



SCOTTISH EXECUTIVE

Statistical Bulletin

Transport Series

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Key 2001 Road Accident Statistics

1. Introduction

1.1 This bulletin presents provisional statistics of road accidents in which people were killed or injured ("injury road accidents") in Scotland in 2001, which were extracted from the Road Accidents statistical database on 17 May 2002. The final totals for 2001, which will appear later, in "*Road Accidents Scotland 2001*", may differ slightly from the figures given here, due to (eg) late returns and amendments. For similar reasons, the figures which appear here for 2000 and earlier years may differ slightly from those published previously.

1.2 The main change in this edition is the inclusion of a new section 5 (and three new tables) on progress towards the casualty reduction targets for 2010. The targets are described in section 9.4. The figures for 2001 are compared with the annual averages for 1994-98, because this is the "baseline" period for the road safety targets for the year 2010. The charts show progress towards the casualty reduction targets for 2010: the thick black lines show the figures recorded so far, the horizontal dashed lines show the baseline averages, and the dotted lines going downwards indicate how the figures would have to fall *if* the targets for 2010 were to be achieved by means of a constant percentage reduction in each year. They imply the following reductions from the 1994-98 averages by 2001:

Killed or seriously injured:	16.7%
Child killed or seriously injured:	21.9%
Slight casualty rate (per 100 million vehicle-km):	3.7%

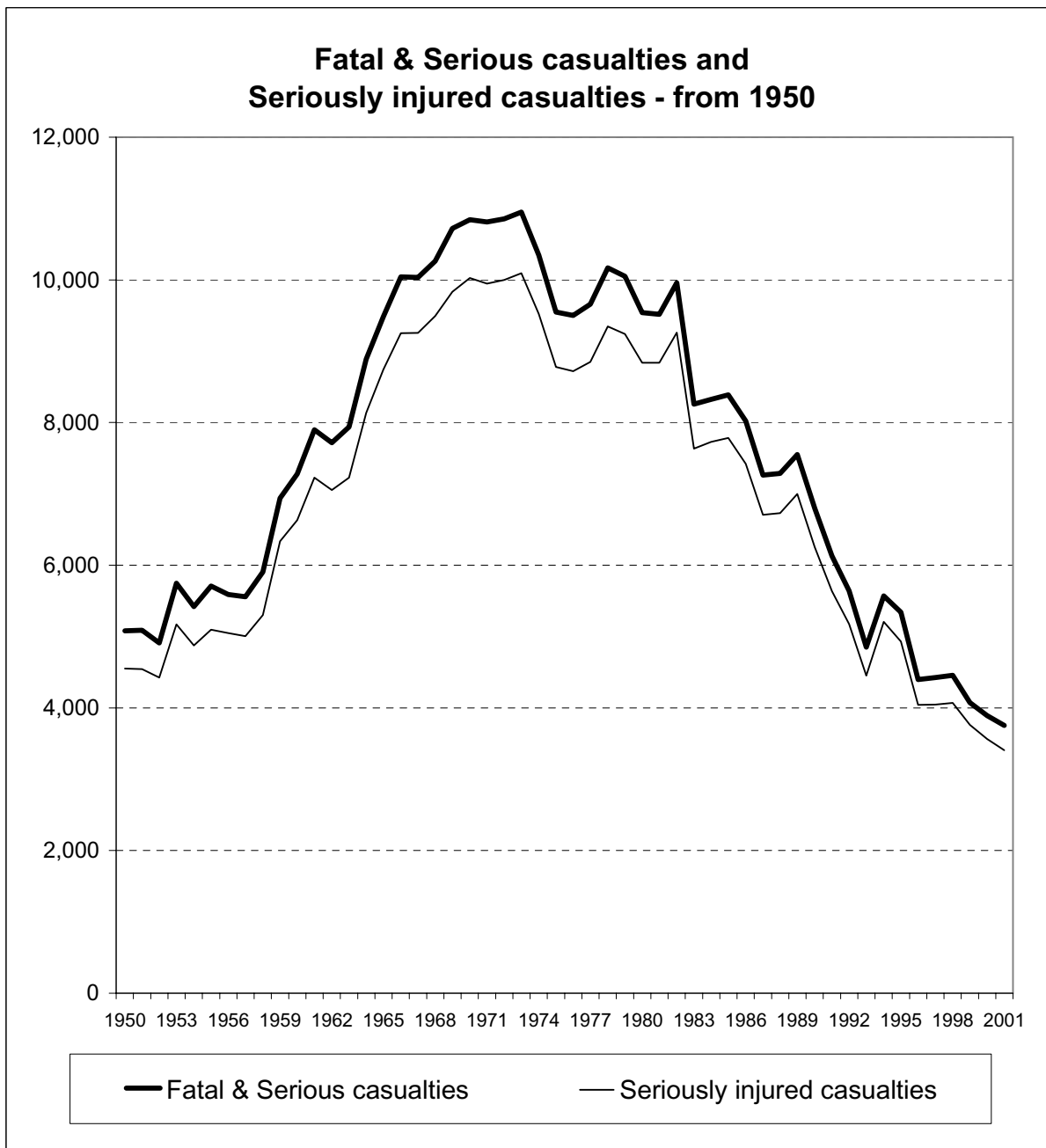
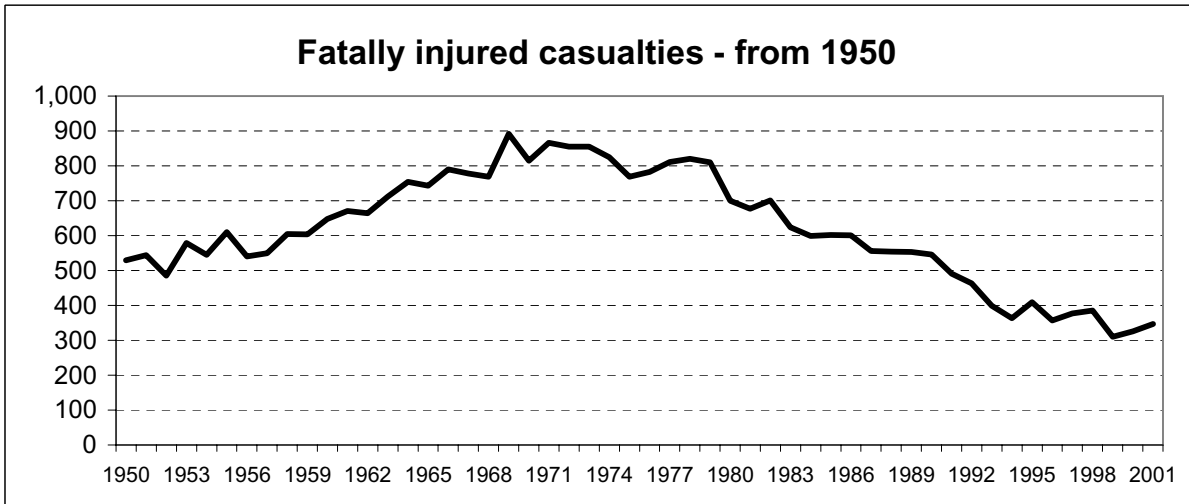
- therefore, any falls which are *greater* than these suggest *more rapid* progress than the relevant indicative lines.

2. Main Points

2.1 The provisional total number of people fatally injured in road accidents in Scotland in 2001 was 347: an increase of 21 (6%) over the figure for 2000, but still the third lowest total since current records began more than fifty years ago (only 1999 and 2000 had lower figures).

2.2 There were 3,405 people recorded as seriously injured in road accidents in 2001, 161 (5%) fewer than in 2000, and the lowest figure since records of the numbers of serious injuries began in 1950.

2.3 There were 16,137 people recorded as slightly injured in 2001, 476 (3%) fewer than in 2000, and the lowest number since 1957.



2.4 The total number of casualties in 2001 was 19,889, which was 616 (3%) lower than in 2000, and the lowest figure since 1954.

2.5 There were 3,752 people killed or seriously injured in 2001, 22% (1,086) below the 1994-98 average of 4,838. The figure for 2001 is below the relevant indicative line, and therefore the reduction so far has been greater than would be needed to achieve the 2010 target fall of 40% by means of a constant annual percentage reduction.

2.6 543 children were killed or seriously injured in 2001, 36% (299) below the 1994-98 average of 842. The figure for 2001 is also below the relevant indicative line, representing rapid progress towards the 2010 target of a 50% reduction.

2.7 At the time of writing, 2000 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole. The slight casualty rate of 38.4 casualties per 100 million vehicle kilometres in 2000 was 7% below the 1994-98 baseline average of 41.3. As this is below the relevant indicative line, there has been good progress towards the 2010 target of a 10% reduction.

2.8 Accidents on roads in non built-up areas accounted for nearly three-quarters of all fatalities in Scotland, compared with about two fifths of the total number of casualties, presumably because average speeds are higher on such roads.

2.9 A total of 12,279 car users were injured in road accidents in 2001, 194 of whom died (7% more than the previous year). There were 3,403 pedestrian casualties including 75 fatalities. Because of their greater vulnerability, 27% of all pedestrian casualties were either fatally or seriously injured, whereas only 16% of car users were killed or seriously injured.

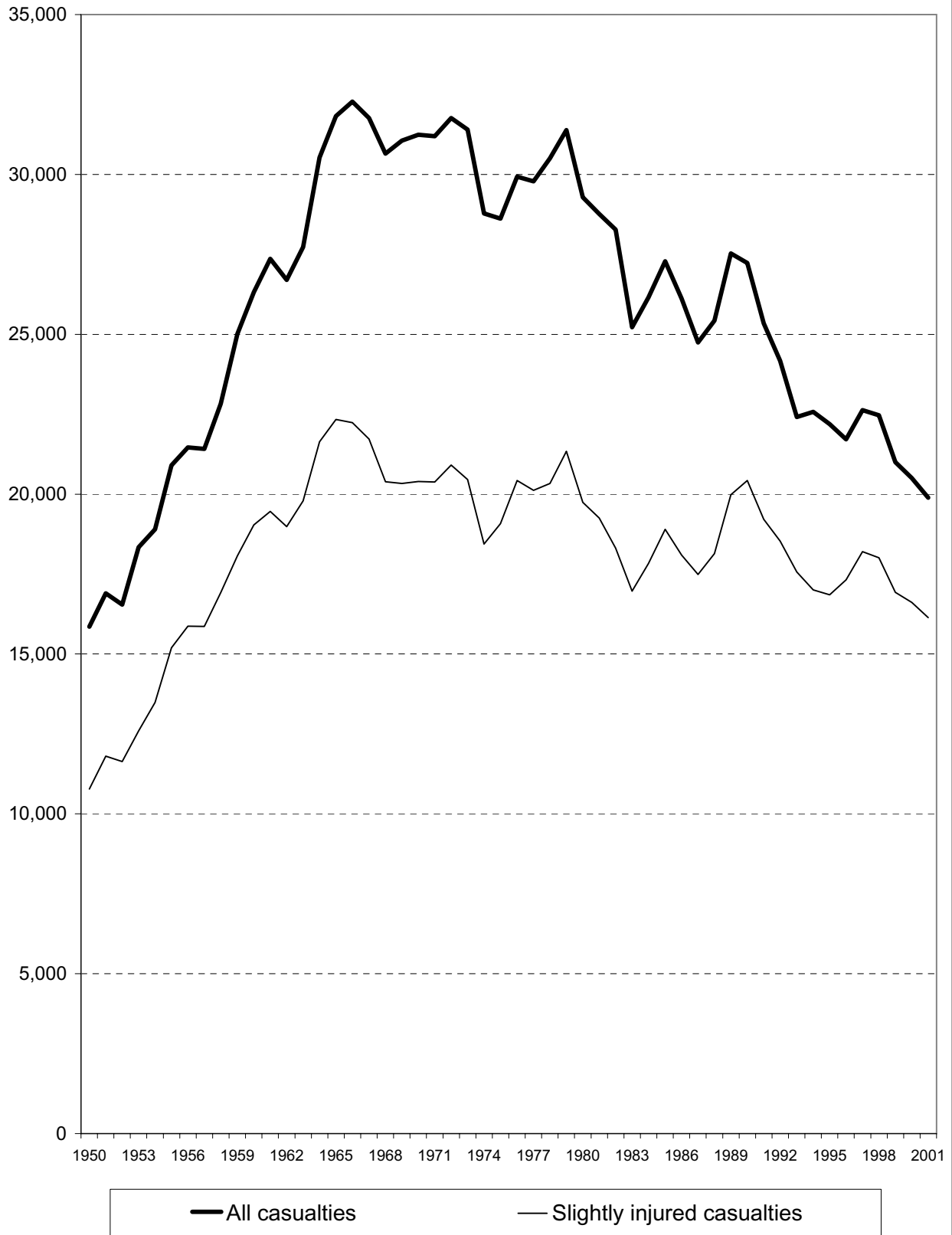
2.10 There were 2,955 child casualties in 2001, 44 (1%) fewer than in 2000. They included 20 fatalities: one death fewer than in 2000.

3. Numbers of Accidents (Table 1)

3.1 *Table 1* shows the numbers of injury road accidents recorded by the police in 2001 and some earlier years. As noted earlier, the figures relate only to those accidents in which one or more people were killed or injured. Each accident is classified according to the severity of the most seriously injured casualty who was involved in it.

3.2 Following the trend of most years since 1989, the total number of injury road accidents fell. In 2001, there were 14,707 accidents in which someone was killed or injured, 3% fewer than in 2000. However, the number of fatal accidents in 2001 (308) was 11 (4%) more than the figure for 2000 (297). Although there was an increase, the number recorded in 2001 was the third lowest since records of fatal accidents began in 1970, only the 1999 and 2000 figures being lower. The number of serious injury accidents in 2001 (2,835) fell by 170 (6%) from the figure for 2000 (3,005) to the lowest figure recorded, and the number of “slight injury” accidents in 2001 (11,564) was 2% less than the figure for 2000 (11,816) and also the lowest number recorded since the current records began in 1970.

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



4. Numbers of Casualties by Severity (Table 2)

4.1 Numbers fatally injured

Table 2 shows that the provisional total number of people fatally injured in road accidents in Scotland in 2001 was 347. This was 21 (6%) more than the figure for 2000, but, despite this increase, the number of fatalities was the third lowest since the current records began more than 50 years ago (information about road accident fatalities prior to 1947 is not readily available) - only 1999 and 2000 had lower figures. With a few exceptions, there has been a fall in each year since 1978, and for most of that period the figures show a clear, steady long-term downward trend, particularly between 1982 and 1994. From that point, the numbers appear to have been fluctuating around a less pronounced downward trend.

4.2 Numbers seriously injured

There were 3,405 people recorded as seriously injured in road accidents in 2001: 161 (5%) fewer than in 2000. This is the lowest figure since records of the numbers of serious injuries began in 1950. Since the early 1980s, the long-term trend has generally been downward, although there was an apparent levelling-off when the figures for 1996, 1997 and 1998 showed very little change, all being around 4,050. However, since then it appears that the downward trend has resumed, with falls in 1999, 2000 and 2001.

4.3 Numbers slightly injured

There were 16,137 people recorded as slightly injured in 2001: 476 (3%) fewer than in 2000. This is the lowest number recorded since 1957. Between 1970 and 1990, the figures fluctuated in a range which was broadly 17,000 to 21,000. The fall between 1990 and 1995 in the number of people with slight injuries, followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999, could have been a continuation of that pattern. However, the figures for 2000 and 2001 were both below the bottom of that range.

4.4 Total numbers of casualties

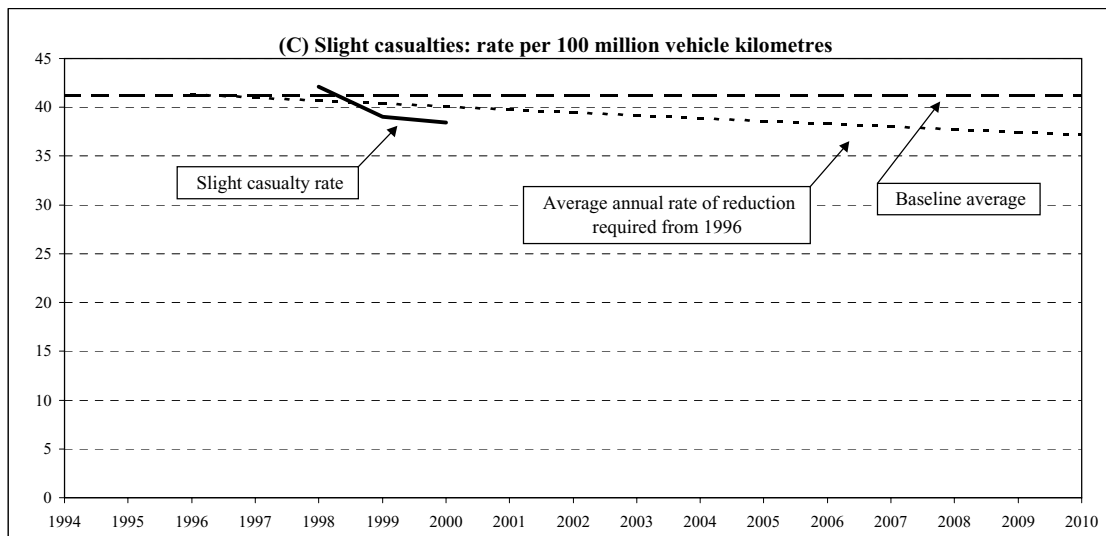
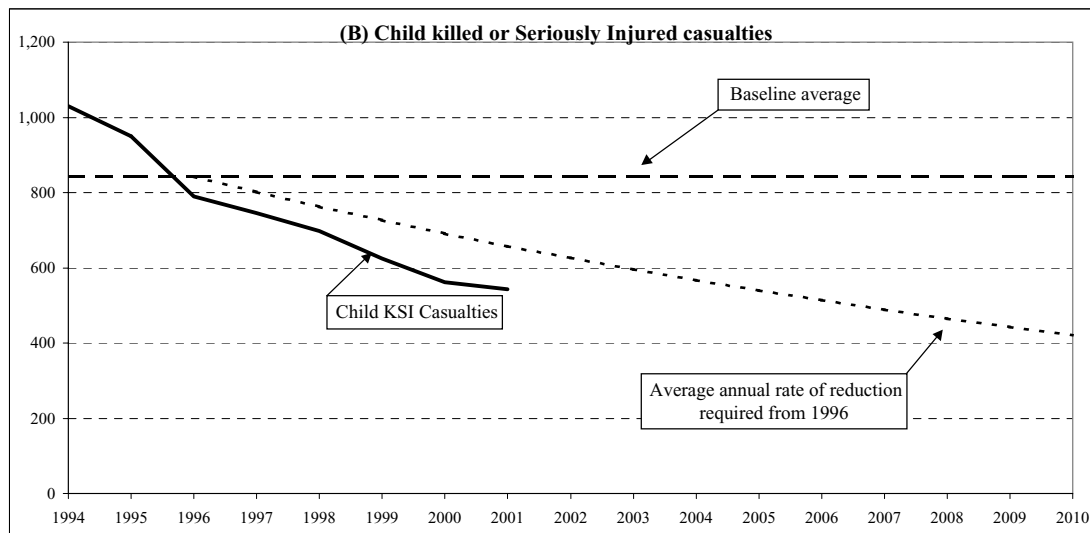
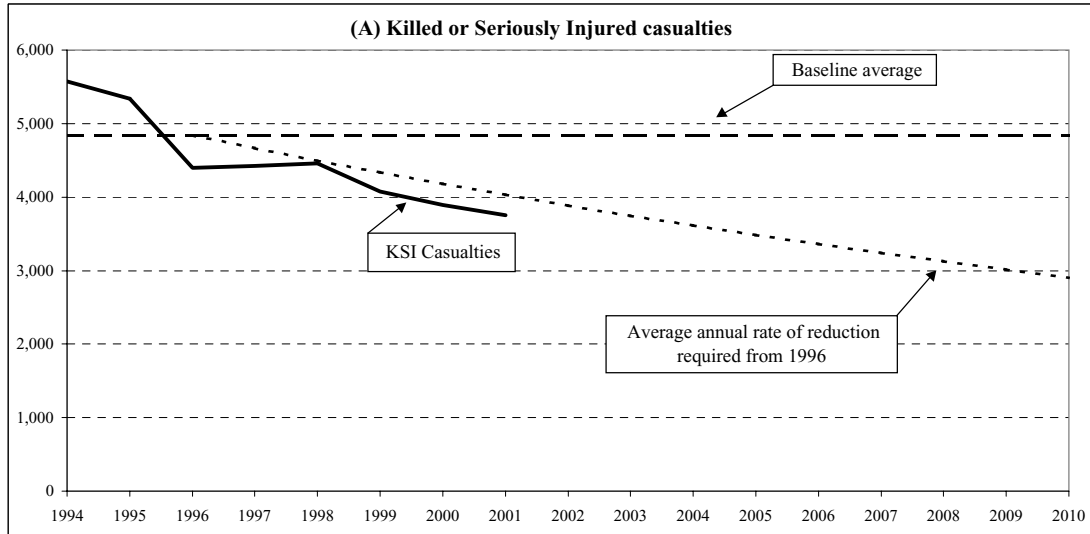
The total number of casualties (of all severities) in 2001 was 19,889, which was 616 (3%) lower than in 2000. This represented the lowest number of casualties since 1954. Between about 1970 and 1990, the figures appeared to fluctuate greatly around a general downward trend. Subsequently, the total number of casualties fell markedly from the level of the most recent "short-term" peak (which was over 27,000 in both 1989 and 1990), before appearing to level off: the figures for each of the years from 1993 to 1998 were all within 600 (3%) of the average of 22,330 for those six years. However, it appears that the downward trend has resumed: the totals for 1999 and 2000 were both under 21,000, and the figure for 2001 was the first for almost 50 years to be below 20,000.

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

5.1 Killed or seriously injured casualties

There were 3,752 people killed or seriously injured in 2001, 22% (1,086) below the 1994-98 average of 4,838. As noted in paragraph 1.2, the relevant "indicative line" figure for 2001 is

Progress towards the 2010 casualty reduction targets



16.7% below the 1994-98 baseline average. Therefore, the reduction so far has been greater than would be needed to achieve the 2010 target fall of 40% by means of a constant annual percentage reduction, so the figure for 2001 is below the relevant indicative line. *Table 3* shows that this is also the case for most modes of transport: the percentage fall from the 1994-98 average number of killed or seriously injured (KSI) casualties is more than 16.7% for most modes of transport, and so their figures would be below their indicative lines.

About half of all the 3,752 KSI casualties in 2001 were car users. The total of 1,949 car KSI casualties in 2001 was 22% below the 1994-98 baseline average of 2,501, and therefore better than the indicative line reduction. There were 917 pedestrian KSI casualties in 2001, 33% fewer than the annual average of 1,376 for the period 1994-98. However, the number of motorcycle KSI casualties in 2001 was 452, an increase of 27% (97) from the 1994-98 average: this was the only category of road user for which the figure in 2001 was above the indicative line. There were 171 pedal cycle KSI casualties, 31% below the 1994-98 average. The numbers of KSI casualties were smaller for each of the remaining categories of road user (bus/coach: 62; goods vehicle: 129; and others: 72).

5.2 Child killed or seriously injured casualties

543 children were killed or seriously injured in 2001, 36% (299) below the 1994-98 average of 842. The indicative line figure for 2001 is 21.9% below the 1994-98 average. Therefore, the figure for 2001 represents rapid progress towards the 2010 target of a 50% reduction. *Table 4* shows that, in 2001, the figures for all the main categories of child road user were below the indicative line.

About two-thirds of the 543 child killed or seriously injured (KSI) casualties in 2001 were pedestrians. The number of child pedestrian KSI casualties in 2001 was 353, 209 (37%) below the 1994-98 average of 562, and therefore better than the indicative line reduction. There were 109 child car KSI casualties in 2001, a fall of 36 (25%) from the 1994-98 average of 145. Child pedal cycle KSI casualties in 2001 were also below the indicative line: there were 56, a reduction of 44% from the 1994-98 average of 100. As there are few child KSI casualties for other modes of transport, small fluctuations in their numbers can cause apparently large percentage changes from the 1994-98 baseline average levels - so percentage changes for them are not shown in *Table 4*.

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

Because of the limited availability of detailed reliable road traffic estimates for Scotland, *Table 5* shows the *numbers* of slight casualties (rather than slight casualty rates) for various types of road user. The table also shows the overall total volume of traffic and the overall slight casualty rate, both of which are only available on an annual basis with effect from 1998.

At the time of writing, 2000 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole. The slight casualty rate of 38.4 casualties per 100 million vehicle kilometres in 2000 was 7% below the 1994-98 baseline average of 41.3. As this is below the relevant indicative line's fall of 3.0% by the year 2000, there has been good progress towards the 2010 target of a 10% reduction. By 2001, the indicative line has a

reduction of 3.7% in the slight casualty rate. The total number of slight casualties fell by more than this, as did the figures for most of the road user categories.

Almost two-thirds of slight casualties in 2001 were car users. The total number of car user slight casualties in 2001 was 10,330, 5% below the 1994-98 average of 10,860, and therefore better than the slight casualty rate's indicative line fall of 3.7%. There were 2,486 pedestrian slight casualties, 17% less than the 1994-98 average of 3,009, a reduction much better than that of the indicative line for the slight casualty rate. Bus and coach user slight casualties totalled 761 in 2000, 17% fewer than the 1994-98 average, and the number of pedal cyclist slight casualties (746) was 28% below the baseline average. However, there were rises in motorcyclist slight casualties (721 in 2001, 24% above the 1994-98 average) and in goods vehicle user slight casualties (595: 2% more than the baseline average).

6. Casualties by Type of Road (Table 6)

6.1 In 2001, “non built-up” roads (see the definition in section 9.3) accounted for about two-fifths of the total number of casualties (41%: 8,205 out of 19,889). However, presumably because average speeds are higher on non built-up roads than elsewhere, they accounted for nearly three-quarters of fatal injuries (73%: 252 out of 347) and for over half of the total number of fatal and serious injuries combined (53%: 1,991 out of 3,752).

6.2 Compared with the 1994-98 average, the fall in the total number of casualties has been much greater for “built-up” roads (13%) than for non built-up roads (7%). The difference between the two types of road is greater when one compares the falls from the 1994-98 averages for the numbers killed (down by 17% for built-up roads compared with 4% for non built-up) and for the numbers fatally or seriously injured (falls of 29% for built up roads and 16% for non-built up roads).

7. Casualties by Mode of Transport (Table 6)

7.1 Car users

A total of 12,279 car users were injured in road accidents, representing just over three-fifths of all casualties (62%: 12,279 out of 19,889). Of these people, a total of 1,949 were either fatally or seriously injured, 194 of whom died. Non built-up roads accounted for a little over half of all car user casualties (53%: 6,554 out of 12,279). Presumably because average speeds are higher on non built-up roads, they accounted for much higher percentages of the total numbers of car users who were fatally injured (84%: 162 out of 194) or were fatally or seriously injured (72%: 1,410 out of 1,949).

The number of car user fatalities in 2001 was 7% higher than in 2000, but was 7% below the 1994-98 average level. The number who were fatally or seriously injured fell by 2% from 2000, and the total number of casualties (of all severities) was 3% less than in the previous year. The total number of car user casualties in 2001 was 8% below the 1994-98 average.

7.2 Pedestrians

There were 3,403 pedestrian casualties in 2001: over a sixth of all casualties (17%: 3,403 out of 19,889). Of these, 917 were fatally or seriously injured (75 died). Presumably because of

the greater vulnerability of pedestrians, 27% of pedestrian casualties were fatally or seriously injured (917 out of 3,403) compared with 16% of all car users (1,949 out of 12,279). About 95% of pedestrian casualties occurred on built-up roads (3,244 out of 3,403). Perhaps because of higher average speeds on non built-up roads, 52% of the pedestrian casualties on such roads were serious injuries or fatalities (83 out of 159) compared with 26% on built-up roads (834 out of 3,244).

7.3 Other casualties

Together, all other modes of transport accounted for a fifth (21%) of casualties in 2001 (4,207 out of 19,889) and for a similar proportion of the total number of fatal and serious injuries (24%: 886 out of 3,752). There were 917 pedal cyclist casualties in 2001, 4% more than in 2000, including 171 (19%) fatal or serious injuries (10 died). In 2001 there were 1,173 motor cycle casualties, 4% more than 2000, of whom 452 (39%) suffered fatal or serious injuries (49 died). A total of 823 bus and coach users were injured, of whom 62 suffered serious injuries (none were killed) - 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 12% in 2001.

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

8.1 Child casualties

There were 2,955 child casualties in 2001, representing under a sixth of the total number of casualties of all ages (15%: 2,955 out of 19,889). Of the child casualties, 543 were fatalities or serious injuries, of whom 20 died. This was one death fewer than in 2000; the total number of child casualties fell by 44 (1%). These numbers were all considerably below the 1994-98 average levels: the number of casualties was 23% lower, and the number of deaths was two-thirds of the 1994-98 average level.

8.2 Child pedestrians

There were 1,485 child pedestrian casualties in 2001. They accounted for 44% of all pedestrian casualties of all ages (1,485 out of 3,403). Of the child pedestrian casualties, 353 were fatalities or serious injuries (14 died). The number of fatalities was one more than in 2000, but the total number of fatal and serious injuries was 7% less than in 2000. The figures were considerably below the corresponding 1994-98 averages: the number of fatal and serious child pedestrian casualties and the overall number of child pedestrian casualties were, respectively, 37% and 23% below the 1994-98 average level.

8.3 Children in cars

In 2001, there were 948 child casualties in cars, 8% of the total number of car user casualties of all ages (948 out of 12,279). Of the child casualties in cars, 109 were fatalities or serious injuries (2 died). While the total number of child car user fatalities and serious injuries was 25% below the 1994-98 average, the total number of child car user casualties (of all severities) was only 13% lower than the 1994-98 average.

8.4 Other child casualties

In 2001, there were 309 child pedal cycle casualties (34% of the total of 917 pedal cycle casualties of all ages), 135 child bus and coach user casualties (16% of the total of 823 of all ages) and 78 other child casualties. The child pedal cycle casualties included 56 fatalities and serious injuries, of whom 4 died. The total number of child pedal cycle casualties in 2001 was 42% below the 1994-98 average, and the total number of child bus and coach user casualties was 25% below the 1994-98 average.

9. **Sources and definitions**

9.1 The sources of the data

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

9.2 The definition of "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 (eg on the fitting and wearing of seatbelts), will have all 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 and hence reduce the speeds at which

collisions occur. In addition, the distinction between “serious” and “slight” injuries could be affected by factors such as changes in hospitals’ admission policies. For example, 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 (section 2.3 of the 1995 bulletin explained that part of the increase in “serious injury” cases in 1994 was due to hospitals admitting more child casualties for overnight observation). 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. Therefore, it is possible that some of the changes shown in the figures for “serious injuries” and “slight injuries” may be affected by changes in administrative practices, which may have altered the proportion of accidents which is categorised as “serious”.

9.3 Some other definitions

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

Children: people under 16 years old.

Pedestrians: includes people riding toy cycles on the footway; people pushing or pulling bicycles or other vehicles; people leading or herding animals; occupants of prams or wheelchairs; people who alight safely from vehicles and are subsequently injured.

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

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

9.5 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 - for example, the indicative lines could have started at the actual levels for the year 2000 (as that was the year in which the targets were adopted), and fallen in straight lines to the targets for 2010.

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

More statistics relating to the new targets appear in "*Road Accidents Scotland*". A table on page 44 of "*Road Accidents Scotland 2000*" shows the percentages of the baseline averages in each year which are represented by each of the indicative lines.

Table 1 Injury Road Accidents by Severity

	Fatal injury	Serious injury	Fatal and Serious	Slight injury	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	3,317	3,656	12,863	16,519
1999	285	3,207	3,492	11,921	15,413
2000	297	3,005	3,302	11,816	15,118
2001 <i>prov.</i>	308	2,835	3,143	11,564	14,707

Table 2 Casualties by Severity

	Fatal injury	Serious injury	Fatal 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	17,562	22,415
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	4,071	4,456	18,011	22,467
1999	310	3,763	4,073	16,925	20,998
2000	326	3,566	3,892	16,613	20,505
2001 <i>prov.</i>	347	3,405	3,752	16,137	19,889
<i>1994 - 1998 average</i>	<i>378</i>	<i>4,459</i>	<i>4,838</i>	<i>17,478</i>	<i>22,316</i>
<u>2001 percentage change:</u>					
on 2000	6%	-5%	-4%	-3%	-3%
on 94-98 average	-8%	-24%	-22%	-8%	-11%

NB: 1. Some figures for 2000 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

2. Although records of the numbers of "serious injury" and "slight injury" *casualties* began in 1950, records of the numbers of injury road *accidents* did not begin until 1970.

Table 3 Fatal and serious casualties by mode of transport

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods ¹	Other ²	All road users
1994-98 ave	1,376	249	355	2,501	96	172	89	4,838
1994	1,647	316	353	2,804	150	211	90	5,571
1995	1,587	292	395	2,653	105	211	96	5,339
1996	1,279	216	300	2,293	96	137	77	4,398
1997	1,211	210	358	2,365	55	136	89	4,424
1998	1,156	210	371	2,389	76	163	91	4,456
1999	1,143	189	431	2,002	83	144	81	4,073
2000	996	176	473	1,979	80	121	67	3,892
2001 prov.	917	171	452	1,949	62	129	72	3,752
<u>2001 percentage change:</u>								
on 2000	-8%	-3%	-4%	-2%	-23%	7%	7%	-4%
on 94-98 ave	-33%	-31%	27%	-22%	-36%	-25%	-19%	-22%

Table 4 Child fatal and serious casualties by mode of transport

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods ¹	Other ²	All road users
1994-98 ave	562	100	6	145	11	8	10	842
1994	674	144	6	161	24	12	8	1,029
1995	638	113	7	153	9	13	17	950
1996	540	100	4	118	15	3	10	790
1997	505	78	4	138	3	7	10	745
1998	455	64	8	153	6	6	6	698
1999	430	69	5	108	2	2	9	625
2000	378	65	7	94	7	5	5	561
2001 prov.	353	56	7	109	5	6	7	543
<u>2001 percentage change:</u>								
on 2000	-7%	-14%	*	16%	*	*	*	-3%
on 94-98 ave	-37%	-44%	*	-25%	*	*	*	-36%

Table 5 Slight casualties by mode of transport

	Pede- strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods ¹	Other ²	All road users	Traffic ³	Slight casualty rate
										per 100 mill veh-km
1994-98 ave	3,009	1,034	580	10,860	912	583	501	17,478	42,364	41.26
1994	3,083	1,068	577	10,123	1,084	669	398	17,002
1995	3,048	1,031	576	10,321	802	579	498	16,855
1996	3,047	1,081	550	10,740	902	499	499	17,318
1997	2,944	1,062	590	11,669	886	525	529	18,205
1998	2,922	930	605	11,445	886	643	580	18,011	42,775	42.11
1999	2,620	828	594	10,900	840	609	534	16,925	43,338	39.05
2000	2,606	706	655	10,669	854	541	582	16,613	43,208	38.45
2001 prov.	2,486	746	721	10,330	761	595	498	16,137		
<u>2001 percentage change:</u>										
on 2000	-5%	6%	10%	-3%	-11%	10%	-14%	-3%		
on 94-98 ave	-17%	-28%	24%	-5%	-17%	2%	-1%	-8%		

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

1. Light goods vehicles and heavy goods vehicles.

2. Taxis, minibuses and other modes of transport

3. There are no reliable estimates of the volume of traffic on minor roads in Scotland for individual years pre-1998, because the method used then to estimate total traffic volumes was designed only to produce reliable estimates for GB as a whole. The Scottish components of the traffic estimates for GB for each of the years have been used to produce the estimated annual average for Scotland for 1994 to 1998.

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

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All
Pedestrian									
1994-98 average	72	1,256	4,165	32	120	219	104	1,376	4,385
1999	61	1,030	3,571	28	113	192	89	1,143	3,763
2000	49	910	3,434	23	86	168	72	996	3,602
2001 <i>prov.</i>	50	834	3,244	25	83	159	75	917	3,403
% change on 2000	*	-8%	-6%	*	-3%	-5%	4%	-8%	-6%
on 94-98 average	-31%	-34%	-22%	*	-31%	-28%	-28%	-33%	-22%
Pedal cycle									
1994-98 average	4	196	1,130	6	53	153	11	249	1,283
1999	5	163	916	3	26	101	8	189	1,017
2000	6	138	788	6	38	94	12	176	882
2001 <i>prov.</i>	4	127	793	6	44	124	10	171	917
% change on 2000	*	-8%	1%	*	*	32%	*	-3%	4%
on 94-98 average	*	-35%	-30%	*	-17%	-19%	*	-31%	-29%
Motor cycle									
1994-98 average	5	148	509	26	207	426	31	355	935
1999	5	161	517	25	270	508	30	431	1,025
2000	8	188	586	32	285	542	40	473	1,128
2001 <i>prov.</i>	7	158	608	42	294	565	49	452	1,173
% change on 2000	*	-16%	4%	*	3%	4%	*	-4%	4%
on 94-98 average	*	7%	19%	*	42%	33%	*	27%	25%
Car									
1994-98 average	28	718	6,236	181	1,783	7,125	209	2,501	13,360
1999	27	575	6,051	142	1,427	6,851	169	2,002	12,902
2000	30	521	5,968	152	1,458	6,680	182	1,979	12,648
2001 <i>prov.</i>	32	539	5,725	162	1,410	6,554	194	1,949	12,279
% change on 2000	*	3%	-4%	7%	-3%	-2%	7%	-2%	-3%
on 94-98 average	*	-25%	-8%	-11%	-21%	-8%	-7%	-22%	-8%
Bus/Coach									
1994-98 average	2	75	835	1	21	174	3	96	1,008
1999	1	66	725	0	17	198	1	83	923
2000	1	68	810	0	12	124	1	80	934
2001 <i>prov.</i>	0	51	707	0	11	116	0	62	823
% change on 2000	*	-25%	-13%	*	*	-6%	*	-23%	-12%
on 94-98 average	*	-32%	-15%	*	*	-33%	*	-36%	-18%
Other modes of transport									
1994-98 average	3	81	607	17	179	737	20	260	1,344
1999	2	69	642	11	156	726	13	225	1,368
2000	3	58	650	16	130	661	19	188	1,311
2001 <i>prov.</i>	2	52	607	17	149	687	19	201	1,294
% change on 2000	*	-10%	-7%	*	15%	4%	*	7%	-1%
on 94-98 average	*	-36%	0%	*	-17%	-7%	*	-23%	-4%
All casualties									
1994-98 average	115	2,474	13,482	263	2,364	8,834	378	4,838	22,316
1999	101	2,064	12,422	209	2,009	8,576	310	4,073	20,998
2000	97	1,883	12,236	229	2,009	8,269	326	3,892	20,505
2001 <i>prov.</i>	95	1,761	11,684	252	1,991	8,205	347	3,752	19,889
% change on 2000	-2%	-6%	-5%	10%	-1%	-1%	6%	-4%	-3%
on 94-98 average	-17%	-29%	-13%	-4%	-16%	-7%	-8%	-22%	-11%

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

NB: Some figures for 2000 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

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

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All
Pedestrian									
1994-98 average	11	532	1,887	5	31	52	17	562	1,938
1999	10	411	1,586	7	19	31	17	430	1,617
2000	10	364	1,452	3	14	34	13	378	1,486
2001 <i>prov.</i>	12	342	1,465	2	11	20	14	353	1,485
% change on 2000	*	-6%	1%	*	*	*	*	-7%	0%
on 94-98 average	*	-36%	-22%	*	*	-61%	*	-37%	-23%
Pedal cycle									
1994-98 average	2	86	497	1	14	40	3	100	537
1999	0	62	349	1	7	25	1	69	374
2000	3	58	310	1	7	20	4	65	330
2001 <i>prov.</i>	4	50	283	0	6	26	4	56	309
% change on 2000	*	-14%	-9%	*	*	*	*	-14%	-6%
on 94-98 average	*	-42%	-43%	*	*	*	*	-44%	-42%
Car									
1994-98 average	2	50	541	7	94	553	8	145	1,094
1999	1	34	465	5	74	516	6	108	981
2000	0	17	486	4	77	478	4	94	964
2001 <i>prov.</i>	0	29	475	2	80	473	2	109	948
% change on 2000	*	*	-2%	*	4%	-1%	*	16%	-2%
on 94-98 average	*	-42%	-12%	*	-15%	-14%	*	-25%	-13%
Bus/Coach									
1994-98 average	1	9	137	0	3	44	1	11	181
1999	0	2	103	0	0	41	0	2	144
2000	0	6	119	0	1	18	0	7	137
2001 <i>prov.</i>	0	5	108	0	0	27	0	5	135
% change on 2000	*	*	-9%	*	*	*	*	*	-1%
on 94-98 average	*	*	-21%	*	*	*	*	*	-25%
Other									
1994-98 average	0	12	49	1	12	53	1	24	102
1999	0	9	52	1	7	28	1	16	80
2000	0	10	43	0	7	39	0	17	82
2001 <i>prov.</i>	0	9	46	0	11	32	0	20	78
% change on 2000	*	*	*	*	*	*	*	*	-5%
on 94-98 average	*	*	*	*	*	-40%	*	*	-23%
All child casualties									
1994-98 average	16	689	3,109	14	153	742	30	842	3,852
1999	11	518	2,555	14	107	641	25	625	3,196
2000	13	455	2,410	8	106	589	21	561	2,999
2001 <i>prov.</i>	16	435	2,377	4	108	578	20	543	2,955
% change on 2000	*	-4%	-1%	*	2%	-2%	*	-3%	-1%
on 94-98 average	*	-37%	-24%	*	-30%	-22%	*	-36%	-23%

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

NB: Some figures for 2000 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

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