of fatalities has fluctuated between 2 and 13. In 2022, 88% of pedal cycle casualties were on built-up roads *(see Table 23).* It should be noted that pedal cycle traffic is estimated to have seen a decrease of 3% in 2022 compared with 2021.

In terms of the averages for the period 2018 to 2022, the pedal cycle casualty rate per head of population was highest for those aged 23-25 (0.17 per thousand population). 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 2018 to 2022, on weekdays, the peak numbers of adult pedal cycle casualties occurred from 4 pm to 6 pm and from 8 am to 9 am. At weekends the numbers were smaller, but appear to peak between 10 am to 2 pm. *(see Table 28)*

The peak months of the year for adult pedal cycle casualties were June and August which were 28-40% more than the monthly average (2018-2022 annual averages standardised to 30 days). *(see Table 29)*

The day of the week with the peak numbers of adult pedal cycle casualties was Tuesday, 19% higher than the daily average, over the years 2018-2022. There were substantially fewer adult pedal cycle casualties on Sunday, 35% less than the daily average. *(see Table 30)*

Motorcyclist casualties

A total of 467 motorcyclists were injured in road collisions in 2022, representing 8% of all casualties. Of these, 280 were seriously injured and 25 died. 53% of all motorcyclist casualties occurred on non built-up roads but (perhaps because of their higher average speeds) such roads accounted for 60% of those seriously injured, and 80% of those killed. *(see Table 23)*

The number of motorcyclist casualties in 2022 was 2% lower than in the previous year and the number killed decreased by 5. 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 2022 was 46% lower than in 2012. Four more motorcyclists died in 2022 than in 2012. *(see Table 23)*

On average, over the years 2018 to 2022, the motorcyclist casualty rate was highest for the 16-25 and 50-59 age groups (0.15 per thousand population); other age-groups had smaller casualty rates. *(see Table 32)*

Looking at the averages for the period 2018 to 2022, the peak time of day for adult motorcyclist casualties was 4pm to 6pm on weekdays *(see Table 28)*, the peak months of the year were June (68 casualties) and August (66 casualties, amidst a general peak from May to September *(see Table 29)* and there were more casualties from Friday to Sunday than on any of the other days *(see Table 30).*

Child (0-15) casualties

There were 587 child casualties in 2022, representing 10% of the total number of casualties of all ages. Of the child casualties, 176 were seriously injured, and three died *(see Table 24)*.

There were two less children killed in 2022 than in 2021. The total number of child casualties increased by 92 on 2021. Since 2012, the number of children killed has increased by one. *(see Table A and Table 25)*

In terms of the averages for the period 2018 to 2022, on weekdays, the peak time for child casualties was from 3 pm to 6 pm, with 43% of all weekday casualties in those three hours. A further 17% occurred in the three hours between 6 pm and 9 pm There was another peak in the morning, between 8 am and 9 am There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7 pm *(see Table 27)*

August was the peak month for child casualties, with 36% more than in an average month. June had 20% more than an average month. (2018-2022 annual averages standardised to 30 days). *(see Table 29)*

Using the averages for 2018 to 2022, Friday was the peak day of the week for child casualties, with 28% more than an average day. Sunday, on the other hand, had 21% less than an average day. *(see Table 30)*

Child (0-15) casualties by mode of transport

In 2022, there were 295 child pedestrian casualties. They accounted for 32% of all pedestrian casualties of all ages (295 out of 912). Of the child pedestrian casualties, 115 were seriously injured and 1 died. *(see Table 24)*

There were 44 child pedal cycle casualties in 2022 (9% of the total of 480 pedal cycle casualties of all ages). The child pedal cycle casualties included 12 who were seriously injured, none died. *(see Table 24)*

In 2022, there were 196 child casualties in cars, 6% of the total number of car user casualties of all ages (196 out of 3,272). Of the child casualties in cars, 21 were seriously injured (one 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 2018-2022 taken together, for children aged 0-4 the rate was 0.35 per thousand population, whereas it was 0.69 per thousand for those aged 5-11 and for the 12-15 age group it was 1.02 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 32% of that for 5-11 and 18% of the 12-15 year old rate. *(see Table 32)*

The pedestrian casualty rate for boys in the 0-4 age group was more than twice that for girls. The difference between the sexes was even more pronounced in driver or rider casualty rates. *(see Table 34)*

The overall child pedestrian casualty rate at 0.20 per thousand child population was almost twice the corresponding rate for adult pedestrian casualties. *(see Table 32)*

Emergency hospital admissions for Road Traffic Collisions, by ethnic group

A new table U has been added to the Excel data tables which provides a time series showing the number of emergency hospital admissions for injury collisions by ethnic group.

Motorists, breath testing and drink-driving

Breath testing of drivers

Tables 19, 20, and 21 refer.

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

In 2022, 57% of motorists involved in injury collisions were asked for a breath test (this ranged from 38% to 72% across the police force divisions). The breath test proved positive (or the motorist refused to take the test) for 3.8% of those drivers breathalysed. This represented 2.2% of the total number of motorists involved in collisions (including those who were not asked for a breath test). Although there was a general downward trend in these percentages, in the last couple of years these have been rising as seen in Table 19.

Tables 20 and 21 show the time and day of the collision (Table 20) and for a number of years (Table 21). Table 21 shows that, in 2022, of the 146 positive / refused cases, 39% occurred between 9 pm and 3 am (11% between 9 pm and midnight, plus 29% between midnight and 3 am). Table 20 shows that, using 2018 to 2022 averages, the number of positive / refused cases, expressed as a percentage of motorists involved in collisions, was highest (at around 12%) between midnight and 6 am, but varied depending upon the day of the week, from 7% (the average for 3 am to 6 am for Monday-Thursday) to 14% (3 am to 6 am on Saturdays and Sundays). Table 20 shows that, although the period from 9 pm to midnight had the highest number of positive / refused cases, the equivalent percentages were not as high, because between 9 pm and midnight there were many more motorists involved in collisions than between midnight and 3 am.

Drink-drive collisions and casualties

Table 22 shows the estimates (made by the Department for Transport) of the numbers of injury road collisions 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) as 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 collision. Information about blood alcohol levels of road users who died within 12 hours of being injured in a road collision is supplied by the Procurators Fiscal.

The estimates show that the numbers of drink-drive collisions and casualties both fell by 69% between 2011 and 2021 (the latest year for which estimates are available): from a rounded estimate of 490 to roughly 150 (collisions) and from around 670 to some 210 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated to have remained the same in 2011 as it is in 2021 at 10. The adjusted number of serious casualties is estimated to have dropped by 61% (from roughly 180 in 2011 to some 70 in 2021).

Comparisons of Scottish figures against those of other countries

Casualty rates: against England & Wales

Tables C to F refer.

Historically, killed casualty rates per head of population in Scotland have been above those for England & Wales, whereas the serious and total casualty rate is usually lower in Scotland than in England & Wales. In 2022, Scotland's casualty rates were 22% higher (killed), 26% lower (serious) and 53% lower (all severities).

Child rates

In 2022, the Scottish rates were 7% higher (serious) than those in England and Wales and 29% lower (all severities). In the case of serious and all severities this represented an improvement in Scotland's figures relative to England & Wales (compared with the 2014-18 average).

Due to the relatively small number of fatalities a 5 year average is used for comparison here. In the period 2018-2022, child fatality rates in Scotland were on average 23% higher than England and Wales, however, in three 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 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 typically 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 2022, Scotland's car user fatality rate was 60% higher than that of England & Wales, the seriously injured rate was 10% lower and the all severity car user rate was 51% lower. For child car users, the seriously injured rate was 14% lower in Scotland and the all severities rate was 40% less than that of England and Wales.

In 2022, the pedestrian killed rate per thousand was 2% higher in Scotland than England & Wales, and the serious and all severities rates were 28% and 46% lower respectively. The child pedestrian casualty rates in Scotland were lower for killed (16%) and all severities (14%) but higher for seriously injured (21%) compared to those for England & Wales.

Pedal cyclists casualty rates (all ages) in Scotland were substantially lower than in England & Wales in 2022 for seriously injured (49% lower) and for all severities (66% lower). The child pedal cycle casualty serious rate was 48% lower and the all severities rate 60% lower in Scotland than in England & 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 2022 which is published by the Department for Transport.

Road deaths: International comparison 2021 & 2022 (provisional)

Tables G and H refer.

Introduction

This section compares Scotland's road death rates in 2021 and 2022 (provisional) with the fatality rates of some countries in Western Europe and some developed countries world-wide. The comparisons involve a total of up to 42 countries (including Scotland, and count *each* of the UK, Great Britain, England, Wales and Northern Ireland as individual countries). 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).

In accordance with the commonly agreed international definition, most countries define a fatality as being due to a road collision if death occurs within 30 days of the collision. However, the official road collision statistics of some countries limit the fatalities to those occurring within shorter periods after the collision. 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 2022, Scotland's provisional overall road death rate of 32 per million population was the eleventh lowest of the 40 countries surveyed (counting each of Scotland, England, Wales and Northern Ireland as separate countries, but *not* counting the overall GB and UK figures).

Pedestrians

In 2021, Scotland's pedestrian fatality rate was 7 per million population. Scotland ranked 20 of the 33 countries for which figures are available (again counting Scotland, England, Wales and Northern Ireland separately, and again *not* counting the GB and UK figures).

Car Users

When the car user fatality rate is calculated on a per capita basis, Scotland has a car user fatality rate of 7 per million population: the twentieth lowest of 33 countries, again *not* counting the GB and UK figures.

Age

The fatality rates per head of population for up to 35 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. The Scottish rate is the tenth lowest for casualties aged 0-14. It was the fourteenth lowest for those aged 15-24, tenth lowest for those aged 25-64 and twelfth lowest for 65+ (in each case, *not* counting the overall GB and UK figures).

International comparisons of road safety are based on road death rates, as this is the only basis for which there is an international standard definition. As indicated above, the OECD IRTAD tables provide comparable figures for each country, after making adjustments to the data for countries which do not collect their figures on the standard basis. One should not try to compare different countries' overall road collision casualty rates (i.e. the total numbers killed or injured, relative to the population of each country) because there is no internationally-adopted standard definition of an injury road collision. There are considerable differences between countries in the coverage of their injury road collision statistics. For example, many

countries count only collisions which result in someone being admitted to hospital – so their figures would not include the kinds of collision which, in Britain, are classified as causing only slight injuries or certain types of serious injury. Because many countries' definitions of injury road collisions are much narrower than the definition used in the UK, their reported numbers of injury road collisions will appear low relative to ours – so comparing the reported numbers of people injured in road collisions may provide a misleading impression of different countries' road safety records.

Casualty Reduction Targets: Scotland's Road Safety Framework to 2030

Introduction

Transport Scotland has published a Road Safety Framework to 2030 The following section provides information on the progress made towards the four main casualty reduction targets outlined in the framework. Each reduction target is assessed against a baseline of the 2014-2018 average.

Target	2030 target % reduction
People killed	50%
People seriously injured	50%
Children (aged < 16) killed	60%
Children (aged < 16) seriously injured	60%

As outlined previously, 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 targets are therefore based on adjusted figures.

To illustrate the reductions necessary the following table shows the 2014 to 2018 baseline, the latest position, as well as the level of casualties inferred by the 2030 targets.

	2014-2018 average	2022	2030 target
People killed	174	173	87
People seriously injured	2,771	1,776	1,454
Children (aged < 16) killed (3 year average)	6	5	2
Children (aged < 16) seriously injured	264	176	111

Charts showing performance are presented in figure 8. More detail about the calculation of these indicative lines is included in the methodology of assessment section.

Summary of Progress

The 2022 figures show:

- 173 people were reported as killed in 2022, 0.3 per cent (1) below the 2014-2018 average of 174.
- 1,776 people were reported as seriously injured in 2022, 36 per cent (995) below the 2014-2018 average of 2,771.
- 3 children were reported as killed in 2022, meaning the average for the 2020-2022 period was 5 a year, this is 17 per cent (1) below the 2014-2018 average of 6.
- 176 children were reported as seriously injured in 2022, 33 per cent (88) below the 2014-2018 average of 264.

Figure 8 shows progress towards the casualty reduction targets for 2022.

Figure 8 (A) - Reported casualties killed

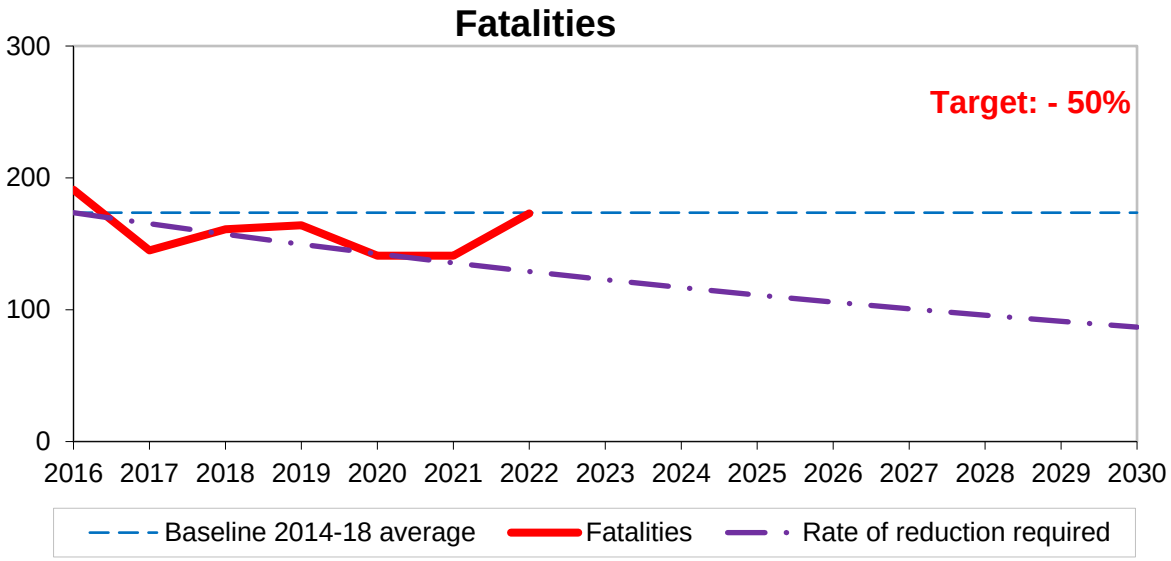


Figure 8 (B) - Reported seriously injured

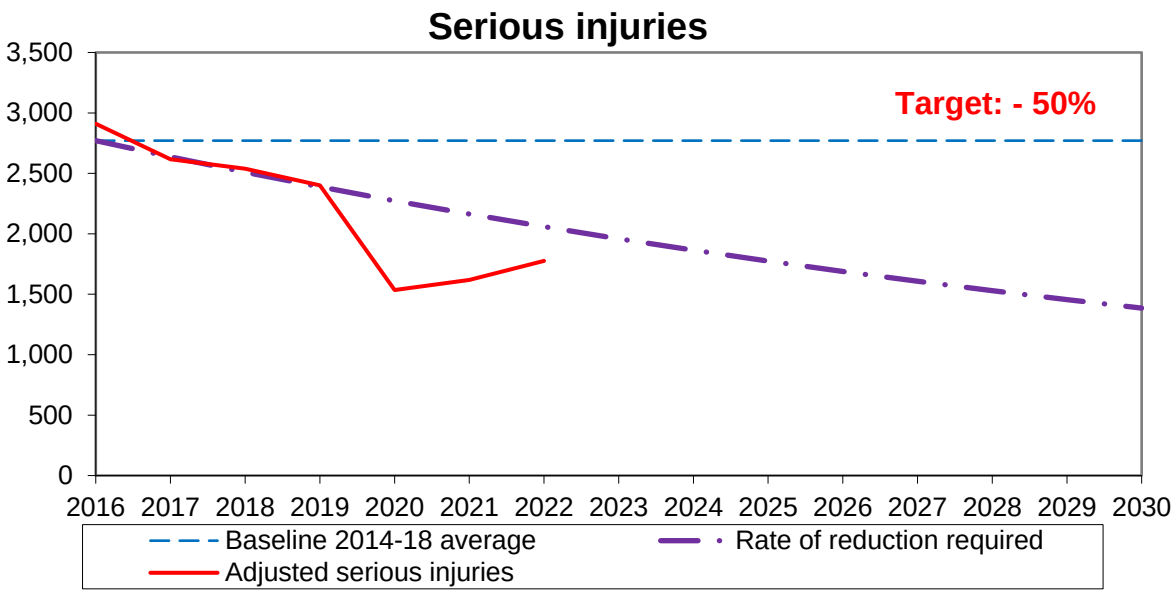


Figure 8 (C) - Reported children killed

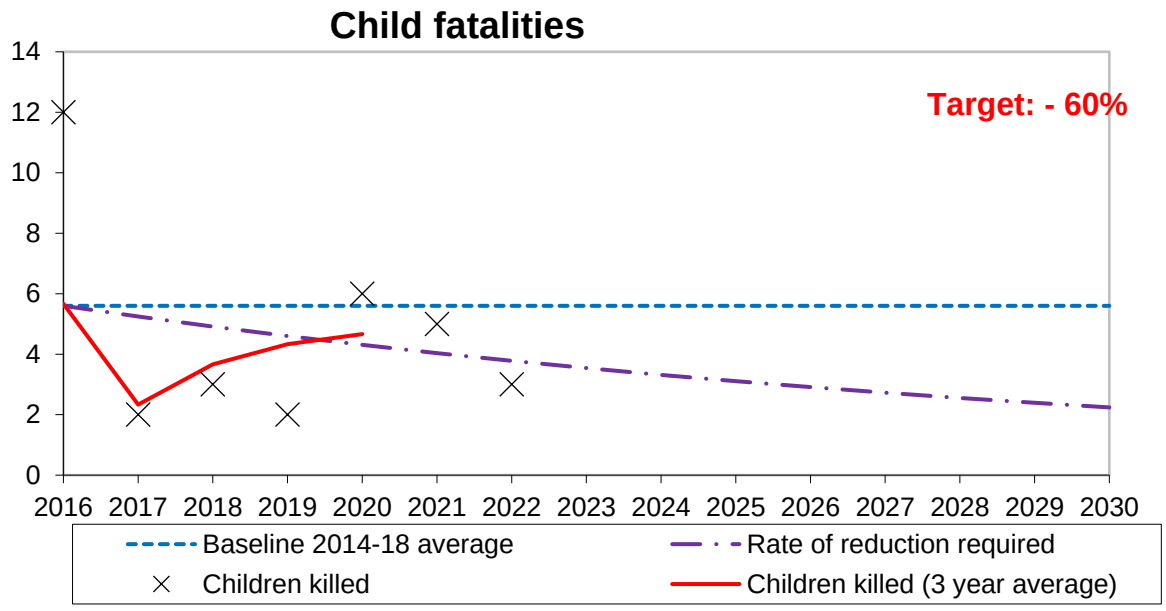
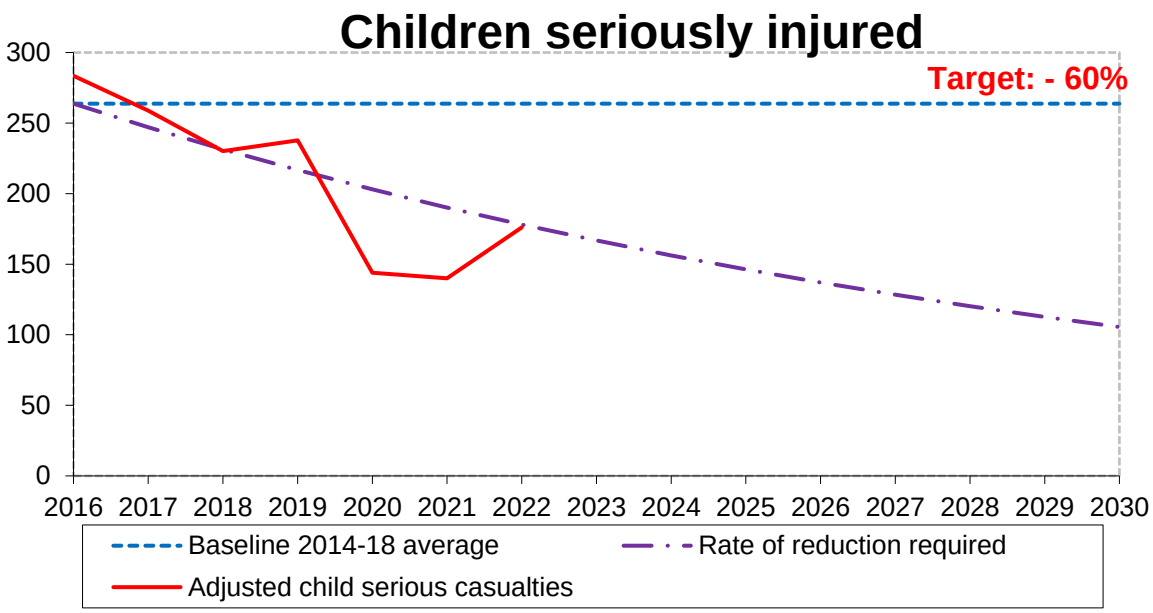


Figure 8 (D) - Reported child seriously Injured casualties



Commentary

Numbers killed

There were 173 people killed in 2022, a 0.3% reduction from the 2014-18 baseline average. The decrease seen to 2022 is not on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Figure 8(A) shows that the total number of fatalities in 2022 was above the indicative line required to achieve the target.

Numbers Seriously Injured

There were 1,776 serious injuries in 2022, a 36% reduction since the 2014-18 baseline level.

Figure 8(B) shows that, the reduction is on track to meet the framework target for 2030 (a reduction of 50% from 2014-18 baseline).

Children killed

Due to the relatively small numbers involved and the impact of year-to-year fluctuations this target is measured using a three-year average. An average of 5 children a year were killed in the 2020-2022 period, a 17% reduction from the 2014-2018 baseline. Figure 8(C) shows that the reduction was above the indicative line required to achieve the target.

Children seriously injured

There were 176 child serious injuries in 2021, a 33% reduction since the adjusted 2014-18 baseline level. Figure 8(D) shows that the reduction is currently on track to meet the framework target for 2030 (a reduction of 33% from 2014-18 baseline).

Other statistics for monitoring progress

Table 40 shows the baseline figures for each local authority area relating to the targets for the numbers killed (separately for trunk roads, local authority roads and all roads), along with the corresponding figures for each of the past ten years and the latest five years' averages. Table 42 shows figures for each Police Force division related to all killed and children killed.

Method for 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 2016 (mid-point of the 2014 to 2018 average) and falls, by a constant percentage reduction in each subsequent year, to the target for 2030. 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 2030.

The method adopted to produce the indicative target lines shown in Figure 8 involves a constant percentage reduction in each year after 2016 to 2030. 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: 4.83% per annum for both killed and serious to meet the 2030 target. For both children killed and seriously injured casualties the fall is 6.34%.

Table Ia Constant percentage reductions needed to achieve 2030 targets

	Killed and Serious (50% reduction)		**Child killed and serious (60% reduction)**	
	% baseline (milestone from 2016)	% reduction from baseline (milestone)	% baseline (milestone from 2016)	% reduction from baseline (milestone)
2016	100%		100%	
2017	95.17%	4.83%	93.66%	6.34%
2018	90.57%	9.43%	87.73%	12.27%
2019	86.20%	13.80%	82.17%	17.83%
2020	82.03%	17.97%	76.97%	23.03%
2021	78.07%	21.93%	72.09%	27.91%
2022	74.30%	25.70%	67.52%	32.48%
2023	70.71%	29.29%	63.25%	36.75%
2024	67.30%	32.70%	59.24%	40.76%
2025	64.04%	35.96%	55.49%	44.51%
2026	60.95%	39.05%	51.97%	48.03%
2027	58.01%	41.99%	48.68%	51.32%
2028	55.20%	44.80%	45.59%	54.41%
2029	52.54%	47.46%	42.71%	57.29%
2030	50.00%	50.00%	40.00%	60.00%

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

Because road collisions may occur at random, the numbers of collisions, and the numbers of casualties in those collisions, can fluctuate from year to year. Figures 2 to 5 show, for Scotland as a whole, the numbers of:

- fatal road collisions (1972 to 2022);
- road deaths (1949 to 2022);
- people killed or seriously injured (1950 to 2022);
- children killed or seriously injured (1981 to 2022).

The number of years covered by each chart reflects the availability of the relevant figures. The blue dots are the values in each year, and the blue 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. It should be noted that figures for combined fatal and serious, serious and slight severities prior to 2004 cannot be compared to later years due to changes in the way casualty severities were recorded from 2004 onwards.

Figure 2 - Scottish fatal reported road collisions: 1972 onwards

Figure 2 Scottish fatal reported road collisions: 1972 onwards
showing likely range of values (see text) around 5-year moving average

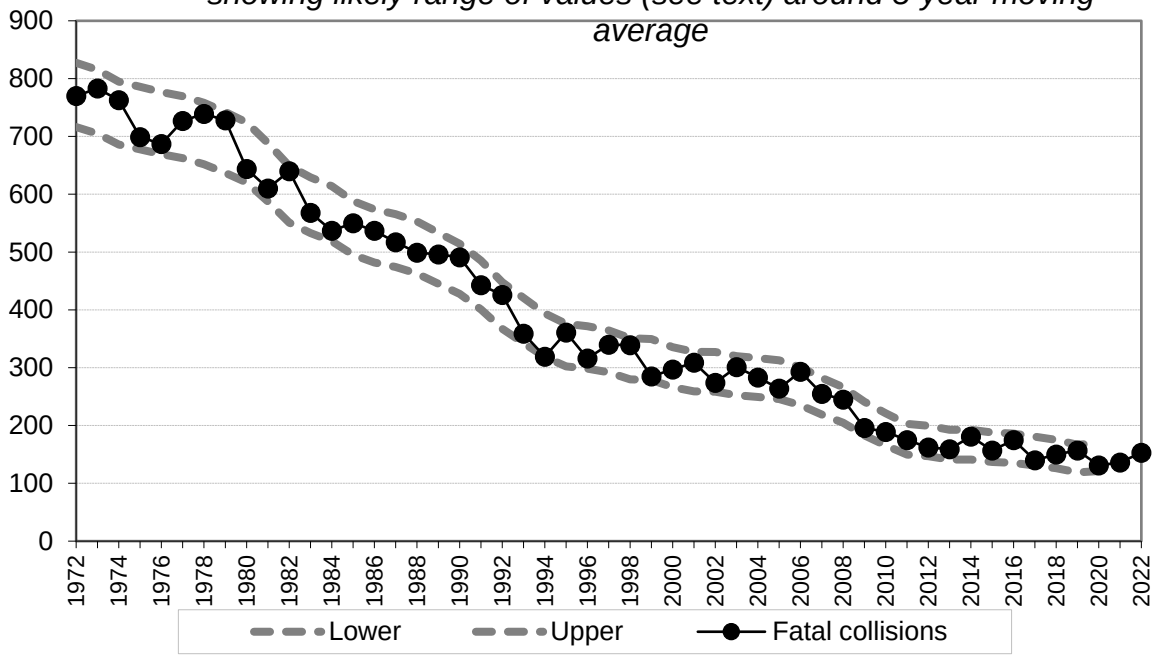


Figure 3 Scottish reported road collision deaths:1949 onwards

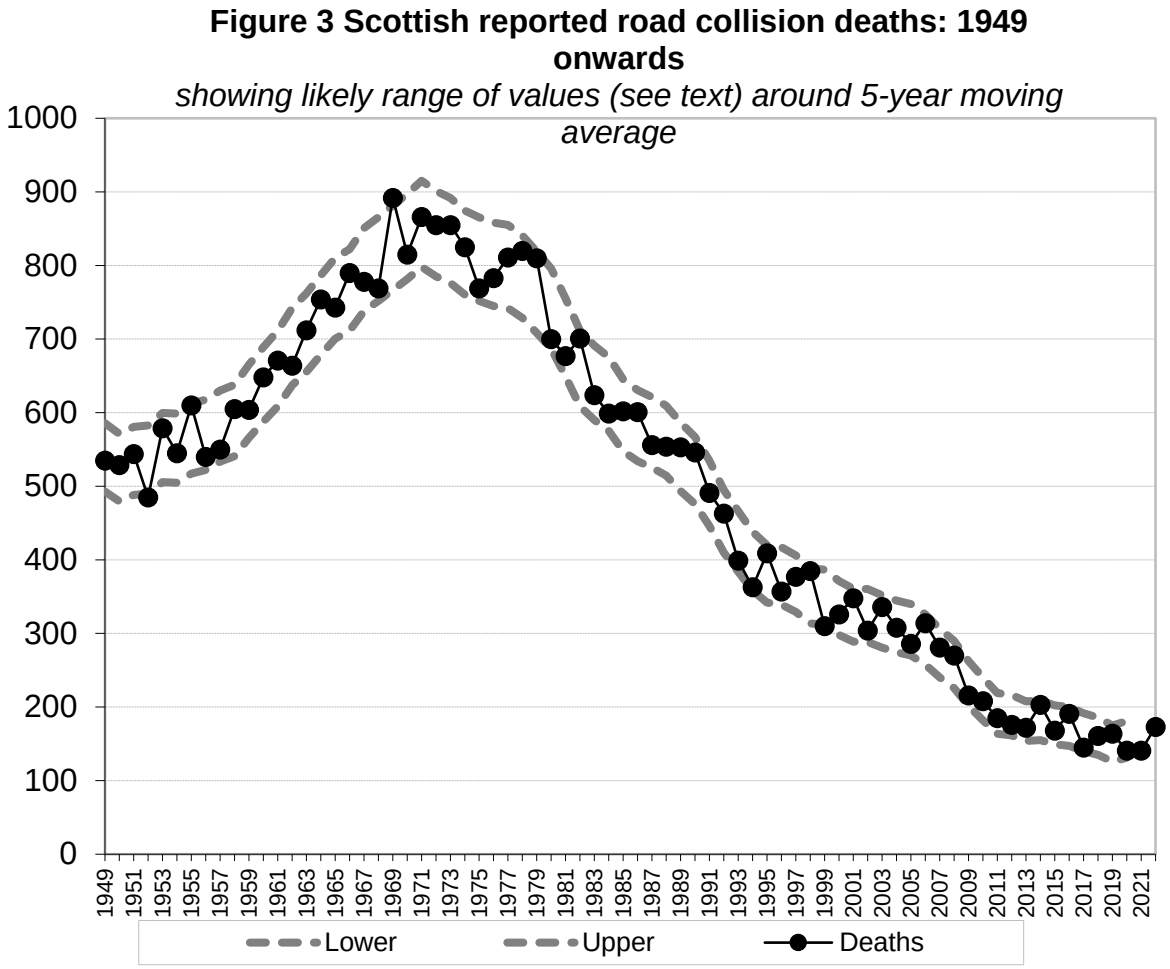
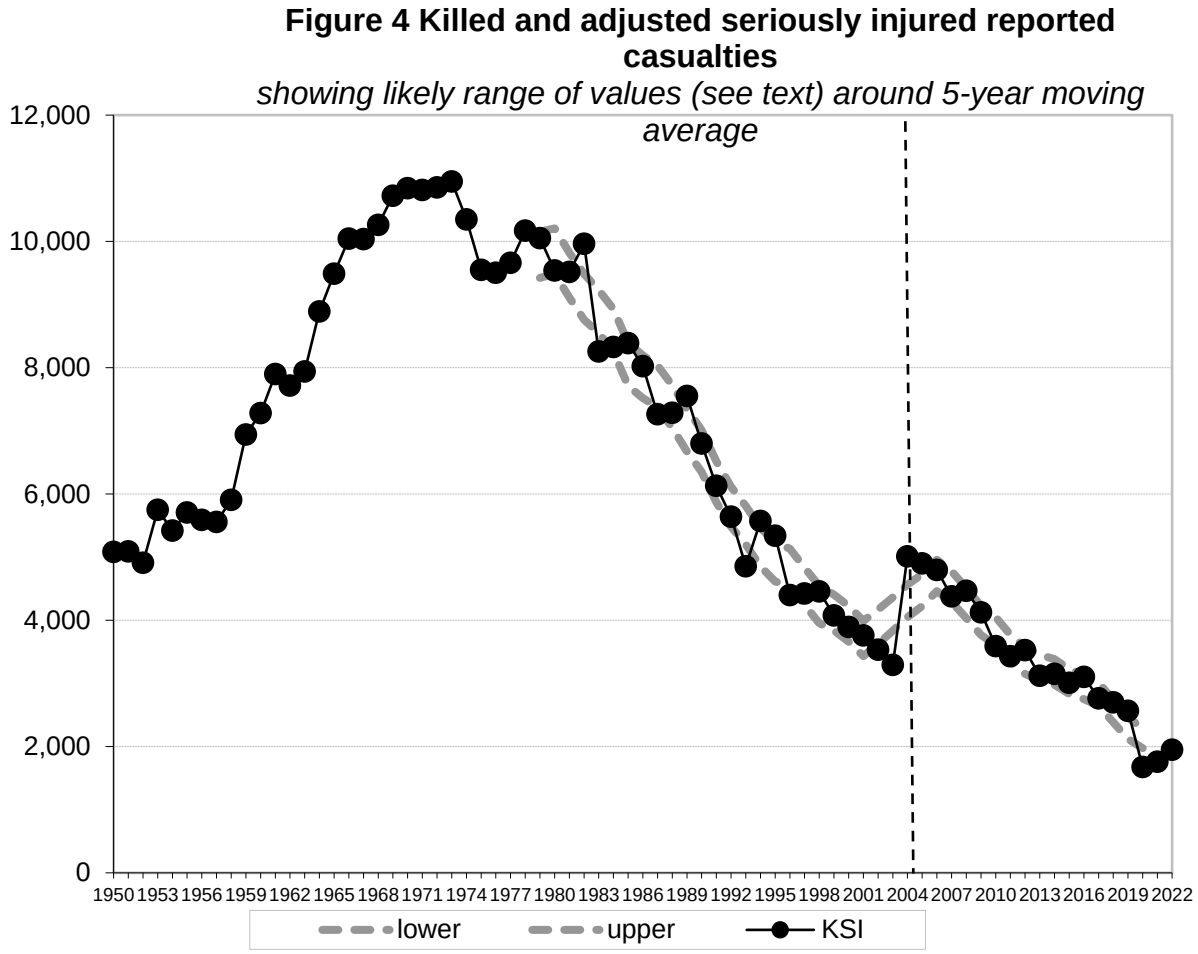
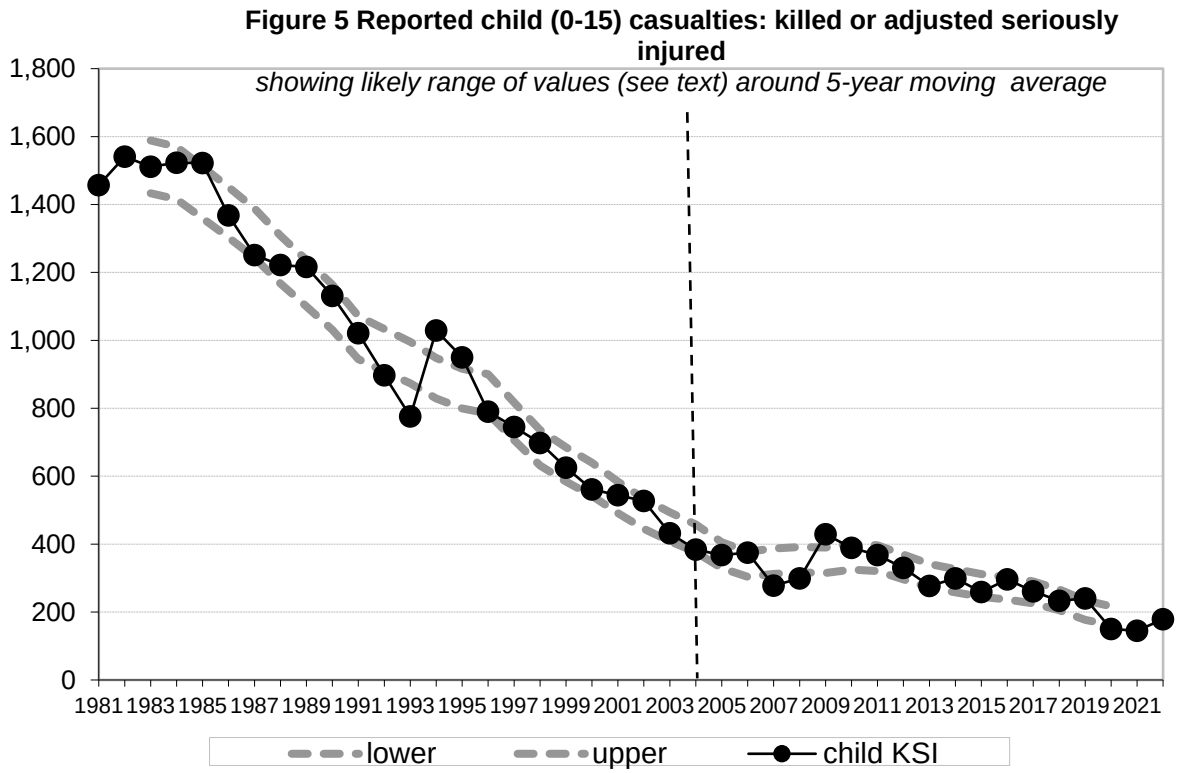


Figure 4 Killed and seriously injured reported casualties



Note for figure 4: Due to changes in the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Figure 5 Reported child (0-15) casualties: killed or seriously injured



Note for figure 5: Due to changes in the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Fatal collisions, and deaths in road collisions

Figures 2 and 3 show that the number of fatal collisions 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 40 years' figures for fatal collisions and over 60 years' figures for road collision deaths. Figures 2 and 3 therefore show that, despite the large percentage changes such as the falls in deaths of 19% between 1998 and 1999, and of 13% between 2001 and 2002, the figures almost always remain within the expected ranges. Hence, one should not put too much weight on a single large percentage change.

Killed or seriously injured (KSI) casualties

Figure 4 has many years' figures (around a third) outwith the calculated likely range of values. The reason for this is that *statistical variability is not the only reason for*

year-to-year changes – other factors have contributed to sharp falls and rises in KSI casualty numbers. For example, the sharp fall shown in 1983 may be partly due to the introduction of seat belt wearing (for drivers and front seat passengers in most cars and light vans). Similarly, the sharp rise in 1994 may be due in part to the change in hospital practices where more casualties were kept in overnight for observation.

Such factors change the underlying rate of occurrence of collisions 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 collision and casualty numbers used in the charts, the following might be observed. The percentage fall could be *within* the relatively wide percentage range of likely random variation around the *smaller* numbers, but *outwith* the relatively narrow percentage range of likely random variation around the *larger* numbers. The ranges in Figures 2, 3 and 5 appear to be sufficiently wide to encompass the effects of changes such as those mentioned above. That is, the effects of the changes in their first years may fall within the likely range of random variation.

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

Children killed or seriously injured

Figure 5 shows 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 due to normal random year-to-year variation – so it is not surprising there are figures outwith the expected ranges around 1994.

Contributory factors to reported road collisions

Summary

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

- Driver/rider errors or reactions were reported in 54% of all reported collisions with failed to look properly the most common type (involved in 27%).
- Travelling too fast for the conditions or excessive speed was reported in 9% of all reported collisions and 22% of fatal collisions.
- Pedestrian only factors were reported in 17% of fatal collisions whilst failed to look properly and loss of control were the most frequently reported driver/rider factors (involved in 20% and 31% of fatal collisions respectively).

Introduction

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 collisions 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 collision (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 opinion changing).

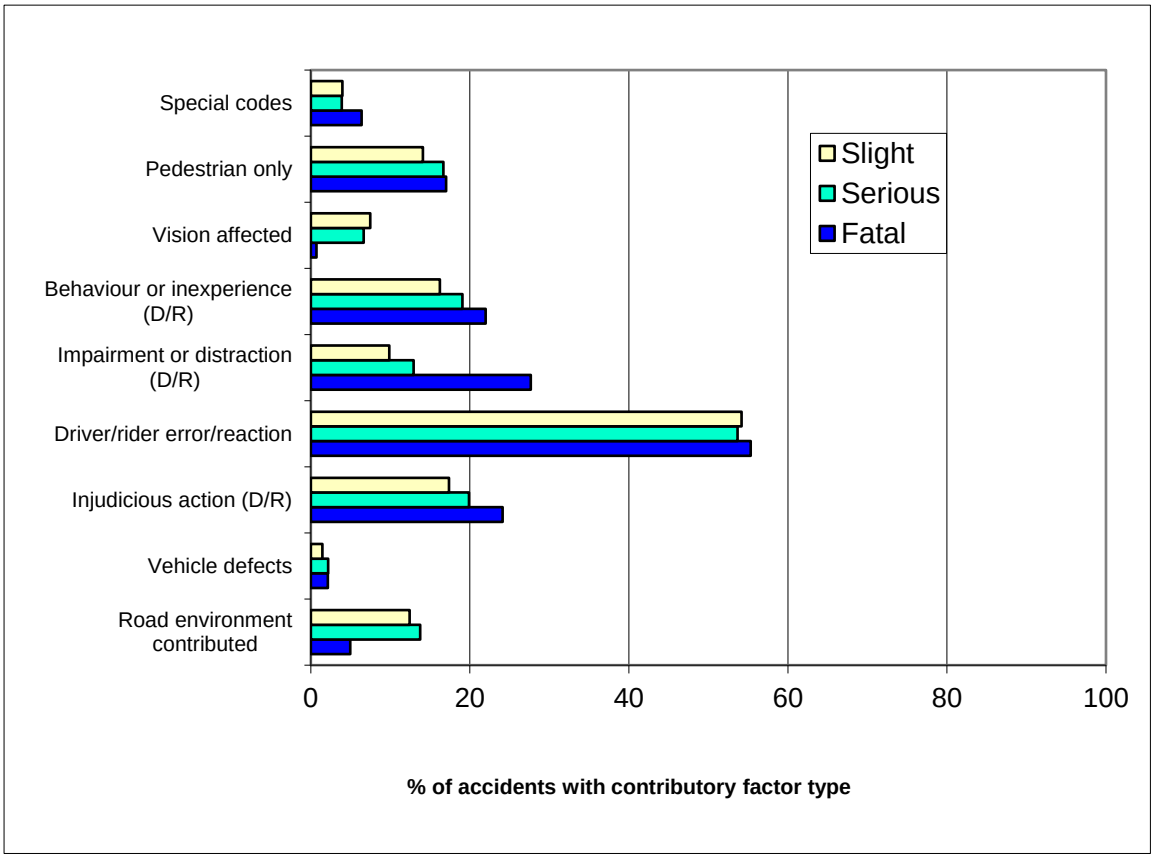
A reporting office attending the scene of a road collision may select up to 6 contributory factors (from a list of 77) to assign to that collision. Multiple factors may be listed against any participant or vehicles in the collision, (therefore percentages in the tables provided may not sum to 100).

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. collisions, vehicles/participants, casualties and frequencies).

This section presents analysis from collisions in Scotland reported to the police in 2021, with the following background note describing the collection of the contributory factor system in more detail.

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 collisions will have 'exceeding speed limit' and 'driving too fast for the conditions' recorded as a factor.

Figure 11 - Contributory factor type: Reported collisions by severity, 2022



Collisions

Categories

Each of the 77 contributory factors fits into one of nine categories. Figure 11 shows the percentage of collisions 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 collision and was reported in 54% of collisions reported to the police).

- Pedestrian contributory factors (where the factor has been attributed to an injured or uninjured pedestrian involved in the collision), were reported in 15% of reported collisions, rising to 17% of fatal collisions.
- Injudicious action (including travelling too fast for conditions, following too close or exceeding speed limit) was involved in 19% of all reported collisions and 24% of fatal collisions.
- Road environment factors were reported in 13% of reported collisions.

Factors

On average there were 1.7 contributory factors listed per reported collision with more factors recorded for fatal collisions and fewer for slight collisions. Table M shows the numbers (and percentages) of reported collisions in which each contributory factor was reported.

- Failed to look properly was the most frequently reported contributory factor, involved in 27 % of all reported collisions. This was followed by careless / reckless or in a hurry (13%), failed to judge other person's speed and loss of control (both 12%), poor turn/manoeuvre (8%), pedestrian failed to look properly (8%), Slippery road (7%) and travelling too fast for the conditions (6%) were also in the top six.
- Travelling too fast for the conditions or excessive speed was reported in 9% of all reported collisions and 22% of fatal collisions (Note that the individual percentages for each of these factors cannot simply be added together to obtain combined totals.)
- For fatal collisions, loss of control was the most frequently reported driver/rider factor involved in 31% of collisions. Failed to look properly was reported in 20%, careless/reckless or in a hurry in 17% and exceeding the speed limit in 16%. Pedestrian wearing dark clothing at night were involved in 6% and pedestrians who failed to look properly were involved in 4% of fatal collisions.

Table M also shows how the incidence of some CFs varies with the severity of the collision. For example: *loss of control* is cited in 12% of all collisions for which CFs were recorded but 31% of fatal collisions and *exceeding speed limit* is cited in 5% of all collisions but 16% of fatal ones.

Note that repeats of the same contributory factor within an collision are excluded from the table, however an collision will appear more than once if more than one different contributory factor is reported.

Changes over time

Table N compares the top ten contributory factors listed in 2022 against previous years. These top ten factors remained the same in all five years, though the order and frequency changed over the 17 years of collection.

Vehicle & pedestrians

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

Tables O & P show that:

- Failed to look properly was the most frequently reported factor both overall (reported in 16% of all vehicles' factors), and for every vehicle except motorcyclists.
- Loss of control (15%) was the most commonly reported factor for motorcyclists.
- Careless/reckless or in a hurry (D/R) was the second most common factor reported for cars or taxis (8%).
- Failed to judge other person's path/speed, poor turn or manoeuvre and Cyclist entering road from pavement were the second most common factors associated with cyclists (associated with 4% of bicycles).
- Failed to judge other person's speed/path was the second most common factor reported for goods vehicles (reported in 9%).
- Careless, reckless or in a hurry was associated with a total of 8% of all vehicles involved in reported collisions.
- Pedestrians involved in collisions were most likely to have failed to look properly as an associated contributory factor (recorded in 39% of all pedestrian collisions), followed by careless / reckless /in a hurry (14%) and impaired by alcohol, failed to judge vehicles path or speed and crossed road masked by stationary/parked vehicle (all 9%).

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

- loss of control was recorded for 15% of motorcycles but only 3% of vehicles in the bus/coach/minibus grouping;
- sudden braking was recorded for 6% of buses but for only 1% of all vehicles involved.

On average, fewer contributory factors were recorded for pedal cycles (an average of 0.48 per pedal cycle involved in a reported collision) and bus or coaches (an average of 0.50), compared to an overall average of 0.83 factors per all vehicles.

Note that percentages differ from Tables M & N which presents the percentage of collisions with each contributory factor. As more than one vehicle may be involved in an collision, the average number of factors associated with an individual vehicle is generally lower.

Pairing of factors

Table Q shows the most frequent pairs of contributory factors assigned to the same reported road collision participant in 2022.

- 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 154 occasions.
- As would be expected, the CFs identified (earlier) as most frequent to appear in several of the most frequently-occurring combinations – for example, (driver/rider) failed to look properly occurs in the first three of the most frequently-occurring combinations.

However, the numbers indicate that even the most frequently-occurring combination of CFs arose in only a small proportion of all collisions.

Casualties

Tables R & S show the number (and percentage) of fatal and seriously injured casualties involved in collisions where each contributory factor was reported. Unsurprisingly the pattern is similar to that seen in Tables M & N showing the number of collisions with each factor reported

Note a casualty will appear in the tables against each (unique) factor associated with the collision (resulting in the casualty) and therefore may appear more than once. As with the collision tables, repeats of the same contributory factor within an collision are excluded.

Fatalities

Table R shows the Contributory Factors associated with the largest numbers of deaths were:

- Loss of control – 54 deaths (representing 34% of all deaths in collisions for which CFs were recorded);

- (driver/rider) failed to look properly– 29 deaths (18%);
- Careless / reckless /in a hurry (D/R) – 28 deaths (18%);
- Exceeding the speed limit – 26 deaths (17%);
- Illness or disability (mental/physical) (D/R)– 21 deaths (13%);
- Travelling too fast for the conditions – 17 deaths (11%)
- Poor turn or manoeuvre – 16 deaths (10%);

Seriously injured

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

- (driver/rider) failed to look properly – 388 (representing 25% of all serious injuries in collisions for which CFs were recorded);
- loss of control – 270 serious injuries (17%);
- (driver/rider) careless / reckless / in a hurry – 238 (15%)
- (driver/rider) failed to judge other persons path/speed –175 serious injuries (11%) ;
- Poor turn or manoeuvre – 128 (8%);
- Travelling too fast for the conditions – 119 (8%)
- Pedestrian failed to look properly – 119 (8%)
- Slippery road (due to weather) – 117 (7%)

Overall frequencies of recording

In 2022 at least one contributory factor was recorded in 99.9% of reported collisions where a police officer attended the scene (3,395). A total of 5,821 factors were recorded, resulting in an average of 1.7 factors per collision.

Around 85% (4,921) of all factors listed related to vehicles (and their drivers/rider) and the road environment. Around 13% (730) related to pedestrians who were casualties. Relatively few related to uninjured pedestrians (33 or 0.6%).

Table T presents a ranking of all 77 factors by the frequency of reporting in 2022. (Note that figures differ from earlier tables as repeats of factors within the same collision are counted). It is apparent that some CFs are not used often – many were used fewer than 100 times.

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 collision, 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 collision).

Possible vs. Very likely

Reporting officers record whether it was thought **very likely** or just **possible** that a factor contributed to the occurrence of the collision. Table T also shows how often each CF was described as very likely, and how often as possible.

Overall, just under three quarters of CFs (74%) 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 72% of occasions on which they were used:

- Disobeyed Give Way or Stop sign or marking (89%)
- Pedestrian failed to look properly (85%)
- Impaired by alcohol (D/R) (84%)
- Loss of control (82%)
- (driver/rider) failed to look properly (79%)
- Poor turn or manoeuvre (77%)
- (driver/rider) Careless / reckless /in a hurry (76%)
- Pedestrian careless / reckless /in a hurry (75%)
- Slippery road (due to weather) (72%)
- Failed to judge other person's path/speed (driver/rider) (72%)

and the following were described as very likely between 60 and 68 of the occasions on which they were used:

- Travelling too fast for the conditions (68%)
- Exceeding speed limit (68%)
- Following too close (65%)
- Dazzling sun (60%)

Conclusion

The collection of contributory factors has been part of the GB wide police reporting system for 17 years. It is clear contributory factor information can provide useful indications of the circumstances that may have led to a reported road collision. These can also be attributed to the different participants within the collision, which can help build a picture of how the collision 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 the data is used in the correct manner and that consistent messages/results are achieved by users.

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

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Background: The collection of Contributory Factor data

Guidance on recording road collisions 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 collision;
- 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 collision and base the codes on this, taking into account all other available evidence.

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 collision 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 collision, and so are more subjective in nature than other Stats 19 data. This should be kept in mind when using these results.

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

- a factor which is thought to have contributed to the occurrence of the collision – 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 collision 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 this factor contributed to the occurrence of the collision

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 collision.

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

Clearly, there could be a lot of CF information in the case of an collision 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 collision:

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 collision 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

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 Collision 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 collision 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 collisions than for slight collisions, as the former may be attended by more experienced road policing officers.

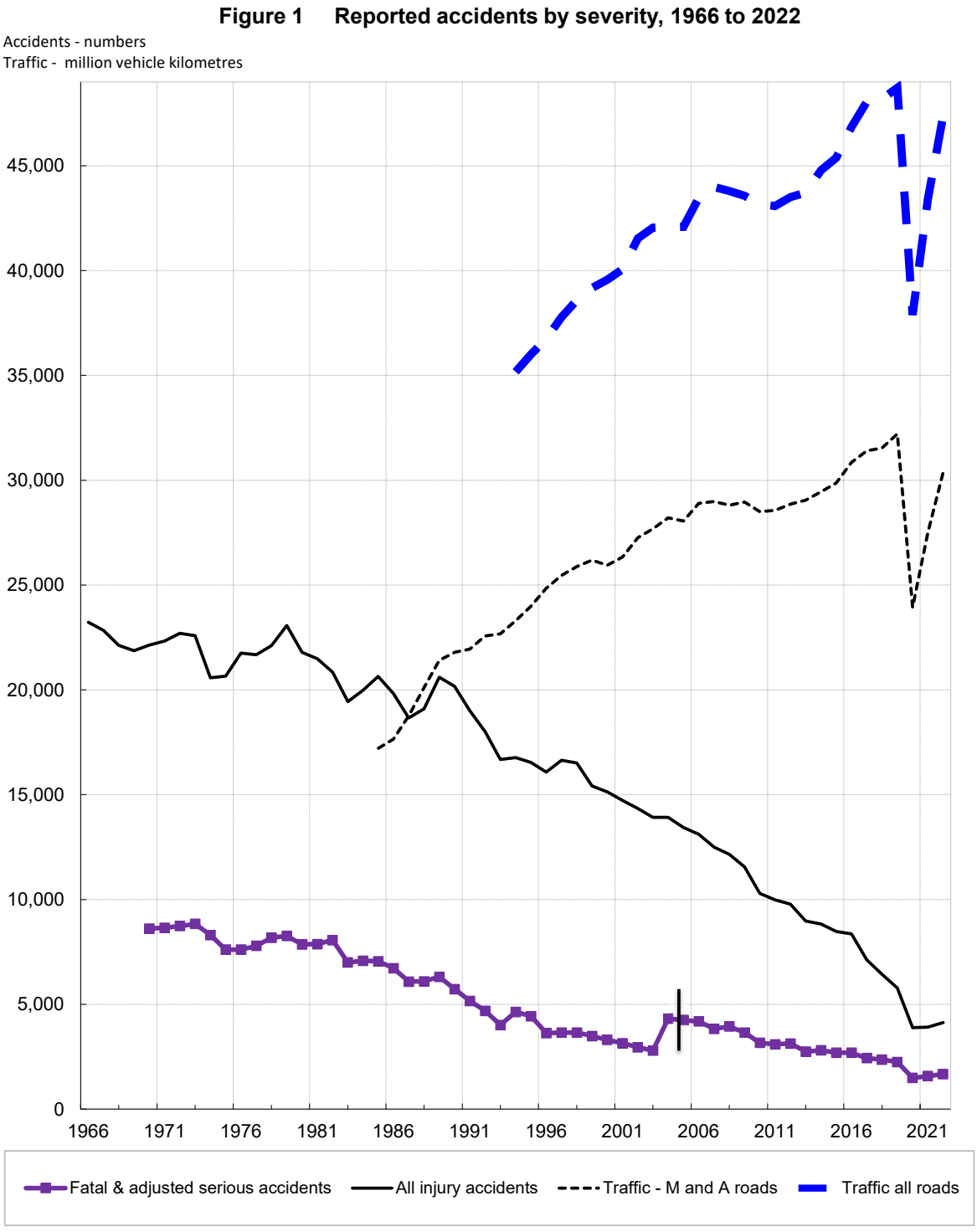
On introduction inconsistencies arose between the CF code and the Type of Participant code (around 3-4% in 2005). The most frequent problem was the combination of the CF code for pedestrian failed to look properly with the Type of Participant code for a Vehicle. In such cases, it wasn't possible to deduce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

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.

Contents

Figure 1 Reported collisions by severity, 1966 to 2022

Collisions *Traffic*
Numbers *million*



Due to changes in the the way casualty severities are recorded, serious figures prior to 2004 are not comparable with previous years.

Figure 2 Scottish fatal reported road collisions: 1972 onwards
showing likely range of values (see text) around 5-year moving average

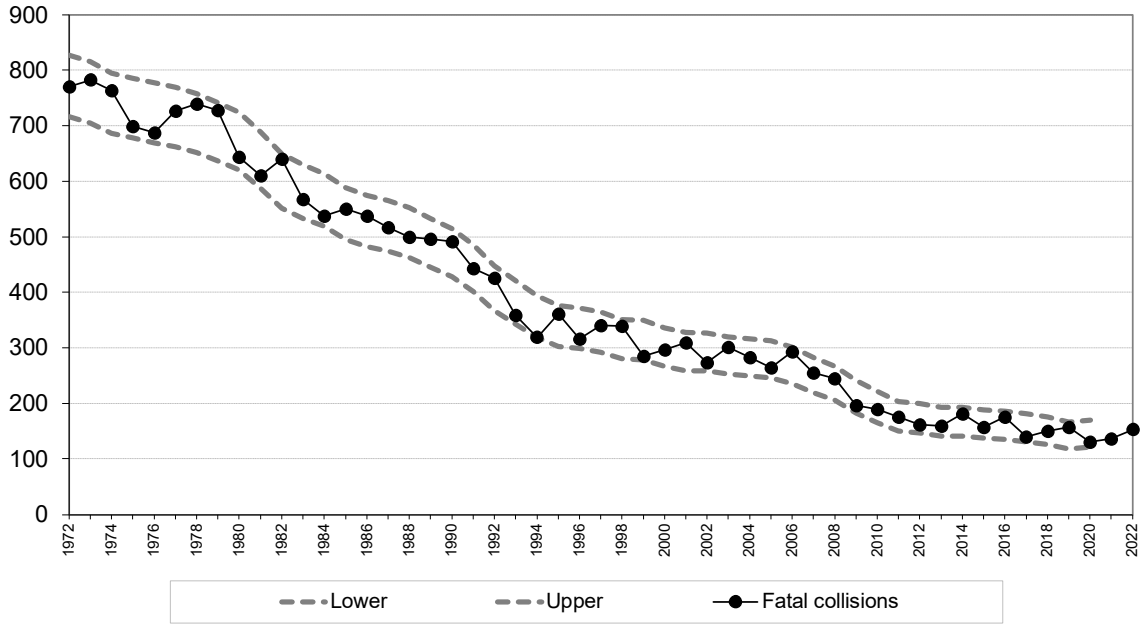


Figure 3 Scottish reported road collision deaths: 1949 onwards
showing likely range of values (see text) around 5-year moving average

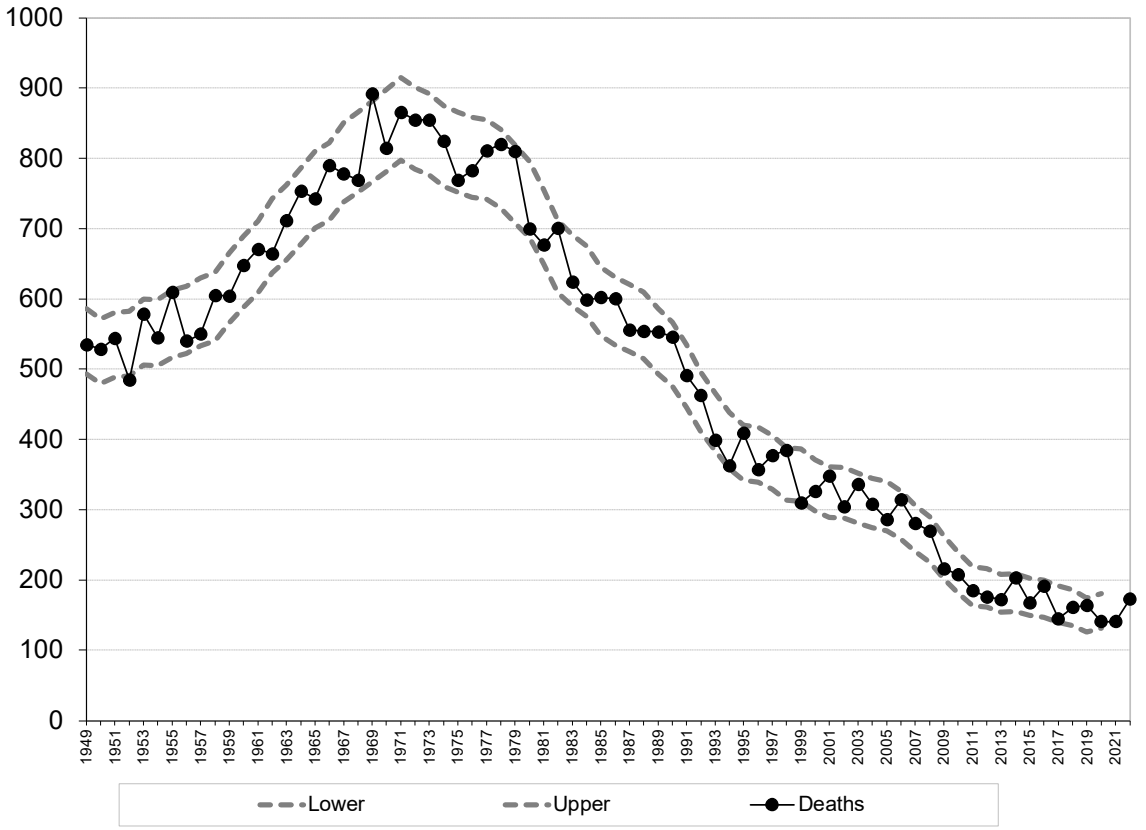
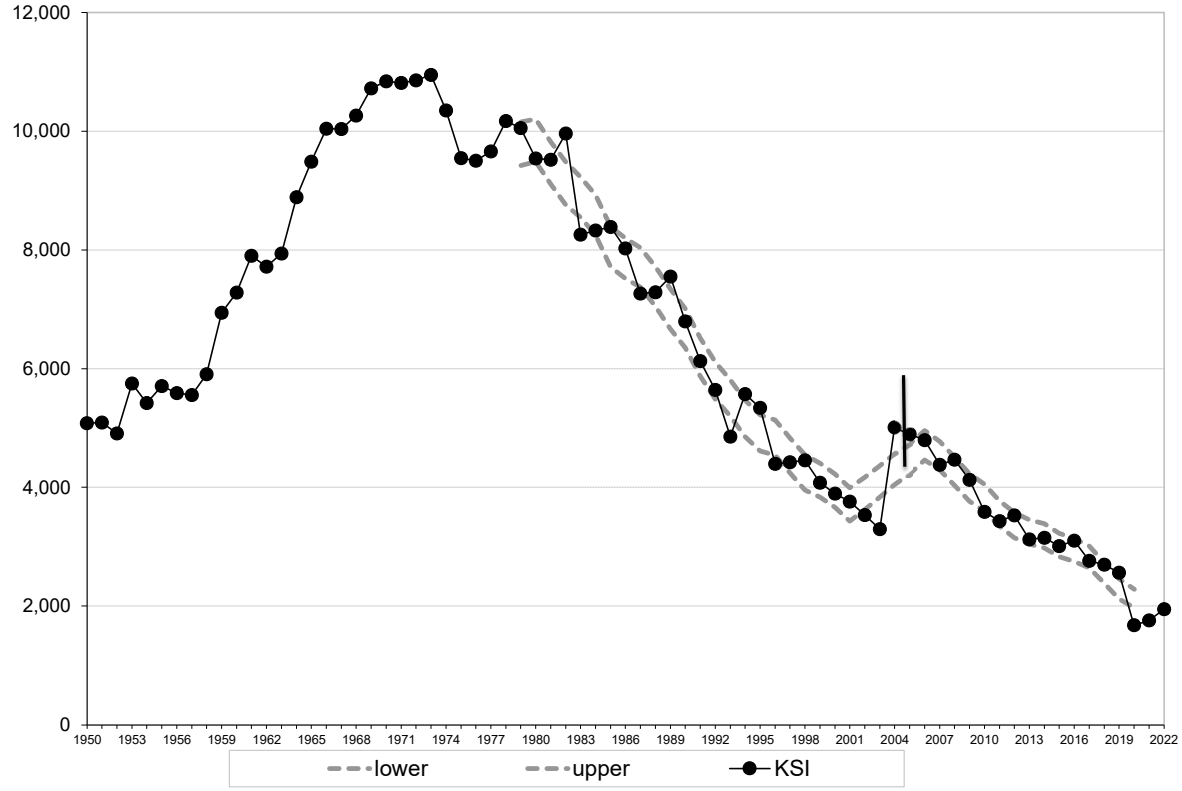
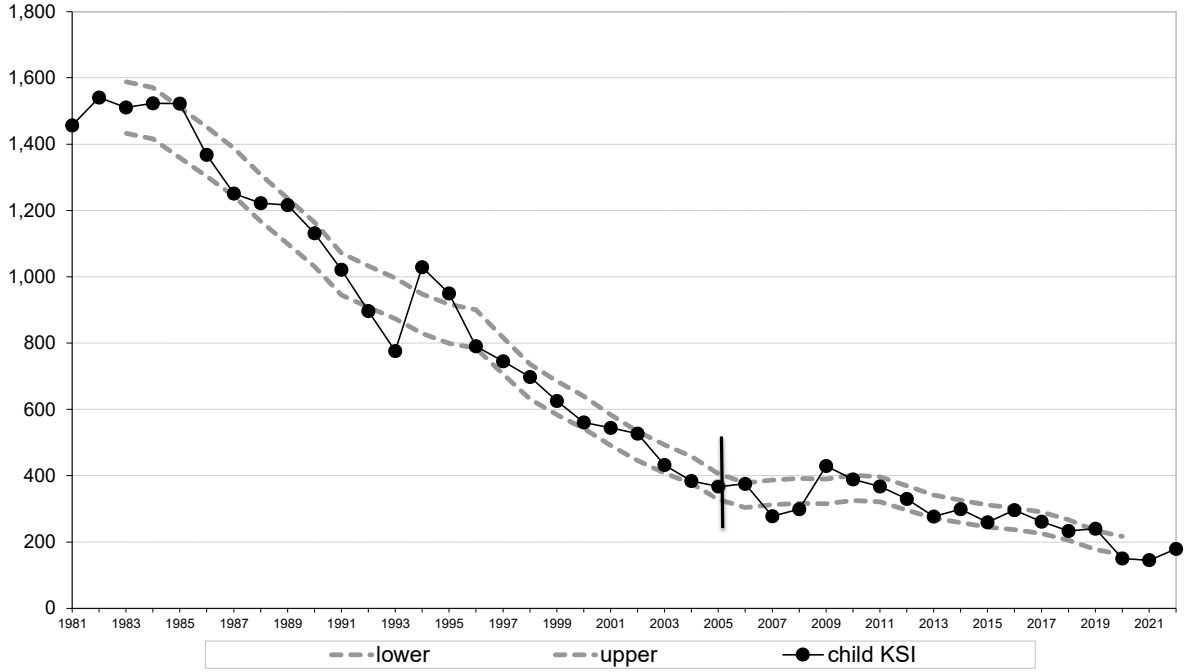


Figure 4 Killed and adjusted seriously injured reported casualties
showing likely range of values (see text) around 5-year moving average



Due to changes in the the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Figure 5 Reported child (0-15) casualties: killed or adjusted seriously injured
showing likely range of values (see text) around 5-year moving average



Due to changes in the the way casualty severities are recorded, serious figures in 2004 are not comparable with previous years.

Figure 6

Reported casualties: Total and Slightly injured - from 1950

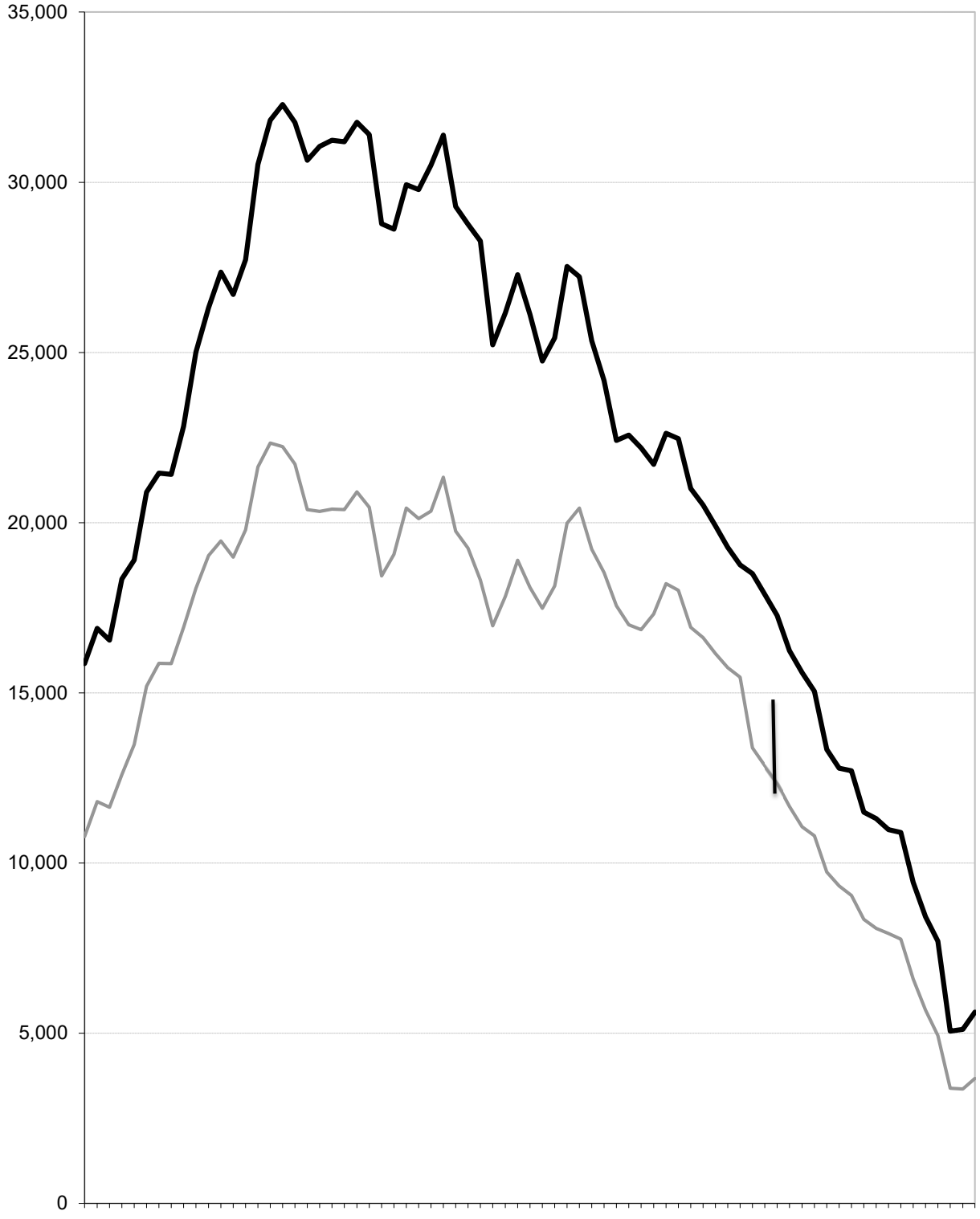
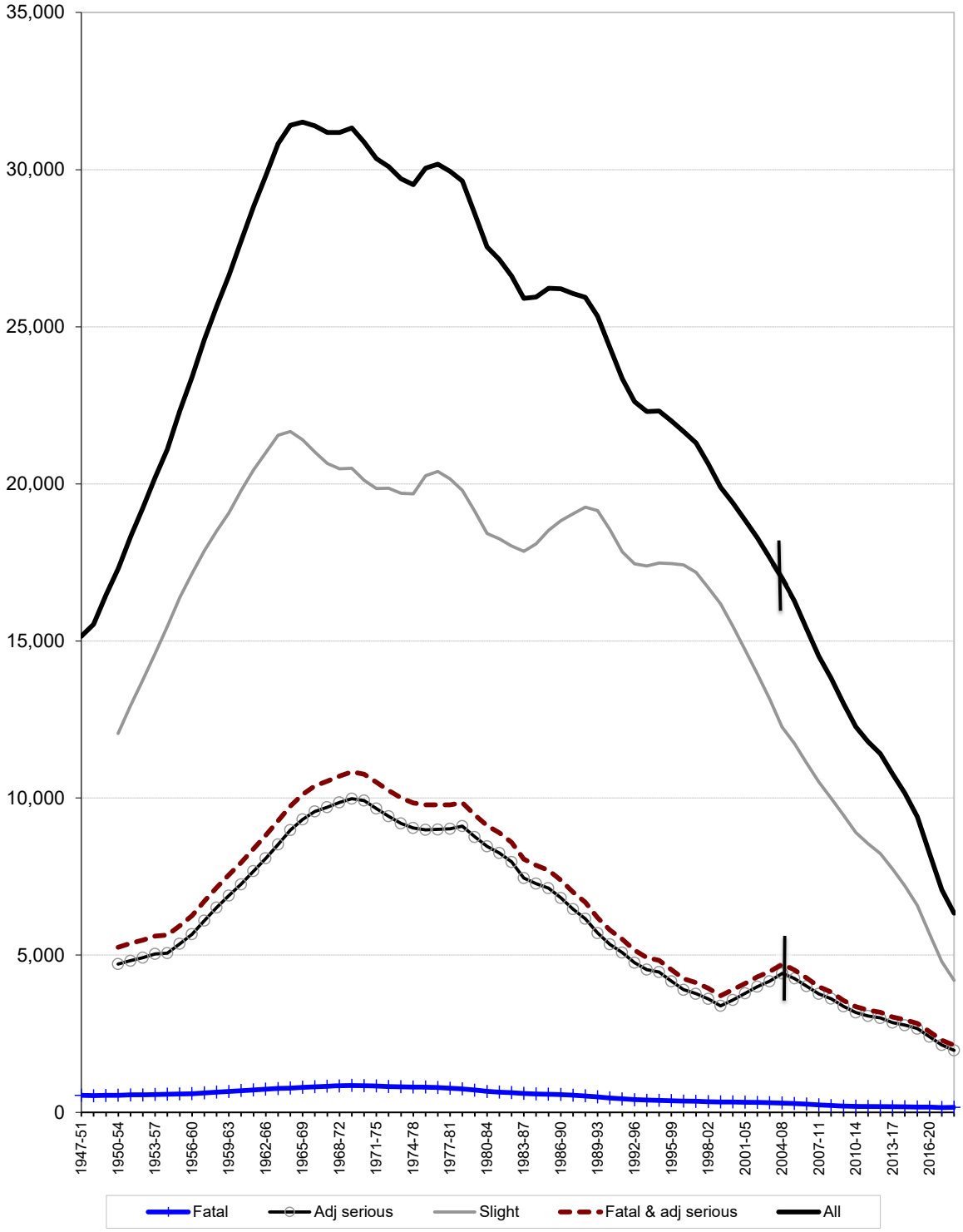


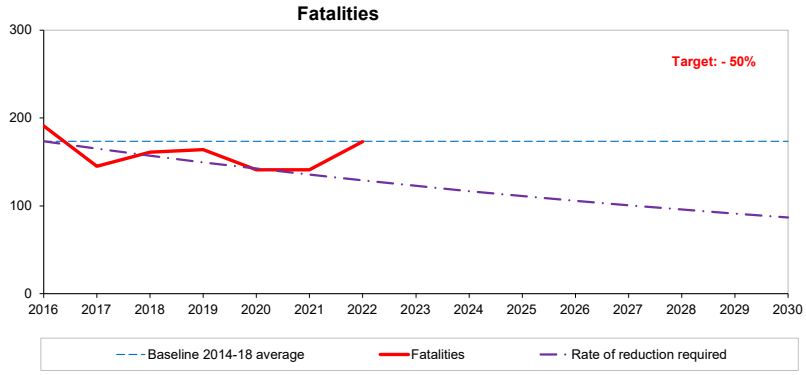
Figure 7 Reported casualties: 5 year moving average (1947-51 to 2018-22)

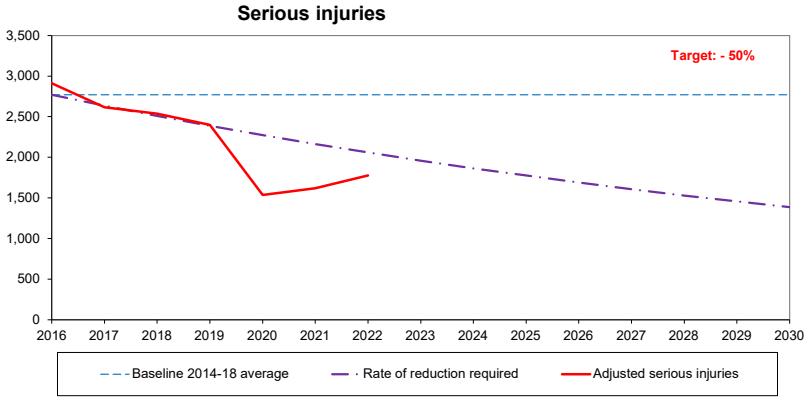


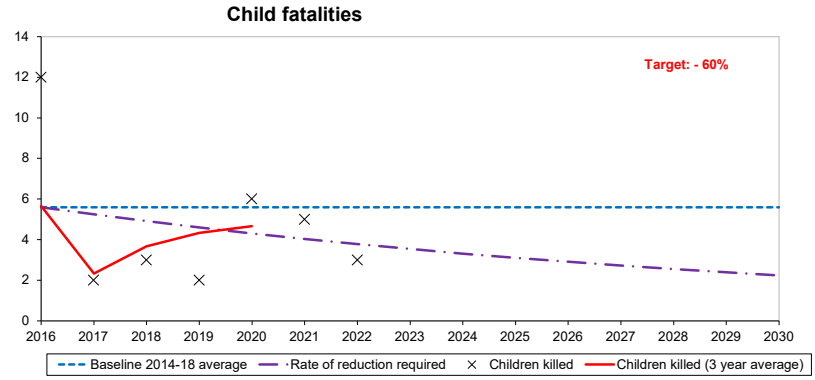
Due to changes in the the way casualty severities are recorded, serious and slight figures prior to 2004 are not comparable with previous years.

Figure 8a

Progress towards the 2030 casualty reduction targets







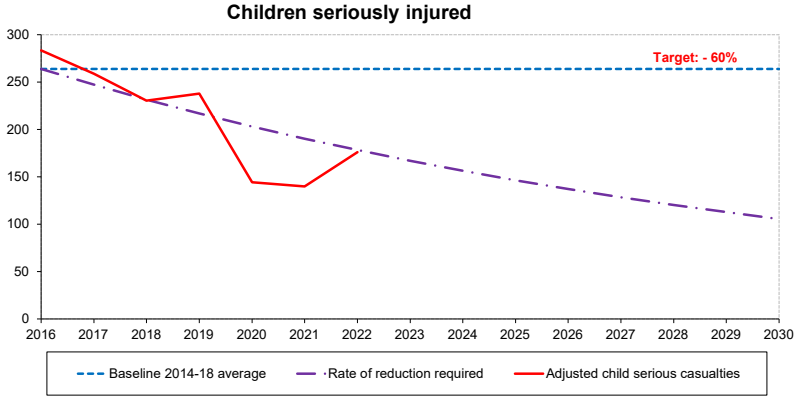
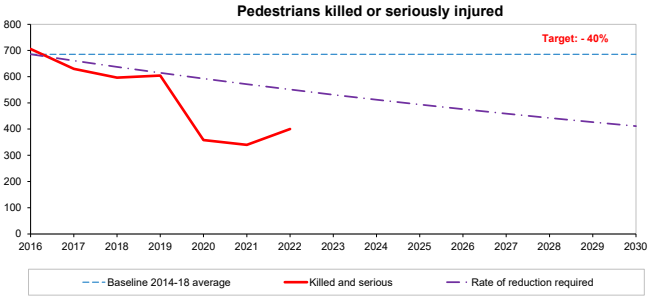
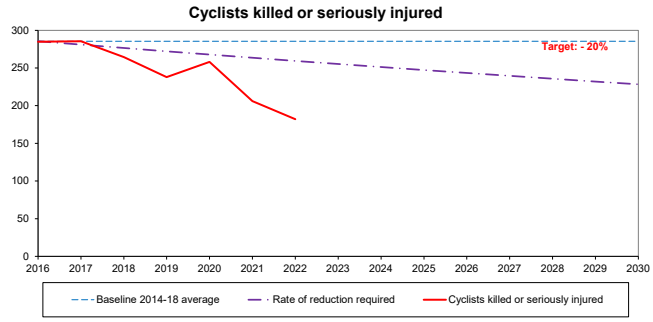
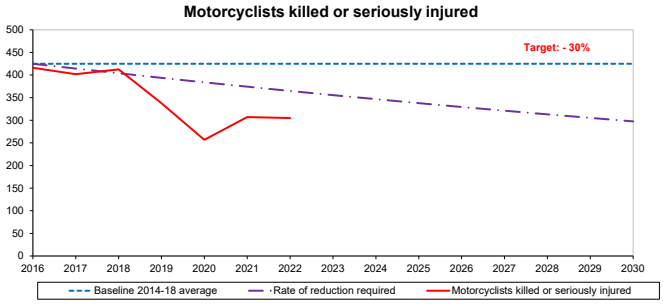


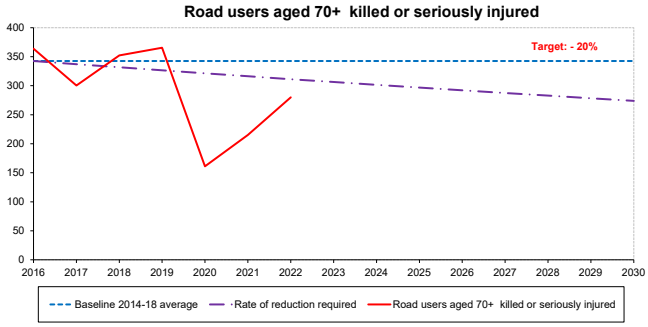
Figure 8B

Progress towards the 2030 casualty reduction targets









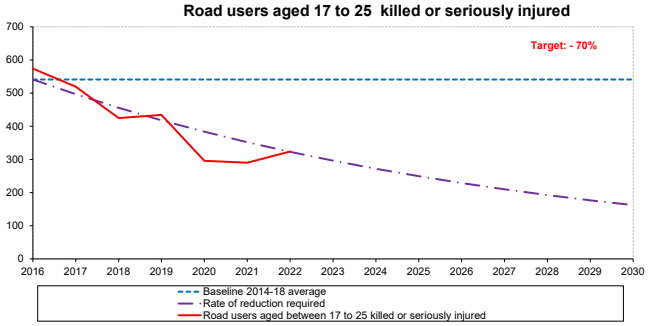


Table 1a DfT serious/slight adjusted and unadjusted collisions, 2004 to 2022

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2014-18 average	**2,439**	**5,207**	**1,412**	**6,235**	**7,648**
2004	4,042	9,524	2,313	11,253	13,566
2005	3,987	9,128	2,238	10,877	13,115
2006	3,894	8,818	2,240	10,473	12,713
2007	3,584	8,500	2,029	10,056	12,085
2008	3,700	8,175	2,241	9,635	11,876
2009	3,458	7,882	1,998	9,342	11,340
2010	2,977	7,121	1,709	8,389	10,098
2011	2,915	6,873	1,670	8,121	9,791
2012	2,969	6,541	1,714	7,796	9,510
2013	2,592	6,206	1,420	7,378	8,798
2014	2,626	5,986	1,482	7,134	8,616
2015	2,542	5,756	1,419	6,881	8,300
2016	2,518	5,641	1,428	6,731	8,159
2017	2,294	4,621	1,366	5,550	6,916
2018	2,215	4,032	1,367	4,880	6,247
2019	2,095	3,423	1,626	3,892	5,518
2020	1,363	2,402	1,363	2,402	3,765
2021	1,445	2,327	1,445	2,327	3,772
2022	1,527	2,454	1,527	2,454	3,981
2022 change on 2021	**5.7**	**5.5**			**5.5**
2021 change on 14-18 average	**-37.4**	**-52.9**			**-47.9**

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 their database each year but Transport Scotland keep theirs open.

Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean 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

Table 1b DfT serious/slight adjusted and unadjusted casualties, 2004 to 2022

	DfT adjusted serious	DfT adjusted Slight	Dft unadjusted Serious	Dft unadjusted Slight	DfT Serious/Slight total
2014-18 average	**2,771**	**7,208**	**1,628**	**8,353**	**9,981**
2004	4,703	13,380	2,741	15,342	18,083
2005	4,613	12,861	2,643	14,831	17,474
2006	4,482	12,330	2,614	14,199	16,813
2007	4,097	11,660	2,365	13,393	15,758
2008	4,195	11,066	2,572	12,691	15,263
2009	3,909	10,796	2,281	12,424	14,705
2010	3,381	9,735	1,964	11,152	13,116
2011	3,244	9,325	1,873	10,699	12,572
2012	3,349	9,049	1,956	10,442	12,398
2013	2,949	8,344	1,662	9,631	11,293
2014	2,949	8,078	1,692	9,339	11,031
2015	2,840	7,931	1,597	9,176	10,773
2016	2,910	7,763	1,693	8,980	10,673
2017	2,617	6,593	1,578	7,633	9,211
2018	2,538	5,677	1,580	6,635	8,215
2019	2,401	4,927	1,843	5,486	7,329
2020	1,535	3,386	1,535	3,386	4,921
2021	1,618	3,356	1,618	3,356	4,974
2022	1,776	3,672	1,776	3,672	5,448
2022 change on 2021	**9.8**	**9.4**			**9.5**
2022 change on 14-18 average	**-35.9**	**-49.1**			**-45.4**

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 close their database each year but Transport Scotland keep theirs open.

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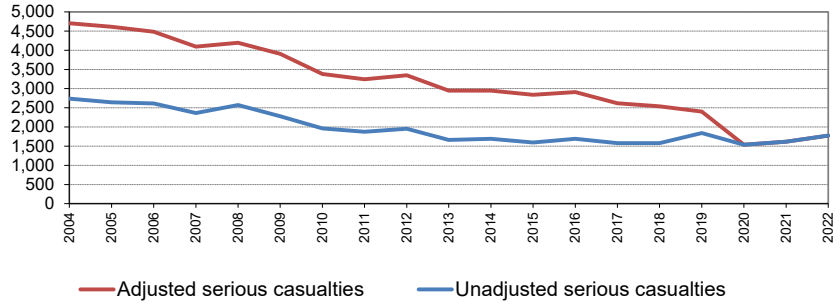
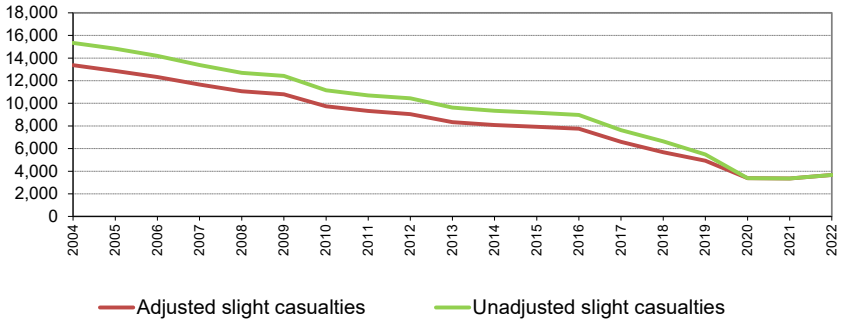
Figure A: DfT Adjusted/unadjusted serious casualties, 2004 to 2022



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 2022



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

Table A: Summary of reported road injury collision and reported casualty statistics: 2007 to 2022

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Collisions																
Fatal	255	245	196	189	175	162	159	181	157	175	140	150	157	131	136	153
Fatal & adjusted serious	3,839	3,945	3,654	3,166	3,090	3,131	2,751	2,807	2,699	2,693	2,434	2,365	2,252	1,494	1,581	1,680
All severities	12,507	12,159	11,556	10,295	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,774	3,896	3,908	4,134
Collisions on built-up(1) roads																
Fatal	71	82	56	56	61	64	44	67	47	44	44	43	52	50	43	43
Fatal & adjusted serious	2,099	2,165	1,875	1,686	1,734	1,770	1,547	1,617	1,542	1,539	1,397	1,294	1,262	853	857	914
All severities	7,782	7,464	6,991	6,341	6,359	6,165	5,747	5,703	5,401	5,466	4,592	4,037	3,660	2,476	2,382	2,532
Collisions on non built-up(1) roads																
Fatal	184	163	140	133	114	98	115	114	110	131	96	107	105	81	93	110
Fatal & adjusted serious	1,740	1,781	1,779	1,480	1,357	1,361	1,205	1,191	1,157	1,154	1,037	1,070	990	641	724	766
All severities	4,725	4,695	4,565	3,954	3,626	3,612	3,227	3,130	3,076	2,889	2,526	2,395	2,114	1,420	1,526	1,602
Drink-drive collisions and casualties(2)																
Collisions	670	660	660	530	490	440	330	340	340	410	270	280	230	190	150	..
Casualties (all severities)	940	960	920	750	680	580	450	460	470	580	410	400	350	250	210	..
Fatal casualties	30	40	30	20	20	10	20	20	20	30	10	20	20	20	10	..
Killed by mode of transport																
Pedestrian	60	60	47	47	43	59	38	59	44	32	38	34	44	34	38	33
Pedal cycle	4	9	5	7	7	9	13	8	5	8	5	6	9	11	10	2
Motorcycle	40	34	43	35	33	21	23	30	27	30	29	33	25	16	30	25
Car	160	153	116	105	89	73	89	94	75	106	64	75	75	71	55	101
Other (eg taxi, bus, goods)	17	14	5	14	13	14	9	12	17	15	9	13	11	9	8	12
All modes of transport	281	270	216	208	185	176	172	203	168	191	145	161	164	141	141	173
Adjusted seriously injured casualties by mode																
Pedestrian	1,019	1,029	849	772	831	770	687	699	694	674	592	562	560	324	302	367
Pedal cycle	242	252	259	251	271	300	282	292	287	277	280	258	229	247	196	180
Motorcycle	538	564	512	455	421	483	408	452	386	386	373	380	313	241	277	280
Car	1,983	2,032	1,993	1,619	1,442	1,511	1,339	1,294	1,253	1,349	1,165	1,142	1,134	622	712	817
Other (eg taxi, bus, goods)	314	319	297	284	279	285	233	212	220	225	207	196	165	101	131	132
All modes of transport	4,097	4,195	3,909	3,381	3,244	3,349	2,949	2,949	2,840	2,910	2,617	2,538	2,401	1,535	1,618	1,776
Adjusted slightly injured casualties by mode																
Pedestrian	1,598	1,494	1,280	1,191	1,182	1,123	1,007	982	947	947	722	650	609	455	431	512
Pedal cycle	460	466	527	522	546	588	587	589	503	504	434	372	321	353	306	298
Motorcycle	462	441	459	354	351	359	341	338	322	293	213	226	175	162	149	162
Car	7,802	7,453	7,411	6,571	6,232	5,992	5,523	5,357	5,366	5,224	4,430	3,841	3,302	2,085	2,146	2,280
Other (eg taxi, bus, goods)	1,339	1,211	1,118	1,097	1,014	987	886	812	793	794	794	588	520	331	324	420
All modes of transport	11,660	11,066	10,796	9,735	9,325	9,049	8,344	8,078	7,931	7,763	6,593	5,677	4,927	3,386	3,356	3,672
All casualties by mode, by sex and by age																
Pedestrian	2,704	2,593	2,199	2,013	2,065	1,979	1,734	1,745	1,690	1,663	1,363	1,256	1,253	813	771	912
Pedal cycle	714	730	804	781	824	905	886	895	797	790	728	638	591	611	512	480
Motorcycle	1,061	1,042	1,021	845	806	867	775	826	735	709	620	640	522	419	456	467
Car	10,063	9,670	9,579	8,301	7,777	7,665	6,964	6,786	6,713	6,697	5,707	5,085	4,614	2,778	2,913	3,198
Other (eg taxi, bus, goods)	1,697	1,557	1,440	1,398	1,313	1,296	1,133	1,050	1,042	1,039	1,015	805	726	441	463	564
All modes of transport	**16,239**	**15,592**	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,898**	**9,433**	**8,424**	**7,706**	**5,062**	**5,115**	**5,621**
Male	9,302	8,843	8,450	7,541	7,310	7,217	6,509	6,433	6,183	6,122	5,298	4,845	4,344	3,100	3,088	3,384
Female	6,917	6,738	6,587	5,787	5,469	5,489	4,973	4,865	4,784	4,767	4,134	3,569	3,352	1,962	2,027	2,235
Child: 0 - 15	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	493	495	587
Young adult: 16-22	3,419	3,175	3,086	2,491	2,243	2,299	1,893	1,883	1,690	1,605	1,398	1,100	1,007	734	706	773
Adult: 23-59	8,931	8,706	8,450	7,713	7,360	7,404	6,770	6,651	6,630	6,604	5,615	5,026	4,476	3,072	3,026	3,109
Older adults: 60+	2,044	2,000	1,997	1,732	1,845	1,836	1,752	1,725	1,673	1,674	1,497	1,517	1,440	763	887	1,151
Child[4] killed by mode of transport																
Pedestrian	4	4	1	1	2	1	5	3	3	3	2	2	2	3	1	1
Pedal cycle	1	2	1	1	-	1	2	-	1	1	-	-	-	1	1	-
Car	4	13	3	1	5	-	2	4	-	7	-	-	-	2	2	1
Other (eg m/c, taxi, bus...)	-	1	-	1	-	-	-	-	-	1	-	1	-	-	1	1
All modes of transport	9	20	5	4	7	2	9	7	4	12	2	3	2	6	5	3
Child [4] adjusted seriously injured casualties by mode																
Pedestrian	310	309	253	245	236	206	164	191	170	181	167	146	146	80	94	115
Pedal cycle	52	39	46	43	42	38	28	30	22	16	21	25	30	24	17	12
Car	104	100	106	82	70	70	65	54	55	75	54	54	55	30	24	27
Other (eg m/c, taxi, bus...)	19	21	19	15	12	14	12	16	8	12	17	5	6	10	5	22
All modes of transport	485	469	424	385	361	328	268	292	255	284	259	230	238	144	140	176
All child [4] casualties by mode																
Pedestrian	882	831	674	642	646	521	462	499	460	478	401	334	332	226	243	295
Pedal cycle	174	150	148	146	135	121	112	81	71	55	67	64	74	60	59	44
Car	633	569	548	506	460	451	404	389	373	419	328	316	306	181	172	194
Other (eg m/c, taxi, bus...)	127	139	103	84	75	74	74	60	67	47	104	40	57	26	21	54
All modes of transport	1,816	1,689	1,473	1,378	1,316	1,167	1,052	1,029	971	999	900	754	769	493	495	587
Collision costs (£ million)(3)						1,541	1,399	1,468	1,344	1,413	1,201	1,184	1,223	952	973	1,102

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 collisions) at 2017 prices, calculated as described in the text accompanying Tables 9 to 11.
4. Child 0-15 years

Table B: Summary of reported injury Collisions and casualties injured in those collisions by police force division, council and sev

	Collisions				Casualties				Child casualties
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	All severities
North East [1]	**17**	**119**	**111**	**247**	**17**	**152**	**199**	**368**	**46**
Aberdeen City	1	25	41	67	1	28	53	82	**13**
Aberdeenshire	12	76	55	143	12	105	120	237	30
Moray	4	18	15	37	4	19	26	49	3
Tayside	**8**	**144**	**236**	**388**	**9**	**170**	**362**	**541**	**62**
Dundee City	-	39	96	135	-	40	141	181	32
Angus	1	35	60	96	1	45	85	131	11
Perth & Kinross	7	70	80	157	8	85	136	229	19
Argyll & West Dunbartonsl	**10**	**43**	**64**	**117**	**13**	**61**	**97**	**171**	**13**
Argyll & Bute	8	33	37	78	11	47	60	118	5
West Dunbartonshire	2	10	27	39	2	14	37	53	8
Forth Valley	**7**	**87**	**105**	**199**	**7**	**102**	**173**	**282**	**37**
Clackmannanshire	2	13	10	25	2	15	13	30	7
Stirling	-	44	48	92	-	50	92	142	17
Falkirk	5	30	47	82	5	37	68	110	13
Dumfries & Galloway	**6**	**66**	**118**	**190**	**8**	**80**	**163**	**251**	**24**
Ayrshire	**16**	**110**	**128**	**254**	**17**	**128**	**193**	**338**	**34**
North Ayrshire	5	37	53	95	5	44	72	121	10
East Ayrshire	5	41	42	88	6	47	71	124	14
South Ayrshire	6	32	33	71	6	37	50	93	10
Greater Glasgow	**10**	**245**	**435**	**690**	**10**	**271**	**602**	**883**	**95**
Glasgow City	7	204	391	602	7	223	534	764	87
East Dunbartonshire	1	18	11	30	1	23	19	43	3
East Renfrewshire	2	23	33	58	2	25	49	76	5
Lothians & Scottish Borde	**20**	**164**	**294**	**478**	**22**	**183**	**480**	**685**	**76**
West Lothian	7	51	117	175	7	57	203	267	36
Midlothian	1	31	74	106	1	31	106	138	14
East Lothian	4	40	59	103	4	43	96	143	18
Scottish Borders	8	42	44	94	10	52	75	137	8
Edinburgh	**5**	**163**	**339**	**507**	**5**	**168**	**442**	**615**	**64**
Highlands & Islands	**27**	**98**	**107**	**232**	**36**	**130**	**180**	**346**	**15**
Highland	24	88	94	206	32	118	158	308	14
Orkney Islands	3	3	5	11	4	4	9	17	-
Shetland Islands	-	4	2	6	-	4	5	9	-
Eilean Siar	-	3	6	9	-	4	8	12	1
Fife	**8**	**78**	**148**	**234**	**8**	**95**	**254**	**357**	**37**
Renfrewshire & Inverclyde	**5**	**62**	**87**	**154**	**5**	**75**	**135**	**215**	**27**
Inverclyde	1	16	16	33	1	22	27	50	8
Renfrewshire	4	46	71	121	4	53	108	165	19
Lanarkshire	**14**	**148**	**282**	**444**	**16**	**161**	**392**	**569**	**57**
North Lanarkshire	5	72	143	220	6	77	202	285	37
South Lanarkshire	9	76	139	224	10	84	190	284	20
Scotland	**153**	**1,527**	**2,454**	**4,134**	**173**	**1,776**	**3,672**	**5,621**	**587**
of which:									
Built up roads	43	871	1,618	2,532	45	953	2,168	3,166	464
Non- built up roads	110	656	836	1,602	128	823	1,504	2,455	123

1. In 2015 the police created a new North East division by combining Aberdeen, Moray and Aberdeenshire councils.

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

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

Fatal

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	3	7	7	7	4	6	4	3	2	2	3	1	2	1
Aberdeenshire	21	22	10	14	22	22	18	16	7	8	8	7	12	12
Angus	7	6	5	5	3	6	8	6	9	2	3	3	3	1
Argyll & Bute	5	15	4	4	9	4	6	8	4	8	9	6	9	8
Clackmannanshire	2	2	2	0	0	0	0	0	1	1	4	3	1	2
Dumfries & Galloway	9	4	9	7	12	10	9	12	11	6	7	5	9	6
Dundee City	5	5	2	2	2	1	1	1	1	1	1	2	1	0
East Ayrshire	4	5	4	3	4	2	1	4	2	5	6	2	6	5
East Dunbartonshire	2	4	0	0	1	1	1	0	0	0	1	1	1	1
East Lothian	5	3	1	0	1	2	3	3	3	2	1	2	0	4
East Renfrewshire	1	1	2	2	2	0	0	0	0	0	1	1	1	2
Edinburgh, City of	6	4	9	13	8	10	3	9	6	5	6	6	3	5
Eilean Siar	0	2	1	2	1	4	1	0	0	1	2	1	1	0
Falkirk	3	1	1	10	3	2	3	1	0	2	4	2	4	5
Fife	6	13	11	6	11	10	12	9	5	9	14	11	2	8
Glasgow City	18	10	13	7	4	13	15	7	7	9	9	13	9	7
Highland	24	21	18	13	17	19	14	17	15	22	21	13	13	24
Inverclyde	2	1	1	1	0	1	2	2	3	0	1	3	2	1
Midlothian	3	1	2	2	5	0	3	6	2	1	1	0	2	1
Moray	4	4	4	3	3	2	2	5	5	5	5	4	3	4
North Ayrshire	4	5	4	2	3	3	4	5	4	2	2	1	4	5
North Lanarkshire	10	2	11	4	5	5	7	3	6	5	5	8	6	5
Orkney Islands	0	0	0	4	2	2	0	1	1	0	2	1	2	3
Perth & Kinross	9	17	16	10	10	13	6	10	12	13	6	3	5	7
Renfrewshire	2	1	7	8	4	8	1	3	2	4	2	1	2	4
Scottish Borders	12	8	6	9	4	6	6	11	7	12	6	5	8	8
Shetland Islands	0	1	0	0	1	1	3	0	1	1	1	0	0	0
South Ayrshire	3	7	3	3	4	2	5	7	7	1	2	2	6	6
South Lanarkshire	16	11	10	9	5	12	5	17	6	14	12	8	7	9
Stirling	5	4	6	4	4	7	8	2	5	4	5	9	5	0
West Dunbartonshire	1	1	4	3	0	2	1	3	2	1	1	2	2	2
West Lothian	4	1	2	5	5	5	5	4	4	4	6	5	5	7
Total	**196**	**189**	**175**	**162**	**159**	**181**	**157**	**175**	**140**	**150**	**157**	**131**	**136**	**153**

Adjusted serious

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	131	116	134	134	132	109	94	72	52	59	51	38	27	25
Aberdeenshire	277	242	221	229	182	189	153	149	124	120	96	69	81	76
Angus	82	71	75	67	65	49	52	45	49	54	42	40	48	35
Argyll & Bute	108	94	84	80	70	74	73	78	73	65	81	30	36	33
Clackmannanshire	23	22	16	27	22	15	19	23	14	16	13	8	11	13
Dumfries & Galloway	156	116	120	114	96	111	95	86	79	109	78	37	66	66
Dundee City	90	65	78	68	59	61	36	48	46	35	48	48	39	39
East Ayrshire	65	61	60	56	44	47	58	52	46	57	38	29	32	41
East Dunbartonshire	34	35	32	37	21	28	23	24	25	19	28	12	13	18
East Lothian	52	56	46	46	44	54	48	45	53	52	46	28	32	40
East Renfrewshire	28	35	27	25	22	25	27	28	30	24	23	12	18	23
Edinburgh, City of	281	271	311	324	287	309	295	315	260	222	231	130	148	163
Eilean Siar	13	11	8	10	5	11	9	8	6	7	12	4	6	3
Falkirk	83	69	67	88	65	66	72	71	69	49	38	25	39	30
Fife	174	154	132	143	126	122	123	136	113	118	125	95	76	78
Glasgow City	373	341	303	342	270	304	296	304	271	263	242	181	183	204
Highland	217	160	167	153	136	131	120	134	111	147	138	88	88	88
Inverclyde	39	39	40	37	27	32	30	30	22	26	34	12	14	16
Midlothian	59	52	47	56	44	55	60	47	52	43	37	20	25	31
Moray	60	46	41	52	52	50	40	36	29	22	24	20	13	18
North Ayrshire	78	48	61	62	58	60	68	52	57	54	57	37	34	37
North Lanarkshire	160	136	124	126	121	119	112	119	121	110	106	64	50	72
Orkney Islands	10	9	5	5	7	7	4	10	5	4	7	2	4	3
Perth & Kinross	141	110	104	113	103	90	75	66	78	81	70	48	64	70
Renfrewshire	89	91	89	82	60	64	74	79	72	62	66	36	37	46
Scottish Borders	127	115	98	98	93	86	91	76	74	71	64	41	46	42
Shetland Islands	13	9	9	10	9	6	8	10	5	3	8	4	5	4
South Ayrshire	83	58	65	55	47	59	59	65	64	51	50	30	35	32
South Lanarkshire	175	132	136	126	118	137	126	132	115	102	106	75	71	76
Stirling	80	76	75	75	83	61	69	57	54	55	48	30	28	44
West Dunbartonshire	42	39	38	33	37	26	28	38	36	28	23	20	19	10
West Lothian	114	96	104	97	85	69	106	84	87	86	65	50	57	51
Total	**3,458**	**2,977**	**2,915**	**2,969**	**2,592**	**2,626**	**2,542**	**2,518**	**2,294**	**2,215**	**2,095**	**1,363**	**1,445**	**1,527**

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

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

All severities

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	445	350	364	385	349	273	229	175	155	137	118	71	61	67
Aberdeenshire	687	599	518	533	462	419	347	334	252	242	199	118	140	143
Angus	232	192	220	202	178	141	145	111	135	126	98	127	122	96
Argyll & Bute	282	275	232	211	208	193	227	178	174	156	142	81	92	78
Clackmannanshire	77	69	64	84	69	62	62	69	48	34	35	23	19	25
Dumfries & Galloway	388	360	319	320	303	311	278	269	236	259	199	119	149	190
Dundee City	281	219	237	227	185	168	126	135	120	96	130	147	114	135
East Ayrshire	215	201	204	173	162	164	205	179	131	163	103	87	70	88
East Dunbartonshire	147	141	140	114	102	101	94	93	88	59	73	45	37	30
East Lothian	174	199	159	170	154	178	158	158	158	128	106	82	90	103
East Renfrewshire	103	104	116	97	98	92	93	95	95	71	67	50	55	58
Edinburgh, City of	1,192	1,179	1,181	1,167	1,157	1,263	1,110	1,140	905	772	741	438	482	507
Eilean Siar	39	42	35	28	20	37	32	24	17	21	25	13	20	9
Falkirk	303	240	261	270	248	229	250	235	216	166	129	85	108	82
Fife	588	556	447	421	420	410	428	452	317	328	304	245	216	234
Glasgow City	1,511	1,336	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910	867	592	553	602
Highland	616	475	488	514	443	432	379	383	309	393	337	215	208	206
Inverclyde	146	165	155	136	120	130	110	112	91	79	99	42	36	33
Midlothian	207	193	177	216	165	188	189	166	134	119	116	73	95	106
Moray	197	141	137	129	119	92	81	75	60	50	54	31	28	37
North Ayrshire	225	177	230	205	188	179	192	186	165	147	129	93	92	95
North Lanarkshire	664	585	569	512	510	482	451	483	444	382	345	191	202	220
Orkney Islands	27	27	13	22	23	24	12	25	11	10	24	9	13	11
Perth & Kinross	396	330	293	313	279	224	201	175	204	184	128	130	149	157
Renfrewshire	312	320	354	336	254	257	258	289	260	211	163	120	105	121
Scottish Borders	363	307	274	263	255	221	221	202	185	173	149	85	102	94
Shetland Islands	42	30	32	30	25	24	25	26	16	13	21	11	8	6
South Ayrshire	266	198	219	202	190	200	193	205	157	125	122	77	71	71
South Lanarkshire	596	511	514	454	455	503	456	466	395	383	335	231	184	224
Stirling	254	229	220	214	239	169	196	177	141	127	127	80	74	92
West Dunbartonshire	173	161	145	133	142	111	119	128	114	85	75	46	43	39
West Lothian	408	384	384	380	370	313	404	331	308	283	214	139	170	175
Total	**11,556**	**10,295**	**9,985**	**9,777**	**8,974**	**8,833**	**8,477**	**8,355**	**7,118**	**6,432**	**5,774**	**3,896**	**3,908**	**4,134**

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

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

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

Killed

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	4	7	7	8	4	6	5	3	2	2	3	1	2	1
Aberdeenshire	22	26	11	14	23	25	19	17	7	8	10	7	12	12
Angus	7	6	5	5	3	6	8	6	10	2	3	3	3	1
Argyll & Bute	5	15	5	4	11	4	6	9	4	8	9	7	9	11
Clackmannanshire	3	2	2	0	0	0	0	0	1	1	4	3	1	2
Dumfries & Galloway	10	5	9	7	12	11	11	14	14	7	8	5	9	8
Dundee City	5	5	2	2	2	1	1	1	1	1	1	2	1	0
East Ayrshire	5	5	4	3	4	2	1	4	2	5	7	2	7	6
East Dunbartonshire	2	4	0	0	1	1	1	0	0	0	1	1	1	1
East Lothian	8	3	1	0	3	4	3	3	3	2	1	2	0	4
East Renfrewshire	2	1	2	2	2	0	0	0	0	0	1	1	1	2
Edinburgh, City of	7	4	10	13	8	11	3	9	6	5	6	6	3	5
Eilean Siar	0	2	1	2	1	4	1	0	0	1	2	1	1	0
Falkirk	3	1	1	10	3	5	3	1	0	4	4	2	4	5
Fife	6	13	11	7	11	12	12	10	5	10	15	12	2	8
Glasgow City	18	11	13	7	4	18	15	8	7	10	9	14	9	7
Highland	28	26	21	16	20	20	14	18	15	23	21	17	14	32
Inverclyde	2	1	1	1	0	1	2	2	3	0	1	3	2	1
Midlothian	3	1	3	4	5	0	3	8	2	1	1	0	2	1
Moray	5	4	4	3	3	2	2	6	5	9	5	4	3	4
North Ayrshire	4	5	4	2	4	4	4	5	4	2	2	1	4	5
North Lanarkshire	10	2	11	6	6	5	8	3	6	5	5	8	7	6
Orkney Islands	0	0	0	5	2	2	0	1	1	0	2	1	2	4
Perth & Kinross	9	19	18	12	11	13	7	10	12	13	6	3	5	8
Renfrewshire	2	2	7	8	5	9	1	3	2	4	2	1	4	4
Scottish Borders	13	9	6	10	4	7	7	12	7	12	6	5	8	10
Shetland Islands	0	1	0	0	1	1	3	0	1	1	1	0	0	0
South Ayrshire	3	10	3	4	4	2	6	8	8	1	2	2	6	6
South Lanarkshire	18	12	11	9	6	13	5	18	6	14	13	10	7	10
Stirling	5	4	6	4	4	7	11	2	5	5	5	9	5	0
West Dunbartonshire	1	1	4	3	0	2	1	3	2	1	1	2	2	2
West Lothian	6	1	2	5	5	5	5	7	4	4	7	6	5	7
Total	**216**	**208**	**185**	**176**	**172**	**203**	**168**	**191**	**145**	**161**	**164**	**141**	**141**	**173**

Adjusted serious

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	142	124	140	151	138	122	101	81	56	62	57	39	27	28
Aberdeenshire	330	286	265	273	239	238	197	185	157	159	124	88	94	105
Angus	99	81	88	76	77	56	59	54	61	59	49	49	51	45
Argyll & Bute	123	118	101	102	89	86	97	94	85	76	99	37	45	47
Clackmannanshire	25	27	21	31	25	16	20	25	16	16	13	8	13	15
Dumfries & Galloway	183	128	138	139	112	124	111	107	94	133	94	41	76	80
Dundee City	96	68	81	74	62	65	36	52	46	38	55	50	40	40
East Ayrshire	75	76	73	68	51	51	64	71	56	67	41	41	37	47
East Dunbartonshire	39	40	33	41	23	29	24	28	25	19	33	12	14	23
East Lothian	64	64	53	49	53	64	55	52	60	63	53	32	32	43
East Renfrewshire	31	36	29	26	26	26	28	30	30	25	24	16	21	25
Edinburgh, City of	282	282	322	343	298	323	310	333	270	237	240	134	158	168
Eilean Siar	13	16	9	14	5	13	9	9	6	7	15	4	6	4
Falkirk	94	72	75	96	73	70	78	84	75	59	45	27	40	37
Fife	195	193	149	159	148	138	137	155	129	141	144	109	84	95
Glasgow City	395	358	318	354	281	326	312	316	284	286	243	189	198	223
Highland	268	204	193	194	167	154	142	168	137	173	176	106	115	118
Inverclyde	42	40	44	41	28	34	32	33	24	26	37	12	15	22
Midlothian	65	57	51	61	50	63	65	59	60	46	42	21	26	31
Moray	77	55	45	62	62	57	45	55	44	33	35	23	16	19
North Ayrshire	95	53	68	67	61	72	83	64	66	62	62	40	36	44
North Lanarkshire	168	148	132	138	133	129	121	134	133	120	123	73	52	77
Orkney Islands	11	10	6	8	8	9	4	10	6	6	8	2	4	4
Perth & Kinross	169	130	134	131	128	104	82	83	100	105	92	53	75	85
Renfrewshire	101	100	99	84	65	69	78	85	76	67	68	38	40	53
Scottish Borders	152	133	112	116	116	99	102	108	89	92	85	50	56	52
Shetland Islands	15	11	12	12	10	6	8	11	11	5	8	4	5	4
South Ayrshire	95	75	71	61	52	68	69	76	73	56	57	33	38	37
South Lanarkshire	199	153	149	145	135	152	134	149	138	112	120	85	82	84
Stirling	92	92	87	87	98	78	90	67	65	65	61	38	39	50
West Dunbartonshire	45	43	38	37	40	28	30	40	46	31	26	20	21	14
West Lothian	131	107	112	110	98	80	115	92	100	91	73	61	62	57
Total	**3,909**	**3,381**	**3,244**	**3,349**	**2,949**	**2,949**	**2,840**	**2,910**	**2,617**	**2,538**	**2,401**	**1,535**	**1,618**	**1,776**

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

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

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen City	498	407	412	449	392	313	270	211	185	154	148	86	65	82
Aberdeenshire	907	794	664	689	619	578	459	442	346	352	290	166	192	237
Angus	308	247	290	263	229	182	174	149	189	156	132	191	158	131
Argyll & Bute	387	396	319	297	304	255	322	240	250	207	206	119	125	118
Clackmannanshire	97	91	88	113	86	87	78	81	62	44	42	26	25	30
Dumfries & Galloway	533	459	424	428	381	399	401	385	314	358	254	153	203	251
Dundee City	343	254	297	264	219	207	145	178	141	113	169	181	134	181
East Ayrshire	286	270	266	234	208	226	275	272	185	214	145	123	104	124
East Dunbartonshire	185	182	178	144	121	117	119	133	115	68	104	56	50	43
East Lothian	230	247	207	219	208	242	220	204	224	196	139	104	113	143
East Renfrewshire	125	122	154	121	120	109	115	117	117	92	77	57	66	76
Edinburgh, City of	1,402	1,394	1,372	1,376	1,367	1,475	1,322	1,345	1,081	947	893	508	576	615
Eilean Siar	49	55	40	42	24	47	38	28	21	22	32	16	25	12
Falkirk	395	299	335	342	320	301	313	321	279	219	169	100	136	110
Fife	766	725	595	549	549	526	565	606	428	428	415	346	292	357
Glasgow City	1,880	1,693	1,581	1,645	1,331	1,574	1,537	1,576	1,332	1,141	1,096	744	699	764
Highland	943	725	685	779	616	581	507	542	436	547	503	296	296	308
Inverclyde	182	205	208	170	150	186	147	146	117	96	146	49	48	50
Midlothian	280	263	224	309	230	251	254	219	183	157	155	98	144	138
Moray	268	171	164	169	152	122	94	113	91	75	82	45	37	49
North Ayrshire	312	230	281	259	235	241	262	249	220	192	170	109	127	121
North Lanarkshire	880	762	749	702	661	635	592	631	627	483	483	247	244	285
Orkney Islands	35	38	26	33	30	29	15	28	14	15	28	10	16	17
Perth & Kinross	521	450	400	392	398	296	238	242	296	265	190	172	203	229
Renfrewshire	392	414	483	430	324	319	321	365	331	263	209	150	136	165
Scottish Borders	505	398	368	370	333	295	294	302	274	239	223	110	140	137
Shetland Islands	72	55	46	41	47	29	33	37	23	18	26	12	10	9
South Ayrshire	362	271	286	281	249	247	247	259	215	168	173	98	91	93
South Lanarkshire	760	705	671	640	618	655	594	607	534	508	432	320	253	284
Stirling	332	310	294	278	302	227	292	247	186	181	163	112	97	142
West Dunbartonshire	213	201	180	166	167	137	158	156	174	108	105	56	56	53
West Lothian	595	505	498	518	502	414	576	467	443	398	307	202	254	267
Total	**15,043**	**13,338**	**12,785**	**12,712**	**11,492**	**11,302**	**10,977**	**10,898**	**9,433**	**8,424**	**7,706**	**5,062**	**5,115**	**5,621**

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

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

Number of casualties : All ages and child casualties

	Scotland			England & Wales		
	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities
1. All Ages						
(a) Numbers						
2014-18 ave	**174**	**2,771**	**10,207**	**1,603**	**28,041**	**168,549**
2018	161	2,538	8,424	1,624	27,255	152,203
2019	164	2,401	7,706	1,587	26,364	145,568
2020	141	1,535	5,062	1,317	20,913	110,592
2021	141	1,618	5,115	1,415	23,960	123,103
2022	173	1,776	5,621	1,538	26,259	129,869
2018-2022 ave	**156**	**1,974**	**6,386**	**1,496**	**24,950**	**132,267**
(b) Per cent changes:						
2022 on 2021	22.7	9.8	9.9	8.7	9.6	5.5
2022 on 2014-18 ave	-0.3	-35.9	-44.9	-4.1	-6.4	-22.9
2018-22 ave. on 14-18 ave	-10.1	-28.8	-37.4	-6.7	-11.0	-21.5
2. Reported child casualties						
(a) Numbers						
2014-18 ave	**6**	**264**	**931**	**49**	**2,408**	**14,822**
2018	3	230	754	45	2,294	13,502
2019	2	238	769	37	2,247	12,816
2020	6	144	493	35	1,656	8,680
2021	5	140	495	31	2,065	10,430
2022	3	176	587	46	2,226	11,235
2018-2022 ave	**4**	**186**	**620**	**39**	**2,098**	**11,333**
(b) Per cent changes:						
2022 on 2021	-40.0	25.7	18.6	48.4	7.8	7.7
2022 on 2014-18 ave	-46.4	-33.3	-36.9	-6.1	-7.6	-24.2
2018-22 ave. on 14-18 ave	-32.1	-29.6	-33.4	-20.8	-12.9	-23.5

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	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities	Killed	Adjusted Serious	All severities
1. All Ages									
(a) Rates per 1,000 population [2]									
2014-18 ave	**.03**	**.51**	**1.89**	**.03**	**.48**	**2.89**	**117**	**107**	**65**
2018	.03	.47	1.55	.03	.46	2.59	107	101	60
2019	.03	.44	1.42	.03	.45	2.46	112	99	58
2020	.03	.28	.93	.02	.35	1.86	116	80	50
2021	.03	.30	.94	.02	.40	2.06	109	74	45
2022	.03	.32	1.03	.03	.44	2.18	122	74	47
2018-2022 ave	.03	.36	1.17	.03	.42	2.23	113	86	53
(b) Per cent changes:									
2022 on 2021	22.4	9.5	9.6	8.8	9.7	5.6	12.4	-0.2	3.8
2022 on 2014-18 ave	-1.8	-36.9	-45.8	-6.2	-8.5	-24.7	4.6	-31.0	-28.0
2018-22 ave. on 14-18 ave	-11.1	-29.5	-38.1	-8.3	-12.6	-22.9	-3.1	-19.4	-19.7

2. Mid-year population estimates for 2021 were not available, estimates for 2020 used instead.

2. Reported child casualties [1]

(a) Rates per 1,000 population [2]									
2014-18 ave	**.01**	**.29**	**1.02**	**.00**	**.22**	**1.34**	**138**	**133**	**76**
2018	.00	.25	.82	.00	.20	1.21	81	122	68
2019	.00	.26	.84	.00	.20	1.13	66	130	74
2020	.01	.16	.54	.00	.15	.76	212	107	70
2021	.01	.15	.54	.00	.18	.91	201	84	59
2022	.00	.19	.64	.00	.18	.91	88	107	71
2018-2022 ave	.00	.20	.68	.00	.18	.98	123	111	69
(b) Per cent changes:									
2022 on 2021	-39.7	26.4	19.3	37.5	-0.1	-0.2	-56.1	26.5	19.5
2022 on 2014-18 ave	-46.2	-33.0	-36.7	-15.5	-16.8	-31.8	-36.3	-19.5	-7.2
2018-22 ave. on 14-18 ave	-32.3	-29.8	-33.6	-23.8	-16.2	-26.5	-11.1	-16.2	-9.7

1. Child 0-15 years

2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table E: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2022

	Scotland			England & Wales		
	Killed	Serious	All severities	Killed	Serious	All severities
1. All ages						
Pedestrian	33	367	912	352	5,534	18,416
Pedal cycle	2	180	480	89	3,877	15,214
Car	101	817	3,198	685	9,879	71,099
Bus/coach	-	20	117	3	271	2,017
Other	37	392	914	409	6,699	23,123
Total	**173**	**1,776**	**5,621**	**1,538**	**26,259**	**129,869**
2. Child casualties [1]						
Pedestrian	1	115	295	16	1,286	4,612
Pedal cycle	-	12	44	4	313	1,484
Car	1	27	194	19	425	4,354
Bus/coach	-	6	24	-	24	259
Other	1	16	30	7	178	526
Total	**3**	**176**	**587**	**46**	**2,226**	**11,235**

1. Child 0-15 years

Table F: Reported casualties in Scotland, England & Wales by mode of transport and severity, 2022

Rate per 1,000 population [2] : 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	.07	.17	.01	.09	.31	102	72	54
Pedal cycle	.00	.03	.09	.00	.07	.26	24	51	34
Car	.02	.15	.58	.01	.17	1.19	160	90	49
Bus/coach	-	.00	.02	.00	.00	.03	n/a	80	63
Other	.01	.07	.17	.01	.11	.39	98	64	43
Total	**.03**	**.32**	**1.03**	.03	.44	2.18	**122**	**74**	**47**
2. Child casualties [1]									
Pedestrian	.00	.13	.32	.00	.10	.37	84	121	86
Pedal cycle	-	.01	.05	.00	.03	.12	n/a	52	40
Car	.00	.03	.21	.00	.03	.35	71	86	60
Bus/coach	-	.01	.03	n/a	.00	.02	n/a	338	125
Other	.00	.02	.03	.00	.01	.04	193	121	77
Total	**.00**	**.19**	**.64**	**.00**	**.18**	**.91**	**88**	**107**	**71**

1. Child 0-15 years

2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table G: Fatality rates per capita, for (a) All road users 2021 and 2022 provisional; ranked by respective rates: International Comparisons [1,2]

(a) All road users 2022 (Provisional [3])

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	116	21	67
Sweden	227	22	68
Iceland	9	23	73
England	1,443	25	80
Great Britain	1,695	26	82
Japan	3,216	26	82
United Kingdom	1,750	26	82
Denmark	154	26	83
Switzerland	241	27	87
Northern Ireland	55	29	91
Wales	95	30	95
Irish Republic	157	31	97
Scotland	**173**	**32**	**100**
Germany	2,776	33	105
Finland	191	34	109
Israel	351	37	116
Spain	1,759	37	117
Estonia	50	38	119
Slovenia	85	40	127
Cyprus	37	41	129
Austria	370	41	130
Netherlands	737	42	132
Lithuania	120	43	137
Australia	1,188	44	140
Slovakia	244	45	141
Belgium	521	45	141
France	3,260	48	152
Malta	26	49	153
Czech Republic	527	49	155
Poland	1,896	50	159
Republic of Korea	2,735	53	167
Italy	3,170	54	170
Hungary	535	55	174
Luxembourg	36	56	177
Portugal	614	60	189
Greece	635	60	189
Latvia	113	60	191
Croatia	275	69	218
Bulgaria	531	78	246
Serbia	553	83	262
Romania	1,634	86	273
United States of America	42,795	127	401
New Zealand	[no data]	[no data]	[no data]
Canada	[no data]	[no data]	[no data]

(b) All road users 2021

	Numbers killed	Per million population: Rate	Per million population: Index
Norway	80	15	58
Malta	9	17	68
Sweden	201	19	76
Denmark	130	22	87
Switzerland	200	23	90
England	1,329	23	92
Great Britain	1,558	24	93
United Kingdom	1,608	24	93
Iceland	9	24	95
Japan	3,205	26	100
Scotland	**140**	**26**	**100**
Northern Ireland	50	26	103
Wales	86	27	106
Irish Republic	137	27	107
Germany	2,562	31	121
Spain	1,508	32	125
Netherlands	582	33	130
Luxembourg	24	37	147
Israel	364	39	152
Finland	223	40	158
Austria	362	40	158
Estonia	55	41	162
Slovakia	226	42	163
France	2,944	43	170
Australia	1,122	44	171
Belgium	516	45	175
Italy	2,875	49	190
Portugal	514	50	195
Cyprus	45	50	196
Czech Republic	531	51	198
Lithuania	148	53	207
Slovenia	114	54	212
Hungary	544	56	219
Greece	613	58	225
Poland	2,245	59	230
New Zealand	318	62	243
Croatia	292	73	284
Serbia	521	76	297
Latvia	147	78	305
Bulgaria	561	81	318
Romania	1,779	93	364
United States of America	42,915	129	506
Canada	[no data]	[no data]	[no data]
Republic of Korea	[no data]	[no data]	[no data]

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).

3. The 2022 figures presented for Scotland, Great Britain and the United Kingdom use Scotland's finalised fatality numbers.

Table G: Fatality rates per capita, for (c) Pedestrians and (d) Car users - 2021;

(c) Pedestrians

	Numbers killed	Per million population	
		Rate	Index
Norway	9	2	25
Sweden	24	2	34
Denmark	19	3	48
Ireland	20	4	58
Germany	343	4	61
Austria	37	4	61
Northern Ireland	8	4	62
Switzerland	37	4	63
Finland	24	4	64
Wales	15	5	70
Australia	133	5	75
New Zealand	26	5	75
Iceland	2	5	77
England	309	5	80
United Kingdom	369	5	81
Great Britain	361	6	82
France	414	6	91
Spain	301	6	94
Belgium	75	6	96
Scotland	**37**	**7**	**100**
Slovenia	15	7	105
Luxembourg	5	8	116
Italy	471	8	118
Canada	307	8	119
Greece	95	9	132
Japan	1,135	9	134
Czech Republic	104	10	143
Portugal	100	10	144
Hungary	97	10	147
Lithuania	28	10	149
Israel	98	10	154
Poland	527	14	206
Republic of Korea	1018	20	291
Serbia	148	22	320
USA	7,488	22	330
Netherlands	[no data]	[no data]	[no data]
Slovakia	[no data]	[no data]	[no data]
Croatia	[no data]	[no data]	[no data]
Estonia	[no data]	[no data]	[no data]
Bulgaria	[no data]	[no data]	[no data]
Cyprus	[no data]	[no data]	[no data]
Latvia	[no data]	[no data]	[no data]
Romania	[no data]	[no data]	[no data]
Malta	[no data]	[no data]	[no data]

(d) Car users

	Numbers killed	Per million population	
		Rate	Index
Norway	9	2	25
Sweden	24	2	34
Denmark	19	3	48
Ireland	20	4	58
Germany	343	4	61
Austria	37	4	61
Northern Ireland	8	4	62
Switzerland	37	4	63
Finland	24	4	64
Wales	15	5	70
Australia	133	5	75
New Zealand	26	5	75
Iceland	2	5	77
England	309	5	80
United Kingdom	369	5	81
Great Britain	361	6	82
France	414	6	91
Spain	301	6	94
Belgium	75	6	96
Scotland	**37**	**7**	**100**
Slovenia	15	7	105
Luxembourg	5	8	116
Italy	471	8	118
Canada	307	8	119
Greece	95	9	132
Japan	1,135	9	134
Czech Republic	104	10	143
Portugal	100	10	144
Hungary	97	10	147
Lithuania	28	10	149
Israel	98	10	154
Poland	527	14	206
Republic of Korea	1,018	20	291
Serbia	148	22	320
USA	7,488	22	330
Estonia	[no data]	[no data]	[no da
Netherlands	[no data]	[no data]	[no da
Cyprus	[no data]	[no data]	[no da
Slovakia	[no data]	[no data]	[no da
Croatia	[no data]	[no data]	[no da
Romania	[no data]	[no data]	[no da
Latvia	[no data]	[no data]	[no da
Bulgaria	[no data]	[no data]	[no da
Malta	[no data]	[no data]	[no da

Table H: Road collision fatality rates per capita, by age group, ranked by respective rates - 2021;

Note: This table has not been updated for 2020 as the figures were not available in time for publication

(a) 0-14 years	Per million pop	Index
Luxembourg	0	0
Portugal	1	29
Switzerland	2	44
Sweden	2	46
England	3	72
Japan	3	73
Great Britain	3	74
United Kingdom	3	79
Wales	3	79
Denmark	3	90
Norway	3	93
Scotland	**4**	**100**
Italy	4	104
Spain	4	105
Greece	4	113
Germany	4	121
Korea	4	125
Austria	5	133
Hungary	5	141
Ireland	5	142
Finland	6	165
Czech Republic	8	215
Northern Ireland	8	234
Poland	9	243
Australia	9	246
France	9	247
Canada	**9**	**255**
Belgium	9	265
Slovenia	9	269
Lithuania	9	270
Israel	10	291
Serbia	11	321
New Zealand	14	412
Iceland	14	412
Chile	17	486
Colombia	19	532
United States	20	556

(b) 15-24 years	Per million pop	Index
Iceland	0	0
Canada	6	15
Slovenia	8	19
Colombia	19	46
Japan	20	49
Norway	26	64
Sweden	28	68
Switzerland	29	71
Wales	31	75
Korea	31	76
Denmark	35	86
England	35	87
Great Britain	36	87
United Kingdom	36	88
Ireland	40	97
Scotland	**41**	**100**
Spain	41	101
Germany	42	103
Northern Ireland	45	110
Hungary	49	122
Belgium	52	129
Portugal	55	134
Israel	60	148
Italy	63	155
Czech Republic	63	155
Finland	64	158
Lithuania	65	159
Austria	66	162
Australia	68	167
France	76	187
Poland	82	202
Serbia	88	217
Greece	89	219
New Zealand	96	237
Luxembourg	111	274
Chile	120	294
United States	164	405

(c) 25-64 years		
Canada	5	20
Slovenia	6	24
Norway	15	58
Japan	16	64
Colombia	17	68
Sweden	17	68
Switzerland	18	71
Iceland	20	80
Denmark	20	81
Scotland	**25**	**100**
United Kingdom	25	100
England	26	103
Great Britain	26	105
Germany	29	114
Ireland	30	117
Northern Ireland	30	121
Wales	34	137
Spain	36	143
Luxembourg	38	151
Finland	38	153
Austria	39	155
Israel	41	163
Belgium	44	176
Australia	45	179
Korea	45	180
France	46	181
Italy	49	194
Czech Republic	52	207
Portugal	59	235
Lithuania	61	243
Greece	62	247
Hungary	66	264
Poland	67	264
New Zealand	72	284
Serbia	74	295

(d) 65+ years		
Canada	6	14
Slovenia	6	16
Norway	19	49
Colombia	20	52
Northern Ireland	21	56
Luxembourg	22	56
England	29	75
United Kingdom	29	77
Great Britain	29	77
Wales	30	79
Denmark	35	91
Sweden	36	94
Spain	37	98
Scotland	**38**	**100**
Ireland	39	103
Germany	48	124
Switzerland	53	138
Japan	53	139
Lithuania	56	146
France	56	147
Australia	57	150
Austria	58	151
Finland	58	152
New Zealand	61	160
Italy	62	163
Greece	64	166
Israel	65	169
Belgium	65	170
Hungary	66	172
Poland	67	176
Czech Republic	69	180
Portugal	70	183
Iceland	74	193
Chile	103	270
Serbia	121	317

Table Ib: Reported killed casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**38**	**7**	**29**	**80**	**2**	**7**	**3**	**174**
2014	59	8	31	95	1	2	7	203
2015	44	5	28	75	1	13	2	168
2016	32	8	31	108	3	6	3	191
2017	38	5	29	64	2	3	4	145
2018	34	6	34	77	2	5	3	161
2019	44	9	25	75	3	6	2	164
2020	34	11	17	71	-	7	1	141
2021	38	10	31	56	2	3	1	141
2022	33	2	27	101	-	7	3	173
18-22 ave	**37**	**8**	**27**	**76**	**1**	**6**	**2**	**156**
2030 target	*19*	*3*	*15*	*40*	*1*	*3*	*1*	*87*
Percent changes:								
2022 on 2021	-13	-80	-13	80	-100	133	200	23
2022 on 2014-18 average	-14	-70	-8	27	-100	6	7	-0.3

Adjusted seriously injured casualties by mode of transport

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**616**	**266**	**388**	**1,215**	**61**	**92**	**23**	**2,771**
2014	699	293	470	1,299	53	96	38	2,949
2015	694	287	404	1,260	78	96	21	2,840
2016	674	277	409	1,356	71	103	21	2,911
2017	592	281	396	1,168	61	88	33	2,617
2018	562	259	395	1,147	58	94	24	2,538
2019	560	229	336	1,143	35	80	18	2,401
2020	324	247	253	623	20	49	19	1,535
2021	302	196	288	716	27	54	35	1,618
2022	367	180	292	823	20	55	39	1,776
18-22 ave	**423**	**222**	**313**	**890**	**32**	**66**	**27**	**1,974**
2030 target	*308*	*133*	*194*	*607*	*30*	*46*	*12*	*1,385*
Percent changes:								
2022 on 2021	22	-8	1	15	-26	2	11	10
2022 on 2014-18 average	-40	-32	-25	-32	-67	-40	66	-36

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

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
2014-18 average	**2.4**	**0.4**	**0.2**	**1.6**	**-**	**-**	**-**	**5.6**
2014	3	-	-	4	-	-	-	7
2015	3	1	-	-	-	-	-	4
2016	3	1	1	7	-	-	-	12
2017	2	-	-	-	-	-	-	2
2018	2	-	-	1	-	-	-	3
2019	2	-	-	-	-	-	-	2
2020	3	1	-	2	-	-	-	6
2021	1	1	-	3	-	-	-	5
2022	1	-	-	1	-	-	1	3
18-22 ave	**1.8**	**0.4**	**-**	**1.4**	**-**	**-**	**0.2**	**3.8**
2030 target	*1*	*0*	*0*	*1*	-	-	-	*3*
20-22 ave	**1.7**	**0.7**	**-**	**2.0**	**-**	**-**	**0.3**	**4.7**
Percent changes:								
18-2022 on 2014-18 average	-31	67	-100	25	n/a	n/a	n/a	-16.7

Adjusted 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
2014-18 average	**162**	**23**	**4**	**59**	**4**	**2**	**0**	**264**
2014	191	30	8	55	4	2	2	292
2015	170	22	2	55	4	1	1	255
2016	181	16	5	75	3	3	0	284
2017	167	21	5	54	8	4	-	259
2018	146	25	2	55	1	1	1	230
2019	146	30	4	55	2	0	-	238
2020	80	24	5	30	1	-	4	144
2021	94	17	1	25	2	-	1	140
2022	115	12	6	27	6	1	9	176
18-22 ave	**116**	**22**	**4**	**38**	**2**	**0**	**3**	**186**
2030 target	*97*	*14*	*2*	*35*	*2*	*1*	*0*	*158*
Percent changes:								
2022 on 2021	22	-29	500	8	200	n/a	800	26
2022 on 2014-18 average	-29	-47	60	-54	69	-44	2,547	-33

Adjusted 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*
2014-18 average	**850**	**480**	**402**	**4,867**	**235**	**334**	**42**	**7,208**	**46,645**	**15.52**
2014	982	589	481	5,387	234	347	60	8,078	44,776	18.04
2015	947	503	436	5,387	253	360	46	7,931	45,374	17.48
2016	947	504	422	5,263	227	363	37	7,763	46,843	16.57
2017	722	434	354	4,444	292	309	38	6,593	48,045	13.72
2018	650	372	314	3,854	169	290	28	5,677	48,187	11.78
2019	609	321	284	3,315	154	206	39	4,927	48,713	10.12
2020	455	353	216	2,097	66	157	42	3,386	37,883	8.94
2021	431	306	204	2,161	51	156	47	3,356	43,410	7.73
2022	512	298	222	2,290	97	185	68	3,672	47,379	7.75
18-22 ave	**531**	**330**	**248**	**2,743**	**107**	**199**	**45**	**4,204**	**45,114**	9.32
2030 target										*13.97*
Percent changes:										
2022 on 2021	19	-3	9	6	90	19	45	9	9	0
2022 on 2014-18 average	-40	-38	-45	-53	-59	-45	63	-49	2	-50

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

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

	All ages								Children[4]		
			Police Stats 19 statistics[3]								
			reported road casualties			reported road deaths		KSI			
	NRS: deaths from road traffic collisions1	Hospital emergency admissions resulting from Road Traffic Collisions2	Killed	Seriously injured	Killed & Seriously Injured (KSI)	NRS: difference	NRS: %	% of hospitals emergency admiss.	Hospital emergency admissions resulting from Road Traffic Collisions2	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	2,287	2,503	-25	90%			258	
2010	219		208	1,969	2,177	-11	95%			227	
2011	204		185	1,880	2,065	-19	91%			210	
2012	189		178	1,980	2,158						
2013	185		172	1,672	1,844						
2014	212										
Change from 2002 to 2012											
	-41%		-41%	-39%	-39%					-100%	
Overall averages											
1980 - 2008							96%	93%			
1980 - 1995							96%	107%			
1996 - 2008							96%	76%			63%

1 Deaths caused by road transport collisions including off road and car parks from 2000 (NRS Web site Table 6.10 Deaths from road transport collisions)

2 Financial years from 1996 onwards (www.isdscotland.org/unintentional_injuries). Figures prior to 1996 raken from Table 1 of TRL report 420 Linkage of STATS19 and Scottish hospital in-patient data

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	25	69	368
2006	749	141	410	1,433	216	2,949	248	40	17	70	375
2007	654	151	421	1,270	170	2,666	185	29	9	55	278
2008	705	164	430	1,356	190	2,845	198	20	12	69	299
2009	556	157	375	1,252	164	2,504	156	27	10	65	258
2010	504	145	354	1,008	166	2,176	151	24	11	41	227
2011	557	163	326	845	171	2,062	141	23	7	39	210
2012	517	176	363	918	174	2,148	133	22	7	34	196
	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%	24%	113%	53%

1 From ISD, identified using SMR admission type code 32 "Patient injury, Road Traffic collision"
Road user type are bases on ICD10 diagnosis codes:
V01-V09 = "Pedestrian injured in transport collision"
V10-V19 = "Pedal cyclist injured in transport collision"
V20-V29 = "Motorcycle rider injured in transport collision"
V40-V49 = "Car occupant injured in transport collision"
the "Other" category includes users of (e.g.) buses, goods vehicles, etc - and any "road collision" 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

Comparison of sources: Scottish Household Survey & Police Stats 19

Age	Road casualties - all severities (Police Stats 19 figures)[1] 2008-2012 average	Scottish Household Survey 2008 - 2012 average	Police Stats 19 as a % of SHS	Road casualties - all severities (Police Stats 19 figures)[1] 2008 - 2012 average	Scottish Household Survey 2008 - 2012 average	Police Stats 19 as a % of SHS
	percentages of adults		%	*percentages of adults*		%
All types of road user				**Pedestrians**		
16-22	0.553	2.835	20%	0.072	0.233	31%
23-29	0.395	1.768	22%	0.041	0.076	54%
30-39	0.340	1.448	23%	0.035	0.063	55%
40-49	0.282	1.352	21%	0.026	0.058	46%
50-59	0.218	1.092	20%	0.023	0.068	34%
60-69	0.158	0.749	21%	0.024	0.057	42%
70+	0.153	0.491	31%	0.035	0.071	49%
All adults	0.320	1.342	24%	0.050	0.085	59%
Pedal cyclists				**Others - drivers/riders and passengers**		
16-22	0.017	0.094	19%	0.464	2.508	18%
23-29	0.024	0.168	14%	0.330	1.524	22%
30-39	0.026	0.176	15%	0.279	1.209	23%
40-49	0.021	0.158	14%	0.235	1.136	21%
50-59	0.011	0.105	11%	0.184	0.919	20%
60-69	0.005	0.051	11%	0.129	0.641	20%
70+	0.002	0.000	n/a	0.116	0.420	28%
All adults	0.019	0.109	17%	0.252	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 collision 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

Table M: Contributory Factors: Reported collisions [1,2] by severity, 2022

	Fatal		Serious [6]		Slight [6]		All collisions	
Contributory factor reported in collision	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Road environment contributed [4]	**7**	*5*	**184**	*14*	**238**	*12*	**429**	*13*
Poor or defective road surface	0	*0*	15	*1*	14	*1*	29	*1*
Deposit on road (eg oil, mud, chippings)	0	*0*	20	*1*	16	*1*	36	*1*
Slippery road (due to weather)	4	*3*	102	*8*	138	*7*	244	*7*
Inadequate/masked signs or road markings	1	*1*	10	*1*	15	*1*	26	*1*
Defective traffic signals	0	*0*	1	*0*	2	*0*	3	*0*
Traffic calming (eg road humps, chicanes	0	*0*	1	*0*	4	*0*	5	*0*
Temporary road layout (eg contraflow)	1	*1*	7	*1*	8	*0*	16	*0*
Road layout (eg bend, hill, narrow c-way	1	*1*	22	*2*	32	*2*	55	*2*
Animal or other object in carriageway	0	*0*	19	*1*	18	*1*	37	*1*
Sunken,raised or slippery inspection cov	0	*0*	1	*0*	1	*0*	2	*0*
Vehicle defects [4]	**3**	*2*	**29**	*2*	**28**	*1*	**60**	*2*
Tyres illegal, defective or under-inflat	0	*0*	19	*1*	5	*0*	24	*1*
Defective lights or indicators	1	*1*	2	*0*	1	*0*	4	*0*
Defective brakes	2	*1*	4	*0*	10	*1*	16	*0*
Defective steering or suspension	0	*0*	2	*0*	7	*0*	9	*0*
Overloaded or poorly loaded vehicle/trai	0	*0*	2	*0*	5	*0*	7	*0*
Injudicious action (driver/rider) [4]	**34**	*24*	**266**	*20*	**333**	*17*	**633**	*19*
Disobeyed automatic traffic signal	1	*1*	19	*1*	22	*1*	42	*1*
Disobeyed Give Way or Stop sign or marki	1	*1*	44	*3*	74	*4*	119	*4*
Disobeyed double white line	0	*0*	4	*0*	6	*0*	10	*0*
Disobeyed pedestrian crossing facility	0	*0*	7	*1*	12	*1*	19	*1*
Illegal turn or direction of travel	2	*1*	14	*1*	18	*1*	34	*1*
Exceeding speed limit	22	*16*	67	*5*	66	*3*	155	*5*
Travelling too fast for the conditions	14	*10*	92	*7*	81	*4*	187	*6*
Following too close	0	*0*	33	*2*	62	*3*	95	*3*
Vehicle travelling along pavement	0	*0*	1	*0*	1	*0*	2	*0*
Cyclist entering road from pavement	0	*0*	8	*1*	9	*0*	17	*1*
Driver/rider error or reaction [4]	**78**	*55*	**718**	*54*	**1,038**	*54*	**1,834**	*54*
Junction overshoot	1	*1*	17	*1*	23	*1*	41	*1*
Junction restart	0	*0*	6	*0*	14	*1*	20	*1*
Poor turn or manoeuvre	13	*9*	112	*8*	148	*8*	273	*8*
Failed to signal / misleading signal	0	*0*	11	*1*	20	*1*	31	*1*
Failed to look properly (D/R)	28	*20*	346	*26*	554	*29*	928	*27*
Failed to judge other pers path/speed (D	12	*9*	150	*11*	253	*13*	415	*12*
Too close to cyclist,horse or pedestrian	0	*0*	14	*1*	18	*1*	32	*1*
Sudden braking	0	*0*	24	*2*	36	*2*	60	*2*
Swerved	3	*2*	38	*3*	23	*1*	64	*2*
Loss of control	44	*31*	194	*14*	172	*9*	410	*12*
Impairment or distraction (driver/rider) [4]	**39**	*28*	**173**	*13*	**189**	*10*	**401**	*12*
Impaired by alcohol (D/R)	12	*9*	67	*5*	69	*4*	148	*4*
Impaired by drugs (illicit/medicinal) (D	8	*6*	37	*3*	31	*2*	76	*2*
Fatigue	4	*3*	23	*2*	19	*1*	46	*1*
Uncorrected defective eyesight	1	*1*	2	*0*	4	*0*	7	*0*
Illness or disability (mental/physic) (D	19	*13*	39	*3*	35	*2*	93	*3*
Not display lights at night / in poor vi	0	*0*	5	*0*	5	*0*	10	*0*
Cyclist wearing dark clothing at night	0	*0*	5	*0*	5	*0*	10	*0*
Driver using mobile phone	2	*1*	1	*0*	0	*0*	3	*0*
Distraction in vehicle	6	*4*	20	*1*	29	*2*	55	*2*
Distraction outside vehicle	1	*1*	6	*0*	10	*1*	17	*1*
Behaviour or inexperience (driver/rider) [4]	**31**	*22*	**255**	*19*	**311**	*16*	**597**	*18*
Aggressive driving	5	*4*	32	*2*	39	*2*	76	*2*
Careless / reckless /in a hurry (D/R)	24	*17*	185	*14*	230	*12*	439	*13*
Nervous / uncertain / panic	1	*1*	8	*1*	7	*0*	16	*0*
Driving too slow for condits / slow vehi	0	*0*	2	*0*	2	*0*	4	*0*
Inexperienced or learner driver/rider	3	*2*	38	*3*	41	*2*	82	*2*
Inexperience of driving on the left	3	*2*	11	*1*	10	*1*	24	*1*
Inexperience with type of vehicle	0	*0*	8	*1*	4	*0*	12	*0*

	Fatal		Serious [6]		Slight [6]		All collisions	
Contributory factor reported in collision	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**	**Number**	**Per cent[3]**
Vision affected [4]	**1**	*1*	**89**	*7*	**143**	*7*	**233**	*7*
Stationary or parked vehicle	1	*1*	14	*1*	24	*1*	39	*1*
Vegetation	0	*0*	1	*0*	6	*0*	7	*0*
Road layout (eg bend, winding rd, hill c	0	*0*	10	*1*	12	*1*	22	*1*
Buildings, road signs, street furniture	0	*0*	2	*0*	3	*0*	5	*0*
Dazzling headlights	0	*0*	3	*0*	2	*0*	5	*0*
Dazzling sun	1	*1*	37	*3*	64	*3*	102	*3*
Rain, sleet, snow or fog	0	*0*	22	*2*	27	*1*	49	*1*
Spray from other vehicles	0	*0*	2	*0*	1	*0*	3	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	3	*0*	5	*0*	8	*0*
Vehicle blind spot	0	*0*	5	*0*	7	*0*	12	*0*
Pedestrian only [4]	**24**	*17*	**223**	*17*	**270**	*14*	**517**	*15*
Crossed road masked by stationary/parked	0	*0*	28	*2*	39	*2*	67	*2*
Pedestrian failed to look properly	5	*4*	116	*9*	166	*9*	287	*8*
Ped. failed to judge vehicles path or sp	4	*3*	32	*2*	29	*2*	65	*2*
Wrong use of pedestrian crossing facilit	1	*1*	14	*1*	15	*1*	30	*1*
Dangerous action in carriageway (eg play)	3	*2*	13	*1*	12	*1*	28	*1*
Pedestrian impaired by alcohol	9	*6*	29	*2*	32	*2*	70	*2*
Ped. impaired by drugs (illicit/medicinal)	1	*1*	8	*1*	4	*0*	13	*0*
Ped. careless / reckless /in a hurry	1	*1*	53	*4*	49	*3*	103	*3*
Pedestrian wearing dark clothing at nigh	11	*8*	21	*2*	17	*1*	49	*1*
Ped. disability or illness, mental/physi	3	*2*	12	*1*	8	*0*	23	*1*
Special codes [4]	**9**	*6*	**52**	*4*	**76**	*4*	**137**	*4*
Stolen vehicle	0	*0*	8	*1*	9	*0*	17	*1*
Vehicle in course of crime	1	*1*	11	*1*	14	*1*	26	*1*
Emergency vehicle on call	0	*0*	3	*0*	10	*1*	13	*0*
Vehicle door opened or closed negligentl	1	*1*	2	*0*	2	*0*	5	*0*
Other	8	*6*	31	*2*	45	*2*	84	*2*
Total reported collisions [1]	141		1,338		1,916		3,395	*100*
Number of Contributory Factors [5]	294		2,433		3,094		5,821	
Average number of CFs per collision 1,5	2.1		1.8		1.6		1.7	

1 Includes only collisions where a police officer attended the scene.
2 Includes only one count of a CF per collision.
3 Columns won't sum to 100 per cent as collisions can have more than one CF.
4 collisions with more than one CF in a category are only counted once in the category total.
5 Includes all contributory factors e.g. if two cars are involved in the same collision and both are exceeding the speed limit this would count as 2 CFs.

Table M: Contributory Factors: Reported collisions [1] by severity, 2022

	Fatal		Serious		Slight		All collisions	
Contributory factor reported in collision [2]	**Number**	**Per cent [3]**	**Number**	**Per cent [3]**	**Number**	**Per cent [3]**	**Number**	**Per cent [3]**
Road environment contributed	7	*5*	184	*14*	238	*12*	429	***13***
Vehicle defects	3	*2*	29	*2*	28	*1*	60	***2***
Injudicious action (D/R)	34	*24*	266	*20*	333	*17*	633	***19***
Driver/rider error/reaction	78	*55*	718	*54*	1,038	*54*	1,834	***54***
Impairment or distraction (D/R)	39	*28*	173	*13*	189	*10*	401	***12***
Behaviour or inexperience (D/R)	31	*22*	255	*19*	311	*16*	597	***18***
Vision affected	1	*1*	89	*7*	143	*7*	233	***7***
Pedestrian only	24	*17*	223	*17*	270	*14*	517	***15***
Special codes	9	***6***	52	***4***	76	***4***	137	***4***
Total reported collisions1	141	*100%*	**1,338**	*100%*	**1,916**	*100%*	**3,395**	*100%*
Number of Contributory Factors [4]	**294**		**2,433**		**3,094**		**5,821**	
Average number of CFs per collision1,2	2.1		1.8		1.6		1.7	

1 Includes only collisions where a police officer attended the scene and in which a contributory factor was reported
2 collisions with more than one CF in a category are only counted once in the category total.
3 Columns won't sum to 100 per cent as collisions can have more than one CF
4 Includes all contributory factors eg if two cars are involved in the same collision and both are exceeding the speed limit this would count as 2 CFs.

Figure 11: Contributory factor type: Reported collisions by severity, 2022

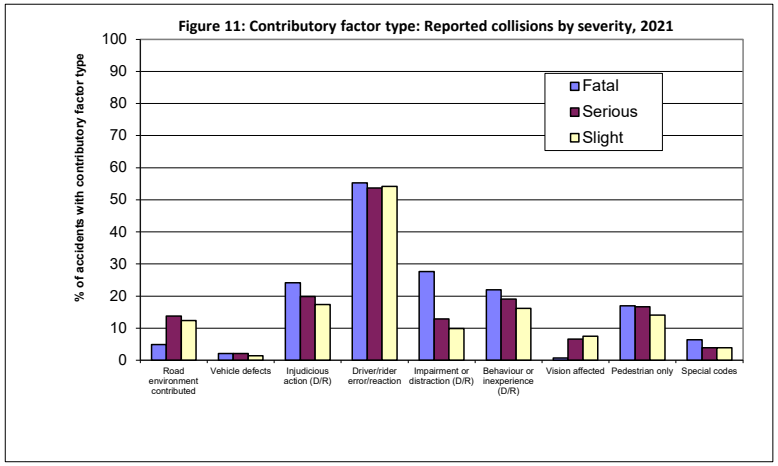


Table N: Contributory factors: Reported Collisions: 2018-2022 comparison [1]

Contributory factor reported in collision [2]	2018		2019		2020		2021		2022	
	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)	1775	*32*	1248	*30*	675	*28*	833	*28*	928	*27*
Careless / reckless /in a hurry (D/R)	844	*15*	572	*14*	200	*8*	271	*9*	439	*13*
Failed to judge other pers path/speed (D/R)	1008	*18*	688	*17*	271	*11*	370	*12*	415	*12*
Loss of control	803	*15*	582	*14*	297	*13*	341	*11*	410	*12*
Pedestrian failed to look properly	530	*10*	388	*9*	181	*8*	225	*8*	287	*8*
Poor turn or manoeuvre	655	*12*	477	*12*	228	*10*	304	*10*	273	*8*
Slippery road (due to weather)	530	*10*	390	*9*	234	*10*	239	*8*	244	*7*
Travelling too fast for the conditions	357	*6*	258	*6*	152	*6*	169	*6*	187	*6*
Following too close	227	*4*	171	*4*	90	*4*	89	*3*	95	*3*
Sudden braking	251	*5*	166	*4*	56	*2*	71	*2*	60	*2*
Total reported collisions [1]	5,505	***100***	4,130	***100***	2,371	***100***	2,994	***100***	3,395	***100***

1. Includes only collisions 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 2021. Factors not shown may also have been reported.

3. Columns won't sum to 100 per cent as collisions can have more than one CF

Table O: Contributory factors: vehicles [1], 2022

	Pedal cycle		Motorcycle		Car & Taxis		Bus, coach & minibus		Goods		Other		All vehicles	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Road environment contributed [3]	**9**	***3***	**47**	***11***	**255**	***6***	**7**	***6***	**25**	***5***	**7**	***4***	**350**	***6***
Poor or defective road surface	2	*1*	9	*2*	11	*0*	1	*1*	1	*0*	1	*1*	25	*0*
Deposit on road (eg oil, mud, chippings)	1	*0*	19	*5*	5	*0*	0	*0*	3	*1*	0	*0*	28	*0*
Slippery road (due to weather)	3	*1*	12	*3*	170	*4*	3	*3*	11	*2*	6	*3*	205	*3*
Inadequate/masked signs or road markings	1	*0*	1	*0*	16	*0*	1	*1*	3	*1*	0	*0*	22	*0*
Defective traffic signals	0	*0*	0	*0*	4	*0*	0	*0*	1	*0*	0	*0*	5	*0*
Traffic calming (eg road humps, chicanes	1	*0*	0	*0*	2	*0*	1	*1*	0	*0*	0	*0*	4	*0*
Temporary road layout (eg contraflow)	0	*0*	0	*0*	11	*0*	1	*1*	2	*0*	0	*0*	14	*0*
Road layout (eg bend, hill, narrow c-way	1	*0*	5	*1*	35	*1*	0	*0*	5	*1*	1	*1*	47	*1*
Animal or other object in carriageway	0	*0*	4	*1*	23	*1*	0	*0*	4	*1*	0	*0*	31	*1*
Sunken,raised or slippery inspection cov	0	*0*	1	*0*	0	*0*	0	*0*	1	*0*	0	*0*	2	*0*
Vehicle defects [3]	**4**	***1***	**5**	***1***	**35**	***1***	**0**	***0***	**10**	*2*	**6**	***3***	**60**	***1***
Tyres illegal, defective or under-inflat	0	*0*	2	*0*	20	*0*	0	*0*	1	*0*	1	*1*	24	*0*
Defective lights or indicators	0	*0*	1	*0*	1	*0*	0	*0*	0	*0*	2	*1*	4	*0*
Defective brakes	4	*1*	1	*0*	6	*0*	0	*0*	4	*1*	1	*1*	16	*0*
Defective steering or suspension	0	*0*	1	*0*	7	*0*	0	*0*	1	*0*	0	*0*	9	*0*
Overloaded or poorly loaded vehicle/trailer	0	*0*	0	*0*	1	*0*	0	*0*	4	*1*	2	*1*	7	*0*
Injudicious action (driver/rider) [3]	**33**	***10***	**50**	***12***	**484**	***11***	**6**	***5***	**45**	***8***	**15**	***8***	**633**	***11***
Disobeyed automatic traffic signal	5	*1*	0	*0*	35	*1*	1	*1*	2	*0*	2	*1*	45	*1*
Disobeyed Give Way or Stop sign or markiing	4	*1*	5	*1*	101	*2*	0	*0*	8	*1*	1	*1*	119	*2*
Disobeyed double white line	0	*0*	0	*0*	10	*0*	0	*0*	0	*0*	0	*0*	10	*0*
Disobeyed pedestrian crossing facility	2	*1*	1	*0*	15	*0*	0	*0*	1	*0*	0	*0*	19	*0*
Illegal turn or direction of travel	1	*0*	0	*0*	26	*1*	0	*0*	5	*1*	2	*1*	34	*1*
Exceeding speed limit	0	*0*	18	*4*	131	*3*	0	*0*	4	*1*	3	*2*	156	*3*
Travelling too fast for the conditions	4	*1*	22	*5*	147	*3*	1	*1*	13	*2*	5	*3*	192	*3*
Following too close	2	*1*	11	*3*	65	*2*	4	*3*	18	*3*	1	*1*	101	*2*
Vehicle travelling along pavement	1	*0*	0	*0*	0	*0*	0	*0*	0	*0*	1	*1*	2	*0*
Cyclist entering road from pavement	14	*4*	0	*0*	2	*0*	0	*0*	0	*0*	1	*1*	17	*0*
Driver/rider error or reaction [3]	**62**	***18***	**167**	***40***	**1,352**	***31***	**31**	***26***	**161**	***30***	**61**	***32***	**1,834**	***31***
Junction overshoot	1	*0*	0	*0*	34	*1*	0	*0*	5	*1*	1	*1*	41	*1*
Junction restart	0	*0*	4	*1*	13	*0*	0	*0*	3	*1*	0	*0*	20	*0*
Poor turn or manoeuvre	12	*4*	38	*9*	187	*4*	5	*4*	27	*5*	9	*5*	278	*5*
Failed to signal / misleading signal	6	*2*	1	*0*	19	*0*	0	*0*	3	*1*	2	*1*	31	*1*
Failed to look properly (D/R)	38	*11*	37	*9*	730	*17*	12	*10*	97	*18*	34	*18*	948	*16*
Failed to judge other pers path/speed (D/R)	15	*4*	48	*12*	299	*7*	8	*7*	47	*9*	13	*7*	430	*7*
Too close to cyclist,horse or pedestrian	1	*0*	3	*1*	27	*1*	0	*0*	1	*0*	0	*0*	32	*1*
Sudden braking	0	*0*	9	*2*	38	*1*	7	*6*	5	*1*	2	*1*	61	*1*
Swerved	2	*1*	8	*2*	43	*1*	1	*1*	7	*1*	4	*2*	65	*1*
Loss of control	8	*2*	63	*15*	313	*7*	3	*3*	15	*3*	10	*5*	412	*7*
Impairment or distraction (driver/rider) [3]	**13**	***4***	**18**	***4***	**335**	***8***	**3**	***3***	**22**	***4***	**10**	***5***	**401**	***7***
Impaired by alcohol (D/R)	2	*1*	10	*2*	129	*3*	1	*1*	4	*1*	2	*1*	148	*2*
Impaired by drugs (illicit/medicinal) (D/R)	1	*0*	3	*1*	66	*2*	1	*1*	3	*1*	2	*1*	76	*1*
Fatigue	0	*0*	0	*0*	40	*1*	0	*0*	6	*1*	0	*0*	46	*1*
Uncorrected defective eyesight	0	*0*	0	*0*	7	*0*	0	*0*	0	*0*	0	*0*	7	*0*
Illness or disability (mental/physic) (D/R)	1	*0*	3	*1*	80	*2*	1	*1*	6	*1*	2	*1*	93	*2*
Not display lights at night / in poor visibility	6	*2*	2	*0*	1	*0*	0	*0*	0	*0*	1	*1*	10	*0*
Cyclist wearing dark clothing at night	7	*2*	0	*0*	1	*0*	0	*0*	0	*0*	2	*1*	10	*0*
Driver using mobile phone	0	*0*	0	*0*	3	*0*	0	*0*	0	*0*	0	*0*	3	*0*
Distraction in vehicle	0	*0*	0	*0*	49	*1*	0	*0*	4	*1*	2	*1*	55	*1*
Distraction outside vehicle	0	*0*	1	*0*	13	*0*	0	*0*	2	*0*	1	*1*	17	*0*
Behaviour or inexperience (driver/rider) [3]	**9**	***3***	**63**	***15***	**461**	***11***	**3**	***3***	**35**	***6***	**26**	***14***	**597**	***10***
Aggressive driving	0	*0*	12	*3*	56	*1*	0	*0*	4	*1*	5	*3*	77	*1*
Careless / reckless /in a hurry (D/R)	8	*2*	36	*9*	350	*8*	2	*2*	32	*6*	18	*10*	446	*8*
Nervous / uncertain / panic	1	*0*	1	*0*	13	*0*	0	*0*	1	*0*	0	*0*	16	*0*
Driving too slow for condits / slow vehicle	0	*0*	0	*0*	1	*0*	0	*0*	1	*0*	2	*1*	4	*0*
Inexperienced or learner driver/rider	2	*1*	17	*4*	60	*1*	0	*0*	1	*0*	2	*1*	82	*1*
Inexperience of driving on the left	0	*0*	3	*1*	20	*0*	0	*0*	0	*0*	2	*1*	25	*0*
Inexperience with type of vehicle	0	*0*	0	*0*	10	*0*	1	*1*	0	*0*	1	*1*	12	*0*
Vision affected [3]	**3**	***1***	**7**	***2***	**174**	***4***	**2**	***2***	**16**	***3***	**6**	***3***	**208**	***4***
Stationary or parked vehicle	2	*1*	1	*0*	29	*1*	0	*0*	0	*0*	0	*0*	32	*1*
Vegetation	0	*0*	0	*0*	7	*0*	0	*0*	1	*0*	0	*0*	8	*0*
Road layout (eg bend, winding rd, hill crest	2	*1*	0	*0*	14	*0*	0	*0*	0	*0*	3	*2*	19	*0*
Buildings, road signs, street furniture	1	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	5	*0*
Dazzling headlights	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Dazzling sun	1	*0*	3	*1*	80	*2*	1	*1*	8	*1*	3	*2*	96	*2*
Rain, sleet, snow or fog	0	*0*	3	*1*	38	*1*	0	*0*	5	*1*	0	*0*	46	*1*
Spray from other vehicles	0	*0*	0	*0*	3	*0*	0	*0*	0	*0*	0	*0*	3	*0*
Visor/windscreen dirty/scratched/frosted	0	*0*	0	*0*	5	*0*	0	*0*	3	*1*	0	*0*	8	*0*
Vehicle blind spot	0	*0*	0	*0*	8	*0*	1	*1*	1	*0*	1	*1*	11	*0*
Special codes [3]	**0**	***0***	**10**	***2***	**68**	***2***	**2**	***2***	**11**	***2***	**8**	***4***	**99**	***2***
Stolen vehicle	0	*0*	2	*0*	13	*0*	0	*0*	0	*0*	0	*0*	15	*0*
Vehicle in course of crime	0	*0*	0	*0*	21	*0*	0	*0*	2	*0*	3	*2*	26	*0*
Emergency vehicle on call	0	*0*	0	*0*	10	*0*	0	*0*	1	*0*	2	*1*	13	*0*
Vehicle door opened or closed negligently	0	*0*	0	*0*	4	*0*	0	*0*	0	*0*	0	*0*	4	*0*
Other	0	*0*	8	*2*	26	*1*	2	*2*	8	*1*	4	*2*	48	*1*
Number of vehicle Contributory Factors [2]	**163**		**429**		**3,712**		**59**		**395**		**163**		**4,921**	
Total number of vehicles involved	342	100%	417	100%	4,318	100%	117	100%	544	100%	189	100%	5,927	100%
Average number of CFs per vehicle	0.48		1.03		0.86		0.50		0.73		0.86		0.83	

1. Includes only collisions where a police officer attended the scene and in which a contributory factor was reported.
2. Excludes invalid codes or pedestrian only factors incorrectly assigned to a vehicle.
3. Vehicles with more than one CF in a category are only counted once in the category total.

Table P: Contributory factors: pedestrians [1,2], 2022

	Number	%
Pedestrian failed to look properly	292	*39*
Ped. careless / reckless /in a hurry	105	*14*
Pedestrian impaired by alcohol	71	*9*
Pedestrian failed to judge vehicles path or speed	68	*9*
Crossed road masked by stationary/parked	67	*9*
Pedestrian wearing dark clothing at night	49	*7*
Wrong use of pedestrian crossing facility	31	*4*
Dangerous action in carriageway (e.g. playing on road)	28	*4*
Pedestrian disability or illness, mental/physical	23	*3*
Pedestrian impaired by drugs (illicit/medicinal)	13	*2*
All	747	
Number of Contributory Factors [3]	747	
Total number of pedestrians involved[1]	753	
Average number of CFs per pedestrian	0.99	

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

Table Q: Most common pairs of contributory factors reported together [1], 2022

Factor with lower code	Factor with higher code	Number
Failed to look properly (D/R)	Failed to judge other pers path/speed (D/R)	154
Failed to look properly (D/R)	Careless / reckless /in a hurry (D/R)	98
Poor turn or manoeuvre	Failed to look properly (D/R)	77
Loss of control	Careless / reckless /in a hurry (D/R)	62
Travelling too fast for the conditions	Loss of control	61
Disobeyed Give Way or Stop sign or markings	Failed to look properly (D/R)	53
Slippery road (due to weather)	Loss of control	43
Slippery road (due to weather)	Travelling too fast for the conditions	43
Exceeding speed limit	Loss of control	40
Crossed road masked by stationary/parked	Pedestrian failed to look properly	40
Exceeding speed limit	Careless / reckless /in a hurry (D/R)	39
Poor turn or manoeuvre	Failed to judge other pers path/speed (D/R)	38
Failed to judge other pers path/speed (D/R)	Careless / reckless /in a hurry (D/R)	38
Pedestrian failed to look properly	Ped. careless / reckless /in a hurry	38
Travelling too fast for the conditions	Careless / reckless /in a hurry (D/R)	35
Poor turn or manoeuvre	Careless / reckless /in a hurry (D/R)	34
Following too close	Failed to judge other pers path/speed (D/R)	34
Poor turn or manoeuvre	Loss of control	31
Impaired by alcohol (D/R)	Careless / reckless /in a hurry (D/R)	31
Failed to look properly (D/R)	Dazzling sun	29
Exceeding speed limit	Impaired by alcohol (D/R)	29
Swerved	Loss of control	29
Pedestrian failed to look properly	Ped. failed to judge vehicles path or speed	27
Travelling too fast for the conditions	Failed to look properly (D/R)	25
Loss of control	Impaired by alcohol (D/R)	25
Pedestrian failed to look properly	Pedestrian wearing dark clothing at night	23
Exceeding speed limit	Travelling too fast for the conditions	21
Exceeding speed limit	Failed to look properly (D/R)	20

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

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

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

Table R: Contributory factors: Casualties in reported collisions - fatalities 1, 2022

	Person who was killed						
	Pedestrian	pedalcyclist	motorcyclist	Car/taxi user	Other	All	as a % of all fatalities
Road environment contributed							
Slippery road (due to weather)	1	0	0	3	0	4	*3*
Inadequate/masked signs or road markings	0	0	1	0	0	1	*1*
Temporary road layout (eg contraflow)	0	0	0	1	0	1	*1*
Road layout (eg bend, hill, narrow c-way	0	0	1	0	0	1	*1*
Vehicle defects							
Defective lights or indicators	0	0	1	0	0	1	*1*
Defective brakes	1	0	0	0	1	2	*1*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	0	0	0	1	0	1	*1*
Disobeyed Give Way or Stop sign or markings	0	0	0	0	1	1	*1*
Illegal turn or direction of travel	1	0	0	1	0	2	*1*
Exceeding speed limit	4	0	1	21	0	26	*17*
Travelling too fast for the conditions	1	0	3	12	1	17	*11*
Driver/rider error or reaction							
Junction overshoot	0	0	1	0	0	1	*1*
Poor turn or manoeuvre	1	0	2	13	0	16	*10*
Failed to look properly (D/R)	11	0	6	10	2	29	*18*
Failed to judge other pers path/speed (D/R)	0	0	6	4	2	12	*8*
Swerved	0	0	0	3	0	3	*2*
Loss of control	1	1	7	42	3	54	*34*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	2	0	2	10	0	14	*9*
Impaired by drugs (illicit/medicinal) (D/R)	3	0	2	3	0	8	*5*
Fatigue	0	0	0	3	2	5	*3*
Uncorrected defective eyesight	0	0	0	1	0	1	*1*
Illness or disability (mental/physic) (D/R)	0	0	0	19	2	21	*13*
Driver using mobile phone	0	0	0	2	0	2	*1*
Distraction in vehicle	1	0	0	4	2	7	*4*
Distraction outside vehicle	0	0	0	1	0	1	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	1	0	0	5	0	6	*4*
Careless / reckless /in a hurry (D/R)	5	0	4	19	0	28	*18*
Nervous / uncertain / panic	0	0	0	1	0	1	*1*
Inexperienced or learner driver/rider	0	0	1	4	0	5	*3*
Inexperience of driving on the left	0	0	2	2	0	4	*3*
Vision affected							
Stationary or parked vehicle	1	0	0	0	0	1	*1*
Dazzling sun	1	0	0	0	0	1	*1*
Pedestrian only							
Pedestrian failed to look properly	5	0	0	0	0	5	*3*
Ped. failed to judge vehicles path or sp	4	0	0	0	0	4	*3*
Wrong use of pedestrian crossing facilit	1	0	0	0	0	1	*1*
Dangerous action in carriageway (e.g. playing in road)	3	0	0	0	0	3	*2*
Pedestrian impaired by alcohol	7	0	0	2	0	9	*6*
Ped. impaired by drugs (illicit/medicinal)	1	0	0	0	0	1	*1*
Ped. careless / reckless /in a hurry	0	0	0	1	0	1	*1*
Pedestrian wearing dark clothing at night	11	0	0	0	0	11	*7*
Ped. disability or illness, mental/physical	2	0	0	1	0	3	*2*
Special codes							
Vehicle in course of crime	1	0	0	0	0	1	*1*
Vehicle door opened or closed negligentl	0	0	0	1	0	1	*1*
Other	1	0	2	3	2	8	*5*
Total Road fatalities	33	1	22	91	10	157	100%

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

NB: As described in the text, an collision will be counted once for each combination of CF (excluding "repeats") and death.
For example, an collision 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 collisions - seriously injured 1, 2022

	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	4	2	8	6	0	20	*1*
Deposit on road (eg oil, mud, chippings)	0	0	18	4	0	22	*1*
Slippery road (due to weather)	7	3	11	91	5	117	*7*
Inadequate/masked signs or road markings	3	0	2	6	0	11	*1*
Defective traffic signals	0	0	0	1	0	1	*0*
Traffic calming (eg road humps, chicanes	1	0	0	0	0	1	*0*
Temporary road layout (eg contraflow)	1	2	1	5	0	9	*1*
Road layout (eg bend, hill, narrow c-way	2	4	4	18	2	30	*2*
Animal or other object in carriageway	2	1	4	15	1	23	*1*
Sunken,raised or slippery inspection cov	0	0	1	0	0	1	*0*
Vehicle defects							
Tyres illegal, defective or under-inflated	3	1	2	15	1	22	*1*
Defective lights or indicators	0	0	0	1	1	2	*0*
Defective brakes	1	2	0	1	0	4	*0*
Defective steering or suspension	0	0	0	2	0	2	*0*
Overloaded or poorly loaded vehicle/trai	0	0	0	0	3	3	*0*
Injudicious action (driver/rider)							
Disobeyed automatic traffic signal	1	2	0	15	2	20	*1*
Disobeyed Give Way or Stop sign or markings	0	10	9	25	7	51	*3*
Disobeyed double white line	0	0	0	6	0	6	*0*
Disobeyed pedestrian crossing facility	6	0	1	0	0	7	*0*
Illegal turn or direction of travel	0	0	2	15	1	18	*1*
Exceeding speed limit	9	0	15	71	5	100	*6*
Travelling too fast for the conditions	7	1	21	88	2	119	*8*
Following too close	0	1	8	25	2	36	*2*
Vehicle travelling along pavement	0	1	0	0	0	1	*0*
Cyclist entering road from pavement	0	7	0	0	1	8	*1*
Driver/rider error or reaction							
Junction overshoot	1	2	0	15	2	20	*1*
Junction restart	0	0	2	3	1	6	*0*
Poor turn or manoeuvre	8	13	40	56	11	128	*8*
Failed to signal / misleading signal	1	5	1	1	4	12	*1*
Failed to look properly (D/R)	68	75	68	152	25	388	*25*
Failed to judge other pers path/speed (D/R)	3	22	43	95	12	175	*11*
Too close to cyclist,horse or pedestrian	4	9	2	0	0	15	*1*
Sudden braking	0	0	9	21	1	31	*2*
Swerved	1	2	7	34	6	50	*3*
Loss of control	9	5	48	186	22	270	*17*
Impairment or distraction (driver/rider)							
Impaired by alcohol (D/R)	5	1	10	72	3	91	*6*
Impaired by drugs (illicit/medicinal) (D/R)	12	1	1	34	5	53	*3*
Fatigue	1	0	0	28	7	36	*2*
Uncorrected defective eyesight	0	0	0	3	0	3	*0*
Illness or disability (mental/physic) (D/R)	2	0	3	45	3	53	*3*
Not display lights at night / in poor visibility	0	2	1	1	1	5	*0*
Cyclist wearing dark clothing at night	0	4	0	0	1	5	*0*
Driver using mobile phone	0	0	0	1	0	1	*0*
Distraction in vehicle	2	0	0	26	1	29	*2*
Distraction outside vehicle	0	0	1	6	2	9	*1*
Behaviour or inexperience (driver/rider)							
Aggressive driving	7	1	9	19	4	40	*3*
Careless / reckless /in a hurry (D/R)	23	14	40	147	14	238	*15*
Nervous / uncertain / panic	1	0	1	9	0	11	*1*
Driving too slow for condits / slow vehicle	0	0	0	1	1	2	*0*
Inexperienced or learner driver/rider	2	0	10	33	3	48	*3*
Inexperience of driving on the left	0	0	3	16	2	21	*1*
Inexperience with type of vehicle	2	0	0	9	1	12	*1*
Vision affected							
Stationary or parked vehicle	6	2	1	6	0	15	*1*
Vegetation	0	1	0	0	0	1	*0*
Road layout (eg bend, winding rd, hill crest	1	2	1	7	0	11	*1*
Buildings, road signs, street furniture	0	2	0	0	0	2	*0*
Dazzling headlights	2	0	0	1	0	3	*0*
Dazzling sun	5	6	3	24	2	40	*3*
Rain, sleet, snow or fog	8	2	1	12	0	23	*1*
Spray from other vehicles	0	0	0	2	0	2	*0*
Visor/windscreen dirty/scratched/frosted	3	0	0	0	1	4	*0*
Vehicle blind spot	2	0	0	4	0	6	*0*
Pedestrian only							
Crossed road masked by stationary/parked	28	0	0	0	0	28	*2*
Pedestrian failed to look properly	109	4	0	6	0	119	*8*
Ped. failed to judge vehicles path or sp	32	2	0	0	0	34	*2*
Wrong use of pedestrian crossing facilit	15	0	1	0	0	16	*1*
Dangerous action in carriageway (e.g. playing in road)	13	0	0	0	0	13	*1*
Pedestrian impaired by alcohol	29	0	0	1	0	30	*2*
Ped. impaired by drugs (illicit/medicinal	7	0	0	1	0	8	*1*
Ped. careless / reckless /in a hurry	45	0	3	8	3	59	*4*
Pedestrian wearing dark clothing at night	21	0	0	0	0	21	*1*
Ped. disability or illness, mental/physical	7	0	0	5	0	12	*1*
Special codes							
Stolen vehicle	1	0	2	5	0	8	*1*
Vehicle in course of crime	4	0	1	5	1	11	*1*
Emergency vehicle on call	0	0	0	3	0	3	*0*
Vehicle door opened or closed negligently	0	1	0	1	0	2	*0*
All serious injuries	312	136	251	760	106	1,565	100%

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

NB: As described in the text, an collision will be counted once for each combination of CF (excluding "repeats") and serious injury.
For example, an collision with four different CFs and three serious injury would be counted twelve times in this table - each serious injury would be counted against the first CF, then against the second CF, and so on. As a result, the percentages would total far more than 100%.
However, "repeats" are excluded: if the same CF applies to two different participants, each serious injury will be counted only once against that CF.

Table T: Contributory factors: ranked[1,2], 2022

Rank	Contributory Factor reported in each collision	Number			As a % of all contributory factors[1]
		Very likely	Possible	Total	
1	Failed to look properly (D/R)	749	199	948	16%
2	Careless / reckless /in a hurry (D/R)	340	106	446	8%
3	Failed to judge other pers path/speed (D	310	120	430	7%
4	Loss of control	336	76	412	7%
5	Pedestrian failed to look properly	247	45	292	5%
6	Poor turn or manoeuvre	213	65	278	5%
7	Slippery road (due to weather)	180	69	249	4%
8	Travelling too fast for the conditions	131	61	192	3%
9	Exceeding speed limit	106	50	156	3%
10	Impaired by alcohol (D/R)	125	23	148	3%
11	Disobeyed Give Way or Stop sign or marki	106	13	119	2%
12	Dazzling sun	64	42	106	2%
13	Ped. careless / reckless /in a hurry	79	26	105	2%
14	Following too close	66	35	101	2%
15	Illness or disability (mental/physic) (D	41	52	93	2%
16	Other	62	22	84	1%
17	Inexperienced or learner driver/rider	61	21	82	1%
18	Aggressive driving	63	14	77	1%
19	Impaired by drugs (illicit/medicinal) (D	52	24	76	1%
20	Pedestrian impaired by alcohol	56	15	71	1%
21	Ped. failed to judge vehicles path or sp	43	25	68	1%
22	Crossed road masked by stationary/parked	56	11	67	1%
23	Swerved	38	27	65	1%
24	Sudden braking	37	24	61	1%
25	Road layout (eg bend, hill, narrow c-way	29	30	59	1%
26	Distraction in vehicle	17	38	55	1%
27	Rain, sleet, snow or fog	27	23	50	1%
28	Pedestrian wearing dark clothing at nigh	39	10	49	1%
29	Fatigue	24	22	46	1%
30	Disobeyed automatic traffic signal	37	8	45	1%
31	Junction overshoot	33	8	41	1%
32	Stationary or parked vehicle	28	12	40	1%
33	Animal or other object in carriageway	30	9	39	1%
34	Deposit on road (eg oil, mud, chippings)	23	14	37	1%
35	Illegal turn or direction of travel	29	5	34	1%
36	Too close to cyclist,horse or pedestrian	25	7	32	1%
37	Failed to signal / misleading signal	16	15	31	1%
38	Wrong use of pedestrian crossing facilit	26	5	31	1%
39	Poor or defective road surface	18	11	29	0%
40	Dangerous action in carriageway (eg play	25	3	28	0%
41	Inadequate/masked signs or road markings	14	13	27	0%
42	Vehicle in course of crime	24	2	26	0%
43	Inexperience of driving on the left	20	5	25	0%
44	Tyres illegal, defective or under-inflat	16	8	24	0%
45	Ped. disability or illness, mental/physi	17	6	23	0%
46	Road layout (eg bend, winding rd, hill c	9	14	23	0%
47	Junction restart	14	6	20	0%
48	Disobeyed pedestrian crossing facility	14	5	19	0%
49	Distraction outside vehicle	7	10	17	0%
50	Stolen vehicle	15	2	17	0%
51	Cyclist entering road from pavement	12	5	17	0%
52	Nervous / uncertain / panic	10	6	16	0%
53	Temporary road layout (eg contraflow)	11	5	16	0%
54	Defective brakes	10	6	16	0%
55	Emergency vehicle on call	11	2	13	0%
56	Ped. impaired by drugs (illicit/medicina	9	4	13	0%
57	Vehicle blind spot	4	8	12	0%
58	Inexperience with type of vehicle	5	7	12	0%
59	Cyclist wearing dark clothing at night	9	1	10	0%
60	Disobeyed double white line	10	-	10	0%
61	Not display lights at night / in poor vi	7	3	10	0%
62	Vegetation	5	4	9	0%
63	Defective steering or suspension	3	6	9	0%
64	Visor/windscreen dirty/scratched/frosted	5	3	8	0%
65	Uncorrected defective eyesight	5	2	7	0%
66	Overloaded or poorly loaded vehicle/trai	5	2	7	0%
67	Dazzling headlights	4	1	5	0%
68	Buildings, road signs, street furniture	2	3	5	0%
69	Traffic calming (eg road humps, chicanes	2	3	5	0%
70	Vehicle door opened or closed negligentl	5	-	5	0%
71	Defective traffic signals	4	1	5	0%
72	Driving too slow for condits / slow vehi	2	2	4	0%
73	Defective lights or indicators	1	3	4	0%
74	Spray from other vehicles	-	3	3	0%
75	Driver using mobile phone	2	1	3	0%
76	Sunken,raised or slippery inspection cov	-	2	2	0%
77	Vehicle travelling along pavement	2	-	2	0%
	All	**4,282**	**1,539**	**5,821**	100%

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

Table U: Number of emergency hospital admissions for Road Traffic Collisions, by ethnic group and financial year, from April 2011 to March 2022 - Scotland

Source: PHS Scotland SMR01
Ref: IR2023-00151
Date extracted: 24 February 2023

Financial year	White	Asian, Asian Scottish or Asian British	African	Caribbean or Black	Mixed or multiple ethnic groups	Other ethnic group	Not Known	Not provided by patient
2011/12	1,728	20	6	6	*	*	1,275	21
2012/13	1,935	33	6	5	5	*	965	55
2013/14	2,085	36	*	6	7	*	860	69
2014/15	2,214	21	9	*	*	9	616	80
2015/16	2,393	36	*	*	*	10	582	75
2016/17	2,251	24	5	*	9	*	659	72
2017/18	2,083	30	6	*	10	10	588	114
2018/19	2,314	30	*	*	9	12	608	122
2019/20	2,373	23	*	*	11	19	600	125
2020/21	1,924	37	7	0	15	25	397	106
2021/22	2,115	45	6	*	14	22	380	111

*Indicates values that have been suppressed due to the potential risk of disclosure and to help maintain patient confidentiality.

Contents

Population, vehicles licensed, road lengths, traffic on all roads and on M & A roads, reported injury collisions, vehicles involved and casualties: Years: 1953 to 2022

Year	Population	Vehicles licensed[1]	Road lengths	Traffic on all roads	Traffic on M & A roads	Injury collisions	Vehicles involved	Casualties
	Million	*Million*	*Thousand km*	*Million vehicle km*	*Million vehicle km*	*Number*	*Number*	*Number*
1953	5.100	..	..		..	..	..	18,343
1954	5.104	..	..		..	..	..	18,901
1955	**5.111**	**..**	**44.1**	**..**	**..**	**..**	**..**	**20,899**
1956	5.120	..	44.4	..	..	..	..	21,459
1957	5.125	..	44.6	..	..	..	..	21,417
1958	5.141	..	44.8	..	..	..	..	22,830
1959	5.163	..	45.0	..	..	..	..	25,011
1960	**5.178**	**..**	**45.2**	..	**..**	**..**	**..**	**26,315**
1961	5.184	..	45.4	..	..	..	..	27,362
1962	5.198	0.775	45.6	..	..	..	..	26,703
1963	5.205	0.836	45.8	..	..	..	..	27,728
1964	5.209	0.900	45.9	..	..	..	..	30,527
1965	**5.210**	**0.951**	**46.2**	**..**	**..**	**..**	**..**	**31,827**
1966	5.201	0.991	46.4	..	..	23,225	..	32,280
1967	5.198	1.035	46.4	..	..	22,838	..	31,760
1968	5.200	1.065	46.4	..	..	22,120	..	30,649
1969	5.208	1.106	47.0	..	..	21,863	31,885	31,056
1970	**5.214**	**1.124**	**47.2**	..	**..**	**22,133**	**33,430**	**31,240**
1971	5.236	1.135	47.5	..	..	22,332	32,165	31,194
1972	5.231	1.181	47.9	..	..	22,703	32,832	31,762
1973	5.234	1.252	48.0	..	..	22,580	32,951	31,404
1974	5.241	1.274	48.3	..	..	20,581	30,073	28,783
1975	**5.232**	**1.304**	**48.3**	**..**	**..**	**20,652**	**30,613**	**28,621**
1976	5.233	1.314	48.9	..	..	21,751	32,547	29,933
1977	5.226	..	48.9	..	..	21,678	32,893	29,783
1978	5.212	1.308	48.9	..	..	22,107	33,965	30,506
1979	5.204	1.353	49.3	..	..	23,064	35,512	31,387
1980	**5.193**	**1.398**	**49.4**	..	**..**	**21,788**	**33,626**	**29,286**
1981	5.180	1.397	50.0	..	..	21,485	33,311	28,766
1982	5.165	1.416	50.2	..	..	20,850	32,192	28,273
1983	5.148	1.448	50.4	..	..	19,434	29,918	25,224
1984	5.139	1.489	50.6	..	..	19,974	31,236	26,158
1985	**5.128**	**1.514**	**50.7**	**..**	**17,219**	**20,644**	**32,446**	**27,287**
1986	5.112	1.546	50.8	..	17,647	19,819	30,983	26,117
1987	5.099	1.575	51.2	..	18,767	18,657	29,454	24,748
1988	5.077	1.657	51.3	..	20,098	19,097	30,465	25,425
1989	5.078	1.729	51.6	..	21,404	20,605	33,221	27,532
1990	**5.081**	**1.788**	**51.7**	..	**21,786**	**20,171**	**32,423**	**27,228**
1991	5.083	1.830	51.9	..	21,947	19,004	30,897	25,346
1992	5.086	1.884	52.0	..	22,575	18,008	29,306	24,173
1993	5.092	1.874	52.1	35,175	22,666	16,685	27,356	22,414
1994	5.102	1.900	52.3	36,000	23,300	16,768	27,694	22,573
1995	**5.104**	**1.910**	**52.8**	**36,736**	**23,987**	**16,534**	**27,232**	**22,194**
1996	5.092	1.966	53.1	37,777	24,839	16,073	26,676	21,716
1997	5.083	2.023	53.1	38,582	25,452	16,646	28,207	22,629
1998	5.077	2.073	53.3	39,169	25,885	16,519	27,781	22,467
1999	5.072	2.131	53.5	39,770	26,185	15,415	25,834	21,002
2000	**5.063**	**2.188**	**53.9**	**39,561**	**25,937**	**15,132**	**25,557**	**20,518**
2001	5.064	2.262	54.1	40,065	26,342	14,724	24,872	19,911
2002	5.055	2.330	54.6	41,535	27,263	14,343	24,154	19,275
2003	5.057	2.383	54.6	42,038	27,682	13,917	23,458	18,756
2004	5.078	2.448	54.6	42,078	28,209	13,919	23,403	18,502
2005	**5.095**	**2.531**	**54.8**	**42,086**	**28,055**	**13,438**	**22,476**	**17,890**
2006	5.117	2.564	55.0	43,456	28,898	13,110	21,959	17,269
2007	5.144	2.627	55.2	43,988	28,986	12,507	20,804	16,239
2008	5.169	2.665	55.3	43,799	28,810	12,159	20,220	15,592
2009	5.194	2.684	55.5	43,566	28,961	11,556	19,387	15,043
2010	**5.222**	**2.685**	**55.6**	**43,160**	**28,495**	**10,295**	**17,242**	**13,338**
2011	5.255	2.691	55.8	43,085	28,566	9,985	16,752	12,785
2012	5.314	2.717	55.9	43,498	28,852	9,777	16,530	12,712
2013	5.328	2.759	56.0	43,711	29,048	8,974	15,301	11,492
2014	5.348	2.821	56.1	44,776	29,446	8,833	15,290	11,302
2015	5.373	2.863	56.2	45,374	29,872	8,477	14,676	10,977
2016	5.405	2.919	56.2	46,843	30,848	8,355	14,752	10,898
2017	5.425	2.962	56.4	48,045	31,405	7,118	12,673	9,433
2018	5.438	2.991	56.6	48,187	31,542	6,432	11,411	8,424
2019	5.463	3.041	56.7	48,713	32,211	5,774	10,189	7,706
2020	5.466	3.042	57.0	37,883	23,941	3,896	6,684	5,062
2021	5.480	3.064	57.1	43,410	27,502	3,908	6,847	5,115
2022	0.000	3.093		47,379	30,371	4,134	7,199	5,621
2014-18 average	5.398	2.911	56.3	46,645	30,623	7,843	13,760	10,207
2018-2022 average	4.369	3.046	45.5	45,114	29,113	4,829	8,466	6,386
Per cent changes:								
2022 on 2021	-100.0	1.0	-100.0	9.1	10.4	5.8	5.1	9.9
2022 on 2014-18 ave	-100.0	6.3	-100.0	1.6	-0.8	-47.3	-47.7	-44.9

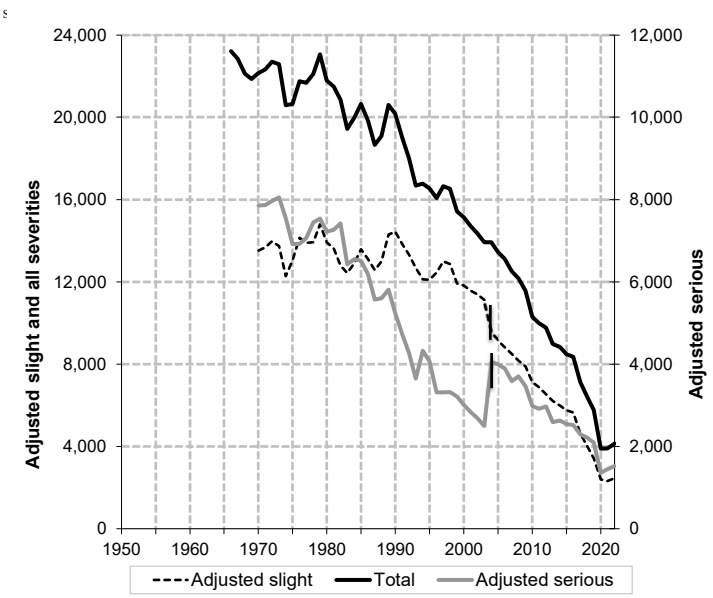
1. Figures from 1993 onwards are on a different basis from those for previous years, due to a change in the source of the data.

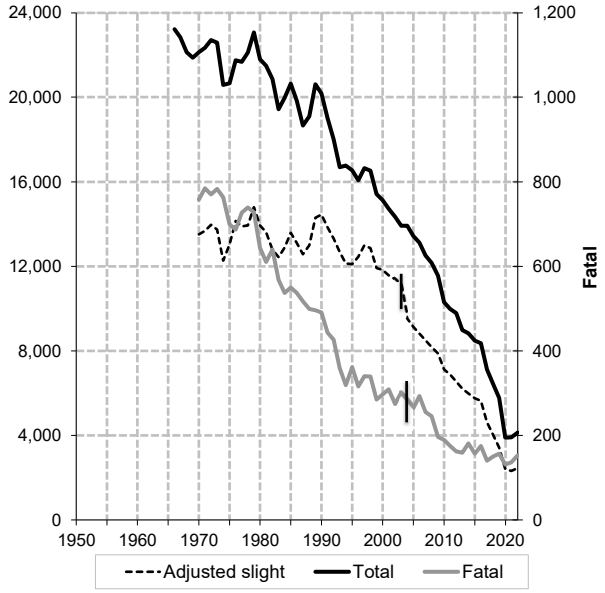
Reported collisions and casualties by severity
Years: 1938 to 2022

	Collisions					Casualties				
Year	Fatal	Adjusted serious	Adjusted slight	Fatal and adjusted serious	All severities	Killed	Adjusted serious injury	Adjusted slight injury	Killed and adjusted 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 [1]	301	2,495	11,121	2,796	13,917	336	2,957	15,463	3,293	18,756
2004	283	4,042	9,524	4,325	13,919	308	4,703	13,380	5,011	18,502
2005	**264**	**3,987**	**9,128**	**4,251**	**13,438**	**286**	**4,613**	**12,861**	**4,899**	**17,890**
2006	293	3,894	8,819	4,187	13,110	314	4,482	12,330	4,796	17,269
2007	255	3,584	8,500	3,839	12,507	281	4,097	11,660	4,378	16,239
2008	245	3,700	8,175	3,945	12,159	270	4,195	11,066	4,465	15,592
2009	196	3,458	7,882	3,654	11,556	216	3,909	10,796	4,125	15,043
2010	**189**	**2,977**	**7,121**	**3,166**	**10,295**	**208**	**3,381**	**9,735**	**3,589**	**13,338**
2011	175	2,915	6,873	3,090	9,985	185	3,244	9,325	3,429	12,785
2012	162	2,969	6,541	3,131	9,777	176	3,349	9,049	3,525	12,712
2013	159	2,592	6,206	2,751	8,974	172	2,949	8,344	3,121	11,492
2014	181	2,626	5,986	2,807	8,833	203	2,949	8,078	3,152	11,302
2015	157	2,542	5,756	2,699	8,477	168	2,840	7,931	3,008	10,977
2016	175	2,518	5,641	2,693	8,355	191	2,910	7,763	3,101	10,898
2017	140	2,294	4,621	2,434	7,118	145	2,617	6,593	2,762	9,433
2018	150	2,215	4,032	2,365	6,432	161	2,538	5,677	2,699	8,424
2019	157	2,095	3,423	2,252	5,774	164	2,401	4,927	2,565	7,706
2020	131	1,363	2,402	1,494	3,896	141	1,535	3,386	1,676	5,062
2021	136	1,445	2,327	1,581	3,908	141	1,618	3,356	1,759	5,115
2022	153	1,527	2,454	1,680	4,134	173	1,776	3,672	1,949	5,621
2014-18 average	161	2,439	5,207	2,600	7,843	174	2,771	7,208	2,944	10,207
2018-2022 average	145	1,729	2,928	1,874	4,829	156	1,974	4,204	2,130	6,386
Per cent changes:										
2022 on 2021	12.5	5.7	5.5	6.3	5.8	22.7	9.8	9.4	10.8	9.9
2022 on 2014-18 ave	-4.7	-37.4	-52.9	-35.4	-47.3	-0.3	-35.9	-49.1	-33.8	-44.9

1. Due to changes in severity reporting, the number of serious and slight casualties prior to 2004 cannot be compared directly to those reported in previous years.

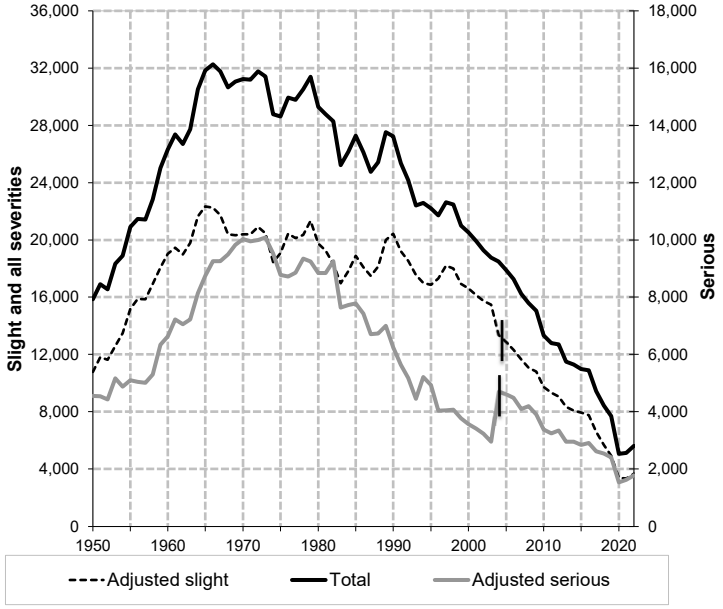
Table 2(a): Reported collisions by severity,1950-2022





Due to changes in the the way casualty severities are recorded, figures for serious and slight casualties in 2005 onwards are not comparable with previous years.

Table 2(b): Reported casualties by severity,1950-2022



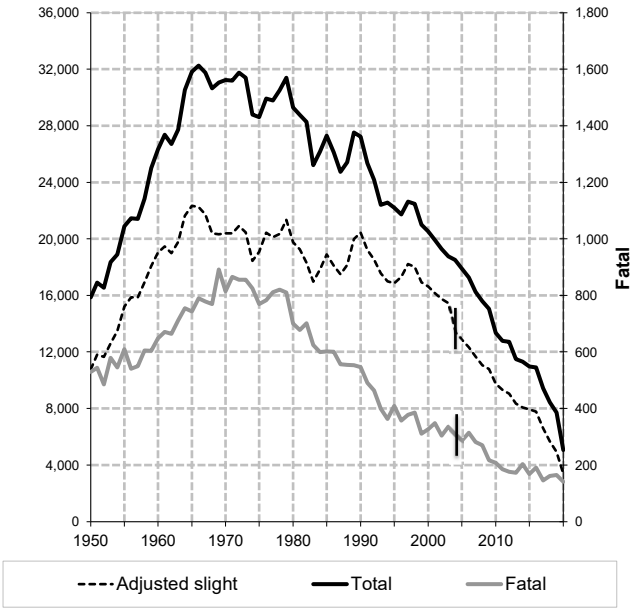


Table 3a

Collisions by police force division and severity
Years:2014-18 and 2018-2022 averages, 2018 to 2022

		Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
North East [1]	**2014-18 average**	**21**	**259**	**296**	**281**	**584**
	2018	15	200	207	**215**	429
	2019	16	171	175	**187**	371
	2020	12	127	81	**139**	220
	2021	17	121	91	**138**	229
	2022	17	119	111	**136**	247
	2018-2022 average	**15**	**148**	**133**	**163**	**299**
Tayside	**2014-18 average**	**18**	**173**	**262**	**191**	**458**
	2018	16	171	218	**187**	406
	2019	10	160	174	**170**	356
	2020	8	136	260	**144**	404
	2021	9	151	225	**160**	385
	2022	8	144	236	**152**	388
	2018-2022 average	**10**	**152**	**223**	**163**	**388**
Argyll/W.Dunb'shire	**2014-18 average**	**8**	**104**	**184**	**112**	**297**
	2018	9	94	136	**103**	241
	2019	10	104	102	**114**	217
	2020	8	50	69	**58**	127
	2021	11	55	69	**66**	135
	2022	10	43	64		117
	2018-2022 average	**10**	**69**	**88**	**85**	**167**
Forth Valley	**2014-18 average**	**7**	**142**	**285**	**149**	**436**
	2018	7	119	199	**126**	327
	2019	13	99	172	**112**	291
	2020	14	63	111	**77**	188
	2021	10	78	113	**88**	201
	2022	7	87	105	**94**	199
	2018-2022 average	**10**	**89**	**140**	**99**	**241**
Dumfries & Galloway	**2014-18 average**	**10**	**96**	**164**	**106**	**271**
	2018	6	109	143	**115**	259
	2019	7	78	110	**85**	199
	2020	5	37	77	**42**	119
	2021	9	66	74	**75**	149
	2022	6	66	118	**72**	190
	2018-2022 average	**7**	**71**	**104**	**78**	**183**
Ayrshire	**2014-18 average**	**11**	**170**	**336**	**181**	**518**
	2018	8	162	264	**170**	435
	2019	10	144	200	**154**	354
	2020	5	96	156	**101**	257
	2021	16	101	116	**117**	233
	2022	16	110	128	**126**	254
	2018-2022 average	**11**	**123**	**173**	**134**	**307**
Greater Glasgow	**2014-18 average**	**11**	**338**	**966**	**349**	**1,319**
	2018	9	306	721	**315**	1,040
	2019	11	294	678	**305**	1007
	2020	15	205	467	**220**	687
	2021	11	214	420	**225**	645
	2022	10	245	435	**255**	690
	2018-2022 average	**11**	**253**	**544**	**264**	**814**

Table 3a

Collisions by police force division and severity
Years:2014-18 and 2018-2022 averages, 2018 to 2022

		Fatal	Adjusted serious	Adjusted slight	Fatal & adjusted serious	All severities
Lothians & Borders	**2014-18 average**	**18**	**268**	**554**	**286**	**843**
	2018	19	251	429	**270**	703
	2019	14	212	345	**226**	585
	2020	12	139	228	**151**	379
	2021	15	160	282	**175**	457
	2022	20	164	294	**184**	478
	2018-2022 average	**16**	**185**	**316**	**201**	**520**
Edinburgh	**2014-18 average**	**7**	**280**	**747**	**287**	**1,038**
	2018	5	222	543	**227**	772
	2019	6	230.7	489.3	**237**	741
	2020	6	130	302	**136**	438
	2021	3	148	331	**151**	482
	2022	5	163	339	**168**	507
	2018-2022 average	**5**	**179**	**401**	**184**	**588**
Highlands & Islands	**2014-18 average**	**21**	**149**	**272**	**170**	**443**
	2018	24	162	250	**186**	437
	2019	26	166	214	**192**	407
	2020	15	98	135	**113**	248
	2021	16	103	130	**119**	249
	2022	27	98	107	**125**	232
	2018-2022 average	**22**	**125**	**167**	**147**	**315**
Fife	**2014-18 average**	**9**	**122**	**255**	**131**	**387**
	2018	9	118	200	**127**	328
	2019	14	125	165.1	**139**	304
	2020	11	95	139	**106**	245
	2021	2	76	138	**78**	216
	2022	8	78	148	**86**	234
	2018-2022 average	**9**	**98**	**158**	**107**	**265**
Renfrewshire/Inverclyde	**2014-18 average**	**5**	**98**	**254**	**104**	**359**
	2018	4	88	196	**92**	290
	2019	3	99	157	**102**	262
	2020	4	48	110	**52**	162
	2021	4	51	86	**55**	141
	2022	5	62	87	**67**	154
	2018-2022 average	**4**	**70**	**127**	**74**	**202**
Lanarkshire	**2014-18 average**	**16**	**239**	**632**	**255**	**889**
	2018	19	212	527	**231**	765
	2019	17	212	444	**229**	680
	2020	16	139	267	**155**	422
	2021	13	121	252	**134**	386
	2022	14	148	282	**162**	444
	2018-2022 average	**16**	**166**	**354**	**182**	**539**

1. In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.

Reported collisions by road type and severity 2014-18 and 2018 to 2022 averages, 2018 to 2022

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										
2018	46	3	49	41	19	20	21	101	150	33
2019	46	4	50	37	17	22	31	107	157	32
2020	38	1	39	25	22	18	27	92	131	30
2021	36	4	40	34	13	23	26	96	135	30
2022	53	1	54	39	15	18	27	99	153	35
Adjusted serious										
2018	376	52	427	309	393	279	807	1,787	2,215	19
2019	341	44	384	323	374	221	792	1,711	2,095	18
2020	195	33	228	203	256	162	514	1,135	1,363	17
2021	253	32	285	208	269	170	513	1,160	1,445	20
2022	247	28	275	235	280	174	563	1,252	1,527	18
All Severities										
2018	1,046	171	1,217	711	1,319	638	2,547	5,215	6,432	19
2019	896	141	1,037	710	1,180	508	2,339	4,737	5,774	18
2020	557	96	653	470	781	393	1,599	3,243	3,896	17
2021	673	101	774	467	762	386	1,519	3,134	3,908	20
2022	666	86	752	543	814	393	1,632	3,382	4,134	18
(b) annual averages										
Fatal										
2014-18 average	49	3	52	42	18	20	28	108	161	33
2018 to 2022 average	44	3	46	35	17	20	26	99	145	32
Adjusted serious										
2014-18 average	373	54	427	333	445	305	930	2,012	2,439	17
2018 to 2022 average	282	38	320	256	314	201	638	1,409	1,729	19
All Severities										
2014-18 average	1,187	189	1,376	866	1,601	750	3,249	6,467	7,843	18
2018 to 2022 average	768	119	887	580	971	464	1,927	3,942	4,829	18
(c) Per cent changes										
2022 on 2021										
Fatal	47	-75	35	15	15	-22	4	3	13	
Adjusted serious	-2	-13	-4	13	4	2	10	8	6	
All Severities	-1	-15	-3	16	7	2	7	8	6	
2022 on 2014-18 average										
Fatal	8	-67	3	-8	-18	-11	-2	-9	-5	
Adjusted serious	-34	-48	-36	-29	-37	-43	-39	-38	-37	
All Severities	-44	-54	-45	-37	-49	-48	-50	-48	-47	
2018 to 2022 average on 2014-18 average										
Fatal	-11	-13	-11	-17	-7	0	-4	-9	-10	
Serious [1]	-24	-30	-25	-23	-29	-34	-31	-30	-29	
All Severities	-35	-37	-36	-33	-39	-38	-41	-39	-38	

(a) Reported collisions by severity and road class for built-up and non built-up roads
Years: 2014-18 and 2018 to 2022 averages, 2013 to 2022

	Major roads						Minor roads			All roads
	Motor-ways	Trunk A roads		LA A roads						
		Non built up	Built up	Non built up	Built up	All major roads	Built up	Non built up	All minor roads	
Fatal										
2014-18 ave	**8**	**41**	**3**	**42**	**18**	**113**	**28**	**20**	**48**	**161**
2013	8	48	5	36	16	113	23	23	46	159
2014	8	46	4	38	19	115	44	22	66	181
2015	9	38	5	45	16	113	26	18	44	157
2016	9	53	2	46	17	127	25	23	48	175
2017	4	33	1	41	21	100	22	18	40	140
2018	9	37	3	41	19	109	21	20	41	150
2019	10	36	4	37	17	104	31	22	53	157
2020	9	29	1	25	22	86	27	18	45	131
2021	13	23	4	34	13	87	26	23	49	136
2022	4	49	1	39	15	108	27	18	45	153
2018 to 2022 ave	**9**	**35**	**3**	**35**	**17**	**99**	**26**	**20**	**47**	**145**
Adjusted serious										
2014-18 ave	**80**	**293**	**54**	**333**	**445**	**1,205**	**930**	**305**	**1,234**	**2,439**
2013	65	306	54	412	433	1,271	1016	306	1,322	2,592
2014	69	297	59	366	452	1,242	1039	346	1,384	2,626
2015	98	303	56	335	463	1,254	976	311	1,287	2,542
2016	77	291	51	351	464	1,233	980	306	1,286	2,518
2017	76	280	52	304	454	1,166	847	282	1,128	2,295
2018	80	296	52	309	393	1,129	807	279	1,086	2,215
2019	88	252	44	323	374	1,082	792	221	1,013	2,095
2020	42	153	33	203	256	687	514	162	676	1,363
2021	69	184	32	208	269	762	513	170	683	1,445
2022	82	165	28	235	280	790	563	174	737	1,527
2018 to 2022 ave	**72**	**210**	**38**	**256**	**314**	**890**	**638**	**201**	**839**	**1,729**
All severities										
2014-18 ave	**370**	**817**	**189**	**866**	**1,601**	**3,844**	**3,249**	**750**	**3,999**	**7,843**
2013	330	936	213	1,109	1,728	4,316	3,806	852	4,658	8,974
2014	355	903	207	989	1,737	4,191	3,759	883	4,642	8,833
2015	438	870	199	958	1,672	4,137	3,530	810	4,340	8,477
2016	389	853	202	901	1,755	4,100	3,509	746	4,255	8,355
2017	347	734	166	772	1,524	3,543	2,902	673	3,575	7,118
2018	320	726	171	711	1,319	3,247	2,547	638	3,185	6,432
2019	306	590	141	710	1,180	2,927	2,339	508	2,847	5,774
2020	172	385	96	470	781	1,904	1,599	393	1,992	3,896
2021	239	434	101	467	762	2,003	1,519	386	1,905	3,908
2022	232	434	86	543	814	2,109	1,632	393	2,025	4,134
2018 to 2022 ave	**254**	**514**	**119**	**580**	**971**	**2,438**	**1,927**	**464**	**2,391**	**4,829**

(b) Reported collision rates by severity and road class for built-up and non built-up roads
rates per 100 million vehicle km [1]

Years: 2014-18 and 2018-2022 averages, 2013 to 2022

	Major roads						Minor roads			All roads
	Motor-ways	Trunk A roads		LA A roads		All major roads			All minor roads	
		Non built up[1]	Built up[1]	Non built up[1]	Built up[1]		Built up[1]	Non Built up[1]		
Fatal										
14-18ave	**0.10**	**0.47**	**0.23**	**0.55**	**0.38**	**0.37**	**0.35**	**0.25**	**0.30**	**0.34**
2013	0.11	0.55	0.52	0.47	0.36	0.39	0.31	0.32	0.31	0.36
2014	0.11	0.53	0.41	0.48	0.42	0.39	0.55	0.30	0.43	0.40
2015	0.12	0.43	0.52	0.56	0.36	0.38	0.32	0.24	0.28	0.35
2016	0.11	0.58	0.20	0.56	0.37	0.41	0.29	0.31	0.30	0.37
2017	0.05	0.38	0.05	0.55	0.38	0.32	0.29	0.20	0.24	0.29
2018	0.11	0.42	0.17	0.58	0.36	0.35	0.28	0.22	0.25	0.31
2019	0.12	0.40	0.23	0.51	0.31	0.32	0.42	0.24	0.32	0.32
2020	0.14	0.44	0.08	0.45	0.53	0.36	0.43	0.24	0.32	0.35
2021	0.18	0.29	0.25	0.60	0.26	0.32	0.41	0.24	0.31	0.31
2022	0.05	0.56	0.06	0.64	0.28	0.36	0.40	0.18	0.26	0.32
18-22ave	**0.11**	**0.42**	**0.16**	**0.55**	**0.34**	**0.34**	**0.39**	**0.22**	**0.29**	**0.32**
Adjusted serious										
14-18ave	**1.01**	**3.31**	**4.15**	**4.31**	**9.13**	**3.93**	**11.69**	**3.78**	**7.70**	**5.23**
2013	0.90	3.49	5.63	5.38	9.87	4.37	13.61	4.25	9.01	5.93
2014	0.92	3.4	6.1	4.66	10.09	4.22	13.05	4.69	9.03	5.87
2015	1.31	3.4	5.84	4.17	10.28	4.2	11.99	4.23	8.3	5.6
2016	0.98	3.17	5.21	4.24	10.06	4	11.47	4.1	8.04	5.38
2017	0.94	3.24	2.86	4.1	8.31	3.71	11.01	3.15	6.78	4.78
2018	0.94	3.34	2.92	4.37	7.37	3.58	10.86	3.02	6.52	4.6
2019	1.02	2.77	2.5	4.42	6.94	3.36	10.80	2.41	6.14	4.3
2020	0.67	2.31	2.5	3.66	6.19	2.87	8.16	2.12	4.85	3.6
2021	0.93	2.35	1.97	3.65	5.48	2.77	8.07	1.78	4.29	3.33
2022	0.99	1.87	1.59	3.85	5.2	2.6	8.28	1.7	4.33	3.22
18-22ave	**0.92**	**2.55**	**2.29**	**4.03**	**6.25**	**3.06**	**9.32**	**2.20**	**5.24**	**3.83**
All severities										
14-18ave	**4.70**	**9.23**	**14.52**	**11.21**	**32.84**	**12.55**	**40.85**	**9.30**	**24.96**	**16.81**
2013	4.54	10.68	22.20	14.46	39.36	14.86	50.99	11.83	31.77	20.53
2014	4.78	10.35	21.44	12.59	38.79	14.23	47.21	11.98	30.28	19.73
2015	5.86	9.77	20.73	11.93	37.15	13.85	43.35	11.01	28	18.68
2016	4.97	9.31	20.45	10.91	38.08	13.29	41.06	10.01	26.6	17.84
2017	4.31	8.5	9.06	10.4	27.88	11.28	37.74	7.52	21.49	14.82
2018	3.76	8.2	9.69	10.04	24.77	10.29	34.27	6.93	19.14	13.35
2019	3.54	6.48	8.09	9.71	21.86	9.09	31.89	5.54	17.25	11.85
2020	2.73	5.81	7.28	8.47	18.87	7.95	25.40	5.14	14.29	10.28
2021	3.22	5.54	6.21	8.19	15.52	7.28	23.88	4.04	11.98	9.00
2022	2.79	4.93	4.87	8.9	15.11	6.94	23.99	3.85	11.91	8.73
18-22ave	**3.24**	**6.23**	**7.24**	**9.14**	**19.30**	**8.37**	**28.15**	**5.06**	**14.94**	**10.70**

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 collisions. Therefore, these rates are approximations: the "non-built up" rate is the number of collisions 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.

Table 5 **COLLISIONS**

(c) Reported collision rates on all roads by police force area and severity
Years: 2014-18 and 2018-2022 averages

Severity/ Police force area	Trunk roads	Local Authority roads	All Roads
Reported collision rate per 100 million vehicle km - for 2014-18 average			
Fatal			
North East [1]	0.3	0.5	0.4
Tayside	0.3	0.5	0.4
Argyll & West Dunbartonshire	0.7	0.3	0.5
Forth Valley	0.2	0.2	0.2
Dumfries & Galloway	0.4	0.5	0.5
Ayrshire	0.4	0.4	0.4
Greater Glasgow	0.0	0.3	0.2
Lothians & Scottish Borders	0.4	0.4	0.4
Edinburgh	0.0	0.3	0.2
Highlands & Islands	0.6	0.6	0.6
Fife	0.3	0.3	0.3
Renfrewshire & Inverclyde	0.1	0.3	0.3
Lanarkshire	0.2	0.4	0.3
Scotland	**0.3**	**0.4**	**0.3**
Adjusted serious			
North East [1]	2.7	6.0	5.0
Tayside	1.8	5.7	3.9
Argyll & West Dunbartonshire	6.7	6.3	6.4
Forth Valley	2.4	5.5	4.4
Dumfries & Galloway	2.3	8.4	4.5
Ayrshire	3.6	7.1	5.8
Greater Glasgow	1.1	10.2	6.9
Lothians & Scottish Borders	2.5	7.3	5.6
Edinburgh	2.0	12.0	9.3
Highlands & Islands	3.8	4.9	4.4
Fife	2.2	4.8	4.0
Renfrewshire & Inverclyde	1.9	6.5	4.7
Lanarkshire	1.3	6.3	4.1
Scotland	**2.4**	**7.0**	**5.2**
All severities			
North East [1]	6.7	13.2	11.3
Tayside	4.7	15.0	10.3
Argyll & West Dunbartonshire	17.1	19.2	18.4
Forth Valley	7.0	17.0	13.5
Dumfries & Galloway	6.8	23.0	12.6
Ayrshire	10.5	22.1	17.7
Greater Glasgow	6.6	38.6	27.0
Lothians & Scottish Borders	8.2	22.9	17.8
Edinburgh	8.9	43.7	34.6
Highlands & Islands	10.7	14.9	12.9
Fife	7.6	15.0	12.8
Renfrewshire & Inverclyde	8.4	23.0	17.1
Lanarkshire	5.5	22.8	15.1
Scotland	**7.6**	**22.6**	**16.8**

1. In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.

(c) Reported collision rates on all roads by police force area and severity
Years: 2014-18 and 2018-2022 averages

Severity/ Police force area	Trunk roads	Local Authority roads	All Roads
Reported collision rate per 100 million vehicle km - for 2018-22 avera			
Fatal			
North East [1]	0.3	0.3	0.3
Tayside	0.2	0.3	0.2
Argyll & West Dunbartonshire	0.8	0.5	0.6
Forth Valley	0.3	0.4	0.3
Dumfries & Galloway	0.2	0.5	0.3
Ayrshire	0.3	0.5	0.4
Greater Glasgow	0.1	0.3	0.2
Lothians & Scottish Borders	0.3	0.4	0.4
Edinburgh	0.1	0.2	0.2
Highlands & Islands	0.6	0.7	0.6
Fife	0.2	0.4	0.3
Renfrewshire & Inverclyde	0.1	0.3	0.2
Lanarkshire	0.2	0.4	0.3
Scotland	**0.3**	**0.4**	**0.3**
Adjusted serious			
North East [1]	1.9	3.2	2.9
Tayside	1.6	5.4	3.6
Argyll & West Dunbartonshire	4.8	4.3	4.5
Forth Valley	1.7	3.6	2.9
Dumfries & Galloway	1.9	6.3	3.4
Ayrshire	2.7	5.3	4.4
Greater Glasgow	1.1	8.0	5.4
Lothians & Scottish Borders	1.7	5.2	4.0
Edinburgh	1.4	8.2	6.1
Highlands & Islands	2.8	4.6	3.7
Fife	1.7	4.3	3.4
Renfrewshire & Inverclyde	1.5	5.0	3.4
Lanarkshire	1.1	4.4	2.9
Scotland	**1.8**	**5.2**	**3.8**
All severities			
North East [1]	3.8	6.5	5.8
Tayside	3.9	13.9	9.2
Argyll & West Dunbartonshire	10.1	11.4	10.9
Forth Valley	4.4	9.8	7.9
Dumfries & Galloway	4.7	16.3	8.8
Ayrshire	6.4	13.6	10.9
Greater Glasgow	4.5	25.1	17.5
Lothians & Scottish Borders	5.4	14.4	11.3
Edinburgh	5.2	26.7	20.2
Highlands & Islands	7.3	11.3	9.3
Fife	4.9	11.3	9.2
Renfrewshire & Inverclyde	4.6	14.2	9.9
Lanarkshire	3.9	14.0	9.4
Scotland	**5.0**	**14.4**	**10.7**

1. In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberd

Table 6

Collisions by severity, month and road type, 2018 to 2022 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**	3	2	2	3	3	12	6.4	4.5	8.7	19.5	10.4	8.5
	February	3	1	1	0	3	9	7.5	4.3	5.3	1.2	9.8	6.1
	March	3	3	2	1	3	11	7.6	7.9	7.8	5.7	9.7	7.9
	April	3	2	1	1	1	9	6.1	7	7	5.9	5.4	6.3
	May	2	3	2	1	3	10	4.2	8.4	7.8	4.6	10.4	6.9
	June	3	2	2	1	1	10	7	5.8	10	7.1	5.4	6.9
	July	7	5	2	2	2	17	14.4	14	10.7	10.3	6.0	11.8
	August	6	5	1	1	2	14	12.3	14	5.8	4.6	6	9.7
	September	4	2	4	2	2	15	8.3	7	20.1	13	8.5	10.2
	October	5	3	0	1	3	12	10.2	9.5	1.9	5.7	9.7	8.3
	November	3	3	2	2	2	12	7	7.5	11	11.9	8.5	8.5
	December	4	3	1	2	3	13	8.9	10.1	3.9	10.3	10.4	8.9
	Year total	46	35	20	17	26	143	100	100	100	100	100	100
Adjusted serious	**January**	24	16	14	23	49	126	7.7	6.4	6.9	7.5	7.8	7.4
	February	24	17	16	23	52	132	7.7	6.5	8	7.5	8.2	7.7
	March	17	17	13	23	44	115	5.5	6.7	6.8	7.3	7.1	6.7
	April	17	22	16	23	48	126	5.3	8.7	8.3	7.4	7.7	7.4
	May	24	27	16	24	50	142	7.8	10.7	8.1	7.9	7.9	8.3
	June	30	26	21	31	51	158	9.6	10	10.8	9.9	8.1	9.3
	July	32	24	20	22	50	148	10.4	9.4	9.9	7.2	8	8.7
	August	34	28	22	28	64	176	11.1	10.8	11.2	9	10.1	10.3
	September	31	26	22	28	49	156	10	10	11.2	9	7.9	9.2
	October	28	21	16	32	57	152	8.9	8.1	7.9	10.3	9	8.9
	November	28	16	12	29	64	148	8.8	6.4	5.9	9.3	10.2	8.7
	December	23	16	10	24	51	124	7.3	6.3	5.1	7.6	8.1	7.3
	Year total	312	255	198	310	629	1704	100	100	100	100	100	100
Total	**January**	71	42	34	75	162	384	8.2	7.2	7.5	7.8	8.5	8.1
	February	73	45	40	81	156	395	8.4	7.8	8.7	8.4	8.2	8.3
	March	57	41	29	70	149	346	6.6	7.1	6.3	7.3	7.8	7.3
	April	50	48	34	71	147	350	5.8	8.3	7.4	7.4	7.7	7.3
	May	67	49	35	80	147	378	7.7	8.5	7.7	8.3	7.7	7.9
	June	70	53	45	86	155	409	8	9.2	9.9	9.0	8.1	8.6
	July	84	53	45	74	143	399	9.7	9.1	9.8	7.7	7.5	8.4
	August	92	61	46	87	180	465	10.6	10.5	10	9.1	9.5	9.8
	September	81	51	46	84	159	420	9.3	8.8	10.1	8.8	8.4	8.8
	October	78	51	36	90	170	424	9	8.8	7.8	9.4	9	8.9
	November	75	42	35	88	184	424	8.7	7.3	7.7	9.2	9.7	8.9
	December	69	43	33	74	148	367	8	7.5	7.2	7.7	7.8	7.7
	Year total	866	579	457	958	1,900	4,760	100	100	100	100	100	100

BUP=Built-up NBUP=Non Built-up

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

Collisions by light condition, road surface condition(1), severity
Built-up and non built-up roads,
2014-18 and 2018-2022 averages, 2018 to 2022

		Built-up			Non Built-up			Total		
		Fatal	adjusted serious	Total	Fatal	adjusted serious	Total	Fatal	adjusted serious	Total
Daylight	**2014-18 ave**	**30**	**1016**	**3,721**	**76**	**750**	**2,082**	**106**	**1,766**	**5,803**
	2018	28	890	2,991	74	723	1,767	102	1,613	4,758
	2019	30	871	2,688	81	657	1,560	111	1,528	4,248
	2020	24	554	1,768	47	399	993	71	953	2,761
	2021	28	613	1,784	66	481	1,135	94	1,094	2,919
	2022	18	601	1,874	67	487	1,175	85	1,088	3,049
	2018-22 ave	**26**	**706**	**2,221**	**67**	**549**	**1,326**	**93**	**1,255**	**3,547**
Darkness	**2014-18 ave**	**19**	**413**	**1,319**	**35**	**260**	**721**	**55**	**673**	**2,040**
	2018	15	361	1,046	33	241	628	48	602	1,674
	2019	22	339	972	24	228	554	46	567	1,526
	2020	26	249	708	34	161	427	60	410	1,135
	2021	15	201	598	27	150	391	42	351	989
	2022	25	270	658	43	169	427	68	439	1,085
	2018-22 ave	**21**	**284**	**796**	**32**	**190**	**485**	**53**	**474**	**1,282**
Dry	**2014-18 ave**	**26**	**931**	**3,250**	**66**	**550**	**1,454**	**92**	**1,481**	**4,703**
	2018	28	840	2,704	70	564	1,309	98	1,403	4,013
	2019	32	799	2,444	62	506	1,186	94	1,305	3,630
	2020	28	502	1,549	34	311	727	62	813	2,276
	2021	30	560	1,706	59	415	948	89	975	2,654
	2022	26	568	1,715	67	412	966	93	980	2,681
	2018-22 ave	**29**	**654**	**2,024**	**58**	**442**	**1,027**	**87**	**1,095**	**3,051**
Wet/damp/flood	**2014-18 ave**	**22**	**474**	**1,672**	**44**	**404**	**1,162**	**66**	**878**	**2,834**
	2018	15	383	1,195	36	336	881	51	719	2,076
	2019	20	391	1,151	42	340	821	62	731	1,972
	2020	22	292	902	44	227	606	66	519	1,508
	2021	13	239	620	30	186	492	43	425	1,112
	2022	16	287	767	42	211	553	58	498	1,320
	2018-22 ave	**17**	**318**	**927**	**39**	**260**	**671**	**56**	**578**	**1,598**
Snow/frost/ice	**2014-18 ave**	**1**	**23**	**115**	**2**	**56**	**184**	**3**	**79**	**299**
	2018	-	27	129	1	60	192	1	87	321
	2019	-	21	64	1	38	107	1	59	171
	2020	-	9	23	3	22	87	3	31	110
	2021	-	15	56	4	30	86	4	45	142
	2022	1	16	48	1	33	83	2	49	131
	2018-22 ave	**0**	**18**	**64**	**2**	**37**	**111**	**2**	**54**	**175**
All conditions	**2014-18 ave**	**49**	**1,429**	**5,040**	**112**	**1,010**	**2,803**	**161**	**2,439**	**7,843**
	2018	43	1251	4,037	107	963	2,395	150	2,215	6,432
	2019	52	1210	3,660	105	885	2,114	157	2,095	5,774
	2020	50	803	2,476	81	560	1,420	131	1,363	3,896
	2021	43	814	2,382	93	631	1,526	136	1,445	3,908
	2022	43	871	2,532	110	656	1,602	153	1,527	4,134
	2018-22 ave	**46**	**990**	**3,017**	**99**	**739**	**1,811**	**145**	**1,729**	**4,829**

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 collisions 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

Collisions by junction detail and severity separately for built-up and non built-up roads
Years: 2018-2022 average

		Fatal	Adjusted serious	Adjusted slight	All severities	Fatal %	Adjusted serious %	Adjusted slight %	All severities %
Built-up	More than 20m from junction	22	402	711	1,144	48.5	40.6	36.2	37.9
	Roundabout	1	62	169	234	2.2	6.2	8.6	7.7
	Mini-roundabout	1	9	26	36	2.2	0.9	1.3	1.2
	T/Y staggered junc	12	294	589	900	25.5	29.7	30	29.8
	Slip road	0	6	13	19	0.4	0.6	0.6	0.6
	Cross roads	5	101	219	326	10.0	10.2	11.2	10.8
	Junction>4 arms(not rd'about)	1	19	44	64	1.7	1.9	2.3	2.1
	Private drive	1	13	29	44	2.6	1.3	1.5	1.4
	Other junction	3	85	161	250	6.9	8.6	8.2	8.3
	Total	46	990	1962	3017	100	100	100	100
Non Built-up	More than 20m from junction	79	523	659	1265	79.2	70.8	68.2	69.8
	Roundabout	1	26	61	88	0.8	3.5	6.3	4.9
	Mini-roundabout	-	0	0	1	-	0	0	0.0
	T/Y staggered junc	10	100	123	234	10.1	13.5	12.7	12.9
	Slip road	1	15	31	48	1.2	2	3.3	2.7
	Cross roads	2	25	26	53	1.6	3.3	2.7	2.9
	Junction>4 arms(not rd'about)	1	3	5	8	0.6	0.4	0.5	0.4
	Private drive	1	13	18	33	1.2	1.8	1.9	1.8
	Other junction	5	34	43	83	5.2	4.6	4.5	4.6
	Total	99	739	966	1,811	100.0	100	100	100.0
Total built-up/non built-up	More than 20m from junction	101	925	1370	2409	69.5	53.5	46.8	49.9
	Roundabout	2	87	230	322	1.2	5.1	7.9	6.7
	Mini-roundabout	1	9	26	37	0.7	0.5	0.9	0.8
	T/Y staggered junc	22	394	712	1,134	15.0	22.8	24.3	23.5
	Slip road	1	21	44	67	1.0	1.2	1.5	1.4
	Cross roads	6	125	245	379	4.3	7.3	8.4	7.8
	Junction>4 arms(not rd'about)	1	22	49	72	1.0	1.2	1.7	1.5
	Private drive	2	27	47	76	1.7	1.5	1.6	1.6
	Other junction	8	119	204	333	5.8	6.9	7	6.9
	Total	145	1729	2928	4,829	100.0	100	100	100.0

Collision Costs: Details of Calculations

Tables 9 to 11 refer.

The Department for Transport estimate the values assigned to the cost of road casualties and collisions in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and collisions in road schemes.

The valuation of casualty costs calculated for Great Britain for all levels of severity are based on a willingness to pay human cost approach. This is intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost.

Types of Costs

The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs.

The cost of an collision 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: 2022

Scotland analysis

The average cost per collision in Scotland and the total cost of all collisions 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 collisions in Scotland. The average costs per collision for Great Britain and Scotland differ because of differences in the average numbers of casualties per collision, and the proportions of fatal and serious casualties in an collision.

Also estimated are the number of damage only collisions and their average costs.

Figures are presented in constant 2022 prices. Therefore estimates of values in earlier years have been calculated by applying 2022 values to previous years.

Further information on 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.gov.uk
Tel: 020 7944 6177

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2021 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	2,250,876	252,935	19,499	92,168

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

		Collision Severity			
		Fatal	Serious	Slight	Damage only
Casualty related costs for GB:					
Lost output		836,501	33,251	3,920	
Medical/ambulance		7,364	19,982	1,663	
Pain, grief, suffering		1,643,646	226,841	18,679	
Police and damage to property costs for GB:					
Police/administration		24,457	2,844	734	48
Insurance		413	257	156	74
Damage to property	Total	15,056	6,775	3,974	2,563
	- Motorways	23,220	19,812	10,024	3,496
	- Non built-up roads	18,254	8,321	5,516	3,637
	- Built-up roads	10,763	5,768	3,403	2,433
Total costs per collision for GB		2,527,520	289,949	29,127	2,686

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

Table 10

Cost per collision by road type and severity in Scotland (£) for 2022 at 2022 prices

Category of road	Collision Severity			Average for all injury collisions	Damage only	Average for all collisions
	Fatal	Serious	Slight			
Non built-up roads	2,778,249	323,438	33,831	367,512	3,685	45,029
Built-up roads	2,441,020	286,708	28,203	158,104	2,481	10,803
Motorways	2,298,553	318,788	38,671	176,641	3,544	23,672
All roads	**2,670,931**	**302,237**	**30,409**	**228,542**	**2,738**	**17,942**
Trunk roads only	2,843,149	319,781	34,674	344,682	3,369	37,827

Table 11

Total estimated collision costs in Scotland (£ million) at 2022 prices, by severity
Years: 2012 to 2022

	Injury Road Collisions							Damage only	All collisions
	Motorway	Non built-up	Built-up	All injury collisions	Fatal	Serious	Slight		
2012	37.7	559.2	569.8	**1,166.8**	417.1	516.0	233.7	373.9	**1,540.6**
2013	42.0	547.7	465.3	**1,054.9**	414.0	424.8	216.0	344.5	**1,399.4**
2014	41.7	549.8	537.1	**1,128.6**	480.9	437.1	210.6	339.8	**1,468.3**
2015	56.9	494.0	468.0	**1,018.9**	395.3	419.2	204.4	324.8	**1,343.7**
2016	52.5	584.8	453.3	**1,090.6**	462.4	429.3	198.9	322.4	**1,413.0**
2017	33.4	465.2	428.9	**927.5**	345.9	412.0	169.6	273.6	**1,201.1**
2018	51.1	487.1	400.2	**938.3**	383.1	409.4	145.9	245.5	**1,183.9**
2019 1	56.0	484.8	460.9	**1,001.6**	393.5	488.6	119.5	220.9	**1,222.6**
2020 1	40.4	369.2	393.1	**802.7**	334.9	396.2	71.6	149.2	**951.9**
2021 1	65.0	389.2	370.3	**824.5**	334.2	420.9	69.3	148.0	**972.5**
2022 1	41.0	503.5	400.3	**944.8**	408.7	461.5	74.6	156.8	**1,101.6**

1. Due to changes in the the way casualty severities are recorded, figures for serious and slight collisions in 2019 and 2020 onwards are not comparable with pr

Vehicles involved in reported injury collisions by type
Years: 2014-18 and 2018-22 averages and 2012-2022

Year	Pedal cycle	Motor cycle [1, 2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
										numbers
2014-18 average	**794**	**724**	**10,196**	**270**	**40**	**367**	**844**	**341**	**183**	**13,760**
2012	934	891	12,214	333	54	520	806	453	325	16,530
2013	919	791	11,220	327	39	469	876	408	252	15,301
2014	924	846	11,191	310	43	433	878	419	246	15,290
2015	829	757	10,935	270	37	389	886	384	189	14,676
2016	809	728	11,077	304	52	396	910	322	154	14,752
2017	752	630	9,406	264	37	320	787	305	172	12,673
2018	658	657	8,373	203	32	299	760	274	155	11,411
2019	606	537	7,492	250	27	246	603	239	189	10,189
2020	628	426	4,668	126	13	114	397	146	166	6,684
2021	523	459	4,782	134	16	134	433	146	220	6,847
2022	492	474	5,059	148	16	137	468	170	235	7,199
2012-22 average	**581**	**511**	**6,075**	**172**	**21**	**186**	**532**	**195**	**193**	**8,466**
Per cent changes:										
2022 on 2021	-6	3	6	10	0	2	8	16	7	5
2022 on 2014-18 average	-38	-34	-50	-45	-60	-63	-45	-50	28	-48

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

Vehicles involved in reported injury collisions, traffic volumes and vehicle involvement rates, by vehicle type and severity of collision
Years: 2011 to 2022, and 2014-18 and 2018-2022 averages

	Pedal cycle	Motorcycle [3]	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(a) vehicles involved in fatal and serious collisions							*number*
14-18 average	**300**	**438**	**2,963**	**125**	**250**	**130**	**4,278**
2011	292	470	3,344	188	211	161	4,788
2012	326	520	3,393	181	234	165	4,915
2013	312	436	3,029	152	217	156	4,389
2014	315	500	3,084	129	259	153	4,538
2015	311	425	3,055	122	260	149	4,384
2016	296	425	3,143	149	255	120	4,447
2017	300	410	2,813	108	240	110	4,053
2018	275	430	2,718	119	235	118	3,968
2019	256	357	2,617	89	219	101	3,711
2020	269	271	1,586	47	143	65	2,438
2021	213	314	1,735	58	149	66	2,619
2022	194	312	1,899	60	185	88	2,838
2018-22 average	**241**	**337**	**2,111**	**75**	**186**	**87**	**3,115**
(b) vehicles involved - all severities of reported collision							
14-18 average	**794**	**724**	**10,467**	**408**	**844**	**341**	**13,760**
2011	855	827	12,787	669	785	465	16,752
2012	934	891	12,547	574	806	453	16,530
2013	919	791	11,547	508	876	408	15,301
2014	924	846	11,501	476	878	419	15,290
2015	829	757	11,205	426	886	384	14,676
2016	809	728	11,381	448	910	322	14,752
2017	752	630	9,670	357	787	305	12,673
2018	658	657	8,576	331	760	274	11,411
2019	606	537	7,742	273	603	239	10,189
2020	628	426	4,794	127	397	146	6,684
2021	523	459	4,916	150	433	146	6,847
2022	492	474	5,207	153	468	170	7,199
2018-22 average	**581**	**511**	**6,247**	**207**	**532**	**195**	**8,466**
(c) traffic volumes [(2)]							*million vehicle kilometres*
14-18 average	**317**	**280**	**35,350**	**540**	**7,602**	**2,555**	**46,645**
2011	291	293	33,323	597	6,099	2,481	43,085
2012	323	264	33,551	610	6,275	2,475	43,498
2013	319	277	33,640	605	6,377	2,492	43,711
2014	358	288	34,293	608	6,750	2,479	44,776
2015	331	285	34,596	587	7,066	2,511	45,374
2016	290	266	35,488	514	7,721	2,562	46,843
2017	294	280	36,076	525	8,257	2,614	48,045
2018	311	282	36,299	466	8,218	2,610	48,187
2019	365	291	36,678	514	8,277	2,587	48,713
2020	597	219	27,032	377	7,398	2,259	37,883
2021	435	243	31,063	424	8,745	2,500	43,410
2022	422	272	34,375	473	9,332	2,505	47,379
2018-22 average	**426**	**262**	**33,089**	**451**	**8,394**	**2,492**	**45,114**

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 collision statistics and those used for the traffic estimates.
3. A new 'unknown cc' motor cycle category was included from 2013 onwards. Previously these vehicles were mistakenly included in the 'other' category. They are now included with motorcycles.

Vehicles involved in reported injury collisions, traffic volumes and vehicle involvement rates, by vehicle type and severity of collision
Years: 2011 to 2022, and 2014-18 and 2018-2022 averages

	Pedal cycle	Motorcycle	Car or taxi	Bus / coach or minibus	Light goods	Heavy goods	All [1]
(d) vehicle involvement rates: fatal and serious collisions						*per million vehicle kilometres*	
14-18 average	**0.95**	**1.56**	**0.08**	**0.23**	**0.03**	**0.05**	**0.09**
2011	**1.00**	**1.60**	**0.10**	**0.32**	**0.03**	**0.06**	**0.11**
2012	**1.01**	**1.97**	**0.10**	**0.30**	**0.04**	**0.07**	**0.11**
2013	**0.98**	**1.57**	**0.09**	**0.25**	**0.03**	**0.06**	**0.10**
2014	**0.88**	**1.73**	**0.09**	**0.21**	**0.04**	**0.06**	**0.10**
2015	**0.94**	**1.49**	**0.09**	**0.21**	**0.04**	**0.06**	**0.10**
2016	**1.02**	**1.60**	**0.09**	**0.29**	**0.03**	**0.05**	**0.09**
2017	**1.02**	**1.47**	**0.08**	**0.21**	**0.03**	**0.04**	**0.08**
2018	**0.88**	**1.52**	**0.07**	**0.26**	**0.03**	**0.05**	**0.08**
2019	**0.70**	**1.22**	**0.07**	**0.17**	**0.03**	**0.04**	**0.08**
2020	**0.45**	**1.24**	**0.06**	**0.12**	**0.02**	**0.03**	**0.06**
2021	**0.49**	**1.29**	**0.06**	**0.14**	**0.02**	**0.03**	**0.06**
2022	**0.46**	**1.15**	**0.06**	**0.13**	**0.02**	**0.04**	**0.06**
2018-22 average	**0.57**	**1.29**	**0.06**	**0.17**	**0.02**	**0.03**	**0.07**
(e) vehicle involvement rates: all severities of collision						*per million vehicle kilometres*	
14-18 average	**2.51**	**2.58**	**0.30**	**0.76**	**0.11**	**0.13**	**0.29**
2011	**2.94**	**2.82**	**0.38**	**1.12**	**0.13**	**0.19**	**0.39**
2012	**2.90**	**3.37**	**0.37**	**0.94**	**0.13**	**0.18**	**0.38**
2013	**2.88**	**2.85**	**0.34**	**0.84**	**0.14**	**0.16**	**0.35**
2014	**2.58**	**2.93**	**0.34**	**0.78**	**0.13**	**0.17**	**0.34**
2015	**2.50**	**2.66**	**0.32**	**0.73**	**0.13**	**0.15**	**0.32**
2016	**2.79**	**2.73**	**0.32**	**0.87**	**0.12**	**0.13**	**0.31**
2017	**2.56**	**2.25**	**0.27**	**0.68**	**0.10**	**0.12**	**0.26**
2018	**2.12**	**2.33**	**0.24**	**0.71**	**0.09**	**0.10**	**0.24**
2019	**1.66**	**1.84**	**0.21**	**0.53**	**0.07**	**0.09**	**0.21**
2020	**1.05**	**1.94**	**0.18**	**0.34**	**0.05**	**0.06**	**0.18**
2021	**1.20**	**1.89**	**0.16**	**0.35**	**0.05**	**0.06**	**0.16**
2022	**1.17**	**1.74**	**0.15**	**0.32**	**0.05**	**0.07**	**0.15**
2018-22 average	**1.36**	**1.95**	**0.19**	**0.46**	**0.06**	**0.08**	**0.19**

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 collision statistics and those used for the traffic estimates.

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

(a) Vehicles involved in reported injury collisions by manoeuvre and type of vehicle
Separately for built-up and non built-up roads
Years: 2018-2022 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total [2]
Built-up										
Reversing	1	0	77	4	0	0	18	1	4	106
Parked	1	1	262	6	1	8	22	5	6	311
Slowing or stopping	8	14	234	8	1	29	15	4	4	317
Moving off	16	9	228	12	1	30	18	5	5	323
U turn	-	2	52	5	0	0	4	0	1	65
Turning/waiting turn left	13	9	190	7	0	8	16	5	6	253
Turning/waiting turn right	36	13	550	23	1	8	33	5	9	679
Changing lane	9	3	36	2	0	2	3	2	0	57
Overtaking	26	24	90	2	1	3	6	2	4	159
Going round bend	24	22	207	7	0	6	15	6	4	291
Waiting/going ahead	364	150	1,736	75	7	67	126	26	46	2,596
Total[(2)]	**497**	**245**	**3,663**	**151**	**13**	**161**	**276**	**62**	**90**	**5,157**
Non built-up										
Reversing	-	-	3	0	-	-	1	0	1	5
Parked	-	-	31	0	1	1	6	6	5	50
Slowing or stopping	2	13	189	2	1	1	21	7	6	241
Moving off	1	3	45	0	0	1	4	2	3	59
U turn	-	1	9	0	-	-	1	0	1	12
Turning/waiting turn left	1	5	39	0	0	1	4	1	4	56
Turning/waiting turn right	6	6	186	2	-	1	18	5	16	239
Changing lane	1	5	46	0	-	0	7	8	3	71
Overtaking	1	34	113	0	1	1	10	1	4	166
Going round bend	12	97	489	4	1	5	39	22	16	685
Waiting/going ahead	61	103	1,261	12	5	13	145	79	45	1,724
Total[(2)]	**84**	**266**	**2,412**	**22**	**8**	**25**	**256**	**133**	**103**	**3,309**
Total										
Reversing	1	0	79	5	0	0	19	2	5	111
Parked	1	1	293	6	2	9	28	12	11	361
Slowing or stopping	10	27	423	10	2	30	36	11	10	558
Moving off	17	11	273	12	1	31	22	7	8	382
U turn	-	2	61	5	0	0	5	1	2	76
Turning/waiting turn left	14	13	229	8	0	8	20	6	10	309
Turning/waiting turn right	42	18	736	25	1	9	51	10	25	918
Changing lane	10	7	83	3	0	2	10	10	3	128
Overtaking	27	58	204	3	1	4	16	3	8	325
Going round bend	35	119	695	10	1	12	54	28	20	976
Waiting/going ahead	424	253	2,997	87	11	80	272	104	92	4,320
Total[(2)]	**581**	**511**	**6,075**	**172**	**21**	**186**	**532**	**195**	**193**	**8,466**

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 collisions by junction detail and type of vehicle
Separately for built-up and non built-up roads
Years: 2018-2022 average

	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Built-up										
Over 20m from junction	123	80	1,352	52	5	71	103	26	38	1,851
Roundabout	63	25	282	9	1	10	15	9	5	418
Mini roundabout	7	3	45	2	-	2	4	-	1	64
T/Y or staggered junction	176	82	1,097	48	4	43	89	15	23	1,576
Slip road	3	1	24	2	1	-	2	1	1	34
Crossroads	61	23	433	23	1	19	31	6	8	604
Multiple junction	15	5	74	4	-	4	7	1	3	114
Private drive	7	4	55	1	-	1	6	1	2	76
Other junction	42	21	300	11	1	13	19	5	9	421
Total[(2)]	**497**	**245**	**3,663**	**151**	**13**	**161**	**276**	**62**	**90**	**5,157**
Non built-up										
Over 20m from junction	54	180	1,614	15	6	16	178	102	68	2,233
Roundabout	9	14	114	-	-	2	11	5	3	159
Mini roundabout	-	-	1	-	-	-	-	-	-	1
T/Y or staggered junction	13	36	348	2	1	4	33	12	17	465
Slip road	1	5	74	1	-	1	7	4	2	95
Crossroads	3	5	83	2	1	-	9	2	2	107
Multiple junction	-	2	11	-	-	-	1	-	-	15
Private drive	2	7	44	-	-	-	7	2	3	66
Other junction	2	17	123	1	-	1	10	5	7	168
Total[(2)]	**84**	**266**	**2,412**	**22**	**8**	**25**	**256**	**133**	**103**	**3,309**
Total										
Over 20m from junction	177	260	2,966	67	11	87	281	128	106	4,084
Roundabout	71	39	396	9	1	11	27	14	8	577
Mini roundabout	7	4	46	2	-	2	4	-	1	66
T/Y or staggered junction	190	118	1,445	49	5	47	122	27	39	2,041
Slip road	4	6	98	3	1	1	9	4	3	129
Crossroads	64	27	516	25	2	19	40	8	11	711
Multiple junction	15	7	85	4	-	4	8	2	3	129
Private drive	9	11	99	1	-	1	13	3	5	142
Other junction	45	38	424	11	1	14	29	10	16	589
Total[(2)]	**581**	**511**	**6,075**	**172**	**21**	**186**	**532**	**195**	**193**	**8,466**

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

Cars involved in in reported injury collisions by manoeuvre and type of collision 1
Separately for built-up and non built-up roads
Years: 2018-2022 average

	Type of collision					Type of collision				
	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	2	49	23	3	77	1	7	1	1	2
Parked	1	2	118	140	262	1	0	5	23	7
Slowing or stopping	4	34	139	57	234	3	5	6	10	6
Moving off	5	46	159	17	228	3	7	7	3	6
U Turn	1	3	46	2	52	1	1	2	0	1
Turning/wtg turn left	10	33	134	12	190	6	5	6	2	5
Turning/wtg turn right	9	77	420	44	550	5	12	19	7	15
Changing lane	1	2	29	4	36	1	0	1	1	1
Overtaking	1	17	60	12	90	1	3	3	2	3
Going round bend	49	25	117	15	207	31	4	5	3	6
Going/waiting go ahead	75	372	998	291	1,736	48	56	45	49	47
Total	**159**	**661**	**2,244**	**599**	**3,663**	**100**	**100**	**100**	**100**	**100**
Non built-up										
Reversing	-	1	1	1	3	-	2	0	0	0
Parked	1	-	13	16	31	0	1	1	2	1
Slowing or stopping	5	2	86	97	189	1	5	7	15	8
Moving off	1	1	40	4	45	0	2	3	1	2
U Turn	-	-	7	1	9	-	1	1	0	0
Turning/wtg turn left	7	1	26	5	39	2	2	2	1	2
Turning/wtg turn right	7	-	145	34	186	2	1	11	5	8
Changing lane	4	-	29	13	46	1	1	2	2	2
Overtaking	8	1	71	34	113	2	3	6	5	5
Going round bend	207	5	225	52	489	46	14	18	8	20
Going/waiting go ahead	210	24	627	400	1,261	47	69	49	61	52
Total	**449**	**35**	**1,272**	**656**	**2,412**	**100**	**100**	**100**	**100**	**100**
Total										
Reversing	2	49	24	4	79	0	7	1	0	1
Parked	2	3	132	156	293	0	0	4	12	5
Slowing or stopping	9	36	225	154	423	2	5	6	12	7
Moving off	6	47	198	21	273	1	7	6	2	5
U Turn	1	3	53	3	61	0	1	2	0	1
Turning/wtg turn left	17	34	161	18	229	3	5	5	1	4
Turning/wtg turn right	16	77	565	78	736	3	11	16	6	12
Changing lane	5	2	59	17	83	1	0	2	1	1
Overtaking	9	18	131	46	204	1	3	4	4	3
Going round bend	256	30	342	67	695	42	4	10	5	11
Going/waiting go ahead	285	396	1,626	691	2,997	47	57	46	55	49
Total	**608**	**696**	**3,516**	**1,255**	**6,075**	**100**	**100**	**100**	**100**	**100**

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

Estimated distance between the home of the driver or rider and the location of the injury collision by type of vehicle and police force area in which the reported collision occurred 1
Year: 2022

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedal cycle rider							
Postcode, invalid or not known	7	4	1	1	1	3	12
Driver from elsewhere in the UK	-	-	1	-	1	2	-
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	12	15	2	4	8	4	49
Over 2 up to 5 km	5	7	4	3	-	8	34
Over 5 up to 10 km	-	4	1	5	3	2	12
Over 10 up to 20 km	2	3	-	1	2	-	3
Over 20 up to 50 km	1	1	-	2	-	1	1
Over 50 km	-	3	-	-	1	-	-
Total	**27**	**37**	**9**	**16**	**16**	**20**	**111**
Motorcycle rider							
Postcode, invalid or not known	5	3	3	2	2	6	3
Driver from elsewhere in the UK	2	4	3	2	6	3	1
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	4	13	1	2	4	3	17
Over 2 up to 5 km	6	4	2	5	5	6	19
Over 5 up to 10 km	4	6	-	4	-	7	8
Over 10 up to 20 km	2	4	1	4	1	3	4
Over 20 up to 50 km	5	6	4	5	5	5	1
Over 50 km	7	7	6	6	4	-	1
Total	**35**	**47**	**20**	**30**	**27**	**33**	**54**
Car driver							
Postcode, invalid or not known	41	50	13	44	17	48	72
Driver from elsewhere in the UK	3	16	7	3	16	8	6
Scottish driver, distance not known [4]	-	-	-	-	-	-	2
Vehicle parked and unattended	3	23	4	4	12	15	59
Up to 2 km	49	104	28	58	49	62	218
Over 2 up to 5 km	49	79	13	39	22	49	177
Over 5 up to 10 km	36	63	14	34	29	45	139
Over 10 up to 20 km	38	40	18	24	29	38	109
Over 20 up to 50 km	42	57	20	37	22	44	52
Over 50 km	21	49	19	17	28	14	12
Total	**282**	**481**	**136**	**260**	**224**	**323**	**846**
Other driver or rider [2]							
Postcode, invalid or not known	6	14	3	10	2	12	12
Driver from elsewhere in the UK	5	5	-	2	16	3	2
Scottish driver, distance not known [4]	-	-	2	-	-	-	1
Vehicle parked and unattended	1	2	2	1	4	2	5
Up to 2 km	9	13	3	1	11	6	27
Over 2 up to 5 km	9	14	5	1	4	6	38
Over 5 up to 10 km	9	14	5	6	5	15	32
Over 10 up to 20 km	10	6	4	7	9	12	40
Over 20 up to 50 km	12	11	7	11	4	12	20
Over 50 km	11	19	6	4	6	2	6
Total	**72**	**98**	**37**	**43**	**61**	**70**	**183**
All drivers and riders							
Postcode, invalid or not known	59	71	20	57	22	69	99
Driver from elsewhere in the UK	10	25	11	7	39	16	9
Scottish driver, distance not known [4]	-	-	2	-	-	-	3
Vehicle parked and unattended	4	25	6	5	16	17	64
Up to 2 km	74	145	34	65	72	75	311
Over 2 up to 5 km	69	104	24	48	31	69	268
Over 5 up to 10 km	49	87	20	49	37	69	191
Over 10 up to 20 km	52	53	23	36	41	53	156
Over 20 up to 50 km	60	75	31	55	31	62	74
Over 50 km	39	78	31	27	39	16	19
Total	**416**	**663**	**202**	**349**	**328**	**446**	**1,194**

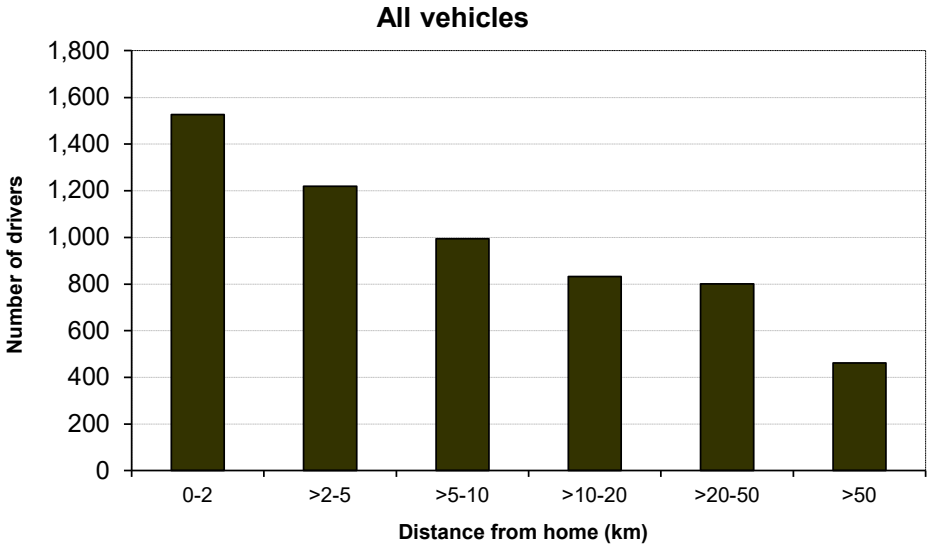
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in this table will not match exactly those of other tables.
4. Due to a problem with the methodology in producing this table, there was an error in with these figures in previous editions of this table.
5. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

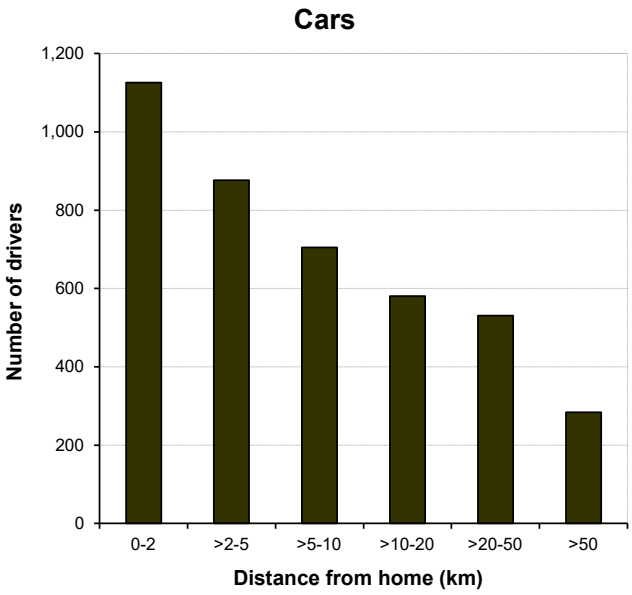
Estimated distance between the home of the driver or rider and the location of the injury collision by type of vehicle and police force area in which the reported collision occurred 1
Year: 2022

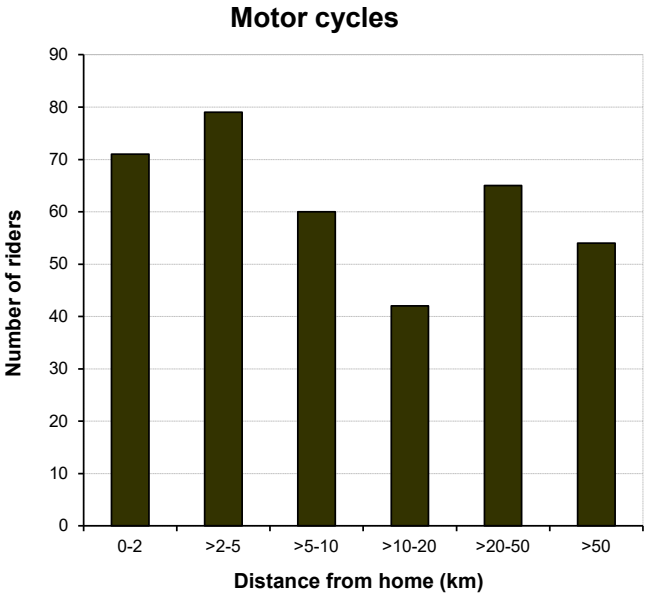
	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	total
Pedal cycle rider							
Postcode, invalid or not known	2	13	1	6	6	1	58
Driver from elsewhere in the UK	-	2	2	-	-	-	8
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	22	61	2	2	5	14	200
Over 2 up to 5 km	7	46	1	1	-	8	124
Over 5 up to 10 km	8	10	-	1	3	5	54
Over 10 up to 20 km	8	6	1	2	1	4	33
Over 20 up to 50 km	1	2	-	1	-	-	10
Over 50 km	-	-	1	-	-	-	5
Total	**48**	**140**	**8**	**13**	**15**	**32**	**492**
Motorcycle rider							
Postcode, invalid or not known	2	3	16	4	3	1	53
Driver from elsewhere in the UK	5	1	20	-	-	3	50
Scottish driver, distance not known [4]	-	-	-	-	-	-	-
Vehicle parked and unattended	-	-	-	-	-	-	-
Up to 2 km	7	13	2	3	-	2	71
Over 2 up to 5 km	6	16	-	1	2	7	79
Over 5 up to 10 km	6	8	3	7	2	5	60
Over 10 up to 20 km	7	5	2	4	2	3	42
Over 20 up to 50 km	12	3	5	8	2	4	65
Over 50 km	4	2	14	1	2	-	54
Total	**49**	**51**	**62**	**28**	**13**	**25**	**474**
Car driver							
Postcode, invalid or not known	49	75	50	49	26	92	626
Driver from elsewhere in the UK	25	8	19	5	-	14	130
Scottish driver, distance not known [4]	-	1	3	-	-	1	7
Vehicle parked and unattended	8	29	7	6	4	18	192
Up to 2 km	134	112	27	62	61	162	1,126
Over 2 up to 5 km	110	116	19	57	42	105	877
Over 5 up to 10 km	81	76	24	51	32	81	705
Over 10 up to 20 km	97	51	28	44	14	51	581
Over 20 up to 50 km	87	32	34	37	16	51	531
Over 50 km	20	25	51	12	1	15	284
Total	**611**	**525**	**262**	**323**	**196**	**590**	**5,059**
Other driver or rider [2]							
Postcode, invalid or not known	15	20	11	8	8	18	139
Driver from elsewhere in the UK	11	3	5	1	-	14	67
Scottish driver, distance not known [4]	-	-	-	-	-	-	3
Vehicle parked and unattended	1	6	-	-	1	5	30
Up to 2 km	12	20	4	9	5	10	130
Over 2 up to 5 km	13	22	3	7	3	14	139
Over 5 up to 10 km	20	32	7	9	7	14	175
Over 10 up to 20 km	17	26	8	8	3	27	177
Over 20 up to 50 km	31	29	18	7	3	30	195
Over 50 km	17	17	23	6	1	1	119
Total	**137**	**175**	**79**	**55**	**31**	**133**	**1,174**
All drivers and riders							
Postcode, invalid or not known	68	111	78	67	43	112	876
Driver from elsewhere in the UK	41	14	46	6	-	31	255
Scottish driver, distance not known [4]	-	1	3	-	-	1	10
Vehicle parked and unattended	9	35	7	6	5	23	222
Up to 2 km	175	206	35	76	71	188	1,527
Over 2 up to 5 km	136	200	23	66	47	134	1,219
Over 5 up to 10 km	115	126	34	68	44	105	994
Over 10 up to 20 km	129	88	39	58	20	85	833
Over 20 up to 50 km	131	66	57	53	21	85	801
Over 50 km	41	44	89	19	4	16	462
Total	**845**	**891**	**411**	**419**	**255**	**780**	**7,199**

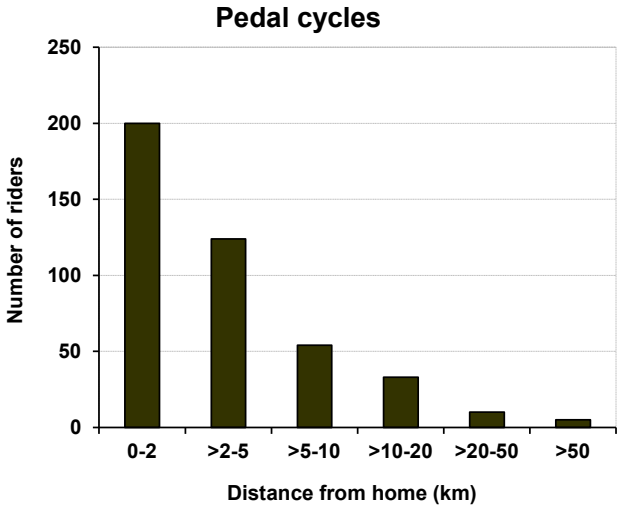
1. The distance is estimated using the postcode of the house of the driver or rider, if this is available - please see Annex D.
2. 'Other' includes taxis, minibus, bus or coach, ridden horse, agricultural vehicles and goods vehicles.
3. Due to a small problem with a few records, some of the figures in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

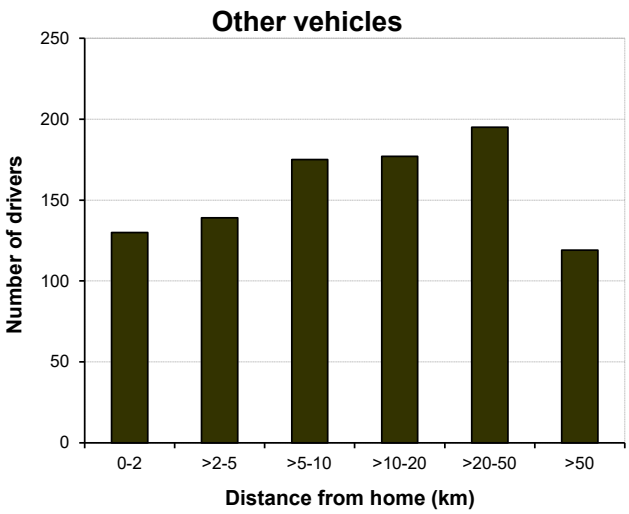
Estimated distance between the home of the driver or rider and the location of the reported injury collision by type of vehicle: Scottish residents only
excluding cases for which the distance cannot be estimated
Year: 2022











Cars drivers involved in reported injury collisions by manoeuvre and age of driver
Separately for built-up and non built-up roads
Years: 2018-2022 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	10	11	32	17	7	77	2	2	2	3	2	2
Parked	11	18	47	13	173	262	2	3	3	2	61	7
Slowing or stopping	37	51	102	38	6	234	6	7	7	6	2	6
Moving off	35	45	94	47	7	228	6	6	7	7	3	6
U Turn	11	10	19	11	2	52	2	1	1	2	1	1
Turning/wtg turn left	32	36	82	31	8	190	5	5	6	5	3	5
Turning/wtg turn right	87	108	229	114	12	550	14	15	16	18	4	15
Changing lane	6	6	15	6	4	36	1	1	1	1	1	1
Overtaking	19	18	27	19	7	90	3	3	2	3	3	3
Going round bend	49	49	72	33	4	207	8	7	5	5	1	6
Going/wtg go ahead	311	354	708	312	51	1,736	51	50	50	49	18	47
Total[(1)]	**607**	**706**	**1,427**	**641**	**282**	**3,663**	**100**	**100**	**100**	**100**	**100**	**100**
Non built-up												
Reversing	0	1	1	1	0	3	0	0	0	0	0	0
Parked	3	4	12	5	6	31	1	1	1	1	23	1
Slowing or stopping	31	38	87	30	3	189	6	8	9	7	10	8
Moving off	6	9	17	13	0	45	1	2	2	3	2	2
U Turn	1	1	3	3	0	9	0	0	0	1	0	0
Turning/wtg turn left	9	8	14	8	0	39	2	2	2	2	2	2
Turning/wtg turn right	31	31	70	53	1	186	6	7	7	12	4	8
Changing lane	11	10	17	6	1	46	2	2	2	1	4	2
Overtaking	28	21	44	17	3	113	6	5	5	4	10	5
Going round bend	144	89	175	79	2	489	28	20	18	17	6	20
Going/wtg go ahead	252	244	514	241	11	1,261	49	53	54	53	39	52
Total[(1)]	**515**	**457**	**954**	**458**	**27**	**2,412**	**100**	**100**	**100**	**100**	**100**	**100**
Total												
Reversing	11	12	33	18	7	79	1	1	1	2	2	1
Parked	13	23	59	18	179	293	1	2	3	2	58	5
Slowing or stopping	68	90	189	68	9	423	6	8	8	6	3	7
Moving off	41	54	111	60	7	273	4	5	5	6	2	5
U Turn	12	11	22	14	2	61	1	1	1	1	1	1
Turning/wtg turn left	41	44	96	39	8	229	4	4	4	4	3	4
Turning/wtg turn right	118	139	299	167	13	736	11	12	13	15	4	12
Changing lane	17	16	32	13	5	83	2	1	1	1	2	1
Overtaking	47	39	71	36	10	204	4	3	3	3	3	3
Going round bend	193	139	247	112	6	695	17	12	10	10	2	11
Going/wtg go ahead	563	598	1,222	553	62	2,997	50	51	51	50	20	49
Total[(1)]	**1,122**	**1,163**	**2,381**	**1,099**	**309**	**6,075**	**100**	**100**	**100**	**100**	**100**	**100**

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

Table 18a **CAR DRIVERS**

Car drivers involved in reported injury collisions by age and severity of collision
Years:2014-18 and 2018-22 ave and 2012 to 2022

	Year	Numbers					Percentages				
		17-25	26-34	35-59	60+	Total [1]	17-25	26-34	35-59	60+	Total [1]
Fatal	**2014-18 average**	**34**	**30**	**64**	**41**	**172**	**19.9**	**17.3**	**37.4**	**24.0**	100
	2012	28	26	53	34	145	19.3	17.9	36.6	23.4	100
	2013	32	29	70	45	182	17.6	15.9	38.5	24.7	100
	2014	42	20	81	46	193	21.8	10.4	42.0	23.8	100
	2015	37	36	55	32	161	23.0	22.4	34.2	19.9	100
	2016	40	44	73	46	204	19.6	21.6	35.8	22.5	100
	2017	25	27	55	40	149	16.8	18.1	36.9	26.8	100
	2018	27	22	58	43	154	17.5	14.3	37.7	27.9	100
	2019	27	20	60	63	176	15.3	11.4	34.1	35.8	100
	2020	27	23	60	33	154	17.5	14.9	39	21.4	100
	2021	24	17	52	31	128	18.8	13.3	40.6	24.2	100
	2022	21	33	54	58	169	12.4	19.5	32	34.3	100
	2018 to 2022 average	**25**	**23**	**57**	**46**	**156**	**16.1**	**14.7**	**36.4**	**29.2**	100
Adjusted serious	**2014-18 average**	**523**	**483**	**1,067**	**517**	**2,717**	**19.2**	**17.8**	**39.3**	**19.0**	100
	2012	652	543	1,305	570	3,150	20.7	17.2	41.4	18.1	100
	2013	534	469	1,156	511	2,748	19.4	17.1	42.0	18.6	100
	2014	575	486	1,127	533	2,812	20.5	17.3	40.1	18.9	100
	2015	555	550	1,122	502	2,821	19.7	19.5	39.8	17.8	100
	2016	560	474	1,109	553	2,852	19.6	16.6	38.9	19.4	100
	2017	493	473	998	479	2,588	19.1	18.3	38.5	18.5	100
	2018	430	435	980	520	2,509	17.2	17.3	39.0	20.7	100
	2019	410	408	910	516	2,358	17.4	17.3	38.6	21.9	100
	2020	297	269	513	264	1,392	21.3	19.3	36.9	19.0	100
	2021	286	280	624	315	1,564	18.3	17.9	39.9	20.1	100
	2022	293	294	603	403	1,682	17.4	17.5	35.9	24.0	100
	2018 to 2022 average	**343**	**337**	**726**	**404**	**1,901**	**18**	**18**	**38**	**21**	**100**
Adjusted slight	**2014-18 average**	**1,421**	**1,406**	**3,014**	**1,046**	**7,265**	**19.6**	**19.3**	**41.5**	**14.4**	100
	2012	1,900	1,641	3,867	1,157	8,798	21.6	18.7	44.0	13.1	100
	2013	1,649	1,631	3,634	1,145	8,274	19.9	19.7	43.9	13.8	100
	2014	1,622	1,600	3,525	1,142	8,146	19.9	19.6	43.3	14.0	100
	2015	1,585	1,601	3,336	1,107	7,923	20.0	20.2	42.1	14.0	100
	2016	1,554	1,517	3,328	1,132	8,000	19.4	19.0	41.6	14.1	100
	2017	1,287	1,231	2,644	960	6,587	19.5	18.7	40.1	14.6	100
	2018	1,058	1,079	2,237	890	5,672	18.6	19.0	39.4	15.7	100
	2019	887	967	1,946	762	4,833	18.3	20.0	40.3	15.8	100
	2020	627	673	1,238	483	3,122	20.1	21.6	39.7	15.5	100
	2021	578	646	1,203	533	3,090	18.7	20.9	38.9	17.2	100
	2022	596	612	1,312	554	3,208	18.6	19.1	40.9	17.3	100
	2018 to 2022 average	**749**	**795**	**1,587**	**644**	**3,985**	**19**	**20**	**40**	**16**	**100**
Total	**2014-18 average**	**1,987**	**1,927**	**4,162**	**1,611**	**10,196**	**19.5**	**18.9**	**40.8**	**15.8**	100
	2012	2,604	2,231	5,278	1,780	12,214	21.3	18.3	43.2	14.6	100
	2013	2,220	2,131	4,865	1,704	11,220	19.8	19.0	43.4	15.2	100
	2014	2,247	2,116	4,749	1,727	11,191	20.1	18.9	42.4	15.4	100
	2015	2,184	2,192	4,524	1,645	10,935	20.0	20.0	41.4	15.0	100
	2016	2,162	2,038	4,517	1,733	11,077	19.5	18.4	40.8	15.6	100
	2017	1,821	1,745	3,728	1,495	9,406	19.4	18.6	39.6	15.9	100
	2018	1,522	1,545	3,291	1,456	8,373	18.2	18.5	39.3	17.4	100
	2019	1,341	1,421	2,956	1,367	7,492	17.9	19.0	39.5	18.2	100
	2020	951	965	1,811	780	4,668	20.4	20.7	38.8	16.7	100
	2021	888	943	1,879	879	4,782	18.6	19.7	39.3	18.4	100
	2022	910	939	1,969	1,015	5,059	18.0	18.6	38.9	20.1	100
	2018 to 2022 average	**1,122**	**1,163**	**2,381**	**1,099**	**6,075**	**18.5**	**19.1**	**39.2**	**18.1**	100

1. Including drivers under 17 and those whose age is not known.

Car drivers involved in reported injury collisions by age and sex 1
Years:2014-18 and 2018-22 ave and 2012 to 2022

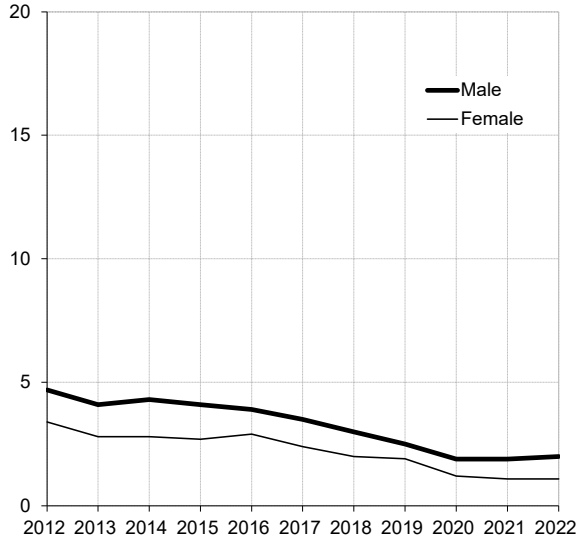
	Year	Numbers					Rates per thousand population [5]				
		17-25	26-34	35-59	60+	Total [2]	17-25	26-34	35-59	60+	Total [3]
Male	**2014-18 average**	**1,174**	**1,105**	**2,342**	**1,032**	**5,741**	**3.7**	**3.5**	**2.6**	**1.7**	**2.7**
	2012	1,485	1,230	2,959	1,186	6,887	4.7	4.1	3.3	2.1	3.3
	2013	1,314	1,125	2,758	1,105	6,341	4.1	3.7	3.1	1.9	3.0
	2014	1,355	1,161	2,653	1,110	6,331	4.3	3.8	3.0	1.9	3.0
	2015	1,307	1,231	2,551	1,059	6,194	4.1	3.9	2.9	1.8	2.9
	2016	1,226	1,198	2,499	1,109	6,127	3.9	3.8	2.8	1.8	2.8
	2017	1,081	1,027	2,104	945	5,250	3.5	3.2	2.4	1.5	2.4
	2018	902	908	1,902	935	4,804	3.0	2.7	2.1	1.5	2.2
	2019	762	818	1,706	857	4,196	2.5	2.4	1.9	1.3	1.9
	2020	565	564	1,101	524	2,767	1.9	1.7	1.2	0.8	1.3
	2021	541	590	1,091	571	2,801	1.9	1.7	1.2	0.9	1.3
	2022	571	565	1,139	644	2,930	2.0	1.7	1.3	1.0	1.3
	2018 to 2022 average	**668**	**689**	**1,388**	**706**	**3,500**	**2.3**	**2.0**	**1.6**	**1.1**	**1.6**
Female	**2014-18 average**	**792**	**773**	**1,766**	**577**	**3,936**	**2.6**	**2.4**	**1.9**	**0.8**	**1.7**
	2012	1,088	918	2,156	589	4,760	3.4	3.0	2.3	0.9	2.1
	2013	882	892	1,987	598	4,376	2.8	2.8	2.1	0.9	1.9
	2014	870	857	1,989	616	4,350	2.8	2.7	2.1	0.9	1.9
	2015	845	853	1,899	582	4,201	2.7	2.6	2.0	0.8	1.8
	2016	903	817	1,967	618	4,344	2.9	2.5	2.1	0.9	1.9
	2017	734	708	1,602	547	3,632	2.4	2.1	1.7	0.7	1.6
	2018	607	631	1,372	520	3,154	2.0	1.9	1.5	0.7	1.4
	2019	551	592	1,239	506	2,903	1.9	1.7	1.3	0.7	1.2
	2020	352	390	698	243	1,684	1.2	1.1	0.7	0.3	0.7
	2021	320	341	774	304	1,741	1.1	1.0	0.8	0.4	0.7
	2022	315	360	804	368	1,852	1.1	1.1	0.9	0.5	0.8
	2018 to 2022 average	**429**	**463**	**977**	**388**	**2,267**	**1.5**	**1.4**	**1.0**	**0.5**	**1.0**
Total [4]	**2014-18 average**	**1,987**	**1,927**	**4,162**	**1,611**	**10,196**	**3.2**	**3.0**	**2.3**	**1.2**	**2.2**
	2012	2,604	2,231	5,278	1,780	12,214	4.1	3.7	2.9	1.4	2.7
	2013	2,220	2,131	4,865	1,704	11,220	3.5	3.4	2.7	1.3	2.5
	2014	2,247	2,116	4,749	1,727	11,191	3.6	3.4	2.6	1.3	2.5
	2015	2,184	2,192	4,524	1,645	10,935	3.5	3.4	2.5	1.3	2.4
	2016	2,162	2,038	4,517	1,733	11,077	3.4	3.1	2.5	1.3	2.4
	2017	1,821	1,745	3,728	1,495	9,406	3.0	2.6	2.0	1.1	2.0
	2018	1,522	1,545	3,291	1,456	8,373	2.5	2.3	1.8	1.1	1.8
	2019	1,341	1,421	2,956	1,367	7,492	2.3	2.1	1.6	1.0	1.6
	2020	951	965	1,811	780	4,668	1.6	1.4	1.0	0.6	1.0
	2021	888	943	1,879	879	4,782	1.6	1.4	1.0	0.6	1.0
	2022	910	939	1,969	1,015	5,059	1.6	1.4	1.1	0.7	1.1
	2018 to 2022 average	**1,122**	**1,163**	**2,381**	**1,099**	**6,075**	**1.9**	**1.7**	**1.3**	**0.8**	**1.3**
Male	**2014-18 average**	**1.5**	**1.4**	**1.3**	**1.8**	**1.5**	**1.4**	**1.5**	**1.4**	**2.1**	**1.6**
Female	2012	1.4	1.3	1.4	2.0	1.4	1.4	1.4	1.4	2.3	1.6
Ratio	2013	1.5	1.3	1.4	1.8	1.4	1.5	1.3	1.5	2.1	1.6
	2014	1.6	1.4	1.3	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2015	1.5	1.4	1.3	1.8	1.5	1.5	1.5	1.5	2.3	1.6
	2016	1.4	1.5	1.3	1.8	1.4	1.3	1.5	1.3	2.0	1.5
	2017	1.5	1.5	1.3	1.7	1.4	1.5	1.5	1.4	2.1	1.5
	2018	1.5	1.4	1.4	1.8	1.5	1.5	1.4	1.4	2.1	1.6
	2019	1.4	1.4	1.4	1.7	1.4	1.3	1.4	1.5	1.9	1.6
	2020	1.6	1.4	1.6	2.2	1.6	1.6	1.5	1.7	2.7	1.9
	2021	1.7	1.7	1.4	1.9	1.6	1.7	1.7	1.5	2.3	1.9
	2022	1.8	1.6	1.4	1.8	1.6	1.8	1.5	1.4	2.0	1.6
	2018 to 2022 average	**1.6**	**1.5**	**1.4**	**1.8**	**1.5**	**1.5**	**1.4**	**1.6**	**2.2**	**1.6**

1. In some cases, a driver's age and/or sex was not known. Such drivers are counted in the table on the basis of whatever details are known - i.e. in the appropriate age-groups if their ages are known, and in the appropriate sex category if their sex is known. The 'all ages' totals include those whose ages were not traced, and the 'both sexes' totals include those of unknown sex. The grand totals include those for whom neither the age nor the sex was known, most of whom will be the drivers of cars which were parked at the time of the collision.
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 collisions by age and sex
Years: 2012 to 2022

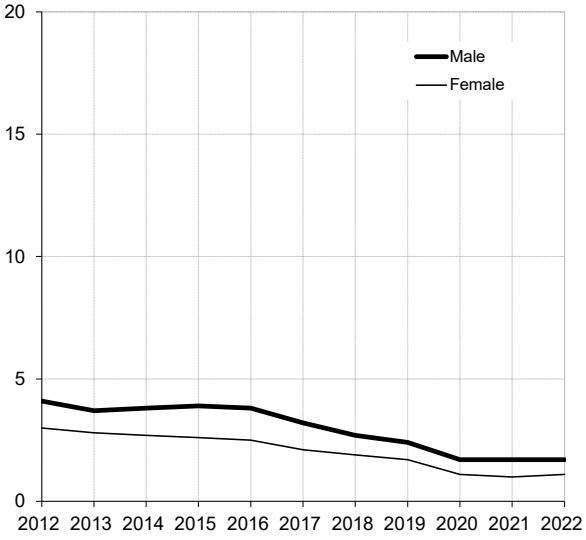
(a) 17-25

Rate per thousand population



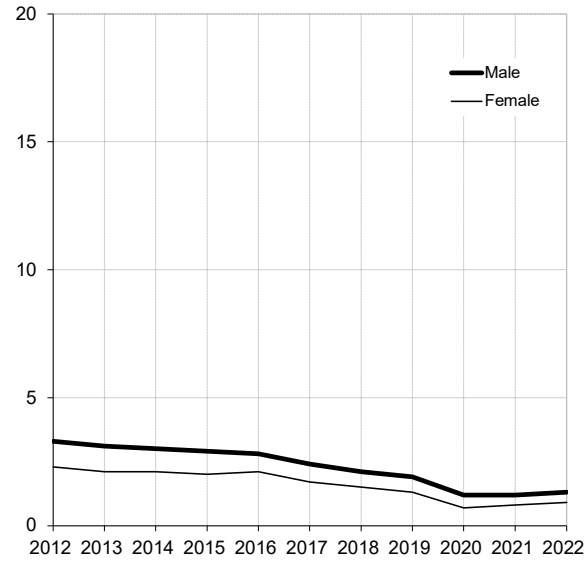
(b) 26-34

Rate per thousand population



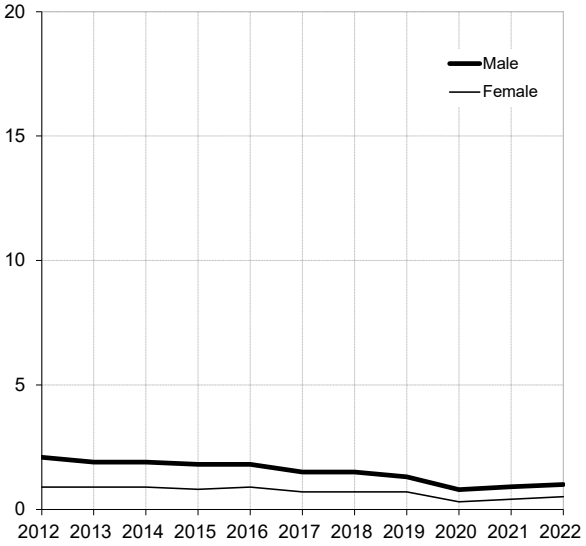
(c) 35-59

Rate per thousand population



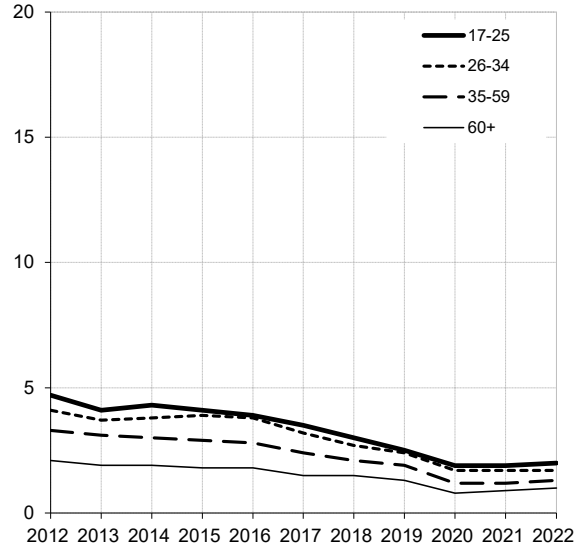
(d) 60+

Rate per thousand population



(e) Male

Rate per thousand population



(f) Female

Rate per thousand population

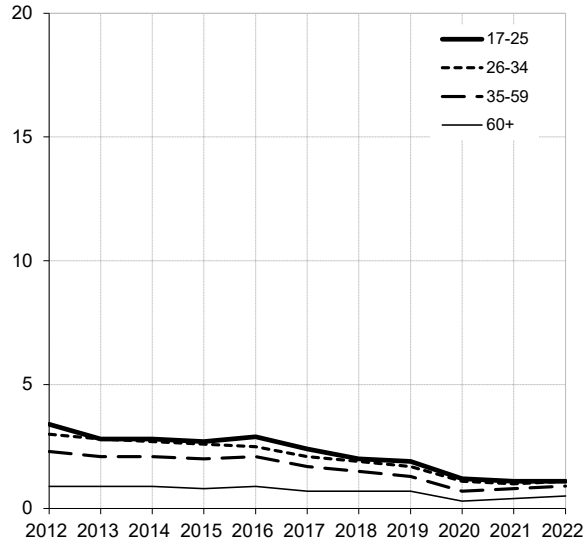


Table 19
Motorists involved in collisions by police force division 1
Years: 2014-18 and 2018-22 averages, 2018 to 2022

	North East [2]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow	Lothians & Borders Scottish	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Motorists involved														
14-18 ave	**933**	**745**	**483**	**753**	**446**	**865**	**2,215**	**1,410**	**1,613**	**695**	**655**	**610**	**1,540**	**12,962**
2018	724	666	387	571	433	746	1,691	1,207	1,198	677	564	530	1,357	10,751
2019	630	598	347	491	320	592	1,706	978	1,101	665	502	454	1,197	9,581
2020	348	621	202	309	194	400	1,067	605	616	375	383	257	678	6,055
2021	379	630	211	316	225	392	1,039	777	704	405	361	240	644	6,323
2022	389	626	193	333	312	426	1,083	797	751	403	406	240	748	6,707
18-22 ave	**494**	**628**	**268**	**404**	**297**	**511**	**1,317**	**873**	**874**	**505**	**443**	**344**	**925**	**7,883**
Breath test requested														
14-18 ave	**446**	**555**	**251**	**476**	**322**	**489**	**982**	**914**	**889**	**435**	**442**	**291**	**793**	**7,286**
2018	346	498	212	334	309	421	673	744	625	472	390	214	693	5,931
2019	280	409	169	278	217	320	584	609	593	404	332	187	559	4,941
2020	189	369	128	158	135	214	355	384	350	248	212	116	294	3,152
2021	187	354	113	178	151	171	369	444	382	227	206	88	318	3,188
2022	240	451	99	182	195	251	414	543	431	264	252	91	393	3,806
18-22 ave	**248**	**416**	**144**	**226**	**201**	**275**	**479**	**545**	**476**	**323**	**278**	**139**	**451**	**4,204**
Positive/refused														
14-18 ave	**19**	**19**	**8**	**15**	**7**	**13**	**29**	**22**	**15**	**13**	**12**	**12**	**28**	**214**
2018	14	14	2	12	3	12	23	16	12	17	13	14	25	177
2019	10	15	5	9	12	9	22	16	7	20	6	7	30	168
2020	6	17	2	7	6	4	17	16	14	14	12	8	10	133
2021	5	16	3	6	6	8	15	14	14	5	3	4	14	113
2022	10	12	3	2	9	16	19	23	11	7	7	8	19	146
18-22 ave	**9**	**15**	**3**	**7**	**7**	**10**	**19**	**17**	**12**	**13**	**8**	**8**	**20**	**147**
Breath test requested as a percent of those involved														
14-18 ave	**47.8**	**74.6**	**52.0**	**63.2**	**72.2**	**56.5**	**44.4**	**64.9**	**55.1**	**62.5**	**67.5**	**47.7**	**51.5**	**56.2**
2018	47.8	74.8	54.8	58.5	71.4	56.4	39.8	61.6	52.2	69.7	69.1	40.4	51.1	55.2
2019	44.4	68.4	48.7	56.6	67.8	54.1	34.2	62.3	53.9	60.8	66.1	41.2	46.7	51.6
2020	54.3	59.4	63.4	51.1	69.6	53.5	33.3	63.5	56.8	66.1	55.4	45.1	43.4	52.1
2021	49.3	56.2	53.6	56.3	67.1	43.6	35.5	57.1	54.3	56.0	57.1	36.7	49.4	50.4
2022	61.7	72.0	51.3	54.7	62.5	58.9	38.2	68.1	57.4	65.5	62.1	37.9	52.5	56.7
18-22 ave	**50.3**	**66.3**	**53.8**	**55.9**	**67.9**	**53.9**	**36.4**	**62.4**	**54.5**	**64.0**	**62.8**	**40.4**	**48.8**	**53.3**
Positive/refused as a percent of motorists involved														
14-18 ave	**2.0**	**2.5**	**1.7**	**2.0**	**1.6**	**1.5**	**1.3**	**1.6**	**1.0**	**1.9**	**1.9**	**2.0**	**1.8**	**1.6**
2018	1.9	2.1	0.5	2.1	0.7	1.6	1.4	1.3	1.0	2.5	2.3	2.6	1.8	1.6
2019	1.6	2.5	1.4	1.8	3.8	1.5	1.3	1.6	0.6	3.0	1.2	1.5	2.5	1.8
2020	1.7	2.7	1.0	2.3	3.1	1.0	1.6	2.6	2.3	3.7	3.1	3.1	1.5	2.2
2021	1.3	2.5	1.4	1.9	2.7	2.0	1.4	1.8	2.0	1.2	0.8	1.7	2.2	1.8
2022	2.6	1.9	1.6	0.6	2.9	3.8	1.8	2.9	1.5	1.7	1.7	3.3	2.5	2.2
18-22 ave	**1.8**	**2.4**	**1.1**	**1.8**	**2.4**	**1.9**	**1.5**	**1.9**	**1.3**	**2.5**	**1.9**	**2.4**	**2.1**	**1.9**
Positive/refused as a percent of those where breath test requested														
14-18 ave	**4.3**	**3.4**	**3.3**	**3.2**	**2.2**	**2.7**	**3.0**	**2.4**	**1.7**	**3.0**	**2.8**	**4.1**	**3.5**	**2.9**
2018	4.0	2.8	0.9	3.6	1.0	2.9	3.4	2.2	1.9	3.6	3.3	6.5	3.6	3.0
2019	3.6	3.7	3.0	3.2	5.5	2.8	3.8	2.6	1.2	5.0	1.8	3.7	5.4	3.4
2020	3.2	4.6	1.6	4.4	4.4	1.9	4.8	4.2	4.0	5.6	5.7	6.9	3.4	4.2
2021	2.7	4.5	2.7	3.4	4.0	4.7	4.1	3.2	3.7	2.2	1.5	4.5	4.4	3.5
2022	4.2	2.7	3.0	1.1	4.6	6.4	4.6	4.2	2.6	2.7	2.8	8.8	4.8	3.8
18-22 ave	**3.6**	**3.6**	**2.1**	**3.2**	**3.6**	**3.6**	**4.0**	**3.1**	**2.4**	**3.9**	**2.9**	**5.9**	**4.3**	**3.5**

1. From 2013 "other motor vehicles" and "other non-motor vehicles" categories have been combined on the data collection forms. This means that there are a very small number of non-motor vehicle drivers included in the table.
Other changes to historic data for example new information provided by police will also result in differences in the historic data compared to previous publications.
2. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

Motorists involved in reported injury collisions, breath tested and breath test results, by day and time, 2018-2022 average

	Time (24 hr clock)	Monday-Thursday *(average day)*	Friday	Saturday	Sunday	Total [1]
(a) Numbers						
Motorists involved	00-03	19	22	40	61	201
	03-06	14	14	19	30	119
	06-09	160	145	52	40	877
	09-12	176	181	165	109	1,157
	12-15	215	320	275	220	1,675
	15-18	338	372	248	197	2,169
	18-21	165	196	166	151	1,173
	21-24	66	85	95	67	512
	Total	**1,154**	**1,333**	**1,060**	**876**	**7,883**
Breath test requested	00-03	11	15	23	34	115
	03-06	8	8	12	14	64
	06-09	87	79	30	25	480
	09-12	93	97	94	60	624
	12-15	113	168	144	115	881
	15-18	175	185	133	107	1,126
	18-21	87	107	95	83	632
	21-24	36	50	54	35	283
	Total	**609**	**708**	**585**	**473**	**4,204**
Positive/refused	00-03	2	4	6	9	27
	03-06	1	1	3	4	12
	06-09	1	2	2	2	12
	09-12	1	1	2	2	8
	12-15	1	2	2	4	13
	15-18	3	3	5	4	22
	18-21	3	4	6	5	25
	21-24	2	7	8	5	28
	Total	**14**	**23**	**34**	**35**	**147**
(b) Percentages						
Breath test requested as a percentage of motorists involved	00-03	56	66	58	55	57
	03-06	55	56	62	46	54
	06-09	54	55	59	62	55
	09-12	53	54	57	55	54
	12-15	53	52	52	52	53
	15-18	52	50	54	55	52
	18-21	52	55	57	55	54
	21-24	54	59	57	53	55
	Total	**53**	**53**	**55**	**54**	**53**
Positive/refused as a percentage of motorists involved	00-03	9	19	15	15	13
	03-06	7	7	14	14	10
	06-09	1	1	4	6	1
	09-12	0	1	1	2	1
	12-15	1	1	1	2	1
	15-18	1	1	2	2	1
	18-21	2	2	3	3	2
	21-24	3	8	8	7	6
	Total	**1**	**2**	**3**	**4**	**2**
Positive/refused as a percentage of those where breath test requested	00-03	17	29	26	28	23
	03-06	14	13	22	31	19
	06-09	2	2	7	9	2
	09-12	1	1	2	3	1
	12-15	1	1	1	4	2
	15-18	1	2	4	4	2
	18-21	3	3	6	6	4
	21-24	6	13	15	14	10
	Total	**2**	**3**	**6**	**7**	**4**

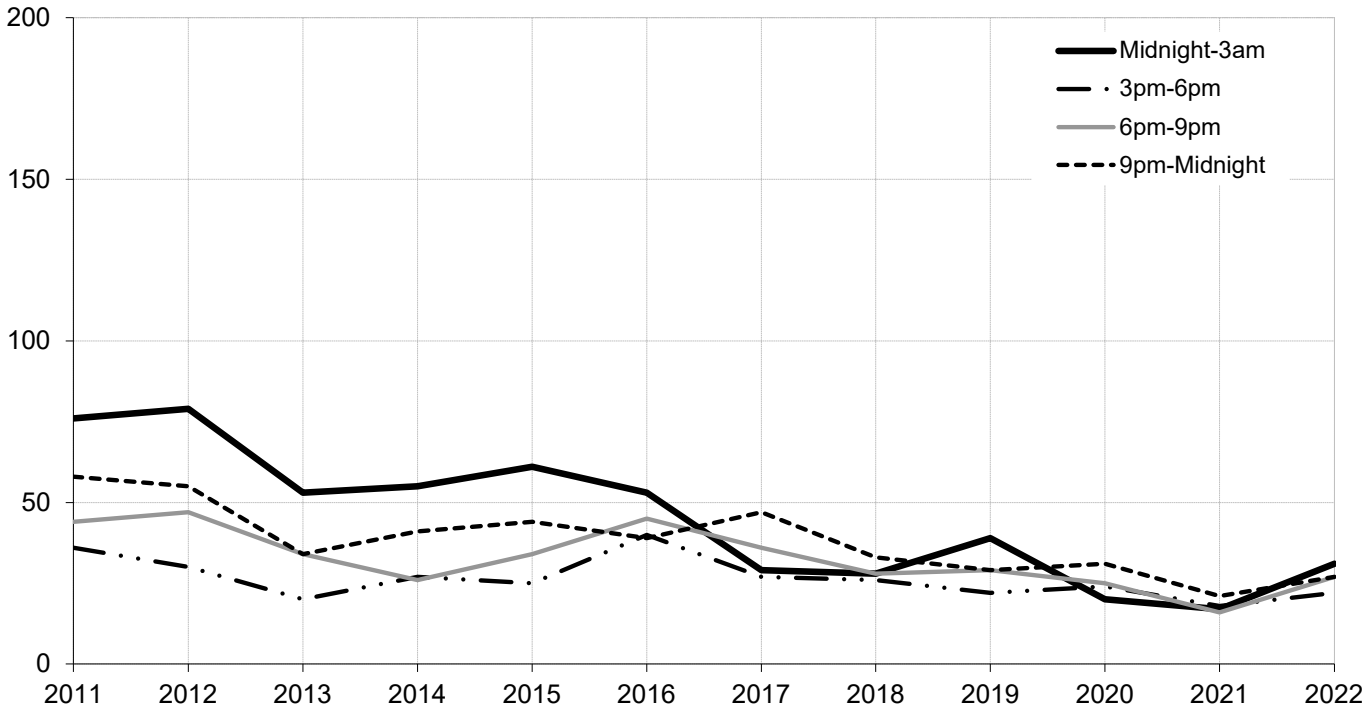
1. Includes four times the daily average for Monday - Thursday.

Motorists involved in injury road collisions, breath tested and breath test results, by time of day
Years: 2014-18 and 2018-22 averages, 2018 to 2022

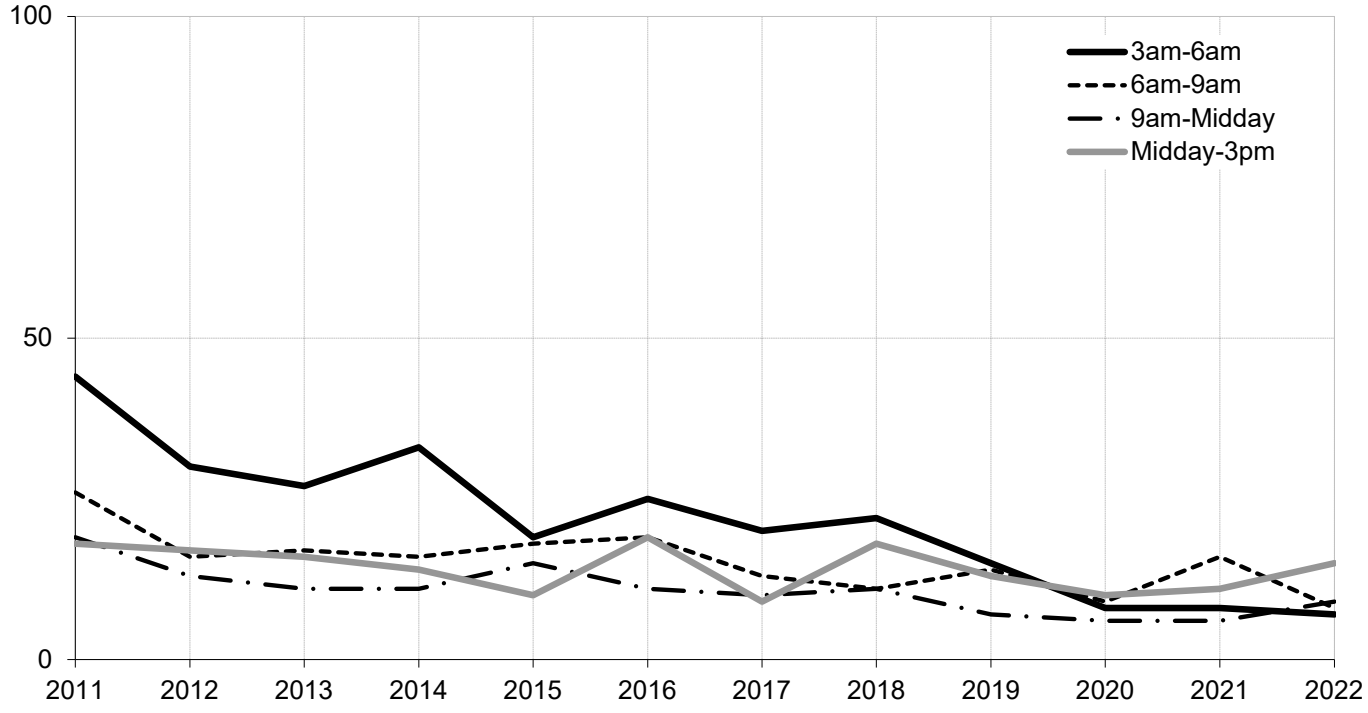
		Time of day								
	Year	00.00 to 02.59	03.00 to 05.59	06.00 to 08.59	09.00 to 11.59	12.00 to 14.59	15.00 to 17.59	18.00 to 20.59	21.00 to 23.59	Total
(a) Numbers										
Motorists involved	**2014-18 average**	**348**	**196**	**1,598**	**1,930**	**2,616**	**3,505**	**1,958**	**812**	**12,962**
	2018	264	166	1,288	1,566	2,244	2,958	1,605	660	10,751
	2019	274	133	1,157	1,389	2,011	2,618	1,379	620	9,581
	2020	131	118	614	829	1,376	1,631	930	426	6,055
	2021	149	90	598	951	1,364	1,795	960	416	6,323
	2022	189	87	728	1,051	1,380	1,843	992	437	6,707
	2018 to 2022 average	**201**	**119**	**877**	**1,157**	**1,675**	**2,169**	**1,173**	**512**	**7,883**
Breath tests requested	**2014-18 average**	**213**	**115**	**908**	**1,088**	**1,452**	**1,907**	**1,122**	**481**	**7,286**
	2018	155	92	726	867	1,235	1,561	893	402	5,931
	2019	160	77	617	713	1,039	1,341	694	300	4,941
	2020	79	63	320	412	713	816	506	243	3,152
	2021	73	44	316	509	663	889	481	213	3,188
	2022	108	43	421	617	753	1,023	584	257	3,806
	2018 to 2022 average	**115**	**64**	**480**	**624**	**881**	**1,126**	**632**	**283**	**4,204**
Positive/refused	**2014-18 average**	**45**	**24**	**15**	**12**	**14**	**29**	**34**	**41**	**214**
	2011	76	44	26	19	18	36	44	58	321
	2012	79	30	16	13	17	30	47	55	287
	2013	53	27	17	11	16	20	34	34	212
	2014	55	33	16	11	14	27	26	41	223
	2015	61	19	18	15	10	25	34	44	226
	2016	53	25	19	11	19	40	45	39	251
	2017	29	20	13	10	9	27	36	47	191
	2018	28	22	11	11	18	26	28	33	177
	2019	39	15	14	7	13	22	29	29	168
	2020	20	8	9	6	10	24	25	31	133
	2021	17	8	16	6	11	18	16	21	113
	2022	31	7	8	9	15	22	27	27	146
	2018-22 average	**27**	**12**	**12**	**8**	**13**	**22**	**25**	**28**	**147**
(b) Percentages										
Breath test requested as %	**2014-18 average**	**61.2**	**58.4**	**56.8**	**56.4**	**55.5**	**54.4**	**57.3**	**59.3**	**56.2**
involved	2018	58.7	55.4	56.4	55.4	55.0	52.8	55.6	60.9	55.2
	2019	58.4	57.9	53.3	51.3	51.7	51.2	50.3	48.4	51.6
	2020	60.3	53.4	52.1	49.7	51.8	50.0	54.4	57.0	52.1
	2021	49.0	48.9	52.8	53.5	48.6	49.5	50.1	51.2	50.4
	2022	57.1	49.4	57.8	58.7	54.6	55.5	58.9	58.8	56.7
	2018 to 2022 average	**57.1**	**53.7**	**54.7**	**53.9**	**52.6**	**51.9**	**53.8**	**55.3**	**53.3**
Positive/refused as %	**2014-18 average**	**13.0**	**12.1**	**1.0**	**0.6**	**0.5**	**0.8**	**1.7**	**5.0**	**1.6**
involved	2018	10.6	13.3	0.9	0.7	0.8	0.9	1.7	5.0	1.6
	2019	14.2	11.3	1.2	0.5	0.6	0.8	2.1	4.7	1.8
	2020	15.3	6.8	1.5	0.7	0.7	1.5	2.7	7.3	2.2
	2021	11.4	8.9	2.7	0.6	0.8	1.0	1.7	5.0	1.8
	2022	16.4	8.0	1.1	0.9	1.1	1.2	2.7	6.2	2.2
	2018 to 2022 average	**13.4**	**10.1**	**1.3**	**0.7**	**0.8**	**1.0**	**2.1**	**5.5**	**1.9**
Positive/refused as %	**2014-18 average**	**21.2**	**20.8**	**1.7**	**1.1**	**1.0**	**1.5**	**3.0**	**8.5**	**2.9**
breath test requested	2018	18.1	23.9	1.5	1.3	1.5	1.7	3.1	8.2	3.0
	2019	24.4	19.5	2.3	1.0	1.3	1.6	4.2	9.7	3.4
	2020	25.3	12.7	2.8	1.5	1.4	2.9	4.9	12.8	4.2
	2021	23.3	18.2	5.1	1.2	1.7	2.0	3.3	9.9	3.5
	2022	28.7	16.3	1.9	1.5	2.0	2.2	4.6	10.5	3.8
	2018 to 2022 average	**23.5**	**18.8**	**2.4**	**1.3**	**1.5**	**2.0**	**4.0**	**10.0**	**3.5**

Motorists involved in reported injury road collisions with positive or refused breath test
Years: 2011 to 2022

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



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



Drink-drive collisions and casualties

Table 22 refers

The numbers of drink-drive collisions and casualties both fell by 69% between 2011 and 2021 (the latest year for which estimates are available): from a rounded estimate of 490 to roughly 150 (collisions) and from around 670 to some 210 (casualties). While fluctuating from year to year, the number of people killed as a result of drink-drive collisions is estimated to be the same number in 2021 (10) as it was in 2011. The number of adjusted serious casualties is estimated to have dropped by 61% (from roughly 180 in 2011 to some 70 in 2021).

Drink-drive estimates: background

The Department for Transport (DfT) annually estimates the number of reported drink drive collisions: i.e. those reported injury road collisions involving drivers with illegal alcohol levels (above the current drink-drive limit of 80 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 35 micrograms per 100ml of breath in England and Wales or 50 milligrams (mg) of alcohol per 100 millilitres (ml) of blood or 22 micrograms per 100ml of breath in Scotland from the 5th December 2014).

DfT published GB final figures in July 2023. Scotland estimates are presented in Reported Road Casualties GB Table RAS2013 which was updated with 2021 data in July 2023. Because of the uncertainty involved figures are rounded to the nearest ten.

The DfT's publication outlines the estimation methods in detail. It draws on Stats 19 reported road collision 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 collision. The estimates include allowances for the numbers of cases where drivers or riders are not breath tested due to the collision being a hit and run collision. Drink drive casualties are defined here as any casualties resulting from a drink drive collision.

Estimates for 2022 are not yet available because of the timing of the provision of the data regarding blood alcohol levels of fatalities from Procurators Fiscal (and Coroners in England and Wales) to DfT. At this stage the sample of 2022 data is insufficient to allow a breakdown by country.

There are no estimates for Scotland of the number of alcohol-related injury road collisions 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 collisions involving illegal alcohol levels.

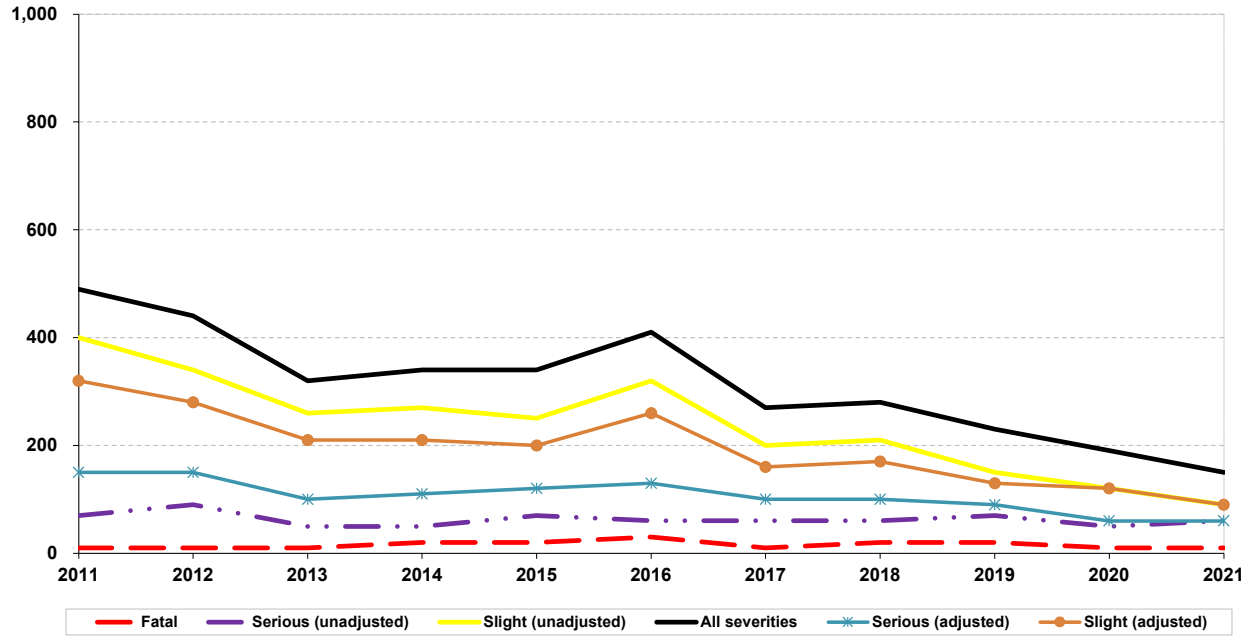
The figures here differ from the number of drivers with positive (or refused) breath tests. While the Police aim to breath test all drivers involved in an collision this isn't always possible (e.g. hit and run drivers or due to severity of casualty). Recently, just under two thirds of motorists involved in injury road collisions in Scotland have been breath tested.

Table 22
Collisions which involved motor vehicle drivers or riders with illegal alcohol levels(1), by severity of Collision; and casualties in such collisions, by severity
Years: 2002 to 2020

	Number of collisions						Number of casualties					
	Fatal	Serious (unadjusted)	Serious (adjusted)	Slight (unadjusted)	Slight (adjusted)	All severities	Fatal	Serious (unadjusted)	Serious (adjusted)	Slight (unadjusted)	Slight (adjusted)	All severities
2002	40	160	..	620	..	820	50	240	..	970	..	1,270
2003	40	180	..	530	..	750	50	230	..	850	..	1,130
2004	30	140	..	540	..	720	40	180	..	850	..	1,060
2005	30	130	240	500	390	660	30	170	310	780	650	990
2006	30	130	240	550	440	720	30	160	300	780	640	980
2007	20	120	230	530	420	670	30	150	280	760	620	930
2008	30	140	240	490	390	660	30	170	300	750	620	950
2009	20	120	220	520	410	660	20	150	280	730	610	910
2010	10	80	170	440	350	530	10	110	210	610	510	740
2011	10	70	150	400	320	490	10	90	180	570	470	670
2012	10	90	150	340	280	440	10	100	180	470	400	580
2013	10	50	100	260	210	320	20	70	130	360	300	450
2014	20	50	110	270	210	340	20	70	130	380	320	470
2015	20	70	120	250	200	340	20	90	150	370	300	470
2016	30	60	130	320	260	410	30	80	160	460	380	580
2017	10	60	100	200	160	270	10	80	130	320	260	410
2018	20	60	100	210	170	280	20	70	120	310	260	400
2019	20	70	90	150	130	230	20	90	110	240	220	350
2020	10	50	60	120	120	190	20	60	60	180	170	250
2021	10	60	60	90	90	150	10	70	70	130	130	210

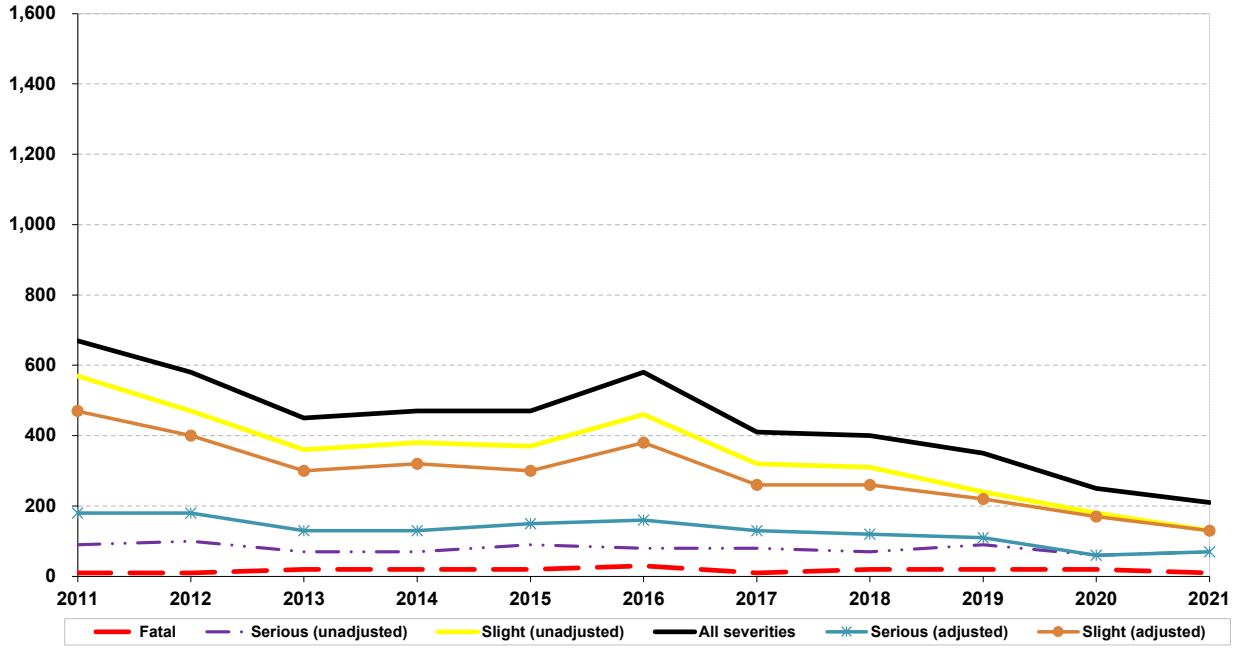
(a) Estimated number of reported drink drive collisions

Years: 2011 to 2021



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

Years: 2011 to 2021



Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2018-2022 averages, 2012 to 2022

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted Serious	All Severities	Killed	Adjusted Serious	All Severities
(a) Numbers										
Pedestrian	**2014-18 average**	**29**	**613**	**1,476**	**12**	**32**	**68**	**41**	**644**	**1,543**
	2012	44	731	1,893	15	39	86	59	770	1,979
	2013	24	645	1,653	14	42	81	38	687	1,734
	2014	41	664	1,662	18	35	83	59	699	1,745
	2015	30	665	1,619	14	30	71	44	694	1,690
	2016	23	644	1,600	9	30	63	32	674	1,663
	2017	26	560	1,298	12	32	65	38	592	1,363
	2018	25	531	1,199	9	31	57	34	562	1,256
	2019	33	524	1,189	11	37	64	44	560	1,253
	2020	20	292	740	14	32	73	34	324	813
	2021	24	283	723	14	19	48	38	302	771
	2022	18	340	851	15	27	61	33	367	912
	2018 to 2022 average	**24**	**394**	**940**	**13**	**29**	**61**	**37**	**423**	**1,001**
Pedal cycle	**2014-18 average**	**3**	**228**	**670**	**4**	**51**	**99**	**6**	**279**	**770**
	2012	5	248	791	4	52	114	9	300	905
	2013	2	236	783	11	46	103	13	283	886
	2014	3	244	789	5	49	106	8	293	895
	2015	2	233	691	3	54	106	5	287	797
	2016	3	228	682	5	49	108	8	277	790
	2017	3	227	634	2	54	94	5	281	728
	2018	2	208	555	4	51	83	6	259	638
	2019	3	194	520	6	35	71	9	229	591
	2020	5	194	509	6	53	102	11	247	611
	2021	3	157	423	7	39	89	10	196	512
	2022	1	150	420	1	30	60	2	180	480
	2018 to 2022 average	**3**	**181**	**485**	**5**	**42**	**81**	**8**	**222**	**566**
Motorcycle [1]	**2014-18 average**	**5**	**176**	**370**	**25**	**220**	**336**	**30**	**395**	**706**
	2012	3	202	433	18	281	434	21	483	867
	2013	5	192	428	18	216	347	23	408	775
	2014	6	220	463	24	232	363	30	452	826
	2015	3	172	396	24	214	339	27	386	735
	2016	7	168	373	23	218	336	30	386	709
	2017	3	169	316	26	204	304	29	373	620
	2018	5	149	302	28	231	338	33	380	640
	2019	6	127	257	19	186	265	25	313	522
	2020	7	103	207	9	138	212	16	241	419
	2021	5	108	198	25	169	258	30	277	456
	2022	3	114	208	22	166	259	25	280	467
	2018 to 2022 average	**5**	**120**	**234**	**21**	**178**	**266**	**26**	**298**	**501**
Car	**2014-18 average**	**10**	**396**	**3,049**	**73**	**844**	**3,148**	**83**	**1,240**	**6,198**
	2012	12	497	3,660	61	1,014	4,005	73	1,511	7,665
	2013	14	392	3,368	75	947	3,596	89	1,339	6,964
	2014	18	403	3,343	76	890	3,443	94	1,294	6,786
	2015	9	408	3,325	66	845	3,388	75	1,253	6,713
	2016	8	428	3,332	98	921	3,365	106	1,349	6,697
	2017	7	384	2,835	57	781	2,872	64	1,165	5,707
	2018	9	358	2,412	66	783	2,673	75	1,142	5,085
	2019	6	344	2,117	69	790	2,497	75	1,134	4,614
	2020	20	215	1,357	51	407	1,421	71	622	2,778
	2021	8	260	1,252	47	452	1,661	55	712	2,913
	2022	20	288	1,400	81	529	1,798	101	817	3,198
	2018 to 2022 average	**13**	**293**	**1,708**	**63**	**592**	**2,010**	**75**	**885**	**3,718**

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: 2014-18 and 2018-2022 averages, 2012 to 2022

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Taxi	**2014-18 average**	**0**	**15**	**121**	**0**	**5**	**24**	**1**	**19**	**145**
	2012	-	22	129	-	8	36	-	30	165
	2013	1	19	139	-	3	13	1	22	152
	2014	1	15	142	-	3	22	1	19	164
	2015	1	14	120	-	4	17	1	18	137
	2016	-	16	129	1	7	26	1	23	155
	2017	-	17	133	-	6	31	-	23	164
	2018	-	12	83	1	3	22	1	15	105
	2019	-	19	113	-	4	26	-	23	139
	2020	-	11	54	1	1	13	1	12	67
	2021	1	8	54	-	3	13	1	11	67
	2022	2	9	63	-	3	11	2	12	74
	2018 to 2022 average	**1**	**12**	**73**	**0**	**3**	**17**	**1**	**15**	**90**
Minibus	**2014-18 average**	**0**	**1**	**10**	**1**	**5**	**21**	**1**	**6**	**31**
	2012	-	7	30	-	15	39	-	22	69
	2013	-	4	12	1	16	41	1	20	53
	2014	1	1	11	-	5	25	1	6	36
	2015	-	0	8	-	6	26	-	7	34
	2016	-	2	18	2	5	30	2	7	48
	2017	-	1	9	-	3	8	-	3	17
	2018	-	0	4	2	5	17	2	5	21
	2019	-	1	6	-	7	18	-	9	24
	2020	-	1	7	-	-	6	-	1	13
	2021	-	1	14	1	3	6	1	4	20
	2022	-	-	7	-	6	9	-	6	16
	2018 to 2022 average	**-**	**1**	**8**	**1**	**4**	**11**	**1**	**5**	**19**
Bus/coach	**2014-18 average**	**1**	**47**	**246**	**1**	**18**	**57**	**2**	**64**	**302**
	2012	1	60	335	-	21	106	1	81	441
	2013	1	57	317	1	14	77	2	70	394
	2014	1	46	257	-	8	34	1	53	291
	2015	1	46	259	-	32	73	1	78	332
	2016	-	47	227	3	24	75	3	71	302
	2017	2	45	278	-	15	79	2	61	357
	2018	-	48	208	2	10	22	2	58	230
	2019	3	28	167	-	7	32	3	35	199
	2020	-	15	56	-	5	30	-	20	86
	2021	2	23	74	-	4	6	2	27	80
	2022	-	17	83	-	3	34	-	20	117
	2018 to 2022 average	**1**	**26**	**118**	**0**	**6**	**25**	**1**	**32**	**142**
Light goods	**2014-18 average**	**0**	**16**	**134**	**3**	**54**	**213**	**3**	**70**	**347**
	2012	-	17	141	7	49	211	7	65	352
	2013	-	17	144	4	41	188	4	58	332
	2014	-	15	135	-	50	213	-	65	348
	2015	-	20	136	5	49	218	5	70	354
	2016	-	17	165	5	60	226	5	77	391
	2017	-	16	125	2	51	198	2	67	323
	2018	1	13	109	4	57	211	5	71	320
	2019	-	14	71	4	43	175	4	57	246
	2020	2	6	44	4	30	127	6	36	171
	2021	1	5	47	1	35	121	2	40	168
	2022	1	9	73	1	40	138	2	49	211
	2018 to 2022 average	**1**	**9**	**69**	**3**	**41**	**154**	**4**	**51**	**223**

Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2018-2022 averages, 2012 to 2022

		Built-up			Non built-up			Total		
Mode of transport	Year	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Heavy goods	**2014-18 average**	**0**	**5**	**23**	**2**	**20**	**68**	**2**	**25**	**91**
	2012	1	8	36	5	40	104	6	49	140
	2013	-	5	23	1	30	86	1	35	109
	2014	-	6	28	2	25	78	2	31	106
	2015	1	7	31	7	19	85	8	26	116
	2016	-	3	14	1	23	68	1	26	82
	2017	1	5	24	-	17	55	1	21	79
	2018	-	6	20	-	17	53	-	23	73
	2019	-	8	18	2	15	37	2	23	55
	2020	-	4	14	1	9	28	1	13	42
	2021	-	2	7	1	12	38	1	14	45
	2022	-	3	9	5	3	27	5	6	36
	2018 to 2022 average	**-**	**5**	**14**	**2**	**11**	**37**	**2**	**16**	**50**
Other	**2014-18 average**	**2**	**12**	**32**	**2**	**16**	**41**	**4**	**27**	**73**
	2012	-	11	64	-	27	65	-	38	129
	2013	-	8	37	-	21	56	-	28	93
	2014	2	16	40	5	22	65	7	38	105
	2015	1	8	35	1	13	34	2	21	69
	2016	3	10	32	-	11	29	3	21	61
	2017	2	11	27	2	22	48	4	33	75
	2018	1	13	26	2	11	30	3	24	56
	2019	2	8	29	-	10	34	2	18	63
	2020	-	9	29	1	10	33	1	19	62
	2021	-	18	47	1	17	36	1	35	83
	2022	-	23	52	3	16	58	3	39	110
	2018 to 2022 average	**1**	**14**	**37**	**1**	**13**	**38**	**2**	**27**	**75**
Total	**2014-18 average**	**50**	**1,508**	**6,132**	**123**	**1,263**	**4,075**	**174**	**2,771**	**10,207**
	2012	66	1,803	7,512	110	1,546	5,200	176	3,349	12,712
	2013	47	1,574	6,904	125	1,375	4,588	172	2,949	11,492
	2014	73	1,630	6,870	130	1,319	4,432	203	2,949	11,302
	2015	48	1,574	6,620	120	1,266	4,357	168	2,840	10,977
	2016	44	1,563	6,572	147	1,347	4,326	191	2,911	10,898
	2017	44	1,434	5,679	101	1,183	3,754	145	2,617	9,433
	2018	43	1,338	4,918	118	1,200	3,506	161	2,538	8,424
	2019	53	1,267	4,487	111	1,134	3,219	164	2,401	7,706
	2020	54	850	3,017	87	685	2,045	141	1,535	5,062
	2021	44	865	2,839	97	753	2,276	141	1,618	5,115
	2022	45	953	3,166	128	823	2,455	173	1,776	5,621
	2018 to 2022 average	**48**	**1,055**	**3,685**	**108**	**919**	**2,700**	**156**	**1,974**	**6,386**

2. Due to changes in the the way casualty severities are recorded, figures for serious casualties in 2019 and 2020 are not comparable with previous years.

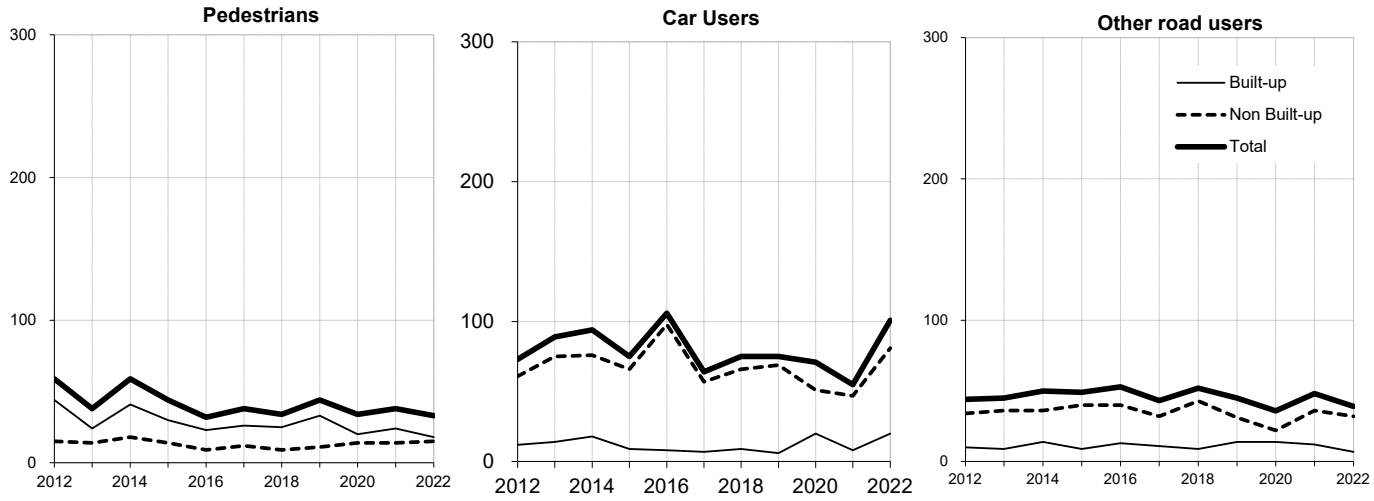
Reported casualties by mode of transport and severity
Separately for built-up and non built-up roads
Years: 2014-18 and 2018-2022 averages, 2012 to 2022

Mode of Transport	Built-up			Non built-up			Total		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(b) Change in numbers: 2022 on 2021									
Pedestrian	-6	57	128	1	8	13	-5	65	141
Pedal cycle	-2	-7	-3	-6	-9	-29	-8	-16	-32
Motorcycle[1]	-2	6	10	-3	-3	1	-5	3	11
Car	12	28	148	34	77	137	46	105	285
Taxi	1	1	9	-	-	-2	1	1	7
Minibus	-	-1	-7	-1	3	3	-1	2	-4
Bus/coach	-2	-6	9	-	-1	28	-2	-7	37
Light goods	-	4	26	-	5	17	-	9	43
Heavy goods	-	1	2	4	-9	-11	4	-8	-9
Other	-	5	5	2	-1	22	2	4	27
Total	1	88	327	31	70	179	32	158	506
(c) Per cent changes: [2]									
2022 on 2021									
Pedestrian	-25	20	18	7	42	27	-13	22	18
Pedal cycle	*	-4	-1	*	-23	-33	-80	-8	-6
Motorcycle[(1)]	*	6	5	-12	-2	0	-17	1	2
Car	*	11	12	72	17	8	84	15	10
Taxi	*	*	17	n/a	*	-15	*	9	10
Minibus	n/a	*	-50	*	*	*	*	*	-20
Bus/coach	*	-26	12	n/a	*	*	*	-26	46
Light goods	*	*	55	*	14	14	*	23	26
Heavy goods	n/a	*	*	*	-75	-29	*	-57	-20
Other	n/a	28	11	*	-6	61	*	11	33
Total	2	10	12	32	9	8	23	10	10
2022 on 2014-18 average									
Pedestrian	-38	-45	-42	21	-14	-10	-20	-43	-41
Pedal cycle	*	-34	-37	*	-41	-40	*	-35	-38
Motorcycle [1]	*	-35	-44	-12	-24	-23	-16	-29	-34
Car	96	-27	-54	12	-37	-43	22	-34	-48
Taxi	*	-39	-48	*	*	-53	*	-38	-49
Minibus	*	*	-30	*	*	-58	*	*	-49
Bus/coach	*	-64	-66	*	-83	-40	*	-69	-61
Light goods	*	-45	-46	*	-25	-35	*	-30	-39
Heavy goods	*	*	-62	*	-85	-60	*	-76	-61
Other	*	100	63	*	1	41	*	42	50
Total	-11	-37	-48	4	-35	-40	0	-36	-45

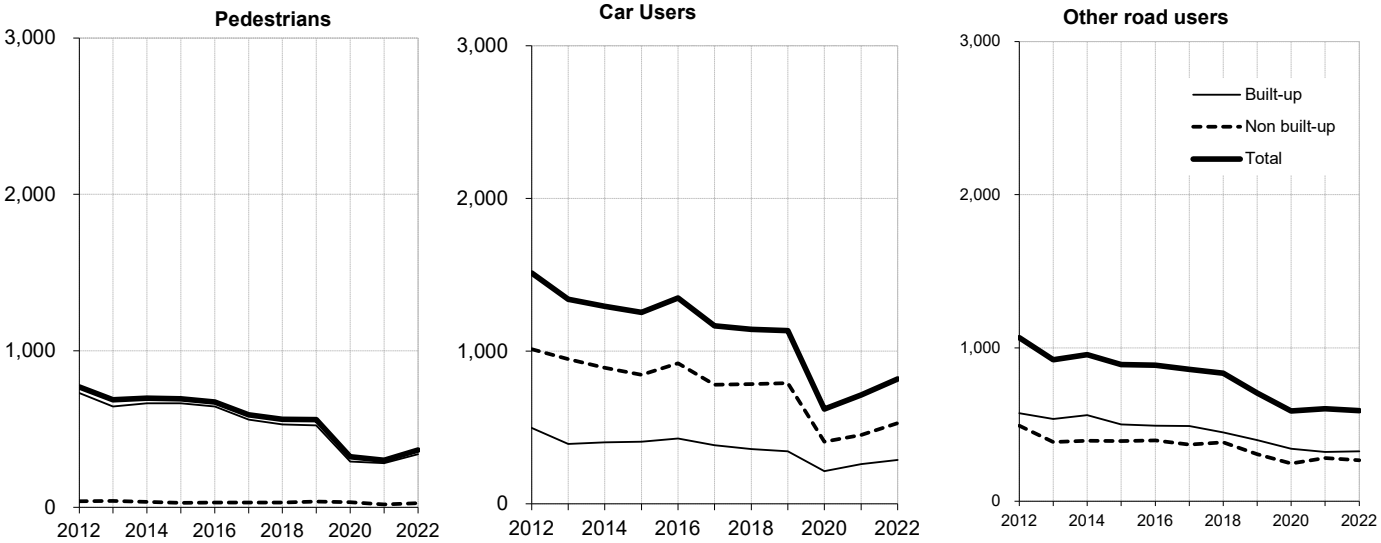
* A percentage changes is not shown if the denominator is 10 or fewer.
1. Motorcycle includes all two wheeled motor vehicles
2. Care should be taken when using per cent changes due to the small numbers involved.

Reported casualties: Pedestrians, car users and other road users, on built-up/non built-up roads by severity
Years: 2012 to 2022

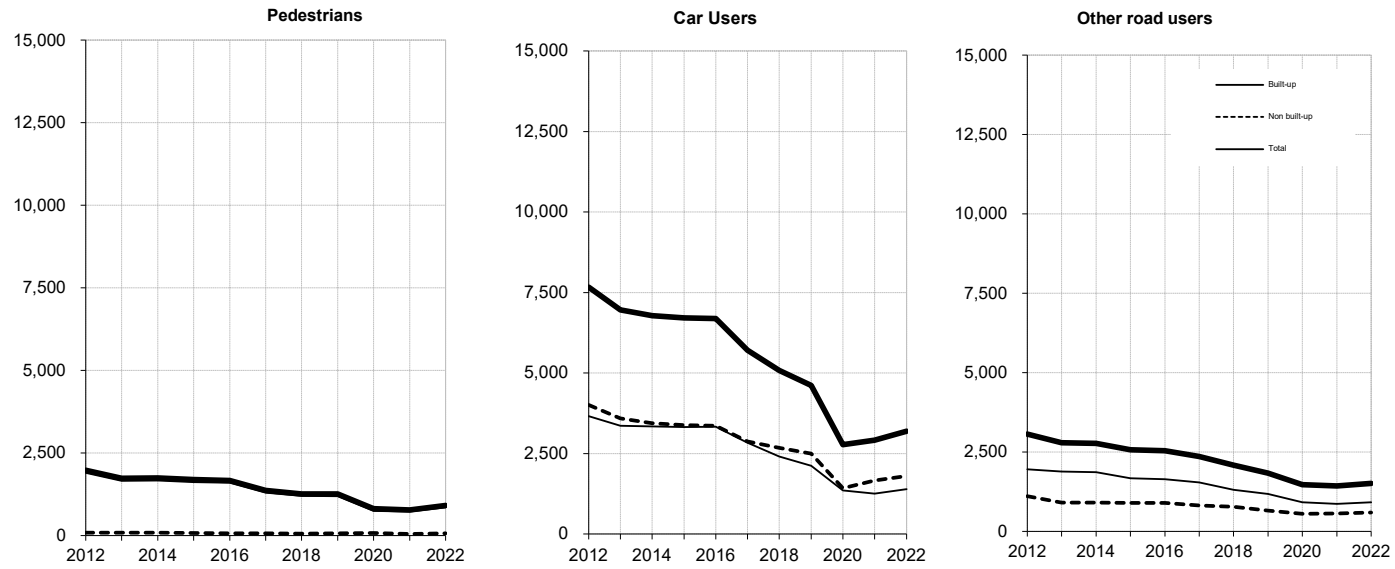
(a) Killed



(b) Adjusted serious



(c) All Severities



Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2018-2022 averages, 2012 to 2022

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(a) Numbers										
Pedestrian	**2014-18 average**	**7**	**21**	**43**	**17**	**104**	**259**	**41**	**644**	**1,543**
	2012	12	23	56	18	64	175	59	770	1,979
	2013	9	30	58	17	82	191	38	687	1,734
	2014	7	26	54	25	110	281	59	699	1,745
	2015	8	21	46	22	257	644	44	694	1,690
	2016	7	18	39	12	54	146	32	674	1,663
	2017	8	20	40	15	49	121	38	592	1,363
	2018	7	20	35	9	49	102	34	562	1,256
	2019	6	28	46	12	51	114	44	560	1,253
	2020	8	22	49	13	41	101	34	324	813
	2021	7	11	31	14	37	91	38	302	771
	2022	7	12	28	11	43	99	33	367	911
	2018 to 2022 average	**7**	**19**	**38**	**12**	**44**	**101**	**37**	**423**	**1,001**
Pedal cycle	**2014-18 average**	**3**	**38**	**71**	**4**	**81**	**188**	**6**	**279**	**770**
	2012	3	36	78	3	66	152	9	300	905
	2013	9	34	75	11	60	146	13	283	886
	2014	5	33	68	5	75	195	8	293	895
	2015	2	40	78	4	149	395	5	287	797
	2016	3	36	74	4	55	125	8	277	790
	2017	1	42	70	3	64	117	5	281	728
	2018	3	39	63	3	60	110	6	259	638
	2019	6	29	52	6	47	92	9	229	591
	2020	6	39	71	6	61	127	11	247	611
	2021	7	33	70	7	58	120	10	196	512
	2022	1	26	47	1	44	86	2	180	480
	2018 to 2022 average	**5**	**33**	**61**	**5**	**54**	**107**	**8**	**222**	**566**
Motorcycle [1]	**2014-18 average**	**23**	**181**	**273**	**24**	**248**	**395**	**30**	**395**	**706**
	2012	17	228	341	19	281	441	21	483	867
	2013	15	177	271	17	219	359	23	408	775
	2014	21	188	287	22	263	425	30	452	826
	2015	23	181	281	24	288	506	27	386	735
	2016	21	186	285	23	231	358	30	386	709
	2017	25	170	254	27	220	333	29	373	620
	2018	24	179	260	25	238	352	33	380	640
	2019	17	152	216	18	191	279	25	313	522
	2020	8	110	166	11	146	228	16	241	419
	2021	23	145	211	25	176	268	30	277	456
	2022	20	137	202	23	186	288	25	280	467
	2018 to 2022 average	**18**	**145**	**211**	**20**	**188**	**283**	**26**	**298**	**501**
Car	**2014-18 average**	**59**	**643**	**2,081**	**75**	**885**	**3,429**	**83**	**1,240**	**6,198**
	2012	49	778	2,694	57	1,032	3,957	73	1,511	7,665
	2013	59	737	2,473	79	959	3,653	89	1,339	6,964
	2014	66	680	2,254	79	876	3,525	94	1,294	6,786
	2015	52	624	2,197	70	1,010	4,612	75	1,253	6,713
	2016	77	717	2,240	97	944	3,395	106	1,349	6,697
	2017	47	593	1,892	59	794	2,922	64	1,165	5,707
	2018	53	603	1,821	70	799	2,689	75	1,142	5,085
	2019	56	595	1,664	67	802	2,467	75	1,134	4,614
	2020	39	320	1,003	53	427	1,459	71	622	2,778
	2021	35	322	1,039	47	466	1,636	55	712	2,913
	2022	68	395	1,207	83	577	1,868	101	815	3,196
	2018 to 2022 average	**50**	**447**	**1,347**	**64**	**614**	**2,024**	**75**	**885**	**3,717**

1. Motor cycle includes all two wheeled motor vehicles

Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2018-2022 averages, 2012 to 2022

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Taxi	**2014-18 average**	**0**	**3**	**15**	**0**	**6**	**34**	**1**	**19**	**145**
	2012	-	5	23	-	7	34	-	30	165
	2013	-	1	5	-	3	21	1	22	152
	2014	-	3	16	-	3	23	1	19	164
	2015	-	3	8	-	11	72	1	18	137
	2016	-	3	14	1	5	24	1	23	155
	2017	-	4	23	-	4	28	-	23	164
	2018	1	3	15	1	4	21	1	15	105
	2019	-	4	12	-	6	20	-	23	139
	2020	1	1	7	1	2	8	1	12	67
	2021	-	2	7	1	2	10	1	11	67
	2022	-	3	7	-	4	13	2	12	74
	2018 to 2022 average	**0**	**2**	**10**	**1**	**4**	**14**	**1**	**15**	**90**
Minibus	**2014-18 average**	**1**	**4**	**15**	**1**	**5**	**21**	**1**	**6**	**31**
	2012	-	12	27	-	17	45	-	22	69
	2013	1	12	34	1	16	42	1	20	53
	2014	-	5	20	-	5	25	1	6	36
	2015	-	3	8	-	6	30	-	7	34
	2016	2	4	21	2	4	24	2	7	48
	2017	-	3	8	-	3	8	-	3	17
	2018	2	5	17	2	5	18	2	5	21
	2019	-	6	9	-	7	18	-	9	24
	2020	-	-	6	-	1	7	-	1	13
	2021	-	-	-	1	3	5	1	4	20
	2022	-	4	7	-	6	10	-	6	16
	2018 to 2022 average	**0**	**3**	**8**	**1**	**5**	**12**	**1**	**5**	**19**
Bus/coach	**2014-18 average**	**0**	**14**	**44**	**1**	**23**	**89**	**2**	**64**	**302**
	2012	-	20	89	-	25	121	1	81	441
	2013	1	11	56	1	16	83	2	70	394
	2014	-	4	21	-	13	72	1	53	291
	2015	-	32	69	1	47	183	1	78	332
	2016	1	15	46	3	25	73	3	71	302
	2017	-	13	69	1	18	94	2	61	357
	2018	1	8	14	2	10	21	2	58	230
	2019	-	6	26	2	13	47	3	35	199
	2020	-	-	10	-	6	33	-	20	86
	2021	-	4	5	-	5	8	2	27	80
	2022	-	3	30	-	3	40	-	20	117
	2018 to 2022 average	**0**	**4**	**17**	**1**	**7**	**30**	**1**	**32**	**142**
Light goods	**2014-18 average**	**2**	**42**	**137**	**3**	**56**	**223**	**3**	**70**	**347**
	2012	7	35	135	7	51	213	7	65	352
	2013	3	30	119	4	39	187	4	58	332
	2014	-	38	126	-	50	210	-	65	348
	2015	4	37	138	5	60	268	5	70	354
	2016	3	46	149	5	58	222	5	77	391
	2017	2	43	135	2	52	202	2	67	323
	2018	2	46	137	5	58	212	5	71	320
	2019	1	33	115	4	42	174	4	57	246
	2020	3	22	80	5	29	124	6	36	171
	2021	1	24	65	2	35	117	2	40	168
	2022	1	24	79	2	42	146	2	49	211
	2018 to 2022 average	**2**	**30**	**95**	**4**	**41**	**155**	**4**	**51**	**223**

Reported casualties by mode of transport and severity
For rural roads
Years: 2014-18 and 2018-2022 averages, 2012 to 2022

Mode of transport	Year	Rural no dual ge 41mph			All rural			All roads		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Heavy goods	**2014-18 average**	**1**	**13**	**43**	**2**	**22**	**75**	**2**	**25**	**91**
	2012	3	26	59	6	41	109	6	49	140
	2013	1	18	50	1	32	94	1	35	109
	2014	2	16	50	2	26	89	2	31	106
	2015	4	12	55	8	25	100	8	26	116
	2016	1	16	46	1	24	75	1	26	82
	2017	-	11	34	1	17	59	1	21	79
	2018	-	11	32	-	19	53	-	23	73
	2019	1	8	20	2	20	47	2	23	55
	2020	1	5	19	1	7	29	1	13	42
	2021	-	9	25	1	12	39	1	14	45
	2022	3	2	20	5	5	29	5	6	36
	2018 to 2022 average	**1**	**7**	**23**	**2**	**13**	**39**	**2**	**16**	**50**
Other	**2014-18 average**	**2**	**14**	**34**	**2**	**19**	**50**	**4**	**27**	**73**
	2012	-	22	50	-	27	70	-	38	129
	2013	-	15	38	-	22	60	-	28	93
	2014	4	19	51	5	26	71	7	38	105
	2015	1	12	28	1	17	50	2	21	69
	2016	-	10	24	-	14	34	3	21	61
	2017	1	18	40	2	23	52	4	33	75
	2018	2	10	26	3	18	43	3	24	56
	2019	-	7	21	1	13	37	2	18	63
	2020	1	8	28	1	12	36	1	19	62
	2021	1	11	25	1	19	40	1	35	83
	2022	2	14	41	3	19	59	3	39	110
	2018 to 2022 average	**1**	**10**	**28**	**2**	**16**	**43**	**2**	**27**	**75**
Total	**2014-18 average**	**99**	**973**	**2,756**	**130**	**1,447**	**4,762**	**174**	**2,771**	**10,207**
	2012	91	1,184	3,552	110	1,609	5,317	176	3,349	12,712
	2013	98	1,067	3,179	131	1,446	4,836	172	2,949	11,492
	2014	105	1,010	2,947	138	1,447	4,916	203	2,949	11,302
	2015	94	963	2,908	135	1,870	6,860	168	2,840	10,977
	2016	115	1,049	2,938	148	1,415	4,476	191	2,911	10,898
	2017	84	917	2,565	110	1,242	3,936	145	2,617	9,433
	2018	95	924	2,420	120	1,260	3,621	161	2,538	8,424
	2019	87	868	2,181	112	1,191	3,295	164	2,401	7,706
	2020	67	527	1,439	91	732	2,152	141	1,535	5,062
	2021	74	561	1,478	99	813	2,334	141	1,618	5,115
	2022	102	620	1,668	128	929	2,638	173	1,774	5,618
	2018 to 2022 average	**85**	**700**	**1,837**	**110**	**985**	**2,808**	**156**	**1,973**	**6,385**

Reported casualties by mode of transport, age-group, severity and sex
Years:2014-18 average, 2022

		2014-18 average					2022				
			All severities					All severities			
Mode of Transport	Age	Killed	Adjusted Serious	Male	Female	All[1]	Killed	Serious	Male	Female	All[1]
Pedestrian	0-4	-	17	27	13	41	-	8	15	4	19
	5-7	1	29	46	27	73	-	13	30	12	42
	8-11	1	53	79	56	135	-	28	45	42	87
	12-15	1	72	106	79	185	1	66	84	63	147
	16-19	-	41	59	47	106	-	17	35	24	59
	20-24	1	43	63	51	114	1	17	26	19	45
	25-29	1	44	61	45	106	3	14	22	19	41
	30-39	5	61	103	61	164	6	25	59	26	85
	40-49	5	61	95	58	152	4	30	50	25	75
	50-59	6	66	86	72	158	4	44	52	44	96
	60-69	7	58	64	55	119	6	51	57	39	96
	70-79	5	56	56	49	105	3	28	35	34	69
	80+	8	43	37	44	81	5	26	18	32	50
	All ages [2]	**41**	**644**	**884**	**658**	**1,543**	**33**	**367**	**528**	**384**	**912**
	Child 0-15	3	171	258	176	434	1	115	174	121	295
	Adult 16+	39	473	624	481	1,106	32	252	354	262	616
Pedal cycle	0-4	-	-	-	1	1	-	-	1	-	1
	5-7	-	3	6	3	9	-	3	6	2	8
	8-11	-	9	22	6	28	-	2	13	-	13
	12-15	-	10	28	2	30	-	7	22	-	22
	16-19	-	11	30	6	36	-	4	12	2	14
	20-24	-	17	42	18	60	-	15	43	7	50
	25-29	-	22	57	23	80	-	21	30	18	48
	30-39	1	55	133	33	166	1	42	72	30	102
	40-49	1	70	145	29	174	-	26	60	13	73
	50-59	1	57	110	21	132	-	35	75	14	89
	60-69	1	18	34	4	38	1	17	37	6	43
	70-79	1	5	9	2	11	-	6	11	2	13
	80+	-	1	2	1	3	-	2	4	-	4
	All ages [2]	**6**	**279**	**621**	**148**	**770**	**2**	**180**	**386**	**94**	**480**
	Child 0-15	-	23	56	11	68	-	12	42	2	44
	Adult 16+	6	256	563	136	700	2	168	344	92	436
Motorcycle [3]	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	1	-	1	1
	12-15	-	4	5	1	5	-	4	4	1	5
	16-19	-	30	54	7	61	-	22	37	3	40
	20-24	3	45	80	9	89	1	30	45	4	49
	25-29	3	43	75	6	81	4	20	45	4	49
	30-39	6	61	100	11	111	3	46	72	7	79
	40-49	6	86	136	17	152	7	38	67	6	73
	50-59	8	88	129	16	145	7	76	88	14	102
	60-69	3	31	42	5	47	2	38	52	8	60
	70-79	1	6	9	1	10	1	5	8	-	8
	80+	-	1	1	1	2	-	-	1	-	1
	All ages [2]	**30**	**395**	**633**	**72**	**706**	**25**	**280**	**419**	**48**	**467**
	Child 0-15	-	4	5	1	6	-	5	4	2	6
	Adult 16+	30	391	627	71	699	25	275	415	46	461
Car/taxi driver	0-4	-	-	-	-	-	-	-	-	-	-
	5-7	-	-	-	-	-	-	-	-	-	-
	8-11	-	-	-	-	-	-	-	-	-	-
	12-15	-	1	2	-	2	-	-	-	-	-
	16-19	4	66	172	134	307	1	36	79	56	135
	20-24	8	100	297	270	567	5	60	154	107	262
	25-29	7	85	262	245	507	7	50	145	82	227
	30-39	9	132	408	391	799	13	85	220	190	410
	40-49	8	125	381	379	760	6	66	170	168	338
	50-59	6	124	332	322	654	7	89	183	167	350
	60-69	6	92	199	164	362	9	59	134	98	232
	70-79	7	65	129	88	217	13	63	103	66	170
	80+	5	44	78	46	124	11	32	62	24	86
	All ages [2]	**59**	**835**	**2,261**	**2,041**	**4,304**	**72**	**540**	**1,250**	**958**	**2,210**
	Child 0-15	-	1	2	-	2	-	-	-	-	-
	Adult 16+	59	833	2,258	2,039	4,298	72	540	1,250	958	2,210

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:2014-18 average, 2022

		2014-18 average					2022				
				All severities					All severities		
Mode of Transport	Age	Killed	Adjusted serious	Male	Female	All [1]	Killed	Adjusted serious	Male	Female	All [1]
Car/taxi passenger	0-4	1	13	46	37	83	1	4	19	14	33
	5-7	-	11	33	42	76	-	4	23	29	52
	8-11	1	15	54	52	107	-	12	34	33	67
	12-15	1	19	43	61	105	-	8	16	28	44
	16-19	4	71	135	153	289	4	48	85	67	152
	20-24	4	54	120	140	259	4	37	65	66	131
	25-29	2	35	74	104	178	-	17	37	48	85
	30-39	1	46	102	143	246	2	21	53	68	121
	40-49	1	35	64	134	198	2	12	29	42	71
	50-59	2	36	48	139	187	2	34	29	71	100
	60-69	2	35	32	107	139	4	37	25	67	92
	70-79	3	34	24	90	114	7	34	16	59	75
	80+	4	21	13	41	53	5	21	7	32	39
	All ages [2]	**25**	**425**	**792**	**1,245**	**2,039**	**31**	**289**	**438**	**624**	**1,062**
	Child 0-15	2	59	177	193	370	1	28	92	104	196
	Adult 16+	23	365	613	1,050	1,663	30	261	346	520	866
Bus/coach/minibus	0-4	-	1	6	5	12	-	-	1	1	2
	5-7	-	-	1	2	3	-	-	-	2	2
	8-11	-	-	2	3	5	-	1	2	5	7
	12-15	-	2	8	12	20	-	5	6	10	16
	16-19	-	2	6	10	16	-	-	2	5	7
	20-24	-	2	4	7	11	-	-	1	1	2
	25-29	-	3	8	8	16	-	-	-	1	1
	30-39	-	5	15	15	31	-	2	5	4	9
	40-49	-	5	20	17	36	-	3	6	3	9
	50-59	-	9	22	23	46	-	4	7	7	14
	60-69	-	15	22	34	56	-	1	8	9	17
	70-79	-	11	12	28	39	-	3	8	15	23
	80+	1	13	11	31	42	-	7	5	19	24
	All ages [2]	**3**	**70**	**138**	**195**	**334**	**-**	**26**	**51**	**82**	**133**
	Child 0-15	-	4	18	22	40	-	6	9	18	27
	Adult 16+	3	66	120	172	293	-	20	42	64	106
Goods vehicles	0-4	-	-	1	1	3	-	-	-	-	-
	5-7	-	1	1	1	3	-	-	1	1	2
	8-11	-	1	1	1	2	-	1	1	2	3
	12-15	-	-	1	1	2	-	-	-	1	1
	16-19	-	2	12	1	13	-	1	6	-	6
	20-24	-	7	32	5	37	-	5	21	4	25
	25-29	-	13	54	7	60	-	6	27	1	28
	30-39	1	17	88	7	95	1	9	50	7	57
	40-49	3	24	93	11	104	-	11	43	4	47
	50-59	1	19	73	7	80	3	10	42	5	47
	60-69	1	10	28	4	32	2	11	23	3	26
	70-79	-	2	5	1	6	1	1	4	1	5
	80+	-	-	-	1	1	-	-	-	-	-
	All ages [2]	**6**	**95**	**390**	**48**	**438**	**7**	**55**	**218**	**29**	**247**
	Child 0-15	-	2	5	3	9	-	1	2	4	6
	Adult 16+	6	93	385	44	429	7	54	216	25	241
All users [4]	0-4	1	32	81	57	140	1	12	37	19	56
	5-7	1	45	89	75	164	-	20	60	46	106
	8-11	2	78	159	118	277	1	48	100	83	183
	12-15	2	109	194	156	350	1	96	139	103	242
	16-19	9	224	472	361	833	5	132	260	157	417
	20-24	17	268	643	500	1,143	11	165	365	209	575
	25-29	13	246	594	440	1,034	14	132	317	174	491
	30-39	22	381	962	664	1,627	27	242	553	337	890
	40-49	25	410	944	645	1,589	19	187	434	263	697
	50-59	25	405	811	604	1,415	23	294	490	322	812
	60-69	20	261	426	375	800	24	215	343	231	574
	70-79	17	182	249	259	508	26	145	189	183	373
	80+	18	125	145	164	309	21	88	97	107	204
	All ages [2]	**174**	**2,771**	**5,776**	**4,424**	**10,207**	**173**	**1,776**	**3,384**	**2,235**	**5,621**
	Child 0-15	6	264	522	406	931	3	176	336	251	587
	Adult 16+	168	2,503	5,245	4,011	9,258	170	1,600	3,048	1,983	5,033

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: 2014-18, 2018-2022 averages, 2018-2022

		Child (0-15)			Adult		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Pedestrian	**2014-18 average**	**2.6**	**171**	**434.4**	**38.8**	**472.5**	**1,106**
	2018	2	145.7	334	32	415.8	918
	2019	2	146.2	332	42	412.8	917
	2020	3	80	226	31	244	587
	2021	1	94	243	37	208	528
	2022	1	115	295	32	252	616
	2018-22 average	**1.8**	**116.2**	**286**	**34.8**	**306.5**	**713**
	% ch on 14-18 av: 2022	*-62*	*-33*	*-32*	*-18*	*-47*	*-44*
	% ch on 14-18 av: 1822	*-31*	*-32*	*-34*	*-10*	*-35*	*-36*
Pedal cycle	**2014-18 average**	**0.4**	**22.7**	**67.6**	**6**	**255.7**	**699.6**
	2018	0	25	64	6	232.8	571
	2019	0	30.2	74	9	198.4	515
	2020	1	24	60	10	223	551
	2021	1	17	59	9	179	453
	2022	0	12	44	2	168	436
	2018-22 average	**0.4**	**21.6**	**60.2**	**7.2**	**200.2**	**505**
	% ch on 14-18 av: 2022	*-100*	*-47*	*-35*	*-67*	*-34*	*-38*
	% ch on 14-18 av: 1822	*0*	*-5*	*-11*	*20*	*-22*	*-28*
Car	**2014-18 average**	**2.2**	**58.5**	**365**	**80.6**	**1,180**	**5,823**
	2018	0	54.2	316	75	1,085	4,754
	2019	0	55.2	306	75	1077.9	4,302
	2020	2	30	181	69	592	2,597
	2021	2	24	172	53	688	2,740
	2022	1	27	194	100	790	3,004
	2018-22 average	**1**	**38.1**	**233.8**	**74.4**	**846.6**	**3,479**
	% ch on 14-18 av: 2022	*-55*	*-54*	*-47*	*24*	*-33*	*-48*
	% ch on 14-18 av: 1822	*-55*	*-35*	*-36*	*-8*	*-28*	*-40*
Other	**2014-18 average**	**0.4**	**11.6**	**63.6**	**42.6**	**595.1**	**1,629**
	2018	1	5.2	40	45	570	1,400
	2019	0	6.2	57	36	470.9	1,189
	2020	0	10	26	25	332	834
	2021	1	5	21	37	403	898
	2022	1	22	54	36	390	977
	2018-22 average	**0.6**	**9.7**	**39.6**	**35.8**	**433.2**	**1,060**
	% ch on 14-18 av: 2022	*150*	*90*	*-15*	*-15*	*-34*	*-40*
	% ch on 14-18 av: 1822	*50*	*-16*	*-38*	*-16*	*-27*	*-35*
All road users	**2014-18 average**	**5.6**	**263.8**	**931**	**168**	**2,503**	**9,258**
	2018	3	230.2	754	158	2,304	7,643
	2019	2	237.7	769	162	2,160	6,923
	2020	6	144	493	135	1391	4,569
	2021	5	140	495	136	1,478	4,619
	2022	3	176	587	170	1,600	5,033
	2018-22 average	**3.8**	**185.6**	**619.6**	**152.2**	**1786.5**	**5,757**
	% ch on 14-18 av: 2022	*-46*	*-33*	*-37*	*1*	*-36*	*-46*
	% ch on 14-18 av: 1822	*-32*	*-30*	*-33*	*-9*	*-29*	*-38*

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: 2014-18, 2018-2022 averages, 2018-2022

		Driver or rider			Passenger - vehicle/pillion		
		Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
Motorcycle	**2014-18 average**	**27.6**	**373**	**665.8**	**2.2**	**22.3**	**40.2**
	2018	30	365	612	3	14.6	28
	2019	25	303.6	503	0	9.2	19
	2020	15	229	395	1	12	24
	2021	29	267	440	1	10	16
	2022	25	268	447	0	12	20
	2018-22 average	**24.8**	**286.5**	**479.4**	**1**	**11.6**	**21.4**
Car	**2014-18 average**	**58.2**	**825.9**	**4,239**	**24.6**	**414.5**	**1,959**
	2018	52	750.5	3,468	23	391.3	1,617
	2019	56	730	3069	19	404.1	1,545
	2020	50	421	1,850	21	201	928
	2021	38	458	1,936	17	254	977
	2022	71	533	2,168	30	284	1,030
	2018-22 average	**53.4**	**578.5**	**2,498**	**22**	**306.9**	**1,219**
Taxi	**2014-18 average**	**0.6**	**8.8**	**65.2**	**0.2**	**10.6**	**79.8**
	2018	1	7.5	46	0	7.7	59
	2019	0	14.9	65	0	7.8	74
	2020	0	6	33	1	6	34
	2021	1	6	28	0	5	39
	2022	1	7	42	1	5	32
	2018-22 average	**0.6**	**8.3**	**42.8**	**0.4**	**6.3**	**47.6**
Minibus	**2014-18 average**	**0.4**	**1.5**	**10.4**	**0.6**	**4.1**	**20.8**
	2018	0	1.8	8	2	3.7	13
	2019	0	4.2	9	0	4.4	15
	2020	0	0	5	0	1	8
	2021	0	0	4	1	4	16
	2022	0	3	7	0	3	9
	2018-22 average	**0**	**1.8**	**6.6**	**0.6**	**3.2**	**12.2**
Bus/coach	**2014-18 average**	**0.2**	**5.7**	**27.2**	**1.6**	**58.7**	**275.2**
	2018	0	6.6	18	2	51.9	212
	2019	1	3.8	27	2	30.9	172
	2020	0	2	12	0	18	74
	2021	0	1	6	2	26	74
	2022	0	0	7	0	20	110
	2018-22 average	**0.2**	**2.7**	**14**	**1.2**	**29.4**	**128.4**
Light goods	**2014-18 average**	**2.8**	**53**	**262.4**	**0.6**	**16.8**	**84.8**
	2018	3	55.8	248	2	14.8	72
	2019	2	38.1	176	2	18.8	70
	2020	5	26	124	1	10	47
	2021	2	27	127	0	13	41
	2022	2	35	152	0	14	59
	2018-22 average	**2.8**	**36.4**	**165.4**	**1**	**14.1**	**57.8**
Heavy goods	**2014-18 average**	**2.2**	**20.9**	**73.2**	**0.2**	**4.5**	**18**
	2018	0	19.8	58	0	3.2	15
	2019	2	21.8	50	0	1.3	5
	2020	1	13	36	0	0	6
	2021	1	13	41	0	1	4
	2022	5	5	32	0	1	4
	2018-22 average	**1.8**	**14.5**	**43.4**	**0**	**1.3**	**6.8**
Other	**2014-18 average**	**3.6**	**20.5**	**55**	**0.2**	**6.9**	**18.2**
	2018	2	16.8	39	1	6.9	17
	2019	2	15.4	51	0	3	12
	2020	1	14	49	0	5	13
	2021	1	31	73	0	4	10
	2022	2	30	82	1	9	28
	2018-22 average	**1.6**	**21.4**	**58.8**	**0.4**	**5.6**	**16**
All modes of transport	**2014-18 average**	**95.6**	**1309.3**	**5,398**	**30.2**	**538.4**	**2,496**
	2018	88	1223.7	4,497	33	494	2,033
	2019	88	1131.9	3,950	23	479.7	1,912
	2020	72	711	2,504	24	253	1,134
	2021	72	803	2,655	21	317	1,177
	2022	106	881	2,937	32	348	1,292
	2018-22 average	**85.2**	**950.1**	**3,309**	**26.6**	**378.3**	**1,510**

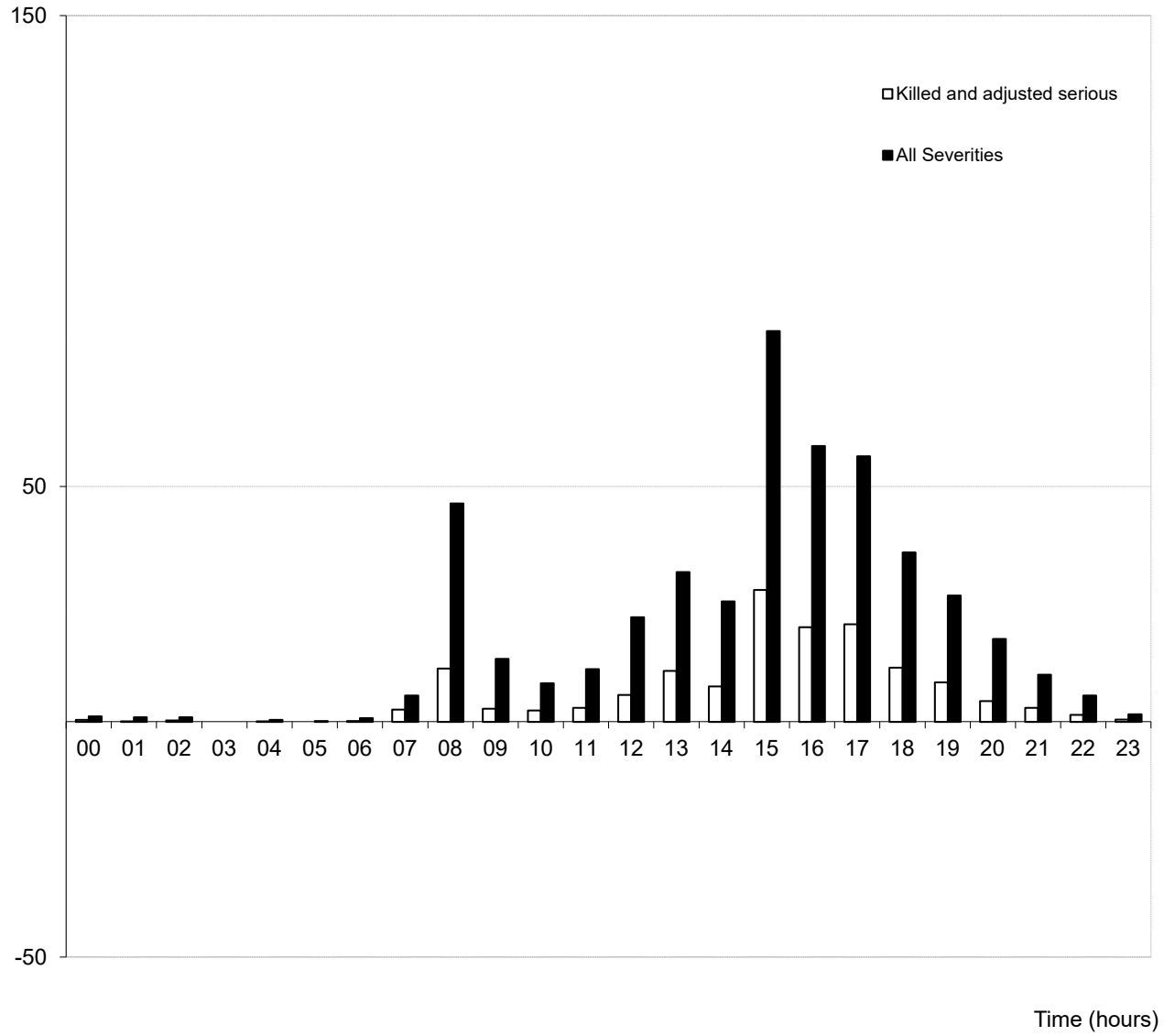
'Other' includes a small number of casualties who were using a 'non-motor' mode of transport.
'0' represents 0.1 to 0.4 and '-'=zero.

Reported child [1] casualties by time of day and mode of transport
Separately for weekdays/weekends
Years: 2018-2022 average

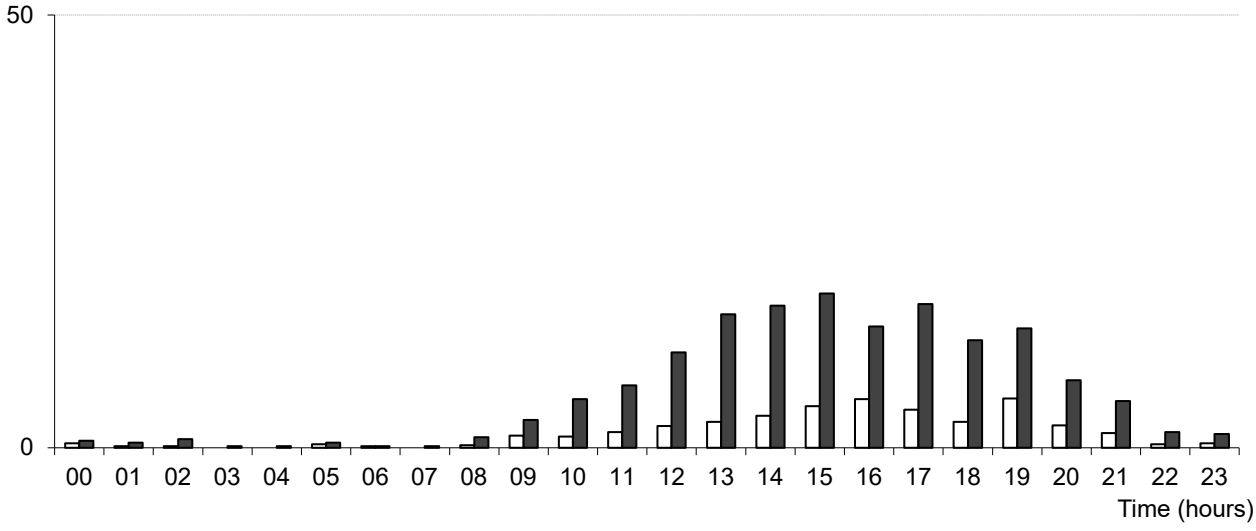
Day/hour	Pedes-trian	Pedal cycle	Motor cycle[2]	Car	Taxi	Minibus	Bus/ coach	Light goods	Heavy goods	Other	Total
Total for Weekdays											
00.00 to 00.59	-	-	-	1	-	-	-	-	-	-	1
01.00 to 01.59	-	-	-	1	-	-	-	0	-	-	1
02.00 to 02.59	-	-	-	1	-	-	-	-	0	-	1
03.00 to 03.59	-	-	-	-	-	-	-	-	-	-	-
04.00 to 04.59	-	-	-	-	-	-	-	0	-	-	0
05.00 to 05.59	-	-	-	0	-	-	-	-	-	-	0
06.00 to 06.59	0	0	-	0	-	-	-	-	-	-	1
07.00 to 07.59	3	0	-	2	-	-	-	0	-	-	6
08.00 to 08.59	25	6	-	10	0	1	4	0	-	0	46
09.00 to 09.59	7	0	-	6	-	-	0	1	-	-	13
10.00 to 10.59	3	-	-	5	-	-	0	0	-	-	8
11.00 to 11.59	2	0	0	8	-	-	0	-	-	-	11
12.00 to 12.59	11	2	-	8	-	-	1	-	-	-	22
13.00 to 13.59	17	2	0	10	2	-	0	-	-	0	32
14.00 to 14.59	11	3	-	10	0	-	2	0	0	0	26
15.00 to 15.59	52	7	0	21	0	0	1	-	-	0	83
16.00 to 16.59	34	6	0	17	0	1	1	0	-	0	59
17.00 to 17.59	28	7	-	19	0	0	1	-	-	0	56
18.00 to 18.59	19	5	0	10	0	-	0	1	-	-	36
19.00 to 19.59	11	3	0	11	-	-	0	-	-	1	27
20.00 to 20.59	7	2	0	8	-	-	0	-	-	-	18
21.00 to 21.59	3	1	1	5	-	-	-	-	-	-	10
22.00 to 22.59	1	1	-	4	-	-	-	-	-	0	6
23.00 to 23.59	0	-	0	1	-	0	-	-	-	-	2
Total	**233**	**46**	**3**	**157**	**4**	**2**	**12**	**3**	**0**	**3**	**465**
Total for Weekends											
00.00 to 00.59	0	-	-	0	-	-	-	0	-	-	1
01.00 to 01.59	0	-	-	0	-	-	-	-	-	-	1
02.00 to 02.59	0	-	-	0	-	-	-	-	-	0	1
03.00 to 03.59	0	-	-	-	-	-	-	-	-	-	0
04.00 to 04.59	-	-	-	0	-	-	-	-	-	-	0
05.00 to 05.59	-	-	-	1	-	-	-	-	-	-	1
06.00 to 06.59	-	0	-	-	-	-	-	-	-	-	0
07.00 to 07.59	-	-	-	-	-	-	-	-	0	-	0
08.00 to 08.59	-	0	-	1	-	-	-	0	-	-	1
09.00 to 09.59	1	0	-	2	-	-	-	-	-	-	3
10.00 to 10.59	1	-	-	4	-	-	0	0	-	-	6
11.00 to 11.59	2	1	-	4	-	-	0	0	-	-	7
12.00 to 12.59	3	1	-	6	-	0	1	-	-	1	11
13.00 to 13.59	5	1	0	9	0	-	0	0	-	0	15
14.00 to 14.59	5	2	0	9	-	0	1	-	-	-	16
15.00 to 15.59	6	3	0	8	-	-	1	-	-	0	18
16.00 to 16.59	5	1	-	8	-	-	-	-	-	1	14
17.00 to 17.59	6	2	-	7	-	0	0	0	-	-	17
18.00 to 18.59	5	1	-	6	-	-	0	0	-	-	12
19.00 to 19.59	6	1	-	5	0	-	1	-	-	-	14
20.00 to 20.59	3	1	0	3	-	-	0	-	-	-	8
21.00 to 21.59	2	1	-	3	-	-	-	-	-	-	5
22.00 to 22.59	1	-	-	1	-	-	-	-	-	-	2
23.00 to 23.59	1	-	-	1	-	-	-	-	-	-	2
Total	**53**	**15**	**1**	**76**	**1**	**1**	**4**	**2**	**0**	**2**	**155**

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: 2017 - 2021 average



Total for Weekends

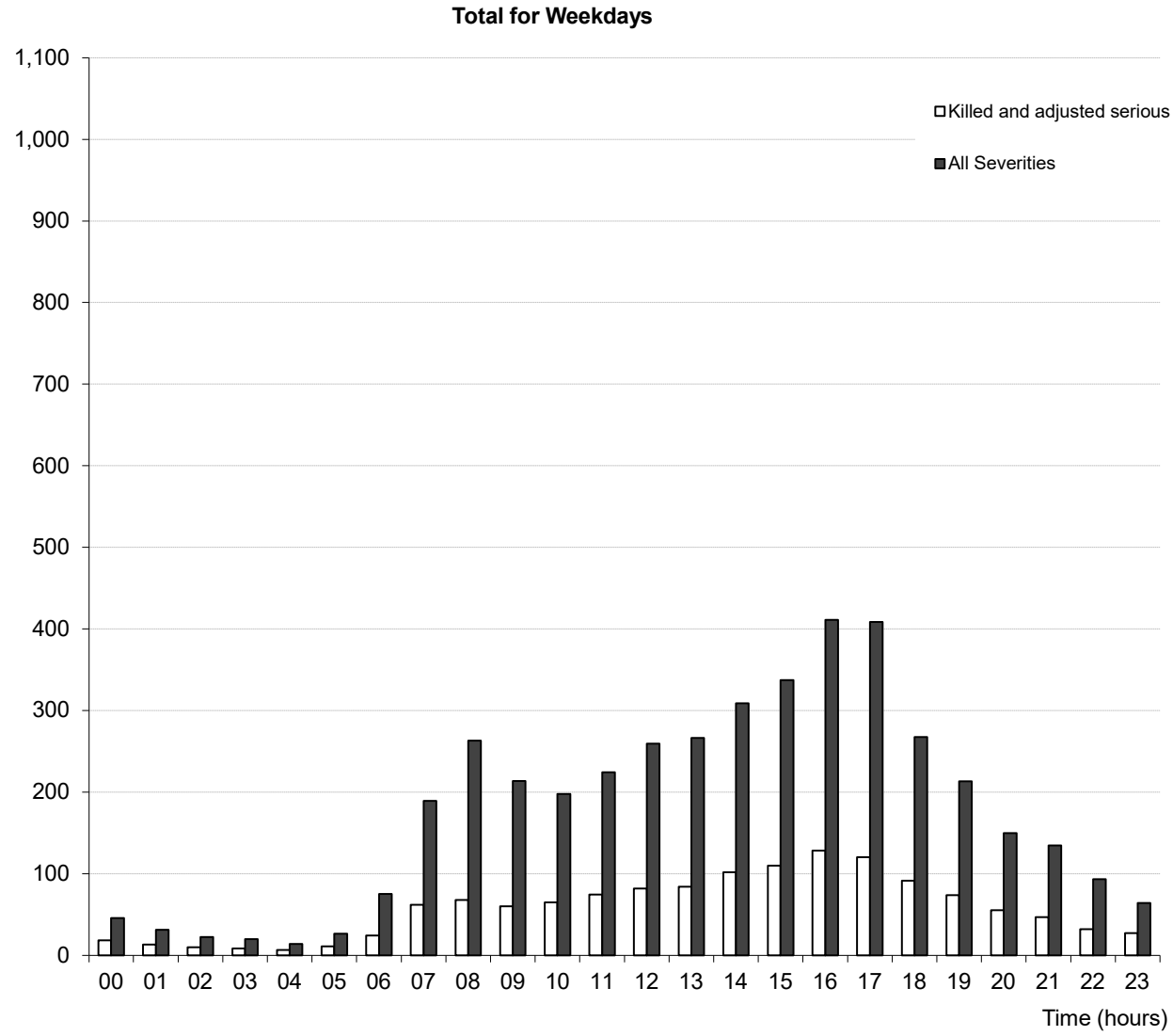


Reported adult casualties by time of day and mode of transport,
Separately for weekdays/weekends
Years: 2018-2022 average

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	6	2	1	33	2	-	0	1	1	-	46
01.00 to 01.59	4	1	0	24	1	-	-	1	-	0	31
02.00 to 02.59	4	0	0	16	0	-	-	1	1	-	23
03.00 to 03.59	0	-	0	16	1	-	-	1	1	1	20
04.00 to 04.59	1	0	1	9	0	-	0	1	1	0	14
05.00 to 05.59	2	3	2	16	0	-	-	3	1	0	27
06.00 to 06.59	6	11	4	40	2	-	1	9	1	2	75
07.00 to 07.59	17	27	19	100	2	-	2	17	5	2	189
08.00 to 08.59	28	35	15	149	3	1	7	17	4	3	263
09.00 to 09.59	27	22	12	124	3	1	2	13	3	5	214
10.00 to 10.59	23	18	16	110	2	1	6	15	2	4	198
11.00 to 11.59	31	19	20	130	3	0	7	6	3	5	224
12.00 to 12.59	33	26	19	147	4	1	9	12	4	4	260
13.00 to 13.59	35	19	23	156	5	1	7	13	3	4	266
14.00 to 14.59	38	26	25	188	3	1	8	12	3	4	309
15.00 to 15.59	42	25	24	206	4	2	10	17	3	4	337
16.00 to 16.59	54	34	40	246	4	1	13	13	2	4	411
17.00 to 17.59	53	45	38	240	3	1	8	15	2	4	409
18.00 to 18.59	40	30	27	151	3	-	5	10	1	2	268
19.00 to 19.59	34	24	19	117	3	2	6	6	0	2	213
20.00 to 20.59	17	14	10	103	1	-	1	2	0	2	150
21.00 to 21.59	16	7	7	97	3	-	1	2	1	2	135
22.00 to 22.59	13	5	4	63	3	-	0	3	1	0	93
23.00 to 23.59	9	3	3	44	3	1	0	1	0	0	64
Total	**533**	**395**	**331**	**2,527**	**58**	**14**	**95**	**189**	**43**	**54**	**4,239**
Total for Weekends											
00.00 to 00.59	11	0	1	29	2	-	0	2	-	0	46
01.00 to 01.59	7	1	1	20	2	1	-	1	-	0	34
02.00 to 02.59	5	0	0	16	1	-	-	0	1	0	24
03.00 to 03.59	4	0	1	13	1	-	-	0	-	-	20
04.00 to 04.59	1	1	0	11	1	-	-	0	-	0	15
05.00 to 05.59	1	1	1	12	1	-	0	1	0	-	16
06.00 to 06.59	1	1	1	12	-	-	-	1	-	-	15
07.00 to 07.59	1	4	2	19	0	-	1	1	0	1	29
08.00 to 08.59	3	3	3	23	0	-	1	1	0	0	34
09.00 to 09.59	4	7	5	30	1	0	0	1	0	1	50
10.00 to 10.59	6	10	8	43	1	-	4	1	0	0	73
11.00 to 11.59	9	11	15	48	0	-	2	2	1	0	87
12.00 to 12.59	11	13	19	71	1	1	4	1	0	1	124
13.00 to 13.59	8	10	17	74	1	-	2	1	1	1	116
14.00 to 14.59	11	7	18	80	1	0	3	3	0	2	125
15.00 to 15.59	13	6	18	59	1	-	2	1	0	1	101
16.00 to 16.59	11	6	18	69	1	-	2	1	-	1	110
17.00 to 17.59	14	7	14	64	1	-	2	3	-	1	104
18.00 to 18.59	13	5	7	56	1	-	1	1	0	1	86
19.00 to 19.59	11	6	6	59	2	-	6	1	1	2	93
20.00 to 20.59	13	4	3	46	2	-	1	1	-	1	71
21.00 to 21.59	6	3	3	44	2	-	0	1	0	1	61
22.00 to 22.59	10	2	2	29	2	-	0	1	-	-	47
23.00 to 23.59	6	2	2	24	1	-	0	1	0	1	39
Total	**180**	**110**	**165**	**952**	**27**	**2**	**31**	**30**	**6**	**15**	**1,518**

1. Motor cycle includes all two wheeled motor vehicles

Reported adult casualties by time of day
Years: 2018 - 2022 average



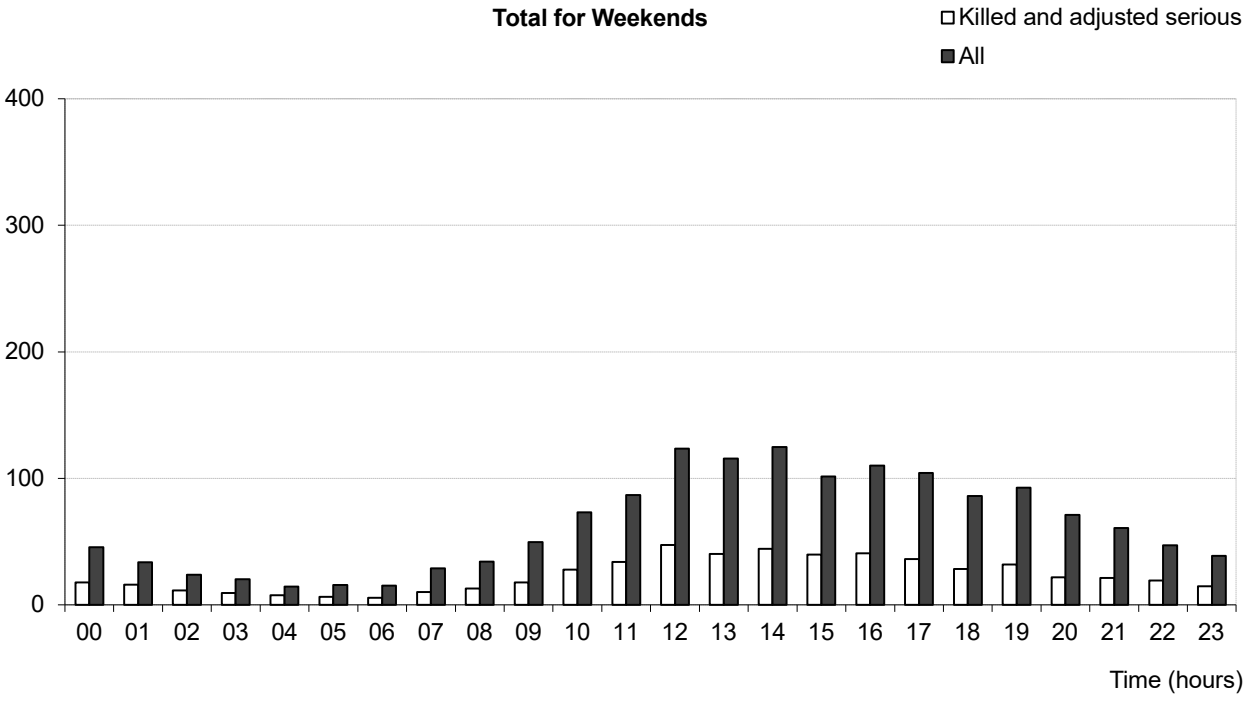


Table 29

Reported child/adult casualties by month and mode of transport
Years: 2018 to 2022 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	22	2	0	20	0	0	2	1	-	1	48
	February	21	3	0	19	0	0	1	0	-	0	46
	March	23	3	0	13	-	0	0	0	-	0	40
	April	22	3	0	20	-	-	2	1	0	0	49
	May	20	7	1	17	0	-	1	1	-	-	48
	June	30	8	0	20	0	-	1	1	-	1	61
	July	15	9	1	25	-	1	2	-	0	1	53
	August	27	9	1	28	0	1	2	0	-	1	69
	September	28	5	0	16	1	0	0	0	-	1	52
	October	26	4	0	19	-	-	3	0	-	0	53
	November	26	3	-	18	1	-	3	0	-	0	52
	December	20	1	-	15	2	0	0	0	-	0	39
	Year Total	282	59	4	230	5	3	16	5	1	6	611
Adult	January	73	31	16	284	8	1	9	20	5	6	453
	February	57	33	24	300	8	1	10	26	7	6	470
	March	53	31	24	255	7	3	12	19	3	5	413
	April	43	40	43	243	6	1	13	16	4	4	412
	May	45	45	56	264	6	0	9	14	3	3	446
	June	46	53	68	274	6	1	10	13	3	7	479
	July	43	51	62	290	6	1	12	17	3	6	490
	August	58	58	66	323	7	1	11	18	5	6	553
	September	56	49	58	293	8	1	10	16	3	7	500
	October	67	43	34	313	7	0	12	19	5	7	507
	November	82	39	25	315	8	3	8	19	4	5	507
	December	81	25	14	279	8	1	8	19	4	7	446
	Year Total	703	498	488	3,430	84	15	124	216	49	68	5,675
Total	January	95	34	16	304	8	1	11	21	5	7	502
	February	78	35	24	319	8	1	11	26	7	6	515
	March	77	34	24	267	7	3	12	19	3	6	453
	April	65	43	43	263	6	1	15	16	5	4	462
	May	65	53	57	282	6	0	10	15	3	3	495
	June	76	61	68	294	6	1	11	13	3	8	542
	July	57	60	62	315	6	2	14	17	3	7	544
	August	86	68	67	351	7	2	12	18	5	6	622
	September	84	54	58	309	9	2	10	16	3	8	553
	October	93	47	34	332	7	0	15	20	5	7	560
	November	109	42	25	334	8	3	11	19	4	5	560
	December	102	27	14	294	10	1	8	19	4	7	486
	Year Total	986	558	493	3,665	89	19	140	221	50	74	6,294

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: 2018 to 2022 average

		Pedestrian	Pedal cycle	Motor cycle	Car	Taxi	Minibus	Bus/coach	Light goods	Heavy goods	Other	Total
Child (0-15)	Monday	42	9	1	29	1	0	1	1	0	1	86
	Tuesday	42	7	1	25	-	0	2	0	-	1	79
	Wednesday	50	8	1	33	1	1	2	1	-	0	96
	Thursday	48	10	1	28	1	1	1	1	-	0	91
	Friday	50	11	0	43	1	0	5	1	0	1	113
	Saturday	30	9	0	40	0	1	2	1	-	2	85
	Sunday	24	5	1	36	0	-	2	1	0	0	70
	Total	286	60	4	234	5	3	17	5	1	6	620
Adult	Monday	97	71	60	481	11	2	15	40	8	7	791
	Tuesday	100	86	61	468	10	3	18	42	11	14	814
	Wednesday	101	81	64	497	12	2	19	31	9	12	828
	Thursday	114	81	69	501	13	4	18	40	9	9	856
	Friday	122	76	77	580	13	3	25	37	6	13	951
	Saturday	106	62	78	503	15	1	19	15	4	8	811
	Sunday	74	47	87	450	12	1	12	15	2	7	707
	Total	713	505	496	3,479	85	16	125	218	50	69	5,757
Total (1)	Monday	139	81	60	511	12	3	16	40	8	7	878
	Tuesday	143	93	62	494	10	3	20	42	11	15	894
	Wednesday	152	90	65	530	12	3	21	31	9	12	926
	Thursday	162	91	69	529	14	5	19	40	9	9	948
	Friday	172	87	78	623	14	3	31	38	6	14	1,065
	Saturday	136	72	78	543	15	2	21	16	4	10	897
	Sunday	97	53	87	487	13	1	14	16	2	7	778
	Total	1,001	566	501	3,718	90	19	142	223	50	75	6,386

(1) Includes those whose ages were not known

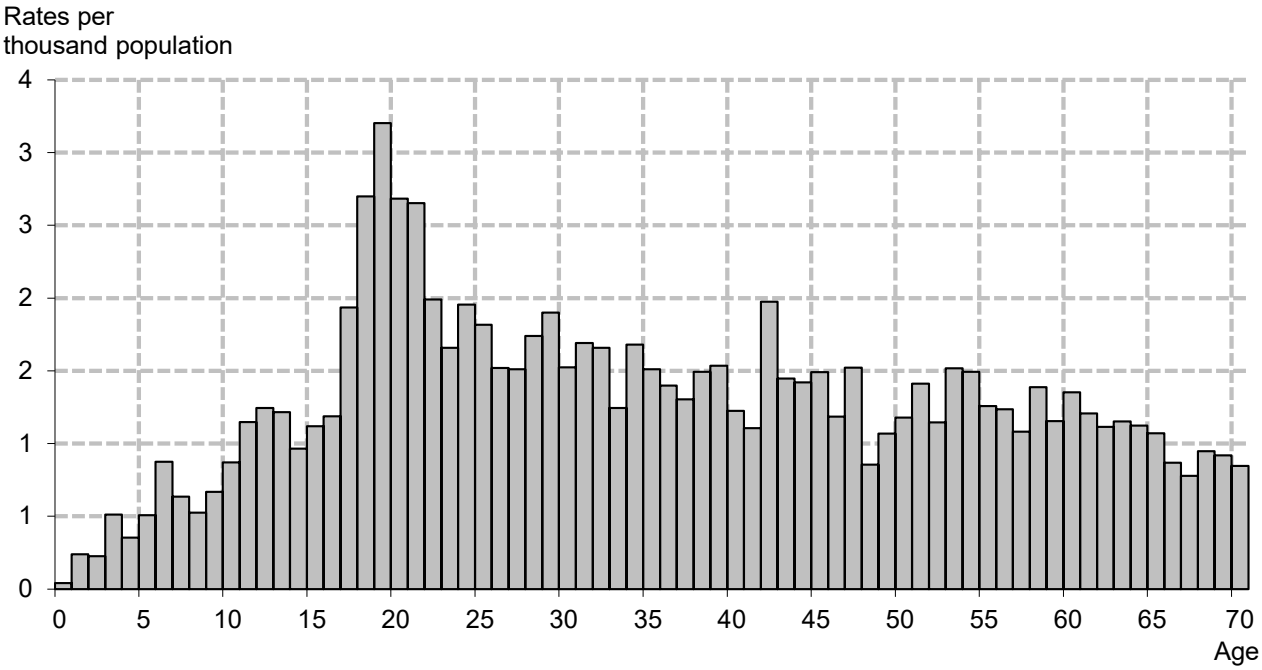
Population estimates, number of reported casualties and casualty rates per thousand population by age groups
Years: 2014-18 and 2018-2022 averages, 2018 to 2022

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*
2014-18 average	**285.8**	**409.6**	**219.8**	**453.2**	**521.9**	**681.9**	**728.4**	**775.2**	**632.2**	**689.5**	**5,397.6**
2018	276.9	419.9	222.7	437.3	526.5	709.3	691.8	791.3	636.7	725.7	5,438.1
2019	271.7	421.3	228.4	430.7	525.3	722.0	680.9	794.2	644.1	744.7	5,463.3
2020	263.8	418.8	234.1	423.8	520.3	729.7	674.3	792.5	653.0	755.6	5,466.0
2021	255.4	416.5	239.5	417.0	511.6	743.3	670.8	791.2	666.1	768.4	5,479.9
2022 [3]	255.4	416.5	239.5	417.0	511.6	743.3	670.8	791.2	666.1	768.4	5,479.9
2018-2022. average [3]	**264.7**	**418.6**	**232.9**	**425.1**	**519.0**	**729.5**	**677.7**	**792.1**	**653.2**	**752.6**	**5,465.4**
Casualties											*number*
2014-18 average	**140**	**441**	**350**	**1,535**	**1,474**	**1,627**	**1,589**	**1,415**	**800**	**817**	**10,207**
2018	125	348	281	1,100	1,180	1,415	1,219	1,212	747	770	8,424
2019	125	354	290	1,007	1,040	1,249	1,023	1,164	670	770	7,706
2020	85	226	182	734	772	888	688	724	403	360	5,062
2021	66	232	197	706	709	856	702	759	436	451	5,115
2022	56	289	242	773	710	890	697	812	574	577	5,621
2018-2022. average	**91**	**290**	**238**	**864**	**882**	**1,060**	**866**	**934**	**566**	**586**	**6,386**
2022 Male	37	160	139	496	446	553	434	490	343	286	3,384
2022 Female	19	129	103	276	264	337	263	322	231	290	2,235
Casualty rates											*rates per thousand population*
2014-18 average	**0.49**	**1.08**	**1.59**	**3.39**	**2.82**	**2.39**	**2.18**	**1.83**	**1.27**	**1.18**	**1.89**
2018	0.45	0.83	1.26	2.52	2.24	2	1.76	1.53	1.17	1.06	1.55
2019	0.46	0.84	1.27	2.34	1.98	1.73	1.5	1.47	1.04	1.03	1.41
2020	0.32	0.54	0.78	1.73	1.48	1.22	1.02	0.91	0.62	0.48	0.92
2021	0.26	0.56	0.82	1.69	1.38	1.15	1.04	0.96	0.65	0.58	0.93
2022 [3]	0.22	0.69	1.01	1.85	1.39	1.2	1.04	1.03	0.86	0.75	1.03
2018-2022. average [3]	**0.35**	**0.69**	**1.02**	**2.03**	**1.7**	**1.45**	**1.28**	**1.18**	**0.87**	**0.78**	**1.17**
Male											
2014-18 average	**1.03**	**2.65**	**4.13**	**8.89**	**5.15**	**5.18**	**4.25**	**2.44**	**1.69**	**1.58**	**3.70**
2018	0.50	0.97	1.31	2.74	2.6	2.48	2.19	1.89	1.30	1.21	1.83
2019	0.43	0.97	1.33	2.59	2.17	2.11	1.85	1.77	1.18	1.12	1.63
2020	0.31	0.56	0.94	2.06	1.78	1.6	1.3	1.2	0.78	0.62	1.16
2021	0.30	0.63	0.97	1.92	1.68	1.49	1.36	1.28	0.76	0.67	1.16
2022 [3]	0.28	0.75	1.14	2.33	1.73	1.51	1.32	1.29	1.07	0.85	1.27
2018-2022. average [3]	0.37	0.77	1.14	2.33	2.00	1.83	1.61	1.49	1.02	0.89	1.41
Female											
2014-18 average	**0.78**	**1.80**	**3.50**	**6.22**	**3.58**	**3.52**	**2.82**	**1.95**	**1.57**	**1.58**	**2.66**
2018	0.35	0.69	1.21	2.28	1.88	1.53	1.36	1.2	1.05	0.95	1.28
2019	0.46	0.71	1.2	2.07	1.79	1.37	1.17	1.18	0.91	0.97	1.20
2020	0.34	0.51	0.61	1.39	1.18	0.84	0.75	0.65	0.47	0.36	0.70
2021	0.21	0.48	0.66	1.45	1.08	0.82	0.74	0.66	0.56	0.52	0.72
2022 [3]	0.15	0.64	0.88	1.35	1.04	0.90	0.77	0.78	0.67	0.67	0.80
2018-2022. average [3]	**0.30**	**0.61**	**0.91**	**1.72**	**1.40**	**1.09**	**0.96**	**0.89**	**0.73**	**0.69**	**0.94**

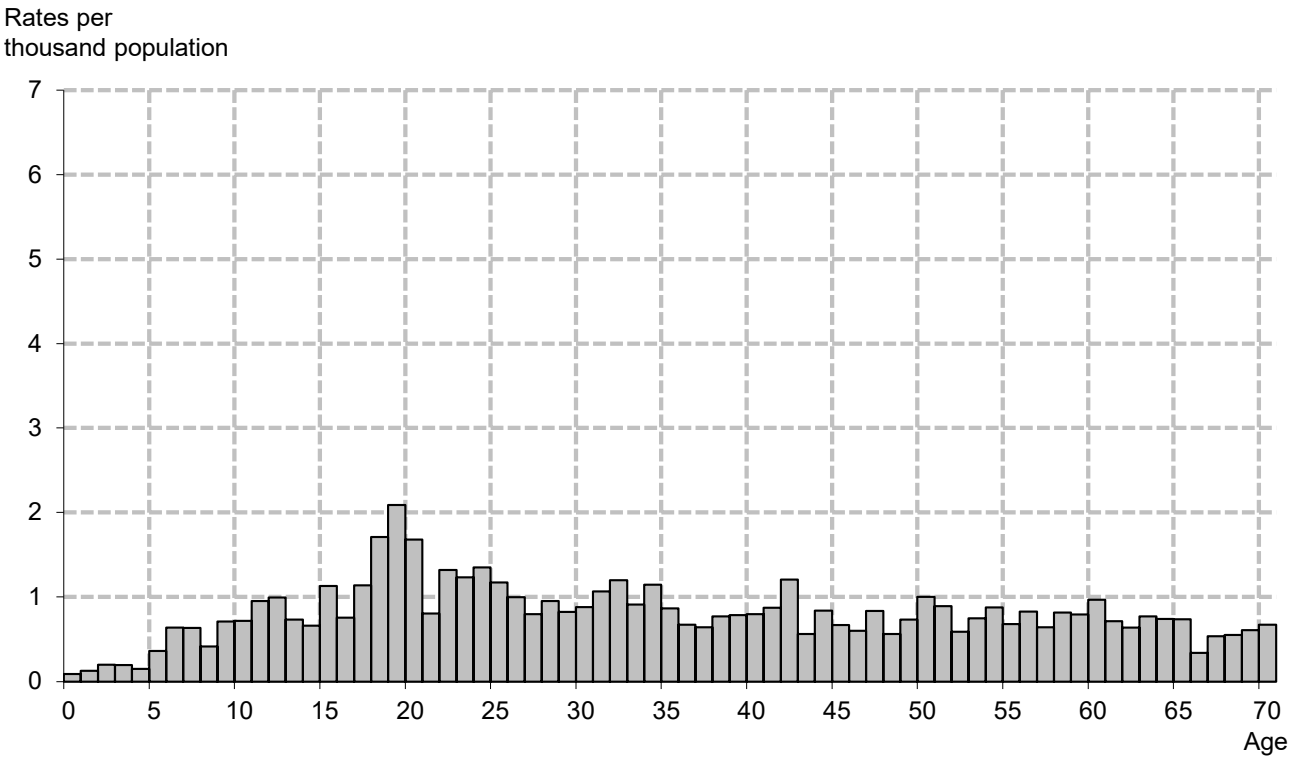
1. Includes those whose ages were 'not known'.
2. Minor revisions have been made to the population estimates for indvidual age groups. Overall estimates for Scotland are unchange

Reported casualty rates per thousand population, by age and sex
Year: 2022

Males



Females



Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2018-2022 average[3]

Mode of Transport	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers				*rates per thousand population*
Pedestrian	0 - 4	1	10	16	27	-	0	0	0.10
	5 - 11	-	51	80	131	-	0	0	0.31
	12 - 15	1	55	71	128	0.01	0	0	0.55
	16 - 22	2	37	57	98	0.01	0	0	0.23
	23-25	1	13	20	34	0.01	0	0	0.16
	26-29	1	17	24	43	-	0	0	0.14
	30 - 39	5	46	61	112	0.01	0	0	0.15
	40 - 49	4	39	53	97	0.01	0	0	0.14
	50 - 59	5	48	57	112	0.01	0	0	0.14
	60 - 69	6	43	39	88	0.01	0	0	0.14
	70 & over	10	64	52	127	0.01	0	0	0.17
	Total [1]	**37**	423	531	**1,001**	**0.01**	0	0	**0.18**
	Child 0-15	2	116	167	286	-	0	0	0.31
	Adult 16+	35	307	363	713	0.01	0	0	0.16
Pedal Cycle	0 - 4	-	-	1	1	-	-	-	-
	5 - 11	-	9	18	28	-	0	0	0.07
	12 - 15	-	12	19	31	-	0	0	0.13
	16 - 22	-	16	36	52	-	0	0	0.12
	23-25	-	11	26	37	-	0	0	0.17
	26-29	-	16	26	42	-	0	0	0.14
	30 - 39	2	40	65	107	-	0	0	0.15
	40 - 49	1	42	59	104	-	0	0	0.15
	50 - 59	1	47	54	103	-	0	0	0.13
	60 - 69	1	18	20	40	-	0	0	0.06
	70 & over	2	10	7	20	-	0	0	0.03
	Total [1]	**8**	222	330	**566**	-	0	0	**0.10**
	Child 0-15	-	22	37	60	-	0	0	0.07
	Adult 16+	7	200	292	505	-	0	0	0.11
Motorcycle [2]	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	3	1	4	-	0	-	0.02
	16 - 22	1	33	31	65	-	0	0	0.15
	23-25	1	17	15	33	0.01	0	0	0.15
	26-29	2	20	16	38	0.01	0	0	0.13
	30 - 39	4	54	33	90	0.01	0	0	0.12
	40 - 49	4	53	29	86	0.01	0	0	0.13
	50 - 59	8	77	32	117	0.01	0	0	0.15
	60 - 69	4	35	15	54	0.01	0	0	0.08
	70 & over	1	7	4	12	-	0	0	0.02
	Total [1]	**26**	298	175	**501**	**-**	0	0	**0.09**
	Child 0-15	-	3	1	4	-	-	-	-
	Adult 16+	26	295	173	496	0.01	0	0	0.11
Car	0 - 4	1	9	46	56	-	0	0	0.21
	5 - 11	-	17	97	115	-	0	0	0.28
	12 - 15	-	12	49	62	-	0	0	0.27
	16 - 22	9	150	438	602	0.02	0	1	1.42
	23-25	5	62	196	264	0.02	0	1	1.23
	26-29	5	67	244	318	0.02	0	1	1.05
	30 - 39	10	125	498	637	0.01	0	1	0.87
	40 - 49	7	95	379	484	0.01	0	1	0.71
	50 - 59	7	124	354	487	0.01	0	0	0.62
	60 - 69	10	87	220	319	0.01	0	0	0.49
	70 & over	23	137	205	368	0.03	0	0	0.49
	Total [1]	**75**	885	2,731	**3,718**	**0.01**	**0**	**1**	**0.68**
	Child 0-15	1	38	193	234	-	0	0	0.26
	Adult 16+	74	847	2,534	3,479	0.02	0	1	0.76

1. Includes those whose age was 'not known'
2. Motorcycle includes all two wheeled motor vehicles
3. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2018-2022 average [2]

Road User	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers			*rates per thousand population*	
Taxi	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	-	1	1	-	-	-	-
	12 - 15	-	-	3	3	-	-	0	0.01
	16 - 22	-	1	6	7	-	-	0	0.02
	23-25	-	-	4	4	-	-	0	0.02
	26-29	-	-	4	4	-	-	0	0.01
	30 - 39	-	2	14	17	-	-	0	0.02
	40 - 49	-	2	13	16	-	-	0	0.02
	50 - 59	-	4	14	19	-	0	0	0.02
	60 - 69	-	3	9	13	-	-	0	0.02
	70 & over	-	1	4	6	-	-	0	0.01
	Total [1]	**1**	15	73	**90**	**-**	-	0	**0.02**
	Child 0-15	-	1	4	5	-	-	-	0.01
	Adult 16+	1	14	69	85	-	-	0	0.02
Minibus	0 - 4	-	-	-	1	-	-	-	-
	5 - 11	-	-	2	2	-	-	-	-
	12 - 15	-	-	-	1	-	-	-	-
	16 - 22	-	-	1	1	-	-	-	-
	23-25	-	-	-	-	-	-	-	-
	26-29	-	-	1	1	-	-	-	-
	30 - 39	-	1	1	2	-	-	-	-
	40 - 49	-	1	2	4	-	-	-	0.01
	50 - 59	-	1	3	4	-	-	-	-
	60 - 69	-	1	2	3	-	-	-	0.01
	70 & over	-	-	-	1	-	-	-	-
	Total [1]	**1**	5	13	**19**	**-**	-	-	**-**
	Child 0-15	-	-	2	3	-	-	-	-
	Adult 16+	-	5	10	16	-	-	-	-
Bus/Coach	0 - 4	-	-	4	5	-	-	0	0.02
	5 - 11	-	1	5	6	-	-	0	0.01
	12 - 15	-	1	5	6	-	0	0	0.03
	16 - 22	-	2	7	8	-	-	0	0.02
	23-25	-	1	3	3	-	-	0	0.01
	26-29	-	1	3	4	-	-	0	0.01
	30 - 39	-	2	10	11	-	-	0	0.02
	40 - 49	-	2	11	14	-	-	0	0.02
	50 - 59	-	6	17	23	-	0	0	0.03
	60 - 69	-	5	15	20	-	0	0	0.03
	70 & over	1	12	28	42	-	0	0	0.06
	Total [1]	**1**	32	107	**142**	**-**	0	0	**0.03**
	Child 0-15	-	2	14	17	-	-	0	0.02
	Adult 16+	1	30	93	125	-	0	0	0.03
Light goods	0 - 4	-	-	1	2	-	-	0	0.01
	5 - 11	-	-	3	3	-	-	0	0.01
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	4	16	20	-	0	0	0.05
	23-25	-	3	13	16	-	0	0	0.08
	26-29	-	6	20	27	-	0	0	0.09
	30 - 39	1	13	44	58	-	0	0	0.08
	40 - 49	-	10	29	39	-	0	0	0.06
	50 - 59	1	9	28	38	-	0	0	0.05
	60 - 69	1	5	10	16	-	0	0	0.02
	70 & over	-	2	2	4	-	-	-	0.01
	Total [1]	**4**	51	167	**223**	**-**	0	0	**0.04**
	Child 0-15	-	-	4	5	-	-	-	0.01
	Adult 16+	4	50	163	218	-	0	0	0.05

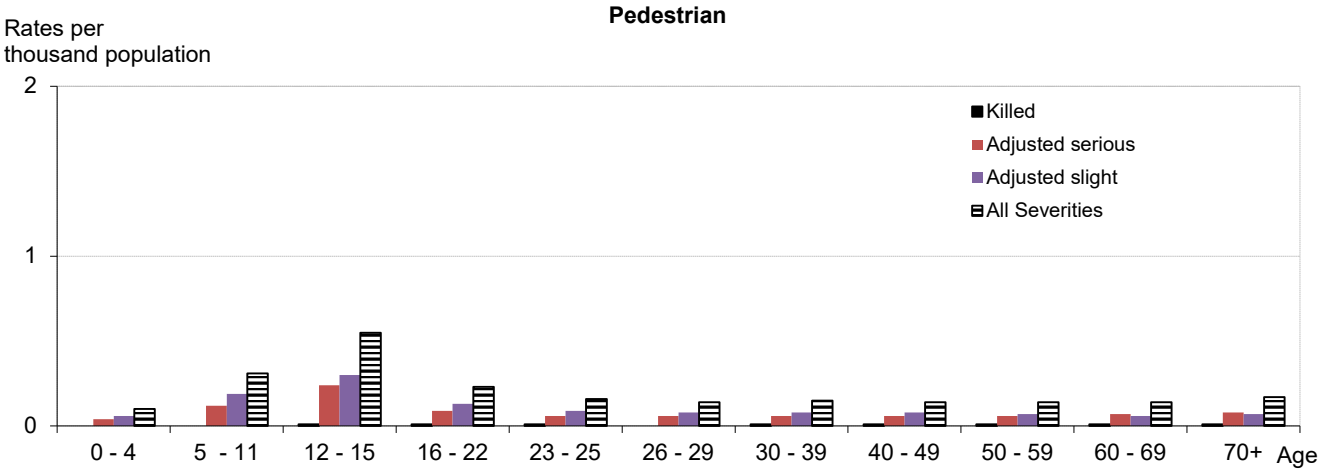
1. Includes those whose age was 'not known'
2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

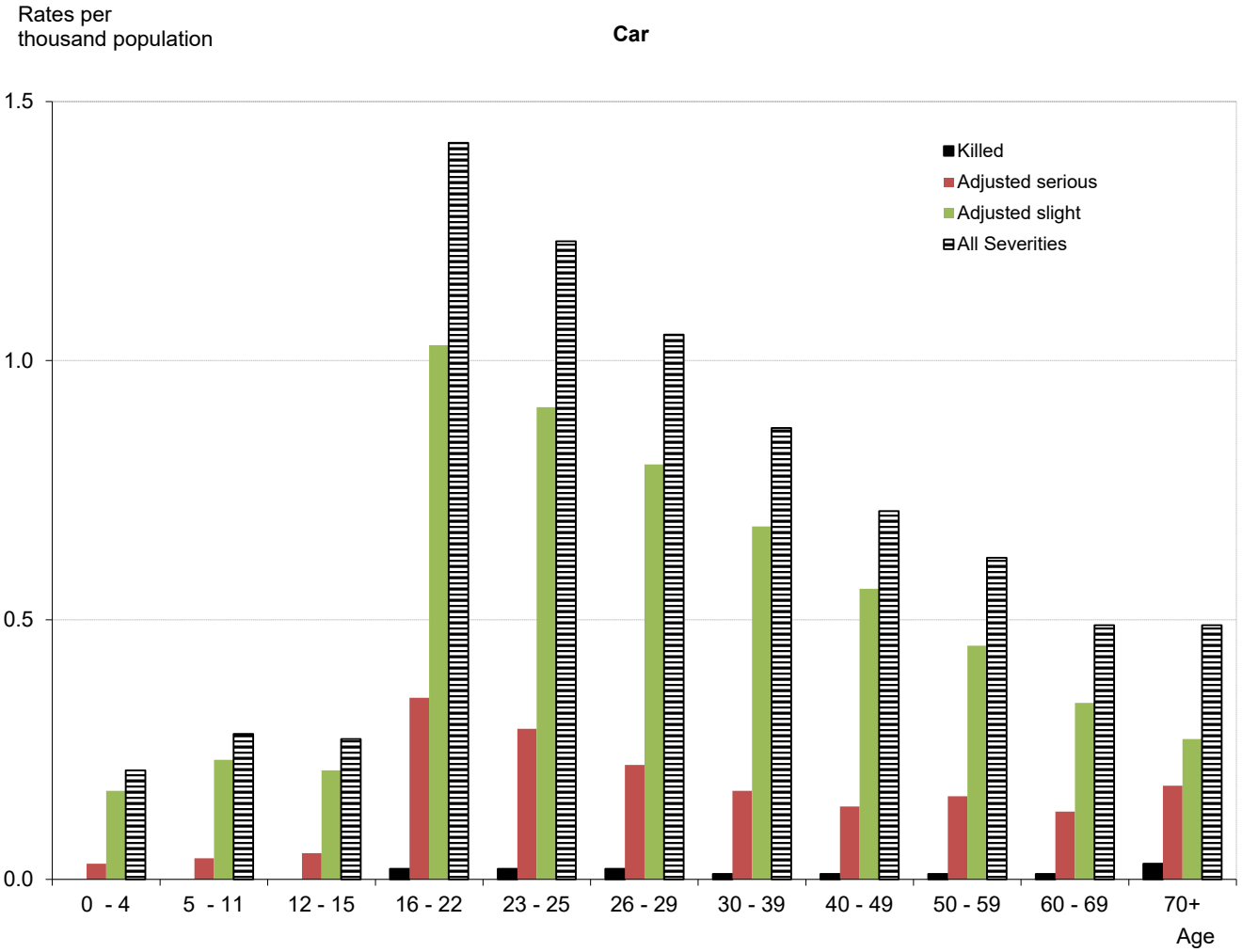
Reported casualties by age and severity, separately for each mode of transport
Numbers and rates per thousand population
Years: 2018-2022 average [2]

Road User	Age group	Killed	Adjusted serious	Adjusted slight	All Severities	Killed	Adjusted serious	Adjusted slight	All Severities
					numbers				*rates per thousand population*
Heavy goods	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	-	-	-	-	-	-	-
	12 - 15	-	-	-	-	-	-	-	-
	16 - 22	-	1	1	2	-	-	-	0.01
	23-25	-	1	-	1	-	-	-	0.01
	26-29	-	1	2	3	-	-	0	0.01
	30 - 39	-	2	6	8	-	-	0	0.01
	40 - 49	-	3	8	12	-	0	0	0.02
	50 - 59	1	5	10	16	-	0	0	0.02
	60 - 69	-	2	4	7	-	-	0	0.01
	70 & over	-	-	-	1	-	-	-	-
	Total [1]	**2**	16	31	**50**	-	-	0	**0.01**
	Child 0-15	-	-	1	1	-	-	-	-
	Adult 16+	2	16	31	50	-	-	0	0.01
Other	0 - 4	-	-	-	-	-	-	-	-
	5 - 11	-	1	1	3	-	-	-	0.01
	12 - 15	-	2	1	3	-	0	-	0.01
	16 - 22	-	3	5	8	-	0	0	0.02
	23-25	-	1	2	3	-	-	0	0.02
	26-29	-	2	3	5	-	0	0	0.02
	30 - 39	-	6	10	16	-	0	0	0.02
	40 - 49	-	3	7	11	-	-	0	0.02
	50 - 59	-	4	10	14	-	-	0	0.02
	60 - 69	-	2	4	6	-	-	0	0.01
	70 & over	1	3	2	6	-	-	-	0.01
	Total [1]	**2**	27	45	**75**	-	-	0	**0.01**
	Child 0-15	-	3	2	6	-	-	-	0.01
	Adult 16+	2	24	42	69	-	0	0	0.02
Total	0 - 4	2	20	69	91	0.01	0	0	0.35
	5 - 11	-	80	207	290	-	0	1	0.69
	12 - 15	2	85	149	238	0.01	0	1	1.02
	16 - 22	13	246	597	864	0.03	1	1	2.03
	23-25	8	108	278	396	0.04	1	1	1.85
	26-29	9	130	343	486	0.03	0	1	1.60
	30 - 39	22	290	741	1,060	0.03	0	1	1.45
	40 - 49	18	250	590	866	0.03	0	1	1.28
	50 - 59	24	325	578	934	0.03	0	1	1.18
	60 - 69	23	201	338	566	0.03	0	1	0.87
	70 & over	37	238	305	586	0.05	0	0	0.78
	Total [1]	**156**	1,974	4,204	**6,386**	**0.03**	0	1	**1.17**
	Child 0-15	4	186	426	620	-	0	0	0.68
	Adult 16+	152	1,787	3,771	5,757	0.03	0	1	1.27

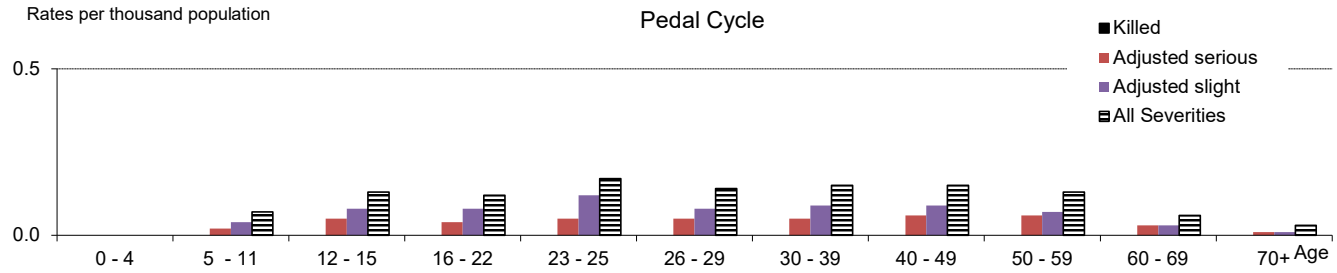
1. Includes those whose age was 'not known'
2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

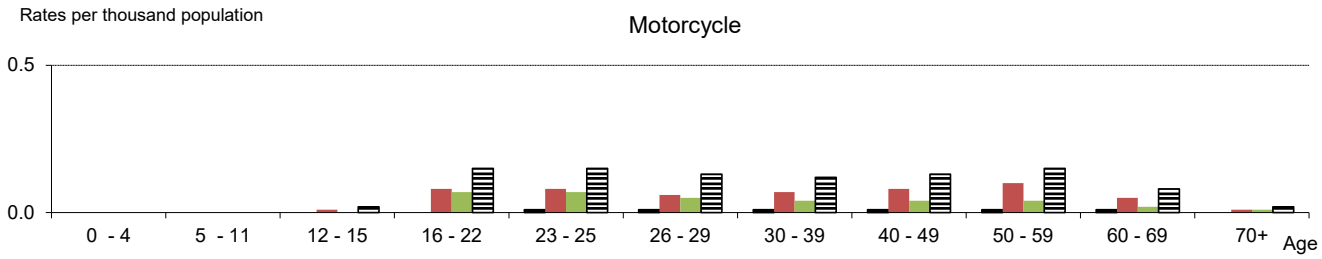
Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2018-2022 average[1]

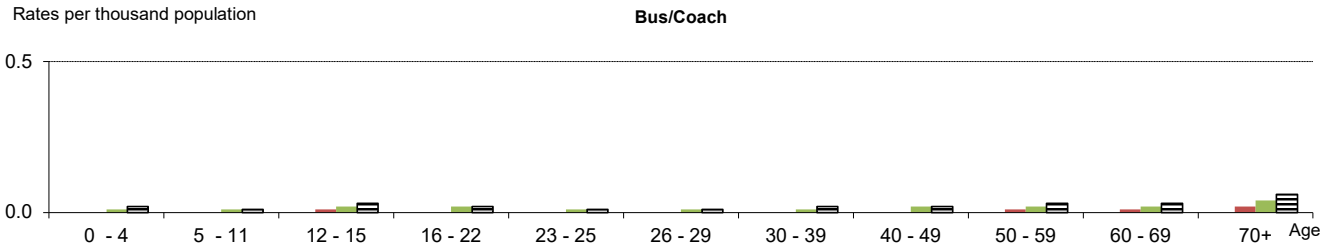


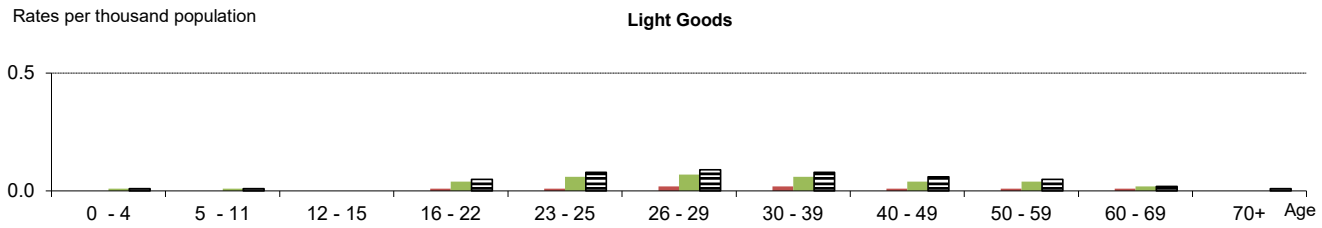


Reported casualty rates per thousand population by mode of transport, age group and severity
Years: 2018-2022 average [1]









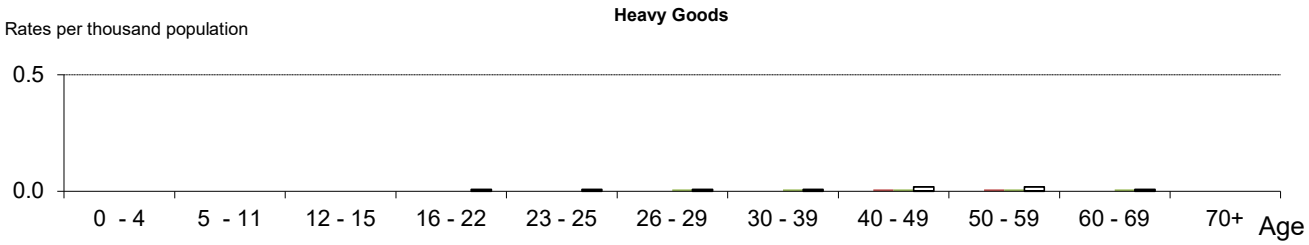


Table 33

Reported casualties by speed limit, mode of transport and severity
Years: 2018-2022 average

		20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
Killed	**Pedestrians**	4	17	3	2	6	4	37
	Pedal cycle	-	3	0	1	4	-	8
	Motorcycle	1	4	1	1	19	1	26
	Car users	1	8	4	2	51	10	75
	Bus/coach	1	0	0	-	0	0	1
	Other	-	1	1	1	4	2	9
	Total	6	33	8	6	84	18	156
Adjusted seriou	**Pedestrians**	77	300	16	4	19	6	423
	Pedal cycle	41	125	14	4	34	4	222
	Motorcycle	14	88	18	11	146	21	298
	Car users	25	211	57	33	453	106	885
	Bus/coach	9	13	4	1	5	0	32
	Other	5	29	7	4	53	16	113
	Total	172	766	117	56	709	154	1974
All Severities	**Pedestrians**	204	706	30	7	38	15	1,001
	Pedal cycle	123	331	32	8	66	7	566
	Motorcycle	30	172	33	17	215	34	501
	Car users	150	1,278	278	147	1,381	482	3,718
	Bus/coach	39	65	14	3	20	2	142
	Other	27	144	29	18	165	74	457
	Total	572	2,696	416	200	1,886	615	6,386

Reported casualties by age, severity and sex, separately for each casualty class
Numbers and rates per thousand population
Years: 2018-2022 average

Casualty class/age	Male			Female			Total [1]		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(a) Numbers									
Pedestrian									
0 - 4	-	7	19	-	3	8	1	10	27
5 - 11	-	34	81	-	18	51	-	51	131
12 - 15	1	32	71	-	23	56	1	55	128
16 - 22	2	22	57	1	15	42	2	37	98
23 - 25	1	7	19	-	6	15	1	13	34
26 - 29	1	11	26	-	6	17	1	17	43
30 - 39	4	34	76	-	12	36	5	46	112
40 - 49	4	27	64	1	12	33	4	39	97
50 - 59	3	26	61	2	22	52	5	48	112
60 - 69	3	22	47	3	21	42	6	43	88
70 & over	5	27	59	5	37	68	10	64	127
Total [1]	**24**	248	**580**	**12**	174	**420**	37	423	**1,001**
Child 0-15	1	73	171	1	43	115	2	116	287
Adult 16+	23	175	409	12	131	305	35	307	713
Driver or rider									
0 - 4	-	-	1	-	-	-	-	-	3
5 - 11	-	8	24	-	2	5	-	10	30
12 - 15	-	14	33	-	1	2	-	14	35
16 - 22	5	98	305	1	32	165	7	130	471
23 - 25	4	53	169	-	18	98	5	70	268
26 - 29	5	61	210	1	25	127	6	86	337
30 - 39	12	156	493	2	49	265	14	205	758
40 - 49	11	138	419	1	46	223	12	184	643
50 - 59	14	179	463	3	55	210	17	234	673
60 - 69	10	90	243	3	32	114	13	122	356
70 & over	13	74	198	5	40	99	18	114	298
Total [1]	**76**	871	**2,560**	**17**	299	**1,310**	**93**	1,171	**3,873**
Child 0-15	1	22	58	-	3	8	1	25	67
Adult 16+	75	848	2,500	17	297	1,301	92	1,146	3,803
Passenger vehicle/pillion									
0 - 4	1	5	31	-	5	31	1	10	63
5 - 11	-	10	61	-	9	68	-	19	129
12 - 15	-	7	31	-	9	45	-	16	76
16 - 22	3	45	143	1	34	152	4	79	295
23 - 25	1	12	43	1	12	52	2	25	94
26 - 29	1	14	53	-	12	52	1	27	106
30 - 39	2	21	89	1	18	101	3	39	189
40 - 49	1	12	48	1	15	77	1	27	126
50 - 59	-	14	45	1	28	104	2	43	149
60 - 69	1	10	31	3	26	90	4	36	121
70 & over	2	13	35	7	47	126	9	60	161
Total [1]	**12**	164	**612**	**15**	216	**899**	**27**	380	**1,512**
Child 0-15	1	21	123	1	23	143	1	45	268
Adult 16+	12	143	487	14	192	754	25	335	1,242

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: 2018-2022 average [2]

Casualty class/age	Male			Female			Total [(1)]		
	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities	Killed	Adjusted serious	All Severities
(b) Rates per thousand population									
Pedestrian									
0 - 4	.00	.05	.14	.00	.02	.06	.00	.04	.10
5 - 11	-	.16	.38	-	.09	.25	-	.12	.31
12 - 15	.01	.27	.60	.00	.20	.50	.01	.24	.55
16 - 22	.01	.10	.26	.00	.07	.20	.01	.09	.23
23 - 25	.01	.06	.17	.00	.06	.14	.01	.06	.16
26 - 29	.01	.07	.17	.00	.04	.11	.00	.06	.14
30 - 39	.01	.09	.21	.00	.03	.10	.01	.06	.15
40 - 49	.01	.08	.19	.00	.03	.10	.01	.06	.14
50 - 59	.01	.07	.16	.00	.05	.13	.01	.06	.14
60 - 69	.01	.07	.15	.01	.06	.12	.01	.07	.14
70 & over	.02	.08	.18	.01	.09	.16	.01	.08	.17
Total [1]	**.01**	**.09**	**.22**	**.00**	**.06**	**.15**	**.01**	**.08**	**.18**
Child 0-15	.00	.16	.36	.00	.10	.26	.00	.13	.31
Adult 16+	.01	.08	.19	.01	.06	.13	.01	.07	.16
Driver or rider									
0 - 4	-	.00	.01	-	.00	.00	-	.00	.01
5 - 11	.00	.04	.11	-	.01	.03	.00	.02	.07
12 - 15	.00	.11	.28	-	.01	.02	.00	.06	.15
16 - 22	.02	.45	1.41	.01	.15	.79	.02	.31	1.11
23 - 25	.04	.49	1.56	.00	.17	.93	.02	.33	1.25
26 - 29	.03	.40	1.38	.01	.16	.84	.02	.28	1.11
30 - 39	.03	.43	1.37	.01	.13	.72	.02	.28	1.04
40 - 49	.03	.42	1.27	.00	.13	.64	.02	.27	.95
50 - 59	.04	.47	1.21	.01	.13	.51	.02	.29	.85
60 - 69	.03	.28	.77	.01	.10	.34	.02	.19	.55
70 & over	.04	.23	.60	.01	.09	.23	.02	.15	.40
Total [1]	**.03**	**.33**	**.96**	**.01**	**.11**	**.47**	**.02**	**.21**	**.71**
Child 0-15	.00	.05	.12	-	.01	.02	.00	.03	.07
Adult 16+	.03	.39	1.14	.01	.13	.55	.02	.25	.84
Passenger vehicle/pillion									
0 - 4	.00	.03	.23	.00	.04	.24	.00	.04	.24
5 - 11	-	.04	.29	-	.04	.33	-	.04	.31
12 - 15	-	.06	.26	.00	.08	.39	.00	.07	.32
16 - 22	.01	.21	.66	.00	.16	.73	.01	.19	.69
23 - 25	.01	.11	.39	.01	.11	.49	.01	.11	.44
26 - 29	.01	.09	.35	-	.08	.34	.00	.09	.35
30 - 39	.01	.06	.25	.00	.05	.27	.00	.05	.26
40 - 49	.00	.04	.15	.00	.04	.22	.00	.04	.19
50 - 59	.00	.04	.12	.00	.07	.25	.00	.05	.19
60 - 69	.00	.03	.10	.01	.08	.27	.01	.06	.19
70 & over	.01	.04	.11	.02	.11	.30	.01	.08	.21
Total [1]	**.00**	**.06**	**.23**	**.01**	**.08**	**.32**	**.00**	**.07**	**.28**
Child 0-15	.00	.05	.26	.00	.05	.32	.00	.05	.29
Adult 16+	.01	.06	.22	.01	.08		.01	.07	.27

1. Includes those whose sex and/or age was not known.
2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table 35

Reported child/adult pedestrian casualties in single vehicle collisions, by pedestrian action, pedestrian crossing details 2014-18, 2018-22 averages and 2018 to 2022

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	2014-18 average	41	4	23	168	18	254
	2018	35	4	15	126	18	198
	2019	34	2	24	137	16	213
	2020	34	3	11	90	11	149
	2021	33	1	11	92	7	144
	2022	47	1	24	93	14	179
	2018-22 average	37	2	17	108	13	177
Crossing road-concealed by vehicle	2014-18 average	6	1	12	93	6	118
	2018	1	-	11	73	2	87
	2019	4	1	5	58	2	70
	2020	-	1	4	35	8	48
	2021	6	-	5	45	4	60
	2022	4	-	6	48	4	62
	2018-22 average	3	0	6	52	4	65
Standing/walking	2014-18 average	-	-	-	-	16	16
	2018	-	-	-	-	13	13
	2019	-	-	-	-	8	8
	2020	-	-	-	-	4	4
	2021	-	-	-	-	8	8
	2022	-	-	-	-	16	16
	2018-22 average	-	-	-	-	10	10
Other/unknown	2014-18 average	1	-	0	4	26	31
	2018	1	-	1	3	19	24
	2019	-	-	-	8	17	25
	2020	1	-	-	6	10	17
	2021	1	-	-	-	19	20
	2022	-	-	-	5	23	28
	2018-22 average	1	-	0	4	18	23
Total	2014-18 average	47	5	35	266	66	419
	2018	37	4	27	202	52	322
	2019	38	3	29	203	43	316
	2020	35	4	15	131	33	218
	2021	40	1	16	137	38	232
	2022	51	1	30	146	57	285
	2018-22 average	40	3	23	164	45	275

Table 35

Reported child/adult pedestrian casualties in single vehicle collisions, by pedestrian action, pedestrian crossing details 2014-18, 2018-22 averages and 2018 to 2022

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	2014-18 average	125	10	93	356	47	631
	2018	85	7	92	290	37	511
	2019	116	6	61	302	64	549
	2020	78	2	34	183	32	329
	2021	82	3	35	152	24	296
	2022	79	4	36	185	44	348
	2018-22 average	88	4	52	222	40	407
Crossing road-concealed by vehicle	2014-18 average	9	3	18	74	7	111
	2018	8	2	17	71	3	101
	2019	7	1	15	48	2	73
	2020	5	-	5	31	1	42
	2021	5	-	4	23	2	34
	2022	6	-	7	28	6	47
	2018-22 average	6	1	10	40	3	59
Standing/walking	2014-18 average	0	-	-	-	121	121
	2018	-	-	-	-	102	102
	2019	-	-	-	-	93	93
	2020	-	-	-	-	78	78
	2021	-	-	-	-	79	79
	2022	-	-	-	-	95	95
	2018-22 average	-	-	-	-	89	89
Other/unknown	2014-18 average	3	0	3	23	138	168
	2018	2	1	1	11	120	135
	2019	6	-	1	19	123	149
	2020	3	-	-	14	88	105
	2021	1	-	-	11	55	67
	2022	5	-	2	12	65	84
	2018-22 average	3	0	1	13	90	108
Total	2014-18 average	137	13	114	454	314	1,032
	2018	95	10	110	372	262	849
	2019	129	7	77	369	282	864
	2020	86	2	39	228	199	554
	2021	88	3	39	186	160	476
	2022	90	4	45	225	210	574
	2018-22 average	98	5	62	276	223	663

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2018-2022 averages, 2018-22

		Killed					Adjusted Serious							All severities						
		Trunk	Local Auth. Non Built Up	Local Auth. Built Up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Built Up	Local Auth. Minor Built Up	Local Auth. Major Built up	Local Auth. Minor Built up	All LA roads	ALL ROADS	Trunk	Local Auth. Major Built Up	Local Auth. Minor Built Up	Local Auth. Major Built up	Local Auth. Minor Built up	All LA roads	ALL ROADS
Aberdeen City	2014-18 average	1	-	3	3	4	10	1	5	21	47	74	84	29	3	13	59	122	197	227
	2018	-	-	2	2	2	5	2	3	19	33	56	62	13	4	8	45	84	141	154
	2019	1	-	2	2	3	4	1	3	21	28	54	57	10	4	7	54	73	138	148
	2020	-	-	1	1	1	3	-	2	16	18	36	39	5	-	4	37	40	81	86
	2021	-	-	2	2	2	1	-	3	10	13	26	27	3	1	3	23	35	62	65
	2022	-	-	1	1	1	1	2	2	11	12	27	28	4	7	9	26	36	78	82
	2018-22 average	0	-	2	2	2	3	1	3	15	21	40	43	7	3	6	37	54	100	107
	% ch on 14-18 av: 2022	-	-	-	-	-	-90	-	-	-47	-74	-64	-67	-86	-	-30	-56	-71	-60	-64
	18-22 av	-	-	-	-	-	-73	-	-	-25	-56	-46	-49	-76	-	-52	-37	-56	-49	-53
Aberdeenshire	2014-18 average	3	11	2	12	15	31	58	65	9	24	156	187	81	125	142	24	63	354	435
	2018	1	7	-	7	8	27	33	67	11	22	132	159	73	76	137	28	38	279	352
	2019	4	6	-	6	10	23	47	39	5	10	101	124	60	99	78	16	37	230	290
	2020	4	2	1	3	7	23	28	27	4	6	65	88	42	57	39	7	21	124	166
	2021	3	9	-	9	12	27	19	33	4	11	67	94	52	49	60	7	24	140	192
	2022	3	8	1	9	12	18	45	28	10	4	87	105	43	88	70	18	18	194	237
	2018-22 average	3	6	0	7	10	24	34	39	7	11	90	114	54	74	77	15	28	193	247
	% ch on 14-18 av: 2022	-	-25	-	-26	-21	-42	-22	-57	-	-84	-44	-44	-47	-30	-51	-24	-71	-45	-46
	18-22 av	-	-40	-	-44	-36	-24	-41	-41	-	-57	-42	-39	-33	-41	-46	-36	-56	-45	-43
Angus	2014-18 average	1	4	1	5	6	8	14	19	7	10	50	58	20	39	47	26	38	150	170
	2018	-	2	-	2	2	4	13	22	12	7	55	59	11	37	57	30	21	145	156
	2019	1	2	-	2	3	6	8	13	10	11	42	49	20	24	40	26	22	112	132
	2020	1	1	1	2	3	9	16	12	4	8	40	49	28	60	37	34	32	163	191
	2021	-	1	2	3	3	4	16	16	10	5	47	51	29	32	39	23	35	129	158
	2022	-	1	-	1	1	3	7	12	11	12	42	45	15	23	40	19	34	116	131
	2018-22 average	0	1	1	2	2	5	12	15	10	8	45	51	21	35	43	26	29	133	154
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-49	-36	-	17	-16	-22	-26	-41	-15	-27	-10	-23	-23
	18-22 av	-	-	-	-	-	-	-12	-20	-	-17	-9	-13	2	-10	-9	1	-23	-11	-10
Argyll & Bute	2014-18 average	4	2	-	3	6	44	20	11	7	7	44	88	118	52	30	26	29	136	255
	2018	5	3	-	3	8	45	14	6	7	4	31	76	111	29	21	20	26	96	207
	2019	6	3	-	3	9	50	24	10	8	6	49	99	83	62	28	14	19	123	206
	2020	2	5	-	5	7	17	9	4	4	3	20	37	51	22	15	17	14	68	119
	2021	4	4	1	5	9	19	17	4	2	3	26	45	49	31	17	13	15	76	125
	2022	5	3	3	6	11	25	12	5	2	3	22	47	58	29	8	10	13	60	118
	2018-22 average	4	4	1	4	9	31	15	6	5	4	30	61	70	35	18	15	17	85	155
	% ch on 14-18 av: 2022	-	-	-	-	-	-43	-39	-53	-	-	-50	-46	-51	-44	-73	-62	-55	-56	-54
	18-22 av	-	-	-	-	-	-28	-23	-44	-	-	-33	-31	-41	-33	-40	-43	-40	-38	-39
Clackmannanshire	2014-18 average	-	-	-	-	-	-	4	2	5	7	18	18	2	11	7	24	27	69	70
	2018	-	1	-	1	1	-	3	3	3	8	16	16	-	9	6	8	21	44	44
	2019	-	2	2	4	4	-	5	-	4	4	13	13	-	10	2	11	19	42	42
	2020	-	1	2	3	3	1	2	1	4	-	7	8	1	4	5	9	7	25	26
	2021	-	1	-	1	1	-	4	3	4	2	13	13	-	7	5	7	6	25	25
	2022	-	-	2	2	2	-	3	2	3	7	15	15	-	7	4	4	15	30	30
	2018-22 average	-	1	1	2	2	0	3	2	4	4	13	13	0	7	4	8	14	33	33
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-	-	-	-	-17	-19	-	-39	-	-83	-45	-56	-57
	18-22 av	-	-	-	-	-	-	-	-	-	-	-29	-29	-	-35	-	-67	-50	-52	-53
Dumfries & Galloway	2014-18 average	6	5	-	5	11	42	23	27	7	15	72	114	144	65	82	28	53	227	371
	2018	6	1	-	1	7	52	23	34	6	18	81	133	149	62	87	21	39	209	358
	2019	5	2	1	3	8	28	24	22	7	14	66	94	93	43	48	18	52	161	254
	2020	1	4	-	4	5	14	5	11	2	9	27	41	54	23	46	10	20	99	153
	2021	3	4	2	6	9	37	15	12	8	4	39	76	90	41	29	18	25	113	203
	2022	2	5	1	6	8	27	26	15	6	6	53	80	75	67	62	16	31	176	251
	2018-22 average	3	3	1	4	7	32	18	19	6	10	53	85	92	47	54	17	33	152	244
	% ch on 14-18 av: 2022	-	-	-	-	-30	-35	14	-44	-	-61	-27	-30	-48	3	-24	-42	-41	-22	-32
	18-22 av	-	-	-	-	-35	-24	-19	-31	-	-33	-26	-25	-36	-27	-33	-40	-37	-33	-34
Dundee City	2014-18 average	-	-	1	1	1	5	-	-	8	34	42	47	16	1	-	26	114	141	157
	2018	-	-	1	1	1	5	-	-	5	28	33	38	13	-	-	18	82	100	113
	2019	-	-	1	1	1	8	-	-	11	36	46	55	29	-	-	26	114	140	169
	2020	-	-	2	2	2	3	-	-	11	36	47	50	17	-	-	37	127	164	181
	2021	-	-	1	1	1	4	-	-	7	29	36	40	22	-	1	20	91	112	134
	2022	-	-	-	-	-	4	1	-	7	28	36	40	20	6	1	40	114	161	181
	2018-22 average	-	-	1	1	1	5	0	0	8	31	40	45	20	1	0	28	106	135	156
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-	-	-	-18	-14	-16	23	-	-	54	0	15	15
	18-22 av	-	-	-	-	-	-	-	-	-	-8	-5	-6	25	-	-	8	-7	-4	-1
East Ayrshire	2014-18 average	1	2	-	2	3	15	15	9	8	15	47	62	58	52	32	31	62	177	234
	2018	1	4	-	4	5	18	17	8	5	19	49	67	57	39	26	27	65	157	214
	2019	1	6	-	6	7	8	11	5	5	10	32	41	33	31	21	21	39	112	145
	2020	2	-	-	-	2	8	13	11	5	4	33	41	23	30	21	15	34	100	123
	2021	2	5	-	5	7	3	14	5	5	10	34	37	7	34	19	14	30	97	104
	2022	1	4	1	5	6	10	9	11	8	9	37	47	30	27	20	22	25	94	124
	2018-22 average	1	4	0	4	5	9	13	8	6	10	37	47	30	32	21	20	39	112	142
	% ch on 14-18 av: 2022	-	-	-	-	-	-33	-39	-	-	-41	-21	-24	-48	-48	-37	-29	-60	-47	-47
	18-22 av	-	-	-	-	-	-37	-14	-	-	-31	-21	-25	-48	-38	-33	-36	-38	-37	-39
East Dunbartonshire	2014-18 average	-	-	-	-	-	-	3	3	8	12	25	25	-	8	12	37	54	110	110
	2018	-	-	-	-	-	-	1	2	6	10	19	19	-	3	6	25	34	68	68
	2019	-	-	1	1	1	-	-	4	10	20	33	33	-	1	9	24	70	104	104
	2020	-	-	1	1	1	-	2	1	3	6	12	12	-	5	6	15	30	56	56
	2021	-	-	1	1	1	-	1	1	6	6	14	14	-	2	3	16	29	50	50
	2022	-	-	1	1	1	-	2	5	5	11	23	23	-	2	12	10	19	43	43
	2018-22 average	-	-	1	1	1	-	1	2	6	11	20	20	-	3	7	18	36	64	64
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-	-	-	-9	-9	-9	-	-	0	-73	-65	-61	-61
	18-22 av	-	-	-	-	-	-	-	-	-	-12	-19	-19	-	-	-40	-51	-32	-42	-42
East Lothian	2014-18 average	2	1	-	1	3	9	10	12	9	18	50	59	46	32	39	27	73	172	217
	2018	1	1	-	1	2	11	6	13	14	20	53	63	41	20	37	36	62	155	196
	2019	-	1	-	1	1	5	13	8	10	17	48	53	24	23	27	25	40	115	139
	2020	-	1	1	2	2	9	9	5	3	6	23	32	21	23	13	18	29	83	104
	2021	-	-	-	-	-	5	5	7	6	9	27	32	22	13	24	18	36	91	113
	2022	3	-	1	1	4	7	7	12	7	10	36	43	38	24	20	24	37	105	143
	2018-22 average	1	1	0	1	2	7	8	9	8	12	37	45	29	21	24	24	41	110	139
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-32	0	-	-46	-28	-27	-17	-24	-49	-12	-50	-39	-34
	18-22 av	-	-	-	-	-	-	-23	-26	-	-32	-26	-24	-36	-35	-39	-11	-44	-36	-36
East Renfrewshire	2014-18 average	-	-	-	-	-	3	1	4	7	13	25	28	9	4	12	30	54	101	110
	2018	-	-	-	-	-	3	1	5	3	12	22	25	7	5	16	16	48	85	92
	2019	-	-	1	1	1	1	-	4	9	9	22	24	6	2	10	30	29	71	77
	2020	-	-	1	1	1	-	-	3	5	8	16	16	3	-	9	19	26	54	57
	2021	-	-	1	1	1	1	-	2	5	13	20	21	2	1	11	19	33	64	66
	2022	-	-	2	2	2	1	3	6	7	8	24	25	6	8	11	19	32	70	76
	2018-22 average	-	-	1	1	1	1	1	4	6	10	21	22	5	3	11	21	34	69	74
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-	-	-	-39	-5	-10	-	-	-11	-38	-41	-31	-31
	18-22 av	-	-	-	-	-	-	-	-	-	-25	-18	-20	-	-	-8	-32	-38	-32	-33
Edinburgh, City of	2014-18 average	-	1	6	7	7	17	5	7	98	167	277	295	109	25	25	410	666	1,125	1,234
	2018	-	-	5	5	5	18	8	5	77	128	218	237	97	25	25	320	480	850	947
	2019	1	-	5	5	6	28	9	3	74	125	212	240	104	18	10	303	458	789	893
	2020	-	-	6	6	6	6	1	1	49	77	128	134	41	6	3	173	285	467	508
	2021	-	-	3	3	3	5	-	2	61	90	153	158	64	6	12	201	293	512	576
	2022	2	-	3	3	5	6	3	1	57	101	162	168	47	9	3	230	326	568	615
	2018-22 average	1	-	4	4	5	13	4	2	64	104	175	187	71	13	11	245	368	637	708
	% ch on 14-18 av: 2022	-	-	-	-	-	-65	-	-	-42	-40	-42	-43	-57	-63	-88	-44	-51	-50	-50
	18-22 av	-	-	-	-	-	-27	-	-	-35	-38	-37	-36	-35	-48	-58	-40	-45	-43	-43
Eilean Siar	2014-18 average	-	1	1	1	1	-	4	2	1	2	9	9	-	12	5	8	6	31	31
	2018	-	-	1	1	1	-	2	2	2	-	7	7	-	7	6	7	2	22	22
	2019	-	-	2	2	2	-	4	3	5	2	15	15	-	10	8	9	5	32	32
	2020	-	1	-	1	1	-	1	-	1	2	4	4	-	9	-	4	3	16	16
	2021	-	1	-	1	1	-	3	2	-	1	6	6	-	14	5	2	4	25	25
	2022	-	-	-	-	-	-	4	-	-	-	4	4	-	6	3	-	3	12	12
	2018-22 average	-	-	1	1	1	-	3	1	2	1	7	7	-	9	4	4	3	21	21
	% ch on 14-18 av: 2022	-	-	-	-	-	-	-	-	-	-	-	-	- -	52	-	-	- -	62 -	62

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2018-2022 averages, 2018-22

			Killed					Adjusted 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
	18-22 av		-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	-	-	-	-	31	- 31
Falkirk	2014-18 average		-	2	1	2	3	9	12	8	15	29	64	73	41	46	24	65	111	246	287
		2018	-	3	1	4	4	8	9	7	11	24	51	59	37	33	19	48	82	182	219
		2019	-	2	2	4	4	4	11	4	10	16	41	45	23	33	9	38	66	146	169
		2020	-	-	2	2	2	4	1	1	12	9	23	27	9	18	8	25	40	91	100
		2021	1	1	2	3	4	6	4	4	10	16	34	40	33	13	11	27	52	103	136
		2022	1	2	2	4	5	5	5	2	11	14	32	37	21	18	6	26	39	89	110
	2018-22 average		0	2	2	3	4	5	6	4	11	16	36	42	25	23	11	33	56	122	147
	% ch on 14-18 av:	2022	-	-	-	-	-	-	-57	-	-26	-53	-50	-50	-49	-61	-75	-60	-65	-64	-62
	18-22 av		-	-	-	-	-	-	-49	-	-29	-46	-43	-43	-40	-50	-55	-50	-50	-50	-49
Fife	2014-18 average		3	5	2	7	10	24	23	24	24	45	116	140	96	78	67	93	178	415	511
		2018	-	8	2	10	10	28	25	29	17	42	113	141	80	59	62	69	158	348	428
		2019	3	6	6	12	15	25	35	18	18	48	119	144	79	79	51	67	139	336	415
		2020	4	1	7	8	12	19	19	15	17	39	90	109	70	53	39	61	123	276	346
		2021	1	1	-	1	2	14	11	15	15	29	70	84	60	43	49	40	100	232	292
		2022	2	4	2	6	8	15	10	13	20	37	80	95	69	66	42	61	119	288	357
	2018-22 average		2	4	3	7	9	20	20	18	17	39	94	115	72	60	49	60	128	296	368
	% ch on 14-18 av:	2022	-	-	-	-	-	-38	-56	-46	-18	-17	-31	-32	-28	-15	-37	-34	-33	-31	-30
	18-22 av		-	-	-	-	-	-16	-13	-25	-28	-13	-19	-18	-25	-23	-27	-36	-28	-29	-28
Glasgow City	2014-18 average		1	1	10	11	12	19	5	2	89	191	286	305	154	20	11	404	844	1,278	1,432
		2018	2	-	8	8	10	15	6	-	98	166	270	286	115	12	2	377	635	1,026	1,141
		2019	-	-	9	9	9	19	4	3	54	163	224	243	125	25	4	290	652	971	1,096
		2020	5	-	9	9	14	13	5	-	52	119	176	189	91	18	1	182	452	653	744
		2021	1	-	8	8	9	19	6	-	55	118	179	198	111	20	2	189	377	588	699
		2022	1	1	5	6	7	19	6	2	49	147	204	223	77	19	12	187	469	687	764
	2018-22 average		2	0	8	8	10	17	5	1	62	143	211	228	104	19	4	245	517	785	889
	% ch on 14-18 av:	2022	-	-	-52	-45	-40	1	-	-	-45	-23	-29	-27	-50	-3	13	-54	-44	-46	-47
	18-22 av		-	-	-25	-27	-16	-9	-	-	-30	-25	-26	-25	-33	-4	-60	-39	-39	-39	-38
Highland	2014-18 average		10	7	1	8	18	80	29	25	4	17	74	155	261	91	80	13	77	262	523
		2018	9	11	3	14	23	77	36	39	2	19	96	173	248	103	113	7	76	299	547
		2019	12	7	2	9	21	63	65	19	6	22	113	176	178	174	68	20	63	325	503
		2020	7	8	2	10	17	46	21	16	5	18	60	106	148	54	45	11	38	148	296
		2021	9	3	2	5	14	66	22	12	3	12	49	115	161	64	34	11	26	135	296
		2022	20	12	-	12	32	45	48	14	5	6	73	118	157	85	33	10	23	151	308
	2018-22 average		11	8	2	10	21	59	38	20	4	15	78	138	178	96	59	12	45	212	390
	% ch on 14-18 av:	2022	-	-	-	-	78	-44	66	-43	-	-65	-2	-24	-40	-7	-59	-22	-70	-42	-41
	18-22 av		-	-	-	-	19	-26	33	-19	-	-11	5	-11	-32	5	-27	-8	-42	-19	-25
Inverclyde	2014-18 average		1	-	1	1	2	7	1	2	4	15	23	30	40	3	8	15	73	99	138
		2018	-	-	-	-	-	8	-	2	6	11	18	26	26	1	5	17	47	70	96
		2019	1	-	-	-	1	7	-	4	4	21	29	37	51	2	7	15	71	95	146
		2020	2	-	1	1	3	4	2	-	3	3	8	12	14	2	2	7	24	35	49
		2021	-	1	1	2	2	3	1	3	3	5	12	15	15	2	11	3	17	33	48
		2022	1	-	-	-	1	7	4	1	1	9	15	22	11	5	3	3	28	39	50
	2018-22 average		1	0	0	1	1	6	2	2	3	10	17	22	23	2	6	9	37	54	78
	% ch on 14-18 av:	2022	-	-	-	-	-	-	-	-	-	-40	-35	-26	-72	-	-	-79	-62	-60	-64
	18-22 av		-	-	-	-	-	-	-	-	-	-35	-28	-25	-41	-	-	-38	-49	-45	-44
Midlothian	2014-18 average		2	1	-	1	3	11	7	6	10	23	47	59	44	27	17	37	88	169	213
		2018	1	-	-	-	1	8	6	1	13	18	39	46	31	25	9	31	61	126	157
		2019	-	-	1	1	1	4	5	6	7	19	37	42	25	25	18	25	62	130	155
		2020	-	-	-	-	-	1	4	-	8	8	20	21	12	11	7	29	39	86	98
		2021	-	2	-	2	2	2	6	2	6	10	24	26	32	27	13	25	47	112	144
		2022	-	1	-	1	1	2	5	2	4	18	29	31	17	25	4	31	61	121	138
	2018-22 average		0	1	0	1	1	3	5	2	8	15	30	33	23	23	10	28	54	115	138
	% ch on 14-18 av:	2022	-	-	-	-	-	-82	-	-	-62	-23	-39	-47	-61	-7	-77	-16	-31	-28	-35
	18-22 av		-	-	-	-	-	-70	-	-	-27	-37	-37	-43	-46	-16	-41	-23	-39	-32	-35
Moray	2014-18 average		2	3	-	3	5	15	10	13	2	7	32	47	30	21	26	5	18	69	99
		2018	5	4	-	4	9	11	11	4	2	4	22	33	22	17	17	3	16	53	75
		2019	4	1	-	1	5	11	14	3	2	6	24	35	22	31	7	5	17	60	82
		2020	3	1	-	1	4	3	10	6	2	2	20	23	10	21	9	2	3	35	45
		2021	1	2	-	2	3	3	4	5	2	2	13	16	12	10	8	3	4	25	37
		2022	-	4	-	4	4	6	4	7	1	1	13	19	16	8	20	2	3	33	49
	2018-22 average		3	2	-	2	5	7	9	5	2	3	18	25	16	17	12	3	9	41	58
	% ch on 14-18 av:	2022	-	-	-	-	-	-60	-61	-45	-	-	-59	-59	-46	-62	-24	-	-83	-52	-51
	18-22 av		-	-	-	-	-	-54	-17	-60	-	-	-43	-46	-45	-16	-53	-	-51	-40	-42
North Ayrshire	2014-18 average		2	2	-	2	4	21	8	12	6	22	49	70	61	25	37	32	78	172	233
		2018	1	1	-	1	2	15	3	11	6	29	47	62	43	11	26	27	85	149	192
		2019	-	1	1	2	2	12	10	8	9	23	50	62	43	24	23	27	53	127	170
		2020	-	-	1	1	1	12	1	6	5	16	28	40	36	4	12	13	44	73	109
		2021	-	3	1	4	4	12	3	4	5	12	24	36	41	14	17	10	45	86	127
		2022	1	3	1	4	5	6	7	6	3	22	38	44	30	17	16	9	49	91	121
	2018-22 average		0	2	1	2	3	11	5	7	5	20	37	49	39	14	19	17	55	105	144
	% ch on 14-18 av:	2022	-	-	-	-	-	-72	-	-49	-	0	-22	-37	-51	-33	-57	-72	-37	-47	-48
	18-22 av		-	-	-	-	-	-46	-	-40	-	-7	-23	-30	-37	-44	-49	-47	-29	-39	-38
North Lanarkshire	2014-18 average		1	2	3	5	5	14	10	12	29	62	113	127	90	45	42	142	275	503	594
		2018	-	1	4	5	5	14	6	10	25	64	105	120	81	28	36	98	240	402	483
		2019	2	2	1	3	5	23	14	10	23	53	100	123	110	41	33	103	196	373	483
		2020	2	2	4	6	8	10	9	7	15	32	63	73	43	14	22	51	117	204	247
		2021	1	1	5	6	7	5	5	4	13	25	47	52	30	15	23	62	114	214	244
		2022	3	-	3	3	6	9	3	8	14	43	68	77	60	14	23	56	132	225	285
	2018-22 average		2	1	3	5	6	12	7	8	18	43	77	89	65	22	27	74	160	284	348
	% ch on 14-18 av:	2022	-	-	-	-	-	-37	-71	-33	-52	-30	-40	-40	-34	-69	-45	-60	-52	-55	-52
	18-22 av		-	-	-	-	-	-15	-29	-36	-37	-29	-32	-30	-28	-50	-35	-48	-42	-44	-41
Orkney Islands	2014-18 average		-	1	-	1	1	-	4	1	1	1	7	7	-	11	4	3	2	20	20
		2018	-	-	-	-	-	-	3	2	-	1	6	6	-	6	5	1	3	15	15
		2019	-	2	-	2	2	-	6	2	-	-	8	8	-	17	7	3	1	28	28
		2020	-	-	1	1	1	-	-	-	1	1	2	2	-	3	3	1	3	10	10
		2021	-	1	1	2	2	-	1	-	1	2	4	4	-	6	2	2	6	16	16
		2022	-	4	-	4	4	-	2	1	1	-	4	4	-	12	4	1	-	17	17
	2018-22 average		-	1	0	2	2	-	2	1	1	1	5	5	-	9	4	2	3	17	17
	% ch on 14-18 av:	2022	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-16	-16
	18-22 av		-	-	-	-	-	-	-	-	-	-	-	-	-	-19	-	-	-	-15	-15
Perth & Kinross	2014-18 average		5	4	1	6	11	35	21	14	13	13	60	95	101	51	36	40	40	167	267
		2018	6	6	1	7	13	44	23	19	9	11	61	105	102	53	45	36	29	163	265
		2019	3	2	1	3	6	45	16	9	10	12	47	92	85	42	14	26	23	105	190
		2020	1	2	-	2	3	19	11	9	5	9	34	53	46	40	31	24	31	126	172
		2021	2	3	-	3	5	17	17	15	9	17	58	75	78	34	29	24	38	125	203
		2022	6	1	1	2	8	33	15	10	12	15	52	85	82	44	34	34	35	147	229
	2018-22 average		4	3	1	3	7	32	16	12	9	13	50	82	79	43	31	29	31	133	212
	% ch on 14-18 av:	2022	-	-	-	-	-27	-5	-28	-29	-5	20	-13	-10	-19	-13	-7	-14	-13	-12	-14
	18-22 av		-	-	-	-	-36	-9	-21	-13	-30	2	-16	-14	-22	-16	-16	-27	-22	-20	-21
Renfrewshire	2014-18 average		-	1	2	3	4	11	5	8	16	35	64	75	58	16	28	75	143	262	320
		2018	-	2	2	4	4	13	4	3	16	31	54	67	52	9	15	65	122	211	263
		2019	-	-	2	2	2	9	3	2	17	38	59	68	43	18	8	52	88	166	209
		2020	-	-	1	1	1	3	2	3	6	24	35	38	20	6	3	28	93	130	150
		2021	3	-	1	1	4	11	5	3	8	13	29	40	45	12	9	21	49	91	136
		2022	-	1	3	4	4	12	5	4	10	22	41	53	25	13	13	38	76	140	165
	2018-22 average		1	1	2	2	3	10	4	3	11	26	44	53	37	12	10	41	86	148	185
	% ch on 14-18 av:	2022	-	-	-	-	-	10	-	-	-38	-37	-36	-29	-57	-20	-53	-49	-47	-47	-48
	18-22 av		-	-	-	-	-	-13	-	-	-31	-27	-32	-29	-36	-28	-65	-45	-40	-44	-42
Scottish Borders	2014-18 average		2	6	1	7	9	21	38	23	4	12	77	98	65	94	63	13	46	215	281
		2018	5	5	2	7	12	20	48	13	5	6	72	92	63	94	40	11	31	176	239
		2019	-	4	2	6	6	20	34	24	1	6	65	85	56	74	53	6	34	167	223
		2020	3	2	-	2	5	9	14	19	2	6	41	50	18	34	38	4	16	92	110
		2021	2	4	2	6	8	21	24	6	1	4	35	56	40	56	21	9	14	100	140
		2022	4	6	-	6	10	7	20	16	4	5	45	52	24	60	35	9	9	113	137
	2018-22 average		3	4	1	5	8	15	28	16	3	5	52	67	40	64	37	8	21	130	170

Table 36
Casualties by council, severity and road type
Years: 2014-2018 and 2018-2022 averages, 2018-22

			Killed					Adjusted 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
	% ch on 14-18 av: 2022		-	-	-	-	-67	-48	-29	-	-58	-41	-47	-63	-36	-44	-29	-80	-48	-51
	18-22 av		-	-	-	-	-29	-27	-31	-	-54	-33	-32	-39	-32	-41	-38	-55	-40	-40
Shetland Islands	2014-18 average		-	1	1	1	-	5	2	1	1	8	8	-	18	4	4	3	28	28
	2018		-	-	1	1	-	5	-	-	-	5	5	-	15	1	-	2	18	18
	2019		-	-	1	1	-	5	1	-	2	8	8	-	13	3	2	8	26	26
	2020		-	-	-	-	-	2	-	-	2	4	4	-	7	2	1	2	12	12
	2021		-	-	-	-	-	3	2	-	-	5	5	-	5	4	1	-	10	10
	2022		-	-	-	-	-	3	1	-	-	4	4	-	8	1	-	-	9	9
	2018-22 average		-	-	0	0	0	4	1	0	1	5	5	-	10	2	1	2	15	15
	% ch on 14-18 av: 2022		-	-	-	-	-	-	-	-	-	-	-	-	-56	-	-	-	-68	-68
	18-22 av		-	-	-	-	-	-	-	-	-	-	-	-	-47	-	-	-	-46	-46
South Ayrshire	2014-18 average		2	3	1	3	5	16	9	16	11	16	52	68	57	29	40	47	53	170	227
	2018		1	-	-	-	1	13	8	12	11	13	43	56	41	20	23	49	35	127	168
	2019		1	1	-	1	2	20	5	14	8	9	37	57	52	22	35	33	31	121	173
	2020		-	2	-	2	2	6	2	11	6	8	27	33	17	13	30	22	16	81	98
	2021		-	4	2	6	6	10	7	3	8	10	28	38	25	21	8	15	22	66	91
	2022		3	1	2	3	6	11	5	8	7	6	26	37	26	8	14	24	21	67	93
	2018-22 average		1	2	1	2	3	12	5	10	8	9	32	44	32	17	22	29	25	92	125
	% ch on 14-18 av: 2022		-	-	-	-	-	-33	-	-50	-34	-62	-50	-46	-54	-73	-65	-49	-61	-61	-59
	18-22 av		-	-	-	-	-	-28	-	-40	-24	-42	-38	-35	-43	-43	-46	-39	-53	-46	-45
South Lanarkshire	2014-18 average		4	3	4	7	11	23	27	15	21	51	114	137	109	82	54	115	220	471	580
	2018		6	3	5	8	14	26	14	9	19	44	86	112	122	56	46	107	177	386	508
	2019		3	8	2	10	13	21	22	16	17	44	99	120	86	62	50	82	152	346	432
	2020		1	4	5	9	10	12	22	11	13	27	73	85	54	59	29	67	111	266	320
	2021		3	3	1	4	7	24	12	6	15	25	58	82	68	40	18	46	81	185	253
	2022		5	1	4	5	10	22	13	11	14	24	62	84	66	43	27	53	95	218	284
	2018-22 average		4	4	3	7	11	21	16	11	16	33	76	97	79	52	34	71	123	280	359
	% ch on 14-18 av: 2022		-	-	-	-	-11	-3	-52	-27	-34	-53	-46	-39	-39	-48	-50	-54	-57	-54	-51
	18-22 av		-	-	-	-	-4	-7	-39	-29	-26	-36	-34	-30	-27	-37	-37	-38	-44	-40	-38
Stirling	2014-18 average		3	1	2	3	6	26	20	7	8	13	47	73	74	58	17	32	46	152	227
	2018		3	-	2	2	5	22	21	6	6	9	43	65	59	49	17	26	30	122	181
	2019		4	-	1	1	5	28	16	2	7	9	34	61	57	48	4	27	27	106	163
	2020		4	3	2	5	9	17	11	6	1	3	21	38	42	25	18	13	14	70	112
	2021		2	3	-	3	5	9	15	3	6	6	30	39	26	28	8	17	18	71	97
	2022		-	-	-	-	-	17	15	7	4	7	33	50	35	55	22	16	14	107	142
	2018-22 average		3	1	1	2	5	19	16	5	5	7	32	51	44	41	14	20	21	95	139
	% ch on 14-18 av: 2022		-	-	-	-	-	-36	-24	-	-	-44	-29	-32	-53	-5	29	-50	-69	-30	-37
	18-22 av		-	-	-	-	-	-30	-20	-	-	-46	-31	-31	-41	-29	-19	-38	-55	-38	-39
West Dunbartonshir	2014-18 average		1	-	1	1	2	8	4	-	11	12	27	35	31	18	1	46	50	115	147
	2018		1	-	-	-	1	10	1	1	7	12	21	31	33	4	1	38	32	75	108
	2019		1	-	-	-	1	3	4	-	9	11	23	26	16	6	-	37	46	89	105
	2020		-	1	1	2	2	6	-	-	5	9	14	20	11	3	-	18	24	45	56
	2021		1	-	1	1	2	7	3	-	2	9	14	21	18	8	-	9	21	38	56
	2022		2	-	-	-	2	3	3	-	7	1	11	14	18	6	-	13	16	35	53
	2018-22 average		1	0	0	1	2	6	2	0	6	8	17	22	19	5	0	23	28	56	76
	% ch on 14-18 av: 2022		-	-	-	-	-	-	-	-	-34	-92	-60	-60	-42	-67	-	-72	-68	-70	-64
	18-22 av		-	-	-	-	-	-	-	-	-44	-31	-39	-36	-38	-70	-	-50	-45	-51	-48
West Lothian	2014-18 average		2	1	2	3	5	10	21	15	11	38	85	96	60	89	56	53	203	400	460
	2018		2	2	-	2	4	10	24	11	8	38	81	91	56	76	42	39	185	342	398
	2019		-	4	3	7	7	8	15	9	8	34	65	73	50	64	32	36	125	257	307
	2020		1	4	1	5	6	3	25	7	6	20	58	61	31	60	34	24	53	171	202
	2021		4	1	-	1	5	14	15	7	6	20	48	62	51	53	32	40	78	203	254
	2022		-	2	5	7	7	6	15	4	10	22	51	57	50	61	22	40	94	217	267
	2018-22 average		1	3	2	4	6	8	19	8	8	27	61	69	48	63	32	36	107	238	286
	% ch on 14-18 av: 2022		-	-	-	-	-	-42	-29	-72	-10	-43	-40	-40	-16	-31	-60	-24	-54	-46	-42
	18-22 av		-	-	-	-	-	-21	-11	-47	-32	-30	-29	-28	-20	-29	-42	-32	-47	-41	-38
Scotland	2014-18 average		57	69	47	116	174	536	417	369	474	974	2,235	2,771	2,003	1,250	1,060	1,985	3,910	8,204	10,207
	2018		56	65	40	105	161	531	376	349	432	850	2,007	2,538	1,783	987	956	1,650	3,048	6,641	8,424
	2019		53	62	49	111	164	483	429	270	391	828	1,918	2,401	1,563	1,127	714	1,471	2,831	6,143	7,706
	2020		43	45	53	98	141	280	247	195	275	538	1,255	1,535	958	684	531	978	1,911	4,104	5,062
	2021		43	58	40	98	141	349	258	184	296	531	1,269	1,618	1,186	702	527	935	1,765	3,929	5,115
	2022		65	64	44	108	173	327	312	216	311	610	1,449	1,776	1,120	870	594	1,051	1,986	4,501	5,621
	2018-22 average		52	59	45	104	156	394	324	243	341	671	1579	1974	1322	874	664	1217	2308	5064	6386
	% ch on 14-18 av: 2022		14	-7	-7	-7	0	-39	-25	-42	-34	-37	-35	-36	-44	-30	-44	-47	-49	-45	-45
	18-22 av		-9	-15	-5	-11	-10	-26	-22	-34	-28	-31	-29	-29	-34	-30	-37	-39	-41	-38	-37

Table 37

Reported casualties by police force division, council and severity
Years: 2014-18, 2018-22 averages and 2022

	2014-18 average			Numbers in 2022			2018-22 average		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	24	318	761	17	152	368	17	182	412
Aberdeen City	4	84	227	1	28	82	2	43	107
Aberdeenshire	15	187	435	12	105	237	10	114	247
Moray	5	47	99	4	19	49	5	25	58
Tayside	18	200	594	9	170	541	10	177	521
Dundee City	1	47	157	-	40	181	1	45	156
Angus	6	58	170	1	45	131	2	51	154
Perth & Kinross	11	95	267	8	85	229	7	82	212
Argyll/W.Dunbartonshire	8	123	401	13	61	171	10	83	231
Argyll & Bute	6	88	255	11	47	118	9	61	155
West Dunbartonshire	2	35	147	2	14	53	2	22	76
Forth Valley	9	165	584	7	102	282	11	105	319
Clackmannanshire	-	18	70	2	15	30	2	13	33
Stirling	6	73	227	-	50	142	5	51	139
Falkirk	3	73	287	5	37	110	4	42	147
Dumfries & Galloway	11	114	371	8	80	251	7	85	244
Ayrsh Ayrshire	12	200	694	17	128	338	12	139	410
North Ayrshire	4	70	233	5	44	121	3	49	144
East Ayrshire	3	62	234	6	47	124	5	47	142
South Ayrshire	5	68	227	6	37	93	3	44	125
Greater Glasgow	12	358	1,652	10	271	883	12	270	1,027
Glasgow City	12	305	1,432	7	223	764	10	228	889
East Dunbartonshire	-	25	110	1	23	43	1	20	64
East Renfrewshire	-	28	110	2	25	76	1	22	74
Lothians/Scot Borders	20	311	1,170	22	183	685	17	214	733
West Lothian	5	96	460	7	57	267	6	69	286
Midlothian	3	59	213	1	31	138	1	33	138
East Lothian	3	59	217	4	43	143	2	45	139
Scottish Borders	9	98	281	10	52	137	8	67	170
Edinburgh, City of	7	295	1,234	5	168	615	5	187	708
Highlands & Islands	21	179	602	36	130	346	25	155	444
Highland	18	155	523	32	118	308	21	138	390
Orkney Islands	1	7	20	4	4	17	2	5	17
Shetland Islands	1	8	28	-	4	9	-	5	15
Eilean Siar	1	9	31	-	4	12	1	7	21
Fife	10	140	511	8	95	357	9	115	368
Renfrewshire/Inverlclyde	5	105	458	5	75	215	4	76	262
Inverclyde	2	30	138	1	22	50	1	22	78
Renfrewshire	4	75	320	4	53	165	3	53	185
Lanarkshire	17	264	1,173	16	161	569	17	185	708
North Lanarkshire	5	127	594	6	77	285	6	89	348
South Lanarkshire	11	137	580	10	84	284	11	97	359
Scotland	174	2,771	10,207	173	1,776	5,621	156	1,974	6,386

1. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

Table 37(continued)

Reported casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2014-18, 2018-22 averages and 2022

	2022 % change on 2014-18 ave			2018-22 % change on 2014-18 ave			2022 rates per 1,000 population [2]		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police Council									
North East [1]	-28	-52	-52	-30	-43	-46	0.03	0.26	0.63
Aberdeen City	-	-67	-64	-	-49	-53	0	0.12	0.36
Aberdeenshire	-21	-44	-46	-36	-39	-43	0.05	0.4	0.9
Moray	-	-59	-51	-	-46	-42	0.04	0.2	0.51
Tayside	-51	-15	-9	-43	-12	-12	0.02	0.41	1.3
Dundee City	-	-16	15	-	-6	-1	-	0.27	1.23
Angus	-	-22	-23	-	-13	-10	0.01	0.39	1.13
Perth & Kinross	-27	-10	-14	-36	-14	-21	0.05	0.55	1.49
Argyll/W.Dunbartonshire	-	-50	-57	-	-32	-43	0.07	0.35	0.98
Argyll & Bute	-	-46	-54	-	-31	-39	0.13	0.55	1.37
West Dunbartonshire	-	-60	-64	-	-36	-48	0.02	0.16	0.6
Forth Valley	-	-38	-52	-	-36	-45	0.02	0.33	0.92
Clackmannanshire	-	-19	-57	-	-29	-53	0.04	0.29	0.58
Stirling	-	-32	-37	-	-31	-39	-	0.53	1.52
Falkirk	-	-50	-62	-	-43	-49	0.03	0.23	0.68
Dumfries & Galloway	-30	-30	-32	-35	-25	-34	0.05	0.54	1.69
Ayrshir Ayrshire	47	-36	-51	0	-30	-41	0.05	0.35	0.92
North Ayrshire	-	-37	-48	-	-30	-38	0.04	0.33	0.9
East Ayrshire	-	-24	-47	-	-25	-39	0.05	0.39	1.02
South Ayrshire	-	-46	-59	-	-35	-45	0.05	0.33	0.83
Greater Glasgow	-17	-24	-47	-3	-24	-38	0.01	0.32	1.05
Glasgow City	-40	-27	-47	-16	-25	-38	0.01	0.35	1.2
East Dunbartonshire	-	-9	-61	-	-19	-42	0.01	0.21	0.39
East Renfrewshire	-	-10	-31	-	-20	-33	0.02	0.26	0.79
Lothians/Scot Borders	11	-41	-41	-15	-31	-37	0.04	0.36	1.35
West Lothian	-	-40	-42	-	-28	-38	0.04	0.31	1.44
Midlothian	-	-47	-35	-	-43	-35	0.01	0.33	1.46
East Lothian	-	-27	-34	-	-24	-36	0.04	0.39	1.3
Scottish Borders	-	-47	-51	-	-32	-40	0.09	0.45	1.18
Edinbu Edinburgh, City of	-	-43	-50	-	-36	-43	0.01	0.32	1.17
Highlands & Islands	70	-27	-43	16	-13	-26	0.12	0.42	1.12
Highland	78	-24	-41	19	-11	-25	0.13	0.5	1.29
Orkney Islands	-	-	-16	-	-	-15	0.18	0.18	0.75
Shetland Islands	-	-	-68	-	-	-46	-	0.17	0.39
Eilean Siar	-	-	-62	-	-	-31	-	0.15	0.45
Fife Fife	-	-32	-30	-	-18	-28	0.02	0.25	0.95
Renfrewshire/Inverlclyde	-	-28	-53	-	-28	-43	0.02	0.29	0.84
Inverclyde	-	-26	-64	-	-25	-44	0.01	0.29	0.65
Renfrewshire	-	-29	-48	-	-29	-42	0.02	0.29	0.92
Lanarkshire	-4	-39	-52	2	-30	-40	0.02	0.24	0.86
North Lanarkshire	-	-40	-52	-	-30	-41	0.02	0.23	0.83
South Lanarkshire	-11	-39	-51	-4	-30	-38	0.03	0.26	0.88
Scotland	0	-36	-45	-10	-29	-37	0.03	0.32	1.03

Percentage changes are not shown if the baseline (2014-18 average) is less than 10

1. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table 38

Reported pedestrian casualties by police force division, council and severity
Years: 2014-18, 2018-22 averages and 2022

	2014-18 average			Numbers in 2022			2018-22 average		
Police Council	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
North East [1]	5	50	97	2	17	44	3	24	48
Aberdeen City	2	27	53	-	8	21	1	14	26
Aberdeenshire	3	17	34	1	8	20	1	8	16
Moray	0	6	10	1	1	3	1	3	7
Tayside	3	38	89	1	36	87	2	34	73
Dundee City	1	19	42	-	20	48	1	18	38
Angus	1	7	19	-	7	18	0	7	15
Perth & Kinross	1	12	27	1	9	21	1	9	19
Argyll/W.Dunbartonshire	1	19	44	1	7	25	1	11	26
Argyll & Bute	0	7	17	-	2	6	0	4	10
West Dunbartonshire	1	13	27	1	5	19	1	7	16
Forth Valley	1	31	70	3	15	39	2	16	42
Clackmannanshire	0	5	12	1	2	7	1	3	8
Stirling	1	10	23	-	5	12	0	5	12
Falkirk	0	16	35	2	8	20	1	9	22
Dumfries & Galloway	1	11	27	-	4	12	1	9	20
Ayrshire	2	40	92	2	23	56	2	33	66
North Ayrshire	1	14	33	1	3	15	0	12	25
East Ayrshire	0	13	28	-	12	22	1	12	23
South Ayrshire	1	13	30	1	8	19	1	9	18
Greater Glasgow	8	152	365	3	92	227	6	99	236
Glasgow City	8	135	326	3	86	210	5	88	209
East Dunbartonshire	-	7	19	-	4	6	1	7	14
East Renfrewshire	-	9	21	-	2	11	0	5	13
Lothians/Scot Borders	3	49	118	7	37	89	4	32	79
West Lothian	1	20	49	4	17	38	2	13	32
Midlothian	0	9	22	1	8	22	0	6	17
East Lothian	1	12	28	2	4	17	1	8	19
Scottish Borders	1	8	19	-	8	12	1	5	12
Edinburgh, City of	3	103	265	4	47	134	3	57	152
Highlands & Islands	3	16	47	1	7	13	2	13	30
Highland	2	13	37	1	6	12	2	11	24
Orkney Islands	0	1	4	-	1	1	-	1	2
Shetland Islands	0	1	3	-	-	-	0	0	1
Eilean Siar	0	1	3	-	-	-	0	1	2
Fife	2	29	70	2	17	40	4	22	54
Renfrewshire/Inverlclyde	3	32	79	1	21	41	2	24	53
Inverclyde	1	8	24	-	6	9	0	7	15
Renfrewshire	2	24	55	1	15	32	1	17	38
Lanarkshire	6	74	182	6	44	105	5	50	121
North Lanarkshire	3	40	96	3	28	63	3	28	65
South Lanarkshire	3	34	86	3	16	42	2	22	56
Scotland	41	644	1543	33	367	912	37	423	1,001

1. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

Table 38(continued)

Reported pedestrian casualties by police force division, council and severity
Percent changes and rates per 1,000 population,
Years: 2014-18, 2018-22 averages and 2022

	2022 % change on 2014-18 ave			2018-22 % change on 2014-18 ave			2022 rates per 1,000 population [2]		
	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities	Killed	Adjusted serious	All severities
Police / Council									
North East [1]	-	-66	-55	-	-52	-50	0	0.03	0.08
Aberdeen City	-	-70	-60	-	-49	-51	-	0.04	0.09
Aberdeenshire	-	-54	-41	-	-56	-54	0	0.03	0.08
Moray	-	-	-71	-	-	-33	0.01	0.01	0.03
Tayside	-	-6	-2	-	-11	-18	0	0.09	0.21
Dundee City	-	6	14	-	-3	-9	-	0.14	0.32
Angus	-	-	-6	-	-	-23	-	0.06	0.16
Perth & Kinross	-	-24	-23	-	-24	-29	0.01	0.06	0.14
Argyll/W.Dunbartonshire	-	-64	-43	-	-43	-40	0.01	0.04	0.14
Argyll & Bute	-	-	-64	-	-	-38	-	0.02	0.07
West Dunbartonshire	-	-61	-30	-	-46	-41	0.01	0.06	0.22
Forth Valley	-	-51	-44	-	-47	-40	0.01	0.05	0.13
Clackmannanshire	-	-	-41	-	-	-32	0.02	0.04	0.14
Stirling	-	-	-49	-	-	-49	-	0.05	0.13
Falkirk	-	-51	-42	-	-46	-36	0.01	0.05	0.12
Dumfries & Galloway	-	-63	-56	-	-21	-24	-	0.03	0.08
Ayrshire	-	-43	-39	-	-19	-28	0.01	0.06	0.15
North Ayrshire	-	-78	-55	-	-13	-25	0.01	0.02	0.11
East Ayrshire	-	-9	-21	-	-12	-19	-	0.1	0.18
South Ayrshire	-	-40	-37	-	-31	-41	0.01	0.07	0.17
Greater Glasgow	-	-39	-38	-	-34	-35	0	0.11	0.27
Glasgow City	-	-37	-36	-	-35	-36	0	0.14	0.33
East Dunbartonshire	-	-	-68	-	-	-25	-	0.04	0.06
East Renfrewshire	-	-	-47	-	-	-38	-	0.02	0.11
Lothians/Scot Borders	-	-24	-25	-	-35	-33	0.01	0.07	0.18
West Lothian	-	-14	-22	-	-34	-35	0.02	0.09	0.2
Midlothian	-	-	-1	-	-	-25	0.01	0.08	0.23
East Lothian	-	-66	-39	-	-35	-34	0.02	0.04	0.16
Scottish Borders	-	-	-37	-	-	-36	-	0.07	0.1
Edinburgh, City of	-	-54	-49	-	-45	-42	0.01	0.09	0.25
Highlands & Islands	-	-57	-72	-	-23	-37	0	0.02	0.04
Highland	-	-54	-68	-	-18	-35	0	0.03	0.05
Orkney Islands	-	-	-	-	-	-	-	0.04	0.04
Shetland Islands	-	-	-	-	-	-	-	-	-
Eilean Siar	-	-	-	-	-	-	-	-	-
Fife	-	-42	-43	-	-23	-22	0.01	0.05	0.11
Renfrewshire/Inverlclyde	-	-34	-48	-	-26	-33	0	0.08	0.16
Inverclyde	-	-	-62	-	-	-37	-	0.08	0.12
Renfrewshire	-	-37	-42	-	-28	-31	0.01	0.08	0.18
Lanarkshire	-	-41	-42	-	-33	-34	0.01	0.07	0.16
North Lanarkshire	-	-30	-35	-	-30	-33	0.01	0.08	0.18
South Lanarkshire	-	-53	-51	-	-36	-34	0.01	0.05	0.13
Scotland	-20	-43	-41	-12	-34	-35	0.01	0.07	0.17

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

1. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

2. Mid-year population estimates for 2022 were not available, estimates for 2021 used instead.

Table 39a

Estimated distance [1] between the home of the reported casualty and the location of the collision, by road user type and police force division in which the collision occurred
Year: 2022

	North East [5]	Tayside	Argyll & West Dunbartonshire	Forth Valley	Dumfries & Galloway	Ayrshire	Greater Glasgow
Pedestrian							
Casualty from elsewhere in the UK	1	2	0	0	0	0	4
Scottish casualty, distance not known [4]	0	0	0	0	0	0	0
Postcode blank, invalid or not known	13	15	6	9	0	10	29
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	20	55	10	22	9	33	136
Over 2 up to 5 km	1	8	2	2	1	6	29
Over 5 up to 10 km	2	4	1	1	1	1	14
Over 10 up to 20 km	3	1	3	3	0	1	10
Over 20 up to 50 km	2	2	1	0	0	5	3
Over 50 km	2	0	2	2	1	0	2
Total	**44**	**87**	**25**	**39**	**12**	**56**	**227**
Pedal cycle user							
Casualty from elsewhere in the UK	0	0	1	0	1	2	0
Scottish casualty, distance not known [4]	0	0	0	0	0	0	0
Postcode blank, invalid or not known	7	4	1	1	1	3	10
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	12	15	2	4	8	4	48
Over 2 up to 5 km	5	7	4	3	0	7	33
Over 5 up to 10 km	0	4	1	5	3	2	12
Over 10 up to 20 km	1	3	0	1	1	0	3
Over 20 up to 50 km	1	1	0	2	0	1	1
Over 50 km	0	3	0	0	1	0	0
Total	**26**	**37**	**9**	**16**	**15**	**19**	**107**
Motor cycle user							
Casualty from elsewhere in the UK	2	4	3	2	6	2	1
Scottish casualty, distance not known [4]	0	0	0	0	0	0	0
Postcode blank, invalid or not known	6	2	3	2	1	6	2
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	5	13	1	1	4	3	18
Over 2 up to 5 km	6	4	1	5	5	6	21
Over 5 up to 10 km	4	6	0	4	0	7	8
Over 10 up to 20 km	2	3	1	4	1	3	4
Over 20 up to 50 km	5	6	4	6	7	5	1
Over 50 km	6	5	6	6	4	0	1
Total	**36**	**43**	**19**	**30**	**28**	**32**	**56**
Car user							
Casualty from elsewhere in the UK	3	20	6	1	19	8	7
Scottish casualty, distance not known [4]	0	0	0	0	0	0	2
Postcode blank, invalid or not known	31	46	13	27	1	29	25
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	19	57	14	29	36	32	110
Over 2 up to 5 km	40	52	12	26	18	28	101
Over 5 up to 10 km	28	42	9	33	21	35	72
Over 10 up to 20 km	33	29	17	28	28	24	57
Over 20 up to 50 km	33	47	11	31	24	26	28
Over 50 km	21	35	20	9	25	12	5
Total	**208**	**328**	**102**	**184**	**172**	**194**	**407**
Other [2]							
Casualty from elsewhere in the UK	2	2	2	1	10	0	4
Scottish casualty, distance not known [4]	0	0	0	0	0	0	0
Postcode blank, invalid or not known	4	8	5	2	1	6	2
Non - UK casualty [3]	0	0	0	0	0	0	0
Up to 2 km	4	2	4	2	4	7	25
Over 2 up to 5 km	5	12	2	0	2	4	25
Over 5 up to 10 km	19	7	0	0	1	8	12
Over 10 up to 20 km	4	2	0	3	3	6	9
Over 20 up to 50 km	7	5	1	5	0	4	6
Over 50 km	9	8	2	0	3	2	3
Total	**54**	**46**	**16**	**13**	**24**	**37**	**86**
All casualties							
Casualty from elsewhere in the UK	8	28	12	4	36	12	16
Scottish casualty, distance not known 4	0	0	0	0	0	0	2
Postcode blank, invalid or not known	61	75	28	41	4	54	68
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	60	142	31	58	61	79	337
Over 2 up to 5 km	57	83	21	36	26	51	209
Over 5 up to 10 km	53	63	11	43	26	53	118
Over 10 up to 20 km	43	38	21	39	33	34	83
Over 20 up to 50 km	48	61	17	44	31	41	39
Over 50 km	38	51	30	17	34	14	11
Total	**368**	**541**	**171**	**282**	**251**	**338**	**883**

1. Estimated using the postcode of the casualty's home, if available - please see Annex B.
2. 'Other' includes taxis, minibus, bus or coach, etc.
3. Fife, Lothian & Borders and Tayside do not collect data for foreign drivers.
4. Due to a problem with the methodology in producing this table, there was an error with these figures in previous editions of this table.
4. In 2015 the police created a new North East division by combining Aberdeenshire, Moray and Aberdeenshire councils.

Table 39a cont'd

Estimated distance [1] between the home of the reported casualty and the location of the Collision, by road user type and police force division in which the collision occurred
Year: 2022

	Lothians & Scottish Borders	Edinburgh	Highlands & Islands	Fife	Renfrewshire & Inverclyde	Lanarkshire	Scotland
Pedestrian							
Casualty from elsewhere in the UK	1	5	0	0	1	0	14
Scottish casualty, distance not known 4	0	0	1	0	0	0	1
Postcode blank, invalid or not known	14	20	4	9	9	21	159
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	53	67	5	20	23	60	513
Over 2 up to 5 km	7	10	1	4	4	12	87
Over 5 up to 10 km	5	14	1	3	2	5	54
Over 10 up to 20 km	6	6	0	1	1	6	41
Over 20 up to 50 km	3	7	0	2	1	1	27
Over 50 km	0	5	1	1	0	0	16
Total	**89**	**134**	**13**	**40**	**41**	**105**	**912**
Pedal cycle user							
Casualty from elsewhere in the UK	0	2	2	0	0	0	8
Scottish casualty, distance not known 4	0	0	0	0	0	0	0
Postcode blank, invalid or not known	2	12	1	6	5	1	54
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	22	60	2	2	5	14	198
Over 2 up to 5 km	8	45	1	1	0	8	122
Over 5 up to 10 km	8	10	0	1	3	5	54
Over 10 up to 20 km	7	6	1	2	1	3	29
Over 20 up to 50 km	1	2	0	1	0	0	10
Over 50 km	0	0	1	0	0	0	5
Total	**48**	**137**	**8**	**13**	**14**	**31**	**480**
Motor cycle user							
Casualty from elsewhere in the UK	5	1	19	0	0	3	48
Scottish casualty, distance not known 4	0	0	0	0	0	0	0
Postcode blank, invalid or not known	2	1	15	4	2	1	47
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	6	13	2	3	1	2	72
Over 2 up to 5 km	6	16	0	1	2	7	80
Over 5 up to 10 km	6	9	3	7	1	5	60
Over 10 up to 20 km	7	5	2	4	2	3	41
Over 20 up to 50 km	11	3	5	7	2	4	66
Over 50 km	4	2	15	1	3	0	53
Total	**47**	**50**	**61**	**27**	**13**	**25**	**467**
Car user							
Casualty from elsewhere in the UK	15	5	13	6	0	12	115
Scottish casualty, distance not known 4	0	1	3	0	0	1	7
Postcode blank, invalid or not known	23	23	41	40	21	57	377
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	83	48	16	42	39	87	612
Over 2 up to 5 km	92	43	17	49	33	66	577
Over 5 up to 10 km	58	42	22	43	24	53	482
Over 10 up to 20 km	73	25	24	34	9	30	411
Over 20 up to 50 km	73	18	32	25	9	34	391
Over 50 km	16	13	38	17	0	15	226
Total	**433**	**218**	**206**	**256**	**135**	**355**	**3,198**
Other [2]							
Casualty from elsewhere in the UK	6	4	4	0	0	2	37
Scottish casualty, distance not known 4	0	0	0	0	0	0	0
Postcode blank, invalid or not known	3	7	18	5	3	7	71
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	12	22	3	5	3	6	99
Over 2 up to 5 km	6	14	1	2	2	4	79
Over 5 up to 10 km	7	10	4	2	2	6	78
Over 10 up to 20 km	10	6	5	3	0	17	68
Over 20 up to 50 km	12	6	7	1	2	11	67
Over 50 km	12	7	16	3	0	0	65
Total	**68**	**76**	**58**	**21**	**12**	**53**	**564**
All casualties							
Casualty from elsewhere in the UK	27	17	38	6	1	17	222
Scottish casualty, distance not known 4	0	1	4	0	0	1	8
Postcode blank, invalid or not known	44	63	79	64	40	87	708
Non - UK casualty 3	0	0	0	0	0	0	0
Up to 2 km	176	210	28	72	71	169	1,494
Over 2 up to 5 km	119	128	20	57	41	97	945
Over 5 up to 10 km	84	85	30	56	32	74	728
Over 10 up to 20 km	103	48	32	44	13	59	590
Over 20 up to 50 km	100	36	44	36	14	50	561
Over 50 km	32	27	71	22	3	15	365
Total	**685**	**615**	**346**	**357**	**215**	**569**	**5,621**

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

Table 39b

Casualties1 involved in reported collisions 2022: Council of residence vs. council of collision location **COLLISION LOCATION**

Percentages

CASUALTY RESIDENCE	LOCATION OF COLLISION															
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Eilean Siar	Falkirk	Fife	Glasgow City
																Column Percentages
Aberdeen City	**78.0**	10.2	-	-	-	-	-	0.9	-	-	-	-	-	-	-	0.3
Aberdeenshire	16.9	**75.1**	4.4	-	-	0.4	0.7	-	-	-	-	-	-	-	-	-
Angus	-	2.0	**69.0**	-	-	-	11.8	-	-	-	-	-	-	-	1.7	-
Argyll & Bute	-	-	-	**52.9**	-	-	-	-	-	-	-	0.2	-	-	-	0.3
Clackmannanshire	-	-	-	-	**81.8**	-	-	-	-	-	-	-	-	-	1.0	-
Dumfries & Galloway	-	-	-	-	-	**74.8**	-	0.9	-	-	-	0.4	-	-	-	-
Dundee City	-	1.0	15.0	-	-	-	**75.0**	-	-	-	-	0.2	-	-	2.4	0.1
East Ayrshire	-	0.5	-	1.0	-	0.4	-	**72.2**	-	-	11.3	-	-	-	-	1.1
East Dunbartonshire	-	-	-	-	-	-	-	-	**50.0**	0.8	-	0.2	-	-	0.3	2.9
East Lothian	-	-	-	-	-	-	-	-	-	**57.8**	-	4.2	-	-	0.3	-
East Renfrewshire	-	-	-	2.0	-	-	-	-	-	-	**52.1**	-	-	-	-	3.6
Edinburgh, City of	-	1.0	1.8	2.0	-	1.2	-	-	-	18.8	-	**72.8**	-	2.1	1.4	0.1
Eilean Siar	-	0.5	-	-	-	-	-	-	-	-	-	-	**100.0**	-	-	-
Falkirk	1.7	-	0.9	-	-	-	-	-	-	0.8	-	1.1	-	**76.6**	1.7	0.4
Fife	1.7	1.0	-	-	-	-	6.6	-	-	-	1.4	3.1	-	4.3	**78.5**	0.1
Glasgow City	-	1.5	-	7.8	-	1.7	-	-	21.1	-	18.3	1.8	-	4.3	0.3	**71.9**
Highland	-	1.0	-	1.0	-	0.4	-	-	-	-	-	0.4	-	-	0.7	-
Inverclyde	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.3
Midlothian	-	-	-	-	-	-	-	-	-	6.3	-	5.9	-	-	0.7	-
Moray	-	2.4	-	-	-	-	1.3	-	-	-	-	-	-	-	-	-
North Ayrshire	-	1.0	-	2.0	-	2.1	-	7.4	-	-	1.4	-	-	-	0.3	0.6
North Lanarkshire	1.7	0.5	1.8	2.0	-	0.4	-	6.5	15.8	0.8	5.6	1.1	-	5.3	0.7	4.9
Orkney Islands	-	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	-	-	7.1	-	4.5	-	1.3	-	-	1.6	-	0.7	-	1.1	2.4	0.1
Renfrewshire	-	0.5	-	2.0	-	0.4	-	-	-	-	1.4	0.4	-	-	1.4	3.3
Scottish Borders	-	-	-	1.0	-	-	-	-	-	4.7	-	0.4	-	-	0.3	0.1
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	-	-	-	4.9	-	1.7	-	5.6	-	-	1.4	-	-	-	-	0.3
South Lanarkshire	-	-	-	5.9	-	2.5	1.3	4.6	-	0.8	5.6	0.7	-	-	-	5.2
Stirling	-	-	-	1.0	13.6	-	-	-	5.3	-	-	0.2	-	4.3	0.7	0.1
West Dunbartonshire	-	-	-	2.9	-	-	-	0.9	7.9	-	-	-	-	-	-	2.2
West Lothian	-	-	-	-	-	0.8	-	-	-	3.1	-	4.0	-	2.1	2.7	0.6
Elsewhere in UK	-	1.5	-	11.8	-	13.2	2.0	0.9	-	4.7	1.4	2.4	-	-	2.0	1.4
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]	**59**	**205**	**113**	**102**	**22**	**242**	**152**	**108**	**38**	**128**	**71**	**547**	**9**	**94**	**293**	**697**

1. Where postcode of casualty is known.

Table 39b (Continued)
Casualties involved in reported collisions 2022:Council of residence vs council of collision location **SEVERITY/ROAD TYPE/AREA**

		LOCATION OF COLLISION															
		Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Orkney Islands	Perth & Kinross	Renfrewshire	Scottish Borders	Shetland Islands	South Ayrshire	South Lanarkshire	Stirling	West Dunbartonshire	West Lothian
																	Column Percentages
CASUALTY RESIDENCE	**Aberdeen City**	2.2	-	-	-	-	-	-	3.7	-	-	-	-	-	-	-	-
	Aberdeenshire	0.9	-	-	5.1	-	-	-	1.6	-	-	-	-	-	0.8	-	-
	Angus	0.9	-	-	2.6	-	-	-	5.3	-	0.8	-	-	-	-	-	-
	Argyll & Bute	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	12.2	-
	Clackmannanshire	0.4	-	-	-	-	0.9	-	0.5	-	0.8	-	-	0.4	1.6	-	-
	Dumfries & Galloway	0.4	-	-	-	-	-	-	-	-	2.3	-	1.2	1.2	-	-	-
	Dundee City	1.7	-	0.8	-	-	0.4	-	5.3	-	0.8	16.7	-	-	1.6	-	-
	East Ayrshire	1.3	-	-	-	6.4	0.4	-	-	1.5	-	-	14.8	0.8	4.0	-	0.4
	East Dunbartonshire	-	-	-	-	1.1	-	-	-	-	-	-	-	0.4	4.0	-	0.4
	East Lothian	0.4	-	12.7	-	-	0.9	-	0.5	-	4.6	-	-	-	-	-	0.4
	East Renfrewshire	-	-	-	-	-	-	-	-	0.8	-	-	2.5	2.4	0.8	-	-
	Edinburgh, City of	1.7	-	15.1	-	-	1.3	-	2.1	-	1.5	-	2.5	-	0.8	-	9.5
	Eilean Siar	-	-	-	-	-	-	-	0.5	-	-	-	-	-	-	-	-
	Falkirk	1.3	-	-	-	-	0.4	-	2.1	-	-	-	-	0.4	11.3	-	5.9
	Fife	1.7	-	0.8	-	-	1.3	-	6.9	1.5	1.5	-	-	0.4	3.2	-	0.8
	Glasgow City	1.7	-	-	-	2.1	6.2	-	1.1	17.3	0.8	-	8.6	9.2	5.6	4.9	1.6
	Highland	**59.0**	-	-	-	-	-	-	2.1	-	0.8	-	-	-	-	-	-
	Inverclyde	-	**85.0**	-	-	3.2	-	-	-	4.5	-	-	-	0.4	-	2.4	-
	Midlothian	-	-	**62.7**	-	-	-	-	0.5	-	3.8	-	-	-	-	-	-
	Moray	5.2	-	-	**79.5**	-	-	-	-	-	-	-	-	-	-	-	-
	North Ayrshire	-	-	-	-	**73.4**	1.3	-	0.5	4.5	-	-	6.2	1.6	-	-	0.8
	North Lanarkshire	0.4	-	-	-	-	**76.5**	-	2.1	2.3	0.8	-	-	8.0	1.6	2.4	6.3
	Orkney Islands	-	-	-	-	-	-	**92.9**	0.5	-	-	-	-	-	-	-	-
	Perth & Kinross	3.5	-	-	-	-	0.4	-	**49.7**	-	-	-	1.2	-	0.8	-	-
	Renfrewshire	0.4	12.5	-	-	3.2	-	-	1.6	**62.4**	0.8	-	-	-	1.6	-	0.4
	Scottish Borders	-	-	4.0	-	-	-	-	-	-	**65.6**	-	-	0.4	-	-	0.4
	Shetland Islands	0.4	-	-	-	-	-	-	-	-	-	**83.3**	-	-	-	-	-
	South Ayrshire	-	-	0.8	-	2.1	0.4	-	1.6	0.8	-	-	**50.6**	0.4	-	-	0.4
	South Lanarkshire	-	-	1.6	-	2.1	7.1	-	-	1.5	0.8	-	3.7	**67.3**	4.8	4.9	3.2
	Stirling	-	-	-	-	-	0.9	-	0.5	-	-	-	-	0.4	**47.6**	2.4	0.4
	West Dunbartonshire	0.4	2.5	-	-	1.1	-	-	-	3.0	-	-	1.2	-	4.0	**70.7**	-
	West Lothian	0.9	-	0.8	2.6	-	1.3	-	2.6	-	2.3	-	-	1.2	3.2	-	**68.0**
	Elsewhere in UK	14.4	-	0.8	10.3	5.3	-	7.1	8.5	-	12.2	-	7.4	5.2	2.4	-	1.2
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total casualties[1]		**229**	**40**	**126**	**39**	**94**	**226**	**14**	**189**	**133**	**131**	**6**	**81**	**251**	**124**	**41**	**253**

1. Where postcode of casualty is known.

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2018-2022 averages and 2012-2022

		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	**2014-18 average**	**0**	**0**	**0**	**0**	**7**	**7**	**1**	**3**	**4**	**10**	**74**	**84**
	2012	0	0	0	2	22	24	1	7	8	17	135	151
	2013	0	1	1	2	10	12	0	4	4	16	122	138
	2014	0	0	0	0	9	9	2	4	6	15	107	122
	2015	0	0	0	0	9	10	1	4	5	9	91	101
	2016	0	0	0	0	12	12	1	2	3	16	65	81
	2017	0	0	0	0	4	5	0	2	2	5	51	56
	2018	0	0	0	0	2	2	0	2	2	5	56	62
	2019	0	0	0	0	6	6	1	2	3	4	54	57
	2020	0	0	0	0	2	2	0	1	1	3	36	39
	2021	0	0	0	0	0	0	0	2	2	1	26	27
	2022	0	0	0	0	5	5	0	1	1	1	27	28
	2018-22 average	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**2**	**2**	**3**	**40**	**43**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-100*	*-30*	*-32*	*-100*	*-64*	*-72*	*-90*	*-64*	*-67*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-92*	*-59*	*-60*	*-75*	*-43*	*-50*	*-73*	*-46*	*-49*
Aberdeenshire	**2014-18 average**	**0**	**1**	**2**	**11**	**12**	**3**	**12**	**15**	**31**	**156**	**157**
	2012	0	1	1	0	17	17	3	11	14	46	225	273
	2013	0	2	2	3	15	18	8	15	23	59	180	239
	2014	1	1	2	5	12	17	5	20	25	32	206	238
	2015	0	0	0	2	9	11	4	15	19	36	161	197
	2016	0	1	1	1	14	14	4	13	17	28	157	185
	2017	0	0	0	0	8	8	1	6	7	34	123	157
	2018	0	0	0	1	11	12	1	7	8	27	132	159
	2019	0	0	0	0	6	6	4	6	10	23	101	124
	2020	0	0	0	2	4	6	4	3	7	23	65	88
	2021	0	0	0	0	0	0	3	9	12	27	67	94
	2022	0	0	0	1	6	7	3	9	12	18	87	105
	2018-22 average	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**7**	**10**	**24**	**90**	**114**
	% ch on 14-18 av. 2022	*-100*	*-100*	*-100*	*-45*	*-43*	*-44*	*0*	*-26*	*-21*	*-42*	*-44*	*-44*
	% ch on 14-18 av. 1822	*-100*	*-100*	*-100*	*-56*	*-49*	*-50*	*0*	*-44*	*-36*	*-24*	*-42*	*-39*
Angus	**2014-18 average**	**0**	**0**	**0**	**4**	**5**	**1**	**5**	**6**	**8**	**50**	**58**
	2012	0	0	0	0	6	7	0	5	5	13	63	76
	2013	0	0	0	0	8	8	2	1	3	9	68	77
	2014	0	0	0	4	4	4	2	4	6	7	49	56
	2015	0	0	0	0	7	7	3	5	8	3	56	59
	2016	0	0	0	0	2	2	1	5	6	12	42	54
	2017	0	0	0	1	4	5	1	9	10	13	48	61
	2018	0	0	0	0	5	5	0	2	2	4	55	59
	2019	0	0	0	0	7	7	1	2	3	6	42	49
	2020	0	0	0	0	3	3	1	2	3	9	40	49
	2021	0	0	0	0	2	2	0	3	3	4	47	51
	2022	0	0	0	0	4	4	0	1	1	3	42	45
	2018-22 average	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**2**	**2**	**5**	**45**	**51**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-100*	*-7*	*-15*	*-100*	*-60*	*-84*	*-63*	*-16*	*-22*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-100*	*-5*	*-13*	*-71*	*-50*	*-63*	*-34*	*-9*	*-13*
Argyll & Bute	**2014-18 average**	**0**	**1**	**1**	**1**	**3**	**4**	**4**	**3**	**6**	**44**	**44**	**88**
	2012	0	0	0	0	8	8	4	0	4	49	53	102
	2013	0	0	0	1	1	2	10	1	11	44	45	89
	2014	0	0	0	1	5	6	3	1	4	41	45	86
	2015	0	0	0	0	2	3	4	2	6	56	43	97
	2016	0	3	3	1	2	3	4	5	9	43	50	94
	2017	0	0	0	1	5	6	2	2	4	33	52	85
	2018	0	0	0	1	2	4	5	3	8	45	31	76
	2019	0	0	0	2	1	2	6	3	9	50	49	99
	2020	0	0	0	0	1	1	2	5	7	17	20	37
	2021	0	0	0	0	1	1	4	5	9	19	26	45
	2022	0	0	0	0	2	3	5	6	11	25	22	47
	2018-22 average	**0**	**0**	**0**	**1**	**1**	**2**	**4**	**4**	**9**	**31**	**30**	**61**
	% ch on 14-18 av. 2022	*0*	*-100*	*-100*	*2*	*-42*	*-32*	*39*	*131*	*77*	*-43*	*-50*	*-46*
	% ch on 14-18 av. 1822	*0*	*-100*	*-100*	*-19*	*-57*	*-49*	*22*	*69*	*42*	*-28*	*-33*	*-31*
Clackmannanshire	**2014-18 average**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**18**	**18**
	2012	0	0	0	0	4	4	0	0	0	1	29	31
	2013	0	0	0	0	4	4	0	0	0	1	24	25
	2014	0	0	0	0	2	2	0	0	0	0	16	16
	2015	0	0	0	0	3	3	0	0	0	0	20	20
	2016	0	0	0	0	1	1	0	0	0	0	24	25
	2017	0	0	0	0	3	3	0	1	1	1	15	16
	2018	0	0	0	0	2	2	0	1	1	0	16	16
	2019	0	0	0	0	2	2	0	4	4	0	13	13
	2020	0	0	0	0	2	2	0	3	3	1	7	8
	2021	0	0	0	0	0	0	0	1	1	0	13	13
	2022	0	0	0	0	3	3	0	2	2	0	15	15
	2018-22 average	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**2**	**0**	**15**	**15**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*0*	*35*	*35*	*0*	*400*	*400*	*-100*	*-17*	*-19*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*0*	*-24*	*-24*	*0*	*450*	*450*	*-39*	*-29*	*-29*
Dumfries & Galloway	**2014-18 average**	**0**	**0**	**0**	**2**	**6**	**8**	**6**	**5**	**11**	**42**	**72**	**114**
	2012	0	0	0	4	7	11	1	6	7	40	99	139
	2013	0	0	0	2	2	4	6	6	12	39	73	112
	2014	0	0	0	2	7	9	4	7	11	46	78	124
	2015	0	0	0	1	6	7	8	3	11	36	75	111
	2016	0	0	0	2	6	8	5	9	14	36	71	107
	2017	0	0	0	0	1	2	9	5	14	37	56	94
	2018	0	0	0	3	10	12	6	1	7	52	81	133
	2019	0	0	0	1	3	4	5	3	8	28	66	94
	2020	0	0	0	1	6	7	1	4	5	14	27	41
	2021	1	1	2	1	2	3	3	6	9	37	39	76
	2022	0	0	0	1	4	5	2	6	8	27	53	80
	2018-22 average	**0**	**0**	**0**	**1**	**5**	**6**	**3**	**4**	**7**	**32**	**53**	**85**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-38*	*-33*	*-34*	*-49*	*20*	*-30*	*-35*	*-27*	*-30*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-22*	*-17*	*-18*	*-47*	*-20*	*-35*	*-24*	*-26*	*-25*
Dundee City	**2014-18 average**	**0**	**0**	**0**	**1**	**7**	**8**	**0**	**1**	**1**	**5**	**42**	**47**
	2012	0	0	0	0	14	14	1	1	2	6	68	74
	2013	0	0	0	0	8	8	1	1	2	7	55	62
	2014	0	0	0	1	5	6	0	1	1	7	58	65
	2015	0	0	0	1	8	9	0	1	1	5	31	36
	2016	0	0	0	0	10	10	0	1	1	5	47	52
	2017	0	0	0	0	8	8	0	1	1	6	40	46
	2018	0	0	0	0	7	7	0	1	1	5	33	38
	2019	0	0	0	0	6	6	0	1	1	8	46	55
	2020	0	1	1	1	4	5	0	2	2	3	47	50
	2021	0	0	0	0	5	5	0	1	1	4	36	40
	2022	0	0	0	0	8	8	0	0	0	4	36	40
	2018-22 average	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**1**	**5**	**40**	**45**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-100*	*9*	*0*	*0*	*-100*	*-100*	*-26*	*-14*	*-16*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-67*	*-20*	*-24*	*0*	*0*	*0*	*-11*	*-5*	*-6*
East Ayrshire	**2014-18 average**	**0**	**0**	**0**	**1**	**6**	**8**	**1**	**2**	**3**	**15**	**47**	**62**
	2012	0	0	0	0	3	3	0	3	3	13	55	68
	2013	0	0	0	0	4	4	1	3	4	7	43	51
	2014	0	0	0	0	9	9	1	1	2	6	45	51
	2015	0	0	0	1	5	6	0	1	1	16	49	64
	2016	0	0	0	3	5	8	2	2	4	28	45	77
	2017	0	0	0	0	5	5	0	2	2	9	47	56
	2018	0	0	0	4	8	12	1	4	5	18	49	67
	2019	0	0	0	0	4	4	1	6	7	8	32	41
	2020	0	0	0	1	3	4	2	0	2	8	33	41
	2021	0	0	0	1	7	8	2	5	7	3	34	37
	2022	0	0	0	2	3	5	1	5	6	10	37	47
	2018-22 average	**0**	**0**	**0**	**2**	**5**	**7**	**1**	**4**	**5**	**9**	**37**	**47**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*36*	*-53*	*-36*	*25*	*150*	*114*	*-33*	*-21*	*-24*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*5*	*-21*	*-16*	*75*	*100*	*93*	*-37*	*-21*	*-25*
East Dunbartonshire	**2014-18 average**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**25**	**25**
	2012	0	0	0	0	4	4	0	0	0	0	41	41
	2013	0	0	0	0	4	4	0	1	1	0	23	23
	2014	0	0	0	0	3	3	0	1	1	0	29	29
	2015	0	0	0	0	2	2	0	1	1	0	24	24
	2016	0	0	0	0	2	2	0	0	0	0	28	28
	2017	0	0	0	0	6	6	0	0	0	0	25	25
	2018	0	0	0	0	2	2	0	0	0	0	19	19
	2019	0	0	0	0	9	9	0	1	1	0	33	33
	2020	0	0	0	0	2	2	0	1	1	0	12	12
	2021	0	0	0	0	2	2	0	1	1	0	14	14
	2022	0	0	0	0	1	1	0	1	1	0	23	23
	2018-22 average	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**1**	**1**	**0**	**20**	**20**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*0*	*-59*	*-59*	*0*	*150*	*150*	*0*	*-9*	*-9*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*100*	*0*	*-19*	*-19*

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2018-2022 averages and 2012-2022

		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	**2014-18 average**	**0**	**0**	**0**	**0**	**6**	**7**	**2**	**1**	**3**	**9**	**50**	**59**
	2012	0	0	0	0	3	4	0	0	0	8	41	49
	2013	0	1	1	0	4	4	0	3	3	6	47	53
	2014	0	0	0	0	8	8	3	1	4	9	55	64
	2015	0	0	0	1	2	2	1	2	3	8	47	55
	2016	0	0	0	0	4	4	2	1	3	7	45	52
	2017	0	0	0	0	6	6	2	1	3	9	51	60
	2018	0	0	0	0	12	13	1	1	2	11	53	63
	2019	0	0	0	0	3	3	0	1	1	5	48	53
	2020	0	0	0	0	3	3	0	2	2	9	23	32
	2021	0	0	0	0	3	3	0	0	0	5	27	32
	2022	0	0	0	0	2	2	3	1	4	7	36	43
	2018-22 average	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**1**	**2**	**7**	**37**	**45**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-100*	*-69*	*-70*	*67*	*-17*	*33*	*-21*	*-28*	*-27*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-78*	*-25*	*-28*	*-56*	*-17*	*-40*	*-16*	*-26*	*-24*
East Renfrewshire	**2014-18 average**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**3**	**25**	**28**
	2012	0	0	0	0	5	5	0	2	2	2	24	26
	2013	0	0	0	0	3	3	0	2	2	1	25	26
	2014	0	0	0	0	5	5	0	0	0	2	24	26
	2015	0	0	0	0	4	4	0	0	0	2	26	28
	2016	0	0	0	0	2	2	0	0	0	1	29	30
	2017	0	0	0	0	4	4	0	0	0	4	26	30
	2018	0	0	0	0	2	2	0	0	0	3	22	25
	2019	0	0	0	0	2	2	0	1	1	1	22	24
	2020	0	0	0	0	2	2	0	1	1	0	16	16
	2021	0	0	0	0	2	2	0	1	1	1	20	21
	2022	0	0	0	0	2	2	0	2	2	1	24	25
	2018-22 average	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**1**	**1**	**21**	**22**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-100*	*-44*	*-44*	*0*	*0*	*0*	*-60*	*-5*	*-10*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-100*	*-40*	*-40*	*0*	*0*	*0*	*-46*	*-18*	*-20*
Edinburgh, City of	**2014-18 average**	**0**	**0**	**0**	**1**	**23**	**24**	**0**	**7**	**7**	**17**	**277**	**295**
	2012	0	0	0	1	31	32	0	13	13	17	326	343
	2013	0	0	0	0	22	22	3	5	8	15	283	298
	2014	0	0	0	1	31	32	1	10	11	21	302	323
	2015	0	0	0	1	23	23	0	3	3	22	288	310
	2016	0	1	1	1	21	22	0	9	9	14	319	333
	2017	0	0	0	0	21	21	0	6	6	11	259	270
	2018	0	0	0	2	18	20	0	5	5	18	218	237
	2019	0	0	0	2	14	16	1	5	6	28	212	240
	2020	0	1	1	0	11	11	0	6	6	6	128	134
	2021	0	0	0	0	19	19	0	3	3	5	153	158
	2022	0	0	0	0	21	21	2	3	5	6	162	168
	2018-22 average	**0**	**0**	**0**	**1**	**17**	**17**	**1**	**4**	**5**	**13**	**175**	**187**
	% ch on 14-18 av. 2022	*0*	*-100*	*-100*	*-100*	*-7*	*-11*	*900*	*-56*	*-26*	*-65*	*-42*	*-43*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-5*	*-27*	*-26*	*200*	*-33*	*-26*	*-27*	*-37*	*-36*
Eilean Siar	**2014-18 average**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**9**	**9**
	2012	0	0	0	0	1	1	0	2	2	0	14	14
	2013	0	0	0	0	1	1	0	1	1	0	5	5
	2014	0	0	0	0	1	1	0	4	4	0	13	13
	2015	0	0	0	0	0	0	0	1	1	0	9	9
	2016	0	0	0	0	0	0	0	0	0	0	9	9
	2017	0	0	0	0	0	0	0	0	0	0	6	6
	2018	0	0	0	0	0	0	0	1	1	0	7	7
	2019	0	0	0	0	0	0	0	2	2	0	15	15
	2020	0	0	0	0	1	1	0	1	1	0	4	4
	2021	0	0	0	0	1	1	0	1	1	0	6	6
	2022	0	0	0	0	0	0	0	0	0	0	4	4
	2018-22 average	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**7**	**7**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*0*	*-100*	*-100*	*0*	*-100*	*-100*	*0*	*-54*	*-54*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*0*	*46*	*46*	*0*	*-17*	*-17*	*0*	*-19*	*-19*
Falkirk	**2014-18 average**	**0**	**1**	**1**	**0**	**8**	**8**	**0**	**2**	**3**	**9**	**64**	**73**
	2012	0	0	0	0	6	6	2	8	10	10	86	96
	2013	1	0	1	0	7	7	0	2	3	6	66	73
	2014	0	2	2	0	7	7	0	5	5	7	62	70
	2015	0	0	0	0	9	10	1	2	3	12	66	78
	2016	0	1	1	0	6	6	0	1	1	9	75	84
	2017	0	0	0	0	9	9	0	0	0	10	65	75
	2018	0	0	0	0	10	10	0	4	4	8	51	59
	2019	0	0	0	0	6	6	0	4	4	4	41	45
	2020	0	0	0	0	3	3	0	2	2	4	23	27
	2021	0	0	0	0	4	4	1	3	4	6	34	40
	2022	0	0	0	0	6	6	1	4	5	5	32	37
	2018-22 average	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**3**	**4**	**5**	**36**	**42**
	% ch on 14-18 av. 2022	*0*	*-100*	*-100*	*-100*	*-27*	*-28*	*400*	*67*	*92*	*-47*	*-50*	*-50*
	% ch on 14-18 av. 1822	*0*	*-100*	*-100*	*-100*	*-28*	*-29*	*100*	*42*	*46*	*-43*	*-43*	*-43*
Fife	**2014-18 average**	**0**	**0**	**1**	**1**	**13**	**14**	**3**	**7**	**10**	**24**	**116**	**140**
	2012	0	0	0	0	18	18	0	7	7	18	142	159
	2013	0	0	0	0	9	9	2	9	11	23	125	148
	2014	0	1	1	0	9	9	4	8	12	28	110	138
	2015	1	0	1	0	12	12	5	7	12	19	118	137
	2016	1	0	1	3	16	19	4	6	10	26	129	155
	2017	0	0	0	0	17	17	0	5	5	19	110	129
	2018	1	0	1	3	12	15	0	10	10	28	113	141
	2019	0	0	0	0	17	17	3	12	15	25	119	144
	2020	0	1	1	1	13	14	0	8	8	12	90	102
	2021	0	0	0	0	7	7	1	1	2	14	70	84
	2022	1	0	1	0	9	9	2	4	6	15	80	95
	2018-22 average	**0**	**0**	**1**	**1**	**12**	**13**	**2**	**7**	**9**	**20**	**94**	**115**
	% ch on 14-18 av. 2022	*150*	*-100*	*25*	*-100*	*-31*	*-38*	*-23*	*-17*	*-18*	*-38*	*-31*	*-32*
	% ch on 14-18 av. 1822	*-50*	*0*	*-25*	*-25*	*-12*	*-13*	*-23*	*3*	*-4*	*-16*	*-19*	*-18*
Glasgow City	**2014-18 average**	**0**	**0**	**0**	**0**	**37**	**37**	**1**	**11**	**12**	**19**	**286**	**305**
	2012	0	0	0	2	45	47	0	7	7	27	357	384
	2013	0	0	0	0	28	28	0	4	4	12	270	281
	2014	0	1	1	0	46	46	0	18	18	19	307	326
	2015	0	0	0	0	35	35	0	15	15	14	299	312
	2016	0	1	1	0	43	43	1	7	8	18	298	316
	2017	0	0	0	1	32	33	0	7	7	27	257	284
	2018	0	0	0	0	30	30	2	8	10	15	270	286
	2019	0	0	0	2	42	44	0	9	9	19	224	243
	2020	0	0	0	0	21	21	5	9	14	13	176	189
	2021	0	0	0	0	25	25	1	8	9	19	179	198
	2022	0	0	0	0	34	34	1	6	7	19	204	223
	2018-22 average	**0**	**0**	**0**	**1**	**30**	**31**	**2**	**8**	**10**	**17**	**211**	**228**
	% ch on 14-18 av. 2022	*0*	*-100*	*-100*	*-100*	*-8*	*-9*	*67*	*-48*	*-40*	*1*	*-29*	*-27*
	% ch on 14-18 av. 1822	*0*	*-100*	*-100*	*49*	*-18*	*-17*	*200*	*-27*	*-16*	*-9*	*-26*	*-25*
Highland	**2014-18 average**	**0**	**0**	**0**	**3**	**5**	**8**	**10**	**8**	**18**	**80**	**74**	**155**
	2012	0	0	0	2	10	12	11	5	16	94	101	194
	2013	2	0	2	3	5	7	13	7	20	89	78	167
	2014	0	0	0	2	6	7	13	7	20	77	78	154
	2015	0	0	0	3	5	8	6	8	14	74	68	142
	2016	0	0	0	3	3	6	11	7	18	95	73	168
	2017	0	0	0	4	5	8	9	6	15	79	57	137
	2018	0	0	0	1	7	9	9	14	23	77	96	173
	2019	0	0	0	2	3	5	12	9	21	63	113	176
	2020	0	0	0	2	3	5	8	7	15	37	46	83
	2021	1	0	1	2	3	5	9	5	14	66	49	115
	2022	1	1	2	1	2	3	20	12	32	45	73	118
	2018-22 average	**1**	**0**	**1**	**2**	**4**	**6**	**11**	**10**	**21**	**59**	**78**	**138**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-60*	*-51*	*-51*	*108*	*43*	*78*	*-44*	*-2*	*-24*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-22*	*-23*	*-23*	*19*	*19*	*19*	*-26*	*5*	*-11*
Inverclyde	**2014-18 average**	**0**	**0**	**0**	**1**	**3**	**4**	**1**	**1**	**2**	**7**	**23**	**30**
	2012	0	0	0	1	5	6	1	0	1	7	34	41
	2013	0	0	0	0	4	4	0	0	0	7	21	28
	2014	0	0	0	2	5	6	1	0	1	8	25	34
	2015	0	1	1	2	5	7	1	1	2	8	24	32
	2016	0	0	0	0	2	2	0	2	2	4	29	33
	2017	0	0	0	0	2	3	1	2	3	7	18	24
	2018	0	0	0	0	1	1	0	0	0	8	18	26
	2019	0	0	0	0	6	6	1	0	1	7	29	37
	2020	0	0	0	0	0	0	2	1	3	4	8	12
	2021	0	0	0	1	2	3	0	2	2	3	12	15
	2022	0	0	0	0	3	3	1	0	1	7	15	22
	2018-22 average	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**1**	**1**	**6**	**17**	**22**
	% ch on 14-18 av. 2022	*0*	*-100*	*-100*	*-100*	*-6*	*-23*	*67*	*-100*	*-38*	*-1*	*-35*	*-26*
	% ch on 14-18 av. 1822	*0*	*-100*	*-100*	*-69*	*-26*	*-34*	*33*	*-40*	*-13*	*-15*	*-28*	*-26*
Midlothian	**2014-18 average**	**0**	**0**	**0**	**0**	**4**	**5**	**2**	**1**	**3**	**11**	**47**	**59**
	2012	0	0	0	1	5	5	4	0	4	9	51	61
	2013	0	1	1	1	6	8	0	5	5	13	37	50
	2014	0	0	0	1	3	3	0	0	0	16	47	63
	2015	0	0	0	0	5	5	2	1	3	13	52	65
	2016	0	0	0	0	6	7	5	3	8	10	49	59
	2017	0	0	0	0	5	5	0	2	2	10	50	60
	2018	0	0	0	0	3	3	1	0	1	8	39	46
	2019	0	0	0	0	6	6	0	1	1	4	37	42
	2020	0	0	0	0	3	3	0	0	0	1	20	21
	2021	0	0	0	0	3	3	0	2	2	2	24	26
	2022	0	0	0	0	2	2	0	1	1	2	29	31
	2018-22 average	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**1**	**1**	**3**	**34**	**38**
	% ch on 14-18 av. 2022	*0*	*0*	*0*	*-100*	*-54*	*-58*	*-100*	*-17*	*-64*	*-82*	*-39*	*-47*
	% ch on 14-18 av. 1822	*0*	*0*	*0*	*-92*	*-20*	*-26*	*-88*	*-33*	*-64*	*-70*	*-37*	*-43*
Moray	**2014-18 average**	**0**	**0**	**1**	**1**	**3**	**4**	**2**	**3**	**5**	**15**	**32**	**47**
	2012	0	0	0	2	4	6	1	2	3	21	41	62
	2013	0	0	0	1	4	5	1	2	3	13	48	62
	2014	0	0	0	0	8	8	0	2	2	15	42	57
	2015	0	0	0	1	3	3	1	1	2	15	30	45
	2016	0	1	1	2	5	7	0	6	6	17	38	55
	2017	0	0	0	1	0	1	2	3	5	17	27	44
	2018	1	0	1	0	0	1	5	4	9	11	22	33
	2019	0	0	0	1	2	3	4	1	5	11	24	35
	2020	0	0	0	0	1	1	3	1	4	3	20	23
	2021	0	0	0	0	2	2	1	2	3	3	13	16
	2022	0	0	0	0	0	0	4	4	8	6	13	19
	2018-22 average	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**2**	**5**	**7**	**18**	**25**
	% ch on 14-18 av. 2022	*-100*	*-100*	*-100*	*-100*	*-100*	*-100*	*200*	*-33*	*-40*	*-53*	*-58*	*-59*
	% ch on 14-18 av. 1822	*0*	*-100*	*-67*	*-73*	*-62*	*-64*	*63*	*-26*	*4*	*-54*	*-43*	*-46*

Table 40

Killed & adjusted serious casualties for all ages and child casualties by council and road type
Years:2014-18, 2018-2022 averages and 2012-2022

		Child (0-15) killed Local Authority			Child (0-15) serious Local Authority			All ages killed Local Authority			All ages serious Local Authority		
		Trunk roads	All roads	All roads	Trunk roads	All roads	All roads	Trunk roads	All roads	All roads	Trunk roads	All roads	All roads
		roads			roads			roads			roads		
North Ayrshire	2014-18 average	0	0	0	1	5	6	2	2	4	21	49	70
	2012	0	0	0	1	9	9	0	2	2	18	49	67
	2013	0	0	0	0	4	4	3	1	4	18	44	61
	2014	0	0	0	2	6	7	1	3	4	15	57	72
	2015	0	0	0	0	2	3	2	2	4	32	52	83
	2016	0	0	0	1	8	9	3	2	5	18	46	64
	2017	0	0	0	1	4	6	1	3	4	26	40	66
	2018	0	0	0	0	7	7	1	1	2	15	47	62
	2019	0	0	0	2	6	8	0	2	2	12	50	62
	2020	0	0	0	0	3	3	0	1	1	12	28	40
	2021	0	0	0	0	4	4	0	4	4	12	24	36
	2022	0	0	0	0	3	3	1	4	5	6	38	44
	2018-22 average	0	0	0	0	5	5	0	2	3	11	37	49
	% ch on 14-18 av: 2022	0	0	-100	-45	-53	-38	82	32	-12	-22	-37	
	% ch on 14-18 av: 1822	0	0	61	-14	-21	-75	9	-26	-46	-23	-30	
North Lanarkshire	2014-18 average	0	0	0	19	20	1	5	5	14	113	127	
	2012	0	0	0	21	21	0	6	6	17	122	138	
	2013	0	0	0	28	28	1	5	6	12	121	133	
	2014	0	0	0	23	23	2	3	5	15	114	129	
	2015	0	0	0	23	23	1	7	8	13	108	121	
	2016	0	0	1	18	19	0	3	3	16	118	134	
	2017	0	0	0	20	20	1	5	6	14	119	133	
	2018	0	0	0	12	13	0	5	5	14	106	120	
	2019	0	1	1	13	14	2	3	5	23	100	123	
	2020	0	1	1	14	14	2	6	8	10	63	73	
	2021	0	1	1	0	4	1	6	7	5	47	52	
	2022	0	0	0	13	13	3	3	6	9	68	77	
	2018-22 average	0	1	1	0	11	12	2	5	6	12	77	89
	% ch on 14-18 av: 2022	0	0	-100	-33	-34	275	-35	11	-37	-40		
	% ch on 14-18 av: 1822	0	0	-21	-41	-41	100	0	15	-15	-32	-30	
Orkney Islands	2014-18 average	0	0	0	0	0	0	1	1	0	7	7	
	2012	0	0	0	1	1	0	5	5	0	8	8	
	2013	0	0	0	0	0	0	2	2	0	8	8	
	2014	0	0	0	1	1	0	2	2	0	9	9	
	2015	0	0	0	0	0	0	0	0	0	4	4	
	2016	0	0	0	0	0	0	1	1	0	10	10	
	2017	0	0	0	0	0	0	1	1	0	6	6	
	2018	0	0	0	0	0	0	0	0	0	6	6	
	2019	0	0	0	1	1	0	2	2	0	8	8	
	2020	0	0	0	1	1	0	2	2	0	2	2	
	2021	0	0	0	2	2	0	2	2	0	4	4	
	2022	0	0	0	0	0	0	4	4	0	4	4	
	2018-22 average	0	0	0	1	1	0	2	2	0	5	5	
	% ch on 14-18 av: 2022	0	0	0	84	84	0	125	125	0	-32	-32	
	% ch on 14-18 av: 1822	0	0	0	84	84	0	125	125	0	-32	-32	
Perth & Kinross	2014-18 average	0	0	0	3	5	8	5	6	11	35	60	95
	2012	0	0	0	6	6	6	6	12	44	87	131	
	2013	0	0	0	10	11	5	6	11	34	94	128	
	2014	0	0	0	4	3	7	6	7	13	38	66	104
	2015	1	0	1	1	9	6	1	7	25	57	82	
	2016	0	1	1	5	4	10	6	4	10	33	50	83
	2017	0	0	0	1	5	6	3	9	12	34	65	100
	2018	0	0	0	2	4	6	6	7	13	44	61	105
	2019	0	0	0	1	6	8	3	3	6	45	47	92
	2020	0	0	0	0	3	3	1	2	3	19	34	53
	2021	0	0	0	2	6	8	2	3	5	17	58	75
	2022	0	0	0	0	5	5	6	2	8	33	52	85
	2018-22 average	0	0	0	1	5	6	4	3	7	32	50	82
	% ch on 14-18 av: 2022	-100	-100	-100	-100	0	-36	11	-64	-27	-5	-13	-10
	% ch on 14-18 av: 1822	-100	-100	-100	-62	-1	-23	-33	-39	-36	-9	-16	-14
Renfrewshire	2014-18 average	0	0	0	8	8	0	3	4	11	64	75	
	2012	0	1	1	0	9	9	2	6	8	76	84	
	2013	0	0	0	8	8	2	3	5	8	60	68	
	2014	0	0	0	7	8	1	8	9	6	64	69	
	2015	0	0	0	8	8	0	1	1	13	65	78	
	2016	1	1	1	10	10	0	3	3	14	71	85	
	2017	0	0	0	9	9	1	1	2	10	66	76	
	2018	0	0	0	5	5	0	4	4	13	54	67	
	2019	0	1	1	0	9	9	0	2	2	9	59	68
	2020	0	0	0	6	6	0	1	1	3	35	38	
	2021	0	0	0	3	3	3	1	4	11	29	40	
	2022	0	0	0	7	7	0	4	4	12	41	53	
	2018-22 average	0	0	0	6	6	1	2	3	10	44	53	
	% ch on 14-18 av: 2022	0	-100	-100	-11	-12	-100	18	8	10	-36	-29	
	% ch on 14-18 av: 1822	0	0	-62	-25	-26	50	-29	-21	-13	-32	-29	
Scottish Borders	2014-18 average	0	0	1	5	5	2	7	9	21	77	98	
	2012	0	0	1	7	8	0	10	10	21	95	116	
	2013	0	0	0	7	7	1	3	4	28	87	116	
	2014	0	0	0	3	4	2	5	7	18	81	99	
	2015	0	0	1	4	5	1	6	7	24	78	102	
	2016	0	0	1	8	10	4	8	12	30	78	108	
	2017	0	0	2	3	4	0	7	7	16	73	89	
	2018	0	0	0	5	5	7	5	12	20	72	92	
	2019	0	0	2	4	6	0	6	6	20	65	85	
	2020	0	0	0	0	0	3	2	5	9	41	50	
	2021	0	0	1	2	3	2	6	8	21	35	56	
	2022	0	0	0	2	2	4	6	10	7	45	52	
	2018-22 average	0	0	1	3	3	5	5	8	15	52	67	
	% ch on 14-18 av: 2022	0	0	-100	-56	-64	67	-9	11	-67	-41	-47	
	% ch on 14-18 av: 1822	0	0	-34	-45	-43	17	-18	-9	-29	-33	-32	
Shetland Islands	2014-18 average	0	0	0	1	1	0	1	1	0	8	8	
	2012	0	0	0	0	0	0	0	0	0	12	12	
	2013	0	0	0	0	0	0	1	1	0	10	10	
	2014	0	0	0	0	0	0	1	1	0	6	6	
	2015	0	0	0	1	1	0	3	3	0	8	8	
	2016	0	0	0	2	2	0	0	0	0	11	11	
	2017	0	0	0	1	1	0	1	1	0	11	11	
	2018	0	0	0	0	0	0	1	1	0	5	5	
	2019	0	0	0	0	0	0	1	1	0	8	8	
	2020	0	0	0	1	1	0	0	0	0	4	4	
	2021	0	0	0	0	0	0	0	0	0	5	5	
	2022	0	0	0	0	0	0	0	0	0	4	4	
	2018-22 average	0	0	0	0	0	0	0	0	0	5	5	
	% ch on 14-18 av: 2022	0	0	0	-100	-100	0	-100	-100	0	-37	-37	
	% ch on 14-18 av: 1822	0	0	0	-71	-71	0	-57	-57	0	-35	-35	
South Ayrshire	2014-18 average	0	0	0	1	5	5	2	3	5	16	52	68
	2012	0	0	0	2	2	4	2	2	4	13	48	61
	2013	0	0	0	0	5	5	3	1	4	15	37	52
	2014	0	0	0	1	6	8	1	1	2	14	54	68
	2015	0	0	0	0	5	5	1	5	6	20	48	69
	2016	0	0	0	0	5	5	2	6	8	14	62	76
	2017	0	0	0	0	4	4	4	4	8	21	52	73
	2018	0	0	0	1	4	5	1	0	1	13	43	56
	2019	0	0	0	4	5	8	1	1	2	20	37	57
	2020	0	0	0	0	2	2	0	2	2	6	27	33
	2021	0	0	0	1	1	0	0	6	6	10	28	38
	2022	0	0	0	1	3	4	3	3	6	11	26	37
	2018-22 average	0	0	0	1	3	4	1	2	3	12	32	44
	% ch on 14-18 av: 2022	0	0	0	85	-37	-25	67	-6	20	-33	-50	-46
	% ch on 14-18 av: 1822	0	0	0	89	-38	-25	-44	-25	-32	-28	-38	-35
South Lanarkshire	2014-18 average	0	0	1	15	16	4	7	11	23	114	137	
	2012	0	0	0	12	13	3	6	9	21	124	145	
	2013	0	1	1	14	15	1	5	6	27	108	135	
	2014	1	0	1	13	14	4	9	13	21	131	152	
	2015	0	0	1	11	12	1	4	5	25	109	134	
	2016	0	0	1	20	21	7	11	18	24	125	149	
	2017	0	1	1	0	22	23	1	5	6	17	121	138
	2018	0	1	1	0	11	11	6	8	14	26	86	112
	2019	0	0	0	0	16	16	3	10	13	20	99	120
	2020	0	0	0	0	7	7	1	9	10	12	73	85
	2021	0	0	0	0	8	8	3	4	7	24	58	82
	2022	0	0	0	0	4	4	5	5	10	22	62	84
	2018-22 average	0	0	0	0	9	9	4	7	11	21	76	97
	% ch on 14-18 av: 2022	-100	-100	-100	-100	-74	-75	32	-32	-11	-3	-46	-39
	% ch on 14-18 av: 1822	-100	-50	-67	-95	-41	-43	-5	-3	-4	-7	-34	-30
Stirling	2014-18 average	0	0	0	1	5	6	3	3	6	26	47	73
	2012	0	0	0	3	5	7	1	3	4	30	56	87
	2013	0	0	0	2	4	6	4	4	8	29	69	98
	2014	0	0	1	7	7	8	4	3	7	27	51	78
	2015	0	0	0	2	4	6	4	5	11	43	47	90
	2016	0	0	0	0	4	4	2	0	2	19	48	67
	2017	0	0	0	2	4	7	2	3	5	20	45	65
	2018	0	0	1	4	5	3	2	5	22	43	65	
	2019	0	0	0	0	0	4	1	5	28	34	61	
	2020	0	0	0	1	1	4	5	9	17	21	38	
	2021	0	0	0	1	1	2	3	5	9	30	39	
	2022	0	0	0	2	2	3	0	0	17	33	50	
	2018-22 average	0	0	0	1	2	3	2	5	19	32	51	
	% ch on 14-18 av: 2022	0	0	-25	-56	-49	-100	-100	-100	-36	-39	-32	
	% ch on 14-18 av: 1822	0	0	-53	-71	-67	-24	-15	-20	-30	-31	-31	
West Dunbartonshire	2014-18 average	0	0	0	6	6	1	1	2	8	27	35	
	2012	0	0	0	6	6	0	3	3	6	30	37	
	2013	0	0	0	7	7	0	0	0	9	30	40	
	2014	0	0	0	5	5	2	0	2	5	22	28	
	2015	0	0	0	6	6	0	1	1	4	26	30	
	2016	0	0	0	5	5	1	2	3	8	32	40	
	2017	0	0	1	9	10	0	2	2	11	35	46	
	2018	0	0	0	5	5	1	0	1	10	21	31	
	2019	0	0	0	4	4	1	0	1	3	23	26	
	2020	0	0	0	1	1	0	2	2	6	14	20	
	2021	0	0	0	2	2	1	1	2	7	14	21	
	2022	0	0	0	0	0	2	2	4	2	11	14	
	2018-22 average	0	0	0	2	2	1	1	2	6	17	22	
	% ch on 14-18 av: 2022	0	0	0	-100	-100	150	-100	11	-61	-60	-60	
	% ch on 14-18 av: 1822	0	0	0	-84	-81	-63	25	-40	-11	-25	-39	-36
West Lothian	2014-18 average	0	0	1	9	9	2	3	5	19	85	96	
	2012	0	0	0	12	12	1	4	5	5	105	110	
	2013	0	0	0	13	13	0	5	5	4	94	98	
	2014	0	0	0	7	7	1	4	5	5	74	80	
	2015	0	1	1	8	9	2	3	5	20	95	115	
	2016	1	0	1	2	9	11	5	2	7	82	92	
	2017	0	0	0	12	12	0	4	4	6	94	100	
	2018	0	0	0	6	7	2	2	4	10	81	91	
	2019	0	0	0	8	8	0	7	7	8	65	73	
	2020	0	0	0	6	6	1	5	6	3	58	61	
	2021	1	0	1	8	9	4	1	5	14	48	62	
	2022	0	0	0	12	12	0	7	7	6	51	57	
	2018-22 average	0	0	0	8	8	1	4	5	8	61	69	
	% ch on 14-18 av: 2022	-100	-100	-100	-100	40	30	-100	133	40	-42	-40	-40
	% ch on 14-18 av: 1822	0	-100	-50	-54	-6	-9	-30	47	16	-21	-29	-28
Scotland	2014-18 average	1	4	6	23	240	264	57	116	174	536	2,235	2,771
	2012	0	2	2	23	304	328	44	132	176	583	2,766	3,349
	2013	3	6	9	20	248	268	68	104	172	547	2,402	2,949
	2014	2	5	7	25	267	292	63	140	203	520	2,429	2,949
	2015	2	2	4	21	233	255	57	111	168	566	2,274	2,840
	2016	2	10	12	30	254	284	70	121	191	555	2,355	2,910
	2017	0	2	2	19	240	259	40	105	145	506	2,112	2,617
	2018	1	2	3	22	209	230	56	105	161	531	2,007	2,538
	2019	0	2	2	21	217	238	53	111	164	463	1,918	2,401
	2020	2	4	6	10	134	144	43	98	141	280	1,255	1,535
	2021	3	2	5	9	131	140	43	98	141	349	1269	1618
	2022	2	1	3	8	168	176	65	108	173	327	1449	1776
	2018-22 average	2	2	4	14	172	186	52	104	156	394	1579	1974
	% ch on 14-18 av: 2022	43	-76	-46	-66	-30	-33	14	-7	0	-39	-26	-26
	% ch on 14-18 av: 1822	14	-48	-32	-40	-29	-30	-9	-11	-10	-26	-29	-29

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years:2014-18, 2018-2022 averages and 2013-2022

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted slight casualty rate (per 100 million veh-km)		
		Trunk roads	Local Author-ity	All roads	Trunk roads	Local Author-ity	All roads	Trunk roads	Local Author-ity	All roads
			roads			roads			roads	
Aberdeen City	**2014-18 average**	**18**	**118**	**136**	**268**	**1,062**	**1,329**	**7**	**11**	**10**
	2013	36	210	246	260	1,008	1,268	14	21	19
	2014	27	156	183	264	1,035	1,299	10	15	14
	2015	26	136	161	263	1,044	1,308	10	13	12
	2016	17	105	122	273	1,071	1,345	6	10	9
	2017	12	114	126	267	1,077	1,344	5	11	9
	2018	8	80	87	271	1,080	1,351	3	7	6
	2019	5	76	82	300	1,286	1,586	2	6	5
	2020	2	44	46	210	1,044	1,254	1	4	4
	2021	2	34	36	245	1,137	1,382	1	3	3
	2022	3	50	53	261	1,232	1,493	1	4	4
	2018-22 average	**4**	**57**	**61**	**258**	**1,155**	**1,413**	**2**	**5**	**4**
	% ch 14-18 av: 2022	*-83*	*-58*	*-61*	*-2*	*16*	*12*	*-83*	*-64*	*-65*
	% ch 14-08 av: 1822	*-77*	*-52*	*-55*	*-4*	*9*	*6*	*-76*	*-56*	*-58*
Aberdeenshire	**2014-18 average**	**46**	**180**	**226**	**950**	**2,113**	**3,063**	**5**	**9**	**7**
	2013	58	294	352	872	1,899	2,771	7	15	13
	2014	40	261	301	902	1,996	2,898	4	13	10
	2015	57	185	242	908	2,046	2,954	6	9	8
	2016	47	180	227	948	2,130	3,078	5	8	7
	2017	40	142	182	1040	2,216	3,257	4	6	6
	2018	45	135	180	952	2,176	3,127	5	6	6
	2019	31	117	148	901	2,362	3,262	3	5	5
	2020	15	56	71	636	1,926	2,562	2	3	3
	2021	22	64	86	743	2,145	2,888	3	3	3
	2022	22	98	120	831	2,303	3,134	3	4	4
	2018-22 average	**27**	**94**	**121**	**813**	**2,182**	**2,995**	**3**	**4**	**4**
	% ch 14-18 av: 2022	*-52*	*-48*	*-47*	*-12*	*9*	*2*	*-45*	*-50*	*-48*
	% ch 14-08 av: 1822	*-41*	*-48*	*-47*	*-14*	*3*	*-2*	*-32*	*-50*	*-45*
Angus	**2014-18 average**	**10**	**92**	**102**	**366**	**763**	**1,130**	**3**	**12**	**9**
	2013	17	132	149	357	706	1,063	5	19	14
	2014	14	102	116	370	730	1,100	4	14	11
	2015	9	98	107	358	744	1,102	3	13	10
	2016	9	79	88	367	767	1,133	2	10	8
	2017	14	94	108	372	792	1,163	4	12	9
	2018	7	87	94	364	784	1,148	2	11	8
	2019	13	61	73	366	778	1,145	3	8	6
	2020	18	121	139	262	625	887	7	19	16
	2021	25	79	104	305	707	1,012	8	11	10
	2022	12	73	85	352	760	1,112	3	10	8
	2018-22 average	**15**	**84**	**99**	**330**	**731**	**1,061**	**5**	**12**	**9**
	% ch 14-18 av: 2022	*16*	*-21*	*-17*	*-4*	*0*	*-2*	*21*	*-20*	*-16*
	% ch 14-08 av: 1822	*44*	*-9*	*-3*	*-10*	*-4*	*-6*	*60*	*-5*	*3*
Argyll & Bute	**2014-18 average**	**71**	**89**	**160**	**401**	**555**	**956**	**18**	**16**	**17**
	2013	101	103	204	355	528	882	28	20	23
	2014	78	86	164	362	545	908	21	16	18
	2015	93	123	217	376	555	931	25	22	23
	2016	61	77	137	392	571	963	15	13	14
	2017	63	98	161	419	577	996	15	17	16
	2018	61	62	123	456	527	983	13	12	13
	2019	27	71	98	459	527	985	6	14	10
	2020	32	43	75	323	413	737	10	10	10
	2021	26	45	71	400	465	865	6	10	8
	2022	28	32	60	454	499	953	6	6	6
	2018-22 average	**35**	**51**	**85**	**418**	**486**	**904**	**8**	**10**	**9**
	% ch 14-18 av: 2022	*-51*	*-43*	*-47*	*4*	*-12*	*-5*	*-53*	*-35*	*-44*
	% ch 14-08 av: 1822	*-61*	*-64*	*-63*	*13*	*-10*	*0*	*-65*	*-60*	*-62*
Clackmannanshire	**2014-18 average**	**1**	**49**	**51**	**3**	**327**	**330**	**40**	**15**	**15**
	2013	1	60	61	-	307	307	-	20	20
	2014	1	66	67	0	319	319	-	21	21
	2015	-	58	58	0	324	324	-	18	18
	2016	3	54	56	0	333	333	-	16	17
	2017	3	42	45	0	336	336	-	13	13
	2018	-	27	27	16	324	340	-	8	8
	2019	-	23	23	16	329	345	-	7	7
	2020	0	15	15	11	263	274	0	6	5
	2021	-	11	11	13	295	308	-	4	4
	2022	-	13	13	15	324	339	-	4	4
	2018-22 average	**0**	**18**	**18**	**14**	**307**	**321**	**0**	**6**	**6**
	% ch 14-18 av: 2022	*-*	*-74*	*-74*	*371*	*-1*	*3*	*-*	*-73*	*-75*
	% ch 14-08 av: 1822	*-100*	*-64*	*-65*	*353*	*-6*	*-3*	*-100*	*-62*	*-64*
Dumfries & Galloway	**2014-18 average**	**95**	**149**	**244**	**1,392**	**762**	**2,154**	**7**	**20**	**11**
	2013	93	157	250	1,272	695	1,966	7	23	13
	2014	87	173	260	1,311	721	2,032	7	24	13
	2015	99	172	271	1,349	738	2,087	7	23	13
	2016	109	155	264	1,387	763	2,150	8	20	12
	2017	89	118	206	1,467	800	2,267	6	15	9
	2018	91	126	217	1,444	790	2,234	6	16	10
	2019	60	87	147	1,455	785	2,240	4	11	7
	2020	39	68	107	1066	627	1,692	4	11	6
	2021	50	68	118	1341	710	2,051	4	10	6
	2022	46	117	163	1,462	761	2,223	3	15	7
	2018-22 average	**57**	**93**	**150**	**1,354**	**734**	**2,088**	**4**	**13**	**7**
	% ch 14-18 av: 2022	*-52*	*-21*	*-33*	*5*	*0*	*3*	*-54*	*-21*	*-35*
	% ch 14-08 av: 1822	*-40*	*-37*	*-38*	*-3*	*-4*	*-3*	*-38*	*-35*	*-36*
Dundee City	**2014-18 average**	**11**	**94**	**105**	**171**	**662**	**832**	**6**	**14**	**13**
	2013	13	142	155	182	635	817	7	22	19
	2014	11	120	131	169	650	819	7	18	16
	2015	11	97	108	168	650	817	7	15	13
	2016	14	109	123	173	663	836	8	17	15
	2017	9	79	88	171	668	839	5	12	10
	2018	8	65	73	174	677	850	5	10	9
	2019	20	88	107	171	683	854	12	13	13
	2020	14	115	129	133	558	691	11	21	19
	2021	18	75	93	164	620	783	11	12	12
	2022	16	125	141	180	671	851	9	19	17
	2018-22 average	**15**	**93**	**109**	**164**	**642**	**806**	**9**	**15**	**13**
	% ch 14-18 av: 2022	*48*	*33*	*35*	*5*	*1*	*2*	*41*	*31*	*32*
	% ch 14-08 av: 1822	*41*	*0*	*4*	*-4*	*-3*	*-3*	*47*	*3*	*7*
East Ayrshire	**2014-18 average**	**42**	**127**	**169**	**365**	**747**	**1,112**	**12**	**17**	**15**
	2013	34	120	153	359	678	1,037	9	18	15
	2014	33	139	172	374	705	1,079	9	20	16
	2015	55	153	209	369	720	1,089	15	21	19
	2016	59	138	197	352	749	1,101	17	18	18
	2017	25	101	126	349	790	1,139	7	13	11
	2018	38	104	142	381	769	1,150	10	14	12
	2019	22	71	92	383	765	1,148	6	9	8
	2020	13	67	80	287	616	903	5	11	9
	2021	2	58	60	343	705	1,048	1	8	6
	2022	19	52	71	372	761	1,133	5	7	6
	2018-22 average	**19**	**70**	**89**	**353**	**723**	**1,077**	**5**	**10**	**8**
	% ch 14-18 av: 2022	*-55*	*-59*	*-58*	*2*	*2*	*2*	*-56*	*-60*	*-59*
	% ch 14-08 av: 1822	*-55*	*-45*	*-47*	*-3*	*-3*	*-3*	*-54*	*-43*	*-46*
East Dunbartonshire	**2014-18 average**	**-**	**85**	**85**	**0**	**548**	**548**	**-**	**15**	**15**
	2013	-	97	97	-	511	511	-	19	19
	2014	-	87	87	0	529	529	-	16	16
	2015	-	94	94	0	532	532	-	18	18
	2016	-	105	105	0	545	545	-	19	19
	2017	-	89	89	0	586	586	-	16	16
	2018	-	49	49	0	571	571	-	9	9
	2019	-	66	66	0	573	573	-	11	11
	2020	-	43	43	0	467	467	-	9	9
	2021	-	35	35	0	521	521	-	7	7
	2022	-	19	19	0	560	560	-	3	3
	2018-22 average	**-**	**42**	**42**	**0**	**538**	**538**	**-**	**8**	**8**
	% ch 14-18 av: 2022	*-*	*-78*	*-78*	*-*	*2*	*2*	*-*	*-78*	*-78*
	% ch 14-08 av: 1822	*-*	*-50*	*-50*	*-*	*-2*	*-2*	*-*	*-49*	*-49*
	2014-18 average	**34**	**119**	**154**	**387**	**555**	**941**	**9**	**22**	**16**
	2013	19	133	152	349	493	842	6	27	18
	2014	33	141	174	359	516	875	9	27	20
	2015	38	124	162	362	525	887	10	24	18
	2016	33	116	149	391	543	934	8	21	16
	2017	39	116	155	414	590	1004	9	20	15
	2018	29	100	130	407	600	1006	7	17	13
	2019	17	59	76	419	599	1018	4	10	7
	2020	12	58	70	308	485	793	4	12	9
	2021	17	64	81	372	561	932	5	11	9
	2022	28	68	96	422	600	1,021	7	11	9
	2018-22 average	**21**	**70**	**90**	**385**	**569**	**954**	**5**	**12**	**9**
	% ch 14-18 av: 2022	*-19*	*-43*	*-38*	*9*	*8*	*8*	*-25*	*-47*	*-42*
	% ch 14-08 av: 1822	*-40*	*-41*	*-41*	*0*	*3*	*1*	*-40*	*-43*	*-42*
East Renfrewshire	**2014-18 average**	**6**	**76**	**82**	**241**	**543**	**784**	**3**	**14**	**10**
	2013	6	86	92	209	523	733	3	16	13
	2014	1	82	83	214	540	754	0	15	11
	2015	8	78	86	230	546	776	3	14	11
	2016	10	77	87	237	563	800	4	14	11
	2017	8	78	86	234	558	792	3	14	11
	2018	4	62	66	288	509	797	1	12	8
	2019	5	44	48	285	506	791	2	9	6
	2020	3	37	40	213	411	624	1	9	6
	2021	1	43	44	241	474	715	0	9	6
	2022	5	44	49	266	518	784	2	8	6
	2018-22 average	**3**	**46**	**49**	**259**	**484**	**742**	**1**	**10**	**7**
	% ch 14-18 av: 2022	*-18*	*-42*	*-40*	*11*	*-5*	*0*	*-26*	*-39*	*-40*
	% ch 14-08 av: 1822	*-43*	*-39*	*-39*	*8*	*-11*	*-5*	*-47*	*-32*	*-36*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years:2014-18, 2018-2022 averages and 2013-2022

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted 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
Edinburgh, City of	**2014-18 average**	**90**	**838**	**928**	**792**	**2,212**	**3,004**	**11**	**38**	**31**
	2013	105	953	1,058	719	2,114	2,833	15	45	37
	2014	115	1,022	1,137	715	2,174	2,889	16	47	39
	2015	110	899	1,009	755	2,197	2,951	15	41	34
	2016	81	922	1,003	779	2,247	3,026	10	41	33
	2017	68	721	789	777	2,237	3,014	9	32	26
	2018	79	625	703	933	2,205	3,138	8	28	22
	2019	75	544	619	981	2,197	3,158	8	25	20
	2020	35	333	368	703	1,765	2,468	5	19	15
	2021	59	356	415	836	1,921	2,757	7	19	15
	2022	39	403	442	967	2,072	3,039	4	19	15
	2018-22 average	**57**	**452**	**509**	**880**	**2,032**	**2,912**	**7**	**22**	**17**
	% ch 14-18 av: 2022	*-57*	*-52*	*-52*	*22*	*-6*	*1*	*-65*	*-49*	*-53*
	% ch 14-08 av: 1822	*-37*	*-46*	*-45*	*11*	*-8*	*-3*	*-43*	*-41*	*-43*
Eilean Siar	**2014-18 average**	**-**	**21**	**21**	**0**	**236**	**236**	**-**	**9**	**9**
	2013	-	18	18	-	212	212	-	8	8
	2014	-	30	30	0	220	220	-	14	14
	2015	-	28	28	0	226	226	-	12	12
	2016	-	19	19	0	256	256	-	8	8
	2017	-	15	15	0	241	241	-	6	6
	2018	-	14	14	0	238	238	-	6	6
	2019	-	15	15	0	234	234	-	7	7
	2020	-	11	11	0	187	187	-	6	6
	2021	-	18	18	0	207	207	-	9	9
	2022	-	8	8	0	222	222	-	4	4
	2018-22 average	**-**	**13**	**13**	**0**	**218**	**218**	**-**	**6**	**6**
	% ch 14-18 av: 2022	-	*-62*	*-62*	-	*-6*	*-6*	-	*-60*	*-60*
	% ch 14-08 av: 1822	-	*-37*	*-37*	-	*-8*	*-8*	-	*-32*	*-32*
Falkirk	**2014-18 average**	**31**	**178**	**209**	**625**	**985**	**1,610**	**5**	**18**	**13**
	2013	28	217	244	580	925	1,506	5	23	16
	2014	30	192	221	581	956	1,537	5	20	14
	2015	42	190	232	608	968	1,576	7	20	15
	2016	29	207	236	647	993	1,641	4	21	14
	2017	27	177	204	639	1009	1,647	4	18	12
	2018	29	125	154	649	1000	1,648	4	12	9
	2019	19	96	115	657	990	1,647	3	10	7
	2020	5	66	71	470	807	1,277	1	8	6
	2021	26	66	92	528	912	1,440	5	7	6
	2022	15	53	68	571	976	1,546	3	5	4
	2018-22 average	**19**	**81**	**100**	**575**	**937**	**1,512**	**3**	**9**	**7**
	% ch 14-18 av: 2022	*-52*	*-70*	*-67*	*-9*	*-1*	*-4*	*-47*	*-70*	*-66*
	% ch 14-08 av: 1822	*-40*	*-54*	*-52*	*-8*	*-5*	*-6*	*-34*	*-52*	*-49*
Fife	**2014-18 average**	**69**	**291**	**360**	**896**	**2,128**	**3,024**	**8**	**14**	**12**
	2013	49	341	390	833	2,006	2,839	6	17	14
	2014	65	311	376	842	2,081	2,923	8	15	13
	2015	79	337	416	841	2,104	2,945	9	16	14
	2016	102	339	441	878	2,162	3,040	12	16	15
	2017	48	245	293	895	2,229	3,124	5	11	9
	2018	52	224	276	1023	2,062	3,085	5	11	9
	2019	49	202	251	1070	2,049	3,119	5	10	8
	2020	47	178	225	752	1,657	2,409	6	11	9
	2021	45	161	206	876	1,880	2,755	5	9	7
	2022	52	202	254	993	2,006	2,999	5	10	8
	2018-22 average	**49**	**193**	**242**	**943**	**1,931**	**2,874**	**5**	**10**	**8**
	% ch 14-18 av: 2022	*-25*	*-31*	*-30*	*11*	*-6*	*-1*	*-32*	*-28*	*-29*
	% ch 14-08 av: 1822	*-29*	*-34*	*-33*	*5*	*-9*	*-5*	*-33*	*-27*	*-29*
Glasgow City	**2014-18 average**	**134**	**975**	**1,109**	**1,534**	**2,024**	**3,558**	**9**	**48**	**31**
	2013	85	960	1,046	1,522	1,974	3,496	6	49	30
	2014	154	1,070	1,224	1,510	2,016	3,526	10	53	35
	2015	147	1,052	1,200	1,499	1,999	3,498	10	53	34
	2016	139	1,105	1,244	1,548	2,035	3,583	9	54	35
	2017	135	901	1,036	1,572	2,025	3,597	9	44	29
	2018	98	745	842	1,543	2,043	3,586	6	36	23
	2019	103	695	798	1,605	2,040	3,645	6	34	22
	2020	73	468	541	1169	1,663	2,832	6	28	19
	2021	91	401	492	1381	1,859	3,240	7	22	15
	2022	57	477	534	1,529	1,993	3,522	4	24	15
	2018-22 average	**84**	**557**	**641**	**1,445**	**1,920**	**3,365**	**6**	**29**	**19**
	% ch 14-18 av: 2022	*-58*	*-51*	*-52*	*0*	*-2*	*-1*	*-57*	*-50*	*-51*
	% ch 14-08 av: 1822	*-37*	*-43*	*-42*	*-6*	*-5*	*-5*	*-33*	*-40*	*-39*
Highland	**2014-18 average**	**171**	**178**	**349**	**1,659**	**1,158**	**2,817**	**10**	**15**	**12**
	2013	210	219	429	1,546	1,047	2,592	14	21	17
	2014	184	222	407	1,557	1,091	2,648	12	20	15
	2015	160	189	349	1,614	1,114	2,727	10	17	13
	2016	193	163	356	1,675	1,150	2,825	12	14	13
	2017	156	128	283	1,720	1,204	2,923	9	11	10
	2018	162	188	350	1,732	1,230	2,963	9	15	12
	2019	101	196	297	1,752	1,242	2,994	6	16	10
	2020	95	78	173	1289	1,010	2,298	7	8	8
	2021	86	81	167	1561	1,163	2,723	6	7	6
	2022	92	66	158	1,740	1,244	2,984	5	5	5
	2018-22 average	**107**	**122**	**229**	**1,615**	**1,178**	**2,793**	**7**	**10**	**8**
	% ch 14-18 av: 2022	*-46*	*-63*	*-55*	*5*	*7*	*6*	*-49*	*-66*	*-57*
	% ch 14-08 av: 1822	*-37*	*-32*	*-34*	*-3*	*2*	*-1*	*-36*	*-33*	*-34*
Inverclyde	**2014-18 average**	**32**	**74**	**107**	**71**	**454**	**525**	**45**	**16**	**20**
	2013	37	85	122	71	430	501	53	20	24
	2014	52	100	151	72	444	516	72	22	29
	2015	31	82	113	73	446	519	43	18	22
	2016	28	83	111	75	457	532	37	18	21
	2017	32	57	90	67	464	531	48	12	17
	2018	18	51	69	68	462	530	26	11	13
	2019	42	63	104	200	343	544	21	18	19
	2020	8	26	34	164	283	447	5	9	8
	2021	12	19	31	186	315	501	6	6	6
	2022	3	24	27	191	340	531	2	7	5
	2018-22 average	**16**	**36**	**53**	**162**	**349**	**511**	**10**	**10**	**10**
	% ch 14-18 av: 2022	*-91*	*-68*	*-75*	*169*	*-25*	*1*	*-97*	*-57*	*-75*
	% ch 14-08 av: 1822	*-49*	*-51*	*-50*	*128*	*-23*	*-3*	*-78*	*-36*	*-49*
Midlothian	**2014-18 average**	**31**	**120**	**151**	**142**	**551**	**693**	**22**	**22**	**22**
	2013	46	129	175	138	501	638	34	26	27
	2014	40	148	188	143	522	665	28	28	28
	2015	39	147	186	136	535	671	29	27	28
	2016	28	123	151	141	555	695	20	22	22
	2017	23	95	118	143	574	717	16	17	16
	2018	22	87	110	146	572	716	16	15	15
	2019	21	85	105	146	572	718	14	15	15
	2020	11	66	77	107	459	566	10	14	14
	2021	30	86	116	130	510	640	23	17	18
	2022	15	91	106	141	544	686	11	17	15
	2018-22 average	**20**	**83**	**103**	**134**	**531**	**665**	**15**	**16**	**15**
	% ch 14-18 av: 2022	*-51*	*-24*	*-30*	*0*	*-1*	*-1*	*-51*	*-23*	*-29*
	% ch 14-08 av: 1822	*-35*	*-31*	*-32*	*-6*	*-4*	*-4*	*-31*	*-28*	*-29*
Moray	**2014-18 average**	**13**	**33**	**46**	**283**	**498**	**782**	**5**	**7**	**6**
	2013	30	56	85	266	454	719	11	12	12
	2014	19	41	60	270	475	745	7	9	8
	2015	7	40	47	274	482	757	3	8	6
	2016	17	33	50	286	499	785	6	7	6
	2017	16	26	42	287	523	809	6	5	5
	2018	6	24	30	299	512	812	2	5	4
	2019	7	34	41	300	510	809	2	7	5
	2020	4	14	18	249	420	669	2	3	3
	2021	8	10	18	282	483	765	3	2	2
	2022	10	16	26	277	515	792	4	3	3
	2018-22 average	**7**	**20**	**27**	**282**	**488**	**769**	**2**	**4**	**3**
	% ch 14-18 av: 2022	*-24*	*-51*	*-43*	*-2*	*3*	*1*	*-22*	*-53*	*-44*
	% ch 14-08 av: 1822	*-47*	*-40*	*-42*	*-1*	*-2*	*-2*	*-47*	*-39*	*-41*
North Ayrshire	**2014-18 average**	**38**	**121**	**159**	**319**	**469**	**788**	**12**	**26**	**20**
	2013	34	135	170	308	432	740	11	31	23
	2014	37	128	165	316	449	765	12	28	22
	2015	45	128	174	320	454	774	14	28	22
	2016	38	142	180	326	467	793	12	30	23
	2017	42	106	148	319	485	805	13	22	18
	2018	27	100	127	316	488	804	9	20	16
	2019	31	74	105	327	479	806	10	15	13
	2020	24	44	68	238	391	629	10	11	11
	2021	29	58	87	277	444	721	10	13	12
	2022	23	49	72	308	478	786	7	10	9
	2018-22 average	**27**	**65**	**92**	**293**	**456**	**749**	**9**	**14**	**12**
	% ch 14-18 av: 2022	*-39*	*-59*	*-55*	*-3*	*2*	*0*	*-37*	*-60*	*-54*
	% ch 14-08 av: 1822	*-29*	*-46*	*-42*	*-8*	*-3*	*-5*	*-23*	*-46*	*-39*
North Lanarkshire	**2014-18 average**	**75**	**383**	**458**	**1,255**	**1,920**	**3,174**	**6**	**20**	**14**
	2013	80	438	518	1,402	1,793	3,195	6	24	16
	2014	72	429	501	1,253	1,846	3,099	6	23	16
	2015	70	389	459	1,191	1,860	3,051	6	21	15
	2016	88	406	494	1,217	1,899	3,117	7	21	16
	2017	78	408	486	1,289	1,966	3,255	6	21	15
	2018	66	286	351	1,323	2,026	3,349	5	14	10
	2019	85	256	341	1,318	2,021	3,338	6	13	10
	2020	31	135	166	986	1,639	2,625	3	8	6
	2021	24	161	185	1154	1,853	3,007	2	9	6
	2022	48	154	202	1,309	1,992	3,302	4	8	6
	2018-22 average	**51**	**199**	**249**	**1,218**	**1,906**	**3,124**	**4**	**10**	**8**
	% ch 14-18 av: 2022	*-36*	*-60*	*-56*	*4*	*4*	*4*	*-39*	*-51*	*-58*
	% ch 14-08 av: 1822	*-32*	*-48*	*-46*	*-3*	*-1*	*-2*	*-30*	*-48*	*-45*
Orkney Islands	**2014-18 average**	**-**	**12**	**12**	**0**	**149**	**149**	**-**	**8**	**8**
	2013	-	20	20	-	135	135	-	15	15
	2014	-	18	18	0	142	142	-	12	12
	2015	-	11	11	0	145	145	-	8	8
	2016	-	17	17	0	151	151	-	11	11
	2017	-	7	7	0	155	155	-	5	5
	2018	-	9	9	0	152	152	-	6	6
	2019	-	18	18	0	151	151	-	12	12
	2020	-	7	7	0	123	123	-	6	6
	2021	-	10	10	0	135	135	-	7	7
	2022	-	9	9	0	145	145	-	6	6
	2018-22 average	**-**	**11**	**11**	**0**	**141**	**141**	**-**	**8**	**8**
	% ch 14-18 av: 2022	-	*-27*	*-27*	-	*-3*	*-3*	-	*-25*	*-25*
	% ch 14-08 av: 1822	-	*-14*	*-14*	-	*-5*	*-5*	-	*-10*	*-10*

Table 41

Adjusted slight casualties, estimated total volume of traffic, and slight casualty rate, by council and road type
Years:2014-18, 2018-2022 averages and 2013-2022

		Adjusted slight casualties			Estimated total volume of traffic (million veh-km)			Adjusted 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
Perth & Kinross	**2014-18 average**	**59**	**98**	**158**	**1,500**	**998**	**2,498**	**4**	**10**	**6**
	2013	95	163	258	1,322	936	2,257	7	17	11
	2014	62	108	170	1,363	974	2,337	5	11	7
	2015	45	104	149	1,381	999	2,380	3	10	6
	2016	65	83	148	1,467	1035	2,501	4	8	6
	2017	73	103	175	1,608	1040	2,647	5	10	7
	2018	52	94	146	1,679	943	2,622	3	10	6
	2019	34	53	87	1,667	923	2,591	2	6	3
	2020	26	90	116	1214	738	1,952	2	12	6
	2021	59	64	123	1351	812	2,163	4	8	6
	2022	43	93	136	1,608	869	2,477	3	11	5
	2018-22 average	**43**	**79**	**122**	**1,504**	**857**	**2,361**	**3**	**9**	**5**
	% ch 14-18 av. 2022	*-28*	*-5*	*-14*	*7*	*-13*	*-1*	*-32*	*9*	*-13*
	% ch 14-08 av. 1822	*-28*	*-20*	*-23*	*0*	*-14*	*-5*	*-28*	*-7*	*-18*
Renfrewshire	**2014-18 average**	**47**	**193**	**240**	**768**	**803**	**1,571**	**6**	**24**	**15**
	2013	46	208	254	703	751	1,454	7	28	17
	2014	42	196	239	732	777	1,508	6	25	16
	2015	47	194	241	758	786	1,544	6	25	16
	2016	54	222	276	774	807	1,581	7	27	17
	2017	50	200	250	771	818	1,589	6	25	16
	2018	39	152	191	806	828	1,634	5	18	12
	2019	34	102	136	817	822	1,639	4	12	8
	2020	17	94	111	609	670	1,280	3	14	9
	2021	31	61	92	714	757	1,471	4	8	6
	2022	13	95	108	792	827	1,619	2	11	7
	2018-22 average	**27**	**101**	**128**	**748**	**781**	**1,529**	**4**	**13**	**8**
	% ch 14-18 av. 2022	*-72*	*-51*	*-55*	*3*	*3*	*3*	*-73*	*-52*	*-56*
	% ch 14-08 av. 1822	*-42*	*-48*	*-47*	*-3*	*-3*	*-3*	*-41*	*-46*	*-45*
Scottish Borders	**2014-18 average**	**41**	**131**	**173**	**467**	**871**	**1,277**	**10**	**15**	**14**
	2013	48	166	213	387	796	1,183	12	21	18
	2014	38	151	189	394	827	1,222	10	18	15
	2015	39	146	185	406	848	1,254	10	17	15
	2016	45	137	182	419	876	1,295	11	16	14
	2017	45	127	172	404	910	1,313	11	14	13
	2018	38	97	135	410	893	1,303	9	11	10
	2019	36	91	127	405	887	1,292	9	10	10
	2020	6	49	55	296	693	989	2	7	6
	2021	17	59	76	380	798	1,178	4	7	6
	2022	13	62	75	418	850	1,268	3	7	6
	2018-22 average	**22**	**72**	**94**	**382**	**824**	**1,206**	**6**	**9**	**8**
	% ch 14-18 av. 2022	*-68*	*-53*	*-57*	*3*	*-2*	*-1*	*-69*	*-52*	*-56*
	% ch 14-08 av. 1822	*-46*	*-46*	*-46*	*-6*	*-5*	*-6*	*-43*	*-42*	*-43*
Shetland Islands	**2014-18 average**	**-**	**19**	**19**	**0**	**230**	**230**	**-**	**8**	**8**
	2013	-	36	36	-	212	212	-	17	17
	2014	-	22	22	0	219	219	-	10	10
	2015	-	22	22	0	225	225	-	10	10
	2016	-	26	26	0	233	233	-	11	11
	2017	-	11	11	0	238	238	-	5	5
	2018	-	12	12	0	234	234	-	5	5
	2019	-	17	17	0	233	233	-	7	7
	2020	-	8	8	0	189	189	-	4	4
	2021	-	5	5	0	208	208	-	2	2
	2022	-	5	5	0	224	224	-	2	2
	2018-22 average	**-**	**9**	**9**	**0**	**218**	**218**	**-**	**4**	**4**
	% ch 14-18 av. 2022	*-*	*-73*	*-73*	*-*	*-3*	*-3*	*-*	*-72*	*-72*
	% ch 14-08 av. 1822	*-*	*-50*	*-50*	*-*	*-5*	*-5*	*-*	*-47*	*-47*
South Ayrshire	**2014-18 average**	**39**	**115**	**154**	**404**	**617**	**1021**	**10**	**19**	**15**
	2013	43	150	193	379	573	952	11	26	20
	2014	37	140	177	387	593	980	10	24	18
	2015	44	128	171	395	601	996	11	21	17
	2016	44	131	175	406	622	1028	11	21	17
	2017	41	93	134	409	640	1049	10	15	13
	2018	27	84	111	422	629	1,051	6	13	11
	2019	31	83	114	430	622	1,053	7	13	11
	2020	11	52	63	308	507	814	4	10	8
	2021	15	32	47	375	575	950	4	6	5
	2022	12	38	50	428	620	1,048	3	6	5
	2018-22 average	**19**	**58**	**77**	**393**	**591**	**983**	**5**	**10**	**8**
	% ch 14-18 av. 2022	*-69*	*-67*	*-67*	*6*	*1*	*3*	*-71*	*-67*	*-68*
	% ch 14-08 av. 1822	*-50*	*-50*	*-50*	*-3*	*-4*	*-4*	*-49*	*-48*	*-48*
South Lanarkshire	**2014-18 average**	**83**	**348**	**430**	**1,350**	**1,352**	**2,702**	**6**	**26**	**16**
	2013	92	384	476	1,236	1,277	2,513	7	30	19
	2014	95	395	490	1,261	1,325	2,585	8	30	19
	2015	94	359	453	1,264	1,343	2,608	7	27	17
	2016	70	370	440	1,328	1,385	2,713	5	27	16
	2017	64	325	389	1,395	1,401	2,796	5	23	14
	2018	90	291	381	1,501	1,308	2,809	6	22	14
	2019	62	227	289	1,535	1,301	2,836	4	17	10
	2020	41	184	225	1126	1,055	2,181	4	17	10
	2021	41	123	164	1375	1,183	2,559	3	10	6
	2022	39	151	190	1,526	1,267	2,793	3	12	7
	2018-22 average	**55**	**195**	**250**	**1,413**	**1,223**	**2,636**	**4**	**16**	**9**
	% ch 14-18 av. 2022	*-53*	*-57*	*-56*	*13*	*-6*	*3*	*-58*	*-54*	*-57*
	% ch 14-08 av. 1822	*-34*	*-44*	*-42*	*5*	*-10*	*-2*	*-37*	*-38*	*-41*
Stirling	**2014-18 average**	**44**	**103**	**147**	**525**	**779**	**1,304**	**8**	**13**	**11**
	2013	44	156	200	468	724	1,192	9	22	17
	2014	44	95	139	485	751	1,236	9	13	11
	2015	64	127	191	500	763	1,263	13	17	15
	2016	52	126	178	544	786	1,329	10	16	13
	2017	29	87	116	544	797	1,341	5	11	9
	2018	34	77	111	554	797	1,351	6	10	8
	2019	24	66	91	564	787	1,350	4	8	7
	2020	21	44	65	389	631	1,020	5	7	6
	2021	15	38	53	461	699	1,160	3	5	5
	2022	18	74	92	515	755	1,270	3	10	7
	2018-22 average	**22**	**60**	**82**	**497**	**734**	**1,230**	**5**	**8**	**7**
	% ch 14-18 av. 2022	*-59*	*-28*	*-37*	*-2*	*-3*	*-3*	*-59*	*-26*	*-36*
	% ch 14-08 av. 1822	*-50*	*-42*	*-44*	*-5*	*-6*	*-6*	*-47*	*-38*	*-41*
West Dunbartonshire	**2014-18 average**	**23**	**87**	**109**	**221**	**441**	**662**	**10**	**20**	**17**
	2013	27	101	127	206	422	628	13	24	20
	2014	25	83	107	213	433	646	12	19	17
	2015	25	101	126	220	435	655	11	23	19
	2016	27	86	113	223	444	667	12	19	17
	2017	15	111	126	220	445	664	7	25	19
	2018	22	52	74	228	449	677	10	12	11
	2019	12	65	77	231	446	678	5	14	11
	2020	5	29	34	171	363	534	3	8	6
	2021	10	23	33	207	406	613	5	6	5
	2022	13	24	37	231	436	667	6	6	6
	2018-22 average	**12**	**39**	**51**	**214**	**420**	**634**	**6**	**9**	**8**
	% ch 14-18 av. 2022	*-43*	*-72*	*-66*	*5*	*-1*	*1*	*-45*	*-72*	*-66*
	% ch 14-08 av. 1822	*-45*	*-55*	*-53*	*-3*	*-5*	*-4*	*-43*	*-53*	*-51*
West Lothian	**2014-18 average**	**47**	**310**	**357**	**725**	**1,116**	**1,841**	**6**	**28**	**19**
	2013	35	364	399	688	1,028	1,716	5	35	23
	2014	43	286	329	693	1,063	1,757	6	27	19
	2015	67	389	456	724	1,079	1,803	9	36	25
	2016	49	319	368	724	1,111	1,835	7	29	20
	2017	33	303	336	730	1,154	1,884	5	26	18
	2018	41	253	294	753	1,173	1,926	5	22	15
	2019	42	177	219	756	1,174	1,931	6	15	11
	2020	27	108	135	561	948	1,509	5	11	9
	2021	33	154	187	648	1,063	1,711	5	14	11
	2022	44	159	203	723	1,133	1,856	6	14	11
	2018-22 average	**37**	**170**	**207**	**688**	**1,098**	**1,787**	**5**	**15**	**12**
	% ch 14-18 av. 2022	*-6*	*-49*	*-43*	*0*	*1*	*1*	*-6*	*-49*	*-44*
	% ch 14-08 av. 1822	*-20*	*-45*	*-42*	*-5*	*-2*	*-3*	*-16*	*-44*	*-40*
Scotland	**2014-18 average**	**1,402**	**5,807**	**7,208**	**18,018**	**28,627**	**46,645**	**8**	**20**	**15**
	2013	1,513	6,831	8,344	16,987	26,724	43,711	9	26	19
	2014	1,480	6,598	8,078	17,112	27,664	44,776	9	24	18
	2015	1,551	6,380	7,931	17,342	28,033	45,374	9	23	17
	2016	1,509	6,254	7,763	17,977	28,866	46,843	8	22	17
	2017	1,277	5,315	6,593	18,519	29,526	48,045	7	18	14
	2018	1,192	4,485	5,677	19,138	29,048	48,187	6	15	12
	2019	1,008	3,919	4,927	19,498	29,215	48,713	5	13	10
	2020	635	2751	3386	14251	23,632	37,883	4	12	9
	2021	794	2562	3356	16890	26,520	43,410	5	10	8
	2022	728	2,944	3,672	18,882	28,498	47,379	4	10	8
	2018-22 average	**871**	**3332**	**4204**	**17,732**	**27,393**	**45,114**	**5**	**12**	**9**
	% ch 14-18 av. 2022	*-48*	*-49*	*-49*	*5*	*0*	*1*	*-50*	*-49*	*-50*
	% ch 14-08 av. 1822	*-38*	*-43*	*-42*	*-2*	*-4*	*-3*	*-37*	*-40*	*-40*

Table 42

Killed/seriously injured casualties, estimated total volume of traffic, and ksi casualty rate, by police force division
Years 2014-18, 2018-2022 averages and 2013-2022

		All Killed	All adjusted serious	Child Killed	Child adjusted serious	Killed/adjusted serious casualties	Traffic estimates (million veh-km)	Killed/adjusted serious casualty rate (per 100 million veh-km)
North East	**2014-18 average**	**24**	**318**	**1**	**24**	**342**	**5,174**	**7**
	2013	30	439	3	36	469	4,758	10
	2014	33	417	2	35	450	4,942	9
	2015	26	343	-	23	369	5,018	7
	2016	26	321	2	33	347	5,207	7
	2017	14	257	1	14	271	5,410	5
	2018	19	253	1	15	272	5,290	5
	2019	18	217	-	15	235	5,657	4
	2020	12	150	-	9	162	4,485	4
	2021	17	137	-	2	154	5,035	3
	2022	17	152	-	12	169	5,420	3
	2018-22 average	**17**	**182**	**0**	**11**	**198**	**5,177**	**4**
	% ch 14-18 av: 2022	*-28*	*-52*	*-*	*-50*	*-51*	*5*	*-53*
	% ch 14-18 av: 1822	*-30*	*-43*	*-83*	*-55*	*-42*	*0*	*-42*
Tayside	**2014-18 average**	**18**	**200**	**0**	**20**	**219**	**4,460**	**5**
	2013	16	267	-	26	283	4,138	7
	2014	20	225	-	18	245	4,256	6
	2015	16	177	1	26	193	4,300	4
	2016	17	189	1	22	206	4,471	5
	2017	23	207	-	19	230	4,650	5
	2018	16	202	-	18	218	4,621	5
	2019	10	195	-	20	205	4,590	4
	2020	8	152	1	11	160	3,530	5
	2021	9	166	-	15	175	3,958	4
	2022	9	170	-	17	179	4,440	4
	2018-22 average	**10**	**177**	**0**	**16**	**187**	**4,228**	**4**
	% ch 14-18 av: 2022	*-51*	*-15*	*-*	*-17*	*-18*	*0*	*-18*
	% ch 14-18 av: 1822	*-43*	*-12*	*-50*	*-21*	*-14*	*-5*	*-10*
Argyll & West Dunbartonshire	**2014-18 average**	**8**	**123**	**1**	**11**	**131**	**1,618**	**8**
	2013	11	129	-	9	140	1,510	9
	2014	6	114	-	11	120	1,554	8
	2015	7	128	-	9	135	1,586	8
	2016	12	134	3	8	146	1,630	9
	2017	6	130	-	16	136	1,681	8
	2018	9	107	-	9	116	1,660	7
	2019	10	125	-	6	135	1,663	8
	2020	9	57	-	2	66	1,270	5
	2021	11	66	-	3	77	1,478	5
	2022	13	61	-	3	74	1,619	5
	2018-22 average	**10**	**83**	**-**	**5**	**94**	**1,538**	**6**
	% ch 14-18 av: 2022	*63*	*-50*	*-*	*-72*	*-43*	*0*	*-43*
	% ch 14-18 av: 1822	*30*	*-32*	*-*	*-57*	*-28*	*-5*	*-25*
Forth Valley	**2014-18 average**	**9**	**165**	**1**	**16**	**174**	**3,244**	**5**
	2013	7	166	1	17	203	3,005	7
	2014	12	163	2	17	175	3,091	6
	2015	14	188	-	18	202	3,163	6
	2016	3	176	1	11	179	3,303	5
	2017	6	157	-	19	163	3,325	5
	2018	10	141	-	17	151	3,339	5
	2019	13	119	-	8	132	3,342	4
	2020	14	73	-	6	87	2,571	3
	2021	10	92	-	5	102	2,909	4
	2022	7	102	-	12	109	3,155	3
	2018-22 average	**11**	**105**	**-**	**10**	**116**	**3,063**	**4**
	% ch 14-18 av: 2022	*-22*	*-38*	*-*	*-37*	*-37*	*-3*	*-36*
	% ch 14-18 av: 1822	*20*	*-36*	*-*	*-42*	*-33*	*-6*	*-29*
Dumfries & Galloway	**2014-18 average**	**11**	**114**	**-**	**8**	**125**	**2,154**	**6**
	2013	12	112	-	4	124	1,966	6
	2014	11	124	-	9	135	2,032	7
	2015	11	111	-	7	122	2,087	6
	2016	14	107	-	8	121	2,150	6
	2017	14	94	-	2	108	2,267	5
	2018	7	133	-	12	140	2,234	6
	2019	8	94	-	4	102	2,240	5
	2020	5	41	-	7	46	1,692	3
	2021	9	76	2	3	85	2,051	4
	2022	9	80	-	5	88	2,221	4
	2018-22 average	**7**	**85**	**0**	**6**	**92**	**2,088**	**4**
	% ch 14-18 av: 2022	*-30*	*-30*	*-*	*-24*	*-30*	*3*	*-32*
	% ch 14-18 av: 1822	*-35*	*-25*	*-*	*-18*	*-26*	*-3*	*-24*
Ayrshire	**2014-18 average**	**12**	**200**	**1**	**20**	**211**	**2,920**	**7**
	2013	12	164	1	13	176	2,728	6
	2014	8	191	-	24	199	2,824	7
	2015	11	217	-	13	228	2,859	8
	2016	17	211	-	22	228	2,921	8
	2017	14	195	-	14	209	2,993	7
	2018	8	185	-	24	193	3,005	6
	2019	11	159	-	20	170	3,007	6
	2020	5	114	-	9	119	2,346	5
	2021	17	111	-	13	128	2,719	5
	2022	17	128	-	12	145	2,967	5
	2018-22 average	**12**	**139**	**-**	**16**	**151**	**2,889**	**5**
	% ch 14-18 av: 2022	*47*	*-36*	*-*	*-39*	*-31*	*2*	*-32*
	% ch 14-18 av: 1822	*0*	*-30*	*-*	*-20*	*-28*	*-4*	*-26*
Greater Glasgow	**2014-18 average**	**12**	**358**	**0**	**44**	**370**	**4,890**	**8**
	2013	7	330	-	34	337	4,740	7
	2014	19	381	1	53	400	4,809	8
	2015	16	364	-	42	380	4,806	8
	2016	8	374	1	48	382	4,928	8
	2017	7	340	-	44	347	4,955	7
	2018	10	330	-	35	340	4,954	7
	2019	11	301	-	56	312	5,009	6
	2020	16	217	-	25	233	3,923	6
	2021	11	233	-	29	244	4,476	5
	2022	10	271	-	37	281	4,866	6
	2018-22 average	**12**	**270**	**-**	**36**	**282**	**4,646**	**6**
	% ch 14-18 av: 2022	*-17*	*-24*	*-*	*-16*	*-24*	*0*	*-24*
	% ch 14-18 av: 1822	*-3*	*-24*	*-*	*-18*	*-24*	*-5*	*-20*
Lothians & Scottish Borders	**2014-18 average**	**20**	**311**	**0**	**26**	**331**	**4,753**	**7**
	2013	17	316	2	32	333	4,379	8
	2014	16	305	-	23	321	4,516	7
	2015	18	337	1	21	355	4,615	8
	2016	30	311	1	31	341	4,759	7
	2017	16	309	-	28	325	4,919	7
	2018	19	293	-	27	312	4,952	6
	2019	15	253	-	24	268	4,958	5
	2020	13	164	-	12	177	3,857	5
	2021	15	176	1	18	191	4,481	4
	2022	22	183	-	18	205	4,831	4
	2018-22 average	**17**	**214**	**0**	**20**	**231**	**4,612**	**5**
	% ch 14-18 av: 2022	*11*	*-41*	*-*	*-31*	*-38*	*2*	*-39*
	% ch 14-18 av: 1822	*-15*	*-31*	*-50*	*-24*	*-30*	*-3*	*-28*
Edinburgh	**2014-18 average**	**7**	**295**	**0**	**24**	**301**	**3,004**	**10**
	2013	8	288	-	22	306	2,833	11
	2014	11	323	-	32	334	2,889	12
	2015	3	310	-	23	313	2,951	11
	2016	9	333	1	22	342	3,026	11
	2017	6	270	-	21	276	3,014	9
	2018	5	237	-	20	242	3,136	8
	2019	6	240	-	16	246	3,158	8
	2020	6	134	1	11	140	2,468	6
	2021	3	158	-	19	161	2,757	6
	2022	5	168	-	21	173	3,039	6
	2018-22 average	**5**	**187**	**0**	**17**	**192**	**2,912**	**7**
	% ch 14-18 av: 2022	*-26*	*-43*	*-*	*-11*	*-43*	*1*	*-43*
	% ch 14-18 av: 1822	*-26*	*-36*	*0*	*-26*	*-36*	*-3*	*-34*
Highlands & Islands	**2014-18 average**	**21**	**179**	**-**	**9**	**200**	**3,432**	**6**
	2013	24	190	2	9	214	3,151	7
	2014	27	182	-	10	209	3,229	6
	2015	18	164	-	9	182	3,323	5
	2016	19	198	-	8	217	3,465	6
	2017	17	159	-	10	176	3,557	5
	2018	25	191	-	9	216	3,587	6
	2019	26	207	-	6	233	3,613	6
	2020	19	116	2	11	135	2,798	5
	2021	17	130	1	6	147	3,273	4
	2022	36	130	2	3	166	3,575	5
	2018-22 average	**25**	**155**	**1**	**7**	**179**	**3,369**	**5**
	% ch 14-18 av: 2022	*70*	*-27*	*-*	*-67*	*-17*	*4*	*-20*
	% ch 14-18 av: 1822	*16*	*-13*	*-*	*-19*	*-10*	*-2*	*-9*
Fife	**2014-18 average**	**10**	**140**	**1**	**14**	**150**	**3,024**	**5**
	2013	11	148	-	9	159	2,839	6
	2014	12	138	1	9	150	2,923	5
	2015	12	137	1	12	149	2,945	5
	2016	10	155	1	19	165	3,040	5
	2017	5	129	-	17	134	3,124	4
	2018	10	141	1	15	151	3,085	5
	2019	15	144	-	17	159	3,119	5
	2020	12	109	1	14	121	2,409	5
	2021	2	84	-	7	86	2,755	3
	2022	8	95	1	9	103	2,999	3
	2018-22 average	**9**	**115**	**1**	**13**	**124**	**2,874**	**4**
	% ch 14-18 av: 2022	*-18*	*-32*	*25*	*-38*	*-31*	*-7*	*-31*
	% ch 14-18 av: 1822	*-4*	*-18*	*-25*	*-13*	*-17*	*-5*	*-13*
Renfrewshire & Inverclyde	**2014-18 average**	**5**	**105**	**0**	**12**	**110**	**2,097**	**5**
	2013	5	93	-	12	98	1,955	5
	2014	10	103	-	14	113	2,024	6
	2015	3	110	1	15	113	2,062	5
	2016	5	118	1	12	123	2,113	6
	2017	5	100	-	12	105	2,120	5
	2018	4	93	-	6	97	2,163	4
	2019	3	105	1	14	108	2,183	5
	2020	4	50	-	6	54	1,727	3
	2021	6	55	-	6	61	1,972	3
	2022	5	75	-	10	80	2,150	4
	2018-22 average	**4**	**75**	**0**	**9**	**80**	**2,039**	**4**
	% ch 14-18 av: 2022	*-7*	*-28*	*-*	*-16*	*-27*	*3*	*-29*
	% ch 14-18 av: 1822	*-19*	*-28*	*-50*	*-28*	*-27*	*-3*	*-25*
Lanarkshire	**2014-18 average**	**17**	**264**	**1**	**36**	**281**	**5,076**	**5**
	2013	12	268	1	43	280	5,706	5
	2014	18	281	1	37	299	5,664	5
	2015	13	255	-	35	268	5,659	5
	2016	21	283	-	40	304	5,829	5
	2017	12	271	1	43	283	6,052	5
	2018	19	232	1	24	251	6,158	4
	2019	18	243	1	30	261	6,175	4
	2020	18	158	1	21	176	4,806	4
	2021	14	134	1	12	148	5,565	3
	2022	16	161	-	17	177	6,095	3
	2018-22 average	**17**	**185**	**1**	**21**	**202**	**5,760**	**4**
	% ch 14-18 av: 2022	*-4*	*-39*	*-*	*-52*	*-37*	*4*	*-39*
	% ch 14-18 av: 1822	*2*	*-30*	*33*	*-42*	*-28*	*-2*	*-27*
Scotland	**2014-18 average**	**174**	**2,771**	**6**	**264**	**2,944**	**46,645**	**6**
	2013	172	2,949	9	288	3,121	43,711	7
	2014	203	2,949	7	292	3,152	44,776	7
	2015	168	2,940	4	255	3,008	45,374	7
	2016	191	2,910	12	284	3,101	46,943	7
	2017	145	2,617	2	259	2,762	48,045	6
	2018	161	2,538	3	230	2,699	48,187	6
	2019	164	2,401	2	238	2,565	48,713	5
	2020	141	1535	6	144	1676	37,883	4
	2021	141	1618	5	140	1759	43,410	4
	2022	173	1,776	3	176	1,949	47,379	4
	2018-22 average	**156**	**1974**	**4**	**186**	**2130**	**45,114**	**5**
	% ch 14-18 av: 2022	*0*	*-36*	*-46*	*-33*	*-34*	*2*	*-35*
	% ch 14-18 av: 1822	*-10*	*-29*	*-32*	*-30*	*-28*	*-3*	*-25*

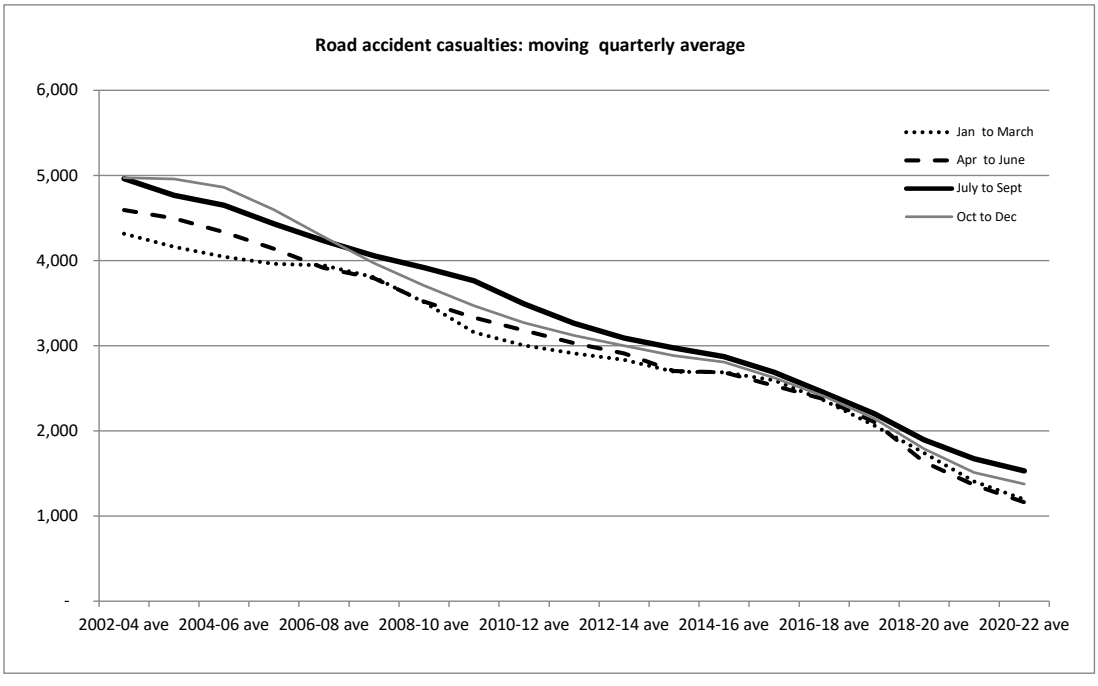
Table 43 **QUARTERLY TIME SERIES**

Reported casualties by severity and quarter
Years: 1981 to 2022

	Jan to March	Apr to June	July to Sept	Oct to Dec	Total for year	Average per quarter	Percentage difference from average per quarter for that year: Jan to March	Apr to June	July to Sept	Oct to Dec
(a) Killed						*numbers*				*percentage*
1981	151	156	166	204	677	169	-11	-8	-2	21
1982	155	172	181	193	701	175	-12	-2	3	10
1983	174	133	152	165	624	156	12	-15	-3	6
1984	122	122	178	177	599	150	-19	-19	19	18
1985	128	155	157	162	602	151	-15	3	4	8
1986	124	130	154	193	601	150	-17	-13	2	28
1987	116	126	145	169	556	139	-17	-9	4	22
1988	123	117	143	171	554	139	-11	-16	3	23
1989	145	112	148	148	553	138	5	-19	7	7
1990	134	119	137	156	546	137	-2	-13	0	14
1991	104	92	146	149	491	123	-15	-25	19	21
1992	106	113	113	131	463	116	-8	-2	-2	13
1993	100	103	93	103	399	100	0	3	-7	3
1994	88	82	86	107	363	91	-3	-10	-5	18
1995	91	77	125	116	409	102	-11	-25	22	13
1996	86	83	98	90	357	89	-4	-7	10	1
1997	85	91	94	107	377	94	-10	-3	0	14
1998	70	82	127	106	385	96	-27	-15	32	10
1999	82	73	82	73	310	78	6	-6	6	-6
2000	73	65	97	91	326	82	-10	-20	19	12
2001	78	83	106	81	348	87	-10	-5	22	-7
2002	65	70	97	72	304	76	-14	-8	28	-5
2003	70	81	83	102	336	84	-17	-4	-1	21
2004	70	71	80	87	308	77	-9	-8	4	13
2005	56	64	72	94	286	72	-22	-10	1	31
2006	64	62	94	94	314	79	-18	-21	20	20
2007	70	66	75	70	281	70	0	-6	7	0
2008	61	57	76	76	270	68	-10	-16	13	13
2009	61	42	64	49	216	54	13	-22	19	-9
2010	43	42	64	59	208	52	-17	-19	23	13
2011	51	44	47	43	185	46	10	-5	2	-7
2012	44	46	47	39	176	44	0	5	7	-11
2013	32	45	54	41	172	43	-26	5	26	-5
2014	45	53	50	55	203	51	-11	4	-1	8
2015	35	48	41	44	168	42	-17	14	-2	5
2016	46	50	57	38	191	48	-4	5	19	-20
2017	27	39	35	44	145	36	-26	8	-3	21
2018	27	37	52	45	161	40	-33	-8	29	12
2019	44	39	46	35	164	41	7	-5	12	-15
2020	45	14	41	41	141	35	28	-60	16	16
2021	19	24	61	37	141	35	-46	-32	73	5
2022	41	36	54	42	173	43	-5	-17	25	-3
(b) Adjusted/unadjusted 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	1,045	1,205	1,273	1,181	4,703	1,176	-11	2	8	0
2005	1,009	1,123	1,225	1,255	4,613	1,153	-12	-3	6	9
2006	950	1,070	1,262	1,200	4,482	1,121	-15	-5	13	7
2007	983	1,036	1,056	1,022	4,097	1,024	-4	1	3	0
2008	999	1069	1071	1057	4,195	1,049	-5	2	2	1
2009	893	1034	1094	889	3,909	978	-9	6	12	-9
2010	714	877	982	808	3,381	845	-16	4	16	-4
2011	722	828	902	792	3,244	811	-11	2	11	-2
2012	752	857	911	829	3,349	837	-10	2	9	-1
2013	660	725	841	723	2,949	737	-10	-2	14	-2
2014	680	748	803	718	2,949	737	-8	1	9	-3
2015	640	685	786	728	2,840	710	-10	-3	11	3
2016	703	741	746	720	2,910	728	-3	2	3	-1
2017	638	656	710	613	2,617	654	-2	0	9	-6
2018	518	692	685	644	2,538	635	-18	9	8	1
2019	572	640	602	587	2,401	600	-5	7	0	-2
2020	408	281	480	366	1,535	384	6	-27	25	-5
2021	248	416	527	427	1,618	405	-39	3	30	6
2022	373	427	521	455	1,776	444	-16	-4	17	2

Reported casualties by severity and quarter
Years: 1981 to 2022

							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	4,320	4,550	4,950	17,890	4,473	-9	-3	2	11
2006	3,895	4,042	4,617	4,715	17,269	4,317	-10	-6	7	9
2007	3,926	4,054	4,132	4,127	16,239	4,060	-3	0	2	2
2008	4,014	3,641	3,946	3,991	15,592	3,898	3	-7	1	2
2009	3,474	3,686	4,091	3,792	15,043	3,761	-8	-2	9	1
2010	3,050	3,230	3,716	3,342	13,338	3,335	-9	-3	11	0
2011	2,945	3,078	3,486	3,276	12,785	3,196	-8	-4	9	2
2012	3,018	3,230	3,275	3,189	12,712	3,178	-5	2	3	0
2013	2,771	2,786	3,034	2,901	11,492	2,873	-4	-3	6	1
2014	2,714	2,714	2,964	2,910	11,302	2,826	-4	-4	5	3
2015	2,601	2,613	2,923	2,840	10,977	2,744	-5	-5	7	3
2016	2,753	2,743	2,729	2,673	10,898	2,725	1	1	0	-2
2017	2,426	2,231	2,413	2,363	9,433	2,358	3	-5	2	0
2018	1,899	2,148	2,197	2,180	8,424	2,106	-10	2	4	4
2019	1,872	1,938	2,002	1,894	7,706	1,927	-3	1	4	-2
2020	1,459	822	1,483	1,298	5,062	1,266	15	-35	17	3
2021	894	1,334	1,540	1,347	5,115	1,279	-30	4	20	5
2022	1,235	1,337	1,566	1,483	5,621	1,405	-12	-5	11	6



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

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

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

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

Table 45

Reported casualties aged up to 16 who were described as pupils on a journey to or from school [1] by mode of transport
Years: 2004-08 and 2008-2012 averages and 1996 to 2012

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

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

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

APPENDIX F
Frequency of use of values of most STATS 19 variables: 2022

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

Reported attendant circumstances variables

Month	
January	288
February	309
March	312
April	316
May	331
June	355
July	335
August	437
September	372
October	395
November	368
December	316

Severity of Collision	
Fatal	153
Unadjusted serious	1527
Unadjusted slight	2454

Local Authority	
Aberdeen City	67
Aberdeenshire	143
Angus	96
Argyll & Bute	78
Clackmannanshire	25
Dumfries & Galloway	190
Dundee City	135
East Ayrshire	88
East Dunbartonshire	30
East Lothian	103
East Renfrewshire	58
Edinburgh, City of	507
Eilean Siar	9
Falkirk	82
Fife	234
Glasgow City	602
Highland	206
Inverclyde	33
Midlothian	106
Moray	37
North Ayrshire	95
North Lanarkshire	220
Orkney Islands	11
Perth & Kinross	157
Renfrewshire	121
Scottish Borders	94
Shetland Islands	6
South Ayrshire	71
South Lanarkshire	224
Stirling	92
West Dunbartonshire	39
West Lothian	175

Speed Limit	
5	1
20	526
30	1774
40	262
50	158
60	1090
70	323

Junction Control	
Not at or near junction	2159
Authorised person	7
Automatic traffic signal	351
Stop sign	37
Give way or uncontrolled	1580

Weather Conditions	
Fine	3,265
Raining	506
Snowing	42
Fine high winds	57
Raining high winds	92
Snowing high winds	14
Fog mist	16
Other	88
Unknown	54

First road class	
Motorway	209
A(m)	23
A	1877
B	620
C	20
Unclassified	1385

Second road class	
No second road class	2,235
Motorway	15
A(m)	0
A	402
B	199
C	14
Unclassified	1,269

Light Conditions	
Daylight	3,049
Dknss:lights present lit	682
Dknss:lights present unlit	23
Dknss: no lights	362
Dknss: lights unknown	18

Pedestrian Crossing - Human Control	
None within 50 metres	4,021
School crossing patrol	32
Other authorised person	80

Road Type	
Roundabout	164
One way street	15
Dual carriageway	674
Single carriageway	3,190
Slip road	65
Unknown	26

Pedestrian Crossing - Physical Facilities	
None within 50m	3,386
Zebra crossing	68
Pelican, puffin or similar	323
Pedestrian phase at lights	283
Footbridge or subway	6
Central refuge	68

Junction Detail	
Not at or within 20 metres	2,147
Roundabout	252
Mini Roundabout	39
T or staggered junction	898
Slip Road	50
Crossroads	299
Junction >4 arms (not rd'bt)	89
Private drive	56
Other junction	304

Road Surface Conditions	
Dry	2,681
Wet or damp	1,310
Snow	41
Frost or ice	90
Flood over 3cm deep	10

Special Conditions at site	
None	3,997
Automat traffic signal out	7
Road sign defect obsc	3
Roadworks	13
Road surf defect	79
Oil or diesel	18
Mud	9
	8

Carriageway hazards	
None	4,019
Veh load in cgwy	6
Other object in cgwy	65
Involved prev accdnt	12
Ped in cgwy not inj	8
Animal in cgwy-not horse	24

Did a police officer attend?	
Yes	3,397
No-collision reported over counter	669
Unknown	68

Contributory Factors

Please see the section on the Contributory Factors

Reported vehicle variables

Month	
January	499
February	534
March	555
April	549
May	586
June	623
July	571
August	760
September	652
October	672
November	648
December	550

Breath test	
Not applicable	448
Positive	127
Negative	3,660
Not requested	640
Refused to provide	19
Driver not contacted	736
Not provided (medical)	512
Unknown	1,057

Sex of driver	
Male	4,820
Female	2,040
Not traced	339

Vehicle Reference Number	
1	4,132
2	2,539
3	407
4	88
5	23
6	7
7	3

Type of Vehicle	
Pedal cycle	492
Moped	15
Motorcycle to 125cc	134
Motorcycle over 125cc	42
Motorcycle over 500cc	256
Taxi	148
Car	5,059
Minibus (8-16 pass)	16
Bus coach (17 or more pass)	137
Agricultural vehicle	42
Van/Goods to 3.5t mgw	468
Goods 3.5t to 7.5t mgw	31
Goods 7.5t mgw and over	139
Mobility scooter	2
Electric motorcycle	13
Other vehicle	91
Motorcycle unknown cc	27
Goods vehicle unknown wgt	81
Unknown	6

Manoeuvres	
Reversing	87
Parked	346
Wtg go ahd held up	268
Slowing/stopping	382
Moving off	349
U turn	84
Turning left	233
Wtg turn left	43
Turning right	662
Wtg turn right	126
Changing lang left	60
Changing lane rght	55
Overtkg mvg veh offs	156
Overtkg sty veh offs	61
Overtkg nrsde	74
Ahead lh bend	404
Ahead rh bend	461
Ahead other	3,345
Unknown	3

Junction location of vehicle	
Not at or within 20 metres	3,640
Approach junction or wait/park approach	1,690
Cleared junction or wait/park at exit	401
Leaving roundabout	115
Entering roundabout	203
Leaving main road	84
Entering main road	224
Entering from slip rd	22
Mid-junction on roundabout/main road	820

Skidding and overturning	
None	6,053
Skidding	598
Skid overtd	249
Jacknifed	8
Jacknifed overturned	1
Overturned	290

Hit object in carriageway	
None	6,767
Previous collision	9
Road works	6
Parked vehicle	205
Bridge roof	1
Bridge side	12
Bollard refuge	28
Open door vehicle	11
Central island roundaboutt	14
Kerb	75
Other object	57
Animal excluding ridden horse	14

Vehicle leaving carriageway	
Did not leave c'way	5,904
Left c'way nearside	666
Left c'way nearside rebound	70
Left c'way ahead junction	66
Left c'way offside onto central reservation	39
Left c'way offside onto central res & rebound	15
Left c'way offside and crossed central res	10
Left c'way offside	370
Left c'way offside and rebounded	59

Hit object off carriageway	
None	6,662
Road sign traffic signal	43
Lamp post	23
Telegraph pole electricity pole	15
Tree	94
Bus stop bus shelter	4
Central crash barrier	29
Nearside or offside crash barrier	40
Submerged in water	2
Entered ditch	53
Other permanent object	59
Wall or fence	175

First point of impact	
Unknown	7
None	273
Front	3,906
Back	1,051
Offside	1,041
Nrside	921

Towing and Articulation	
No towing or articulation	7,013
Articulated vehicle	88
Double or multiple trailer	2
Caravan	5
Single trailer	62
Other tow	22
Unknown	7

Hit and run	
Other	6,847
Hit run	221
Non-stop vehicle, not hit	131

Vehicle location at time of acc - Lane	
On main carriageway	6,878
Tram light rail track	4
Bus lane	37
Busway	6
Cycle lane	42
Cycleway	19
On lay-by hard shldr	60
Entering lay-by hard shldr	16
Leaving lay-by hard shldr	20
Footway	114
Unknown	3

Journey Purpose of driver/rider	
Journey part of work	1,293
Commuting to/from work	788
Taking pupil to/from school	61
Pupil riding to/from school	12
Other	2,874
Not known	2,171

Was vehicle left hand drive	
No	7,113
Yes	86

Vehicle movement from/to	
Unknown	11
Parked	260
U turn frm n	23
N to ne	8
N to e	41
N to se	61
N to s	608
N to sw	99
N to w	91
N to nw	8
Ne to n	10
U turn frm ne	9
Ne to e	3
Ne to se	19
Ne to s	66
Ne to sw	479
Ne to w	103
Ne to nw	50
E to n	89
E to ne	10
U turn frm e	31
E to se	6
E to s	36
E to sw	77
E to w	761
E to nw	68
Se to n	76
Se to ne	40
Se to e	10
U turn frm se	8
Se to s	1
Se to sw	22
Se to w	79
Se to nw	443
S to n	639
S to ne	93
S to e	70
S to se	9
U turn frm s	21
S to sw	4
S to w	43
S to nw	63
Sw to n	76
Sw to ne	444
Sw to e	92
Sw to se	46
Sw to s	8
U turn frm sw	15
Sw to w	2
Sw to nw	21
W to n	42
W to ne	86
W to e	776
W to se	88
W to s	90
W to sw	11
U turn frm w	12
W to nw	3
Nw to n	5
Nw to ne	31
Nw to e	71
Nw to se	465
Nw to s	98
Nw to sw	50
Nw to w	9
U turn frm nw	10

Age of driver	
Unknown	256
0	1
4	1
5	3
6	1
7	4
8	1
9	4
10	6
11	5
12	4
13	8
14	6
15	12
16	19
17	62
18	130
19	149
20	156
21	124
22	139
23	131
24	147
25	146
26	115
27	139
28	146
29	149
30	173
31	166
32	137
33	138
34	155
35	153
36	129
37	135
38	128
39	141
40	142
41	124
42	145
43	101
44	97
45	95
46	95
47	101
48	90
49	126
50	158

Age of driver	
51	119
52	117
53	123
54	141
55	106
56	131
57	103
58	135
59	114
60	130
61	97
62	91
63	72
64	76
65	79
66	56
67	61
68	50
69	58
70	34
71	41
72	41
73	41
74	48
75	38
76	35
77	37
78	38
79	27
80	25
81	19
82	19
83	17
84	21
85	14
86	10
87	12
88	8
89	5
90	6
91	5
92	3
93	2
98	1

Reported casualty variables

Month	
January	385
February	439
March	411
April	415
May	432
June	490
July	450
August	605
September	511
October	545
November	513
December	425

Sex of casualty	
Male	3,384
Female	2,235
Unknown	2

Road user	
Pedestrian	912
Pedal cycle	480
Motor cycle	467
Car	3,198
Taxi	74
Minibus	16
Bus/Coach	117
Light goods vehicle	211
Heavy goods vehicle	36
Other	110

Severity of casualty	
Killed	173
Serious	1,776
Slight	3,672

Bus or coach passenger	
Not psv pass	5,511
Boarding	2
Alighting	4
Standing pass	31
Seated pass	73

Use of seatbelt	
Not applicable	1,382
Worn independently confirm	625
Worn not independently confirm	1,443
Not worn	106
Unknown	2,065

Pedestrian direction	
Not pedestrian	4,709
Ped stndg still	94
Heading N	144
Heading NE	69
Heading E	129
Heading SE	72
Heading S	125
Heading SW	64
Heading W	138
Heading NW	70
Unknown	7

Casualty Class	
Driver or rider	3,416
Passenger - vehicle/pillion	1,293
Pedestrian	912

PSV passenger	
Not psv pass	5,511
Boarding	2
Alighting	4
Standing pass	31
Seated pass	73

Pedestrian location	
Not pedestrian	4,709
In cwy xing ped xing	143
In cwy xing zg zg appr	4
In cwy xing zg zg exit	2
In cwy xing wthn 50m	76
In cwy xing elsewh	382
Footwy verge	95
On refuge cent isl reserv	5
Cent cwy not ref ci res	73
In cwy not xing	100
Unknown other	32

Pedestrian movement	
Not pedestrian	4,709
Crossing driver nearside	304
Crossing driver nearside mskd	63
Crossing driver offside	236
Crossing driver offside masked	52
In carriageway stationary not crossing	50
In carriageway stationary not crossing masked	11
Walking in carriageway facing traffic	32
Walking in carriageway back to traffic	35
Unknown	129

Car passenger	
Not car passenger	4,560
Front seat car passenger	692
Rear seat car passenger	369

Pedestrian road maintenance worker	
Not a pedestrian	4,710
No	765
Yes	15
Not known	131

Cycle helmet worn	
Not cyclist	5,143
Yes	278
No	131
Not known	69

Age of casualty	
Unknown	1
0	3
1	9
2	11
3	19
4	14
5	25
6	44
7	37
8	28
9	42
10	50
11	63
12	69
13	60
14	48
15	65
16	56
17	87
18	122
19	152
20	134
21	112
22	110
23	100
24	119
25	107
26	90
27	85
28	101
29	108
30	96
31	106
32	109
33	82
34	104
35	87
36	75
37	68
38	80
39	83
40	72
41	69
42	107
43	62
44	69
45	69
46	57
47	77
48	49
49	66
50	83

Age of casualty	
51	86
52	67
53	89
54	94
55	76
56	84
57	69
58	88
59	76
60	88
61	70
62	63
63	67
64	63
65	59
66	37
67	40
68	44
69	43
70	29
71	35
72	45
73	40
74	51
75	32
76	36
77	39
78	36
79	30
80	31
81	28
82	25
83	16
84	20
85	13
86	14
87	15
88	8
89	6
90	11
91	6
92	5
93	5
94	1

Casualty Reference Number	
1	4068
2	989
3	348
4	117
5	49
6	23
7	10
8	5
9	3
10	2
11	2
12	2
13	1
14	1
15	1

Vehicle Reference Number	
1	3,375
2	2,053
3	163
4	25
5	3
6	2

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 collisions and take measures to prevent them.

1975: Temporary 50 and 60 mph limits extended.

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

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

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

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

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

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

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

1985: In December, Scottish Police Authorities introduced a policy of breath testing all drivers in an collision 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 collision 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 collision. 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 “Tomorrow’s Roads – Safer for Everyone”. A review of speed policy was conducted and reported in ‘New Directions in Speed Management’.

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

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

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

2004: Publication of the first three year review of the GB road safety strategy and casualty reduction targets, set out in "Tomorrow's Roads – Safer for Everyone".
2006: Road Safety Act passed. The Act made provision for a wide range of road safety matters, including drink driving, speeding, driver training and driver and vehicle licensing. Revised guidance on setting local speed limits issued to local authorities.

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

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

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

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

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

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

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

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

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

2014: Devolution of powers to the Scottish Parliament in relation to the Drink-Drive alcohol blood limit, and certain national speed limits

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

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

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

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

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

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

2015: Scottish Road Safety Week pilot undertaken.

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

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

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

2016: Scotland Act 2016 devolves speed limit, traffic sign and parking regulation powers to the Scottish Parliament.

2017: The Scottish Government announces plans to create a new criminal offence of drug driving.

2017: The Seat Belts on School Transport (Scotland) Bill is introduced to the Scottish Parliament by Gillian Martin MSP, with support from the Scottish Government. This aims to make a legal requirement for fitting seat belts on all dedicated school transport. National guidance with information on seat belt fitting, wearing and monitoring is published in June 2018 ahead of the Act coming into effect on 1 August 2018.

2018: The Scottish Government announces commitment to bring forward the necessary secondary legislation that will specify 17 drug types to be included as part of the new offence and the associated limits for each drug type, in Scotland in 2019.

2018: Learner drivers can now take motorway driving lessons

2019: European Parliament approves new minimum EU vehicle safety requirements that will come into force from May 2022 for new models and from May 2024 for existing models. European Commission publishes its Staff Working Document EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero". From 1 July vehicle manufacturers must install a noise-emitting device– which sounds like a traditional engine – in new electric and hybrid vehicles. In July DfT publishes its revised Road Safety Statement and two-year action plan. From 21 October, Scotland adopts a ‘zero tolerance’ approach to the eight drugs most associated with illegal use, with limits set at a level where any claims of accidental exposure can be ruled out. Meanwhile, a list of other drugs associated with medical use will have limits based on impairment and road safety risk.

2019: EU directive on road infrastructure safety management formally adopted in October.

2020: New general safety regulations published in December 2019 came into force in January, updating existing rules on car safety contained in the general safety regulation (EC) 661/2009 and the pedestrian safety regulation (EC) 78/2009. - new mandatory EU vehicle safety measures

2020: Stockholm Declaration is agreed by UN Member States in February. This is followed by the adoption of the UN resolution A/74/L.86 “Improving global road safety” on 30 August.
July 2020: New UK Government regulations allowing trials of rental e-scooters on UK roads came into force

February 2021: publication of Scotland's Road Safety Framework to 2030 by the Scottish Government

April 2021: UK Government Automated and Electric Vehicle Act 2018 came into force; it makes provisions for a list to be kept by the Secretary of State for Transport of motor vehicles that are able to safely and lawfully drive themselves. It introduced new provisions to compensate the victims of collisions caused by AVs. To reduce the need for victims to be involved in prolonged litigation, the insurer is liable to compensate the victim without proof of fault. The insurer may then reclaim damages from any other party liable for the collision.

April 2021: consultation outcome of the Automated Lane Keeping System (ALKS) Call for Evidence published by UK Government, setting out set out how vehicles fitted with ALKS technology could legally be defined as self-driving, as long as they receive GB type approval and that there is no evidence to challenge the vehicle's ability to self-drive.

May 2021: UK first media reporting guidelines for crashes published

July 2021: DfT published their response to Review of The Highway Code to improve road safety for cyclists, pedestrians and horse riders. Subject to Parliamentary approval, DfT will work with the Driver and Vehicle Standards Agency to update The Highway Code.Online and hard copy versions of the revised code will be produced before the end of 2021.

Sept 2021: School transport guidance 2021 published by the Scottish Government

Sept 2021: review of INDG382 Driving for Work complete and published by HSE

Sept 2021: Scottish Government commits to ensure all appropriate roads in built up areas have a safer speed limit of 20 mph by 2025

October 2021: Traffic Regulation Order Regulations laid before Scottish parliament

Appendix C - Consultation & reviews

Introduction

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

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 collision 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 collision statistics specification, and improvements.

Further details of LGRAS (including papers and minutes) are available on the Transport Scotland website.

The Standing Committee on Road Accident Statistics (SCRAS)

Users and providers of reported road collision 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 Police Scotland, TS, and other interested parties from across Great Britain. SCRAS is responsible for reviewing the GB-wide Stats 19 road collision statistics specification (see below) and discusses other aspects of the collection and use of the road collision statistics.

Further information is available from Anil Bhagat at the DfT (Tel: 020 7944 3078).

Reviews of the Stats 19 road collision 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 collisions 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 most recent STATS19 review started in autumn 2018 and has made a number of recommendations on changes to STATS19 going forward. These were based on evidence and detailed discussion with the review group.

Key recommendations can be found in the full STATS19 review report.

For further information please contact: STATS19REVIEW@dft.gov.uk

Appendix D - Definitions and points to note

The definition of severity used in the Road Collision statistics

The classification of the severity of an collision (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 collision occurs. However, if further information becomes available which would alter the classification (for example, if a person dies within 30 days of the collision, as a result of the injuries sustained in the collision) the police change the initial classification of the severity.

For the purposes of the Road Collisions statistical returns:

a ***fatal injury*** is one which causes death less than 30 days after the collision;

a ***fatal collision*** is an collision 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 collision, *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 collision;

a ***serious collision*** 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 collision*** 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 collision. This provides a more detailed definition of the severity of casualties. The following table lists the options for determining how severe an injury is. It should be noted that in some cases in 2020 although the most

severe injury appears to be slight, if the casualty was subsequently admitted to hospital the casualty severity was classed as serious. 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 or ankle or foot	Less Serious	Serious
Fractured arm or collarbone or hand	Less Serious	Serious
Deep cuts or lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious

Injury in CRASH	Detailed severity	Severity classification
Whiplash or neck pain	Slight	Slight
Shallow cuts or lacerations or 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 (eg on the fitting and wearing of seat belts), will all have helped to reduce the severity of the injuries suffered in some collisions. 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 collisions 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 collisions 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 collision and by a clerk who bases the code on a police officer's written description of the collision.

Other definitions

Collision: The statistical returns include only those collisions 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 collisions only: damage-only collisions are not included in the figures.

***Adults**:* People aged 16 and over.

***Built-up roads**:* collisions 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 collision 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 collision 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 collision. 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 collision. One collision 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 collision.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Some other points to note

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

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 collision 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 collision (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.

Estimates of the total volume of road traffic

Some tables include estimates of traffic volumes, or collision 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.

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 collision 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 collisions occurring on it classed as built-up, it would be incorrect to estimate an area's collision rate for built-up roads by dividing its number of collisions on built-up roads by its estimated volume of traffic on urban roads. Therefore, estimates of built-up and non built-up collision 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

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 collisions 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 collision 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.

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:

- In the case of the former Island Areas, by allocating all the collisions which occurred in each Island Area to the relevant Council.
- In those cases where a whole District fell in a new Council's area, by allocating all the collisions which occurred in that District to the area of the new Council.
- In the case of collisions 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 collision to allocate it to the area of one of the new Councils, using a computer mapping system. This was successful for 99% of collisions for these five Districts, consistently over all years from 1981. The remaining 1% of the collisions in the five Districts were assigned to the new Council in which the majority of the District's collisions fell. This should cause only a very small error (considerably less than 1%) for any of the new Councils, in any year.

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:

- provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
- define nationally important routes which will be developed in line with strategic national transport demands; and
- 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.

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 collisions 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.

Identifying collisions 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 collisions 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 collisions 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 collision - 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 collisions which occurred *before* 31st March 1996, (b) is actually the status *at the time* of the collision (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 collisions before that date, and would show it as a local authority road thereafter.

ii. For collisions which occurred *after* 1st April 1996, © is actually the status *at the time* of the collision (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 collisions before that date, and would show it as a local authority road thereafter.

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 collisions 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 collisions 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 Collisions 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 collisions 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.

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 collisions 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 collisions 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 collisions 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 collisions 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 G - Calculations of the likely range of random year-to-year variation in road collision and casualty numbers

Introduction

This Appendix describes the methods that were used to calculate the likely range of random year-to-year variation in road collision 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.

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 2020 until one has the values for 2021 and 2022).

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 collisions (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 collision, 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.

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*.

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 for calculating the variance in such a case is set out at section 4.6.2 of the Washington State Department of Health paper.

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

- d is the number of killed and seriously injured casualties;
- dj is the number of killed and seriously injured casualties for collision j;and
- P is the total number of injury collisions (including slight collisions)

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 collision. These numbers were extracted from the Transport Scotland's computer database, which holds details of individual injury collisions back to 1979. For example, in 1979 there were 23,064 injury collisions. 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 collision 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 collisions (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 collision).

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 the publication Commentary. As the Commentary mentioned, in effect, *such factors change the Poisson process's underlying rate of occurrence of collisions 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.

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 G There was an error in the formulae used to calculate the index figures for 2021. This has now been corrected in this edition.

Table 18a The figures used for adjusted serious were repeated for adjusted serious by mistake.

If there are time-series tables that include years for which the previous edition's figures were wrong, these are correct in the current publication.

A National Statistics Publication for Scotland

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