

# Statistical Bulletin

## Transport Series

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### Key 2007 Road Accident Statistics

This bulletin presents *provisional* statistics of injury road accidents (i.e. road accidents in which one or more people were killed or injured) in Scotland in 2007. Final figures will be published in autumn 2008.

#### 1. Main Points

- 1.1 There were a total of **16,063** road casualties reported in 2007, (1,200 or 7% fewer than 2006), the lowest since 1950. Of which there were:
  - **282** fatalities – 32 (or 10%) fewer than 2006
  - **2,316** seriously injured – 310 (or 12%) fewer than 2006
  - **13,465** slightly injured – 858 (or 6%) fewer than 2006 [Table 2]
- 1.2 In 2007 there were **1,809** child casualties reported, 212 (10%) fewer than in 2006. This included **9** fatalities: 16 less deaths than in 2006, and the lowest since records began. [Table 4]
- 1.3 In 2007 there were **9,953** car users injured in road accidents, 160 of whom died. There were **2,682** pedestrian casualties (including 61 killed), **1,039** motorcyclist casualties (40 of whom died), **706** pedal cyclist casualties and **616** bus and coach user casualties in 2007. [Table 3]
- 1.4 There were **9,196** male casualties in 2007 (incl. 208 fatalities), compared to **6,840** females (incl. 74 fatalities). 21% (**3,362**) of all casualties were aged 16 –22, of which 2,008 were male (13% of all casualties) and 1,352 were female (8% of all casualties). [Tables 10 & 11]
- 1.5 There are 3 national targets for casualty reductions by 2010 – a larger reduction in casualties has been achieved in each case:
  - **2,598** people were killed or seriously injured in 2007, **46%** below the 1994-98 baseline average level (target of 40%) [Table 2]
  - **271** children were killed or seriously injured in 2007: **68%** below the 1994-98 average (target of 50%). [Tables 4 & 6]
  - A slight casualty rate of **32.64** casualties per 100 million vehicle kilometres in 2006 (the latest available traffic volume estimate): **30%** below the 1994-98 average (target of 10%). [Table 7]

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## 2. Background

2.1 This bulletin presents *provisional statistics of injury road accidents (i.e. road accidents in which one or more people were killed or injured) in Scotland in 2007*. These figures were extracted from the Scottish Government's road accidents statistical database on 11 May 2007. The final totals for 2007, which will appear in "*Road Accidents Scotland 2007*", may differ slightly due to (e.g.) late returns and amendments. For similar reasons, the figures given here for 2006 and earlier years may differ slightly from those published previously.

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

2.3 The **casualty reduction targets** for 2010 are described in section 10.4. Progress towards them is covered in section 8, tables 5 to 7 and the charts on page 11. The figures for 2007 are compared with the annual averages for 1994-98 as this is the baseline period used for the targets. In the charts on page 11, the thick solid lines show the figures recorded so far, the horizontal dashed lines show the baseline averages, and the dotted downward line indicates how the figures would have to fall in order to reach the targets for 2010 by means of a constant annual percentage reduction.

2.4 "*Key 2007 Road Accident Statistics*" is one of a series of Transport Statistics publications, most of which focus on particular aspects of transport and cover them in depth. A comprehensive statistical picture of transport activity is given in the compendium "*Scottish Transport Statistics*" volume, the "*Main Transport Trends*" bulletin and the "*Key Transport Statistics*" card. "*Key 2007 Road Accident Statistics*" is followed in the Autumn by "*Road Accidents Scotland*", a volume which includes extensive analyses of the numbers of accidents, vehicles and casualties.

### 3. Reported numbers of Accidents (Table 1)

3.1 Table 1 shows the downward trend of injury road **accidents** recorded by the police since 1989. In 2007, there were 12,354 accidents in which someone was killed or injured, 6% fewer than in 2006. There were 256 fatal accidents in 2007 37(13%) fewer than in 2006 and the lowest number since records of fatal accidents began in 1970. In 2007, there were 1,981 serious injury accidents - a drop of 267 (12%) on 2006 - and 10,117 slight injury accidents reported in 2007 - 4% fewer than 2006 - again the lowest since current records began.

**Table 1: Injury Road Accidents by Severity, 1970 – 2007**

	Fatal	Serious	Fatal and Serious	Slight	All Severities
1970	758	7,860	8,618	13,515	22,133
1975	699	6,912	7,611	13,041	20,652
1980	644	7,218	7,862	13,926	21,788
1985	550	6,507	7,057	13,587	20,644
1990	491	5,237	5,728	14,443	20,171
1995	361	4,071	4,432	12,102	16,534
1996	316	3,315	3,631	12,442	16,073
1997	340	3,312	3,652	12,994	16,646
1998	339	3,318	3,657	12,862	16,519
1999	285	3,209	3,494	11,921	15,415
2000	297	3,007	3,304	11,825	15,129
2001	309	2,840	3,149	11,573	14,722
2002	274	2,684	2,958	11,385	14,343
2003	301	2,496	2,797	11,120	13,917
2004	283	2,331	2,614	11,304	13,918
2005	264	2,250	2,514	10,922	13,436
2006	293	2,248	2,541	10,564	13,105
2007 <i>prov.</i>	256	1,981	2,237	10,117	12,354

### 4. Reported numbers of Casualties by Severity (Table 2)

4.1 In 2007, 282 people were **killed** in road accidents in Scotland, 32 (10%) fewer than 2006 and the lowest since current records began more than 50 years ago. Since 1978, there has been a clear, steady long-term downward trend. More recent years' figures appear to have been fluctuating around a less pronounced downward trend.

4.2 In 2007 there were 2,316 **seriously injured** in road accidents: 310 (12%) fewer than in 2006, the lowest since records started in 1950. Since the early 1980s, the long-term trend has generally been downward, and a steady reduction since 1998.

4.3 There were 13,465 people reported as **slightly injured** in 2007 which was 858 (6%) fewer than in 2006. This is the lowest number recorded since 1953. Between 1970 and the late 1990s, the figures fluctuated between 17,000 and 21,000. However, the reductions in figures every year since 1997 suggest a clear downward trend.

**Table 2: Casualties by Severity, 1950 – 2007**

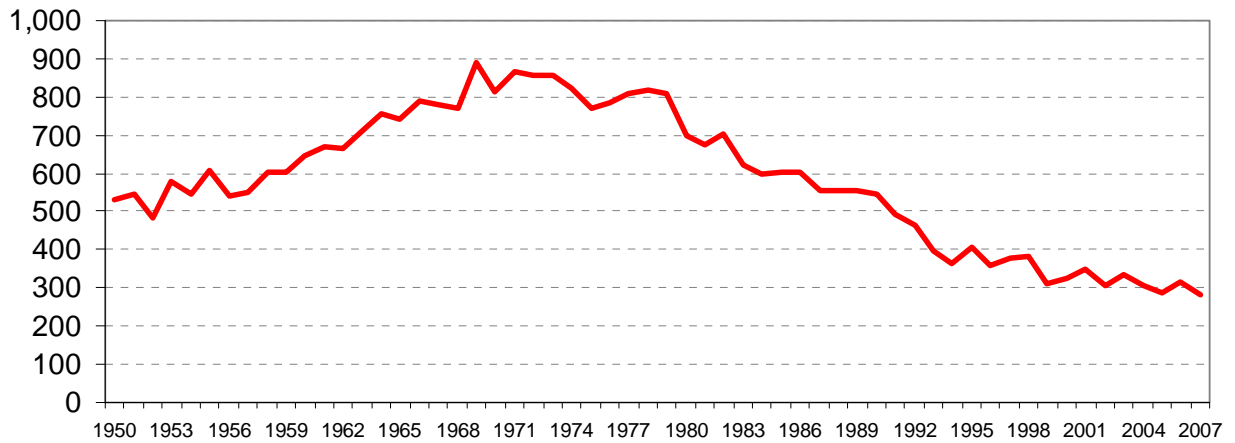
	<b>Killed</b>	<b>Serious injury</b>	<b>Killed and Serious</b>	<b>Slight injury</b>	<b>All Severities</b>
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,561	22,414
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,072	4,457	18,010	22,467
1999	310	3,765	4,075	16,927	21,002
2000	326	3,568	3,894	16,621	20,515
2001	348	3,410	3,758	16,150	19,908
2002	304	3,229	3,533	15,742	19,275
2003	336	2,958	3,294	15,461	18,755
2004	308	2,766	3,074	15,427	18,501
2005	286	2,663	2,949	14,931	17,880
2006	314	2,626	2,940	14,323	17,263
2007 prov.	282	2,316	2,598	13,465	16,063
<i>1994 - 1998 average</i>	<i>378</i>	<i>4,460</i>	<i>4,838</i>	<i>17,478</i>	<i>22,316</i>
<i>2007 percentage change:</i>					
<i>on 2006</i>	<i>-10%</i>	<i>-12%</i>	<i>-12%</i>	<i>-6%</i>	<i>-7%</i>
<i>on 94-98 average</i>	<i>-25%</i>	<i>-48%</i>	<i>-46%</i>	<i>-23%</i>	<i>-28%</i>

1. Figures for 2006 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

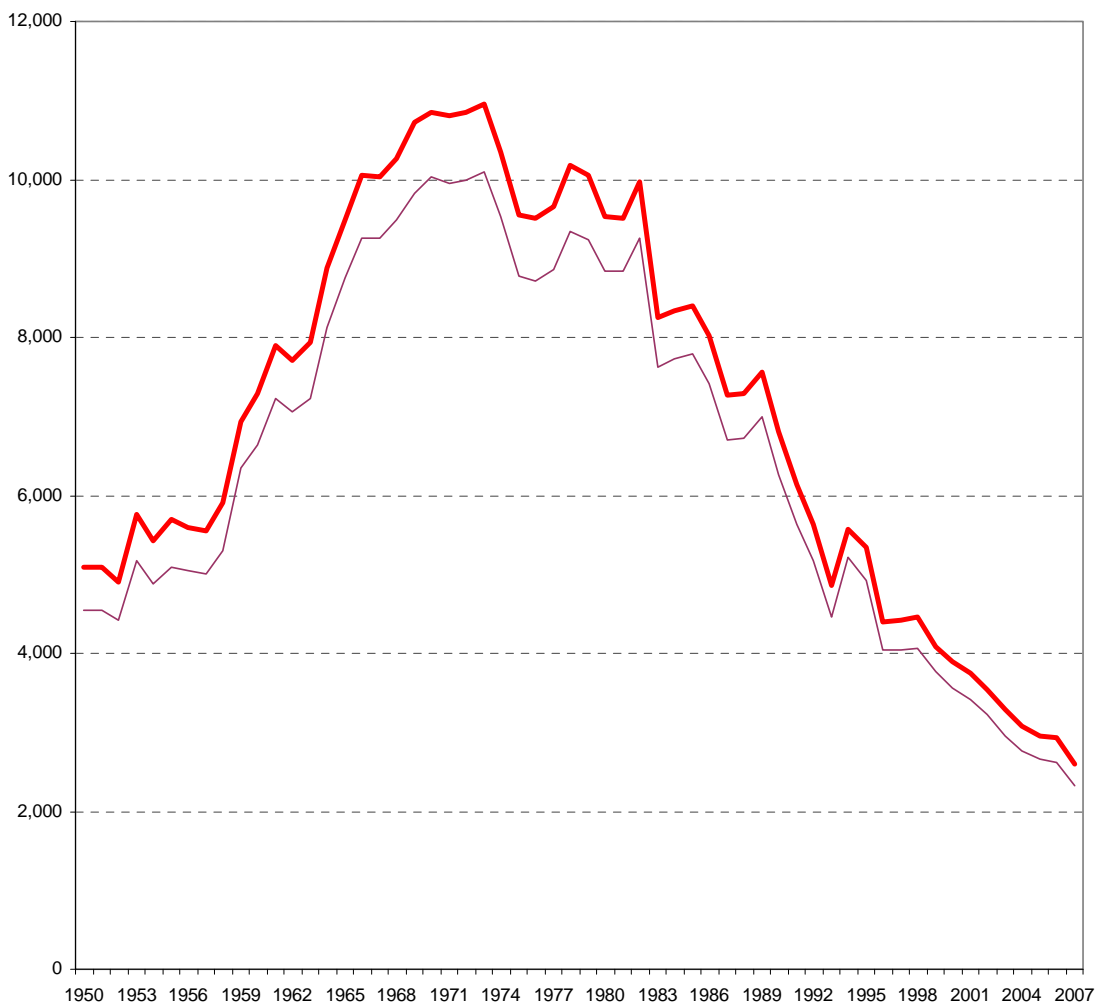
2. Although records of the numbers of casualties began in 1950, the number of injury road accidents weren't collected until 1970.

4.4 There were a total of 16,063 casualties (of all severities) reported in 2007: 1,200 (7%) lower than in 2006 and the lowest since 1950. Between around 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction every year, with numbers dropping below 20,000 in 2000 - the first for almost 50 years.

**Figure 1: Killed from 1950 to 2007**

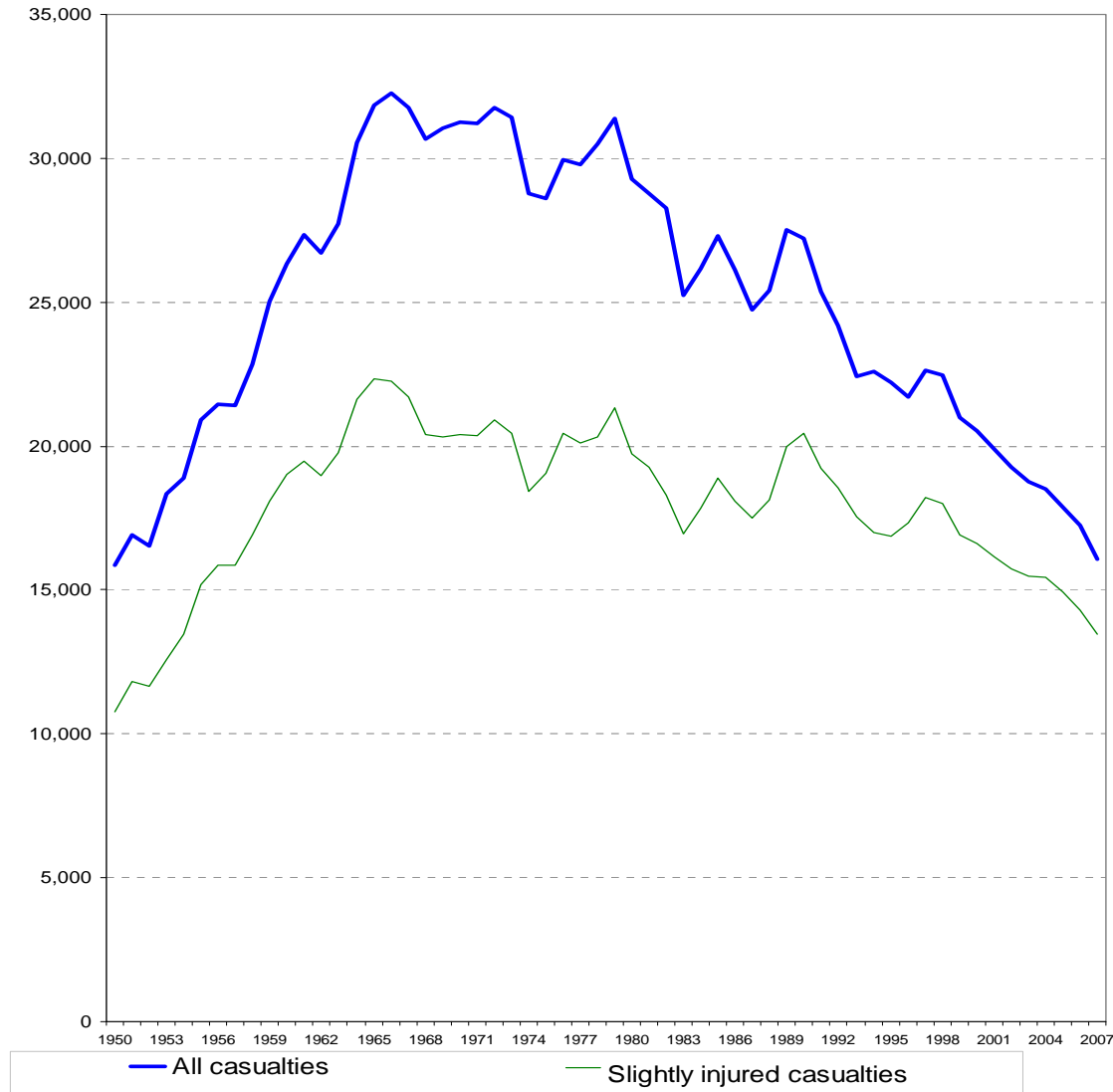


**Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2007**



— Killed & Seriously injured casualties — Seriously injured casualties

**Figure 3: All casualties and Slightly injured casualties, 1950 - 2007**



## 5. Casualties by Type of Road (Table 3)

5.1 In 2007, **non built-up roads** (defined in section 10.3) accounted for around two-fifths of the total number of reported casualties (42%: 6,688 out of 16,063). However, they accounted for almost three quarters of those killed (74%: 210 out of 282) and over half of the total number of killed and seriously injured combined (51%: 1,334 out of 2,598): likely due to the higher average speed.

5.2 Compared with the 1994-98 average, there's been a greater reduction in casualties on **built-up roads** (30%) than non built-up roads (24%). There was a similar distinction with the reduction in fatalities (37% on built-up roads compared with 20% on non built-up) and those killed or seriously injured combined (falls of 49% and 44%).

**Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2005-2007 & 94-98 average**

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Killed & Serious	All	Killed	Killed & Serious	All	Killed	Killed & Serious	All
<b>Pedestrian</b>									
1994-98 average	72	1,256	4,165	32	120	219	104	1,376	4,385
2005	45	678	2,918	21	63	131	66	741	3,049
2006	44	679	2,716	17	67	134	61	746	2,850
2007 <i>prov.</i>	45	590	2,567	16	50	115	61	640	2,682
% change on 2006	*	-13%	-5%	*	-25%	-14%	0%	-14%	-6%
on 94-98 average	-38%	-53%	-38%	*	-58%	-48%	-41%	-53%	-39%
<b>Pedal cycle</b>									
1994-98 average	4	196	1,130	6	53	153	11	249	1,283
2005	8	107	696	8	25	85	16	132	781
2006	7	113	695	3	28	86	10	141	781
2007 <i>prov.</i>	4	125	627	0	24	79	4	149	706
% change on 2006	*	11%	-10%	*	*	-8%	*	6%	-10%
on 94-98 average	*	-36%	-45%	*	-55%	-48%	*	-40%	-45%
<b>Motor cycle</b>									
1994-98 average	5	148	509	26	207	426	31	355	935
2005	3	157	575	31	246	506	34	403	1,081
2006	12	175	573	46	233	495	58	408	1,068
2007 <i>prov.</i>	3	153	572	37	251	467	40	404	1,039
% change on 2006	*	-13%	0%	*	8%	-6%	-31%	-1%	-3%
on 94-98 average	*	3%	12%	*	21%	10%	*	14%	11%
<b>Car</b>									
1994-98 average	28	718	6,236	181	1,783	7,125	209	2,501	13,360
2005	20	355	4,858	133	1,103	6,129	153	1,458	10,987
2006	18	362	4,846	157	1,068	5,856	175	1,430	10,702
2007 <i>prov.</i>	17	326	4,586	143	911	5,367	160	1,237	9,953
% change on 2006	*	-10%	-5%	-9%	-15%	-8%	-9%	-13%	-7%
on 94-98 average	*	-55%	-26%	-21%	-49%	-25%	-23%	-51%	-26%
<b>Bus/Coach</b>									
1994-98 average	2	75	835	1	21	174	3	96	1,009
2005	0	55	782	0	8	74	0	63	856
2006	0	50	698	0	7	65	0	57	763
2007 <i>prov.</i>	0	33	553	0	0	63	0	33	616
% change on 2006	*	*	-21%	*	*	-3%	*	-42%	-19%
on 94-98 average	*	-56%	-34%	*	*	-64%	*	-66%	-39%
<b>Other modes of transport</b>									
1994-98 average	3	81	607	17	179	737	20	260	1,344
2005	3	52	526	14	100	600	17	152	1,126
2006	3	42	471	7	116	628	10	158	1,099
2007 <i>prov.</i>	3	37	470	14	98	597	17	135	1,067
% change on 2006	*	*	0%	*	-16%	-5%	*	-15%	-3%
on 94-98 average	*	-54%	-23%	*	-45%	-19%	*	-48%	-21%
<b>All casualties</b>									
1994-98 average	115	2,474	13,481	263	2,364	8,834	378	4,838	22,316
2005	79	1,404	10,355	207	1,545	7,525	286	2,949	17,880
2006	84	1,421	9,999	230	1,519	7,264	314	2,940	17,263
2007 <i>prov.</i>	72	1,264	9,375	210	1,334	6,688	282	2,598	16,063
% change on 2006	-14%	-11%	-6%	-9%	-12%	-8%	-10%	-12%	-7%
on 94-98 average	-37%	-49%	-30%	-20%	-44%	-24%	-25%	-46%	-28%

1 Figures for 2006 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

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



## 6. Casualties by Mode of Transport (Table 3)

6.1 In 2007 there were 9,953 **car users** injured in road accidents, representing just over three-fifths of all casualties (62%: 9,953 out of 16,063) and a 7% fall on 2006. Of these, a total of 1,237 were either killed or seriously injured (a 13% fall on 2006), with 160 fatalities (a 9% drop on 2006). Non built-up roads accounted for over half of all car user casualties (54%: 5,367 out of 9,953) but a much higher percentage of car user fatalities (89%: 143 out of 160) or those killed or seriously injured (74%: 911 out of 1,237). Again likely due to higher average speeds on these types of roads.

6.2 There were 2,682 **pedestrian** casualties recorded in 2007: a sixth of all casualties (17%: 2,682 out of 16,063). Of these, 640 were killed or seriously injured (61 fatalities). Perhaps because of the greater vulnerability of pedestrians, 24% of pedestrian casualties were killed or seriously injured (640 out of 2,682) compared with 12% of all car users (1,237 out of 9,953). 96% of pedestrian casualties occurred on **built-up** roads (2,567 out of 2,682). 43% of pedestrian casualties on **non built-up** roads were seriously injured or killed (50 out of 115) compared with 23% on built-up roads (590 out of 2,567).

6.3 Together, **all other modes of transport** accounted for a fifth (21%) of casualties in 2007 (3,428 out of 16,063) and for a roughly similar proportion of the total number of killed and seriously injured (28%: 721 out of 2,598). In 2007, 1,039 **motor cycle** casualties were reported (3% fewer than 2006), of whom 404 (39%) suffered fatal or serious injuries (40 died). There were 706 **pedal cyclist** casualties recorded in 2007, 10% fewer than in 2006. 149 (21%) of them were killed or seriously injured (4 died). A total of 616 **bus and coach** users were reported injured, of whom 33 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 19% in 2007.

## 7. Child Casualties (Table 4)

7.1 There were 1,809 child casualties reported in 2007 representing around a ninth of the all casualties (11%: 1,809 out of 16,063). Of the child casualties, 271 were killed or seriously injured, of whom 9 died. This was 16 less deaths than in 2006, and the lowest figure since current records began; the total number of child casualties fell by 212 (10%).

7.2 There were 873 child **pedestrian** casualties recorded in 2007. They accounted for 33% of all pedestrian casualties of all ages (873 out of 2,682). Of the child pedestrian casualties, 179 were killed or seriously injured (4 died). The number killed was 5 less than in 2006 and the total number of killed and seriously injured was 68 less than in 2006.

7.3 In 2007, there were 632 child casualties in **cars**, 6% of all car user casualties (632 out of 9,953). Of the child casualties in cars, 55 were killed or seriously injured (4 died): 6 less than in 2006. In 2007, there were 174 child **pedal cycle** casualties (25% of the total of 706 pedal cycle casualties of all ages), 75 child **bus and coach** user casualties (12% of the total of 616 of all ages) and 55 other child casualties. The child pedal cycle casualties included 29 who were killed or seriously injured (1 died).

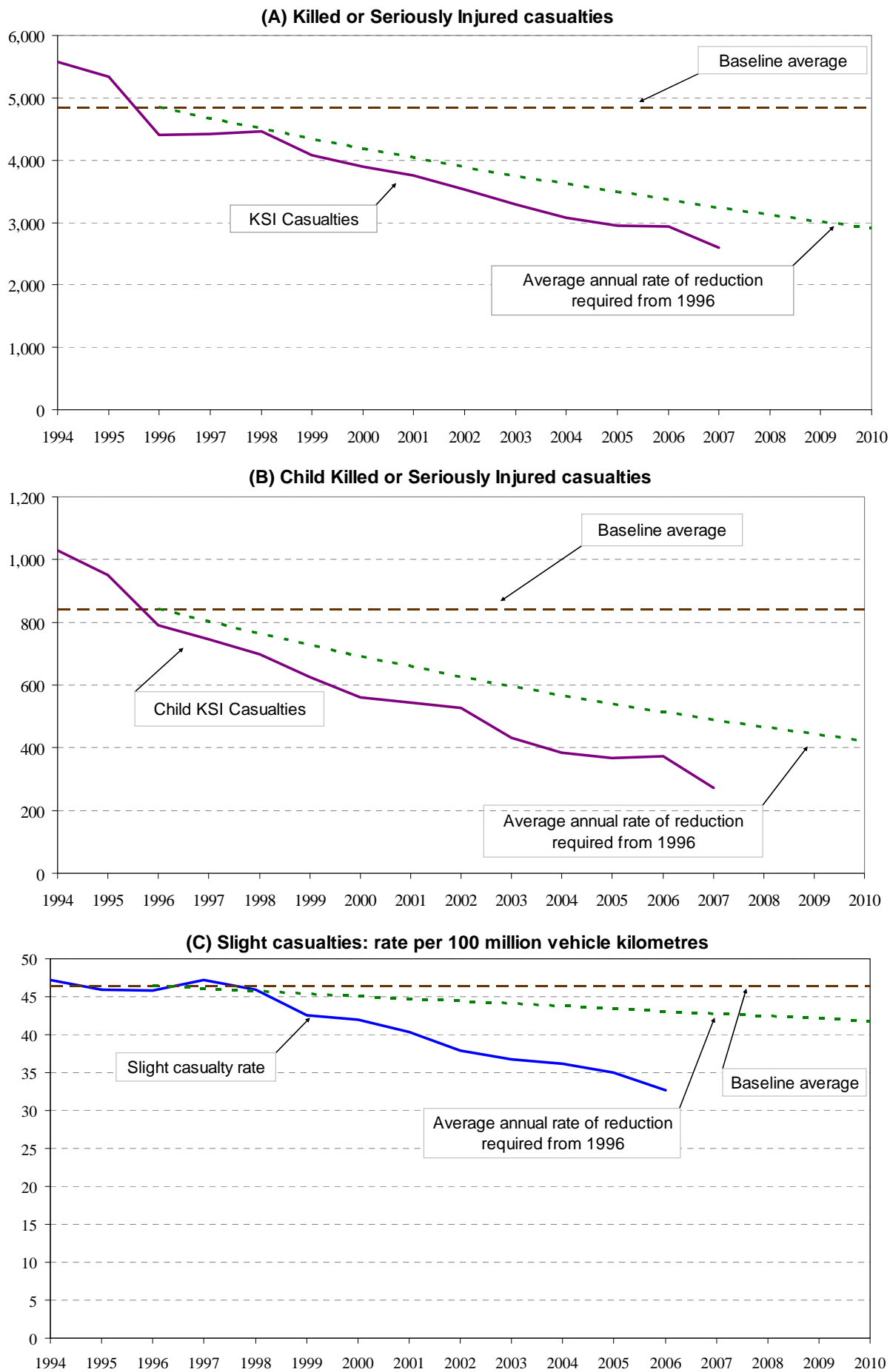
**Table 4: Child casualties by built-up and non built-up roads, mode of transport and severity, 2005-2007 & 94-98 average**

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Killed & Serious	All	Killed	Killed & Serious	All	Killed	Killed & Serious	All
<b>Pedestrian</b>									
1994-98 average	11	532	1,886	5	31	52	17	562	1,938
2005	2	235	1,079	3	9	19	5	244	1,098
2006	7	235	966	2	12	26	9	247	992
2007 <i>prov.</i>	3	173	861	1	6	12	4	179	873
% change on 2006	*	-26%	-11%	*	*	*	*	-28%	-12%
on 94-98 average	*	-67%	-54%	*	*	-77%	*	-68%	-55%
<b>Pedal cycle</b>									
1994-98 average	2	86	497	1	14	40	3	100	537
2005	2	27	211	2	3	8	4	30	219
2006	5	38	198	0	2	11	5	40	209
2007 <i>prov.</i>	1	27	167	0	2	7	1	29	174
% change on 2006	*	*	-16%	*	*	*	*	*	-17%
on 94-98 average	*	-69%	-66%	*	*	*	*	-71%	-68%
<b>Car</b>									
1994-98 average	2	50	541	7	94	553	8	145	1,094
2005	1	15	300	0	54	384	1	69	684
2006	0	18	326	10	52	331	10	70	657
2007 <i>prov.</i>	2	16	307	2	39	325	4	55	632
% change on 2006	*	*	-6%	*	-25%	-2%	*	-21%	-4%
on 94-98 average	*	-68%	-43%	*	-59%	-41%	*	-62%	-42%
<b>Bus/Coach</b>									
1994-98 average	1	9	137	0	3	44	1	11	181
2005	0	6	89	0	0	11	0	6	100
2006	0	3	79	0	1	23	0	4	102
2007 <i>prov.</i>	0	1	57	0	0	18	0	1	75
% change on 2006	*	*	-28%	*	*	*	*	*	-26%
on 94-98 average	*	*	-58%	*	*	*	*	*	-59%
<b>Other</b>									
1994-98 average	0	12	49	1	12	53	1	24	102
2005	0	14	46	1	5	25	1	19	71
2006	1	9	36	0	3	25	1	12	61
2007 <i>prov.</i>	0	5	39	0	2	16	0	7	55
% change on 2006	*	*	*	*	*	*	*	*	-10%
on 94-98 average	*	*	*	*	*	-70%	*	*	-46%
<b>All child casualties</b>									
1994-98 average	16	689	3,109	14	153	742	30	842	3,852
2005	5	297	1,725	6	71	447	11	368	2,172
2006	13	303	1,605	12	70	416	25	373	2,021
2007 <i>prov.</i>	6	222	1,431	3	49	378	9	271	1,809
% change on 2006	*	-27%	-11%	*	-30%	-9%	*	-27%	-10%
on 94-98 average	*	-68%	-54%	*	-68%	-49%	*	-68%	-53%

1 Figures for 2006 and earlier years may differ slightly to those previously published due to late returns, or corrections to earlier returns.

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

**Figure 4: Progress towards the 2010 casualty reduction targets**



## 8. Progress towards the casualty reduction targets for 2010 (Tables 5-7)

### Target: 40% reduction in those killed or seriously injured by 2010

8.1 There were 2,598 people killed or seriously injured in 2007, 46% below the 1994-98 baseline average level: a larger reduction than target above. Section 10.5 shows the relevant "indicative line" figure for 2007 (the reduction so far needed to achieve the 2010 target by means of a constant annual percentage reduction) is 33.1% below the 1994-98 baseline average. *Table 5* shows that the percentage fall from the 1994-98 average number of killed or seriously injured (KSI) casualties is more than this for all modes of transport except motorcycles. Indeed in several cases, the falls are greater than 50%.

**Table 5: Killed and seriously injured casualties by mode of transport, 1994 – 2007**

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/coach	Goods <sup>1</sup>	Other <sup>2</sup>	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	997	176	475	1,978	80	121	67	3,894
2001	918	171	454	1,952	62	129	72	3,758
2002	893	152	456	1,782	59	141	50	3,533
2003	775	139	417	1,700	70	129	64	3,294
2004	750	128	395	1,581	66	95	59	3,074
2005	741	132	403	1,458	63	98	54	2,949
2006	746	141	408	1,430	57	99	59	2,940
2007 prov.	640	149	404	1,237	33	101	34	2,598
2003-07 average	730	138	405	1,481	58	104	54	2,971
<i>Numbers in 2010 implied by target</i>	826	149	213	1,501	58	103	53	2,903
<u>2007 % change: on 2006</u>	-14%	6%	-1%	-13%	-42%	2%	-42%	-12%
<u>on 94-98 ave</u>	-53%	-40%	14%	-51%	-66%	-41%	-62%	-46%

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

8.2 Around half of the 2,598 KSI casualties reported in 2007 were **car users**. The 2007 figure of car KSI casualties (1,237) was 51% below the 1994-98 average, and therefore exceeded the 2010 target. There were 640 **pedestrian** KSI casualties reported in 2007, 53% fewer than the 1994-98 average: again exceeding the reduction set out in the target. However, the number of **motorcycle** KSI casualties recorded in 2007 was 404, an increase of 14% from the 1994-98 average: this was the only category of road user for which the figure in 2007 was above the indicative line. The reported numbers of KSI casualties were smaller for each of the remaining categories of road user (**pedal cyclists**: 149; **goods vehicle** users: 101; **bus/coach** users: 33; and others: 34).

## **Target: 50% reduction in children killed or seriously injured by 2010**

8.3 There were 271 children killed or seriously injured in 2007, 68% below the 1994-98 average and a larger reduction than the 2010 target above. *Table 6* shows that, in 2007, the figures for child pedestrians, pedal cyclists and car users were all below (and therefore better than) the target for 2010. The figures for the other modes of transport are very small.

8.4 About two-thirds of the 271 child killed or seriously injured (KSI) casualties recorded in 2007 were **pedestrians**. The number of child pedestrian KSI casualties reported in 2007 was 179, 68% below the 1994-98 average, a larger reduction than the 2010 target of 50%. There were 55 child **car** KSI casualties recorded in 2007, a fall of 62% from the 1994-98 average, again exceeding the reduction set out in the target. The number of child **pedal** cycle KSI casualties reported in 2007 was 71% below the 1994-98 average, also better than the target. As there are few child KSI casualties for other modes of transport, small fluctuations in their numbers can cause apparently large percentage changes which are therefore not shown in *Table 6*.

**Table 6: Child killed and seriously injured casualties by mode of transport, 1994 - 2007**

	Pedestrian	Pedal Cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	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	273	48	5	93	5	2	6	432
2004	247	40	10	77	3	3	4	384
2005	244	30	11	69	6	2	6	368
2006	247	40	10	70	4	1	1	373
2007 <i>prov.</i>	179	29	4	55	1	1	2	271
2003-07 average	238	37	8	73	4	2	4	366
<i>Numbers in 2010</i>	281	50	3	72	6	4	5	421
<u>2007 %</u>	-28%	*	*	-21%	*	*	*	-27%
on 94-98 ave	-68%	-71%	*	-62%	*	*	*	-68%

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

## **Target: 10% reduction in slight casualties by 2010 (per 100 million vehicle kilometres)**

8.5 *Table 7* shows that the 2006 slight casualty rate was 32.64 casualties per 100 million vehicle kilometres (As 2006 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole). This was 30% below the 1994-98 baseline average and exceeds the 2010 target.

8.6 Around two-thirds of slight casualties reported in 2007 were **car users**. The total number of car user slight casualties recorded in 2007 was 8,716, 20% below the 1994-98 average. There were 2,042 **pedestrian** slight casualties reported, 32% less than the 1994-98 average. **Bus and coach** user slight casualties totalled 583 in 2007, 36% fewer than the 1994-98 average, the recorded number of **pedal cyclist** slight casualties (557) was 46% below the baseline average, and reported **goods vehicle** user slight casualties (498) were 15% fewer than the baseline average. However, recorded **motorcyclist** slight casualties (635 in 2007) were 10% above the 1994-98 average.

**Table 7: Slight casualties by mode of transport, 1994 - 2007**

	Pedestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods <sup>1</sup>	Other <sup>2</sup>	All road users	Traffic <i>mill veh-km</i>	Slight Casualty rate  per 100 mill veh- km
1994-98 ave	3,009	1,034	580	10,859	912	583	501	17,478	37,653	46.42
1994	3,083	1,068	577	10,123	1,084	669	398	17,002	36,000	
1995	3,048	1,031	576	10,321	802	579	498	16,855	36,737	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,581	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,168	45.98
1999	2,620	828	594	10,901	841	609	534	16,927	39,770	42.56
2000	2,606	708	655	10,674	854	542	582	16,621	39,561	42.01
2001	2,487	745	724	10,339	761	595	499	16,150	40,065	40.31
2002	2,423	676	711	10,050	801	621	460	15,742	41,535	37.92
2003	2,215	663	697	10,053	822	537	474	15,461	42,038	36.78
2004	2,327	648	599	10,024	849	561	419	15,427	42,705	36.11
2005	2,308	649	678	9,529	793	495	479	14,931	42,718	34.95
2006	2,104	640	660	9,272	706	484	457	14,323	43,880	32.64
2007 prov.	2,042	557	635	8,716	583	498	434	13,465	..	..
2003-07 average	2,199	631	654	9,519	751	515	453	14,721	..	..
<i>Rate in 2010 implied by target 2007 %</i>										41.78
change: on 2006	-3%	-13%	-4%	-6%	-17%	3%	-5%	-6%	..	..
on 94-98 ave	-32%	-46%	10%	-20%	-36%	-15%	-13%	-23%	..	..

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport.

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

9.1 *Tables 8 and 9* show the reported numbers of accidents and casualties in each Police Force area and each Local Authority area. These are *provisional* figures, which are subject to a higher degree of revision from late returns and amendments. In addition, there can be quite large percentage year-to-year fluctuations in the figures for areas (as roads are often the boundary between areas/forces) 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 year.

**Table 8: Accidents by police force area, council and severity, 94-98, 03-07 averages and 2007**

Police force Council	1994-98 average			2007 (provisional)			2003-2007 average (provisional)		
	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All
<b>Northern</b>	<b>34</b>	<b>300</b>	<b>877</b>	<b>34</b>	<b>169</b>	<b>738</b>	<b>29</b>	<b>191</b>	<b>774</b>
Highland	25	246	720	30	149	626	24	162	652
Orkney Islands	2	14	38	-	2	27	1	7	35
Shetland Islands	3	18	56	4	8	41	2	8	40
Eilean Siar	3	21	63	-	10	44	2	13	47
<b>Grampian</b>	<b>44</b>	<b>324</b>	<b>1,493</b>	<b>35</b>	<b>207</b>	<b>1,061</b>	<b>45</b>	<b>248</b>	<b>1,115</b>
Aberdeen City	9	102	603	5	59	365	6	68	384
Aberdeenshire	27	171	681	24	120	556	33	143	565
Moray	8	52	208	6	28	140	6	37	165
<b>Tayside</b>	<b>32</b>	<b>417</b>	<b>1,304</b>	<b>30</b>	<b>235</b>	<b>927</b>	<b>28</b>	<b>268</b>	<b>1,009</b>
Dundee City	5	114	420	2	53	253	3	64	299
Angus	8	118	366	13	68	282	10	78	291
Perth & Kinross	19	185	518	15	114	392	15	126	419
<b>Fife</b>	<b>18</b>	<b>209</b>	<b>766</b>	<b>10</b>	<b>130</b>	<b>606</b>	<b>16</b>	<b>160</b>	<b>691</b>
<b>Lothian &amp; Borders</b>	<b>53</b>	<b>538</b>	<b>3,442</b>	<b>41</b>	<b>415</b>	<b>2,514</b>	<b>39</b>	<b>420</b>	<b>2,757</b>
Edinburgh, City of	17	267	1,995	6	185	1,333	9	180	1,439
West Lothian	12	95	521	11	68	425	9	72	466
Midlothian	4	45	254	4	45	209	3	39	230
East Lothian	5	44	237	5	35	212	5	37	211
Scottish Borders	15	87	435	15	82	335	13	92	410
<b>Central</b>	<b>18</b>	<b>244</b>	<b>792</b>	<b>8</b>	<b>130</b>	<b>675</b>	<b>16</b>	<b>163</b>	<b>695</b>
Clackmannanshire	2	38	108	1	12	88	2	19	93
Stirling	9	114	320	5	63	290	8	78	292
Falkirk	7	93	364	2	55	297	6	66	310
<b>Strathclyde</b>	<b>119</b>	<b>1,814</b>	<b>7,401</b>	<b>87</b>	<b>807</b>	<b>5,358</b>	<b>94</b>	<b>971</b>	<b>5,845</b>
Glasgow, City of	25	527	2,464	14	251	1,782	18	286	1,955
Argyll & Bute	12	132	355	13	53	268	11	83	303
West Dunbartonshire	6	71	294	2	27	201	4	38	226
East Dunbartonshire	2	57	255	3	23	149	2	29	180
Inverclyde	2	61	309	3	30	205	2	32	199
Renfrewshire	9	137	574	6	55	427	7	76	473
East Renfrewshire	5	48	203	4	17	118	2	22	140
North Lanarkshire	18	241	953	10	111	755	11	112	774
South Lanarkshire	17	223	945	12	113	688	15	120	746
North Ayrshire	5	109	380	6	45	265	6	61	305
East Ayrshire	11	111	344	6	34	239	7	55	267
South Ayrshire	5	99	328	8	48	261	7	56	277
<b>Dumfries &amp; Galloway</b>	<b>18</b>	<b>157</b>	<b>433</b>	<b>11</b>	<b>144</b>	<b>475</b>	<b>12</b>	<b>119</b>	<b>460</b>
<b>Scotland</b>	<b>335</b>	<b>4,003</b>	<b>16,508</b>	<b>256</b>	<b>2,237</b>	<b>12,354</b>	<b>279</b>	<b>2,541</b>	<b>13,346</b>

Note: Latest year is provisional, see paragraph 9.1

**Table 9: Casualties by police force area, council and severity, 94-98, 03-07 averages and 2007**

Police force Council	1994-98 average			2007 (provisional)			2003-2007 average (provisional)		
	Killed	Killed & Serious	All	Killed	Killed & Serious	All	Killed	Killed & Serious	All
<b>Northern</b>	<b>38</b>	<b>412</b>	<b>1,353</b>	<b>39</b>	<b>211</b>	<b>1,076</b>	<b>33</b>	<b>240</b>	<b>1,151</b>
Highland	29	342	1,125	34	187	929	27	206	980
Orkney Islands	2	17	52	-	2	37	1	8	47
Shetland Islands	3	24	82	5	11	51	2	10	56
Eilean Siar	3	29	94	-	11	59	3	16	69
<b>Grampian</b>	<b>50</b>	<b>395</b>	<b>1,971</b>	<b>37</b>	<b>245</b>	<b>1,337</b>	<b>49</b>	<b>299</b>	<b>1,468</b>
Aberdeen City	9	112	716	5	62	418	6	74	457
Aberdeenshire	30	215	959	25	151	741	36	179	781
Moray	11	69	296	7	32	178	7	46	229
<b>Tayside</b>	<b>36</b>	<b>508</b>	<b>1,772</b>	<b>35</b>	<b>269</b>	<b>1,206</b>	<b>31</b>	<b>318</b>	<b>1,337</b>
Dundee City	5	124	515	2	54	312	3	69	368
Angus	9	149	508	13	82	386	11	95	398
Perth & Kinross	21	236	749	20	133	508	18	155	570
<b>Fife</b>	<b>21</b>	<b>267</b>	<b>1,065</b>	<b>14</b>	<b>151</b>	<b>780</b>	<b>19</b>	<b>192</b>	<b>926</b>
<b>Lothian &amp; Borders</b>	<b>61</b>	<b>635</b>	<b>4,453</b>	<b>42</b>	<b>461</b>	<b>3,171</b>	<b>40</b>	<b>472</b>	<b>3,530</b>
Edinburgh, City of	18	290	2,392	6	193	1,592	9	191	1,715
West Lothian	14	122	763	11	82	599	9	84	656
Midlothian	4	55	354	4	50	262	4	45	307
East Lothian	7	55	316	5	39	264	5	42	276
Scottish Borders	18	115	627	16	97	454	13	110	576
<b>Central</b>	<b>20</b>	<b>290</b>	<b>1,073</b>	<b>8</b>	<b>152</b>	<b>894</b>	<b>17</b>	<b>198</b>	<b>944</b>
Clackmannanshire	2	42	137	1	12	111	3	25	125
Stirling	10	142	454	5	77	393	9	98	408
Falkirk	8	106	482	2	63	390	6	76	411
<b>Strathclyde</b>	<b>131</b>	<b>2,117</b>	<b>10,006</b>	<b>95</b>	<b>939</b>	<b>6,955</b>	<b>101</b>	<b>1,110</b>	<b>7,710</b>
Glasgow, City of	27	570	3,107	14	262	2,174	18	305	2,450
Argyll & Bute	13	175	556	14	70	373	12	102	435
West Dunbartonshire	7	85	404	2	30	251	4	43	296
East Dunbartonshire	2	67	354	3	27	188	2	32	234
Inverclyde	2	70	405	3	37	266	3	38	268
Renfrewshire	11	157	758	7	66	554	7	85	615
East Renfrewshire	6	58	272	4	20	148	3	28	181
North Lanarkshire	19	276	1,313	12	133	1,020	12	128	1,065
South Lanarkshire	20	264	1,327	14	137	945	16	142	1,005
North Ayrshire	6	133	540	6	55	359	7	74	414
East Ayrshire	12	140	500	7	41	323	8	66	358
South Ayrshire	6	120	469	9	61	354	9	69	388
<b>Dumfries &amp; Galloway</b>	<b>22</b>	<b>214</b>	<b>623</b>	<b>12</b>	<b>170</b>	<b>644</b>	<b>14</b>	<b>142</b>	<b>627</b>
<b>Scotland</b>	<b>378</b>	<b>4,838</b>	<b>22,316</b>	<b>282</b>	<b>2,598</b>	<b>16,063</b>	<b>305</b>	<b>2,971</b>	<b>17,692</b>

Note: Latest year is provisional, see paragraph 9.1



**Table 10: Casualties by gender and severity, 1999 – 2007**

	Male			Female			Total <sup>1</sup>		
	Killed	Killed & Serious	All Severities	Killed	Killed & Serious	All Severities	Killed	Killed & Serious	All Severities
1999	225	2,710	11,888	85	1,365	9,114	310	4,075	21,002
2000	228	2,557	11,534	98	1,337	8,956	326	3,894	20,515
2001	254	2,456	11,301	94	1,302	8,579	348	3,758	19,908
2002	224	2,369	11,086	80	1,164	8,176	304	3,533	19,275
2003	231	2,150	10,657	105	1,144	8,085	336	3,294	18,755
2004	225	2,032	10,472	83	1,041	8,016	308	3,074	18,501
2005	209	1,951	10,201	77	996	7,656	286	2,949	17,880
2006	244	1,910	9,722	70	1,029	7,527	314	2,940	17,263
2007	208	1,796	9,196	74	801	6,840	282	2,598	16,063

1. Includes unknown gender

**Table 11: Casualties by gender and age, 1999 – 2007**

Male	<5	5-11	12-15	16-22	23-29	30-39	40-49	50-59	60-69	70 +	Total	Child 0-15	Adult 16+
1999	265	1,022	611	2,383	1,829	2,348	1,414	914	577	500	<b>11,888</b>	1,890	9,965
2000	254	893	600	2,198	1,717	2,377	1,468	981	541	468	<b>11,534</b>	1,739	9,750
2001	243	851	623	2,225	1,541	2,292	1,504	961	542	493	<b>11,301</b>	1,709	9,558
2002	210	871	579	2,240	1,434	2,249	1,539	943	521	478	<b>11,086</b>	1,658	9,404
2003	192	734	552	2,145	1,344	2,091	1,523	981	578	489	<b>10,657</b>	1,474	9,151
2004	191	667	539	2,038	1,392	2,069	1,519	976	571	480	<b>10,472</b>	1,387	9,045
2005	157	603	496	2,165	1,363	1,891	1,577	931	524	480	<b>10,201</b>	1,251	8,931
2006	152	556	451	2,099	1,378	1,662	1,511	946	505	447	<b>9,722</b>	1,154	8,548
2007	131	496	421	2,008	1,290	1,541	1,459	868	515	452	<b>9,196</b>	1,044	8,133
<b>Female</b>													
1999	212	630	456	1,585	1,357	1,666	1,139	836	542	672	<b>9,114</b>	1,291	7,797
2000	182	587	479	1,396	1,201	1,681	1,212	861	562	760	<b>8,956</b>	1,239	7,673
2001	140	578	481	1,475	1,098	1,598	1,096	834	577	672	<b>8,579</b>	1,195	7,350
2002	143	507	432	1,345	1,000	1,492	1,136	873	522	704	<b>8,176</b>	1,077	7,072
2003	126	452	422	1,321	1,019	1,502	1,136	828	565	693	<b>8,085</b>	993	7,064
2004	116	450	430	1,424	1,009	1,460	1,078	835	535	667	<b>8,016</b>	989	7,008
2005	113	375	418	1,374	931	1,295	1,112	819	542	670	<b>7,656</b>	901	6,743
2006	108	345	404	1,458	908	1,255	1,122	781	519	619	<b>7,527</b>	853	6,662
2007	98	328	328	1,352	917	1,070	943	749	473	575	<b>6,840</b>	745	6,079
<b>Total <sup>1</sup></b>													
1999	477	1,652	1,067	3,968	3,186	4,014	2,553	1,750	1,119	1,172	<b>21,002</b>	3,196	17,762
2000	437	1,484	1,079	3,594	2,918	4,059	2,680	1,842	1,104	1,236	<b>20,515</b>	3,000	17,433
2001	384	1,435	1,104	3,702	2,639	3,890	2,601	1,796	1,119	1,169	<b>19,908</b>	2,923	16,916
2002	355	1,379	1,011	3,587	2,434	3,742	2,675	1,816	1,043	1,183	<b>19,275</b>	2,745	16,480
2003	318	1,187	974	3,467	2,364	3,594	2,659	1,809	1,143	1,187	<b>18,755</b>	2,479	16,223
2004	307	1,119	969	3,463	2,402	3,529	2,597	1,811	1,107	1,151	<b>18,501</b>	2,395	16,060
2005	280	978	914	3,539	2,295	3,186	2,690	1,750	1,066	1,153	<b>17,880</b>	2,172	15,679
2006	265	901	855	3,557	2,286	2,917	2,633	1,727	1,024	1,066	<b>17,263</b>	2,021	15,210
2007	235	825	749	3,362	2,208	2,611	2,403	1,617	988	1,033	<b>16,063</b>	1,809	14,222

1. Includes unknown ages and gender

## 10. Sources and definitions

### 10.1 The sources of the data

The figures in this bulletin were compiled from the "Stats 19" statistical returns made by police forces. These cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, *if* they become known to the police. As noted in section 3.2, there could be many non-fatal injury accidents which are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only include in their returns details of the accidents of which they are aware. More information about this is given in "*Road Accidents Scotland 2006*", in the section entitled "*Comparison of the police 'Stats 19' road casualty figures with some other figures for Scotland*". The vehicle(s) involved in the accident need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. "Damage only" accidents (i.e. accidents which do not involve personal injury) are not included in these statistics.

### 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).

**Children:** people under 16 years old.

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

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

In March 2000, the UK Government, the then Scottish Executive and the National Assembly for Wales announced a new national road safety strategy and casualty reduction targets for 2010. 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.

In the charts on page 8, the thick solid lines show the figures recorded so far, the horizontal dashed lines show the baseline averages, and the dotted downward lines 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 2006:

Killed or seriously injured: 33.1%

Child killed or seriously injured: 42.0%

Slight casualty rate (per 100 million vehicle-km): 7.9%

- therefore, any falls which are *greater* than these suggest *more rapid* progress than the relevant indicative lines.

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. A table on page 50 of "*Road Accidents Scotland 2006*" shows the percentages of the baseline averages in each year which are represented by each of the indicative lines.

## SCOTTISH GOVERNMENT STATISTICIAN GROUP

### OUR AIM

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 our understanding of customer requirements to ensure statistics are kept relevant and analysis is well targeted;
  - 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.
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  - 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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