Statistical Bulletin

Transport Series

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Key 2008 Road Casualty 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 2008. Final figures will be published in autumn 2009.

1. Main Points

1.1 There were a total of **15,563** road casualties reported in 2008, (669 or 4% fewer than 2007), the lowest figure since 1949. Of which there were:

- **272** fatalities – 9 (or 3%) fewer than 2007
- **2,535** seriously injured – 150 (or 6%) more than 2007
- **12,756** slightly injured – 810 (or 6%) fewer than 2007 [Table 2]

1.2 In 2008 there were **1,694** child casualties reported, 123 (7%) fewer than in 2007. This included **20** fatalities: 11 more deaths than in 2007. [Table 4]

1.3 In 2008 there were **9,648** car users injured in road accidents, 153 of whom died. There were **2,595** pedestrian casualties (including 61 killed), **1,039** motorcyclist casualties (34 of whom died), **728** pedal cyclist casualties and **584** bus and coach user casualties in 2008. [Table 3]

1.4 There were **8,810** male casualties in 2008 (incl. 193 fatalities), compared to **6,713** females (incl. 79 fatalities). 20% (**3,163**) of all casualties were aged 16 –22, of which 1,865 were male (12% of all casualties) and 1,298 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:

- **2,807** people were killed or seriously injured in 2008, **42%** below the 1994-98 baseline average level (target of 40%) [Table 2]
- **291** children were killed or seriously injured in 2008: **65%** below the 1994-98 average (target of 50%). [Tables 4 & 6]
- A slight casualty rate of **30.37** casualties per 100 million vehicle kilometres in 2007 (the latest available traffic volume estimate): **35%** below the 1994-98 average (target of 10%). [Table 7]

CONTENTS

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 2008.** These figures were extracted from the Scottish Government's road accidents statistical database on 20 May 2009. Final 2008 figures will appear in *"Road Casualties Scotland 2008"* and may differ slightly due to late returns and amendments. For similar reasons, the figures given here for 2007 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 Scottish Road Safety Framework published on 15 June 2009, outlined Scottish specific 2020 targets. These will be adopted after the lifetime of the current targets.

2.4 *"Key 2008 Road Casualty 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 2008 Road Casualty Statistics"* is followed in the Autumn by *"Road Casualties 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 2008, there were 12,149 accidents in which someone was killed or injured, 3% fewer than in 2007. There were 247 fatal accidents in 2008 8 (3%) fewer than in 2007 and the lowest number since records of fatal accidents began in 1970. In 2008, there were 2,214 serious injury accidents - an increase of 165 (8%) on 2007 - and 9,688 slight injury accidents reported in 2008 - 5% fewer than 2007 - the lowest since current records began.

Table 1: Injury Road Accidents by Severity, 1970 – 2008

		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	11,826	15,130
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	2,251	2,515	10,922	13,437
2006		293	2,250	2,543	10,564	13,107
2007		255	2,049	2,304	10,199	12,503
2008	*prov.*	247	2,214	2,461	9,688	12,149

As an accident can involve more than one casualty – casualty numbers are represented in table 2.

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

4.1 In 2008, 272 people were **killed** in road accidents in Scotland, 9 (3%) fewer than 2007 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 2008 there were 2,535 **seriously injured** in road accidents: 150 (6%) more than in 2007 and the first increase since 1998. The long-term trend however, has generally been downward since the early 1980s.

4.3 There were 12,756 people reported as **slightly injured** in 2008 which was 810 (6%) fewer than in 2007. 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 – 2008

	Killed	Serious injury	Killed and Serious	Slight injury	All Severities
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,561	22,414
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,072	4,457	18,010	22,467
1999	310	3,765	4,075	16,927	21,002
2000	326	3,568	3,894	16,622	20,516
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	2,665	2,951	14,933	17,884
2006	314	2,628	2,942	14,324	17,266
2007	281	2,385	2,666	13,566	16,232
2008 prov.	272	2,535	2,807	12,756	15,563
1994 - 1998 average	*378*	*4,460*	*4,838*	*17,478*	*22,316*
2008 percentage change:					
on 2007	-3%	6%	5%	-6%	-4%
on 94-98 average	-28%	-43%	-42%	-27%	-30%

1. Figures for 2007 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 15,563 casualties (of all severities) reported in 2008: 669 (4%) lower than in 2007 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 2008

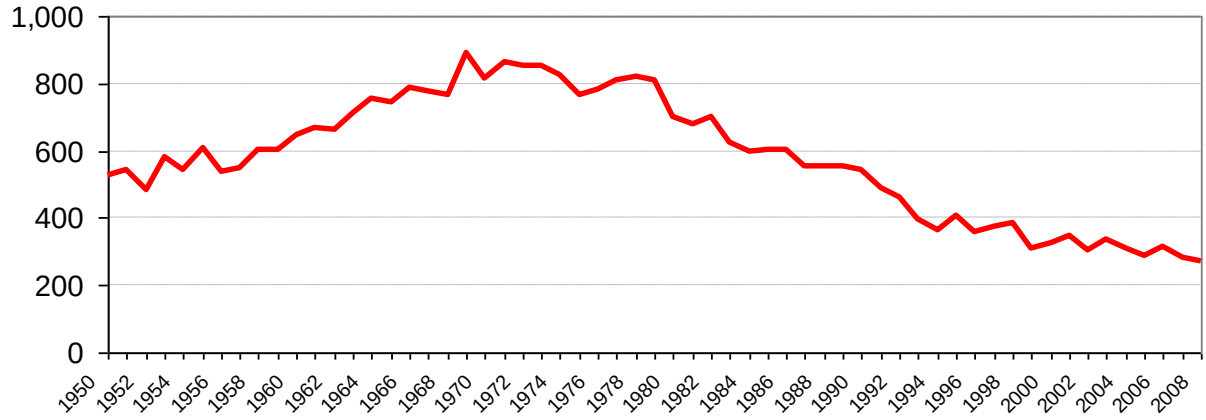


Figure 2: Killed & Seriously injured casualties and Seriously injured casualties, 1950 - 2008

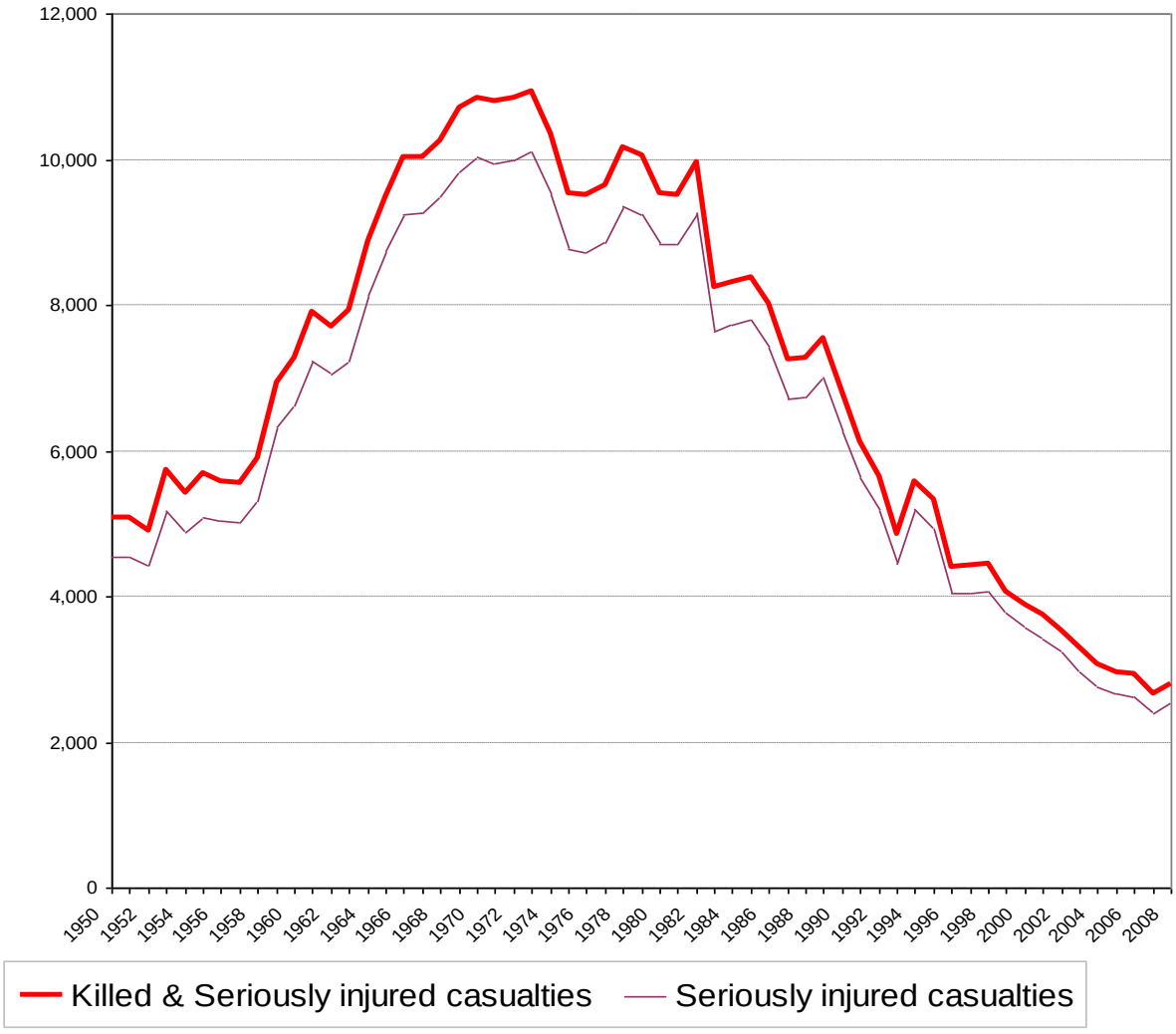
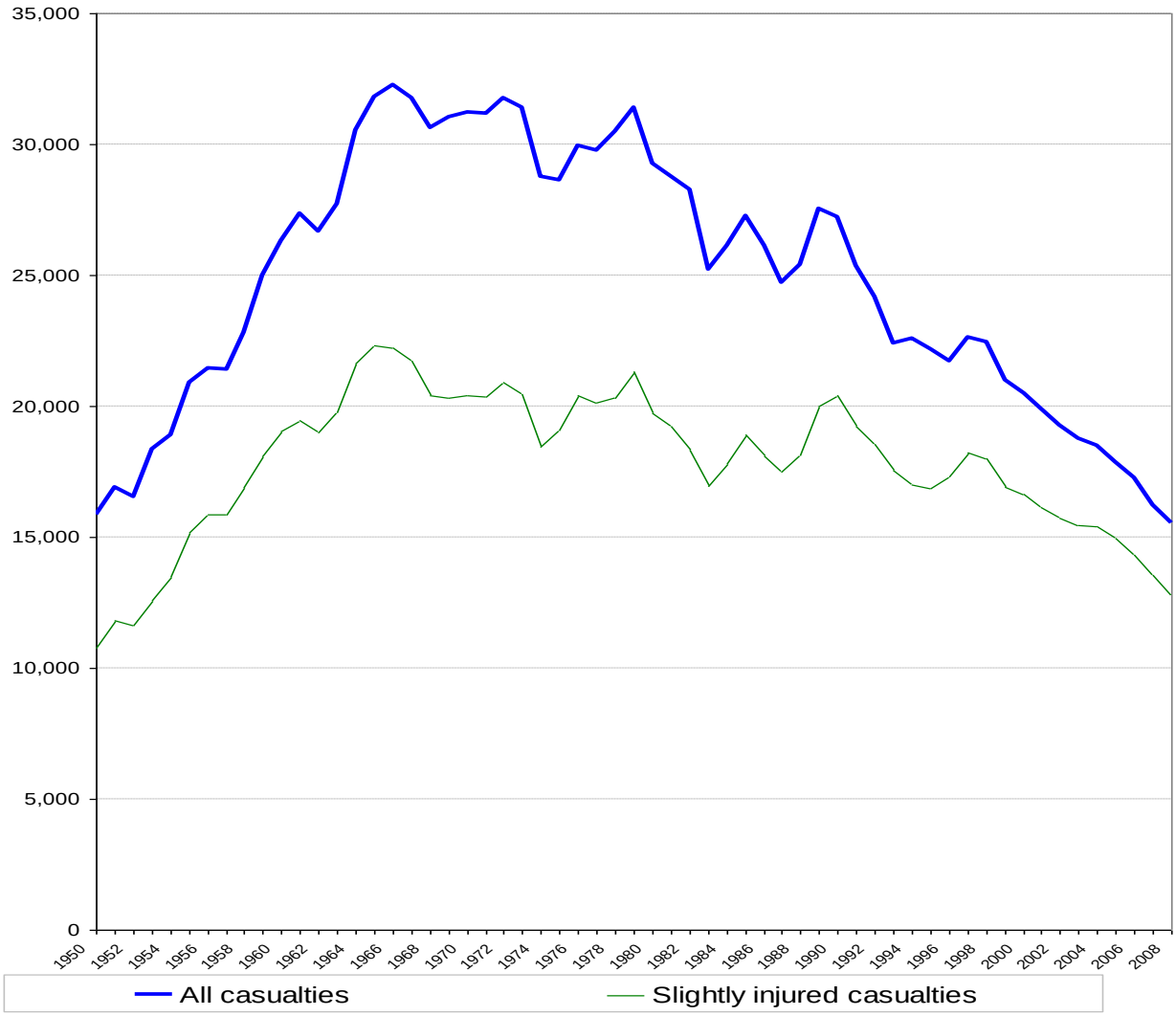


Figure 3: All casualties and Slightly injured casualties, 1950 - 2008



5. Casualties by Type of Road (Table 3)

5.1 In 2008, **non built-up roads** (defined in section 10.3) accounted for around two-fifths of the total number of reported casualties (42%: 6,612 out of 15,563). However, they accounted for over two thirds of those killed (69%: 189 out of 272) and almost half of the total number of killed and seriously injured combined (49%: 1,389 out of 2,807): 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** (34%) than non built-up roads (25%). However, the reduction in fatalities was the same for both built-up and non built-up roads at 28% and for those killed or seriously injured combined (falls of 43% and 41%).

Table 3: Casualties by built-up and non built-up roads, mode of transport and severity, 2006-2008 & 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
Pedestrian									
1994-98 average	72	1,256	4,165	32	120	219	104	1,376	4,385
2006	44	679	2,717	17	67	134	61	746	2,851
2007	44	603	2,587	16	50	115	60	653	2,702
2008 *prov.*	44	636	2,471	17	58	124	61	694	2,595
% change on 2007	*	5%	-4%	*	*	8%	2%	6%	-4%
on 94-98 average	-39%	-49%	-41%	*	-52%	-43%	-41%	-50%	-41%
Pedal cycle									
1994-98 average	4	196	1,130	6	53	153	11	249	1,283
2006	7	113	695	3	28	86	10	141	781
2007	4	127	633	0	24	81	4	151	714
2008 *prov.*	4	127	643	5	35	85	9	162	728
% change on 2007	*	0%	2%	*	*	5%	*	7%	2%
on 94-98 average	*	-35%	-43%	*	-34%	-44%	*	-35%	-43%
Motor cycle									
1994-98 average	5	148	509	26	207	426	31	355	935
2006	12	176	573	46	233	495	58	409	1,068
2007	3	160	582	37	261	479	40	421	1,061
2008 *prov.*	7	182	541	27	246	498	34	428	1,039
% change on 2007	*	14%	-7%	*	-6%	4%	*	2%	-2%
on 94-98 average	*	23%	6%	*	19%	17%	*	20%	11%
Car									
1994-98 average	28	718	6,236	181	1,783	7,125	209	2,501	13,360
2006	18	363	4,846	157	1,068	5,858	175	1,431	10,704
2007	17	330	4,610	143	941	5,448	160	1,271	10,058
2008 *prov.*	22	365	4,316	131	969	5,332	153	1,334	9,648
% change on 2007	*	11%	-6%	-8%	3%	-2%	-4%	5%	-4%
on 94-98 average	*	-49%	-31%	-28%	-46%	-25%	-27%	-47%	-28%
Bus/Coach									
1994-98 average	2	75	835	1	21	174	3	96	1,009
2006	0	50	698	0	7	65	0	57	763
2007	0	33	559	0	0	64	0	33	623
2008 *prov.*	1	57	513	0	1	71	1	58	584
% change on 2007	*	*	-8%	*	*	11%	*	*	-6%
on 94-98 average	*	-24%	-39%	*	*	-59%	*	-40%	-42%
Other modes of transport									
1994-98 average	3	81	607	17	179	737	20	260	1,344
2006	3	42	471	7	116	628	10	158	1,099
2007	3	38	472	14	99	602	17	137	1,074
2008 *prov.*	5	51	467	9	80	502	14	131	969
% change on 2007	*	*	-1%	*	-19%	-17%	*	-4%	-10%
on 94-98 average	*	-37%	-23%	*	-55%	-32%	*	-50%	-28%
All casualties									
1994-98 average	115	2,474	13,481	263	2,364	8,834	378	4,838	22,316
2006	84	1,423	10,000	230	1,519	7,266	314	2,942	17,266
2007	71	1,291	9,443	210	1,375	6,789	281	2,666	16,232
2008 *prov.*	83	1,418	8,951	189	1,389	6,612	272	2,807	15,563
% change on 2007	17%	10%	-5%	-10%	1%	-3%	-3%	5%	-4%
on 94-98 average	-28%	-43%	-34%	-28%	-41%	-25%	-28%	-42%	-30%

1 Figures for 2007 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 2008 there were 9,648 **car users** injured in road accidents, representing just over three-fifths of all casualties (62%: 9,648 out of 15,563) and a 4% fall on 2007. Of these, a total of 1,334 were either killed or seriously injured (a 5% increase on 2007), with 153 fatalities (a 4% drop on 2007). Non built-up roads accounted for over half of all car user casualties (55%: 5,332 out of 9,648) but a much higher percentage of car user fatalities (86%: 131 out of 153) or those killed or seriously injured (73%: 969 out of 1,334). Again likely due to higher average speeds on these types of roads.

6.2 There were 2,595 **pedestrian** casualties recorded in 2008: a sixth of all casualties (17%: 2,595 out of 15,563). Perhaps because of the greater vulnerability of pedestrians, 27% of pedestrian casualties were killed or seriously injured (694 out of 2,595) compared with 14% of all car users (1,334 out of 9,648). 95% of pedestrian casualties occurred on **built-up** roads (2,471 out of 2,595). 47% of pedestrian casualties on **non built-up** roads were seriously injured or killed (58 out of 124) compared with 26% on built-up roads (636 out of 2,471).

6.3 Together, **all other modes of transport** accounted for a fifth (21%) of casualties in 2008 (3,320 out of 15,563) and for a roughly similar proportion of the total number of killed and seriously injured (28%: 779 out of 2,807). In 2008, 1,039 **motor cycle** casualties were reported (2% fewer than 2007), of whom 428 (41%) suffered fatal or serious injuries (34 died). There were 728 **pedal cyclist** casualties recorded in 2008, 2% more than in 2007. 162 (22%) of them were killed or seriously injured (9 died). A total of 584 **bus and coach** users were reported injured, of whom 58 were killed or seriously injured (one 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 6% in 2008.

7. Child Casualties (Table 4)

7.1 There were 1,694 child casualties reported in 2008 representing around a ninth of the all casualties (11%: 1,694 out of 15,563). Of the child casualties, 291 were killed or seriously injured, of whom 20 died. This was 11 more deaths than in 2007; the total number of child casualties fell by 123 (7%).

7.2 There were 832 child **pedestrian** casualties recorded in 2008. They accounted for 32% of all pedestrian casualties of all ages (832 out of 2,595). Of the child pedestrian casualties, 191 were killed or seriously injured (4 died). The number killed was the same as 2007 and the total number of killed and seriously injured was 6 more than in 2007.

7.3 In 2008, there were 572 child casualties in **cars**, 6% of all car user casualties (572 out of 9,648). Of the child casualties in cars, 68 were killed or seriously injured (13 died): 9 more than in 2007. In 2008, there were 150 child **pedal cycle** casualties (21% of the total of 728 pedal cycle casualties of all ages), 82 child **bus and coach** user casualties (14% of the total of 584 of all ages) and 58 other child casualties. The child pedal cycle casualties included 20 who were killed or seriously injured (2 died).

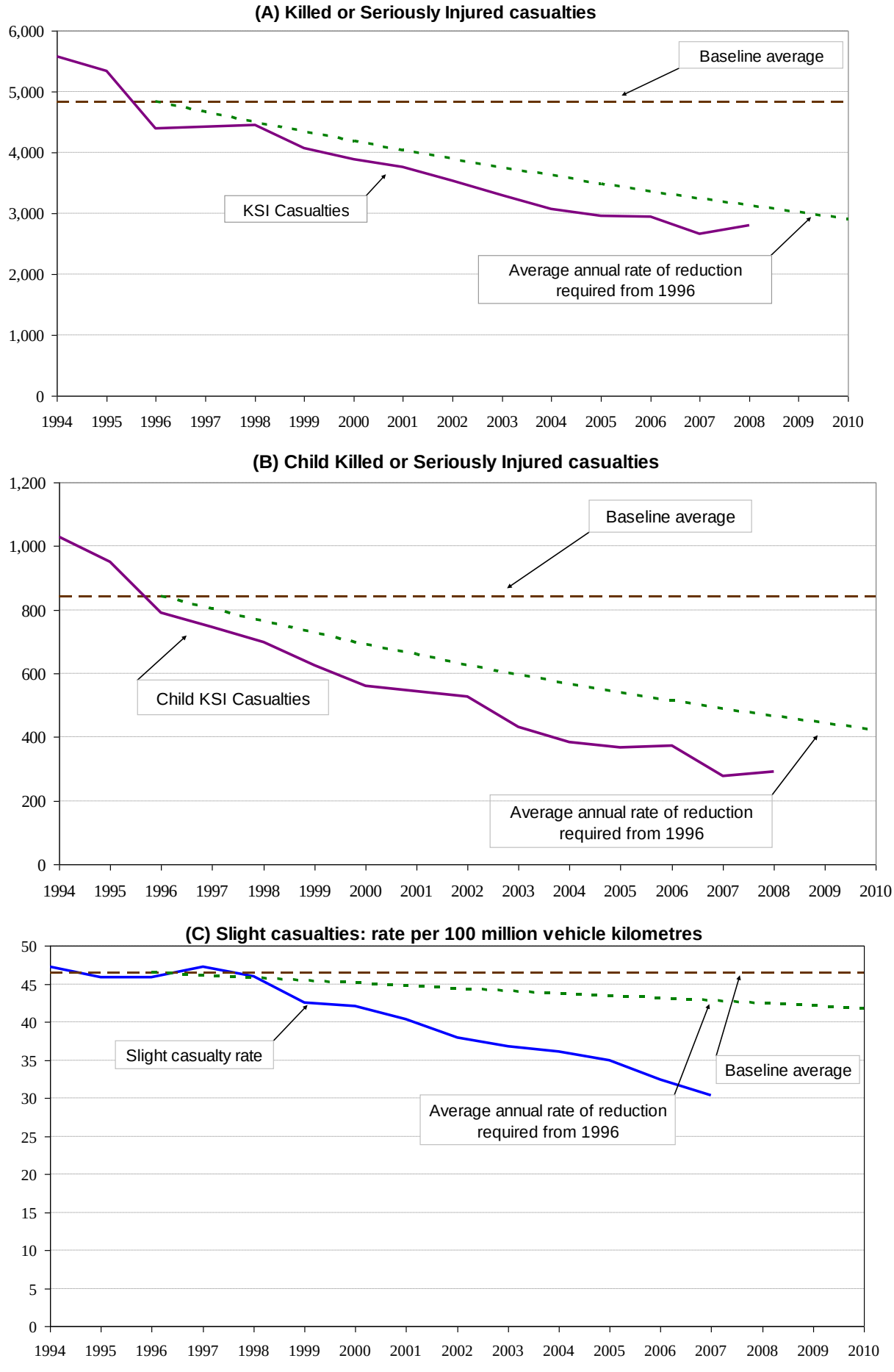
Table 4: **Child casualties by built-up and non built-up roads, mode of transport and severity, 2006-2008 & 94-98 average**

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Killed & Serious	All	Killed	Killed & Serious	All	Killed	Killed & Serious	All
Pedestrian									
1994-98 average	11	532	1,886	5	31	52	17	562	1,938
2006	7	235	966	2	12	26	9	247	992
2007	3	179	870	1	6	12	4	185	882
2008 *prov.*	1	179	811	3	12	21	4	191	832
% change on 2007	*	0%	-7%	*	*	*	*	3%	-6%
on 94-98 average	*	-66%	-57%	*	*	-59%	*	-66%	-57%
Pedal cycle									
1994-98 average	2	86	497	1	14	40	3	100	537
2006	5	38	198	0	2	11	5	40	209
2007	1	27	167	0	2	7	1	29	174
2008 *prov.*	1	16	142	1	4	8	2	20	150
% change on 2007	*	*	-15%	*	*	*	*	*	-14%
on 94-98 average	*	-81%	-71%	*	*	*	*	-80%	-72%
Car									
1994-98 average	2	50	541	7	94	553	8	145	1,094
2006	0	18	325	10	52	332	10	70	657
2007	2	16	307	2	39	326	4	55	633
2008 *prov.*	0	18	266	13	50	306	13	68	572
% change on 2007	*	*	-13%	*	*	-6%	*	24%	-10%
on 94-98 average	*	-64%	-51%	*	-47%	-45%	*	-53%	-48%
Bus/Coach									
1994-98 average	1	9	137	0	3	44	1	11	181
2006	0	3	79	0	1	23	0	4	102
2007	0	1	54	0	0	18	0	1	72
2008 *prov.*	0	2	50	0	0	32	0	2	82
% change on 2007	*	*	-7%	*	*	*	*	*	14%
on 94-98 average	*	*	-63%	*	*	*	*	*	-55%
Other									
1994-98 average	0	12	49	1	12	53	1	24	102
2006	1	9	36	0	3	25	1	12	61
2007	0	6	40	0	2	16	0	8	56
2008 *prov.*	1	8	37	0	2	21	1	10	58
% change on 2007	*	*	*	*	*	*	*	*	4%
on 94-98 average	*	*	*	*	*	-61%	*	*	-43%
All child casualties									
1994-98 average	16	689	3,109	14	153	742	30	842	3,852
2006	13	303	1,604	12	70	417	25	373	2,021
2007	6	229	1,438	3	49	379	9	278	1,817
2008 *prov.*	3	223	1,306	17	68	388	20	291	1,694
% change on 2007	*	-3%	-9%	*	*	2%	*	5%	-7%
on 94-98 average	*	-68%	-58%	*	-56%	-48%	*	-65%	-56%

1 Figures for 2007 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 2,807 people killed or seriously injured (KSI) in 2008, **42%** below the 1994-98 baseline average level: a larger reduction than target above. Section 10.5 shows the relevant "indicative line" figure for 2008 (the reduction needed to achieve the 2010 target by means of a constant annual percentage reduction) is 35.5% below the 1994-98 baseline average. *Table 5* shows that the reduction required for KSI casualties has matched or exceeded this for all modes except motorcycles. Indeed in two cases, the falls are greater than 50%.

Table 5: Killed and seriously injured casualties by mode of transport, 1994 – 2008

	Pedestrian	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	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	742	132	404	1,458	63	98	54	2,951
2006	746	141	409	1,431	57	99	59	2,942
2007	653	151	421	1,271	33	102	35	2,666
2008 *prov.*	694	162	428	1,334	58	72	59	2,807
2004-08 average	717	143	411	1,415	55	93	53	2,888
Numbers in 2010 implied by target	*826*	*149*	*213*	*1,501*	*58*	*103*	*53*	*2,903*
2008 % change:								
on 2007	6%	7%	2%	5%	*	-29%	*	5%
on 94-98 ave	-50%	-35%	20%	-47%	-40%	-58%	-33%	-42%

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

8.2 Around half of the 2,807 KSI casualties reported in 2008 were **car users**. The 2008 figure of car KSI casualties (1,334) was 47% below the 1994-98 average, and therefore exceeded the 2010 target. There were 694 **pedestrian** KSI casualties reported in 2008, 50% fewer than the 1994-98 average: again exceeding the reduction set out in the target. However, **motorcycle** KSI casualties continue to increase – currently 20% higher than the 1994-98 average. KSI casualties were smaller for the remaining categories of road user (**pedal cyclists**: 162; **goods vehicle** users: 72; **bus/coach** users: 58; and others: 59).

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

8.3 There were 291 children killed or seriously injured in 2008, 65% below the 1994-98 average and a larger reduction than the 2010 target above. *Table 6* shows that, in 2008, 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 291 child killed or seriously injured (KSI) casualties recorded in 2008 were **pedestrians**. The number of child pedestrian KSI casualties reported in 2008 was 191, 66% below the 1994-98 average, a larger reduction than the 2010 target of 50%. There were 68 child **car** KSI casualties recorded in 2008, a fall of 53% from the 1994-98 average, again exceeding the reduction set out in the target. The number of child **pedal cycle** KSI casualties in 2008 was 80% 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 - 2008

	Pedestrian	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	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	185	29	4	55	1	1	3	278
2008 *prov.*	191	20	6	68	2	1	3	291
2004-08 average	223	32	8	68	3	2	3	339
Numbers in 2010 implied by target	*281*	*50*	*3*	*72*	*6*	*4*	*5*	*421*
2008 % change:								
on 2007	3%	*	*	24%	*	*	*	5%
on 94-98 ave	-66%	-80%	*	-53%	*	*	*	-65%

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 2007 slight casualty rate was 30.37 casualties per 100 million vehicle kilometres (As 2007 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole). This was 35% below the 1994-98 baseline average and exceeds the 2010 target.

8.6 Around two-thirds of slight casualties reported in 2008 were **car users**. The total number of car user slight casualties recorded in 2008 was 8,314, 23% below the 1994-98 average. There were 1,901 **pedestrian** slight casualties reported, 37% less than the 1994-98 average. **Bus and coach** user slight casualties totalled 526 in 2008, 42% fewer than the 1994-98 average, the recorded number of **pedal cyclist** slight casualties (566) was 45% below the baseline average, and reported **goods vehicle** user slight casualties (460) were 21% fewer than the baseline average. However, recorded **motorcyclist** slight casualties (611 in 2008) were 5% above the 1994-98 average.

Table 7: Slight casualties by mode of transport, 1994 - 2008

	Pedeestrian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								numbers	*mill veh-km*	*per 100 mill veh-km*
1994-98 ave	3,009	1,034	580	10,859	912	583	501	17,478	37,653	46.42
1994	3,083	1,068	577	10,123	1,084	669	398	17,002	36,000	47.23
1995	3,048	1,031	576	10,321	802	579	498	16,855	36,737	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,581	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,168	45.98
1999	2,620	828	594	10,901	841	609	534	16,927	39,770	42.56
2000	2,606	708	655	10,675	854	542	582	16,622	39,561	42.02
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	37.90
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	36.12
2005	2,308	649	677	9,531	794	495	479	14,933	42,718	34.96
2006	2,105	640	659	9,273	706	484	457	14,324	44,120	32.47
2007	2,049	563	640	8,787	590	506	431	13,566	44,666	30.37
2008 *prov.*	1,901	566	611	8,314	526	460	378	12,756	..	..
2004-08 average	2,138	613	637	9,186	693	501	433	14,201	..	..
Rate in 2010 implied by target										*41.78*
2008 % change:										
on 2007	-7%	1%	-5%	-5%	-11%	-9%	-12%	-6%	..	..
on 94-98 ave	-37%	-45%	5%	-23%	-42%	-21%	-25%	-27%	..	35%[3]

1. Light goods vehicles and heavy goods vehicles.
2. Taxis, minibuses and other modes of transport.
3. Relates to 2007 data as 2008 traffic estimates not yet available.

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, 04-08 averages and 2008

Police force / Council	1994-98 average			2008 (provisional)			2004-2008 average (provisional)		
	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All
Northern	**34**	**300**	**877**	**33**	**149**	**702**	**29**	**178**	**754**
Highland	25	246	720	30	122	586	25	149	634
Orkney Islands	2	14	38	2	9	36	1	7	35
Shetland Islands	3	18	56	-	4	20	2	8	38
Eilean Siar	3	21	63	1	14	60	2	13	47
Grampian	**44**	**324**	**1,493**	**29**	**366**	**1,398**	**42**	**279**	**1,205**
Aberdeen City	9	102	603	4	117	513	6	79	422
Aberdeenshire	27	171	681	21	205	691	30	161	608
Moray	8	52	208	4	44	194	6	39	175
Tayside	**32**	**417**	**1,304**	**29**	**240**	**911**	**28**	**262**	**982**
Dundee City	5	114	420	4	62	265	3	64	289
Angus	8	118	366	12	71	282	11	79	293
Perth & Kinross	19	185	518	13	107	364	14	119	399
Fife	**18**	**209**	**766**	**13**	**108**	**575**	**15**	**149**	**663**
Lothian & Borders	**53**	**538**	**3,442**	**37**	**377**	**2,558**	**37**	**422**	**2,702**
Edinburgh, City of	17	267	1,995	13	176	1,299	9	184	1,405
West Lothian	12	95	521	9	68	460	9	73	463
Midlothian	4	45	254	3	29	220	3	38	226
East Lothian	5	44	237	2	19	194	4	35	208
Scottish Borders	15	87	435	10	85	385	12	91	399
Central	**18**	**244**	**792**	**11**	**159**	**681**	**14**	**154**	**679**
Clackmannanshire	2	38	108	2	22	86	2	18	89
Stirling	9	114	320	5	67	284	7	73	288
Falkirk	7	93	364	4	70	311	5	63	302
Strathclyde	**119**	**1,814**	**7,401**	**86**	**968**	**4,905**	**91**	**927**	**5,584**
Glasgow, City of	25	527	2,464	15	311	1,650	18	281	1,869
Argyll & Bute	12	132	355	10	88	288	11	78	298
West Dunbartonshire	6	71	294	2	25	148	4	35	210
East Dunbartonshire	2	57	255	2	24	140	2	25	172
Inverclyde	2	61	309	2	36	194	1	32	193
Renfrewshire	9	137	574	9	70	371	8	70	442
East Renfrewshire	5	48	203	1	25	109	2	21	128
North Lanarkshire	18	241	953	11	99	641	11	106	742
South Lanarkshire	17	223	945	15	127	667	15	116	720
North Ayrshire	5	109	380	6	51	248	6	57	291
East Ayrshire	11	111	344	7	60	229	7	54	259
South Ayrshire	5	99	328	6	52	220	7	51	262
Dumfries & Galloway	**18**	**157**	**433**	**9**	**94**	**419**	**12**	**118**	**455**
Scotland	**335**	**4,003**	**16,508**	**247**	**2,461**	**12,149**	**268**	**2,487**	**13,023**

Note: Latest year is provisional, see paragraph 9.1

Table 9: Casualties by police force area, council and severity, 94-98, 04-08 averages and 2008

Police force / Council	1994-98 average			2008 (provisional)			2004-2008 average (provisional)		
	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All
Northern	**38**	**412**	**1,353**	**37**	**179**	**1,010**	**33**	**222**	**1,111**
Highland	29	342	1,125	34	148	846	28	188	942
Orkney Islands	2	17	52	2	9	44	1	8	47
Shetland Islands	3	24	82	-	5	24	2	10	51
Eilean Siar	3	29	94	1	17	96	2	16	71
Grampian	**50**	**395**	**1,971**	**36**	**447**	**1,716**	**46**	**334**	**1,548**
Aberdeen City	9	112	716	4	136	591	6	87	495
Aberdeenshire	30	215	959	26	257	893	33	199	823
Moray	11	69	296	6	54	232	7	48	229
Tayside	**36**	**508**	**1,772**	**31**	**270**	**1,146**	**30**	**308**	**1,286**
Dundee City	5	124	515	4	63	314	3	67	350
Angus	9	149	508	13	78	357	12	95	400
Perth & Kinross	21	236	749	14	129	475	15	146	536
Fife	**21**	**267**	**1,065**	**14**	**128**	**731**	**18**	**178**	**872**
Lothian & Borders	**61**	**635**	**4,453**	**38**	**409**	**3,268**	**38**	**470**	**3,455**
Edinburgh, City of	18	290	2,392	13	183	1,548	9	194	1,676
West Lothian	14	122	763	9	78	659	9	87	659
Midlothian	4	55	354	3	34	288	3	44	296
East Lothian	7	55	316	3	21	240	4	40	267
Scottish Borders	18	115	627	10	93	533	13	106	557
Central	**20**	**290**	**1,073**	**12**	**180**	**895**	**15**	**183**	**911**
Clackmannanshire	2	42	137	2	25	111	2	23	118
Stirling	10	142	454	6	82	382	7	89	392
Falkirk	8	106	482	4	73	402	5	71	401
Strathclyde	**131**	**2,117**	**10,006**	**94**	**1,079**	**6,245**	**97**	**1,052**	**7,285**
Glasgow, City of	27	570	3,107	15	332	2,011	18	298	2,331
Argyll & Bute	13	175	556	13	123	436	12	99	427
West Dunbartonshire	7	85	404	2	25	175	4	38	271
East Dunbartonshire	2	67	354	2	24	182	2	28	222
Inverclyde	2	70	405	2	41	260	2	37	255
Renfrewshire	11	157	758	9	75	461	8	77	568
East Renfrewshire	6	58	272	1	26	133	2	26	163
North Lanarkshire	19	276	1,313	13	111	853	12	118	1,012
South Lanarkshire	20	264	1,327	17	143	861	16	137	959
North Ayrshire	6	133	540	6	56	303	6	69	388
East Ayrshire	12	140	500	8	68	295	8	64	338
South Ayrshire	6	120	469	6	55	275	8	61	352
Dumfries & Galloway	**22**	**214**	**623**	**10**	**115**	**552**	**14**	**141**	**621**
Scotland	**378**	**4,838**	**22,316**	**272**	**2,807**	**15,563**	**292**	**2,888**	**17,089**

Note: Latest year is provisional, see paragraph 9.1

Table 10: Casualties by gender and severity, 2000 – 2008

	Male			Female			Total [1]		
	Killed	Killed & Serious	All Severities	Killed	Killed & Serious	All Severities	Killed	Killed & Serious	All Severities
2000	228	2,557	11,535	98	1,337	8,956	326	3,894	20,516
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	1,953	10,204	77	996	7,657	286	2,951	17,884
2006	244	1,911	9,722	70	1,030	7,530	314	2,942	17,266
2007	207	1,839	9,300	74	826	6,912	281	2,666	16,232
2008	193	1,855	8,810	79	949	6,713	272	2,807	15,563

1. Includes unknown gender

Table 11: Casualties by gender and age, 2000 – 2008

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+
2000	254	893	600	2.198	1.717	2.378	1.468	981	541	468	11.535	1.739	9.751
2001	243	851	623	2,225	1,541	2,292	1,504	961	542	493	11,301	1,709	9,558
2002	210	871	579	2,240	1,434	2,249	1,539	943	521	478	11,086	1,658	9,404
2003	192	734	552	2,145	1,344	2,091	1,523	981	578	489	10,657	1,474	9,151
2004	191	667	539	2,038	1,392	2,069	1,519	976	571	480	10,472	1,387	9,045
2005	157	603	496	2,165	1,364	1,892	1,578	932	523	480	10,204	1,251	8,934
2006	152	556	451	2,099	1,378	1,662	1,511	946	505	447	9,722	1,154	8,548
2007	130	500	427	2,040	1,300	1,556	1,475	878	521	458	9,300	1,054	8,228
2008	134	449	402	1,865	1,250	1,476	1,420	863	470	465	8,810	977	7,809
Female													
2000	182	587	479	1.396	1,201	1.681	1,212	861	562	760	8.956	1.239	7.673
2001	140	578	481	1,475	1.098	1.598	1.096	834	577	672	8.579	1.195	7.350
2002	143	507	432	1,345	1,000	1,492	1,136	873	522	704	8,176	1,077	7,072
2003	126	452	422	1,321	1,019	1,502	1,136	828	565	693	8,085	993	7,064
2004	116	450	430	1,424	1.009	1.460	1.078	835	535	667	8.016	989	7.008
2005	113	375	418	1,374	931	1,295	1,112	820	542	670	7,657	901	6,744
2006	108	345	404	1,459	908	1,256	1,123	781	519	619	7,530	853	6,665
2007	96	328	332	1,374	930	1,074	953	759	482	579	6.912	750	6,151
2008	107	303	294	1,298	915	1,026	1,023	685	474	573	6,713	703	5,994
Total [1]													
2000	437	1,484	1,079	3,594	2,918	4,060	2,680	1,842	1,104	1,236	20,516	3,000	17,434
2001	384	1,435	1,104	3,702	2,639	3,890	2,601	1,796	1,119	1,169	19,908	2,923	16,916
2002	355	1,379	1,011	3,587	2,434	3,742	2,675	1,816	1,043	1,183	19,275	2,745	16,480
2003	318	1,187	974	3,467	2,364	3,594	2,659	1,809	1,143	1,187	18,755	2,479	16,223
2004	307	1,119	969	3,463	2,402	3,529	2,597	1,811	1,107	1,151	18,501	2,395	16,060
2005	280	978	914	3,539	2,296	3,187	2,691	1,752	1,065	1,153	17,884	2,172	15,683
2006	265	901	855	3,558	2,286	2,918	2,634	1,727	1,024	1,066	17,266	2,021	15,213
2007	229	829	759	3,415	2,231	2,630	2,429	1,637	1,003	1,041	16,232	1,817	14,386
2008	246	752	696	3,163	2,166	2,506	2,445	1,548	947	1,044	15,563	1,694	13,819

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 2.2, there could be many non-fatal injury accidents which are *not* reported by the public to the police, and are therefore *not* counted in these statistics because the police can only include in their returns details of the accidents of which they are aware. More information about this is given in *"Road Casualties Scotland 2007"*, 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 2008:

Killed or seriously injured: 35.5%
Child killed or seriously injured: 44.8%
Slight casualty rate (per 100 million vehicle-km): 8.6%

- 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 49 of *"Road Casualties Scotland 2007"* 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.

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
   - Maintaining arrangements to consult and involve users and providers;
   - Involving users and providers in planning developments in outputs and processes;
   - Minimising the burden on data providers through dropping or streamlining collections as appropriate, to ensure the benefits of the information justify the costs of collection.

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;
   - Developing statistical methods, systems and classifications;
   - Working with the rest of the Government Statistical Service to develop joint approaches/solutions where appropriate.

5. To assure the integrity of statistics by
   - Maintaining and promoting integrity through implementation of the National Statistics Code of Practice and related protocols;
   - Safeguarding the confidentiality of data subjects.

6. To ensure the efficient and effective delivery of statistics products and services by
   - Making best use of all sources including administrative sources;
   - Working with other analysts to maximise the contribution of our own and other analysts' work;
   - Ensuring value for money;
   - Making best use of Information and Communications Technology;
   - Ensuring effective communication within the Statistician Group.

7. To develop our workforce and competences
   - Ensuring recruitment of staff with the necessary skills and potential;
   - Ensuring development of expertise amongst existing staff;
   - Promoting and upholding the standards of the statistics profession.

This is a National Statistics publication

"This is a National Statistics publication. It has been produced to high professional standards set out in the National Statistics Code of Practice Protocol. http://www.statistics.gov.uk/about_ns/cop/default.asp

These statistics undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference."

Details of pre-release access will be provided in the Scottish Government Statistics Website under 'Forthcoming Releases'

Correspondence and enquiries

Enquiries on Transport Statistics should be addressed to:

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Telephone (0131) 244 7256; Fax: (0131) 244 7281
e-mail: transtat@scotland.gsi.gov.uk

General enquiries on Scottish Government statistics can be addressed to:

Office of the Chief Statistician
Scottish Government
3 Floor West Rear, St Andrews House
EDINBURGH EH1 3DG
Telephone: (0131) 244 0442; Fax: (0131) 244 0335
e-mail: statistics.enquiries@scotland.gsi.gov.uk

Advice on specific areas of Scottish Government statistical work can be obtained from staff at the telephone numbers given below:

Scottish Government Statistics contacts

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Schools – pupils and teachers	(0131) 244 1689
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Labour market	(0141) 242 5446
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Other contacts for Scottish statistics

Forestry Commission	(0131) 314 6337
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General Register Office for Scotland - Vital statistics and publications - Population statistics, census statistics or digital boundary products	 (0131) 314 4243 (0131) 314 4254

For **general enquiries about National Statistics** in the United Kingdom Government contact the National Statistics Public Enquiry Service on

020 7533 5888
minicom: 01633 812399
Email: info@statistics.gov.uk
Fax: 01633 652747
Letters: room DG/18, 1 Drummond Gate,
LONDON SW1V 2QQ

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 Government ScotStat web site at **http://www.scotland.gov.uk/Topics/Statistics/scotstat/Intro**

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 Government 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 editions of Transport Statistics Publications - all available at www.scotland.gov.uk/transtat/latest

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2008	£ 10.00
Trn / 2008 / 3	Main Transport Trends	August 2008	£ 2.00
Trn / 2008 / 4	Household Transport: some Scottish Household Survey results	October 2008	£ 2.00
Trn / 2007 / 6	Transport across Scotland: some SHS results for parts of Scotland	December 2007	£ 2.00
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Trn / 2009 /2	Key Road Casualties Statistics	June 2008	Web only
Trn / 2008 / 1	Scottish Household Survey Travel Diary results	April 2008	Web only

Additional copies of these publications may be purchased from **Scottish Government Publication Sales, Blackwell's Bookshop, 53 South Bridge, Edinburgh, EH1 1YS**, Telephone: 0131 622 8283 or 0131 622 8258, Fax: 0131 557 8149. Cheques should be made payable to 'Blackwell's Bookshop'.

Complaints and suggestions

If you are not satisfied with our service, please write to the Chief Statistician, Mr Rob Wishart, 3R02, 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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