

Hertfordshire Road Casualty Facts 2019

(Based on 2018 data)

Key Statistics

Year 2018

2052 Accidents

2881 Casualties

444 KSI Casualties

32 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

KSI Killed or seriously injured

Child Aged 0 to 15 years

PSV Public Service Vehicle

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
2010-2014 average	2589.6	32.0	358.6	390.6	3183.6	3574.2
2017	2241	24	386	410	2657	3067
2018	2052	26	418	444	2437	2881
% change over 2010-2014 average	-20.8	-18.8	16.6	13.7	-23.5	-19.4
% change over 2017	-8.4	8.3	8.3	8.3	-8.3	-6.1
National % change over 2010-2014 average	-17	-1	13	12	-23	-19
National % change over 2017	-6	-1	3	3	-8	-6

Key Facts

There were 2052 accidents in Hertfordshire in 2018, a decrease of 8.4% compared with 2017.

The casualty total decreased by 6.1% compared with 2017 to 2881. This is the lowest on record. National casualty totals reduced by 6% to the lowest total on record.

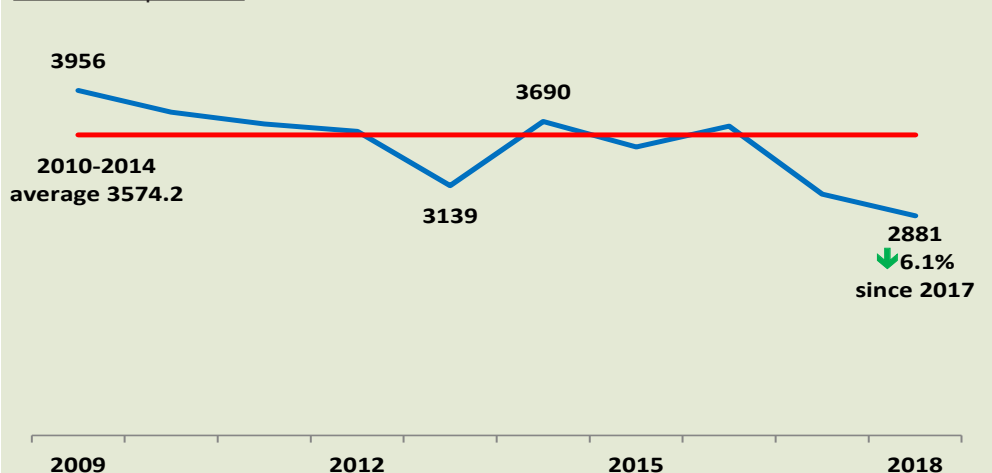
Child casualties (aged 0 to 15 years) decreased by 15.3% (40) to 221. There were no child fatalities in 2018. 1 child fatality in 2017 was the first since 2014.

Hertfordshire KSI (Killed or seriously injured) casualty totals were 8.3% higher than in 2017, National KSI totals were 2% higher.

Traffic in Hertfordshire grew by 4.3% between 2015 and 2018. This compares with growth of 4.2% Nationally over the same period.

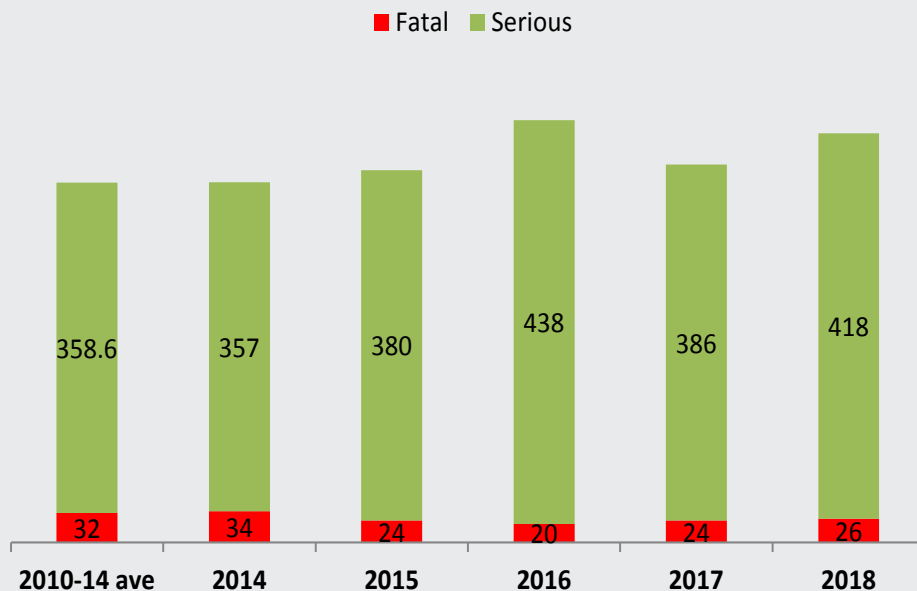
Note that changes in national systems to collate road traffic accidents have affected the number of serious casualties. As a result comparisons with previous years should be treated with caution, this applies to both National and Hertfordshire data. In Hertfordshire these changes affect data from April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

Casualties per Year



Killed & Seriously Injured (KSI) Casualties

Fatal and Serious casualties



Key Statistics

Year 2018

26 Fatalities

418 Serious Casualties

444 KSI Casualties

Key Facts

Fatalities rose by 8.3% (2) from 2017. The total for 2018 is however 18.8% lower than the 2010-2014 average.

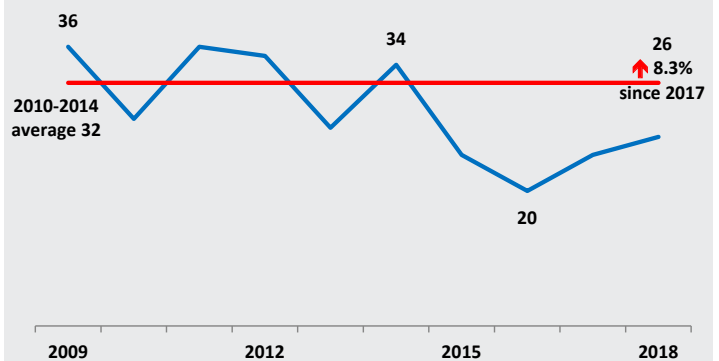
Serious casualties were 16.6% above the 2010-2014 average and 8.3% higher than 2017.

Child KSIs decreased by 15.8% from 38 in 2017 to 32 in 2018. There were no child fatalities.

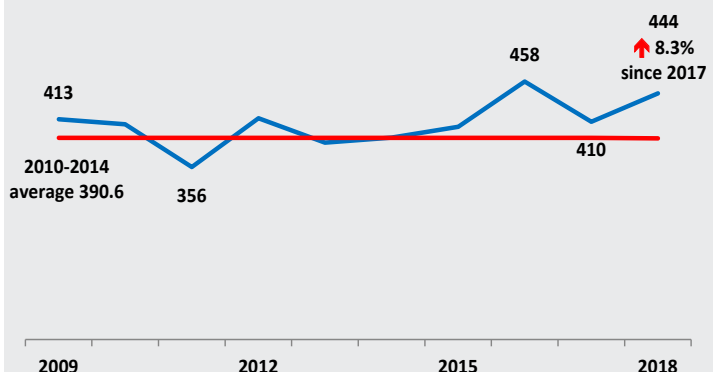
In fatal accidents the contributory factor most often selected was 'loss of control' (7 uses) with 'driver failed to look properly' and 'travelling too fast for conditions' second (6) and 'pedestrian failed to look properly' and 'misjudged other person's speed or position' (4) third.

For KSI accidents 'driver failed to look properly' was most often selected (155 uses), second was 'careless reckless in a hurry' (88) and 'misjudged other person's speed or position' was third (79). Fourth was 'loss of control' (78).

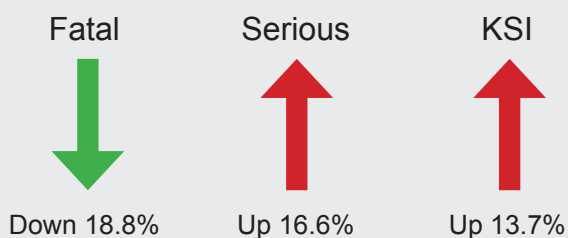
Fatal Casualties per Year



KSI Casualties per Year



Change from 2010-2014 average



Casualties by Road Type

Key Statistics

KSI Casualties

2018	KSI
Motorway	44
Trunk*	5
A Road	160
B Road	60
C Road	65
U Road	110

All Casualties

2018	Total
Motorway	438
Trunk*	66
A Road	979
B Road	383
C Road	360
U Road	655

* Trunk roads account for only 23.5km roads in the county.

A5 was de-trunked in 2017

Definitions

Motorway and Trunk Roads

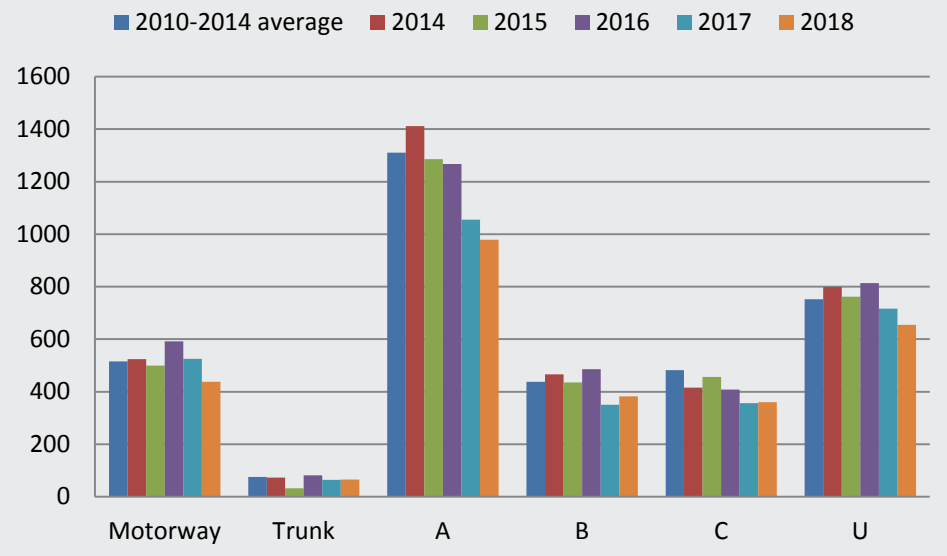
- Roads maintained by Highways England (HE)

A,B,C & U Roads

- Roads maintained by Hertfordshire County Council (HCC)

Note - Accidents on Private Roads are excluded from the dataset

Total Casualties by Road Type



Key Facts

In 2018 Highways England (HE) roads (Motorway and Trunk) accounted for 11.0% of KSI casualties and 17.5% of all casualties in Hertfordshire.

In 2018 on Hertfordshire maintained roads (A,B, C and U roads) KSI casualties increased by 13.8%.

KSI casualties increased on all Hertfordshire maintained road types. Total casualties decreased on A and U roads but increased on B roads and slightly on C roads.

Change from 2017

KSI Casualties

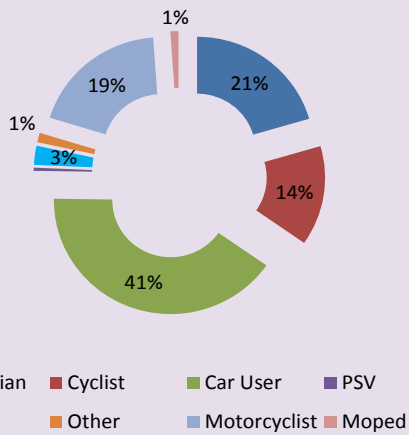
Motorway	Trunk	A Road	B Road	C Road	U Road
Down 13.7%	Down 58.3%	Up 6.7%	Up 20.0%	Up 35.4%	Up 11.1%
-7	-7	10	10	17	11

All Casualties

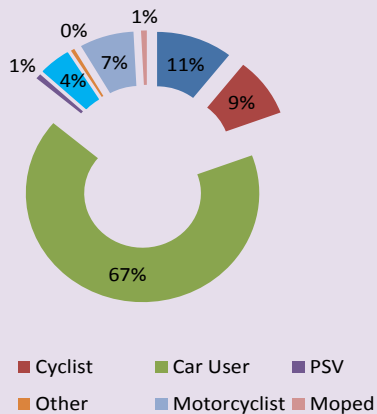
Motorway	Trunk	A Road	B Road	C Road	U Road
Down 16.6%	Up 3.1%	Down 7.3%	Up 9.4%	Up 1.1%	Down 8.5%
-87	2	-77	33	4	-61

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 55.0% of KSI casualties but 27.7% of total casualties

KSI casualties increased in 2018 in all user classes except pedestrians and car users.

In all accidents the most frequently selected contributory factor was 'driver failed to look properly' (selected 889 times), 'misjudged other person's path or speed' was next (selected 495 times) and third was 'careless reckless in a hurry' (selected 386 times). Factors vary between user classes, age groups and accident severities.

Total Casualties by Road User Class and Severity 2018

	Fatal	Serious	KSI	Slight	Total
Pedestrian	9	82	91	214	305
Cyclist	3	60	63	189	252
PTW	3	87	90	150	240
Car User	9	171	180	1745	1925
PSV	0	2	2	20	22
Goods	0	12	12	110	122
Other	2	4	6	9	15

Key Statistics

Change from 2010-2014 average

		Change	Count
KSI		16.1%	13
ALL		-13.5%	-48
KSI		33.5%	16
ALL		-7.9%	-22
KSI		1.2%	1
ALL		-15.3%	-40
KSI		-40.5%	-3
ALL		-56.6%	-30
KSI		17.2%	26
ALL		-20.9%	-508

Change from 2017

		Change	Count
KSI		-3.2%	-3
ALL		-4.4%	-14
KSI		50.0%	21
ALL		-7.4%	-20
KSI		16.4%	12
ALL		-8.8%	-21
KSI		25.0%	1
ALL		21.1%	4
KSI		-3.7%	-7
ALL		-6.2%	-127

Casualties by Road User Class

Pedestrians

Key Statistics

91
Pedestrian KSI casualties

305
Pedestrian casualties

Age band as a percentage of total pedestrian casualties

Age Band*	% ped casualties	Count
5-9	6.9%	21
10-14	12.8%	39
20-24	9.2%	28
25-29	8.5%	26
30-34	6.2%	19
45-49	6.6%	20
60 & over	19.0%	58

* Not all age bands shown. There were 7 casualties with an unknown age.

Change from 2010-2014 average

	Change	Count
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KSI ↑ 16.1% 13

All ↓ -13.5% -48

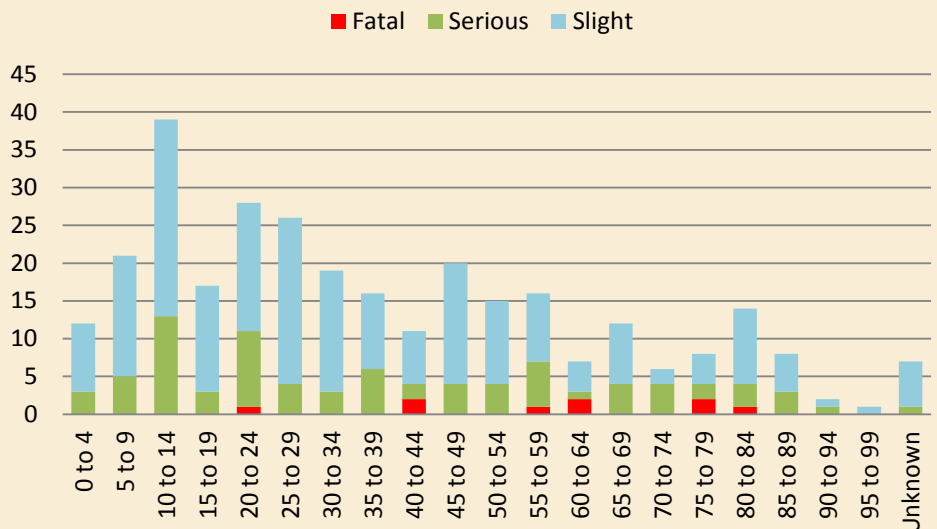
Change from 2017

	Change	Count
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KSI ↓ -3.2% 3

All ↓ -4.4% -14

Pedestrian Casualties by Age Band



Key Facts

20.5% of all KSI casualties were pedestrians and 29.8% of all pedestrian casualties were KSI.

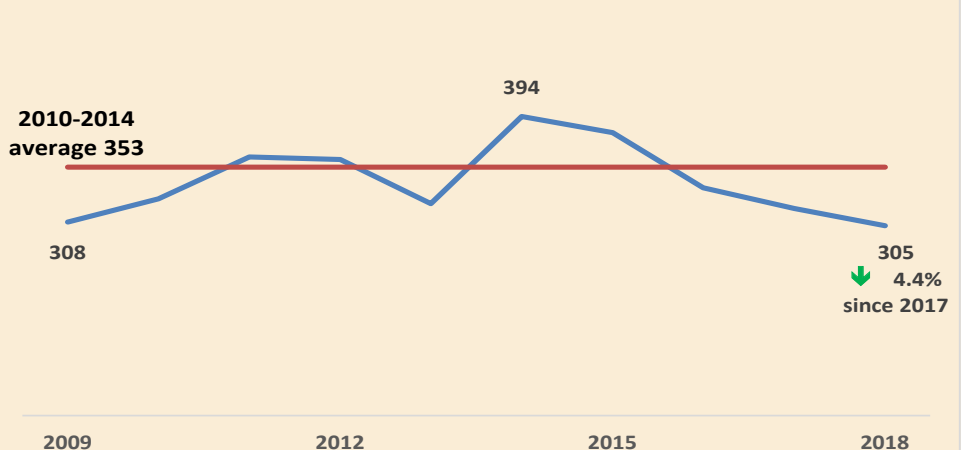
There were 305 pedestrian casualties, 10.6% of total casualties. The number of pedestrian casualties has fluctuated with the last peak occurring in 2014. Casualty numbers have declined in the last three years with 2018 totals 4.4% lower than in 2017 (14 casualties).

The highest total by age group was 10 to 14 year olds, 12.8% of the total. 23.6% of pedestrian casualties were aged from 0 to 14 years.

The most commonly used contributory factor for pedestrian casualties was 'failed to look properly' (122 uses), 'misjudged vehicle speed or position' was second (46) and 'careless reckless or in a hurry' was third (45). 'Crossing masked by stationary vehicle' was fourth most used.

For the vehicles which were in collision with pedestrians 'driver failed to look properly' was the most common factor (76 uses) and second 'careless reckless in a hurry' (29) and 'misjudged vehicle speed or position' was third (25). 'Vision impaired by stationary vehicle' was fourth most used.

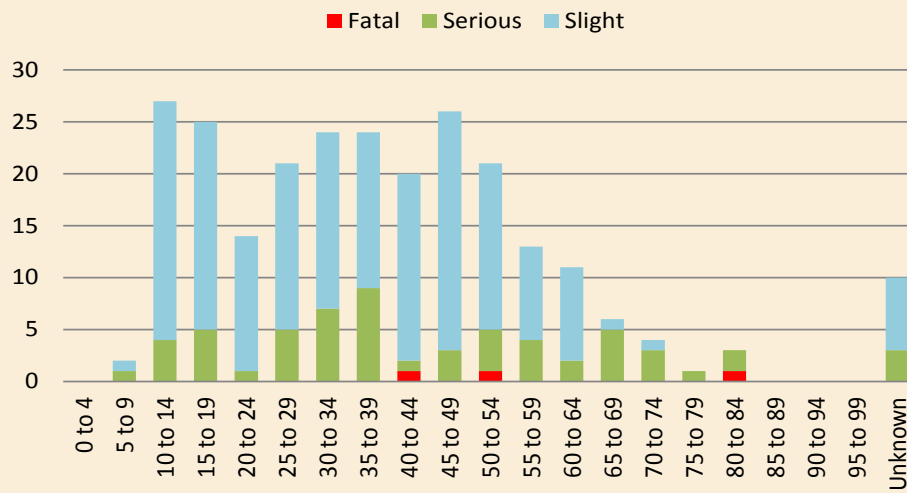
Pedestrian Casualties per Year



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, totals have fallen since. Cyclists were 14.2% of all KSI casualties and 25.0% of cyclist casualties were KSI.

The highest number of casualties were in the 10-14 age band (27), next highest was 45-49 (26).

The highest number of KSI casualties were in the 35-39 age band (9).

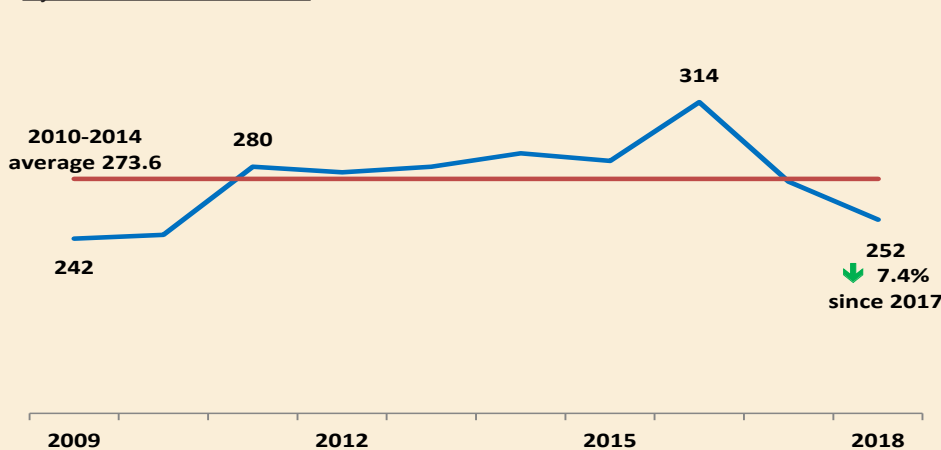
The most common contributory factor for cyclists was 'failed to look properly' (34 uses), second was 'cyclist wearing dark clothing' (15), and third were 'misjudged other person's speed or position' and 'cyclist entering carriageway from the footway' (both 13).

For the other vehicles involved the most often selected was 'failed to look properly' (112 uses), second 'misjudged other person's speed or position' (40), third 'careless reckless in a hurry' (32). 'Passing too close' was fourth most often used (28).

31.4% of cyclists casualties were on A roads, 15.5% on B roads, 17.1% on C roads and 35.7% on U roads, .

61.5% of cyclist casualties were going ahead at a junction at the time of the accident.

Cyclist Casualties Per Year



Key Statistics

63
Cyclist KSI casualties

252
Cyclist casualties

Age band as a percentage of total cyclist casualties

Age Band	% cyclist casualties	Count
10-14	10.7%	27
15-19	9.9%	25
25-29	8.3%	21
30-34	9.5%	24
35-39	9.5%	24
45-49	10.3%	26
50-54	8.3%	21
over 60	9.9%	25

* Not all age bands shown. There were 10 casualties with an unknown age.

Change from 2010-2014 average

	Change	Count
KSI	↑ 33.5	16
All	↓ -7.9%	-22

Change from 2017

	Change	Count
KSI	↑ 50.0%	21
All	↓ -7.4%	-20

Bicycles include electrically assisted pedal cycles EAPC

Casualties by Road User Class

Powered Two Wheelers (PTW)

Key Statistics

90 PTW KSI Casualties

240 PTW Casualties

PTW Change from
2010 - 2014 average

	Change	Count
KSI	-2.6	-2
All	-22.4	-69

PTW Change from 2017

	Change	Count
KSI	16.9	13
All	-6.6	-17

Definitions

Powered Two Wheelers - includes
Motorcycles and Mopeds

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

Key Facts

There were 240 PTW casualties, 8.3% of total casualties.

There were 3 fatal PTW casualties, 11.5% of all fatal casualties and 87 serious PTW casualties, 20.8% of all serious casualties. There were 90 KSI PTW casualties, 20.3% of all KSI casualties.

38.3% (92) of PTW casualties were on bikes over 500cc and 42.4% of them were KSI (39).

34.2% (82) of PTW casualties were on bikes 50-125cc (total 82) and 34.1% of them were KSI.

Casualties on 125-500cc bikes were a smaller group (22) but 50% were KSI.

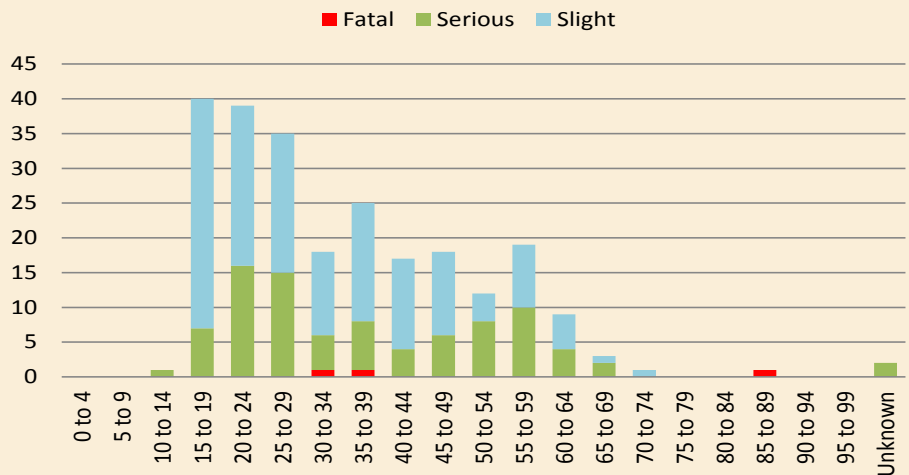
There were 20 casualties on bikes of unknown size, 8.3% of the total and 35.0% of them were KSI.

47.5% (114) of PTW casualties were aged from 16 to 29 years.

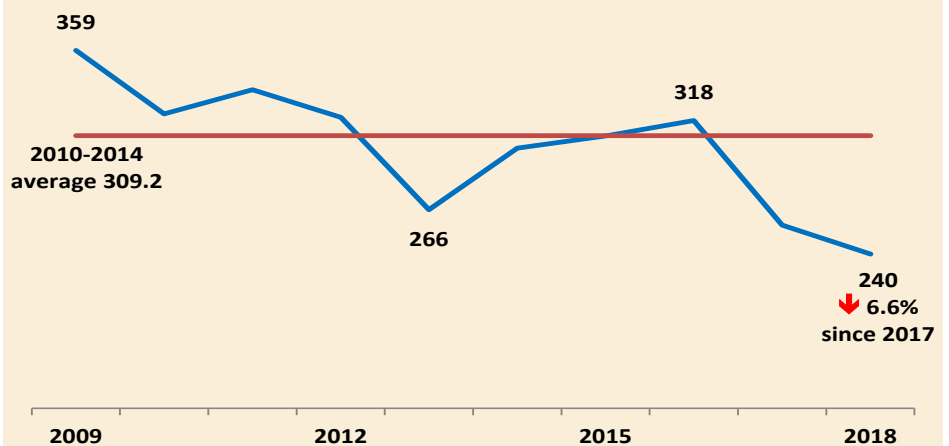
Overall the most common contributory factor for PTW s and the other vehicles involved was 'failed to look properly'.

Factors vary by bike size. For bikes up to 50cc, 50-125cc and of unknown type 'Inexperienced rider' was as common. For larger bikes 'speeding' and 'careless reckless in a hurry' were in the top 4.

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*	% MC up to 50cc casualties	Count
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15-19	60.9%	14
20-24	17.4%	4

Age Band*	% MC 50-125cc casualties	Count
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15-19	23.2%	19
20-24	23.2%	19
25-29	19.5%	16

Age Band*	% MC 125-500cc casualties	Count
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20-24	22.7%	5
24-29	22.7%	5
60-64	13.6%	3

Age Band*	% MC over 500cc casualties	Count
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20-24	9.8%	9
25-29	9.8%	9
35-39	17.4%	16
40-44	10.9%	10
55-59	14.1%	13

Age Band*	% MC U/K cc casualties	Count
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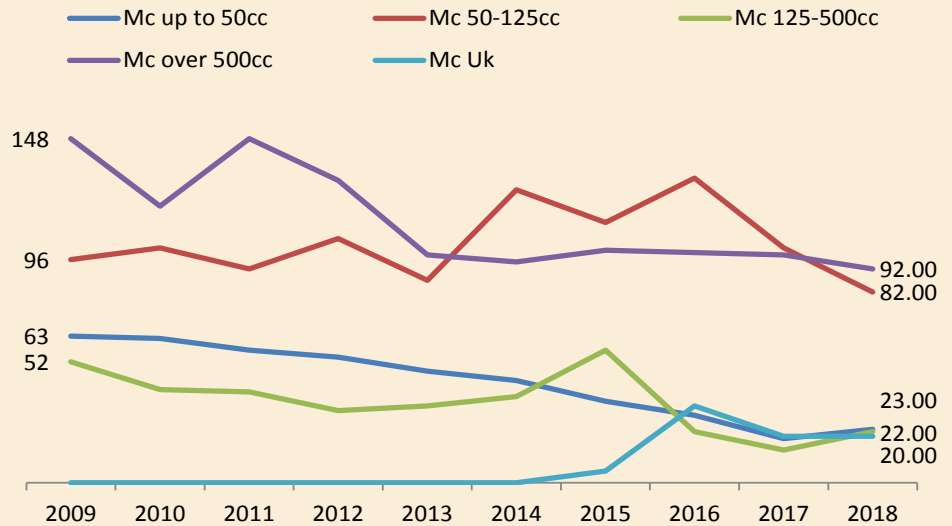
15-19	15.0%	3
30-34	25.0%	5
35-39	15.0%	3

* Not all age bands shown

There were 2 casualties with an unknown age riding bikes over 500cc

Electric motor cycles not shown (1)

PTW Casualties by Year and Vehicle Type



Key Facts (continued)

60.9% (14) of casualties on up to 50cc bikes were aged 15-19 years. Casualties on this vehicle type decreased from a peak of 159 in 2004 to 19 in 2017 and have risen slightly to a total of 23 in 2018.

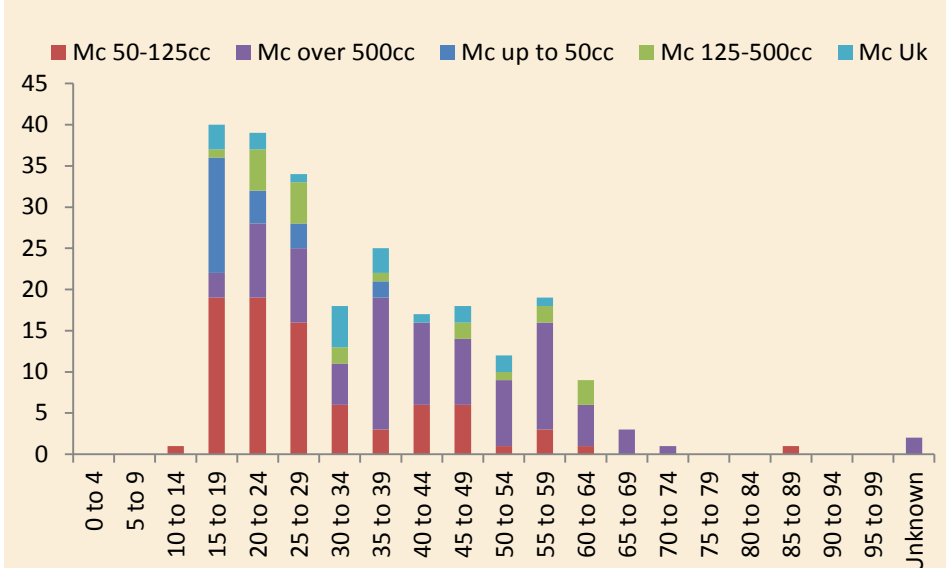
The youngest PTW casualties were a 13 year old passenger and a 15 year old rider both on bikes up to 125cc.

65.9% (54) of casualties on bikes up to 125cc were aged 15-29 years. With a total of 82 casualties this was the second largest group in 2018.

There were 92 casualties on bikes over 500cc. The largest age groups were 35-39 and 55-59 years making 31.5% (29) of the total casualties on these bikes.

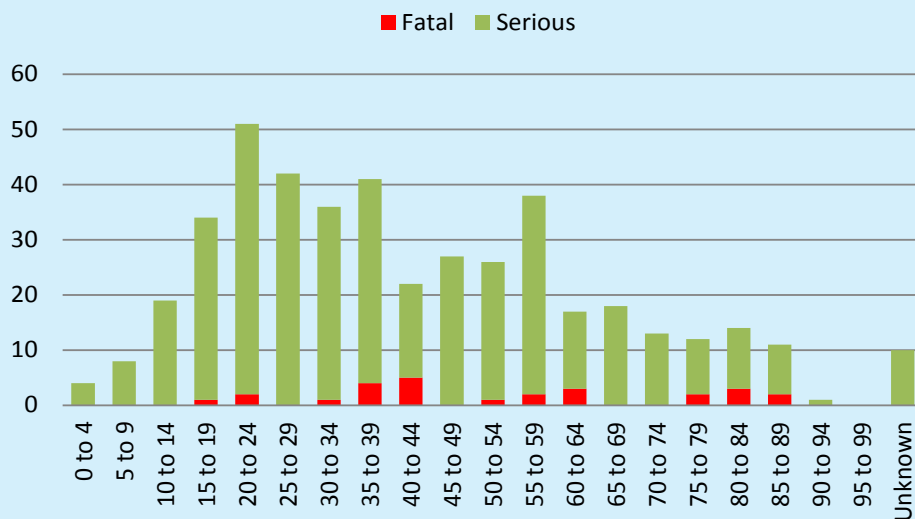
In 2018 there were a total of 20 PTW casualties on unknown bikes.

PTW Casualties by Age and Vehicle Type

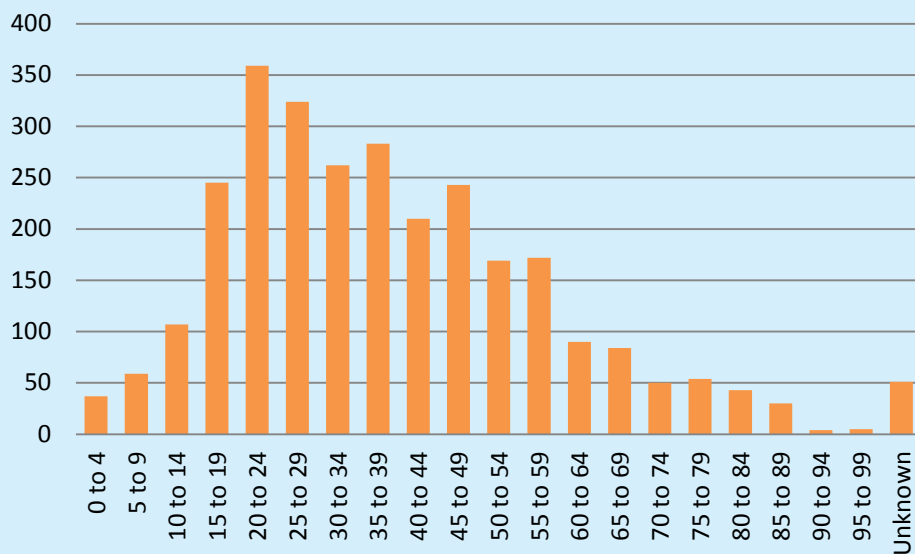


Casualties by Age

KSI Casualties by Age



Casualties by Age



Key Statistics

444 KSI Casualties

2881 Total Casualties

15.4% of Total Casualties were KSI

Age band as percentage of total KSI casualties

Age Band*	% total	Count
0-14	7.0%	31
20-24	11.5%	51
25-29	9.5%	42
35-39	9.2%	41
55-59	8.6%	38
60 and over	19.4%	86

* Not all age bands shown - There were 10 KSI casualties with an unknown age.

Age band as percentage of total casualties

Age Band*	% total	Count
0-14	7.1%	203
20-24	12.5%	359
25-29	11.3%	324
35-39	9.8%	283
45-49	8.4%	243
60 and over	12.5%	360

* Not all age bands shown - There were 51 casualties with an unknown age

Key facts

The age band with the highest total casualties was 20-24 year olds with a total of 359 and the second highest total was 25-29 year olds with 324 casualties, between them these age groups accounting for 23.7% of total casualties.

There were 221 child casualties aged 0 to 15 years, 7.7% of total casualties and 360 casualties aged 60 years or over, 12.5% of the total.

For KSI casualties the single age group with the most casualties was 20-24 year olds with 11.5% of the KSI total. The second largest group was 25 to 29 year olds with 9.5% of the total and third 35 to 39 year olds with 9.2% of total KSI casualties.

KSI casualties aged 60 or over were 19.4% of the total.

Most age groups over 55 had a higher percentage of KSI casualties than for younger groups. The age band with the highest percentage of KSI casualties was 85 to 89 year olds, (30.0%, 11).

31.7% of casualties over 80 years were KSI.

Casualties by Age

Child Casualties (0-15 yrs)

Key Statistics

221 Child Casualties
 7.7% of Total Casualties
 32 Child KSI Casualties
 7.2% of Total KSI Casualties

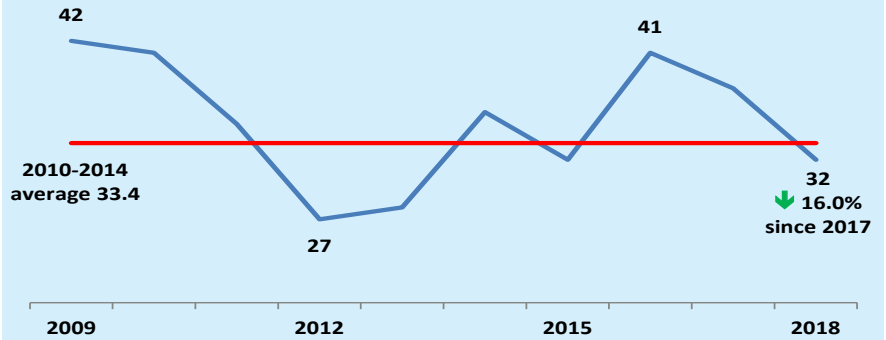
Change from 2010-2014
 average

	Change	Count
KSI	↓ -4.2%	-2
All	↓ -22.4%	-64

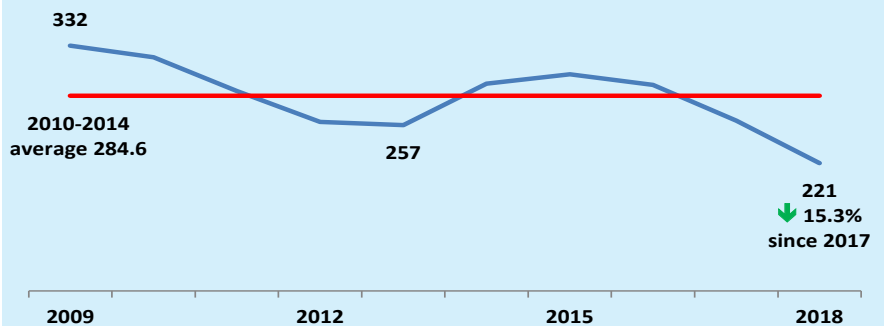
Change from 2017

	Change	Count
KSI	↓ -16.0%	-6
All	↓ -15.3%	-40

Child KSI Casualties per Year



Total Child Casualties per Year



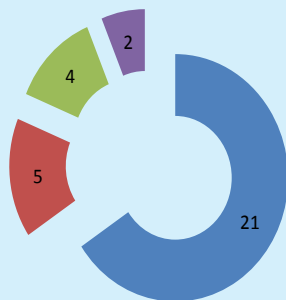
Key Facts

The total number of child casualties decreased from 2017 by 15.3% (40) to 221. The KSI total decreased by 16.0% (6).

Child casualties accounted for 24.3% of all pedestrian casualties and 23.1% of KSI pedestrian casualties. 33.5% of child casualties were pedestrians and 65.6% of child KSI were pedestrians.

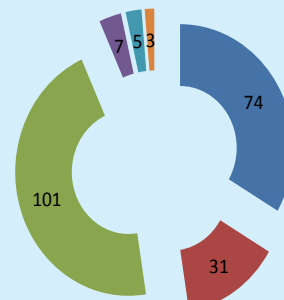
Child casualties were 12.3% of cyclist casualties and 7.9% of KSI cyclist casualties. 14.0% of child casualties were cyclists and 15.6% of child KSI were cyclists. 45.7% of all child casualties were car passengers.

Child KSI Casualties



■ Pedestrian ■ Cyclist ■ Car User ■ PTW

Total Child Casualties

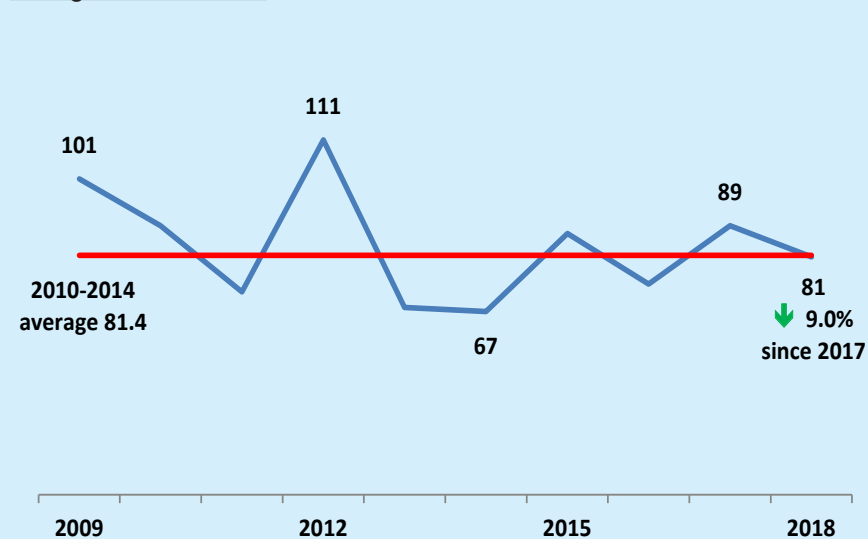


■ Pedestrian ■ Cyclist ■ Car User ■ PSV ■ Goods ■ PTW

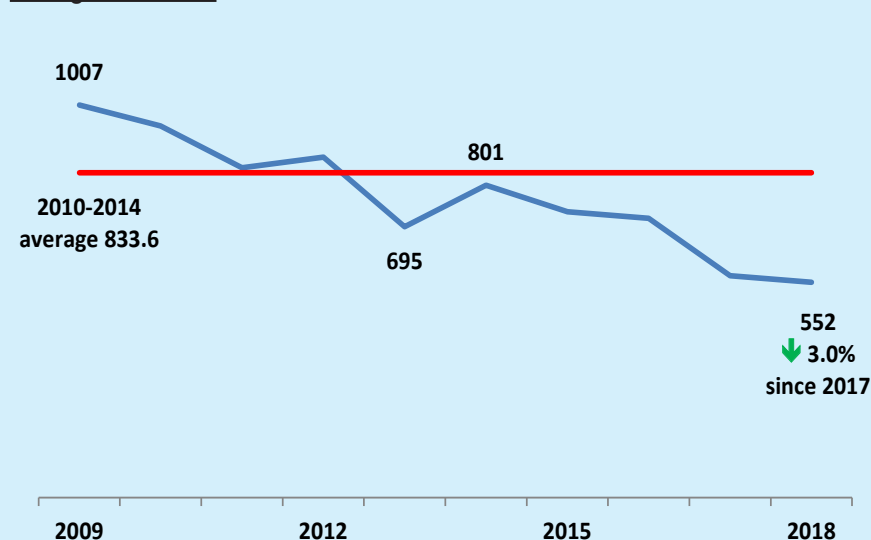
Casualties by Age

Young Casualties (17-24 yrs)

Young KSI Casualties



Young Casualties



Key Statistics

552 Young Casualties
19.2% of Total Casualties
81 Young KSI Casualties
18.2% of all KSI Casualties

Change from 2010-2014 average

	Change	Count
KSI	↓ -0.5%	-1
All	↓ -33.8%	-282

Change from 2017

	Change	Count
KSI	↓ -9.0%	-8
All	↓ -3.0%	-17

Key Facts

The young casualty total decreased by 3.0% (17) from 2017 and the young casualty KSI total decreased by 9.0% (8). Young casualties were 19.2% of total casualties and 18.2% of all KSI casualties.

65.2% of young casualties were driver / riders, 28.1% were passengers and 6.7% pedestrians.

72.3% (399) of total young casualties were car users and this group made up 20.7% of all car user casualties. 45.7% (37) of young KSI casualties were car users accounting for 20.6% of all car user KSI casualties.

12.7% (70) of total young casualties were PTW users accounting for 29.2% of total PTW casualties.

313 young casualties were male and 239 female. There were 59 male KSI casualties and 22 female. There were 226 male and 134 female driver / rider casualties.

The most commonly used contributory factor for young driver casualties was 'failed to look properly' (74 uses), second was 'careless reckless or in a hurry' (58) and 'loss of control' third (52). 'Learner or inexperienced driver' was fifth (41) compared with 15th for all casualties.

Casualties by Age

Older Casualties (60+ yrs)

Key Statistics

360 Older Casualties

12.5% of Total Casualties

86 Older KSI Casualties

19.4% of Total KSI Casualties

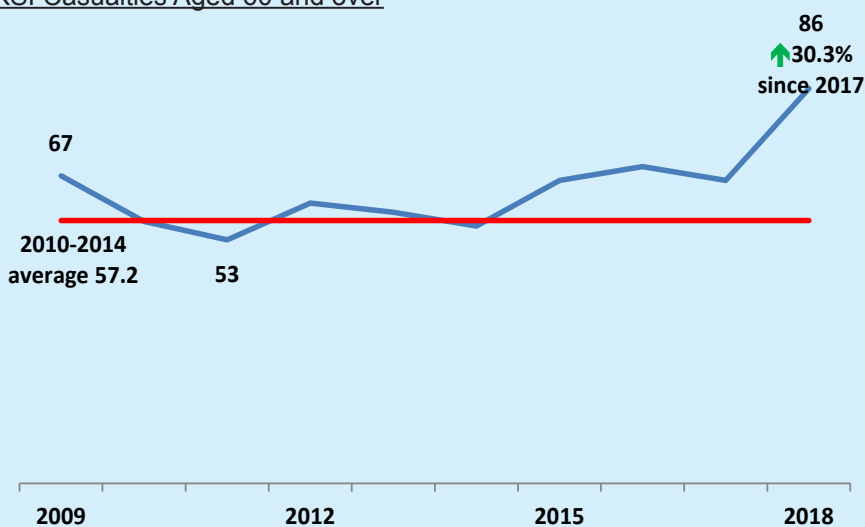
Change from 2010-2014
average

	Change	Count
KSI	↑ 50.4%	29
All	↓ -8.6%	-34

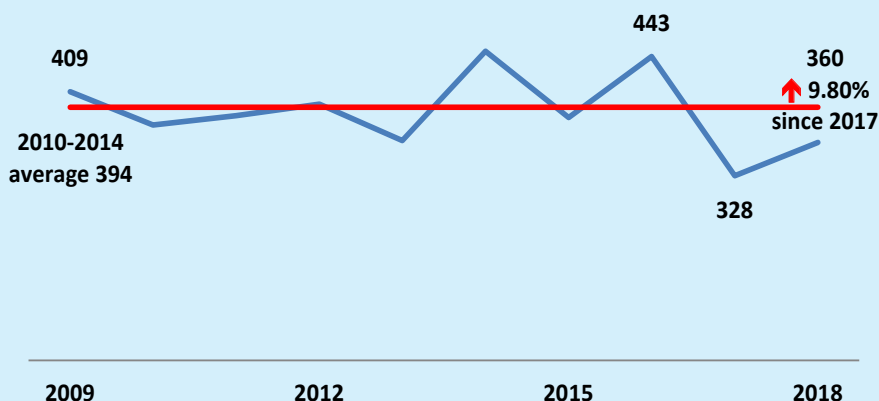
Change from 2017

	Change	Count
KSI	↑ 30.3%	20
All	↑ 9.8%	32

KSI Casualties Aged 60 and over



Casualties Aged 60 and over



Key facts

KSI casualties aged 60 years and over increased by 30.3% (20) from 2017 and total older casualties increased by 9.8% (32).

45.4% (39) of older KSI casualties were car users, 26.7% (23) were pedestrians and 16.3% (14) cyclists.

Older KSI casualties were 21.7% of all car user KSI, 25.3% of all pedestrian KSI, 22.2% of all cyclist KSI and 19.4% of total KSI casualties. Older casualties have the highest percentages of KSI casualties.

67.2% of all older casualties were car users, 12.6% of total car user casualties, 16.1% were pedestrians, 19.0% of total pedestrian casualties and 7.0% were cyclists, 10.0% of all cyclist casualties.

The most frequently selected contributory factor for older driver casualties was 'driver failed to look properly' (45 uses), 'misjudged other vehicle's speed or position' was second (31 uses) and 'lost control' was third (29 uses).

A number of contributory factors were more often selected in relation to older drivers than all drivers, 'illness' was 4th for older drivers, 19th for all, 'nervous uncertain or in a panic' was 8th for older drivers and 29th for all. However 'speeding', 'too fast for conditions', 'impaired by alcohol' and 'careless reckless or in a hurry' were all selected fewer times for this group.

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

Definitions

Please see Department for Transport (DfT) Reported Road Casualties Great Britain 2018 : <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-main-results-2018>

Useful Links

Previous reports are available on 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

Alternatively you can either telephone on

0300 123 4047

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