| Police Scotland logo | Freedom of Information ResponseOur reference: FOI 25-0931Responded to: 3 June 2025 |
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Your recent request for information is replicated below, together with our response.

## Please provide the total number of recorded road traffic accidents in the UK (Scotland, England, Wales, North Ireland) from January 2024 to February 2025. Additionally, identify which month had the highest number of incidents.

**Break down these accidents by severity, categorising them into fatal, serious, and slight injuries.**

Firstly, Police Scotland do not hold data for England, Wales and Northern Ireland and section 17 of the Act therefore applies - the information sought is not held.

The table below details recorded road traffic collisions, recorded on the Police Scotland road traffic collision database, CRaSH, broken down by month and severity, for the period January 2024 to February 2025.

| Year | Month | Fatal | Serious | Slight |
| --- | --- | --- | --- | --- |
| 2024 | January | 8  | 127 | 190 |
|  | February | 10 | 130 | 183 |
|  | March | 19 | 133 | 185 |
|  | April | 9 | 124 | 181 |
|  | May  | 20 | 167 | 231 |
|  | June | 15 | 159 | 181 |
|  | July | 15 | 136 | 207 |
|  | August | 10 | 167 | 192 |
|  | September | 16 | 163 | 201 |
|  | October | 8 | 130 | 171 |
|  | November | 16 | 110 | 218 |
|  | December | 16 | 136 | 197 |
| 2025 | January | 10 | 95 | 154 |
|  | February | 9 | 93 | 130 |

All statistics are provisional and should be treated as management information.
Data was extracted from Police Scotland systems and are correct as at 22/05/2025
Data excludes non-injury collisions as per standard operating procedure.

## Provide a dataset detailing the number of road traffic accidents involving pedestrians, cyclists, scooters, and motorcyclists during this period.

The table below details recorded road traffic collisions where a pedestrian was injured, broken down by month and severity, for the period January 2024 to February 2025

| Year | Month | Fatal | Serious | Slight |
| --- | --- | --- | --- | --- |
| 2024 | January | 4 | 47 | 38 |
|  | February | 3 | 36 | 29 |
|  | March | 6 | 40 | 35 |
|  | April | 1 | 34 | 32 |
|  | May  | 4 | 36 | 28 |
|  | June | 4 | 31 | 25 |
|  | July | 1 | 22 | 32 |
|  | August | 3 | 39 | 34 |
|  | September | 4 | 34 | 26 |
|  | October | 3 | 32 | 29 |
|  | November | 7 | 37 | 41 |
|  | December | 6 | 38 | 44 |
| 2025 | January | 1 | 31 | 29 |
|  | February | 6 | 29 | 27 |

The table below details recorded road traffic collisions involving a pedal cycle, broken down by month and severity, for the period January 2024 to February 2025

| Year | Month | Fatal | Serious | Slight |
| --- | --- | --- | --- | --- |
| 2024 | January | 0 | 14 | 10 |
|  | February | 0 | 14 | 15 |
|  | March | 2 | 13 | 16 |
|  | April | 1 | 6 | 17 |
|  | May  | 0 | 15 | 27 |
|  | June | 0 | 15 | 18 |
|  | July | 0 | 14 | 26 |
|  | August | 0 | 18 | 26 |
|  | September | 0 | 19 | 19 |
|  | October | 0 | 11 | 19 |
|  | November | 0 | 12 | 25 |
|  | December | 0 | 11 | 14 |
| 2025 | January | 1 | 6 | 8 |
|  | February | 0 | 6 | 6 |

The table below details recorded road traffic collisions involving a motorcycle, broken down by month and severity, for the period January 2024 to February 2025

| Year | Month | Fatal | Serious | Slight |
| --- | --- | --- | --- | --- |
| 2024 | January | 0 | 7 | 5 |
|  | February | 0 | 9 | 13 |
|  | March | 2 | 24 | 5 |
|  | April | 0 | 16 | 16 |
|  | May  | 7 | 40 | 20 |
|  | June | 4 | 40 | 22 |
|  | July | 7 | 36 | 10 |
|  | August | 4 | 36 | 16 |
|  | September | 5 | 39 | 16 |
|  | October | 0 | 15 | 9 |
|  | November | 1 | 10 | 9 |
|  | December | 1 | 4 | 6 |
| 2025 | January | 1 | 2 | 3 |
|  | February | 0 | 6 | 6 |

The table below details recorded road traffic collisions involving an electric motorcycle, broken down by month and severity, for the period January 2024 to February 2025

| Year | Month | Fatal | Serious | Slight |
| --- | --- | --- | --- | --- |
| 2024 | January | 0 | 0 | 0 |
|  | February | 0 | 0 | 0 |
|  | March | 1 | 3 | 0 |
|  | April | 0 | 0 | 0 |
|  | May  | 0 | 2 | 1 |
|  | June | 0 | 1 | 1 |
|  | July | 0 | 0 | 1 |
|  | August | 0 | 0 | 0 |
|  | September | 0 | 0 | 0 |
|  | October | 0 | 2 | 1 |
|  | November | 0 | 1 | 1 |
|  | December | 0 | 1 | 1 |
| 2025 | January | 0 | 0 | 0 |
|  | February | 0 | 0 | 0 |

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Data was extracted from Police Scotland systems and are correct as at 22/05/2025

## What were the leading causes of road traffic accidents in the given timeframe? Please include a statistical breakdown by category, such as speeding, drink-driving, reckless driving, poor weather conditions, vehicle defects, and driver distraction (e.g., mobile phone use).

The table below details recorded contributory factors in road traffic collisions, broken down collision severity, for the period January 2024 to February 2025

| Contributory Factor | Fatal | Serious | Slight |
| --- | --- | --- | --- |
| Defective road | 0 | 8 | 4 |
| Deposit on road | 0 | 9 | 8 |
| Slippery road | 0 | 22 | 34 |
| Maked sign/marking | 0 | 1 | 3 |
| Defective traffic signals | 0 | 0 | 4 |
| Traffic calming | 0 | 0 | 1 |
| Temp road layout | 0 | 1 | 2 |
| Road layout | 0 | 6 | 6 |
| Animal/object | 0 | 12 | 16 |
| Slippery inspection cover or road marking | 0 | 0 | 0 |
| Illegal tyres | 0 | 1 | 1 |
| Defective lights | 0 | 2 | 0 |
| Defective breaks | 0 | 6 | 2 |
| Defective steering/suspension | 0 | 2 | 1 |
| Defective/missing mirrors | 0 | 0 | 0 |
| Overloaded | 0 | 0 | 1 |
| Disobeyed automatic traffic signals | 0 | 6 | 3 |
| Disobeyed give way/stop | 1 | 15 | 12 |
| Disobeyed double white line | 1 | 3 | 1 |
| Disobeyed pedestrian crossing | 0 | 1 | 0 |
| Illegal turn/travel direction | 0 | 3 | 4 |
| Exceeding speed limit | 0 | 8 | 9 |
| Travelling too fast for conditions | 0 | 5 | 6 |
| Following too close | 0 | 9 | 17 |
| Travelling along pavement | 0 | 0 | 2 |
| Cyclist entering road from pavement | 0 | 2 | 3 |
| Junction overshoot | 0 | 7 | 6 |
| Junction restart | 0 | 0 | 1 |
| Poor turn/manoeuver | 0 | 7 | 20 |
| Failed/misleading signaling | 0 | 2 | 3 |
| Failed to look properly | 8 | 102 | 136 |
| Failed to judge others path/speed | 1 | 45 | 85 |
| Passing too close to cyclist/rider/pedestrian | 0 | 1 | 2 |
| Sudden breaking | 0 | 4 | 7 |
| Swerved | 1 | 6 | 5 |
| Loss of control | 12 | 63 | 74 |
| Impaired by alcohol | 2 | 15 | 18 |
| Impaired by drugs | 1 | 4 | 6 |
| Fatigue | 1 | 12 | 8 |
| Uncorrected/defective eyesight | 0 | 0 | 0 |
| Illness/disability | 3 | 10 | 22 |
| Not displaying lights at night/poor visibility | 0 | 1 | 1 |
| Cyclist with dark clothing | 0 | 1 | 1 |
| Driver using mobile phone | 0 | 1 | 0 |
| Distraction in vehicle | 0 | 5 | 9 |
| Distraction outside vehicle | 0 | 6 | 3 |
| Aggressive driving | 5 | 38 | 42 |
| Careless/reckless/in a hurry | 24 | 272 | 353 |
| Nervous/uncertain/panic | 0 | 2 | 4 |
| Driving too slow/slow vehicle | 0 | 0 | 0 |
| Inexperienced/learner driver | 0 | 7 | 16 |
| Inexperience driving on left | 0 | 2 | 4 |
| Inexperience with vehicle type | 0 | 1 | 0 |
| Stationary/parked vehicle(s) | 0 | 5 | 5 |
| Vegetation | 0 | 0 | 0 |
| Road layout (bends, winding) | 0 | 4 | 1 |
| Buildings/road signs/street furniture | 0 | 1 | 1 |
| Dazzling headlights | 0 | 3 | 2 |
| Dazzling sun | 4 | 25 | 37 |
| Rain/sleet/snow/fog | 0 | 12 | 24 |
| Road spray | 0 | 0 | 0 |
| Dirty windscreen/visor | 0 | 0 | 0 |
| Vehicle blind spot | 0 | 4 | 4 |
| P-Crossed masked road | 2 | 22 | 11 |
| P-Failed to look properly | 5 | 40 | 38 |
| P-Failed to judge others path/speed | 0 | 6 | 7 |
| P-Wrong use of pedestrian crossing | 0 | 2 | 3 |
| P-Dangerous action | 1 | 6 | 7 |
| P-Impaired by alcohol | 2 | 14 | 4 |
| P-Impaired by drugs | 0 | 0 | 0 |
| P-Careless/reckless/in a hurry | 2 | 52 | 41 |
| P-Pedestrian wearing dark clothing | 1 | 7 | 3 |
| P-Illness/disability | 0 | 1 | 1 |
| Stolen vehicle | 0 | 2 | 3 |
| Vehicle in course of crime | 0 | 1 | 1 |
| Emergency vehicle on call | 0 | 3 | 5 |
| Door opened/closed negligently | 0 | 3 | 0 |
| Other | 7 | 27 | 32 |
| Unknown | 97 | 894 | 1425 |

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Data was extracted from Police Scotland systems and are correct as at 22/05/2025
Data included in this table are the 1st contributory factor, there are six contributory factors this includes the main factor.

## How many of these accidents involved drivers aged under 25 years old or over 70 years old? If available, please indicate any trends or patterns related to these age groups.

The table below provides figures for collisions whereby the driver is recorded as aged 25 and under or aged 70 and over, for the period January 2024 to February 2025

| Year | Month | 25 and under | 70 and over |
| --- | --- | --- | --- |
| 2024 | January | 90 | 36 |
|  | February | 88 | 33 |
|  | March | 93 | 39 |
|  | April | 94 | 37 |
|  | May  | 119 | 72 |
|  | June | 122 | 39 |
|  | July | 115 | 56 |
|  | August | 107 | 46 |
|  | September | 115 | 49 |
|  | October | 94 | 57 |
|  | November | 109 | 44 |
|  | December | 103 | 49 |
| 2025 | January | 57 | 44 |
|  | February | 73 | 26 |

## Identify the most hazardous roads and junctions based on accident frequency during this period, along with the total number of incidents recorded at each location.

## Provide a ranked list of UK cities and regions with the highest number of traffic accidents, specifying the recorded figures for each.

Unfortunately, I estimate that it would cost well in excess of the current FOI cost threshold of £600 to process this part your request. I am therefore refusing to provide the information sought in terms of section 12(1) of the Act - Excessive Cost of Compliance.

To explain, this part of your request is complex for a number of reasons but primarily in relation to location data, as there is no digital way of subdividing records by location.

The only way to do this in an accurate and comprehensive manner would be to manually assess each RTC record to determine the location of each incident.

Only after this is complete would a comparison of the collision numbers for each road be possible to determine the highest ranking roads.

Given the numbers, this is clearly an exercise that would far exceed the cost limit.

To be of assistance, you may find the following links useful:

[Road traffic collision data - Police Scotland](https://www.scotland.police.uk/about-us/how-we-do-it/road-traffic-collision-data/)

[Road Safety Data - data.gov.uk.](https://www.data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data)

[CrashMap - UK Road Safety Map](https://www.crashmap.co.uk/)

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 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](https://www.foi.scot/appeal), by email 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.