

# **Reported Road Casualties Scotland 2019 - Key Findings Report**

# Table of Contents

<b>Topic</b>	<b>Page</b>
Introduction	<b>2</b>
Long-term trend	<b>3</b>
Changes in the past year	<b>4</b>
International comparison	<b>5</b>
Car users	<b>6</b>
Pedestrians	<b>7</b>
Pedal cyclists	<b>8</b>
Motorcyclists	<b>9</b>
Key Resources	<b>10</b>

# Introduction

**Information in this report is based on Reported Road Casualties, Transport Scotland's annual National Statistics publication on injury road accidents in Scotland.**

These statistics are based on information Police Scotland collect for all road accidents where someone has been injured. Accidents in which there are no injuries, or accidents not reported to the police are therefore not included in these figures.

A casualty is someone who was injured or killed in an accident. Depending on the severity of the injury, Police Scotland classifies the casualty as killed, seriously injured or slightly injured.

The statistics in the publication are used by Transport Scotland, Police Scotland, Local Authorities and road safety professionals across Scotland to target interventions to make Scotland's roads safer.



**Road casualty data is used to measure progress against targets in Scotland's Road Safety Framework, which aims to reduce the number of people killed and injured on Scotland's roads.**

# Long-term trend

## There has been a long-term drop in the number of road casualties in Scotland.

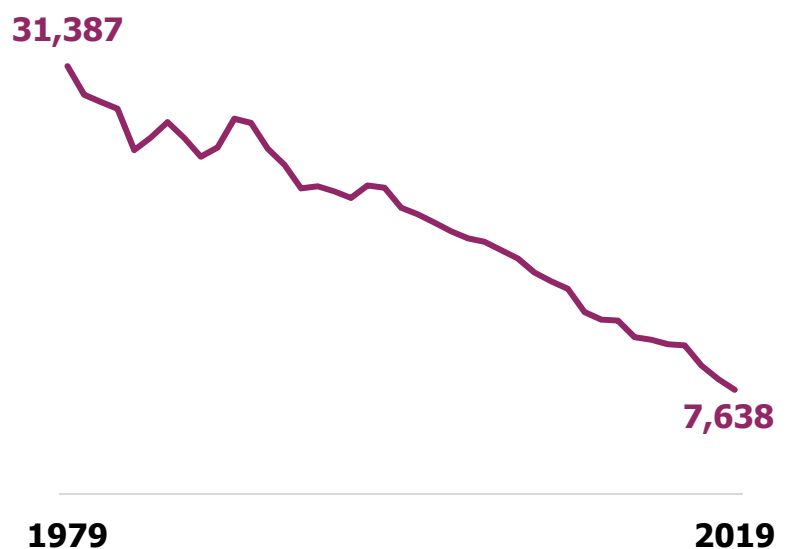
In 2019, the number of people killed or injured on Scottish roads was less than a quarter the number that were killed or injured in 1979.

Over the same time period, the number of people killed has decreased by nearly 80% (from 810 in 1979, to 165 in 2019).

There has been a similar trend in the number of accidents. Since 1989, the total number of injury accidents has fallen in 34 out of 40 years, and in 2019 it was at the lowest level ever recorded.

## Number of people killed or injured in road traffic accidents

### ALL CASUALTIES



**There are significantly fewer deaths and injuries now compared with a few decades ago.**

# Changes in the past year

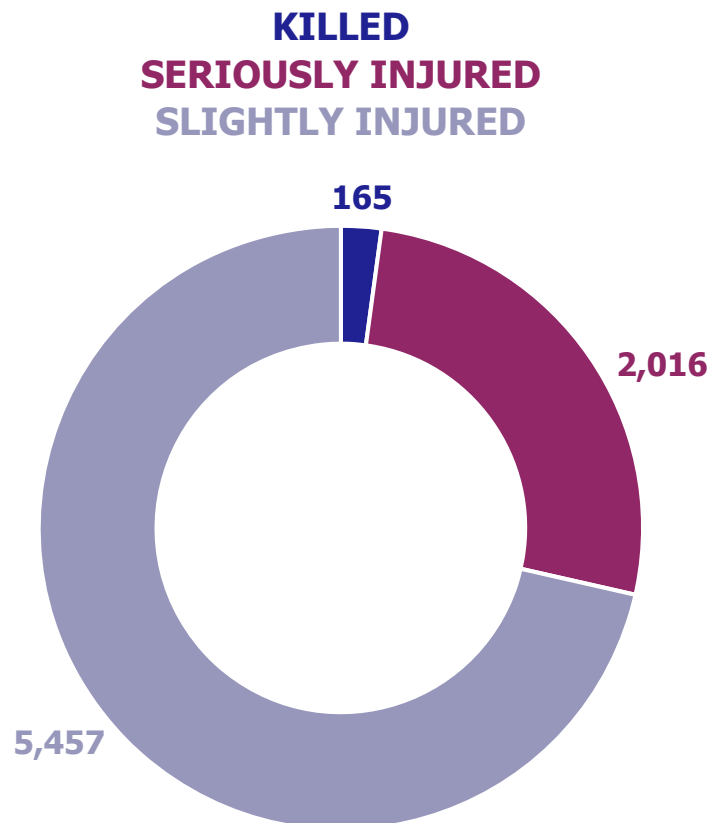
**In the most recent year, the total number of casualties went down and is at the lowest level since 1950.**

In 2019, there were 165 people killed, 2,016 people seriously injured and 5,457 people slightly injured in road accidents.

The number of people killed increased by four compared with the previous year, a 2% increase. Despite the most recent increase, the number of people killed is still at historically low level. The figure for 2019 was below the average for the previous five years.

There were 763 child casualties, an increase of 1 per cent since 2018. This included two fatalities, one fewer than 2018, and 198 children who were seriously injured.

## Road Casualties by Severity



**Compared with 2019, the total number of casualties decreased by 786, which is 9% lower than in 2018.**

# International comparison

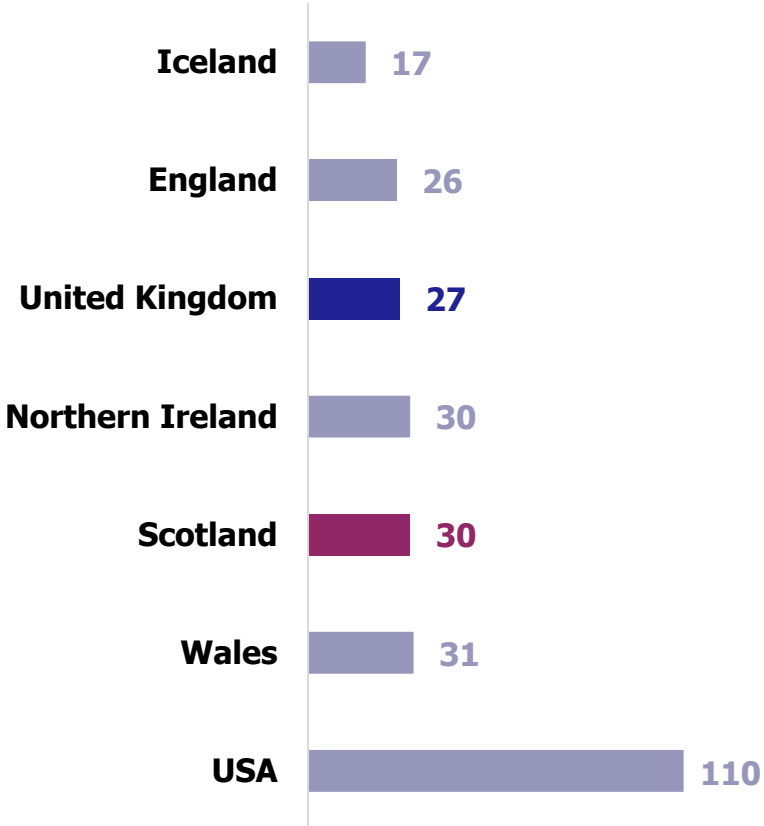
**In 2019, Scotland had the eighth lowest rate of people killed in road accidents out of a list of 41 comparable countries.**

In Scotland, 30 people were killed for every million people in the population. This figure was higher than for the United Kingdom as a whole, where 27 people were killed for every million population.

Iceland had the lowest number of road deaths per million population (17), whereas the USA had the highest (110).

The list of countries with comparable road casualty figures includes most European countries and selected developed countries worldwide.

**Number of people killed per million population**



**The number of people killed as a proportion of the population has historically been higher in Scotland than in the UK as a whole.**

# Car users

**In 2019, there were 4,581 car user casualties, a 10% decrease on 2018 and a 52% decrease since 2009.**

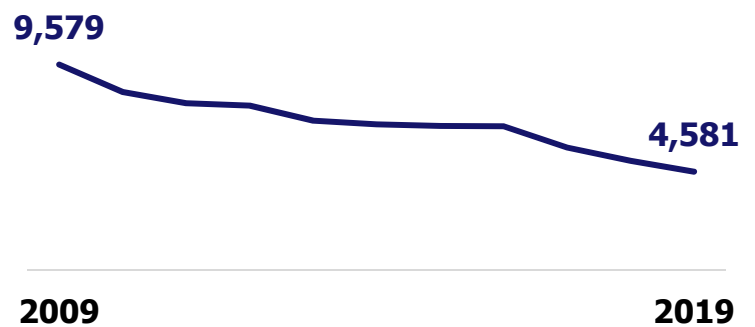
Car user casualties accounted for 60% of all road user casualties in 2019. Of these 938 were seriously injured, and 75 were killed.

Most fatal (92%) and serious (71%) casualties took place on roads with a speed limit over 40mph.

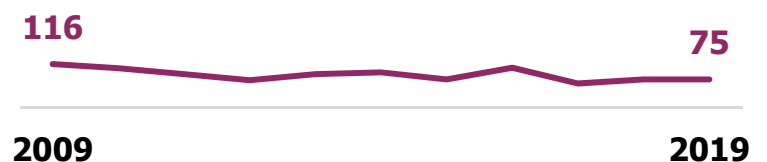
The most common contributory factor for accidents involving cars was 'failed to look properly' (18%), followed by 'failed to judge other person's path or speed' (10%).

Most car user casualties took place during the day, especially in the afternoon between 4pm and 6pm.

**Car users - All casualties**



**Car users - People killed**



**Car users in the 16-22 year age group were injured or killed more often than those in older age groups. The proportion of car users killed decreases with age.**

# Pedestrians

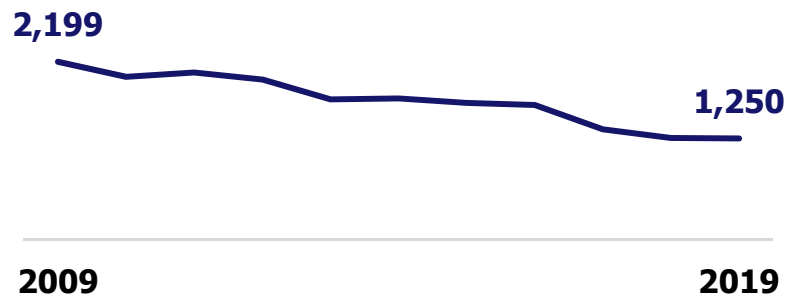
**In 2019, there were 1,250 pedestrian casualties, a 0.5% decrease on 2018 and a 43% decrease since 2009.**

Pedestrian casualties accounted for 16% of all road user casualties in 2019. Of these 486 were seriously injured, and 44 were killed.

Across all road users, pedestrians accounted for 27% of all people killed, and 24% of those seriously injured.

Children accounted for 333 (27%) pedestrian casualties in 2019. Of these, 123 were seriously injured and two died.

**Pedestrians - All casualties**



**Pedestrians - People killed**



**From November to February, pedestrian casualties were 30% higher than the monthly average.**



# Pedal cyclists

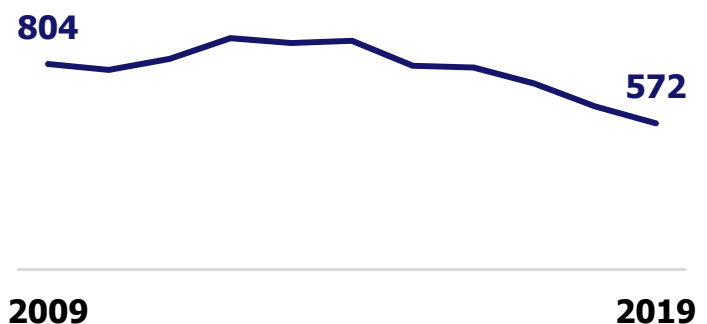
**In 2019, there were 572 pedal cycle casualties, 66 fewer than the previous year, and a 29% decrease on 2009.**

The number of pedal cyclists killed increased from six in 2018, to ten in 2019. 183 pedal cyclists were seriously injured.

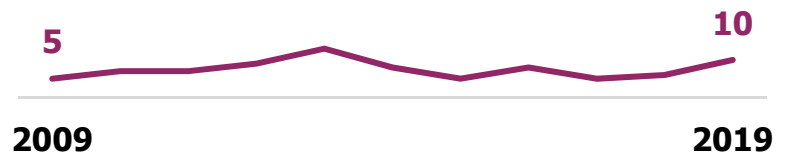
The most common contributory factor for accidents involving pedal cyclists was 'failed to look properly' (16%).

The peak months for pedal cycle casualties were August and September, when the number of casualties was around 20% above the monthly average.

**Pedal cyclists - All casualties**



**Pedal cyclists - People killed**



**78% of pedal cycle casualties were male, compared to 56% for all modes of transport.**

# Motorcyclists

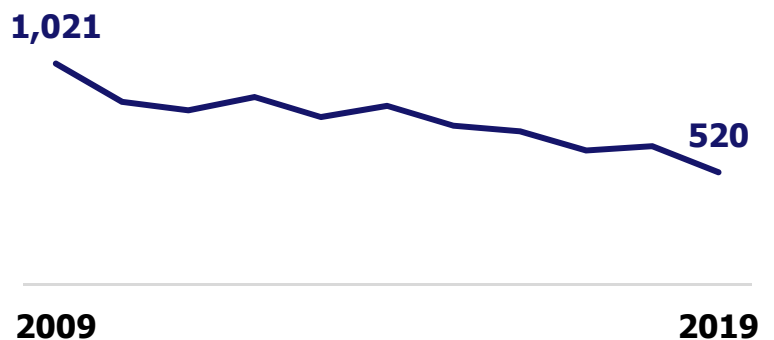
**In 2019, there were 520 motor cycle casualties, a 19% decrease on 2018 and a 49% decrease since 2009.**

Motor cycle casualties accounted for 7% of all road user casualties in 2019. Of these people, 279 were seriously injured, and 25 were killed.

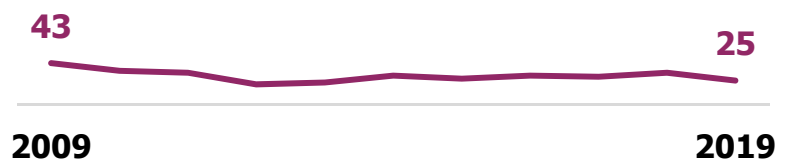
Around half (51%) of motorcycle casualties took place on roads with a speed limit over 40mph, but such roads accounted for over three quarters (76%) of those killed.

The most common contributory factor for accidents involving motorcyclists was 'loss of control' (22%), followed by 'poor turn or manoeuvre' and 'failed to judge other person's path or speed' (both 11%).

**Motor cyclists - All casualties**



**Motor cyclists - People killed**



**Most motor cycle casualties took place in May or June, and there were more casualties on Friday to Sunday than on any other day.**

# Key Resources

**Key Reported Road Casualties Scotland** presents provisional annual headline figures for road casualties reported to the police in Scotland. It is usually published in July.

**Reported Road Casualties Scotland** presents the final annual figures for road casualties reported to the police in Scotland. This publication also provides detailed statistics and analysis on the circumstances of road casualties. It is usually published in October.

Both publications are available on the Transport Scotland web page.

Webpage: <https://www.transport.gov.scot/our-approach/statistics/>



More information about Transport Scotland's approach to maintaining and improving road safety is available at: <https://www.transport.gov.scot/transport-network/roads/road-safety>

## Contact Details



Andrew Knight or Charlie Lewis  
Transport Analytical Services  
Transport Scotland  
Victoria Quay  
Edinburgh EH6 6QQ

[transtat@transport.gov.scot](mailto:transtat@transport.gov.scot)



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

Transport Scotland  
Buchanan House, 58 Port Dundas Road,  
Glasgow, G4 0HF  
0141 272 7100  
info@transport.gov.scot  
www.transport.gov.scot

© Crown copyright 2020

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/> or e-mail: [psi@nationalarchives.gov.uk](mailto:psi@nationalarchives.gov.uk)

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and large print formats and in community languages.

Any enquiries regarding this document should be sent to us at [info@transport.gov.scot](mailto:info@transport.gov.scot)

This document is also available on the Transport Scotland website: [www.transport.gov.scot](http://www.transport.gov.scot)  
Published by Transport Scotland, October 2020

Follow us:

 [transcotland](https://www.facebook.com/transcotland)  [@transcotland](https://twitter.com/transcotland)  
**transport.gov.scot**



**Scottish Government**  
Riaghaltas na h-Alba