



SCOTTISH EXECUTIVE

Statistical Bulletin

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Key 2005 Road Accident Statistics

1. Main Points

1.1 The provisional total number of people killed in road accidents in Scotland in 2005 was 286: 20 (7%) fewer than in 2004, and the lowest total since current records began more than fifty years ago.

1.2 There was a provisional total of 2,594 people recorded as seriously injured in road accidents in 2005, 158 (6%) fewer than in 2004, and the lowest figure since records of the numbers of serious injuries began in 1950.

1.3 The provisional figure of 14,912 people recorded as slightly injured in 2005 was 473 (3%) fewer than in 2004, and the lowest number since 1954.

1.4 The provisional total number of casualties in 2005 was 17,792, which was 651 (4%) lower than in 2004, and the lowest figure since 1952.

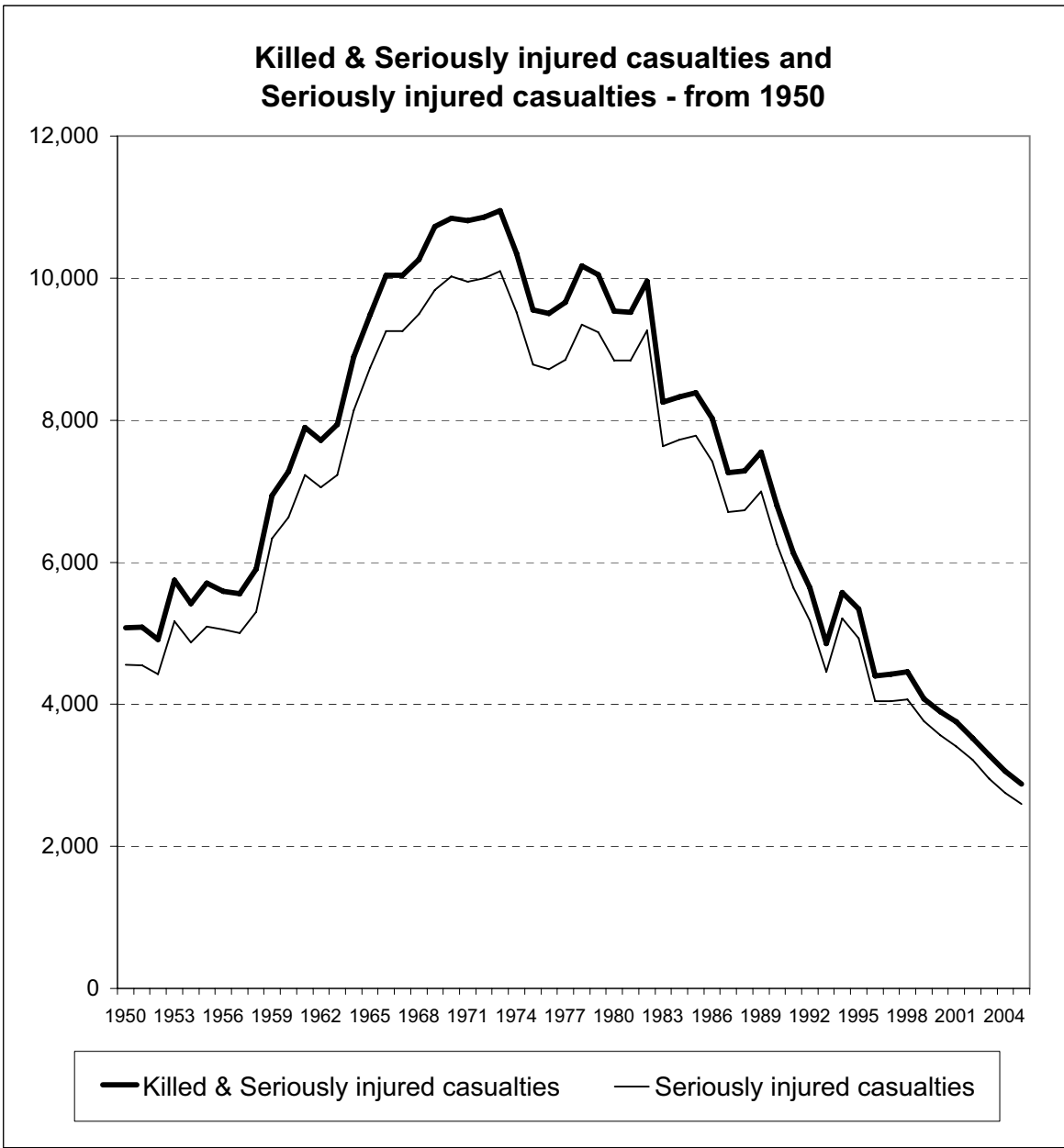
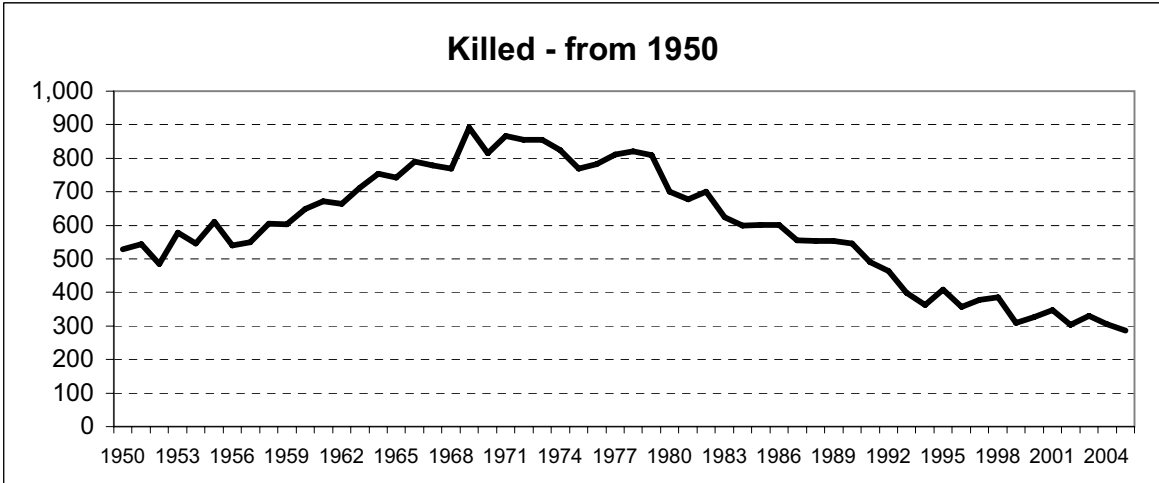
1.5 There was a provisional total of 2,880 people killed or seriously injured in 2005, 40% (1,958) below the 1994-98 average of 4,838, so the 2010 target fall of 40% has just been achieved.

1.6 The provisional total of 360 children killed or seriously injured in 2005 was 57% (482) below the 1994-98 average of 842, so the 2010 target of a 50% reduction has already been achieved.

1.7 At the time of writing, 2004 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole. The slight casualty rate of 36.04 casualties per 100 million vehicle kilometres in 2004 was 22% below the 1994-98 baseline average of 46.42, so the 2010 target of a 10% reduction has already been achieved.

1.8 Accidents on roads in non built-up areas accounted for almost three quarters (72%) of all those killed in Scotland, compared with about two fifths (42%) of the total number of casualties, perhaps because average speeds are higher on such roads.

1.9 A provisional total of 10,930 car users were injured in road accidents in 2005, 153 of whom died (8% fewer than the previous year). There were 3,048 pedestrian casualties including 66 killed (12% less than the previous year). Perhaps because of their greater



vulnerability, 24% of all pedestrian casualties were either killed or seriously injured, whereas only 13% of car users were killed or seriously injured.

1.10 There were provisional totals of 1,078 motorcyclist casualties, 839 bus and coach user casualties and 775 pedal cyclists casualties in 2005.

1.11 The provisional total of 2,184 child casualties in 2005 was 209 (9%) fewer than in 2004. They included 11 killed: 1 death fewer than in 2004.

2. Background

2.1 This bulletin presents *provisional* statistics of road accidents in which people were killed or injured (“injury road accidents”) in Scotland in 2005, which were extracted from the Road Accidents statistical database on 11 May 2006. The final totals for 2005, which will appear later, in “*Road Accidents Scotland 2005*”, may differ slightly from the figures given here, due to (e.g.) late returns and amendments. For similar reasons, the figures which appear here for 2004 and earlier years may differ slightly from those published previously.

2.2 Section 5, tables 3 - 5 and the charts on page 6 show progress towards the casualty reduction targets for 2010. The targets are described in section 10.4. The figures for 2005 are compared with the annual averages for 1994-98, because this is the "baseline" period for the road safety targets for the year 2010. In the charts on page 6, the thick black lines show the figures recorded so far, the horizontal dashed lines show the baseline averages, and the dotted lines going downwards indicate how the figures would have to fall *if* the targets for 2010 were to be achieved by means of a constant percentage reduction in each year. They imply the following reductions from the 1994-98 averages by 2005:

| | |
|--|-------|
| Killed or seriously injured: | 28.0% |
| Child killed or seriously injured: | 35.9% |
| Slight casualty rate (per 100 million vehicle-km): | 6.5% |

- therefore, any falls which are *greater* than these suggest *more rapid* progress than the relevant indicative lines. In fact, as section 5 describes, the falls by 2005 were *all* greater than the targets for reductions by 2010, so the targets have *all* been achieved.

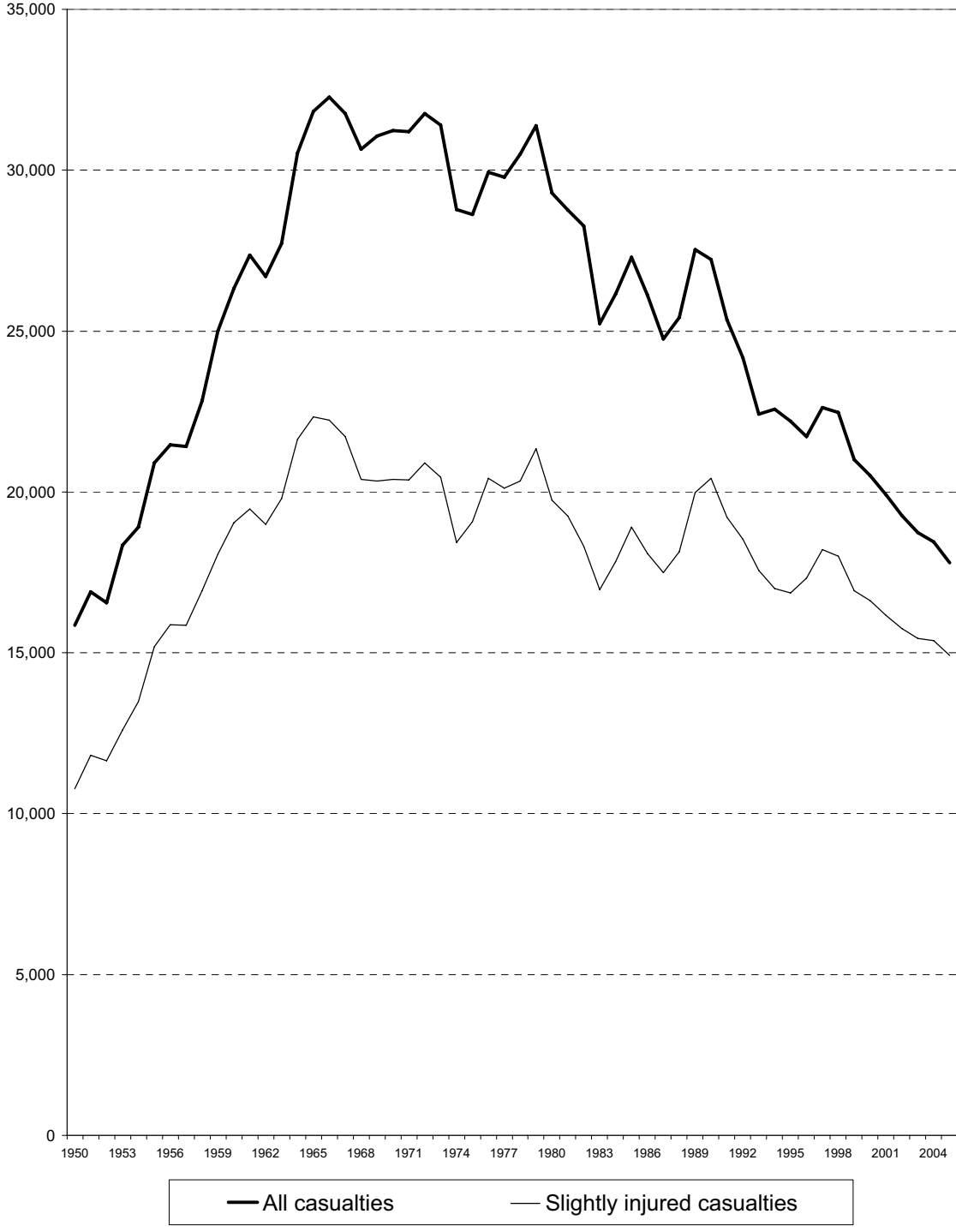
3. Numbers of Accidents (Table 1)

3.1 *Table 1* shows the numbers of injury road accidents recorded by the police in 2005 and some earlier years. As noted earlier, the figures relate only to those accidents in which one or more people were killed or injured. Each accident is classified according to the severity of the most seriously injured casualty who was involved in it.

3.2 Following the trend of most years since 1989, the total number of injury road accidents fell. In 2005, there was a *provisional* total of 13,388 accidents in which someone was killed or injured, 4% fewer than in 2004. The number of fatal accidents in 2005 (264) was 17 (6%) less than the figure for 2004 (281), and was the lowest figure since records of fatal accidents began in 1970.

3.3 The provisional number of serious injury accidents in 2005 (2,193) fell by 128 (6%) from the figure for 2004 (2,321) to the lowest figure recorded. The provisional number of “slight injury” accidents in 2005 (10,931) was 3% less than the figure for 2004 (11,277) and was the lowest number recorded since the current records began in 1970.

**All casualties and
Slightly injured casualties - from 1950**



4. Numbers of Casualties by Severity (Table 2)

4.1 Numbers fatally injured

Table 2 shows that the provisional total number of people fatally injured in road accidents in Scotland in 2005 was 286. This was 20 (7%) lower than the figure for 2004, and was the lowest since the current records began more than 50 years ago (information about road accident fatalities prior to 1947 is not readily available). With a few exceptions, there has been a fall in each year since 1978, and for most of that period the figures show a clear, steady long-term downward trend, particularly between 1982 and 1994. From that point, the numbers appear to have been fluctuating around a less pronounced downward trend.

4.2 Numbers seriously injured

There was a provisional total of 2,594 people recorded as seriously injured in road accidents in 2005: 158 (6%) fewer than in 2004. This is the lowest figure since records of the numbers of serious injuries began in 1950. Since the early 1980s, the long-term trend has generally been downward, although there was an apparent levelling-off when the figures for 1996, 1997 and 1998 showed very little change, all being around 4,050. However, since then it appears that the downward trend has resumed, with falls in every year since 1998.

4.3 Numbers slightly injured

The provisional figure of 14,912 people recorded as slightly injured in 2005 is 473 (3%) fewer than in 2004. This is the lowest number recorded since 1954. Between 1970 and 1990, the figures fluctuated in a range which was broadly 17,000 to 21,000. The fall between 1990 and 1995 in the number of people with slight injuries, followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999, could have been a continuation of that pattern. However, the falls in the figures in every year since 1997 suggest a resumption of the downward trend.

4.4 Total numbers of casualties

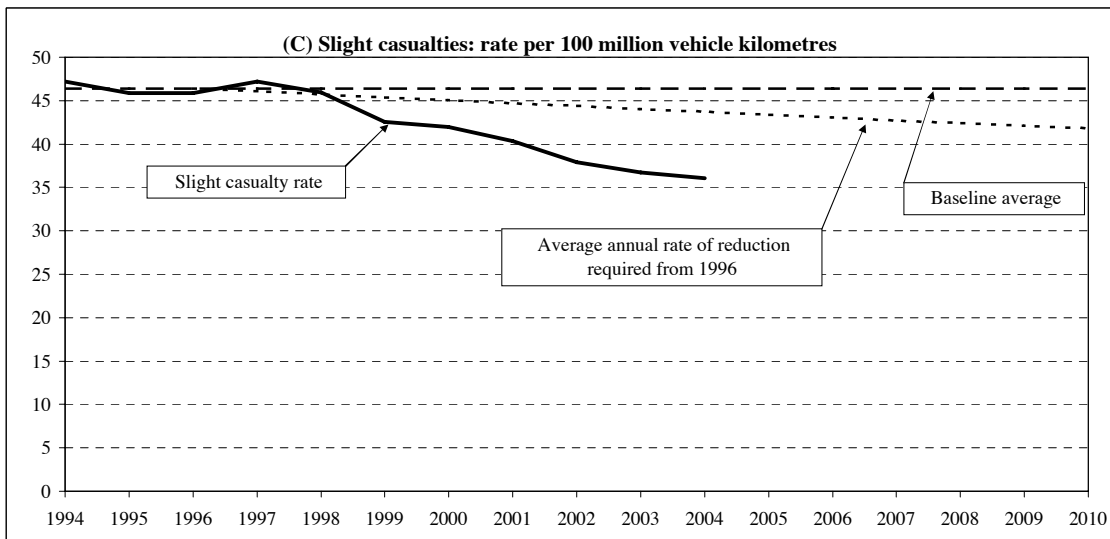
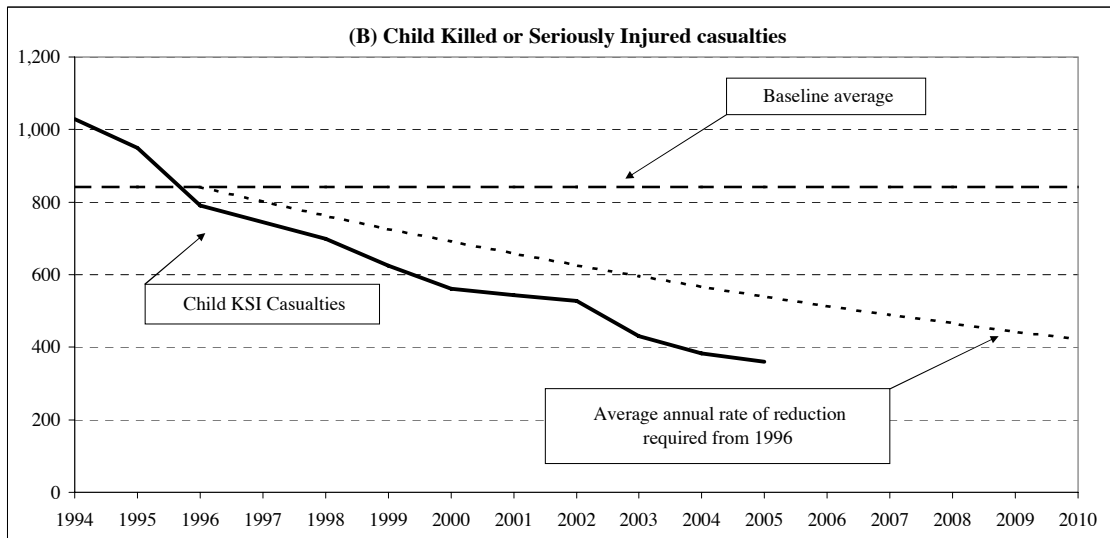
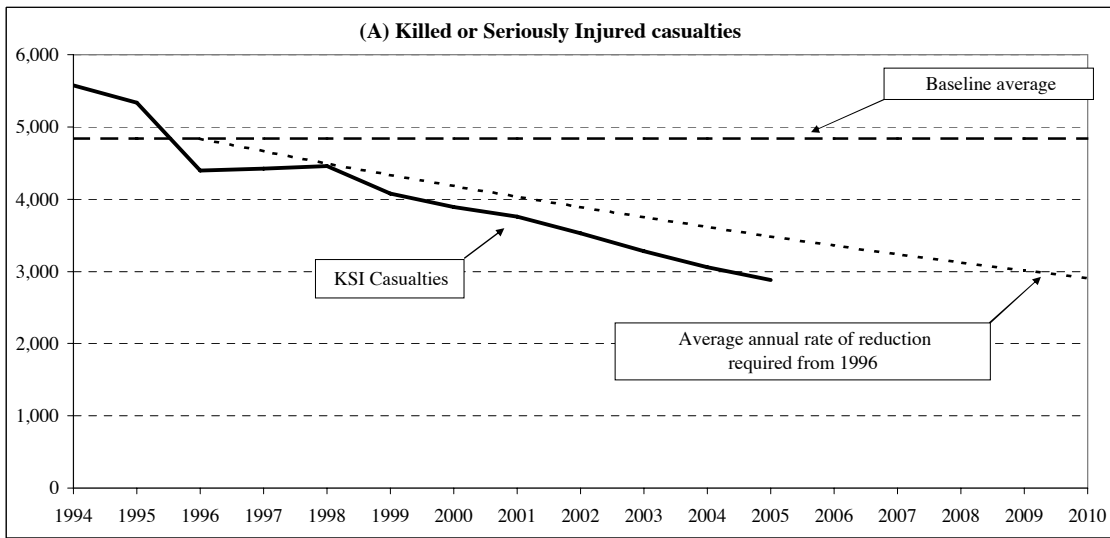
The provisional total number of casualties (of all severities) in 2005 was 17,792 which was 651 (4%) lower than in 2004. This represented the lowest number of casualties since 1952. Between about 1970 and 1990, the figures appeared to fluctuate greatly around a general downward trend. Subsequently, the total number of casualties fell markedly from the level of the most recent “short-term” peak (which was over 27,000 in both 1989 and 1990), before appearing to level off: the figures for each of the years from 1993 to 1998 were all within about 600 (3%) of the average of 22,332 for those six years. However, it appears that the downward trend has resumed: the figures for 2001 onwards were the first for almost 50 years to be below 20,000 and have fallen in every year.

5. Progress towards the casualty reduction targets for 2010 (Tables 3-5)

5.1 Killed or seriously injured casualties

There was a provisional total of 2,880 people killed or seriously injured in 2005, 40% (1,958) below the 1994-98 average of 4,838. The target of a 40% fall has therefore just been achieved

Progress towards the 2010 casualty reduction targets



(the fall is 40.5% when expressed with one decimal place) As noted in paragraph 2.2, the relevant "indicative line" figure for 2005 is 28.0% below the 1994-98 baseline average (the reduction so far needed to achieve the 2010 target fall of 40% by means of a constant annual percentage reduction). *Table 3* shows that the percentage fall from the 1994-98 average number of killed or seriously injured (KSI) casualties is more than 28% for most modes of transport, and so their figures would be below their indicative lines (if it is assumed that the percentage reduction should be the same for each mode of transport). Indeed in several cases, the falls are greater than 40%.

About half of all the 2,880 KSI casualties in 2005 were car users. The total of 1,424 car KSI casualties in 2005 was 43% below the 1994-98 baseline average of 2,501, and therefore better than the target for 2010 as well as the indicative line reduction. There were 723 pedestrian KSI casualties in 2005, 47% fewer than the annual average of 1,376 for the period 1994-98: again better than the target reduction by 2010. However, the number of motorcycle KSI casualties in 2005 was 395, an increase of 11% (40) from the 1994-98 average: this was the only category of road user for which the figure in 2005 was above the indicative line. There were 131 pedal cycle KSI casualties, 47% below the 1994-98 average, and 94 goods vehicle user KSI casualties, 45% below the baseline average. The numbers of KSI casualties were smaller for each of the remaining categories of road user (bus/coach: 58; others: 55).

5.2 Child killed or seriously injured casualties

There was a provisional total of 360 children killed or seriously injured in 2005, 57% (482) below the 1994-98 average of 842, so the target of a 50% reduction by 2010 has been met. The indicative line figure for 2005 is 35.9% below the 1994-98 average. *Table 4* shows that, in 2005, the figures for child pedestrians, pedal cyclists and car users were all below (and therefore better than) the target for 2010 as well as below the indicative line. The figures for the other modes of transport are very small.

About two-thirds of the 360 child killed or seriously injured (KSI) casualties in 2005 were pedestrians. The number of child pedestrian KSI casualties in 2005 was 239, 323 (58%) below the 1994-98 average of 562, and therefore meeting the 2010 target of a 50% reduction. There were 67 child car KSI casualties in 2005, a fall of 78 (54%) from the 1994-98 average of 145, and therefore better than the target reduction. The number of child pedal cycle KSI casualties in 2005 was 29, 71 (71%) below the 1994-98 average of 100 and therefore meeting the 2010 target of a 50% reduction. As there are few child KSI casualties for other modes of transport, small fluctuations in their numbers can cause apparently large percentage changes from the 1994-98 baseline average levels - so percentage changes for them are not shown in *Table 4*.

5.3 Slightly injured casualties, and the slight casualty rate per 100 million vehicle kilometres

At the time of writing, 2004 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole. The slight casualty rate of 36.04 casualties per 100 million vehicle kilometres in 2004 was 22% below the 1994-98 baseline average of 46.42, so the 2010 target of a 10% reduction has already been achieved.

About two-thirds of slight casualties in 2005 were car users. The total number of car user slight casualties in 2005 was 9,506: 12% below the 1994-98 average of 10,859. There were 2,325 pedestrian slight casualties, 23% fewer than the 1994-98 average of 3,009. Bus and

coach user slight casualties totalled 781 in 2005, 14% fewer than the 1994-98 average, the number of pedal cyclist slight casualties (644) was 38% below the baseline average, and goods vehicle user slight casualties (496) were 15% fewer than the baseline average. However, motorcyclist slight casualties (683 in 2005) were 18% above the 1994-98 average.

6. Casualties by Type of Road (Table 6)

6.1 In 2005, “non built-up” roads (see the definition in section 10.3) accounted for about two-fifths of the total number of casualties (42%: 7,495 out of 17,792). However, perhaps because average speeds are higher on non built-up roads than elsewhere, they accounted for over two thirds of those killed (72%: 207 out of 286) and for over half of the total number of killed and seriously injured combined (53%: 1,521 out of 2,880).

6.2 Compared with the 1994-98 average, the fall in the total number of casualties has been greater for “built-up” roads (24%) than for non built-up roads (15%). There were similar differences for the numbers killed (down by 31% for built-up roads compared with 21% for non built-up) and the numbers killed or seriously injured (falls of 45% for built up roads and 36% for non-built up roads).

7. Casualties by Mode of Transport (Table 6)

7.1 Car users

A provisional total of 10,930 car users were injured in road accidents in 2005, representing just over three-fifths of all casualties (61%: 10,930 out of 17,792). Of these people, a total of 1,424 were either killed or seriously injured, 153 of whom died. Non built-up roads accounted for a little over half of all car user casualties (56%: 6,102 out of 10,930). Perhaps because average speeds are higher on non built-up roads, they accounted for much higher percentages of the total numbers of car users who were killed (87%: 133 out of 153) or were killed or seriously injured (76%: 1,082 out of 1,424).

The number of car user fatalities in 2005 was 8% lower than in 2004, and was 27% below the 1994-98 average level. The number who were killed or seriously injured fell by 10% from 2004, and the total number of casualties (of all severities) was 6% less than in the previous year. The total number of car user casualties in 2005 was 18% below the 1994-98 average.

7.2 Pedestrians

There was a provisional total of 3,048 pedestrian casualties in 2005: a sixth of all casualties (17%: 3,048 out of 17,792). Of these, 723 were killed or seriously injured (66 died). Perhaps because of the greater vulnerability of pedestrians, 24% of pedestrian casualties were killed or seriously injured (723 out of 3,048) compared with 13% of all car users (1,424 out of 10,930). About 96% of pedestrian casualties occurred on built-up roads (2,915 out of 3,048). Perhaps because of higher average speeds on non built-up roads, 48% of the pedestrian casualties on such roads were seriously injured or killed (64 out of 133) compared with 23% on built-up roads (659 out of 2,915).

7.3 Other casualties

Together, all other modes of transport accounted for a fifth (21%) of casualties in 2005 (3,814 out of 17,792) and for a similar proportion of the total number of killed and seriously injured (25%: 733 out of 2,880). In 2005 there were 1,078 motor cycle casualties, (9% more than 2004 and 15% above the 1994-98 average), of whom 395 (37%) suffered fatal or serious injuries (34 died). A total of 839 bus and coach users were injured, of whom 58 were seriously injured (none died) - these low proportions presumably being due to the greater protection of their passengers by buses and coaches. The number of bus and coach user casualties fell by 8% in 2005, and was 17% below the 1994-98 average level. There were 775 pedal cyclist casualties in 2005, which, although similar to 2004, was 40% below the 1994-98 average level. 131 (17%) of them were killed or seriously injured (16 died).

8. **Child Casualties (Table 7)**

8.1 Child casualties

The provisional total of 2,184 child casualties in 2005 represented about an eighth of the total number of casualties of all ages (12%: 2,184 out of 17,792). Of the child casualties, 360 were killed or seriously injured, of whom 11 died. This was 1 death fewer than in 2004; the total number of child casualties fell by 209 (9%). These numbers were all considerably below the 1994-98 average levels: the number of casualties was 43% lower, the number of deaths was about one third of the 1994-98 average level and the number of killed or seriously injured was 57% below the 1994-98 average level.

8.2 Child pedestrians

There were 1,099 child pedestrian casualties in 2005. They accounted for 36% of all pedestrian casualties of all ages (1,099 out of 3,048). Of the child pedestrian casualties, 239 were killed or seriously injured (5 died). The number killed was 3 less than in 2004 and the total number of killed and seriously injured was 3% lower than in 2004. The figures were considerably below the corresponding 1994-98 averages: the number of killed and seriously injured child pedestrian casualties and the overall number of child pedestrian casualties were, respectively, 58% and 43% below the 1994-98 average level.

8.3 Children in cars

In 2005, there were 688 child casualties in cars, 6% of the total number of car user casualties of all ages (688 out of 10,930). Of the child casualties in cars, 67 were killed or seriously injured (1 died). While the total number of child car users killed and seriously injured was 54% below the 1994-98 average, the total number of child car user casualties (of all severities) was only 37% lower than the 1994-98 average.

8.4 Other child casualties

In 2005, there were 217 child pedal cycle casualties (28% of the total of 775 pedal cycle casualties of all ages), 106 child bus and coach user casualties (13% of the total of 839 of all ages) and 74 other child casualties. The child pedal cycle casualties included 29 who were killed or seriously injured (4 died). The total number of child pedal cycle casualties in 2005

was 60% below the 1994-98 average, and the total number of child bus and coach user casualties was 42% below the 1994-98 average.

9. Accidents and Casualties by Police Force and Local Authority area (Tables 8 and 9)

9.1 Tables 8 and 9 give the numbers of accidents and numbers of casualties in each Police Force area and each Local Authority area. When using these tables, it must be remembered that these are *provisional* figures, which are subject to revisions due to (e.g.) late returns and amendments which had not been added to the Scottish Executive's road accident statistics database by the time that the statistics for this bulletin were extracted. In addition, there can be quite large percentage year-to-year fluctuations in the figures for areas within Scotland, particularly for those with the lower numbers. Therefore, the annual average for the latest five years may be a better guide to the "normal" level of the numbers than the figures for the latest single year.

10. Sources and definitions

10.1 The sources of the data

The statistics in this bulletin were compiled from returns made by police forces, which cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, if they become known to the police. The vehicle need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. "Damage only" accidents are not included in this definition.

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

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

For the purposes of the Road Accidents statistical returns:

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

a ***fatal accident*** is an accident in which at least one person is fatally injured;

a ***serious injury*** is one which does *not* cause death less than 30 days after the accident, *and* which is in one (or more) of the following categories:

(a) an injury for which a person is detained in hospital as an in-patient

or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment

or (c) any injury causing death 30 or more days after the accident;

a ***serious accident*** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;

a ***“slight” injury*** is any injury which is neither “fatal” nor “serious” - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;

a ***“slight” accident*** is one in which at least one person suffers “slight” injuries, but no-one is seriously injured, or fatally injured.

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

However, it is also possible that some of the changes shown in the statistics of “serious injuries” and “slight injuries” may be due to changes in administrative practices, which may have altered the proportion of accidents which is categorised as “serious”. For example, the distinction between “serious” and “slight” injuries could be affected by factors such as changes in hospitals’ admission policies. All else being equal, the number of “serious injury” cases would rise, and the number of “slight injury” cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury. The increase in the number of “serious” injury accidents in 1994 was partly attributed to a change in the health boards’ policies in admitting more child casualties for overnight observation, which in turn changed the classification of many injuries from “slight” to “serious”. The number of child casualties recorded as having serious injuries in 1994 was 35% higher than in the previous year. There could also be changes in hospitals’ procedures that would reduce the numbers of “serious injury” cases. In addition, there is anecdotal evidence that changes in procedures for assigning severity codes may affect the categorisation of injuries. For example, different severity codes might be assigned by a police officer who was at the scene of an accident and by a clerk who bases the code on a police officer’s written description of the accident.

10.3 Some other definitions

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

Children: people under 16 years old.

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.

10.4 The targets for reducing road accident casualties by the year 2010

In March 2000, the UK Government, the Scottish Executive and the National Assembly for Wales announced a new national road safety strategy and casualty reduction targets for 2010. These targets were introduced to focus on achieving a further substantial improvement in road safety over the next ten years, with particular emphasis on child casualties. The targets, which are given in the document *"Tomorrow's roads - safer for everyone"*, are based on the annual average casualty levels over the period 1994 to 1998. By 2010 it is hoped that there will be, compared with the average for 1994-98:

- a 40% reduction in the number of people killed or seriously injured in road accidents.
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

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

One way of assessing progress towards these targets is to compare actual casualty numbers in each year with an indicative line that starts at the baseline figure in 1996 and falls, by a constant percentage reduction in each subsequent year, to the target for 2010. This is the approach adopted by the GB Road Safety Advisory Panel. The indicative line starts at the baseline figure in 1996 because that is the middle year of the 1994-98 "baseline" period. Other approaches could have been used: there are many ways of producing lines that indicate how casualty numbers might fall fairly steadily to the targets for 2010.

As the method adopted to produce the indicative lines involves a constant percentage reduction in each year, the lines are not straight. This is due to the "compounding over the years" effect of constant annual percentage reductions: each year's fall in an indicative line's figure is calculated by applying a constant percentage reduction to the line's number of casualties in the previous year (which reduces each year, so the falls between one year and the next get smaller and smaller). To two decimal places, the falls are: 3.58% p.a. for killed or seriously injured casualties; 4.83% p.a. for child killed or seriously injured casualties; and 0.75% p.a. for the slight casualty rate.

More statistics relating to the targets appear in *"Road Accidents Scotland"*. A table on page 46 of *"Road Accidents Scotland 2004"* shows the percentages of the baseline averages in each year which are represented by each of the indicative lines.

Table 1 Injury Road Accidents by Severity

| | Fatal | Serious | Fatal and Serious | Slight | All Severities |
|-------------------|-------|---------|-------------------|--------|----------------|
| 1970 | 758 | 7,860 | 8,618 | 13,515 | 22,133 |
| 1975 | 699 | 6,912 | 7,611 | 13,041 | 20,652 |
| 1980 | 644 | 7,218 | 7,862 | 13,926 | 21,788 |
| 1985 | 550 | 6,507 | 7,057 | 13,587 | 20,644 |
| 1990 | 491 | 5,237 | 5,728 | 14,443 | 20,171 |
| 1995 | 361 | 4,071 | 4,432 | 12,102 | 16,534 |
| 1996 | 316 | 3,315 | 3,631 | 12,442 | 16,073 |
| 1997 | 340 | 3,312 | 3,652 | 12,994 | 16,646 |
| 1998 | 339 | 3,318 | 3,657 | 12,862 | 16,519 |
| 1999 | 285 | 3,209 | 3,494 | 11,922 | 15,416 |
| 2000 | 297 | 3,006 | 3,303 | 11,823 | 15,126 |
| 2001 | 309 | 2,840 | 3,149 | 11,577 | 14,726 |
| 2002 | 274 | 2,676 | 2,950 | 11,388 | 14,338 |
| 2003 | 297 | 2,494 | 2,791 | 11,117 | 13,908 |
| 2004 | 281 | 2,321 | 2,602 | 11,277 | 13,879 |
| 2005 <i>prov.</i> | 264 | 2,193 | 2,457 | 10,931 | 13,388 |

Table 2 Casualties by Severity

| | Killed | Serious injury | Killed and Serious | Slight injury | All Severities |
|--------------------------------|------------|----------------|--------------------|---------------|----------------|
| 1950 | 529 | 4,553 | 5,082 | 10,774 | 15,856 |
| 1955 | 610 | 5,096 | 5,706 | 15,193 | 20,899 |
| 1960 | 648 | 6,632 | 7,280 | 19,035 | 26,315 |
| 1965 | 743 | 8,744 | 9,487 | 22,340 | 31,827 |
| 1970 | 815 | 10,027 | 10,842 | 20,398 | 31,240 |
| 1975 | 769 | 8,779 | 9,548 | 19,073 | 28,621 |
| 1980 | 700 | 8,839 | 9,539 | 19,747 | 29,286 |
| 1985 | 602 | 7,786 | 8,388 | 18,899 | 27,287 |
| 1986 | 601 | 7,422 | 8,023 | 18,094 | 26,117 |
| 1987 | 556 | 6,707 | 7,263 | 17,485 | 24,748 |
| 1988 | 554 | 6,732 | 7,286 | 18,139 | 25,425 |
| 1989 | 553 | 6,998 | 7,551 | 19,981 | 27,532 |
| 1990 | 546 | 6,252 | 6,798 | 20,430 | 27,228 |
| 1991 | 491 | 5,638 | 6,129 | 19,217 | 25,346 |
| 1992 | 463 | 5,176 | 5,639 | 18,534 | 24,173 |
| 1993 | 399 | 4,454 | 4,853 | 17,561 | 22,414 |
| 1994 | 363 | 5,208 | 5,571 | 17,002 | 22,573 |
| 1995 | 409 | 4,930 | 5,339 | 16,855 | 22,194 |
| 1996 | 357 | 4,041 | 4,398 | 17,318 | 21,716 |
| 1997 | 377 | 4,047 | 4,424 | 18,205 | 22,629 |
| 1998 | 385 | 4,072 | 4,457 | 18,010 | 22,467 |
| 1999 | 310 | 3,765 | 4,075 | 16,928 | 21,003 |
| 2000 | 326 | 3,567 | 3,893 | 16,619 | 20,512 |
| 2001 | 348 | 3,410 | 3,758 | 16,155 | 19,913 |
| 2002 | 304 | 3,220 | 3,524 | 15,747 | 19,271 |
| 2003 | 331 | 2,951 | 3,282 | 15,454 | 18,736 |
| 2004 | 306 | 2,752 | 3,058 | 15,385 | 18,443 |
| 2005 <i>prov.</i> | 286 | 2,594 | 2,880 | 14,912 | 17,792 |
| <i>1994 - 1998 average</i> | <i>378</i> | <i>4,460</i> | <i>4,838</i> | <i>17,478</i> | <i>22,316</i> |
| <u>2005 percentage change:</u> | | | | | |
| on 2004 | -7% | -6% | -6% | -3% | -4% |
| on 94-98 average | -24% | -42% | -40% | -15% | -20% |

- NB:** 1. Some figures for 2004 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.
2. Although records of the numbers of "serious injury" and "slight injury" casualties began in 1950, records of the numbers of injury road accidents did not begin until 1970.

Table 3 Killed and seriously injured casualties by mode of transport

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users |
|--|-----------------|----------------|----------------|-------|---------------|--------------------|--------------------|-------------------|
| 1994-98 ave | 1,376 | 249 | 355 | 2,501 | 96 | 172 | 89 | 4,838 |
| 1994 | 1,647 | 316 | 353 | 2,804 | 150 | 211 | 90 | 5,571 |
| 1995 | 1,587 | 292 | 395 | 2,653 | 105 | 211 | 96 | 5,339 |
| 1996 | 1,279 | 216 | 300 | 2,293 | 96 | 137 | 77 | 4,398 |
| 1997 | 1,211 | 210 | 358 | 2,365 | 55 | 136 | 89 | 4,424 |
| 1998 | 1,156 | 210 | 371 | 2,390 | 76 | 163 | 91 | 4,457 |
| 1999 | 1,143 | 189 | 431 | 2,004 | 83 | 144 | 81 | 4,075 |
| 2000 | 996 | 176 | 475 | 1,978 | 80 | 121 | 67 | 3,893 |
| 2001 | 918 | 171 | 454 | 1,952 | 62 | 129 | 72 | 3,758 |
| 2002 | 891 | 151 | 455 | 1,777 | 59 | 141 | 50 | 3,524 |
| 2003 | 773 | 139 | 417 | 1,691 | 70 | 128 | 64 | 3,282 |
| 2004 | 747 | 127 | 390 | 1,575 | 65 | 95 | 59 | 3,058 |
| 2005 prov. | 723 | 131 | 395 | 1,424 | 58 | 94 | 55 | 2,880 |
| 2001-05 average | 810 | 144 | 422 | 1,684 | 63 | 117 | 60 | 3,300 |
| <i>Numbers in 2010 implied by target</i> | 826 | 149 | 213 | 1,501 | 58 | 103 | 53 | 2,903 |
| 2005 % change: on 2004 | -3% | 3% | 1% | -10% | -11% | -1% | -7% | -6% |
| on 94-98 ave | -47% | -47% | 11% | -43% | -40% | -45% | -38% | -40% |

Table 4 Child killed and seriously injured casualties by mode of transport

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users |
|--|-----------------|----------------|----------------|------|---------------|--------------------|--------------------|-------------------|
| 1994-98 ave | 562 | 100 | 6 | 145 | 11 | 8 | 10 | 842 |
| 1994 | 674 | 144 | 6 | 161 | 24 | 12 | 8 | 1,029 |
| 1995 | 638 | 113 | 7 | 153 | 9 | 13 | 17 | 950 |
| 1996 | 540 | 100 | 4 | 118 | 15 | 3 | 10 | 790 |
| 1997 | 505 | 78 | 4 | 138 | 3 | 7 | 10 | 745 |
| 1998 | 455 | 64 | 8 | 153 | 6 | 6 | 6 | 698 |
| 1999 | 430 | 69 | 5 | 108 | 2 | 2 | 9 | 625 |
| 2000 | 378 | 65 | 7 | 94 | 7 | 5 | 5 | 561 |
| 2001 | 353 | 56 | 7 | 110 | 5 | 6 | 7 | 544 |
| 2002 | 340 | 46 | 7 | 111 | 9 | 7 | 7 | 527 |
| 2003 | 272 | 48 | 5 | 93 | 5 | 2 | 6 | 431 |
| 2004 | 246 | 40 | 10 | 77 | 3 | 3 | 4 | 383 |
| 2005 prov. | 239 | 29 | 12 | 67 | 5 | 1 | 7 | 360 |
| 2001-05 average | 290 | 44 | 8 | 92 | 5 | 4 | 6 | 449 |
| <i>Numbers in 2010 implied by target</i> | 281 | 50 | 3 | 72 | 6 | 4 | 5 | 421 |
| 2005 % change: on 2004 | -3% | * | * | -13% | * | * | * | -6% |
| on 94-98 ave | -58% | -71% | * | -54% | * | * | * | -57% |

Table 5 Slight casualties by mode of transport

| | Pede- strian | Pedal cycle | Motor cycle | Car | Bus/ coach | Goods ¹ | Other ² | All road users | Traffic | Slight casualty rate |
|---------------------------------------|-----------------|----------------|----------------|--------|---------------|--------------------|--------------------|-------------------|--------------------|---------------------------------|
| | | | | | | | | <i>numbers</i> | <i>mill veh-km</i> | <i>per 100 mill veh- km</i> |
| 1994-98 ave | 3,009 | 1,034 | 580 | 10,859 | 912 | 583 | 501 | 17,478 | 37,653 | 46.42 |
| 1994 | 3,083 | 1,068 | 577 | 10,123 | 1,084 | 669 | 398 | 17,002 | 36,000 | 47.23 |
| 1995 | 3,048 | 1,031 | 576 | 10,321 | 802 | 579 | 498 | 16,855 | 36,736 | 45.88 |
| 1996 | 3,047 | 1,081 | 550 | 10,740 | 902 | 499 | 499 | 17,318 | 37,777 | 45.84 |
| 1997 | 2,944 | 1,062 | 590 | 11,669 | 886 | 525 | 529 | 18,205 | 38,582 | 47.19 |
| 1998 | 2,921 | 930 | 605 | 11,444 | 887 | 643 | 580 | 18,010 | 39,169 | 45.98 |
| 1999 | 2,620 | 828 | 594 | 10,902 | 841 | 609 | 534 | 16,928 | 39,770 | 42.56 |
| 2000 | 2,606 | 708 | 655 | 10,672 | 854 | 542 | 582 | 16,619 | 39,572 | 42.00 |
| 2001 | 2,488 | 745 | 724 | 10,343 | 761 | 595 | 499 | 16,155 | 40,065 | 40.32 |
| 2002 | 2,424 | 677 | 710 | 10,055 | 801 | 620 | 460 | 15,747 | 41,535 | 37.91 |
| 2003 | 2,215 | 663 | 697 | 10,049 | 819 | 537 | 474 | 15,454 | 42,038 | 36.76 |
| 2004 | 2,323 | 647 | 598 | 9,996 | 848 | 558 | 415 | 15,385 | 42,691 | 36.04 |
| 2005 prov. | 2,325 | 644 | 683 | 9,506 | 781 | 496 | 477 | 14,912 | .. | .. |
| 2001-05 average | 2,355 | 675 | 682 | 9,990 | 802 | 561 | 465 | 15,531 | .. | .. |
| <i>Rate in 2010 implied by target</i> | | | | | | | | | | 41.78 |
| 2005 % change: on 2004 | 0% | 0% | 14% | -5% | -8% | -11% | 15% | -3% | .. | .. |
| on 94-98 ave | -23% | -38% | 18% | -12% | -14% | -15% | -5% | -15% | .. | .. |

* A percentage change is not shown if the denominator is 50 or fewer.

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport

Table 6 Casualties by built-up and non built-up roads, mode of transport and severity

| Mode of Transport | Built-up roads | | | Non built-up roads | | | All roads | | |
|---------------------------------|----------------|------------------|--------|--------------------|------------------|-------|-----------|------------------|--------|
| | Killed | Killed & Serious | All | Killed | Killed & Serious | All | Killed | Killed & Serious | All |
| Pedestrian | | | | | | | | | |
| 1994-98 average | 72 | 1,256 | 4,165 | 32 | 120 | 219 | 104 | 1,376 | 4,385 |
| 2003 | 43 | 695 | 2,845 | 20 | 78 | 143 | 63 | 773 | 2,988 |
| 2004 | 54 | 664 | 2,914 | 21 | 83 | 156 | 75 | 747 | 3,070 |
| 2005 <i>prov.</i> | 45 | 659 | 2,915 | 21 | 64 | 133 | 66 | 723 | 3,048 |
| % change on 2004 | -17% | -1% | 0% | * | -23% | -15% | -12% | -3% | -1% |
| on 94-98 average | -38% | -48% | -30% | * | -47% | -39% | -37% | -47% | -30% |
| Pedal cycle | | | | | | | | | |
| 1994-98 average | 4 | 196 | 1,130 | 6 | 53 | 153 | 11 | 249 | 1,283 |
| 2003 | 6 | 104 | 707 | 8 | 35 | 95 | 14 | 139 | 802 |
| 2004 | 3 | 106 | 695 | 4 | 21 | 79 | 7 | 127 | 774 |
| 2005 <i>prov.</i> | 8 | 106 | 690 | 8 | 25 | 85 | 16 | 131 | 775 |
| % change on 2004 | * | 0% | -1% | * | * | 8% | * | 3% | 0% |
| on 94-98 average | * | -46% | -39% | * | -53% | -44% | * | -47% | -40% |
| Motor cycle | | | | | | | | | |
| 1994-98 average | 5 | 148 | 509 | 26 | 207 | 426 | 31 | 355 | 935 |
| 2003 | 12 | 159 | 591 | 38 | 258 | 523 | 50 | 417 | 1,114 |
| 2004 | 5 | 146 | 527 | 36 | 244 | 461 | 41 | 390 | 988 |
| 2005 <i>prov.</i> | 3 | 151 | 572 | 31 | 244 | 506 | 34 | 395 | 1,078 |
| % change on 2004 | * | 3% | 9% | * | 0% | 10% | * | 1% | 9% |
| on 94-98 average | * | 2% | 12% | * | 18% | 19% | * | 11% | 15% |
| Car | | | | | | | | | |
| 1994-98 average | 28 | 718 | 6,236 | 181 | 1,783 | 7,125 | 209 | 2,501 | 13,360 |
| 2003 | 22 | 497 | 5,381 | 162 | 1,194 | 6,359 | 184 | 1,691 | 11,740 |
| 2004 | 28 | 376 | 5,153 | 139 | 1,199 | 6,418 | 167 | 1,575 | 11,571 |
| 2005 <i>prov.</i> | 20 | 342 | 4,828 | 133 | 1,082 | 6,102 | 153 | 1,424 | 10,930 |
| % change on 2004 | * | -9% | -6% | -4% | -10% | -5% | -8% | -10% | -6% |
| on 94-98 average | * | -52% | -23% | -27% | -39% | -14% | -27% | -43% | -18% |
| Bus/Coach | | | | | | | | | |
| 1994-98 average | 2 | 75 | 835 | 1 | 21 | 174 | 3 | 96 | 1,009 |
| 2003 | 1 | 58 | 728 | 0 | 12 | 161 | 1 | 70 | 889 |
| 2004 | 1 | 53 | 793 | 2 | 12 | 120 | 3 | 65 | 913 |
| 2005 <i>prov.</i> | 0 | 51 | 766 | 0 | 7 | 73 | 0 | 58 | 839 |
| % change on 2004 | * | -4% | -3% | * | * | -39% | * | -11% | -8% |
| on 94-98 average | * | -32% | -8% | * | * | -58% | * | -40% | -17% |
| Other modes of transport | | | | | | | | | |
| 1994-98 average | 3 | 81 | 607 | 17 | 179 | 737 | 20 | 260 | 1,344 |
| 2003 | 3 | 76 | 555 | 16 | 116 | 648 | 19 | 192 | 1,203 |
| 2004 | 4 | 47 | 511 | 9 | 107 | 616 | 13 | 154 | 1,127 |
| 2005 <i>prov.</i> | 3 | 50 | 526 | 14 | 99 | 596 | 17 | 149 | 1,122 |
| % change on 2004 | * | * | 3% | * | -7% | -3% | * | -3% | 0% |
| on 94-98 average | * | -38% | -13% | * | -45% | -19% | * | -43% | -17% |
| All casualties | | | | | | | | | |
| 1994-98 average | 115 | 2,474 | 13,481 | 263 | 2,364 | 8,834 | 378 | 4,838 | 22,316 |
| 2003 | 87 | 1,589 | 10,807 | 244 | 1,693 | 7,929 | 331 | 3,282 | 18,736 |
| 2004 | 95 | 1,392 | 10,593 | 211 | 1,666 | 7,850 | 306 | 3,058 | 18,443 |
| 2005 <i>prov.</i> | 79 | 1,359 | 10,297 | 207 | 1,521 | 7,495 | 286 | 2,880 | 17,792 |
| % change on 2004 | -17% | -2% | -3% | -2% | -9% | -5% | -7% | -6% | -4% |
| on 94-98 average | -31% | -45% | -24% | -21% | -36% | -15% | -24% | -40% | -20% |

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

NB: Some figures for 2004 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

Table 7 Child casualties by built-up and non built-up roads, mode of transport and severity

| Mode of Transport | Built-up roads | | | Non built-up roads | | | All roads | | |
|-----------------------------|----------------|------------------|-------|--------------------|------------------|------|-----------|------------------|-------|
| | Killed | Killed & Serious | All | Killed | Killed & Serious | All | Killed | Killed & Serious | All |
| Pedestrian | | | | | | | | | |
| 1994-98 average | 11 | 532 | 1,886 | 5 | 31 | 52 | 17 | 562 | 1,938 |
| 2003 | 2 | 258 | 1,180 | 3 | 14 | 20 | 5 | 272 | 1,200 |
| 2004 | 7 | 232 | 1,154 | 1 | 14 | 25 | 8 | 246 | 1,179 |
| 2005 prov. | 2 | 230 | 1,079 | 3 | 9 | 20 | 5 | 239 | 1,099 |
| % change on 2004 | * | -1% | -6% | * | * | * | * | -3% | -7% |
| on 94-98 average | * | -57% | -43% | * | * | -61% | * | -58% | -43% |
| Pedal cycle | | | | | | | | | |
| 1994-98 average | 2 | 86 | 497 | 1 | 14 | 40 | 3 | 100 | 537 |
| 2003 | 1 | 40 | 263 | 1 | 8 | 13 | 2 | 48 | 276 |
| 2004 | 0 | 37 | 250 | 0 | 3 | 13 | 0 | 40 | 263 |
| 2005 prov. | 2 | 26 | 209 | 2 | 3 | 8 | 4 | 29 | 217 |
| % change on 2004 | * | * | -16% | * | * | * | * | * | -17% |
| on 94-98 average | * | -70% | -58% | * | * | * | * | -71% | -60% |
| Car | | | | | | | | | |
| 1994-98 average | 2 | 50 | 541 | 7 | 94 | 553 | 8 | 145 | 1,094 |
| 2003 | 3 | 32 | 393 | 7 | 61 | 431 | 10 | 93 | 824 |
| 2004 | 0 | 23 | 383 | 3 | 54 | 421 | 3 | 77 | 804 |
| 2005 prov. | 1 | 15 | 301 | 0 | 52 | 387 | 1 | 67 | 688 |
| % change on 2004 | * | * | -21% | * | -4% | -8% | * | -13% | -14% |
| on 94-98 average | * | -70% | -44% | * | -45% | -30% | * | -54% | -37% |
| Bus/Coach | | | | | | | | | |
| 1994-98 average | 1 | 9 | 137 | 0 | 3 | 44 | 1 | 11 | 181 |
| 2003 | 0 | 4 | 63 | 0 | 1 | 36 | 0 | 5 | 99 |
| 2004 | 0 | 3 | 67 | 0 | 0 | 14 | 0 | 3 | 81 |
| 2005 prov. | 0 | 5 | 94 | 0 | 0 | 12 | 0 | 5 | 106 |
| % change on 2004 | * | * | 40% | * | * | * | * | * | 31% |
| on 94-98 average | * | * | -31% | * | * | * | * | * | -42% |
| Other | | | | | | | | | |
| 1994-98 average | 0 | 12 | 49 | 1 | 12 | 53 | 1 | 24 | 102 |
| 2003 | 0 | 8 | 48 | 0 | 5 | 30 | 0 | 13 | 78 |
| 2004 | 1 | 12 | 40 | 0 | 5 | 26 | 1 | 17 | 66 |
| 2005 prov. | 0 | 14 | 48 | 1 | 6 | 26 | 1 | 20 | 74 |
| % change on 2004 | * | * | * | * | * | * | * | * | 12% |
| on 94-98 average | * | * | * | * | * | -51% | * | * | -27% |
| All child casualties | | | | | | | | | |
| 1994-98 average | 16 | 689 | 3,109 | 14 | 153 | 742 | 30 | 842 | 3,852 |
| 2003 | 6 | 342 | 1,947 | 11 | 89 | 530 | 17 | 431 | 2,477 |
| 2004 | 8 | 307 | 1,894 | 4 | 76 | 499 | 12 | 383 | 2,393 |
| 2005 prov. | 5 | 290 | 1,731 | 6 | 70 | 453 | 11 | 360 | 2,184 |
| % change on 2004 | * | -6% | -9% | * | -8% | -9% | * | -6% | -9% |
| on 94-98 average | * | -58% | -44% | * | -54% | -39% | * | -57% | -43% |

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

NB: Some figures for 2004 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

Table 8 Accidents by police force area, council and severity

| Police force Council | 1994-98 average | | | 2005 (provisional) | | | 2001-2005 average (provisional) | | |
|--------------------------------|-----------------|--------------------|-------------------|--------------------|--------------------|-------------------|---------------------------------|--------------------|-------------------|
| | Fatal | Fatal & Serious | All Severities | Fatal | Fatal & Serious | All Severities | Fatal | Fatal & Serious | All Severities |
| Northern | 34 | 300 | 877 | 24 | 193 | 781 | 28 | 223 | 788 |
| Highland | 25 | 246 | 720 | 19 | 158 | 654 | 23 | 188 | 667 |
| Orkney Islands | 2 | 14 | 38 | - | 8 | 40 | 0 | 9 | 36 |
| Shetland Islands | 3 | 18 | 56 | 3 | 12 | 46 | 2 | 9 | 35 |
| Eilean Siar | 3 | 21 | 63 | 2 | 15 | 41 | 3 | 17 | 50 |
| Grampian | 44 | 324 | 1,493 | 48 | 264 | 1,187 | 44 | 267 | 1,139 |
| Aberdeen City | 9 | 102 | 603 | 7 | 69 | 423 | 6 | 70 | 393 |
| Aberdeenshire | 27 | 171 | 681 | 32 | 161 | 597 | 28 | 144 | 561 |
| Moray | 8 | 52 | 208 | 9 | 34 | 167 | 11 | 52 | 185 |
| Tayside | 32 | 417 | 1,304 | 29 | 260 | 972 | 31 | 288 | 1,098 |
| Dundee City | 5 | 114 | 420 | 7 | 59 | 269 | 4 | 67 | 333 |
| Angus | 8 | 118 | 366 | 7 | 76 | 305 | 9 | 84 | 315 |
| Perth & Kinross | 19 | 185 | 518 | 15 | 125 | 398 | 18 | 136 | 450 |
| Fife | 18 | 209 | 766 | 11 | 154 | 701 | 19 | 181 | 730 |
| Lothian & Borders | 53 | 538 | 3,442 | 35 | 444 | 2,783 | 36 | 430 | 2,956 |
| Edinburgh, City of | 17 | 267 | 1,995 | 6 | 173 | 1,409 | 10 | 193 | 1,570 |
| West Lothian | 12 | 95 | 521 | 9 | 77 | 485 | 7 | 66 | 491 |
| Midlothian | 4 | 45 | 254 | 2 | 51 | 235 | 3 | 39 | 235 |
| East Lothian | 5 | 44 | 237 | 3 | 41 | 207 | 5 | 36 | 218 |
| Scottish Borders | 15 | 87 | 435 | 15 | 102 | 447 | 11 | 97 | 442 |
| Central | 18 | 244 | 792 | 18 | 162 | 648 | 17 | 186 | 687 |
| Clackmannanshire | 2 | 38 | 108 | 1 | 14 | 80 | 2 | 24 | 89 |
| Stirling | 9 | 114 | 320 | 9 | 75 | 258 | 7 | 86 | 280 |
| Falkirk | 7 | 93 | 364 | 8 | 73 | 310 | 8 | 76 | 319 |
| Strathclyde | 119 | 1,814 | 7,401 | 85 | 864 | 5,822 | 97 | 1,114 | 6,202 |
| Glasgow, City of | 25 | 527 | 2,464 | 18 | 261 | 1,947 | 17 | 325 | 2,076 |
| Argyll & Bute | 12 | 132 | 355 | 9 | 74 | 322 | 12 | 93 | 304 |
| West Dunbartonshire | 6 | 71 | 294 | 7 | 37 | 227 | 4 | 42 | 238 |
| East Dunbartonshire | 2 | 57 | 255 | - | 22 | 191 | 2 | 34 | 204 |
| Inverclyde | 2 | 61 | 309 | 2 | 32 | 172 | 3 | 34 | 204 |
| Renfrewshire | 9 | 137 | 574 | 5 | 71 | 465 | 6 | 88 | 484 |
| East Renfrewshire | 5 | 48 | 203 | 2 | 14 | 129 | 2 | 27 | 148 |
| North Lanarkshire | 18 | 241 | 953 | 8 | 102 | 783 | 12 | 128 | 821 |
| South Lanarkshire | 17 | 223 | 945 | 17 | 95 | 738 | 15 | 139 | 805 |
| North Ayrshire | 5 | 109 | 380 | 8 | 59 | 305 | 7 | 68 | 325 |
| East Ayrshire | 11 | 111 | 344 | 5 | 47 | 259 | 9 | 71 | 295 |
| South Ayrshire | 5 | 99 | 328 | 4 | 50 | 284 | 7 | 65 | 297 |
| Dumfries & Galloway | 18 | 157 | 433 | 14 | 116 | 494 | 12 | 103 | 448 |
| Scotland | 335 | 4,003 | 16,508 | 264 | 2,457 | 13,388 | 285 | 2,790 | 14,048 |

NB: the figures for the latest year are *provisional*. The final totals, which will appear in "Road Accidents Scotland", may differ from the figures given here, due to (e.g.) late returns and amendments. The figures for a smaller area could be revised by a few percent if, for example, data for several accidents in that area had not been added to the Scottish Executive road accident statistics database by the time that the statistics for this bulletin were extracted.

It must also be remembered that there can be quite large percentage year-to-year fluctuations in the figures for areas within Scotland, particularly for those with lower numbers. Therefore, the annual average for the latest five years may be a better guide to the "normal" level of the numbers than the figures for the latest single year.

Table 9 Casualties by police force area, council and severity

| Police force Council | 1994-98 average | | | 2005 (provisional) | | | 2001-2005 average (provisional) | | |
|--------------------------------|-----------------|------------------|----------------|--------------------|------------------|----------------|---------------------------------|------------------|----------------|
| | Killed | Killed & Serious | All Severities | Killed | Killed & Serious | All Severities | Killed | Killed & Serious | All Severities |
| Northern | 38 | 412 | 1,353 | 27 | 240 | 1,185 | 32 | 286 | 1,194 |
| Highland | 29 | 342 | 1,125 | 20 | 197 | 991 | 26 | 244 | 1,016 |
| Orkney Islands | 2 | 17 | 52 | - | 8 | 54 | 0 | 9 | 51 |
| Shetland Islands | 3 | 24 | 82 | 3 | 15 | 71 | 2 | 12 | 51 |
| Eilean Siar | 3 | 29 | 94 | 4 | 20 | 69 | 4 | 21 | 76 |
| Grampian | 50 | 395 | 1,971 | 53 | 308 | 1,577 | 49 | 320 | 1,530 |
| Aberdeen City | 9 | 112 | 716 | 7 | 78 | 519 | 6 | 76 | 477 |
| Aberdeenshire | 30 | 215 | 959 | 36 | 191 | 829 | 31 | 178 | 781 |
| Moray | 11 | 69 | 296 | 10 | 39 | 229 | 12 | 65 | 271 |
| Tayside | 36 | 508 | 1,772 | 29 | 304 | 1,305 | 36 | 356 | 1,487 |
| Dundee City | 5 | 124 | 515 | 7 | 65 | 325 | 4 | 76 | 417 |
| Angus | 9 | 149 | 508 | 7 | 85 | 420 | 10 | 103 | 428 |
| Perth & Kinross | 21 | 236 | 749 | 15 | 154 | 560 | 22 | 178 | 642 |
| Fife | 21 | 267 | 1,065 | 15 | 187 | 929 | 23 | 222 | 1,007 |
| Lothian & Borders | 61 | 635 | 4,453 | 36 | 520 | 3,610 | 39 | 492 | 3,793 |
| Edinburgh, City of | 18 | 290 | 2,392 | 6 | 190 | 1,714 | 11 | 204 | 1,873 |
| West Lothian | 14 | 122 | 763 | 9 | 91 | 658 | 8 | 80 | 673 |
| Midlothian | 4 | 55 | 354 | 2 | 57 | 310 | 3 | 45 | 316 |
| East Lothian | 7 | 55 | 316 | 3 | 51 | 286 | 6 | 47 | 305 |
| Scottish Borders | 18 | 115 | 627 | 16 | 131 | 642 | 12 | 116 | 626 |
| Central | 20 | 290 | 1,073 | 18 | 201 | 878 | 19 | 226 | 935 |
| Clackmannanshire | 2 | 42 | 137 | 1 | 25 | 118 | 3 | 32 | 122 |
| Stirling | 10 | 142 | 454 | 9 | 94 | 347 | 8 | 107 | 391 |
| Falkirk | 8 | 106 | 482 | 8 | 82 | 413 | 8 | 86 | 422 |
| Strathclyde | 131 | 2,117 | 10,006 | 91 | 977 | 7,622 | 104 | 1,273 | 8,284 |
| Glasgow, City of | 27 | 570 | 3,107 | 18 | 282 | 2,524 | 17 | 347 | 2,629 |
| Argyll & Bute | 13 | 175 | 556 | 9 | 86 | 462 | 13 | 117 | 454 |
| West Dunbartonshire | 7 | 85 | 404 | 9 | 42 | 295 | 5 | 48 | 311 |
| East Dunbartonshire | 2 | 67 | 354 | - | 24 | 250 | 2 | 37 | 272 |
| Inverclyde | 2 | 70 | 405 | 3 | 38 | 225 | 4 | 39 | 281 |
| Renfrewshire | 11 | 157 | 758 | 5 | 73 | 603 | 6 | 98 | 635 |
| East Renfrewshire | 6 | 58 | 272 | 2 | 17 | 164 | 3 | 33 | 193 |
| North Lanarkshire | 19 | 276 | 1,313 | 8 | 111 | 1,032 | 13 | 145 | 1,134 |
| South Lanarkshire | 20 | 264 | 1,327 | 17 | 113 | 940 | 15 | 162 | 1,097 |
| North Ayrshire | 6 | 133 | 540 | 10 | 79 | 408 | 7 | 82 | 444 |
| East Ayrshire | 12 | 140 | 500 | 5 | 54 | 327 | 11 | 85 | 406 |
| South Ayrshire | 6 | 120 | 469 | 5 | 58 | 392 | 9 | 81 | 428 |
| Dumfries & Galloway | 22 | 214 | 623 | 17 | 143 | 686 | 13 | 125 | 601 |
| Scotland | 378 | 4,838 | 22,316 | 286 | 2,880 | 17,792 | 315 | 3,300 | 18,831 |

NB: the figures for the latest year are *provisional*. The final totals, which will appear in "Road Accidents Scotland", may differ from the figures given here, due to (e.g.) late returns and amendments. The figures for a smaller area could be revised by a few percent if, for example, data for several accidents in that area had not been added to the Scottish Executive road accident statistics database by the time that the statistics for this bulletin were extracted.

It must also be remembered that there can be quite large percentage year-to-year fluctuations in the figures for areas within Scotland, particularly for those with lower numbers. Therefore, the annual average for the latest five years may be a better guide to the "normal" level of the numbers than the figures for the latest single year.

Scottish Executive Transport Statistics publications

Scottish Transport Statistics The Summary describes the trends for each mode of transport over the past ten years, compares some key statistics with the equivalent figures for Great Britain and provides some longer-term historical series. There are chapters on Road transport vehicles, Bus and coach travel, Road freight, Toll bridges, Road network, Road traffic, Injury road accidents, Rail services, Air transport, Water transport, Finance and Personal and cross-modal travel, and a section on International Comparisons. Each chapter contains tables on its topic, commentary and notes on the definitions and sources of the statistics. There is also an Index.

Latest edition: provides figures up to 2004, in general (in some cases, the latest available figures relate to a different period, such as the calendar year 2003, the financial year 2003-04 or the financial year 2004-05); published in August 2005

Published Annually Price: £ 10.00 ISBN 0 7559 4723 1

Household Transport: some Scottish Household Survey results provides information about the transport facilities available to private households, and about some travel by household members. Every edition includes statistics on: the availability of cars for private use; people's possession of driving licences and their frequency of driving; people's frequency of walking and cycling; travel to work and travel to school. In addition, each edition covers several other topics. An Annex lists all the survey's Transport-related topics (apart from the Travel Diary), showing in which years they were included, and in which bulletins they were analysed.

Latest edition: gives figures for 2004, and some trends since 1999 ; published December 2005.

Published Annually Price: £ 2.00 ISBN 0 7559 2848 2

Transport across Scotland: some Scottish Household Survey results for parts of Scotland provides information about the transport facilities available to private households, and about some travel by household members, for each Council area (for two-year periods because of the survey's design). Some results are also provided for Regional Transport Partnership areas. The topics covered include: the availability for private use of cars; driving licences; adults' frequency of driving, walking, cycling, and using buses and trains; views on the availability and convenience of public transport; how safe adults would feel travelling by bus and train in the evenings; the usual method of travel to work; whether people work from home; whether car commuters could use public transport; where people who drive to work park; and travel to school.

Latest edition: provides figures for 2003/2004, and some for 1999/2000 and 2001/2002; published January 2006

Published Biennially Price: £ 2.00 ISBN 0 7559 2887 3

Scottish Household Survey Travel Diary results provides information about the journeys made by adults living in private households. The topics covered include the means of transport used by different types of people, the purposes for which people travel, the distances that they go, the times of day at which trips start, the duration of journeys, the days of the week on which people travel, and car occupancy.

Latest edition: gives figures for 2004, and some trends since 1999; published March 2006.

Published Annually Price: £ 2.00 ISBN 0 7559 2992 6

Travel by Scottish residents: some National Travel Survey results provides information about trends in the average number of journeys and average distance travelled per person per year, and the average length of journey, by the main mode of travel and by the purpose of the journey. It also provides information about travel patterns by age-group, by sex, by socio-economic group, by working status, by household income quintile and by whether or not the household has a car.

Latest edition: provides figures up to the two year period 2002/2003; published in April 2005

Published Triennially Price: £ 2.00 ISBN 0 7559 3844 5

Bus and Coach Statistics provides information from the Department for Transport survey of bus and coach operators, and some related Scottish Household Survey (SHS) results. The DfT survey results include: the distances travelled by vehicles and the numbers of bus passenger journeys; fare indices; passenger receipts; public transport support and concessionary fare reimbursement; operating costs; vehicle stock and staffing. The SHS findings include: adults' frequency of use of local bus services; views on aspects of bus services; travel to work by bus; whether car/van commuters could use public transport; reasons for not using buses; adults' frequency of travelling by bus in the evenings and how safe they feel; adults' possession of a concessionary travel pass; and the proportion of adults' journeys made by bus. Some statistics are provided for areas within Scotland.

Latest edition: provides figures up to the 2004-05 financial year (bus and coach services) and SHS statistics for 2004, and some trends from 1999; published in February 2006

Published Annually Price: £ 2.00 ISBN 0 7559 2953 5

Road Accidents Scotland The Summary shows the main trends in the numbers of road accidents and casualties in the past ten years. The Commentary describes the longer-term trends in the numbers of road accidents and casualties, analyses the numbers of accidents, motorists and casualties in more detail, and compares the figures with other countries'. A section describes the casualty reduction targets for 2010. There are groups of tables on Accidents, Accident costs, Vehicles involved, Drivers and riders, Drivers breath tested, Drink-drive accidents and casualties, and Casualties. The Annexes include a calendar of events affecting road traffic and road safety, notes on the collection of road accident statistics, definitions of various terms, and other information.

Latest edition: provides figures up to 2004; published in January 2006

Published Annually Price: £ 10.00 ISBN 0 7559 4949 8

Key Road Accidents Statistics gives the number of accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2010. It also gives the number of accidents and casualties by Police Force and local authority.

Latest edition: provides figures up to 2005; published in June 2006

Published Annually Price: £ 2.00 ISBN 0 7559 6105 6

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Blackwell's Bookshop

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Transport Statistics publications may be found on the Scottish Executive Statistics Website:

www.scotland.gov.uk/transtat/latest gives access to the "on-line" editions of all publications
or www.scotland.gov.uk/transtat/sts for the "on-line" editions of *Scottish Transport Statistics*
or www.scotland.gov.uk/transtat/ras for the "on-line" editions of *Road Accidents Scotland*
www.scotland.gov.uk/transtat/sheets gives access to spreadsheet versions of the tables.

Enquiries for more information on Transport Statistics should be addressed to:

Transport Statistics branch

Scottish Executive

Victoria Quay

EDINBURGH EH6 6QQ

Tel: 0131 244 7256 FAX: 0131 244 0888

E-mail: transtat@scotland.gsi.gov.uk

THE SCOTTISH EXECUTIVE TRANSPORT STATISTICS WEB PAGES

These can be found at: www.scotland.gov.uk/transtat They provide:

- "on-line" versions of each Transport Statistics publication since Spring 1998 (which can also be reached via: www.scotland.gov.uk/transtat/latest)
 - *Scottish Transport Statistics* (also via: www.scotland.gov.uk/transtat/sts)
 - bulletins of Transport-related results from the Scottish Household Survey;
 - *Road Accidents Scotland* (also via: www.scotland.gov.uk/transtat/ras)
 - *Bus and Coach Statistics* and other statistical bulletins.
- Excel spreadsheet versions of the tables in the latest editions, and some of the previous editions, of these publications (also via: www.scotland.gov.uk/transtat/sheets)
- updated versions of some of the 'key' tables in *Scottish Transport Statistics* (also via www.scotland.gov.uk/transtat/stsupdate)
- extra road accident statistics tables (also via: www.scotland.gov.uk/transtat/extras)
- other information, including:
 - the specification of the "Stats 19" road accident statistics returns (including details of the changes to be made with effect from the "January 2005" returns); and
 - arrangements for consulting users and providers, including:
 - Transport & Travel Statistics Advisory Committee (also via: .../transtat/ttsac)
 - Liaison Group on Road Accident Statistics (also via: .../transtat/lgras)
- links to other relevant Web sites.

Updated versions of some of the 'key' tables and charts in *Scottish Transport Statistics* will be prepared in the following instances:

- (a) when a further year's figures become available for "key" topics which are "a year behind" the rest (e.g. topics for which the Summary shows "not available" for the latest year, like the "bus" and "waterborne freight" statistics in the "2004" edition); and
- (b) to correct any errors that are found in published tables.

Please note that:

- the updated tables will be made available in spreadsheets which will appear *separately* from those which give the figures in the tables that were originally published;
- the electronic version of the publication will *not* be updated - it will remain as published.

There are twelve **extra road accident statistics tables**, each covering the years from 1981 to 2004. The kinds of topics for which they provide numbers include:

- killed and seriously injured casualties by mode of transport;
- child casualties by age and sex;
- accidents by police force area and severity; and
- casualties by Council area and severity.

In order to receive e-mails notifying you of the "release" of updated versions of *Scottish Transport Statistics* tables, extra road accident statistics tables, new Scottish Executive (SE) Transport Statistics publications and any consultations on SE Transport statistics, you can ***join the ScotStat "Transport" e-mail list***. To do this, ***register as a user of SE Transport statistics*** by going to: www.scotland.gov.uk/scotstat and clicking on 'access the SCOTSTAT register'. You can then enter your details in the register. Please specify the *overall* "Transport" theme as a subject area of interest to you. You will then receive all e-mails sent to the list(s) for the subject area(s) in which you have registered an interest.

SCOTTISH EXECUTIVE STATISTICAL SERVICES

OUR AIM

The aim of the Statistical Service is to provide relevant and reliable information, analysis and advice that meet the needs of government, business and the people of Scotland.

OBJECTIVES

1. **To produce statistics and analysis relevant to user needs by**
 - Developing the range of statistics and analysis we produce;
 - Where practicable improving timeliness;
 - Providing more statistics disaggregated by age, gender and ethnicity;
 - Developing more data for small areas through the Neighbourhood Statistics project;
 - Contributing to production of comparable statistics across the UK and internationally.

2. **To ensure effective use of our statistics by**
 - Contributing more directly to policy processes inside and where possible outside government;
 - Improving access to and presentation of data and analysis;
 - Improving the advice provided on statistics.

3. **To work effectively with users and providers by**
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 - Involving users and providers in planning developments in outputs and processes

4. **To develop the quality of statistics by**
 - Assuring and improving quality as an integral part of data collection and analysis and through regular reviews in line with National Statistics quality strategy;
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5. **To assure the integrity of statistics by**
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 - Safeguarding the confidentiality of data subjects.

6. **To ensure the efficient and effective delivery of statistics products and services by**
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 - Making best use of Information and Communications Technology;
 - Working with other analysts;
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Correspondence and enquiries

Enquiries on Transport Statistics should be addressed to:

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Scottish Executive
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Edinburgh EH6 6QQ
Telephone (0131) 244 7256; Fax: (0131) 244 0888
e-mail: transtat@scotland.gsi.gov.uk

General enquiries on Scottish Executive statistics can be addressed to:

Ryan Stewart
Office of the Chief Statistician
Scottish Executive
3 Floor West Rear, St Andrews House
EDINBURGH EH1 3DG
Telephone: (0131) 244 0442; Fax: (0131) 244 0335
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For **general enquiries about National Statistics** in the United Kingdom Government contact the National Statistics Public Enquiry Service on

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Email: info@statistics.gov.uk

Fax: 01633 652747

Letters: room DG/18, 1 Drummond Gate,
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You can also find National Statistics on the internet - go to **www.statistics.gov.uk**

If you would like to be consulted about new or existing statistical collections or to receive notification of forthcoming statistical publications, please register your statistical interest on the Scottish Executive ScotStat web site at **www.scotland.gov.uk/scotstat**

Current staff names, e-mail addresses and the publications listed below as well as a range of other statistical publications can be found on the Scottish Executive Web site at **www.scotland.gov.uk/stats**

Further information on the General Register Office for Scotland is available on the website **www.gro-scotland.gov.uk**

Most recent Transport Statistics Statistical Publications relating to the Transport and Travel theme are available at www.scotland.gov.uk/transtat/latest

| Ref no. | Title | Last published | Price |
|----------------|---|----------------|---------|
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| Trn / 2006 / 1 | Transport across Scotland: some SHS results for parts of Scotland | January 2006 | £ 2.00 |
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If you are not satisfied with our service, please write to the Chief Statistician, Mr Rob Wishart, 4 Floor East Rear, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail rob.wishart@scotland.gsi.gov.uk. We also welcome any comments or suggestions that would help us to improve our standards of service.

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