

# Hertfordshire Road Casualty Facts 2018

(Based on 2017 data)



## Key Statistics

Year 2017

**2241** Accidents

**3067** Casualties

**410** KSI Casualties

**38** Child KSI

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### About this Release

Only Personal Injury Road Traffic Accidents reported to the Police within Hertfordshire and on the Highway are included

### Definitions

**Fatal** - An injury which causes death within 30 days of an accident

**Serious** - An injury for which a person is detained in hospital or injuries causing death 30 days or more after an accident

**PSV** - Public Service Vehicles

**Child** - Aged 0-15, inc

The table below shows the number of reported accidents and casualties for Hertfordshire and for Great Britain

	Accidents	Casualties				
	Total	Fatal	Serious	KSI	Slight	Total
<b>2010-2014 average</b>	2589.6	32.0	358.6	390.6	3183.6	3574.2
<b>2016</b>	2628	20	438	458	3192	3650
<b>2017</b>	2241	24	386	410	2657	3067
<b>% change over 2010-2014 average</b>	-13.5	-25.0	7.6	5.0	-16.5	-14.2
<b>% change over 2016</b>	-14.7	20.0	-11.9	-10.5	-16.8	-16.0
<b>National % change over 2010-2014 average</b>	-11.8	-0.3	9.6	8.9	-16.5	-13.3
<b>National % change over 2016</b>	-4.9	0.0	3.0	2.8	-7.2	-5.7

### Key Facts

There were 2241 accidents in Hertfordshire in 2017, a decrease of 14.7% compared with 2016.

The casualty total decreased by 16.0% compared with 2016 to 3067. This is the lowest on record. National casualty totals reduced by 5.7% to the lowest total on record.

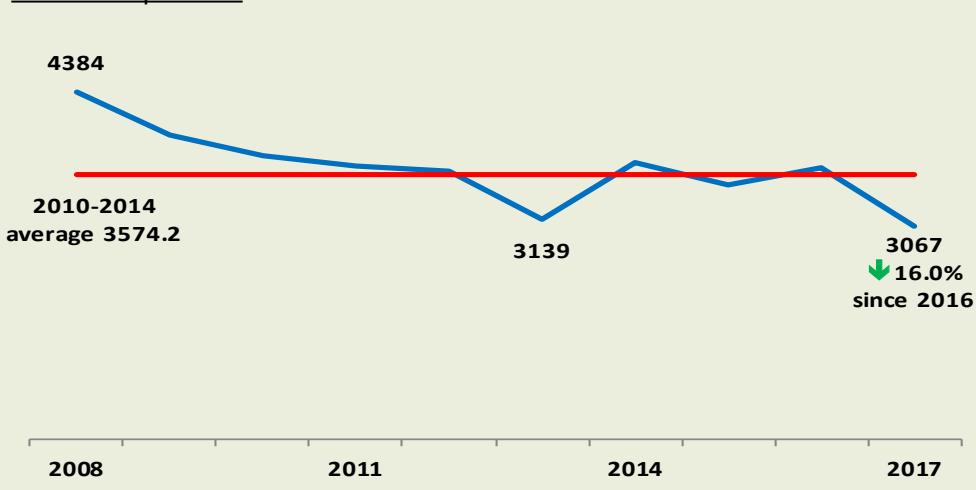
Child casualties (aged 0 to 15 years) decreased by 11.5% (34) to 261. There was 1 child fatality, the first since 2014.

Hertfordshire KSI (Killed or seriously injured) casualty totals were 10.5% lower than in 2016, National KSI totals were 2.8% higher.

Traffic in Hertfordshire grew by 2.3% between 2016 and 2017. This compares with growth of 1.3% Nationally.

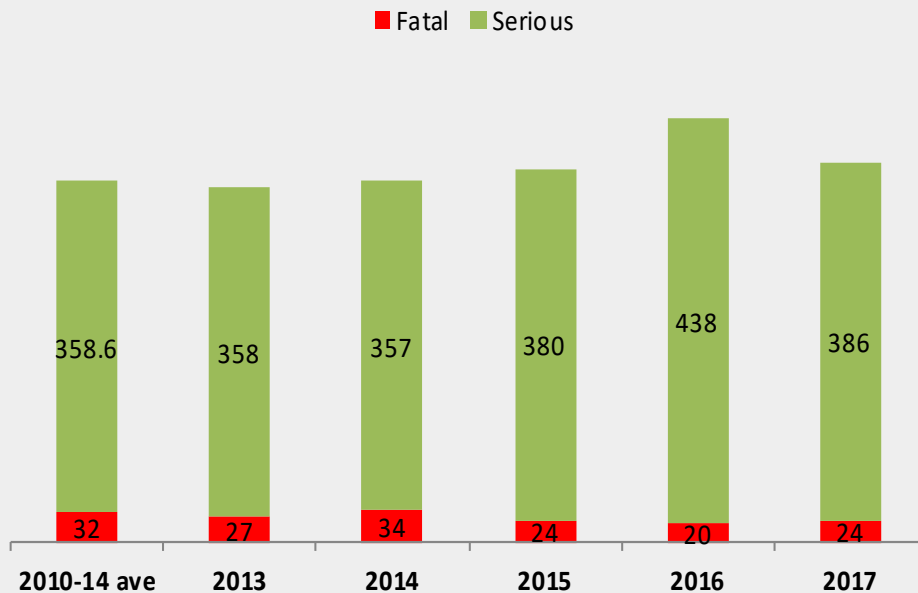
*Note that changes in national systems to collate road traffic accidents have affected the number of serious casualties. As a result comparisons with previous years should be treated with caution, this applies to both National and Hertfordshire data. In Hertfordshire these changes affect data from April 2016.*

### Casualties per Year



# Killed & Seriously Injured (KSI) Casualties

## Fatal and Serious casualties



## Key Statistics

Year 2017

**24** Fatalities

**386** Serious Casualties

**410** KSI Casualties

## Key Facts

Fatalities rose by 20% (4) from 2016. The total for 2017 is however 25% lower than the 2010-2014 average.

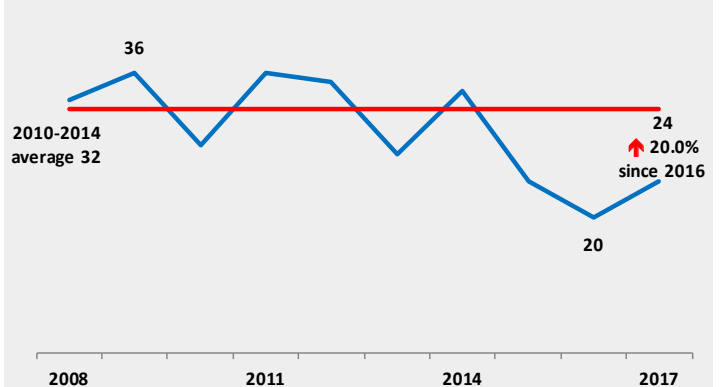
Serious casualties were 7.6% above the 2010-2014 average, however 11.9% lower than 2016.

Child KSIs decreased by 7.3% from 41 in 2016 to 38 in 2017. There was one child fatality, the first since 2014.

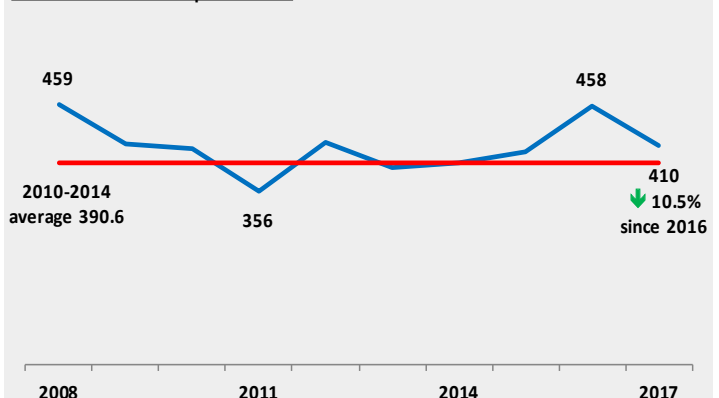
In fatal accidents the contributory factor most often selected was 'loss of control' (22 uses) with 'poor turn or manoeuvre' (15) the second and 'travelling too fast for conditions' (14) third and 'speeding' (12) fourth.

For KSI accidents 'driver failed to look properly' was most often selected (205 uses), second was 'misjudged other person's speed or position' (139) and 'loss of control' was third (110).

## Fatal Casualties per Year



## KSI Casualties per Year



## Change from 2010-2014 average



# Casualties by Road Type

## Key Statistics

### KSI Casualties

2017	KSI
Motorway	51
Trunk*	1
A Road	161
B Road	50
C Road	48
U Road	99

### All Casualties

2017	Total
Motorway	525
Trunk*	10
A Road	1110
B Road	350
C Road	356
U Road	716

\* Trunk roads account for only 23.5km roads in the county.  
A5 was de-trunked in 2017

### Definitions

#### Motorway and Trunk Roads

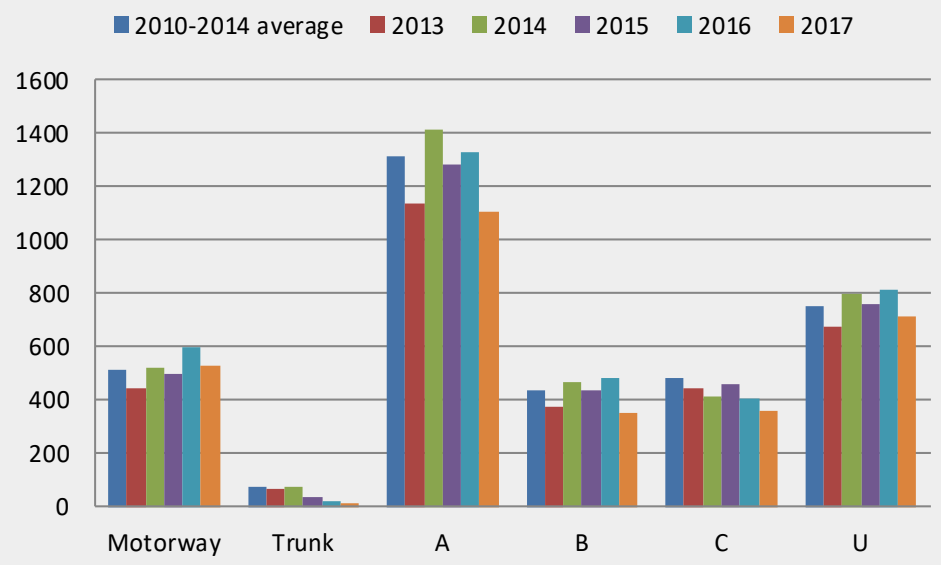
- Roads maintained by Highways England (HE)

#### A,B,C & U Roads

- Roads maintained by Hertfordshire County Council (HCC)

Note - Accidents on Private Roads are excluded from the dataset

## Casualties by Road Type



### Key Facts

In 2017 Highways England (HE) roads (Motorway and Trunk) accounted for 12.7% of KSI casualties and 17.4% of all casualties in Hertfordshire.

In 2017 on Hertfordshire maintained roads (A,B, C and U roads) KSI casualties decreased by 12.5%.

Total casualties decreased on all Hertfordshire maintained road types.

### Change from 2016

#### KSI Casualties

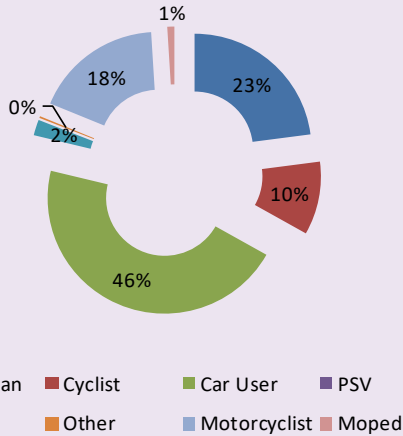
Motorway	Trunk	A Road	B Road	C Road	U Road
↑	↑	↓	↑	↓	↓
Up 4.1%	Up	Down 12.5%	Up 4.2%	Down 28.4%	Down 10.0%
2	1	-23	2	-19	-11

#### All Casualties

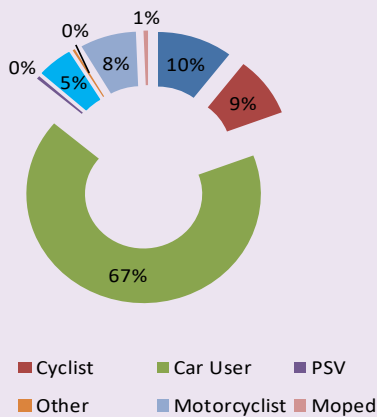
Motorway	Trunk	A Road	B Road	C Road	U Road
↓	↓	↓	↓	↓	↓
Down 11.5%	Down 52.4%	Down 16.4%	Down 28.0%	Down 12.8%	Down 12.0%
-68	-11	-218	-136	-52	-98

# Casualties by Road User Class

## KSI Casualties by Road User Class Percentage



## Total Casualties by Road User Class Percentage



### Key facts

Vulnerable users, pedestrians, cyclists and powered two wheeler (PTW) casualties accounted for 52.0% of KSI casualties but 27.6% of total casualties

KSI casualties decreased in all user classes except Car Users.

In all accidents the most frequently selected contributory factor was 'driver failed to look properly' (selected 985 times), 'misjudged other person's path or speed' was next (selected 617 times) and third was 'careless reckless in a hurry' (selected 376 times). Factors vary between user classes, age groups and accident severities.

### Total Casualties by Road User Class and Severity 2017

	Fatal	Serious	KSI	Slight	Total
<b>Pedestrian</b>	8	86	94	225	319
<b>Cyclist</b>	0	42	42	230	272
<b>PTW</b>	3	74	77	180	257
<b>Car User</b>	13	174	187	1865	2052
<b>PSV</b>	0	0	0	14	14
<b>Goods</b>	0	9	9	134	143
<b>Other</b>	0	1	1	9	10

## Key Statistics

### Change from 2010-2014 average

		Change	Count
KSI		↑ 19.9%	16
ALL		↓ -9.6%	-34
KSI		↓ -11.0%	-5
ALL		↓ -0.6%	-2
KSI		↓ -13.1%	-11
ALL		↓ -7.1%	-18
KSI		↓ -52.4%	-4
ALL		↓ -64.2%	-34
KSI		↑ 21.7%	33
ALL		↓ -15.7%	381

### Change from 2016

		Change	Count
KSI		No change	
ALL		↓ -5.1%	-17
KSI		↓ -38.2%	-26
ALL		↓ -13.4%	-42
KSI		↓ -25.5%	-25
ALL		↓ -17.7%	-51
KSI		No change	
ALL		↓ -34.5%	-10
KSI		↑ 6.9%	12
ALL		↓ -17.5%	-436

# Casualties by Road User Class

## Pedestrians

### Key Statistics

**94**  
Pedestrian KSI casualties

**319**  
Pedestrian casualties

Age band as a percentage of total pedestrian casualties

Age Band*	% ped casualties	Count
10-14	13.8%	44
15-19	8.5%	27
25-29	8.5%	27
30-34	8.5%	27
35-39	7.2%	23
45-49	7.2%	22
60 & over	17.6%	56

\* Not all age bands shown. There were 11 casualties with an unknown age.

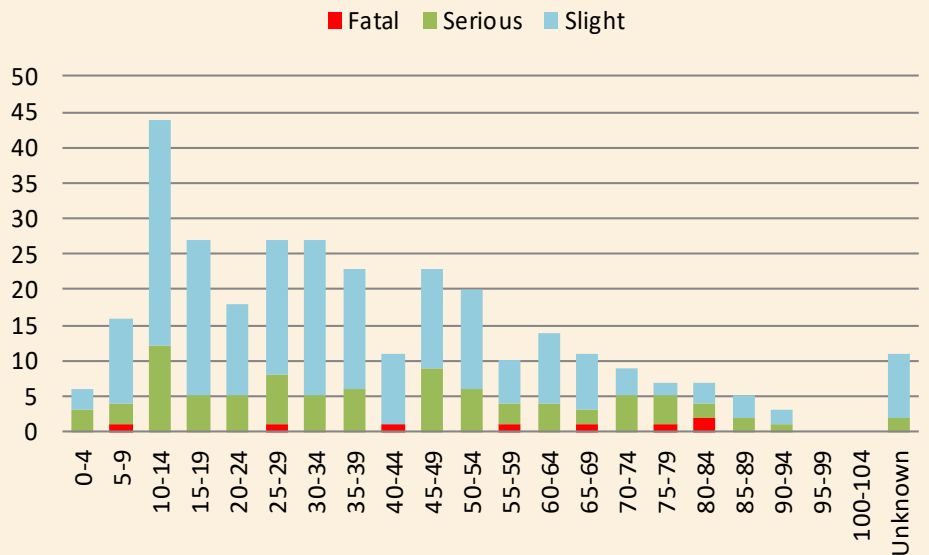
### Change from 2010-2014 average

	Change	Count
KSI	↑ 19.9%	16
All	↓ -9.6%	-34

### Change from 2016

	Change	Count
KSI	No Change	
All	↓ -5.1%	-17

### Pedestrian Casualties by Age Band



### Key Facts

23.0% of all KSI casualties were pedestrians and 29.5% of all pedestrian casualties were KSI.

There were 319 pedestrian casualties, 10.4% of total casualties.

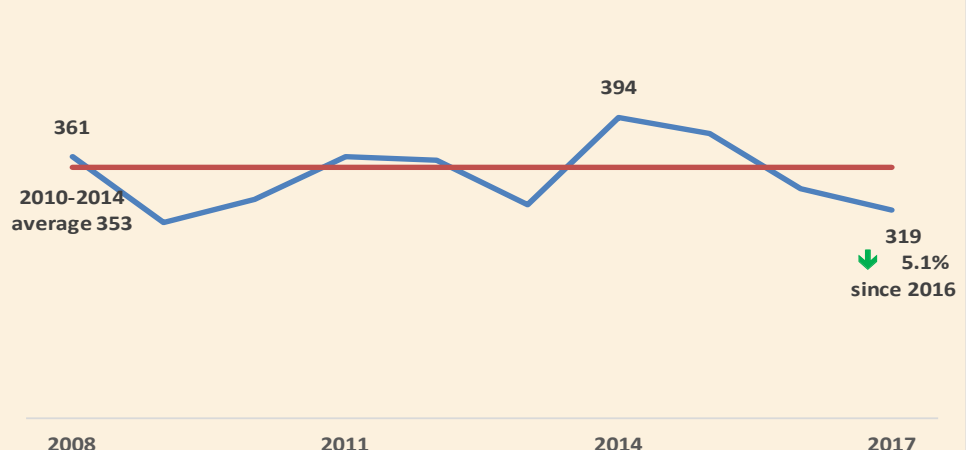
The number of pedestrian casualties has fluctuated with peaks occurring in 2007 and 2014. Casualty numbers have declined in the last three years with 2017 totals 5.1% lower than in 2016 (17 casualties).

The highest total by age group was 10 to 14 year olds, 13.8% of the total. 20.7% of pedestrian casualties were aged from 0 to 14 years.

The most commonly used contributory factor for pedestrian casualties was 'failed to look properly' (111 uses), 'misjudged vehicle speed or position' was second (41) and 'impaired by alcohol' was fourth (24).

For the vehicles which were in collision with pedestrians 'driver failed to look properly' was the most common factor (94 uses) and second 'careless reckless in a hurry' (46) and 'vision impaired by stationary vehicle' was fourth (18).

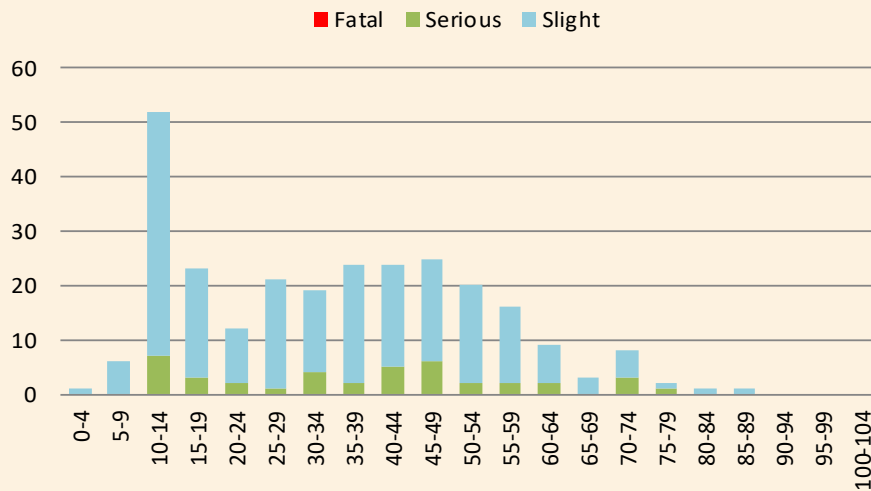
### Pedestrian Casualties per Year



# Casualties by Road User Class

## Cyclists

Cyclist Casualties by Age Band



### Key Facts

The total number of cyclists casualties peaked at 314 in 2016, the highest total since 2004. The total for 2017 was close to the 2010-2014 average. There were no fatal casualties. The KSI percentage was 15.4% (21.7% in 2016).

The highest number of casualties were in the 10-14 age band (52), next highest was 45-49 (25).

The highest number of KSI casualties were in the 10-14 age band (7).

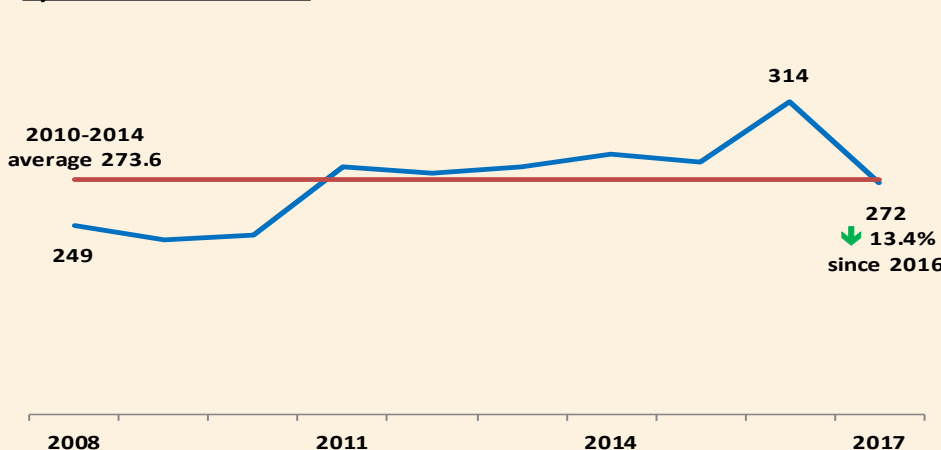
The most common contributory factor for cyclists was 'failed to look properly' (40 uses), second was 'misjudged other person's speed or position' (30) and third was 'entering carriageway from the footway' (18).

For the other vehicles involved the most often selected was 'failed to look properly' (136 uses), second 'misjudged other person's speed or position' (53), third 'careless reckless in a hurry' (28). 'Passing too close' was fourth most often used (27).

28.0% of cyclists casualties were on A roads, 41.5% on U roads, 15.1% on B roads and 15.4% on C roads.

76.8% of cyclists were at a junction at the time of the accident, 80.8% of these were going ahead.

Cyclist Casualties Per Year



### Key Statistics

**NO FATAL CASUALTIES**

**42**

Cyclist KSI casualties

**272**

Cyclist casualties

Age band as a percentage of total cyclist casualties

Age Band	% cyclist casualties	Count
10-14	19.1%	52
15-19	8.5%	23
25-29	7.7%	21
35-39	8.8%	24
40-44	8.8%	24
45-49	9.2%	25
over 60	8.8%	24

\* Not all age bands shown. There were 5 casualties with an unknown age.

### Change from 2010-2014 average

	Change	Count
KSI	-11.0%	-5
All	-0.6%	-2

### Change from 2016

	Change	Count
KSI	-38.2%	-26
All	-13.4%	-42

# Casualties by Road User Class Powered Two Wheelers (PTW)

## Key Statistics

77 PTW KSI Casualties

257 PTW Casualties

PTW Change from  
2010 - 2014 average

	Change	Count
KSI	-16.7	-15
All	-16.9	-52

PTW Change from 2016

	Change	Count
KSI	-24.5	-25
All	-19.2	-61

## Definitions

**Powered Two Wheelers** - includes Motorcycles and Mopeds

**Electric Motorbike** - see <https://www.gov.uk/electric-bike-rules>

## Key Facts

There were 257 PTW casualties, 8.4% of total casualties.

There were 3 fatal PTW casualties, 12.5% of all fatal casualties and 74 serious PTW casualties, 19.2% of all serious casualties.

There were 77 KSI PTW casualties, 18.8% of all KSI casualties. 31.6% (31) of casualties on bikes over 500cc were KSI (total 98) and 26.7% (27) of casualties on bikes 50 to 125cc (total 101). Bikes 125 to 50cc had the highest percentage of KSI casualties at 64.3% but a low total number (14).

38.5% (99) of PTW casualties were aged from 16 to 24 years.

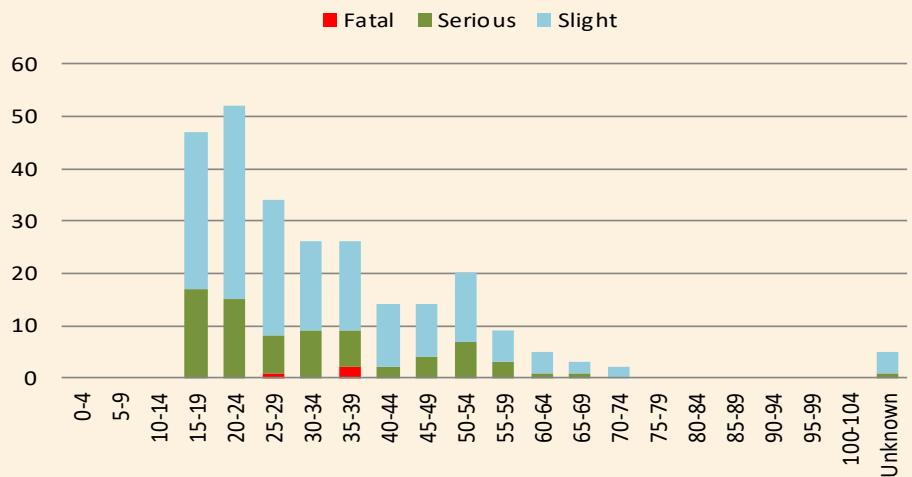
In 2016 for the first time there were 4 casualties riding electric motor bikes and there were 5 casualties in 2017.

In 2017 there were 20 casualties on unknown cc bikes including 6 KSI casualties.

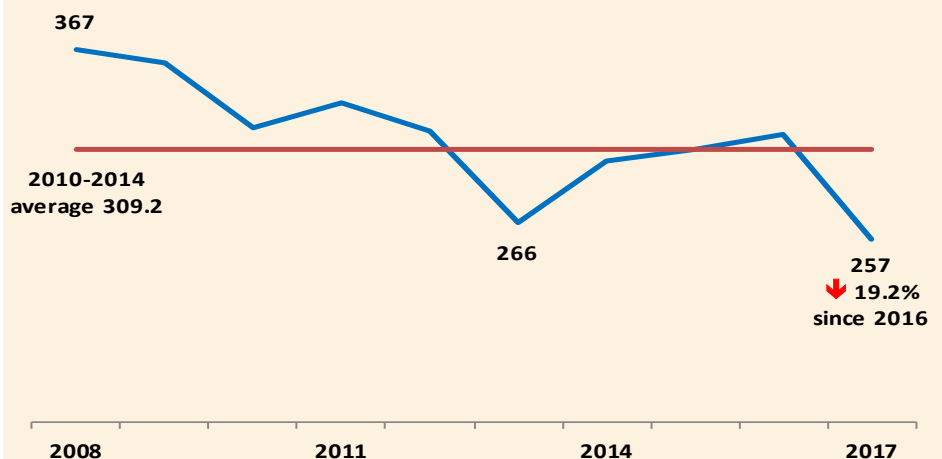
For all vehicle types the most common factors were 'failed to look properly' and 'misjudged other person's speed or position'. 'Inexperienced rider' was more common for bikes up to 50cc and 50-125cc and 'loss of control' was fourth or fifth most selected for all bikes.

For the other vehicles involved in PTW accidents the most common factors were 'failed to look properly' and 'misjudged other person's speed or position'.

## PTW Casualties by Age Band and Severity



## PTW Casualties per Year



# Casualties by Road User Class

## Powered Two Wheelers (PTW)

### Key Statistics

Age band as percentage of total

Age Band*	% Moped casualties	Count
15-19	79.0%	15
20-24	21.0%	4

Age Band*	% MC <125cc casualties	Count
15-19	16.8%	17
20-24	29.7%	30
25-29	19.8%	20
30-34	12.9%	13
50-54	5.9%	6

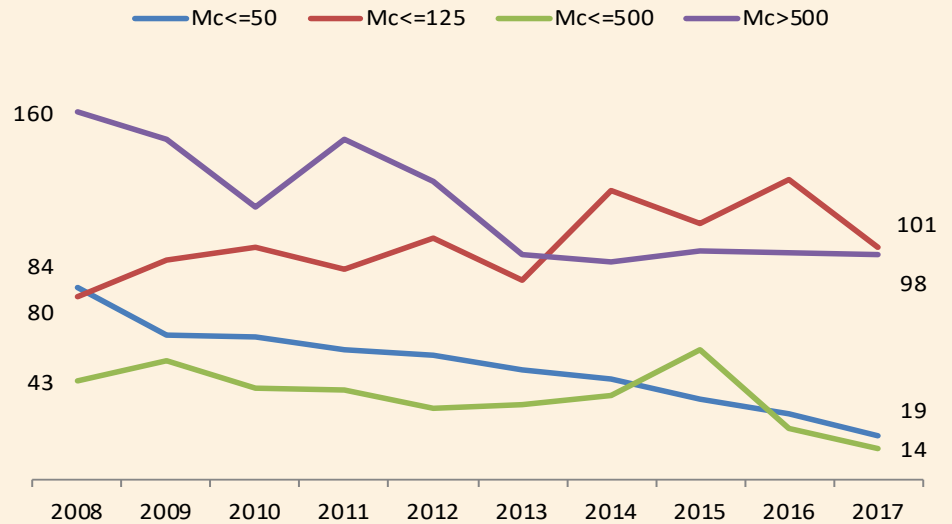
Age Band*	% MC <500cc casualties	Count
15-19	21.4%	3
20-24	28.6%	4
35-39	21.4%	3

Age Band*	% MC >500cc casualties	Count
20-24	10.2%	10
25-29	14.3%	14
30-34	11.2%	11
35-39	16.3%	16
45-49	10.2%	10
50-54	11.2%	11

Age Band*	% MC U/Kcc casualties	Count
15-19	30.0%	6
20-24	15.0%	3
40-44	15.0%	3

\* Not all age bands shown  
There were 5 casualties with an unknown age  
Electric bikes not shown

PTW Casualties by Year and Vehicle Type



### Key Facts (continued)

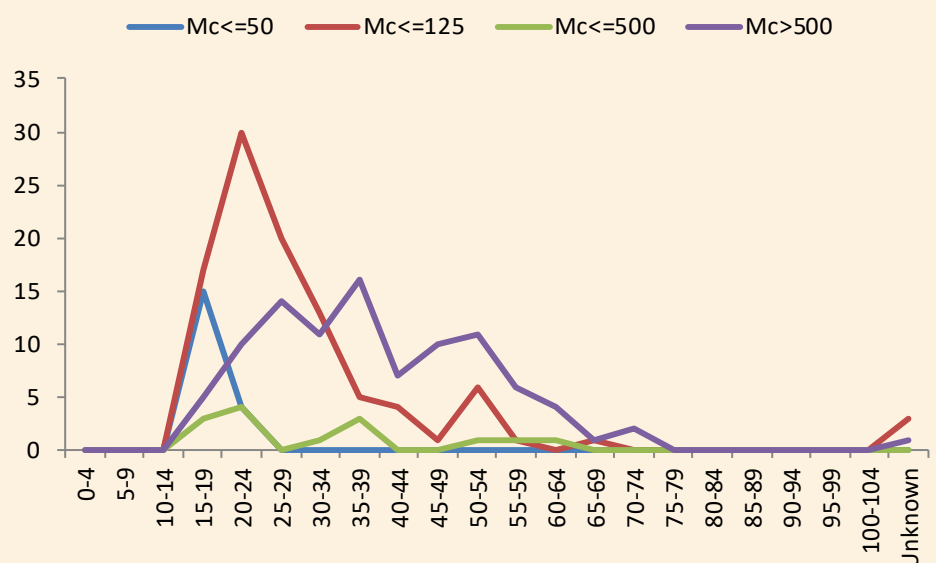
79.0% of moped casualties were aged 15-19 years and all moped casualties were aged 24 or under. Moped casualties have continued to decrease from a peak of 159 in 2004 to 19 in 2017.

The highest percentage of 50-125cc bike casualties were aged 20-24 years (29.7%) and for bikes over 500cc the highest percentage were aged 35-39 years (16.3%).

From a peak of 471 in 2000 motorcyclist casualties (excluding mopeds) decreased to a low of 218 in 2013, rose to 289 in 2016 but decreased to 238 in 2017.

In 2008 there were a total of 80 casualties on bikes 50 to 125cc, rising to 131 in 2016. In 2017 the total was 101. This became the largest group in 2016 and remained so in 2017 by a small margin (3) from bikes over 500cc.

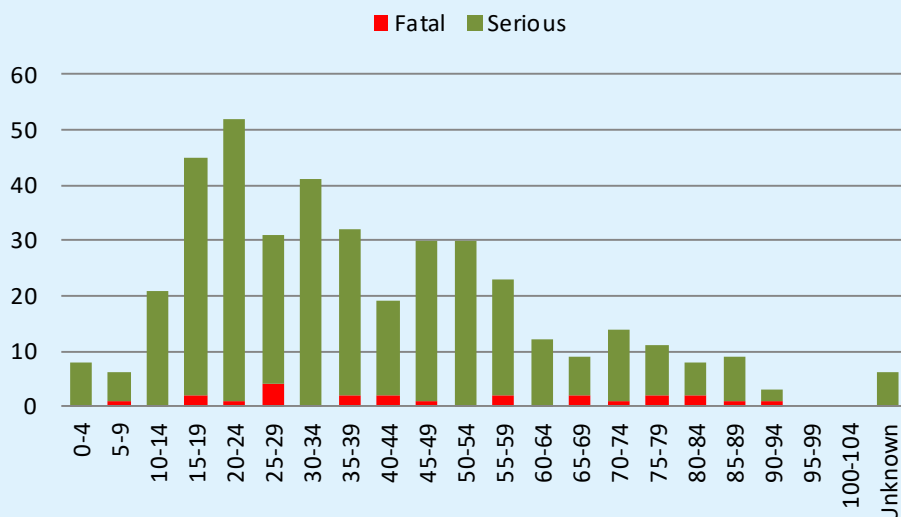
PTW Casualties by Age and Vehicle Type



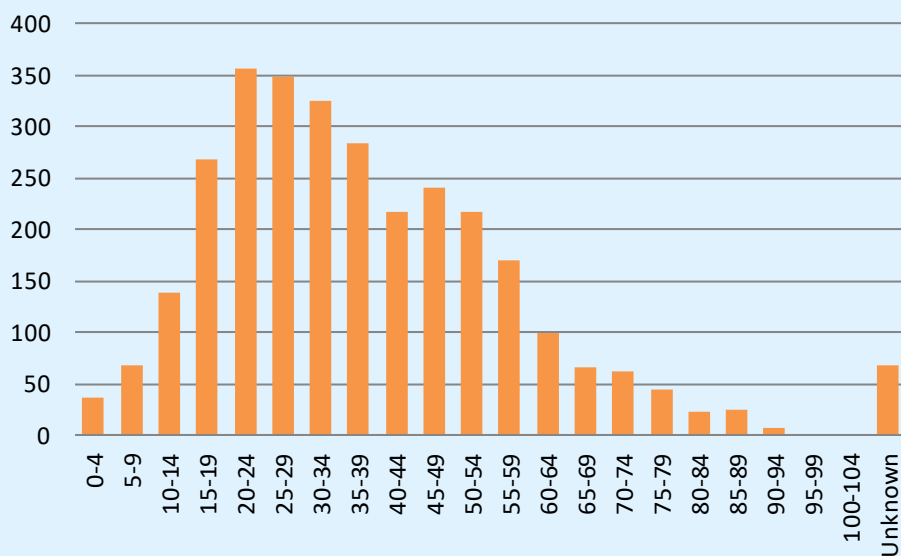


# Casualties by Age

KSI Casualties by Age



Casualties by Age



## Key Statistics

**410** KSI Casualties

**3067** Total Casualties

**13.4%** of Total Casualties were KSI

Age band as percentage of total casualties

Age Band*	% total	Count
0-14	7.9%	243
20-24	11.6%	357
25-29	11.4%	349
30-34	10.6%	325
35-39	9.2%	283
60 and over	10.7%	328

\* Not all age bands shown - There were 69 casualties with an unknown age

Age band as percentage of total KSI casualties

Age Band*	% total	Count
0-14	8.5%	35
15-19	11.0%	45
20-24	12.7%	52
30-34	10.0%	41
35-39	7.8%	32
60 and over	16.1%	66

\* Not all age bands shown - There were 6 KSI casualties with an unknown age.

## Key facts

The age band with the most casualties was 20-24 year olds with a total of 357 casualties and second largest group was 25-29 year olds with 349 casualties, between them these age groups accounted for 23.0% of total casualties.

33.6% of total casualties were aged between 20 and 34 years.

There were 261 child casualties aged 0 to 15 years, 8.5% of total casualties and 328 casualties aged 60 years or over, 10.7% of the total.

For KSI casualties the single age group with the most casualties was 20-24 year olds with 12.7% of the KSI total. The second largest group was 15-19 year olds with 11.0% of the total. 30-34 year olds accounted for 10.0% of total KSI casualties. Casualties aged 60 and over had the highest percentage of KSI.

The age bands with the highest percentages of KSI casualties were 0-4 years, (22.2%, 8), and all bands over 70 years, from 22.2% to 43.0% increasing with age.

# Casualties by Age

## Child Casualties (0-15 yrs)

### Key Statistics

**261** Child Casualties  
**8.5%** of Total Casualties  
**38** Child KSI Casualties  
**9.3%** of Total KSI Casualties

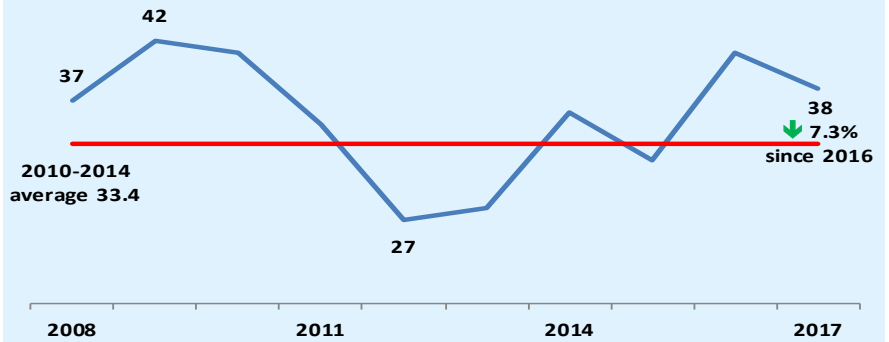
### Change from 2010-2014 average

	Change	Count
KSI	↑ 13.8%	5
All	↓ 8.3%	-24

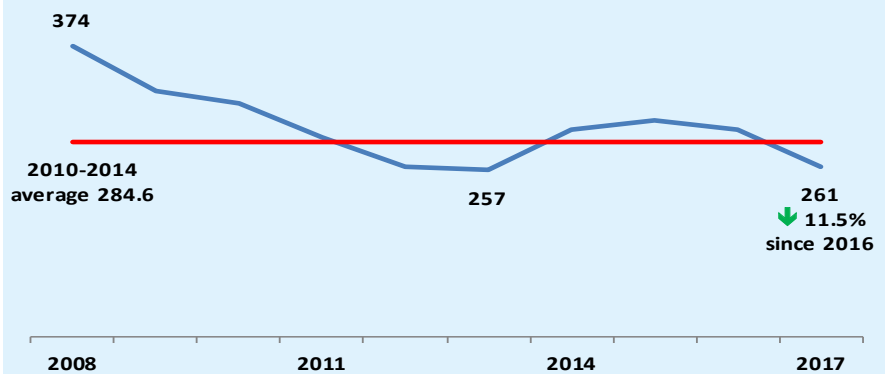
### Change from 2016

	Change	Count
KSI	↓ -7.3%	-3
All	↓ -11.5%	-34

### Child KSI Casualties per Year



### Total Child Casualties per Year



### Key Facts

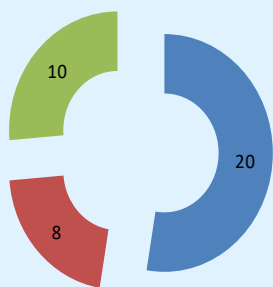
The total number of child casualties decreased from 2016 by 11.5% (34) to 261. The KSI total decreased by 7.3% (3).

Child casualties accounted for 22.6% of all pedestrian casualties and 21.3% of KSI pedestrian casualties. 27.6% of child casualties were pedestrians and 52.6% of child KSI were pedestrians.

Child casualties were 23.2% of cyclist casualties and 19.0% of KSI cyclist casualties.

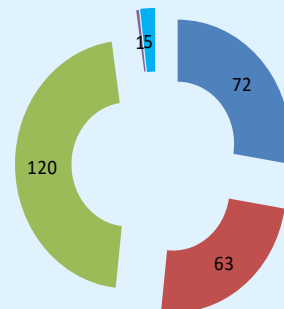
46.0% of all child casualties were car passengers.

### Child KSI Casualties



■ Pedestrian ■ Cyclist ■ Car User

### Total Child Casualties

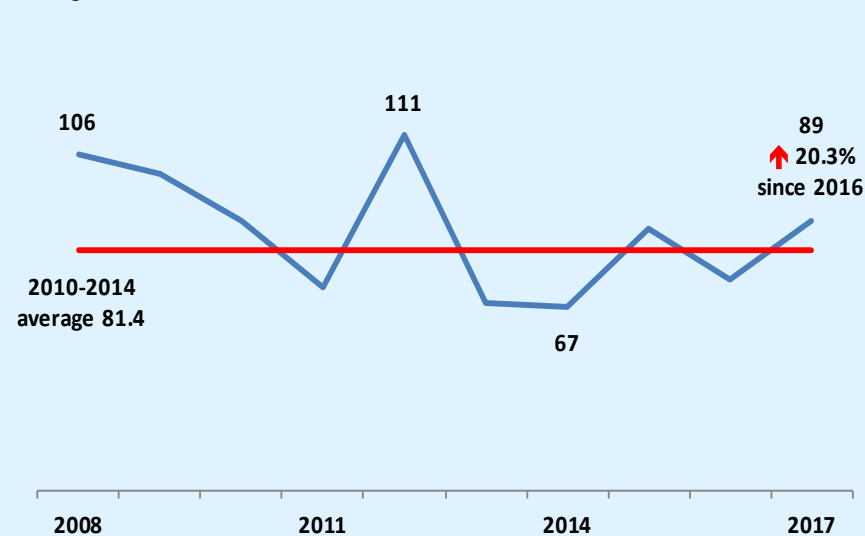


■ Pedestrian ■ Cyclist ■ Car User ■ PSV ■ Goods

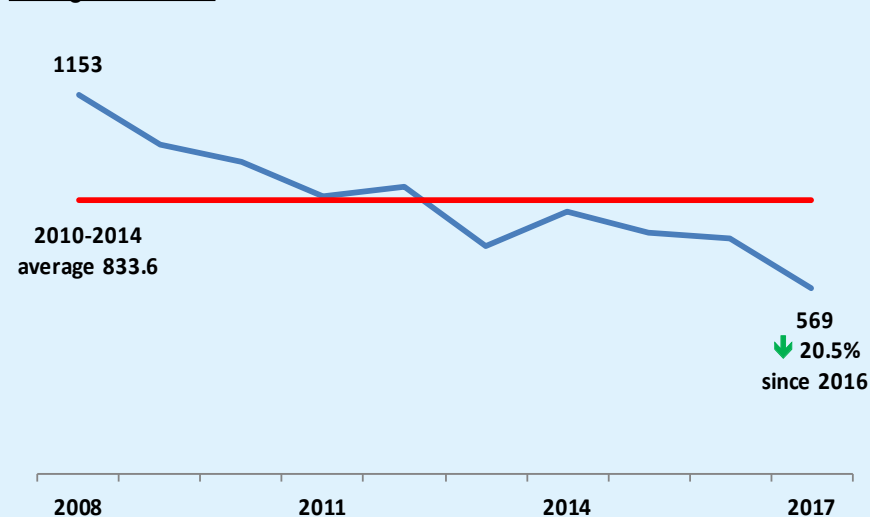
# Casualties by Age

## Young Casualties (17-24 yrs)

### Young KSI Casualties



### Young Casualties



### Key Statistics

**569** Young Casualties  
**18.6%** of Total Casualties  
**89** Young KSI Casualties  
**21.7%** of all KSI Casualties

#### Change from 2010-2014 average

	Change	Count
KSI	↑ 9.3%	8
All	↓ -31.7%	-264

#### Change from 2016

	Change	Count
KSI	↑ 20.3%	15
All	↓ -20.5%	-147

### Key Facts

The young casualty total decreased by 20.5% (147) from 2016 but the young casualty KSI total increased by 20.3% (15). Young casualties were 19.6% of total casualties in 2016 and 18.6% in 2017.

66.4% of young casualties were driver / riders, 28.3% were passengers and 5.3% pedestrians.

71.4% of total young casualties were car users and this group made up 19.8% of all car user casualties. Young car user KSI casualties accounted for 24.6% of all car user KSI casualties.

15.3% of total young casualties were PTW users accounting for 33.9% of total PTW casualties.

The most commonly used contributory factor for young driver casualties was 'failed to look properly' (74 uses), second was 'misjudged other person's speed or position' (67), third was 'loss of control' (64). 'Learner or inexperienced driver' was fourth (52) compared with twelfth for all driver casualties.

343 young casualties were male and 226 female. There were 62 male KSI casualties and 27 female. There were 251 male and 127 female driver / rider casualties.

# Casualties by Age

## Older Casualties (60+ yrs)

### Key Statistics

328 Older Casualties

10.7% of Total Casualties

66 Older KSI Casualties

16.1% of Total KSI Casualties

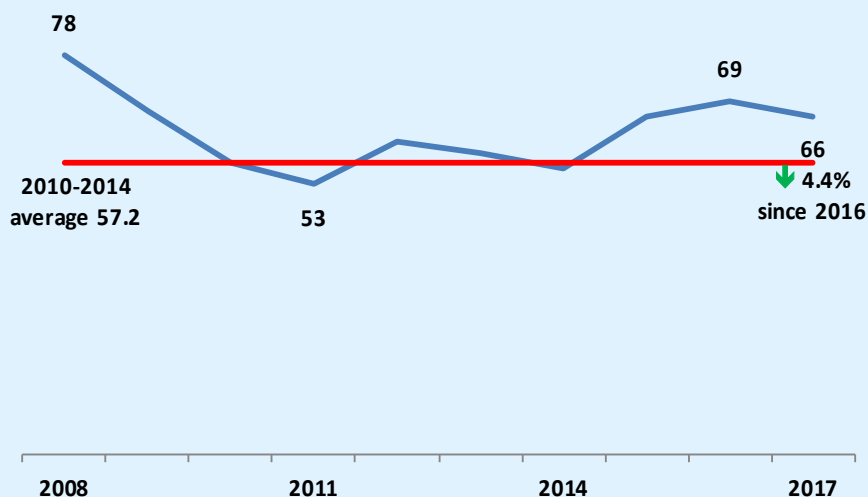
Change from 2010-2014  
average

	Change	Count
KSI	↑ 15.4%	9
All	↓ -16.8%	-66

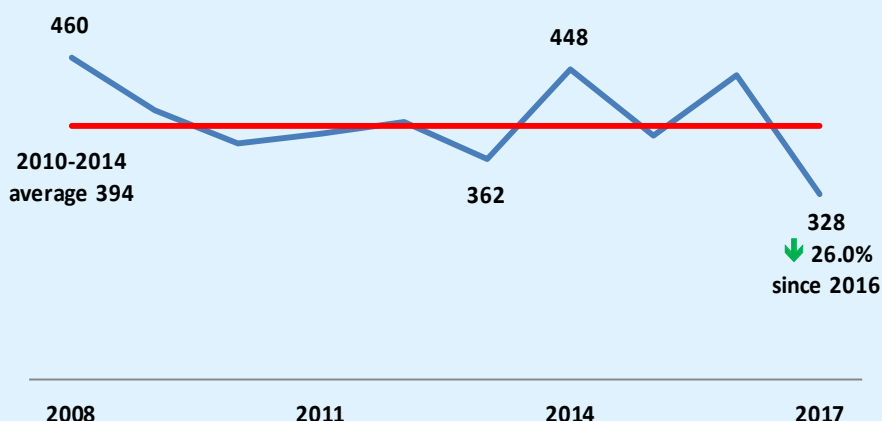
Change from 2016

	Change	Count
KSI	↓ -4.4%	-3
All	↓ -26.0%	-115

### KSI Casualties Aged 60 and over



### Casualties Aged 60 and over



### Key facts

60 years and over KSI casualties decreased by 4.4% (3) from 2016 and total casualties decreased by 26.0% (115).

50.0% of KSI casualties were car users, 36.4% were pedestrians and 9.1% cyclists.

67.4% of total casualties were car users and 17.1% were pedestrians.

Car driver casualties were equally split but more car passenger casualties were female, 83.0%. For pedestrian casualties the gender split was equal. 91.7% of cyclist casualties were male.

The most frequently selected contributory factor for older driver casualties was 'driver failed to look properly' (34 uses), 'lost control' was second (26 uses) and 'misjudged other vehicle's speed or position' was third (23 uses).

A number of contributory factors were more often selected in relation to older drivers than all drivers. 'Illness' was 4th for older drivers, 15th for all. 'Dazzled by sun' 'nervous uncertain or in a panic' and 'uncorrected eyesight' were also all more common to older drivers.

## Further Information

The Local Transport Plan contains further statistics and the action being taken to reduce casualty numbers. It can be found at [www.hertfordshire.gov.uk/LTP](http://www.hertfordshire.gov.uk/LTP)

## Definitions

Please see Department for Transport (DfT) Reported Road Casualties Great Britain 2017 : <http://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

## Useful Links

Previous reports are available on [www.hertfordshire.gov.uk/TTDR](http://www.hertfordshire.gov.uk/TTDR) as follows:

Traffic Transport and Data Reports  
Road Casualty Factsheets

National statistics are available from the Department for Transport (DfT) : <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

For more detailed information on the statistics in the leaflet please visit:

[www.hertfordshire.gov.uk/TTDR](http://www.hertfordshire.gov.uk/TTDR)

Alternatively you can either telephone on

**0300 123 4047**

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