SCOTTISH EXECUTIVE

Statistical Bulletin

Transport Series

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Key 2004 Road Accident Statistics

1. Main Points

1.1 The provisional total number of people killed in road accidents in Scotland in 2004 was 307: a decrease of 24 (7%) over the figure for 2003, and the second lowest total since current records began more than fifty years ago.

1.2 There was a provisional total of 2,712 people recorded as seriously injured in road accidents in 2004, 235 (8%) fewer than in 2003, and the lowest figure since records of the numbers of serious injuries began in 1950.

1.3 The provisional figure of 15,227 people recorded as slightly injured in 2004 was 219 (1%) fewer than in 2003, and the lowest number since 1955.

1.4 The provisional total number of casualties in 2004 was 18,246, which was 478 (3%) lower than in 2003, and the lowest figure since 1953.

1.5 There was a provisional total of 3,019 people killed or seriously injured in 2004, 38% (1,819) below the 1994-98 average of 4,838, so the 2010 target fall of 40% has almost been achieved.

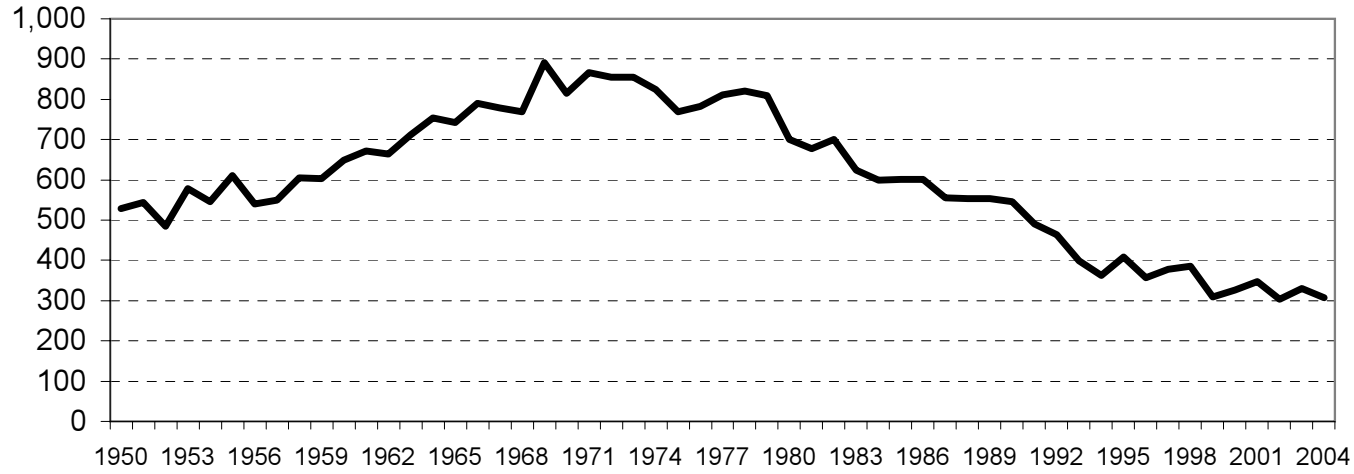
1.6 The provisional total of 381 children killed or seriously injured in 2004 was 55% (461) below the 1994-98 average of 842, so the 2010 target of a 50% reduction has already been achieved.

1.7 At the time of writing, 2003 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole. The slight casualty rate of 36.74 casualties per 100 million vehicle kilometres in 2003 was 21% below the 1994-98 baseline average of 46.42, so the 2010 target of a 10% reduction has already been achieved.

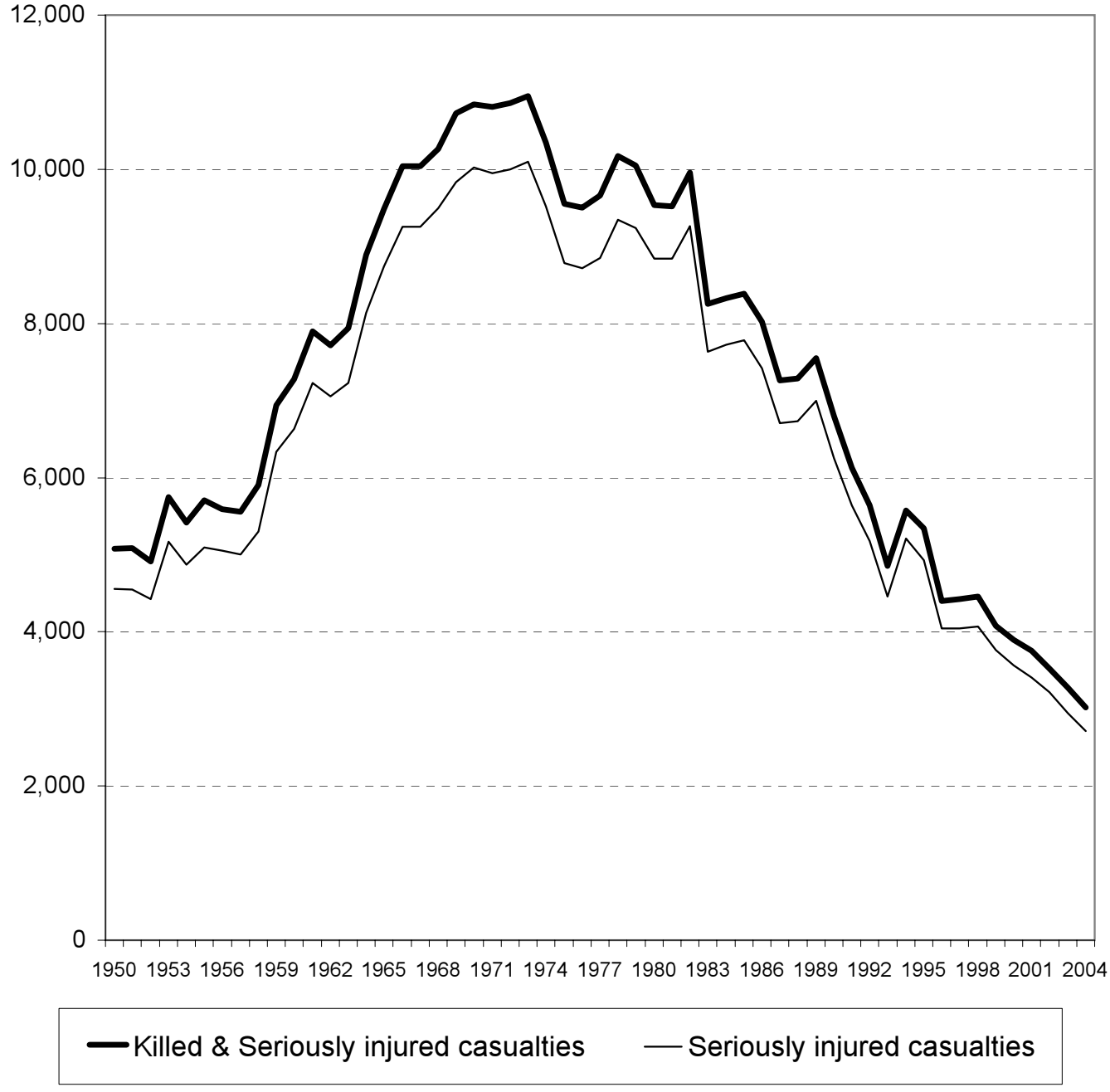
1.8 Accidents on roads in non built-up areas accounted for over two thirds (69%) of all those killed in Scotland, compared with about two fifths (43%) of the total number of casualties, perhaps because average speeds are higher on such roads.

1.9 A provisional total of 11,450 car users were injured in road accidents in 2004, 168 of whom died (9% less than the previous year). There were 3,031 pedestrian casualties including 75 killed (19% more than the previous year). Perhaps because of their greater

Killed - from 1950



Killed & Seriously injured casualties and Seriously injured casualties - from 1950



vulnerability, 24% of all pedestrian casualties were either killed or seriously injured, whereas only 14% of car users were killed or seriously injured.

1.10 There were provisional totals of 977 motorcyclist casualties, 909 bus and coach user casualties and 764 pedal cyclists casualties in 2004.

1.11 The provisional total of 2,358 child casualties in 2004 was 118 (5%) fewer than in 2003. They included 12 killed: 5 deaths fewer than in 2003.

2. Background

2.1 This bulletin presents ***provisional*** statistics of road accidents in which people were killed or injured ("injury road accidents") in Scotland in 2004, which were extracted from the Road Accidents statistical database on 11 May 2005. The final totals for 2004, which will appear later, in *"Road Accidents Scotland 2004"*, may differ slightly from the figures given here, due to (e.g.) late returns and amendments. For similar reasons, the figures which appear here for 2003 and earlier years may differ slightly from those published previously.

2.2 Section 5, tables 3 - 5 and the charts on page 6 show progress towards the casualty reduction targets for 2010. The targets are described in section 10.4. The figures for 2004 are compared with the annual averages for 1994-98, because this is the "baseline" period for the road safety targets for the year 2010. In the charts on page 6, the thick black lines show the figures recorded so far, the horizontal dashed lines show the baseline averages, and the dotted lines going downwards indicate how the figures would have to fall *if* the targets for 2010 were to be achieved by means of a constant percentage reduction in each year. They imply the following reductions from the 1994-98 averages by 2004:

Killed or seriously injured:	25.3%
Child killed or seriously injured:	32.7%
Slight casualty rate (per 100 million vehicle-km):	5.8%

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

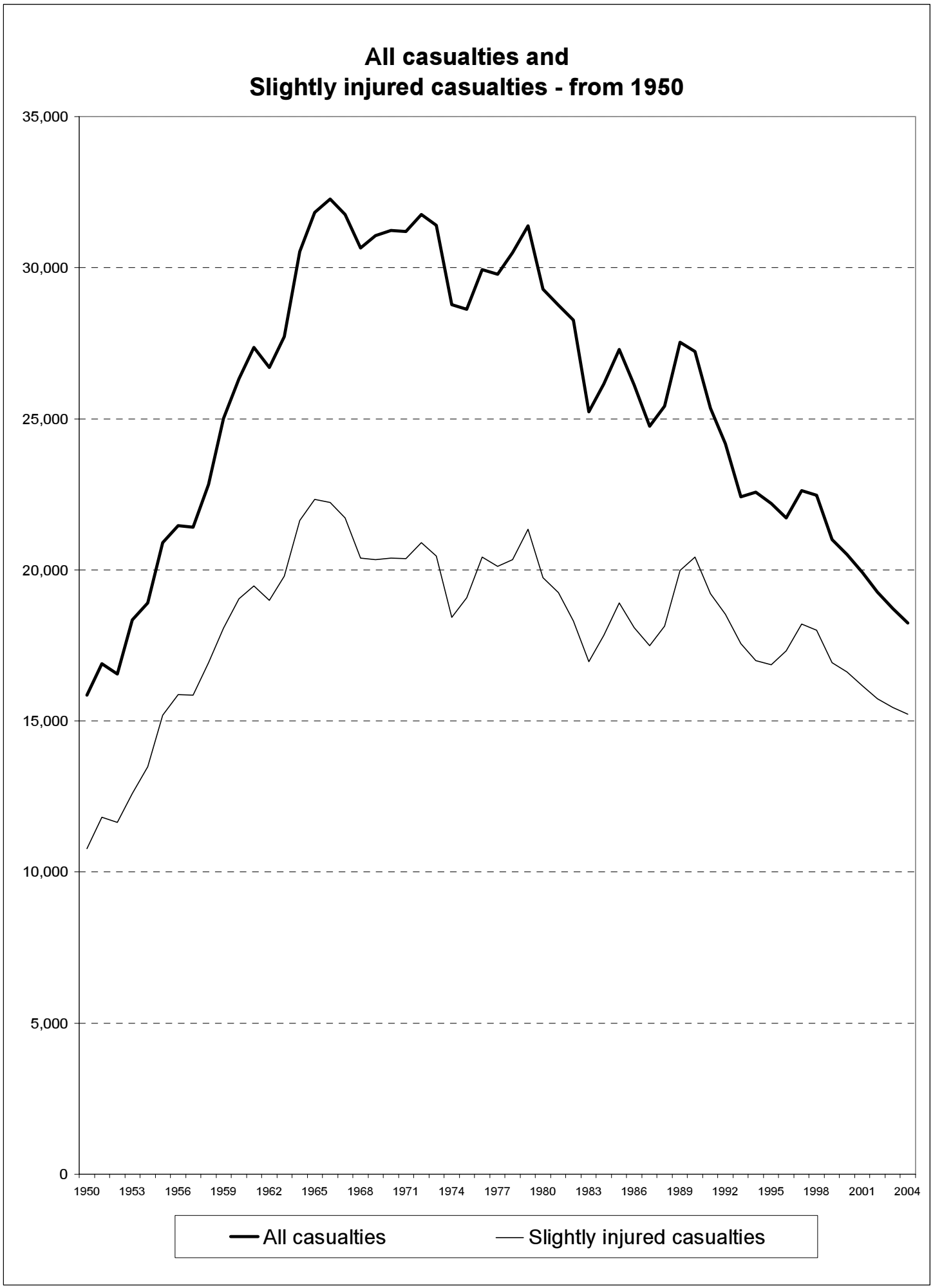
2.3 In this edition, Tables 3,4 and 5 have been expanded to provide the latest five years' average and the numbers in 2010 implied by the casualty reduction targets.

3. Numbers of Accidents (Table 1)

3.1 *Table 1* shows the numbers of injury road accidents recorded by the police in 2004 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 2004, there was a *provisional* total of 13,738 accidents in which someone was killed or injured, 1% fewer than in 2003. The number of fatal accidents in 2004 (281) was 17 (6%) less than the figure for 2003 (298), and was the second lowest figure since records of fatal accidents began in 1970.

3.3 The provisional number of serious injury accidents in 2004 (2,286) fell by 203 (8%) from the figure for 2003 (2,489) to the lowest figure recorded. Although the provisional


All casualties and
Slightly injured casualties - from 1950
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
1950
1953
1956
1959
1962
1965
1968
1971
1974
1977
1980
1983
1986
1989
1992
1995
1998
2001
2004
All casualties
Slightly injured casualties

number of "slight injury" accidents in 2004 (11,171) was 1% more than the figure for 2003 (11,110), it was still the second lowest number recorded since the current records began in 1970.

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 2004 was 307. This was 24 (7%) lower than the figure for 2003, and was the second lowest since the current records began more than 50 years ago (information about road accident fatalities prior to 1947 is not readily available). With a few exceptions, there has been a fall in each year since 1978, and for most of that period the figures show a clear, steady long-term downward trend, particularly between 1982 and 1994. From that point, the numbers appear to have been fluctuating around a less pronounced downward trend.

4.2 Numbers seriously injured

There was a provisional total of 2,712 people recorded as seriously injured in road accidents in 2004: 235 (8%) fewer than in 2003. This is the lowest figure since records of the numbers of serious injuries began in 1950. Since the early 1980s, the long-term trend has generally been downward, although there was an apparent levelling-off when the figures for 1996, 1997 and 1998 showed very little change, all being around 4,050. However, since then it appears that the downward trend has resumed, with falls in every year since 1998.

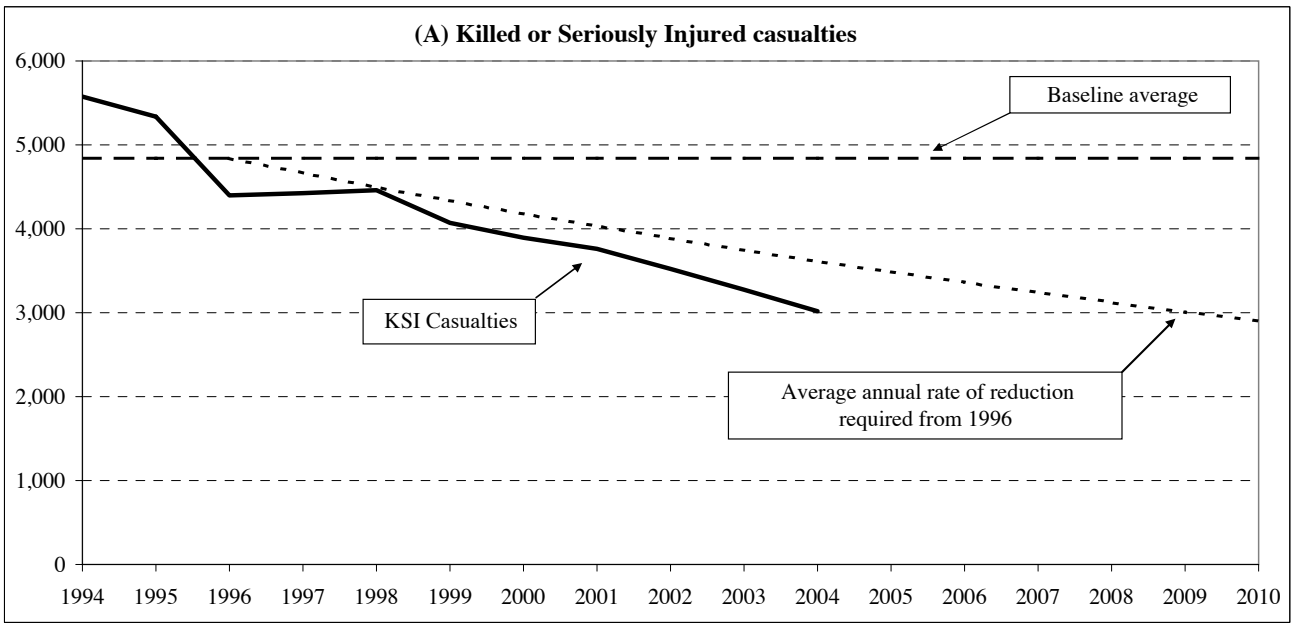
4.3 Numbers slightly injured

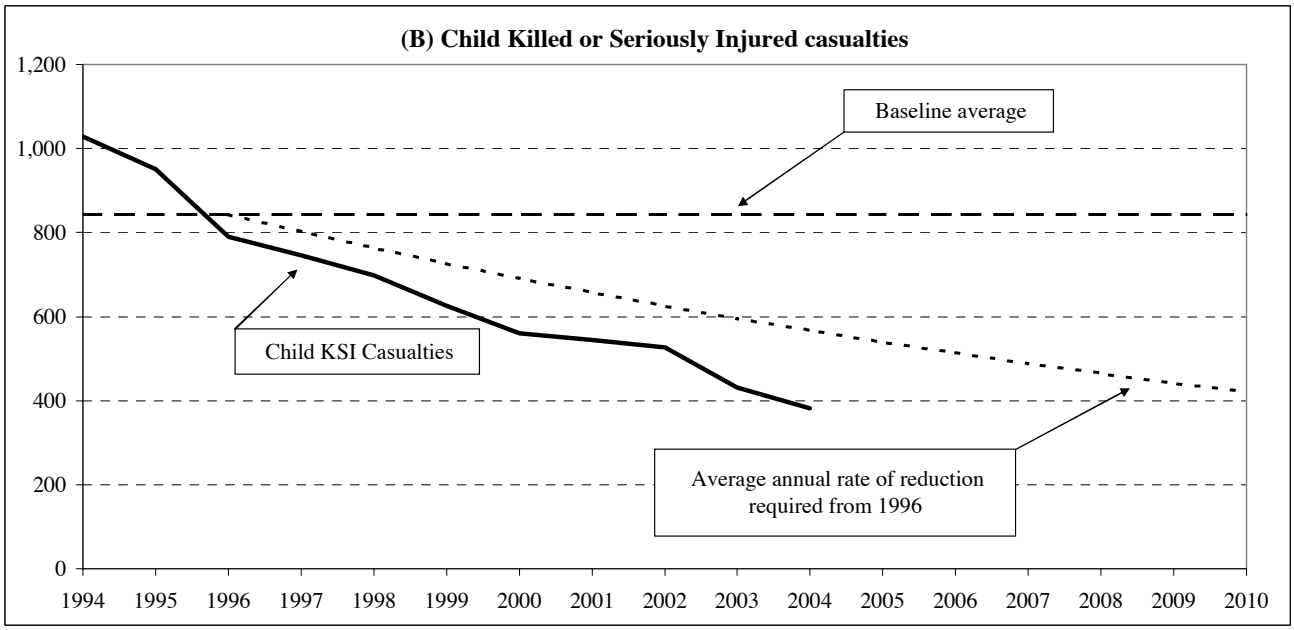
The provisional figure of 15,227 people recorded as slightly injured in 2004 is 219 (1%) fewer than in 2003. This is the lowest number recorded since 1955. Between 1970 and 1990, the figures fluctuated in a range which was broadly 17,000 to 21,000. The fall between 1990 and 1995 in the number of people with slight injuries, followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999, could have been a continuation of that pattern. However, the falls in the figures in every year since 1997 suggest a resumption of the downward trend.

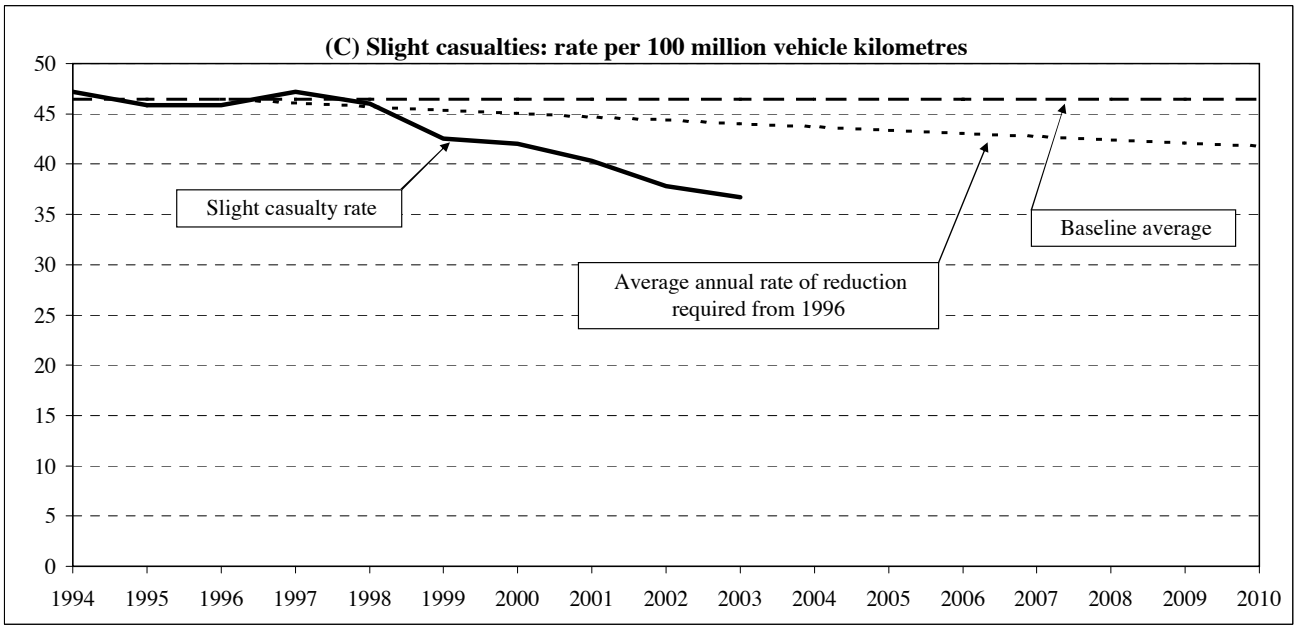
4.4 Total numbers of casualties

The provisional total number of casualties (of all severities) in 2004 was 18,246 which was 478 (3%) lower than in 2003. This represented the lowest number of casualties since 1953. Between about 1970 and 1990, the figures appeared to fluctuate greatly around a general downward trend. Subsequently, the total number of casualties fell markedly from the level of the most recent "short-term" peak (which was over 27,000 in both 1989 and 1990), before appearing to level off: the figures for each of the years from 1993 to 1998 were all within about 600 (3%) of the average of 22,332 for those six years. However, it appears that the downward trend has resumed: the figures for 2001 onwards were the first for almost 50 years to be below 20,000.

Progress towards the 2010 casualty reduction targets







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

5.1 Killed or seriously injured casualties

There was a provisional total of 3,019 people killed or seriously injured in 2004, 38% (1,819) below the 1994-98 average of 4,838. As noted in paragraph 2.2, the relevant "indicative line" figure for 2004 is 25.3% below the 1994-98 baseline average. 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 2004 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 25.3% for most modes of transport, and so their figures would be below their indicative lines (if it is assumed that the percentage reduction should be the same for each mode of transport).

About half of all the 3,019 KSI casualties in 2004 were car users. The total of 1,555 car KSI casualties in 2004 was 38% below the 1994-98 baseline average of 2,501, and therefore better than the indicative line reduction. There were 741 pedestrian KSI casualties in 2004, 46% fewer than the annual average of 1,376 for the period 1994-98. However, the number of motorcycle KSI casualties in 2004 was 383, an increase of 8% (28) from the 1994-98 average: this was the only category of road user for which the figure in 2004 was above the indicative line. There were 126 pedal cycle KSI casualties, 49% below the 1994-98 average, and 93 goods vehicle user KSI casualties, 46% below the baseline average. The numbers of KSI casualties were smaller for each of the remaining categories of road user (bus/coach: 65; others: 56).

5.2 Child killed or seriously injured casualties

There was a provisional total of 381 children killed or seriously injured in 2004, 55% (461) below the 1994-98 average of 842, so the target of a 50% reduction by 2010 has been met. The indicative line figure for 2004 is 32.7% below the 1994-98 average. *Table 4* shows that, in 2004, the figures for child pedestrians, pedal cyclists and car users were all below the indicative line. The figures for the other modes of transport are very small.

About two-thirds of the 381 child killed or seriously injured (KSI) casualties in 2004 were pedestrians. The number of child pedestrian KSI casualties in 2004 was 245, 317 (56%) below the 1994-98 average of 562, and therefore meeting the 2010 target of a 50% reduction. There were 77 child car KSI casualties in 2004, a fall of 68 (47%) from the 1994-98 average of 145, and therefore their numbers would be below the indicative line. The number of child pedal cycle KSI casualties in 2004 was 39, 61 (61%) below the 1994-98 average of 100 and therefore meeting the 2010 target of a 50% reduction. As there are few child KSI casualties for other modes of transport, small fluctuations in their numbers can cause apparently large percentage changes from the 1994-98 baseline average levels - so percentage changes for them are not shown in Table 4.

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

At the time of writing, 2003 is the latest year for which there is an estimate of the total volume of traffic for Scotland as a whole. The slight casualty rate of 36.74 casualties per 100

million vehicle kilometres in 2003 was 21% below the 1994-98 baseline average of 46.42, so the 2010 target of a 10% reduction has already been achieved.

About two-thirds of slight casualties in 2004 were car users. The total number of car user slight casualties in 2004 was 9,895: 9% below the 1994-98 average of 10,859. There were 2,290 pedestrian slight casualties, 24% fewer than the 1994-98 average of 3,009. Bus and coach user slight casualties totalled 844 in 2004, 7% fewer than the 1994-98 average, the number of pedal cyclist slight casualties (638) was 38% below the baseline average, and goods vehicle user slight casualties (554) were 5% fewer than the baseline average. However, motorcyclist slight casualties (594 in 2004) were 2% above the 1994-98 average.

6. Casualties by Type of Road (Table 6)

6.1 In 2004, "non built-up" roads (see the definition in section 10.3) accounted for about two-fifths of the total number of casualties (43%: 7,766 out of 18,246). However, perhaps because average speeds are higher on non built-up roads than elsewhere, they accounted for over two thirds of those killed (69%: 212 out of 307) and for over half of the total number of killed and seriously injured combined (54%: 1,642 out of 3,019).

6.2 Compared with the 1994-98 average, the fall in the total number of casualties has been greater for "built-up" roads (22%) than for non built-up roads (12%). The difference between the two types of road is less when one compares the falls from the 1994-98 averages for the numbers killed (down by 17% for built-up roads compared with 19% for non built-up) but not the numbers killed or seriously injured (falls of 44% for built up roads and 31% for non-built up roads).

7. Casualties by Mode of Transport (Table 6)

7.1 Car users

A provisional total of 11,450 car users were injured in road accidents in 2004, representing just over three-fifths of all casualties (63%: 11,450 out of 18,246). Of these people, a total of 1,555 were either killed or seriously injured, 168 of whom died. Non built-up roads accounted for a little over half of all car user casualties (55%: 6,346 out of 11,450). Perhaps because average speeds are higher on non built-up roads, they accounted for much higher percentages of the total numbers of car users who were killed (83%: 140 out of 168) or were killed or seriously injured (76%: 1,180 out of 1,555).

The number of car user fatalities in 2004 was 9% lower than in 2003, and was 20% below the 1994-98 average level. The number who were killed or seriously injured fell by 8% from 2003, and the total number of casualties (of all severities) was 2% less than in the previous year. The total number of car user casualties in 2004 was 14% below the 1994-98 average.

7.2 Pedestrians

There was a provisional total of 3,031 pedestrian casualties in 2004: a sixth of all casualties (17%: 3,031 out of 18,246). Of these, 741 were killed or seriously injured (75 died). Perhaps because of the greater vulnerability of pedestrians, 24% of pedestrian casualties were killed or seriously injured (741 out of 3,031) compared with 14% of all car users (1,555 out of 11,450). About 95% of pedestrian casualties occurred on built-up roads (2,877 out of 3,031).

Perhaps because of higher average speeds on non built-up roads, 54% of the pedestrian casualties on such roads were seriously injured or killed (83 out of 154) compared with 23% on built-up roads (658 out of 2,877).

7.3 Other casualties

Together, all other modes of transport accounted for a fifth (21%) of casualties in 2004 (3,765 out of 18,246) and for a similar proportion of the total number of killed and seriously injured (24%: 723 out of 3,019). In 2004 there were 977 motor cycle casualties, (12% fewer than 2003 but 4% above the 1994-98 average), of whom 383 (39%) suffered fatal or serious injuries (41 died). A total of 909 bus and coach users were injured, of whom 65 were killed or seriously injured (3 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 rose by 2% in 2004, but was 10% below the 1994-98 average level. There were 764 pedal cyclist casualties in 2004, (5% fewer than in 2003 and 40% below the 1994-98 average level), including 126 (16%) killed or seriously injured (7 died).

8. Child Casualties (Table 7)

8.1 Child casualties

The provisional total of 2,358 child casualties in 2004, represented about an eighth of the total number of casualties of all ages (13%: 2,358 out of 18,246). Of the child casualties, 381 were killed or seriously injured, of whom 12 died. This was 5 deaths fewer than in 2003; the total number of child casualties fell by 118 (5%). These numbers were all considerably below the 1994-98 average levels: the number of casualties was 39% lower, the number of deaths was about two fifths of the 1994-98 average level and the number of killed or seriously injured was 55% below the 1994-98 average level.

8.2 Child pedestrians

There were 1,161 child pedestrian casualties in 2004. They accounted for 38% of all pedestrian casualties of all ages (1,161 out of 3,031). Of the child pedestrian casualties, 245 were killed or seriously injured (8 died). The number killed was 3 more than in 2003, but the total number of killed and seriously injured was 10% lower than in 2003. The figures were considerably below the corresponding 1994-98 averages: the number of killed and seriously injured child pedestrian casualties and the overall number of child pedestrian casualties were, respectively, 56% and 40% below the 1994-98 average level.

8.3 Children in cars

In 2004, there were 793 child casualties in cars, 7% of the total number of car user casualties of all ages (793 out of 11,450). Of the child casualties in cars, 77 were killed or seriously injured (3 died). While the total number of child car users killed and seriously injured was 47% below the 1994-98 average, the total number of child car user casualties (of all severities) was only 28% lower than the 1994-98 average.

8.4 Other child casualties

In 2004, there were 257 child pedal cycle casualties (34% of the total of 764 pedal cycle casualties of all ages), 81 child bus and coach user casualties (9% of the total of 909 of all ages) and 66 other child casualties. The child pedal cycle casualties included 39 serious injuries, and no deaths. The total number of child pedal cycle casualties in 2004 was 52% below the 1994-98 average, and the total number of child bus and coach user casualties was 55% below the 1994-98 average.

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

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

10. Sources and definitions

10.1 The sources of the data

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

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

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

For the purposes of the Road Accidents statistical returns:

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

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

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

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

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

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

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

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

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

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

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

10.3 Some other definitions

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

on the motorway is 70mph. An accident on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a "built-up" road, because the normal speed limit is 70mph.

Children: people under 16 years old.

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

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

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

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

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

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

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

More statistics relating to the targets appear in *"Road Accidents Scotland"*. A table on page 46 of *"Road Accidents Scotland 2003"* shows the percentages of the baseline averages in each year which are represented by each of the indicative lines.

Table 1 Injury Road Accidents by Severity

	Fatal	Serious	Fatal and Serious	Slight	All Severities
1970	758	7,860	8,618	13,515	22,133
1975	699	6,912	7,611	13,041	20,652
1980	644	7,218	7,862	13,926	21,788
1985	550	6,507	7,057	13,587	20,644
1990	491	5,237	5,728	14,443	20,171
1995	361	4,071	4,432	12,102	16,534
1996	316	3,315	3,631	12,442	16,073
1997	340	3,312	3,652	12,994	16,646
1998	339	3,318	3,657	12,862	16,519
1999	285	3,209	3,494	11,922	15,416
2000	297	3,006	3,303	11,822	15,125
2001	309	2,840	3,149	11,576	14,725
2002	274	2,675	2,949	11,378	14,327
2003	298	2,489	2,787	11,110	13,897
2004 prov.	281	2,286	2,567	11,171	13,738

Table 2 Casualties by Severity

	Killed	Serious injury	Killed and Serious	Slight injury	All Severities
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,561	22,414
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,072	4,457	18,010	22,467
1999	310	3,765	4,075	16,928	21,003
2000	326	3,567	3,893	16,618	20,511
2001	348	3,410	3,758	16,154	19,912
2002	304	3,219	3,523	15,734	19,257
2003	331	2,947	3,278	15,446	18,724
2004 prov.	307	2,712	3,019	15,227	18,246
1994 - 1998 average	378	4,460	4,838	17,478	22,316
2004 percentage change:					
on 2003	-7%	-8%	-8%	-1%	-3%
on 94-98 average	-19%	-39%	-38%	-13%	-18%

NB: 1. Some figures for 2003 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

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

Table 3 **Killed and seriously injured casualties by mode of transport**

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	1,376	249	355	2,501	96	172	89	4,838
1994	1,647	316	353	2,804	150	211	90	5,571
1995	1,587	292	395	2,653	105	211	96	5,339
1996	1,279	216	300	2,293	96	137	77	4,398
1997	1,211	210	358	2,365	55	136	89	4,424
1998	1,156	210	371	2,390	76	163	91	4,457
1999	1,143	189	431	2,004	83	144	81	4,075
2000	996	176	475	1,978	80	121	67	3,893
2001	918	171	454	1,952	62	129	72	3,758
2002	891	151	455	1,776	59	141	50	3,523
2003	772	139	417	1,691	70	125	64	3,278
2004 prov.	741	126	383	1,555	65	93	56	3,019
2000-04 average	864	153	437	1,790	67	122	62	3,494
Numbers in 2010 implied by target	826	149	213	1,501	58	103	53	2,903
2004 % change: on 2003	-4%	-9%	-8%	-8%	-7%	-26%	-13%	-8%
on 94-98 ave	-46%	-49%	8%	-38%	-33%	-46%	-37%	-38%

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

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users
1994-98 ave	562	100	6	145	11	8	10	842
1994	674	144	6	161	24	12	8	1,029
1995	638	113	7	153	9	13	17	950
1996	540	100	4	118	15	3	10	790
1997	505	78	4	138	3	7	10	745
1998	455	64	8	153	6	6	6	698
1999	430	69	5	108	2	2	9	625
2000	378	65	7	94	7	5	5	561
2001	353	56	7	110	5	6	7	544
2002	340	46	7	111	9	7	7	527
2003	272	48	5	93	5	2	6	431
2004 prov.	245	39	10	77	3	3	4	381
2000-04 average	318	51	7	97	6	5	6	489
Numbers in 2010 implied by target	281	50	3	72	6	4	5	421
2004 % change: on 2003	-10%	*	*	-17%	*	*	*	-12%
on 94-98 ave	-56%	-61%	*	-47%	*	*	*	-55%

Table 5 **Slight casualties by mode of transport**

	Pede-strian	Pedal cycle	Motor cycle	Car	Bus/ coach	Goods[1]	Other[2]	All road users	Traffic	Slight casualty rate
								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	36,736	45.88
1996	3,047	1,081	550	10,740	902	499	499	17,318	37,777	45.84
1997	2,944	1,062	590	11,669	886	525	529	18,205	38,582	47.19
1998	2,921	930	605	11,444	887	643	580	18,010	39,169	45.98
1999	2,620	828	594	10,902	841	609	534	16,928	39,770	42.56
2000	2,607	708	654	10,671	854	542	582	16,618	39,572	41.99
2001	2,488	745	724	10,342	761	595	499	16,154	40,065	40.32
2002	2,424	677	709	10,048	799	619	458	15,734	41,572	37.85
2003	2,212	663	697	10,043	817	540	474	15,446	42,045	36.74
2004 prov .	2,290	638	594	9,895	844	554	412	15,227	..	..
2000-04 average	2,404	686	676	10,200	815	570	485	15,836	..	..
Rate in 2010 implied by target										41.78
2004 % change: on 2003	4%	-4%	-15%	-1%	3%	3%	-13%	-1%	..	..
on 94-98 ave	-24%	-38%	2%	-9%	-7%	-5%	-18%	-13%	..	..

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

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

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

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Killed & Serious	All	Killed	Killed & Serious	All	Killed	Killed & Serious	All
Pedestrian									
1994-98 average	72	1,256	4,165	32	120	219	104	1,376	4,385
2002	49	813	3,142	24	78	173	73	891	3,315
2003	43	694	2,841	20	78	143	63	772	2,984
2004 prov.	54	658	2,877	21	83	154	75	741	3,031
% change on 2003	*	-5%	1%	*	6%	8%	19%	-4%	2%
on 94-98 average	-25%	-48%	-31%	*	-31%	-30%	-28%	-46%	-31%
Pedal cycle									
1994-98 average	4	196	1,130	6	53	153	11	249	1,283
2002	0	124	727	8	27	101	8	151	828
2003	6	104	707	8	35	95	14	139	802
2004 prov.	3	105	686	4	21	78	7	126	764
% change on 2003	*	1%	-3%	*	*	-18%	*	-9%	-5%
on 94-98 average	*	-46%	-39%	*	-60%	-49%	*	-49%	-40%
Motor cycle									
1994-98 average	5	148	509	26	207	426	31	355	935
2002	8	181	629	38	274	535	46	455	1,164
2003	12	159	591	38	258	523	50	417	1,114
2004 prov.	5	142	519	36	241	458	41	383	977
% change on 2003	*	-11%	-12%	*	-7%	-12%	*	-8%	-12%
on 94-98 average	*	-4%	2%	*	16%	7%	*	8%	4%
Car									
1994-98 average	28	718	6,236	181	1,783	7,125	209	2,501	13,360
2002	14	495	5,544	140	1,281	6,280	154	1,776	11,824
2003	22	496	5,374	162	1,195	6,360	184	1,691	11,734
2004 prov.	28	375	5,104	140	1,180	6,346	168	1,555	11,450
% change on 2003	*	-24%	-5%	-14%	-1%	0%	-9%	-8%	-2%
on 94-98 average	*	-48%	-18%	-23%	-34%	-11%	-20%	-38%	-14%
Bus/Coach									
1994-98 average	2	75	835	1	21	174	3	96	1,009
2002	0	53	781	0	6	77	0	59	858
2003	1	58	726	0	12	161	1	70	887
2004 prov.	1	53	790	2	12	119	3	65	909
% change on 2003	*	-9%	9%	*	*	-26%	*	-7%	2%
on 94-98 average	*	-30%	-5%	*	*	-32%	*	-33%	-10%
Other modes of transport									
1994-98 average	3	81	607	17	179	737	20	260	1,344
2002	3	48	581	20	143	687	23	191	1,268
2003	3	75	555	16	114	648	19	189	1,203
2004 prov.	4	44	504	9	105	611	13	149	1,115
% change on 2003	*	-41%	-9%	*	-8%	-6%	*	-21%	-7%
on 94-98 average	*	-46%	-17%	*	-41%	-17%	*	-43%	-17%
All casualties									
1994-98 average	115	2,474	13,481	263	2,364	8,834	378	4,838	22,316
2002	74	1,714	11,404	230	1,809	7,853	304	3,523	19,257
2003	87	1,586	10,794	244	1,692	7,930	331	3,278	18,724
2004 prov.	95	1,377	10,480	212	1,642	7,766	307	3,019	18,246
% change on 2003	9%	-13%	-3%	-13%	-3%	-2%	-7%	-8%	-3%
on 94-98 average	-17%	-44%	-22%	-19%	-31%	-12%	-19%	-38%	-18%

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

NB: Some figures for 2003 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

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

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Killed	Killed & Serious	All	Killed	Killed & Serious	All	Killed	Killed & Serious	All
Pedestrian									
1994-98 average	11	532	1,886	5	31	52	17	562	1,938
2002	9	317	1,253	3	23	43	12	340	1,296
2003	2	258	1,179	3	14	20	5	272	1,199
2004 prov.	7	231	1,138	1	14	23	8	245	1,161
% change on 2003	*	-10%	-3%	*	*	*	*	-10%	-3%
on 94-98 average	*	-57%	-40%	*	*	-56%	*	-56%	-40%
Pedal cycle									
1994-98 average	2	86	497	1	14	40	3	100	537
2002	0	40	252	0	6	25	0	46	277
2003	1	40	263	1	8	13	2	48	276
2004 prov.	0	36	244	0	3	13	0	39	257
% change on 2003	*	*	-7%	*	*	*	*	*	-7%
on 94-98 average	*	-58%	-51%	*	*	*	*	-61%	-52%
Car									
1994-98 average	2	50	541	7	94	553	8	145	1,094
2002	0	24	401	2	87	527	2	111	928
2003	3	32	393	7	61	431	10	93	824
2004 prov.	0	23	378	3	54	415	3	77	793
% change on 2003	*	*	-4%	*	-11%	-4%	*	-17%	-4%
on 94-98 average	*	-54%	-30%	*	-43%	-25%	*	-47%	-28%
Bus/Coach									
1994-98 average	1	9	137	0	3	44	1	11	181
2002	0	7	137	0	2	19	0	9	156
2003	0	4	63	0	1	36	0	5	99
2004 prov.	0	3	67	0	0	14	0	3	81
% change on 2003	*	*	6%	*	*	*	*	*	-18%
on 94-98 average	*	*	-51%	*	*	*	*	*	-55%
Other									
1994-98 average	0	12	49	1	12	53	1	24	102
2002	0	12	46	0	9	43	0	21	89
2003	0	8	48	0	5	30	0	13	78
2004 prov.	1	12	40	0	5	26	1	17	66
% change on 2003	*	*	*	*	*	*	*	*	-15%
on 94-98 average	*	*	*	*	*	-51%	*	*	-35%
All child casualties									
1994-98 average	16	689	3,109	14	153	742	30	842	3,852
2002	9	400	2,089	5	127	657	14	527	2,746
2003	6	342	1,946	11	89	530	17	431	2,476
2004 prov.	8	305	1,867	4	76	491	12	381	2,358
% change on 2003	*	-11%	-4%	*	-15%	-7%	*	-12%	-5%
on 94-98 average	*	-56%	-40%	*	-50%	-34%	*	-55%	-39%

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

NB: Some figures for 2003 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

Table 8 Accidents by police force area, council and severity

Police force / Council	1994-98 average			2004 (provisional)			2000-2004 average (provisional)		
	Fatal	Fatal & Serious	All Severities	Fatal	Fatal & Serious	All Severities	Fatal	Fatal & Serious	All Severities
Northern	**34**	**300**	**877**	**29**	**214**	**799**	**32**	**235**	**792**
Highland	25	246	720	23	180	680	26	202	673
Orkney Islands	2	14	38	-	9	34	0	8	33
Shetland Islands	3	18	56	1	7	36	2	9	32
Eilean Siar	3	21	63	5	18	49	3	16	54
Grampian	**44**	**324**	**1,493**	**40**	**250**	**1,043**	**44**	**267**	**1,133**
Aberdeen City	9	102	603	5	77	337	5	71	393
Aberdeenshire	27	171	681	30	131	536	27	139	547
Moray	8	52	208	5	42	170	12	57	193
Tayside	**32**	**417**	**1,304**	**31**	**290**	**1,072**	**29**	**298**	**1,139**
Dundee City	5	114	420	1	69	326	3	70	353
Angus	8	118	366	14	99	315	9	87	320
Perth & Kinross	19	185	518	16	122	431	17	141	466
Fife	**18**	**209**	**766**	**24**	**175**	**754**	**19**	**191**	**746**
Lothian & Borders	**53**	**538**	**3,442**	**34**	**379**	**2,905**	**39**	**447**	**3,057**
Edinburgh, City of	17	267	1,995	8	165	1,544	13	208	1,665
West Lothian	12	95	521	6	64	463	7	67	486
Midlothian	4	45	254	2	22	230	3	39	243
East Lothian	5	44	237	7	36	215	6	39	228
Scottish Borders	15	87	435	11	92	453	10	93	436
Central	**18**	**244**	**792**	**14**	**159**	**654**	**17**	**191**	**691**
Clackmannanshire	2	38	108	2	17	82	3	27	92
Stirling	9	114	320	6	84	275	8	90	279
Falkirk	7	93	364	6	58	297	7	75	320
Strathclyde	**119**	**1,814**	**7,401**	**101**	**1,004**	**6,071**	**100**	**1,217**	**6,370**
Glasgow, City of	25	527	2,464	16	274	2,062	18	344	2,115
Argyll & Bute	12	132	355	14	89	295	13	101	299
West Dunbartonshire	6	71	294	4	43	243	3	44	245
East Dunbartonshire	2	57	255	2	29	190	3	37	214
Inverclyde	2	61	309	-	28	194	3	35	221
Renfrewshire	9	137	574	11	80	479	8	95	485
East Renfrewshire	5	48	203	2	24	143	2	32	158
North Lanarkshire	18	241	953	11	106	765	13	150	860
South Lanarkshire	17	223	945	14	122	776	14	159	836
North Ayrshire	5	109	380	6	72	349	6	70	330
East Ayrshire	11	111	344	11	81	307	10	75	301
South Ayrshire	5	99	328	10	56	268	7	73	306
Dumfries & Galloway	**18**	**157**	**433**	**8**	**96**	**440**	**11**	**105**	**434**
Scotland	**335**	**4,003**	**16,508**	**281**	**2,567**	**13,738**	**292**	**2,951**	**14,362**

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

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

Table 9 Casualties by police force area, council and severity

Police force / Council	1994-98 average			2004 (provisional)			2000-2004 average (provisional)		
	Killed	Killed & Serious	All Severities	Killed	Killed & Serious	All Severities	Killed	Killed & Serious	All Severities
Northern	**38**	**412**	**1,353**	**32**	**269**	**1,222**	**35**	**301**	**1,196**
Highland	29	342	1,125	25	229	1,058	29	261	1,024
Orkney Islands	2	17	52	-	9	47	0	9	46
Shetland Islands	3	24	82	1	7	47	2	11	47
Eilean Siar	3	29	94	6	24	70	4	20	78
Grampian	**50**	**395**	**1,971**	**44**	**294**	**1,366**	**49**	**325**	**1,527**
Aberdeen City	9	112	716	5	80	396	6	75	477
Aberdeenshire	30	215	959	34	161	740	31	176	765
Moray	11	69	296	5	53	230	13	74	285
Tayside	**36**	**508**	**1,772**	**35**	**374**	**1,461**	**34**	**369**	**1,537**
Dundee City	5	124	515	1	72	398	4	78	443
Angus	9	149	508	16	136	455	10	109	436
Perth & Kinross	21	236	749	18	166	608	21	182	658
Fife	**21**	**267**	**1,065**	**30**	**214**	**1,012**	**22**	**235**	**1,036**
Lothian & Borders	**61**	**635**	**4,453**	**36**	**419**	**3,670**	**43**	**511**	**3,946**
Edinburgh, City of	18	290	2,392	8	170	1,789	14	221	2,002
West Lothian	14	122	763	8	78	660	8	80	673
Midlothian	4	55	354	2	23	294	3	46	331
East Lothian	7	55	316	7	44	287	7	51	321
Scottish Borders	18	115	627	11	104	640	11	113	619
Central	**20**	**290**	**1,073**	**15**	**198**	**898**	**19**	**232**	**946**
Clackmannanshire	2	42	137	3	23	110	4	35	123
Stirling	10	142	454	6	107	389	8	110	395
Falkirk	8	106	482	6	68	399	7	86	428
Strathclyde	**131**	**2,117**	**10,006**	**107**	**1,144**	**8,045**	**108**	**1,392**	**8,554**
Glasgow, City of	27	570	3,107	16	289	2,582	18	367	2,664
Argyll & Bute	13	175	556	15	111	424	15	128	446
West Dunbartonshire	7	85	404	4	47	329	4	50	325
East Dunbartonshire	2	67	354	2	33	245	3	41	287
Inverclyde	2	70	405	-	31	255	3	39	306
Renfrewshire	11	157	758	11	84	628	8	108	642
East Renfrewshire	6	58	272	2	31	188	2	39	208
North Lanarkshire	19	276	1,313	13	116	1,071	14	172	1,199
South Lanarkshire	20	264	1,327	14	151	1,072	15	187	1,158
North Ayrshire	6	133	540	6	88	488	6	81	451
East Ayrshire	12	140	500	13	95	394	11	91	423
South Ayrshire	6	120	469	11	68	369	9	90	444
Dumfries & Galloway	**22**	**214**	**623**	**8**	**107**	**572**	**13**	**129**	**588**
Scotland	**378**	**4,838**	**22,316**	**307**	**3,019**	**18,246**	**323**	**3,494**	**19,330**

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

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

Scottish Executive Transport Statistics publications

Scottish Transport Statistics starts with a Summary, which describes the trends for each mode of transport over the past ten years, compares some key statistics with the equivalent figures for Great Britain and provides some longer-term historical series. This is followed by chapters on Road transport vehicles, Bus and coach travel, Road freight, Toll bridges, Road network, Road traffic, Injury road accidents, Rail services, Air transport, Water transport, Finance and Personal and cross-modal travel. Each chapter consists of groups of tables on that topic, together with some comments on points shown in the tables, and some notes on the definitions and sources of the statistics. Finally, there is a section on International Comparisons.
Latest edition: provides figures up to 2003, in general (in some cases, the latest available figures relate to a different period, such as the calendar year 2002, the financial year 2002-03 or the financial year 2003-04); published in August 2004
Published Annually Price: £ 10.00 ISBN 0 7559 4255 8

Household Transport: some Scottish Household Survey results provides information about the transport facilities available to private households, and about some travel by household members. Every edition includes statistics on: the availability of cars for private use; people's possession of driving licences and their frequency of driving; people's frequency of walking and cycling; travel to work (including working at home, the reasons for the choice of method, whether car/van commuters could use public transport and why they do not / cannot); and travel to school. In addition, each edition covers several other topics. An Annex lists all the survey's Transport-related topics (apart from the Travel Diary), showing in which years they were included, and in which bulletins they were analysed.
Latest edition: gives figures for 2003, and a few for 1999 to 2002; published November 2004.
Published Annually Price: £ 2.00 ISBN 0 7559 3844 5

Transport across Scotland: some Scottish Household Survey results for parts of Scotland provides information about the transport facilities available to private households, and about some travel by household members, for parts of Scotland. Statistics are provided for each Council area, and for each category of the SHS urban / rural classification. They are for two-year periods because of the survey's design. The topics covered include: the availability for private use of motor vehicles, cars and company cars; people's possession of driving licences and frequency of driving; people's frequency of walking and cycling; the accessibility and frequency of bus services; people's views on the convenience of public transport and how safe they would feel travelling by bus and train in the evenings; the usual method of travel to work; whether people work from home; whether car commuters could use public transport; where people who drive to work park; and travel to school.
Latest edition: provides figures for 2001/2002, and for 1999/2000; published February 2004
Published Biennially Price: £ 2.00 ISBN 0 7559 3650 7

Scottish Household Survey Travel Diary results provides information about the journeys made by adults living in private households. The topics covered include the means of transport used by different types of people, the purposes for which people travel, the distances that they go, the times of day at which trips start, the duration of journeys, the days of the week on which people travel, car occupancy, journey origins and destinations, and journeys into and within Edinburgh and Glasgow. The information about the person's travel is analysed in conjunction with information from questions about the household as a whole.
Latest edition: gives figures for 2003, and a few for 1999 to 2002; published in March 2005.
Published Annually Price: £ 2.00 ISBN 0 7559 3932 8

Travel by Scottish residents: some National Travel Survey results provides information about trends in the average number of journeys and average distance travelled per person per year, and the average length of journey, by the main mode of travel and by the purpose of the journey. It also provides information about travel patterns by age-group, by sex, by socio-economic group, by working status, by household income quintile and by whether or not the household has a car.
Latest edition: provides figures up to the two year period 2002/2003; published in April 2005
Published Triennially Price: £ 2.00 ISBN 0 7559 3844 5

Bus and Coach Statistics provides information about the trends in bus and coach services in Scotland, and some related Scottish Household Survey (SHS) results. The statistics of bus and coach services include: the distances travelled by vehicles and the numbers of bus passenger journeys; fare indices; passenger receipts; public transport support and concessionary fare reimbursement; operating costs; vehicle stock and staffing. The SHS statistics include: the accessibility and frequency of bus services; views on the quality of public transport; frequency of use of local bus services; views on various different aspects of local bus services; travel to work by bus and the possible use of public transport by those who travel to work by car or van; reasons for not using buses more often; the frequency of travelling by bus in the evenings and how safe from crime passengers feel; adults' possession of a concessionary travel pass; and the proportion of adults' journeys which are made by bus. There are estimates of local bus service vehicle kilometres and passenger journeys for the former Regions of Scotland, and some of the SHS results are provided for types of area, individual Council areas or groups of councils.
Latest edition: provides figures up to the 2003-04 financial year (bus and coach services) and SHS statistics for 2003, and some earlier years; published in March 2005
Published Annually *Price:* £ 2.00 ISBN 0 7559 3924 7

Road Accidents Scotland starts with a Summary section, which shows the main trends in the numbers of road accidents and casualties in the past ten years. This is followed by a Commentary which includes descriptions of the longer-term trends in the numbers of road accidents and casualties, more detailed analyses of the numbers of accidents, motorists and casualties, and comparisons of the Scottish figures with those of other countries. The next part provides information on, and the figures which relate to, the casualty reduction targets for 2010. This is followed by groups of tables on Accidents, Accident costs, Vehicles involved, Drivers and riders, Drivers breath tested, Drink-drive accidents and casualties, and Casualties. Finally, there are a number of annexes, including a calendar of events affecting road traffic and road safety, notes on the collection of road accident statistics, definitions of various terms, and other information.
Latest edition: provides figures up to 2003; published in November 2004
Published Annually *Price:* £ 10.00 ISBN 0 7559 4406 2

Key Road Accidents Statistics gives the number of accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2010. It also gives the number of accidents and casualties by Police Force and local authority.
Latest edition: provides figures up to 2004; published in June 2005
Published Annually *Price:* £ 2.00 ISBN 0 7559 2577 7

Copies of these publications may be purchased from:

Scottish Executive Publication Sales
Blackwell's Bookshop
53 South Bridge EDINBURGH EH1 1YS
Tel: (0131) 622 8283 FAX: (0131) 622 8258

Cheques (made payable to "Blackwell's Bookshop") should be sent with orders.

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

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

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

Transport Statistics branch
Scottish Executive
Victoria Quay
EDINBURGH EH6 6QQ
Tel: 0131 244 7256 FAX: 0131 244 0888 E-mail: **transtat@scotland.gsi.gov.uk**

THE SCOTTISH EXECUTIVE TRANSPORT STATISTICS WEB PAGES

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

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

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

(a) when a further year's figures become available for "key" topics which are "a year behind" the rest (e.g. topics for which the Summary shows "not available" for the latest year, like the "bus" and "waterborne freight" statistics in the "2004" edition); and

(b) to correct any errors that are found in published tables.

Please note that:

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

There are twelve **extra road accident statistics tables**, each covering the years from 1981 to 2003. The kinds of topics for which they provide numbers include:

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

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

SCOTTISH EXECUTIVE STATISTICAL SERVICES

OUR AIM

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

OBJECTIVES

1. To produce statistics and analysis relevant to user needs by

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

2. To ensure effective use of our statistics by

- Contributing more directly to policy processes inside and where possible outside government;
- Improving access to and presentation of data and analysis;
- Improving the advice provided on statistics.

3. To work effectively with users and providers by

- Maintaining arrangements to consult and involve users and providers
- Involving users and providers in planning developments in outputs and processes

4. To develop the quality of statistics by

- Assuring and improving quality as an integral part of data collection and analysis and through regular reviews in line with National Statistics quality strategy;
- 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

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- 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,
- Minimising the burden on data providers through Survey Monitoring & Advice;
- Ensuring value for money;
- Making best use of Information and Communications Technology;
- Working with other analysts;
- 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.

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

Correspondence and enquiries

Enquiries on Transport Statistics should be addressed to:

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

General enquiries on Scottish Executive statistics can be addressed to:

Ryan Stewart
Office of the Chief Statistician
Scottish Executive
3 Floor West Rear, St Andrews House
EDINBURGH EH1 3DG
Telephone: (0131) 244 0442; Fax: (0131) 244 0335
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You can also find National Statistics on the internet - go to **www.statistics.gov.uk**

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

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

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

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

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	August 2004	£ 10.00
Trn / 2004 / 6	Household Transport: some Scottish Household Survey results	November 2004	£ 2.00
Trn / 2004 / 2	Transport across Scotland: some SHS results for parts of Scotland	February 2004	£ 2.00
Trn / 2005 / 2	Scottish Household Survey Travel Diary results	March 2005	£ 2.00
Trn / 2005 / 3	Travel by Scottish residents: some National Travel Survey results	April 2005	£ 2.00
Trn / 2005 / 1	Bus and Coach Statistics	March 2005	£ 2.00
	Road Accidents Scotland	November 2004	£ 10.00
Trn / 2005 / 4	Key Road Accident Statistics	June 2005	£ 2.00

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Complaints and suggestions

If you are not satisfied with our service, please write to the Chief Statistician, Mr Rob Wishart, 4 Floor East Rear, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail rob.wishart@scotland.gsi.gov.uk. We also welcome any comments or suggestions that would help us to improve our standards of service.

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