| Police Scotland logo | Freedom of Information Response Our reference: FOI 23-0421  Responded to: 06 March 2023 |
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Your recent request for information is replicated below, together with our response.

## The number Road Traffic Accidents that involved cyclists, broken down by division, for the years of 2017-18, 2018-19, 2019-20, 2020-21, 2021-22 and so far in 2022-23.

Please first of all be advised the Transport Scotland provide data on road casualties every year which you may find useful. You can access the latest report via this link: [Reported Road Casualties - Scotland 2021](https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2021/)

In response to your request, please see the following table:

**Road Traffic Collisions** (Involving at Least 1 x Pedal Cycle), Police Scotland Divisions (Broken by Collision Severity). 1st April 2017 - 31st January 2023 (Financial Years)

| **Division** | **Collision Severity** | **2017/18** | **2018/19** | **2019/20** | **2020/21** | **2021/22** | **2022/23** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| North East | Fatal | 1 | 0 | 0 | 2 | 0 | 0 |
| Serious | 18 | 12 | 12 | 19 | 7 | 8 |
| Slight | 36 | 24 | 15 | 12 | 11 | 10 |
| Tayside | Fatal | 0 | 2 | 2 | 0 | 0 | 0 |
| Serious | 11 | 11 | 10 | 20 | 17 | 13 |
| Slight | 25 | 23 | 17 | 23 | 23 | 12 |
| Highland and Islands | Fatal | 1 | 2 | 1 | 0 | 0 | 0 |
| Serious | 6 | 5 | 7 | 12 | 7 | 5 |
| Slight | 19 | 30 | 8 | 15 | 9 | 1 |
| Forth Valley | Fatal | 0 | 0 | 0 | 2 | 3 | 0 |
| Serious | 9 | 8 | 9 | 8 | 12 | 6 |
| Slight | 23 | 20 | 14 | 19 | 9 | 7 |
| Edinburgh | Fatal | 2 | 1 | 0 | 2 | 0 | 0 |
| Serious | 34 | 29 | 43 | 55 | 52 | 31 |
| Slight | 137 | 134 | 111 | 76 | 98 | 69 |
| The Lothians and Scottish Borders | Fatal | 0 | 1 | 1 | 1 | 0 | 0 |
| Serious | 18 | 15 | 22 | 25 | 17 | 17 |
| Slight | 50 | 41 | 20 | 32 | 29 | 24 |
| Fife | Fatal | 0 | 0 | 3 | 0 | 0 | 0 |
| Serious | 7 | 8 | 11 | 7 | 7 | 4 |
| Slight | 15 | 6 | 22 | 13 | 10 | 5 |
| Greater Glasgow | Fatal | 0 | 0 | 1 | 0 | 0 | 1 |
| Serious | 27 | 33 | 35 | 57 | 41 | 36 |
| Slight | 125 | 148 | 85 | 92 | 75 | 55 |
| Ayrshire | Fatal | 1 | 0 | 0 | 0 | 2 | 1 |
| Serious | 16 | 11 | 10 | 14 | 12 | 8 |
| Slight | 22 | 18 | 13 | 23 | 9 | 10 |
| Lanarkshire | Fatal | 2 | 0 | 0 | 1 | 1 | 0 |
| Serious | 13 | 8 | 14 | 20 | 12 | 11 |
| Slight | 30 | 24 | 21 | 22 | 19 | 14 |
| Argyll and West Dunbartonshire | Fatal | 0 | 0 | 1 | 1 | 2 | 1 |
| Serious | 3 | 7 | 5 | 4 | 4 | 4 |
| Slight | 7 | 13 | 7 | 2 | 9 | 3 |
| Renfrewshire and Inverclyde | Fatal | 0 | 1 | 0 | 0 | 0 | 0 |
| Serious | 9 | 2 | 10 | 4 | 9 | 3 |
| Slight | 24 | 16 | 18 | 11 | 7 | 10 |
| Dumfries and Galloway | Fatal | 0 | 0 | 0 | 1 | 1 | 0 |
| Serious | 4 | 7 | 5 | 5 | 4 | 5 |
| Slight | 6 | 5 | 9 | 8 | 9 | 7 |
|  | Total | 701 | 665 | 562 | 608 | 527 | 381 |

## The number of fatal Road Traffic Accidents that involved the death of a cyclist, broken down by division, for the years of 2017-18, 2018-19, 2019-20, 2020-21, 2021-22 and so far in 2022-23.

## The number of Road Traffic Accidents that involved the serious injury of a cyclist, broken down by division, for the years of 2017-18, 2018-19, 2019-20, 2020-21, 2021-22 and so far in 2022-23.

In response to these questions, please see the following table:

Road Traffic Collision **Casualties** (Linked to a Pedal Cycle), Police Scotland Divisions (Broken by Casualty Severity). 1st April 2017 - 31st January 2023 (Financial Years)

| **Division** | **Casualty Severity** | **2017/18** | **2018/19** | **2019/20** | **2020/21** | **2021/22** | **2022/23** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| North East | Fatal | 1 | 0 | 0 | 2 | 0 | 0 |
| Serious | 18 | 11 | 11 | 19 | 7 | 7 |
| Slight | 35 | 25 | 16 | 14 | 11 | 10 |
| Tayside | Fatal | 0 | 2 | 2 | 0 | 0 | 0 |
| Serious | 10 | 10 | 10 | 20 | 17 | 16 |
| Slight | 26 | 23 | 17 | 23 | 24 | 13 |
| Highland and Islands | Fatal | 1 | 2 | 1 | 0 | 0 | 0 |
| Serious | 6 | 5 | 7 | 11 | 7 | 4 |
| Slight | 19 | 31 | 8 | 14 | 9 | 2 |
| Forth Valley | Fatal | 0 | 0 | 0 | 2 | 3 | 0 |
| Serious | 9 | 8 | 8 | 8 | 12 | 6 |
| Slight | 23 | 17 | 14 | 19 | 8 | 7 |
| Edinburgh | Fatal | 2 | 1 | 0 | 2 | 0 | 0 |
| Serious | 33 | 29 | 43 | 53 | 54 | 31 |
| Slight | 140 | 138 | 113 | 78 | 100 | 70 |
| The Lothians and Scottish Borders | Fatal | 0 | 1 | 1 | 1 | 0 | 0 |
| Serious | 17 | 15 | 23 | 25 | 17 | 17 |
| Slight | 52 | 41 | 21 | 34 | 29 | 25 |
| Fife | Fatal | 0 | 0 | 3 | 0 | 0 | 0 |
| Serious | 7 | 8 | 11 | 7 | 7 | 4 |
| Slight | 15 | 6 | 22 | 14 | 11 | 5 |
| Greater Glasgow | Fatal | 0 | 0 | 1 | 0 | 0 | 1 |
| Serious | 27 | 35 | 35 | 57 | 41 | 37 |
| Slight | 126 | 145 | 84 | 93 | 75 | 56 |
| Ayrshire | Fatal | 1 | 0 | 0 | 0 | 2 | 1 |
| Serious | 16 | 11 | 10 | 14 | 12 | 8 |
| Slight | 23 | 18 | 13 | 22 | 10 | 9 |
| Lanarkshire | Fatal | 2 | 0 | 0 | 1 | 1 | 0 |
| Serious | 13 | 8 | 13 | 21 | 12 | 11 |
| Slight | 29 | 25 | 23 | 23 | 19 | 15 |
| Argyll and West Dunbartonshire | Fatal | 0 | 0 | 1 | 1 | 2 | 1 |
| Serious | 3 | 7 | 5 | 4 | 4 | 4 |
| Slight | 7 | 14 | 7 | 2 | 8 | 3 |
| Renfrewshire and Inverclyde | Fatal | 0 | 1 | 0 | 0 | 0 | 0 |
| Serious | 9 | 2 | 10 | 4 | 9 | 3 |
| Slight | 24 | 16 | 16 | 11 | 7 | 10 |
| Dumfries and Galloway | Fatal | 0 | 0 | 0 | 1 | 1 | 0 |
| Serious | 4 | 7 | 5 | 5 | 4 | 5 |
| Slight | 6 | 6 | 9 | 8 | 10 | 7 |
|  | Total | 704 | 668 | 563 | 613 | 533 | 388 |

All statistics are provisional and should be treated as management information. All data have been extracted from Police Scotland internal systems and are correct as at 03/02/2023. Note - the data is subject to change and will be updated on the next extract of data from CRaSH on 3rd March 2023.

## For all of these, I would like the offending vehicle (ie, the vehicle involved in the collision) to be specified.

Having considered this question in terms of the Act, I regret to inform you that I am unable to provide you with the information you have requested, as it would prove too costly to do so within the context of the fee regulations.

As you may be aware the current cost threshold is £600 and I estimate that it would cost well in excess of this amount to process your request.

As such, and in terms of Section 16(4) of the Freedom of Information (Scotland) Act 2002 where Section 12(1) of the Act (Excessive Cost of Compliance) has been applied, this represents a refusal notice for the information sought.

By way of explanation, the only way to provide an accurate response to your request would be to examine each and every report to establish the type of vehicles involved - an exercise which I estimate would far exceed the cost limit set out in the Fees Regulations.

If you require any further assistance please contact us quoting the reference above.

You can request a review of this response within the next 40 working days by [email](mailto:foi@scotland.police.uk) or by letter (Information Management - FOI, Police Scotland, Clyde Gateway, 2 French Street, Dalmarnock, G40 4EH). Requests must include the reason for your dissatisfaction.

If you remain dissatisfied following our review response, you can appeal to the Office of the Scottish Information Commissioner (OSIC) within 6 months - [online](http://www.itspublicknowledge.info/Appeal), by [email](mailto:enquiries@itspublicknowledge.info) or by letter (OSIC, Kinburn Castle, Doubledykes Road, St Andrews, KY16 9DS).

Following an OSIC appeal, you can appeal to the Court of Session on a point of law only.

This response will be added to our [Disclosure Log](http://www.scotland.police.uk/access-to-information/freedom-of-information/disclosure-log) in seven days' time.

Every effort has been taken to ensure our response is as accessible as possible. If you require this response to be provided in an alternative format, please let us know.